



## AGENDA

### Technical Advisory Committee

1:300 – 3:30 PM  
JANUARY 28, 2026

#### Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click to join the meeting](#)

Meeting ID: 270 459 464 056 4

Passcode: Zh2Zx7BX

#### 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](mailto: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](mailto:planning@metroplanflg.org) prior to the meeting or presented during the public call for comment.**

#### EXECUTIVE BOARD MEMBERS

- ☐ Nate Reisner, Coconino County Engineer, Chair
- ☐ Paul Mood, City of Flagstaff Engineer, Vice-Chair
- ☐ Michelle McNulty, City of Flagstaff Planning & Development Services Director
- ☐ Jeff Bauman, City of Flagstaff Transportation Director/Traffic Engineer
- ☐ Jess McNeely, Coconino County Community Development Assistant Director/Planning Manager
- ☐ Anne Dunno, Mountain Line Capital Development Manager
- ☐ Ruth Garcia, ADOT Regional Transportation Planner
- ☐ Victoria Nill, ADOT Northcentral Assistant District Engineer
- ☐ Kimberly Utey, Federal Highway Administration
- ☐ Stephanie Santana, City of Flagstaff Senior Transportation Engineer (*Alternate for J. Bauman*)
- ☐ Jennifer Hobert, ADOT Regional Transportation Planner (*Alternate for R. Garcia*)
- ☐ Ryan Wolff, ADOT Regional Traffic Engineer (*Alternate for V. Nill*)
- ☐ Charlie Wilson, Coconino County Lead Design Engineer (*Alternate for N. Reisner*)
- ☐ 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
- ☐ Melanie Nagel, Montoya Fellow
- ☐ Hailey Bishop, Transportation Education AmeriCorps Member

## **A. PRELIMINARY GENERAL BUSINESS**

1. CALL TO ORDER
2. ROLL CALL
3. 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.*

4. RECOGNITION AND INTRODUCTIONS

5. APPROVAL OF MINUTES (Pages 5-11)

Technical Advisory Council Regular Meeting Minutes of September 24, 2025

## **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. ACTION ITEMS**

1. CONSIDERATION AND POSSIBLE ACTION REGARDING STRATEGIC GRANTS PLAN 2026-2029 UPDATE (Pages 12-55)

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: The TAC recommends that the Executive Board adopt the Strategic Grants Plan 2026-2029 Update

2. CONSIDERATION AND POSSIBLE ACTION REGARDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FORMAL AMENDMENT TO INCLUDE HIGHWAY SAFETY IMPROVEMNET PROGRAM (HSIP) FUNDING AWARDS FOR BURRIS LANE/US89 AND US89 COUNTRY CLUB TO MARKETPLACE (Pages 56-57)

MetroPlan Staff: Mandia Gonzales, Transportation Planner

Recommendation: The TAC recommends that the Executive Board formally amend the Transportation Improvement Program to include the Highway Safety Improvement Program (HSIP) funds awards for the Burris Lane/US89 intersection and the US89 Country Club to Marketplace.

## **D. DISCUSSION ITEMS**

1. TITLE VI CIVIL RIGHTS TRAINING (Pages 58-59)

MetroPlan Staff: Tami Suchowiejko, Business Manager

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

2. REGIONAL ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT)  
PLANNING TO PROGRAMMING (P2P) PRIORITY PROJECTS  
DISCUSSION (Pages 60-62)

MetroPlan Staff: Kate Morley, Executive Director

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

3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT  
APPROVAL PROCESS (Pages 63-64)

MetroPlan Staff: Mandia Gonzales, Transportation Planner

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

4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) CALL FOR  
PROJECTS (Pages 65-66)

MetroPlan Staff: Mandia Gonzales, Transportation Planner

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

5. W. ROUTE 66 OPERATIONAL ASSESSMENT LESSONS LEARNED  
DISCUSSION (Pages 67-71)

MetroPlan Staff: Mandia Gonzales, Transportation Planner

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

6. SAFE STREETS MASTER PLAN (SSMP) UPDATE (Pages 72-74)

MetroPlan Staff: David Wessel, Planning Manager

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

7. ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) TRAFFIC  
COUNT PROGRAM (Pages 75-76)

MetroPlan Staff: David Wessel, Planning Manager

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.

## E. CLOSING BUSINESS

### 1. 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.*

### 2. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE MEETING

*Strategic Advance – IN PERSON  
Wednesday, February 4, 2025, 9:00a.m. to 12:00p.m.  
Downtown Connection Center, Ponderosa Room*

*Technical Advisory Committee Meeting  
Wednesday, April 22, 2026, 1:30p.m. to 3:30p.m.  
Downtown Connection Center, Ponderosa Room*

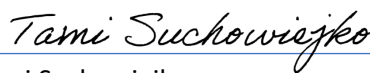
### 3. ADJOURN

*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](http://www.metroplanflg.org) on January 22, 2026 at 11:00 a.m.

Dated this 22<sup>nd</sup> day of January 2026.

  
\_\_\_\_\_  
Tami Suchowiejko  
Business Manager



## Meeting Minutes Technical Advisory Committee

1:30 – 3:30 PM

September 24, 2025

### [Join the meeting now](#)

Meeting ID: 268 305 639 382 3

Passcode: qZ9x3DQ2

### In-Person

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

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**Public Questions and Comments must be emailed to [planning@metroplanflg.org](mailto:planning@metroplanflg.org) prior to the meeting or presented during the public call for comment.**

### TECHNICAL ADVISORY COMMITTEE MEMBERS

- ☒ Michelle McNulty, City of Flagstaff Planning Director, Chair
- ☐ Nate Reisner, Coconino County Engineer, Vice-Chair
- ☒ Anne Dunno, Mountain Line Capital Development Manager
- ☒ Paul Mood, City of Flagstaff Engineer
- ☒ Jeff Bauman, City of Flagstaff Transportation Manager
- ☒ Jess McNeely, Coconino County Community Development Assistant Director – *Departed at 2:40 p.m.*
- ☒ Ruth Garcia, ADOT Regional Planning
- ☐ VACANT, ADOT Assistant District Engineer
- ☐ VACANT, Federal Highway Administration
- ☐ Stephanie Santana, City of Flagstaff Senior Transportation Engineer (*Alternate for JBauman*)
- ☐ Jason James, ADOT Regional Planning 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*)
- ☐ VACANT, Northern Arizona University

### METROPLAN STAFF

- ☒ Kate Morley, Executive Director
- ☐ David Wessel, Planning Manager
- ☒ Tami Suchowiejko, Business Manager & Clerk of the Board
- ☒ Mandia Gonzales, Transportation Planner
- ☒ Kim Austin, Transportation Demand Manager
- ☐ Corey Cooper, Safe Routes to School Coordinator
- ☒ Melanie Nagel, Montoya Fellow

## **A. PRELIMINARY GENERAL BUSINESS**

### **1. CALL TO ORDER**

Chair McNulty called the meeting to order at 1:31p.m.

### **2. ROLL CALL**

See above.

### **3. PUBLIC COMMENT**

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

There was no Public Comment.

### **4. APPROVAL OF MINUTES**

(Pages 5-8)

Minutes of Special Meeting: July 16, 2025

Motion: Member Dunno made a motion to approve the July 16th meeting minutes. Member Bauman 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.*

There were no Consent Agenda items.

## **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) REPORT**

(Pages 9-21)

### **FY25 QUARTER 4 FINANCIAL REPORT**

(Pages 22-24)

There was no discussion of the reports.

## **D. ACTION ITEMS**

### **1. CONSIDERATION AND POSSIBLE ACTION TO ELECT TAC CHAIR AND VICE-CHAIR** (Pages 25-26)

MetroPlan Staff: Tami Suchowiejko

Recommendation: Staff recommends the Technical Advisory Committee elect a Chair and Vice-Chair for the term January 1, 2026 to December 31, 2026.

Discussion –

Chair McNulty asked if this item should be postponed, as Vice Chair Nate Reisner is not present. Executive Director Morley has a commitment from Vice Chair Reisner to move into the Chair position.

Executive Director Morley requested that the Vice Chair be someone from the City, and explained that the Vice Chair should be prepared to move into the Chair position in the future.

Motion: Member Garcia made a motion to approve Nate Reisner as Chair of the TAC for the term January 1, 2026 to December 31, 2026. Member Dunno seconded the motion. The motion passed unanimously.

Motion: Member Dunno made a motion to approve Paul Mood as Vice Chair of the TAC for the term January 1, 2026 to December 31, 2026. Member Garcia seconded the motion. The motion passed unanimously.

## **2. CONSIDERATION AND POSSIBLE ACTION REGARDING W. ROUTE 66 OPERATIONAL ASSESSMENT (OA)**

(Pages 27-31)

MetroPlan Staff: Mandia Gonzales

Recommendation: The TAC recommends the Board adopt the W. Route 66 Operational Assessment.

Discussion –

Member Dunno asked about the timeline for the signal at Woody Mountain Road. Member Bauman responded that the City is working on an IGA to transfer the funding from the State to the City of Flagstaff. The City has the design proposal in hand and is working with ADOT on the details. Design will begin in October, and construction will likely be next year.

Chair McNulty asked for clarification about the adoption of the plan. The adoption process is accepting that the plan is complete and does not obligate any of the actions described in the plan. Transportation Planner Gonzales confirmed that adoption of the plan is part of MetroPlan's process. The plan will be handed over to the City.

Member Dunno asked if the TAC will be kept informed of the actions the City will take with the Operation Assessment. Member Mood stated that the City will review this during the 5-year capital plan update process.

Chair McNulty asked if this presentation should be presented to the City Council as a work session to explain the recommendations. Transportation Planner Gonzales offered to assist with a presentation to Council. She also explained that the Operational Assessment is part of the RTAC Bill and P2P process and will be part of future conversations.

Motion: Member Dunno made a motion to recommend the Board adopt the W. Route 66 Operational Assessment. Member Garcia seconded the motion. The motion passed unanimously.

### **3. CONSIDERATION AND POSSIBLE ACTION REGARDING THE VULNERABLE ROAD USERS SAFETY ACTION PLAN**

(Pages 32-35)

MetroPlan Staff: Mandia Gonzales & Melanie Nagel

Recommendation: The TAC recommends the Board adopt the Vulnerable Road Users Safety Action Plan.

Discussion –

Member Dunno asked about the City's process for capital planning. How does the City evaluate prioritization of projects, and how will you use this plan? Member Mood explained that the City uses the various plans for prioritized projects. They look at the available funding and layout the five year plan and present it to Council what the City staff think the priorities are, and then Council may move projects around. Transportation Planner Gonzales explained that all plans will come together in the future Safe Streets Master Plan.

Motion: Member Mood made a motion to recommend the Board adopt the Vulnerable Road Users Safety Action Plan. Member Bauman seconded the motion. The motion passed unanimously.

### **4. CONSIDERATION AND POSSIBLE ACTION REGARDING THE CREATIVE LOCAL MATCH PLAN**

(Pages 36-96)

MetroPlan Staff: Kate Morley

Recommendation: The TAC recommends the Board accept the findings of the Creative Local Match Plan.

Discussion –

Member Dunno asked which of the recommended items has the most potential. Executive Director Morley stated that the consultant, AECOM, recommended the easiest to implement would be the transportation utility fee because it includes most local decision-making authority; the state infrastructure bank, which is a loan program but does not solve the root issue of lack of funding; and broaden the AZ SMART Fund eligibility rules by legislative action.

Member Dunno asked about the development impact fee analysis, were there are a lot of legal challenges. Chair McNulty commented that the City pursues development impact fees for police and fire. Every year we bring information to the City Council about development impact fees. This year Council supported including transportation and parks and recreation in development impact fees.

Motion: Member Garcia made a motion to recommend the Board accept the findings of the Creative Local Match Plan. Member Bauman seconded the motion. The motion passed unanimously.

### **5. CONSIDERATION AND POSSIBLE ACTION REGARDING THE LEGISLATIVE AGENDA**

(PAGES 97-104)

MetroPlan Staff: Kate Morley

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



Discussion – There was no discussion about this item.

Motion: Member Dunno made a motion to recommend the Board adopt the proposed legislative agenda. Member Bauman seconded the motion. The motion passed unanimously.

**6. CONSIDERATION AND POSSIBLE ACTION REGARDING THE TRANSPORTATION IMPROVEMENT PROGRAM ADOPTION SCHEDULE** (Pages 105-106)

MetroPlan Staff: Mandia Gonzales

Recommendation: The TAC recommends the Board adopt the 2025-2029 Transportation Improvement Program update.

Discussion – There was no discussion about this item.

Motion: Member Garcia made a motion to recommend the Board adopt the 2025-2029 Transportation Improvement Program update. Member Dunno seconded the motion. The motion passed unanimously.

**7. CONSIDERATION AND POSSIBLE ACTION REGARDING THE TRANSPORTATION IMPROVEMENT PROGRAM FORMAL AMENDMENT FOR TRANSPORTATION ALTERNATIVE GRANTS FOR MT. ELDEN LOOKOUT RD TO US-89, FORT VALLEY ROAD MOBILITY ENHANCEMENT SCOPING, AND FUNDING FOR THE MOUNTAIN LINE 5307 PROGRAM** (Pages 107-108)

MetroPlan Staff: Mandia Gonzales

Recommendation: The TAC recommends the Board amend the Transportation Improvement Program to include the projects Mt. Elden Lookout Rd to US-89, Fort Valley Road Mobility Enhancements, and funding for the Mountain Line 5307 program.

Discussion – No discussion about this item.

Motion: Member Mood made a motion to recommend the Board amend the Transportation Improvement Program to include the projects Mt. Elden Lookout Rd to US-89, Fort Valley Road Mobility Enhancements, and funding for the Mountain Line 5307 program. Member Bauman seconded the motion. The motion passed unanimously.

**E. DISCUSSION ITEMS**

**1. SAFE STREETS MASTER PLAN (SSMP) UPDATE** (Pages 109-111)

Presented By: Chris Phair, City of Flagstaff Transportation Planner and Vamshi Yellisetty, Kittelson & Associates, Senior Principal Planner

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

Discussion –

Member Bauman commented that the Stakeholder Advisory Group should include a specific focus on local developers. We do a lot of engagement with them and can provide a list.

Chair McNulty asked to include ECoNA, Friends of Flagstaff's Future and Flagstaff for Affordable Housing on the stakeholder advisory group. Mr. Yelisetty commented that the Bicycle Advisory Committee will be included as community-based organizations.

Member Dunno suggested that the Complete Streets Task Force (CSTF) should include volunteers from the local civil engineers in the community.

Chair McNulty recommended the CSTF include PROSE, the City's parks and recreation department. Mr. Phair stated that they will include PROSE in an advisory role and have already had meetings with them. Chair McNulty would also like to include the City's Commission on Adaptive Living and Barrier Free Flagstaff, a community-based ADA advocacy group. We should also check with Coconino County to see if they have a similar group.

## **2. CALL FOR PROJECTS FOR STRATEGIC GRANTS PLAN AND ADOT PLANNING TO PROGRAM PROCESS**

(Pages 112-131)

MetroPlan Staff: Kate Morley

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

Discussion – There was no discussion on this item.

## **3. CARBON REDUCTION PROGRAM EXPENDITURES: PROJECT PRIORITIZATION PROCESS**

(Pages 132-137)

MetroPlan Staff: Kate Morley

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

Discussion –

Chair McNulty asked for clarification about the grants planner position. Executive Director Morley confirmed that the position is still in the MetroPlan five-year budget, though it may not be the most valuable return on investment at this time. CRP funds cannot be used for staff.

Member Dunno asked for the total budget amount. Executive Director Morley explained that we are proposing to spend CRP funds of \$220,000 on the project prioritization process. Member Dunno commented that there may on-going operating costs to maintain the program.

Member Bauman commented the grants planner position offered a lot of value and appreciated the opportunity to discuss it further. Executive Director Morley stated that MetroPlan is still committed to leveraging funding for the region.

## **4. SAFE ROUTES TO SCHOOL UPDATE**

(Pages 138-139)

MetroPlan Staff: Kim Austin

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

Discussion –

Chair McNulty asked how the Cheshire project is holding up. Transportation Demand Management Planner Austin stated that the art is holding up well, due to the fact that traffic is not driving over it.

## 5. METROPLAN HAPPENINGS

(Pages 140-141)

MetroPlan Staff: Kate Morley

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

Discussion – There was no discussion on this item.

## F. CLOSING BUSINESS

### 1. ITEMS FROM THE TAC

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

Chair McNulty commented that the second public hearing on the regional plan adoption will be held at 4:00 p.m. this evening. The plan will go to City Council on October 9, 2025. The special election for the regional plan is planned to be held in May 2026.

### 2. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE

***January 28, 2026 – Regular Meeting***

***February 4, 2026 - Annual Strategic Advance***

### 3. ADJOURN

Chair McNulty adjourned the meeting at 3:27 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.*



# METROPLAN

GREATER FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** January 2, 2026

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Kate Morley, Executive Director

**SUBJECT:** Consider Strategic Grants Plan 2026-2029 Update

### 1. RECOMMENDATION:

The TAC recommends that the Executive Board adopt the Strategic Grants Plan 2026-2029 Update.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 1:** Maximize Funding for Transportation Projects and Programs

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

### 3. BACKGROUND:

The goal of the Strategic Grants Plan (SGP) is to maximize federal awards in the region by analyzing regional projects for best fit for grant programs, identifying timelines for grant applications and increasing collaboration amongst member agencies. The SGP allows for more lead time to develop complex and time-consuming components of federal grant applications such as the Benefit Cost Analysis (BCA), environmental review required by National Environmental Policy Act (NEPA) and Right-of-Way (ROW) acquisition.

In June of 2024, the Executive Board adopted MetroPlan's first SGP that prioritizes fourteen (14) regional projects across seven (7) discretionary grant programs. Per the Plan, every January, MetroPlan will update the SGP as the current year falls off and a new year is added on.

With this update, MetroPlan staff reevaluate projects for fits under new administrative priorities at the federal level and work with member jurisdiction to adjust projects and timelines. Additional grants were added to the plan for the first time as well as several competitive funding opportunities that are not grant applications including congressionally directed spending and appropriations. Finally, the plan was modified from a fiscal year timeline to a calendar year. It proved to be too tricky to track between state and federal fiscal years and year of funding in grant program. Calendar year refers to the year the application will be made. The full draft of SGP update is attached.



# METROPLAN

GREATER † FLAGSTAFF

## 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

## 5. FISCAL IMPACT:

There are no direct fiscal impacts to MetroPlan. However, maintaining and following the SGP is an important step to submitting strong discretionary grant applications and increases the region's chance of winning them.

## 6. ALTERNATIVES:

- 1) **Recommended:** Recommend the Board Adoption of the Strategic Grants Plan 2026-2029 update. This action will help the region to pursue grants proactively and increase collaboration to increase chances that funds are awarded for projects in the region.
- 2) **Not Recommended:** Do not recommend the Board adopt the Strategic Grants Plan 2026-2029 update. The TAC may provide additional direction.

## 7. ATTACHMENTS:

1. Strategic Grants Plan 2026-2029 Update
2. Strategic Grants Plan FY25-FY27



# Strategic Grants Plan

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## 2026-2029

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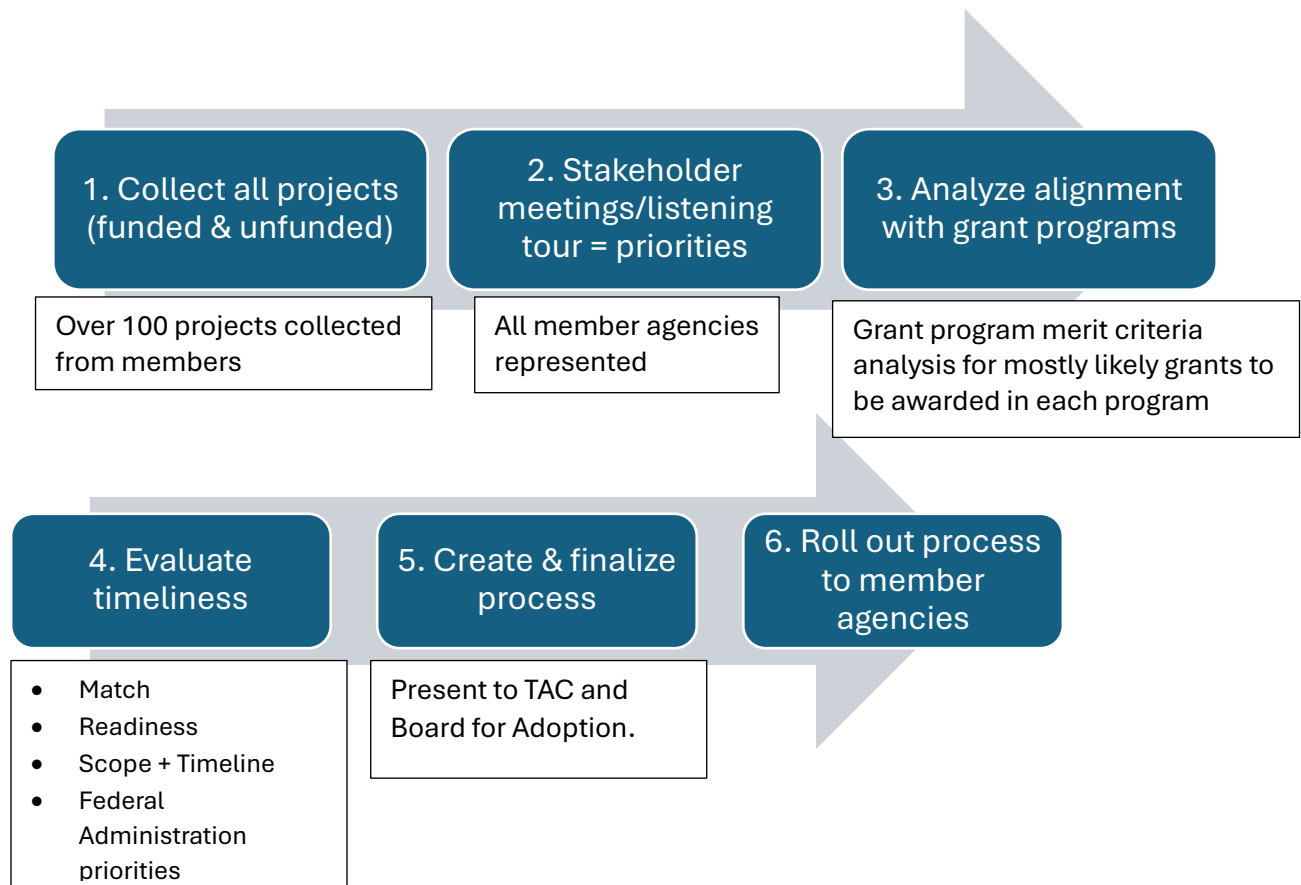
## INTRODUCTION

The Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) that took effect in 2021, increased the availability of discretionary federal (competitive grant) dollars by 40%. The law is in effect through 2026. MetroPlan Flagstaff and its member agencies – City of Flagstaff, Coconino County, Mountain Line Transit, Arizona Department of Transportation (ADOT) have been able to apply for more transportation dollars than ever before. MetroPlan has created a proactive fund seeking strategy through the development and annual update of this Plan.

This Plan analyzes regional projects for best fit for grant programs, increases collaboration and decrease or eliminate competition amongst members agencies. It allow more lead time to develop complex and time-consuming components of federal grant applications such as the Benefit Cost Analysis (BCA), environmental review (NEPA – National Environmental Policy Act) and Right-of-Way (ROW) acquisition.

The Strategic Grants Plan aligns with MetroPlan’s mission to *facilitate improvements and programs for all transportation modes through collaborative priority setting, planning and the strategic pursuit of funding*. One of MetroPlan’s strategic goals is to maximize transportation funds. It is MetroPlan’s aim put grant resources toward projects that make the best fit for award.

## PLAN CREATION:





In FY24, MetroPlan collected 130 regional projects and scored them across 20 potential federal grant programs using the merit criteria and theme of federal discretionary grants' Notice of Funding Opportunity (NOFO) through dedicated stakeholder meetings, its Strategic Advance and ad-hoc meetings across member agencies.

Common merit criteria across grant programs are:

- Safety
- Climate Change and Sustainability
- Equity
- Workforce Development, Job Quality and Wealth Creation
  - Includes economic competitiveness and opportunity
- Quality of Life
- Mobility and Community Connectivity
- State of Good Repair
- Partnership and Collaboration
- Innovation

MetroPlan also reviewed projects based on grant program purpose, criteria and administration priorities.

Note: Mountain Line transit has their own project selection process that is separate and distinct from MetroPlan's; their content is still included in this plan via information on transit-related, discretionary grants. MetroPlan encourages all partners to consider transit in their projects.

This process resulted in identifying 14 projects as best fits across 7 discretionary grant programs for fiscal years 2024 through 2027.

### **Annual Updates**

Each year, MetroPlan updates the Plan, taking into account awarded projects, projects that have proceeded without award, new administrative priorities, emergency needs, and new safety data.

## METROPLAN'S ROLE IN GRANT SEEKING:

MetroPlan is the regions metropolitan planning organization (MPO) which is the regional body identified by the federal government with the role to plan, prioritize, and coordinate how federal highway and transit dollars are spent in urban areas, ensuring local needs meet federal guidelines through long-range plans and project lists (TIPs) to guide investments in roads, transit, and bike/pedestrian projects.

In addition to its role as a traditional MPO, MetroPlan is a thought and strategy partner for seeking funds. In pursuit of grant funds, we have the capacity to support with application narratives, both composition and/or editing; political advocacy via support letters, speaking at the Arizona State Transportation Board and using our lobbyist to support project funding advocacy, as well as connect member agencies to resources such as the [NAU Economic Policy Institute](#) for Benefit Cost Analysis functions.

### How to use the plan:

This plan will be used by MetroPlan and its member agencies to guide future grant applications for the fiscal years **2025-2028**. MetroPlan will provide letters of support for projects aligned with the SGP without the need to seek Board support.



### Resource dedication:

MetroPlan is committed to assisting partners with their fund-seeking efforts. However, MetroPlan cannot always provide a full suite of grant writing services, such as writing the entire application narrative and facilitating subsequent components from strategy to submission. Given this resource limitation, MetroPlan prioritize application assistance for projects within this plan.

### Deviations from the Plan:

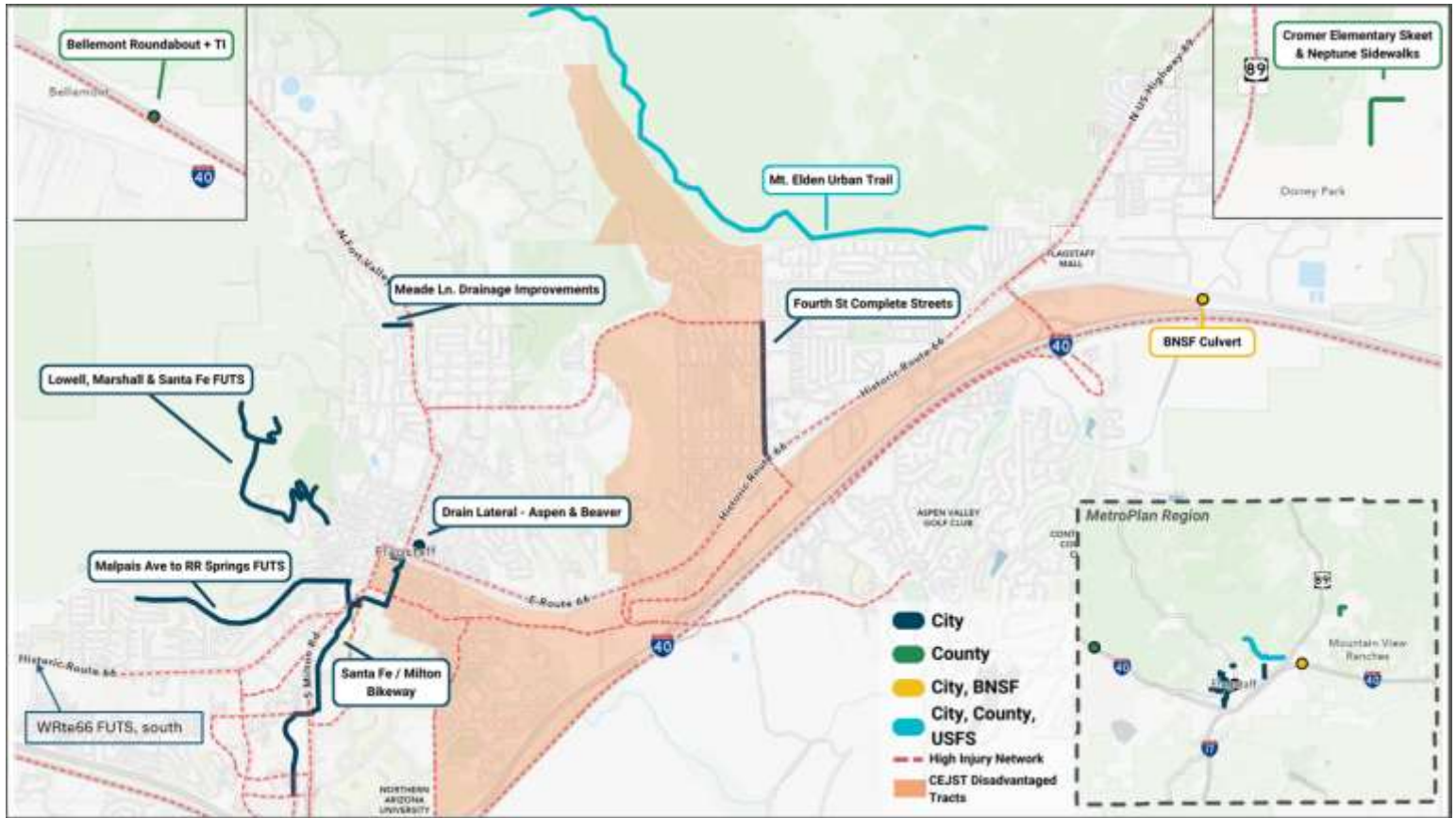
Should member agencies decide to apply for a federal discretionary grant with a project that has not been identified in the Strategic Grants Plan, MetroPlan will request a support letter from its Executive Board. Agencies should consider a minimum of a six week request timeline for such letters.

The reason for this is that when sudden and new projects that are not listed in the plan are proposed by members, MetroPlan may not have the capacity to connect resources to a whole new grant/project and our level of effort would likely decrease since we would already be working on grants that have been identified in the plan. If member agencies follow the plan, proactive resource dedication is possible, and the gathering of support letters can be almost immediate. The purpose of the plan is to look ahead to provide significant support, versus nominal support.

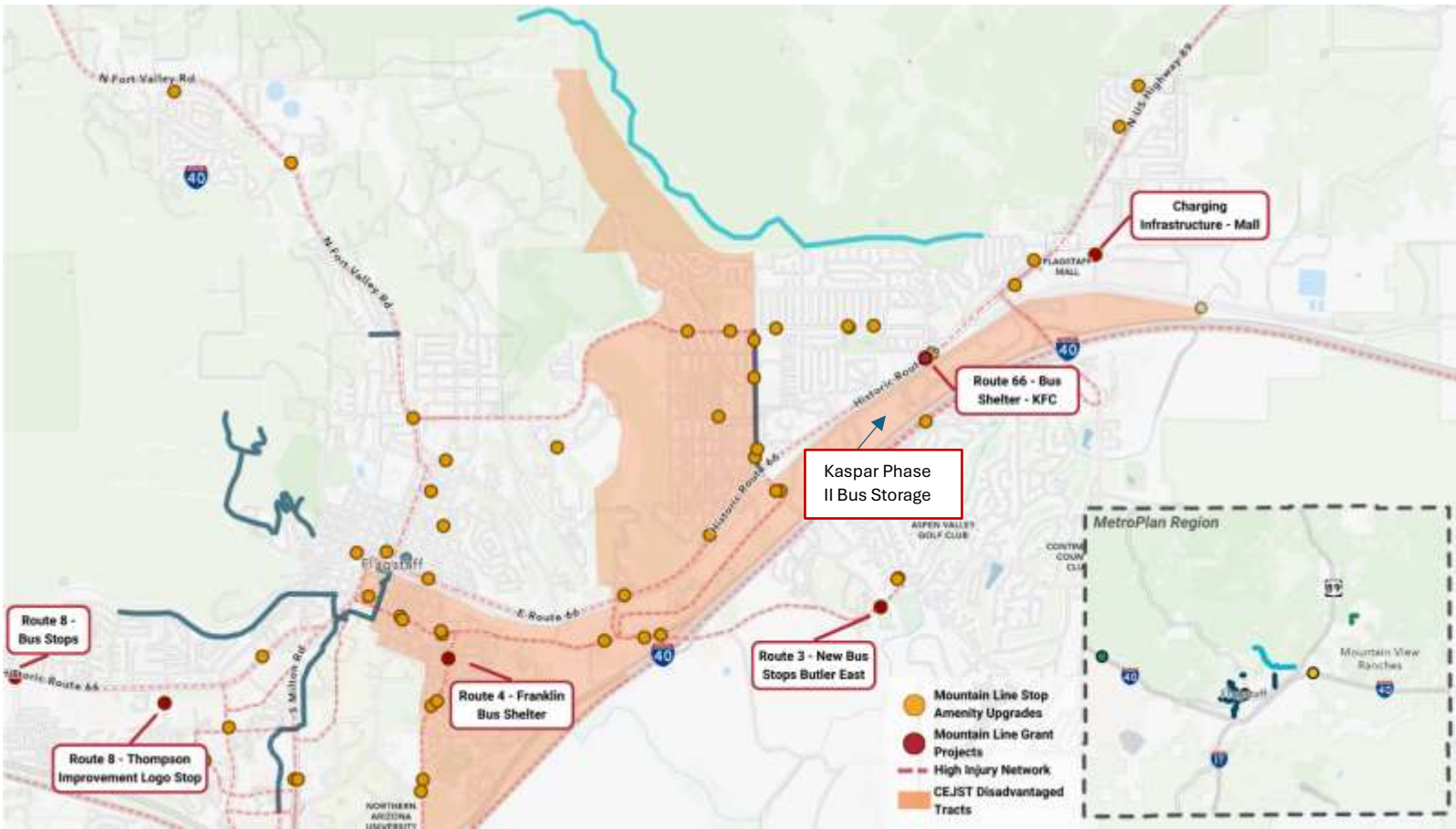
### Grants not in the plan:

MetroPlan's has focused on reoccurring federal and state grants likely to be pursued for transportation in the Strategic Grants Plan. MetroPlan may support other grant applications without going to the Board for approval so long as there is not regional competition for the funding.

# Regional Project Map\*



# Mountain Line Transit Projects



## GRANT INFO: TRANSPORTATION ALTERNATIVES (TA)

**Funder:** ADOT pass through of federal funding

**Required match:** 5.7%

**Next Application Release Date:** April 2026

**Award Size:** N/A

### Background:

Smaller-scale transportation projects: pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements - historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

### Eligible project costs:

- Eligible non-infrastructure activities (e.g., educational programming)
- Planning/Scoping
- Design
- Construction
- Other items unavoidably required for the primary purpose of the project
- ADOT administrative fees

### Ineligible project costs:

- Right-of-Way acquisition
- Routine maintenance and operations
- General recreation and park facilities
- Utility relocation not directly caused by the TA Program project
- Promotional activities except as permitted under the Safe Routes To School

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Construction   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   <b>\$1,500,000</b>	USFS				
Construction   US 180 Corridor Improvements   <b>\$1,500,000</b>	City				
Construction   Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   <b>\$1,300,000</b>	County				
Planning   Downtown Mobility Study   <b>\$250,000</b>	City				
Planning   Safe Routes to School Program Phase 2   <b>\$650,300</b>	MetroPlan				
Planning & Design   <b>Santa Fe / Milton Bikeway</b>   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton <b>Skybridge</b> from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   <b>\$463,100</b>	City				

## GRANT INFO: HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

**Funder:** ADOT pass through of federal funding

**Next Application Release Date:** FY2027

**Required match:** 5.7% or 0% for certain project types. Pg 11 in Manual

**Award size:** min \$250,000 besides IT/ data

### Background:

The purpose of the Arizona HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads in Arizona. Highway safety improvement projects should be identified on the basis of crash experience, crash potential, crash rate, or other safety data- supported means. The data-driven framework requires a BCA. Expensive projects likely need serious injuries/ fatalities at the location with associated CMF to be funded.

### Eligible project costs:

- Planning/Scoping
- Design
- Construction
- ADOT and jurisdiction administrative fees

### 100% federal project types:

- Traffic control signalization (including HAWK),
- Maintaining minimum levels of retroreflectivity of highway signs or pavement markings,
- Traffic circles/roundabouts,
- Safety rest areas,
- Pavement marking,
- Shoulder and centerline rumble strips and stripes,
- Commuter carpooling and vanpooling,
- Rail-highway crossing closure,
- Installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or
- Priority control systems for emergency vehicles or transit vehicles at signalized intersection

### PRIORITY PROJECTS

Project	Jurisdiction	2027	2029
Leupp Rd & Lake Mary Rd Rumble Strips	County		
East Flag Safety Improvements- Country Club to San Francisco to provide high visibility crosswalks, leading pedestrian interval, "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections, speed feedback signs and retroreflective tape on signal heads.	City		
Milton Safety Improvements- Milton at Butler, Riordan, McConnell, and University to provide high visibility crosswalks, leading pedestrian interval, "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections, speed feedback signs, and retroreflective tape on signal heads. Route 66 Intersection Improvements- leading pedestrian interval, ped refuge, no u-turns, Turning Vehicles Yield to Pedestrians" (R10-15) signs, 4' median	City		

## GRANT INFO: SAFE STREETS AND ROADS FOR ALL (SS4A)

**Funder:** US Department of Transportation  
**Required nonfederal match:** 20%

**Next Application Release Date:** Jan 2026  
**Award Size:** \$100,000-\$30million

### Background:

The purpose of the program is to improve roadway safety for all users by reducing and eliminating serious injury and fatal crashes through comprehensive safety Action Plans and their implementation. Projects must be identified in qualifying safety action plans. The region has three such plans, MetroPlan's Vulnerable Roadway Users Safety Action Plan, the Regional Transportation Safety Action Plan, and the City's Active Transportation Master Plan. The County has a qualifying plan under development.

### Eligible Activities

Planning and Demonstration Grants:

- Develop, complete, or supplement a comprehensive safety action plan
- Temporary safety improvements that inform Action Plans by testing them first

Implementation Grants:

- Must be in a qualifying Action Plan and located on High Injury Crash Network
- Must use data and CMF or proven safety counter measures to address crashes

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Design and Construction  Crossings and Traffic Calming   <b>\$15,000,000</b>	City				
Planning   Safe Routes to School and Bus Stops   <b>\$700,000</b>	County				
Construction   Northeast Area Schools Complete Streets Conversion   <b>\$30,000,000</b>	City				
Planning & Demonstration   Quick-build projects based on Vulnerable Road Users (VRU) plan findings   <b>\$20,000</b>	MetroPlan				



## GRANT INFO: ACTIVE TRANSPORTATION INFRASTRUCTURE IMPROVEMENT PROGRAM (ATIIP)

**Funder:** Federal Highway Administration (FHWA)

**Next Application Release Date:** TBD

**Required match:** 20%

**Award Size:** \$100,000 to \$15,000,000\* \*min \$15million project total cost for construction

### Background:

Supports planning and active transportation implementation (mobility options powered primarily by human energy, including bicycling and walking) at the network scale, rather than on a project-by-project basis. Projects should connect destinations within a community or region and create an active transportation spine. Low amount available and high min project costs make this program challenging to apply for.

### Eligible Projects

- Planning
- Design
- Construction

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   <b>\$463,100</b>	City				
Planning and Design  Bike/ Ped Bridge over I-40 at NAU  <b>\$2,000,000</b>	City				
Construction  Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   <b>\$15,000,000</b>	City				



## GRANT INFO: PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT AND COST-SAVING TRANSPORTATION (PROTECT)

**Funder:** Federal Highway Administration (FHWA)

**Next Application Release Date:** TBD

**Required nonfederal match:** 20%\*

**Award Size:** Min \$100,000 planning, \$500,000 construction

*\*Match gets reduced by 7 to 3 percentage points if the project is prioritized in a Resilience Improvement Plan. No match required for planning grants*

### Background:

Help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, and evacuation routes.

### Eligible Projects

- Planning activities
- Design
- Construction

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   <b>\$20,000,000</b>	City				
Resilience planning   <b>\$500,000</b>	TBD				
Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   <b>\$11,000,000</b>	City				

## GRANT INFO: BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

\*Formerly Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

**Funder:** US Department of Transportation

**Next Application Release Dates:** Dec 2025

**Required nonfederal match:** 20%

**Award Size:** \$1million-\$25million

### Background:

The purpose is for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation. Project types include, highway, bridge, public transit, rail, stormwater, intermodal, surface transportation components of airports.

### Eligible Activities:

- Planning
- Design
- Construction

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Construction  JWP Lake Mary to I-17  <b>\$23,000,000</b>	City				
Construction   Northeast Area Schools Complete Streets Conversion   <b>\$30,000,000</b>	City				
Design and Construction   Woody Mountain Bridge Replacement   <b>\$20,000,000</b>	City				

## GRANT INFO: FEDERAL LANDS ACCESS PROGRAM (FLAP)

**Funder:** Federal Highway Administration (FHWA)

**Required nonfederal match:** N/A

**Next Application Due Date:** 2028, every 3 years

**Award Size:** N/A, approximately \$11m obligated per year to AZ

### Background:

Improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. Supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

### Eligible Activities:

- Planning
- Research
- Engineering
- Preventative maintenance
- Rehabilitation
- Restoration
- Construction

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Design to 30%   Lake Mary widening between N & S Mormon Loop Lake Access.   Planning and construction   Lake Mary Bike Lanes   <b>cost TBD</b>	County				
Construction   Snowbowl Road Pavement Preservation   <b>cost TBD</b>	TBD				

## GRANT INFO: INFRA | MEGA | RURAL

**Funder:** US Department of Transportation

**Required nonfederal match:** Depends

**Next Application Release Date:** TBD

**Award Size:** Program dependent

### Background:

- **MEGA:** supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
- **INFRA:** multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- **Rural:** supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Program	MEGA		INFRA		Rural	
Project Size	>\$500M in Costs	\$100M-\$500M in costs	>\$100M* in costs	<\$100M* in costs	None	None
Award Size	No Award minimum No Award minimum		\$25 million award minimum	\$5 million award minimum	\$25 million award minimum	No Award minimum
Cost Share	Max 60% Grant Cost Share, Max 80% Federal		Max 60% Grant Cost Share, Max 80% Federal**		Max 80% Grant Cost Share***, Max 100% Federal	

### Eligible Activities:

- Design
- Construction

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Bellemont Interchange \$55,000,000	County				
Lone Tree Realignment and interchange  \$100,000,000					

**GRANT INFO: BUS AND BUS FACILITIES (5339(B))**

**Funder:** Federal Transit Administration  
**Required nonfederal match:** 20%, 10% for low/no emissions

**Next Application Due Date:** Summer 2026  
**Award Size:** N/A

**Background:**

Capital projects program specifically to fund buses and bus related facilities. Eligible applicants are FTA designated recipients only.

**Eligible Activities:**

- Replace, rehabilitate and purchase buses and related equipment
- Construct bus-related facilities
- Some funds for workforce and training

**PRIORITY PROJECTS**

FY26-29					
Project	Jurisdiction	2026	2027	2028	2029
Kaspar Phase II Bus Storage   <b>\$41,129,000</b>					
Replace Paratransit Cutway Vans and fixed Route buses   <b>\$3,035,652</b>	Mountain Line				

## GRANT INFO: LO AND NO EMISSION BUS GRANTS (5339(c))

**Funder:** Federal Transit Administration

**Required nonfederal match:** 20%

**Next Application Due Date:** April 25, 2025

**Award Size:** N/A

### Background:

The purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.

### Eligible Activities:

- Purchase or lease zero-emission (battery electric/hydrogen fuel cell) and low-emission (hybrid) buses.
- Acquisition, construction, and leasing of required supporting facilities.
- 5% of an award for workforce development

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Fixed Route Bus Replacements (BEB)   <b>\$12,794,141</b>	Mountain Line				
Fixed Route Bus Expansion   <b>\$5,589,319</b>	Mountain Line				
Charging Infrastructure – Offsite   <b>\$2,200,000</b>	Mountain Line				

## GRANT INFO: ADOT 5307 AND 5339 COMPETITIVE PROGRAM

**Funder:** ADOT pass through of federal **Required nonfederal match:** 20%

**Next Application Due Date:** TBD  
**Award Size:** Fluctuates, likely less than \$10M

### Background:

Pass through funds for transit capital projects. 5307 and portion of 5339 available to small urbans only. 5307 funds are available as unused funds from small urban systems in the state. ADOT asked them annually to certify how much of their formula they will use and makes the rest available through this application. 5307 is not available for operating. Remainder available statewide.

### Eligible Activities:

- Purchase of buses
- Design
- Construction of bus-related facilities and roadway projects

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Fixed Route Bus Replacements (BEB)   \$12,794,141	Mountain Line				
Replace Paratransit Cutway Vans   \$1,035,652	Mountain Line				
Charging Infrastructure – Offsite   \$2,200,000	Mountain Line				
Operation Support Vehicle Replacement   \$178,231	Mountain Line				

## GRANT INFO: METROPOLITAN TRANSPORTATION PLANNING (5305E)

**Funder:** ADOT pass through of federal  
**Required nonfederal match:** 20%

**Next Application Due Date:** Fall 2026  
**Award Size:** typically max \$250,000

### Background:

Available to COGs and MPOs for transit planning activities that support economic vitality, increase safety, increase access, protects the environment, improves connectivity and quality of life. Goals and Priorities generally in the following order of priority:

- Rural transit planning for existing transit agencies
- New Rural transit plans
- Regional transit planning and Small Urban Transit Planning
- In order to ensure that statewide transit planning funds are used throughout the state, communities which are not currently funded with a statewide transit planning grant will be given priority.

### PRIORITY PROJECTS

FY26-29					
Project	Jurisdiction	2026	2027	2028	2029
Capital Planning Studies   \$200,000- 250,000 each	Mountain Line				



## GRANT INFO: RURAL AND TRIBAL ASSISTANCE PILOT PROGRAM

**Funder:** US Department of Transportation

**Next Application Release Date:** August 2026

**Required match:** 0%

**Award size:** \$250,000- \$2.5million

### Background:

The purpose is to advance transportation infrastructure projects in rural and tribal communities by supporting planning and development-phase activities for projects reasonably expected to be eligible for certain U.S. Department of Transportation (DOT or the Department) credit and grant programs. However, there is no requirement for grantees to apply for other DOT funding programs in the future. Open to urbanized areas with population less than 150,000.

### Eligible project costs:

- Planning/Scoping
- Design
- Financial analysis
- Legal services

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Bellemont Interchange <b>\$2,500,000</b>	County				
Planning- Flagstaff I-40 Interchange Feasibility Lone Tree & Woord Mountain Roads  <b>\$2,500,000</b>					

## GRANT INFO: AZ STATE MATCH ADVANTAGE FOR RURAL TRANSPORTATION FUND (AZ SMART)

**Funder:** Arizona Department of Transportation  
**Required match:** 0%

**Next Application Release Date:** Rolling  
**Award Size:** TBD

### Background:

The AZ SMART Fund was established by the Arizona Legislature in 2022 to assist eligible cities, towns, counties and the Arizona Department of Transportation (ADOT) in competing for federal discretionary surface transportation grants. Only those applicants pursuing a federal discretionary grant may apply for AZ SMART funding. All awards must be approved by the State Transportation Board (STB). The AZ SMART monies are allocated to certain funding categories, see [AZ SMART Program dashboard](#).

### Eligible projects:

- Reimbursement of up to 50% of the eligible costs associated with Grant Development and Submission of an application for a federal discretionary grant. Limited to counties with a population of less than 100,000 and cities and towns with a population of less than 10,000.
- Reimbursement of non-federal match for a federal grant.
- Reimbursement of design and other engineering services expenditures that meet federal standards for projects eligible for a federal grant. For the purposes of the AZ SMART Fund, design and other engineering services includes preliminary engineering through final design related to a road, bridge, rail or transit infrastructure construction project that the Applicant intends to submit for a federal grant in a future year. The federal discretionary grant agreement must be submitted within 2 years of the date AZ SMART funding was awarded by the STB.

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Big Fill Lake  \$2,500,000	County				
JWP Lake Mary Road to I-17   \$2,300,000	City				
Leupp Lake Mary Rumble Strips  TBD	County				
Northeast Area Schools   \$2,000,000	City				
Lone Tree Realignment and interchange   \$3,000,000	City				
Bus Storage Facility Match   \$3,000,000	Mountain Line				

GRANT INFO: RURAL TRANSPORTATION ADVOCACY COUNCIL APPROPRIATIONS (RTAC BILL)

**Funder:** State of Arizona Appropriations

**Project Selection Date:** September 2026

**Required match:** 0%

**Award Size:** MetroPlan Region allocated \$26Milion

**Background:**  
Annual Appropriations bill submitted by the Rural Transportation Advocacy Council with projects across greater Arizona. Unlikely to be funded as whole so separate lobbying effort required. Can be sued to educate legislature on transportation needs in addition to fund seeking. Projects need a legislative champion to pass into state budget.

**Eligible projects:**  
Any transportation project in rural Arizona.

PRIORITY PROJECTS

FY26-29					
Project	Jurisdiction	2026	2027	2028	2029
West Route 66 Design   \$18,000,000	City				
US180   \$8,000,000	City				

## GRANT INFO: CONGRESSIONALLY DIRECTED SPENDING

**Funder:** Federal, must identify an eligible program

**Required match:** same as federal program suggested for funding

**Next Application Release Date:** Typically in spring

**Award Size:** Under \$2-3million ideal

### Background:

One-time, discretionary funds to members of Congress. Amounts may vary by House and Senate and may not be available in all years. Competes with all requests, not only transportation. Requires legislative education/ lobbyist activities to be successful.

### Eligible project costs:

Wide variety of eligibility. Must be supported by members of congress. Must identify a surface transportation program from which funds would come and be eligible under that the rules of that program.

### PRIORITY PROJECTS

Project	Jurisdiction	2026	2027	2028	2029
Design  Bellemont Interchange   <b>\$3,000,000</b>	County				
Design  West Route 66   <b>\$4,000,000</b>	City				
Construction  Mountain Line DCC Phase 2  <b>\$4,000,000</b>	Mountain Line				

# Strategic Grants Plan

**FY 25-27**



# METROPLAN

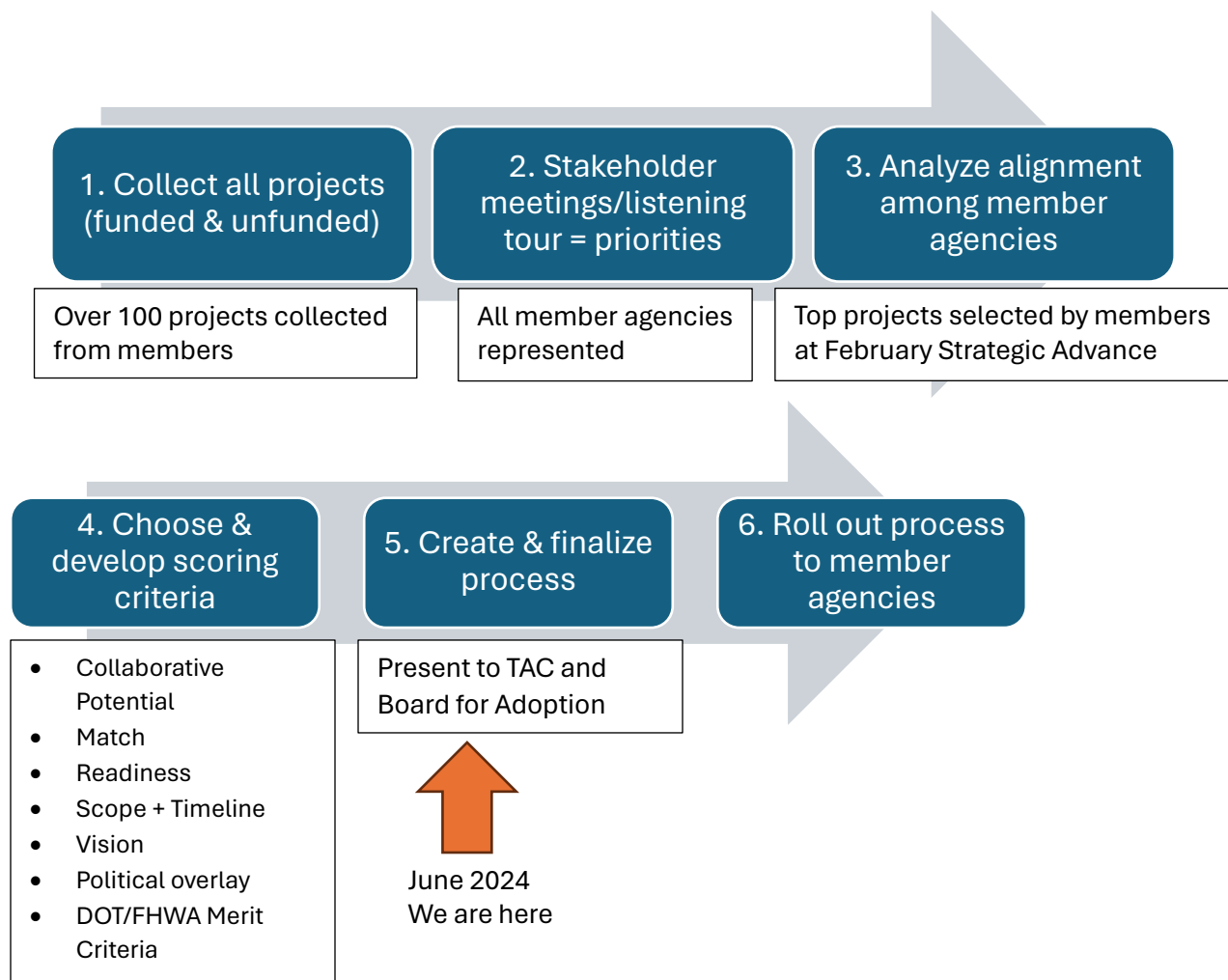
GREATER  FLAGSTAFF

## Introduction

The Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) that took effect in 2021, increased the availability of discretionary federal (competitive grant) dollars by 40%. The law is in effect through 2026. MetroPlan Flagstaff and its member agencies – City of Flagstaff, Coconino County, Mountain Line Transit, Arizona Department of Transportation (ADOT) and Northern Arizona University (NAU) have been able to apply for and win more transportation dollars than ever before. To this end, MetroPlan sought to create a proactive, rather than reactive fund seeking strategy. This strategy seeks to analyze regional projects for best fit for grant programs, increase collaboration and decrease or eliminate competition amongst members and allow more lead time to develop complex and time-consuming components of federal grant applications such as the Benefit Cost Analysis (BCA), environmental review (NEPA – National Environmental Policy Act) and Right-of-Way (ROW) acquisition.

The Strategic Grants Plan aligns with MetroPlan’s mission to *facilitate improvements and programs for all transportation modes through collaborative priority setting, planning and the strategic pursuit of funding.*

## Steps taken to create Strategic Grants Plan



## Foreword:

MetroPlan Flagstaff created its Strategic Grants Plan in response to the [Bipartisan Infrastructure Law](#) that enabled historic investment in transportation infrastructure in the amount of \$350 billion over five years from 2021 – 2026. MetroPlan saw a need to create a roadmap of regional projects scored against best fit for grants that resulted in this plan after experiencing successes in supporting its member organizations in pursuing and obtaining federal discretionary grants. One of MetroPlan's strategic goals is to maximize transportation funds and MetroPlan's mission includes partner collaboration in the pursuit of funds. It is MetroPlan's aim to maximize internal and regional resources toward projects that make the **best fit** for federal grants; and that this plan supports the increase of collaboration, decrease of competition and results in submitting better grant applications that if awarded, enable the leveraging of funds to pay for other projects that do not fit discretionary grants.

## Internal process:

MetroPlan collected 130 regional projects and scored them across 20 potential federal grant programs using the merit criteria and theme of federal discretionary grants' Notice of Funding Opportunity (NOFO) through dedicated stakeholder meetings, its Strategic Advance and ad-hoc meetings across member agencies.

Common merit criteria across grant programs are:

- Safety
- Climate Change and Sustainability
- Equity
- Workforce Development, Job Quality and Wealth Creation
  - Includes economic competitiveness and opportunity
- Quality of Life
- Mobility and Community Connectivity
- State of Good Repair
- Partnership and Collaboration
- Innovation

This process resulted in identifying 14 projects as best fits across 7 discretionary grant programs for fiscal years 2025 through 2027.

The plan and process enable advanced knowledge on what grants regional partners are going to apply for in order to focus on grant components that take the most time.

Examples of time-consuming grant application components are: Benefit Cost Analysis, Right-of-Way and land acquisition, Environmental Review and obtaining non-federal matching funds between 5.7% and 20%, depending on the application requirements.

## MetroPlan's role:

In addition to its role as a traditional Metropolitan Planning Organization, MetroPlan is a thought and strategy partner for seeking funds. In pursuit of grant funds, we have the capacity to support with application narratives, both composition and/or editing; political advocacy via support letters, speaking at the Arizona State Transportation Board and using our lobbyist to support project funding advocacy, as well as connect member agencies to resources such as the [NAU Economic Policy Institute](#) for Benefit Cost Analysis functions.

## Member Agencies:

City of Flagstaff	Coconino County	Mountain Line Transit	AZ Department of Transportation (ADOT)	Northern AZ University
City jurisdiction for most transportation projects in the MetroPlan Region	County jurisdiction for MetroPlan region	<ul style="list-style-type: none"><li>Transit agency whose discretionary grants come from the Federal Transit Administration</li><li>Has own, already established project selection process for grants</li></ul>	<ul style="list-style-type: none"><li>Jurisdiction for state-owned facilities the MetroPlan region</li><li>Provides pass through funds for both formula and discretionary funds</li><li>Programming and Policy partner</li></ul>	Jurisdiction for university infrastructure projects in the MetroPlan region

## Rank/score:

MetroPlan ranked each project against federal grants using the following scores:

- 3 = best fit
- 2 = medium fit
- 1 = poor fit

Projects were compared against Merit Criteria elements mentioned in the Internal Process section earlier in this document. Though we did not use formal weighting of each criterion, we focused on Safety - whether the project is located in a High Injury Network (HIN) and Equity – whether the project is located in or directly affects a transportation disadvantaged area using the federal Council on Environmental Quality’s Climate and Economic Justice Screening tool, [CEJST](#). Lastly, we also considered whether the project fit the overarching theme of the discretionary grant program, such as resiliency against future climate-driven natural disasters like in the [PROTECT](#) grant. Most projects in this plan scored a 3 = best fit. The ones that scored a 2 = medium fit are marked in the pages below and made it into the plan as agreed-upon projects/grants among partners before this plan was created.

Note: Mountain Line transit has their own project selection process that is separate and distinct from MetroPlan’s; their content is still included in this plan via information on transit-related, discretionary grants. MetroPlan encourages all partners to consider transit in their projects.

## How to use the plan:

This plan will be used by MetroPlan and its member agencies to guide future grant applications for the fiscal years 2025-2027. In subsequent pages of the plan, there are summaries of each grant program, and which regional projects are best suited for each application, how they ranked, as well as a timeline.





## Resource dedication:

MetroPlan has a small staff and one dedicated grant writer. This means that MetroPlan staff cannot always provide a full suite of grant writing services, such as writing the entire application narrative and facilitating subsequent components from strategy to submission. Given this resource limitation, MetroPlan will select 2-3 projects annually to focus on the entirety of the application and will recommend consultancy or members' in-house expertise for other projects.

## Deviations from the Plan:

Should member agencies decide to apply for a grant with a project that has not been identified in the Strategic Grants Plan, MetroPlan will request a support letter from its Executive Board.

The reason for this is that when sudden and new projects that are not listed in the plan are proposed by members, MetroPlan may not have the capacity to connect resources to a whole new grant/project and our level of effort would likely decrease since we would already be working on grants that have been identified in the plan. If member agencies follow the plan, proactive resource dedication is possible, and the gathering of support letters can be almost immediate. The purpose of the plan is to look ahead to provide significant support, versus nominal support.

As mentioned, Mountain Line has its own project selection and grant seeking strategy that is separate from this plan.

## Frequency | Plan Update and Ranking:

The Strategic Grants Plan will be updated once annually in January based on when the bulk of grant application NOFOs are released, which is from May to August. Updating the plan each January allows for time to prepare for the next round of applications.

We will also consider ad-hoc updates if there are material changes to partners' Capital Improvement Plans (CIPs), scope changes or emergencies such as post wildfire flooding. MetroPlan will not re-rank all projects, but rather rank new projects or projects that have had significant scope changes enough to warrant re-ranking. Not everything is on the table every year.

New projects will be ranked 1-3 using the above criteria. MetroPlan will then bring newly ranked projects to the TAC (Technical Advisory Committee) to refine.

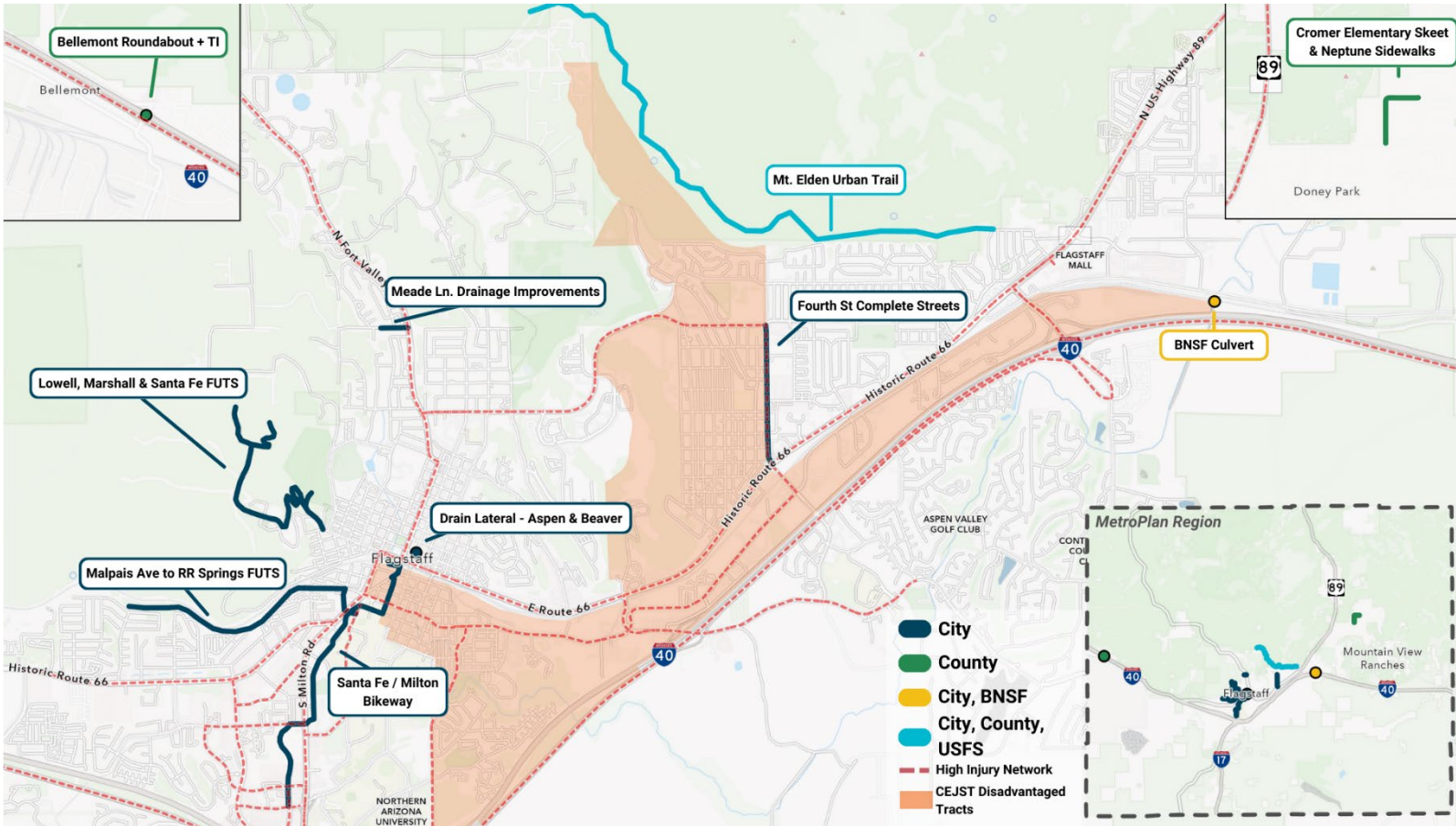
We will revisit the projects that ranked 2s (medium fit) in our annual re-ranking process, as well as projects connected to failed grants. We will also re-rank projects in FY28 because one year will drop away.



## List of Appendices:

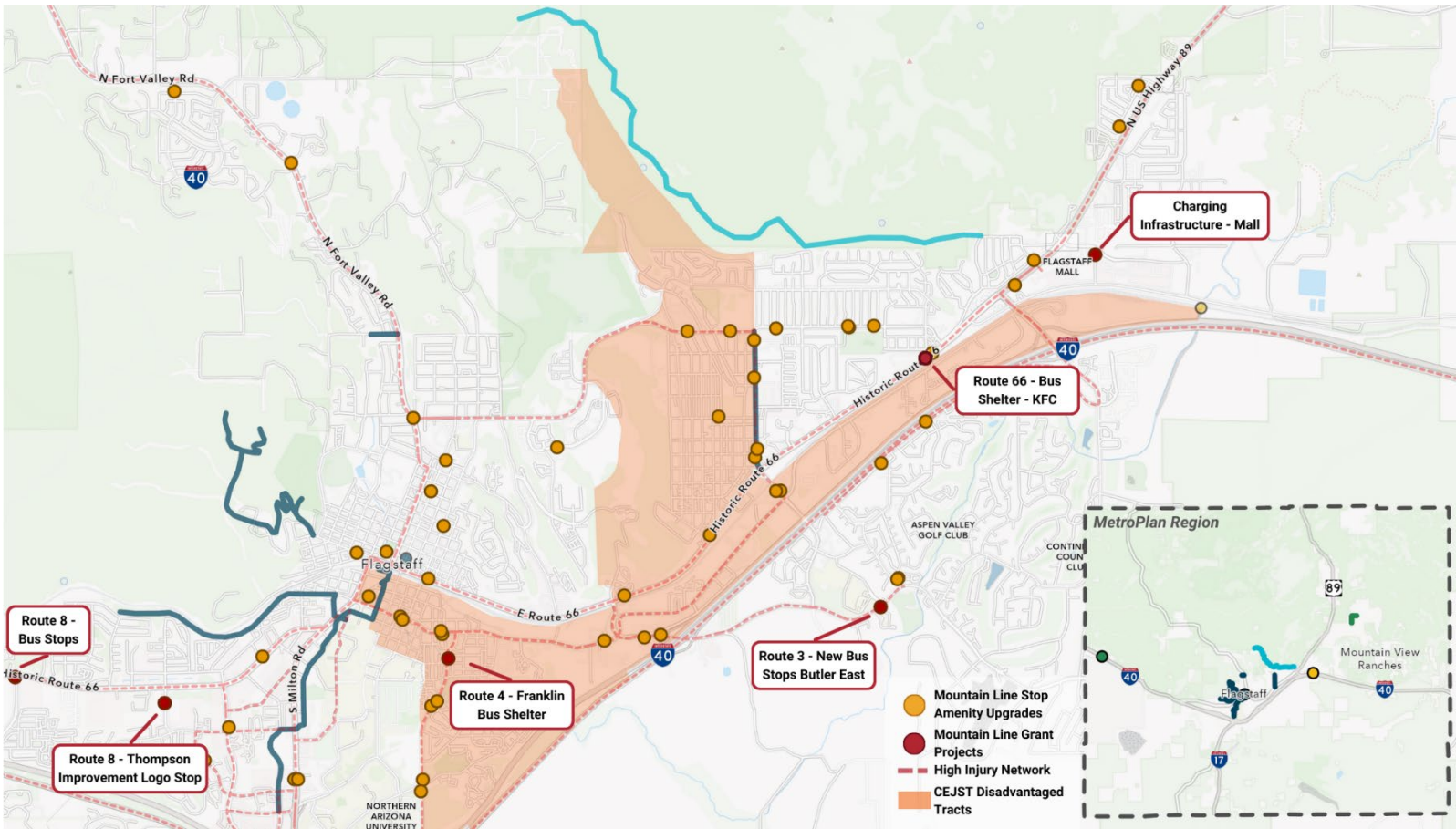
- Master List:
  - Regional matrix of all projects and discretionary fund sources

## Regional Project Map\*



\*Excludes Mountain Line Transit

# Mountain Line Transit Projects



**Funder:** State – AZ Dept of Transportation**Next Application Release Date:** May/June 2024**Required match:** 5.7%**Background:**

Smaller-scale transportation projects: pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements - historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

**Eligible project costs:**

- Eligible non-infrastructure activities (e.g., educational programming)
- Planning/Scoping
- Design
- Construction
- Other items unavoidably required for the primary purpose of the project
- ADOT administrative fees

**Ineligible project costs:**

- Right-of-Way acquisition
- Routine maintenance and operations
- General recreation and park facilities
- Utility relocation not directly caused by the TA Program project
- Promotional activities except as permitted under the Safe Routes To School

**PRIORITY PROJECTS**

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   <b>\$432,373</b>	3	USFS, City, County				
Construction   Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   <b>\$1,300,000</b>	3	County				
Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   <b>\$463,100</b>	3	City				
Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>	3	City				
Safe Routes Phase 2   <b>\$650,300</b>	3	MetroPlan				
Safe Routes to School capital projects   <b>\$1,900,000</b>	3	MetroPlan				

**Grant Info:** [SS4A](#) (Safe Streets and Roads for All)

**Funder:** federal, US DOT (Department of Transportation)

**Required nonfederal match:** 20%, ok to use in-kind

**Next Application Release Date:** Open - Implementation: May 16, 2024

Planning and Demonstration: April 4, 2024 | May 16, 2024 | August 29, 2024

**Background:**

- **Improve** roadway **safety** for all users by **reducing and eliminating serious injury and fatal crashes through comprehensive safety Action Plans** and their implementation.

**Planning and Demonstration Grants:**

- Develop, complete, or supplement a comprehensive safety action plan
- Demonstration activities | **temporary** safety improvements that inform Action Plans by testing them first

**Implementation Grants:**

- Implement projects and strategies identified in an Action Plan
  - Projects and strategies can be infrastructure, behavioral, and/or operational activities
  - May include demonstration activities, supplemental planning, and project-level planning, design, and development
  - Applicants **must have an eligible Action Plan** to apply for Implementation Grants
  - Project location must be on High Injury Crash Network

**Note: Not just bike/ped money | Safety money = must be tied to a safety problem**

**PRIORITY PROJECTS**

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Planning   Safe Routes to School and Bus Stops   <b>\$700,000</b>	3	County				
Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   <b>\$30,000,000</b>	3	City				
Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   <b>\$30,000,000</b>	3	City				



**Grant Info:** [ATIIP](#) (Active Transportation Infrastructure Improvement Program)

**Funder:** FHWA (federal highway administration)

**Required match:** 20%

Next Application Release Date: **Open, applications due June 17, 2024** | Appropriations through 2026 in line with BIL

**Background:**

Supports planning and **active transportation implementation** (mobility options powered primarily by human energy, including bicycling and walking) **at the network scale, rather than on a project-by-project basis.**

The ATIIP awards competitive grants to **plan, design, and construct networks of safe and connected active transportation facilities that connect between destinations within a community or metropolitan region.** Additionally, grants may fund projects to plan, design, and construct an active transportation spine, a facility that connects communities, metropolitan regions, or States.

**PRIORITY PROJECTS**

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   <b>\$463,100</b>	3	City				
Planning   Unincorporated County connectivity to activity and economic centers  <b>\$ 1,000,000</b>   *some of this project is outside the MetroPlan region	3	County				

**Grant Info:** [PROTECT](#) (Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation)

**Funder:** federal, US DOT (Department of Transportation), FHWA (Federal Highway Administration)

**Required nonfederal match:** 20%\*

**Next Application Due Date:** TBD, estimated April or May 2024 | Appropriations through 2026

**Background:**

Help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes. Funds planning, resilience improvement. **\*Match gets reduced by 7 to 3 percentage points if the project is prioritized in a Resilience Improvement Plan.** No match for planning grants!

**PRIORITY PROJECTS**

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   <b>\$18,000,000 - \$25,000,000</b>	3	City, BNSF				
Resilience planning – Post Wildfire Flooding   <b>\$500,000</b>	3	MetroPlan				
Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   <b>\$11,000,000</b>	3	City				

**Grant Info:** [RAISE](#) (Rebuilding American Infrastructure with Sustainability and Equity)

**Funder:** federal, US DOT (Department of Transportation)

**Required nonfederal match:** 20%

**Next Application Due Dates:** FY25: Jan 13 2025| FY26: Jan 13 2026

**Background:**

Planning or constructing surface transportation infrastructure projects that improve safety, environmental sustainability, quality of life, mobility & community connectivity, economic competitiveness & opportunity, including tourism, state of good repair, partnership & collaboration, and innovation

**PRIORITY PROJECTS**

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   <b>\$30,000,000</b>	3	City				
Engineering   Bellemont Roundabout and TI modernization and expansion   <b>\$4,000,000</b>	2	County				
Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   <b>\$30,000,000</b>	3	City				



**Grant Info:** [FLAP](#) (Federal Lands Access Program)

**Funder:** federal, US DOT (Department of Transportation), FHWA (Federal Highway Administration)

**Required nonfederal match:** 20%

**Next Application Due Date:** 2026, tentative

**Background:**

Improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. Supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

**PRIORITY PROJECTS**

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
Design to 30%   Lake Mary widening between N & S Mormon Loop Lake Access.   Planning and construction   Lake Mary Bike Lanes   cost TBD	3	County				

**Grant Info:** [INFRA](#) | [MEGA](#) | [Rural](#)

**Funder:** federal, US DOT (Department of Transportation)

**Required nonfederal match:** 20%

**Next Application Due Date:** May 6, 2024 | Appropriations through FY2026

**Background:**

Eligible Project Costs		
Mega	INFRA	Rural
Development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and, Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and	Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. Construction, reconstruction, rehabilitation, or acquisition of property (including land related to the project and improvements to the land), environmental mitigation (including a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, equipment acquisition, and operational improvements directly related to system performance.	Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and, Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational

**MEGA:** supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

**INFRA:** multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

**Rural:** supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

**PRIORITY PROJECTS**

Project	Rank	Jurisdiction	FY24	FY25	FY26	FY27
<b>RURAL</b>						
Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   <b>\$30,000,000</b>	3	City				
Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   est total project cost <b>\$30,000,000</b>	3	City				

**Grant Info:** [Bus and Bus Facilities](#) | 5339(b)

**Funder:** Federal | Federal Transit Administration

**Required nonfederal match:** 20%

**Next Application Due Date:** April 25, 2025

**Background:** Replace, rehabilitate and purchase buses and related equipment. Construct bus-related facilities. Includes tech or innovations to modify low or no emission vehicles or facilities. Some funds for workforce and training.

#### PRIORITY PROJECTS

**Note:** *\*bus stops included as one project*

Project	Jurisdiction	FY25	FY26	FY27
Fixed Route Bus Replacements (BEB)   <b>\$4,432,034</b>	Mountain Line			
Paratransit Cutway Van   <b>\$888,808</b>	Mountain Line			
Charging Infrastructure – Offsite (Mall)   <b>\$2,200,000</b>	Mountain Line			
*Bus Stop Upgrade - Route 4 Mohawk   <b>\$33,169</b>	Mountain Line			
*Route 4 and 14 - Zuni and Masonic Stops (2 logo)   <b>\$40,000</b>	Mountain Line			
*Route 8 - Thompson Improvement logo stop   <b>\$30,000</b>	Mountain Line			
*New Bus Stop - Route 3, Butler East, 25   <b>\$159,848</b>	Mountain Line			
*Bus Stop Upgrade - Route 4 Franklin   <b>\$33,169</b>	Mountain Line			

**Grant Info:** [Lo and No Emission Bus Grants](#) | 5339(c)

**Funder:** Federal | Federal Transit Administration

**Required nonfederal match:** 20%

**Next Application Due Date:** April 25, 2025

**Background:** Purchase or lease zero-emission (battery electric and hydrogen fuel cell) and low-emission (hybrid electric/gas, hybrid electric/diesel, compressed natural gas, liquified natural gas, ethanol, propane) transit buses. Acquisition, construction, and leasing of required supporting facilities.

#### PRIORITY PROJECTS

Project	Jurisdiction	FY25	FY26	FY27
Fixed Route Bus Replacements (BEB)   <b>\$4,432,034</b>	Mountain Line			
Charging Infrastructure – Offsite (Mall)   <b>\$2,200,000</b>	Mountain Line			

**Grant Info:** [Urbanized Area Formula Grants](#) | 5307 and 5339, competitive

**Funder:** ADOT through Federal | Federal Transit Administration

**Required nonfederal match:** 20%

**Next Application Due Date:** August 2024

**Background:** Construction projects and capital purchases of vehicles.

**PRIORITY PROJECTS**

**Note:** *\*bus stops included as one project*

Project	Jurisdiction	FY25	FY26	FY27
Fixed Route Bus Replacements (BEB)   <b>\$4,432,034</b>	Mountain Line			
Paratransit Cutway Van   <b>\$888,808</b>	Mountain Line			
Charging Infrastructure – Offsite (Mall)   <b>\$2,200,000</b>	Mountain Line			
Operation Support Vehicle Replacement   <b>\$60,000</b>	Mountain Line			
Shelter Rehabilitations   <b>\$495,000</b>	Mountain Line			
*Bus Stop Upgrade - Route 4 Mohawk   <b>\$33,169</b>	Mountain Line			
Route 66 Bus Shelter – KFC   <b>\$33,169</b>	Mountain Line			
*Route 4 and 14 - Zuni and Masonic Stops (2 logo)   <b>\$40,000</b>	Mountain Line			
*Route 8 - Thompson Improvement logo stop   <b>\$30,000</b>	Mountain Line			
Bus Stop Amenity Upgrades   <b>\$383,000</b>	Mountain Line			
*New Bus Stop - Route 3, Butler East, 25   <b>\$159,848</b>	Mountain Line			
*Bus Stop Upgrade - Route 4 Franklin   <b>\$33,169</b>	Mountain Line			

**Grant Info:** [Metropolitan Transportation Planning](#) | 5305

**Funder:** Federal | Federal Transit Administration

**Required nonfederal match:** 20%

**Next Application Due Date:** April 25, 2025

**Background:** Multimodal transportation planning activities that support economic vitality, increase safety, increase access, protects the environment, improves connectivity and quality of life.

**PRIORITY PROJECTS**

Project	Jurisdiction	FY25	FY26	FY27
Capital Planning Studies   FY25, 26: <b>\$200,000</b>   FY27: <b>\$250,000</b>	Mountain Line			

					ADOT/State Transportation Alternatives			Federal SS4A   Safe Streets and Roads for All			Federal ATIP   Active Transportation Infrastructure Investment Program			Federal PROTECT			Federal RAISE   Rebuilding American Infrastructure Sustainably and Equitably
	Master Project List ↓																
	Member	Project	Member	Project	Score	Member	Project	Score	Member	Project	Score	Member	Project	Score	Member	Project	Score
1	ML	Bus Shelter 2 Beulah	County	Construction   Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000	3	City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000	3	County	Planning   Unincorporated county connectivity to activity and economic centers   \$ 1,000,000	3	City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000	3	City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000	3
2	ML	Bus Shelter Route 4 Franklin	City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>	3	City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000	3	City	Planning and Design   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100	3	BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000	3	City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000	3
3	ML	Bus Shelter Route 66 KFC	City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373	3	County	Planning   Safe Routes to School and Bus Stops   \$700,000	3	ML	Bus Shelter 2 Beulah		MetroPlan	Resiliency Plan - flooding	3	County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000	2
4	ML	Bus Stop Amenity Upgrades	City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100	3	ML	Bus Shelter 2 Beulah		ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter 2 Beulah		ML	Bus Shelter 2 Beulah	
5	ML	Bus Stop Upgrade - Route 4 Mohawk	MetroPlan	Safe Routes Phase 2   \$650,300	3	ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 4 Franklin	
6	City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000	MetroPlan	Safe Routes to School capital projects   \$1,900,000	3	ML	Bus Shelter Route 66 KFC		ML	Bus Stop Amenity Upgrades		ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 66 KFC	
7	County	Construction   Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000	City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		ML	Bus Stop Amenity Upgrades		ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Amenity Upgrades		ML	Bus Stop Amenity Upgrades	
8	City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000	ML	Bus Shelter 2 Beulah		ML	Bus Stop Upgrade - Route 4 Mohawk		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk	
	City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>	ML	Bus Shelter Route 4 Franklin		County	Construction   Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		County	Construction   Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		County	Construction   Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000	
9	City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000	ML	Bus Shelter Route 66 KFC		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		County	Construction   Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000	
10	BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000	ML	Bus Stop Amenity Upgrades		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>	
11	County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000	ML	Bus Stop Upgrade - Route 4 Mohawk		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000	
12	ML	EV Charging Infrastructure* will request Congressionally Directed Spending	City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		ML	EV Charging Infrastructure* will request Congressionally Directed Spending	
13	ML	Fixed Route - Bus Expansion	City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	Fixed Route - Bus Expansion	
14	ML	Fixed Route - Bus Replacement (LoNo)	BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		ML	Fixed Route - Bus Expansion		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Replacement (LoNo)	
15	ML	Fleet - Support Vehicle	County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fleet - Support Vehicle	
16	ML	Improvement logo stop - Route 8 Thompson	ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	Fleet - Support Vehicle		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fleet - Support Vehicle		ML	Improvement logo stop - Route 8 Thompson	
17	ADOT, City	LED   Dark Sky Lighting   FY26 construction	ML	Fixed Route - Bus Expansion		ML	Improvement logo stop - Route 8 Thompson		ML	Fleet - Support Vehicle		ML	Improvement logo stop - Route 8 Thompson		ADOT, City	LED   Dark Sky Lighting   FY26 construction	
18	ML	New Bus Stop - Route 66 Crown	ML	Fixed Route - Bus Replacement (LoNo)		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ML	Improvement logo stop - Route 8 Thompson		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ML	New Bus Stop - Route 66 Crown	
19	ML	New Bus Stops - Route 3 Butler East	ML	Fleet - Support Vehicle		ML	New Bus Stop - Route 66 Crown		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stops - Route 3 Butler East	
20	ML	Operations - Cutaway Vans LoNo (Revenue)	ML	Improvement logo stop - Route 8 Thompson		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stops - Route 3 Butler East		ML	Operations - Cutaway Vans LoNo (Revenue)	
21	ML	Operations - Support Vehicles Replacements (LoNo)	ADOT, City	LED   Dark Sky Lighting   FY26 construction		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	New Bus Stops - Route 3 Butler East		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Support Vehicles Replacements (LoNo)	
22	ML	Phase 2 - Kaspar Bus Storage	ML	New Bus Stop - Route 66 Crown		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Phase 2 - Kaspar Bus Storage	
23	ML	Phase 2 - Kaspar Curb Mod	ML	New Bus Stops - Route 3 Butler East		ML	Phase 2 - Kaspar Bus Storage		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Curb Mod	
24	County	Planning   Safe Routes to School and Bus Stops   \$700,000	County	Planning   Safe Routes to School and Bus Stops   \$700,000		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Curb Mod		County	Planning   Safe Routes to School and Bus Stops   \$700,000	
25	County	Planning   Unincorporated county connectivity to activity and economic centers   \$ 1,000,000	County	Planning   Unincorporated county connectivity to activity and economic centers   \$ 1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers   \$ 1,000,000		ML	Phase 2 - Kaspar Curb Mod		County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Unincorporated county connectivity to activity and economic centers   \$ 1,000,000	
26	City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373	ML	Operations - Cutaway Vans LoNo (Revenue)		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Unincorporated county connectivity to activity and economic centers   \$ 1,000,000		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373	
27	City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100	ML	Operations - Support Vehicles Replacements (LoNo)		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100	
28	ML	Planning studies (varies by year)	ML	Phase 2 - Kaspar Bus Storage		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		ML	Planning studies (varies by year)	
29	City	Quiet Zone Modifications	ML	Phase 2 - Kaspar Curb Mod		City	Quiet Zone Modifications		City	Quiet Zone Modifications		ML	Planning studies (varies by year)		City	Quiet Zone Modifications	
30	ML	Relocation and upgrade - Bus Stop Whataburger	ML	Planning studies (varies by year)		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		City	Quiet Zone Modifications		ML	Relocation and upgrade - Bus Stop Whataburger	
31	MetroPlan	Resiliency Plan - flooding	City	Quiet Zone Modifications		MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding		ML	Relocation and upgrade - Bus Stop Whataburger		MetroPlan	Resiliency Plan - flooding	
32	ML	Route 3 - New Bus Stops Butler East	ML	Relocation and upgrade - Bus Stop Whataburger		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East	
33	ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)	MetroPlan	Resiliency Plan - Flooding		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)	
34	ML	Route 8 - Bus Stops	ML	Route 3 - New Bus Stops Butler East		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops	
35	ML	RTA Display - Various Locations (Shared Stops)	ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)	
36	County	Rumble strips, Lake Mary Road	ML	Route 8 - Bus Stops		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road	
37	MetroPlan	Safe Routes Phase 2   \$650,300	ML	RTA Display - Various Locations (Shared Stops)		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300	
38	MetroPlan	Safe Routes to School capital projects   \$1,900,000	County	Rumble strips, Lake Mary Road		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000	
39	City	Southside Curbs and sidewalk replacement; has ADA component	City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component	
40	City	Spruce Wash - Flood mitigation	City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation	
41	County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona	County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona	
42	ML	TSP Butler East	ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East	
	ML	TSP Butler West	ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West	
	City	Utility Replacements/Overlay   West Flagstaff Improvements	City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements	

		Federal FLAP   Federal Lands Access Program		Reconcile against projects for INFRPA and MEGA	Federal RURAL		Transit only	Federal and State Bus and Bus Facilities 5339		Transit only	Federal Lo and No Emission Bus Grants 5339 (c)		Transit only   Some funds are passed through by ADOT	Federal and State Urbanized Area Formula Grants 5307 & 5339			Federal Metropolitan Transportation Planning 5305
Member	Project	Score	Member	Project	Score	Member	Project	Score	Member	Project	Score	Member	Project	Score	Member	Project	Score
ML	Bus Shelter 2 Beulah		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000	3	ML	Bus Shelter 2 Beulah	3	ML	Bus Shelter 2 Beulah	3	ML	Bus Shelter 2 Beulah	3	ML	Bus Shelter 2 Beulah	3
ML	Bus Shelter Route 4 Franklin		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000	3	ML	Bus Shelter Route 4 Franklin	3	ML	Bus Shelter Route 4 Franklin	3	ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 4 Franklin	
ML	Bus Shelter Route 66 KFC		ML	Bus Shelter 2 Beulah		ML	Bus Shelter Route 66 KFC	3	ML	Bus Shelter Route 66 KFC	3	ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 66 KFC	
ML	Bus Stop Amenity Upgrades		ML	Bus Shelter Route 4 Franklin		ML	Bus Stop Amenity Upgrades	3	ML	Bus Stop Amenity Upgrades	3	ML	Bus Stop Amenity Upgrades		ML	Bus Stop Amenity Upgrades	
ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Shelter Route 66 KFC		ML	Bus Stop Upgrade - Route 4 Mohawk	3	ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk	
City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		ML	Bus Stop Amenity Upgrades		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000	3	City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000	
County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		ML	Bus Stop Upgrade - Route 4 Mohawk		County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000	3	County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000	
City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000	3	City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000	
City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>	3	City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>	
City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000	3	City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000	
BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000	3	BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000	
County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000	3	County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000	
ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending	3	ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending	
ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion	
ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)	
ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle	
ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson	
ADOT, City	LED   Dark Sky Lighting   FY26 construction		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ADOT, City	LED   Dark Sky Lighting   FY26 construction	
ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown	
ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East	
ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)	
ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)	
ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage	
ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod	
County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Safe Routes to School and Bus Stops   \$700,000	
County	Planning   Unincorporated county connectivity to activity and economic centers  \$ 1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers  \$ 1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers  \$ 1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers  \$ 1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers  \$ 1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers  \$ 1,000,000	
City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373	
City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100	
ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)	
City	Quiet Zone Modifications		City	Quiet Zone Modifications		City	Quiet Zone Modifications		City	Quiet Zone Modifications		City	Quiet Zone Modifications		City	Quiet Zone Modifications	
ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger	
MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding	
ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East	
ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)	
ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops	
ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)	
County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road	
MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300	
MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000	
City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component	
City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation	
County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona	
ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East	
ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West	
City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements	



		Federal Transit Oriented Development Planning			Federal MEGA			Federal INFRA   Nationally Significant Multimodal Freight & Highway Projects Program			Federal Reconnecting Communities and Neighborhoods   RCN
			Member	Project	Score	Member	Project	Score	Member	Project	Score
ML	Bus Shelter 2 Beulah		ML	Bus Shelter 2 Beulah		ML	Bus Shelter 2 Beulah		ML	Bus Shelter 2 Beulah	
ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 4 Franklin		ML	Bus Shelter Route 4 Franklin	
ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 66 KFC		ML	Bus Shelter Route 66 KFC	
ML	Bus Stop Amenity Upgrades		ML	Bus Stop Amenity Upgrades		ML	Bus Stop Amenity Upgrades		ML	Bus Stop Amenity Upgrades	
ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk		ML	Bus Stop Upgrade - Route 4 Mohawk	
City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000		City	Construction   Complete Streets Conversion   Fourth St - Route 66 to Cedar Ave   \$30,000,000	
County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000		County	Construction   Cromer Elementary missing sidewalks -- Neptune Dr (Skeet Dr to Lunar Dr)   Skeet Dr (Silver Saddle Rd to Neptune Dr)   \$1,300,000	
City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000		City	Construction   Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver   \$11,000,000	
City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>		City	Construction   FUTS Sinclair Ridge (\$80,000), Sawmill (\$105,000), Marshall (\$905,000)   total: <b>\$1,090,000</b>	
City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000		City	Construction   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$30,000,000	
BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000		BNSF, City	Design and Construction   reduce the tailwater condition at BNSF culvert 338.9 and US 66   \$18,000,000 - \$25,000,000	
County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000		County	Engineering   Bellemont Roundabout and TI modernization and expansion   \$4,000,000	
ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending		ML	EV Charging Infrastructure* will request Congressionally Directed Spending	
ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion		ML	Fixed Route - Bus Expansion	
ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)		ML	Fixed Route - Bus Replacement (LoNo)	
ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle		ML	Fleet - Support Vehicle	
ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson		ML	Improvement logo stop - Route 8 Thompson	
ADOT, City	LED   Dark Sky Lighting   FY26 construction		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ADOT, City	LED   Dark Sky Lighting   FY26 construction		ADOT, City	LED   Dark Sky Lighting   FY26 construction	
ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown		ML	New Bus Stop - Route 66 Crown	
ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East		ML	New Bus Stops - Route 3 Butler East	
ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)		ML	Operations - Cutaway Vans LoNo (Revenue)	
ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)		ML	Operations - Support Vehicles Replacements (LoNo)	
ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage		ML	Phase 2 - Kaspar Bus Storage	
ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod		ML	Phase 2 - Kaspar Curb Mod	
County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Safe Routes to School and Bus Stops   \$700,000		County	Planning   Safe Routes to School and Bus Stops   \$700,000	
County	Planning   Unincorporated county connectivity to activity and economic centers   \$1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers   \$1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers   \$1,000,000		County	Planning   Unincorporated county connectivity to activity and economic centers   \$1,000,000	
City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373		City, County, USFS	Planning & Design   Mt Elden Urban Trail   5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89   \$432, 373	
City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100		City	Planning and Design   Santa Fe / Milton Bikeway   Santa Fe Trail: Malpais Ave to Railroad Springs   Milton Skybridge from east Santa Fe FUTS to NAU   Milton Bikeway from the Downtown Connection Center to Lake Mary Rd   \$463,100	
ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)		ML	Planning studies (varies by year)	
City	Quiet Zone Modifications		City	Quiet Zone Modifications		City	Quiet Zone Modifications		City	Quiet Zone Modifications	
ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger		ML	Relocation and upgrade - Bus Stop Whataburger	
MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding		MetroPlan	Resiliency Plan - flooding	
ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East		ML	Route 3 - New Bus Stops Butler East	
ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)		ML	Route 4 and 14 - Zuni and Masonic Stops (2 logo)	
ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops		ML	Route 8 - Bus Stops	
ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)		ML	RTA Display - Various Locations (Shared Stops)	
County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road		County	Rumble strips, Lake Mary Road	
MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300		MetroPlan	Safe Routes Phase 2   \$650,300	
MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000		MetroPlan	Safe Routes to School capital projects   \$1,900,000	
City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component		City	Southside Curbs and sidewalk replacement; has ADA component	
City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation		City	Spruce Wash - Flood mitigation	
County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona		County	Traffic Signal Burris and 89   Possible bundle w. other 89 projects + missing sidewalks to Townsend Winona	
ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East		ML	TSP Butler East	
ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West		ML	TSP Butler West	
City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements		City	Utility Replacements/Overlay   West Flagstaff Improvements	



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## STAFF REPORT

**REPORT DATE:** January 2, 2026

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Mandia Gonzales, Transportation Planner

**SUBJECT:** Consideration and Possible Action Regarding the Transportation Improvement Program (TIP) Formal Amendment to include Highway Safety Improvement Program (HSIP) funding awards for Burris Lane/US89 and US89 Country Club to Marketplace

### 1. RECOMMENDATION:

The TAC recommends that the Executive Board formally amend the Transportation Improvement Program to include the Highway Safety Improvement Program (HSIP) funds awards for the Burris Lane/US89 intersection and the US89 Country Club to Marketplace.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

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

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

### 3. BACKGROUND:

The City of Flagstaff and Coconino County have been awarded the Highway Safety Improvement Program (HSIP) funds to support the following construction projects. These funds will be administered by ADOT, and the projects are 100% federally funded. The projects exist within the Transportation Improvement Plan but require a Formal Amendment to be approved by the MetroPlan Executive Board to include the updated funding source and award amount.

HSIP Awards:

- City of Flagstaff: Lighting and retroreflective signal tape- US80 Country Club to Marketplace
  - \$2,119,773
- Coconino County: Burris Lane/ US89 Signal
  - \$1,670,784



MetroPlan staff are requesting the inclusion of both projects in the 2025-2029 Transportation Improvement Program (TIP).

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description	Fund Source	FY 2027	FY 2028	FY 2029
ADOT	MCH-25-3		<b>US 89/Burris Lane Traffic Control</b>	HSIP			\$1,670,784
			US 89/Burris Lane				
			Install new signal				
			Principal Arterial/Collector				
			.01   4   4				
City of Flagstaff	MFS-25-20		<b>US 89 Safety Improvements</b>	HSIP			\$2,741,889
			Country Club to Marketplace   Lighting & Signal backplate tape				
			Principal Arterial   All				
			.48   4   4				

#### 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

#### 5. FISCAL IMPACT:

There is no direct fiscal impact to MetroPlan; however, projects must be included in the TIP to obligate funds in the region.

#### 6. ALTERNATIVES:

**Recommended:** The TAC recommends that the Board amend the Transportation Improvement Program to include the Highway Safety Improvement Program (HSIP) funding awards as presented. This action supports the timely obligation of awarded grant funds.

**Not recommended:** The TAC does not recommend amending the TIP to include these projects. This may delay project delivery and could result in the loss of awarded federal funds.

#### 7. ATTACHMENTS:

None.

## STAFF REPORT

**REPORT DATE:** January 16, 2026

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Tami Suchowiejko, Business Manager

**SUBJECT:** Title VI Training and Presentation

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### 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:** Ensure good standing with funders

### BACKGROUND:

Tami Suchowiejko, Business Manager and Title VI Coordinator, will present Title VI Civil Rights training for MetroPlan. The Title VI Plan requires annual Civil Rights training for the MetroPlan Executive Board, Technical Advisory Committee, and staff.

### 3. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This training will be presented to the TAC on January 28, 2025. The Management Committee was not presented this item.

### 4. FISCAL IMPACT:

None.

### 5. ALTERNATIVES:

None. This item is for information and discussion only.



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## 6. ATTACHMENTS:

None.

## STAFF REPORT

**REPORT DATE:** December 15, 2025

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Kate Morley, Executive Director

**SUBJECT:** Regional Arizona Department of Transportation (ADOT) Planning to Programming (P2P) Priority Projects Discussion

### 1. RECOMMENDATION:

None. This item is for information and discussion only.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 1:** Maximize Funding for Transportation Projects and Programs

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

### 3. BACKGROUND:

ADOT's P2P process prioritizes projects on the state highway system to be scored, ranked, and potentially placed into the ADOT 5-year construction program for subsequent funding.

On February 11, 2025, Strategic Advance members (MetroPlan Executive Board, TAC and Management Committee) selected and adopted seven (7) regional priority projects on the state system, in order of importance, for nomination into ADOT's P2P process for FY27-31.

The seven priority projects are:

1	US 180 Corridor Improvements
2	Milton & Route 66   Enhanced Crossing
3	Route 66 & Ponderosa Pkwy   Crosswalk Enhancement
4	Milton separate crossings   Phoenix, Malpais, Starbucks
5	Route 66 Corridor Improvements   Milton to Elden
6	W Route 66 Corridor Improvements
7	US89 & Burris Traffic Signal

## Updates:

The project prioritization list is intended to be updated annually. However, it is recommended that the top priorities remain consistent until funded because it could take several years to see ADOT prioritize a top ask. Staff have reviewed the seven priorities above and suggest several changes to the list.

1. US180 Corridor Improvement: No change. Remain top priority.
2. Milton & Route 66 | Enhanced Crossing: Modify to Milton and Route 66 intersection improvements.
3. Route 66 & Ponderosa Pkwy | Crosswalk Enhancement: Suggest to remove and work with ADOT to include upgrades in Route 66 pavement preservation project.
4. Milton separate crossings | Phoenix, Malpais, Starbucks: Suggest to remove. While these projects are important, they are unlikely to be funded by ADOT and may be seen as a City infrastructure. Staff can seek other ways to fund these projects.
5. Route 66 Corridor Improvements | Milton to Elden: Suggest to remove and ensure the Downtown Mile and ADOT preservation project are aware of recommended improvements in this area.
6. West Route 66 Corridor Improvements: Suggest to keep. This project will move up to number 3 priority if above recommendations are selected.
7. US89 & Burris Traffic Signal: Suggest to remove. ADOT to fund a signal at this intersection through HSIP.

This recommendation leaves three projects on the list and creates capacity for additional suggestions. Staff looked at the newly formed Risk Exposure Assessment Tool and overlaid ADOT projects on it. Top projects could include:

- Milton at Butler, Riordan, McConnell, and University to provide high visibility crosswalks, leading pedestrian interval, "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections and retroreflective tape on signal heads.
- East Flag Safety Improvements- Country Club to San Francisco to provide high visibility crosswalks, leading pedestrian interval, "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections and retroreflective tape on signal heads.

Additional priorities for consideration could be traffic interchanges which are expensive and hard to fund through grants because of the cost. ADOT does include the widening of I-40 as a priority in its 5-year plan and so timing to add interchanges could potentially be strategic. Top priorities include:

- Bellemont Interchange
- Lone Tree Interchange
- Woody Mountain Road interchange and bridge replacement

Staff recommended a list of 5 projects but that number is not firm if priorities dictate otherwise.

#### **4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:**

Pending.

#### **5. FISCAL IMPACT:**

There are no direct fiscal impacts to MetroPlan. However, having projects included in the P2P is a crucial step to getting them funded in ADOT's construction program and having clear priorities can advance requests with ADOT.

#### **6. ALTERNATIVES:**

None. This item is for discussion only.

#### **7. ATTACHMENTS:**

None

## STAFF REPORT

**REPORT DATE:** January 2, 2026

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Mandia Gonzales, Transportation Planner

**SUBJECT:** Transportation Improvement Program (TIP) Amendment Approval Process

### 1. RECOMMENDATION:

None. For discussion only

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 1:** Maximize Funding for Transportation Projects and Programs

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

### 3. BACKGROUND:

Because the Technical Advisory Committee (TAC) meets on a quarterly basis, this schedule can affect the timing of approvals for required Formal Amendments to the Transportation Improvement Program (TIP). These delays may, in turn, impact the timely receipt of project funds by partner agencies. For any federally funded transportation project, inclusion in an approved TIP and State Transportation Improvement Program (STIP) is required in order for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to participate in project costs and issue federal project authorization. At a minimum, TIP amendments require Board action to obtain federal authorization.

In accordance with Metroplan's Public Participation Plan (PPP), the TAC is required to review and recommend all Formal Amendments to the Executive Board for adoption. Given the respective meeting schedules of the TAC and the Executive Board, concerns have been raised regarding the timeliness of approvals.

A Formal Amendment for the TIP/STIP is required when one or more of the following criteria are met:

- Change to a federally funded project or source of federal funds.
- Additions or deletions of projects
- Major change in the project description, limits, scope, or project phase.
- Change in project schedule over one year.

- The change results in a cost increase of greater than 25 percent.
- Adding a new federally funded project (does not apply to “illustrative” project requests)

Although Formal Amendments are rarely requested, the scheduling conflicts for approval between the TAC and the Executive Board are still present.

#### **Discussion:**

1. Continue policy as currently adopted in the PPP, as major amendments are rare.
2. Amend the PPP to remove the TAC approval process and solely rely on the Executive Board for approval of formal amendments.
3. If a project is in the adopted Regional Transportation Plan, Strategic Grants Plan, or P2P nomination document, the TAC implicitly approves any TIP amendment for those existing projects. All other Formal TIP amendments would be done per policy as outlined in the PPP with the TAC’s approval.

#### **4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:**

Pending.

#### **5. FISCAL IMPACT:**

There are no direct fiscal impacts to MetroPlan. However, timely TIP updates can impact member agencies' ability to quickly access funds.

#### **6. ALTERNATIVES:**

For Discussion only

#### **7. ATTACHMENTS:**

[MetroPlan Public Participation Plan](#) (page 17)



## STAFF REPORT

**REPORT DATE:** January 2, 2026

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Mandia Gonzales, Transportation Planner

**SUBJECT:** Transportation Improvement Program (TIP) Call for Projects

### 1. RECOMMENDATION:

None. For discussion only

### 2. RELATED STRATEGIC WORKPLAN ITEM:

**Goal 1:** Maximize Funding for Transportation Projects and Programs

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

### 3. BACKGROUND:

MetroPlan invites eligible agencies to submit project applications for consideration in the upcoming Transportation Improvement Program (TIP). The TIP is a fiscally constrained, five-year program of federally funded transportation projects developed in accordance with federal planning regulations, MetroPlan-adopted policies, and the Public Participation Plan (PPP).

#### **Eligible Applicants**

Eligible applicants include local jurisdictions, transit providers, and other eligible public agencies within the FMPO Metropolitan Planning Area.

#### **Eligible Project Types**

Eligible projects may include, but are not limited to:

- Bicycle and pedestrian safety, accessibility, and connectivity improvements
- Roadway preservation, safety, and operational improvements
- Transit capital, safety, and accessibility projects
- Transportation demand management and multimodal projects
- Systemic safety and accessibility countermeasures



## TIP Policy and Federal Requirements

In accordance with MetroPlan TIP policies and federal regulations:

- Projects must be federally eligible, financially constrained, and supported by identified funding sources.
- Cost estimates and project schedules must be realistic and reflect the anticipated year(s) of obligation.
- Projects must be ready to advance within the TIP timeframe.
- Projects selected for inclusion in the TIP must also be included in the State Transportation Improvement Program (STIP) prior to receiving federal authorization from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

## Schedule

- Call for Projects (Local Agencies) Opens: **January 29<sup>th</sup>**
- Submission Deadline: **February 20<sup>th</sup>**
- Public Call for Projects opens: **February 24<sup>th</sup>**
- Draft TIP preparation: **March**
- Public Review and Comment: **April 12<sup>th</sup>**
- TAC reviews Draft TIP: **April 22<sup>nd</sup>**
- TAC Recommends TIP for adoption by the Board: **May 27<sup>th</sup>**
- MetroPlan Board adopts the FY 25-30 TIP: **June 5<sup>th</sup>**

## 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

## 5. FISCAL IMPACT:

There are no direct fiscal impacts to MetroPlan.

## 6. ALTERNATIVES:

For Discussion only

## 7. ATTACHMENTS:

[MetroPlan Transportation Improvement Program](#)

## STAFF REPORT

**REPORT DATE:** January 5, 2026

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** Mandia Gonzales, Transportation Planner

**SUBJECT:** W. Route 66 Operational Assessment Lessons Learned Discussion

### 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 2.1:** Maintain trust through reliable and transparent project management.

### 3. BACKGROUND:

As a standard part of MetroPlan's project management process, staff debrief the project internally and with stakeholders to answer the four questions below. At this presentation, staff will review the comments received from the PAG and lessons learned by MetroPlan staff. The presentation will include the following:

- What worked well?
- What could be improved?
- Ways we adapted in the process
- What would we do differently?

### 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

### 5. FISCAL IMPACT:

There are no direct fiscal impacts to MetroPlan.



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## 6. ALTERNATIVES:

None. This item is for discussion only.

## 7. ATTACHMENTS:

Lessons Learned Summary

# W. Route 66 Operational Assessment Lessons Learned

## WHAT WORKED WELL?

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### PAG Members:

- Liked that the meetings were informal and allowed for candid conversations
- Highly supported offering a fiscally constrained option to keep project recommendations within the funding reality.
- Enjoyed working with a multi-jurisdictional staff – appreciated them bringing different information and strategies to the table.
- Enjoyed having group activities – would like to see more of this early in the process.
- Appreciated the Monthly Project Report to keep them up to date on the process.

### MetroPlan Staff:

- Great learning experience in facilitation, project management, and communications with partners.
- In-person meetings with activities created great conversations among the PAG.
- Relationship building across the agency staff and MetroPlan staff.
- Outcome is a solid assessment that sets the foundation for options that can be realistically moved forward.
- The PAG moved in a strong safety/ multimodal direction for the corridor, thinking beyond just vehicular traffic, given the constraints of widening and the impacts at the intersection of Milton and W. Route 66.
- Ensuring all partners were involved, and it wasn't just one agency doing "their thing" without the other local agencies onboard. A truly multi-jurisdictional effort.

## WHAT COULD BE IMPROVED?

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### PAG Members:

- Prefer in-person only meetings with the hope that there would be more consistent participation by PAG members.
- More time to prepare for meetings (Review findings, reports, etc.)

### MetroPlan Staff:

- Building trust between our partners and MetroPlan's ability to assist them in their planning processes.
- Communications to/from the TAC – Challenges with providing updates between the PAG's nearly monthly meetings and the TAC's quarterly meetings. It became clear that TAC members were not always up to date on where the project was in the process with their assigned PAG representative.

- Advanced coordination across jurisdictions (e.g., the pavement pres. project was not brought up by ADOT in the beginning of the OA)
- Ensure there is a clear hand-off between TAC members and their appointed PAG members. Have the PAG members been properly informed of their role and the expectations for participation?
- Trying to pack too much into a single PAG meeting to keep on schedule.
- Set an expectation for the PAG members in terms of their roles (Example):
  - Community development - provide MP with a list of developers for the corridor, their proportional share, and what infrastructure is included in their DA's
  - Engineering – provide any design based on development and estimated timelines for implementation, thoughts on impacts to the assessment.
  - Setting expectations with contractors, in this case, NAU did not perform as expected. The timeliness of available students, changes in students assigned to the task, and school breaks provided hiccups throughout the OA.
- Data analysis was lagging at times due to various reasons: staff capacity, knowledge, learning curves, etc.

## WAYS WE ADAPTED IN THE PROCESS

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- More time given between PAG meetings. However, this created longer meetings (2-3 hrs).
- Provided staff reports with the agenda (with findings/discussion topics) and the meeting's purpose.
- Updated agendas to specify where there were actions vs. discussions.
- Continued to remind the PAG of the intent of the project (Not a corridor plan) – a data-heavy assessment.
- Staff attempted to schedule meetings as far out as possible to ensure PAG members could attend.
- Provided Monthly Project Reports to maintain communications and process.

## BASED ON WHAT WE LEARNED, WHAT WILL WE DO DIFFERENTLY?

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- **IMPLEMENTATION:** The Partner Agency, which is responsible for “implementation,” should define what implementation looks like.
  - What steps need to be taken to ensure they're implementable from an agency's policy standpoint?
  - Does the document need to be adopted by Council/Board? What are the steps/expectations for this?
- If there is a move from a Corridor Master Plan (Adopted) to an Operational Assessment (Study), then expectations on “Implementation” need to be defined.
- While MetroPlan and the TAC led the initial scoping of the project, there were often requests outside of the scope – some were accommodated, but we need to ensure we capture all that is required for a successful project. It's likely that this confusion/frustration came from the scope being originally outlined as a Corridor Master Plan.
- Expand the project schedule to accommodate limited staff time, hiccups, and time between PAG meetings.
- Keep PAG meeting topics limited so there is time to take deeper dives into the information.

- Work with partners to determine how they want the PAG to engage in the decision-making process – all in consensus, silence is compliance, does one agency have veto power, when people don't attend, how do we account for them?
  - Delegate authority to the PAG
- Budget Tracking – MetroPlan did not track staff time to determine if there was a cost savings compared to working with a consultant. Work was completed under MetroPlan formula funds with no cost to partners.
- Don't use Street Plans for cross-sections. Access to the software is unreliable. Due to the product being offline, this impacted the efficiency of staff to create timely visuals.
- The FHWA SPICE tool is very generalized and seems to be out of date. May use this tool to get an "idea" of scenarios, but shouldn't rely on their results as impacting the decision-making process.

## STAFF REPORT

**REPORT DATE:** January 8, 2026

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** David Wessel, Planning Manager

**SUBJECT:** Safe Streets Master Plan (SSMP) 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 Project Management Team (Team) are working closely with Kittelson and Associates (KA) to gather background data, relevant plans, and identify stakeholders and staff members to fill out the numerous committees identified in the scope of work. Data collection is on schedule. Project Management elements like risk management and communications plans are under production by KA and expected later in January and early February. KA established a project management SharePoint site for the Team. A project website for broader access to deliverables will be established.

The Team added Tiffany Antol, City Zoning Code Manager, to provide better insights from and access to City planning staff. Meanwhile, original co-manager Chris Phair accepted a position in his home state of New York. His replacement on the Team has not been named. MetroPlan staff are making provisions to expand their roles in the interim.

At the Project Management Team meeting January 14, 2026 the following progress updates were provided:

- Component 1. Project Management Plan: Authorized. To be submitted 1/26/26
- Approach memos/Authorization Request: to be submitted 1/26/26 for components
  - 3 – Foundations for Adoption & Alignment
  - 4.3 – Transportation Master Plan, Community Profile



- 4.4 – Transportation Master Plan, State of the System Assessment
- 4.5 – Travel Demand Model Update
- Data collection: ongoing, on schedule
- Existing plans collection: near complete. The consultant will commence policy review.

The Critical Path item is populating the different groups, first among these the Transportation Working Group. It is hoped to have the first meeting in mid-February. The Project Management Team will create the membership lists, seek buy-in, and communicate with prospective members. The groups for which members need to be named:

- Transportation Working Group – provides overall technical guidance (8-12 people)
- Complete Streets Task Force – Helps guide development of Complete Streets policies and design guidance (6-10 people, flexing in participants as needed)
- Stakeholder Advisory Committee - Represents organized interests and provides input on multimodal issues/needs, policies, and tradeoffs; informs priorities and implementation strategies (15-20 people, flexing in participants as needed)
- Community Advisory Committee - Community organizations, neighborhoods, special-interest groups that share lived experience; test concepts; provide feedback on safety, access, and equity. Functions something like a focus group (20+ people, flexing in participants as needed)

The SSMP is funded through a Safe Streets and Roads for All grant. The major components of the project are Complete Streets Guidelines, a Transportation Master Plan, related regulatory revisions, and a supporting web-based interactive map tool. The agreement was signed with FHWA in December 2024. The federal award is \$2.14 million, 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.

#### **4. MANAGEMENT COMMITTEE AND TAC COMMENT:**

This item has not been updated to the Management Committee.

#### **5. FISCAL IMPACT:**

The total amount grant award to \$2,675,000. Approximately \$236,000 of that match will be in-kind contributions. Approximately \$400,000 of the grant funds are programmed for staff salary and benefits. A 15% contingency will be held back from the total contract price.

#### **6. ALTERNATIVES:**

None. This item is for discussion only.



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## 7. ATTACHMENTS:

None.

## STAFF REPORT

**REPORT DATE:** January 8, 2026

**MEETING DATE:** January 28, 2026

**TO:** Honorable Chair and Members of the Technical Advisory Committee

**FROM:** David Wessel, Planning Manager

**SUBJECT:** Arizona Department of Transportation (ADOT) Traffic Count Program

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### 1. RECOMMENDATION:

None. This item is for information and 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 cooperates with ADOT in providing traffic data for the Highway Performance Monitoring System (HPMS). Cooperation includes conducting routine traffic counts. ADOT staff will present an overview of the HPMS program, MetroPlan's status in providing traffic counts, and its tools available for viewing and analyzing traffic data.

MetroPlan recently concluded regional traffic counts with two contractors. Field Data Services completed over 120 pedestrian and bicycle counts. Rekor, formerly All Traffic Data, completed an additional 40 pedestrian and bicycle counts and numerous volume and volume-speed-class counts. The latter have been uploaded to ADOT's MS2 site, [Transportation Data Management System](#).

MetroPlan is also working with ADOT consultant GIS Works to develop a traffic count program that fits within MetroPlan's budget. The choice is between an annual subset of counts with a growth factor being applied to the remaining locations and a full set of counts conducted once every 3-4 years. Staff will present a traffic count growth factoring method at a future TAC meeting.

### 4. TAC AND MANAGEMENT DISCUSSION:

This item has not been taken to the Management Committee.



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## 5. FISCAL IMPACT:

The traffic count program is budgeted at \$35,500.

## 6. ALTERNATIVES:

None. This item is for information and discussion only. The TAC may provide direction to staff regarding any specific counts they need to support ongoing or upcoming projects.

## 7. ATTACHMENTS:

None

## STAFF REPORT

**REPORT DATE:** January 2, 2026

**MEETING DATE:** January 28, 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:

Member Vasquez spoke at the State Transportation Board meeting on December 19, 2025 to inform the Board of the need to fund improvements on US180.

MetroPlan helped celebrate the retirement of multimodal planner Martin Ince. Martin was an employee of the MPO as a joint position with City until the MPO separated from the City in 2020.

Staff kicked off the project prioritization process with Kittelson and Associates. The project is scheduled to be completed within one year.

#### **Grants**

Staff have helped the City with support letters for the Big Fill Lake rail project that will reduce flooding on the east side of town and allow for future rail expansion. The City is applying for two grants for the project, the Federal-State Partnership for Intercity Rail Program (FSP), and an AZ SMART application for match.

Staff assisted the City of Flagstaff with an Off System Bridge Program application for the rehabilitation of the bridge over the Rio de Flag at Meade Lane. The award of funding would extend the useful life of the bridge and create safety improvements.

Mountain Line is submitting a 5311 application for the continuation of its vanpool program which is available to a commuter with an origin or destination in Coconino County.

Mountain Line was awarded \$3million for bus stop improvements. MetroPlan lead the application process.

MetroPlan submitted for a 5305e Transit planning grant on behalf of Mountain Line for an Operational Assessment.

The County applied for Rural and Tribal Assistance Program to further the design of the Bellmont Traffic Interchange.

Several AZ SMART Fund applications are being considered.

MetroPlan support the City of Tusayan's BUILD application to resolve flooding on Hwy 64. While not in the region, improvements benefit the region and no members were pursuing BUILD.

#### **4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:**

This item was not brought to the Management Committee.

#### **5. FISCAL IMPACT:**

None. This item is for updates only.

#### **6. ALTERNATIVES:**

None. This item is for information and discussion only.

#### **7. ATTACHMENTS:**

None.