

AGENDA

Executive Board Meeting 1:00 PM April 6, 2023

Join Zoom Meeting: https://us02web.zoom.us/j/79199115652 Meeting ID: 791 9911 5652 Dial-in: +1 408 638 0968US In-Person Option available: Mountain Line 3773 N. Kaspar Dr VERA room Flagstaff, AZ 86004

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 <u>mandia.gonzales@metroplanflg.org</u> or by phone at 928-266-1293. The MetroPlan complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin, and LEP – Limited English Proficiency.) Requests should be made as early as possible to allow time to arrange the accommodation.

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

Public Questions and Comments must be emailed to <u>mandia.gonzales@metroplanflg.org</u> 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
- U Vacant, Arizona State Transportation Board Member
- □ Judy Begay, Coconino County Board of Supervisors (*alternate*)
- Becky Daggett, Mayor of Flagstaff (*alternate*)



METROPLAN STAFF

- □ Kate Morley, Interim Executive Director
- David Wessel, Planning Manager
- □ Mandia Gonzales, Transportation Planner
- □ Sandra Tavel, Transportation Planner

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

Meeting Minutes of March 2, 2023

(Pages 5-9)

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. Coordinated Public Transit & Human Services Transportation Plan

(Pages 10-132)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends adoption of the 2023 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan update.



С.

B. Stride Forward | Regional Transportation Plan

MetroPlan Staff: David Wessel

Arizona Legislative Update

Recommendation: Staff recommends that MetroPlan action on the Stride Forward: Regional Transportation Plan be tabled to the next Executive Board meeting.

	MetroPlan Staff: Kate Morley				
	Recommendation: Staff recommends approval of letters to be sent to four members representing Flagstaff in the Arizona State Legislature, House of Representatives in opposition of SB 1312, SB 1313, and SB 1314.				
D.	Fiscal Year 2022 Audit	(Pages 148-192)			
	MetroPlan Staff: Kate Morley				
	Recommendation: None. This item is for discussion only.				
E.	Wildlife Corridors	(Pages 193-194)			
	MetroPlan Staff: Kate Morley				
	Recommendation: None. This item is for discussion only.				
F.	Items from MetroPlan Staff	(Pages 195-209)			
	MetroPlan Staff: Kate Morley				
	 W Route 66 Corridor Masterplan SS4A Action Planning Grant Regional Transportation Safety Plan NACTO Membership 				
	Recommendation: None. This item is for information only.				
G.	Happening at MetroPlan	(Pages 210-211)			
	MetroPlan Staff: Kate Morley				

04.06.23 Executive Board Agenda Packet

Recommendation: None. This item is for discussion only.

(Pages 133-147)



H. Future Agenda Items

MetroPlan Staff: Kate Morley

Recommendation: Discuss items for future MetroPlan agendas.

I. Executive Session | Review of applications for the position of MetroPlan Executive Director

Board Chair: Jim McCarthy

Recommendation: Determine which applicants will be selected to have interviews for the position of MetroPlan executive director.

The Board may vote to go into executive session pursuant to ARS §38-431.03(A)(1) to determine which applicants will be selected to have interviews for the position of MetroPlan executive director.

V: CLOSING BUSINESS

A. ITEMS FROM THE BOARD

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

B. NEXT SCHEDULED EXECUTIVE BOARD MEETING

1. May 24, 2023, Strategic Advance | 1:00 – 4:00 pm | Flagstaff Public Works Building

C. ADJOURN

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

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at <u>www.metroplanflg.org</u> on April 3,2023 at 10:00 am.

Dated this 3rd Day of April 2023.

Mandia Gonzales, Transportation Planner



AGENDA

MEETING MINUTES

1:00 PM March 2, 2023

<u>Join Zoom Meeting:</u> https://us02web.zoom.us/j/79199115652 Meeting ID: 791 9911 5652 Dial-in: +1 408 638 0968US In Person Option available: Mountain Line 3773 N. Kaspar Dr VERA room Flagstaff, AZ 86004

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NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

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EXECUTIVE BOARD MEMBERS

- Jim McCarthy, Flagstaff City Council, Chair
- Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair Arrived at 1:05
- 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 Arrived at 1:16
- □ Vacant, Arizona State Transportation Board Member
- □ Judy Begay, Coconino County Board of Supervisors (*alternate*)
- Becky Daggett, Mayor of Flagstaff (alternate)



METROPLAN STAFF

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

OTHERS IN ATTENDANCE: Keith Brekhus (Coconino County), Ed Stillings (FHWA), Brandon Kavanagh

I. PRELIMINARY GENERAL BUSINESS

- A. CALL TO ORDER Chair McCarthy called the meeting to order at 1:01 pm
- B. ROLL CALL See above

C. PUBLIC COMMENT

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

None received

D. APPROVAL OF MINUTES

Minutes of Special Session Meeting: February 25, 2023

Minutes of Executive Session: February 25, 2023

<u>Motion:</u> Board member Horstman made a motion to adopt the February 25, 2023, special session and executive session meeting minutes. Board member Williams seconded the motion. Voted 4-0 to approve. Member's Sweet and Vasquez not present.



II. CONSENT AGENDA

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

A. ADOT Performance Measures

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommends MetroPlan adopts the ADOT safety, infrastructure, and congestion performance goals.

B. S. Lone Tree Planning & Environmental Linkages (PEL) Study MetroPlan Staff: Mandia Gonzales

Recommendation: Staff recommends the adoption of the South Lone Tree Planning and Environmental Linkages (PEL) Study.

<u>Motion</u>: Board member Horstman made a motion to adopt the consent agenda including the ADOT Performance Measures and the South Lone Tree Planning and Environmental Linkages Study. Board member Williams seconded the motion. Voted 4-0 to approve. Member's Sweet and Vasquez not present.

III. GENERAL BUSINESS

A. RTAC Representative Election

MetroPlan Staff: Jeff "Miles" Meilbeck

Recommendation: Staff recommends the board appoint a representative to the rural transportation advocacy council (RTAC).

<u>Motion</u>: Chair McCarthy made a motion to appoint vice-chair Jeronimo Vasquez as the primary representative of the Rural Transportation Advocacy Council (RTAC). Board member Williams seconded the motion. Voted 5-0 to approve. Member Sweet not present.

<u>Motion:</u> Board member Patrice Horstman made a motion to appoint Miranda Sweet as an alternate representative of the Rural Transportation Advocacy Council (RTAC). Vicechair Jeronimo Vasquez seconded the motion. Voted 5-0 to approve.

B. Transportation Improvement Program (TIP) Amendments

MetroPlan Staff: David Wessel

Recommendation: Staff recommends amending the <u>FY2023-2027 TIP</u> to add the Southwest Infrastructure RAISE grant application to the illustrative year 2027 and add



busway improvements for the Downtown Connection Center to the fiscal year 2023.

Motion: Chair McCarthy made a motion to amend the Transportation Improvement Program (TIP) to include the Southwest Infrastructure RAISE Grant application and the Downtown Connection Center transit infrastructure project. Board member Hortman seconded the motion. Voted 5-0 to approve. Member Sweet not present.

C. Stride Forward: Regional Transportation Plan release for Public Comment

MetroPlan Staff: David Wessel

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

<u>Motion:</u> Vice Chair Jeronimo made a motion to approve Stride Forward for the 30-day public comment period. Board member Williams seconded the motion. Voted 6-0 to approve.

D. Interim Executive Director Appointment

Councilmember McCarthy

Recommendation: Discussion and possible action to approve a qualified applicant for the Interim Executive Director position.

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

The Board discussed the appointment of Kate Morley as Interim Executive Director of MetroPlan. The contract has gone through legal review.

<u>Motion:</u> Board Member Patrice Horstman made a motion to approve the contract of the MetroPlan Interim Executive Director. Board member Miranda Sweet seconded the motion. Voted 6-0 to approve.

E. Future Agenda Items

MetroPlan Staff: Jeff "Miles" Meilbeck

Recommendation: Discuss items for future MetroPlan agendas.



V: CLOSING BUSINESS

A. ITEMS FROM THE BOARD

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

Recognition of and well wishes to Jeff "Miles" Meilbeck as MetroPlan's Executive Director.

Recognition of Council member McCarthy for coordinating the recruitment and appointment of the future MetroPlan executive director position.

B. NEXT SCHEDULED EXECUTIVE BOARD MEETING

1. April 6, 2023, at 1:00 PM

C. ADJOURN

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

Chair McCarthy adjourned the meeting at 2:26



3773 N Kaspar Dr. Flagstaff, AZ 86004 928-266-1293 www.metroplanflg.org

STAFF REPORT

REPORT DATE:	March 28, 2023
MEETING DATE:	April 6, 2023
то:	Honorable Chair and Members of the Board and TAC
FROM:	David Wessel, Transportation Planning Manager
SUBJECT:	Coordinated Public Transit-Human Services Transportation Plan

1. Recommendation:

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

2. Related Strategic Workplan Item

FMPO (MetroPlan) leverages resources

Guiding Principle:

5. FMPO is fair and equally representative

3. Background

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



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

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

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

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

MetroPlan summary of Section 5310 grant pre-applications for 2024 - Year 2								
Description	Applicants Priority	Regional Priority	Project Type	Federal Grant	Local Match	Total Amount		
Arizona Board of Regents for and on behalf of NAU Center for Service and Volunteerism								
Volunteer Driver Door through Door and More	1	1	Operating	\$13,000	\$13,000	\$26,000		
Mountain Line								
Taxi programs	1	1	Operating	\$75,000	\$75,000	\$150,000		
ADA Plus	2	1	Operating	\$115,943	\$115,943	\$231,886		



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

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

4. Fiscal Impact

- There is no fiscal impact at this time.
- 5. TAC and Management Committee Input
 - **i** The TAC and Management Committee support adoption.

6. Alternatives

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

Do not adopt the Coordinated Plan. Not recommended.

7. Attachments

i (Draft) 2023 Coordinated Plan







MetroPlan & Mountain Line

Coordinated Public Transit -Human Services Transportation Plan







MetroPlan

&

Mountain Line

Coordinated Public Transit -Human Services Transportation Plan

Adopted by the MetroPlan Executive Board on March 2, 2022 Prepared by Flagstaff Metropolitan Planning Organization Doing business as MetroPlan 6 E. Aspen Avenue, Suite 200 Flagstaff, Arizona 86001

> 928 699 3053 david.wessel@metroplanflg.org https://www.metroplanflg.org/

Adopted by the Mountain Line Board of Directors April 20, 2022 Prepared by Mountain Line 3773 N. Kaspar Dr. Flagstaff, Arizona 86004

> 928 679 8959 ehollander@mountainline.az.gov www.mountainline.az.gov

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Introduction

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

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

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

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

Purpose

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

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

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

This document serves two purposes:

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

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

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

Benefits of coordination

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

Local roles and responsibilities

Coordinated Mobility Council

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

MetroPlan

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

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

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

Mountain Line

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

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

NACOG

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

Planning Process

Coordination Plan preparation, review, and adoption

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

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

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

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

Related plans

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

This Mountain Line document provides direction and specific tools to implement the vision of the Coordination Plan. This plan was adopted in 2013.

Five-Year Transit Plan

Mountain Line's current Five-Year Transit Plan was completed and adopted in December of 2017 and serves as the guiding document for fixed-route transit, paratransit, and supporting service planning in the region.

Flagstaff Regional Plan

The Flagstaff Regional Plan is the overarching policy document that guides land use and transportation decisions for the Flagstaff region. The Plan was adopted by the City and County, and ratified by the voters, in 2014.

Regional Transportation Plan

The Regional Transportation Plan (RTP), which was adopted in 2017 by the MetroPlan Executive Board, identifies and prioritizes future transportation investments in the Flagstaff region for driving, riding the bus, walking, biking, and moving goods. A federal and state requirement to receive transportation funding, the RTP evaluates the cost and

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

Coconino County Community Health Improvement Plan

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

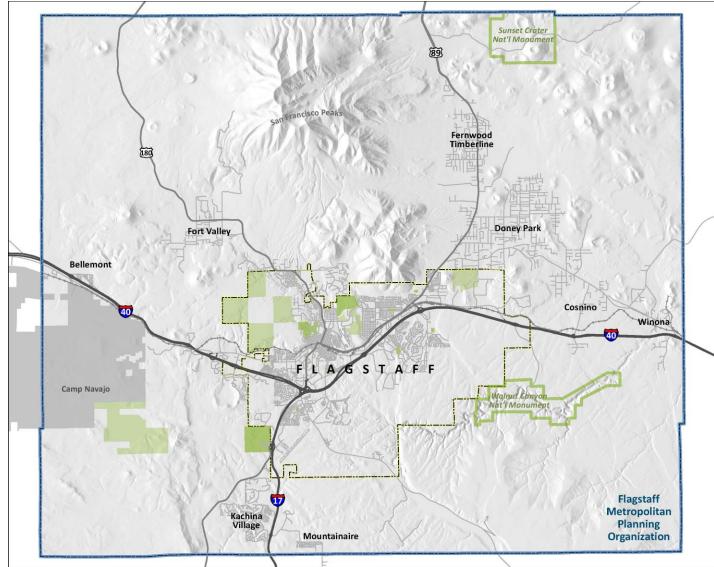
Regional Context

The MetroPlan region

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

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

Map 1: The MetroPlan Region



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Demographics

Census geography

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

Population

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

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

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

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

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

Vehicle availability and travel time

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

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

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

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

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

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

Poverty status

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

Table 3: Poverty status in the past 12 months							
	City of Flagstaff	Flagstaff CCD	Arizona	United States			
Population base*	76,831	101,822	7,151,502	331,449,281			
Population below poverty level	12,753	11,653	1,008,361	42,425,507			
Percent	16.6	13.9	14.1	12.8			

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

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

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

Income and unemployment

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

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

	City of Flagstaff	Flagstaff CCD*	Arizona	United States
Median household income	58,685	63,405	61,529	64,994
Jnemployment rate	5	7	5.8	5.4
	2	023 Page	5.0	

Source: American Community Survey Five-Year Estimate 2015-2019 * Flagstaff County Census Division (CCD) is larger than the FMPO but smaller than all of Coconino County. Could not receive MetroPlan data for this demographic.

Age

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

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

Table 5: Population by age group – percent						
	City of Flagstaff	Flagstaff CCD*	Arizona	United States		
Under 5 years of age	4.7	4.7	6.0	6.0		
Under 18 years of age	18.4	18.2	22.9	22.4		
18 years and over	81.6	81.8	77.1	77.6		
Age 65 years and older	8.8	12.1	18.3	16.0		
Median age	24.9	29.5	37.9	38.2		

Table 5: Population by age group – percent

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

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

Disability status

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

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

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

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

Table 6: Disability status				
	City of Flagstaff	Flagstaff CCD	Arizona	United States
Population	76,831	101,822	7,151,502	331,449,281
With a disability	7,990	10,589	943,998	42,094,058
Percent	10.4	10.4	13.2	12.7

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

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

Table 7: Percentage of the population with a disability status by type						
City of Flagstaff	Flagstaff CCD*	Arizona	United States			
10.4	10.4	13.2	12.7			
2.3	2.8	4.1	3.6			
1.6	1.6	2.5	2.4			
4.9	4.5	5.0	5.1			
3.7	3.9	7.0	6.8			
1.5	1.5	2.4	2.6			
4.4	4.2	5.7	5.8			
	City of Flagstaff 10.4 2.3 1.6 4.9 3.7 1.5	City of FlagstaffFlagstaff CCD*10.410.42.32.81.61.64.94.53.73.91.51.5	City of FlagstaffFlagstaff CCD*Arizona10.410.413.22.32.84.11.61.62.54.94.55.03.73.97.01.51.52.4			

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

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

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

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

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

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



Photo of Mountain Line's Travel Training Program

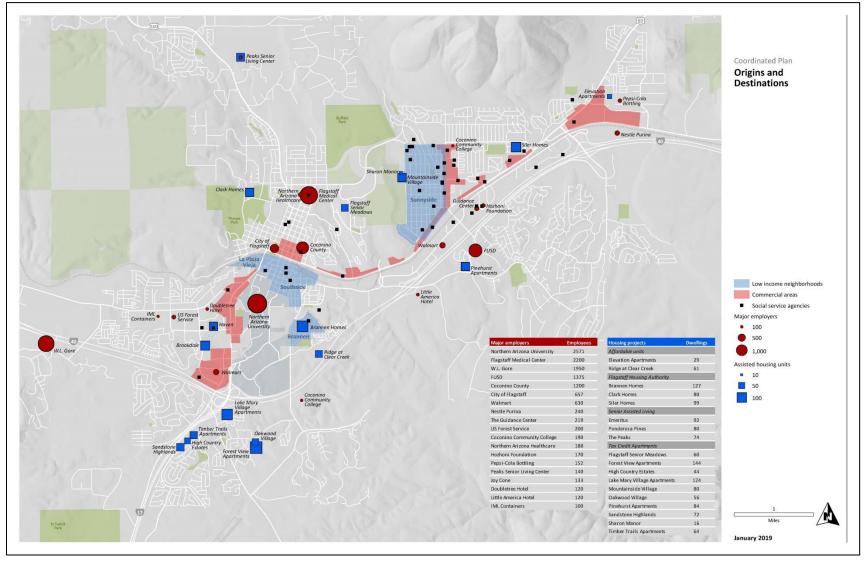
Origins and destinations

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

Origins and Destinations

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

Map 2: Origins and destinations



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Transportation Inventory

Existing transportation services and resources in the Flagstaff region

Fixed-route Public T	ransit				
Mountain Line Moun	tain Line				
Description			Contact		
Most routes operate or before and after peak h 8-15 minute headway	s public transit service on eight fixed routes, thro a 30-minute frequencies during peak hour and or your. Mountain Line also includes one high-freques along a fixed and dedicated route between doo pus, and the Woodlands Village neighborhood.	n 60-minute frequencies ency service, route 10, with	Mountain Line 3773 North Kasp Flagstaff, Arizona 86004 928-779-6624 transportation@		
Service area	Hours	Eligibility	Fare	Fleet	
City of Flagstaff	M-F: 5:45am-10:00pm Sa-Sun: 7:15am-8:00pm	General public	\$1.25 adult \$0.60 sr/disabled/youth	Gillig hybrid-electric buses (28- passenger)	
Campus Shuttle Nort	hern Arizona University				
Description			Contact		
NAU's campus with 21 s campus and uses the sa operate on 3 to 5 minur from 4:30 to 9:00 pm, a provided 1.6 million rid NAU's SafeRide provide	ersity's Campus Shuttle Services provides free bu stops. A portion of the route follows the Mount ame stops, to allow for direct connectivity betwe te headways during peak hours (7:00 am to 4:30 and 30 minute headways from 9:00 to 11:00 pm. es during the 2016-2017 academic year. es service between campus and downtown Flags 00 pm to 2:00 am. This service makes stops at fo flagstaff.	ain Line route 10 through en the two systems. Buses pm), 15 minute headways Campus Shuttle Services taff on Thursday, Friday, and	NAU Parking Services 113 West Dupont Avenue Flagstaff, Arizona 86011 928-523-1182 erin.stam@nau	.edu	
Service area	Hours	Eligibility	Fare	Fleet	
NAU campus	NAU in session: M-Th: 7:00am-11:30pm, F: 7:00am-5:00pm NAU not in session: M-F 7:00am-5:00pm, NAU Safe Ride: 9:00 pm – 2:00am	NAU students, staff, and faculty with ID	Free	8 coaches and 12 cutaway vehicles. The cutaway vehicles include wheelchair lifts.	

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Paratransit Service					
Mountain Line Paratrans	it Mountain Line				
Description			Contact		
Mountain Lift is Mountain Line's complementary curb-to curb paratransit service for persons with disabilities who are unable to use Mountain Line fixed-route service. Trips can be made to and from locations within 3/4 mile of a Mountain Line route.		Mountain Line 3773 North Kaspar Drive Flagstaff, Arizona 86004 928-779-6624 transportation@mountainline.az.gov			
Service area	Hours	Eligibility	Fare	Fleet	
City of Flagstaff	M-F 5:45am-10:00pm Sa-Sun: 7:15am-8:00pm	Persons with disabilities General public (when space is available)	\$2.25 one way \$5.50 one-way, non-ADA or outside 3/4 mile		
Taxi Programs Mountai	n Line				
Description			Contact		
Mountain Line offers two eligible clients. Please ca	taxi programs, City and County, in the Met II for more info.	troPlan boundary for paratransit	Mountain Line 3773 North Kaspar Drive Flagstaff, Arizona 86004 928-779-6624 transportation@	⊉mountainline.az.gov	
Service area	Hours	Eligibility	Fare	Fleet	
Flagstaff Metropolitan Planning Organization	Anytime	Mountain Lift Clients	Taxi fares	Local taxi companies	
Disability Resources No	orthern Arizona University				
Description			Contact		
	es provides free transportation on campus f s fixed route shuttle service on campus.	for students with disabilities.	Northern Arizona University PO Box 5633 Flagstaff, Arizona 86011 928-523-8773 dr@nau.edu		
Service area	Hours	Eligibility	Fare	Fleet	
NAU campus	M-F: 7:00am-10:00pm	Students with disabilities	Free	One low-floor cutaway bus with an accessible ramp	

Regional Transit					
Navajo Transit System Navajo Nation					
Description	Description				
Navajo Transit System is operated by the Navajo Nation tribal government on 18 fixed routes throughout the Navajo Nation, which covers 27,000 square miles in Arizona, New Mexico, and Utah.		Navajo Transit System PO Drawer 1330 Window Rock, Arizona 86515 928-729-4002 Ibigwater@navajotransit.com			
Service area	Hours	Eligibility	Fare	Fleet	
Navajo Nation, plus service to Bluff and Blanding (Utah), Gallup and Farmington (New Mexico) and Flagstaff	M-F: 5:00am-7:00pm	General public	\$2.00 per day	7 mid-sized buses, and 4 vans. A 30- passenger, accessible coach is used on Route 11 to Flagstaff	
Hopi Senom Transit System Hopi Tribe					
Description			Contact		
Hopi Senom runs 4 deviated fixed routes Flagstaff, Kykotsmovi, and Winslow. Each on weekends.			Hopi Senom Transit PO Box 123 Kykotsmovi, Arizona 86039 928-734-3231 jpolingyun		
Service area	Hours	Eligibility	Fare	Fleet	
Hopi Reservation, Flagstaff, Tuba City	M-F: 8:00am-5:00pm	General public	\$2.00 one-way Vets ride free.	23-passenger Arboc bus, two 15-passenger El Dorado buses, and a 15-passenger van.	
Mountain Line Vanpool Mountain Line				·	
Description			Contact		
Mountain Line has a turnkey contract wit Vanpool service can be for any route with Groups consist of 5 – 14 people.	-	-	Mountain Line 3773 N. Kaspar Dr. Flagstaff, AZ 86004 928-779-6624		
Service area	Hours	Eligibility	Fare	Fleet	
Coconino County	Anytime	5+ people commuting together	Lease price based on mileage; Mountain Line	Enterprise Rideshare provides a variety of 7- 14 passenger vehicles.	

			provides \$400 monthly subsidy.	
Shuttle Services				
Groome Transportation				
Description			Contact	
Groome Transportation, formally Arizon shuttle service to various destinations f company's schedule includes 13 daily tr Denny's on Bell Road, and Sky Harbor A Canyon via Williams.	rom Flagstaff, Phoenix, Sedo ips to Phoenix, with stops a irport; Daily trips to Sedona	ona, and Tucson. The t Camp Verde, Phoenix ; Daily trips to the Grand	Groome Shuttle 1840 West Kaibab Lane Flagstaff, Arizona 86001 928-226-8060 dvavala@arizo	onashuttle.com
There are three pick-up points in Flagst Amtrak/Visitor Center downtown, and Some vehicles have a lift and wheelchai travelers with disabilities but asks that	NAU north campus. r tie-downs, and the compa	ny can accommodate		
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff to Phoenix, Camp Verde, Sedona, Williams, and Grand Canyon	1:50am-11:40pm (depending on route)	General public	\$25 to \$45 one way	A variety of vehicles, from vans to buses with seating for 29 passengers

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Shuttle Services (continued)				
Inspire Shuttle				
Description			Contact	
Private company provides van rides bet Flagstaff. Rides are booked in advance.	•	and Sedona and	(928) 699-4228 www.inspireshuttle.com	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff to Phoenix, Flagstaff to Sedona	8:00am-3:30pm	General public	\$45 to \$60 one way	Passenger van
Hopper Shuttle				
Description			Contact	
Private company provides van rides to a advance.	and from the Grand Canyon.	Rides booked in	928-890-4131 arizonahopper@outlook.com www.arizonahopper.com	
Service area	Hours	Eligibility	Fare	Fleet
To and from, Flagstaff, Williams, Valle, Tusayan.	Opening 1 st of August	General public	\$15-40	Passenger van

Intercity	Bus and Rail
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Amtrak						
			Contact	Contact		
Amtrak's Flagstaff station is located in downtown Flagstaff on the south side of Route 66, between San Francisco and Beaver Streets. The facility is located in the historic train station, which Amtrak shares with the Flagstaff Visitor Center. Amtrak's Southwest Chief passenger service stops in Flagstaff twice daily, with one westbound and one eastbound train.		Amtrak 1 East Route 66 Flagstaff, Arizona 86001 928-774-8679 www.amtrak.com				
Service area	Hours	Eligibility	Fare	Fleet		
Nationwide	Westbound: 8:57pm Eastbound: 4:41am	General public	Varies	Passenger train		
Greyhound		1	1			

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Description				Contact		
Greyhound Lines maintains a station on Butler Avenue near the Whole Foods and the Aspen Place commercial development. Greyhound's daily schedule from this station include 5 buses southbound to Phoenix, 3 buses eastbound to Albuquerque, with stops at Holbrook, Gallup, and Grants, and 2 buses westbound to Las Vegas with stops at Kingman, Bullhead City, and Henderson. Accessible accommodations are available, including wheelchair lift-equipped buses, upon 48-hour notification.				Greyhound Lines 880 East Butler Avenue Flagstaff, Arizona 86001 928-774-4573 www.greyhound.com		
Service area	Нс	ours	Eligibility	Fare	are Fleet	
Nationwide	10):00am-5:00am	General public	Varies	Passenger coach	
FlixBus						
Description				Contact		
FlixBus provides affordable bus travel within the US. Routes from Flagstaff travel to Phoenix and Tucson. There is one trip per day to Phoenix and Tucson. Accessible accommodations are avaliable upon request.				FlixBus Flixbus.com		
Service area Hours		ours	Eligibility	Fare Fleet		et
Nationwide Varies		aries	General public	Varies	Passenger coach	
Non-emergency N	Medical Transporta	ation				
Guardian Medical Tr	ransport					
Description				Contact		
	ortation provider (ambula medical transportation ir	Guardian Medical Transport 1200 North Beaver Street Flagstaff, Arizona 86001 928-773-2145				
Service area	Hours	Eligibility		Fare		Fleet
Northern Arizona	24/7	Non-ambulatory transported by a	patients who must be mbulance	Varies		Ambulance
AUCCCS Transportat	tion Services					
Ancees mansportat			Description			

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

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

Human Service Transportation Providers

Civic Service Institute at NAU

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

Human Service Transportation Providers (continued)						
Coconino County Comn	Coconino County Community Services – Senior Services					
Description			Contact			
center in Williams for shopping and medical appointments. A once-a-month senior outing is also offered. The agency does provide transportation services though mileage		Coconino County Community Services 2625 North King Street Flagstaff, Arizona 86004 928-679-7485				
	orpe Park Senior and Community Ce	1	-	l - .		
Service area	Hours	Eligibility	Fare	Fleet		
Flagstaff and Williams	Varies	Seniors	None	Several vans		
Flagstaff Shelter Service	25					
Description			Contact			
clients are elderly and/or disabled. The Shelter has two vehicles used to transport clients		Flagstaff Shelter Services PO Box 1808 Flagstaff, Arizona 86002 928-225-2533				
Service area	Hours	Eligibility	Fare	Fleet		
Flagstaff		Homeless individuals	None	2 cutaways		
Mountain Line Discoun	t Day Pass Program		·			
Description			Contact			
NIAPTA provides reduced price passes for the Mountain Line Bus System for human service agencies to purchase for clients. Qualifying agencies are limited to 1500 passes per year.		Mountain Line 3773 North Kaspar Drive Flagstaff, Arizona 86004 928-779-6624 transportation@na	ipta.az.gov			
Service area	Hours	Eligibility	Fare	Fleet		
City of Flagstaff	M-F: 5:45am-10:00pm Sa-Sun: 7:15am-8:00pm	General public	\$1.25 adult \$0.60 senior/disabled/youth	Gillig hybrid-electric buses (28-passenger)		

Human Service Transportation Providers (continued)				
Hozhoni Foundatio)n			
Description			Contact	
services for people with developmental disabilities. Transportation for clients is provided to 2 and from their facility as well as trips for Special Olympics, family visits and medical F		Hozhoni Foundation 2133 North Walgreen Street Flagstaff, Arizona 86004 928-526-7944		
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area	6:00am-10:00pm	Individuals with developmental disabilities	None	24 vehicles
Northland Family I	Help Center		•	
Description			Contact	
A shelter for women and children who are escaping relationship violence. Provide bus passes or taxi voucher if emergency. Youth transport vehicles.		Northland Family Help Center 2532 North Fourth Street #506 Flagstaff, Arizona 86004 928-527-1900 nfhc@northlandfar	mily.org	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff	7:00am-10:00pm	Agency clients only	None	
Quality Connection	ıs	1	+	
Description			Contact	
Quality Connections provides vocational and residential services to individuals with disabilities. Transportation is provided daily to and from the day program, work activities, and medical appointments.		Quality Connections 3920 East Huntington Drive Flagstaff, Arizona 86004 928-773-8787 armando@qualityc	connections.org	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff	M-F: 9:00am-5:00pm	Agency clients	None	

Human Service T	Human Service Transportation Providers (continued)				
The Guidance Cente	r				
Description			Contact		
The Guidance Center provides behavioral health services for low income, seriously mentally ill, chemically dependent, and child/family clients in Flagstaff, Williams, Northern Arizona, Coconino County, Grand Canyon and the Supai Nation. The Guidance Center		The Guidance Center 2187 North Vickey Street Flagstaff, Arizona 86004 928-714-5308			
Service area	Hours	Eligibility	Fare	Fleet	
Flagstaff	M-F	Low income, seriously mentally ill, chemically dependent, and child/family clients	None	16 vehicles	
Coconino County Pu	blic Health Services District	HIV Prevention			
Description			Contact		
The Health Services District occasionally will provide riders to medical appointments for citizens in the HIV Prevention Program.		Coconino County Public Health 2625 North King Street Flagstaff, Arizona 86004 928-679-7276 928-308-7118	Services District		
Service area	Hours	Eligibility	Fare	Fleet	
Coconino County	M-F	Through HIV case management	None		

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

School Transportation

Flagstaff Unified School District (FUSD)

Description			Contact		
district's 10 eleme school buses on m Transportation ser sports events. The needs students. Th subject to frequen	t's 10 elementary schools, 2 middle schools, and 2 high schools. FUSD operates 93 buses on more than 200 routes, providing daily rides to 3,700 students.		Flagstaff Unified School District 3285 East Sparrow Avenue Flagstaff, Arizona 86004 928-527-6010 bkuhn@fusd1.org		
Service area	Hours	Eligibility	Fare	Fleet	
Flagstaff area	M-F: 6:15am-4:45pm	Students	None	20 special needs buses	

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

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

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Existing coordination

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

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

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

Transportation Gaps, Goals, and Strategies

Strategies to enhance mobility

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

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

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

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

Types of transit service

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

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

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

Levels of escorted transportation service

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

Human services transportation level of service

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

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

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

Mobility Trends

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

Alternative forms of mobility:

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

Federal grant opportunities:

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

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

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

Transportation Gaps

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

The gaps include:

- Information
- Temporal
- Spatial
- Infrastructure
- Human capital

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

Dynamic Strategies

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

Table 9: Dynamic strategies

	Information Gap	Temporal Gap	Spatial Gap	Infrastructure Gap	Human Capital Gap
Develop travel training tools for agency personnel					
Promote City and County Taxi Program					
Simplify the paratransit qualification process					
Develop volunteer driving program					
Promote Mountain Line Vanpool					
Increase awareness of mobility issues to City staff					
Improve walkability in ¾ mile to transit					
Improve connections between NAU and CCC					
Utilize FRA safety grant or other funding to build safer railroad					
crossings					
Share Mountain Line and Statewide trainings					
Coordinate between ADOT and AHCCCS					
Provide assistance to grant writing					

Information Gaps

Unmet needs:

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

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

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

Performance Measures:

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

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Develop travel training tools for agency personnel to introduce Mountain Line services to clients.	 Share training materials with agency staff Conduct travel trainings with agency staff 	Information gap Human capital gap

Additional Strategies	Action Items
Continue outreach methods to the public regarding Mountain Line wide programs	 Present all Mountain Line wide programs at outreach events Participate in wide range of outreach events with varying audiences
Promote travel training to numerous audiences to introduce prospective riders to transit	 Reach out to existing contacts to conduct travel training
Promote MoveMeFLG.com to showcase transportation options in Flagstaff and surrounding region	 Create market materials to showcase at outreach events Present website to key groups in Flagstaff: CBD, Chamber of Commerce, Realtors, etc.
Report on Coordinated Mobility Council activities and outcomes to all stakeholders.	 Identify the type of outcomes and related performance metrics Develop reporting mechanisms to regularly inform agency partners and stakeholders of the CMC
Communicate identified transportation gaps and strategies with private developers	 Educate private developers in the City's private develop process about transportation gaps and strategies identified in the Coordinated Plan
Update Mountain Line's website to address accessibility issues	 Evaluate the website, identify accessibility issues, and implement changes so transportation information is accessible to everyone
Ensure all transportation programs are accessible and usable by technologically limited populations.	 Create non-digital means to access transportation programs, such as calling options.

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Develop wide range of marketing materials to aid in the retention and frequency of information such as flyers or refrigerator magnets.	 Educate people responsible for marketing materials regarding universal design. Brainstorm additional non-digital marketing items to help with retention
See additional strategies in Tempor	al gaps and Human Capital gaps strategies

Temporal Gaps

Unmet needs:

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

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

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

Performance measures:

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

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed				
Promote City and County Taxi Program among Mountain Lift clients Simplify the paratransit qualification process to reduce the amount of time and paperwork required to qualify.	 Create an outreach plan, identifying key target audiences and marketing materials needed Review current qualification process in an attempt to simplify it. 	Information gap Temporal gap Spatial gap Temporal gap Human capital gap				
Additional Strategies	Action Items					
Increase money for operations through partnerships to help fund extended hours	 Create an updated inventory of regional services that have ADA vehicles Brainstorm partnerships among agencies 					
See additional strategies in Spatial	gaps and Human Capital gaps strategies	S				

Spatial Gaps

Unmet needs within Flagstaff:

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

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Unmet needs outside of Flagstaff

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

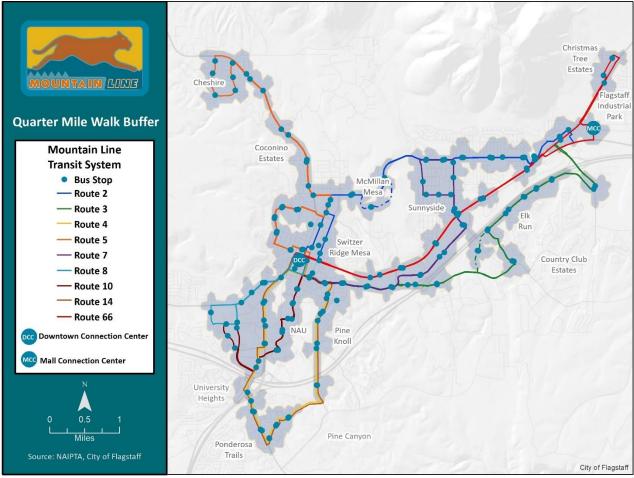
Vision: Affordable and convenient transportation options are available in areas where Mountain Line fixed-route is not operating.

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

Performance measures:

- Number of pedestrian improvements within ¾ mile catchment area of Mountain Line service network.
- Number of vans in Mountain Line vanpool program
- Development of a volunteer driving program
- Increasing passenger trips
- Increase in new pockets or neighborhoods served

Map 3: Areas in Flagstaff underserved by transit



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

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed			
Develop volunteer driving program	 Strengthen capabilities of the Coconino County volunteer mileage reimbursement program to provide more trips and reach more persons for "hard to serve" trips. Encourage partnership dialogue with Disabled American Veterans to expand volunteer driver pool. Initiate conversations with Verde Valley Caregivers to expand into Flagstaff. 	Spatial gap Temporal gap Human Capital gap			

Promote Mountain Line Vanpool	 Develop vanpool outreach plan which addresses target markets 	Spatial gap Temporal gap
	and specific outreach material for	Information gap
	each audience	
	Continue to develop partnerships	
	with Winslow, Navajo, and Hopi	
	tribes to help with outreach.	

Additional Strategies	Action Items
Funding seats in Groome Transportation to go to Phoenix	 Promote this as an existing option with City and County Taxi Program Promote Mountain Lift paratransit clients to obtain visitor's status in Phoenix to use their paratransit system.
Work with medical providers through closer collaboration with CHIP and Access to Care group to help pay for transportation services in Flagstaff and outside	 Mountain Line to continue to attend County Health Improvement Plan meetings Mountain Line to continue participating in Well Women Well Communities Program with Coconino County Public Health Services District
Targeted fixed route expansion of service to identified and unserved neighborhoods	 Secure additional funding to expand service Identify transit deserts in Mountain Line's planning process
Encourage new partnerships with Tribal Transit stakeholders to address unmet transportation needs and promote increased mobility of Tribal members	 Develop transfer opportunities to improve connections between Tribal Transit and Mountain Line services
On-demand shuttle service	Create implementation plan for on-demand service
Increase money for operations through partnerships to increase service area	 Brainstorm partnerships among agencies
Partner with micro-mobility companies for first-last mile solutions	 Expand bike share program to targeted neighborhoods or bus stops to solve first-last mile issues Purchase golf carts or tricycles to serve veteran's homes, senior residential developments, and others that are near a bus stop but too far to walk
Increase the number of transportation options outside City limits but within MetroPlan's boundary.	 Identify areas of need and pursue funding and/or partnership opportunities for increased services gaps, Infrastructure gaps, and Human Capital gaps

See additional strategies in Spatial gaps, Infrastructure gaps, and Human Capital

Infrastructure Gaps

Unmet needs:

- Missing pedestrian and bicycle infrastructure.
- Number of pedestrian improvements within ¾ mile catchment area of Mountain Line service network.
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- Missing fiber optic and other communication infrastructure to implement smart ITS systems
- Weather related improvements including sidewalk snow removal and bus shelter snow removal.
- Availability of accessible vehicles.
- Safe infrastructure and/or connections between NAU and CCC, particularly in the evening (lighting)

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

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

Performance measures:

- Number of sidewalk and pedestrian improvements within ³/₄ mile of Mountain Line routes.
- Increased funding for pedestrian improvements and bus stop improvements.
- Reduction in infrastructure barriers for wheelchair accessibility.

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed				
Increase awareness of mobility issues due to poor infrastructure design and expand use of Universal Design principles in the built environment	 Provide information through either an information sheet, a letter, or a presentation to City Public Works on mobility issues 	Infrastructure gap Spatial gap Information gap				
Improve pedestrian access to transit within a walkable ¾ mile for everyone in the city, as funding allows	 Identify areas that do not have pedestrian access to transit and areas with limited pedestrian infrastructure to connect to transit Identify opportunities to leverage funds to increase walkability near transit 	Infrastructure gap Spatial gap				
Improve connections between NAU and CCC focusing on lighting and infrastructure improvements to enhance safety at night.	 Conduct an assessment of areas that need additional infrastructure 	Infrastructure gap Spatial gap				
Utilize Federal Railroad Administration safety grant or other funding to build safer railroad crossings to improve safety of people in mobility devices.	 Identify unsafe crossings that funds could be utilized to improve. 	Infrastructure gap Spatial gap				

Additional Strategies	Action Items
Secure additional funding to	 Research additional grant funding opportunities
expand infrastructure	 Leverage City funds with other grants
improvements	
Review sidewalk, curb ramp	Bring awareness of the mobility issue to the City
standards, and lighting code to	 Prioritize areas that need the most improvement
verify that they are	
accommodating of people with	
mobility limitation.	
Keep sidewalks free of ice and	Work with City code compliance on sidewalk enforcement
snow and clear of other	issues
obstructions, including flood	
related barriers.	
Improve snow plowing	Bring awareness of mobility challenges to the City Public
methodology to reduce snow	Works department
build up	
Build fiber optic and other	 Analyze missing communication infrastructure through
missing communication	MetroPlan's ITS Plan
infrastructure	Through road improvements and grants, fill missing gaps
Promote the use of Community	 Identify target neighborhoods and establish a criteria for
Development Block Grant funds	sidewalk improvement in these areas.
to build sidewalks in target	 Coordinate with City's CDBG program on improving
neighborhoods.	sidewalks
Bring awareness to taxi	 Meet with taxi companies to address their concerns or
companies about the need for	needs for wheelchair accessible vehicles.
wheelchair accessible vehicles.	

Human Capital Gaps

Unmet needs:

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

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

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

Performance measures:

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

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

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed				
Share Mountain Line and other	 Coordinate with Mountain Line 	Human capital gap				
statewide trainings to CMC staff	training staff to share upcoming	Information gap				
and Mobility Managers group	trainings	thursen and tall and				
Develop Arizona Department of	Find an opportune moment to	Human capital gap				
Transportation (ADOT) and	discuss this issue with Mobility	Spatial gap				
AHCCCS coordination to align	Managers group	Temporal gap				
polices to make sharing trips	 Support efforts for coordination 					
easier	between agencies					
Provide information-based	Provide technical assistance to	Human capital gap				
technical assistance, as necessary,	applicant agencies around 5310	Information gap				
to partner agencies	grant applications					
	Provide letters of support for					
	agencies seeking transportation					
	funding from non-transit sources					

Additional Strategies	Action Items
Ensure Mountain Lift operations	Review of operational procedures periodically to ensure
provides the most efficient, cost-	maximum efficiency and effectiveness, including
effective, and responsive service	compliance with law.
possible to ADA riders, in	
compliance with ADA regulations	
and within available resources	
Identify and develop vehicle-	Understand trip sharing limitations
sharing trip options with 5310	Discuss vehicle sharing with ADOT
grantees	Address insurance issues between agencies
Actively promote travel training	 Coordinate with Eligibility Specialist to discuss potential
to ADA certified riders to enable	training opportunities with Mountain Lift clients
more trips to be taken on fixed-	
route service.	
Promote application for Section	Provide technical assistance to applicant agencies around
5310 capital requests by local	5310 grant applications
agencies, to replace vehicles and	Encourage Coordinated Mobility Council attendance
develop lift-equipped capabilities	
to ensure a State of Good Repair	
and accessibility throughout the	
region	
Promote volunteer driving among	Develop volunteer driver program within the MetroPlan
County employees and other	region
organizations who are	
encouraged to volunteer per year	
See additional strategies in Informa	tional gaps
	2022

5310 Project Scoring Criteria

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

MetroPlan Regional Priorities

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

First priority

Continue to fund and enhance existing 5310 programs

Mobility management position/function, enhancing coordination efforts and partnerships with NACOG and existing transportation programs, such as Tribal transit, human service agencies, and volunteer driver programs.

Ensure Mountain Lift operations provides the most efficient, cost-effective, and responsive service possible to ADA riders

Replace vehicles and develop accessible capabilities to ensure a State of Good Repair and accessibility throughout the region

Promote Mountain Line wide programs (Mountain Lift, Taxi Program, Vanpool, Travel Training, MoveMeFLG.com)

Develop travel training tools for agency personnel, promote travel trainings to numerous audiences

Share Mountain Line and statewide trainings

Simplify the paratransit qualification process to reduce the amount of time and paperwork required to qualify

Ensure all transportation programs are accessible and usable by technologically limited populations

Promote the use of CDBG funds to build sidewalks in target neighborhoods

Utilize FRA safety grant or other funding to build safer railroad crossings to improve safety of people in mobility devices

Second priority

Capital improvements, including fiber optics and other communications infrastructure, to seamlessly connect the built environment with transit.

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

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

Increase span and frequency of Mountain Line fixed-route

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

Develop/coordinate with a volunteer driving program

Report on Coordinated Mobility Council activity and outcomes to all stakeholders

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

Audit resource websites for accessibility and implement updates

Third priority

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

Continue collaboration with CHIP and Access to Care group

Targeted expansion of travel options to identified and unserved neighborhoods

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

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

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Appendix 1 | Vehicle inventory

Coconino County Vehicle	Inventor	у											
Vehicle description					Funding		Condition			Accessibility			
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp
Coconino County													
Dodge Eldorado	2011	8	2D4RN4DE2AR462608	2608	Williams	CSBG/COUNTY	Yes	30,403	2024	Good	7	1	Ramp
Dodge Eldorado	2011	8	2D4RN4DE5AR462618	2618	Flagstaff	CSBG/COUNTY	Yes	35,760	2024	Good	7	1	Ramp
Chevy Suburban	2010	9	1GNZCLEG7AR272975	2975	Flagstaff	CSBG/COUNTY	Yes	76,430	2023	Good	8	0	
Toyota Sienna	2010	9	5TDKK4CC9AS301252	1252	Flagstaff	CSBG/COUNTY	Yes	72,490	2023	Good	7	0	
Toyota Sienna	2010	9	5TDKK4CC6AS302519	2519	Williams	CSBG/COUNTY	Yes	81,501	2023	Good	7	0	
For 350 MaxiVan w/lift	2011	6	1FTDS3EL8BDB28546	8546	Flagstaff	CSBG/COUNTY	No	15,324	2024	Good	7	2	Lift
Subaru Outback	2018	9	4S4BSADC8J3231768	1768	Flagstaff	COUNTY	No	20,600	2032	Good	5	0	
Ford Escape	2014	9	1FMCU9GX4EUC01176	1176	Flagstaff	COUNTY	No	52,309	2029	Good	5	0	
Kia Sedona	2008	9	KNDMB233186263605	3605	Flagstaff	COUNTY	No	69,411	2025	Fair	7	0	
Chevy Traverse	2019	7	1GNEVLKW8LJ156657	6657	Flagstaff	COUNTY	No	21,227	2030	Excellent	8	0	
Chevy Malibu	2019	9	1G1AC5ST7F158345	8345	Flagstaff	COUNTY	No	19,625	2030	Excellent	5	0	[
Chevy Malibu	2019	9	1G1ZC5ST0JF158767	8767	Flagstaff	COUNTY	No	16,936	2030	Excellent	5	0	
Chevy Malibu	2019	9	1GAZC5ST7JF160399	399	Flagstaff	COUNTY	No	19,648	2030	Excellent	5	0	

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

				Vehicle description			Fun	ding		Condition			Accessibi	lity
		e		•			fundin	-	er	Replace	OB	Total	air	Lift o
Make-model	Year	class	Lic	VIN	Last 4	Location	9	On Lien	reading	ment	code	seats		ramp
lozhoni Foundation														
Pontical Vibe	2007	9	4NAT	5Y2SL65837Z408239	8239	Flagstaff	Contract	No	111,519	N/A	Good	4	0	N/A
Toyota 4Runner	2022	9	NJA-	JTEMU5JR8N6021145	1145	Flagstaff	Lease	No	2,121	N/A	Excellent	6	0	N/A
Ford Cutaway Lift	2001	7	AVD4	1FDWE35S51HA61043	1043	Flagstaff	5310	No	133,778	NłA	Fair	8	2	Lift
Ford E350 Maxi Lift	2002	7	BXP5	1FTSS34L02HB65625	5625	Prescott	5310	No	172,580	N/A	Fair	8	2	Lift
FOR ESSO COLOWAY	2006	7	BYF91	IFD WESSSBORAZOUS	6058	Prescott	5310	No	145,550	N/A	Fair	8	2	Lift
Ford Cutaway Lift	2003	7	CDV4	1FDVE35S53HB28341	8341	Flagstaff	5310	No	143,045	N/A	Fair	4	3	Lift
Douge ciraño	2005	8	CFZU	1D4GP24R55B325756	5756	Flagstaff	5310	No	130,156	N/A	Good	1	0	N/A
Ford Maxi Lift	2004	7	CYZO	1FTSS34L14HB39490	9490	Prescott	5310	No	158,410	N/A	Fair	8	2	Lift
Ford Maxi Lift	2004	7	CYZO	1FTSS34LX4HB39486	9486	Cottonwood	5310	No	127,075	N/A	Good	7	2	Lift
Ford E350	2005	7	CYB6	1FBNE31L95HA32007	2007	Flagstaff	Contract	No	123,715	N/A	Good	8		N/A
Ford Cutaway Lift	2005	7	DBK3	1FDWE35SX5HB0996	9965	Flagstaff	5310	No	125,658	N/A	Fair	8	2	Lift
Ford 12Pass Van	2006	7	DEB2	1FBNE31L86DA46991	6991	Flagstaff	5310	No	118,018	N/A	Good	8	0	N/A
Ford Cutaway Lift	2006	7	DLG5	1FDWE35S06DA15909	5909	Flagstaff	5310	No	98,010	N/A	Good	6	2	Lift
Ford Cutaway Lift	2008	7	DXL9	1FD33ES5S08DB32511	2511	Flagstaff	5310	No	95,635	N/A	Fair	8	2	Lift
Ford Maxi Lift	2007	7	EAY7	1FTSS34L47DB30200	0200	Prescott	5310	No	122,040	N/A	Good	8	2	Lift
Ford Maxi Lift	2007	7	EAY7	1FTSS34LX7DB30198	0198	Prescott	5310	No	117,805	N/A	Good	8	2	Lift
Toyota Sienna	2010	8	FAD3	5TDKK4CC6AS301158	1158	Flagstaff	5310	No	95,026	N/A	Good	7	0	N/A
Toyota Sienna	2010	8	FAD3	5TDKK4CC3AS301215	1215	Flagstaff	5310	No	128,097	N/A	Fair	7	0	N/A
Toyota Sienna	2010	8	FAD4	5TDKK4CC3AS30165	1652	Flagstaff	5310	No	120,945	N/A	Good	7	0	N/A
Ford Cutaway Lift	2012	7	GHD9	1FDEE3FS1CDA62906	2906	Flagstaff	5310	Yes	115,211	N/A	Good	6	2	Lift
Ford Cutaway Lift	2012	7	JHD2	1FDEE3FS6CDA5536	5367	Flagstaff	5310	Yes	124,919	N/A	Good	4	3	Lift
Chrysler Voyager	2022	8	DLA2	2C4RC1CG5NR166105	6105	Flagstaff	Lease	No	438	N/A	Excellent	7	0	- N/A
Chrysler Voyager	2022	8	H8A4	2C4RC1CG6NR15940	9406	Flagstaff	Lease	No	1,380	N/A	Excellent	7	0	- N/A
Chrysler Voyager	2022	8	H6A19	2C4RC1CG5NR15944	9445	Flagstaff	Lease	No	1,665	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	HNA3	2C4RC1CG3NR15944	9444	Flagstaff	Lease	No	2,395	N/A	Excellent	7	0	- N/A
Chrysler Voyager	2022	8	EXA2	2C4RC1CG7NR166106	6106	Prescott	Lease	No	1,115	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	H¥A6	2C4RC1CG4NR171540	1540	Prescott	Lease	No	1,185	N/A	Excellent	7	0	- N/A
Chrysler Voyager	2022	8	HEA2	2C4RC1CGXNR15940	9408	Flagstaff	Lease	No	1,942	NłA	Excellent	7	0	- N/A
Chrysler Voyager	2022	8	K5A3	2C4RC1CG3NR166104	6104	Flagstaff	Lease	No	2,481	N/A	Excellent	7	0	- N/A
Chrysler Voyager	2022	8	H4A19	2C4RC1CG7NR15944	9446	Flagstaff	Lease	No	1,705	NłA	Excellent	7	0	N/A
Chrysler Voyager	2022	8	K6A6	2C4RC1CG9NR15724	7245	Flagstaff	Lease	No	3,315	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	HGA8	2C4RC1CG9NR15944	9447	Flagstaff	Lease	No	3,150	N/A	Excellent	7	0	N/A
Chrysler Voyager	2022	8	8XA2	2C4RC1CG4NR15940	9405	Flagstaff	Lease	No	3,603	N/A	Excellent	7	0	N/A

MetroPlan Vehicle Inventory		escription				Fun	lina	1	Condition		1	Accessibilit	
	venicie d	Vehicle				Fun	Jing		Condition			air	y
Make-model	Year	class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	an position	Lift or ramp
Quality Connections													
	2018	8	2C7WD GBG0JR 231508	1508	Flagstaff	5310	Yes	35	2023	Excellent	4	1	Ramp
2020 Ford Transit	2020	7	1FTBR1 D85LKA 03926	3926	Flagstaff	No	No	289	2020	Excellent	5	0	NłA
Ford / Starcraft Cut-Away Bus	2017	6	1FDEE3 FS9HDC 68384	8384	Flagstaff	5310	Yes	4,589	2022	Excellent	9	3	Lift
Dodge Caravan / Braun	2017	8	2C7VD GBG7H R762232	2232	Flagstaff	5310	Yes	10,395	2022	Excellent	4	1	Ramp
Chryster Town and Country	2007	8	1A4GJ45 R47B118 412	8412	Flagstaff	No	No	80,369	2017	Fair	4	2	Ramp
Ford / Starcraft Cut-Away Bus	2014	6	1FDEE3 FL0EDA 83676	3676	Flagstaff	5310	Yes	35,242	2019	Excellent	9	3	Lift
Dodge Caravan	2015	8	2C4RDG CG2FR7 22937	2937	Flagstaff	5310	Yes	32,190	2020	Excellent	6	0	N/A
Dodge Caravan	2015	8	2C4RDG CG4FR7 22938	2938	Flagstaff	5310	Yes	47,795	2020	Excellent	6	0	NłA
Dodge El Dorado Van	2013	8	2C7VD GBG4D R813468	3468	Flagstaff	5310	Yes	56,441	2020	Excellent	4	1	Ramp
Chevrolet G1500 Van	2009	7	1GNFG15 45911593 61	9361	Flagstaff	No	No	34,602	2020	Excellent	11	0	N/A
Dodge Caravan	2015	8	2C4RDG CG1FR7 32830	2830	Flagstaff	No	No	37,469	2020	Fair	3	0	N/A
KIA Soul	2013	7	KNDJT2 A54D75 83333	3333	Flagstaff	No	No	52,321	2020	Fair	4		

The Guidance Center													
		Vehicle de	scription			Fun	ding		Condition			Accessibility	
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp
The Guidance Center													
Nissan Rogue	2018	9	JN8AT2MT3JW458727	8727	Flagstaff	No	No	28,370	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT3JW458548	8548	Flagstaff	No	No	39,422	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT8JW458531	8531	Flagstaff	No	No	38,965	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT1JW461173	1173	Flagstaff	No	No	44,994	2023	Excellent	4	0	
Nissan Rogue	2018	9	1FMCU0GD2JUA42539	2539	Flagstaff	No	No	37,755	2023	Excellent	4	0	
Ford Escape 4X4	2018	9	1FMCU9GD3JUA35037	35037	Flagstaff	No	No	59,552	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT6JW458463	8463	Flagstaff	No	No	35,618	2023	Excellent	4	0	
Ford E350 Cargo Van	2013	7	1FDDS3EL2DDB22868	2868	Flagstaff	ADOT	No	40,145	2023	Good	9	1	Lift
Chevrolet Express Van	2015	7	1GAZG1FG9F1102647	2647	Flagstaff	ADOT	No	48,233	2023	Good	12	0	
Chevrolet Express Van	2012	7	1GAZG1FA0C1185361	5361	Flagstaff	ADOT	No	69,481	2023	Good	12	0	
Chevrolet Express Van	2012	7	1GAZG1FA3C1185418	5418	Flagstaff	ADOT	No	63,131	2023	Good	12	0	
Chevrolet Express Van	2012	7	1GAZG1FG3C1202738	2738	Flagstaff	ADOT	No	84,645	2023	Good	12	0	
Ford Escape	2018	9	1FMCUOGD6JUA64799	4799	Flagstaff	No	No	44,910	2023	Excellent	4	0	
Ford Escape	2018	9	1FMCUOGDOJUA56777	6777	Flagstaff	No	No	28,558	2023	Excellent	4	0	
Ford Escape	2018	9	1FMCUOGD3JUA42534	2534	Flagstaff	No	No	40,550	2023	Excellent	4	0	
Nissan Rogue	2018	9	JN8AT2MT6JW461010	1010	Flagstaff	No	No	30,392	2023	Excellent	4	0	
Dodge Ram 2500	2015	9	3C6UR5DL1FG548982	8982	Flagstaff	No	No	62,636	2024	Good	6	0	
Kawasaki K4D Mule	2012	10	JK1AFED11CB505924	5924	Flagstaff	No	No	924	2024	Excellent	2	0	

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

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

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

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

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

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

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

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

Applicant Agency Name: N	IAIPTA			
Project Title	Mobility Management – Year 1	L and Year 2	Priority Number 1	
Location Address	3773 N. Kaspar Dr. Flagstaff, A	Z 86004		
Brief Description of Proposed Project	facilitates the Coordinated Mol	bility Council, assesses gaps in services, identifie el training for customers and support for huma	a Memorandum of Understanding. The program s strategies to fill the gaps, and improve efficient n service agencies. NAIPTA coordinates with NAG	cies.
		Managers.		
÷ .	FTA Request:	Local Match:	Total Cost:	
u .			Total Cost: 134,414	
for Year 1 Funding Request Amount	FTA Request:	Local Match:		
Funding Request Amount for Year 1 Funding Request Amount for Year 2	FTA Request: 107,531	Local Match: 26,883	134,414	
for Year 1 Funding Request Amount	FTA Request: 107,531 FTA Request:	Local Match: 26,883 Local Match:	134,414 Total Cost:	

Applicant Agency Name: N	AIPTA		
Project Title	Mountain Line Taxi Program		Priority Number 1
Location Address	3773 N. Kaspar Dr. Flagstaff, AZ 86004	ŀ	
Brief Description of Proposed Project	Line provides 80%. This program provi and an unlimited number of bags. Wh	des more flexibility that the traditional p ere the program overlaps with the Mou	to ADA eligible clients. Clients pay 20%, while Mountair paratransit service by offering on-demand trips, 24/7, ntain Line Paratransit service boundary, the Taxi ions request is to pay for the subsidy and does not
	FTA Request:	Local Match:	Total Cost:
		Local Match: 62,000	Total Cost: 124,000
for Year 1	FTA Request:		
for Year 1 Funding Request Amount	FTA Request: 62,000	62,000	124,000
Funding Request Amount for Year 1 Funding Request Amount for Year 2 Project Type	FTA Request: 62,000 FTA Request:	62,000 Local Match:	124,000 Total Cost:

Applicant Agency Name: N	ΑΙΡΤΑ		
Project Title	ADA Plus		Priority Number 2
Location Address	3773 N. Kaspar Dr. Flagstaff, AZ 86004	ł	
Brief Description of Proposed Project	include same day reservations, door to will call. In FY22, ADA Plus rides accour	o door, trips outside of the ¾ mile bound nted for 6,011 trips annually or 58% of to ain Line's demand response program ser	Id beyond the requirements of ADA. ADA Plus services lary paratransit requirement, subscription service, and otal ADA trips. This program is a service that has been rving ADA eligible customers. ADA Plus also includes the
	FTA Request:	Local Match:	Total Cost:
	FTA Request: 113,670	Local Match: 113,670	Total Cost: 227,339
Funding Request Amount for Year 1 Funding Request Amount			
for Year 1 Funding Request Amount	113,670	113,670	227,339
for Year 1	113,670 FTA Request:	113,670 Local Match:	227,339 Total Cost:

Applicant Agency Name: N	AIPTA		
Project Title	Mountain Line GO!		Priority Number 3
Location Address	3773 N. Kaspar Dr. Flagstaff, A2	86004	
Brief Description of Proposed Project	Mall Connection Center. Microt website, app, or calling option. adults, low-income and people	ransit is a flexible, on-demand transportation s This is a targeted service focusing on serving Fla with disabilities, and provides the necessary ac Services, Flagstaff Housing Authority, and reacl	ridor and surrounding bus stops, including Walmart and solution where rides can be booked on-demand via a agstaff's most vulnerable populations including older ccess to essential services such as The Guidance Center, h jobsite and interview locations like Good Will
Funding Request Amount	FTA Request:	Local Match:	Total Cost:
for Year 1	62,430	62,430	124,860
		Local Match:	Total Cost:
Funding Request Amount	FTA Request:	Local Match:	I otal Cost:
Funding Request Amount for Year 2	FTA Request: 62,430	62,430	124,860

Applicant Agency Name: N	AIPTA			
Project Title	Bus Stop Mobility Improvem	ents	Priority Number 4	
Location Address	3773 N. Kaspar Dr. Flagstaff, AZ 86004			
Brief Description of Proposed Project		sidewalk replacement and curb ramp/sidewalk co	ements may include addition of concrete landing pads onnections to existing public infrastructure within a	
	FTA Request: 200,000	Local Match: 50,000	Total Cost: 250,000	
Funding Request Amount for Year 1 Funding Request Amount for Year 2	-			

Applicant Agency Name: H	lozhoni		
Project Title	Replacement for VIN #2511		Priority Number 1
Location Address	2133 N. Walgreen, Flagstaff, AZ 8	36004	
Brief Description of Proposed Project	individuals with intellectual disabi	lities to medical appointments, employment	In mileage that is used to provide transportation for sites, recreational activities, and between the group vill accommodate the extremely heavy electric
	wheelchairs that are used by man	y clients in our program.	
. .	FTA Request:	Local Match:	Total Cost:
u .			Total Cost: 137,500
Funding Request Amount for Year 1 Funding Request Amount for Year 2	FTA Request:	Local Match:	

Applicant Agency Name: H	lozhoni		
Project Title	Replacement for VIN #2906		Priority Number 2
Location Address	2133 N. Walgreen, Flagstaff, AZ	86004	
Brief Description of Proposed Project	individuals with intellectual disab home and the day program, with	ilities to medical appointments, employment a new Cutaway with Lift (9 passenger) that w	gh mileage that is used to provide transportation for t sites, recreational activities, and between the group vill accommodate the extremely heavy electric
	wheelchairs that are used by mar	ηγ clients in our program.	
u .	FTA Request:	Local Match:	Total Cost:
u .		<u>.</u>	Total Cost: 144,375
for Year 1 Funding Request Amount	FTA Request: 115,500 FTA Request:	Local Match: 28,875 Local Match:	144,375 Total Cost:
Funding Request Amount for Year 1 Funding Request Amount for Year 2	FTA Request: 115,500	Local Match: 28,875	144,375
for Year 1 Funding Request Amount	FTA Request: 115,500 FTA Request:	Local Match: 28,875 Local Match:	144,375 Total Cost:

Applicant Agency Name: H	ozhoni		
Project Title	Replacement for VIN #5367		Priority Number 1
Location Address	2133 N. Walgreen, Flagstaff, AZ 86004		
Brief Description of Proposed Project	individuals with intellectual disabilitie	es to medical appointments, employment ew Cutaway with Lift (9 passenger) that w	gh mileage that is used to provide transportation for sites, recreational activities, and between the group vill accommodate the extremely heavy electric
Funding Request Amount for Year 1	FTA Request:	Local Match:	Total Cost:
Funding Request Amount for Year 1 Funding Request Amount for Year 2	FTA Request: FTA Request: 115,500	Local Match: Local Match: 28,875	Total Cost: Total Cost: 144,375

Applicant Agency Name: A	rizona Board of Regents for an	d on behalf of NAU Center for Service and Volun	nteerism	
Project Title	Volunteer Driver Door throug	Priority Number 1		
Location Address	19 W McConnell Dr., Building 70, Room 6 on the NAU Campus, PO Box 5063 Flagstaff, AZ 86011			
Brief Description of Proposed Project	The Center for Service and Volunteerism (CSV) utilizes the services of older adult volunteers through the AmeriCorps Senior Companions Program to serve the needs of homebound elderly or disabled clients in the Flagstaff. The Senior Companion we provide transportation for the clients in Flagstaff including rides to physical and behavioral health appointments, to the phar grocery store, and for other errands, and for other appointments such as for haircuts, exercise, meetings, etc. The volunteer services beyond ADA requirements and accompany their clients into medical appointment offices, assist with grocery shopp errands, etc. Senior Companion volunteers are required to stay with the client beyond the car, beyond door through door, a more. They also assist clients with bringing in grocery bags and assist with putting groceries away, taking notes at medical vir requested by client, etc.			
	services beyond ADA requirer errands, etc. Senior Compani more. They also assist clients	ments and accompany their clients into medical a ion volunteers are required to stay with the client	ppointment offices, assist with grocery shopping, t beyond the car, beyond door through door, and even	
Funding Request Amount	services beyond ADA requirer errands, etc. Senior Compani more. They also assist clients	ments and accompany their clients into medical a ion volunteers are required to stay with the client	ppointment offices, assist with grocery shopping, t beyond the car, beyond door through door, and even	
• •	services beyond ADA requirer errands, etc. Senior Compani more. They also assist clients requested by client, etc.	ments and accompany their clients into medical a ion volunteers are required to stay with the client with bringing in grocery bags and assist with put	ppointment offices, assist with grocery shopping, t beyond the car, beyond door through door, and even ting groceries away, taking notes at medical visits if	
for Year 1	services beyond ADA requirer errands, etc. Senior Compani more. They also assist clients requested by client, etc. FTA Request:	ments and accompany their clients into medical a ion volunteers are required to stay with the client with bringing in grocery bags and assist with put	ppointment offices, assist with grocery shopping, t beyond the car, beyond door through door, and even ting groceries away, taking notes at medical visits if Total Cost:	
Funding Request Amount for Year 1 Funding Request Amount for Year 2	services beyond ADA requirer errands, etc. Senior Compani more. They also assist clients requested by client, etc. FTA Request: \$10,000	ments and accompany their clients into medical a ion volunteers are required to stay with the client with bringing in grocery bags and assist with put Local Match: \$10,000	ppointment offices, assist with grocery shopping, t beyond the car, beyond door through door, and even ting groceries away, taking notes at medical visits if Total Cost: \$20,000	
for Year 1 Funding Request Amount	services beyond ADA requirer errands, etc. Senior Compani more. They also assist clients requested by client, etc. FTA Request: \$10,000 FTA Request:	ments and accompany their clients into medical a ion volunteers are required to stay with the client with bringing in grocery bags and assist with put Local Match: \$10,000 Local Match:	ppointment offices, assist with grocery shopping, t beyond the car, beyond door through door, and even ting groceries away, taking notes at medical visits if Total Cost: \$20,000 Total Cost:	

FY2023 - FY2024	Section 5310 Grant Pre-/	Application – MetroPlan (FMPO)) Region		
Applicant Agency Name: H	ope Lives – Vive La Esperanza				
Project Title	Passenger van for peer support services in Coconino County Priority Number 1				
Location Address	2308 N 4th St Flagstaff, AZ 86004	2308 N 4th St Flagstaff, AZ 86004			
Brief Description of Proposed Project	help individuals reintegrate into t teach independent living skills, an Our current three vehicles consist	he community. We use our vehicles to trans d participate in recovery activities.	or a history of substance use to reduce recidivism and port our members/clients to connect them to resources nd 2 minivans that are 15 years old. They have served u o acquire a new 12 passenger van.		
Funding Request Amount	FTA Request:	Local Match:	Total Cost:		
for Year 1	45,675	9,135	36,540		
Funding Request Amount	FTA Request:	Local Match:	Total Cost:		
for Year 2	Click here to enter text.	Click here to enter text.	Click here to enter text.		
Project Type		Primary Project Service Area	COG/MPO Region FMPO		
Capital		Flagstaff	FMPO		

FY2023 - FY2024	Section 5310 Grant Pre-A	oplication – MetroPlan (FMPO) Region		
Applicant Agency Name: H	ope Lives – Vive La Esperanza				
Project Title	Passenger van for peer support services in Coconino County Priority Number 2				
Location Address	2308 N 4th St Flagstaff, AZ 86004				
Brief Description of Proposed Project	help individuals reintegrate into the teach independent living skills, and Our current three vehicles consist o	upport to adults with mental illness and/o community. We use our vehicles to transp participate in recovery activities. f a 12 passenger van that is 17 years old an d expensive to maintain. We would like to	port our members/clients nd 2 minivans that are 15	to connect them to resources,	
Funding Request Amount	FTA Request:	Local Match:	Total Cost:		
for Year 1	38,955	7,791	31,164		
Funding Request Amount	FTA Request:	Local Match:	Total Cost:		
for Year 2	Click here to enter text.	Click here to enter text.	Click here to e	nter text.	
Project Type	1	Primary Project Service Area Flagstaff	COG/MPO Region FMPO	1	
Capital		Flagstall	FMPO		

FY2023 - FY2024	Section 5310 Grant P	re-Application – MetroPlan (FMPO)	Region		
Applicant Agency Name: H	ope Lives – <u>Vive</u> La Esperanza				
Project Title	Passenger van for peer support services in Coconino County Priority Number 1				
Location Address	2308 N 4th St Flagstaff, AZ 86004				
Brief Description of Proposed Project	help individuals reintegrate ir teach independent living skill Our current three vehicles co	to the community. We use our vehicles to transp s, and participate in recovery activities.	r a history of substance <u>use</u> to reduce recidivism and bort our members/clients to connect them to resources, and 2 minivans that are 15 years old. They have served us acquire a new 12 passenger van.		
Funding Request Amount for Year 1	FTA Request:	Local Match: Click here to enter text.	Total Cost: Click here to enter text.		
Funding Request Amount for Year 2	FTA Request: 45,675	Local Match: 9,135	Total Cost: 36,540		
Project Type Capital	1	Primary Project Service Area Flagstaff	COG/MPO Region FMPO		

FY2023 - FY2024	Section 5310 Grant Pre-App	lication – MetroPlan (FMPO) Region		
Applicant Agency Name: C	uality Connections				
Project Title	Replacement - Maxi Van with Lift to rep	olace VIN 3468		Priority Number	
Location Address	3012 E. Route 66, Flagstaff, AZ. 86004				
Brief Description of Proposed Project	Replacement vehicle for 2013 Dodge El individuals with disabilities for employn This replacement was approved in the 2	nent, medical appointments, recreatio	n, and other daily living ac	tivities.	
Funding Request Amount for Year 1	FTA Request: \$89,628	Local Match: \$22,407	Total Cost: \$112,035		
Funding Request Amount for Year 2	FTA Request: Click here to enter text.	Local Match: Click here to enter text.	Total Cost: Click here to er	nter text.	
Project Type		Primary Project Service Area Small-Urban	COG/MPO Region FMPO	I	

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

FY2023 – FY2024 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region					
Applicant Agency Name: C	Quality Connections				
Project Title	Replacement - Minivan to replace VIN 2938			Priority Number 3	
Location Address	3012 E. Route 66, Flagstaff, AZ. 86004				
Brief Description of Proposed Project	individuals with disabilities for employment	ado (VIN 2938) in fair condition with high m t, medical appointments, recreation, and oth	er daily living ac		
Funding Request Amount for Year 1	FTA Request: \$31,164	Local Match: \$7,791	Total Cost: \$38,955		
Funding Request Amount for Year 2	FTA Request: Click here to enter text.	Local Match: Click here to enter text.	Total Cost: Click here to er	nter text.	
Project Type		Primary Project Service Area Small-Urban	COG/MPO Region FMPO	1	

FY2023 - FY2024	Section 5310 Grant Pre-A	pplication – MetroPlan (FMPO)) Region		
Applicant Agency Name: C	uality Connections				
Project Title	Replacement -Minivan to replace V	Priority Number 4			
Location Address	3012 E. Route 66, Flagstaff, AZ. 86004				
Brief Description of Proposed Project		e El Dorado (VIN 2938) in fair condition wi loyment, medical appointments, recreation	th high mileage that provides transportation for n, and other daily living activities.		
Funding Request Amount for Year 1	FTA Request: \$31,164	Local Match: \$7,791	Total Cost: \$38,955		
Funding Request Amount for Year 2	FTA Request: Click here to enter text.	Local Match: Click here to enter text.	Total Cost: Click here to enter text.		
Project Type		Primary Project Service Area Small-Urban	COG/MPO Region FMPO		

2023

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

Appendix 5 | Coordinated Mobility Council meeting agendas from 2022



AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

Friday, August 26, 2022 10:00 AM – 12:00 PM Zoom Meeting (virtual only) Zoom Link, passcode 186720. Please email Estella Hollander, ehollander@naiota.az.cov if you need Zoom log-in information.

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

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

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

 Minutes from previous meeting (10:15 am) Review and approval of minutes from May 20, 2022 quarterly Coordinated Mobility Council meeting.

	AGENDA
	MetroPlan & Mountain Line
-	Coordinated Mobility Council
7.	Inclusion and Adaptive Living Commission Update (10:15 am) Update by Inclusion and Adaptive Living Commission members or Italsons
8.	5310 Awards and Upcoming Grant Cycle (10:30 am) Present 5310 awards in MetroPlan region and discuss upcoming grant application process
9.	Flagstaff in Motion – A Community Transit Plan Presentation (10:40 am) Presentation by Bizzy Collins, Mountain Line's Transit Planner, on Mountain Line's updated 5-Year Transit Plan
10.	Coordinated Transportation Plan Update (11:00 am) Begin major update on Coordinated Plan – Brainstorming Session for new issues and strategies
11.	Upcoming trainings (11:50) Information on scheduled upcoming trainings and discussion on need for other trainings.
12.	News and updates from CMC members (11:50) An opportunity to report on any projects or work that may be of interest to group
13.	Future agenda items (11:55)
14.	Adjournment (12:00 pm)
_	Avenue DC DODD
	August 26, 2022 Page 2 of 3

2023 Page 70 ...

MetroPlan & Mountain Line Coordinated Mobility Council

CERTIFICATION	OF	POSTING	OF	NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at _____Mountain_Line_____ on \underline{AJBJZZ} at approximately _____ a.m.(p.m) in accordance with the statement filed by the Clerk of the Board with NAIPTA.

Dated this 18th day of August , 2022.

ATTEST:

Estella Hollander, Mobility Planner

August 26, 2022 Page 3 of 3

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AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

Friday, February 18, 2022 10:00 AM – 12:00 PM Zoom Meeting (virtual only) Zoom Link, passcode 186720. Please email Estella Hollander, ehollander ©naipta.az.gov, if you need Zoom log-in information.

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

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

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

7. Minutes from previous meeting (10:15 am)

MetroPlan & Mountain Line Coordinated Mobility Council

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

> February 18, 2022 Page 2 of 3

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MetroPlan & Mountain Line Coordinated Mobility Council

CERTIFICATION OF POSTING OF NOTICE

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

Dated this 15th day of February 2022.

ATTEST:

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Rhonda Cashman, Executive Assistant and Clerk of the Board

February 18, 2022 Page 3 of 3

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AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

Friday, May 20, 2022 10:00 AM – 12:00 PM Zoom Meeting (virtual only) Zoom Link, passcode 186720. Please email Estella Hollander,

ehollander@naipta.az.gov, if you need Zoom log-in information.

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

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

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

 Minutes from previous meeting (10:15 am) Review and approval of minutes from February 18, 2022 quarterly Coordinated Mobility Council meeting.

MetroPlan & Mountain Line Coordinated Mobility Council

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

May 20, 2022 Page 2 of 3

MetroPlan & Mountain Line Coordinated Mobility Council

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at ______ Mountain Line______ on 5/3/22, at approximately 1000 (a.m./p.m. in accordance with the statement filed by the Clerk of the Board with NAIPTA.

Dated this 3rd day of May 2022.

ATTEST:

Estella Hollander, Mobility Planner

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AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

Friday, November 18, 2022 10:00 AM – 12:00 PM Zoom Meeting (virtual only) Zoom Link, passcode 186720. Please email Estella Hollander, ehollander@mountainline.az.gov, if you need Zoom log-in information.

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

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

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

 Minutes from previous meeting (10:15 am) Review and approval of minutes from August 26, 2022 quarterly Coordinated Mobility Council meeting.

MetroPlan & Mountain Line Coordinated Mobility Council

7.	Inclusion and Adaptive Living Commission Update (10:15 am)		
	Update by Inclusion and Adaptive Living Commission members or liaisons		

- 5310 Upcoming Grant Cycle (10:30 am) Discuss upcoming grant application and process
- Regional Transportation Plan (10:50 am) Presentation by Dave Wessel, MetroPlan, on Regional Transportation Plan

Coordinated Transportation Plan Update (11:10 am) Begin major update on Coordinated Plan – Prioritize Coordinated Plan Strategies

- Upcoming trainings (11:50)
 Information on scheduled upcoming trainings and discussion on need for other trainings.
- News and updates from CMC members (11:50) An opportunity to report on any projects or work that may be of interest to group
- 13. Future agenda items (11:55)
- 14. Adjournment (12:00 pm)

November 18, 2022 Page 2 of 3

> 2023 Page 79

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MetroPlan & Mountain Line Coordinated Mobility Council

c	ERTIFICATION OF POSTING OF NOTICE
_Mountain Line	certifies that a copy of the foregoing notice was duly posted at on $10/2.4$ at approximately $1:30$ a.m./p.m. in ement filed by the Clerk of the Board with NAIPTA.
Dated this day o	F_0 c. + , 2022.
ATTEST:	f, 2022.

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Estella Hollander, Mobility Planner

November 18, 2022 Page 3 of 3

> 2023 Page 80

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Appendix 6 | Coordinated Mobility Council meeting minutes from 2022



MEETING MINUTES MetroPlan & Mountain Line Coordinated Mobility Council

Friday, August 26, 2022 10:00 AM – 12:00 PM

Zoom Meeting (virtual only) Zoom Link, passoode 186720. Please email Estella Hollander, ehollander@naipta.az.gov, if you need Zoom log-in information.

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

1. Call to order (10:00 am)

The meeting was called to order at 10:00 by Jamie Martinez

2. Welcome by Jamie Martinez, Chair

Welcoming remarks by Jamie Martinez

3. Safety Moment

Estella Hollander provided a safety moment on Flood danger Mitigation – the most common hazard that happens as people try to drive through water. Signup for local emergency services, never ignore evacuation orders, have a plan and emergency kit, and do not attempt to drive or walk across flooded roads.

4. Roll call and introductions

Jamie Martinez, Estella Hollander, David Wessel, Mandia Gonzales, Mitch Reddy, Jen Meiser-Hays, Brendan Moran, Carole Mandino, Russell Randall, Kristin Pavlik, Troy Grover, Bizzy Collins, Lorraine Crim, Michele Eisenberg, Jeremy Musgrove, Lisa Connor

MetroPlan & Mountain Line Coordinated Mobility Council

5. Call to the public

Public comment was provided by:

Brendan Moran - regarding the lack of bus stops throughout the community. Distances between stops is unacceptable. Moran would recommend more stops along Route 66 and near the Crown and Railroad Cafe. Advocating for self and most vulnerable citizens in the community, our elderly, clients, and residents of Hagstaff Shelter Services. Many are challenged physically and economically Mountain Line is a vital service to this community.

6. Minutes from previous meeting (10:15 am)

Motion to approve May 20, 2022, minutes by Carole Mandino, seconded by Kristin Pavlik. Unanimously approved.

7. Inclusion and Adaptive Living Commission Update (10:15 am)

As of May, the Commission is full and is no longer seeking additional members. They meet on the fourth Tuesday of the month. Currently, meetings are virtual but they are considering hybrid meetings in the future. The next meeting is on September 27th at noon.

<u>Current Projects</u>: Flagstaff Urban Trail Systems. Accessibility to the main entrance of the library, completion expected in December or early February 2023. Accessibility of Citywide website in regard to making information accessible to people with different types of impairments. <u>Current Issues</u>: Sandbags in flood zones and making residential areas accessible for people with impairments.

8. 5310 Awards and Upcoming Grant Cycle (10:30 am)

Estella Hollander, Mountain Line, provided a powerpoint presentation Provided a grant overview of the 2023 and 2024 grant cycles. The application is due in December/early January. Any awarded projects are added to the Coordinated Plan.

Flagstaff in Motion – A Community Transit Plan Presentation (10:40 am)

Bizzy Collins, Mountain Line's Transit Planner, provided a PowerPoint presentation.

The purpose is to determine the best way to provide and fund transit services.

> August 26, 2022 Page 2 of 5

MetroPlan & Mountain Line Coordinated Mobility Council

Project Status: Currently halfway through the process.

<u>improvements with staff consensus</u> – identified criteria to rank and prioritize needs for fixed routes and neighborhoods.

Recommendation to fix route timing issues:

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

August 26, 2022 Page 3 of 5

MetroPlan & Mountain Line Coordinated Mobility Council

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

Next Steps:

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

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

Estella Hollander provided a PowerPoint presentation Purpose – a framework to improve coordination amount transportation services while meeting federal requirements.

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

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

Group Brainstorming Session to discuss topics from breakout rooms.

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

11. Upcoming trainings (11:50)

Age Friendly Arizona (Age of Connections) free conference. Available inperson or virtually. Sept. 20th, 8:00 am to 4:00 pm.

Requested Trainings: First Aid and PASS

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

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

> August 26, 2022 Page 4 of 5

MetroPlan & Mountain Line Coordinated Mobility Council

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

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

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

13. Future agenda items (11:55)

Please email Estella or Jamie

14. Adjournment (12:00 pm)

Meeting adjured at 12: Next Meeting November 18, 2022

> August 26, 2022 Page 5 of 5



Meeting Minutes MetroPlan & Mountain Line

Coordinated Mobility Council

Friday, February 18, 2022 10:00 AM – 12:00 PM

Zoom Meeting (virtual only) Zoom Link, passcode 186720. Please email Estella Hollander, ehollander@naipta.az.gov, if you need Zoom log-in information.

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

Call to order (10:00 am)

The meeting was called to order at 10:00 am

 Welcome by Jamie Martinez, Chair Welcome by Chair Martinez

Zoom and meeting expectations Estella Hollander covered some key aspects of zoom

4. Safety Moment

Estella Hollander provided a safety moment on Seatbelt use. Statistics state that 1 in 7 people do not wear a seatbelt.

Roll call and introductions

Estella Hollander, David Wessel, Mandia Gonzales, Ann Hergatt Huffman, Bizzy Collins, Martin Ince, Jamie Martinez, Michele Eisenberg, Brody Smith, Kristin Pavlik, Kevin Parks, Jamey Hasapis, Carol Mandino, Lorraine Crim, Lisa Connor, and Andrew Harvey.

MetroPlan & Mountain Line Coordinated Mobility Council

6. Call to the public

No public comments were offered.

Minutes from previous meetings (10:15 am)

<u>August 20, 2021 minutes:</u> Motion to approve minutes by Kristin Pavlik, seconded by Jamey Hasapis. Unanimously approved.

November 19, 2021 minutes: Motion to approve minutes by Carol Mandino, seconded by Martin Ince. Unanimously approved.

8. Inclusion and Adaptive Living Commission Update (10:15 am)

Jamie Martinez provided an update on the inclusion and Adaptive Living Commission. Feb 22rd is the next meeting for the commission. Meetings are held every 4th Tuesday of the month. There are currently two spots open on the commission. Jamie encourages attendance at the commission meetings and to consider applying to become part of the commission.

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

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

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

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

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

> February 18, 2022 Page 2 of 6

MetroPlan & Mountain Line Coordinated Mobility Council

Stride Forward, the Regional Transportation Plan Presentation (10:30 am) David Wessel, MetroPlan, provided a PowerPoint presentation on Stride Forward (Regional Transportation Plan, 2045).

- The Stride Forward plan is a 25-year transportation plan to meet the community's future transportation objectives. Stride Forward looks at the linkages between environmental and economic development objectives.
- Looking to define "the finest transportation system in the Country"
- Stride Forward is one of many plans completed or underway in the region.
- Schedule: Currently halfway through the process. Will finalize the plan in October 2022, with the adoption of the final plan by the MetroPlan Executive Board before the end of the year.
- Two planning scenarios Onward and Upward.
- To learn more, visit the Stride Forward website at: https://www.metroplanfig.org/strideforward

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

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

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

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

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

> February 18, 2022 Page 3 of 6

MetroPlan & Mountain Line Coordinated Mobility Council

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

Improvements Scenarios (High-level draft):

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

Next steps:

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

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

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

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

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

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

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

> February 18, 2022 Page 4 of 6

MetroPlan & Mountain Line Coordinated Mobility Council

Next steps:

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

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

13. Upcoming trainings (11:45)

No training requests or upcoming trainings were discussed.

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

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

Carole Mandino – Annual Sip and Stroll scheduled for Sunday, August 14% 2022. Ticket sales support women and children.

Jamey Hasapis - Taste of Flagstaff, March 25, 2022. Ticket sales support victims of abuse.

15. Future agenda items (11:55)

No agenda items were presented.

Next meeting is schedule for May 20th, 2022.

16. Adjournment (12:00 pm)

Meeting adjourned at 12:06

February 18, 2022 Page 5 of 6



MEETING MINUTES MetroPlan & Mountain Line

Coordinated Mobility Council

Friday, May 20, 2022 10:00 AM – 12:00 PM Zoom Meeting (virtual only) <u>Zoom Unk</u>, passoode 186720. Please email Este Ia Hollander, ebollander@naigta.ac.gov, F you need Zoom log-in information.

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

1. Call to order

The meeting was called to order at 10:01 by Estella Hollandar

2. Welcome by Jamie Martinez, Chair

Welcoming remarks by Estella Hollandar

3. Safety Moment

Estella Hollandar provided a safety moment on Stage 1 Fire Safety

4. Roll call and introductions

Estella Hollander, Jen Meiser-Hays, Martin Ince, Ann Hengatt Huffman, David Wessel, Mandia Gonzalez, Kristin Paelik, Lius Connor, Tod Morris, Dan Dalton (KFH Group), Bennet Powell (KFH Group), Michele Eisenberg, Deidre Crawly.

5. Cell to the public

No public comments were offered.

MEETING MINUTES

MetroPlan & Mountain Line Coordinated Mobility Council

Minutes from previous meeting

Motion to approve Feb. 18, 2022, minutes by Tod Morris, seconded by Kristin Pavlik. Unanimously approved.

7. Inclusion and Adaptive Using Commission Update

Commission is still seeking members. The meet on the fourth Tuesday of the month. Next meeting is May 24th

Northern Arizona Council of Governments (NACOG) Coordinated Plan Discussion

Tod Montis (NACDG) and KFH Group presented a PowerPoint presentation on the Northeast Arizona Coordination Plan. Currently in the "needs assessment" review of the planning process. Seeking input from the CMC on unmet transportation planning needs and opportunities to improve transportation into and out of the area.

9. Stride Forward, the Regional Transportation Plan Presentation

Presentation by David Wessel, Planning Manager with MetaPlan Dave Wessel provided a verbal update on the regional transportation plan. This an update to the current plan known as Biseprint 2080. The updated plan known as Stride Forward is responding to carbon neutrality and equity/accessibility analysis.

The update will provide two concepts to the public: proved and upward. Orward will examine the effects of existing plans for where growth should go and what transportation system we'll build (bless, bases, roads, and trails). How well we get around, treat our neighbors, treat the planet. All within the funding limits we carrently expect. Whereas Upward will plan for growth and transportation that allows shorter trips, better enables trips by bleing, walking, and bus.

10. Coordinated Transportation Plan Update

Begin major update on Coordinated Plan – Review existing incorportation gaps and strategies.

Estella Hollander provided a ranking exercise for the group that allowed CME to rank strategies to inform the Coordinated Transportation Plan update.

> May 20, 2022 Page 2 of 3

MEETING MINUTES

MetroPlan & Mountain Line Coordinated Mobility Council

Next steps: At the next meeting, CWC will focus on brainstonning new strategies to consider.

11. Upcoming trainings

information on scheduled upcarring trainings and discussion on need for other trainings.

Mountain Line provides first-aid, CPR, and passenger service trainings.

12. News and updates from CMC members

An apportunity to report as any projects or work that may be of interest to group

Tod Montis (NACOG) the rural transit assistance program will be hosting a tribal transportation conference June 27-28th in Flagstaff.

13. Future agenda itema

Next meeting - Aug 19th, 2022

Adjournment at 11:46 pm

CERTIFICATION OF POSITING OF NOTICE

Dated this ______ day of ______, 2022.

ATTEST:

Estella Hollander, Mobility Planner

May 20, 2022 Page 3 of 3



MEETING MINUTES MetroPlan & Mountain Line Coordinated Mobility Council

Friday, November 18, 2022 10:00 AM – 12:00 PM

Zoom Meeting (virtual only) Zoom Link, passcode 186720. Please email Estella Hollander, ehollander@mountainline.az.gov, if you need Zoom log-in information.

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

1. Call to order (10:00 am)

The meeting was called to order at 10:00 by Jamie Martinez

2. Welcome by Jamie Martinez, Chair

Welcoming remarks by Jamie Martinez

3. Safety Moment

Estella Hollander provided a safety moment on driving in winter storms.

4. Roll call and introductions

Jamie Martinez, Estella Hollander, David Wessel, Mandia Gonzales, Mitch Reddy, Lyra Littner, Jennifer Hays, Russell Randall, Lorraine Crim, Michele Eisenberg, Lisa Connor, Troy Grover, Deidra Crawley.

Call to the public

Public comment was provided by: None.

Minutes from previous meeting (10:15 am)

Motion to approve August 26, 2022, Meeting Minutes by Russell Randall, seconded by Lorraine Crim. Unanimously approved.

AGENDA

MetroPlan & Mountain Line Coordinated Mobility Council

Inclusion and Adaptive Living Commission Update (10:15 am)

Jamie Martinez provided a verbal update – The next meeting is November 22 at noon. Meetings take place on the fourth Tuesday of the month. Meetings are currently virtual.

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

8. 5310 Upcoming Grant Cycle (10:30 am)

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

9. Regional Transportation Plan (10:50 am)

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

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

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

> November 18, 2022 Page 2 of 4

AGENDA

MetroPlan & Mountain Line Coordinated Mobility Council

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

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

Estella Hollander and Mitch Reddy presented the finding from the previous CMC "brainstorming" strategies exercise. The purpose of today's presentation is to prioritize the strategies from the August brainstorming session. https://docs.google.com/forms/d/e/1FAIpQL5c3q193RbLarb96iCTVLdg0PGsilmVrViWDm2GTbruka9GilFA/viewform?usp=sharing

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

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

11. Upcoming trainings (11:50)

Arizona Transit Association (AzTA) – April 3-7, 2023. AzTA is asking for session recommendations/topics for this conference. https://www.azta.org/events/arizonas-36th-annual-statewide-transitconference

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

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

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

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

> November 18, 2022 Page 3 of 4

AGENDA

MetroPlan & Mountain Line Coordinated Mobility Council

13. Future agenda items (11:55)

 Adjournment (12:00 pm) Jamie Martinez adjourned the meeting at 11:22.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at __Mountain Line______ on _____, at approximately ______ a.m./p.m. in accordance with the statement filed by the Clerk of the Board with NAIPTA.

Dated this ______ day of ______, 2022.

ATTEST:

Estella Hollander, Mobility Planner

November 18, 2022 Page 4 of 4

Appendix 7 | Community partners and stakeholders

Education

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

Veteran's organizations

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

Churches and faith-based organizations

Workforce development offices

Arizona Department of Economic Security

Shelters and transitional living

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

Transportation providers

Assisted living centers and nursing homes

- The Peaks Assisted Living Facility
- Emeritus
- Haven Health

Hospitals and clinics

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

2023

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

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

Human service organizations

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

Appendix 8 | Federal initiatives and legislation

2003 GAO report

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

Coordinating Council on Access and Mobility

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

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

United We Ride

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

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

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

SAFETEA-LU Surface Transportation Act

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

MAP-21 and FAST Surface Transportation Acts

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

The FAST Act

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

ADOT Coordinated mobility program and other funding sources

The Infrastructure Investment and Jobs Act (IIJA)

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

Section 5310 Grants

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

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

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

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

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

Public Private Partnerships

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

Other Funding Sources

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

Appendix 9 | Framework of Coordinated Mobility

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

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

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

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

ADOT/CTAA Institute for Transportation Coordination

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

Easter Seals Transit Institute

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

ССАМ

Committee on Accessible Transportation

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

Local coordination workshops, meetings, and planning

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

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

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

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

Appendix 10 | 5310 Project Scoring Criteria

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

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

needs to keep the vehicle				
in a state of good repair?				

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

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

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

			or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.			
Is this service available to the general public, while prioritizing seniors and individuals with disabilities?	1	.0	Attended 75% Coordinated meetings.	5	Submitting timely quarterly reports.	5
Is this program equip with an accessible vehicle and able to provide ADA trips?		.0	Coordination activities are documented within grant application & results are provided to Mobility Managers (quarterly reports, etc.)	10	Applicants demonstrate that they have the capacity, knowledge, skills, and required resources to manage federal funds and equipment.	10
Applicant's program provides a cost-effective approach to address transportation gaps in the region. Cost effective measures can include but are not limited to: • Uses volunteer and other in-kind support • Utilizes other funding sources beyond Federal Transit Administration (FTA) programs for operations or capital						
• Other, please explain	1	.0	New applicant		New applicant	

Programs are scaled to		Applicant is knowledgeable and		Applicant understands	
ensure operational		active in regional coordination		the capacity, knowledge,	
sustainability		efforts (trainings, meeting		skills, and resources	
		participation, and ongoing		required to manage	
		communication).		federal funds,	
				equipment, and	
				contractual	
	10		30	requirements.	20

Other Capital - Preventa	tive		Coordination: 30 points			Project Manageme	ent: 20	points
Maintenance: 50 points			Existing Applicants			Existing Applicants		
Criteria	Actual Points	Points Possible	Criteria	Actual Points		Criteria	Actual Points	Points Possible
Is the need clearly described in the applicant's application? Will the funding fulfill their need?		15	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support, or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.		15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.		5
Applicant describes both the financial and service impact of receiving and not receiving these funds.		15	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5
Does the applicant show the cost calculation for their		20	Coordination activities are documented within grant		10	Applicants demonstrate that they have the		10

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

Other Capital - Non-Intelligent		Coordination: 30 points			Project Management: 20 points			
Transportation System (ITS)		Existing Applicants			Existing Applicants			
Equipment: 50 points								
Criteria	Actual	Points		Actua	l Points		Actual	Points
	Points	Possible	Criteria	Point	Possible	Criteria	Points	Possible

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

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

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

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

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



STAFF REPORT

REPORT DATE:	March 28, 2023
MEETING DATE:	April 6, 2023
TO: FROM:	Honorable Chair and Members of the Board and TAC Kate Morley, Interim Executive Director
SUBJECT:	Arizona Legislative Update

1. Recommendation:

Staff recommends approval of letters to be sent to four members representing Flagstaff in the Arizona State Legislature, House of Representatives in opposition of SB 1312, SB 1313, and SB 1314

2. Related Strategic Workplan Item

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

3. Background

The following transportation bills were all introduced at the state legislature this year and have an impact on transportation projects and planning within the region. At the TAC meeting, we provided the latest status of the bills and an overview of what the impacts could be of the bills becoming law. In addition, we discussed a strategy for ensuring funding for projects if HB2543 comes to the region. As a note, MetroPlan supports HB2543 and opposes SB 1312, SB 1313, and SB 1314.

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

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



vehicle response times.

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

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

4. TAC and Management Committee Discussion

TAC and Management Committee felt sending letters on the three transportation planning bills was important to ensure they are not signed into law. They also provided feedback on priorities as related to the budget requests in HB2543.

5. Fiscal Impact

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

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

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

6. Alternatives

None. This item is for discussion only.



7. Attachments

RTAC Project Factsheets

DRAFT MetroPlan Opposition Letters

Lone Tree Corridor

Project Overview

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

The Lone Tree Corridor serves these needs:

- Safe, grade-separated railroad overpass connecting Lone Tree Road to Route 66.
- Arterial network alternative to Milton Road
- Alternate access to Northern Arizona University (NAU)
- Missing pedestrian and bicycle facilities

The Lone Tree Corridor includes:

- Bridge over the BNSF railroad tracks and future Rio de Flag
- Widening from 2-4 lanes
- Sidewalks, trails, bike lanes
- Protected traffic intersections

Lone Tree benefits Flagstaff and the region by:

- Less congestion Downtown
- Access to future growth areas
- Improved pedestrian and bicycle mobility and safety
- More effective evacuation routes

Flagstaff voted in taxes for the **Corridor** in 2018

Reproject Lead

City of Flagstaff, Arizona

Project Schedule

Construction in 2023 Est. Completion in 2026

හි Project Cost

Total Project Cost: \$106,000,000 **State Surplus Request:** \$2,609,290 **Local Contribution:** \$103,400,000 (98%)

(i) Contact Info

Christine Cameron Capital Project Manager 928-213-2682 ccameron@flagstaffaz.gov

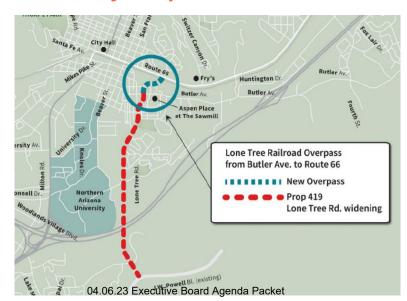
And Location



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



Vicinity Map & Site Photo







Hwy 89 Flood Mitigation



Project Overview

Flood flows in the Hwy 89 corridor are now 10 to 22 times greater than pre-fire. The Government Tank Flood Corridor is experiencing a 22% increase in discharge, 4,000 CFS at the forest boundary. There are over 600 homes impacted or at risk for flooding in this flood corridor (the three projects below are within this flood corridor). The District spent \$8.2 million on response and short-term mitigation from only one monsoon season.

The Project includes:

- Government Tank Flood Corridor Detention Facilities •
 - Construction of two new detention basins and expansion of an existing detention facility; Estimated cost is \$12 million.
- Hwy 89 Culvert Upsizing (Govt. Tank/North Fork locations)
 - Two new box culverts (3'X6' & 5'X8'); Est. cost \$3 M
- Copeland Detention Facility Expansion
 - The total cost of the project will be \$12.1 million if it's determined that adding 50% capacity to the facility is necessary. The project is a component of what ADOT will be analyzing and potentially funding with FHWA Emergency Relief funds. If it moves forward, then the District would be responsible for the 5.7% match, which is \$690,000.

Vicinity Map & Site Photo



Coconino County Flood Control District

Project Schedule

Dependent Upon Securing Funding

Project Cost

Total Project Cost: \$27.2 million* State Surplus Request: \$20.4 million* Local Contribution: \$6.8 million (25%)* *Assumes No FHWA ER Funds

Contact Info

Lucinda Andreani

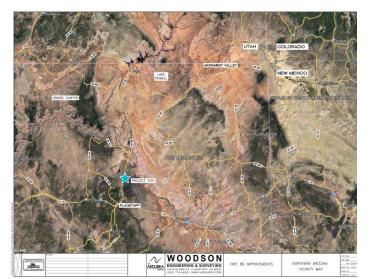
Deputy County Manager/ Flood Control Dist. Administrator 928-679-7166 landreani@coconino.az.gov

Location



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





04.06.23 Executive Board Agenda Packet



Servere Erosion Damage - Copeland Detention Facility Page 137 of 222

Hwy 180 Flood Mitigation



Project Overview

Purpose: The Highway 180 culvert at Schultz Creek is sized for pre-fire conditions. The culvert is currently insufficient for routine flood flows following the 2022 Pipeline Fire that burned over a quarter of the Schultz Creek watershed. The purpose of this project is to upsize the conveyance under Highway 180 to provide capacity for regular flood flows and to improve the channel stability upstream and downstream of the highway crossing to prevent scour and future incision that may damage the highway crossing.

Benefits: reduce flood closures of Highway 180, reduce flood debris on Highway 180, reduce flood impacts in the Coconino Estates neighborhood, reduce sediment and debris sourcing from the channel and transport to downtown Flagstaff.

Total cost: \$5.3M estimated for the culvert and conveyance between Highway 180 and the Rio de Flag, another \$300,000 for upstream channel stability.

Reproject Lead

City of Flagstaff



Est. Completion in 2023

🔊 Project Cost

Total Project Cost: \$5,600,000 State Surplus Request: \$3,000,000 Local Contribution: \$2,600,000 (46%)

i) Contact Info

Edward Schenk Stormwater Manager, Flagstaff 928-213-2470 Edward.schenk@flagstaffaz.gov

🔊 Location



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



Vicinity Map & Site Photo







J.W. Powell Bridge Replacement

Project Overview

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

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

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

The J.W. Powell bridge widening includes:

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

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

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

ADOT

Project Schedule

Design FY 2023 Construction FY 2024

ණි Project Cost

Total Project Cost: \$18,000,000 *State Surplus Request:* \$5,000,000 **Local Contribution:** \$1,000,000 (6%) **State Contribution:** \$9,000,000 (50%) **Pending Contribution:** \$3,000,000 (17%)

ADOT

(i) Contact Info

David Wessel Planning Manager 928-699-3053 david.wessel@metroplanflg.org

And Location



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

METROPLAN GREATER & FLAGSTAFF

Vicinity Map & Site Photo





April 6, 2023

RE: Please OPPOSE SB1312, SB1313, SB1414

Dear Representative Cook:

ADOT CITY OF FLAGSTAFF COCONINO COUNTY MOUNTAIN LINE NAU

EXECUTIVE BOARD

Chair Jim McCarthy Councilmember *City of Flagstaff*

Vice-Chair Jeronimo Vasquez Supervisor District 2 *Coconino County*

Patrice Horstman Supervisor District 1 *Coconino County*

> Austin Aslan Vice-Mayor *City of Flagstaff*

> Miranda Sweet Councilmember *City of Flagstaff*

Tony Williams Mountain Line Board of Directors

Vacant Arizona State Transportation Board MetroPlan Flagstaff **OPPOSES** SB1312, SB1313 and SB1314 as follows:

SB1312: (vehicle mileage; tracking; tax; prohibitions), which would ban state and local governments from establishing vehicle mile travel reduction goals or imposing per-mile charges and would prohibit any tracking of someone's vehicle miles.

SB1313: (general plan; transportation; independent study), which would remove multimodal and bicycle paths from city general plans and would ban city general plans from including policies that reduce motor vehicle traffic capacity or impact emergency vehicle response times.

SB1314: (transportation system performance; ADOT), which would prohibit ADOT from considering or adopting motor vehicle travel mile reduction targets.

These bills interrupt and interfere with one of deepest values of *planning integrity* that guide our work. By banning data and established planning practices, these bills isolate and exlclude members of our community who rely on public transportation, walking and biking, rather than integrate their voices into the planning process. Integration of multimodal planning is a tenet of transportation planning and one that reflects regional social trends and enhances tourism and economic development.

MetroPlan's work across jurisdictional boundaries counts on shared language. We utilize *vehicle miles traveled* as a common metric across stakeholder groups. These bills threaten the shared interests of illustrated commitment to walking and biking through observable behavior, public comment and the ballot box. Excluding vehicle mile travel goals and removing multimodal and bicycle paths from planning on the local and state level will negatively impact our rigorous community work that stems from combining planning integrity and community input that inform all our projects, like the *Regional Transportation Plan, Stride Forward* or our *Unified Planning Work Program*.

In short, these bills unnecessarily divide and harm the years-long planning work that contains the diverse voices of the community that honor and integrate travelers of all stripes via walking, biking, public transit and private vehicles. We see no need to make these exclusions at the expense of our community or our ability to enhance tourism and economic development. Our work does not seek to punish and isolate drivers. We merely seek to expand transportation planning to include multimodal transportation and meet the needs of our community



Please **OPPOSE SB1312, SB1313 and SB1314**. Please feel free to reach out with any questions. We are happy to meet with you. Thank you!

Sincerely,

Jim McCarthy Board Chair, MetroPlan Flagstaff





April 6, 2023

RE: Please OPPOSE SB1312, SB1313, SB1414

Dear Representative Marshall:

ADOT CITY OF FLAGSTAFF COCONINO COUNTY MOUNTAIN LINE NAU

EXECUTIVE BOARD

Chair Jim McCarthy Councilmember *City of Flagstaff*

Vice-Chair Jeronimo Vasquez Supervisor District 2 *Coconino County*

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Please **OPPOSE SB1312, SB1313 and SB1314**. Please feel free to reach out with any questions. We are happy to meet with you. Thank you!

Sincerely,

Jim McCarthy Board Chair, MetroPlan Flagstaff





April 6, 2023

RE: Please OPPOSE SB1312, SB1313, SB1414

Dear Representative Peshlakai:

ADOT CITY OF FLAGSTAFF COCONINO COUNTY MOUNTAIN LINE NAU

EXECUTIVE BOARD

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Please **OPPOSE SB1312, SB1313 and SB1314**. Please feel free to reach out with any questions. We are happy to meet with you. Thank you!

Sincerely,

Jim McCarthy Board Chair, MetroPlan Flagstaff





April 6, 2023

RE: Please OPPOSE SB1312, SB1313, SB1414

Dear Representative Tsosie:

ADOT CITY OF FLAGSTAFF COCONINO COUNTY MOUNTAIN LINE NAU

EXECUTIVE BOARD

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Please **OPPOSE SB1312, SB1313 and SB1314**. Please feel free to reach out with any questions. We are happy to meet with you. Thank you!

Sincerely,

Jim McCarthy Board Chair, MetroPlan Flagstaff





STAFF REPORT

REPORT DATE:	March 15, 2023
MEETING DATE:	April 6, 2023
TO:	Honorable Chair and Members of the Board and TAC
FROM:	Kate Morley, Interim Executive Director
SUBJECT:	FY2022 Audit

1. Recommendation:

For information and discussion only.

2. Related Strategic Workplan Item

Guiding Principle: Builds Trust and Credibility

3. Background

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

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

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



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

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

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

The report filing is due by March 31, 2023.

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

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

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



4. TAC and Management Committee Discussion

The TAC had no comments or questions.

5. Fiscal Impact

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

6. Alternatives

None. This item is for discussion only.

7. Attachments

- 1. Draft Letter to Executive Board
- 2. Draft Single Audit Report FY 2022

Flagstaff Metropolitan Planning Organization Dba MetroPlan Management Letter Year Ended June 30, 2022



Executive Board Flagstaff Metropolitan Planning Organization dba MetroPlan

Members of the Executive Board:

In planning and conducting our single audit of the Flagstaff Metropolitan Planning Organization dba MetroPlan (MetroPlan), for the year ended June 30, 2022, we performed the following as required by *Government Auditing Standards* (GAS) and Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, Audit Requirements for Federal Awards* (Uniform Guidance):

- Considered the MetroPlan's internal control over financial reporting,
- Tested internal controls over major Federal programs, and
- Tested compliance with certain provisions of laws, regulations, contracts, and grant agreements that could have a direct and material effect on the MetroPlan's financial statements and major federal programs.

Any audit findings that are required to be reported by GAS and Uniform Guidance have been included in the MetroPlan's Single Audit Reporting Package for the year ended June 30, 2022. However, during our audit we noted certain immaterial matters that are opportunities for strengthening internal controls and instances of noncompliance with laws and regulations that did not meet that reporting criteria. Management should address these items to ensure that it fulfills its responsibility to establish and maintain adequate internal controls and comply with laws, regulations, contracts, and grant agreements. Those items and our related recommendations are briefly described in the accompanying summary. The items discussed in the accompanying summary are only a result of audit procedures performed based on risk assessment procedures and not all deficiencies or weaknesses in controls may have been identified.

This information is intended for the MetroPlan's Executive Board and Management and is not intended to be and should not be used by anyone other than the specified party. However, this information is a matter of public record, and its distribution is not limited.

We have already discussed these items and suggestions with MetroPlan personnel and we will be pleased to discuss them in further detail at your convenience, to perform any additional study of these matters, or to assist you in implementing the recommendations.

Sincerely,

Heinfeld Meech & Co. PC

Heinfeld, Meech & Co., P.C. Flagstaff, Arizona March 21, 2023

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION DBA METROPLAN MANAGEMENT LETTER YEAR ENDED JUNE 30, 2022

Conflict of Interest

Only executive board and technical advisory committee members were required to sign that they received and reviewed the conflict of interest policy but not Metroplan employees even though they are also required to comply with the policy.

MetroPlan employees should also be required to sign that they received and reviewed the conflict of interest policy as they are also required to comply with the policy.

Disbursements

The following items were noted during our review of disbursement transactions:

- For one of 42 disbursements reviewed, supporting documentation of approval of the purchase could not be provided.
- For one of 42 disbursements reviewed, supporting documentation of proof of payment was not provided.

MetroPlan should ensure supporting documentation, including purchase approval and proof of payment, are maintained for all purchases.

Payroll

The following items were noted during our review of payroll transactions:

- For two of five employees reviewed, gross wages per MetroPlan did not agree to gross wages per Mountain Line's report by \$1,440 for the year.
- For one of six leave accruals reviewed, leave accrued per period did not match the employee's contract. The contract stated 9.23 units were accrued each pay period, but the accrual reports show 4.00 per period.

MetroPlan should establish more detailed review procedures over payroll processing to ensure payroll expense and accrued leave are accurately reported by Mountain Line.

Highway Planning and Construction Cluster

MetroPlan did not maintain documentation that Request for Proposals (RFPs) were opened at prescribed time and place.

MetroPlan should ensure documentation supporting that RFPs are opened at a prescribed time and place is maintained.

Flagstaff Metropolitan Planning Organization Dba MetroPlan Single Audit Reporting Package Year Ended June 30, 2022

Flagstaff Metropolitan Planning Organization dba MetroPlan

Single Audit Reporting Package Year Ended June 30, 2022

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION DBA METROPLAN

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Independent Auditor's Report

Executive Board Flagstaff Metropolitan Planning Organization dba MetroPlan

Report on Audit of Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities and the major fund of Flagstaff Metropolitan Planning Organization dba MetroPlan (MetroPlan), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise MetroPlan's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, and the major fund of the Flagstaff Metropolitan Planning Organization dba MetroPlan, as of June 30, 2022, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are required to be independent of Flagstaff Metropolitan Planning Organization dba MetroPlan and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Change in Accounting Principle

As described in Note 1, the MetroPlan implemented the provisions of the Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*, for the year ended June 30, 2022, which represents a change in accounting principle. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about MetroPlan's ability to continue as a going concern for one year beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements. In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of MetroPlan's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about MetroPlan's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Other Matters

Required Supplementary Information

Management has omitted the Management's Discussion and Analysis that accounting principles generally accepted in the United States of America require be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 21, 2023, on our consideration of Flagstaff Metropolitan Planning Organization dba MetroPlan's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Flagstaff Metropolitan Planning Organization dba MetroPlan's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Flagstaff Metropolitan Planning Organization dba MetroPlan's internal control oba MetroPlan's internal control over financial reporting or on compliance.

Heinfeld Meech & Co. PC

Heinfeld, Meech & Co., P.C. Flagstaff, Arizona March 21, 2023 (This page intentionally left blank)

BASIC FINANCIAL STATEMENTS

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GOVERNMENT-WIDE FINANCIAL STATEMENTS

Flagstaff Metropolitan Planning Organization Dba MetroPlan Statement of Net Position June 30, 2022

		Governmental Activities		
Assets				
Current assets:				
Cash and equivalents	\$	138,965		
Due from governmental entities		250,866		
Prepaid items		958		
Total current assets		390,789		
Noncurrent assets:				
Right-to-use- leased assets, net of accumulated amortization		13,726		
Total noncurrent assets		13,726		
Total assets		404,515		
Liabilities				
Current liabilities:		015 100		
Accounts payable		215,100		
Accrued payroll and employee benefits		6,737		
Compensated absences payable		25,000		
Leases payable		13,726		
Total current liabilities		260,563		
Noncurrent liabilities:				
Non-current portion of long-term obligations		46,460		
Total noncurrent liabilities		46,460		
Total liabilities		307,023		
Net Position				
Restricted for:				
Transportation		958		
Unrestricted		96,534		
Total net position	\$	97,492		

Flagstaff Metropolitan Planning Organization Dba MetroPlan Statement of Activities For the Year Ended June 30, 2022

		-		arges for	(G	gram Reven Dperating Frants and	Capital Grants and	Rev Cha I Gov	(Expense) venue and nges in Net Position vernmental
Functions/Programs	·	Expenses	<u> </u>	ervices		ntributions	Contributions	A	ctivities
Governmental activities Program administration Data collection Transportation improvement Regional transportation Special project planning Interest on long term debt	\$	561,952 1,618 1,351 302,603 266,296 785	\$	25,643 78 65 14,528 12,789	\$	485,621 1,471 1,228 275,114 242,197	\$	\$	(50,688) (69) (58) (12,961) (11,310) (785)
Total governmental activities	\$	1,134,605	\$	53,103	\$	1,005,631	\$	\$	(75,871)
	1	eneral reven nvestment in Dther local Total gene	ncom						88 93,957 94,045
	Cł	nange in net	posi	tion					18,174
	Ne	et position, h	oegin	ning of ye	ar				79,318
	Ne	et position, e	end o	f year				\$	97,492

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FUND FINANCIAL STATEMENTS

Flagstaff Metropolitan Planning Organization Dba MetroPlan Balance Sheet Governmental Funds June 30, 2022

	 General
Assets	
Cash and equivalents	\$ 138,965
Due from governmental entities	250,866
Prepaid items	 958
Total assets	 390,789
Liabilities and Fund Balances	
Liabilities:	
Accounts payable	215,100
Accrued payroll and employee benefits	 6,737
Total liabilities	 221,837
Fund balances (deficits):	
Nonspendable	958
Unassigned	 167,994
Total fund balances	 168,952
Total liabilities and fund balances	\$ 390,789

Flagstaff Metropolitan Planning Organization Dba MetroPlan Reconciliation of the Balance Sheet - Governmental Funds to the Statement of Net Position June 30, 2022

Total governmental fund balances		\$ 1	168,952
Amounts reported for <i>governmental activities</i> in the Statement of Net Position are different because:			
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds.			
Governmental capital assets Less accumulated depreciation/amortization	69,162 (55,436)		13,726
Long-term liabilities are not due and payable in the current period and, therefore, are not reported in the funds.			
Compensated absences payable Leases payable	(71,460) (13,726)	((85,186)
Net position of governmental activities		\$	97,492

Flagstaff Metropolitan Planning Organization Dba MetroPlan Statement of Revenues, Expenditures and Changes in Fund Balances Governmental Funds For the Year Ended June 30, 2022

	General
Revenues	
Other local	\$ 147,148
Federal aid, grants and reimbursements	1,005,631
Total revenues	 1,152,779
Expenditures	
Current:	
Program administration	534,244
Data collection	1,618
Transportation improvement	1,351
Regional transportation	302,603
Special project planning	266,296
Debt service:	
Principal retirement	22,879
Interest and fiscal charges	785
Total expenditures	 1,129,776
Changes in fund balances	23,003
Fund balances, beginning of year	 145,949
Fund balances, end of year	\$ 168,952

Flagstaff Metropolitan Planning Organization Dba MetroPlan Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances -Governmental Funds to the Statement of Activities For the Year Ended June 30, 2022

Changes in fund balances - total governmental funds		23,003
Amounts reported for <i>governmental activities</i> in the Statement of Activities are different because:		
Governmental funds report the portion of capital outlay for capitalized assets as expenditures. However, in the Statement of Activities, the costs of those assets are allocated over their		
estimated useful lives and reported as depreciation/amortization expense.		(22,879)
Repayments of long-term lease principal are expenditures in the governmental funds,		
but the repayment reduces long-term liabilities in the Statement of Net Position.		22,879
Compensated absences expenses reported in the Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in		
governmental funds.		(4,829)
Changes in net position in governmental activities	\$	18,174

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Flagstaff Metropolitan Planning Organization dba MetroPlan (MetroPlan) have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

During the year ended June 30, 2022, MetroPlan implemented the provisions of GASB Statement No. 87, *Leases*. This Statement increases the usefulness of the financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases. The statement establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. Beginning balances of net capital assets and long-term obligations for leases payable reported in the governmental activities have been restated accordingly by \$36,605 and \$36,605, respectively.

The more significant of MetroPlan's accounting policies are described below.

A. Financial Reporting Entity

MetroPlan, an Arizona non-profit corporation, is the metropolitan planning organization for the greater Flagstaff region. Its mission is to create the finest transportation system in the county. MetroPlan is responsible for ensuring that transportation projects like roads, bridges, trails, bike paths, and bus routes are thoughtfully planned and coordinated in ways that meet the needs of the community. MetroPlan coordinates with its partner agencies to enhance their ability to deliver transportation improvements. Partner agencies include Mountain Line (NAIPTA), Northern Arizona University (NAU), City of Flagstaff, Coconino County of Arizona, and Arizona Department of Transportation (ADOT). By working across jurisdictional boundaries, MetroPlan facilitates collaboration amongst governmental agencies to leverage resources and advance projects with one consolidated regional voice.

The membership of MetroPlan's Executive Board consists of seven members representing various partner agencies.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

B. Government-Wide and Fund Financial Statements

The government-wide financial statements (i.e., the statement of net position and the statement of activities) present financial information about MetroPlan as a whole. For the most part, the effect of internal activity has been removed from these statements. These statements are to distinguish between the governmental and business-type activities of MetroPlan. Governmental activities normally are supported by taxes and intergovernmental revenues, and are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. MetroPlan does not have any business-type activities or fiduciary activities.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Investment income and other items not included among program revenues are reported instead as general revenues.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

<u>Government-Wide Financial Statements</u> – The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the grantor or provider have been met. As a general rule, the effect of internal activity has been eliminated from the government-wide financial statements; however, the effects of interfund services provided and used between functions are reported as expenses and program revenues at amounts approximating their external exchange value.

<u>Fund Financial Statements</u> – Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, MetroPlan considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Charges for services associated with the current fiscal period are all considered to be susceptible to accrual and have been recognized as revenues of the current fiscal period. Miscellaneous revenues are not susceptible to accrual because generally they are not measurable until received in cash. Grants and similar awards are recognized as revenue as soon as all eligibility requirements imposed by the grantor or provider have been met. Unearned revenues arise when resources are received by MetroPlan before it has legal claim to them, as when grant monies are received prior to meeting all eligibility requirements imposed by the provider.

The focus of governmental fund financial statements is on major funds rather than reporting funds by type. Each major fund is presented in a separate column.

MetroPlan reports the following major governmental funds:

<u>General Fund</u> – The General Fund is MetroPlan's primary operating fund. It accounts for all financial resources of MetroPlan, except those required to be accounted for in another fund.

D. Budgetary Basis of Accounting

MetroPlan does not adopt an annual appropriated budget, but instead adopts a budget for management purposes. This budget is subject to constant change based upon grants received by MetroPlan. The grant budgets have fiscal years that vary from MetroPlan's and may extend beyond one year. Consequently, no budgetary comparison schedules have been presented.

E. Investment Income

Investment income is composed of interest, dividends, and net changes in the fair value of applicable investments. Investment income is separately disclosed in the governmental fund financial statements.

F. Receivables

All receivables are shown net of an allowance for uncollectibles.

G. Prepaid Items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both the government-wide and fund financial statements. Prepaid items are recorded as expenses when consumed in the government-wide financial statements and fund financial statements.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

H. Capital Assets

Capital assets, which include intangible right-to-use assets, are reported in the governmentwide financial statements.

Capital assets are defined by MetroPlan as assets with an initial, individual cost in excess of \$5,000 and an estimated useful life of more than one year. Capital assets are recorded at historical cost if purchased or constructed. Donated capital assets are recorded at acquisition value at the date of donation.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

Intangible right-to use assets are amortized over the shorter of the lease term or the underlying asset's useful life. The estimated useful lives and amortization periods are as follows:

Intangible right-to-use assets 3 years

I. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of financial position may report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period and so will not be recognized as an outflow of resources (expense/expenditure) until then.

In addition to liabilities, the statement of financial position may report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time.

J. Compensated Absences

MetroPlan's employee vacation and sick leave policies generally provide for granting vacation and sick leave with pay in varying amounts. Only benefits considered vested are recognized in the financial statements. The liability for vacation leave is reported in the government-wide financial statements. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of employee leave, resignations and retirements. Generally, resources from the General Fund are used to pay for compensated absences.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

K. Long-term Obligations

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities on the statement of net position.

L. Net Position Flow Assumption

In the government-wide financial statements MetroPlan applies restricted resources first when outlays are incurred for purposes for which either restricted or unrestricted amounts are available.

M. Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported of the financial statements and accompanying notes. Actual results may differ from those estimates.

NOTE 2 – FUND BALANCE CLASSIFICATIONS

Fund balances of the governmental funds are reported separately within classifications based on a hierarchy of the constraints placed on the use of those resources. The classifications are based on the relative strength of the constraints that control how the specific amounts can be spent. The classifications are nonspendable, restricted, and unrestricted, which includes committed, assigned, and unassigned fund balance classifications.

Nonspendable. The nonspendable fund balance classification includes amounts that cannot be spent because they are either not in spendable form or are legally or contractually required to be maintained intact.

Restricted. Fund balance is reported as restricted when constraints placed on the use of resources are either externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or is imposed by law through constitutional provisions or enabling legislation.

Committed. The committed fund balance classification includes amounts that can be used only for the specific purposes imposed by formal action of the Executive Board. Those committed amounts cannot be used for any other purpose unless the Executive Board removes or changes the specified use by taking the same type of action it employed to previously commit those amounts. MetroPlan does not have a formal policy or procedures for the utilization of committed fund balance. Accordingly, no committed fund balance amounts are reported.

NOTE 2 – FUND BALANCE CLASSIFICATIONS

Assigned. Amounts in the assigned fund balance classification are intended to be used by MetroPlan for specific purposes but do not meet the criteria to be classified as restricted or committed. In governmental funds other than the General Fund, assigned fund balance represents the remaining amount that is not restricted or committed. In the General Fund, assigned amounts represent intended uses established by the Executive Board or a management official delegated that authority by the formal Executive Board action. MetroPlan does not have a formal policy or procedures for the utilization of assigned fund balance. Accordingly, no assigned fund balance amounts are reported.

Unassigned. Unassigned fund balance is the residual classification for the General Fund and includes all spendable amounts not contained in the other classifications. In other governmental funds, the unassigned classification is used only to report a deficit balance resulting from overspending for specific purposes for which amounts had been restricted, committed, or assigned.

MetroPlan applies restricted resources first when outlays are incurred for purposes for which either restricted or unrestricted (committed, assigned, and unassigned) amounts are available. Similarly, within unrestricted fund balance, committed amounts are reduced first followed by assigned, and then unassigned amounts when expenditures are incurred for purposes for which amounts in any of the unrestricted fund balance classifications could be used.

The table below provides detail of the major components of MetroPlan's fund balance classifications at year end.

	General Fund	
Fund Balances:		
Nonspendable:		
Prepaid items	\$	958
Unassigned		167,994
Total fund balances	\$	168,952

NOTE 3 – CASH AND INVESTMENTS

Custodial Credit Risk – Deposits. Custodial credit risk is the risk that in the event of bank failure MetroPlan's deposits may not be returned to MetroPlan. MetroPlan does not have a deposit policy for custodial credit risk. At year end, the carrying amount of MetroPlan's deposits was \$138,965 and the bank balance was \$143,788. At year end, \$143,788 was covered by FDIC insurance.

NOTE 4 – RECEIVABLES

Receivable balances, net of allowance for uncollectibles, have been disaggregated by type and presented separately in the financial statements with the exception of due from governmental entities. Due from governmental entities, net of allowance for uncollectibles, as of year end for MetroPlan's major fund were:

	(General Fund
Due from other governmental entities:		1 und
Due from Arizona Department of Transportation	\$	242,112
Due from Mountain Line		8,754
Net due from governmental entities:	\$	250,866

NOTE 5 – CAPITAL ASSETS

A summary of capital asset activity for the current fiscal year follows:

	Beginning			Ending
Governmental Activities	Balance	Increase	Decrease	Balance
Intangible right-to-use assets:				
Leased buildings and improvements	\$ 69,162	\$	\$	\$ 69,162
Less accumulated amortization	(32,557)	(22,879)		(55,436)
Total intangible right-to-use assets, net	36,605	(22,879)		13,726
Governmental activities capital assets, net	\$ 36,605	\$ (22,879)	\$	\$ 13,726

NOTE 5 – CAPITAL ASSETS

Amortization expense was charged to governmental functions as follows:

Program administration	\$ 22,879
Total depreciation expense –	
governmental activities	\$ 22,879

NOTE 6 – LEASES PAYABLE

MetroPlan has acquired the right to use office space under the provisions of a contract classified as a lease. The related obligation under the lease agreement has been recorded at the present value of its future minimum lease payments as of the inception date. Revenues from the General Fund, a major governmental fund, are used to pay the lease obligation. Amortization of right-to-use assets recorded under leases is included with depreciation expense.

The net present value and future minimum lease payments at year end were as follows:

		_	Governmental Activities					
Year ending June 30:			Principal		Interest			
	2023		\$	13,726	\$	138		

The right-to-use assets recorded under leases that meet MetroPlan's capitalization threshold are as follows:

	Governmental Activities				
Asset:					
Building improvements	\$	69,162			
Less: Accumulated depreciation		(55,436)			
Total	\$	13,726			

NOTE 7 – CHANGES IN LONG-TERM LIABILITIES

Long-term liability activity for the current fiscal year was as follows:

	Beginning Balance		Additions		Reductions		Ending Balance		Due Within One Year	
Governmental activities:										
Leases payable	\$	36,605	\$		\$	22,879	\$	13,726	\$	13,726
Compensated absences payable	_	66,631		30,138		25,309		71,460		25,000
Total governmental activities										
long-term liabilities	\$	103,236	\$	30,138	\$	48,188	\$	85,186	\$	38,726

NOTE 8 – CONTINGENT LIABILITIES

<u>Compliance</u> – Amounts received or receivable from grantor agencies are subject to audit and adjustment by grantor agencies, principally the federal government. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures/expenses that may be disallowed by the grantor cannot be determined at this time, although MetroPlan expects such amounts, if any, to be immaterial.

NOTE 9 – RISK MANAGEMENT

MetroPlan is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. MetroPlan carries commercial insurance for all risks of loss, including property and liability. Settled claims resulting from these risks have not exceeded commercial insurance coverage in any of the past three fiscal years.

NOTE 10 – CONCENTRATIONS

MetroPlan depended on one contract from the Arizona Department of Transportation (ADOT) for approximately 87 percent of its total revenue. Decreases in funding or discontinuance of any or all of this contract would severely impact the ability of MetroPlan to continue as presently constituted.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION DBA METROPLAN NOTES TO FINANCIAL STATEMENTS JUNE 30, 2022

NOTE 11 – RELATED PARTY TRANSACTIONS

Northern Arizona Intergovernmental Public Transportation Authority (Mountain Line) provides administrative functions to MetroPlan per an intergovernmental agreement. MetroPlan personnel are employed by Mountain Line but on assignment to MetroPlan. Salaries and related expenditures for the year were \$491,479. MetroPlan also passed federal funds totaling \$212,411 to Mountain Line for planning services. Mountain Line contributed \$53,103 of planning services to MetroPlan to meet federal match requirements.

In addition, Mountain Line pays membership dues and transfers local tax revenue to MetroPlan as established by the intergovernmental agreement. Mountain Line's contributions for the year were \$5,000 and \$63,957, respectively. Other partner agencies, including City of Flagstaff and Coconino County of Arizona, also contribute \$5,000 annually per voting member of the Executive Board. The State Transportation Board (ADOT) is excluded from this requirement.

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SINGLE AUDIT SECTION

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Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

Executive Board Flagstaff Metropolitan Planning Organization dba MetroPlan

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of Flagstaff Metropolitan Planning Organization dba MetroPlan, as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise Flagstaff Metropolitan Planning Organization dba MetroPlan's basic financial statements, and have issued our report thereon dated March 21, 2023. Our report included an emphasis of matter paragraph as to comparability because of the implementation of Governmental Accounting Standards Board Statement No. 87, *Leases*.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Flagstaff Metropolitan Planning Organization dba MetroPlan's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Flagstaff Metropolitan Planning Organization dba MetroPlan's internal control. Accordingly, we do not express an opinion on the effectiveness of Flagstaff Metropolitan Planning Organization dba MetroPlan's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Flagstaff Metropolitan Planning Organization dba MetroPlan's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Heinfeld Meech & Co. PC

Heinfeld, Meech & Co., P.C. Flagstaff, Arizona March 21, 2023



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Report on Compliance for Each Major Federal Program; Report on Internal Control Over Compliance; and Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

Independent Auditor's Report

Executive Board Flagstaff Metropolitan Planning Organization dba MetroPlan

<u>Report on Compliance for Each Major Federal Program</u> <u>Opinion on Each Major Federal Program</u>

We have audited Flagstaff Metropolitan Planning Organization dba MetroPlan's compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on each of Flagstaff Metropolitan Planning Organization dba MetroPlan's major federal programs for the year ended June 30, 2022. Flagstaff Metropolitan Planning Organization dba MetroPlan's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Flagstaff Metropolitan Planning Organization dba MetroPlan complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2022.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Flagstaff Metropolitan Planning Organization dba MetroPlan and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of Flagstaff Metropolitan Planning Organization dba MetroPlan's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to Flagstaff Metropolitan Planning Organization dba MetroPlan's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Flagstaff Metropolitan Planning Organization dba MetroPlan's compliance based on our audit.

Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate it would influence the judgment made by a reasonable user of the report on compliance about Flagstaff Metropolitan Planning Organization dba MetroPlan's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Flagstaff Metropolitan Planning Organization dba MetroPlan's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of Flagstaff Metropolitan Planning Organization dba MetroPlan's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Flagstaff Metropolitan Planning Organization dba MetroPlan's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance of deficiencies, in internal control over compliance of deficiencies, in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance that weaknesses or significant deficiencies in internal control over compliance.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, the major fund of Flagstaff Metropolitan Planning Organization dba MetroPlan as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise Flagstaff Metropolitan Planning Organization dba MetroPlan's basic financial statements. We issued our report thereon dated March 21, 2023, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

Heinfeld Meech & Co. PC.

Heinfeld, Meech & Co., P.C. Flagstaff, Arizona March 21, 2023

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION DBA METROPLAN SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS Fiscal Period 7/1/2021 - 6/30/2022

Federal Awarding Agency/Program Title	Federal CFDA Number	Additional Award Identification (Optional)	Name of Funder Pass-Through Entity	ldentifying Number Assigned By Funder Pass-Through Entity	Total Amount Provided to Sub-Recipients	Federal Expenditures	Federal Program Total	Cluster Name	Cluster Total
DEPARTMENT OF TRANSPORTATION									
HIGHWAY PLANNING AND CONSTRUCTION METROPOLITAN TRANSPORTATION PLANNING AND STATE AND NON- METROPOLITAN PLANNING AND RESEARCH TOTAL DEPARTMENT OF TRANSPORTATION	20.205 20.505		ARIZONA DEPARTMENT OF TRANSPORTATION ARIZONA DEPARTMENT OF TRANSPORTATION	GRT-21-0008177-T GRT-21-0008177-T	\$212,411 \$212,411	\$680,775 \$324,856 \$1,005,631	\$680,775 \$324,856	HIGHWAY PLANNING AND CONSTRUCTION CLUSTER N/A	\$680,775 \$0
TOTAL EXPENDITURE OF FEDERAL AWARDS					\$212,411	\$1,005,631			

Please Note:

Italicized award lines indicate pass-through funding

The accompanying Notes to the Schedule of Expenditures of Federal Awards are an integral part of the schedule.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION DBA METROPLAN NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS Fiscal Period 7/1/2021 - 6/30/2022

Significant Accounting Policies Used in Preparing the SEFA

The accompanying Schedule of Expenditures of Federal Awards (Schedule) includes the federal grant activity of Flagstaff Metropolitan Planning Organization dba MetroPlan under programs of the federal government for the year ended June 30, 2022. The information in the Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of MetroPlan, it is not intended to and does not present the financial position, changes in net position or cash flows of the MetroPlan. Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Any negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. Pass-through entity identifying numbers are presented where available.

10% De Minimis Cost Rate

The auditee did not use the de minimis cost rate.

Assistance Listing Numbers

The program titles and Assistance Listing numbers were obtained from the federal or pass-through grantor or through sam.gov. If the three-digit Assistance Listing extension is unknown, there is a U followed by a twodigit number in the Assistance Listing extension to identify one or more Federal award lines from that program. The first Federal program with an unknown three-digit extension is indicated with U01 for all award lines associated with that program, the second is U02, etc.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION DBA METROPLAN SCHEDULE OF FINDINGS AND QUESTIONED COSTS YEAR ENDED JUNE 30, 2022

Summary of Auditor's Results:

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

- Significant deficiency(ies) identified: No
- Material weakness(es) identified: No

Noncompliance material to financial statements noted: No

Federal Awards

Internal control over major programs:

- Significant deficiency(ies) identified: No
- Material weakness(es) identified: No

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with §200.516 of Uniform Guidance: No

Identification of major programs:

Assistance Listing Number	Name of Federal Program or Cluster
20.205	Highway Planning and Construction Cluster

Dollar threshold used to distinguish between Type A and Type B programs: \$750,000

Auditee qualified as low-risk auditee: No

Findings Related to Financial Statements Reported in Accordance with *Government Auditing Standards*: No

Findings and Questioned Costs Related to Federal Awards: No

Summary Schedule of Prior Audit Findings required to be reported: No



STAFF REPORT

REPORT DATE:	March 15, 2023
MEETING DATE:	April 6, 2023
TO:	Honorable Chair and Members of the Board and TAC
FROM:	Kate Morley, Interim Executive Director
SUBJECT:	Wildlife Corridors

1. Recommendation:

For information and discussion only.

2. Related Strategic Workplan Item

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

3. Background

Wildlife corridors are important considerations in transportation planning because of the potential for collisions and habitat fragmentation. Effective crossing structures for wildlife across busy roads typically require extensive fencing that forces them to use appropriately sized under or over-passes that are not used extensively by people. ADOT published the "Arizona Wildlife Linkages" report, which was a collaboration with the Arizona Game and Fish Department (AZGF) and others to identify key sections of state highways where wildlife would benefit from some crossing infrastructure. Shortly thereafter, AGFD created Coconino County-specific wildlife corridor maps in 2011.

Currently, ADOT and AGFD are collaborating on a preliminary site design for an I-40 wildlife overpass west of Parks. This is the number one site in the state due to the near-constant traffic on I40 that has disconnected several populations of wildlife. The second highest priority is I-17 south of Kachina Village for which the



design is still in the preliminary stages. Infrastructure dollars are being matched by state dollars to pay for the design. AZGF has also been engaged with the City regarding the JW Powell extension and possible wildlife crossing(s) to mitigate impacts.

4. TAC and Management Committee Discussion

This item was not presented to the TAC or Management Committee

5. Fiscal Impact

There is no fiscal impact.

6. Alternatives

None. This item is for discussion only.

7. Attachments

(Link) https://azdot.gov/business/environmental-planning/programs/wildlife-linkages



STAFF REPORT

REPORT DATE:	March 10, 2023
MEETING DATE:	April 6, 2023
TO:	Honorable Chair and Members of the Board and TAC
FROM:	Mandia Gonzales, Transportation Planner & David Wessel, Planning Manager
SUBJECT:	MetroPlan Staff Project Updates

1. Recommendation:

For information and discussion only.

2. Related Strategic Workplan Item

#7 Complete West Route 66 Planning Process

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

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

3. Background

WEST ROUTE 66 CORRIDOR MASTER PLAN

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

<u>History</u>

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



Tentative Project Schedule:

	DRAFT W.Route 66 Corridor Master Plan																								
	CY 2023 CY 2024 CY 2025								25																
		F	Y 20	23						FY 2	2024									F	Y 20	25			
Task	Task Title	Α	Μ	J	J	Α	S	0	Ν	D	J	F	М	Α	М	J	Т	Α	S	0	Ν	D	J	F	М
1	Project Initiation																								
2	Stakeholder and Public Outreach																								
3	Existing Conditions																								
4	Conduct Baseline Performance Assessment																								
5	Identify Potential Projects and Strategies																								
6	Select and Prioritize Solutions																								
7	Develop Draft Reports																								
8	Develop Final Reports																								
9	Board Review and Approval																								

Discussion Items:

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

Fiscal Impacts:

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

Next Steps:

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

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



SAFE STREETS AND ROADS (SS4A)

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

At a recent SS4A awards webinar, we were informed that we should not expect our grant to be executed and work performed in time for the next round of implementation grants (FY2023). Having the <u>Regional Transportation Safety Plan</u> (RTSP) will be a huge advantage while we continue to identify more or fine-grain projects for vulnerable users through the SS4A project in time for the following year's submittals (FY2024). The VRU Safety Plan will be integrated with the current RTSP and will more likely be tagged on towards the end of that effort to reduce redundancies. The RTSP is scheduled for completion in December 2023 and will produce an SS4A-compliant plan. This will enable MetroPlan partners to apply for future SS4A implementation grants for projects identified in the RTSP.

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

Fiscal Impacts:

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

Next Steps:

 MetroPlan staff are reviewing the submitted scope of work and grant agreement template. MetroPlan does have the ability to make minor changes to the scope before finalizing the agreement. Staff is considering ways in which our current work on the <u>Regional Transportation Safety Plan</u> can influence or enhance the Vulnerable Road Users' Action Safety Plan. It's our goal to eliminate any redundancy and to ensure a quality project specific to pedestrians and bicyclists is achieved. Staff has requested TAC members to review the scope and submit recommendations by April 7th.



REGIONAL TRANSPORTATION SAFETY PLAN (RTSP)

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

NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO) MEMBERSHIP

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

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

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

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

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

What's included in the membership:

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



• Grant opportunities

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



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

Fiscal Impacts:

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

4. Attachments

W. Route 66 Draft Scope

SS4A grant scope (As submitted with the grant application)

- (Link) Social Pinpoint | Interactive Mapping Tool
- (Link) NACTO membership brochure

	V	N. Route 66 Scope of Work [DRAFT] - UPDATED 2/27	
	Task	Responsibilities & Deliverables	Agency Roles
1	Project Initiation		
	Task objectives: To ensure clarity and consensus subsequently avoid – potential pitfalls to the pla	regarding project objectives, partner agency roles, and administrative functions (i.e., re inning process.	porting, invoicing, etc.). Also, to identify – and
1.1	MetroPlan to organize and administer a project kickoff meeting for regional partners	MetroPlan will lead an internal kick-off meeting with staff and partner agencies. MetroPlan will plan and conduct an external kick-off meeting with regional partners identified by the partner agencies and perform introductory interviews with key regional partners and community stakeholders (e.g., large employers, schools, etc.) in order to gain a better understanding of expectations for project management, communications, and potential sensitivities that may affect the planning process.	City of Flagstaff, Coconino County, Mountain Line, and ADOT: -Attend regional partner kickoff meeting, review interviewee list, and participate in interviews if needed.
1.2	Interview Key Regional Partners and Community Stakeholders	The internal and external kickoff meeting(s) will further define the vision, goals, and objectives of the Corridor Master Plan <u>Deliverables:</u> • Site visit by MetroPlan project manager and essential project support staff. • Internal kick-off meeting agenda and minutes • External kick-off meeting agenda and minutes. • Summary of interviews performed and key takeaways	
1.3	Gather Relevant data, policies, and plans for study area from partners	Finalize project scope and deliverables	
1.4	Finalize scope and schedule with Stakeholders/Project advisory committee (PAC)		
2	key decisions. Public input obtained through this	non-traditional stakeholders in the planning process by increasing public awareness, acc s effort will inform future project development and funding recommendations. The Metr he recommendations therein are vetted within their respective agencies/organizations a adoption.	oPlan Technical Advisory Committee (TAC)
2.1	Organize and conduct a W. Route 66 Corridor Master Plan project advisory committee (PAC)	MetroPlan shall develop a list of regional stakeholders, organize the PAC meetings, agendas, provide written and oral project updates, facilitate discussions, and document stakeholder participation and input received. <u>Deliverables:</u> • Organize a PAC site visit (optional) • Project advisory committee meeting agendas. • Project updates to project advisory committee meetings and facilitate participation in the process. • Documentation of input received	City of Flagstaff, Coconino County, Mountain Line, and ADOT: - Provide agency representation to the PAC and regularly attend meetings - Recommend additional potential PAC members.
2.2	Develop a Public and Stakeholder Engagement Plan	 Documentation of input received MetroPlan shall develop a project website. This website will be the primary means for distributing information about the planning process. MetroPlan will lead the development of online tools used to collect public and stakeholder input, including: a community survey; a tool for reviewing and commenting on draft documents; and an interactive ArcGIS map or maps. MetroPlan will develop a project logo, graphics for presentations, social media, outreach events, etc. 	City of Flagstaff, Coconino County, Mountain Line, and ADOT: • Partners to review, and/or approve materials depending on capacity. • Support the effort by identifying community stakeholders, information gatekeepers, and other partners needed to ensure successful outreach.
2.3	Plan and administer an online public outreach campaign for the Corridor Plan (Website content and Social Media)	MetroPlan shall prepare press releases, social media posts, and email blasts that direct audiences to the website for project-related documents and opportunities to participate in planning and decision-making processes. The materials should avoid jargon and should explain complex concepts and materials in a way that is easy to understand. The Flagstaff Region is home to a myriad of community-based organizations (CBOs) that represent a wide spectrum of residents. MetroPlan will identify and Dartner with multiple local CBOs in the outreach effort. to help leverage their ability to	

		communicate with their respective audiences.	
		MetroPlan will identify the Title VI Communities for targeted outreach.	
		Metro Dian shall develop a community survey and other outroach	
		MetroPlan shall develop a community survey and other outreach	
		strategies that effectively engage disadvantaged communities. Strategies could include	
		direct outreach at locations along the corridor (e.g., mobile home parks, schools,	
		shopping centers, public health centers, etc.) information booths at regional events	
		(e.g., fairs, farmers 'markets, etc.), outreach on public transit routes on the corridor,	
2.4	Perform targeted outreach in adjacent Title VI	and other methods not necessarily listed here. These tools will be used to better	
	Communities	understand neighborhood-specific mobility barriers within the project area and identify	
1		corresponding services, programs, and infrastructure that may be used to overcome	
		these challenges.	
		Deliverables:	
		Project website content.	
		Project social media content and branding	
		Documentation of outreach efforts and materials.	
		Public notifications and documentation of their distribution.	
		Quantification/measurement of efficacy (e.g., number of exposures, etc.)	
			City of Flagstaff, Coconino County, Mountain
			Line, and ADOT:
			Review and comment on draft materials and
			provide support, if needed.
2.5	Plan and administer a public visioning event.	Need to define this further - budget, staff time, etc.	 Help promote this event to their
			respective staff, elected officials, and
			constituents.
			 Send representation to attend the
			event.
		After gathering information on existing conditions, public feedback, and the visioning	City of Flagstaff, Coconino County, Mountain
		event, MetroPlan in conjunction with partner agencies, will develop a mutually agreed-	Line, and ADOT:
		upon	Help define a set of mutually agreed upon
		document defining corridor goals, objectives, and performance measures to help	corridor goals, objectives, and
	Develop corridor goals, objectives, and	inform subsequent tasks.	performance measures in alignment with state,
2.6	Develop corridor goals, objectives, and performance measures.	This document should incorporate public input solicited in the previous sub-tasks and	regional, and local goals.
	performance measures.	be in alignment with the state corridor plan process, state goals, regional goals, and	
		local goals.	
		Deliverables:	
		 Corridor goal and objective document 	
3	Gather Information on Existing Cond	itions	
	Task Objective & Future Application: Corridor in	formation is collected and gathered to inform an understanding of the corridor context,	as well as current and
		ing that future conditions may vary depending on the planning choices made between no	
	task may occur simultaneously with Task 2 and	should inform how outreach is performed.	
			City of Flagstaff, Coconino County, Mountain
			Line, and ADOT:
		MetroPlan will collect information and produce a document describing	Provide any relevant and available materials
		the corridor's context, including (but not necessarily limited to):	materials.
		 Current context (population, employment, travel demand) 	 Review suggestions and provide feedback.
3.1	Collect information on corridor context	Future context (population, employment, travel demand) Future context (population, employment, travel demand)	ICCUDALK.
		Location, purpose, and users	
		Network and corridor designations	
		Issues of regional significance	
		The most current planning efforts and studies (local, regional, state, etc.)	
		Operational conditions in the corridor (bottlenecks, travel times,	
		demand and delay trends, etc.)	
		 Travel patterns (O-D, time-of-day, day of the week, different modes and 	
		mode choice in the corridor, trip purposes, socioeconomic characteristics, industry	
3.2	Literature review	concentrations, employment, etc.)	
		Community characteristics	
		oDemographics	
		oTitle VI/EJ communities	
	J	oEconomic Base	I

3.3	Identify and gather any additional data needs	 Land use and place types (current and future) Safety and Crash data Driveway and access assessment Street Grid Connectivity and Barriers Analysis Intersection and Traffic Signal Analysis Sidewalk/Bike lane inventory System characteristics (freeway/highway, arterial, transit stops and routes, freight, complete streets) Environmental scan Obrainage and flooding concerns along the corridor Sensitive habitats OHazardous materials sites OAir quality and noise OAreas susceptible to future changes in environmental conditions due to climate change (landslides, flooding, wildfire, etc.) – future climate change-related threats Climate change vulnerabilities Deliverables: Technical memo summarizing findings, outlining corridor description, basic system characteristics of the corridor and its unique elements within a larger national, State, and regional context. Construct an ArcGIS online tool with a geo database and shapefiles. 	
4	Conduct Baseline Performance Asses	sment	
4.1		-	
4.2	Preform arterial network performance measures	• Extreme weather • Special events • Major incidents	
4.3	Perform transit network performance assessment	The criteria used to perform assessments may vary depending on the goals, objectives, and measures agreed-upon in Task 2.6 and will be agreed upon by the corridor team. However, typical criteria may include (but not	
4.4	Perform freight assessment	necessarily be limited to): bottleneck location, delay, speed, productivity, peak hour excessive delay, travel time reliability, safety, pavement condition, transit ridership, transit service on-time percentage, transit service hours and frequency, number/type of transit-supportive	
4.5	Perform complete streets/Active transportation assessment	infrastructure in corridor, freight productivity, truck VMT, truck travel time reliability, container transfers, type/number of complete street features within corridor, gap analysis, active transportation travel demand, active transportation level of traffic stress, active transportation safety, first/last mile access to transit, and multimodal network connectivity.	
4.6	Perform Title VI/EJ assessment	Deliverables: • Technical memo summarizing findings, including baseline performance levels. • A map and supporting documents to help identify Title VI and EJ Communities	
4.7	Forecast Future performance	MetroPlan will use the Regional Travel Demand Model to identify the scale and scope of performance issues in the future if no action is taken or if only already approved investments move forward. <u>Deliverables:</u> • Technical memo summarizing findings	
4.8	Develop system profiles		City of Flagstaff, Coconino County, Mountain Line, and ADOT: • Review and advise.
5	Identify Potential Projects and Strate	gies	

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

8.1	Prepare final draft	MetroPlan shall integrate partner and public feedback in response to the public review draft report into a final draft to be presented to the TAC and Executive Board adoption. <u>Deliverables:</u> • Final report in PDF format and editable electronic format (e.g., Adobe InDesign, Microsoft Word, etc.) • Outreach materials explaining the final adopted plan, including a press release, social media content explaining elements of the plan, and material to be incorporated into the primary MetroPlan website once the	City of Flagstaff, Coconino County, Mountain Line, and ADOT: • Review, approve, and send to the MetroPlan TAC and Executive Board for review and approval.
9	Board Review and Approval	project website goes offline.	
	Task Objective & Future Application: Achieve fo Corridor Plan may be implemented.	rmal buy-in from the SRTA board and other governing bodies as appropriate so that the $\!\!\!\!$	SR 273 Multimodal
9.1	Present final draft to governing bodies of partner agencies.	MetroPlan shall verbally and visually summarize the W. Route 66 Corridor Plan process, findings, and recommendations at meetings of MetroPlan TAC and Executive Board. <u>Deliverables:</u> • Presentation materials	City of Flagstaff, Coconino County, Mountain Line, and ADOT: Review and approve plan for TAC and Ex. Board

FY22 SS4A Action Planning Grant Application

VULNERABLE ROAD-USERS (VRU) SAFETY PLAN:

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



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

Task	Description	Deliverables	Est. Cost
Task 1: Project Management & Coordination	Develop a Work Plan that outlines project deliverables, activities, and schedules in coordination with MetroPlan. The Work Plan should outline the roles and responsibilities to execute a comprehensive VRU plan including the consultant, MetroPlan, technical advisory committee, and methodologies to address/achieve the outputs identified in the various tasks. Scope of Work modifications is encouraged to enable flexibility and innovation while completing project goals.	 The final scope of work or work plan, including project schedule, and clearly defined roles for consultant and project team. Meeting agendas and detailed meeting notes for meetings with project sponsors, stakeholders, and public outreach, as appropriate. 	\$21,150
Task 2: Stakeholder and Public Engagement Plan	MetroPlan in collaboration with the consultant will develop an innovative stakeholder and community outreach plan to ensure it satisfies the intent of SS4A, Title VI of the Civil Rights Act of 1964 the Executive Order on Environmental Justice 12898 that includes underserved communities and address their needs, and Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities.	 Provide support and additional engagement materials such as presentation materials, maps, and social media content Provide technical support for virtual webinars, presentations, or open houses for the public, community organizations, TAC and/or executive councils. 	\$18,800
Task 3: Safe Systems Performance	Perform a comprehensive examination in the context of the Federal Highways Administration <i>Safe Systems Approach</i> of the current state of transportation safety for pedestrians and	The Final Report will include safety performance of roadways, multi-modal crash trends and crash rates, and an assessment of crash patterns with Title VI/underserved populations.	\$30,550

	bicyclists.		
	 Safety performance of functionally classified roads Regional multi-modal trends of crashes, crash rates Assessment of crash patterns within Title VI populations 		
Task 4: Identify Safety Emphasis Areas	 Identify emphasis areas based (engineering, education, and enforcement) on crash history and trends using a minimum of 5 years of complete data (2017-2021) from appropriate sources. Analysis of existing conditions and historical trends to baseline the level of crashes Analysis of crash locations, severities, contributing factors, and behaviors Analysis of systemic and specific safety needs Geospatial identification of high-risk locations Identify public education campaigns and programs 	The Final Report will include a summary of analyses used and the analysis results, along with identification of safety emphasis areas and geospatial identification of crash data and higher-risk locations.	\$14,100
Task 5: Policy Development, Identification of Strategies & Network Screening Methodologies, Prioritization of Safety Needs	The consultant will work with partner agencies to identify recommended goals, policies, and strategies. This includes developing an approach to incorporate "Vision Zero" and "Complete Streets" into local planning documents and safety features in local projects listed in the Transportation Improvement Program (TIP), and facilitating the introduction of Road Safety Assessments during project design. Apply network screening methodologies for ranking and prioritizing high-risk locations with a focus on methods that will (1) facilitate regional scale spatial analysis and evaluation; (2) enable partner agencies to apply equity-based scoring criteria per the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan requirements; (3) enable partner agency capabilities to facilitate location-specific and community-specific spatial analyses and evaluations; and (4) develop a Vulnerable Users Roadway safety data and analysis improvement plan.	The Final Report will include an assessment of current policies, plans, and guidelines for the inclusion of safety elements. The Final Report will also include recommended goals, policies, and strategies along with guidance on how they can be incorporated into regional and local planning documents.	\$25,850

	It is anticipated that partner agencies within our jurisdiction may adopt and use these policies beyond this project.		
Task 6: Identify and Analyze Available Resources	Review of current programs, staffing, and funding resources available for transportation safety planning and implementation at the local, state, and federal levels. Identification of opportunities for improvements such as a streamlined safety funding process and collaboration that could lead to improved effectiveness of safety analysis, project development, and implementation by partner agencies.	The Final Report will include an analysis of available resources and opportunities at the local, state, and federal levels for safety funding and improved safety analysis, project development, and implementation.	\$14,100
Task 7: Implementation Plan	 The implementation plan shall be specific to the identified Emphasis Areas documenting the measurable objectives and performance measures for each emphasis area. MetroPlan and partner agencies will use the implementation plan to develop project implementation schedules. The following shall serve as an implementation plan framework: Incorporate information received from public engagement and stakeholders into the plan; Determine the data requirements for each performance measure; Identify a prioritized list of hot spots, along with roadway owner, required resources, and action steps for implementing the recommended countermeasure(s); Identify a process to track countermeasure and action step implementation; Provide guidance on how MetroPlan's partner agencies can incorporate safety projects and programs into their respective capital improvement programs (CIPs); Engage with ADOT District offices to encourage and support the development of safety projects and elements in statelevel planning and state and federal grant opportunities. 	The Final Report will provide clear direction to our partner agencies on how to bring about safety improvements through the inclusion of the Implementation Plan.	\$28,200

Taska O Dusiast		The Final Demonts will include merched lists of implementation	¢22.000
Task: 8 Project Identification, Justification, and Eligibility	Projects and strategies to address safety problems identified must include infrastructure, behavioral, and operational activities. An explanation of project prioritization criteria should also be provided.	The Final Report will include ranked lists of implementation projects. Implementation projects must include infrastructure, behavioral, and operational activities.	\$32,900
Task 9: Identify Performance Measures, Performance Evaluation Plan, & Equity Analysis	 Identify performance measures and develop a performance evaluation process/method to track and monitor the effectiveness of VRU safety programs and initiatives. Conduct an equity analysis of the plan, including the incorporation of equity-based scoring into the priority project ranking. Equity considerations include: The identification of underserved communities through data; Equity analysis shall be conducted in collaboration with appropriate partners; Equity analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies 	The Final Report will include an equity analysis of the plan with equity-based scoring of implementation projects.	\$23,500
Task 10: Final Plan	The Proposer will provide an Executive Summary and Final Report that will summarize all of the findings documented in the indicated Tasks. Information provided on each task shall be in non-technical language when possible and include the use of tables, graphs, and pictures. All public comments whether written or verbal shall be incorporated into the final report. A draft shall be provided to MetroPlan for review and comment before final production.	 Final Report document in electronic format Electronic copies of all project files in data useable format Maps and all relevant spatial data prepared for the Final Report. 	\$30,550

Task 11: Post- project data collection and reporting	 Establish a data and performance reporting systems for MetroPlan staff and partners. The framework should include but is not limited to: The costs of each eligible project and strategy carried out using the grant. The roadway safety outcomes and any additional benefits (e.g., increased walking, biking, or transit use without a commensurate increase in crashes, etc.) that each such project and strategy has generated, as— Identified in the grant application; and Measured by data, to the maximum extent practicable; and The lessons learned and any recommendations relating to future projects or strategies to prevent death and serious 	Establish a quarterly data and performance reporting system that can be conducted by MetroPlan staff and meets the USDOT Public Access Plan.	\$12,000
	injury on roads and streets.	Project's Estimated Total	\$251,700.00



STAFF REPORT

REPORT DATE:	March 15, 2023
MEETING DATE:	April 6, 2023
TO:	Honorable Chair and Members of the Board and TAC
FROM:	Kate Morley, Interim Executive Director
SUBJECT:	Happening at Metroplan

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

- 1. Dave celebrates 26 years of service to the MPO and region on April 1. Accomplishments are too numerous to list but include the East 66/ Country Club connection, growth of the FUTS system, and multiple RTP and regional plans leading to the passage of initiatives like 419/ 420.
- ADOT is seeking feedback on rest stops. The Parks (I-40W) and Christensen (I-17) stops are priorities with a focus on truck parking. There are several rest stops in or adjacent to the region which is important to economic development and quality of life. We are working with ADOT to include them in priorities.
- 3. MetroPlan is taking a larger role in Bike Month. We will host a table at Earth Day (April 22nd at Bushmaster Park) advertising the event and engaging the public in planning activities. We hope to see you at the activities in May.
- 4. MetroPlan is on social media! Please follow us!
 - a. Facebook: @MetroPlanFlagstaff
 - b. Instagram: <u>@metroplanflag</u>
- 5. We are beginning to draft our budget and work plan for the year. If there are items you are hoping we can assist you with in the next fiscal year, please let us know.



- 6. Staff reviewed and provided feedback to the City on their AZ SMART Fund application. An award of AZ SMART Fund money could reduce the cash match needed for the Downtown Mile. Staff are also coordinating with the County on options for them to also benefit from the AZ SMART Fund
- 7. MetroPlan hosted a VMT model and calculator workshop on March 29. This new tool will help the region make progress toward carbon neutrality goals.
- Mandia is continuing her membership as an International Association of Public Participation (IAP2) member. IAP2 offers best practices, resources, and workshops that continue to improve MetroPlan's knowledge and strategies for conducting meaningful public engagement and outreach. This is a benefit to our projects, the region, and our partners.
- We have opened a part-time Clerk of the Board and Administrative Assistant in lieu of rehiring a Business Manager. Please send any potential candidates our way. The position will have benefits so it is a great opportunity for the right candidate. Application closes April 17, 2023. Learn more at <u>https://www.metroplanflg.org/jobs</u>
- 10. The **MetroPlan Advance will be May 24, 1:00 4:00 pm.** The advance will be held at the Flagstaff Public Works Building located at 3200 W Rte 66, Flagstaff, AZ 86001. Please mark your calendars if you have not already.



Strategic Workplan June 30, 2022 to December 31, 2023

Vision:

To create the finest transportation system in the country.

Mission:

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

Guiding Principles

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

5 Year Horizon:

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

Measurable Objectives – ADOPTED 6/2/22

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



Medium

Confidence or Probability Level:

High 🤟



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

	Annual Funding												
								Eligible Us	jes				
Source	Program	Abbrevia tion	Amount	Staff	Overhead	Planning / Data	Construction	Match	Eligible Activity				
FHWA - ADOT	Metropolitan Planning	PL	\$110,000	\star	\star	\star			Multimodal planning and programming				
	State Planning & Research	SPR	\$125,000	\star	\star	\star							
FHWA- ADOT	Carbon Reduction Program	CRP	\$164,000	\star	\star	\star	\star						
	Surface Transportation Block Grant	STBG	\$4 30,500	*	*	*	\star						
	Metropolitan & Statewide Planning	5305	\$36,000	\star	\star	\star							
Local	General Funds	Local	\$27,500	\star	\star	\star	\star	\star					

					In-State C	ompetitive	Grants			
							E	ligible Uses		NOFO*
Source	Program	Abbrevia tion	Range Amount	Staff	Overhead	Planning / Data	Construction	Match	Eligible Activity	Est. date
FHWA- ADOT	<u>Highway Safety</u> Improvement Program	HSIP	Non- Infrastructure (MIN.) \$100,000				*	90/10 Up to 100% if project	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	<u>Transportation</u> Alternative Program	ТАР	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			\bigstar				
ADOT	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000			\bigstar	*		Roads, bridges, trails, transit systems and other facilities that improve multimodal transportation.	2025
AZ State Parks	<u>Competitive OHV Grant</u>		\$10,000 - \$750,000			*	*	- no match Fed. Funded -	Various grant types - wayfinding, law enforcement, emergency and mitigation, development and/or maintenance of trails.	June

	<u>Heritage Fund – Non-</u> <u>Motorized Trails Grant</u>		\$5,000 - \$100,000		*	75/25	Trail projects, outdoor environmental education programs, local, regional, and state parks, as well as historic preservation projects.	July
	<u>Recreational Trails</u> Program - Non- <u>Motorized</u>	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	<u>Railway Highway</u> <u>Crossings Program</u>	RHCP	TBD			100%	Eliminate hazards at crossings, decrease fatalities, protective devices, signage	

				In	-State Part	nership O	pportunity			
							E	ligible Uses		NOFO*
Source	Program	Abbrevia tion	Range Amount	Staff	Overhead	Planning	Construction	Match	Eligible Activity	Est. date
	Surface Transportation Block Grant	STBG	Varies (Formula based)						Bridges, public roads, and transit capital projects.	Dec. 2022
	Carbon Reduction Program	CRP	Varies (Formula based)						Pransportation projects or programs that reduce congestion and improve air quality. CMAQ funding can be used for both capital and operating expenses.	
	Safe Routes to School Program	SRTS	Varies (Formula based)							
	<u>National Electric Vehicle</u> Infrastructure Formula Program	NEVI	Varies (Formula based)					80/20	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.	

					National C	ompetitiv	e Grants			
							El	igible Uses		NOFO*
Source	Program	Abbrevia tion	Range Amount	Staff	Overhea d		Construction	Match	Eligible Activity	Est. date
USDOT	<u>Rebuilding American</u> 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	<u>Multimodal Projects</u> <u>Discretionary Fund:</u> <u>MEGA, INFRA, Rural</u> <u>Surface</u>	MPDG: INFRA, MEGA, Rural Surface				*	*		A single application is eligible for INFRA, MEGA, and Rural Surface Transportation Grants.	
USDOT	Infrastructure for <u>Rebuilding America</u>	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.	

				National Competitive Grants	
				Eligible Uses	NOFO*
USDOT	<u>Mega Grant</u>	MEGA	No Min./Max.	60% grant cost share/80%Support large, complex projects that are difficult to fund by other means and likely to generate national or 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	<u>Rural Surface</u> <u>Transportation Grant</u> <u>Program</u>		\$25,000,000 max (no min.)	60% grant cost Highway, bridge, or tunnel projects share/80% that meet HPP or STBG projects Fed. Share (Max.)	
FHWA	<u>Advanced</u> <u>Transportation and</u> <u>Congestion</u> <u>Management</u> <u>Technologies</u> <u>Deployment</u>	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	<u>Consolidated Rail</u> 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	<u>All Stations Accessibility</u> <u>Program</u>	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	<u>Bridge Investment</u> <u>Program</u>		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.

				National Competitive Grants	
				Eligible Uses	NOFO*
FTA	<u>Pilot Program for</u> <u>Transit Oriented</u> <u>Development (Planning)</u>		\$250,000 (min.)	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	<u>Safe Streets and Roads</u> for All	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO) Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)	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. 80/20	June
USDOT	<u>Reconnecting</u> <u>Communities Pilot</u> <u>Program</u>		Planning: Up to \$2,000,000 Capital projects: Up to \$5,000,000	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.	Innovative capital projects for the transportation disadvantaged that improve the coordination of non- emergency medical transportation 80/20 services.	Oct.
FTA	Mobility for All		TBD	employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation 80/20 etc.	Oct.
	Healthy Streets Program		TBD	supports expanding tree coverage, reductions in urban heat islands, and porous pavement installation in flood- 80/20 prone areas	

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

	Finance, Loans, Other											
					Eligible Uses							
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-F	ederal Gra	ants			
							El	igible Uses		NOFO*
Source	Program	Abbrevia tion	Range Amount	Staff	Overhea d		Construction	Match	Eligible Activity	Est. date
Private	<u>AARP Livable</u> <u>Communities Grant</u>		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	<u>American Trails - Trail</u> <u>Fund</u>		\$2,000 - \$15,000					20/80		Feb.
Private	<u>Bloomberg</u> Philanthropies		Up to \$25,000						Asphalt Art Initiative Grant	April
Private	<u>People for Bikes – Big</u> 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 Ap	oplicants					
Source	Program	Abbrevia tion	Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU			
FHWA - ADOT	Metropolitan Planning	PL	\$110,000	\checkmark								
FHWA - ADOT	State Planning & Research	SPR	\$ 125,000	~								
FHWA - ADOT	Surface Transportation Block Grant	STBG	\$430,500	~	>	~	~	\checkmark	>			
FTA	Metropolitan & Statewide Planning	5305	\$36,000	~								
Local	General Funds	Local	\$27,500	~								

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

	In-State Partnership Opportunity										
						Eligible Ap	oplicants				
Source	Program	Abbrevia tion	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU		
FHWA - ADOT	Surface Transportation Block Grant	STBG	Varies (Formula based)	~	~	~	~	~	~		
FHWA - ADOT	Carbon Reduction Program		Varies (Formula based)	~							
FHWA - ADOT	<u>Safe Routes to School</u> <u>Program</u>	SRTS	Varies (Formula based)								
FHWA - ADOT	National Electric Vehicle Infrastructure Formula Program	NEVI	Varies (Formula based)								

			National (Competitive G	rants				
						Eligible Ap	oplicants		
Source	Program	Abbrevia tion	Range Amount	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	<u>Multimodal Projects</u> <u>Discretionary Fund:</u> <u>MEGA, INFRA, Rural</u> <u>Surface</u>	MPDG: INFRA, MEGA, Rural Surface				See informa	tion below		
USDOT	Infrastructure for <u>Rebuilding America</u>	INFRA	\$5,000,000- \$25,000,000		~	~	~	~	
USDOT	<u>Mega Grant</u>	MEGA	No Min./Max.	~	>	>	~	~	
USDOT	<u>Rural Surface</u> <u>Transportation Grant</u> <u>Program</u>		\$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	>	\checkmark	\checkmark		\checkmark	
USDOT	<u>Strengthen Mobility and</u> <u>Revolutionizing</u> <u>Transportation</u>	SMART	TBD	~	~	~	~	~	
FTA	Pilot Program for Transit Oriented Development		TBD	~	~	~	~	~	
USDOT	Active Transportation Infrastructure Investment Program		TBD	~	~	~		~	
USDOT	<u>Safe Streets and Roads</u> for All	SS4A	Planning: \$200,000 - \$1,000,000 (\$5m - MPO) Capital projects: \$5,000,000 - \$30,000,000 (\$50m- MPO)	~	~	~	~		
USDOT	<u>Reconnecting</u> <u>Communities Pilot</u> <u>Program</u>		Planning: Up to \$2,000,000 Capital projects: Up do \$5,000,000	~	~	~		~	
FTA	Innovative Coordinated Access Grant		No Min./Max.		~	~	~		
FTA	Mobility for All		TBD		~	~	~		
USDOT	Healthy Streets Program		TBD						

			Financ	ce, Loans, Oth	er							
				Eligible Applicants								
Source	Program	Abbrevia tion	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 Grant	S							
						Eligible Ap	oplicants					
Source	Program	Abbrevia tion	Range Amount	MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU			
Private	<u>AARP Livable</u> <u>Communities Grant</u>		Average grant amount \$11,500 - no ceiling.	~	~	~	~					
Private/ CDC	America Walks Community Change Grants		Varies									
Private	<u>American Trails - Trail</u> <u>Fund</u>		\$2,000 - \$15,000	~	>	~	~					
Private	<u>Bloomberg</u> Philanthropies		Up to \$25,000									
Private	<u>People for Bikes – Big</u> Jump Grant		Up to \$10,000	\checkmark	~	\checkmark	~	\checkmark	~			