



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

Agenda

MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

January 26, 2022

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

Meeting ID: 747 3918 4308

Dial-in: +1 408 638 0968 US

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the MetroPlan Office at 928-266-1293. 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 MetroPlan at 928-266-1293 as early as possible to allow time to arrange the accommodation.

Public Questions and Comments must be emailed to jeff.meilbeck@metroplanflg.org prior to the meeting.

TECHNICAL ADVISORY COMMITTEE MEMBERS

- ☐ Jason James, ADOT Transportation Planner, Chair
- ☐ Andrew Iacona, Northern Arizona University, Vice-Chair
- ☐ Anne Dunno, NAIPTA Capital Program Manager
- ☐ Rick Barrett, City of Flagstaff Engineer
- ☐ Brenden Foley, ADOT North Central District Assistant District Engineer
- ☐ Christopher Tressler, Coconino County Engineer
- ☐ Jay Christelman, Coconino County Community Development Director
- ☐ Dan Folke, City of Flagstaff Community Development Director
- ☐ Jeff Bauman, City of Flagstaff Transportation Manager
- ☐ Ed Stillings, FHWA
- ☐ Michelle McNulty, City of Flagstaff Planning Director

METROPLAN STAFF

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

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

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

D. APPROVAL OF MINUTES

- [Minutes of Regular Meeting: November 17, 2021](#)

(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 Technical Advisory Committee.)

III. GENERAL BUSINESS

A. [Downtown Mile FY 2022 Budget Update](#)

(Pages 10 - 15)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: No recommendation is being made, but the TAC may provide input on process related to the Downtown Mile planning project.

B. [Transportation Improvement Program \(TIP\) amendments](#)

(Pages 16-23)

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommends a TIP amendment be discussed and action possibly taken to amend the TIP.

C. **Unified Planning Work Program Amendment**

(Pages 24-26)

MetroPlan Staff: Dave Wessel

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

D. **Lone Tree Overpass**

(Pages 27-30)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: No recommendation is being made

E. **Transportation Survey 2022 Report**

(Pages 31-32)

MetroPlan Staff: Jeff “Miles” Meilbeck

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

F. **Stride Forward Branding and Outreach update**

(Pages 33-35)

MetroPlan Staff: David Wessel

Recommendation: No recommendation is being made

G. **Sustainable Transportation Toolbox Update**

(Pages 36-41)

MetroPlan Staff: Jeff “Miles” Meilbeck and David Wessel

Recommendation: Staff recommends that TAC adopt the Scope of Work for the Sustainability Toolbox

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

(Pages 42-65)

MetroPlan Staff: Jeff “Miles” Meilbeck

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

I. **Federal and State Funding Update**

(Pages 66-71)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for discussion only.

J. Executive Board Agenda Review

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. This item is for discussion only.

K. Items from the Executive Director

MetroPlan Staff: Jeff “Miles” Meilbeck, Executive Director

1. Executive Director Review

L. Future Agenda Items

MetroPlan Staff: Jeff “Miles” Meilbeck, Executive Director

Recommendation: Discuss items for future MetroPlan agendas.

IV. CLOSING BUSINESS

A. ITEMS FROM THE COMMITTEE

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

B. NEXT SCHEDULED TAC MEETING

2. February 23, 2022 at 1:30 pm - Zoom

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 21, 2022 at 3:00 pm in accordance with this statement.

Dated this 21st Day of January 2022.

Mandia Gonzales, Transportation Planner



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MINUTES

MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

November 17, 2021

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

Meeting ID: 747 3918 4308

Dial-in: +1 408 638 0968 US

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Public Questions and Comments must be emailed to rosie.wear@metroplanflg.org prior to the meeting.

TECHNICAL ADVISORY COMMITTEE MEMBERS

- ☒ Jason James, ADOT Transportation Planner, Interim Chair
- ☒ Anne Dunno, NAIPTA Capital Program Manager
- ☒ Rick Barrett, City of Flagstaff Engineer
- ☐ Brenden Foley, ADOT North Central District Assistant District Engineer
- ☐ Christopher Tressler, Coconino County Engineer
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METROPLAN STAFF

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

OTHERS IN ATTENDANCE:

Keith Christian (Kimley-Horn), Michael Grandy (Kimley-Horn), Nick Hall (Burgess & Niple)

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

Chair Jason James called the meeting to order at 1:30pm.

B. ROLL CALL – See Above

C. PUBLIC COMMENT

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

D. APPROVAL OF MINUTES

- Minutes of Regular Meeting: October 27, 2021 (Pages 5-8)

Motion: TAC member Anne Dunno a motion to approve the October 27, 2021 meeting minutes as revised on Monday, November 15th, 2021. TAC member Dan Folke seconded the motion. The motion was passed unanimously. 6-0

II. CONSENT AGENDA

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

There were no consent items on the agenda.

III. GENERAL BUSINESS

A. ADOT Highway-Rail Grade Crossing Action Plan (Pages 25-26)

MetroPlan Staff: Jeff “Miles” Meilbeck /Dave Wessel

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

ADOT and Michael Grandy with Kimley-Horn presented an update on the ADOT Highway-Rail Grade Crossing Action Plan. No action was taken.

B. Election of Officers (Pages 50-52)

MetroPlan Staff: Jeff “Miles” Meilbeck

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

Motion: TAC member Rick Barrett nominated Jason James to be Chair and Andrew Iacona to be Vice-Chair for Calendar Year 2023. TAC member Anne Dunno seconded the motion. The motion was passed unanimously. 6-0

C. Regional Transportation Plan (RTP) Update (Pages 32)

MetroPlan Staff: David Wessel

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

Staff presented an update on the Regional Transportation Plan. No action was taken.

D. Mini-Grant Consideration (Pages 50-52)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends that the FY 2022 mini-grant funds be directed to an intergovernmental agreement or contract with the City of Flagstaff sustainability program for an amount not to exceed \$100,000.

Motion: TAC member Anne Dunno made a motion to direct the FY 2022 mini-grant funds be directed to an intergovernmental agreement or contract with the City of Flagstaff sustainability program for an amount not to exceed \$100,000. TAC member Dan Folke seconded the motion. The motion was passed unanimously. 6-0

E. Executive Board Agenda Review (Pages 34-37)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. This item is for discussion only.

Staff presented a brief review of the draft Executive Board agenda.

F. Items from the Executive Director

(Pages 39-40)

MetroPlan Staff: Jeff “Miles” Meilbeck, Executive Director

1. State Freight Plan

Dave Wessel presented a brief update on the State Freight Plan.

G. Future Agenda Items

MetroPlan Staff: Jeff “Miles” Meilbeck, Executive Director

Recommendation: Discuss items for future MetroPlan agendas.

Chair James requested to add Milton/US180 Corridor Master Plan.

IV. CLOSING BUSINESS

A. ITEMS FROM THE COMMITTEE

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

There were no other items from the committee.

B. NEXT SCHEDULED TAC MEETING

2. January 26, 2022 at 1:30 pm - Zoom

C. ADJOURN

Chair James adjourned the meeting at 3:06 pm.



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STAFF REPORT

REPORT DATE: January 19, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Downtown Mile FY 2022 Budget Adjustment

1. Recommendation:

i None. This item is for information only.

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.

3. Background

i MetroPlan develops a strategic workplan and budget each year to ensure that we stay on track with meeting the transportation needs of our region. Given that transportation needs are virtually unlimited and that time and money are not, MetroPlan has a mission, vision, and guiding principles to guide our decision-making process. For example, we identified projects at our last strategic advance including West Route 66, the Lone Tree Traffic Interchange, the mini-grant, and the Downtown Mile plan (DTM plan). We allocated funds to each of these projects and have begun implementation. The purpose of this report is to make the case to reprioritize \$310,000 of MetroPlan funds to the DTM plan.

MetroPlan has already budgeted \$180,000 to the DTM plan in FY 22 and on January 5th the MetroPlan Board shifted an additional \$310,000 to the DTM plan because it is important, urgent, and highly leveraged as follows:



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- *Important:* The DTM plan will integrate the design of the Milton Railroad underpass, the Downtown Connection Center (DCC), bicycle and pedestrian projects, and safer railroad crossings. Further, all of these transportation projects are stacked up behind the completion of the Rio De Flag flood control project (Rio project). In other words, before the Rio project can be constructed, the DTM plan indicating how all the projects will integrate needs to be completed. With over \$150M of infrastructure investments in the balance, it is hard to imagine a more important project.
- *Urgent.* The City of Flagstaff's Rio Project has a federal appropriation of \$52 Million which cannot be expended until the DTM planning/design effort is complete. The Rio project funding is time-limited and needs to be spent so it does not lapse. Further, the risk of catastrophic flooding and the resultant impact on the transportation network in the community is high. Although flooding mitigation is not a direct mission of MetroPlan, it is a community imperative for MetroPlan to consider.
- *Highly Leveraged.* Design and construction of infrastructure projects in the area total over \$150 Million. The DTM Plan is a precursor to design and construction. The following table summarizes the funds that will be leveraged through the completion of the DTM plan:
 - Army Corps of Engineers: \$79.3 Million
 - Federal Transit Administration: \$22 Million
 - Burlington Northern Santa Fe Railroad: \$200,000
 - Mountain Line: \$12 Million
 - City of Flagstaff: \$42.7 Million

In addition to the sources above, the DTM Plan will allow MetroPlan and member agencies to apply for more funds through the Bipartisan Infrastructure Law (BIL). If successful, these additional funds may reduce the amount of local funds required for project construction or address increasing costs.

CONSIDERATIONS

Project Management: The MetroPlan Board approved shifting funds to the DTM Plan based on the understanding that the City of Flagstaff will lead the project and MetroPlan will support it. This structure means that the City of Flagstaff will provide a local match to draw down the MetroPlan grant, will procure the consultant, and will manage the project. MetroPlan will provide technical and leadership support as appropriate.

West Route 66 Plan: Shifting funds to the DTM Plan means there will be a delay in completing the West Route 66 Plan. However, the West Route 66 Plan is still a priority and staff believes we can advance it in a meaningful way by using in-house staff resources and leveraging other projects. As the TAC will recall, we created an entry-level transportation planner position that has now been filled with an experienced and capable



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individual. MetroPlan also has a veteran Transportation Planning Manager who has been with the organization for 24 years and is highly competent. Further, MetroPlan has a consultant team on Board for “MetroPlan: Stride Forward” (the new brand name for the Regional Transportation Plan). For all of these reasons, MetroPlan was able to direct funds to the DMP while still advancing the West Route 66 plan.

Lone Tree Traffic Interchange (LTTI): The LTTI is a major concept related to building an interchange at I-40 and Lone Tree similar to the interchange at I-40 and Butler and I-40 and I-17/Milton. Similar to the West Route 66 project, staff believes that meaningful progress on the LTTI can be made through MetroPlan: Stride Forward” and with in-house staff. Again, the LTTI may be delayed by several months because we shifted funds to the DTM Plan.

4. TAC and Management Committee Discussion

- i** MetroPlan staff made this recommendation to the MetroPlan Board following meetings with City, Army Corps, BNSF staff and City elected officials. City staff reviewed the recommendation before it went to the MetroPlan Board.

5. Fiscal Impact

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

Since an additional \$310,000 was transferred, the total MetroPlan contribution is now \$490,000. The additional local match will be \$18,738 and the City of Flagstaff needs to provide this additional local match.

Staff amended the budget to move \$310,000 from other MetroPlan projects to the DTM Plan as follows:

Transfer From	To	Amount	Match Required from City
Lone Tree Traffic Interchange	DTM	\$100,000	\$6,044.54
West Route 66	DTM	\$100,000	\$6,044.54
Mini Grant	DTM	\$110,000	\$6,648.99



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<i>Total</i>		<i>\$310,000</i>	<i>\$18,738.07</i>
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6. Alternatives

i None

7. Attachments

i Downtown Mile “Glossy”

City of Flagstaff Downtown Mile Master Plan



The City of Flagstaff and project partners including BNSF Railway, Mountain Line, Amtrak, and Army Corps of Engineers are investing over \$150,000,000 in transit and flood control improvement projects in downtown Flagstaff (see map on back). A RAISE Planning Grant will provide funds to develop integrated design, NEPA clearance, and a construction phasing plan to optimize efficiency and funding in delivering these critical projects for our community.

Merit Criteria Justification

• Safety

Two new grade-separated pedestrian crossings that provide safe passage for vulnerable users and reduce the likelihood of trespassing across active railway. Additional bicycle facilities that complete a major link along the City's "main street" (Milton Road) and support alternate mode users.

• Environmental Sustainability

The Downtown Connection Center increases public transit options and supports reduction in private vehicle use particularly for short trips. Entire "Downtown Mile" effort provides critical infrastructure to allow denser urban growth rather than urban sprawl.

• Quality of Life

Flood control efforts eliminate recurring floods from the historic Southside community. Enhanced transit and pedestrian facilities increase mobility options for downtown residents and workers.

• Economic Competitiveness

Planning for the railway operations reduces impact to rail operations and allows for future growth of regional and national freight movement. Supporting downtown assists existing and future businesses to attract and retain 4,500+ workers.

• State of Good Repair

The widening and replacement of the Milton Road Underpass/BNSF Railway Bridge eliminates a 1930's structure that is substandard in vertical clearance for a more resilient structure. Removing the 100-year floodplain from historic areas improves overall maintenance and repair costs.

• Area of Persistent Poverty (APP)

The project area is in a census tract that meets the APP definition.



Florence to Walnut Pedestrian Underpass
\$2,300,000 Programmed (City of Flagstaff)
Design Complete



Milton Road Underpass/BNSF Railway Bridge
\$200,000 Programmed (City of Flagstaff)
Planning Underway



Downtown Flagstaff

Rio de Flag (RDF) Flood Control and Pedestrian Underpass
\$122,000,000 Programmed
(City of Flagstaff, Army Corp of Engineers)
Design Complete



Lone Tree Overpass

Overpass of BNSF and RDF (and lowering track)
\$73,000,000 Programmed (City of Flagstaff)
Design Underway



Downtown Connection Center and Amtrak Station
\$34,000,000 Programmed (Mountain Line)
Design Underway



Southside Flagstaff



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STAFF REPORT

REPORT DATE: January 12, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
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 *Pending*

5. Fiscal Impact

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

6. Alternatives

i *1. Support the TIP amendment as presented for the Mountain Line grant awards. This allows the obligation of funds and project delivery to move forward.*

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 19, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
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 Pending



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5. Fiscal Impact

i MetroPlan has already budgeted \$180,000 of federal funds for the DTM Plan.

Since an additional \$310,000 was transferred, the total MetroPlan contribution is now \$490,000. The additional local match will be \$18,738 and the City of Flagstaff needs to 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. The disadvantage of this alternative is that MetroPlan may need to amend the UPWP again if the City of Flagstaff does not proceed expeditiously or at all.
2. Defer the UPWP amendment to May, to be included in the adoption of the FY23&24 UPWP. The advantage of this alternative is that it reduces the chances that MetroPlan will need to amend its UPWP multiple times. 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 20, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
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 their 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 their 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 None



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STAFF REPORT

REPORT DATE: January 19, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: *Transportation Survey 2022 Report*

1. Recommendation:

i Staff recommends the TAC 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 draft report is being 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 Pending



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5. Fiscal Impact

i None

6. Alternatives

i Adopt the survey (recommended).

Make recommendations to adjust the survey before adoption

Do not adopt the survey

7. Attachments

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



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STAFF REPORT

REPORT DATE: January 19, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
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 will be launched this week 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 with a posting to the Stride Forward Facebook page and social media accounts which in turn direct people to the website. The working draft of the website will be presented at the TAC meeting and ready for launch later that day. This includes the first online survey. Stakeholders are responding positively to requests for meetings and scheduling for January and February is in progress. Presentations are scheduled with 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 Pending. Note – an update to the Board was given on January 5.



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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 *None*



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STAFF REPORT

REPORT DATE: January 19, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
FROM: Jeff “Miles” Meilbeck, Executive Director
David Wessel, Transportation Planning Manager
SUBJECT: Sustainable Transportation Toolbox Update

1. Recommendation:

i Staff recommends the TAC 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 TAC support of the scope of work.

4. TAC and Management Committee Discussion

i Pending

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 [MetroPlan Sustainability Intentions – Signed](#) (Link)

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. In Phase I, the Team will build off the significant policy foundation that exists to develop performance targets for existing and new development that will achieve carbon neutrality goals. 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.

For reference: performance standards define IF, WHEN, and sometimes HOWMUCH 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:

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:

Phase Two will be subject to funding availability and adequate performance on Phase One and will require a separate notice to proceed from MetroPlan in consultation with the City of Flagstaff.

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:

VMF 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 the presence of bicycle and pedestrian facilities are 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 19, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
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.

4. TAC and Management Committee Discussion

i Pending

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 STSC Steering Committee Presentation



Sunshine Transport Solutions Corporation

STSC Flagstaff Steering Committee

January 14, 2022



STSC-USA – Bringing a Solar-powered e-Mobility
Solution to Urban Personal Rapid Transit

Saving our planet through cost-effective innovation

Page 14 of 75

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20220126-TAG Meeting Packet



Content

- First Meeting Outline
- Introduction
- Why would Flagstaff be one of the first?
- Group Discussion
- Summary



First Meeting Outline

- Introduction (10 minutes)
- Why would Flagstaff be one of the first? (15 minutes)
- Group Discussion (25 minutes)
 - What do you like in this idea, what could be promising for Flagstaff
 - What do you see as fatal flaws in this?
- Summary (10 minutes)



Introduction – Roles

Chairperson: Jeff “Miles” Meilbeck MetroPlan	STSC – Team members
Member: Jack Fitchett City of Flagstaff – Business Attraction Manager	Member: Jim McCarthy City Councilmember
Member: Brian Petersen NAU Associate Professor, Former Chairman of the City of Flagstaff – Sustainability Committee	Member: Heather Dalmolin CEO & General Manager, Mountain Line
Member: Josh Maher NAU – Associate VP, Community Affairs	Member: Steve Eiss NAH – VP - Construction & Real Estate Development
Member: Barney Helmick Airport Director, Flagstaff Pulliam Airport	Member: Jason James Regional Transportation Planner, ADOT

Will continue to seek membership of City of Flagstaff – Commission on Inclusion and Adaptive Living
Will continue to seek membership of Martin Ince, City of Flagstaff – Multimodal Planner



Introduction – Standing Agenda

- Call To Order and Attendance (5 minutes)
- Acceptance of Meeting Minutes (5 minutes)
- Body Of Meeting (45 minutes)
 - Report Out on Open Action Items
 - New Items Discussions (planned prior to meeting)
- Summary of Action Items (5 minutes)



Introduction – Process

- Process we will follow
 - All meetings are informal meetings
 - Use common best practices
 - No requirement to adhere to any state regulations
 - Chairperson drives the agenda, ensures people are heard, etc.
 - Participation by all is encouraged
 - STSC will create Meeting Minutes, which will be shared to all. STSC will solicit any needed corrections to help ensure correctness
 - STSC will capture and track Action Items, shared to all



Why We Will Be Successful?

- The STSC team members have the experience and skills required
- The evolution in technologies makes the system possible
- The solution is aligned with City, Regional, and State goals
- The system meets the desires/needs of people in an equitable manner
- The system is not another burden on city and state funding

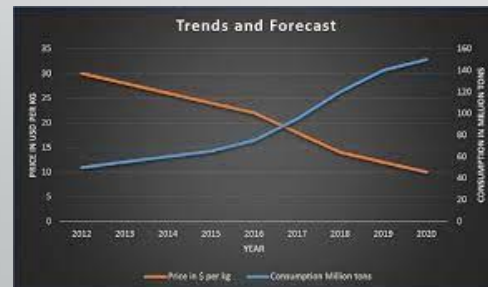
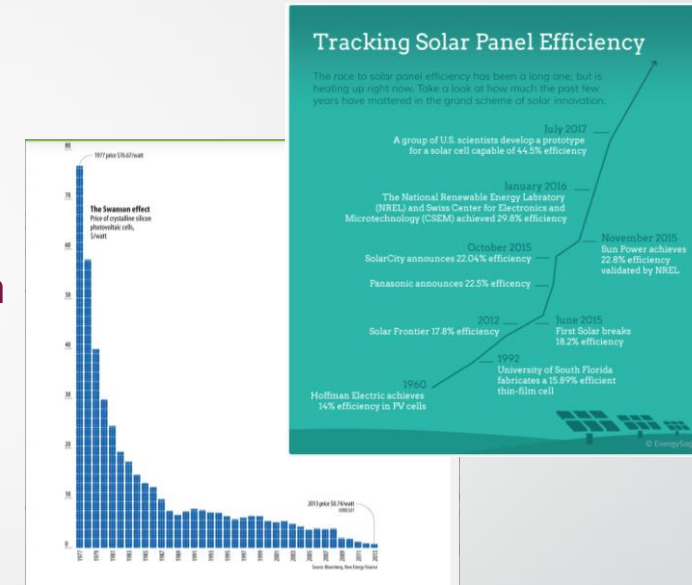


Flagstaff Downtown Connection Center

Why Now?



- Technology has been constantly evolving over the last several decades
 - Solar energy efficiency have increased from 14% to 45% (3x) while costs have come down from 77 \$/w to .7 \$/w (100x), giving a 300X improvement
 - Inductive charging has become practical for transit systems
 - Smartphone and ride-hailing Apps make transportation a service
 - Lightweight carbon fiber material and 3D metal printing have come down in cost
 - Computers have increased in speed (1,000x from 2 MHz to 2 GHz) and come down in price
- All the relevant technologies necessary have evolved and converged enough so that a cost-effective system can be brought to market



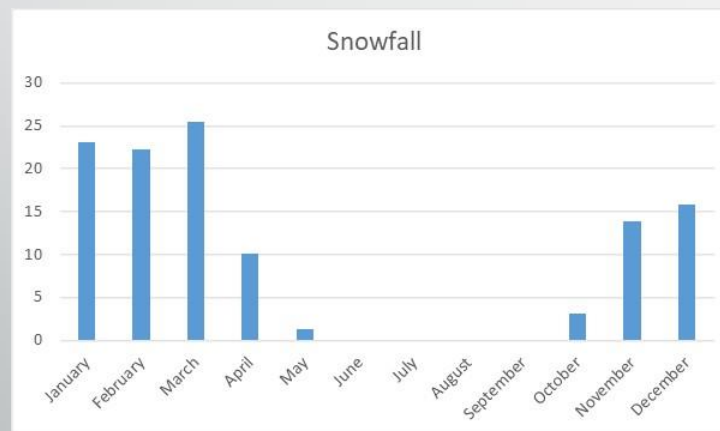
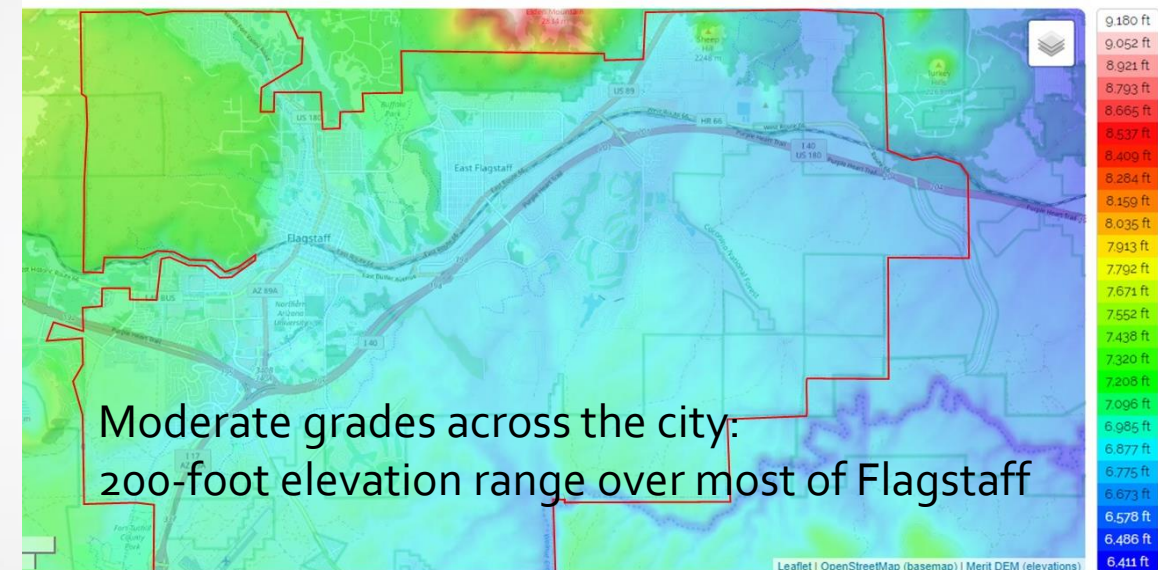
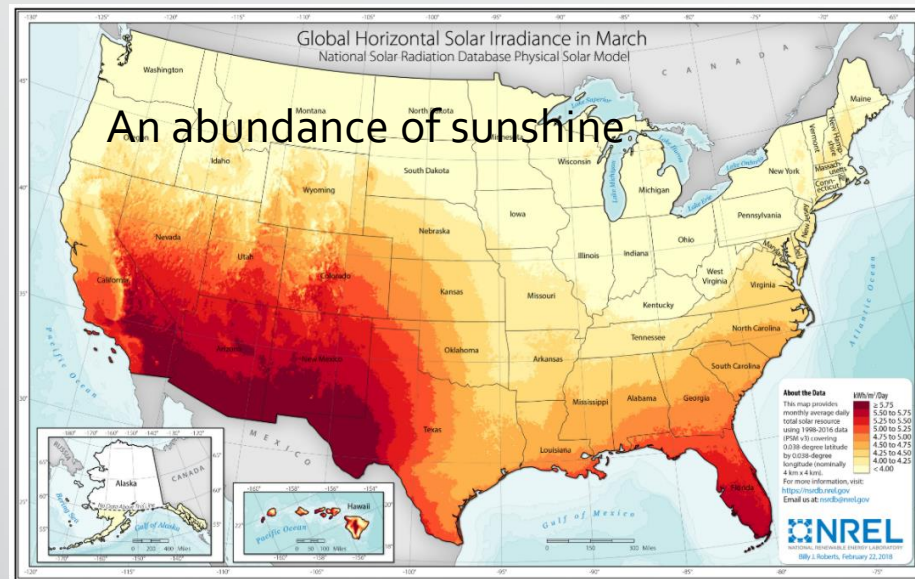


Why Would Flagstaff Be One Of The First

- STSC has very high enthusiasm for a system in Flagstaff because of the potential for success
 - Community leadership and commitment
 - Community and city government size allow for accomplishing goals within reasonable timeframes
 - Regional and local planning shows a deep commitment to the city's Mission, Vision and Value Statements
 - City's embracing of sustainability
 - City's commitment to create the finest public transportation experience for Northern Arizona Communities
 - STSC is fully aligned with Draft Active Transportation Master Plan, Flagstaff Regional Plan 2045, and Flagstaff Carbon Neutrality Plan
 - Regional and Flagstaff characteristics
 - An abundance of sunshine, moderate grade across the city, and a winter environment to prove operations
 - A city adept at delivering transportation solutions, that could be a source for highly-trained maintenance and operations personnel



Why Would Flagstaff Be One Of The First



Winter climate allows for testing



Excellent Rights Of Way



Why Would Flagstaff Be One Of The First

- A system could be delivered that
 - Reaches any area; serves people where they are
 - Is safe, convenient, private, and equitable
- Flagstaff could enjoy the benefits of being one of the first cities in the country to have an innovative solution
 - State and national attention as a leader in achieving climate change actions that are environmentally and financially sustainable
 - Attract people from other cities to see a system in operation
 - Become an STSC regional training site, with attending revenues from visitors
 - Opportunities to address social equity and 10-year housing objectives
 - Opportunities to be a leader in delivering on multi-modal interoperability with current and future options
 - Employment from operations and maintenance, as well as possible manufacturing, software development, and engineering jobs



Why Would Flagstaff Be One Of The First

- Hospital - a new hospital and a new transport system. Modern healthcare with modern transport. Increase access and convenience for visitors and patients. Exciting possibilities for new ways to connect buildings on health care campus.
- Airport - Increase access and convenience for getting to other parts of Flagstaff. Bigger cities are always trying to get that “connection to the airport”. Looking beyond the horizon for the incoming electric age of flight. eVTOL on demand trips need on demand ground transportation that is quiet and environmentally friendly. Private jet usage increasing. Will increase even more in Flagstaff if it is one of first places where you can ride a solar transport system after getting off flight.
- Mountain Line - Great potential to partner with STSC in seamless ease of use between two different networks. Co branding and ticketing . New approach to be studied with micro transit and flexible routes in combination with an STSC network. Will make getting around easier, less expensive, and more environmentally friendly for middle class people without adding another car to the road.



Why Would Flagstaff Be One Of The First

- NAU - What if NAU became the envy of the more well know Universities in Arizona? Light rail has over promised and under delivered at ASU and UofA. With an STSC system on campus NAU students will be the first to experience a campus lifestyle like this. Student plans could be sold in collaboration with the University tuition. STSC will commit to offering a range of internships and jobs as we grow the workforce. NAU is well know for its environmental sustainability program. STSC looks to add to that school history. Will cut down on drunk driving by giving students and visitors another option besides Uber/Lyft. End result will be an increase in college rankings.
- AZDOT - Arizona has a budget surplus. Opportunity to fund these types of studies that have a huge bang for the buck potential that could lead to massive private capital investment building new solar powered transport networks, taking pressure off building more highways and roads that don't immediately have ROI on macro economic level. A new STSC network overlayed with current transport ROWs and city infrastructure will produce new value and productivity in currently built out and dense areas. Allows for more dense urban environments. Saves land for state to sell at later date or for preservation for later generations to use for whatever highest purpose.



Group Discussion

- How to proceed
 - Chairperson will prompt for a comment and ask someone to speak
 - Each team member is encouraged to make a succinct statement. If helpful, one additional qualifying example or analogy can be added
 - Chairperson will wait for the scribe to say that the comment is captured before inviting the next comment
 - Further inputs after the meeting will be welcome
- Two questions; separate Group Discussion of 12 minutes on each
 - What do you like in this idea, what could be promising for Flagstaff?
 - What do you see as fatal flaws in this?



Summary

- STSC will provide a capture of inputs from the committee members in the form of meeting minutes
- Meeting minutes and action items will be shared by January 21
- Comments and/or corrections will be solicited by January 28
- Next meeting is on February 11, 2022



Thank You

Example – Siting



Promenade Shopping Mall
Page 60 of 75

The Team



- Anthony Buffa: CEO & Managing Partner, Endeavor Capital Management Holdings (ECMH)
 - Decades of relevant experience launching successful technology-based enterprises
 - Successful capital formation for dozens of development-stage companies
- ECMH – Team And Resources
 - Industry veterans, with multiple successful startups at the “C” level and senior positions in fortune 500 companies
 - Recognized industry leaders in technology-based enterprises from start-up through enduring success
 - Experience in complex system integration management on US government defense and private commercial systems



The Team

- Nick Garzilli: EVP Business Development
 - Experienced visionary behind forming start-ups such as Hyper Chariot and ET3
 - Significant experience in recognizing the needs of communities for green transit solutions
- John Mardirosian: EVP Program Director
 - Decades of experience in large-scale mechanical, electrical, software, and systems engineering projects across a broad range of industries
 - Principal Engineer on the Raytheon PRT2000 Personal Rapid Transit (operational demonstration system)
 - During tenure with Altran (world's largest engineering services firm), collaborated with multiple visionaries in the PRT space, created new business line focused on PRT, and involved in proposals for the Ultra PRT for Dubai, UAE

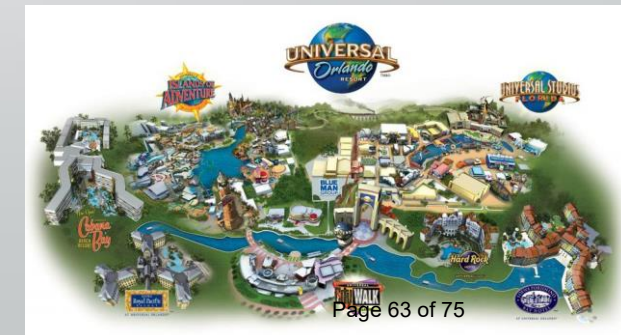


The Team

- Mike Teske: EVP Design and Safety
 - Decades of successful experience in the amusement ride industry, working as Technical Director at Celtic Engineering, President of Vekoma Rides USA (US division of world's largest in-house design and manufacturer of amusement rides), Disney and Universal Studios and other companies
 - Led design, development, opening and operating of five major theme parks in the US and Europe and responsible for engineering, safety, and opening for 110 major theme park rides
 - Park Technical Manager for Disney's EPCOT
 - Chairperson for the development and publication of ASTM F24 standards for the Theme Park industry



EPCOT



ASTM INTERNATIONAL



STSC Study

- Objective: Study the applicability of an STSC system for Flagstaff
- Approach
 - Agree on the study focus areas and deliverables, including:
 - Review existing transit studies for objectives
 - Identify mitigation, adaptation and equity co-benefits
 - Analysis of existing transit modes for utilization and pricing
 - Discussions/interviews with businesses, local government, and community to gauge ridership and price sensitivity; develop use cases
 - Collaborate with Mountain Line on enhancing multi-modal transit services and related facilities, including better access to and from existing transit
 - Assessment of potential routes and station locations and impacts on Sustainability
 - Work collaboratively with Burgess & Niple to avoid duplication and leverage modeling and community engagement



STSC Study Steering Committee

- STSC would establish a Steering Committee
 - STSC would create the agendas, host each meeting, present information, capture action items, and perform the tasks needed
 - MetroPlan would chair the steering committee
- Steering Committee charter
 - Influence the areas being investigated in the study
 - Help ensure the most important aspects of Flagstaff's goals are evaluated
 - Provide an avenue for government/private sector input to the study to avoid any fatal flaws
- Steering Committee meets monthly
 - Anticipate each member would spend 2 hours (1 in preparation, 1 in participation)
 - Timeframe of the study is 6 - 8 months



METROPLAN

GREATER ↑ FLAGSTAFF

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STAFF REPORT

REPORT DATE: January 18, 2022
MEETING DATE: January 26, 2022
TO: Honorable Chair and Members of the TAC
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 of 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 Pending

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 Bi-partisan Infrastructure Law – Arizona

[Senate Bill Analysis](#) (Link only)



The Bipartisan Infrastructure Law Will Deliver for Arizona

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Arizona is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Arizona.** For decades, infrastructure in Arizona has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Arizona a C on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Arizona residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Arizona there are 132 bridges and over 3,193 miles of highway in poor condition. Since 2011, commute times have increased by 11.1% in Arizona, and on average, each driver pays \$614 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Arizona would expect to receive approximately \$5.3 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 28.4% more than the State's Federal-aid highway formula funding under current law (1). Arizona can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Arizona can also expect to receive approximately \$117 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$133 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Arizona will receive approximately \$36 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in Arizona will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance "vision zero" plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, Arizona can expect to receive approximately \$78.9 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 43% increase in funding compared to FAST Act levels (4). Arizona will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. Arizonans who take public transportation spend an extra 90.2% of their time commuting and non-White households are two times more likely to commute via public transportation. 4% of transit vehicles in the state are past useful life. **Based on formula funding alone, Arizona would expect to receive about \$903 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 32% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Arizona would expect to receive about \$76 million over five years to support the expansion of an EV charging network in the state (6). Arizona will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Arizona will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Arizona would receive approximately \$348 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients 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.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA's Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In Arizona, such recommended projects include the South Central/Downtown Hub Light Rail and Northwest Extension Phase II Light Rail projects in Phoenix.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.

- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

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