



AGENDA

Technical Advisory Committee

1:30 PM – 3:30 PM
SEPTEMBER 30, 2026

Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click here to join the meeting](#)

Meeting ID: 252 791 975 995 0

Passcode: V8gu6Dz2

In-Person Location

Downtown Connection Center
216 W Phoenix Ave, Flagstaff, AZ 86001

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

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

TECHNICAL ADVOSIR COMMITTEE MEMBERS

- ☐ Nate Reisner, Coconino County Engineer, Chair
- ☐ Paul Mood, City of Flagstaff Engineer, Vice-Chair
- ☐ Anne Dunno, Mountain Line Capital Development Manager
- ☐ Michelle McNulty, City of Flagstaff Planning Director
- ☐ Jeff Bauman, City of Flagstaff Transportation Manager
- ☐ Jess McNeely, Coconino County Community Development Assistant Director
- ☐ Ruth Garcia, ADOT Regional Planning
- ☐ Victoria Nill, ADOT Northcentral Assistant District Engineer
- ☐ Kimberly Utey, Federal Highway Administration
- ☐ Rafael Rivera, Northern Arizona University
- ☐ Stephanie Santana, City of Flagstaff Senior Transportation Engineer (*Alternate for JBauman*)
- ☐ Jennifer Hobert, ADOT Regional Planning Section Manager (*Alternate for RGarcia*)
- ☐ Ryan Wolff, ADOT Transportation Engineer (*Alternate for ADOT Assistant District Engineer*)
- ☐ Charlie Wilson, Coconino County Lead Design Engineer (*Alternate for NReisner*)

METROPLAN STAFF

- ☐ Kate Morley, Executive Director
- ☐ David Wessel, Planning Manager
- ☐ Tami Suchowiejko, Administrative Director
- ☐ Kim Austin, Transportation Demand Management Planner
- ☐ Ava Elia, Montoya Fellow
- ☐ Brendan Smith, AmeriCorp Member

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER
2. WELCOME NEW TAC MEMBER

Rafael “Rafy” Rivera, Assistant Director, Transportation, Northern Arizona University

3. ROLL CALL
4. PUBLIC COMMENT

At this time, any member of the public may address the Technical Advisory Committee (TAC) on any subject within their jurisdiction that is not scheduled before the TAC on that day. Due to Open Meeting Laws, the TAC cannot discuss or act on items presented during this portion of the agenda. To address the TAC 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. Individuals are limited to three (3) minutes to give their comments. Members of the public who wish to make a comment are asked to raise their hand to be recognized.

5. APPROVAL OF MINUTES

TAC Regular Meeting Minutes of May 27, 2026 (Pages 5-11)

B. CONSENT AGENDA

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

C. REPORTS

Reports are provided to the Technical Advisory Committee for information only. There is no presentation or discussion unless a member of the TAC requests to separate an item for discussion.

KEY PERFORMANCE INDICATORS (KPIs) FY26 QUARTER 4 REPORT (Pages 12-24)

FY26 QUARTER 4 FINANCIAL REPORT (Pages 25-27)

D. ACTION ITEMS

1. CONSIDERATION AND POSSIBLE ACTION REGARDING LEGISLATIVE AGENDA (Pages 28-32)

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: The TAC recommend the Board adopt the proposed legislative agenda.

2. CONSIDERATION AND POSSIBLE ACTION REGARDING ELECTION OF CHAIR AND VICE-CHAIR FOR TECHNICAL ADVISORY COMMITTEE (Pages 33-34)

MetroPlan Staff: Tami Suchowiejko, Administrative Director

Recommendation: Staff recommend the TAC elect a Chair and Vice-Chair for the term January 1, 2027 to December 31, 2027.

E. DISCUSSION ITEMS

1. SAFER PEOPLE MICROMOBILITY CAMPAIGN (Pages 35-36)

MetroPlan Staff: Kim Austin, Transportation Demand Management Planner

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

2. ARIZONA DEPARTMENT OF TRANSPORTATION LIGHTING STANDARDS UPDATE (Pages 37-38)

MetroPlan Staff: Kate Morley, Executive Director

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

3. SAFE STREETS MASTER PLAN UPDATE (Pages 39-41)

MetroPlan Staff: David Wessel, Planning Manager

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

4. METROPLAN CONNECT PROJECT PRIORITIZATION PROJECT (Pages 42-43)

MetroPlan Staff: David Wessel, Planning Manager

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

5. SAFE ROUTES TO SCHOOL NORTHEAST AREA SCHOOLS UPDATE (Pages 44-45)

MetroPlan Staff: Kim Austin, Transportation Demand Management Planner

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

6. METROPLAN PUBLIC DATA PORTAL (Pages 46-47)

MetroPlan Staff: Ava Elia, Montoya Fellow

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

MetroPlan Staff: Kate Morley, Executive Director

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

F. CLOSING BUSINESS

1. ITEMS FROM THE COMMITTEE

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

2. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE MEETING

Wednesday, January 27, 2027 – Regular TAC Meeting 1:30pm – 3:30pm

Thursday, February 11, 2027 – Annual Strategic Advance 9:00am – 12:00pm

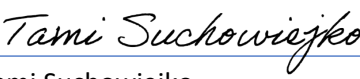
3. ADJOURN

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted in the lobby of the Downtown Connection Center, located at 216 W Phoenix Avenue and at www.metroplanflg.org on September 22, 2026, at 2:15 p.m.

Dated this 22nd day of September 2026.



Tami Suchowiejko
Business Manager



MEETING MINUTES

Technical Advisory Committee

2:00 – 4:00 PM

MAY 27, 2026

Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click here to join the meeting](#)

Meeting ID: 264 185 101 689 869

Passcode: qd9zX7X8

In-Person Location

(NOTE: Location Change)

Flagstaff City Hall

211 W Aspen Ave, Flagstaff, AZ 86001

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- ☐ Michelle McNulty, City of Flagstaff Planning Director
- ☒ Jeff Bauman, City of Flagstaff Transportation Manager
- ☒ Jess McNeely, Coconino County Community Development Assistant Director, *Departed at 3:00pm*
- ☒ Ruth Garcia, ADOT Regional Planning, *Departed at 3:00pm*
- ☒ Victoria Nill, ADOT Northcentral Assistant District Engineer
- ☐ Kimberly Utey, Federal Highway Administration
- ☐ Stephanie Santana, City of Flagstaff Senior Transportation Engineer (*Alternate for JBauman*)
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- ☒ Charlie Wilson, Coconino County Lead Design Engineer (*Alternate for NReisner*)
- ☐ VACANT, Northern Arizona University

METROPLAN STAFF

- ☒ Kate Morley, Executive Director
- ☒ David Wessel, Planning Manager
- ☒ Tami Suchowiejko, Business Manager
- ☒ Mandia Gonzales, Transportation Planner
- ☒ Kim Austin, Transportation Demand Management Planner
- ☐ Hailey Bishop, Transportation Education AmeriCorps Member
- ☒ Ava Elia, Montoya Fellow

Also present: Ty Hutton, Coconino County Right of Way Agent; Allison Shinn, CivTech

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER

Chair Reisner called the meeting to order at 2:05 p.m.

2. ROLL CALL

See above.

3. PUBLIC COMMENT

There were no comments from the public.

4. APPROVAL OF MINUTES

Technical Advisory Committee Regular Meeting Minutes of April 22, 2026

Member Bauman made a motion to approve the minutes for the TAC meeting of April 22, 2026. Member Mood seconded the motion. The motion passed unanimously.

B. CONSENT AGENDA

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

1. RECOMMEND EXECUTIVE BOARD ADOPT FY2027 TITLE VI IMPLEMENTATION PLAN

Member Nill made a motion to recommend the Board adopt the FY2027 Title VI Implementation Plan. Member Mood seconded the motion. The motion passed unanimously.

C. ACTION ITEMS

1. CONSIDERATION AND POSSIBLE ACTION REGARDING FY2027 BUDGET

MetroPlan Staff: Tami Suchowiejko, Business Manager

Recommendation: The TAC recommends the Executive Board adopt the FY2027 budget as presented.

Business Manager Suchowiejko presented information that there have been no changes to the draft budget presented to the TAC at the April 22, 2026, meeting.

TAC Discussion: There was no discussion by the TAC.

Public Comment: There were no comments from the public.

Member Dunno made a motion to recommend the Executive Board adopt the FY27 budget as presented. Member Mood seconded the motion. The motion passed unanimously.

2. CONSIDERATION AND POSSIBLE ACTION REGARDING UPDATE TO
FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: The TAC recommends the Executive Board adopt the update to the FY2026 and FY2027 Unified Planning Work Program (UPWP).

Executive Director Morley provided information about the update to the Unified Planning Work Program (UPWP). The UPWP budget was updated to match the FY2027 draft budget. Also included is information that NAU has joined as voting members on the Board and TAC, as well the potential purchase of bike racks with Carbon Reduction Program funds.

TAC Discussion: There was no discussion by the TAC.

Public Comment: There were no comments from the public.

Member Bauman made a motion to recommend the Executive Board adopt the update to the FY2026 and FY2027 Unified Planning Work Program. Member Dunno seconded the motion. The motion passed unanimously.

3. CONSIDERATION AND POSSIBLE ACTION REGARDING FY2027
GREATER ARIZONA FUNDING INITIATIVES - RURAL
TRANSPORTATION ADVOCACY COUNCIL (RTAC) BILL REGIONAL
PROJECTS

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: The TAC recommends the Executive Board adopt US180 Corridor Improvements and West Route 66 for the FY2027 RTAC Bill projects.

TAC Discussion:

Chair Reisner asked if there was any feedback from the legislators on how they feel about these two projects. Executive Director Morley commented that the consistent message we hear from the legislators is that they also agree that there needs to be more funding for transportation, and these are good projects that they would like to be able to move forward, but it comes down to the budgetary piece. There has never been any opposition to these projects, the only response has been that there is no money.

Public Comment: There were no comments from the public.

Member Nill made a motion to recommend the Executive Board adopt US180 Corridor Improvements and West Route 66 for the FY2027 RTAC Bill projects. Member Bauman seconded the motion. The motion passed unanimously.

4. CONSIDERATION AND POSSIBLE ACTION REGARDING FISCAL YEAR 2027-2031 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

MetroPlan Staff: Mandia Gonzales, Transportation Planner

Recommendation: The TAC recommends the Executive Board adopt the Fiscal Year 2027-2031 Transportation Improvement Program (TIP).

Transportation Planner Gonzales presented the updated 2027-2031 Transportation Improvement Program.

TAC Discussion: There was no discussion by the TAC.

Public Comment: There were no comments from the public.

Member Mood made a motion to recommend the Executive Board adopt Fiscal Year 2027-2031 Transportation Improvement Program (TIP). Member Dunno seconded the motion. The motion passed unanimously.

D. DISCUSSION ITEMS

1. ANNUAL TRANSPORTATION SAFETY GROUP MEETING

MetroPlan Staff: Mandia Gonzales, Transportation Planner

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

The Technical Advisory Committee (TAC) serves as the Transportation Safety Group (TSG), identified in the Vulnerable Road Users Safety Action Plan. The Transportation Safety Group will convene annually to discuss regional crash trends, MetroPlan's Vision Zero goal monitoring, and multidisciplinary collaboration that services as a forum for transportation safety by bringing together local engineers, planners, and transit agencies.

Transportation Planner Gonzales presented the 2026 crash data report. The report is part of the MetroPlan's Vision Zero goal and is an accountability tool, as we work toward a 40% reduction in serious crashes by the year 2041. Ms. Gonzales reported that region experienced a total of 9,831 crashes resulting in 63 fatalities and 191 serious injuries. Overall, fatalities declined by 43%, and serious injuries increased by 15%. Flagstaff is well below the state average. Ms. Gonzales also presented information about the high injury network. The high injury network methodology identified 93.7 miles of roadway that represent only 3% of the region, but 70% of the fatal and serious crashes in the region. The screening identified segments of road, as well as intersections, which are high risk.

TAC Discussion:

The TAC discussed the High Injury Network (HIN) locations on Empire Avenue. Member Dunno asked what type of crashes are occurring at this location. Chair Reisner and Member Bauman commented that the crashes on Empire Avenue include pedestrian crashes.

Chair Reisner commented that the County also prepares an HIN report and asked if the City also prepares an HIN report. Member Bauman confirmed that the City also prepares an HIN report. He commented that there is overlapping work being done.

Executive Director Morley asked if the City and County are mandated to prepare an HIN or is this a chosen effort. The response was that both are chosen efforts. Member Bauman commented that the City uses their HIN report to identify areas to be addressed and then implements changes to correct the issues.

Member Bauman asked about the timing of the report. He recommended shifting the report to September to include the most recent data which comes out in June. Executive Director Morley offered that the agenda for the May meeting allows for the most time for Crash Report discussion. We may want to consider additional time for the meeting in September to allow for discussion.

Member Mood asked if there are trends in locations for the serious injury crashes. Planner Gonzales explained that the HIN report identified the intersections that experience the most crashes.

Member Gonzales asked for updates from the partners on projects that include a safety component:

Butler Complete Streets – working on 60% design

Butler/4th Ave Intersection Improvements – working on 60% design on one segment, moving forward

Coconino Roadway Safety Action Plan – In progress

Safe Streets Master Plan – In progress

Safety Performance 4th/Cedar Roundabout - complete

Safety Performance University/Beulah Roundabout – complete

Additional Projects

US89/Burris Traffic Signal – going to design in FY27

Lonetree Overpass – corridor complete this fall, start the overpass this fall

US89/Smokerise Traffic Signal Rebuild – contract awarded

West RT66/Woody Mountain Road Temporary Signal – to be completed in June

West RT66/Thompson/Railroad Spring/Northwestern – traffic signal warrant & safety analysis

First Mile/Last Mile – 8 new pedestrian crossings completed this fall

Huntington/Grant – recommended new signalized pedestrian crossing

Lake Mary Road/Crimson Road - County is installing a 42-stall parking lot

Chair Reisner commented that each organization has their own HIN, making it difficult to identify the priorities for each. He added that this may create issues for grant applications.

Chair Reisner asked if MetroPlan would consider using the top three locations from the City County and ADOT, rather than developing a MetroPlan HIN. This way the agencies can refer to their top priorities when making grant application and will not conflict with the MetroPlan HIN. Planner Gonzales said that we can continue the conversation about the methodology used for HIN reporting.

Public Comment: There were no comments from the public.

2. METROPLAN CONNECT PROJECT PRIORITIZATION UPDATE

MetroPlan Staff: David Wessel, Transportation Planning Manager

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

Transportation Planning Manager Wessel introduced Vamshi Yelisetty from Kittelson to present information about the prioritization project. Mr. Yelisetty shared the proposed scoring criteria and weighting for the Connect tool.

TAC Discussion:

Member Dunno requested that the criteria be emailed to the members of the TAC. She also asked how the criteria for active transportation projects vary from roadway projects. Mr. Yelisetty shared that the sub criteria for active transportation are different and include more safety criteria.

Chair Reiner commented that he liked the separation of roadway and active transportation projects because there are specific requirements for active transportation versus roadway projects.

Executive Director Morley offered that the prioritization tool will allow you to filter projects in many ways.

Transportation Planning Manager Wessel added that the tool will include many filters, as well as numerous project components allowing search by geography and project type.

Public Comment: There were no comments from the public.

3. SAFE STREETS MASTER PLAN SAFE SYSTEMS APPROACH

MetroPlan Staff: David Wessel, Transportation Planning Manager

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

Transportation Planning Manager Wessel presented an update on the Safe Streets Master Plan. He described the Safe System Approach, as well as the upcoming meetings for the project management team and technical working group.

TAC Discussion:

Member Mood commented that Kittelson presented the Safe Streets Master Plan overview to the City Council and it was well received.

Public Comment: There were no comments from the public.

4. SAFER PEOPLE SAFETY CAMPAIGN UPDATE

MetroPlan Staff: Kim Austin, Transportation Demand Management Planner

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

Transportation Demand Management Planner (TDM) Austin gave an update on the Safer People campaign. We are working with Mountain Mojo to develop educational materials on common crash types and increase micromobility safety awareness and update the website.

TAC Discussion:

Member Dunno asked about the new roundabout on Fourth Street and were there any

lessons learned that you would incorporate. TDM Planner Austin commented that the kids know how to use the roundabout better than some of the drivers. We will increase the messaging for drivers. Chair Reisner commented that when the roundabouts were installed in Sedona, when a driver was using the roundabout incorrectly, Sedona Police Department would pull them over and give them an instructional video to watch. Member Dunno commented that there are more roundabouts coming, so more education will be helpful.

Member Mood commented that the City is working on a request for qualifications from companies to provide micromobility service to the City.

Public Comment: There were no comments from the public.

5. HAPPENINGS AT METROPLAN

MetroPlan Staff: Kate Morley, Executive Director

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

Executive Director Morley reported on MetroPlan's recent activities and accomplishments.

TAC Discussion: There was no discussion by the TAC.

Public Comment: There were no comments from the public.

E. CLOSING BUSINESS

1. ITEMS FROM THE COMMITTEE

Chair Reisner reported that the County is updating the east Bellemont traffic interchange. They submitted the final change of access report to ADOT. After ADOT approves they will take it to FHWA, and then they can close out the report. They have requested congressional directed spending for final design on that traffic interchange. Both Senators Gallego and Kelly are supportive.

2. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE MEETING

Wednesday, September 23, 2026**, 1:30 p.m. – 3:30 p.m.
Downtown Connection Center, Ponderosa Room

** Following the May 27th meeting, the date for the next TAC meeting was changed to September 30, 2026, due to a conflict.

3. ADJOURN

Meeting adjourned at 3:39 p.m.

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.

STAFF REPORT

REPORT DATE: September 14, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Update on Key Performance Indicators

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

This item reports on the progress of all strategic work plan items.

3. BACKGROUND:

At its June 1, 2023, Board meeting, the Board adopted a Strategic Workplan that included key performance indicators (KPIs) to help measure progress on the goals and objectives that are shared with the Board quarterly. The Strategic Workplan and KPIs were updated at the May 7, 2026, Board meeting. This report provides KPIs through the fourth quarter (Q4) of FY2026.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the TAC nor Management Committee.

5. FISCAL IMPACT:

None. However key performance indicators can provide useful information on the effectiveness of programs and budget resources.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

KPI Report

MetroPlan

216 W Phoenix Avenue Flagstaff, AZ 86001

www.metroplanflg.org

Technical Advisory Committee Meeting, September 30, 2026

12



FY2026 Quarter 4

Key Performance Indicators (KPIs)

1

Maximize Funding for Transportation Projects and Programs

OBJECTIVES

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

KEY PERFORMANCE INDICATORS

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

VISION:

The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment

MISSION:

To facilitate improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding.

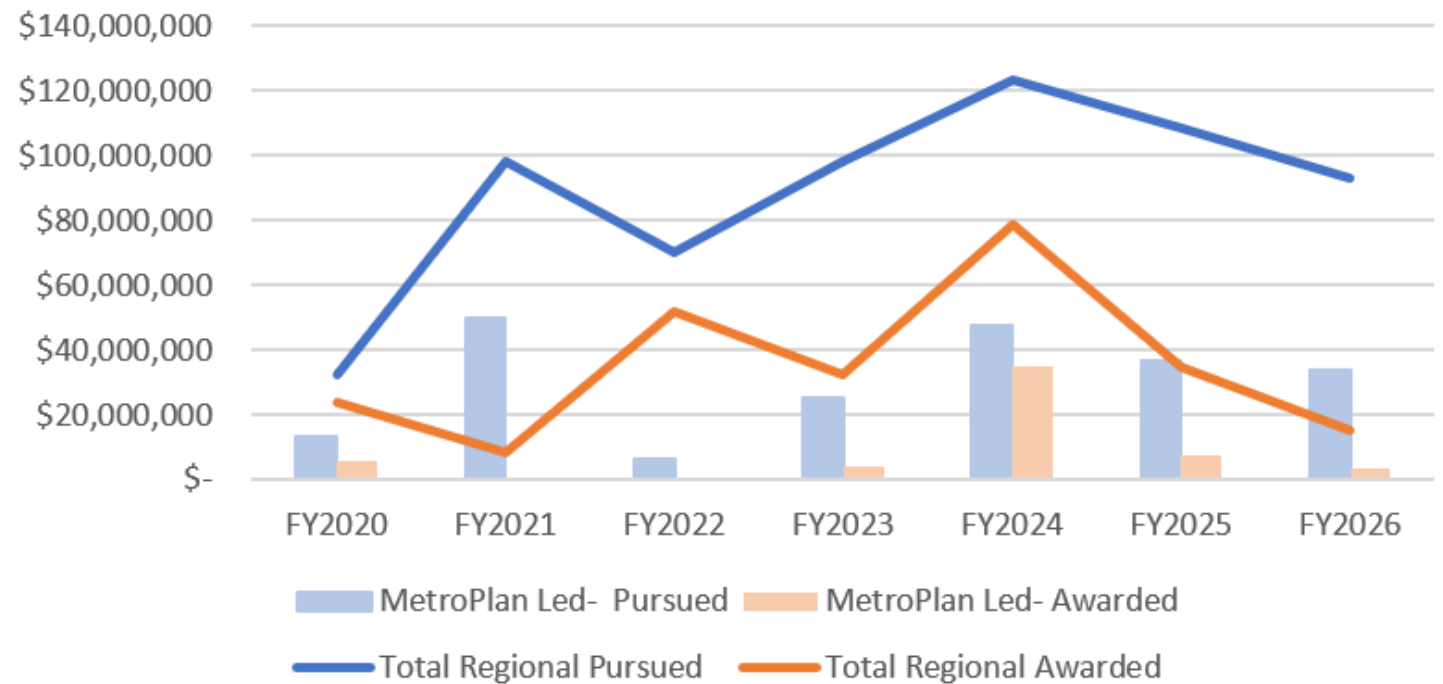
GOAL 1: MAXIMIZE FUNDING FOR TRANSPORTATION PROJECTS AND PROGRAMS

Total Pursued
\$92,749,886

Total Awarded
\$14,934,997

Grants Pursued: 19

Grants Awarded: 8





METROPLAN

GREATER ‡ FLAGSTAFF

GOAL 1: LEGISLATIVE AGENDA | AUDITS



FY26 Legislative Agenda & Workplan

- Adopted October 2025
 - ✓ Focus: AZ SMART + RTAC Bill; IJJA Reauthorization



Clean audits and reviews

- Independent Single Audit
 - ✓ FY25 complete

2

Deliver Plans that Meet Partner and Community Needs

OBJECTIVES

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



KEY PERFORMANCE INDICATORS

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

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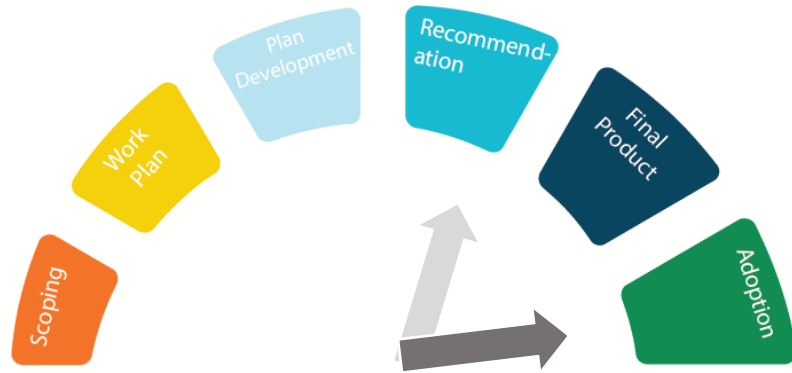
GOAL 2: DELIVER PLANS THAT MEET PARTNER AND COMMUNITY NEEDS

	Q1	Q2	Q3	Q4
 1. Involvement of stakeholders in scoping through final recommendations (Plans / Engagements)				
 2. Participant demographics reflect community demographics	N/A			N/A
 3. Number of new data sets collected and available on the website (year to date)	4 YTD	4 YTD	6 YTD	6 YTD
 4. Number of policies, projects, or other recommendations implemented	0	0	0	1

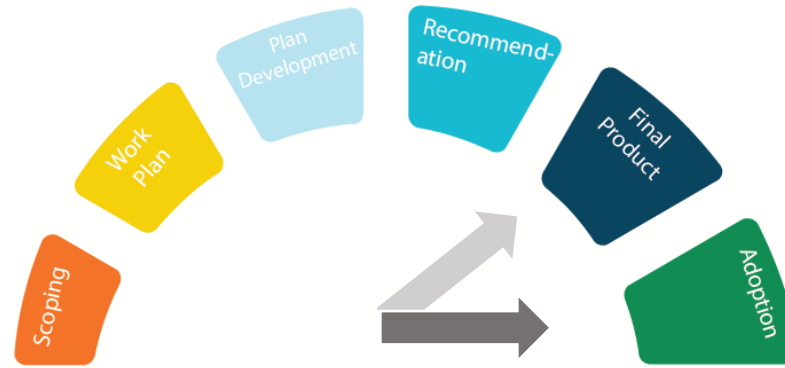


METROPLAN PLANNING DASHBOARD

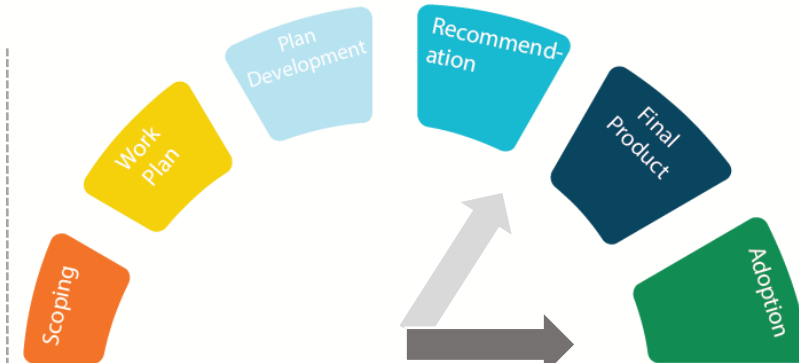
GREATER FLAGSTAFF



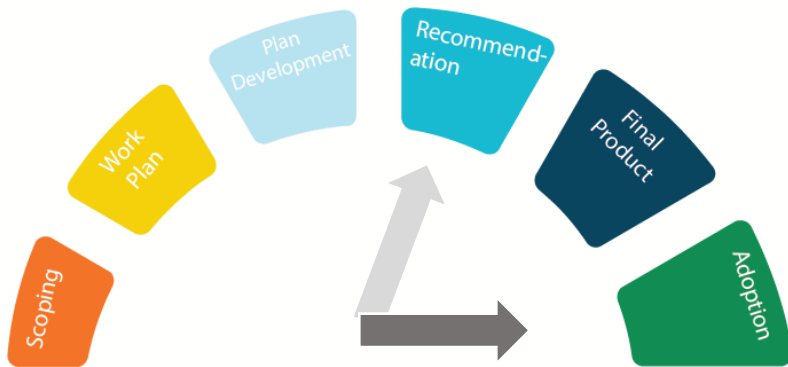
Creative Local Match
Whitepaper



W. Route 66
Operational Assessment



Vulnerable Road Users
Safety Plan



Safe Routes to School

Technical Advisory Committee Meeting, September 30, 2026



Safe Streets Master Plan

3

Build MetroPlan's Visibility in the Community

OBJECTIVES

- Objective 3.1:* Educate, inspire, and empower individuals in the planning process through creative education opportunities, public events, and demonstrations.
- Objective 3.2:* Expand MetroPlan's visibility through branding and marketing - social media, print, and digital materials.
- Objective 3.3:* Promote the value MetroPlan brings to the community.



KEY PERFORMANCE INDICATORS

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

VISION:

The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment

MISSION:

To facilitate improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding.

GOAL 3: BUILD METROPLAN'S VISIBILITY IN THE COMMUNITY

	Q1	Q2	Q3	Q4
 1. Number of public outreach events attended or organized	4	1	0	4
 2. Number of people/organizations interacted with quarterly	109	150	20	190
 3. Number of followers/ subscribers to social media and e-news sign-ups	824	135	138	98
 4. Number of people reached through other media such as direct mailers, poster distribution, etc.	1230	410	410	0



METROPLAN

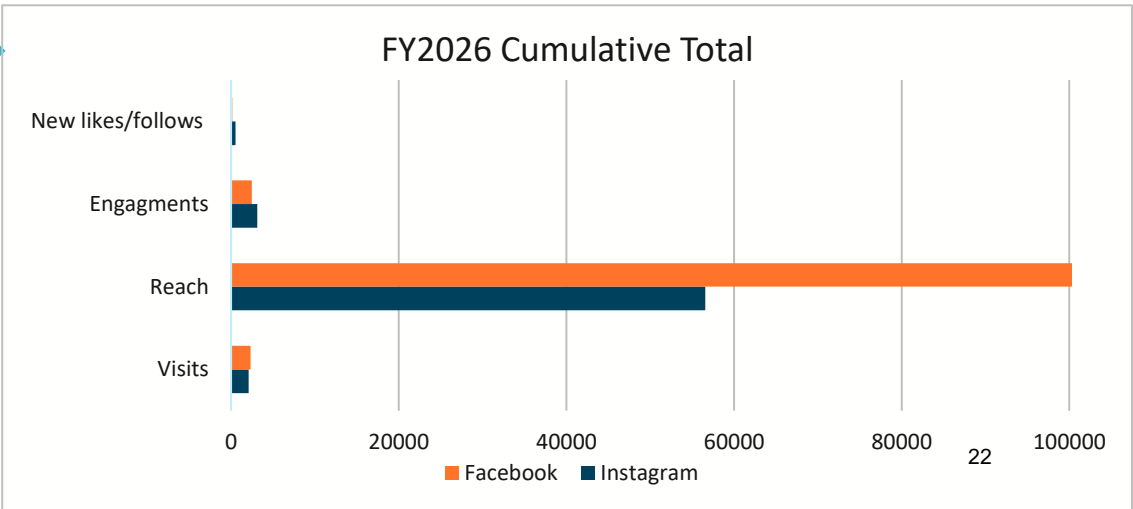
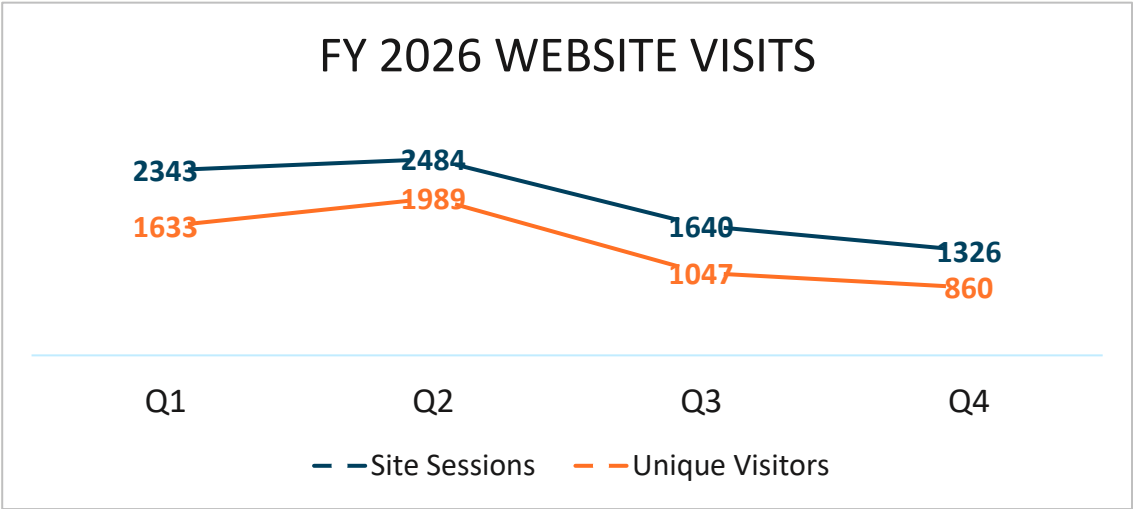
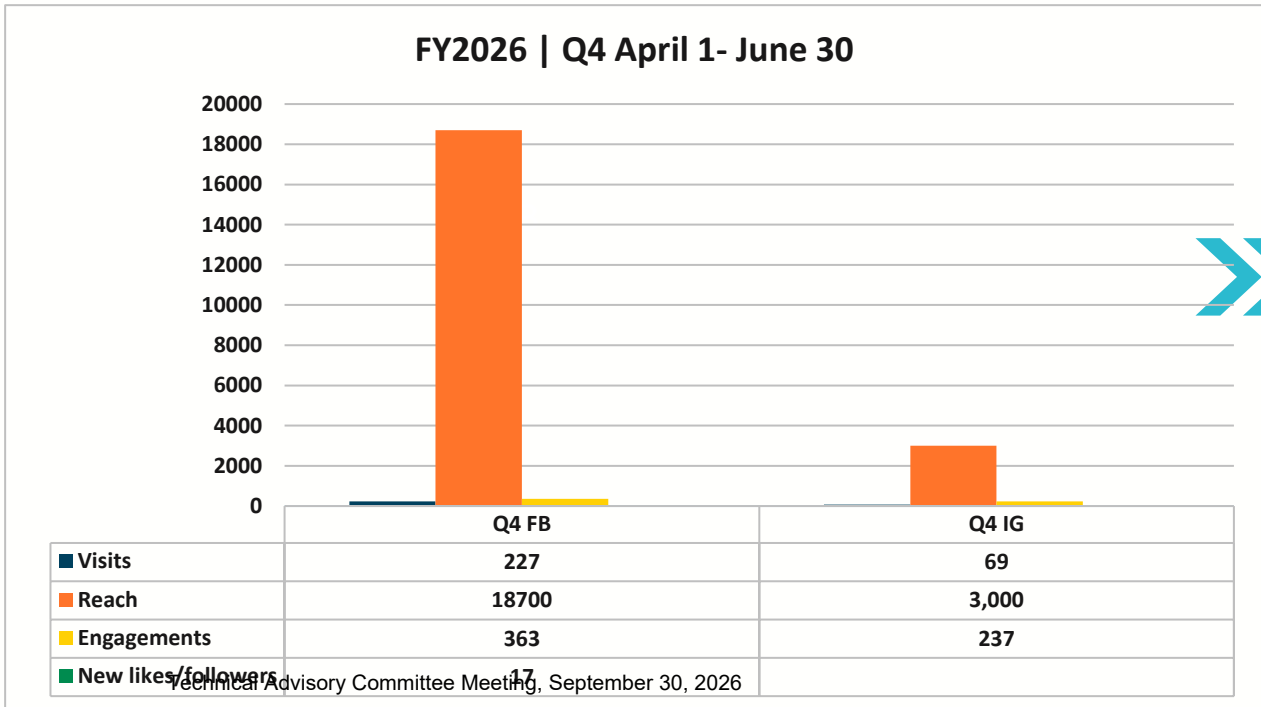
GREATER FLAGSTAFF

GOAL 3: BUILD METROPLAN'S VISIBILITY IN THE COMMUNITY



TOTAL OF SOCIAL MEDIA FOLLOWERS:

- ▶ Facebook 1014
- ▶ Instagram 945



4

Implement Programs that Encourage Mode Shift

OBJECTIVES

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

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

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



KEY PERFORMANCE INDICATORS

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

VISION:

The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment

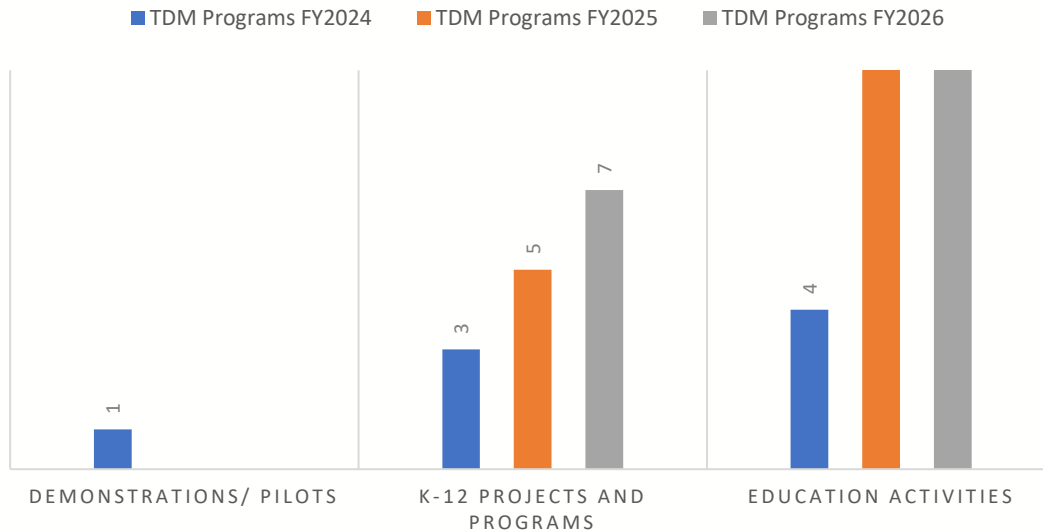
MISSION:

To facilitate improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding.

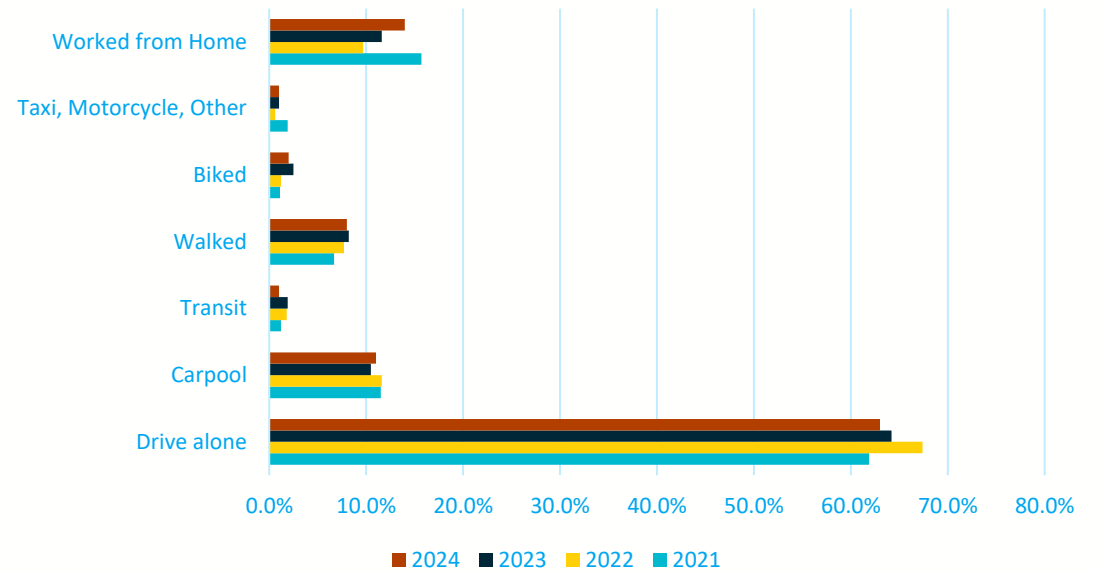
GOAL 4: IMPLEMENT PROGRAMS THAT ENCOURAGE MODE SHIFT



TDM PROGRAMS



Journey to Work Data-ACS 1 year estimate



Reduction in K-12 school traffic

- *SRTS infrastructure: execution phase of PM*
- *SRTS programming:*
 - *SRTS Programs Plan and toolkits are complete*
 - *SRTS conference Fall 2026*

STAFF REPORT

REPORT DATE: August 18, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Tami Suchowiejko, Business Manager

SUBJECT: FY2026 Quarter 4 Financial Report

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.4: Clean audits and reviews

3. BACKGROUND:

This report provides a fourth quarter (Q4) update for the FY2026 budget. The total expenses for FY2026, as of June 30, 2026, were \$1,893,073. This is 72% of the annual budget. As we look more deeply into budget categories, we see the following:

- Salary and Benefits: MetroPlan's annual budget is \$919,723 and as of Q4 total expenses were \$732,337, which is 80% of the annual budget. Savings were due to vacancies in positions that were not planned to be filled in FY26.
- Operations: MetroPlan's annual budget is \$172,528 and as of Q4 total expenses were \$182,347, which is 106% of the annual budget. Operations expenses exceeded budget by 6% due to higher than anticipated payroll processing and IT support expenses.
- Travel: MetroPlan budgeted \$24,720 in FY26 and as of Q4 expended \$20,963, which represents 85% of the annual budget.
- Projects: MetroPlan budgeted \$1,512,050 for projects including \$450,000 for Safe Routes Infrastructure, \$500,000 for Safe Streets Master Plan, \$35,500 for data collection, and \$526,550 for a variety of transit planning activities. Special Project expenses totaled \$957,426 for the fiscal year, which is 63% of the annual budget.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

5. FISCAL IMPACT:

MetroPlan has a sustainable 5-year budget.

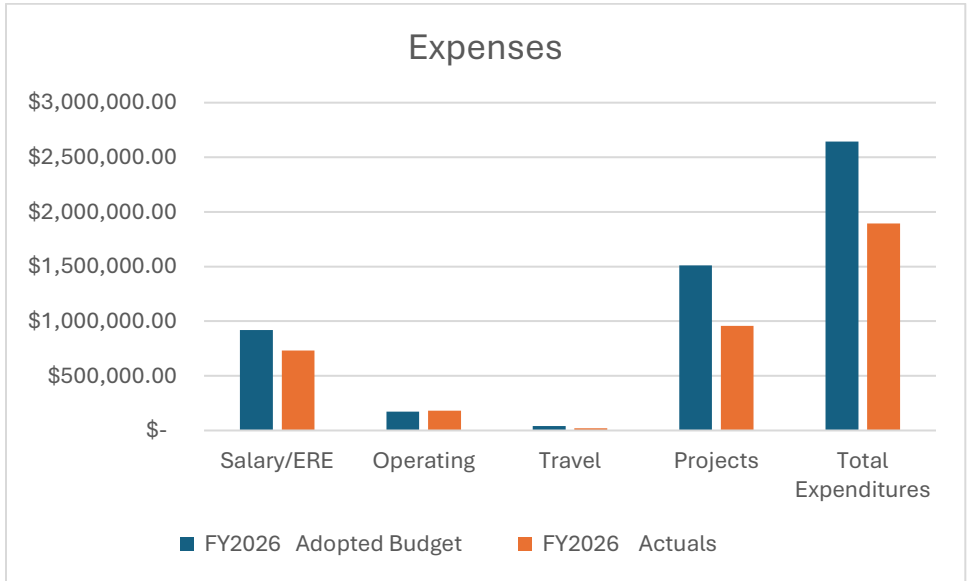
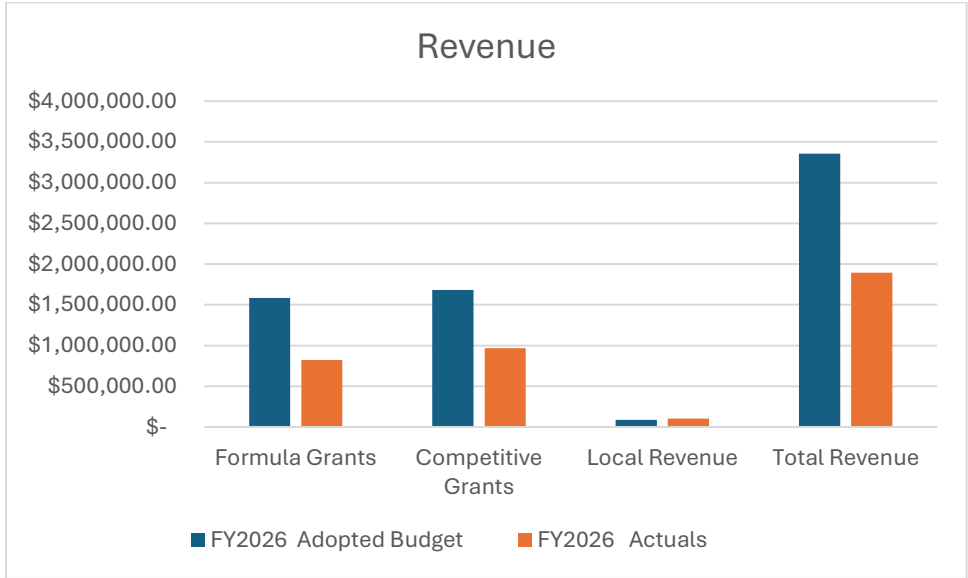
6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

FY2026 Q4 Financial Report

Revenue	FY2026	FY2026
	Adopted Budget	Actuals
Formula Grants	\$ 1,585,293.40	\$ 823,144.23
Competitive Grants	\$ 1,682,154.63	\$ 965,532.26
Local Revenue	\$ 88,494.28	\$ 104,558.53
Total Revenue	\$ 3,355,942.31	\$ 1,893,235.02
Expenses	FY2026	FY2026
	Adopted Budget	Actuals
Salary/ERE	\$ 919,722.70	\$ 732,336.80
Operating	\$ 172,528.00	\$ 182,346.84
Travel	\$ 39,562.00	\$ 20,963.26
Projects	\$ 1,512,050.00	\$ 957,425.65
Total Expenditures	\$ 2,643,862.70	\$ 1,893,072.55



STAFF REPORT

REPORT DATE: September 14, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Consideration and Possible Action on Legislative Agenda

1. RECOMMENDATION:

The TAC recommend the Board adopt the proposed legislative agenda.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.3: Coordinate partners' legislative priorities related to transportation.

3. BACKGROUND:

The MetroPlan Executive Board routinely adopts a legislative agenda to identify strategic objectives aimed at improving transportation in the region. The Board often conveys positions of support for federal and state legislation that addresses funding, planning, policy, and safety initiatives. Activities include issuing letters, adopting resolutions, coordinating with similar organizations, and direct communication with legislative delegates and leadership.

Staff have solicited input from partners in the development of the proposed priorities below. This year's proposed agenda is the same as FY2026 as the items have not been completed and still remain a priority.

State Priorities:

- Continue to seek long-term funding solutions for insufficient state transportation revenues for all modes, specifically identifying total statewide needs and potential revenue options.
- Educate on the benefits of maintaining and fully funding the AZ SMART fund at \$35 million.
- Seek funding for two key regional projects, US180 and W. Route 66, through the Greater Arizona Funding Initiative (RTAC Bill) collectively and other avenues.

- Work with ADOT to prioritize US180 improvements in their 5-year construction program through the Planning to Programming (P2P) Process.
- Educate on the need for funding ADOT to ensure project delivery and local needs can be met.

Federal Priorities:

- Support reauthorization of and sustained funding levels in the Infrastructure Investment and Jobs Act (IIJA), including discretionary grant programs. See detailed reauthorization agenda previously adopted by the Board attached.
- Support funding for regional project applications submitted for federal grants and congressionally directed spending.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

There is no direct fiscal impact from adopting a legislative agenda. However, a clear and coordinated legislative agenda can result in more funding to the region. MetroPlan has a contracted state lobbyist and budgeted from local funds in the amount of \$21,000 annually.

6. ALTERNATIVES:

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

7. ATTACHMENTS:

Federal Reauthorization Agenda- Adopted

EXECUTIVE BOARD

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Vice-Mayor
City of Flagstaff

Vice-Chair

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Supervisor District 3
Coconino County

Austin Aslan
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City of Flagstaff

Jeronimo Vasquez
Supervisor District 2
Coconino County

Tony Williams
Mountain Line Board of
Directors

Jamescita Peshlakai
Arizona State
Transportation Board

Regional Priorities

Below are the region's top priorities for the bill.

Maintain Funding Levels and Flexibility for its Use

The Infrastructure Investment and Jobs Act has brought our region more than \$100 million in federal transportation funding, working to improve safety, reduce congestion, support working families, and economic development. The IJIA has been an amazing tool for our communities with a variety of programs to fit our needs and historic investment, maintaining existing federal funding levels, and ensuring adequate flexibility for its use are the region's top priorities.

Based on the most recent long-range transportation plan from the Arizona Department of Transportation, the revenue-to-needs gap on the state highway system through 2050 is \$111.6B, which averages out to roughly \$4.5B a year every year in under-investment. Other areas where ADOT has some stewardship responsibilities, such as public airports and transit, bring the unfunded needs total to \$162.3B. Comparable shortfalls also exist on local road networks, which comprise roughly 95% of Arizona's roadway lane miles. With the drastic level of unmet needs, we cannot afford to scale back any our federal funding.

A transportation system needs to be built to meet unique community needs, development, geography, etc. It's hard to say what works in one community should work in another. Continue to provide flexibility for funds to be used to meet local needs, and don't eliminate access to funding for any mode.

Ensure Equitable Distribution of Funding

The bulk of federal transportation funding is supposed to be distributed through statutory formula-based allocations to the states based on factors such as population. After 2009, rather than utilizing updated formula data, Congress started to allocate funding, including any increases, based on the proportion of funding that each state received the previous year. This has severely limited the increases of funding for high population growth states such as Arizona despite a surging demand for infrastructure. The Maricopa Association of Governments (MAG), estimates that Arizona lost out on an additional \$198M in federal transportation funding in 2023 due to the lack of appropriate formulaic updating.

Preserve Discretionary Grant Funding

To complement the certainty and impact of formula grant programs, Congress

should continue to provide discretionary funding opportunities that prioritize the needs of regions and local communities. Population-based formulas don't help rural areas build new roads or bridges because the formulas don't provide necessary funding levels. The IJA has had a great mix of formula and discretionary, and we would like to see the existing mix maintained. Additionally, it can take years to set up programs and write new rules. Every change made adds new administration and takes extra time to get projects delivered. We suggest you renew much of the IJA as is, so that funds can keep flowing smoothly.

Congress should also maximize the value of these programs by focusing on efficiencies and simplifying grant requirements that will expedite project delivery. The SS4A application is a great example of an application that can be done without the help of consultants or extensive hours. The region won a \$12M project writing the grant in-house.

Increase Small Transit Intensive Cities Set-aside from 3% to 4%

Increase the Small Transit Intensive Communities (STIC) set aside for cities with populations under 200,000 from 3 percent to 4 percent. The STIC program rewards transit systems that achieve high benchmarks set by medium-sized urban communities between 200,000 to 1 million. Increasing the set-aside does not require additional funding and ensures that authorized funding is distributed to high-performing transit systems that prioritize performance.

Support for Other Requests

Below are other requests being proposed that we support, but are not our main priorities.

Direct More Focus on Rural Safety

43% of roadway fatalities and a disproportionate level of serious accidents occur on rural roads despite being home to only 20% of the population. The importance of transportation safety and the pursuit of zero roadway fatalities cannot be overstated. Although the volume of serious accidents and fatalities remains disproportionately high in rural America, the safety funding directed toward rural communities remains disproportionately low. Providing adequate resources to protect the traveling public's safety in all regions, both rural and urban, should be a top priority. To address this critical area of public safety, more targeted resources should be directed to rural and small metro communities.

Promote Metropolitan and Non-Metropolitan Transportation Planning

To maximize the ability to make the best investment choices with our federal transportation dollars, regional transportation planning organizations should have a

more prominent role in determining how they are best used with more authority over how funding is used.

To improve their capacity, Metropolitan Planning (PL) funding should be increased and a minimum guaranteed funding level of \$300,000 should be provided to each MPO annually. Despite their 50-year plus existence as regional transportation planning organizations, Councils of Government (COGs) have no formal federal status and limited opportunity to receive federal funding. A new federal funding source should be created to also provide regional transportation planning organizations with a minimum annual \$300,000 for planning, comparable to the MPOs.

Create a CDL Category for Transit

The Commercial Driver's License (CDL) requirements were developed for the over-the-road trucking environment, and the requirements are not entirely applicable to the transit operator environment. Public transit agencies do not expect their drivers to perform maintenance duties, and find that completion of the under-the-hood testing requirement does not help document the ability of an individual to safely operate a transit vehicle. The Federal Motor Carrier Safety Administration (FMCSA) should make permanent its existing waiver of "under the hood" CDL testing for school bus drivers and should extend this same waiver to include public transit bus drivers.

Allow Carryover of Funds

Many of our members' projects, such as the Downtown Mile, require extensive coordination and span multiple fiscal years. Oftentimes, these critical efforts do not align neatly with the federal fiscal calendar. Allowing the carryover of federal funds from one fiscal year to the next ensures uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance safety, mobility, and economic vitality for residents.

STAFF REPORT

REPORT DATE: September 10, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Tami Suchowiejko, Administrative Director

SUBJECT: Consideration and possible action to elect a Chair and a Vice-Chair for MetroPlan Technical Advisory Committee

1. RECOMMENDATION:

Staff recommend the Technical Advisory Committee elect a Chair and Vice-Chair for the term January 1, 2027, to December 31, 2027.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs.

Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

MetroPlan's By-Laws have established requirements for the Chair and Vice-Chair Technical Advisory Committee.

Section 7.2.4. of the By-Laws states:

7.2.4 TAC OFFICERS

7.2.4.1 The TAC members shall elect a Chairperson and a Vice Chairperson of the TAC. Each shall serve without compensation for a period of one year. Each position is renewable upon a vote of the TAC members, without restriction as to the number of terms served. In the absence of the Chairperson, or upon her/his inability to act or serve, the Vice Chairperson shall assume the duties of the Chairperson.

7.2.4.3 It is generally preferred, but not required, for the Chairperson and Vice Chairperson to be from two different jurisdictions.

Chair Reisner and Vice-Chair Mood have both served three terms and are eligible, according to the By-Laws, to serve unlimited terms.



4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item has not been taken to the Management Committee.

5. FISCAL IMPACT:

There is no fiscal impact.

6. ALTERNATIVES

- 1) **Recommended:** Elect a Chair and Vice-Chair for the term January 1, 2027, to December 31, 2027.
- 2) **Not Recommended:** Do not elect a new Chair and Vice Chair.

If the election does not take place, there will be a leadership gap in the TAC, and the continuity of meetings will be interrupted.

7. ATTACHMENTS:

None

STAFF REPORT

REPORT DATE: September 8, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Executive Board

FROM: Kim Austin, Transportation Demand Management Planner

SUBJECT: Safer People Micromobility Campaign

1. RECOMMENDATION:

This item is only for discussion.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 4: Implement Programs that Encourage Mode Shift

Objective 4.2: Educate the public about economics, health, congestion, climate, equity, and other benefits of multimodal transportation.

3. BACKGROUND:

MetroPlan is seeking guidance and messaging input to help shape the Safer People Micromobility Campaign. Communities are seeing more children and youth riding e-bikes, e-scooters, and other micromobility devices to and from school, creating a timely need for clear, consistent education to help prevent injuries and support safer travel behavior. Technical Advisory Committee (TAC) input will help ensure campaign messages are practical, locally relevant, and useful for parents and caregivers as they decide on appropriate devices, safe riding expectations, and how children should use these devices in the transportation system.

MetroPlan's Safer People Micromobility Campaign will be an education-only effort that helps community members better understand how to use micromobility devices safely, responsibly, and legally. The campaign is not intended to discourage the use of e-bikes, scooters, or other emerging mobility devices, nor to characterize the devices themselves as the problem. Instead, the campaign



will focus on practical education that supports safer behavior, greater awareness, and more predictable interactions among all users of streets, sidewalks, and shared-use paths.

Campaign messaging may include guidance on where different devices should be ridden based on travel speed; etiquette for shared paths and sidewalks; and expectations for courteous, predictable riding behavior. The campaign will also promote following the rules of the road, reducing reckless riding, and understanding how speed affects crash forces, injury severity, and stopping distance.

Additional education may focus on common micromobility-related injuries, the importance of wearing an appropriate helmet for the device and riding conditions, and information for parents and caregivers about selecting age-appropriate devices for children. The campaign may also help clarify which devices are street legal and where they may be operated. Overall, the campaign is designed to promote shared responsibility, improve safety outcomes, and support the continued use of micromobility as part of a safe and multimodal transportation system.

4. MANAGEMENT COMMITTEE DISCUSSION:

MetroPlan's Management Committee discussed this item and expressed interest in receiving input from the TAC.

5. FISCAL IMPACT:

MetroPlan will spend approximately \$162,000 in its FY27 draft budget to extend Mountain Mojo Group's contract to continue creating educational content, including micromobility education. This is funded through the Carbon Reduction Program grant and is included in the draft FY2027 budget.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None

STAFF REPORT

REPORT DATE: September 14, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Arizona Department of Transportation Lighting Standards Update

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal: Deliver Plans that Meet Partner and Community Needs

Objective 2.4 Position partners for successful implementation of plans

3. BACKGROUND:

In June 2024, MetroPlan submitted a request to the Arizona Department of Transportation (ADOT) to review and establish a new streetlighting standard in support of dark skies. The MetroPlan region has numerous plans that support dark skies for the benefit of important observatories, health and wellbeing, preservation of natural environment and to support the economy. Both the City and the County have dark sky ordinances.

The request followed the advice of a regional consortium of dark sky experts. Specifically, the request is:

- Type: Phosphor-Converted Amber (PCA) LED
- Special Standard: S/P ratio of 0.50 or less
The scotopic (nighttime)/photopic (daytime) ratio, or S/P ratio, is a multiplier that measures how much emitted light is useful to the human eye. These useful lumens are known as visually effective lumens (VELs).

Reference: City of Flagstaff Title 13 Engineering Design Standards and Specifications for New Infrastructure 13-12-003-0002.3; 13-12-005-0001

In a huge step towards meeting dark sky goals, ADOT installed a significant number of lights throughout Flagstaff and Tuba City that meet the dark sky community's requirements. However, subsequent to that



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installation, a new debate over color rendition requirements emerged. ADOT has said that a formal standard would have to have higher color rendition than the installed lights. In order to have higher color rendition, there would have to be more blue light than the dark sky community says they can tolerate.

Executive Director Morley sent a request to ADOT Director Toth asking her to review the discrepancy and weigh in. The Director has been responsive, and the standards are under review. The State Transportation Board Reception in October at Lowell Observatory will include discussion of the importance of dark sky lighting.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was shared with the Board who were supportive of continuing to request ADOT adopt a dark sky lighting standard.

5. FISCAL IMPACT:

None.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None

STAFF REPORT

REPORT DATE: September 11, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Safe Streets Master Plan Update

1. RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

The Safe Streets Master Plan (SSMP) project will deliver a MetroPlan's next Regional Transportation Plan, a transportation master plan for City of Flagstaff supported by complete streets guidelines, and related code revisions by December 2028.

Since June 2026, the project team and consultant have been working through the review and approval of deliverables. Below is the status for several major tasks from over the summer:

- **Public Participation Plan** – This is a living document and will be updated as event information becomes available. This item has been approved by the Project Management Team (PMT).
- **Previous Plan Engagement Summary** – Complete.
- **Phase 1: Community Engagement** – Project website, survey, and collateral are live.
- **Policy-Design Inconsistencies Audit** – Continuing to edit. Draft complete and under PMT review.
- **State of the System Assessment** - Several mode assessments are in progress and near complete.

Public Participation Plan

Public Participation for the SSMP is provided in three unique phases.

1. Phase I: Listen and Learn (Summer – Fall 2026)

2. Phase II: Co-Create the Path Forward (Spring 2027)
3. Phase III: Present the Plan (Winter 2027-2028)

Phase 1 Objectives

- Build awareness of the Safe Streets Master Plan and opportunities to participate.
- Understand how people travel throughout the MetroPlan region today.
- Identify transportation challenges, barriers, and safety concerns.
- Gather input on community priorities and desired transportation outcomes.
- Reach a broad and diverse cross-section of the community.
- Establish relationships with stakeholders and community-based organizations that can support engagement throughout the project.

Phase I kicked off in mid-August with the launch of the project website, an online public survey (available until mid-October), and advertising materials in the form of transit ads, social media, notifications, and handouts. Kittelson coordinated with Mountain Line's outreach efforts.

The public survey is based off the findings and themes from previous engagement across multiple plans and focuses on how the public would prioritize investments in the region based on these shared themes. Review and consolidation of previous survey results and public outreach identified the following themes:

- Safety is the community's highest transportation priority
- Strong support for walking, biking, and trails
- Improved transit service remains a community priority
- Transportation affordability and equity matters
- Managing growth while preserving community character
- Better regional connectivity

Phase I Status: Over 250 surveys received. Over 300 comments were mapped. Four events scheduled with one in Sunnyside. Concludes mid-October.

Stakeholder and Community Advisory Groups

The Stakeholder Advisory Group and Community Advisory Group (SCAG) will represent a broad cross-section of community interests and transportation system users. Members will help identify transportation needs, review findings, evaluate recommendations, and provide feedback throughout plan development.



The Project Management Team has invited over 60 organizations, agencies, and community service providers to participate in the Stakeholder and Community Advisory Groups. The Project Management Team will rely on the City's citizen committees and commissions to make up the "core" group of SCAG members. The SCAG will meet three times over the project at integral moments to inform decision-making based on the community's needs.

There will be three SCAG meeting aligned with each PPP Phase. The first event is October 7. The SCAG invitees are divided into four groups of similar interests. Each will meet for 1.5 hours. A virtual option for those unable to attend may be scheduled about one week later.

So far, the PMT is pleased with Kittelson's performance and the deliverables received.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

The total amount grant award is \$2,675,000. The federal award is \$2,140,000, and the City of Flagstaff is putting in cash and in-kind match valued at \$500,000 with Mountain Line and Coconino County contributing a combined \$35,000. Approximately \$236,000 of the City match will be in-kind contributions. Approximately \$400,000 of the grant funds are programmed for MetroPlan staff salary and benefits through 2028. A 15% contingency will be held back from the total contract price.

6. ALTERNATIVES:

None. This item is for discussion only.

7. ATTACHMENTS:

None

STAFF REPORT

REPORT DATE: September 11, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: MetroPlan Connect Project Prioritization Project

1. STAFF RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.3: Align capital and programmatic needs with priorities and fund sources

3. BACKGROUND:

Kittelson presented an early phase of the project prioritization GIS tool to the TAC in May along with initial concepts for prioritization criteria and weighting based on the MetroPlan transportation values. Based on feedback they have a working draft with all criteria except cost developed. MetroPlan's adopted Transportation Values are represented in this graphic which lists the values of public support, health, and social connections, zero deaths and serious injuries, stewardship of the natural and built environment, community character, efficient and effective use of funds, and economic vitality.



Kittelson reviewed all MetroPlan partners' relevant plans and capital programs to assemble more than 1600 projects for evaluation. Many will be bundled into a smaller set of projects, and duplicates will be removed. Part of the input Kittelson will seek from respective partners is to resolve contradictory projects where they do not align between plans. Much of this work will be done by the Project Identification Team comprised of agency partners. All projects have been mapped in GIS with a robust set of attributes that will aid searching, sorting, and prioritization.

The criteria now include an array of environmental factors and project proximity to LASS-CAP opportunity sites.



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The goal of the project is to assist with efforts such as the Strategic Grant Plan, ADOT Planning to Programming (P2P) Process, and other processes to identify the region's highest priorities. MetroPlan elected to use Carbon Reduction Program funds to develop a project prioritization process and comprehensive list of projects and their priorities.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not discussed with the Management Committee.

5. FISCAL IMPACT:

The awarded contract budget is \$202,770 paid with Carbon Reduction Program funds.

6. ALTERNATIVES:

None. This item is for discussion and action only.

7. ATTACHMENTS:

None

STAFF REPORT

REPORT DATE: September 8, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kim Austin, Transportation Demand Management Planner

SUBJECT: Safe Routes to School Northeast Area Schools Update

1. RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 4: Implement Programs that Encourage Mode Shift

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

3. BACKGROUND:

In 2024, MetroPlan was awarded Safe Routes to School (SRTS) funding through the Transportation Alternatives (TA) Program, a Federal Highway Administration (FHWA) grant program administered by the Arizona Department of Transportation (ADOT). MetroPlan's SRTS grant consists of two components: programming and infrastructure. Nelson/Nygaard continues the Safe Routes to School Infrastructure Study. This presentation will focus on Task Order 3 (TO3) for the Northeast Area Schools in the greater Sunnyside neighborhood area.

- TO3: Work is still in progress with specific alternatives for identified areas: Izabel, 6th Street, Cedar, and Fourth St. The overall goal is to slow traffic and make active transportation easier and safer for the Sunnyside Neighborhood Community.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending



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5. FISCAL IMPACT:

These activities are funded by the Transportation Alternatives grant, with a total project cost of \$1,096,426. \$650,000 is to assist partners in delivering preliminary engineering of priority safe routes to school infrastructure projects, including TO3. The remaining \$446,426 is available for programmatic activities. The grant is included in the current FY27 budget and the 5-year budget.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.

STAFF REPORT

REPORT DATE: August 31, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Ava Elia, Montoya Fellow

SUBJECT: MetroPlan Public Data Portal

1. STAFF RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs.

Objective 2.3: Fill gaps in transportation data and make data accessible.

3. BACKGROUND:

MetroPlan has received requests from stakeholders and community members for increased access to transportation data from this region. In response, MetroPlan developed a Data Portal as a centralized, user-friendly platform designed to improve public access to data and enhance transparency. Throughout development, MetroPlan emphasized making the portal is intuitive and accessible to a wide range of users.

The Data Portal currently features several data resources and interactive tools organized across multiple pages, including a Regional Snapshot, High Injury Network, Pedestrian and Bicycle Counts, Traffic Crashes, and the Risk Exposure Tool. MetroPlan intends to expand the portal over time as additional datasets become available. The Data Portal currently includes the following pages and tools:

- Regional Snapshot page provides an overview of MetroPlan's planning area and municipal boundaries, as well as information about MetroPlan's roles and responsibilities.
- The High Injury Network page displays roadway segments where a disproportionate number of severe injuries and fatal crashes occur.
- Pedestrian and Bicycle Counts page provides data collected by MetroPlan on pedestrian and bicycle volumes, helping identify locations with higher levels of non-motorized travel.

- Traffic Crashes page maps crash locations throughout the region and allows users to explore the data by severity and transportation mode.
- Risk Exposure Tool presents results from a crash risk prediction model that evaluates roadway characteristics associated with crash risk, with particular emphasis on vulnerable road users, such as pedestrians and bicyclists.

MetroPlan views the Data Portal as an evolving resource and will continue to enhance its functionality and content to better serve Flagstaff agencies, stakeholders, and the public.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item has not been taken to the Management Committee.

5. FISCAL IMPACT:

There is no fiscal impact.

6. ALTERNATIVES:

None. This item is for information and discussion only. The TAC may direct staff regarding the need for any additional data in the portal to support ongoing or upcoming projects.

7. ATTACHMENTS:

[Link to MetroPlan Data Portal](#)

STAFF REPORT

REPORT DATE: September 11, 2026

MEETING DATE: September 30, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: MetroPlan Happenings

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community

Objective 3.3: Promote the Value MetroPlan Brings to the Community

3. BACKGROUND:

We have another AmeriCorps member, Brendan Smith. Brendan graduated in 2024 from NAU with a degree in geography. Brendan will process and map employment data and research and update element of the project cost model.

Mandia Gonzales resigned to pursue work at Kittelsen and Associates. The Planning Manager position, currently held by Dave Wessel, has been posted to refill the position. This is to facilitate succession planning as Planning Manager Wessel intends to retire in the spring.

Tami has been busy wrapping up the fiscal year and preparing for the FY2026 audit.

Transportation Alternative program awards were announced. The region had two applications: missing sidewalks near Cromer Elementary and support for the El Pueblo Hotel. Neither application was funded.

Kittleson and Associates will educate the community about the Safe Streets Master Plan at Science in the Park on September 26! Please come visit us.

Mountain Mojo is working on our first two campaigns of the year. Both campaigns will include a longer anchor story with mid-form and short-form videos for social media, and traditional print advertising. The



METROPLAN

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Safer Journeys Together common crash types campaign called “Flagstaff is smaller than you think” includes the following: crossing the roadway, right hook, left cross, wrong-way riding, shared lanes, door zone avoidance, and right-on-red. The campaign will consider the perspectives and behaviors of drivers, pedestrians, and bicyclists, reinforcing the role all roadway users play in creating safer journeys. The second campaign, called “Reclaim your morning,” is focused on safe routes to school and encourages families to consider walking, biking, biking, or a combination of travel modes as safe, practical, and positive ways to get to and from school.

Kate and Dave went to the Association of Metropolitan Planning Organizations conference in Sacramento. Conference sessions highlighted everything from better interagency coordination to using tech and AI in MPO activities.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

None. This item is for updates only.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.