



AGENDA

Technical Advisory Committee

1:30 – 3:30 PM
SEPTEMBER 27, 2023

Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click here to join the meeting](#)

Meeting ID: 289 780 741 569

Passcode: arQnGU

In-Person Location

Flagstaff City Hall

CR-Staff Room

211 W Aspen Ave

Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at planning@metroplanflg.org. The MetroPlan complies with [Title VI of the Civil Rights Act](#) of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin, and LEP – Limited English Proficiency.) Requests should be made as early as possible to allow time to arrange the accommodation.

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

Public Questions and Comments must be emailed to planning@metroplanflg.org prior to the meeting or presented during the public call for comment.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that, at this regular meeting, the MetroPlan Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Executive Board's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

TECHNICAL ADVISORY COMMITTEE MEMBERS

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

METROPLAN STAFF

- Kate Morley, Executive Director
 - David Wessel, Planning Manager
 - Mandia Gonzales, Transportation Planner
 - Sandra Tavel, Transportation Planner
 - Karen Moeller, Administrative Assistant & Clerk of the Board
 - Ty Holliday, Montoya Fellow
-

A. PRELIMINARY GENERAL BUSINESS

A CALL TO ORDER

B ROLL CALL

C PUBLIC COMMENT

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

D APPROVAL OF MINUTES

TAC Meeting Minutes of August 23, 2023

(Pages 5-13)

B. CONSENT AGENDA

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

C. GENERAL BUSINESS

A CONSIDER THE APPROVAL OF W. ROUTE 66 OPERATIONAL ASSESSMENT GUIDANCE DOCUMENTS

(Pages 14-39)

MetroPlan Staff: Mandia Gonzales

Recommendation: The TAC approves the W. Route 66 Operational Assessment Project Advisory Group (PAG) and Escalation Process.

B CONSIDER REGIONAL TRANSPORTATION SAFETY PLAN EMPHASIS AREAS AND PRIORITY PROJECT LOCATIONS (Pages 40-54)

MetroPlan Staff: David Wessel

Recommendation: The TAC endorses 1. The Safety Emphasis Areas as presented for strategy development; and 2. The Priority Project Locations as presented for solution development.

C CONSIDER LEGISLATIVE AGENDA (Pages 55-57)

MetroPlan Staff: Kate Morley

Recommendation: Staff recommends the TAC recommend the Board adopt proposed legislative priorities.

D STRATEGIC GRANTS PROCESS (Pages 58-60)

MetroPlan Staff: David Wessel and Sandra Tavel

Recommendation: None. This item is for information and discussion only.

E CREATIVE LOCAL MATCH OPTION-TRANSPORTATION REINVESTMENT ZONE (TRZ) (Pages 61-62)

MetroPlan Staff: Sandra Tavel

Recommendation: None. This item is for information and discussion only.

F CONSIDER MISSION, VISION, AND VALUES (Pages 63-65)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for information and discussion only.

G METROPLAN HAPPENINGS (Pages 66-68)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for information and discussion only.

D. CLOSING BUSINESS

A ITEMS FROM THE BOARD

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

B NEXT SCHEDULED TAC MEETING

Meeting date January 24, 2024

C ADJOURN

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) 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. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at www.metroplanflg.org on September 26, at 3:00 pm.

Dated this 26th day of September, 2023.

Mandia Gonzales
Transportation Planner



MINUTES

Technical Advisory Committee

1:30 – 3:30 PM
AUGUST 23, 2023

Teams Virtual Meeting

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Meeting ID: 289 780 741 569

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CR-Staff Room

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TECHNICAL ADVISORY COMMITTEE MEMBERS

- Michelle McNulty, City of Flagstaff Planning Director, Chair
- Nate Reisner, Coconino County Assistant Engineer, Vice-chair [Joined at 1:42 pm](#)
- Anne Dunno, Mountain Line Capital Development Manager
- Brenden Foley, ADOT North Central District Administrator
- Jess McNeely, Coconino County Community Development Assistant Director
- Myrna Bondoc, ADOT Regional Planner
- Paul Mood, City of Flagstaff Engineer
- Jeff Bauman, City of Flagstaff, Transportation Manager
- Stephanie Santana, City of Flagstaff, Senior Transportation Engineer (*Alternate*)
- Romare Truely, Federal Highways Administration (FHWA)
- VACANT, Northern Arizona University

METROPLAN STAFF

- Kate Morley, Executive Director
- David Wessel, Planning Manager
- Mandia Gonzales, Transportation Planner
- Sandra Tavel, Transportation Planner
- Karen Moeller, Administrative Assistant & Clerk of the Board
- Ty Holliday, Montoya Fellow

Guest Martin Ince arrived at 1:51 pm

A. PRELIMINARY GENERAL BUSINESS

A CALL TO ORDER

MEETING CALLED TO ORDER BY CHAIR MCNULTY AT 1:31 PM

B ROLL CALL

C PUBLIC COMMENT

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

D APPROVAL OF MINUTES

TAC Meeting Minutes of July 26, 2023

(Pages 6-9)

Member Anne Dunno made the motion and Member Jeff Bauman seconded the motion to approve minutes from the meeting.

The motion passed unanimously.

B. CONSENT AGENDA

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

C. GENERAL BUSINESS

A REGIONAL PLAN UPDATE

(Pages 10-11)

TAC Guest Presenter: Sara Dechter

Recommendation: None. This item is for information only.

Sara presented the Regional Plan update including the top Growth Principles which were to be addressed in the Regional Plan. Sara presented four scenarios-Business as Usual (if the past has been successful and we continue to do what we have been doing, would the future be successful?). This scenario was compared to three other scenarios-Completed Communities, Urban Center and Corridors, Neighborhood infill.

Staff member David Wessel confirmed some of the previous funding available. He asked questions and made statements about the following: how will be used this funding based upon each scenario. Would there be more funded sought? Would these funds then be distributed accordingly?

David Wessel asked how the employment growth and mixed use areas would be addressed. Sara stated they would be evaluating areas for employment growth and where the distribution of such growth would occur. Further, David Wessel asked what the difference will be relative to large employers and the scenarios. Sara stated that Scenario B will test how the large employers options might be addressed based upon need for manufacturing facilities and area needed for business. Economic development plans will be addressed.

Finally, David Wessel asked which of the scenarios will include hospital relocation and which will not. Sara stated she could not address that at this point in time.

Member Anne Dunno stated that Mountaline Line has completed the 5 year plan Flagstaff in Motion which is basically centered upon Scenario 1. She wondered what is the recommendation for how Mountain Line works with Sara's team to coordinate transportation components? Sara stated they will be looking at and testing the Upward RTP scenario. Basically the plan will be putting in what Mountain Line has already contributed and the scenarios and plans are going to relate to Mountain Line's next five year plan.

Staff member David Wessel state MetroPlan will have a conversation with Mountain Line regarding what will be reasonable to ask in a 5 year plan to assist in appropriately arranging Transit plans for the individual scenarios.

Public outreach will be October 30 to November 17 and MetroPlan/Mountain Line will be contacted regarding these sessions.

B WEST ROUTE (WR) 66 OPERATIONAL ASSESSMENT SCOPE OF WORK (Pages 12-25)

MetroPlan Staff: Mandia Gonzles

Recommendation: The TAC approve the W. Route 66 Operational Assessment Scope Statement and Work Plan as presented.

Staff member Mandia Gonzales presented Scope Statement and Work Plan. No questions or edits were submitted. Member Dunno requested a summary of key next steps and time

lines and requested when the formation of the project Advisory Group (PAG) would be formed. Mandia Gonzales presented the next steps and stated if approved today, the Scope and Work Plan would be forwarded to TAC members for approval.

A motion for approval of the Scope Statement and work plan was made by Member Bauman and seconded by Member Dunno.

The motion passed unanimously.

C TITLE VI PLAN ADOPTION (Pages 26-79)

MetroPlan Staff: Mandia Gonzales

Recommendation: The TAC recommend the adoption of the FY24 Title VI Plan to the Board of Directors

Staff Member Mandia Gonzales presented the updated Title VI plan to the TAC. She shared the updates and stated the Plan update would be moved to May, 2024 to meet the ADOT approval timeline of June, 2024 for the FY 25 plan.

A motion to recommend the FY 24 Title VI plan to the Board of Directors for adoption was made by Member Dunno and Member Bondoc seconded. The motion passed unanimously.

D PUBLIC PARTICIPATION PLAN (PPP) OPEN PUBLIC COMMENT (Pages 80-105)

MetroPlan Staff: Mandia Gonzales

Recommendation: The TAC recommend the Board open a 45-day public comment period.

Staff Member Mandia Gonzales presented the PPP. Member Reisner recommended the TAC recommend to the Board to open a 45-day public comment period, Member Dunno seconded this motion. The motion passed unanimously.

E TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT/BEULAH BLVD. (Page 106-114)

MetroPlan Staff: Dave Wessel

Recommendation: The TAC recommend the Board adopt the TIP Amendment as presented

Staff member David Wessel stated there are a number of projects in the TIP amendment. This includes the 5310 amendments which focus on paratransit and other human service forms of transportation. The 5311 funds rural transportation including Mountain Line. The City had a new grants for the widening of Beulah Blvd. In addition the Safe Routes to School for Knoles School and a left turn lane for Transit only from McMillian Mesa to Forest Avenue. Another project involves Skeet and Neptune Drives in Doney Park. The Raise Grant

for Beulah was not awarded and Staff Member Wessel said we could leave it in the program and if the rural grant is not awarded, this grant could be revisited. However, even with the opportunity, David Wessel recommended we remove the Raise Grant.

Member Reisner asked why the TCR was not in the report. It was stated by David Wessel that this had already been addressed.

Executive Director Morley stated staff are working on overhauls to the overall TIP process to more effectively apply.

Member Bondoc stated there is an effort by ADOT to reorganize the process and include a “waiting room” for requests.

Member Bauman wondered if we should change the name of the Beulah Blvd. widening project. David Wessel stated he would again recommend the removal of the project.

The motion was made that the TAC recommend to the Board of Directors to accept the report as presented by Member Bondoc. The second to this motion was made by Member Reisner. The motion passed unanimously.

F RURAL TRANSPORTATION ADVOCACY COUNCIL (RTAC) PROJECTS (Pages 115-120)

MetroPlan Staff: Kate Morley

Recommendation: The TAC recommend the Board approve of Greater Arizona Funding Initiative Projects.

Executive Director Kate Morley presented information regarding how the funding of RTAC appropriations is determined. Projects that will be successful should consider local match percentage and partnership funding, how ready these projects are to begin and the importance and impact to rural and tribal intenties as well as post-fire flooding. The three projects that were presented include Maintenance Facility Improvement, US89 Flood Mitigation, and Lone Tree Improvements.

Member Bondoc asked if there was a plan to apply for grants for the federal portion of the Mountain Line project or were these earmarked. Kate Morley stated these were already awarded monies.

The motion was made the TAC recommend the Board approve the Greater Arizona Funding Initiative Projects as presented. Motion was made by Member Dunno and seconded by Member Mood. The vote passed unanimously.

G TRANSIT INTO CODE STUDY (TCS) INTERGOVERNMENTAL AGREEMENT (IGA) (Pages 121-131)

MetroPlan Staff: Kate Morley

Recommendation: The TAC recommend the Board approve the First Amendment to Master Subrecipient Agreement

A 5305e grant through ADOT that MetroPlan was awarded. The purpose of this study was to integrate Transit into Code. At the same time, the City of Flagstaff was hiring a consultant to do Development Code Analysis. The federal funds would be used to fund this consultant. The Master Subrecipient IGA with City of Flagstaff would be amended to outline the responsibilities of the three parties involved and how funds would be transferred. The goal is to have this report to the Board at the September 7th meeting, however, there may be some delays.

The motion was made the TAC recommend the Board approve the First Amendment to the Master Subrecipient Agreement. Motion was made by Member Dunno and seconded by Member Mood. The vote passed unanimously.

H MOUNTAIN LINE INTERGOVERNMENTAL AGREEMENT (IGA) (Pages 132-192)
AMENDMENT 3

MetroPlan Staff: Kate Morley

Recommendation: The TAC recommend the Board approve the Third Amendment to Mountain Line Intergovernmental Agreement and adopt Mountain Line IT policy.

Executive Director Kate Morley stated this is an amendment to a previously developed IGA. This agreement update is being put in place to integrate MetroPlan into the Mountain Line building. The Mountain Line IT policy would need to be the IT policy for MetroPlan in this new agreement. Mountain Line would be contracted for IT services based upon a budgeted, planned formula.

The TAC will recommend the Board approve the Third Amendment of the Mountain Line Intergovernmental Agreement and adopt Mountain Line IT Policy. Member Reisner made the recommendation and Member Mood seconded. The vote was passed unanimously.

I TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION (Pages 193-195)

MetroPlan Staff: Kate Morley

Recommendation: The TAC recommend the Board approve MetroPlan application to ADOT's Transportation Alternatives (TA) Competitive Grant Program.

Executive Director Kate Morley presented the information regarding the (TA) program including the 5.7% match requirement and the requests for projects for all entities. These are all projects which MetroPlan could do and use Subrecipient IGA's if awarded. Kate Morley stated that she and Member Martin Ince had a discussion with ADOT and ADOT confirmed that they would administer any projects that would be awarded rather than having the applicant administer the projects. This fact could create some challenges. ADOT is going to go back and confirming this position of ADOT administering projects. In the meantime, the application will be completed for the screening and this will permit time to

be had to allow conversations with ADOT to determine possibilities for administration on the part of MetroPlan.

Member Martin Ince stated he believes this will be a good application realizing that adjustments may need to be made regarding ADOT's administration requirements.

Member Anne Dunno stated the complexity of an ADOT administration would be very complex. She requested information regarding how the City of Flagstaff frame the application when looking at ADOT administration costs versus what would be paid by the applicant.

Member Martin Ince stated ADOT administered the 4th Street FUTS project and that ADOT had a consultant going through their procurements to engage a contractor. All monies are given to ADOT and the capital match is the only thing the applicant would need to budget. Anne said she sees the benefits of submitting the application and understanding it is a planning deliverable. Member Michelle McNulty asked who gets the final say into what occurs in the project. David Wessel brought to Nate Reisner's attention that we look at the cost estimate to include ADOT's fees. Today's recommendation could stand yet the fees could be estimated going forward. Nate Reisner stated it is a 30% fee for ADOT to administer. Member Myrna Bondoc stated that ADOT wants to administer these plans because they are adjacent to an ADOT facility. Further she stated they are federal funds and that is where ADOT steps in to assure funds are appropriately managed. She will check to be sure this administration by ADOT is limited to capital projects or encompasses all projects.

Member Nate Reisner said the only thing needed for future federal grants is to follow the PEL process.

Member Jeff Bauman stated the 4th Street/Lockett and Turquoise/Switzer Canyon were run through this process.

The TAC will recommend to the Board that MetroPlan make an application to TA Project on behalf of the partners. Member Anne Dunno made the recommendation. Discussion-Jeff Bauman asked why we are submitting one TA Project application for three projects. Kate Morley stated it was based on working together so all might get awarded rather than three separate application where only one might be awarded. Member Myrna Bondoc asked what would happen if only two of the projects were approved by ADOT. Executive Director Kate Morley stated the application could not be seen until the pre-application was submitted. Second was made by Member Jeff Bauman seconded. The vote for approval was unanimous.

J 501C3 STATUS

(Pages 196-198)

MetroPlan Staff: Sandra Tavel

Recommendation: None. This item is for information only.

Staff member Sandra Tavel presented there are more federal monies available and great match was needed. One way to get more funding match would be for MetroPlan to become a 501c(3). A form 990 would need to be filed and there would need to be more dedicated

staff time to complete such forms. The disadvantage would be that if MetroPlan were to dissolve, the funds would need to be distributed to another 501c(3) entity.

Member Dunno stated she thought it is a great way to have funds and create relationships with other entities. She gave many ideas for ways that funds could be integrated into transit services.

Staff member David Wessel asked if we are aware of any foundations which are good opportunities to apply, other philanthropic foundations. Sandra Tavel stated the philanthropic culture lends to competition for philanthropic dollars throughout Flagstaff, yet it is still a worthy item to explore.

Member Jeff Bauman asked if this is a model that other MPOs are using. Kate Morley stated that the 501c3 status is a way to access grants which are otherwise unavailable. She said the biggest risk was the dissolution of MetroPlan, which is a very small risk. Anne Dunno asked if we have legal advice regarding the above. Chair Michelle McNulty asked that since MetroPlan is a non-profit, why have we not applied? Executive Director Kate Morley said no one has talked about or pursued in the past. Member Myrna Bondoc confirmed that MetroPlan would only be seeking monetary donations not in-kind match and raised the issue of ensuring there would not be the opportunity for entities to direct planning work. Kate stated it would be important to have a conflict of interest policy.

K TAC STRUCTURE

(Pages 119-201)

MetroPlan Staff: Kate Morley

Recommendation: None. This item is for information only.

Executive Director Kate Morley presented that we had three options discussed in June regarding TAC Structure. The option recommended was four times annually for meetings to review the TIP, UPWP, Title VI Plan, Legislative and Grant Priorities and participate in the annual Advance. Email would be used to convey information and TAC time would be maximized to all time for projects.

Kate stated that she would like to get nods from the Board about the TAC not reviewing each Board agenda. Michelle McNulty stated she wanted to assure TAC had the ability to be involved in the TIP and recommendations to the Board. Kate stated that public participation would still be part of the process and we would need to plan to convey information in a timely and appropriate manner.

Member Anne Dunno requested that we have lists of projects for the PAG and information regarding the resources involved. Chair Michelle McNulty said this was OK as long as the provisions were put in place.

L NO DRIVE WEEK IN OCTOBER

(Pages 202-210)

MetroPlan Staff: Mandia Gonzales

Recommendation: None. This item is for information only.

No presentation was made due to lateness of the meeting. Staff member Mandia Gonzales made the request that Members of the TAC view the No Drive Week in October information and send any feedback to Mandia.

M HAPPENINGS AT METROPLAN

(Pages 221-213)

MetroPlan Staff: Mandia Gonzales/Sandra Tavel

Recommendation: None. This item is for information only.

No presentation made due to lateness of the meeting.

D. CLOSING BUSINESS

A ITEMS FROM THE BOARD

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

B NEXT SCHEDULED TAC MEETING

September 27, 2023

C ADJOURN-MEETING ADJOURNED AT 3:32 PM BY CHAIR MCNULTY

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 August 21, 2023 at 12:00 noon.

Dated this 21st day of August 2023.

Karen Moeller
Administrative Assistant & Clerk of the Board



METROPLAN

GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: September 12, 2023

MEETING DATE: September 27, 2023

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: Consider the Approval of W. Route 66 Operational Assessment Guidance Documents

1. RECOMMENDATION:

The TAC approves the W. Route 66 Operational Assessment Project Advisory Group (PAG) and Escalation Process.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.1: Maintain trust through reliable and transparent project management.

3. BACKGROUND:

MetroPlan staff provided the proposed Project Advisory Group (PAG) and Escalation Process documents to TAC members on August 31 for review and to assign relevant staff to serve on both the PAG and Escalation Committee.

PROJECT ADVISORY GROUP

This document outlines the expectations of the PAG and identifies key staff and stakeholders to serve on this project.

PAG Assignments:

Listed below are the proposed PAG members. The PAG is a combination of TAC members and relevant agency staff. For those who are highlighted, we are awaiting confirmation of their interest/assignment by the agency or department.



METROPLAN

GREATER † FLAGSTAFF

Stephanie Santana	Senior Transportation Engineer, City of Flagstaff
Martin Ince	Multimodal Planner, City of Flagstaff
Sara Dechter	Community Development, City of Flagstaff
Alax Pucciarelli	Community Development, City of Flagstaff
Estella Hollander	Mobility Planner, Mountain Line
Nate Reisner	Assistant County Engineer, Coconino County
Jenny Niemann	Climate Program Manager, City of Flagstaff
Steven Craver	Assistant District Engineer, ADOT
Myrna Bondoc	Regional Planner, ADOT
Dave Wessel	Planning Manager, MetroPlan

Meeting Schedule: The schedule for PAG Meetings has been drafted but will be refined with the PAG as needed. Due to the holidays quickly approaching, the November and December meetings will be scheduled outside of the regular TAC schedule to accommodate holiday-related absences. The PAG kick-off meeting is anticipated for November 15th, 10:00 a.m. – 12 noon. It is expected to be a hybrid meeting. The location is TBD. A formal invite will be sent once a room is secured.

Feedback and Edits: The PAG document received only one comment/recommendation. The comment was related to the “Ground Rules for Consensus” item #1 Everyone is Equal. There was concern that because of ADOT ownership of the roadway, the process would not be considered equal. For clarity, the following has been added to page 7 of the PAG Development Document.

“For the purposes of the PAG, the consensus is focused on our collective respect and equal treatment of each other as individual participants.”

ESCALATION PROCESS

This document defines the process should consensus not be found at any point in the life of the Operational Assessment.



METROPLAN

GREATER † FLAGSTAFF

Escalation Assignments: For those highlighted, we are awaiting confirmation and/or assignment by the agency or department.

LEVELS		TEAM MEMBERS	TIME
1	Project Level	Mandia Gonzales, MetroPlan Jeff Bauman, City of Flagstaff Stephan Craver, ADOT Estella Hollander, Mountain Line Nate Reisner Coconino County	PM Facilitates Resolution Escalate after two weeks, if needed
2	Group Manager Level	David Wessel, MetroPlan Brenden Foley, ADOT Paul Mood, City of Flagstaff Anne Dunno, Mountain Line Christopher Tressler, Coconino County	Two-week maximum or earlier
3	*MetroPlan Management Committee and ADOT	Andy Bertelsen, Coconino County Greg Clifton, City of Flagstaff Heather Dalmolin, Mountain Line Josh Maher, Northern Arizona University Kate Morley, MetroPlan X, ADOT	Two-week maximum or earlier

Feedback and Edits: None.

ACTION: Staff are seeking the approval of the process documents as presented, pending any further assignments. Remaining or additional staff assignments may be requested at the meeting.

PUBLIC INVOLVEMENT PLAN (PIP)

MetroPlan has developed recommendations to be used as part of the W. Route 66 Operational Assessment. The Public Involvement Plan (PIP) will provide a general set of public involvement activities associated with each task.

This PIP is a living document, meaning that it may be altered to accommodate further recommendations and strategies that better support the project needs and desired outcomes.

Staff provided a draft of the PIP to TAC members on Sep. 12th requesting initial feedback. No formal action will be taken on this document. The document will be further refined with the Project Advisory Group.



METROPLAN

GREATER † FLAGSTAFF

Comments received to date: None.

ACTION: *This item is open for discussion and feedback.*

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

5. FISCAL IMPACT:

MetroPlan will conduct the majority of the Operational Assessment in-house with staff time estimated at \$118,512. The FY 2024 MetroPlan includes a budget for technical services (e.g., modeling, analytics, design, software, etc.) at \$102,400 in the fiscal year 2024. Total project cost \$220,512.

If significant technical analysis outside of the scope of work is required to deliver a plan that meets partner expectations, additional funding may be sought from partners to support the planning effort.

6. ALTERNATIVES:

- 1) **(Recommended).** Approve the W. Route 66 Project Advisory Committee and Escalation Process as presented. These documents have been developed with significant input from TAC members and best practices for project management.
- 2) **(Not Recommended).** Do not approve the Project Advisory Committee and Escalation Process as presented. This puts the project in jeopardy of falling behind schedule. The TAC could provide directions to modify these documents. The TAC may wish to include additional actions to support W. Route 66 objectives.

7. ATTACHMENTS:

1. Project Advisory Committee
2. Escalation Process
3. Draft Public Involvement Plan



PROJECT ADVISORY GROUP (PAG) WEST ROUTE 66 OPERATIONAL ASSESSMENT

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Project Purpose

The purpose of the West Route 66 Operation Assessment (OA) is to identify and prioritize multimodal transportation project(s) for the corridor as a whole. However, a special emphasis will be placed on identifying projects and funding partnerships for voter-approved 419 tax initiative funds that have been specifically allocated to West Route 66 from Milton Road to Flagstaff Ranch Road. In addition, this plan will also support Mountain Line's planned extension of Route 8 along West Route 66 as identified in Flagstaff in Motion 5-Year Plan by providing guidance on future bus stop location(s), potential bus stop design options, and route design.

Approach

The PAG members constitute a core group of **Multi-Agency Planning Staff** and interested **Stakeholders** who are committed to continued coordination and collaboration. MetroPlan will establish a small group of regional agency staff to help define, steer, and implement the West Route 66 Operational Assessment as needed for each agency that is impacted by the project's outcomes.

PAG Members are expected to:

- Commit mental energy towards achieving our goals and objectives¹.
- Advocate for their agency's perspectives while listening carefully to other perspectives.
- Ensure that priority projects are included in the Transportation Improvement Plan (TIP), Capital Improvement Plan (CIP), and other required documents.
- Develop key performance metrics as measurements².
- Make recommendations that meet both 419 tax initiative funding and the expansion of Mountain Line's Route 8 along the corridor.

The Project Advisory Group will meet periodically throughout the planning process to help set the goals and objectives of the OA, review progress, and provide input and guidance to ensure the final project is implementable by the respective agencies.

PAG Authority

The Group is advisory to the MetroPlan West Route 66 Operational Assessment Project Manager and relevant MetroPlan staff.

Relationship with MetroPlan Committees and Board

Project Advisory Group

The PAG is advisory to MetroPlan Staff and will provide an expansion on inputs to improve the outcome(s) and implementation of the OA. A PAG liaison with support from MetroPlan staff will provide updates and seek approvals for key milestones from the TAC. The TAC will review

¹ Definitions to be determined at future PAG meeting.

² Definitions to be determined at future PAG meeting.

and approve working papers throughout the planning process to reinforce that commitment to coordination and collaboration.

Technical Advisory Committee (TAC)

The MetroPlan TAC will approve process documents over the life of the project to ensure the PAG can focus on the planning efforts themselves. The TAC’s authority will provide guiding documents to support the PAG.

The TAC has the authority to review and recommend changes to the OA process.

The TAC is ultimately responsible for making a recommendation to adopt the OA to the MetroPlan Executive Board.

Table 1 provides an overview of the deliverables/responsibilities that each MetroPlan committee is responsible for during the OA process.

Table 1: Overview of Committee Responsibilities

PAG	TAC	Mgmt. Committee	Executive Board
Provide feedback, direction, and information to inform deliverables of the plan. Particularly those found in tasks 2-6.	Approve administrative and process documents that set both the planning process, expectations, and desired outcomes.	The management committee will act as a sounding board for agency issues or concerns. This committee will be the final decision-maker in the escalation process.	Approval and adoption of documents that lead to implementation.

Advisory Group Participants

Stephanie Santana	Senior Transportation Engineer, City of Flagstaff
Martin Ince	Multimodal Planner, City of Flagstaff
Sara Dechter	Community Development, City of Flagstaff
Alax Pucciarelli	Community Development, City of Flagstaff
Estella Hollander	Mobility Planner, Mountain Line
Nate Reisner	Assistant County Engineer, Coconino County
Jenny Niemann	Climate Program Manager, City of Flagstaff
Steven Craver	Assistant District Engineer, ADOT
Myrna Bondoc	Regional Planner, ADOT
Dave Wessel	Planning Manager, MetroPlan

MetroPlan Staff Roles

Mandia Gonzales – Project Manager

David Wessel – MetroPlan Liaison and Technical Advisor

Ty Holliday – Data Analysis, GIS, and Graphic Support

Sandra Tavel – Funding and Grants

Kate Morely – Solutions Seeker

Time-Commitment

- Act as a communication liaison with other groups or organizations on which you serve and report back to the PAG.
- (8) meetings of 60 to 90-minute duration between October 2023 and March 2025.
- Commitment may be extended for (4) additional meetings in 2024 with the approval of the group; however, the group will be dissolved on or before March 31, 2025.
- Reading between meetings – a monthly Project Status report will be provided by MetroPlan staff.

Meeting	Tentative Meeting Topics	Task
Nov.	Data asks, review of timeline and scope of work, review of PAG responsibilities, Review, and feedback of PIP, discussion of the public survey, start corridor goals, objectives, and performance measures.	Tasks 2,3
Dec.	Solidify goals and objectives, discuss the basis of design, review existing and future conditions, and evaluation criteria.	Tasks 2, 3
Jan.	Review baseline performance assessment.	Tasks 4
May	Review of Alternative development and design/scenario development.	Task 5
Aug.	Alternative development and implementation findings review and feedback.	Task 5,6
Sep.	Review and feedback of presented alternatives, discussion, and feedback on the TIA process document. Review of 1st draft OA - focus on clarity of information.	Task 6, 7
TBD	Lessons learned and feedback	Debrief

All meeting dates, times, and agenda items are subject to change depending on the needs of the project. A PAG specific meeting schedule is forthcoming.

Tasks & Deliverables by Committee

The following section uses the International Association of Public Participation (IAP2) [spectrum](#) for public participation to outline the meeting communication goals and involvement activities for all MetroPlan committees and groups.

While this approach is geared towards public participants, the 5 levels of the spectrum can also ensure that each PAG meeting subject is conducted in a manner appropriate and relevant to each unique task. The levels of the IAP2 Public Participation Spectrum include *Inform, Consult, Involve, Collaborate, and Empower*.

Inform	We will keep you informed.
Consult	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.
Involve	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision
Collaborate	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.
Empower	We will implement what you decide.

Task	Deliverable	PAG	TAC	Mgmt.	EB
1	Project Initiation				
1.0	Project Advisory Group (PAG) authorization		<i>Approval</i>		
1.1	Internal and external project kick-off meetings		Collaborate		
1.2	Summary of interviews performed and key takeaways		Inform		
1.3	Gather Data	Consult	Involve		
1.4	Finalize project timeline and escalation process		Collaborate		
1.5	Finalize project scope, deliverables, and agency expectations – approval by TAC on 8/26		<i>Approved</i>	Inform	<i>Approved</i>
2	Stakeholder and Public Outreach				
2.1	Develop meeting schedules and agenda topics				
2.2	Develop PIP	<i>Approval</i>	Inform		Inform
2.3	Develop outreach materials and content	Collaborate			
2.4	Corridor goals and objectives report	Collaborate	<i>Approval</i>	Inform	<i>Approval</i>
3	Existing Conditions				
3.1	Basis of Design Document	Consult	<i>Approval</i>		
3.2	(Existing) A technical memo summarizing findings, outlining corridor description, basic system characteristics of the corridor, and its unique elements.	Consult			
	(Future) A technical memo summarizing findings, outlining corridor description, basic system characteristics of the corridor, and its unique elements.	Consult			
3.3	Additional Data needs	Involve			

3.4	Eval. Criteria Report documenting process and acceptance of criteria	Collaborate	<i>Approval</i>	Inform	<i>Approval</i>
4	Baseline Performance Assessment				
4.1	Technical memo summarizing findings, including baseline performance levels, with maps and graphics as needed. (NEED 3.2 and 3.4)	Consult			
4.2	Technical memo summarizing findings		Consult		
5	Alternative Development and Evaluation				
5.1	Report documenting process and eliminated alternatives	Collaborate	Consult		
5.2	Alternative Profiles Technical memo summarizing findings	Involve	Inform		
5.3	Alternative Sensitivity Testing Technical memo summarizing findings	Involve	Inform		
5.4	- Up to (4) cross-sections of the corridor at key areas using StreetMix or Beyondware. - Up to (3) conceptual plan designs for key areas as defined by the TAC/PAG - (2 to 3) intersection conceptual design options for no more than 3 intersections for a total of 6 to 9 concept drawings.	Consult			
6	Alternative Recommendations				
6.0	- Up to (4) cross-sections of the corridor at key areas using StreetMix or Beyondware. - Up to (3) conceptual plan designs for key areas as defined by the TAC/PAG - (2 to 3) intersection conceptual design options for no more than 3 intersections for a total of 6 to 9 concept drawings.	Consult			
6.1	Project Identification/Strategies & 419 specific Recommendations Technical memo listing identified projects. Information provided for each identified project should include: project name, location, type, short description, short statement of purpose/need, and estimated total cost. Cost estimates will be evaluated using ADOT's Estimated Engineering Construction Costs (E2C2) system and local agency knowledge and resources.	Collaborate	Involve		
6.2		Collaborate	Involve		
6.3	TIA Guidance Document	Empower (CoF)		Inform	Inform
6.4	Implementation findings - Technical memo summarizing findings	Consult	<i>Approval</i>	Inform	<i>Approval</i>
7	Develop Draft Report				
7.1	Working draft report	Consult	Inform	Inform	Inform

8	Develop Final Report				
8.1	<ul style="list-style-type: none"> Final report in PDF format and editable electronic format (e.g., Adobe InDesign, Microsoft Word, etc.) Outreach materials explaining the final adopted plan and material to be incorporated into the primary MetroPlan website once the project website goes offline. 		<i>Approval</i>		<i>Adoption</i>
9	Draft Review and Final Approval				
9.1	Presentation Materials				<i>Adoption</i>

Coming to Consensus

MetroPlan project manager will make every effort to find unanimous support from the PAG. This is ideal as this is a project for our region, it supports the work that each PAG member does, and our goal is to ensure we have an implementable project. Therefore, the group’s buy-in is necessary. MetroPlan expects each participant to make a good faith attempt at generating full agreement, regardless of the decision rule threshold.

Levels of Consensus

The group does not have to agree entirely upon a decision but rather agree enough so the discussion can move forward.

We understand that as an ADOT-owned facility, there may be instances where regional policies or standards do not meet the State’s and can cause tension. instances where consensus cannot be determined, a PAG participant may follow the formal *escalation process*. A good-faith attempt will be made to find a resolution within the first two levels of the escalation process. If consensus cannot be found, the final decision on the resolution and direction of the project will be formally approved by the MetroPlan Management Committee.

Levels of Consensus:

- I can say an unqualified "yes"!
- I can accept/live with the decision.
- I do not fully agree with the decision, however, I will not block it and will support it.

For the purposes of the PAG, the consensus is focused on our collective respect and equal treatment of each other as individual participants.

Ground Rules for Consensus:

1. **Everyone is Equal:** We agree that all participants in the process are equal.
2. **No Relevant Topic is Excluded:** We agree that no relevant topics are excluded from consideration unless we agree they are. This is our opportunity to bring up and thoroughly discuss issues that concern us.
3. **Respect Opinions:** We agree to respect each other's opinions. We will use gentle candor in comments to each other and will not interrupt.
4. **Respect the Time:** We all understand the time constraints we face and agree to respect the time. No one will dominate the discussions, and all participants will have an opportunity to express their opinions.
5. **Rule of Decision:** We agree that the rule of decision is Consensus. If agreement by all participants on an issue is not possible, we will seek to develop a clear and balanced statement of the areas of disagreement. Neutrality by any participant does not constitute a lack of consensus.

In instances where certain project types can generate multiple points of view or opinions on how to achieve commonly held objectives, issues or disagreements may arise throughout the planning project.

MetroPlan will implement an escalation ladder that mimics the Arizona Department of Transportation (ADOT) process. The escalation ladder and process are intended to be utilized for resolving issues when and if they should arise. Originally developed for use on ADOT construction projects, a less rigid but constructive issue escalation ladder was established for the West Route 66 Operational Assessment.

LEVELS		TEAM MEMBERS	TIME
1	Project Level	Mandia Gonzales, MetroPlan Jeff Bauman, City of Flagstaff Stephan Craver, ADOT Estella Hollander, Mountain Line Nate Reisner Coconino County	PM Facilitates Resolution Escalate after two weeks, if needed
2	Group Manager Level	David Wessel, MetroPlan Brenden Foley, ADOT Paul Mood, City of Flagstaff Anne Dunno, Mountain Line Christopher Tressler, Coconino County	Two-week maximum or earlier
3	*MetroPlan Management Committee and ADOT	Andy Bertelsen, Coconino County Greg Clifton, City of Flagstaff Heather Dalmolin, Mountain Line Josh Maher, Northern Arizona University Kate Morley, MetroPlan X, ADOT	Two-week maximum or earlier

**MetroPlan Management Committee currently does not have an assigned ADOT representative. One will be identified specifically for this planning process.*

HOW TO USE THIS PROCESS

As issues arise, the Project Advisory Group (PAG) will hear the issue and discuss options in an effort to come to a consensus. If consensus cannot be found, the issue must be reported to Level 1 via the form on the following page.

The form will be evaluated by level 1 with a good faith effort to find a solution. If no solution can be identified, the process will move through the remaining levels. A final determination is to be made by MetroPlan’s Management Committee. It is our intent to find resolution at the lowest possible level. Updates on the process will be provided to the individual or agency that submitted the form.

The team members listed in levels 1-3 may opt to defer a decision to others in their level if the topic is outside of your agency's scope, policies, and/or standards. However, a minimum of 3 team members must be present in the decision-making process regardless of interest.

Discussion of the results may be presented publicly at the Technical Advisory Committee (TAC) and/or the Project Advisory Group (PAG) meetings as decisions on resolutions may impact the overall Operational Assessment.

Routing Form for W. Route 66 OA Issue Resolution

Project Name:	
Date:	
Stakeholder:	
This is	<input type="checkbox"/> A policy issue <input type="checkbox"/> An administrative issue <input type="checkbox"/> A technical/specification issue <input type="checkbox"/> A consultant/contract issues <input type="checkbox"/> A sub-consultant contract issue
Describe the issue(s):	
Describe additional or alternate solutions you'd recommend:	
What are the names of people assisting with resolution at this level?	
Are there additional comments or recommendations?	
Submit this form to PM: Mandia Gonzales (mandia.gonzales@metroplanflg.org)	
Describe the final resolution agreement by Levels 1, 2, or 3 (to be filled out by PM).	
Issue resolved: <input type="checkbox"/> Yes <input type="checkbox"/> No	

If resolved, written feedback on the resolution was transmitted to team members and persons or agency affected by this issue on: _____ by: _____

LEVEL	TEAM MEMBER	SIGNATURE	DATE
1	Mandia Gonzales, MetroPlan		
	Jeff Bauman, City of Flagstaff		
	ADOT		

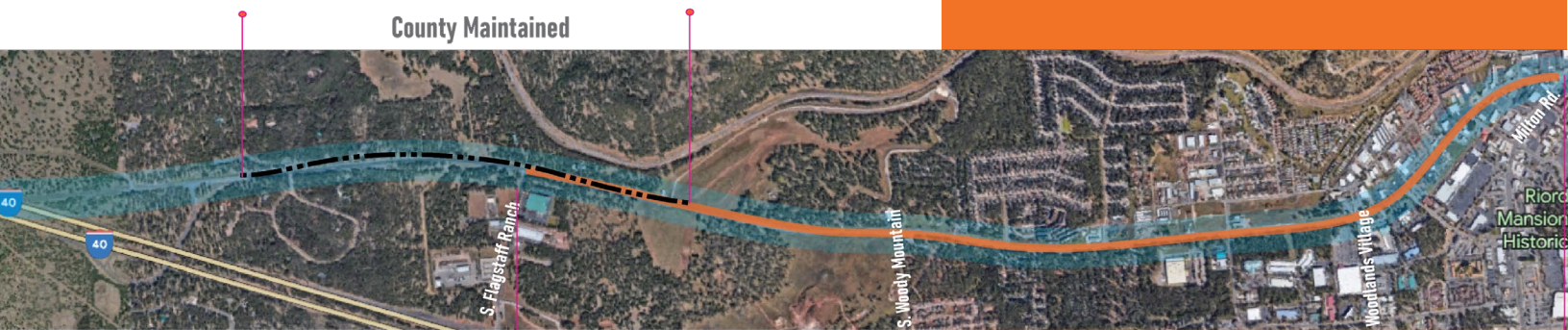
2	Kate Morley, MetroPlan		
	Brenden Foley, ADOT		
	Paul Mood, City of Flagstaff		
3	Andy Bertelsen, Coconino County		
	Greg Clifton, City of Flagstaff		
	Heather Dalmolin, Mountain Line		
	Josh Maher, Northern Arizona University		



METROPLAN

GREATER † FLAGSTAFF

W. Route 66 Operational Assessment Public Involvement Plan



419 Tax initiative funds

Mandia Gonzales
MetroPlan Flagstaff
9/12/2023

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INTRODUCTION AND OVERVIEW

MetroPlan has developed recommendations to be used as part of the W. Route 66 Operational Assessment. The Public Involvement Plan (PIP) will provide a general set of public involvement activities associated with each task.

This PIP is a living document, meaning that it may be altered to accommodate further recommendations and strategies that better support the project needs and desired outcomes.

MetroPlan is a federally designated Metropolitan Planning Organization (MPO) for the Flagstaff region. According to federal regulations (23 CFR 450.104), an MPO is the required forum for cooperative transportation decision-making for the area. The MPO is considered the engine that drives regional collaboration and coordination, facilitating local resources to meet regional transportation needs while being responsive to community interests and local laws and policies.

Operational Assessment

The purpose of the West Route 66 Operation Assessment (OA) is to identify and prioritize multimodal transportation project(s) for the corridor as a whole. However, a special emphasis will be placed on identifying projects and funding partnerships for voter-approved 419 tax initiative funds that have been specifically allocated to West Route 66 from Milton Road to Flagstaff Ranch Road. In addition, this plan will also support Mountain Line's planned extension of Route 8 along West Route 66 as identified in Flagstaff in Motion 5-Year Plan by providing guidance on future bus stop location(s), potential bus stop design options, and route design.

The OA will consider existing and future conditions to horizon year 2045 to determine projects that will address future transportation needs, and corridor safety for all modes, and are implementable by local jurisdictions. Potential project(s) will be guided through existing plans and policies such as those found in the City of Flagstaff [Carbon Neutrality Plan](#), [Active Transportation Master Plan](#), [Mountain Line's 5-year Transit Plan](#), and MetroPlan's Regional Transportation Plan *Stride Forward*. Development of future land use scenarios for road design sensitivity testing will be guided by the City's [Regional Plan 2030](#) and any new data or information provided by the ongoing Regional Plan update.

The OA will not provide a visioning process for the corridor nor will the results impact future developers beyond what is expected through the implementation of the City of Flagstaff and the Arizona Department of Transportation (ADOT) policies and standards.

Rather this technical document will:

- Identify multimodal and transportation projects for the corridor with an emphasis on projects specific to 419 funding by prioritizing projects that meet the funding timeline and reach a 15% design level.
- Identify bus stop locations for future Route 8 extension along the corridor that allow for good pedestrian access from both sides of the corridor and are supported by all jurisdictions.
- Address future transportation needs through baseline and future performance analysis of the transit network, complete streets/active transportation, arterial network, and intersection assessments.
- Design with best practices set forth by outcome-oriented evaluation criteria that will be created with jurisdictional partners to achieve corridor goals.

- Prioritize potential projects through an evaluation process that eliminates any alternatives early that do not meet state, city, or regional policies, standards, and design guidelines. Prioritized projects may be evaluated further for conceptual design(s).
- Create a plan that is implementable by local jurisdictions and provides solutions aligned with policies and standards.
- Identify projects in existing plans that may be eligible for future federal funding.

The Operational Assessment is expected to be completed in March 2025.

MetroPlan is conducting this assessment on behalf of City of Flagstaff, Mountain Line, Coconino County, and the Arizona Department of Transportation (ADOT) to determine multi-jurisdictional solutions and projects to support the growth of the region.

Study Area

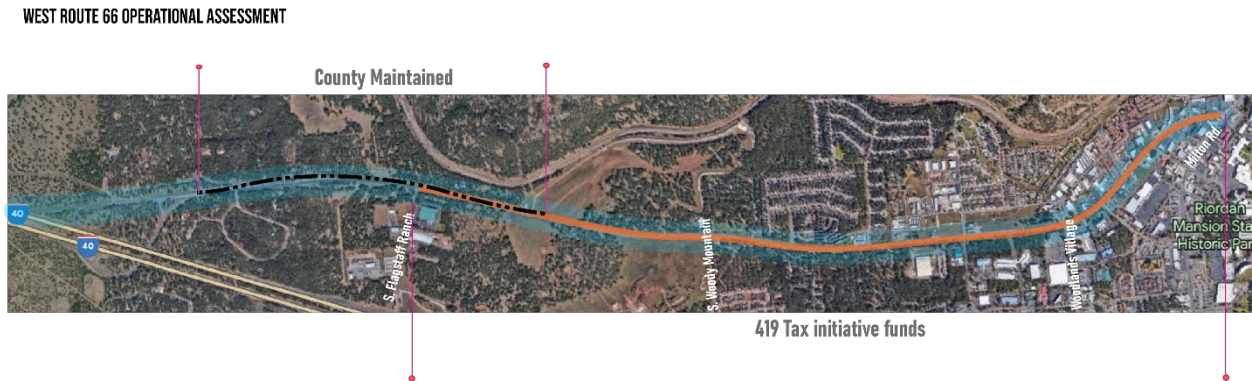
The study area spans from Interstate 40 (I-40) to Milton Rd. Approximately 4 miles of roadway will be evaluated as part of this assessment. The majority of W. Route 66 is owned and maintained by ADOT, with a small section about 1 mile in length that is owned and maintained by Coconino County. While the majority of the corridor is within Flagstaff City Limits, the roadway is not owned by the City therefore, recommendations from this plan must be compliant with ADOT policies and standards.

There are several significant projects and developments planned along and near W. Route 66. These include:

- West Route 66 complete streets and intersection improvements
- Future FUTS Trails and connections
- Woody Mountain Road extension
- Woody Mountain Road Traffic Interchange (TI)
- Extension of Bus Route 8 service and stops
- Residential and commercial development

W. Route 66 future planned communities will build both single-family and multi-family housing, commercial and retail, adding significant use of the roadway to access commercial, education, and employment opportunities.

Figure 1: W. Route 66 Operational Assessment Study Area



PLANNING FOR STAKEHOLDER AND PUBLIC ENGAGEMENT

This Public Involvement Plan (PIP) is intentionally designed to be flexible and adaptable to change and adjustment throughout the planning process, and to address all applicable requirements. This document will evolve and eventually become a record of all public involvement efforts and outcomes. Every version will be dated for documentation purposes.

Guidance from the International Association for Public Participation

In planning for public engagement activities, it is helpful to refer to [International Association for Public Participation \(IAP2\)](#) guidance to ensure that communications, outreach, and involvement activities are conducted in a manner appropriate and relevant to each unique project situation. This thoughtful approach to planning to engage the public encourages credibility through consideration of what “promise to the public” can be accomplished by each project. The levels of the IAP2 Public Participation Spectrum (see below) include *Inform*, *Consult*, *Involve*, *Collaborate*, and *Empower*.

The *Inform* level represents the lowest level of public impact on a decision; the public at this level is a recipient of information. The *Empower* level represents the highest level of public impact on a decision; the public at this level is a decision-maker (e.g., voting on a transportation tax). The promise to the public varies between those two extremes within the remaining three levels.

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
<i>Role of the Public</i>	<i>Recipient</i>	<i>Commenter</i>	<i>Participant</i>	<i>Partner</i>	<i>Decider</i>
Promise to the public	We will keep you informed	We will keep you informed, listen to, and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible	We will implement what you decide

Source: IAP2 “Planning for Effective Public Participation” Student Manual © 2006.

In addition to these important Foundations and Core Values, Metroplan is expressly committed to the **accessibility** of the process for all residents, businesses, and other transportation system users within the region.

The operational assessment is the *first step* in identifying the current and future conditions of the corridor, its needs, and potential solutions and projects that can support the region's goals. As a first step, the public’s role will be centered on *Inform, Consult, and Involve* while future planning processes will further engage with the community to *Collaborate and Empower*.

The following table provides a high-level overview of the anticipated spectrum of outreach for each project task.

PROJECT TASK		IAP2 SPECTRUM	TARGET AUDIENCE	RECOMMENDED DELIVERABLES
Task 1	Project kick-off	Consult, Involve, Collaborate	Agency Partners and Stakeholders	Stakeholder interviews and outreach views and outreach Establish communications platform for decision-makers
Task 2	Public and Stakeholder Outreach	Consult, Involve, Collaborate	Agency Partners, Stakeholders, Public	Documents posted online, email notifications, committee meeting updates, online public survey, potential direct mailers.
Task 3	Establish and Evaluate Existing and Future Conditions	Consult, Involve, Collaborate	Agency Partners, Stakeholders, Public	Documents posted online, email notifications, committee meeting updates. Opportunities for feedback.
Task 4	Baseline Performance Assessment	Consult, Involve, Collaborate	Agency Partners and Stakeholders	Documents posted online, email notifications, committee meeting updates. Opportunities for discussion and feedback.
Task 5	Alternatives Development and Evaluation	Consult, Involve, Collaborate	Agency Partners, Stakeholders, Public, and Leaders	Documents posted online, email notifications, committee meeting updates. Opportunities for discussion and feedback.
Task 6	Alternatives Recommendations	Consult, Involve, Collaborate	Agency Partners, Stakeholders, Public, and Leaders	Documents posted online, email notifications, committee meeting updates. Opportunities for discussion and feedback.
Task 7	Draft Report(s)	Inform, Consult	Agency Partners, Stakeholders, Public, and Leaders	Documents posted online, email notifications, committee meeting updates. Opportunities for feedback.
Task 8	Final Report and Recommendations	Inform	Agency Partners, Stakeholders, Public, and Leaders	Consolidated reports and information posted online, email notifications, and meeting updates.
Task 9	Board Review and Approval	Inform	Agency Partners, Stakeholders, Public, and Leaders	Final reports presented and posted.

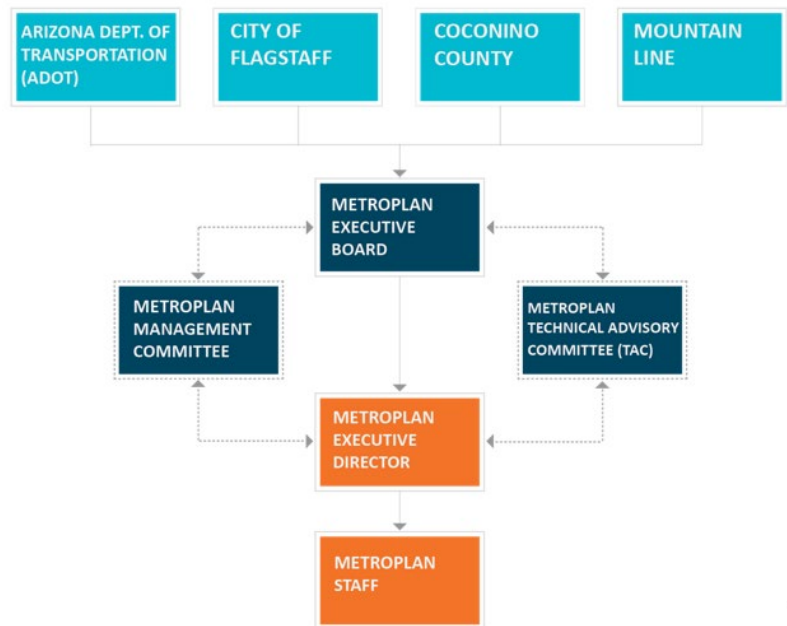
The overall goal is to *Empower* local jurisdictions to implement priority projects that meet the community and region’s needs.

Stakeholder's Outreach and Participation

The best way for an MPO to build a Stakeholder and Public Involvement Plan is to lean on its existing relationships: MPOs are a product of important working relationships among a variety of local, county, regional, and state government representatives, as well as community organizations, and cannot be effective without them.

MetroPlan is committed to working with community stakeholders to design the public involvement program, discover community values, concerns, and interests, help inform public survey tools and increase the reach of the engagement program.

MetroPlan Committee Structure



Executive Board, Management Committee, and Technical Advisory Committee

A **stakeholder** is a person or group with the power to respond to, negotiate with, or change the strategic future of an organization. MetroPlan, with assistance from its Executive Board, Management Committee, and Technical Advisory Committee (TAC) and Partners, represent a stakeholder list of individuals representing the following interests:

- Bicycle and Pedestrian
- Citizens
- Engineering
- Environment
- Housing
- Management
- Planning
- Policy
- Roads
- Title VI
- Transit
- Transportation

Each committee brings a unique perspective to the project while helping to define the issues and develop solutions collaboratively. Through regular meetings, feedback and discussions are provided monthly to the groups to ensure the following:

- Keeping the project on track with its purpose and scope of work
- Identify key issues and find solutions that meet agency needs
- Set expectations around policies, procedures, standards, and compliance
- Ensure an implementable planning effort is met

Project Advisory Group

Because this project is located on a roadway that impacts the many jurisdictional owners and operators, it is important to collaborate on all tasks associated with the Operational Assessment to ensure it meets each agency's needs, policies, and standards. Otherwise, the OA would not be implementable by any organization.

MetroPlan will establish a small group of regional agency staff to help define, steer, and implement the W. Route 66 Operational Assessment as needed for each agency that is impacted by the project's outcomes. Agency stakeholders will:

- Commit mental energy towards achieving our goals and objectives¹.
- Advocate for their agencies perspectives while listening carefully to other perspectives.
- Develop key performance metrics as measurements².
- Make recommendations that meet both 419 tax initiative funding and the expansion of Mountain Line's Route 8 along the corridor.
- Ensure that priority projects are included in the Transportation Improvement Plan (TIP), Capital Improvement Plan (CIP), and State Transportation Improvement Plan (STIP).

HOW WE WILL ENGAGE THE COMMUNITY

The Operational Assessment is a data-driven study to inform future strategies, projects, and designs.

The process is technical and does not lend itself to the typical public outreach strategies this early in the planning stage.

MetroPlan and its partners want to be clear that:

1. The purpose of the OA is to collect data and public feedback on any **transportation constraints and potential mitigations** as they relate to future roadway improvements.
2. The purpose of this OA is to **identify potential project** which will be prioritized, planned for, and implemented by local agencies
3. The engineering, design, and construction for any potential projects identified in the OA **are not currently funded or scheduled.**
4. The engineering, design, and construction of the roadway/project will be based on **future planning phases** – thus the community will be asked to provide further feedback during that time where they will be *empowered* to make decisions on roadway designs to accommodate a variety of modes.

¹ Definitions to be determined at (Date) meeting

² Definitions to be determined at (Date) meeting

The Operational Assessment will provide guidance on future project planning and development that will be carried out by the City of Flagstaff, Coconino County, and/or ADOT. **MetroPlan intends to provide the public with the opportunity to be engaged through all levels of the IAP2 Public Participation Spectrum, except for “Empower”.** Empower is based on the decision-making process – because this is a data-collection and scenario-based project. However, as future planning of the roadway is developed, these individuals, groups, and organizations will be invited to collaborate with local agencies and will then be empowered to decide on roadway design and projects.

As a pre-planning process, MetroPlan will rely on existing communications such as email lists and newsletters, provide regular stakeholder updates at monthly meetings, and host a survey and potentially an open house that will engage the community and provide critical feedback from the public.

Project Website

The OA will have a prominent presence at metroplanflg.org including opportunities for the public to review the information and provide comments at their convenience. We will further rely on our network of stakeholders to direct their constituents to the project website through their agency or individual communication channels.

Notifications

Adjacent property owners and relevant community organizations/groups: Project notification letters and/or emails will be sent to these individuals and groups. These letters will provide OA project background and information, project timeline, and ways to participate and provide feedback.

Tribal Governments: Tribes will be asked specifically for their knowledge of cultural resources in the project area, to inform us about their concerns, and let us know if they wish to be consulted by MetroPlan. These tribal consultation letters will follow the Arizona State Historic Preservation Office (SHPO) Government-to-Government Consultation Toolkit.

Study area residents and businesses: Notification will target residents and businesses along the corridor. The intent is to inform, educate, and invite residents to take part in the online survey and open house. Notification make take the form of mailers or door-hangers depending on budget.

Virtual Meetings

Virtual meetings are generally more convenient for people to attend because they can do so from their home or office and do not have to take time out of their schedule to travel to a location that may or may not be easily accessible for them. MetroPlan will rely on its Technical Advisory Committee (TAC) and Executive Board meetings that are accessible to the public. At key updates or input opportunities the public will be notified of the opportunity to participate. This will further allow the public to provide comments throughout the life of the project.

Additionally, virtual accessibility will be provided on Metroplan’s website through regular project updates and opportunities to participate.

Online Surveys

An online survey will be posted on the city’s [Community Forum](#) to collect feedback from community members. This survey will provide staff with a better understanding of the needs and concerns of the

community within the study area. The survey, an interactive mapping activity will provided specifically to identify roadway issues that are not captured or seen in the available data.

Open House

The team recognizes that in addition to public meetings and an online presence, it will be crucial to provide opportunities for the community to participate, especially residents and businesses that reside within the study area. It is for this reason, and the benefit of enhanced dialogue with the community, that MetroPlan will host a 2-hour “open house” where community members can...

(TBD – based on further discussion with PAG)

Schedule of activities

Date	Outreach Type
Spring 2023	Pre-Project consultation with partners and stakeholders
<i>On-going</i>	<i>Project updates and coordination with the Technical Advisory Committee (TAC) and Executive Board</i>
November 2023	PAG Kick-off
	Launch of Project Website:
	Notification letter and invite to adjacent property owners
	Notification letters and invite to Tribal Governments
	Notification letters and invite to community organizations, groups, and service providers
	Online Survey – Flagstaff Community Forum
	(x) direct mailers/invite sent to residents and businesses
	Open House & Interactive Mapping Activity
	Final presentation and findings

REPORTING OF RESULTS

The results of the public involvement program will be important to help policymakers in the region understand public opinion related to actions that will be needed to achieve the OA goals.

All conversations with stakeholders and the public (e.g., notes from in-person and virtual meetings, survey results, etc.) will be documented and posted to the project website. The documentation of conversations and survey results, therefore, will be thoughtfully prepared and summarized to provide credible assurance to stakeholders and the public that MetroPlan is listening.



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STAFF REPORT

REPORT DATE: August 31, 2023

MEETING DATE: September 27, 2023

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Consider Regional Transportation Safety Plan Emphasis Areas and Priority Project Locations

1. RECOMMENDATION:

The TAC endorses 1. The Safety Emphasis Areas as presented for strategy development; and 2. The Priority Project Locations as presented for solution development.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

This is the first update to the MetroPlan Regional Transportation Safety Plan which was first completed in 2018. The Safety Plan is an eligibility requirement for ADOT Highway Safety Improvement Program (HSIP) grants. The plan will also be compliant with Safe Streets and Roads for All (SS4A) implementation grant requirements. The project is in cooperation with the Northern Arizona Council of Governments (NACOG) and Central Yavapai Metropolitan Planning Organization (CYMPO) with Greenlight Traffic Engineering serving as the consultant. Separate plans will be delivered for each entity. Plan content will include:

- Identification of Safety Emphasis Areas
- Safety Emphasis Area Strategies
- Network safety screening
- Solutions for priority high crash locations
- Policy suggestions for Complete Streets and Vision Zero

Efforts to date include public outreach through surveys, online mapping and comment tools, and considerable data analysis.



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SAFETY EMPHASIS AREAS

Of the fourteen potential classifications, Staff is seeking TAC support for these Safety Emphasis Areas:

Behavioral

- Speeding/Aggressive Driving
- Impaired Driving
- Distracted Driving
- *Bicycle**
- *Pedestrian**

Bicycle and Pedestrian Emphasis Areas indicate that a bicyclist or pedestrian was involved in a crash. Not necessarily that an action of behavior by the bicyclist or pedestrian resulted in the crash.

Operational

- Bicycle
- Pedestrian
- Intersection
- Lane Departure
- *Speeding/Aggressive Driving**

*Italicized items may respond to both behavioral and operational strategies.

This recommendation is based on a compilation of crash data, public input, and TAC survey responses (see attachment). There is strong convergence around these top seven from all sources of input.

From a resource commitment perspective, it is hoped that the behavioral issues can be addressed through education and enforcement campaigns, respectively. The operational areas are more subject to engineering strategies with lane departure receiving more focus from Coconino County and ADOT than the City as a result of nighttime and weather conditions.

- Intersections: <https://arcg.is/9rGqf0>
- Segments: <https://arcg.is/1TyLGi>

Discussion for possible inclusion

Staff is open to considering the inclusion of weather and nighttime as potential emphasis areas. Generally, Staff is concerned that too many focus areas result in too little focus on any. The exclusion of nighttime is based on a favorable or neutral comparison to the entire state relative to fatal and serious crashes. Lighting is a typical solution for nighttime-related crashes and may not be compatible with



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existing dark skies policies. The exclusion of weather is based on the unavoidable fact we are in snow country.

Strategies: Strategies will be developed for the Safety Emphasis Areas and will be available early next month (October 2023).

HIGH CRASH LOCATIONS

Greenlight has recommended the attached locations for which they will develop solutions for the Safety Plan. These locations have been selected through a combination of:

- Public outreach comments
- Agency conversations
- Crash data analysis (Crash Severity Score)

The projects are listed by each agency in order of total support given thus far and then by top crash locations. Please note that Staff has requested the crash data analysis to include Traffic Volumes and Crash Frequency in addition to the Crash Severity Score to better prioritize the list. This will not add to or delete any projects listed.

Staff are seeking endorsement of this list by the TAC. The TAC may wish to make modifications based on local knowledge of projects completed or planned, recent events, or constituent feedback.

Ultimately, each jurisdiction has the authority to pursue its own improvements. MetroPlan Safety Plan recommendations may influence grants supported or coordination efforts pursued.

COMPLETE STREETS AND VISION ZERO POLICIES

Greenlight has compiled several examples from urban and rural areas for each policy area. They will assess public comments received relating to both. The following Vulnerable Road Users Safety Plan will work with member agencies to craft recommended language for each.

NEXT STEPS

High Crash Locations: As Greenlight develops solutions to the high crash locations, MetroPlan staff will engage with TAC members and relevant agency staff to continue to refine the final list. The feedback we are looking for includes:

- Should any of the projects be removed?
- Does your agency already have plans to improve these areas?
- Does your agency have thoughts on the type of improvement they want to include at that location?



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- Are there any other potential project location(s) that your agency may want added to the list?

Following the feedback, Greenlight will look at match improvements and planning level cost estimates for each project.

Project Advisory Group: To stay on schedule and respect the changes to the role of the TAC a Project Advisory Group or PAG will be formed to oversee the final deliverables between now and December 31, 2023, the end of the contract period. This same group will be the core “Safety PAG” and will continue their services into the Vulnerable Users Safety Plan estimated to kick-off in early 2024.

Staff will seek TAC members and/or designees to serve on the Safety PAG in the coming weeks.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

The Regional Transportation Safety Plan is paid for with a Highway Safety Improvement Program grant through ADOT. Matching funds are provided through in-kind contributions.

6. ALTERNATIVES:

1. The TAC endorses 1. The Safety Emphasis Areas as presented for strategy development; and 2. The Priority Project Locations as presented for solution development. **(Recommended)**.
2. The TAC endorses 1. The Safety Emphasis Areas as presented plus weather and/or nighttime for strategy development; and 2. The Priority Project Locations as modified by the TAC for solution development.

7. ATTACHMENTS:

- Safety Emphasis Area comparisons
- Intersection and Segment Analyses for MetroPlan, Coconino County, and the City of Flagstaff
- Priority Projects Location list

SAFETY EMPHASIS AREA COMPARISONS

MetroPlan Safety Emphasis Area Ranking Inputs				Online Survey Results - 87 respondents												Combined Results	
Region Rank	Region to State Rank	Crash Data Ranking	Emphasis Area (EA)	Rank Overall (n=87)	Rank Motorist (57)	Rank Pedestrian (10)	Rank Bicyclist (16)	Rank Older (25)	Rank Low income <50k (7)	Rank Disability (15)	Not overall Not Motorist	Rank	Rank City (70)	Rank County (15)	TAC Survey	Average#	Rank Average
2	8	3	Speeding/Aggressive	1	1	2	3	1	1	1	1.6	1	1	1	3	1.7	1
13	3	10	Distracted Driving	2	2	5	1	2	6	2	3.2	3	3	2	4	4.3	3
7	6	6	Impaired	3	3	4	4	3	1	3	3	2	2	3	6	3.7	2
10	2	6	Bicycle	4	7	1	2	5	8	4	4	4	4	5	2	4.8	5
5	7	4	Intersection	5	4	8	5	4	5	8	6	6	5	6	1	4.5	4
9	4	8	Pedestrian	6	5	3	7	6	4	5	5	5	6	4	1	5.0	6
3	11	5	Lane Departure	7	9	7	6	7	7	11	7.6	8	8	13	5	7.0	8
1	9	2	Nighttime	8	8	10	12	12	11	7	10.4	10	10	8	7	7.8	9
6	10	9	Young Driver	9	10	11	9	11	10	12	10.6	11	9	12	12	10.5	11
4	1	1	Weather	10	6	6	9	8	3	6	6.4	7	7	7	10	6.3	7
11	13	12	Animal	11	11	8	11	9	9	9	9.2	9	12	10	8	9.7	10
8	14	13	Motorcycle	12	13	14	13	13	13	10	12.6	13	13	9	9	11.7	12
14	5	11	Older Driver	13	12	13	8	10	12	13	11.2	12	11	11	11	11.7	12
12	12	14	Unrestrained	14	14	12	14	14	14	14	13.6	14	14	14	11	13.5	14
Region Rank = ranked score, score = sum(EA %/Average EA%*1 PDO, * 1.5 for injury, * 4 for fatal)								= top 3				Survey: ranked score, score =					
Region to State Rank = ranked score = sum(State EA%/Region EA%*1 PDO, *1.5 injury *4 fatal)								= next 3				sum(low = 1 through high=5)					
Crash Data Ranking = sum of scores ranked								= next 2									
= strong divergence from public survey								10				= unexpected result				# = Crash data, Overall, Older, Low Income, Disability and TAC	

High Crash Locations

Greenlight will produce crash modification factors (CMF) for systemic crash conditions and for priority locations with conceptual engineering solutions for these 5-10 locations. Location recommendations are based on crash data, concentrations of fatal and serious injury crashes, stakeholder feedback, and public comment. Under analysis are areas where data and public comment diverge: e.g., Public perception of danger where no serious crash history exists and a history of serious crashes where no public perception of danger is recorded.

TAC feedback on the data-based intersection scoring methodology is that the Equivalent Property Damage approach skews too heavily toward fatal accidents weighing them at almost 900:1 over property damage only (PDO). Given that fatal and serious injury crashes are relatively rare and that the difference between a serious crash and PDO in any given crash may be a matter of inches, this approach may inadvertently hide or wash out unsafe conditions. To address this, Staff introduced two additional factors: traffic volumes and crash frequency. Volume permits an evaluation of the rate of crashes or how frequently they occur. It is applied to the Crash Severity Score which is based on the Equivalent method and to the crash frequency establishing a crash rate.

NOTE: Greenlight will conduct a similar analysis. Staff work is offered here to keep the project on schedule.

Unsurprisingly, each approach introduces a different bias. Weighting the severity score against volume, for instance, puts the Peaks Parkway/Sunset Boulevard intersection at the top of the list – a very low-volume intersection with an infrequent history of severe crashes. In response, Staff presents a ranking of the average of four methods for consideration (see attached). These are:

- Crash severity score (Greenlight's original scoring)
- Weighted severity score (weighted by volume)
- Frequency
- Crash rate

By averaging, the biases in each direction are somewhat mitigated. These observations are made when comparing the top 10 in each category to the Average ranking. The rankings below do not include public input.

Intersection Analysis

Intersections

- MetroPlan (City and County combined)
 - Nominal change in Average rank vs. Crash Severity rank, Frequency rank, and Crash Rate rank
 - Large difference between Average rank and Weighted Severity rank
 - Fatalities and injuries are relatively rare and tend to occur on higher-speed, high-volume roads.
 - NOTE: 6 of the top 10 intersections involve ADOT facilities. Of those 4 are on US 89.
- City of Flagstaff (boundary not jurisdiction)
 - Negligible change in Average rank vs. Crash Severity rank
 - Modest change between Average rank and Weighted Severity rank
 - Large change between Average rank and Frequency and Crash Rate
 - The streets within City limits tend to be higher volume of similar scale so weighting by volume has nominal impact. This condition tends to have similar effects on frequency and crash rate.
 - NOTE: 6 of the top 10 intersections involve ADOT facilities. Of those 4 are on US 89.
- Coconino County
 - NOTE: Greenlight evaluated the entire County. Only 9 intersections fell within the MetroPlan area. Of those 6 are intersections with ADOT facilities. Of those, 5 are on US 89.
 - An obvious observation here is the frequency of US 89.

Yellow highlights indicate intersections that moved into or out of the top 10 compared to the Rank of Averages. They also highlight spelling or other errors for Greenlight's attention.

ID	Intersection	Region	Approach Volume	Freq- uency rank	Severity Score Rank	Weight- ed Severity Score Rank	Crash Rate Rank	Rank of Averages
23335	MARKETPLACE DR & STATE ROUTE 89	MetroPlan	46700	3	1	9	3	1
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	MetroPlan	27500	10	2	7	14	2
24913	COUNTRY CLUB DR & STATE ROUTE 89	MetroPlan	58000	1	3	18	2	3
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	MetroPlan	19500	8	7	9	5	4
17557	DORTHA AVE & FOURTH ST	MetroPlan	16500	9	8	8	9	5
24691	CUMMINGS ST & STATE ROUTE 89	MetroPlan	49500	4	5	16	4	6
16915	ROUTE 66 & STATE ROUTE 89A (MILTON RD)	MetroPlan	51500	5	4	17	7	7
24906	COUNTRY CLUB DR & EB I-40 EXIT 201	MetroPlan	31000	6	6	14	6	8
16023	FOX LAIR DR & SOLIERE AVE	MetroPlan	7100	12	11	4	10	9
24171	BEAVER ST & BUTLER AVE	MetroPlan	30500	7	9	15	8	10
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	MetroPlan	6250	15	14	3	15	11
24488	ROUTE 66 & TEST DR	MetroPlan	8500	14	12	6	12	12
23885	PEAKS PKWY & SUNSET BLVD	MetroPlan	3000	16	15	1	11	13
24531	BURRIS LN & STATE ROUTE 89	MetroPlan	21500	11	10	12	13	14
17052	ARROWHEAD AVE & CENTER ST	MetroPlan	7500	16	15	5	17	15
16344	CANYON LOOP & KACHINA TRL	MetroPlan	3000	18	17	2	16	16
24536	NORTHGATE LOOP & STATE ROUTE 89	MetroPlan	23000	12	13	13	18	17
24733	FANNING DR & ROUTE 66	MetroPlan	42500	2	19	19	1	18
24529	BRAMLEY LN & STATE ROUTE 89	MetroPlan	17000	18	17	10	19	19

Intersection Name	Approach Volume	Freq- uency rank	Severity Score Rank	Weight- ed Severity Score Rank	Crash Rate Rank	Rank of Averages
BURRIS LN & STATE ROUTE 89	21500	3	1	6	7	1
DENALI DR & STATE ROUTE 89	23000	4	2	5	8	2
PEAKS PKWY & SUNSET BLVD	1500	7	3	2	1	3
CANYON LOOP & KACHINA TRL	1000	8	4	1	4	4
BRAMLEY LN & STATE ROUTE 89	20500	8	4	3	9	5
SILVER SADDLE RD & STATE ROUTE 89	24000	2	6	7	5	6
TOWNSEND WINONA RD & STATE ROUTE 89	28500	1	7	9	2	7
RAIN VALLEY RD & TOWNSEND WINONA RD	5100	4	8	6	3	8
I-17 NB EXIT 333 & MOUNTAINAIRE RD/KACHINA BLVD	8500	4	9	8	6	9

ID	Intersection Name	Approach Volume	Freq- uency rank	Severity Score Rank	Weight- ed Severity Score Rank	Crash Rate Rank	Rank of Averages
24913	COUNTRY CLUB DR & STATE ROUTE 89	58000	1	3	13	6	1
23335	MARKETPLACE & STATE ROUTE 89	46700	5	1	12	7	2
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	27500	15	2	6	17	3
17557	DORTHA AVE & THIRD ST	3000	14	8	1	1	4
24691	CUMMINGS ST & HIGHWAY 89	49500	9	5	11	10	5
16915	US-66 & SR-89a (MILTON AVE)	51500	10	4	12	13	6
24906	I-40 EB EXIT 201 & COUNTRY CLUB DR	31000	11	6	9	12	7
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	19500	13	7	7	11	8
16023	FOX LAIR DR & SOLIERE AVE	7100	16	10	3	15	9
24171	BEAVER AVE & BUTLER ST	30500	12	9	10	14	10
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	6250	18	12	2	18	11
24733	US-180 (ROUTE 66) & FANNING DR	42500	4	14	14	4	12
24488	US-180 (ROUTE 66) & TEST DR	8500	17	11	5	16	13
17052	ARROWHEAD AVE & CENTER ST	7500	19	13	4	19	14
16897	US-180 (ROUTE 66) & PONDEROSA PKWY	47500	2	17	17	2	15
24892	STATE ROUTE 89A (MILTON RD) & BUTLER AVE	59000	3	15	19	8	16
16795	STATE ROUTE 89 (MILTON RD) & FOREST MEADOWS ST	47000	6	16	16	9	17
16555	STATE ROUTE 89 (MILTON RD) & RIORDAN RD	34000	8	18	15	3	18
16567	STATE ROUTE 89 (MILTON RD) & UNIVERSITY AVE	37300	6	19	18	5	19

Segment Analysis

NOTE: Segment analysis generally takes place in 1-mile segments. Some don't make conventional sense where the nature of the geography changes. Staff will work with Greenlight to address these. A normalized score was used meaning the crash severity was normalized across the length of the segments evaluated. For volumes, staff took a rough average of model estimates over the length of the segment.

- MetroPlan
 - Only ten segments are reported. There is relatively little change in rank across the analyses.
- City of Flagstaff (boundary not jurisdiction)
 - There is significant variability across all but the Frequency ranking. Small volumes with even a small number of fatal and/or serious injuries create some of the skew.
 - NOTE: 8 of the top 10 segments within City limits are on State highways.
 - NOTE: Of the next 13 segments only one is on a State highway.
- Coconino County (boundary not jurisdiction)
 - No more than two segments move out of the top ten in any given analysis. The segment safety condition is consistent across all four categories.
 - NOTE: All but 1 of the top 10 segments are on State highways
 - NOTE: Of the next 13 segments only three are on State highways

Yellow highlights indicate segments have moved into or out of the top 10 compared to the Rank of Averages.

MetroPlan

ID	Roadway Name	From Segment	To Segment	Volume	Severity Score rank	Frequen- cy rank	Weight- ed Severity Score rank	Crash Rate Rank	Rank of averages
484	I-40 EB	0.6 mi East of Country Club Dr	East of 4th St	10000	2	3	1	2	1
2	I-17 NB	North of Old Munds Hwy	0.8 mi South of Mountainaire Rd	13000	5	1	3	1	2
194	US-89	3.5 north of Kaitlin Way	Kaitlin Way	12000	10	4	2	3	3
476	Milton Rd	Rte 66	Forest Meadows St	32000	4	2	10	5	4
47	I-40 WB I-17 NB Connector	I-40 WB	I-17 NB	20000	1	7	7	8	5
507	SR-89	Pine del Dr	1 south of Pine del Dr	10000	7	6	6	4	5
305	Cedar Ave	4th St	Gemini Rd	21000	8	5	8	6	7
181	US-180	Rain Valley Rd	El Paso Flagstaff Rd	5000	6	10	4	9	8
312	Soleire Ave	Country Club Dr	Elk Run St	8000	9	9	5	6	8
485	I-40 WB	1.5 mi East of Beulah Blvd	2.2 mi East of Beulah Blvd	22000	3	8	9	10	10

Coconino County

ID	Roadway Name	From Segment	To Segment	Volume	Severity Score rank	Frequency rank	Weight-ed Severity Score rank	Crash Rate Rank	Rank of averages
36	I-40 WB	0.5 mi east of Flagstaff Ranch Rd	5.6 mi east of Garland Prairie Rd	12500	9	1	3	2	1
2	I-17 NB	North of Old Munds Hwy	0.8 mi South of Mountaineira Rd	13000	1	3	5	6	1
27	I-40 EB	East of Townsend Winona Rd	0.6 mi East of Walnut Canyon Rd	15000	8	2	6	5	3
195	US-89 NB	North of Lenox Park	3.3 mi North of Lenox Park	5000	10	4	7	4	4
223	US-180	3 mi north of Hart Prairie Rd	2.5 mi north of Hart Prairie Rd	2000	5	14	1	9	5
225	US-180	south of Hart Prairie Rd	North of Roundtree Rd	2500	7	12	2	8	5
194	US-89	3.5 north of Kaitlin Way	Kaitlin Way	13500	3	7	8	12	7
316	NF-516	south of Alpenglow Rd	1.8 mi south of Alpenglow Rd	500	17	9	4	1	8
176	US-89	South of Elden Springs Rd	Townsend Winona Rd	17000	4	5	12	11	9
224	US-180	0.5 mi north of Fort Valley Ranch Rd	0.8 mi north of Hidden Hollow Rd	4600	6	10	9	10	10
507	SR-89a	Pine del Dr	1 south of Pine del Dr	8000	2	10	11	16	11
315	N Snow Bowl Rd	2.9 mi south of Alpenglow Rd	0.5 mi north of US-180	1000	15	12	10	3	12
461	US-89 SB	0.7 mi north of Shultz Pass Lockett Meadow Rd	South of Camino De Los Vientos	6750	13	6	16	7	13
322	W Mt Elden Lookout Rd	0.5 mi east of N Yarrow Tri	East of Schultz Pass Rd	500	14	20	13	13	14
177	US-89	Townsend Winona Rd	0.5 south of Townsend Winona Rd	26500	11	8	22	20	15
321	W Brannigan Park Rd	1 north of Hughes Ave	Hughes Ave	500	20	20	13	13	16
299	N Slayton Ranch Rd	Sunbeam St	1 south of Sunbeam St	1500	19	16	17	17	17
294	Mountaineira Rd	0.5 north of Old Munds Hwy	Old Munds Hwy	4000	12	16	20	22	18
273	Crimson Rd	0.6 mi south of Settlers Trl	0.6 mi north of Happy Trails Dr	1000	18	20	15	18	19
296	S Cosnino Rd	1.1 mi west of Rabbit Ridge Rd	2.1 mi west of Rabbit Ridge Rd	2500	16	16	19	21	20
286	Lake Mary Rd	3 mi south Lake Mary Lodge Rd	0.4 mi north of Lake Mary Boat Lndg	2000	21	16	18	18	21
300	N Slayton Ranch Rd	South of Homewood Ln	North of Carl Rd	1500	23	15	21	15	22
288	Leupp Rd	1.5 mi east of Roosevelt Rd	1.3 mi east of Roosevelt Rd	3000	22	20	23	23	23

City of Flagstaff

ID	Roadway Name	From Segment	To Segment	Volume	Severity Score rank	Frequency rank	Weighted Severity Score rank	Crash Rate Rank	Rank of averages
5	I-17 NB	I-40	North of Old Munds Hwy	13000	12	3	4	1	1
179	Rte 66	Country Club Dr	San Francisco St	30000	9	2	7	3	2
484	I-40 EB	0.6 mi East of Country Club Dr	East of 4th St	22000	2	9	3	12	3
37	I-40 WB	East of Butler Ave	West of Beulah Blvd	26000	10	4	8	5	4
178	US-89	1.6 north of Country Club Dr	Country Club Dr	26000	8	5	12	10	5
28	I-40 EB	East of Butler Ave	West of Beulah Blvd	23000	16	1	16	2	5
47	I-40 WB I-17 NB Connector	I-40 WB	I-17 NB	9000	1	15	5	15	7
483	I-40 WB	2.7 mi East of Country Club Dr	0.7 mi East of Country Club Dr	22000	11	7	11	11	8
476	Milton Rd	Rte 66	Forest Meadows St	35000	4	6	14	17	9
303	Butler Ave	Foxglenn St	I-40	13000	13	7	17	6	10
312	Soliere Ave	Country Club Dr	Elk Run St	6000	7	18	2	18	11
305	Cedar Ave	4th St	Gemini Rd	17000	6	13	9	19	12
314	Mountain Meadow Dr	El Paso Dr	Lynch Ave	500	15	24	6	4	13
181	US-180	Rain Valley Rd	El Paso Flagstaff Rd	5000	5	23	1	23	14
485	I-40 WB	1.5 mi East of Beulah Blvd	2.2 mi East of Beulah Blvd	28000	3	17	13	24	15
309	Industrial Dr	Nestle Purina Ave	Steves Blvd	1500	23	22	10	7	16
180	Rte 66	1.2 east of Railroad Springs Blvd	Railroad Springs Blvd	16000	18	11	20	14	17
310	Pine Knoll Dr	Maricopa St	Huffer Ln	5000	21	16	18	9	18
308	Huntington Dr	Industrial Dr	Fanning Dr	2000	22	20	15	8	19
307	Huntington Dr	4th St	1.2 west of 4th St	15000	20	12	21	13	20
304	Butler Ave	Ponderosa Pkwy	Lone Tree Rd	29000	14	10	23	20	21
313	4th St	Lockett Rd	I-40	20000	19	14	22	21	22
323	University Ave	Milton Rd	Forest Meadows St	7500	17	19	19	22	23
318	Lake Mary Rd	Wildlife Dr	Frontier Ave	3500	24	20	24	16	24

MetroPlan Potential Project Locations

Agency	Location	Project Type	Selection Method
Flagstaff	Butler Ave from I40 to Mustang Wy	Bicycle/ Pedestrian	Agency Comment/Public Comment/ Top Crash Hotspot
Flagstaff	Milton Rd and Riordan Rd	Intersection	Agency Comment/Public Comment/ Top Crash Hotspot
Flagstaff	Butler Ave and Lone Tree Rd	Intersection	Agency Comment/Public Comment/ Top Crash Hotspot
Flagstaff	Rt 66 and Ponderosa Pkwy	Intersection	Agency Comment/Public Comment/ Top Crash Hotspot
Flagstaff	State Route 89A (Milton Rd) & Butler Ave	Intersection	Agency Comment/Public Comment/ Top Crash Hotspot
Flagstaff	Country Club Dr & US 89	Intersection	Agency Comment/ Top Crash Hotspot
Flagstaff	Rt 66 from Country Club Dr to San Francisco St	Segment	Agency Comment/ Top Crash Hotspot
Flagstaff	Butler Ave from Foxglenn St to I-40	Segment	Agency Comment/ Top Crash Hotspot
Flagstaff	Snow Bowl Rd from Snow Bowl Ranch Rd to FR 522	Road Departure/ Pavement Maintenance	Public Comment/ Top Crash Hotspot
Flagstaff	Cedar Ave from Gemini Rd to West St	Bicycle/ Pedestrian	Public Comment/ Top Crash Hotspot
Flagstaff	Rt 66 and Milton Rd	Intersection	Public Comment/ Top Crash Hotspot
Flagstaff	Rt 66 and Fanning Dr	Intersection	Public Comment/ Top Crash Hotspot
Flagstaff	US 89 and Cummings St (Mall Driveway)	Intersection	Public Comment/ Top Crash Hotspot
Flagstaff	US 89 and Marketplace Dr	Intersection	Public Comment/ Top Crash Hotspot
Flagstaff	US 89 & Snowflake Dr/Trails End Dr	Intersection	Public Comment/ Top Crash Hotspot
Flagstaff	Butler Ave and Beaver St	Intersection	Public Comment/ Top Crash Hotspot
Flagstaff	Butler Ave and Huntington Dr	Intersection	Agency Comment/Public Comments
Flagstaff	Rt 66 and Railroad Spring Blvd	Intersection	Agency Comment/Public Comments
Flagstaff	US-89 from 1.6 north of Country Club Dr to Country Club Dr	Segment	Top Crash Hotspot

MetroPlan Potential Project Locations

Agency	Location	Project Type	Selection Method
Flagstaff	Milton Rd from Rt 66 to Forest Meadows St	Segment	Top Crash Hotspot
Flagstaff	US-180 and Forest Ave	Intersection	Public Comments
Flagstaff	US-180 and Schultz Pass Rd	Intersection	Public Comments
Flagstaff	US-180 and Fratelli's Driveway (S of Meade Ln)	Intersection	Public Comments
Flagstaff	Lockett Rd and Kasper Dr	Intersection	Public Comments
Flagstaff	Elm Ave and Humphreys St (US-180)	Intersection	Public Comments
Flagstaff	Zuni Dr and Lone Tree Rd	Intersection	Public Comments
Coconino County	Townsend Winona Rd & US 89	Intersection	Agency Comment/ Top Crash Hotspot
Coconino County	Silver Saddle Rd & US 89	Intersection	Top Crash Hotspot
Coconino County	US-89 NB from North of Lenox Park to 3.3 mi North of Lenox Park	Segment	Top Crash Hotspot
Coconino County	US-89 from 3.5 north of Kaitlin Way to Kaitlin Way	Segment	Top Crash Hotspot
Coconino County	US-89 from South of Elden Springs Rd to Townsend Winona Rd	Segment	Top Crash Hotspot



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STAFF REPORT

REPORT DATE: September 15, 2023

MEETING DATE: September 27, 2023

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Consider Legislative Agenda

1. RECOMMENDATION:

Staff recommends the TAC recommend the Board adopt proposed legislative priorities.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 31.3: Coordinate partner's legislative priorities related to transportation.

3. BACKGROUND:

The MetroPlan Executive Board routinely adopts a legislative agenda to identify strategic objectives aimed at improving transportation in the region. The Board often conveys positions of support for federal and state legislation addressing funding, planning policy and safety initiatives among others. Activities include issuing letters, adopting resolutions, coordinating with similar organizations, and direct communication with legislative delegates and leadership. Staff have solicited input from partners in the development of the proposed priorities below.

State Priorities:

- Educate on the need for AZ SMART Fund eligibility to be expanded to other eligible federal applicants including transit agencies, tribes and metropolitan planning organizations and increase funding levels in the program with particular focus on cities with a population of over 10,000.
- Educate on the benefits of the Greater Arizona Funding Initiative (RTAC Bill) collectively and for individual regional projects.
 - Mountain Line Maintenance Facility Improvements Match: \$2,044,750
 - Coconino County US89 Flood Mitigation: \$5,029,210



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- Lone Tree Improvements: \$15,360,803
- Continue to seek long term funding solutions for insufficient state transportation revenues for all modes.
- Monitor and educate on the importance of regional projects on the state highway system in the ADOT budget including pedestrian and bike improvements on Milton and US180, dark skies lighting upgrades, the Bellemont Interchange, the reopening of the Parks and Christensen Rest Areas and highway drainage improvements to mitigate post-wildfire flooding impacts on US89.

Federal Priorities:

- Support the reauthorization and sustained funding levels in the Infrastructure Investment and Jobs Act, including need for additional appropriations to Federal Lands Access Program (FLAP) and Central Federal Lands (CFL).
- Expand eligibility of Carbon Reduction Program, and Transportation Alternatives Program to allow for internal staff delivery in addition to allowing contracting.
- Support the award of funding for regional projects submitted for federal grants.
- Support the effort to modernize car safety ratings to consider vulnerable users.
- Support updates to the MUTCD (Manual on Uniform Traffic Control Devices) and federal standards to prioritize the goal to eliminate serious injuries and deaths and ensure safe systems approach and provide additional flexibility for local jurisdictions to advance safe, comfortable, multimodal systems.
- Support congressionally directed spending for regional transportation projects.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

5. FISCAL IMPACT:

There is no direct fiscal impact from adopting a legislative agenda. However, a clear and coordinated legislative agenda can result in more funding to the region.

6. ALTERNATIVES:

- 1) **Recommended:** Recommend the Board adopt proposed legislative priorities. Adopting legislative priorities keeps the agency clear and focused on legislative goals.
- 2) **Not Recommended:** Do not recommend the Board adopt proposed legislative priorities. This TAC could provide additional direction and input for legislative consideration.



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7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: September 15, 2023

MEETING DATE: September 27, 2023

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager and Sandra Tavel, Transportation Planner

SUBJECT: Strategic Grants Process

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.1: Align capital and programmatic needs with priorities and fund sources.

3. BACKGROUND:

Strategic Grants Process

The Bipartisan Infrastructure Law and other federal action opportunities for grant funding have greatly increased. Consequently, grant application submittals by MetroPlan and its partners have increased in step. It is in our collective interest to coordinate these efforts to meet our highest needs, submit competitive applications, and, as possible, avoid competing against ourselves. MetroPlan seeks to shift from reactive to proactive grant seeking through the creation of a strategic grant seeking process.

Toward this objective, MetroPlan is launching a Strategic Grants Process. Sandra Tavel will be project manager. The effort has begun with stakeholder interviews that will continue through October which will help define what partners would like to see in a process. Likely components will include:

- Assemble database of all funded, unfunded and planned projects across all partner agencies
- Develop rating criteria and apply to unfunded projects
- Screen projects against applicable grants
- Rank projects by grant



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- Develop decision-making process for MetroPlan role in grant submittal and preparation
- Update of the Transportation Improvement Program (TIP) process

The Transportation Improvement Program (TIP) is a five-year capital program showing intended financial obligation scheduled for roads of regional significance, transit service, and pedestrian and bicycle projects. MetroPlan will conduct a major TIP update for FY25-29 in line with its stated 2-year cycle as a part of the Strategic Grants Process. TIPs must be updated at least every four years.

The anticipated cycle for this update is:

2023

- September-October:
 - draft CIP projects from member agencies collected
 - public call for projects
- December: draft TIP

2024

- January: Public comment period
- February: TAC recommendation
- March: Board adoption

The Strategic Grants Process will guide TIP standard operating procedures. Several things indicate a need to rethink how the TIP is processed.

- ADOT eSTIP administration changes
- Processing unfunded/prospective grant projects
- Change in TAC meeting schedule
- 2-year major TIP update cycle sequence

Anticipated changes include:

- Identification numbers for each amendment or modification submitted, noting that each may include multiple projects
- Creating local project IDs
- Policy or practice for unfunded projects
- More formal analysis of TIP projects against
 - Fiscal constraint
 - Compliance with the regional transportation plan
 - Impacts on Title VI communities

The process will be proposed to the TAC and Board for adoption in early 2024, and then rolled out to members.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

Staff time already in budget.

6. ALTERNATIVES:

None. Item for discussion only.

7. ATTACHMENTS:

No attachments



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STAFF REPORT

REPORT DATE: September 15, 2023

MEETING DATE: September 27, 2023

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Sandra Tavel, Transportation Planner

SUBJECT: Creative Local Match Option – Transportation Reinvestment Zone (TRZ)

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.2: Expand match and revenue generating options.

3. BACKGROUND:

The advent of the [Bipartisan Infrastructure Law](#) created a need for the increased local match to draw down additional federal dollars under the new law. Many grants for transportation require a match between 5.7% and 20% depending on the funding source. The ability to draw down federal dollars is almost always contingent on providing matching funds. MetroPlan partnered with Mountain Line to write a 5305e grant in 2021 and was awarded Creative Local Match planning funds in April of 2022.

Deliverables of the Creative Local Match Plan include a toolkit and presentation of findings to MetroPlan Member Agencies and at the 2024 AZTA Conference. The project will be completed in April 2024.

Initial Creative Local Match listing of ten options was presented at TAC in June of 2023. Moving forward, one to two options will be discussed in more detail at each TAC meeting. Transportation Reinvestment Zone (TRZs) will be discussed in this meeting.

Transportation Reinvestment Zones (TRZs) are designated areas for economic development that have a clear transportation need where property and sales tax revenue generated within the area is then used to pay for transportation infrastructure. TRZs allow local governments with taxing authority to set aside



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local funds generated by property and/or sales tax increments within the zone to fund transportation projects. The attached one-page summary provides additional information on TRZs.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

The Creative Local Match plan is funded by a \$200,000 (80/20 split) Federal Transit Administration 5305e grant. The \$40,000 local match is provided by Mountain Line.

6. ALTERNATIVES:

None. For discussion only.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: September 15, 2023

MEETING DATE: September 27, 2023

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Consider Mission, Vision, and Values

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community

Objective 3.3: Promote the value MetroPlan brings to the community.

3. BACKGROUND:

In 2017, MetroPlan updated its Mission and Vision:

Vision: To create the finest transportation system in the country.

Mission: Leverage corporation to maximize financial and pollical resources for a premier transportation system.

MetroPlan kept the mission and vision through its transition to independence. MetroPlan's Strategic Plan tasks staff with building MetroPlan's identity and promoting the value MetroPlan brings to the community. However, staff received feedback that the mission and vision of the organization does not clearly communicate what MetroPlan does. At the May 2023 Advance, the Technical Advisory Committee (TAC), Management Committee, and Executive Board completed an exercise to drill down on the purpose of transportation system improvements using West Route 66 visioning as an example. The exercise asked members to identify why features were important for example, sidewalks being important for affordability, health, and social connection. After the Advance, staff used information received in this exercise to brainstorm new options for the mission and vision.



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Vision

A vision should identify future aspirations. Two versions have been drafted.

Proposed:

- 1. Our region joined together by a transportation system that prioritizes the wellbeing of people and the environment.*
- 2. Our vision is that the region will be joined together by an efficient transportation system that prioritizes the wellbeing of people and the environment.*

People being connected was a key “why” we heard in the West 66 exercise. “Our region joined” seeks to emphasize that social purpose. Wellbeing of people includes physical safety, social connection, economic health, opportunity, and availability of options, while wellbeing of the environment captures carbon neutrality goals, wildlife safety and connectivity and designs that consider forest health, storm water, protection of open space and efficient use of land.

Mission

A mission should clearly identify what the organization is specifically doing to achieve its vision. Also imperative is that a new mission is written in a way that members of the public can succinctly understand what MetroPlan does. This is the core purpose of updating the mission and vision. Staff had a wider variety of ideas for clearly explaining what MetroPlan’s role in the transportation system is and developed several options:

- 1. To inspire better transportation through collaborative priority setting, principled planning, and demand management programs, and the enthusiastic pursuit of funding.*
- 2. Advancing transportation through collaborative priority setting, planning, pursuit of funding and mode choice programs.*
- 3. The mission of MetroPlan is to facilitate transportation improvements for all transportation modes through collaborative priority setting, principled planning, and demand-management programs, and the enthusiastic pursuit of funding.*

Key points staff felt were important to highlight were the collaborative nature of MetroPlan, MetroPlan’s key tasks of transportation planning, prioritizing projects for funding, actively pursuing funding, and filling a gap to implement demand management programs such as Safe Routes to School programs.

Transportation Values

The idea of transportation values is new to MetroPlan. Adopting values can help MetroPlan get very clear about how to prioritize projects for funding and connects to the creation of a strategic grant seeking process. Common themes of the “why’s” of the West 66 Exercise were used to develop these.

- 1. Vision Zero*



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2. *Efficient and Effective Use of Funds*
3. *Environmental Stewardship*
4. *Health and Social Connection*
5. *Economic Vitality*
6. *Community Character and Beauty*
7. *Public Support*

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

5. FISCAL IMPACT:

There is no fiscal impact to updating the mission and vision.

6. ALTERNATIVES:

None. This item is for discussion only.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: September 12, 2023

MEETING DATE: September 27, 2023

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: MetroPlan Happenings

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community

Objective 3.3: Promote the value MetroPlan brings to the Community

3. BACKGROUND:

Vulnerable Road Users Safety Action Plan

MetroPlan has finalized the contract and reimbursement process with FHWA to meet the criteria of the Safe Streets and Roads for All (SS4A) grant. SS4A funds will support the development of a Vulnerable Roadway Users Safety Action Plan (VRU Plan) specific to people who walk, bike, and roll. This VRU Plan will use the current update to the Regional Transportation Safety Plan as the foundation while allowing MetroPlan staff to dig deeper into the crashes and solutions related to vulnerable road users.

MetroPlan will lead the VRU planning process. Mandia Gonzales has been assigned as the PM for this project. Initial stakeholder interviews are anticipated to start in October with the project kicking off expected early in the new year.

Expect to hear from Mandia regarding your agency's goals and objectives around safety, complete streets, and vision zero soon!



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National Week Without Driving (#weekwithoutdriving)

Some committee members expressed interest in this campaign and challenge. Staff will send an invitation on September 19 to the committee and board members, along with supportive stakeholder groups, such as Flagstaff Biking Org., County Health and Human Services, the Coordinated Mobility Council, and more.

Please help the cause by encouraging friends, family, coworkers, etc. to participate!

Individual sign-up is available at America Walks: <https://americawalks.org/campaigns/national-week-without-driving/>

If you are a Board or Committee Member who is participating, please let Mandia know. MetroPlan would like to showcase your experience(s)/lessons learned on our social media. We can also work with your communications department as desired.

Rural Transportation Summit

Supervisor Vasquez will accompany Sandra Tavel and Kate Morley to the Rural Transportation Summit October 18-19. The Summit is an excellent opportunity to discuss state transportation funding with state representatives and local officials. We will be highlighting the regional Greater Arizona Funding Initiative projects and helping educate elected officials on the need for increased funding levels. If you are interested in attending, you can find more information here: <https://www.azrts.org/>.

ADOT Audit of MetroPlan

ADOT is conducting an audit of MetroPlan for compliance with federal programs. MetroPlan has never been audited by ADOT. Staff look forward to this opportunity to strengthen policies and procedures.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

5. FISCAL IMPACT:

None.

6. ALTERNATIVES:

None.



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7. ATTACHMENTS:

None.

MetroPlan Funding Matrix

Confidence or Probability Level:

High



Medium



Low



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

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

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

MetroPlan Funding Matrix

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

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

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

MetroPlan Funding Matrix

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

MetroPlan Funding Matrix

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

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

MetroPlan Funding Matrix

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

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

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

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

RESOURCES:

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

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

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

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



Eligibility Table

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

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA-ADOT	Highway Safety Improvement Program	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA - ADOT	Transportation Alternative Program	TAP	\$1,000,000		✓	✓	✓	✓	✓
FHWA-ADOT	Bridge Formula Program (includes off-system bridges)	BFP	TBD		✓	✓			
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000	✓			✓		✓
FHWA - ADOT	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000						
FHWA - AZ State Parks	Competitive OHV Grant		\$10,000 - \$750,000	✓	✓	✓	✓	✓	✓
FHWA - AZ State Parks	Heritage Fund – Non-Motorized Trails Grant		\$5,000 - \$100,000	✓	✓	✓		✓	
FHWA - AZ State Parks	Recreational Trails Program	RTP	Up to \$150,000	✓	✓	✓		✓	
FRA/ADOT	Railway Highway Crossings Program	RHCP	TBD	✓	✓	✓		✓	✓

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)	✓	✓	✓	✓	✓	✓
FHWA - ADOT	Carbon Reduction Program		Varies (Formula based)	✓					
FHWA - ADOT	Safe Routes to School Program	SRTS	Varies (Formula based)						
FHWA - ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Rebuilding American Infrastructure Sustainably and Equitably	RAISE	\$1,000,000 - \$25,000,000	✓	✓	✓		✓	
USDOT	Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface	MPDG: INFRA, MEGA, Rural Surface		<i>See information below</i>					
USDOT	Infrastructure for Rebuilding America	INFRA	\$5,000,000-\$25,000,000		✓	✓	✓	✓	
USDOT	Mega Grant	MEGA	No Min./Max.	✓	✓	✓	✓	✓	
USDOT	Rural Surface Transportation Grant Program		\$25,000,000 max (no min.)	✓	✓	✓		✓	
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$5,000,000 - \$25,000,000	✓	✓	✓	✓	✓	✓
FRA	Consolidated Rail Infrastructure & Safety Improvement Program		TBD	✓	✓	✓	✓	✓	

FTA	All Stations Accessibility Program	ASAP	TBD	✓	✓	✓	✓	✓	
FHWA	Bridge Investment Program		TBD		✓	✓	✓	✓	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						
FHWA	Highway Research & Development Program		TBD						
FRA	Railroad Crossing Elimination Program		TBD	✓	✓	✓		✓	
USDOT	Strengthen Mobility and Revolutionizing Transportation	SMART	TBD	✓	✓	✓	✓	✓	
FTA	Pilot Program for Transit Oriented Development		TBD	✓	✓	✓	✓	✓	
USDOT	Active Transportation Infrastructure Investment Program		TBD	✓	✓	✓		✓	
USDOT	Safe Streets and Roads for All	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO) Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)	✓	✓	✓	✓		
USDOT	Reconnecting Communities Pilot Program		Planning: Up to \$2,000,000 Capital projects: Up to \$5,000,000	✓	✓	✓		✓	
FTA	Innovative Coordinated Access Grant		No Min./Max.		✓	✓	✓		
FTA	Mobility for All		TBD		✓	✓	✓		
USDOT	Healthy Streets Program		TBD						

Finance, Loans, Other									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Finance		✓	✓			
ADOT	Emergency Relief Program	ER			✓	✓			
Non-Federal Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Private	AARP Livable Communities Grant		Average grant amount \$11,500 - no ceiling.	✓	✓	✓	✓		
Private/ CDC	America Walks Community Change Grants		Varies						
Private	American Trails - Trail Fund		\$2,000 - \$15,000	✓	✓	✓	✓		
Private	Bloomberg Philanthropies		Up to \$25,000						
Private	People for Bikes – Big Jump Grant		Up to \$10,000	✓	✓	✓	✓	✓	✓

1-3 Year Strategic Workplan

Adopted: June 1, 2023



VISION:

To create the finest transportation system in the country.

MISSION:

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

GUIDING PRINCIPLES

Focused

- Adopts clearly delineated objectives
- Provides ambitious and credible solutions
- Strategically plans for political and financial realities and possibilities

Leverages Resources

- Strategically leverages project champions and other plans
- Writes and secures competitive grants

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

Builds Trust and Credibility

- Exhibits integrity in its work products
- Exercises openness and transparency
- Delivers on its promises

Plans for Resiliency

- Invests time and resources to expand mode choice

Fair and Equal Representative

1

Maximize Funding for Transportation Projects and Programs

OBJECTIVES

- Objective 1.1:* Align capital and programmatic needs with priorities and fund sources.
- Objective 1.2:* Expand match and revenue generating options.
- Objective 1.3:* Coordinate partners' legislative priorities related to transportation.
- Objective 1.4:* Ensure good standing with funders.



KEY PERFORMANCE INDICATORS

1. Number funding opportunities sought
2. Amount of funding obtained
3. Develop annual legislative agenda and workplan
4. Clean audits and reviews

2

Deliver Plans that Meet Partner and Community Needs

OBJECTIVES

- Objective 2.1:* Maintain trust through reliable and transparent project management.
- Objective 2.2:* Expand inclusion of transportation disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.
- Objective 2.3:* Fill gaps in transportation data and make data accessible.
- Objective 2.4:* Position partners for successful implementation of plans.



KEY PERFORMANCE INDICATORS

1. Involvement of stakeholders in scoping through final recommendations
2. Participant demographics reflect community demographics
3. Number of new data sets collected and available on the website
4. Number of policy, project or other recommendations implemented

3

Build MetroPlan's Visibility in the Community

OBJECTIVES

Objective 3.1: Educate, inspire, and empower individuals in the planning process through creative education opportunities, public events, and demonstrations.

Objective 3.2: Expand MetroPlan's visibility through branding and marketing - social media, print, and digital materials.

Objective 3.3: Promote the value MetroPlan brings to the community.



KEY PERFORMANCE INDICATORS

1. Number of public outreach events attended or organized
2. Number of people/organizations interacted with annually
3. Number of follower/ subscribers to social media and e-news sign-ups
4. Number of people reached through other media such as direct mailers, poster

4

Implement Programs that Encourage Mode Shift

OBJECTIVES

Objective 4.1: Conduct community-oriented multimodal demonstration and pilot projects.

Objective 4.2: Implement programs at K-12 schools to reduce parent pick up and drop off.

Objective 4.3: Educate the public about economic, health, congestion, climate, equity and other benefits of multimodal transportation.



KEY PERFORMANCE INDICATORS

1. Increase % of trips made by walking, cycling, micro-mobility and public transit
2. Reduction in K-12 school traffic
3. Number of programs, pilots and demonstrations conducted

MetroPlan Funding Matrix

Confidence or Probability Level:

High



Medium



Low



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

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

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

MetroPlan Funding Matrix

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

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

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

MetroPlan Funding Matrix

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

MetroPlan Funding Matrix

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

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

MetroPlan Funding Matrix

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

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

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

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

RESOURCES:

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

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

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

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



Eligibility Table

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

In-State Competitive Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA-ADOT	Highway Safety Improvement Program	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA - ADOT	Transportation Alternative Program	TAP	\$1,000,000		✓	✓	✓	✓	✓
FHWA-ADOT	Bridge Formula Program (includes off-system bridges)	BFP	TBD		✓	✓			
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000	✓			✓		✓
FHWA - ADOT	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000						
FHWA - AZ State Parks	Competitive OHV Grant		\$10,000 - \$750,000	✓	✓	✓	✓	✓	✓
FHWA - AZ State Parks	Heritage Fund – Non-Motorized Trails Grant		\$5,000 - \$100,000	✓	✓	✓		✓	
FHWA - AZ State Parks	Recreational Trails Program	RTP	Up to \$150,000	✓	✓	✓		✓	
FRA/ADOT	Railway Highway Crossings Program	RHCP	TBD	✓	✓	✓		✓	✓

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA - ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)	✓	✓	✓	✓	✓	✓
FHWA - ADOT	Carbon Reduction Program		Varies (Formula based)	✓					
FHWA - ADOT	Safe Routes to School Program	SRTS	Varies (Formula based)						
FHWA - ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Rebuilding American Infrastructure Sustainably and Equitably	RAISE	\$1,000,000 - \$25,000,000	✓	✓	✓		✓	
USDOT	Multimodal Projects Discretionary Fund: MEGA, INFRA, Rural Surface	MPDG: INFRA, MEGA, Rural Surface		<i>See information below</i>					
USDOT	Infrastructure for Rebuilding America	INFRA	\$5,000,000-\$25,000,000		✓	✓	✓	✓	
USDOT	Mega Grant	MEGA	No Min./Max.	✓	✓	✓	✓	✓	
USDOT	Rural Surface Transportation Grant Program		\$25,000,000 max (no min.)	✓	✓	✓		✓	
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$5,000,000 - \$25,000,000	✓	✓	✓	✓	✓	✓
FRA	Consolidated Rail Infrastructure & Safety Improvement Program		TBD	✓	✓	✓	✓	✓	

FTA	All Stations Accessibility Program	ASAP	TBD	✓	✓	✓	✓	✓	
FHWA	Bridge Investment Program		TBD		✓	✓	✓	✓	
FHWA	Advanced Transportation Technologies & Innovative Mobility Deployment		TBD						
FHWA	Highway Research & Development Program		TBD						
FRA	Railroad Crossing Elimination Program		TBD	✓	✓	✓		✓	
USDOT	Strengthen Mobility and Revolutionizing Transportation	SMART	TBD	✓	✓	✓	✓	✓	
FTA	Pilot Program for Transit Oriented Development		TBD	✓	✓	✓	✓	✓	
USDOT	Active Transportation Infrastructure Investment Program		TBD	✓	✓	✓		✓	
USDOT	Safe Streets and Roads for All	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO) Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)	✓	✓	✓	✓		
USDOT	Reconnecting Communities Pilot Program		Planning: Up to \$2,000,000 Capital projects: Up to \$5,000,000	✓	✓	✓		✓	
FTA	Innovative Coordinated Access Grant		No Min./Max.		✓	✓	✓		
FTA	Mobility for All		TBD		✓	✓	✓		
USDOT	Healthy Streets Program		TBD						

Finance, Loans, Other									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Transportation Infrastructure Finance and Innovation Act	TIFIA	Finance		✓	✓			
ADOT	Emergency Relief Program	ER			✓	✓			
Non-Federal Grants									
				Eligible Applicants					
Source	Program	Abbreviation	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Private	AARP Livable Communities Grant		Average grant amount \$11,500 - no ceiling.	✓	✓	✓	✓		
Private/ CDC	America Walks Community Change Grants		Varies						
Private	American Trails - Trail Fund		\$2,000 - \$15,000	✓	✓	✓	✓		
Private	Bloomberg Philanthropies		Up to \$25,000						
Private	People for Bikes – Big Jump Grant		Up to \$10,000	✓	✓	✓	✓	✓	✓

AGENDA

Executive Board Meeting

1:00 – 3:00 PM

October 5, 2023



METROPLAN
GREATER † FLAGSTAFF

Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click here to join the meeting](#)

Meeting ID: 263 499 516 188

Passcode: zcASgQ

In-Person Location

Mountain Line

VERA room

3773 N. Kaspar Dr

Flagstaff, AZ 86004

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at planning@metroplanflg.org. The MetroPlan complies with [Title VI of the Civil Rights Act](#) of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin, and LEP – Limited English Proficiency.) Requests should be made as early as possible to allow time to arrange the accommodation.

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

Public Questions and Comments must be emailed to planning@metroplanflg.org prior to the meeting or presented during the public call for comment.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that, at this regular meeting, the MetroPlan Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Executive Board’s attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

EXECUTIVE BOARD MEMBERS

- Jim McCarthy, Flagstaff City Council, Chair
- Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair
- Patrice Horstman, Coconino County Board of Supervisors
- Austin Aslan, Vice Mayor of Flagstaff
- Tony Williams, Mountain Line Board of Directors
- Miranda Sweet, Flagstaff City Council
- Vacant, Arizona State Transportation Board Member
- Judy Begay, Coconino County Board of Supervisors (*alternate*)
- Becky Daggett, Mayor of Flagstaff (*alternate*)

- Kate Morley, Executive Director
- David Wessel, Planning Manager
- Mandia Gonzales, Transportation Planner
- Sandra Tavel, Transportation Planner
- Karen Moeller, Administrative Assistant & Clerk of the Board
- Ty Holliday, Montoya Fellow

A. PRELIMINARY GENERAL BUSINESS

A CALL TO ORDER

B ROLL CALL

C PUBLIC COMMENT

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

D APPROVAL OF MINUTES

Executive Board Regular Meeting Minutes of Sept. 7, 2023 (Pages x-x)

B. CONSENT AGENDA

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

C. GENERAL BUSINESS

A YEAR-END FINANCIAL REPORT (Pages x-x)

MetroPlan Staff:
 Recommendation: Action.

B SUBRECIPIENT POLICY (Pages x-x)

MetroPlan Staff:
 Recommendation: Action

C NAU SUBRECIPIENT IGA (Pages x-x)

MetroPlan Staff:
 Recommendation: Action

D MISSION, VISION, AND VALUES (Pages x-x)

MetroPlan Staff:

Recommendation: Action

E LEGISLATIVE AGENDA (Pages x-x)

MetroPlan Staff:

Recommendation: Information/Discussion

F STRATEGIC GRANTS PROCESS (Pages x-x)

MetroPlan Staff:

Recommendation: Information/Discussion

G W ROUTE 66 (Pages x-x)

MetroPlan Staff:

Recommendation: Information/Discussion

H CREATIVE LOCAL MATCH (Pages x-x)

MetroPlan Staff:

Recommendation: Information/Discussion

I METROPLAN HAPPENINGS (Pages x-x)

- Rural Summit
- Grant Updates
- No Drive October Feedback
- Conference Report Out
- Vulnerable Road Users

MetroPlan Staff:

Recommendation: Information/Discussion

D. CLOSING BUSINESS

A ITEMS FROM THE BOARD

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

B NEXT SCHEDULED EXECUTIVE BOARD MEETING

November 2, 2023

C ADJOURN

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) 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. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at www.metroplanflg.org on October 3, 2023 at 12:00 pm.

Karen Moeller, Clerk of the Board/Admin. Assistant

Dated this 3th day of October, 2023.