



# AGENDA (Revised)

## Executive Board Meeting

1:00 – 3:00 PM  
MARCH 5, 2026

### Teams Virtual Meeting

Join on your computer, mobile app or room device.

[Click here to join the meeting](#)

Meeting ID: 288 229 047 687 7

Passcode: aj6UU7V9

### 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.

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

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

### NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

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

### EXECUTIVE BOARD MEMBERS

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

### 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 Board on any subject within their jurisdiction that is not scheduled before the Board on that day. Due to Open Meeting Laws, the Board cannot discuss or act on items presented during this portion of the agenda. To address the Board on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard. Individuals are limited to three (3) minutes for comment. Members of the public who wish to make a comment are asked to raise their hand to be recognized.*

4. APPROVAL OF MINUTES

Executive Board Regular Meeting Minutes of February 4, 2026

(Pages 5-7)

## 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 METROPLAN'S ARIZONA DEPARTMENT OF TRANSPORTATION PLANNING TO PROGRAMMING (P2P) PRIORITY PROJECTS (Pages 8-16)

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: Recommendation: Staff recommend the Board Adopt MetroPlan's Arizona Department of Transportation (ADOT) Planning to Programming (P2P) Priority Projects: US180 Corridor Improvements, Milton and Route 66 Intersection Improvements, and West Route 66 Corridor Improvements.

2. CONSIDERATION AND POSSIBLE ACTION REGARDING STRATEGIC GRANTS PLAN UPDATE (Pages 17-41)

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: Staff recommend the Board adopt the Strategic Grants Plan 2026-2029 Update.

3. CONSIDERATION AND POSSIBLE ACTION REGARDING ADOPTION OF THE 2026 METROPLAN-MOUNTAIN LINE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTION PLAN (Pages 42-156)

MetroPlan Staff: Kim Austin, Transportation Demand Management Planner

Recommendation: Staff recommend the Board adopt the 2026 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan.

4. **CONSIDERATION AND POSSIBLE ACTION REGARDING ARIZONA STATE COOPERATIVE PURCHASING PROGRAM** (Pages 157-163)

MetroPlan Staff: Tami Suchowiejko, Business Manager

Recommendation: Staff recommend the Board approve MetroPlan’s membership in the Arizona State Cooperative Purchasing Program and delegate authority to Executive Director Morley to sign the membership agreement.

**D. DISCUSSION ITEMS**

1. **UPDATE ON NORTHERN ARIZONA UNIVERISTY MEMBERSHIP** (Pages 164-165)

MetroPlan Staff: Kate Morley, Executive Director

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

2. **RURAL TRANSPORATION ADVOCACY COUNCIL UPDATE** (Pages 166-170)

MetroPlan Staff: Kate Morley, Executive Director

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

3. **UPDATE ON LEGISLATIVE AGENDA** (Pages 171-175)

MetroPlan Staff: Kate Morley, Executive Director

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

4. **SAFE STREETS MASTER PLAN UPDATE** (Pages 176-180)

MetroPlan Staff: David Wessel, Planning Manager

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

5. **DRAFT FISCAL YEAR 2025 SINGLE AUDIT** (Pages 181-223)

MetroPlan Staff: Tami Suchowiejko, Business Manager

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

6. **QUARTER 2 FINANCIAL REPORT** (Pages 224-226)

MetroPlan Staff: Kate Morley, Executive Director

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

6. METROPLAN HAPPENINGS

(Pages 227-228)

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 EXECUTIVE BOARD MEETING

April 2, 2026

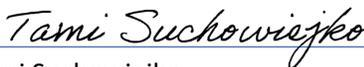
3. ADJOURN

*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 that a copy of the foregoing 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 March 3, 2026 at 4:30 p.m.

Dated this 3rd day of March 2026.

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



# Meeting Minutes

## Annual Strategic Advance

9:00 AM – 12:00 PM  
FEBRUARY 4, 2026

### In-Person Meeting

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

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- Kim Austin, Transportation Demand Management Planner
- Melanie Nagel, Montoya Fellow
- Hailey Bishop, Transportation Education AmeriCorps Member

## **A. PRELIMINARY GENERAL BUSINESS**

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

Chair Sweet called the meeting to order at 9:05 a.m.

### **2. ROLL CALL**

See above.

### **3. PUBLIC COMMENT**

There were no comments from the public.

### **4. WELCOME AND INTRODUCTIONS**

Chair Sweet welcomed everyone to the Annual Strategic Advance. Executive Director Morley led the introductions.

### **5. APPROVAL OF MINUTES**

Executive Board Regular Meeting Minutes of January 8, 2026 (Pages 4-8)

Motion: Member Vasquez made a motion to approve the Executive Board Meeting Minutes from January 8, 2026. Member Williams 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 Executive Board.*

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 (Pages 9-10)

Motion: Member Williams made a motion to adopt 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. Member Vasquez seconded the motion. The motion passed unanimously.

## **C. DISCUSSION ITEMS**

### **1. STRATEGIC WORKPLAN UPDATE**

Presented by MetroPlan Staff

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

Transportation Planners Gonzales and Transportation Demand Management Planner Austin provided a presentation highlighting MetroPlan's accomplishments in calendar year 2025.

Partner members - ADOT, Coconino County, City of Flagstaff and Mountain Line - provided updated on major projects in their jurisdictions.

Planning Manager Wessel gave a presentation titled MPO 101, providing information about the history of Metropolitan Planning Organizations (MPO), the formation of the Flagstaff Metropolitan Planning Organization, and the structure, requirements and innovative practices of MPOs.

MetroPlan staff presented updated information about our Strategic Work Plan Key Performance Indicators (KPIs) for quarter two of fiscal year 2026.

Executive Director Morley presented the results of the Strategic Work Plan Survey. Following the presentation, participants broke into small groups by agency. The groups rotated through four stations, one for each Strategic Work Plan goal, where MetroPlan staff facilitated discussion on the proposed changes to the objectives and KPIs.

Following the breakout session, Executive Director Morley wrapped up the Strategic Work Plan Update discussion. In March, MetroPlan staff will review feedback and refine the proposed updates. In April, we will present the proposed updates to the Technical Advisory Committee. In May, we will present the updated Strategic Work Plan to the Executive Board for adoption.

#### **D. CLOSING BUSINESS**

##### **1. ITEMS FROM THE BOARD**

There were no items from the Board.

##### **2. NEXT SCHEDULED MEETING**

February 26, 2026 – Management Committee

March 5, 2026 - Executive Board

April 22, 2026 - Technical Advisory Committee

##### **3. ADJOURN**

Chair Sweet adjourned the meeting at 11:44 a.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.*



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## STAFF REPORT

REPORT DATE: February 9, 2026

MEETING DATE: March 5, 2026

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: Consider Adoption of MetroPlan's Arizona Department of Transportation (ADOT) Planning to Programming (P2P) Priority Projects

### 1. RECOMMENDATION:

Staff recommend the Board Adopt MetroPlan's Arizona Department of Transportation (ADOT) Planning to Programming (P2P) Priority Projects: US180 Corridor Improvements, Milton and Route 66 Intersection Improvements, and West Route 66 Corridor Improvements.

### 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



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## 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 Improvements: **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 removing** and working with ADOT to include upgrades in Route 66 pavement preservation project.
4. Milton separate crossings | Phoenix, Malpais, Starbucks: **Suggest removing**. While these projects are important, they are unlikely to be funded by ADOT and may be seen as city infrastructure. Staff can seek other ways to fund these projects.
5. Route 66 Corridor Improvements | Milton to Elden: **Suggest removing** and ensuring the Downtown Mile and ADOT preservation project are aware of recommended improvements in this area.
6. West Route 66 Corridor Improvements: **Suggest keeping**. This project will move up to number 3 priority if above recommendations are selected.
7. US89 & Burris Traffic Signal: **Suggest removing**. ADOT to fund a signal at this intersection through HSIP.

This recommendation leaves three projects on the above list and creates capacity for additional suggestions.

1. US180 Corridor Improvements
2. Milton & Route 66 | Enhanced Crossing
3. West Route 66 Corridor Improvements

## Considerations:

Staff discussed additional projects for inclusion into the P2P priority list with the Technical Advisory Committee (TAC). Staff presented the newly formed Risk Exposure Assessment Tool and overlaid ADOT project recommendations to determine areas of most need based on the risk factors for pedestrians and bicyclists. Top projects from this analysis included:

- Milton Rd. intersections 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.



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- East Flag Safety Improvements- from 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 considered was the inclusion of 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

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

The TAC recommended proceeding with the top three priorities recommended in the proposed action rather than adding additional projects.

This was decided because ADOT is severely underfunded, and being clear about our top three provides better direction to ADOT. Additionally, the new Project Prioritization Tool will be available this fall to look at additional projects.

#### **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:**

- 1) Recommended: Adopt MetroPlan’s Arizona Department of Transportation (ADOT) Planning to Programming (P2P) Priority Projects: US180 Corridor Improvements, Milton and Route 66 Intersection Improvements, and West Route 66 Corridor Improvements. This action will provide clear direction to staff and partners about our top requests for ADOT’s capital planning process.
- 2) Not Recommended: Do not adopt MetroPlan’s Arizona Department of Transportation (ADOT) Planning to Programming (P2P) Priority Projects: US180 Corridor Improvements, Milton and Route 66 Intersection Improvements, and West Route 66 Corridor Improvements. The Board could provide further directions on the priorities list.



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## 7. ATTACHMENTS:

- US180 Corridor Improvements One-Page Overview
- Milton and Route 66 Intersection One-Page Overview
- West Route 66 One-Page overview



**P2P NOMINATION | REGIONAL PRIORITY  
180 CORRIDOR SAFETY IMPROVEMENTS**

**Multi-jurisdictional Support:**

#1 priority project on the state highway system

Total Project Cost: \$8,662,164

**State Funding Request: \$5,572,900**

Local & Other Contribution: \$3,089,264

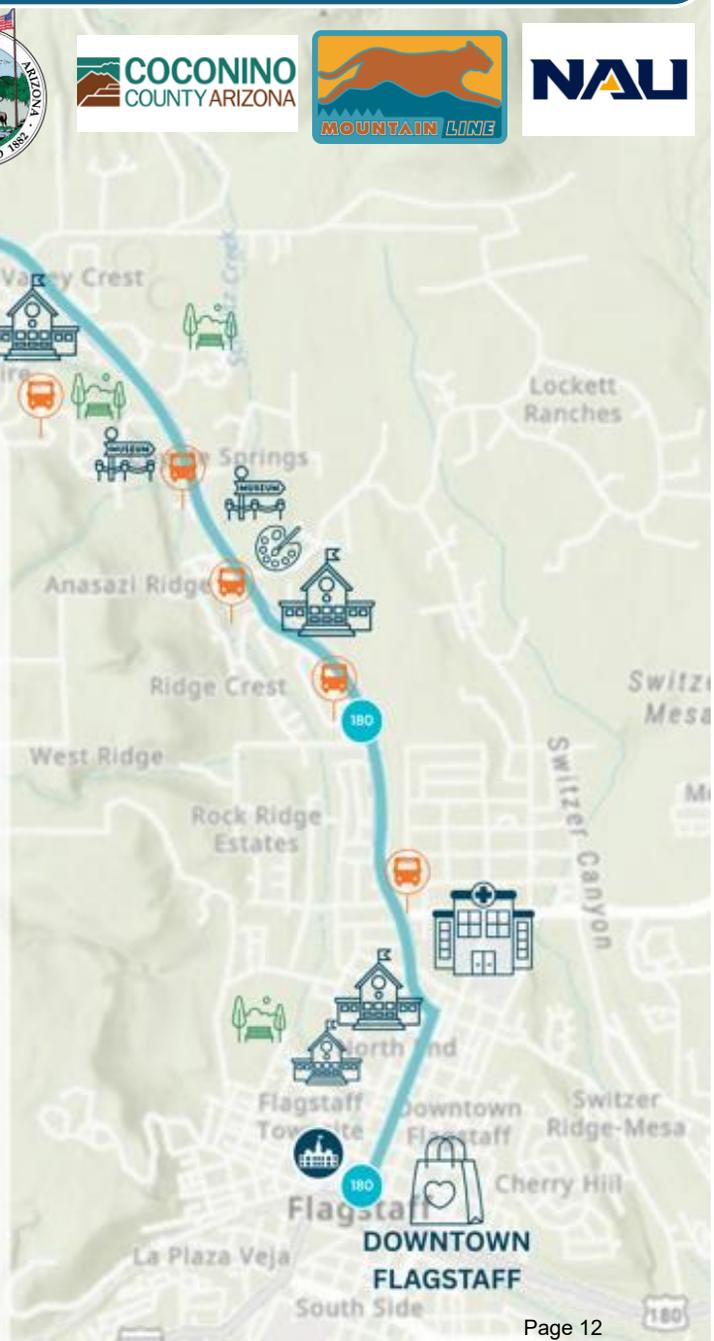


**PROPOSED SPOT TREATMENTS  
FROM ADOT'S US 180 CORRIDOR  
MASTER PLAN**

- High-visibility Crosswalks
- ADA Compliant Curb Ramps
- Safety Edges/Guard Rails
- Speed Feedback Signs
- Turn Lane Extensions
- Raised Medians/Pedestrian Refuge
- Sidewalk Widening and Infill
- Enhanced Lighting at Crosswalks

**BENEFITS:**

- Safe routes to schools
- Safe access to transit
- Safe connections to regional attractions
- Reduce potential crashes for all modes
- Improve visibility of pedestrians



# Milton Rd. & Rte. 66

## Intersection Safety Improvements

### DESCRIPTION

The intersection of Milton Road (SR 89A) and West Route 66 is one of Flagstaff's most critical gateways, carrying commuter, university, transit, and visitor traffic while linking the city's east-west historic corridors. With multiple travel lanes on both roads and consistently heavy traffic—especially during peak hours, winter weekends, and major student travel periods—the intersection serves as a key hub for Mountain Line riders and people walking and biking.

This intersection safety project will add safer, more visible crossings, a pedestrian refuge island, improved lighting that meets the Dark Sky requirements, and updated signal timing for all modes. These upgrades will shorten crossing distances, improve turning movements, and reduce conflicts. Strengthening safety and comfort at one of Flagstaff's busiest and most important intersections.

### QUICK FACTS



**Location:** Route 66 & State Route 89A (Milton Rd)



**Roadway Ownership:** ADOT



**Project Type:** Intersection Safety Improvements

### SAFETY

TRENDS

Crash Data: 2017 - 2023



**87 total crashes**

- 92% vehicular crashes
- 8% bike or ped. crashes

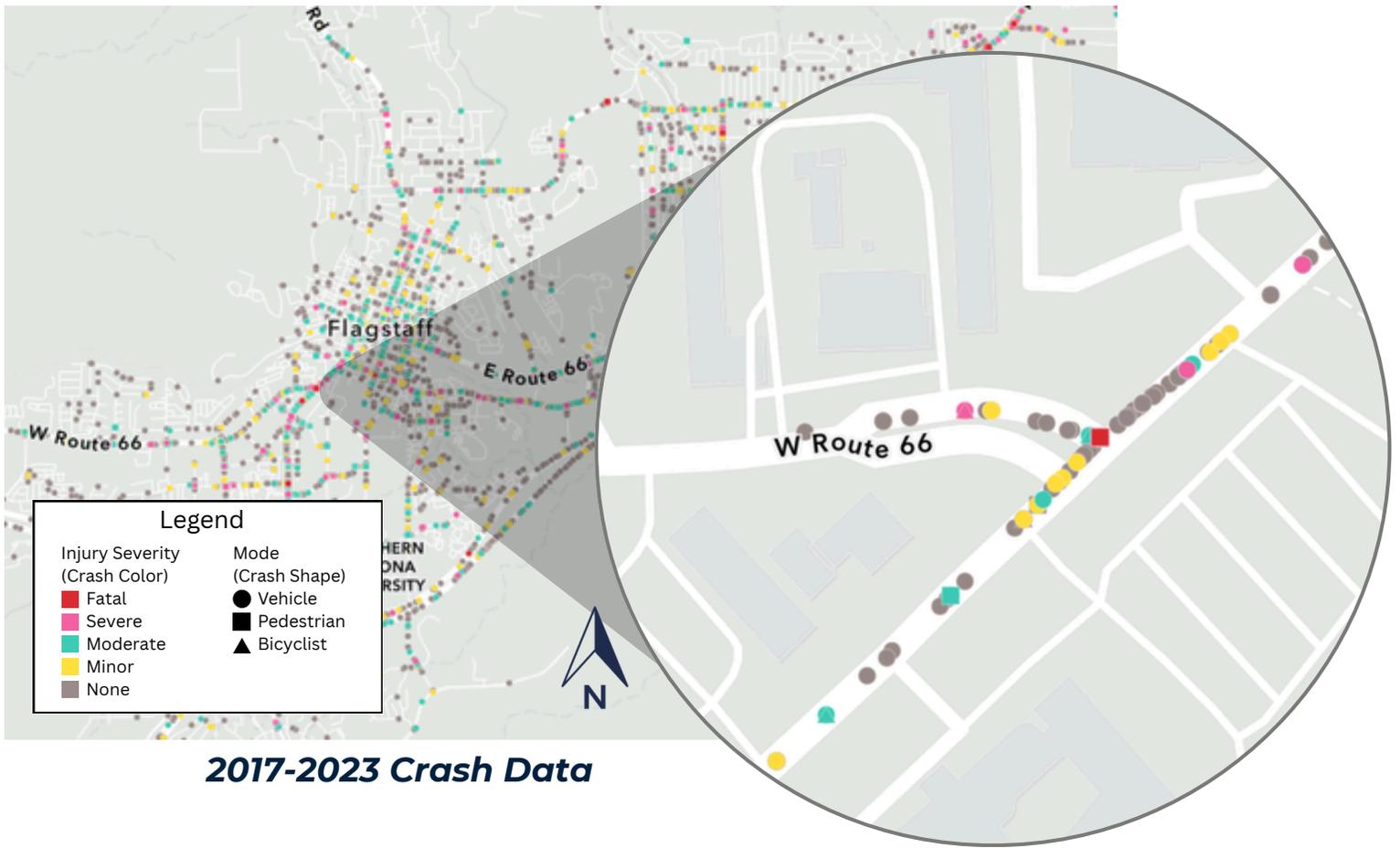


**5 crashes resulting in severe injuries or fatalities**

- 60% vehicular crashes
- 40% bike or ped. crashes

Through crash data analysis, this intersection has been identified as the #1 high-crash intersection and #1 high-risk location for pedestrians and bicyclists.





## REFERENCED PLANS

- **Vulnerable Road Users Safety Action Plan** (MetroPlan, 2025)
- **Regional Transportation Safety Plan** (MetroPlan, 2023)
- **Milton Rd. Bicycle and Pedestrian Roadway Safety Audit** (ADOT, 2023)
- **Milton Rd. Corridor Master Plan** (ADOT, 2022)
- **Active Transportation Master Plan** (City of Flagstaff, 2022)

## SAFETY RECOMMENDATIONS

- Refresh pavement markings
- Maintain adequate turning sight distance
- Retroreflective tape on signal heads
- Add an enhanced, high-visibility pedestrian crosswalk
- Install “Turning Vehicles Yield to Pedestrians” signage
- Construct a pedestrian refuge island
- Implement dedicated right- and left-turn signal phases
- Add transit signal priority
- Restrict U-turns
- Add a four-foot median
- ADA-Compliant Curb Ramps
- Expand crosswalk staging areas
- Change Intersection radii

# W. Route. 66

## Corridor Safety Improvements

### DESCRIPTION

The W. Route 66 Corridor Improvements Project is vital to Flagstaff's safety because it targets a high-activity arterial where infrastructure currently fails to meet the needs of its diverse users. Because this 2.28-mile segment is characterized by significant gaps in sidewalks and limited bicycle connectivity, pedestrians and cyclists are often forced into unpredictable or hazardous movements alongside high-volume vehicle traffic.

While these improvements are often framed as "pedestrian" or "bicycle" projects, they fundamentally make the road safer and less stressful for drivers. By creating a more organized and predictable environment, the project reduces the likelihood of the most common vehicle-involved accidents.

Enhancing signal operations and filling infrastructure gaps ensures that local residents and commuters no longer have to navigate "missing links" in the network. Ultimately, these upgrades are a proactive necessity for Flagstaff; they reduce the likelihood of collisions in high-traffic zones and ensure that walking and biking are viable, safe alternatives to driving along this critical city artery.

### QUICK FACTS



**Location:** W. Route 66 from west of S. Alvin Clark Blvd to Milton Rd



**Roadway Ownership:** ADOT



**Project Type:** Corridor Safety Improvements

### SAFETY

TRENDS

Crash Data: 2017 - 2023



**199 total crashes**

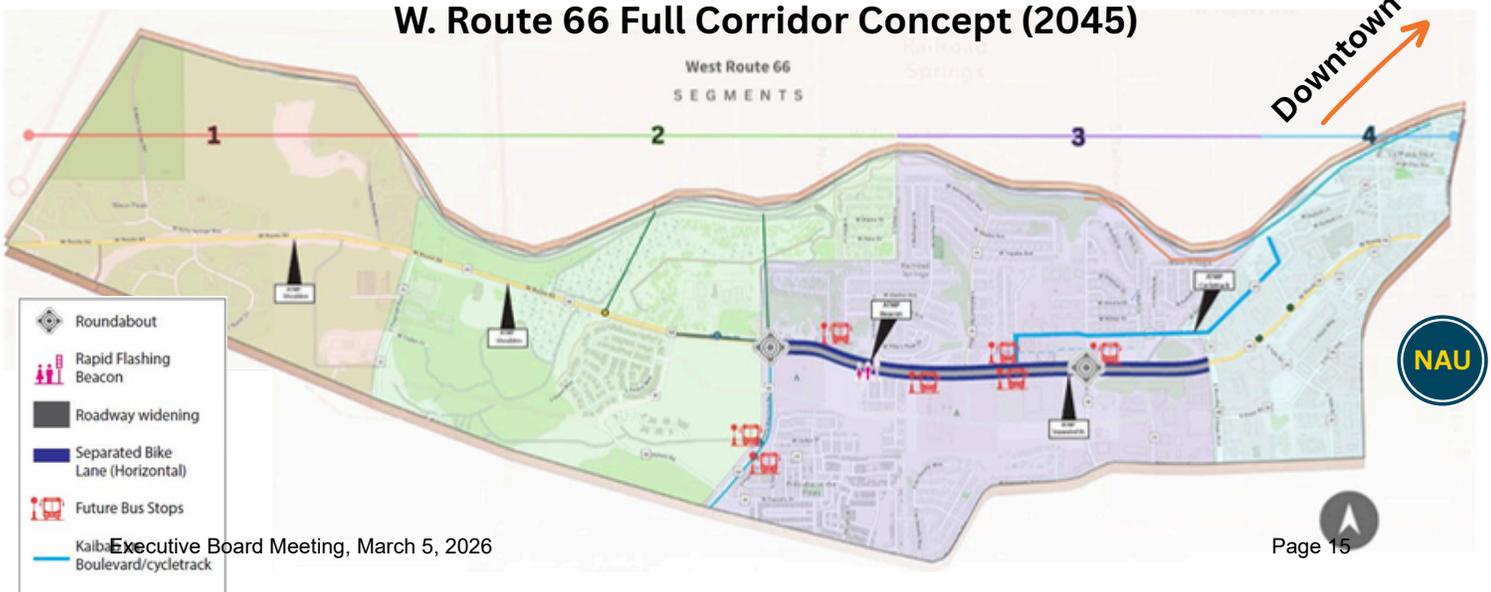
- 95% vehicular crashes
- 5% bike or ped. crashes

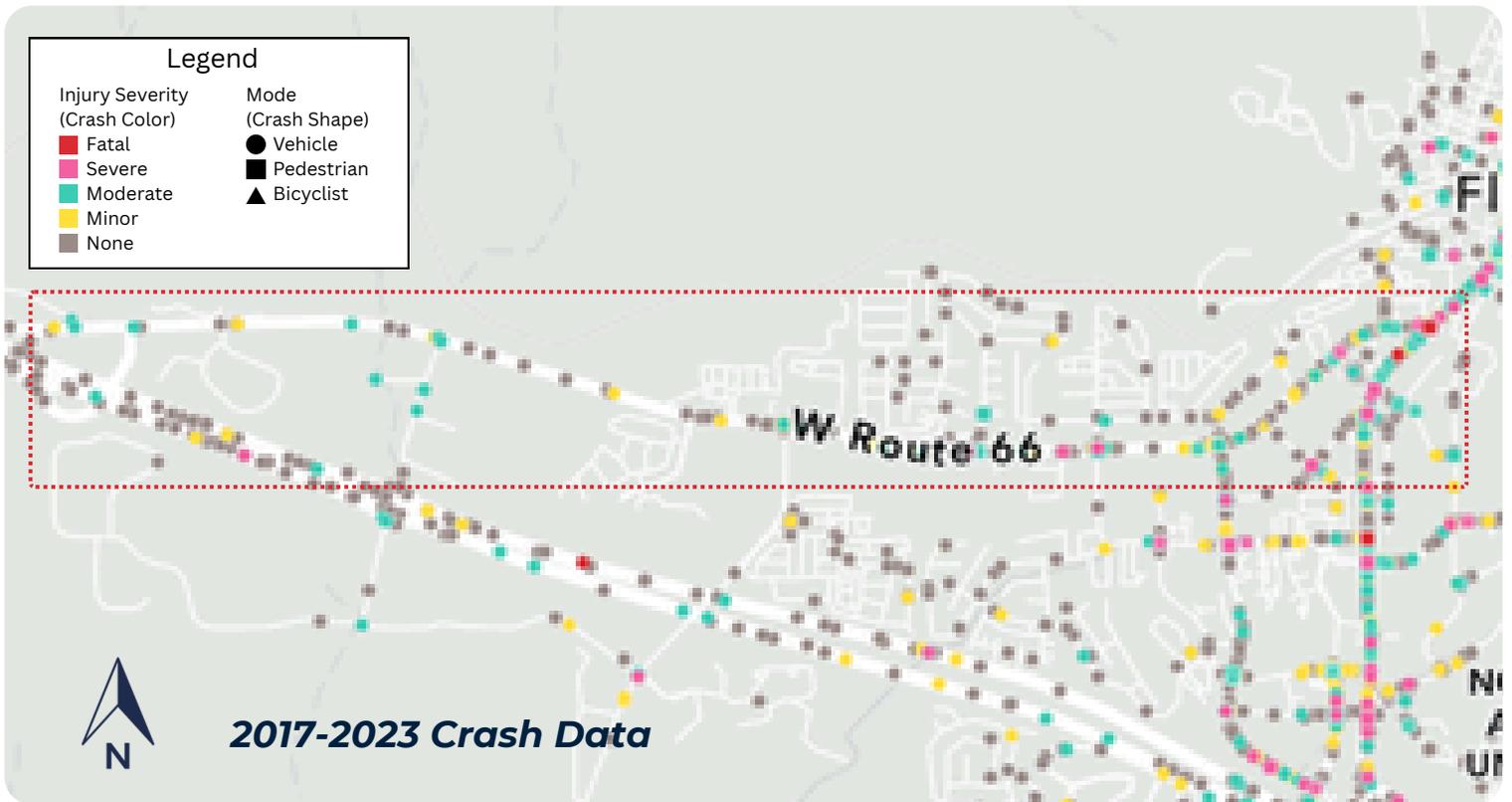


**7 crashes resulting in severe injuries or fatalities**

- 71% vehicular crashes
- 29% bike or ped. crashes

### W. Route 66 Full Corridor Concept (2045)





## REFERENCED PLANS

- **W. Route 66 Operational Assessment** (MetroPlan, 2025)
- **Active Transportation Safety Action Plan** (ADOT, 2024)
- **Regional Transportation Safety Plan** (MetroPlan, 2023)
- **Active Transportation Master Plan** (City of Flagstaff, 2022)



## SAFETY RECOMMENDATIONS

- Reduce curb radii to 30' at intersections (3)
- Enhance signal operations with leading pedestrian intervals (LPIs) at 2 intersections
- Install signalized intersections at Woody Mountain, Railroad Springs, and Thompson / Roundabouts at Woody Mountain Rd and Thompson
- Install a rapid flashing beacon between Northwestern and Railroad Springs
- Install asphalt FUTS (Woody Mountain to Woodlands Village)
- Install concrete FUTS (Woodlands Village to Yale)
- Widen road from Thompson to Railroad Springs



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## STAFF REPORT

**REPORT DATE:** February 9, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**FROM:** Kate Morley, Executive Director

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

### 1. RECOMMENDATION:

Staff recommend the 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 members 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 the National Environmental Policy Act (NEPA) and Right-of-Way (ROW) acquisition.

In June of 2024, the Executive Board adopted MetroPlan's first SGP. With this update, MetroPlan staff reevaluated projects to fit under new administrative priorities at the federal level and collaborated with member jurisdictions 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 challenging to track between state and federal fiscal years and the year of funding in the grant program. Calendar year refers to the year the application will be made. The full draft of SGP update is attached.



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## 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The TAC reviewed the draft SGP 2026-2029 and recommended that the Board adopt it.

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

## 7. ATTACHMENTS:

1. Strategic Grants Plan 2026-2029 Update



# Strategic Grants Plan

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## 2026-2029

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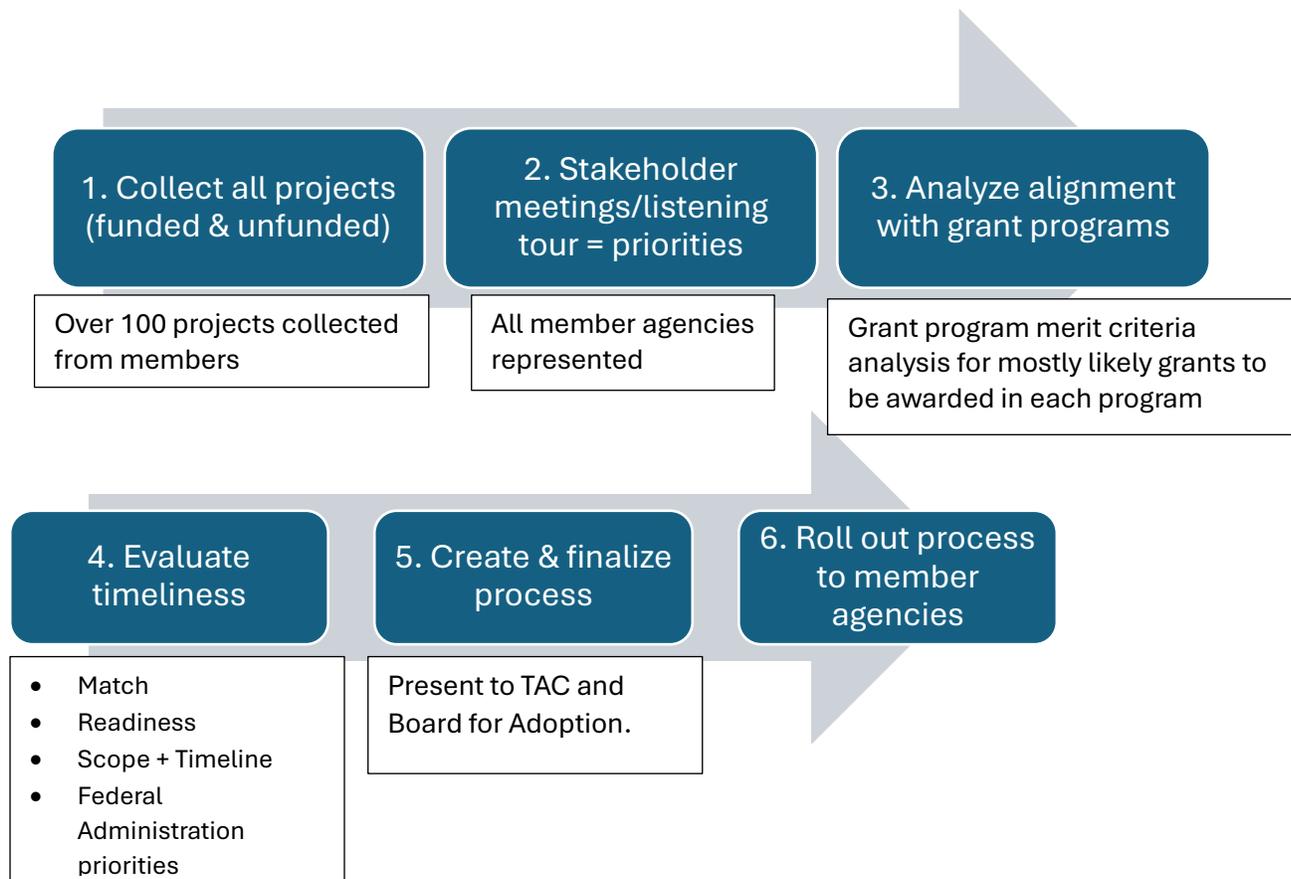
## INTRODUCTION

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:

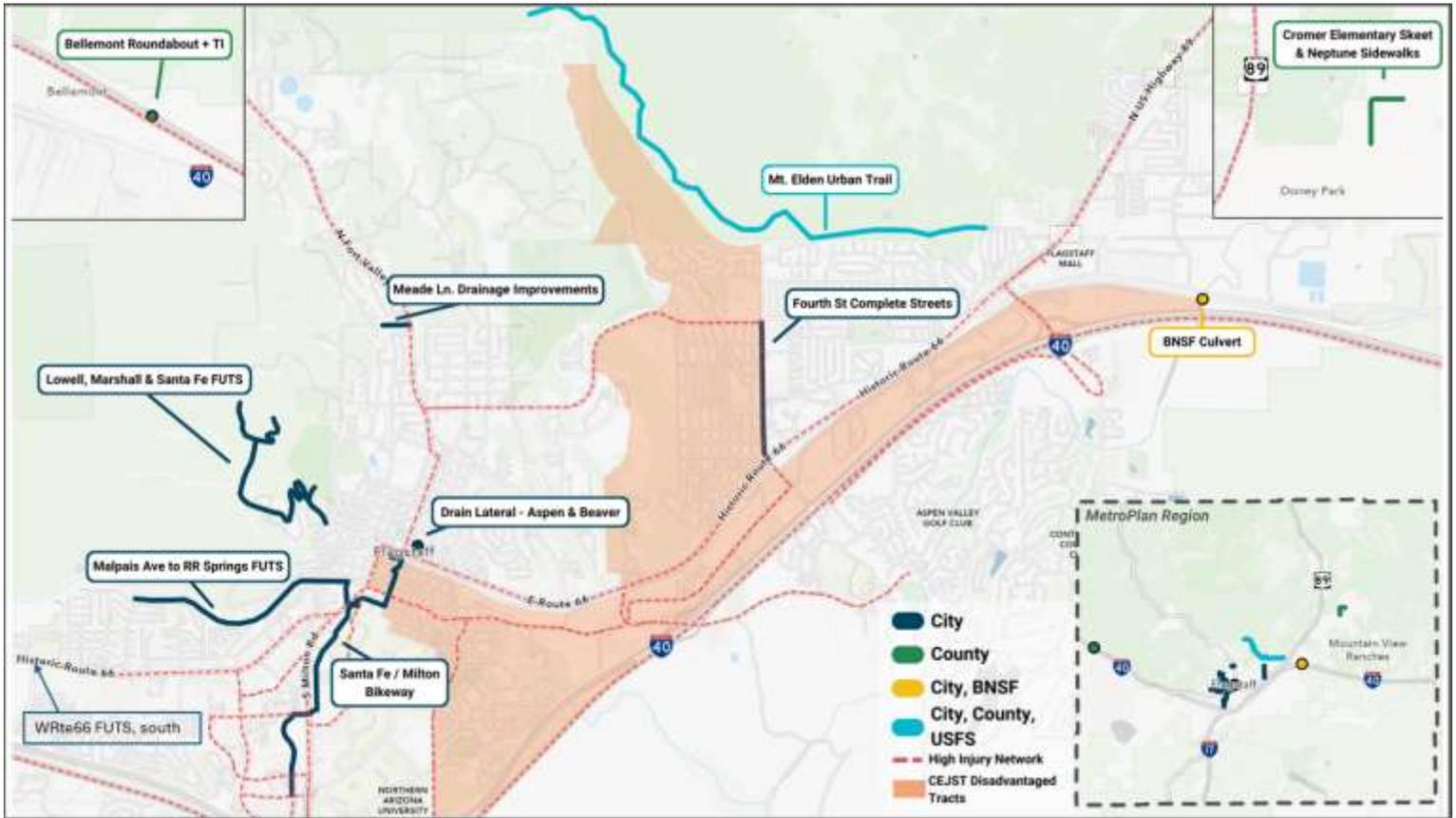
Should member agencies decide to apply for a federal discretionary grant with a project that has not been identified in the Strategic Grants Plan, MetroPlan will request a support letter from its Executive Board. Agencies should consider a minimum of a six week request timeline for such letters.

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.

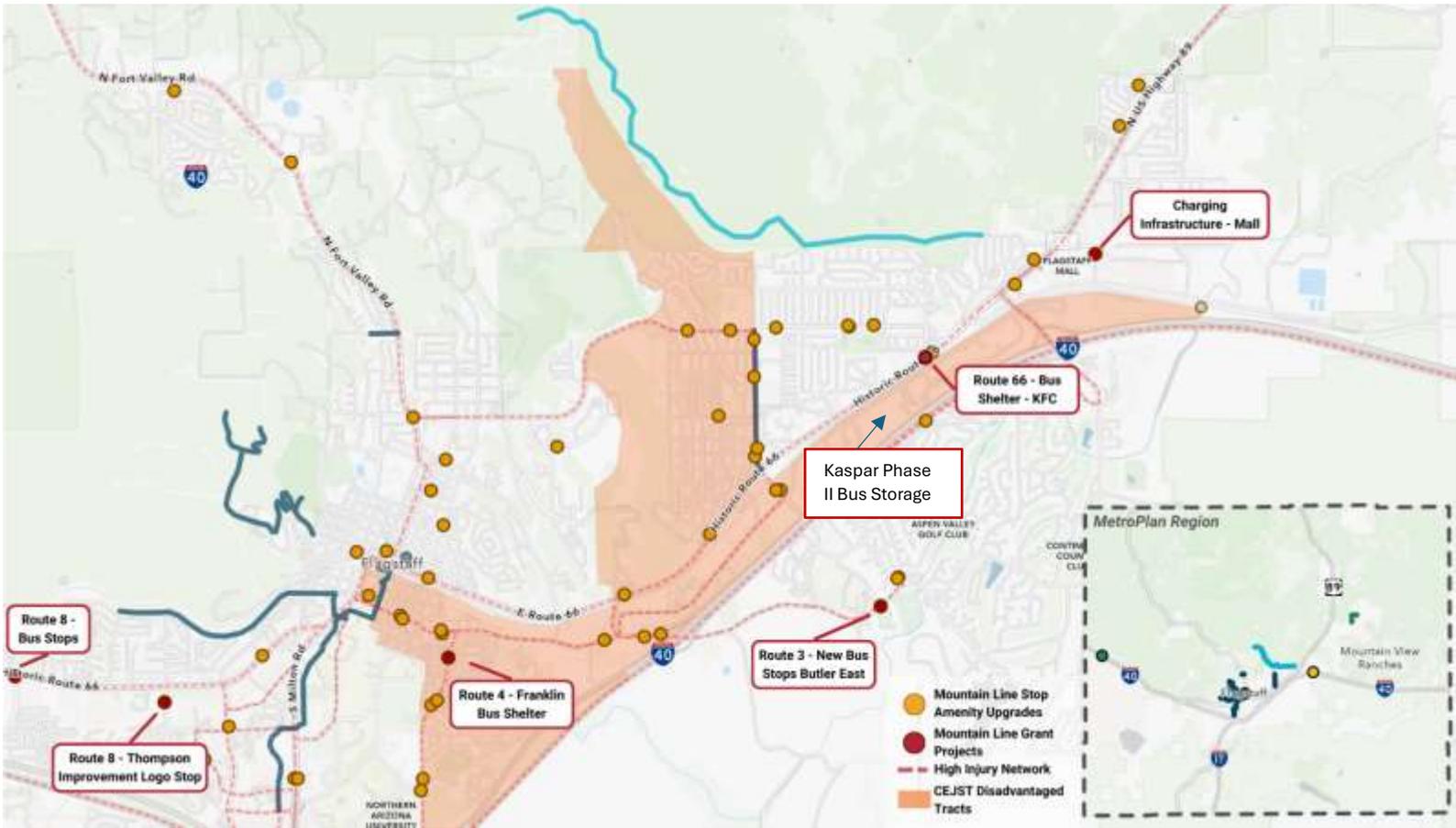
### Grants not in the plan:

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  
**Required nonfederal match:** 20%

**Next Application Release Dates:** Dec 2025  
**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	
<b>Project Size</b>	>\$500M in Costs	\$100M-\$500M in costs	>\$100M* in costs	<\$100M* in costs	None	None
<b>Award Size</b>	No Award minimum No Award minimum		\$25 million award minimum	\$5 million award minimum	\$25 million award minimum	No Award minimum
<b>Cost Share</b>	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
Bellefont 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)   <b>\$12,794,141</b>	Mountain Line				
Replace Paratransit Cutway Vans   <b>\$1,035,652</b>	Mountain Line				
Charging Infrastructure – Offsite   <b>\$2,200,000</b>	Mountain Line				
Operation Support Vehicle Replacement   <b>\$178,231</b>	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  
**Required match:** 0%

**Next Application Release Date:** August 2026  
**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
Bellefont Interchange <b>\$2,500,000</b>	County				
Planning- Flagstaff I-40 Interchange Feasibility Lone Tree & Woody 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				



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** February 16, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**FROM:** Kim Austin, Transportation Demand Management Planner

**SUBJECT:** Consider Adoption of the 2026 Coordinated Public Transit-Human Services Transportation Plan

### 1. RECOMMENDATION:

Staff recommend the Board adopt the 2026 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

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

**Objective 2.2:** Expand the inclusion of transportation-disadvantaged community members and organizations in planning processes, from setting planning priorities to implementing outcomes.

### 3. BACKGROUND:

Since 2007, all Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) in Arizona have been required to adopt and annually update a Coordinated Public Transit–Human Services Transportation Plan (Coordinated Plan). The plan identifies transportation needs for older adults, individuals with disabilities, and people with low incomes, and includes:

- An inventory of existing transportation providers and services
- An assessment of unmet transportation needs
- Strategies to address service gaps and improve coordination
- Implementation priorities based on resources and feasibility

MetroPlan prepares the Coordinated Plan in partnership with Mountain Line, supports the Coordinated Mobility Council (CMC), which comprises transportation providers and public agencies, and provides guidance on plan implementation.



# METROPLAN

GREATER † FLAGSTAFF

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

- Demographics
- Map
- Strategies
- Vehicle Inventories
- Eligible Projects

In addition to updating addresses and vehicle inventory lists, the Plan has been modified as follows.

New strategy includes:

Added to Information Gaps	
Communicate identified transportation gaps and strategies to engage municipalities	<ul style="list-style-type: none"> <li>▪ Relay messaging through the channels that allow all stakeholders to interact and communicate effectively, and understand project roles and project intersectionality</li> </ul>

The transit service map in the plan has also been updated to reflect Mountain Line’s current routing, reflecting the addition of Route 8.

Projects must be included in the Coordinated Plan to be eligible for Section 5310 funding for vehicle and equipment purchases or program administration. The CMC approved the plan updates on February 20, 2026.

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

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

#### 5. FISCAL IMPACT:

There is no direct fiscal impact to MetroPlan. However, the Coordinated Plan makes agencies in the region eligible to receive FTA Section 5310 funds.



# METROPLAN

GREATER † FLAGSTAFF

## 6. ALTERNATIVES:

1. **Recommended:** The Board adopts the 2026 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan update. This action is aligned with the requirements for annual updates.
2. **Not recommended:** Do not adopt the 2026 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan update. This renders projects in the plan ineligible for 5310 funds.

## 7. ATTACHMENTS:

A copy of the draft plan will be provided prior to the Board meeting.

# 2026



## MetroPlan & Mountain Line

### Coordinated Public Transit - Human Services Transportation Plan



**MetroPlan  
&  
Mountain Line**

**Coordinated Public Transit -  
Human Services  
Transportation Plan**

Adopted by the MetroPlan Executive Board, March 5, 2026

*Prepared by*

**Flagstaff Metropolitan Planning Organization**

**Doing business as MetroPlan**

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Adopted by the Mountain Line Board of Directors, March 18<sup>th</sup>, 2026

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

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

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## Introduction

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

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

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

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

### Purpose

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

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

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

This document serves two purposes:

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

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

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

### **Benefits of coordination**

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

### **Local roles and responsibilities**

#### ***Coordinated Mobility Council***

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

#### ***MetroPlan***

The Flagstaff Metropolitan Planning Organization (FMPO) was formed in 1996. The FMPO is doing business as MetroPlan. Throughout this document, MetroPlan will be used. MetroPlan is the transportation policymaking and planning organization for the Flagstaff region, in

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response to a federal requirement for urbanized areas with a population greater than 50,000. MetroPlan receives funding from federal, state, and local sources, and oversees the expenditure of federal transportation funds in conjunction with the agencies that comprise MetroPlan: The City of Flagstaff, Coconino County, Mountain Line, Northern Arizona University, and the Arizona Department of Transportation.

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

### ***Mountain Line***

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

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

### ***NACOG***

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

## Planning Process

### Coordination Plan preparation, review, and adoption

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

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

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

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

### Related plans

- **Northern Arizona Mobility and Coordination Mountain Mobility Business Plan 2015-2019**  
This Mountain Line document provides direction and specific tools to implement the vision of the Coordination Plan. This plan was adopted in 2013.
- **Five-Year Transit Plan**  
Mountain Line’s current Five-Year Transit Plan was completed and adopted in December of 2017 and serves as the guiding document for fixed-route transit, paratransit, and supporting service planning in the region.
- **Flagstaff Regional Plan**  
The Flagstaff Regional Plan is the overarching policy document that guides land use and transportation decisions for the Flagstaff region. The Plan was adopted by the City and County, and ratified by the voters, in 2014.
- **Regional Transportation Plan**  
The Regional Transportation Plan (RTP), which was adopted in 2017 by the MetroPlan Executive Board, identifies and prioritizes future transportation investments in the Flagstaff region for driving, riding the bus, walking, biking, and moving goods. A federal and state requirement to receive transportation funding, the RTP evaluates the cost and

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

- **Coconino County Community Health Improvement Plan**

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

## **Regional Context**

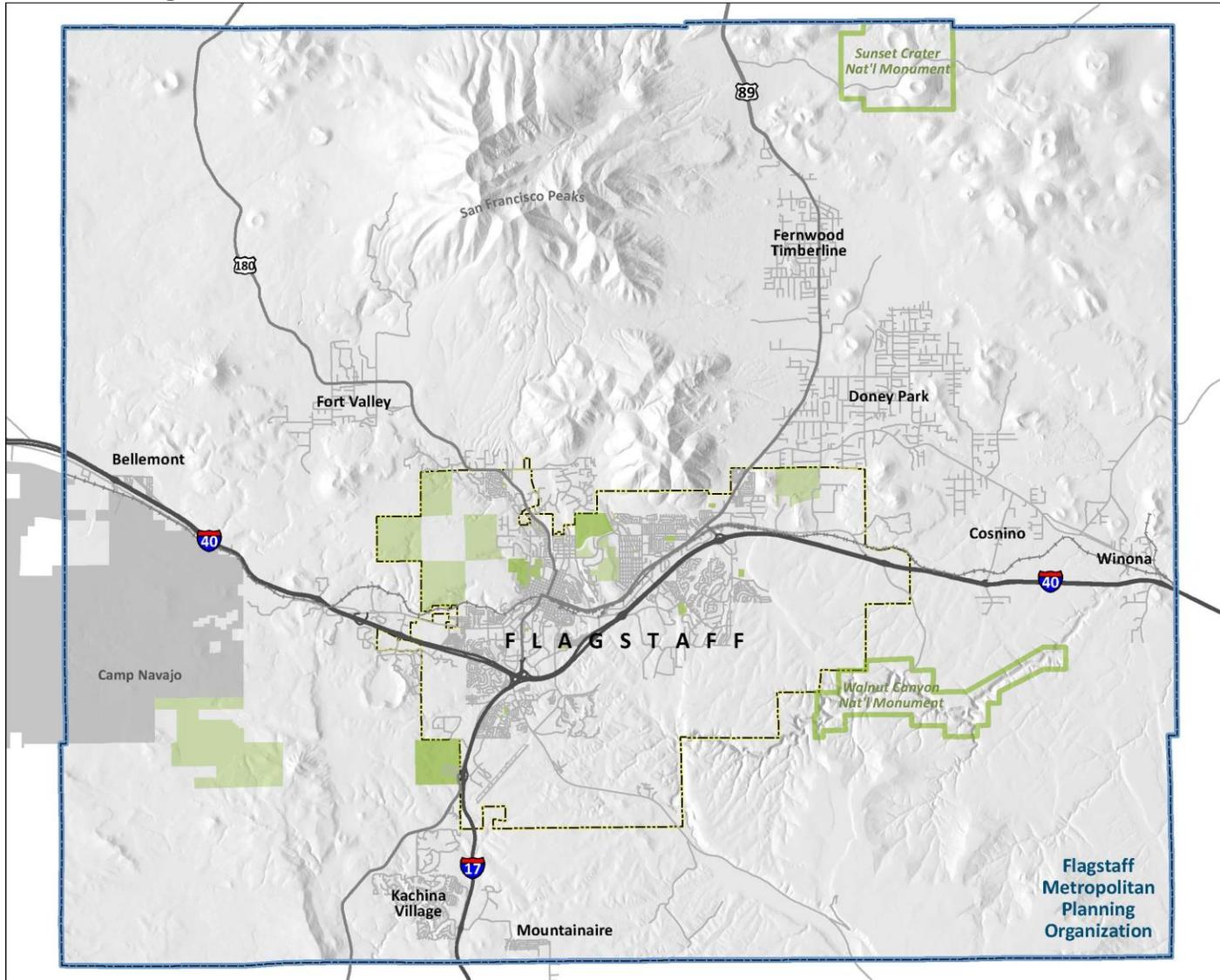
### **The MetroPlan region**

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

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

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Map 1: The MetroPlan Region



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## Demographics

### ***Census geography***

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

### ***Population***

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

**Table 1: Population, land use, density**

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

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

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

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

### ***Vehicle availability and travel time***

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

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

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

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

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

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

**Poverty status**

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

**Table 3: Poverty status in the past 12 months**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD</i>	<i>Arizona</i>	<i>United States</i>
Population base*	76,831	101,822	7,151,502	331,449,281
Population below poverty level	12,753	11,653	1,008,361	42,425,507
Percent	16.6	13.9	14.1	12.8

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

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

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

**Income and unemployment**

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

Unemployment rates for the region are higher than those of Arizona and the nation, while the City's rates are consistent with those of the state and nation.

**Table 4: Income and unemployment**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD*</i>	<i>Arizona</i>	<i>United States</i>
Median household income	58,685	63,405	61,529	64,994
Unemployment rate	5	7	5.8	5.4

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

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

### **Age**

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

Flagstaff also has a much lower percentage of older residents. The percentage of Flagstaff's population aged 65 and older is significantly lower than the United States average. However, the Flagstaff CCD has a slightly higher percentage of residents in the 65-and-older age bracket than the city of Flagstaff, indicating that a higher percentage of older residents live in rural areas outside the city.

**Table 5: Population by age group – percent**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD*</i>	<i>Arizona</i>	<i>United States</i>
Under 5 years of age	4.7	4.7	6.0	6.0
Under 18 years of age	18.4	18.2	22.9	22.4
18 years and over	81.6	81.8	77.1	77.6
Age 65 years and older	8.8	12.1	18.3	16.0
Median age	24.9	29.5	37.9	38.2

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

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

### **Disability status**

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

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

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

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

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**Table 6: Disability status**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD</i>	<i>Arizona</i>	<i>United States</i>
Population	76,831	101,822	7,151,502	331,449,281
With a disability	7,990	10,589	943,998	42,094,058
Percent	10.4	10.4	13.2	12.7

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

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

**Table 7: Percentage of the population with a disability status by type**

	<i>City of Flagstaff</i>	<i>Flagstaff CCD*</i>	<i>Arizona</i>	<i>United States</i>
With a disability	10.4	10.4	13.2	12.7
With a hearing difficulty	2.3	2.8	4.1	3.6
With a vision difficulty	1.6	1.6	2.5	2.4
With a cognitive difficulty	4.9	4.5	5.0	5.1
With an ambulatory difficulty	3.7	3.9	7.0	6.8
With a self-care difficulty	1.5	1.5	2.4	2.6
With independent living diff.	4.4	4.2	5.7	5.8

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

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

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

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

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

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

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*Photo of Mountain Line's Travel Training Program*

### **Origins and destinations**

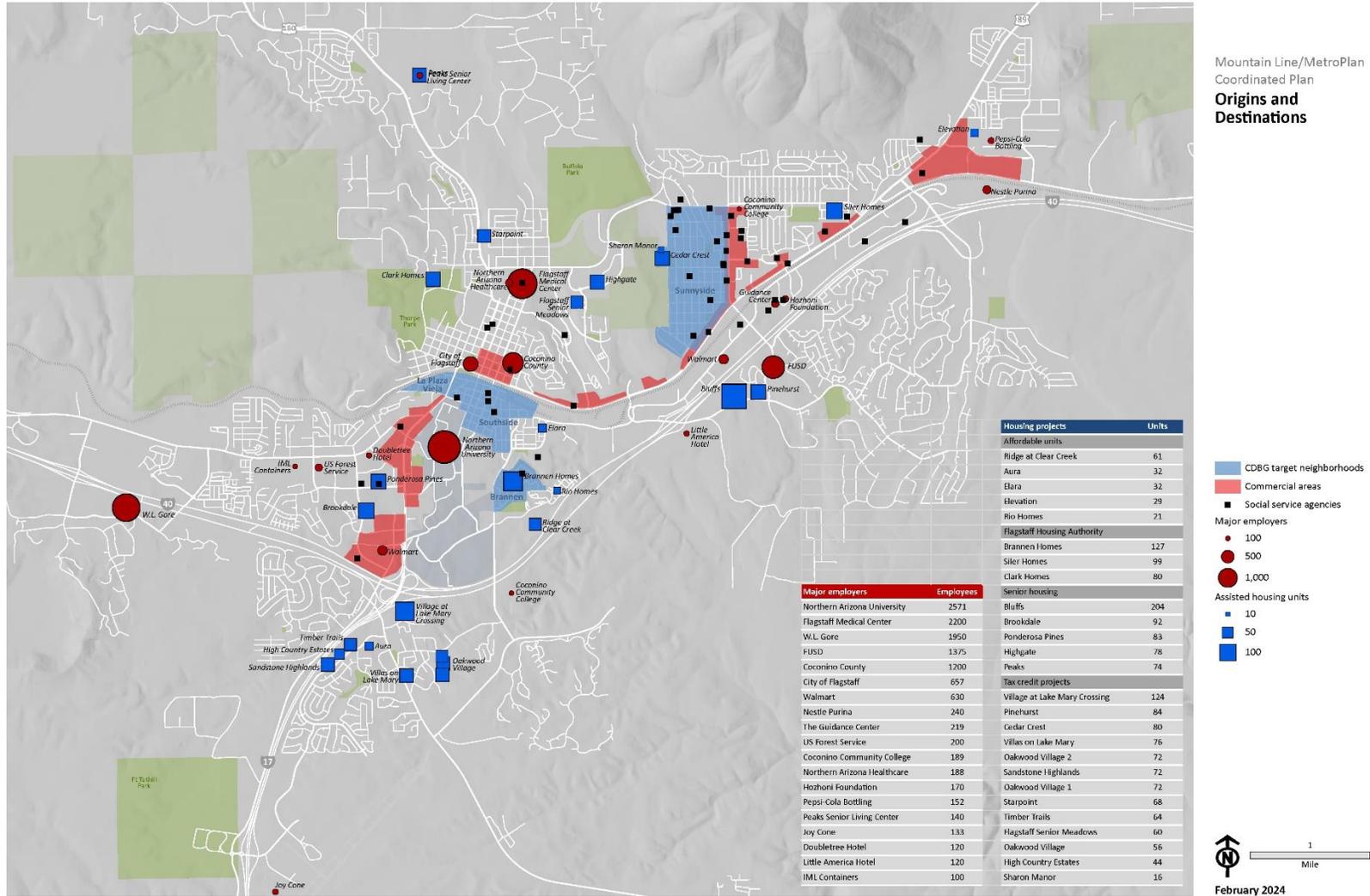
This section documents significant origins and destinations in the Flagstaff area for seniors or people with disabilities.

#### ***Origins and Destinations***

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

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Map 2: Origins and destinations



**MetroPlan & Mountain Line  
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**Transportation Inventory**

**Existing transportation services and resources in the Flagstaff region**

<b>Fixed-route Public Transit</b>				
<b>Mountain Line   Mountain Line</b>				
Description			Contact	
<p>Mountain Line provides public transit service on eight fixed routes throughout the City of Flagstaff. Most routes operate on 30-minute frequencies during peak hour and on 60-minute frequencies before and after peak hour. Mountain Line also includes one high-frequency service, route 10, with 8–15-minute headways along a fixed, dedicated route between downtown Flagstaff, the Northern Arizona University campus, and the Woodlands Village neighborhood.</p>			<p>Mountain Line 216 W. Phoenix Ave. Flagstaff, Arizona 86001 928-779-6624   transportation@mountainline.az.gov</p>	
Service area	Hours	Eligibility	Fare	Fleet
City of Flagstaff	M-F: 5:45 am-10:00 pm Sa-Sun: 7:15am-8:00pm	General public	\$1.25 adult \$0.60 sr/disabled/youth	Gillig hybrid-electric buses (28-passenger)
<b>Campus Shuttle   Northern Arizona University</b>				
Description			Contact	
<p>Northern Arizona University’s Campus Shuttle Services provides fare-free bus service on three routes on NAU’s campus with 21 stops. A portion of the route follows Mountain Line route 10 through campus and uses the same stops, allowing direct connectivity between the two systems. Buses operate with a 5-7-minute headway during peak hours (7:00 am to 4:00 pm), a 15-minute headway from 4:00 to 6:30 pm, and a 30-minute headway from 6:30 to 10:00 pm. Campus Shuttle Services provided 1.3 million rides during the 2023-2024 academic year.</p>			<p>NAU Parking Services 411 South Beaver St. Flagstaff, Arizona 86011 928-523-1182   <a href="mailto:erin.stam@nau.edu">erin.stam@nau.edu</a></p>	
Service area	Hours	Eligibility	Fare	Fleet
NAU campus	NAU in session: M-Th: 7:00 am-10:00 pm, F: 7:00 am-5:00 pm NAU not in session: M-F 7:00 am-5:00 pm	NAU students, staff, faculty and, and guests on campus	Free	19 coaches and 3 cutaway vehicles.

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Paratransit Service				
Mountain Line Paratransit   Mountain Line				
Description			Contact	
Mountain Line Paratransit is Mountain Line’s complementary curb-to-curb paratransit service for persons with disabilities who are unable to use Mountain Line fixed-route service. Trips can be made to and from locations within 3/4 mile of a Mountain Line route.			Mountain Line 216 W. Phoenix Ave. Flagstaff, Arizona 86001 928-779-6624  transportation@mountainline.az.gov	
Service area	Hours	Eligibility	Fare	Fleet
City of Flagstaff	M-F 5:45 am-10:00 pm Sa-Sun: 6:1 5am-8:00 pm	Persons with disabilities General public (when space is available)	\$2.25 one way \$5.50 one-way, non-ADA or outside 3/4 mile	Paratransit
Mountain Line GO!				
Description			Contact	
This service is a microtransit service serving the Huntington and Industrial corridor and surrounding bus stops, including Walmart and the Mall Connection Center. Microtransit is a flexible, on-demand transportation solution in which rides can be booked via a website, app, or by calling. This is a targeted service focusing on serving Flagstaff’s most vulnerable populations, including older adults, low-income, and people with disabilities, and provides the necessary access to essential services such as The Guidance Center, North County, Flagstaff Shelter Services, Flagstaff Housing Authority, and reach jobsite and interview locations like Goodwill Employment Center and Walmart.			Mountain Line 216 W. Phoenix Ave. Flagstaff, Arizona 86004 928-779-6624  transportation@mountainline.az.gov	
Service area	Hours	Eligibility	Fare	Fleet
City of Flagstaff – Huntington and Industrial Corridor	M-F: 7:00 am – 6:00 pm Sa-Sun: 8:00 am – 5:00 pm	General public	\$1.25 one-way	Paratransit
Taxi Programs   Mountain Line				
Description			Contact	
Mountain Line offers two taxi programs, City and County, in the MetroPlan boundary for paratransit-eligible clients. Please call for more info.			Mountain Line 216 W. Phoenix Ave. Flagstaff, Arizona 86001 928-779-6624   transportation@mountainline.az.gov	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff Metropolitan Planning Organization	Anytime	Mountain Line Paratransit Clients	Taxi fares	Local taxi companies

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Regional Transit				
<b>Navajo Transit System   Navajo Nation</b>				
Description			Contact	
Navajo Transit System is operated by the Navajo Nation tribal government on 18 fixed routes throughout the Navajo Nation, which covers 27,000 square miles in Arizona, New Mexico, and Utah.			Navajo Transit System PO Drawer 1330 Window Rock, Arizona 86515 928-729-4002   lbigwater@navajotransit.com	
Service area	Hours	Eligibility	Fare	Fleet
Navajo Nation, plus service to Bluff and Blanding (Utah), Gallup and Farmington (New Mexico), and Flagstaff	M-F: 5:00 am-7:00 pm	General public	\$2.00 per day	7 mid-sized buses and 4 vans. A 30-passenger, accessible coach is used on Route 11 to Flagstaff
<b>Hopi Senom Transit System   Hopi Tribe</b>				
Description			Contact	
Hopi Senom runs 4 deviated fixed routes per day, serving Keams Canyon, Flagstaff, Kykotsmovi, and Winslow. Each route runs two trips a day on weekdays, no service on weekends.			Hopi Senom Transit PO Box 123 Kykotsmovi, Arizona 86039 928-734-3232   <a href="#">Contact - The Hopi Tribe</a>	
Service area	Hours	Eligibility	Fare	Fleet
Hopi Reservation, Flagstaff, Tuba City	M-F: 8:00 am-5:00 pm	General public	\$2.00 one-way Vets ride free.	23-passenger Arboc bus, two 15-passenger El Dorado buses, and a 15-passenger van.
<b>Mountain Line Vanpool   Mountain Line</b>				
Description			Contact	
Mountain Line has a turnkey contract with Enterprise Rideshare for vanpool services. Vanpool service can be for any route with an origin or destination in Coconino County. Groups consist of 5 – 14 people.			Mountain Line 216 W. Phoenix Ave. Flagstaff, AZ 86001 928-779-6624	
Service area	Hours	Eligibility	Fare	Fleet
Coconino County	Anytime	5+ people commuting together	Lease price based on mileage; Mountain Line provides a \$400 monthly subsidy.	Commute with Enterprise provides a variety of 7-14 passenger vehicles.
Shuttle Services				
<b>Groome Transportation</b>				
Description			Contact	
Groome Transportation, formerly Arizona Shuttle, is a private company that operates shuttle service to various destinations from Flagstaff, Phoenix, Sedona, and Tucson. The company’s schedule includes 13 daily trips to Phoenix, with stops at Camp Verde, Phoenix Denny’s on Bell Road, and Sky Harbor Airport; daily trips to Sedona; and daily trips to the Grand Canyon via Williams.			Groome Shuttle 1840 West Kaibab Lane Flagstaff, Arizona 86001 928-226-8060   dvavala@arizonashuttle.com	

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There are three pick-up points in Flagstaff, depending on the route: the Groome Office, Amtrak/Visitor Center downtown, and NAU north campus.

Some vehicles have a lift and wheelchair tie-downs, and the company can accommodate travelers with disabilities, but asks that reservations be made at least 48 hours in advance.

Service area	Hours	Eligibility	Fare	Fleet
Flagstaff to Phoenix, Camp Verde, Sedona, Williams, and Grand Canyon	1:50 am-11:40 pm (depending on route)	General public	\$34 to \$61 one way	A variety of vehicles, from vans to buses with seating for 29 passengers

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**Intercity Bus and Rail**

**Amtrak**

Description			Contact	
Amtrak’s Flagstaff station is located in downtown Flagstaff on the south side of Route 66, between San Francisco and Beaver Streets. The facility is located in the historic train station, which Amtrak shares with the Flagstaff Visitor Center. Amtrak’s Southwest Chief passenger service stops in Flagstaff twice daily, with one westbound and one eastbound train.			Amtrak 1 East Route 66 Flagstaff, Arizona 86001 928-774-8679   www.amtrak.com	
Service area	Hours	Eligibility	Fare	Fleet
Nationwide	Westbound: 9:15 pm Eastbound: 4:59 am	General public	Varies	Passenger train

**Flix**

Description			Contact	
Flix bus maintains a station on Butler Avenue near the Whole Foods and the Aspen Place commercial development. Flix Bus daily schedule from this station includes buses southbound to Phoenix, buses eastbound to Albuquerque, with stops at Holbrook, Gallup, and Grants, and buses westbound to Las Vegas with stops at Kingman, Bullhead City, and Henderson. Accessible accommodations are available, including wheelchair-accessible buses, upon 48-hour notice.			Flix Bus 880 East Butler Avenue Flagstaff, Arizona 86001 928-774-4573   www.greyhound.com	
Service area	Hours	Eligibility	Fare	Fleet
Nationwide	10:00 am-5:00 am	General public	Varies	Passenger coach

**FlixBus**

Description			Contact	
FlixBus provides affordable bus travel within the US. Routes from Flagstaff travel to Phoenix and Tucson. There is one trip per day to Phoenix and Tucson. Accessible accommodations are available upon request.			FlixBus Flixbus.com	
Service area	Hours	Eligibility	Fare	Fleet
Nationwide	Varies	General public	Varies	Passenger coach

**Non-emergency Medical Transportation**

**Guardian Medical Transport**

Description			Contact	
Guardian is an emergency medical transportation provider (ambulance service), but also offers door-to-door non-emergency medical transportation in Flagstaff when medically necessary.			Guardian Medical Transport 1200 North Beaver Street Flagstaff, Arizona 86001 928-773-2145	
Service area	Hours	Eligibility	Fare	Fleet

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

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**Non-emergency Medical Transportation (continued)**

**AZ Harmony Med Trans**

Description			Contact	
AZ Harmony provides a variety of transportation services throughout AZ. They provide non-emergency medical transportation, transportation service for organizations and medical facilities, and transportation for seniors and those with mobility challenges.			Coconino County Office 251 N. 4 <sup>th</sup> Street, Flagstaff, AZ 86004	
Service area	Hours	Eligibility	Fare	Fleet
All of AZ, bring their clients to the nearest hospital	M – F: 8:00 am – 4:00 pm, dispatch is open later and on weekends. Sometimes will pick up on weekends.	Indian Health, AHCCCS, and AZ long-term care clients	Billing through AHCCCS	No wheelchair accessible van or stretcher van.

**Human Service Transportation Providers**

**Center for Service and Volunteerism NAU**

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

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Human Service Transportation Providers (continued)				
Coconino County Community Services – Senior Services				
Description			Contact	
<p>Coconino County Community Services offers a weekly trip from the senior center in Williams to Flagstaff for shopping and medical appointments. A once-a-month senior outing is also offered. The agency does provide transportation services through mileage reimbursement to 4 volunteer drivers.</p> <p>The agency also subsidizes senior trips on Mountain Line Paratransit and Mountain Line to and from the Thorpe Park Senior and Community Center lunch program.</p>			<p>Coconino County Community Services 2625 North King Street Flagstaff, Arizona 86004 928-679-7485</p>	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff and Williams	Varies	Seniors	None	Several vans
Flagstaff Shelter Services				
Description			Contact	
<p>Flagstaff Shelter Services is a non-profit agency that operates an emergency shelter and day productivity center for homeless individuals in East Flagstaff. A high percentage of clients are elderly and/or disabled. The Shelter has two vehicles used to transport clients to overflow shelters.</p>			<p>Flagstaff Shelter Services PO Box 1808 Flagstaff, Arizona 86002 928-225-2533</p>	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff		Homeless individuals	None	2 cutaways
Mountain Line Discount Day Pass Program				
Description			Contact	
<p>NAIPTA provides reduced-price passes for the Mountain Line Bus System for human service agencies to purchase for clients. Qualifying agencies are limited to 1500 passes per year.</p>			<p>Mountain Line 216 W Phoenix Ave. Flagstaff, Arizona 86001 928-779-6624   transportation@naipta.az.gov</p>	
Service area	Hours	Eligibility	Fare	Fleet
City of Flagstaff	M-F: 5:45 am-10:00 pm Sa-Sun: 7:15am-8:00pm	General public	\$1.25 adult \$0.60 senior/disabled/youth	Gillig hybrid-electric buses (28-passenger)
Human Service Transportation Providers (continued)				
Hozhoni Foundation				
Description			Contact	
<p>Hozhoni Foundation provides individualized residential, vocational, and educational services for people with developmental disabilities. Transportation for clients is provided to and from their facility as well as trips for Special Olympics, family visits, and medical appointments. Service recipients range from young adults to the elderly and from fully ambulatory persons to wheelchair users.</p>			<p>Hozhoni Foundation 2133 North Walgreen Street Flagstaff, Arizona 86004 928-526-7944</p>	
Service area	Hours	Eligibility	Fare	Fleet

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Flagstaff area	6:00 am-10:00 pm	Individuals with developmental disabilities	None	24 vehicles
<b>Northland Family Help Center</b>				
Description			Contact	
A shelter for women and children who are escaping relationship violence. Provide bus passes or a taxi voucher in an emergency. Youth transport vehicles.			Northland Family Help Center 2532 North Fourth Street #506 Flagstaff, Arizona 86004 928-527-1900   MMartinez@northlandfamily.org	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff	7:00 am-10:00 pm	Agency clients only	None	
<b>Quality Connections</b>				
Description			Contact	
Quality Connections provides vocational and residential services to individuals with disabilities. Transportation is provided daily to and from the day program, work activities, and medical appointments.			Quality Connections 3920 East Huntington Drive Flagstaff, Arizona 86004 928-773-8787   dougarnett@qualityconnections.org	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff	M-F: 9:00 am-5:00 pm	Agency clients	None	

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<b>Human Service Transportation Providers (continued)</b>				
<b>The Guidance Center</b>				
Description			Contact	
<p>The Guidance Center provides behavioral health services for low-income, seriously mentally ill, chemically dependent, and child/family clients in Flagstaff, Williams, Northern Arizona, Coconino County, Grand Canyon, and the Supai Nation. The Guidance Center provides transportation services for clientele to make doctor appointments, procure groceries, and take trips to Phoenix if needed for services. The Guidance Center picks up and returns clients to their homes, whether they need transportation to the facility or require disability transportation. Client transportation uses public services, including taxis and bus lines, as much as possible.</p>			<p>The Guidance Center 2187 North Vickey Street Flagstaff, Arizona 86004 928-714-5308</p>	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff	M-F	Low-income, seriously mentally ill, chemically dependent, and child/family clients	None	16 vehicles
<b>Coconino County Health and Human Services</b>				
Description			Contact	
<p>Coconino County Health and Human Services programs occasionally will provide clients receiving CCHHS services with rides to medical appointments.</p>			<p>Coconino County Health and Human Services 2625 North King Street Flagstaff, Arizona 86004 <a href="http://www.coconino.az.gov/3014/Assistance">www.coconino.az.gov/3014/Assistance</a> 928-679-7272</p>	
Service area	Hours	Eligibility	Fare	Fleet
Coconino County	M-F	Through CCHHS case management	None	

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

School Transportation				
Flagstaff Unified School District (FUSD)				
Description			Contact	
FUSD provides student transportation services for more than 8,900 students at the district’s 10 elementary schools, 2 middle schools, and 2 high schools. FUSD operates 93 school buses on more than 200 routes, providing daily rides to 3,700 students. Transportation services are also provided for a variety of field trips, special events, and sports events. The district also provides curb-to-curb transportation for special-needs students. The special-needs buses follow regular routes, though these routes are subject to frequent changes due to schedule changes, needs, and students moving into and out of the district.			Flagstaff Unified School District 3285 East Sparrow Avenue Flagstaff, Arizona 86004 (928) 527-2301   mpenca@fUSD1.org	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area	M-F: 6:15am-4:45pm	Students	None	20 special needs buses

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Senior Living Transportation Service				
Brookdale Senior Living				
Description			Contact	
Brookdale provides transportation service for its residents to doctors' appointments and community shopping centers. Monday and Wednesday mornings are for shopping, afternoon includes a scenic drive. Tuesdays and Thursdays are reserved for doctors' appointments and emergency appointments.			Brookdale Flagstaff 2100 S. Woodlands Village Blvd. Flagstaff, Arizona 86001 928-779-7045	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area	M-Th: Mornings and afternoons	Brookdale Residents	None	1 van, ADA accessible
The Peaks				
Description			Contact	
The Peaks provides transportation service for its residents to doctors' appointments in the Flagstaff area.			The Peaks 3150 N. Winding Brook Rd Flagstaff, Arizona 86001 928-774-7106	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area	Monday to Friday 7:00 am – 4:00 pm.	The Peaks Residents	None	2 buses, ADA accessible
Haven of Flagstaff				
Description			Contact	
Haven of Flagstaff, Haven Health provides transportation service for their patients to doctors' appointments, including dialysis.			Haven of Flagstaff 800 W. University Ave. Flagstaff, Arizona 86001 928-779-6931	
Service area	Hours	Eligibility	Fare	Fleet
Flagstaff area, including Munds Park	Monday – Saturday, sometimes on Sunday if relatives cannot bring them (extra cost). 4:30am – 7:30 pm	Haven of Flagstaff patients	Included with stay	3 vans, ADA accessible

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

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### Existing coordination

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

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

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

## Transportation Gaps, Goals, and Strategies

### Strategies to enhance mobility

To be most effective, planning to address transportation gaps must be integral to the region’s overall transportation planning efforts. Transportation planning in the Flagstaff region includes several strategies to enhance mobility:

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

The first three strategies are being considered in various ongoing planning efforts:

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

### Types of transit service

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

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

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

### **Levels of escorted transportation service**

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

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### Human services transportation level of service

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

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

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

### Mobility Trends

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

#### Alternative forms of mobility:

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

#### Federal grant opportunities:

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

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

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

### **Transportation Gaps**

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

The gaps include:

- Information
- Temporal
- Spatial
- Infrastructure
- Human capital

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

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**Dynamic Strategies**

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

**Table 9: Dynamic strategies**

	Information Gap	Temporal Gap	Spatial Gap	Infrastructure Gap	Human Capital Gap
Develop travel training tools for agency personnel	■				■
Promote City and County Taxi Program	■	■	■		
Simplify the paratransit qualification process		■			■
Develop a volunteer driving program		■	■		■
Promote Mountain Line Vanpool	■	■	■		
Increase awareness of mobility issues among City staff	■		■	■	
Improve walkability in ¼ mile to transit			■	■	
Improve connections between NAU and CCC			■	■	
Utilize the FRA safety grant or other funding to build safer railroad crossings			■	■	
Share Mountain Line and Statewide trainings	■				■
Coordinate between ADOT and AHCCCS		■	■		■
Provide assistance with grant writing	■				■

**Information Gaps**

Unmet needs:

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

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

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

Performance Measures:

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

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Develop travel training tools for agency personnel to introduce Mountain Line services to clients.	<ul style="list-style-type: none"> <li>▪ Share training materials with agency staff</li> <li>▪ Conduct travel trainings with agency staff</li> </ul>	Information gap Human capital gap

Additional Strategies	Action Items
Continue outreach methods to the public regarding Mountain Line's wide range of programs	<ul style="list-style-type: none"> <li>▪ Present all Mountain Line-wide programs at outreach events</li> <li>▪ Participate in a wide range of outreach events with varying audiences</li> </ul>
Promote travel training to numerous audiences to introduce prospective riders to transit	<ul style="list-style-type: none"> <li>▪ Reach out to existing contacts to conduct travel training</li> </ul>
Promote MoveMeFLG.com to showcase transportation options in Flagstaff and the surrounding region	<ul style="list-style-type: none"> <li>▪ Create market materials to showcase at outreach events</li> <li>▪ Present website to key groups in Flagstaff: CBD, Chamber of Commerce, Realtors, etc.</li> </ul>
Report on Coordinated Mobility Council activities and outcomes to all stakeholders.	<ul style="list-style-type: none"> <li>▪ Identify the type of outcomes and related performance metrics</li> <li>▪ Develop reporting mechanisms to regularly inform agency partners and stakeholders of the CMC</li> </ul>
Communicate identified transportation gaps and strategies with private developers	<ul style="list-style-type: none"> <li>▪ Educate private developers in the City's private development process about transportation gaps and strategies identified in the Coordinated Plan</li> </ul>
Update Mountain Line's website to address accessibility issues	<ul style="list-style-type: none"> <li>▪ Evaluate the website, identify accessibility issues, and implement changes so transportation information is accessible to everyone</li> </ul>
Ensure all transportation programs are accessible and usable by technologically limited populations.	<ul style="list-style-type: none"> <li>▪ Create non-digital means to access transportation programs, such as calling options.</li> </ul>

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Develop a wide range of marketing materials to aid retention and information frequency, such as flyers and refrigerator magnets.	<ul style="list-style-type: none"> <li>▪ Educate people responsible for marketing materials regarding universal design.</li> <li>▪ Brainstorm additional non-digital marketing items to help with retention</li> </ul>
Communicate identified transportation gaps and strategies to engage municipalities	<ul style="list-style-type: none"> <li>▪ Relay messaging through the channels that allow all stakeholders to interact and communicate effectively, and understand project roles and project intersectionality</li> </ul>
<i>See additional strategies in Temporal gaps and Human Capital gaps strategies</i>	

## Temporal Gaps

Unmet needs:

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

Vision: Affordable, convenient transportation is available at all hours of the day.

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

Performance measures:

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

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Promote the City and County Taxi Program among Mountain Line Paratransit clients	<ul style="list-style-type: none"> <li>▪ Create an outreach plan, identifying key target audiences and marketing materials needed</li> </ul>	Information gap Temporal gap Spatial gap
Simplify the paratransit qualification process to reduce time and paperwork.	<ul style="list-style-type: none"> <li>▪ Review the current qualification process in an attempt to simplify it.</li> </ul>	Temporal gap Human capital gap
Additional Strategies	Action Items	
Increase money for operations through partnerships to help fund extended hours	<ul style="list-style-type: none"> <li>▪ Create an updated inventory of regional services that have ADA vehicles</li> <li>▪ Brainstorm partnerships among agencies</li> </ul>	
<i>See additional strategies in Spatial gaps and Human Capital gaps strategies</i>		

## Spatial Gaps

Unmet needs within Flagstaff:

- Neighborhoods in Flagstaff and the MetroPlan region are not served by a fixed-route system.

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- Transportation service to human service agencies.
- Fixed route service that more directly serves senior housing.

### Unmet needs outside of Flagstaff

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

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

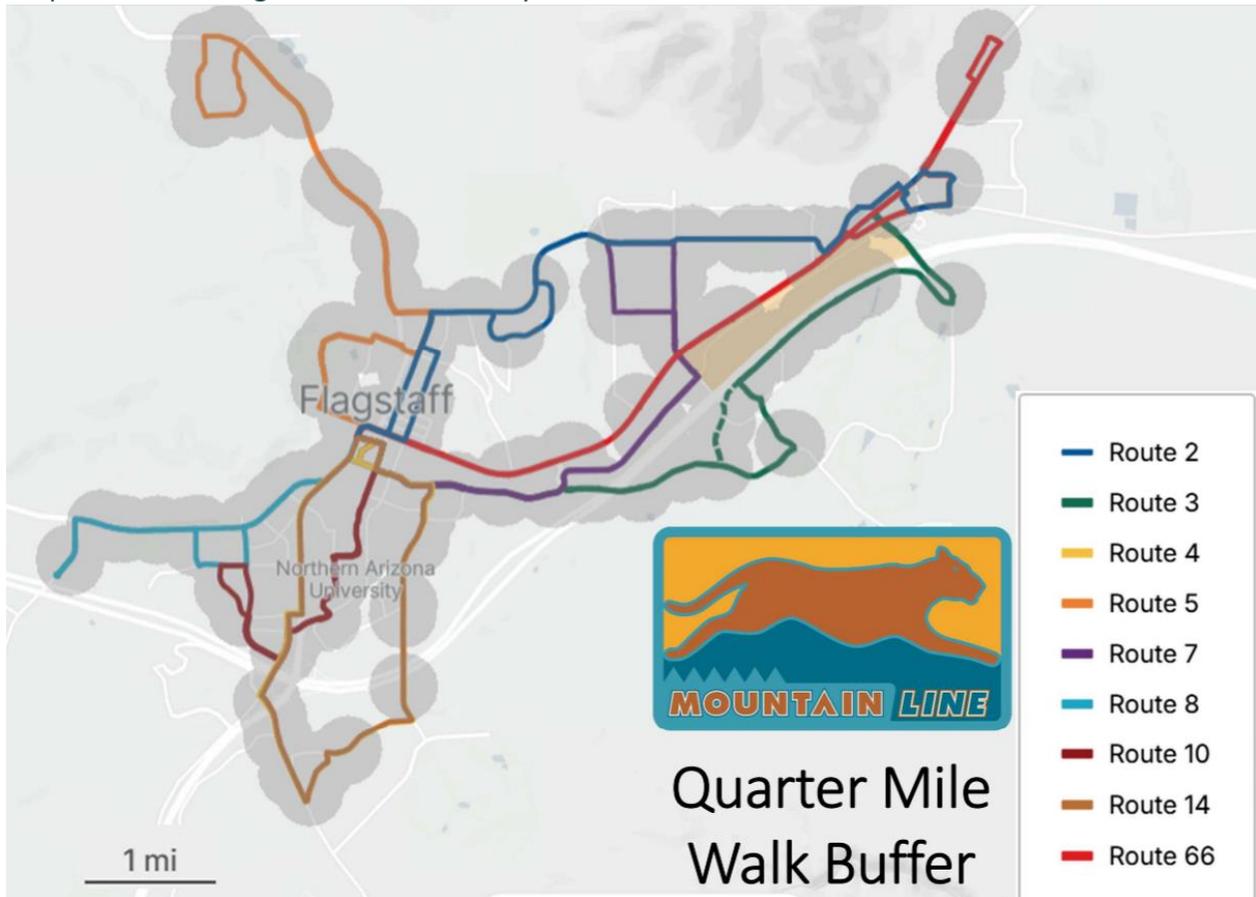
Goal: Implement transportation options, encourage partnerships between agencies to provide trips, and improve pedestrian and bicycle access to transit to offer some level of service to areas where fixed-route service is not operating.

### Performance measures:

- Number of pedestrian improvements within  $\frac{3}{4}$  mile catchment area of the Mountain Line service network.
- Number of vans in Mountain Line vanpool program
- Development of a volunteer driving program
- Increasing passenger trips
- Increase in new pockets or neighborhoods served

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Map 3: Areas in Flagstaff underserved by transit



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

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Develop volunteer driving program	<ul style="list-style-type: none"> <li>▪ Strengthen capabilities of the Coconino County volunteer mileage reimbursement program to provide more trips and reach more persons for “hard to serve” trips.</li> <li>▪ Encourage partnership dialogue with Disabled American Veterans to expand volunteer driver pool.</li> <li>▪ Initiate conversations with Verde Valley Caregivers to expand into Flagstaff.</li> </ul>	Spatial gap Temporal gap Human Capital gap

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Promote Mountain Line Vanpool	<ul style="list-style-type: none"> <li>▪ Develop vanpool outreach plan which addresses target markets and specific outreach material for each audience</li> <li>▪ Continue to develop partnerships with Winslow, Navajo, and Hopi tribes to help with outreach.</li> </ul>	<p>Spatial gap Temporal gap Information gap</p>
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Additional Strategies	Action Items
Funding seats in Groome Transportation to go to Phoenix	<ul style="list-style-type: none"> <li>▪ Promote this as an existing option with City and County Taxi Program</li> <li>▪ Promote Mountain Line Paratransit clients to obtain visitor’s status in Phoenix to use their paratransit system.</li> </ul>
Work with medical providers through closer collaboration with CHIP and Access to Care group to help pay for transportation services in Flagstaff and outside	<ul style="list-style-type: none"> <li>▪ Mountain Line to continue to attend County Health Improvement Plan meetings</li> <li>▪ Mountain Line to continue participating in Well Women Well Communities Program with Coconino County Public Health Services District</li> </ul>
Targeted fixed route expansion of service to identified and unserved neighborhoods	<ul style="list-style-type: none"> <li>▪ Secure additional funding to expand service</li> <li>▪ Identify transit deserts in Mountain Line’s planning process</li> </ul>
Encourage new partnerships with Tribal Transit stakeholders to address unmet transportation needs and promote increased mobility of Tribal members	<ul style="list-style-type: none"> <li>▪ Develop transfer opportunities to improve connections between Tribal Transit and Mountain Line services</li> </ul>
On-demand service	<ul style="list-style-type: none"> <li>▪ Create implementation plan for on-demand service</li> </ul>
Increase money for operations through partnerships to increase service area	<ul style="list-style-type: none"> <li>▪ Brainstorm partnerships among agencies</li> </ul>
Partner with micro-mobility companies for first-last mile solutions	<ul style="list-style-type: none"> <li>▪ Expand bike share program to targeted neighborhoods or bus stops to solve first-last mile issues</li> <li>▪ Purchase golf carts or tricycles to serve veteran’s homes, senior residential developments, and others that are near a bus stop but too far to walk</li> </ul>
Increase the number of transportation options outside City limits but within MetroPlan’s boundary.	<ul style="list-style-type: none"> <li>▪ Identify areas of need and pursue funding and/or partnership opportunities for increased services</li> </ul>
<i>See additional strategies in Spatial gaps, Infrastructure gaps, and Human Capital gaps</i>	

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**Infrastructure Gaps**

Unmet needs:

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

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

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

Performance measures:

- Number of sidewalk and pedestrian improvements within ¾ mile of Mountain Line routes.
- Increased funding for pedestrian improvements and bus stop improvements.
- Reduction in infrastructure barriers for wheelchair accessibility.

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Increase awareness of mobility issues due to poor infrastructure design and expand use of Universal Design principles in the built environment	<ul style="list-style-type: none"> <li>▪ Provide information through either an information sheet, a letter, or a presentation to City Public Works on mobility issues</li> </ul>	Infrastructure gap Spatial gap Information gap
Improve pedestrian access to transit within a walkable ¾ mile for everyone in the city, as funding allows	<ul style="list-style-type: none"> <li>▪ Identify areas that do not have pedestrian access to transit and areas with limited pedestrian infrastructure to connect to transit</li> <li>▪ Identify opportunities to leverage funds to increase walkability near transit</li> </ul>	Infrastructure gap Spatial gap
Improve connections between NAU and CCC focusing on lighting and infrastructure improvements to enhance safety at night.	<ul style="list-style-type: none"> <li>▪ Conduct an assessment of areas that need additional infrastructure</li> </ul>	Infrastructure gap Spatial gap

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Utilize Federal Railroad Administration safety grant or other funding to build safer railroad crossings to improve safety of people in mobility devices.	<ul style="list-style-type: none"> <li>▪ Identify unsafe crossings that funds could be utilized to improve.</li> </ul>	Infrastructure gap Spatial gap
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Additional Strategies	Action Items
Secure additional funding to expand infrastructure improvements	<ul style="list-style-type: none"> <li>▪ Research additional grant funding opportunities</li> <li>▪ Leverage City funds with other grants</li> </ul>
Review sidewalk, curb ramp, and lighting standards to verify that they are accessible to people with mobility limitations.	<ul style="list-style-type: none"> <li>▪ Bring awareness of the mobility issue to the City</li> <li>▪ Prioritize areas that need the most improvement</li> </ul>
Keep sidewalks free of ice and snow and clear of other obstructions, including flood-related barriers.	<ul style="list-style-type: none"> <li>▪ Work with City code compliance on sidewalk enforcement issues</li> </ul>
Improve snowplowing methodology to reduce snow buildup	<ul style="list-style-type: none"> <li>▪ Bring awareness of mobility challenges to the City Public Works department</li> </ul>
Build fiber optic and other missing communication infrastructure	<ul style="list-style-type: none"> <li>▪ Analyze missing communication infrastructure through MetroPlan’s ITS Plan</li> <li>▪ Through road improvements and grants, fill the missing gaps</li> </ul>
Promote the use of Community Development Block Grant funds to build sidewalks in target neighborhoods.	<ul style="list-style-type: none"> <li>▪ Identify target neighborhoods and establish a criterion for sidewalk improvement in these areas.</li> <li>▪ Coordinate with the City’s CDBG program on improving sidewalks</li> </ul>
Raise awareness among taxi companies about the need for wheelchair-accessible vehicles.	<ul style="list-style-type: none"> <li>▪ Meet with taxi companies to address their concerns or needs for wheelchair accessible vehicles.</li> </ul>
Encourage regulations to limit use of roll curbs to mitigate potential adverse impacts on accessibility	<ul style="list-style-type: none"> <li>▪ Communicate with developers the risks associated with roll curbs</li> <li>▪ Continue to increase awareness on impacts on accessibility</li> </ul>
2-Way intersection improvements	Enhance 2-way intersection safety by increasing visual prompting in compliance with the Manual on Uniform Traffic Control Devices (MUTCD manual 2024)

## Human Capital Gaps

Unmet needs:

- Availability of volunteers and staff to drive vehicles or provide escorted transportation
- Staffing resources to focus on mobility related issues

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- Section 5310 input, training, stability, and data collection
- Ability to advocate for transportation projects which meets everyone’s needs

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

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

Performance measures:

- Meeting Mountain Line established Mountain Line Paratransit and Mountain Line performance measures
- Increased number of mobility choices and new service options, for Mountain Line Paratransit users.
- Expand number of outreach methods of existing information tools
- Total grant funding secured, including local match
- Number of partner meetings
- Number of travel training contacts/ training events with Mountain Line Paratransit users.

Dynamic Strategies	Action Items	Transportation Gap(s) Addressed
Share Mountain Line and other statewide trainings with the CMC staff and the Mobility Managers group	<ul style="list-style-type: none"> <li>▪ Coordinate with Mountain Line training staff to share upcoming trainings</li> </ul>	Human capital gap Information gap
Develop Arizona Department of Transportation (ADOT) and AHCCCS coordination to align polices to make sharing trips easier	<ul style="list-style-type: none"> <li>▪ Find an opportune moment to discuss this issue with the Mobility Managers group</li> <li>▪ Support efforts for coordination between agencies</li> </ul>	Human capital gap Spatial gap Temporal gap
Provide information-based technical assistance, as necessary, to partner agencies	<ul style="list-style-type: none"> <li>▪ Provide technical assistance to applicant agencies around 5310 grant applications</li> <li>▪ Provide letters of support for agencies seeking transportation funding from non-transit sources</li> </ul>	Human capital gap Information gap

Additional Strategies	Action Items
Ensure Mountain Line Paratransit operations provide the most efficient, cost-effective, and responsive service possible to ADA riders, in compliance with ADA regulations and within available resources	<ul style="list-style-type: none"> <li>▪ Review of operational procedures periodically to ensure maximum efficiency and effectiveness, including compliance with law.</li> </ul>

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Identify and develop vehicle-sharing trip options with 5310 grantees	<ul style="list-style-type: none"> <li>▪ Understand trip sharing limitations</li> <li>▪ Discuss vehicle sharing with ADOT</li> <li>▪ Address insurance issues between agencies</li> </ul>
Actively promote travel training to ADA-certified riders to enable more trips to be taken on fixed-route service.	<ul style="list-style-type: none"> <li>▪ Coordinate with the Eligibility Specialist to discuss potential training opportunities with Mountain Line Paratransit clients</li> </ul>
Promote application for Section 5310 capital requests by local agencies, to replace vehicles and develop lift-equipped capabilities to ensure a State of Good Repair and accessibility throughout the region	<ul style="list-style-type: none"> <li>▪ Provide technical assistance to applicant agencies around 5310 grant applications</li> <li>▪ Encourage Coordinated Mobility Council attendance</li> </ul>
Promote volunteer driving among County employees and other organizations, who are encouraged to volunteer per year	<ul style="list-style-type: none"> <li>▪ Develop a volunteer driver program within the MetroPlan region</li> </ul>
<i>See additional strategies in Informational gaps</i>	

**5310 Project Scoring Criteria**

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

**MetroPlan Regional Priorities**

Below are the priorities for the MetroPlan region, derived from the strategies listed in the [Transportation Gaps](#) section. These priorities are geared towards maintaining funding for existing transportation programs and keeping vehicles in good repair in the MetroPlan region. They are prioritized using a methodology developed in the CMC meetings, based on the feasibility of implementation and the program's impact on filling transportation gaps.

<b>First priority</b>
Continue to fund and enhance existing 5310 programs
Mobility management position/function, enhancing coordination efforts and partnerships with NACOG and existing transportation programs, such as Tribal transit, human service agencies, and volunteer driver programs.
Ensure Mountain Line Paratransit operations provide the most efficient, cost-effective, and responsive service possible to ADA riders

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

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

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

Share Mountain Line and statewide trainings

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

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

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

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

**Second priority**

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

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

Review sidewalk, curb ramp, and lighting standards to verify that they are accessible to people with mobility limitations.

Increase the span and frequency of the Mountain Line fixed-route

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

Develop/coordinate with a volunteer driving program

Report on Coordinated Mobility Council activity and outcomes to all stakeholders

Raise awareness among taxi companies about the need for wheelchair-accessible vehicles.

Audit resource websites for accessibility and implement updates

**Third priority**

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

Continue collaboration with CHIP and Access to Care group

Targeted expansion of travel options to identified and unserved neighborhoods

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

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

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**Appendix 1 | Vehicle inventory**

<b>Coconino County Vehicle Inventory</b>														
Vehicle description						Funding		Condition			Accessibility			
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp	
<b>Coconino County</b>														
Dodge Eldorado	2011	8	2D4RN4DE2AR462608	2608	Williams	310/CSBG/COUNT	Yes	36,000	2024	Good	7	1	Ramp	
Dodge Eldorado	2011	8	2D4RN4DE5AR462618	2618	Flagstaff	310/CSBG/COUNT	Yes	36,612	2024	Good	7	1	Ramp	
Chevy Suburban	2010	9	1GNZCLEG7AR272975	2975	Flagstaff	310/CSBG/COUNT	Yes	83,307	2023	Good	8	0		
Toyota Sienna	2010	9	5TDKK4CC9AS301252	1252	Flagstaff	310/CSBG/COUNT	Yes	75,992	2023	Good	7	0		
Toyota Sienna	2010	9	5TDKK4CC6AS302519	2519	Williams	310/CSBG/COUNT	Yes	85,354	2023	Good	7	0		
For 350 MaxiVan w/lift	2011	6	1FTDS3EL8BDB28546	8546	Flagstaff	310/CSBG/COUNT	No	18,375	2024	Good	7	2	Lift	
Subaru Outback	2018	9	4S4BSADC8J3231768	1768	Flagstaff	COUNTY	No	27,570	2032	Good	5	0		
Ford Escape	2014	9	1FMCU9GX4EUC01176	1176	Flagstaff	COUNTY	No	59,932	2027	Good	5	0		
Chevy Traverse	2019	7	1GNEVLK8LJ156657	6657	Flagstaff	COUNTY	No	27,983	2032	Excellent	8	0		
Chevy Malibu	2019	9	1G1AC5ST7F158345	8345	Flagstaff	COUNTY	No	28,500	2032	Excellent	5	0		
Chevy Malibu	2019	9	1G1ZC5ST0JF158767	8767	Flagstaff	COUNTY	No	23,610	2032	Excellent	5	0		
Chevy Malibu	2019	9	1GAZC5ST7JF160399	399	Flagstaff	COUNTY	No	25,571	2032	Excellent	5	0		
Chrysler Pacifica/Braun Entervan	2022	8	2C4RC1CG6NR171958	1958	Flagstaff	5310/County	Yes	8801	2035	Excellent	7	2	Ramp	

**Mountain Line Vehicle Inventory**

<b>Mountain Line Vehicle Inventory</b>														
Vehicle description						Funding		Condition			Accessibility			
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp	
<b>NAIPTA</b>														
Ford E-450 Eldorado Aerotech	2013	4	1FD4E4F52DDA15329	5329	Flagstaff	5310	Yes	176,153	2020	Fair	11	3	Lift	
Ford E-450 Eldorado Aerotech	2013	4	1FD4E4F50DDA15331	5331	Flagstaff	5310	Yes	167,250	2020	Fair	11	3	Lift	
Ford E-450 Eldorado Aerotech	2013	4	1FD4E4F54DDA15333	5333	Flagstaff	5310	Yes	182,272	2020	Poor	11	3	Lift	
Ford E-450 Starcraft Allstar 22	2015	4	1FD4E4F56FDA10718	0718	Flagstaff	5310	Yes	139,534	2022	Fair	11	3	Lift	
Ford E-450 Starcraft Allstar 22	2015	4	1FD4E4F58FDA10719	0719	Flagstaff	5310	Yes	133,131	2022	Fair	11	3	Lift	
*5333- Out of service														

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Hozhoni Vehicle Inventory														
Plate	VIN	Funding Source	Vehicle Type	Model Year	Current Mileage	Total passenger seats	Wheelchair position	Lift or ram	Replacement year	Route Name / # Served	On ADOT Lien	Vehicle class code	Condition	Location
4NAT	5Y2SL65837Z408239	Contract	Pontiac Vibe	2007	122,970	4	0	N/A		Alaska (2)	No	9	Good	Flagstaff
9CA0NV	2C4RC1BG5RR107921	Lease	Chrysler Pacifica	2024	13,659	6	0	N/A		Jaclyn (4) + Spare	No	8	Excellent	Flagstaff
A6A19V	2C4RC1BG7PR625915	Lease	Chrysler Pacifica	2023	7,543	6	0	N/A		Adam (3) + Staff Shuttle	No	8	Excellent	Flagstaff
AWD43	1FDWE35S51HA61043	5310	Ford Cutaway Lift	2001	147,735	5	2	Lift		Spare	No	7	Good	Flagstaff
BXP53	1FTSS34L02HB65625	5310	Ford E350 Maxi Lift	2002	175,480	6	2	Lift		Spare	No	7	Fair	Prescott
BYF91	1FDWE35S96HA26058	5310	Ford E350 Cutaway Lift	2006	181,980	6	2	Lift		Roadrunner (4)	No	7	Fair	Prescott
CDW42	1FDWE35S53HB28341	5310	Ford Cutaway Lift	2003	155,609	4	3	Lift		Mesa (5)	No	7	Good	Flagstaff
CP209	1D4GP24R55B325756	5310	Dodge Grand Caravan	2005	146,800	1	0	N/A		Maintenance	No	8	Good	Flagstaff
CVZ08	1FTSS34L14HB39490	5310	Ford Maxi Lift	2004	170,430	4	2	Lift		Spare	No	7	Fair	Prescott
CVZ09	1FTSS34LX4HB39486	5310	Ford Maxi Lift	2004	130,746	4	2	Lift		Spare	No	7	Good	Flagstaff
CYB64	1FBNE31L95HA32007	Contract	Ford 12Pass Van	2005	136,757	12	0	N/A		HE-Lawn Crew	No	7	Good	Flagstaff
DBK31	1FDWE35S5X5HB09965	5310	Ford Cutaway Lift	2006	130,901	5	2	Lift		HE-Lawn Crew	No	7	Good	Flagstaff
DEB28	1FBNE31L86DA46991	5310	Ford 12Pass Van	2006	122,269	12	0	N/A		HE-Hotel Crew	No	7	Good	Flagstaff
DLG59	1FDWE35S06DA15909	5310	Ford Cutaway Lift	2006	105,850	5	2	Lift		HE-Lawn Crew	No	7	Fair	Flagstaff
DXL96	1FD3E35S08DB32511	5310	Ford Cutaway Lift	2008	103,488	6	2	Lift		Spare	No	7	Good	Flagstaff
EAY77	1FTSS34L7DB30200	5310	Ford Maxi Lift	2007	143,468	6	2	Lift		Spare	No	7	Fair	Prescott
EAY78	1FTSS34LX7DB30198	5310	Ford Maxi Lift	2007	143,124	6	2	Lift		Dunn (4)	No	7	Fair	Prescott
FAD38	5TDKK4CC6AS301158	5310	Toyota Sienna	2010	108,005	6	0	N/A		Spare	No	8	Good	Flagstaff
FAD41	5TDKK4CC3AS301652	5310	Toyota Sienna	2010	143,286	6	0	N/A		HE/Maintenance	No	8	Good	Flagstaff
GHD93	1FDEE3FS1CDA62906	5310	Ford Cutaway Lift	2012	127,860	6	2	Lift		Kochirend (4) + H.S.A.	Yes	7	Good	Flagstaff
JHD26	1FDEE3FS6CDA55367	5310	Ford Cutaway Lift	2012	133,609	6	2	Lift		Juniper (4) + DTA	Yes	7	Good	Flagstaff
NOA0HL	2C4RC1CGXNR159408	Lease	Chrysler Voyager	2022	17,698	6	0	N/A		Snowflake (3) + HE	No	8	Excellent	Flagstaff
NOA7HL	2C4RC1CG3NR159444	Lease	Chrysler Voyager	2022	21,964	6	0	N/A		Elder (4) + Staff Shuttle	No	8	Excellent	Flagstaff
N3A5HL	2C4RC1CG5NR159445	Lease	Chrysler Voyager	2022	17,950	6	0	N/A		Kathleen (3) + H.S.A.	No	8	Excellent	Flagstaff
NEA87L	2C4RC1CG9NR159447	Lease	Chrysler Voyager	2022	19,357	6	0	N/A		Halfmoon (4) + HE	No	8	Excellent	Flagstaff
NJA-1SG	JTEMU5JR8N6021145	Lease	Toyota 4Runner	2022	15,708	5	0	N/A		Administration	No	9	Excellent	Flagstaff
NJA4HL	2C4RC1CG4NR171540	Lease	Chrysler Voyager	2022	15,123	6	0	N/A		Gardner (3)	No	8	Excellent	Prescott
NLA4HL	2C4RC1CG3NR166104	Lease	Chrysler Voyager	2022	19,987	6	0	N/A		Mountaineer (2) + Staff Shuttle	No	8	Excellent	Flagstaff
NNA5HL	2C4RC1CG5NR166105	Lease	Chrysler Voyager	2022	18,829	6	0	N/A		Andes (4) + HE	No	8	Excellent	Flagstaff
NSA2HL	2C4RC1CG7NR166106	Lease	Chrysler Voyager	2022	19,802	6	0	N/A		Yavapai Hills (3)	No	8	Excellent	Prescott
NTA6HL	2C4RC1CG9NR157245	Lease	Chrysler Voyager	2022	19,909	6	0	N/A		King (3) + DTA	No	8	Excellent	Flagstaff
NVA9HL	2C4RC1CG4NR159405	Lease	Chrysler Voyager	2022	22,124	6	0	N/A		Foxlair (3) + H.S.A.	No	8	Excellent	Flagstaff
NXA3HL	2C4RC1CG6NR159406	Lease	Chrysler Voyager	2022	20,011	6	0	N/A		Jaimson (4) + DTA	No	8	Excellent	Flagstaff
TMA70Y	1FDAX2C88RKA29935	5310	Ford Transit 350	2024	1,132	4	2	Lift		Margaret Way (4)	Yes	7	Excellent	Flagstaff

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Quality Connections Vehicle Inventory													
Vehicle description						Funding		Condition			Accessibility		
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp
<b>Quality Connections</b>													
Dodge Grand Caravan	2018	8	2C7WDGBG0JR231508	1508	Flagstaff	5310	Yes	67,493	2023	Fair	4	1	Ramp
Ford Transit Van	2020	7	1FTBR1D85LKA03926	3926	Flagstaff	No	No	56,871	2020	Excellent	5	0	N/A
Ford Econoline	2017	6	1FDEE3FS9HDC68384	8384	Flagstaff	5310	Yes	52,976	2022	Fair	9	3	Lift
Dodge Grand Caravan	2017	8	2C7WDGBG7HR762232	2232	Flagstaff	5310	Yes	69,172	2022	Fair	4	1	Ramp
Chrysler Town and Country	2007	8	1A4GJ45R47B118412	8412	Flagstaff	No	No	134,343	2017	Fair	4	2	Ramp
Starcraft Town & Country	2014	6	1FDEE3FL0EDA83676	3676	Flagstaff	5310	Yes	75,746	2019	Fair	9	3	Lift
Dodge Grand Caravan	2015	8	2C4RDGCG2FR722937	2937	Flagstaff	5310	Yes	102,375	2020	Fair	6	0	N/A
Dodge Grand Caravan	2015	8	2C4RDGCG4FR722938	2938	Flagstaff	5310	Yes	185,064	2020	Fair	6	0	N/A
Dodge Grand Caravan	2013	8	2C7WDGBG4DR813468	3468	Flagstaff	5310	Yes	109,230	2020	Fair	4	1	Ramp
Chevrolet Express G1500	2009	7	1GNFG154591159361	9361	Flagstaff	No	No	92,533	2020	Fair	11	0	N/A
Kia Soul	2013	7	KNDJT2A54D7583333	3333	Flagstaff	No	No	103,632	2020	Fair	4	0	N/A
Ford Transit Connect	2022	7	NM0GS9E2XN1541675	1675	Flagstaff	5310	Yes	16,161	2022	Excellent	7	0	N/A
Toyota Corolla	2023	5	JTDBMHE3P3004900	4900	Flagstaff	No	No	30,141	2023	Excellent	5	0	N/A
Ford Transit Van	2024	7	1FBAZ2YG6RKA82299	2299	Flagstaff	AHCCCS	No	639	2024	Excellent	7	0	N/A
Ford Transit Van	2024	7	1FBAXZYG3RKA72670	2670	Flagstaff	AHCCCS	No	798	2024	Excellent	7	0	N/A
Ford Eldorado	2007	6	1FDWE35S07DA99148	9148	Page	No	No	153,608		Fair	9	3	Lift
Toyota Sienna	1999	5	4T3ZF13C6XU166756	6756	Page	No	No	233511		Fair	5	0	N/A
Toyota Highlander	2003	8	JTEHF21A130110401	401	Page	No	No	164000		Fair	6	0	N/A
Toyota Corolla	2005	5	1NXBR32E15Z375822	5822	Page	No	No	150148		Fair	5	0	N/A
Ford E350 Super Duty	2006	7	1FBNE31L26DA46999	6999	Page	No	No	314000		Fair	7	0	N/A
Chevrolet Uplander	2007	7	1GNDV23W77D218171	8171	Page	No	No	173700		Fair	6	0	N/A

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

Guidance Center Vehicle Inventory													
Vehicle description						Funding		Condition			Accessibility		
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp
<b>The Guidance Center</b>													
Nissan Rogue	2024	9	5N1BT3AB8RC702365	2365	Flagstaff	No	Yes	3,779	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AB3RC702385	2385	Flagstaff	No	Yes	4,642	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AA1RC701100	1100	Flagstaff	No	Yes	4,156	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AA8RC700722	722	Flagstaff	No	Yes	3,758	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AAXRC701130	1130	Flagstaff	No	Yes	4,570	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AAXRC700821	0821	Flagstaff	No	Yes	4,716	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AA2RC700781	0781	Flagstaff	No	Yes	4,153	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AA8RC700705	0705	Flagstaff	No	Yes	3,934	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AA3RC700739	0739	Flagstaff	No	Yes	4,220	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AA1RC700786	0786	Flagstaff	No	Yes	5,491	2030	Excellent	4	0	
Nissan Rogue	2024	9	5N1BT3AA9RC700566	0566	Flagstaff	No	Yes	3,777	2030	Excellent	4	0	
Ram 5500	2022	10	3C7WRNDL5NG292235	2235	Flagstaff	No	No	3,505	2030	Excellent	2	0	
Chrysler Voyager	2025	8	2C4RC1CG4SR500362	0362	Flagstaff	No	Yes	264	2030	Excellent	7	0	
Ford E350 Cargo Van	2013	7	1FDDS3EL2DDB22868	2868	Flagstaff	ADOT	Yes	40,394	2025	Good	9	1	Lift
Chevrolet Express Van	2015	7	1GAZG1FG9F1102647	2647	Flagstaff	ADOT	Yes	59,132	2025	Fair	12	0	
Chevrolet Express Van	2012	7	1GAZG1FA0C1185361	5361	Flagstaff	ADOT	Yes	73,967	2025	Fair	12	0	
Chevrolet Express Van	2012	7	1GAZG1FA3C1185418	5418	Flagstaff	ADOT	Yes	71,392	2025	Fair	12	0	
Chevrolet Express Van	2012	7	1GAZG1FG3C1202738	2738	Flagstaff	ADOT	Yes	86,790	2025	Good	12	0	
Dodge Ram 2500	2015	9	3C6UR5DL1FG548982	8982	Flagstaff	No	No	67,986	2025	Good	6	0	

Hope Lives–Vive La Esperanza Vehicle Inventory													
Vehicle description						Funding		Condition			Accessibility		
Make-model	Year	Vehicle class code	VIN	Last 4	Location	Grant funding	On Lien	Odometer reading	Replacement year	Condition code	Total seats	Wheelchair positions	Lift or ramp
<b>Agency Name</b>													
Chevy Express 3500	2006	7	1GAHG394861239166	9166	FLAGSTAFF	N/A	NO	216,077	2024	FAIR	15	0	N/A
Kia Sedona	2008	8	KNDMB233586229554	9554	FLAGSTAFF	N/A	NO	234,206	2025	POOR	7	0	N/A
Kia Sedona	2008	8	KNDMB233486229979	9979	FLAGSTAFF	N/A	NO	180,778	2025	FAIR	7	0	N/A

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

**Appendix 2 | Summary of Section 5310 grants pre-applications for 2025 and 2026**

<b>MetroPlan summary of Section 5310 grant applications for 2025 - Year 1</b>						
<i>Description</i>	<i>Applicants Priority</i>	<i>Regional Priority</i>	<i>Project Type</i>	<i>Federal Grant</i>	<i>Local Match</i>	<i>Total Amount</i>
<b>Arizona Board of Regents for and on behalf of NAU Center for Service and Volunteerism</b>						
Volunteer Driver Door through Door and More	1	1	Operating	\$10,000	\$10,000	\$20,000
<b>Mountain Line</b>						
Taxi program	1	1	Operating	\$62,000	\$62,000	\$124,000
ADA Plus	2	1	Operating	\$113,670	\$113,670	\$227,340
Mountain Line GO!	3	3	Operations	\$62,430	\$62,430	\$124,860
Bus stop mobility program	4	2	Capital	\$200,000	\$50,000	\$250,000
Mountain Line total				\$438,100	\$288,100	\$726,200
<b>Hozhoni</b>						
Replacement for VIN #2511	1	1	Capital	\$110,000	\$27,500	\$137,500
Replacement for VIN #2906	2	1	Capital	\$115,500	\$28,875	\$144,375
Hozhoni total				\$225,500	\$56,375	\$281,875
<b>Quality Connections</b>						
Expansion- Minivan with ramp	2	2	Capital	\$61,908	\$15,477	\$77,385
Replacement - Minivan	4	1	Capital	\$31,164	\$7,791	\$38,955
Replacement - Minivan	3	1	Capital	\$31,164	\$7,791	\$38,955
Expansion- Maxi Van with Lift	5	2	Capital	\$89,628	\$22,407	\$112,035
Replacement - Maxi Van with Lift	1	1	Capital	\$89,628	\$22,407	\$112,035
Quality Connections total				\$303,492	\$75,873	\$379,365
<b>Hope Lives – Vive La Esperanza</b>						
Passenger van for peer support services in Coconino County	1	2	Capital	\$45,675	\$9,135	\$54,810
Passenger van for peer support services in Coconino County	2	2	Capital	\$38,955	\$7,791	\$46,746
Hope Lives – Vive La Esperanza total				\$84,630	\$16,926	\$101,556
<b>MetroPlan total</b>				<b>\$1,061,722</b>	<b>\$447,274</b>	<b>\$1,508,996</b>

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

<b>MetroPlan summary of Section 5310 grant pre-applications for FY2025 - Year 2</b>						
<i>Description</i>	<i>Applicants Priority</i>	<i>Regional Priority</i>	<i>Project Type</i>	<i>Federal Grant</i>	<i>Local Match</i>	<i>Total Amount</i>
<b>Arizona Board of Regents for and on behalf of NAU Center for Service and Volunteerism</b>						
Volunteer Driver Door through Door and More	1	1	Operating	\$13,000	\$13,000	\$26,000
<b>Mountain Line</b>						
Taxi programs	1	1	Operating	\$75,000	\$75,000	\$150,000
ADA Plus	2	2	Operating	\$115,943	\$115,943	\$231,886
Mountain Line total				\$190,943	\$190,943	\$381,886
<b>Hozhoni</b>						
Replacement Vehicle–2004 Minivan VIN 1FTSS34LX4HB39486	1	1	Capital	\$122,429	\$30,608	\$153,037
Replacment Vehilce–2001 Ford Cutaway VIN 1FDWE35S51HA61043	2	2	Capital	\$131,000	\$32,750	\$163,750
Hozhoni Foundation Total				\$253,429	\$63,358	\$316,787
<b>Hope Lives Vive La Esperanza</b>						
Passenger van for peer support services in Coconino County, Replacement for VIN KNDMB233486229979	1	1	Capital	\$54,000	\$10,800	\$64,800
<b>Quality Connections</b>						
Replacement vehicle – 2015 Dodge El Dorado VIN 2C4RDGCG4FR722938	1	1	Capital	\$31,164	\$7,791	\$38,955
Expansion vehicle to meet increasing transportation needs for individual with disabilities for employment, medical	2	2	Capital	\$61,908	\$15,477	\$77,385
Replacement – 2015 Dodge Caravan with ramp to replace VIN 2C4RDGCG2FR722937	3	3	Capital	\$61,908	\$15,477	\$77,385
Quality Connections Total				\$154,980	\$38,745	\$193,725
<b>By project type</b>						
Capital				\$462,409	\$112,903	\$575,312
Operating				\$203,943	\$203,943	\$407,886
<b>FMPO total</b>				<b>\$666,352</b>	<b>\$316,846</b>	<b>\$983,198</b>

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

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**Appendix 3 | Summary of Section 5310 Mobility Management grants pre-applications for 2026 and 2027**

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

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

**Appendix 4 | Section 5310 grant pre-applications for 2025 & 2026, Mobility Management 2026 & 2027**

FY2027 – FY2028 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: NAIPTA			
Project Title	Mobility Management Year 1 and Year 2	Priority Number 1	
Location Address	216 W Phoenix Ave. Flagstaff, AZ 86001		
Brief Description of Proposed Project	NAIPTA provides mobility management (MM) on behalf of FMPO through a Memorandum of Understanding. The Program facilitates the Coordinated Mobility Council, assesses gaps in service, identifies strategies to fill the gaps and <u>improve</u> efficiencies. The program also provides travel training for customers and support for human service agencies. NAIPTA coordinates with NACOG, CYMPO and statewide mobility managers		
Funding Request Amount for Year 1	FTA Request: \$107,531	Local Match: \$26,883	Total Cost: \$134,414
Funding Request Amount for Year 2	FTA Request: \$107,531	Local Match: \$26,883	Total Cost: \$134,414
Project Type: Mobility Management	Primary Project Service Area Small-Urban	COG/MPO Region FMPO	

FY2025 – FY2026 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: NAIPTA			
Project Title	Mountain Line Taxi Program	Priority Number 1	
Location Address	3773 N. Kaspar Dr. Flagstaff, AZ 86004		
Brief Description of Proposed Project	Mountain Line’s Taxi Programs provides subsidized taxi, Uber, and Lyft riders to ADA eligible clients. Clients pay 20%, while Mountain Line provides 80%. This program provides more flexibility than the traditional paratransit service by offering on-demand trips, 24/7, and an unlimited number of bags. Where the program overlaps with the Mountain Line Paratransit service boundary, the Taxi Programs also provides Mountain Line with a per trip cost savings. This operations request is to pay for the subsidy and does not include program administration.		
Funding Request Amount for Year 1	FTA Request: 62,000	Local Match: 62,000	Total Cost: 124,000
Funding Request Amount for Year 2	FTA Request: 75,000	Local Match: 75,000	Total Cost: 150,000
Project Type Operations	Primary Project Service Area Small-Urban	COG/MPO Region FMPO	

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

FY2025 – FY2026 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: NAIPTA			
Project Title	ADA Plus		Priority Number 2
Location Address	3773 N. Kaspar Dr. Flagstaff, AZ 86004		
Brief Description of Proposed Project	<p><u>Mountain</u> Line paratransit ADA Plus program provides service that is above and beyond the requirements of ADA. ADA Plus services include same day reservations, door to door, trips outside of the ¾ mile boundary paratransit requirement, subscription service, and will call. In FY24, ADA Plus rides accounted for 4,566 trips annually or 41% of total ADA trips. This program is a service that has been in place since 2006 as a part of Mountain Line’s demand response program serving ADA eligible customers. ADA Plus also includes the portion administrative of Mountain Line’s Taxi Programs.</p>		
Funding Request Amount for Year 1	FTA Request: 113,670	Local Match: 113,670	Total Cost: 227,339
Funding Request Amount for Year 2	FTA Request: 115,943	Local Match: 115,943	Total Cost: 231,886
Project Type Operations	Primary Project Service Area Small-Urban		COG/MPO Region FMPO

FY2025 – FY2026 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: Hozhoni Foundation, Inc.			
Project Title	Replacement for VIN #1FTSS34LX4HB39486		Priority Number 1
Location Address	2133 N. Walgreens St. Flagstaff, AZ 86004		
Brief Description of Proposed Project	<p>Replacement of 2004 Ford Maxivan with lift – 2 wheelchair positions with high mileage that is used to provide transportation for individuals with intellectual disabilities to medical appointments, employment sites, recreational activities, and between the group home and the day program, with a new Cutaway with Lift (9 passenger) that will accommodate the extremely heavy electric wheelchairs that are used by many clients in our program.</p>		
Funding Request Amount for Year 1	FTA Request: 122,429.00	Local Match: 30,608.00	Total Cost: 153,037.00
Funding Request Amount for Year 2	FTA Request: Click here to enter text.	Local Match: Click here to enter text.	Total Cost: Click here to enter text.
Project Type	Primary Project Service Area Small-Urban		COG/MPO Region FMPO

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

FY2025 – FY2026 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: Hozhoni Foundation, Inc.			
Project Title	Replacement for VIN #1FDWE35S51HA61043		Priority Number 2
Location Address	2133 N. Walgreens St. Flagstaff, AZ 86004		
Brief Description of Proposed Project	Replacement of 2001 Ford Cutaway with lift – 2 wheelchair positions with high mileage that is used to provide transportation for individuals with intellectual disabilities to medical appointments, employment sites, recreational activities, and between the group home and the day program, with a new Cutaway with Lift (9 passenger) that will accommodate the extremely heavy electric wheelchairs that are used by many clients in our program.		
Funding Request Amount for Year 1	FTA Request: Click here to enter text.	Local Match: Click here to enter text.	Total Cost: Click here to enter text.
Funding Request Amount for Year 2	FTA Request: 131,000.00	Local Match: 32,750.00	Total Cost: 163,750.00
Project Type	Primary Project Service Area Small-Urban		COG/MPO Region FMPO

FY2025 – FY2026 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: Arizona Board of Regents for and on behalf of NAU (Center for Service and Volunteerism)			
Project Title	Door through Door and More		Priority Number 1
Location Address	NAU College of Social and Behavioral Sciences West, 19 W McConnell Drive, Room 006, Flagstaff, AZ 86011		
Brief Description of Proposed Project	The Center for Service and Volunteerism at Northern Arizona University (NAU) is applying for 5310 Operating Funds to support the Senior Companion Program. The services provided by the Senior Companion Program (SCP) exceed the requirements of the ADA by providing “door through door and more” service to homebound individuals who are physically or mentally disabled, the vast majority of which are over 65 years of age. SCP matches low-income volunteers aged 55 and older with clients to assist them to maintain their independence and dignity through personalized transportation and companionship services.		
Funding Request Amount for Year 1	FTA Request: \$12,000	Local Match: \$12,000	Total Cost: \$24,000
Funding Request Amount for Year 2	FTA Request: \$13,000	Local Match: \$13,000	Total Cost: \$26,000
Project Type: Operating Funds	Primary Project Service Area Small-Urban		COG/MPO Region FMPO

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

FY2025 – FY2026 Section 5310 Grant Pre-Application – <u>MetroPlan (FMPO) Region</u>			
Applicant Agency Name: Hope Lives <u>Vive la Esperanza</u>			
Project Title	Passenger van for peer support services in Coconino County	Priority Number 1	
Location Address	2308 N 4th St Flagstaff, AZ 86004		
Brief Description of Proposed Project	<p>Hope Lives provides forensic peer support to adults with mental illness and/or a history of substance <u>use</u> to reduce recidivism and help individuals reintegrate into the community. We use our vehicles to transport our members/clients to connect them to resources, teach independent living skills, and participate in recovery activities.</p> <p>Our current three vehicles consist of a <u>12 passenger</u> van that is 17 years old and 2 minivans that are 15 years old. They have served us well but have become unreliable and expensive to maintain. We would like to acquire a new 12 passenger van.</p>		
Funding Request Amount for Year 1	FTA Request: 54,000	Local Match: 10,800	Total Cost: 64,800
Funding Request Amount for Year 2	FTA Request: <a href="#">Click here to enter text.</a>	Local Match: <a href="#">Click here to enter text.</a>	Total Cost: <a href="#">Click here to enter text.</a>
Project Type Capital	Primary Project Service Area Small-Urban		COG/MPO Region FMPO

FY2025 – FY2026 Section 5310 Grant Pre-Application – <u>MetroPlan (FMPO) Region</u>			
Applicant Agency Name: Quality Connections			
Project Title	Replacement – Minivan to replace VIN 2C4RDGCG4FR722938	Priority Number 1	
Location Address	3012 E. Route 66, Flagstaff, AZ 86004		
Brief Description of Proposed Project	Replace vehicle – 2015 Dodge El Dorado (VIN 2938 in fair condition with high mileage that provides transportation for individual with disabilities for employment, medical appointments, recreation, and other daily living activities.		
Funding Request Amount for Year 1	FTA Request: \$31,164	Local Match: \$7,791	Total Cost: \$38,955
Funding Request Amount for Year 2	FTA Request: <a href="#">Click here to enter text.</a>	Local Match: <a href="#">Click here to enter text.</a>	Total Cost: <a href="#">Click here to enter text.</a>
Project Type	Primary Project Service Area Small-Urban		COG/MPO Region FMPO

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

FY2025 – FY2026 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: Quality Connections			
Project Title	Expansion – Minivan with ramp		Priority Number 2
Location Address	3012 E. Route 66, Flagstaff, AZ 86004		
Brief Description of Proposed Project	Expansion vehicle to meet increasing transportation needs for individual with disabilities for employment, medical appointments, recreation, and other daily living activities.		
Funding Request Amount for Year 1	FTA Request: \$61,908	Local Match: \$15,477	Total Cost: \$77,385
Funding Request Amount for Year 2	FTA Request: <a href="#">Click here to enter text.</a>	Local Match: <a href="#">Click here to enter text.</a>	Total Cost: <a href="#">Click here to enter text.</a>
Project Type	Primary Project Service Area Small-Urban		COG/MPO Region FMPO

FY2025 – FY2026 Section 5310 Grant Pre-Application – MetroPlan (FMPO) Region			
Applicant Agency Name: Quality Connections			
Project Title	Replacement – Minivan with ramp to replace VIN 2C4RDGCG2FR722937		Priority Number 3
Location Address	3012 E. Route 66, Flagstaff, AZ 86004		
Brief Description of Proposed Project	Replace vehicle – 2015 Dodge Caravan (VIN 2937) in fair condition with high mileage that provides transportation for individual with disabilities for employment, medical appointments, recreation, and other daily living activities.		
Funding Request Amount for Year 1	FTA Request: \$61,908	Local Match: \$15,477	Total Cost: \$77,385
Funding Request Amount for Year 2	FTA Request: <a href="#">Click here to enter text.</a>	Local Match: <a href="#">Click here to enter text.</a>	Total Cost: <a href="#">Click here to enter text.</a>
Project Type	Primary Project Service Area Small-Urban		COG/MPO Region FMPO

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

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**Appendix 5 | Coordinated Mobility Council meeting agendas from 2025-26**



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**AGENDA**

**MetroPlan & Mountain Line**  
**Coordinated Mobility Council**

Friday, March 14th, 2025  
10:00 AM – 12:00 PM

Hybrid Meeting – 3773 N. Kaspar Drive, VERA Room, Flagstaff, AZ 86001  
[Zoom Link](#), passcode 123456. Please email LaReina Reyes  
[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. **Call to order**
2. **Welcome by Jamie Martinez, Chair**
3. **Safety Moment**
4. **Roll call and introductions**
5. **Call to the public**  
The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering, or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.
6. **Minutes from previous meeting**  
Review and approval of minutes from November 22<sup>nd</sup>, 2024, quarterly Coordinated Mobility Council meeting.

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

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. **Inclusion and Adaptive Living Commission Update**  
Update by Inclusion and Adaptive Living Commission members or liaisons
8. **MetroPlan Planning Update**  
Presentation by MetroPlan- Safer People Campaign
9. **Section 5310 Update**  
Information on next 5310 grant by LaReina Reyes
10. **2025 Coordinated Plan Minor Update Approval**  
Review Minor Coordinated Plan Approval presented by LaReina Reyes
11. **Agency Spotlight**
12. **WAV Subcommittee group updates**  
Update by LaReina Reyes
13. **Upcoming trainings**  
Information on scheduled upcoming trainings and discussion on need for other trainings by LaReina Reyes
14. **News and updates from CMC members**  
An opportunity to report on any projects or work that may be of interest to the group.
15. **Future agenda items**
16. **Adjournment**

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August 16<sup>th</sup>, 2024  
Page 2 of 3

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

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line on Thursday, at approximately 4pm in accordance with the statement filed by the Clerk of the Board with Mountain Line.

Dated this 6 day of March, 2025.

ATTEST:

LaReina Reyes \_\_\_\_\_

LaReina Reyes, Associate Transit Planner

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

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## AGENDA

### MetroPlan & Mountain Line Coordinated Mobility Council

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Friday, May 23rd, 2025

10:00 AM – 12:00 PM

Hybrid Meeting – 3773 N. Kaspar Drive, VERA Room. Flagstaff, AZ 86001

[Zoom Link](#), passcode 123456. Please email LaReina Reyes  
[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. **Call to order**
2. **Welcome by Jamie Martinez, Chair**
3. **Safety Moment**
4. **Roll call and introductions**
5. **Call to the public**

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

Review and approval of minutes from March 14<sup>th</sup>, 2025, quarterly Coordinated Mobility Council meeting.

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

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. **Inclusion and Adaptive Living Commission Update**  
Update by Inclusion and Adaptive Living Commission members or liaisons
8. **MetroPlan Planning Update**  
Presentation by MetroPlan update on Safe Streets Masterplan
9. **Section 5310 Update**  
Information on 5310 grant by LaReina Reyes
10. **2025 Coordinated Plan Report Card**  
Review Coordinated Plan report card items presented by LaReina Reyes
11. **Agency Spotlight Cross-ability Commission**  
Presented by Rachael Simukonda
12. **WAV Subcommittee group updates**  
Update by LaReina Reyes
13. **Upcoming trainings**  
Information on scheduled upcoming trainings
14. **News and updates from CMC members**  
An opportunity to report on any projects or work that may be of interest to the group.
15. **Future agenda items**
16. **Adjournment**

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May 23<sup>rd</sup>, 2025  
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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line on Tuesday, at approximately 9:30am. in accordance with the statement filed by the Clerk of the Board with Mountain Line.

Dated this 13 day of May, 2025.

ATTEST:

*LaReina Reyes*  
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LaReina Reyes, Associate Transit Planner

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May 23<sup>rd</sup>, 2025  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

### MetroPlan & Mountain Line Coordinated Mobility Council

Friday, August 22nd, 2025  
10:00 AM – 12:00 PM

Hybrid Meeting – 216 W Phoenix Avenue, Aspen Room Flagstaff, AZ 86001

[Zoom Link](#), passcode 123456. Please email LaReina Reyes  
[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. Call to order
2. Welcome by Jamie Martinez, Chair
3. Safety Moment
4. Roll call and introductions
5. Call to the public  
The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering, or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.
6. Minutes from previous meeting  
Review and approval of minutes from May 23<sup>rd</sup>, 2025, quarterly Coordinated Mobility Council meeting.

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

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. **Inclusion and Adaptive Living Commission Update**  
Update by Inclusion and Adaptive Living Commission members or liaisons
8. **MetroPlan Planning Update**  
Presentation by MetroPlan update on Safe Streets Masterplan and West Route 66
9. **Mountain Line Service Frequency and Expansion/5310 Update**  
Presentation by LaReina Reyes
10. **2025 Coordinated Plan Increase Mobility Awareness**  
Recap by LaReina Reyes
11. **Agency Spotlight**  
Presented by Doug Arnett with Quality Connections
12. **WAV Subcommittee Update**  
Presented by LaReina Reyes
13. **Upcoming trainings**
14. **News and updates from CMC members**  
An opportunity to report on any projects or work that may be of interest to the group.
15. **Future agenda items**
16. **Adjournment**

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August 22<sup>nd</sup>, 2025  
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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**

MetroPlan & Mountain Line  
Coordinated Mobility Council

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**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line on Monday, at approximately 10\_AM, in accordance with the statement filed by the Clerk of the Board with Mountain Line.

Dated this 11 day of August, 2025.

ATTEST:

  
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LaReina Reyes, Associate Transit Planner

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August 22<sup>nd</sup>, 2025  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line

### Coordinated Mobility Council

Friday, November 21<sup>st</sup>, 2025

10:00 AM – 12:00 PM

Hybrid Meeting – 216 W Phoenix Avenue, Aspen Room. Flagstaff, AZ 86001

[Join the meeting now](#), Meeting ID: 248 053 797 102 9

Passcode: x9HU2sP9 Please email LaReina Reyes

[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. **Call to order**
2. **Welcome by Jamie Martinez, Chair**
3. **Safety Moment**
4. **Roll call and introductions**
5. **Call to the public**

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

Review and approval of minutes from August 29th, 2025, quarterly Coordinated Mobility Council meeting.

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

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. Inclusion and Adaptive Living Commission Update
8. MetroPlan Planning Update  
Presentation by MetroPlan
9. Coordinated Plan Update  
Facilitated by LaReina Reyes
10. Agency Spotlight  
Presentation by Barrier Free Flagstaff
11. Upcoming trainings
12. News and updates from CMC members  
An opportunity to report on any projects or work that may be of interest to the group.
13. Future agenda items
14. Adjournment

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November 21<sup>st</sup>, 2025  
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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line on Monday, at approximately 10:30am, in accordance with the statement filed by the Clerk of the Board with Mountain Line.

Dated this 10th day of November, 2025.

ATTEST:

*LaReina Reyes*

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LaReina Reyes, Associate Transit Planner

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November 21<sup>st</sup>, 2025  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line

### Coordinated Mobility Council

Friday, February 20th, 2026

10:00 AM – 12:00 PM

Hybrid Meeting – 216 W Phoenix Avenue, Aspen Room, Flagstaff, AZ 86001

[Join the meeting now](#), Meeting ID: 248 053 797 102 9

Passcode: x9HU2sP9 Please email LaReina Reyes

[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. **Call to order**
2. **Welcome by Jamie Martinez, Chair**
3. **Safety Moment**
4. **Roll call and introductions**
5. **Call to the public**

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

Review and approval of minutes from November 21<sup>st</sup>, 2025, quarterly Coordinated Mobility Council meeting.

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

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**AGENDA**

MetroPlan & Mountain Line  
Coordinated Mobility Council

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7. Inclusion and Adaptive Living Commission Update – Place Holder
8. MetroPlan Planning Update  
Presentation by MetroPlan
9. Coordinated Plan **2026 Minor Update**  
Facilitated by LaReina Reyes
10. Agency Spotlight  
TBD
11. Upcoming trainings
12. News and updates from CMC members  
An opportunity to report on any projects or work that may be of interest to the group.
13. Future agenda items
14. Adjournment

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

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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**CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Mountain Line on Thursday, at approximately 9am, in accordance with the statement filed by the Clerk of the Board with Mountain Line.

Dated this 12 day of February, 2026.

ATTEST:

*LaReina Reyes*

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LaReina Reyes, Associate Transit Planner

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

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**Meeting Minutes**  
**MetroPlan & Mountain Line**  
**Coordinated Mobility Council**

Friday, March 14th, 2025  
10:00 AM – 12:00 PM

Hybrid Meeting – 3773 N. Kaspar Drive, VERA Room, Flagstaff, AZ 86001  
[Zoom Link](#), passcode 123456. Please email LaReina Reyes  
[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. **Call to order**  
The meeting was called to order at 10:02am by Jamie Martinez
2. **Welcome by Jamie Martinez, Chair**  
Welcoming remarks by Jamie Martinez
3. **Safety Moment**  
LaReina Reyes provided a safety moment on March disaster awareness tips
4. **Roll call and introductions**  
Jamie Martinez, LaReina Reyes, Kim Austin, Russ Randall, Lisa Conner, Jason Snead, Doug Arnett, Richard P (Hope Lives), Marga Gamas
5. **Call to the public**  
No public comment was provided
6. **Minutes from the previous meeting**  
Review and approval of minutes from November 22<sup>nd</sup>, 2024, quarterly Coordinated Mobility Council meeting.

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

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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Motion: Russ Randall motioned to approve November 22, 2024, meeting minutes. Seconded by Marga Gamas. Unanimously approved.

7. **Inclusion and Adaptive Living Commission Update**

Member Russ Randall provided an update that included work on accessible sidewalks, increasing therapeutic recreation in the community and increasing the accessibility of buildings (Barrier Free Flagstaff and Accessibility Expeditions). The goal is to increase accessibility for all. A May Accessibility Expedition is planned for the Joe Montoya Senior Center and the Downtown Library and City Hall in the summer.

8. **MetroPlan Planning Update**

Kim Austin of MetroPlan provided a presentation on the Safer People Campaign, encouraged members to share campaign materials to support safe transportation for everyone.

9. **Section 5310 Update (10:45 am)**

LaReina Reyes provided information that the grant was submitted on March 7<sup>th</sup>. Notice of Awards will occur in June/July and funds will be dispersed in October. TAXI and ADA vehicles were included in the ML application.

10. **2025 Coordinated Plan Minor Update Approval (10:50 am)**

LaReina Reyes provided a presentation on the 2025 Coordinated Plan. The 3 minor updates include: (1) on-demand service and the creation of an implementation plan, (2) encouraging regulations to limit the use of rolled curbs and their impacts to accessibility, and (3) 2-way intersection improvements including an increase in visual prompts and compliance and an increase in awareness.

Motion: Russ Randall motioned to approve 2025 Coordinated Plan Minor Update as presented. Seconded by Marga Gamas. Unanimously approved.

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March 14, 2025  
Page 2 of 3

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

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## AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

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11. Agency Spotlight

No agency spotlight was provided. However, the Snow Hero program was discussed. Russ provided an update on the program, noting the city has moved forward with the program and it is no longer a pilot program within the city limits. Russ has reached out to Supervisor Vasquez to discuss the possibility of Coconino County adopting a similar program to aid communities such as Doney Park, Kachina Village and Bellemont. Also, Richard P from Hope Lives mentioned the possibility of increasing the number of volunteers assisting the Snow Hero program.

12. WAV Subcommittee group updates

LaReina Reyes provided an update, including creating a mock budget for the WAV/Service package estimates for on-demand service and continuing to reach out to non-profit companies and taxi services as well.

13. Upcoming trainings

Information on scheduled upcoming trainings and discussion on need for other trainings by LaReina Reyes

- PASS training: March 27 (full) and SEAGO on 4/10 at Kaspar (still contains openings)
- Arizona Transit Assoc. – April 14-15<sup>th</sup>, 2025 in Flagstaff

14. News and updates from CMC members

None to report.

15. Future agenda items

None proposed.

16. Adjournment

The meeting was adjourned at 11:27am  
Next meeting, May 23, 2025, at 10:00am

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March 14, 2025  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## MINUTES

### MetroPlan & Mountain Line Coordinated Mobility Council

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Friday, May 23rd, 2025

10:00 AM – 12:00 PM

Hybrid Meeting – 3773 N. Kaspar Drive, VERA Room. Flagstaff, AZ 86001

[Zoom Link](#), passcode 123456. Please email LaReina Reyes

[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

- 1. Call to order**  
The meeting was called to order at 10:04am by Jamie Martinez
- 2. Welcome by Jamie Martinez, Chair**  
Welcoming remarks by Jamie Martinez
- 3. Safety Moment**  
LaReina Reyes provided a safety moment on Heat Related Injuries especially in the work environment and Employee Mental Health.
- 4. Roll call and introductions**  
Jamie Martinez, LaReina Reyes, David Wessel, Mandia Gonzales, Sherry Snodgrass, Lorraine Crim, Erin Kruse, Ann Hergratt Huffman, Russ Randall, Rachael Simukonda,
- 5. Call to the public**  
*The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering, or acting on items raised during the call to the*

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

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## AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

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*public, but may direct the staff to place an item on a future agenda.  
Individuals are limited to a five-minute presentation.*

No public comment was provided.

6. **Minutes from previous meeting**

Review and approval of minutes from March 14<sup>th</sup>, 2025, quarterly Coordinated Mobility Council meeting.

Motion: Rachael Simukonda motioned to approve March 14, 2025, meeting minutes. Seconded by Russ Randall. Unanimously approved.

7. **Inclusion and Adaptive Living Commission Update**

Update by Inclusion and Adaptive Living Commission members or liaisons.

Commission update provided by Rachael Simukonda, current chair of the commission provided an update on the newly formed Crossability Committee with Flagstaff Policy Department. The commission will focus on training and education on ADA access and working with pedestrians.

Upcoming: The All-Ability Support Group is forming is seeking participants.

April 11 – recognition session at the commission to honor the people who have worked with the differently abled. La Reina, Jamie, Russ, and Mountain Line were awarded an honor.

8. **MetroPlan Planning Update**

Presentation by MetroPlan update on Safe Streets Masterplan.

David Wessel, Planning Manager of MetroPlan, provided a presentation on the upcoming Safe Streets Master Plan (SSMP). This plan will provide guidance, standards, and policies to create safer inclusive street design for the community. Additionally, this plan will create a Transportation ADA transition plan.

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May 23<sup>rd</sup>, 2025  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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### 9. Section 5310 Update

Information on 5310 grant by LaReina Reyes

LaReina Reyes provided an presentation on the submittal of 5310 grants. The grant was submitted in March, should hear about awards in June or July. If awarded disbursement will begin in October.

Reminder on the recently adopted Coordinated Public Transit Plan which identifies transportation gaps and potential solutions. The plan will focus on:

- Increase Mobility Awareness due to poor infrastructure
- Vehicle sharing amongst 5310 recipients
- Improve snow plowing methodology

### 10. 2025 Coordinated Plan Report Card

Review Coordinated Plan report card items presented by LaReina Reyes

#### Brainstorm:

Increase Awareness Due to Poor Infrastructure:

- Jen Brown with the City is recommended to participate in a future meetings on these topics
- Autin TX and Boulder CO are a great example of how they are addressing poor infrastructure. Sandy, UT has a sidewalk maintenance program.
- ADA/Universal Design training for all staff – California, New York, and Pennsylvania are examples.
  - A training may be provided in July or Aug. for staff.
  - Training would be appreciated before the Safe Streets Master Plan kicks off fully.
  - Barrier Free Access is also providing classes – accessibility exposition of Joe Montoya Community and Senior Center.
  - An ADA City Staff member has been recently hired and is recommended to include in future meetings.
- Improve Snow Plowing Technology – has a lot to do with the poor infrastructure as well.
- Vehicle Sharing Amongst 5310 Recipients

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May 23<sup>rd</sup>, 2025

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

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## AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

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11. **Agency Spotlight Cross-ability Commission**  
Presented by Rachael Simukonda

Crossability Committee was created by the Flagstaff Policy Department purpose to be a sounding board, bring the committee together, find solutions, trainings for staff on how to identify and handle people with mental health or disabilities, etc. The committee is seeking about 10-15 people to join this new committee – particularly mental health professionals and youth with disabilities. Five meetings a year over five years. Further discussions/topics will include enforcement of ADA laws especially within construction zones.

12. **WAV Subcommittee group updates**  
Update by LaReina Reyes

LaReina Reyes provided a presentation on the WAV subcommittee. The 2025 campaign materials are now available and can be delivered if requested. The flyer seeks assistance from local taxi companies. However, through meetings there are substantial challenges with small/family-owned taxi services providing WAV vehicles. These challenges include maintaining a WAV fleet, lack of staffing and increased insurance costs.

13. **Upcoming trainings**  
Information on scheduled upcoming trainings

None and this time.

14. **News and updates from CMC members**  
An opportunity to report on any projects or work that may be of interest to the group.

Federal funding cuts are continuing to impact services and staffing.

15. **Future agenda items**  
None at this time. Please email any recommendations to LaReina Reyes

16. **Adjournment**

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May 23<sup>rd</sup>, 2025  
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**MetroPlan & Mountain Line  
Coordinated Public Transit – Human Services Transportation Plan**

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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Jamie Martinez adjourned the meeting at 11:38 am  
Next CMC meeting is schedule for August 22<sup>nd</sup>, 2025.

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May 23<sup>rd</sup>, 2025  
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**MetroPlan & Mountain Line**  
**Coordinated Public Transit – Human Services Transportation Plan**

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**MINUTES**

MetroPlan & Mountain Line  
**Coordinated Mobility Council**

Original Meeting Aug 22<sup>nd</sup> rescheduled for Friday, August 29th, 2025  
10:00 AM – 12:00 PM

Hybrid Meeting – Updated Meeting Address: 216 Phoenix Ave. Flagstaff 86001

[Zoom Link](#), passcode 123456. Please email LaReina Reyes  
[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. **Call to order**  
The meeting was called to order at 10:02am by Jamie Martinez
2. **Welcome by Jamie Martinez, Chair**  
Welcoming remarks by Jamie Martinez
3. **Safety Moment**  
LaReina Reyes provided a safety moment on Emergency Readiness
4. **Roll call and introductions**  
Jamie Martinez, LaReina Reyes, David Wessel, Mandia Gonzales, Doug Arnett, Marga Gamas, Russ Randall, Jason Snead, Lisa Connor, Rachael Simukonda, Tod Morris
5. **Call to the public**  
The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering, or acting on items raised during the call to

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

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## AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

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the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.

No public comment was provided.

6. **Minutes from previous meeting**

Review and approval of minutes from May 23<sup>rd</sup>, 2025, quarterly Coordinated Mobility Council meeting.

Motion: Russ Randall motioned to approve May 23, 2025, meeting minutes. Seconded by Marga Gamas. With adjusted amendments. Unanimously approved.

7. **Agency Spotlight (Moved to item 7)**

Presented by Doug Arnett with Quality Connections

This presentation focused on the history of Quality Connection with an emphasis on the residential and day programs to support development of life-living skills and employment training. Employment services department that helps folks learn basic skills to find a fulfilling job.

Social Enterprise Programs:

- Evergreen Academy Preschool
- QC Office
- Express Transit – serving the area of Page and surrounding communities

Tod Morris of NACOG noted that they are working with Express Transit to solidify a 5-year transit plan.

8. **Inclusion and Adaptive Living Commission Update**

Update by Inclusion and Adaptive Living Commission members or liaisons Rachel Simukonda provided an update on the Inclusion and Adaptive Living Commission. In June the commission identified ADA issues related to sidewalks and snow removal in terms of Code Compliance. An ADA transition plan is being sought by the Commission to act as a legal document to conduct city-wide ADA audits.

The commission has provided comments on the Regional Plan 2045

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August 29, 2025  
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# MetroPlan & Mountain Line Coordinated Public Transit – Human Services Transportation Plan

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## AGENDA

MetroPlan & Mountain Line  
Coordinated Mobility Council

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The Commission is also working with City staff on developing the methodology for a more inclusive snow removal program.

The Commission meets on the 4<sup>th</sup> Wednesday from 11-1. These are hybrid meetings, and all are welcome to attend.

9. **MetroPlan Planning Update**

Presentation by MetroPlan update on Safe Streets Masterplan and West Route 66

Dave Wessel provided a presentation and update to the Safe Streets Master Plan (SSMP), a regional safety plan that is forthcoming – this included an overview of the goals of the project, consultant team overview, and areas for future participation.

Mandia Gonzales provided a presentation on W. Route Operational Assessment (OA) and the Project Advisory Group (PAG) recommendation for a fiscally constrained option. This included project background, project recommendations, and next steps.

10. **Mountain Line Service Frequency and Expansion/5310 Update**

LaReina Reyes presentation on the current status of the program. This program is on a 2-year grant cycle. Awards from the current cycle are expected to be distributed in October 2025.

LaReina provided updates to service enhancement:

- Route 2 – Permanent loop along Gemini
- Route 5 – Frequency increase (30 min service)
- Route 8 – New service along W. Route 66
- Route 4 & 14 – Moved stops from Milton to Beulah Blvd roundabout

11. **2025 Coordinated Plan Increase Mobility Awareness**

LaReina Reyes presented an update to the Coordinated Plan report card. The strategies included:

- Increase Mobility Awareness due to poor infrastructure (a 2025-2026 focus area for the CMC)
- Improve snow plowing methodology (this has been taken on by the city and the Inclusion and Adaptive Living Commission)

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August 29, 2025

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

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## AGENDA MetroPlan & Mountain Line Coordinated Mobility Council

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- Vehicle sharing amongst 5310 recipients (found to be non-viable)
12. **WAV Subcommittee Update**

LaReina Reyes presented an updated Wheelchair Accessible Vehicle (WAV) subcommittee. Mountain line is happy to announce that through the efforts of the WAV they have released a request for proposals to provide same day services to paratransit customers. While this procurement doesn't equate to more WAV services, by moving on-demand transit to other services, this should expand Mountain Line existing WAV services.
  13. **Upcoming trainings**

None.
  14. **News and updates from CMC members**

An opportunity to report on any projects or work that may be of interest to the group.  
Russ Randall informed the group of the Community of Practice Plan meeting to be held on Tuesday, September 2<sup>nd</sup>, at 3:00. Please contact Russ for more information.

LaReina Reyes reminded the group of the October 4<sup>th</sup> Northern Arizona Disability Resource Fair. <https://legacy.nau.edu/ihd/resourcefair/>  
Mountain Line will be attending this event.
  15. **Future agenda items**

None requested.
  16. **Adjournment**

Jamie Martinez adjourned the meeting at 11:57 am

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August 29, 2025  
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**MetroPlan & Mountain Line  
Coordinated Public Transit - Human Services Transportation Plan**

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**AGENDA**  
MetroPlan & Mountain Line  
Coordinated Mobility Council

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

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**Meeting Minutes**  
**MetroPlan & Mountain Line**  
**Coordinated Mobility Council**

Friday, November 21<sup>st</sup>, 2025  
10:00 AM – 12:00 PM

Hybrid Meeting – 216 W Phoenix Avenue, Aspen Room. Flagstaff, AZ 86001

[Join the meeting now](#), Meeting ID: 248 053 797 102 9

Passcode: x9HU2sP9 Please email LaReina Reyes

[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. **Call to order**  
The meeting was called to order at 10:00 am by Jamie Martinez
2. **Welcome by Jamie Martinez, Chair**  
Welcoming remarks by Jamie Martinez
3. **Safety Moment**  
The safety moment was deferred to after roll call. LaReina Reyes provided a safety moment on Slips, Trips, and Falls, which present a higher risk during the winter months.
4. **Roll call and introductions**  
Jamie Martinez, LaReina Reyes, David Wessel, Russ Randall, Kent Ellsworth, Sullivan Moore, Lisa Connor, Rachel Simukonda, Lorraine Crim, Marge Gamas
5. **Call to the public**  
The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law

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

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## MINUTES

MetroPlan & Mountain Line  
Coordinated Mobility Council

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from discussing, considering, or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation. No public comment was provided.

6. **Minutes from previous meeting**

Review and approval of minutes from the August 29th, 2025, quarterly Coordinated Mobility Council meeting.

Motion: Rachell Simukonda motioned to approve the August 29<sup>th</sup>, 2025, meeting minutes. Seconded by Marga Gamas. Unanimously approved.

7. **Inclusion and Adaptive Living Commission Update**

Chair Martinez announced the Commission was on recess and deferred to Commission Chair Simukonda, who confirmed the six-month hiatus. She noted there was ongoing training with City staff, and on return, the Commission will hear from the City PROSE Department.

8. **MetroPlan Planning Update**

David Wessel reported on the Safe Streets Master Plan, Vulnerable Road Users Safety Action Plan, Regional Strategic Transportation Safety Plan, and Safe Routes to School. Member Simukonda requested to speak with Mr. Wessel later about issues pertinent to the Commission on Adaptability and Inclusive Living

9. **Coordinated Plan Update**

LaReina reported on the next round of 5310 grants coming out and that they will be on a 2-year cycle. The Coordinated Plan is a requirement for eligibility, and a minor update is now required. She overviewed the types of transportation gaps: information, temporal, spatial, infrastructure, and human capital, before discussing the strategy report card. The card helps identify and update priorities. CMC comments related to "Improve Infrastructure:" Snow Heroes is open to applications, improvements to signage and markings downtown for two-way stops (Aspen/Sitgreaves a positive example, parking restrictions near intersections needed), crosswalks in Westside serving the Senior Center and parks will be advantageous and bus stops on Santa Fe especially with increased Observatory traffic and use of public bus by and at Birch urban trail crossing, increased enforcement. Chair Martinez, recently appointed to

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the Cross Mobility Committee, will report the interest in increased enforcement.

**10. Agency Spotlight**

Presentation by Barrier Free Flagstaff, Russ Randall. Mr. Randall introduced this new organization and showed its brochure to the group, and overview of its purpose, services, and the value of universal design.

**11. Upcoming trainings**

- National Association of City Transportation Officials has a webinar 12/10/25 1-2 p.m. ET - on curb control and creative delivery methods for older downtowns.
- AzTA Annual Conference 4/6-8/2026 at Sheraton in Mesa

**12. News and updates from CMC members**

An opportunity to report on any projects or work that may be of interest to the group.

- Rachel Simukonda reported on a new 501c3, Mobility with Dignity, to provide on demand wheelchair accessible vehicles and drivers (Chair Force 1). Collecting funds and seeking grants and associated 501c3 to provide support for disadvantaged children.
- Russ Randall reported that the Northern Arizona Community of Practice Transition Team is hosting an employment fair at CHS, an accessibility fair at CCC, and a training session at the library featuring Jason Snead on SSI and SSDI. The Team is expanding its collaboration with Encircle. The Team will conduct a youth survey in the spring.

**13. Future agenda items**

Next meeting is February 20, 2026.

**14. Adjournment**

Jamie Martinez adjourned the meeting at 11:59 am

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**Appendix 6 | Coordinated Mobility Council meeting minutes from 2025**

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



## AGENDA MINUTES

MetroPlan & Mountain Line

### Coordinated Mobility Council

Friday, February 20th, 2026

10:00 AM – 12:00 PM

Hybrid Meeting – 216 W Phoenix Avenue, Aspen Room, Flagstaff, AZ 86001

[Join the meeting now](#), Meeting ID: 248 053 797 102 9

Passcode: x9HU2sP9 Please email LaReina Reyes

[lreyes@mountainline.az.gov](mailto:lreyes@mountainline.az.gov), if you need Zoom log-in information.

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

1. **Call to order:** Meeting called to order at 10:00 am
2. **Welcome by Jamie Martinez, Chair**
3. **Safety Moment Winter Driving Tips:**
  1. Allow extra distance between vehicles when driving
  2. Be cautious of black ice
  3. Keep speeds slower and brake slowly and steadily
  4. Use handholds when available (enter/exit building, etc)
  5. Clear the vehicle of snow before use
4. **Roll call and introductions:**

LaReina Reyes, ML	Russ Randall, BFF/CIAL
Thomas Nelson, CC Sr. Services	Lisa Connor, ML ParaTransit
Marga Gamas, NAU AmeriCorps Sr. Services	Jamie Martinez, Chair
Carlton Johnson, COF	Jason Snead
Sullivan Moore, COF Housing Planner	Kim Austin, MetroPlan

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

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## AGENDA

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5. **Call to the public** No public present  
The public is invited to speak on any item or any area of concern that is within the jurisdiction of the MetroPlan/Mountain Line Coordinated Mobility Council. The Council is prohibited by the Open Meeting law from discussing, considering, or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.
6. **Minutes from previous meeting**  
Review and approval of minutes from November 21<sup>st</sup>, 2025, quarterly Coordinated Mobility Council meeting.  
Russ Randall made a motion to approve/Marga seconded the motion to approve. All in favor, no opposed
7. **Inclusion and Adaptive Living Commission Update** – Place Holder  
CIAL was on pause for the past 6-month period  
March 25, 2026, will mark its return to monthly meetings  
Meetings 11-1 pm at City Hall, every 4<sup>th</sup> Wednesday of the month
8. **MetroPlan Planning Update**  
Presentation by MetroPlan  
Kim will be replacing Mandia and Dave at the CMC meetings.  
Gave a brief overview of her role at MetroPlan and the SRTS program.
9. **Coordinated Plan 2026 Minor Update**  
Facilitated by LaReina Reyes  
5310 grant: enhance mobility for seniors/disabled
  - Vehicles
  - Preventative maintenance
  - OperationsMobility management  
2-year grant cycle, this year's grant due 3/10/26  
Purpose: to improve coordination of transportation services; federally required; identifies gaps, strategies, and priorities; major update every 4 years with minor updates in-between  
This year's minor update:  
-information gap modification: communication in transportation gaps  
NOTE: Russ made the motion to approve, Jason seconded the motion. All in favor, no opposed

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

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*\*Jason is concerned about sidewalks (general maintenance and snow removal) and would like to see the document to ensure they are documented.*

*\*Russ would also like to see the document and weigh in*

10. **Agency Spotlight**

*None: future topic? "stuck in the system" presentation*

11. **Upcoming trainings:** ~~AZTA~~ 39<sup>th</sup> Annual Statewide Transit, April 6-8 in Mesa

12. **News and updates from CMC members**

**Roundtable:**

1. Thomas N. (CC) was happy to be a part of the group and would like to be more involved and help in the future.
2. Barrier Free Flagstaff:
  - a. Has had meetings with the Mayor, City Manager, and Councilman Garcia
  - b. Learned there is a new ADA Coordinator for the city- Aaron Kaminski
  - c. Has assisted in the development of a new ADA plan for the city
  - d. Assisted with new signage for City Hall for those who need information on accessibility (it is around the back of the building). Also made the Mayor aware that the ramp inside the council chambers was inaccessible, and would like to work with her to find solutions.

13. **Future agenda items**

*Sullivan More – Accessibility and Affordable housing?*

14. **Adjournment 11:45 am**

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## **Appendix 7 | Community partners and stakeholders**

### **Education**

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

### **Veteran’s organizations**

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

### **Churches and faith-based organizations**

### **Workforce development offices**

- Arizona Department of Economic Security

### **Shelters and transitional living**

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

### **Transportation providers**

### **Assisted living centers and nursing homes**

- The Peaks Assisted Living Facility
- Brookdale
- Haven Health

### **Hospitals and clinics**

- Flagstaff Medical Center

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- North Country HealthCare
- Southwest Behavioral Health Services
- The Guidance Center
- Native Americans for Community Action
- Coconino County Health Services District

**Human service organizations**

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

## **Appendix 8 | Federal initiatives and legislation**

### ***2003 GAO report***

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

### ***Coordinating Council on Access and Mobility***

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

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

### ***United We Ride***

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

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

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

### ***SAFETEA-LU Surface Transportation Act***

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

### ***MAP-21 and FAST Surface Transportation Acts***

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

### ***The FAST Act***

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

### **ADOT Coordinated mobility program and other funding sources**

#### **The Infrastructure Investment and Jobs Act (IIJA)**

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

### ***Section 5310 Grants***

One tool to enhance coordination is the Federal Transit Administration’s Section 5310 program which is intended to enhance mobility for elderly individuals and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. The Act maintains the requirement that all funded projects are “included in” and “derived from” a coordinated human services transportation plan. Eligible projects include mobility management activities, purchase of capital equipment such as vehicles, equipment, and computer aided dispatch software, and operating expenses.

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

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

### ***Public Private Partnerships***

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

### ***Other Funding Sources***

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

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## **Appendix 9 | Framework of Coordinated Mobility**

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

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

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

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

### ***ADOT/CTAA Institute for Transportation Coordination***

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

### ***Easter Seals Transit Institute***

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

### ***CCAM***

#### ***Committee on Accessible Transportation***

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

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### ***Local coordination workshops, meetings, and planning***

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

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

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

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

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**Appendix 10 | 5310 Project Scoring Criteria**

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

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

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

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

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

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			or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.					
Is this service available to the general public, while prioritizing seniors and individuals with disabilities?		10	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5
Is this program equip with an accessible vehicle and able to provide ADA trips?		10	Coordination activities are documented within grant application & results are provided to Mobility Managers (quarterly reports, etc.)		10	Applicants demonstrate that they have the capacity, knowledge, skills, and required resources to manage federal funds and equipment.		10
Applicant’s program provides a cost-effective approach to address transportation gaps in the region. Cost effective measures can include but are not limited to: <ul style="list-style-type: none"> <li>• Uses volunteer and other in-kind support</li> <li>• Utilizes other funding sources beyond Federal Transit Administration (FTA) programs for operations or capital</li> <li>• Other, please explain</li> </ul>		10	<b><i>New applicant</i></b>			<b><i>New applicant</i></b>		

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Programs are scaled to ensure operational sustainability		10	Applicant is knowledgeable and active in regional coordination efforts (trainings, meeting participation, and ongoing communication).		30	Applicant understands the capacity, knowledge, skills, and resources required to manage federal funds, equipment, and contractual requirements.		20
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<b>Other Capital - Preventative Maintenance: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
			<i>Existing Applicants</i>			<i>Existing Applicants</i>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>
Is the need clearly described in the applicant’s application? Will the funding fulfill their need?		15	Applicant is active in regional coordination efforts (trainings, meeting participation, and ongoing communication) and these efforts are demonstrated through by policies, local support, or other collaborative efforts. For example: through letters of support, agreements, referrals, funding, etc.		15	Current program subrecipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements.		5
Applicant describes both the financial and service impact of receiving and not receiving these funds.		15	Attended 75% Coordinated meetings.		5	Submitting timely quarterly reports.		5
Does the applicant show the cost calculation for their		20	Coordination activities are documented within grant		10	Applicants demonstrate that they have the		10

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

<b>Other Capital - Non-Intelligent Transportation System (ITS) Equipment: 50 points</b>			<b>Coordination: 30 points</b>			<b>Project Management: 20 points</b>		
			<i>Existing Applicants</i>			<i>Existing Applicants</i>		
<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>	<i>Criteria</i>	<i>Actual Points</i>	<i>Points Possible</i>

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

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

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

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

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

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

**MetroPlan & Mountain Line  
Coordinated Public Transit - Human Services Transportation Plan**

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## STAFF REPORT

**REPORT DATE:** February 18, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**FROM:** Tami Suchowiejko, Business Manager

**SUBJECT:** Consider Membership in Arizona State Cooperative Purchasing Program

### 1. RECOMMENDATION:

Staff recommend the Board approve MetroPlan’s membership in the Arizona State Cooperative Purchasing Program and delegate authority to Executive Director Morley to sign the membership agreement.

### 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.

**Objective 2.4:** Position partners for successful implementation of plans.

### 3. BACKGROUND:

The Arizona State Cooperative Purchasing Program (“Co-op”) is managed by the Arizona Department of Administration, State Procurement Office as authorized under Chapter 23, Article 10 of the [Arizona Revised Statutes](#). The State has over 900 statewide contracts that are available to Co-op Members to buy from.

Membership in the Co-op is available to all Arizona political subdivisions including cities, counties, school districts, and special districts. Membership is also available to all non-profit organizations, as well as State governments, the US Federal Government and Tribal Nations. Non-profit organizations are defined in A.R.S. § 41-2631(4) as any nonprofit corporation as designated by the internal revenue service under section 501(c)(3) through 501(c)(6).

The benefits of membership include:



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Participation in State Awarded Contracts – with 36,000 employees and approximately \$9B in yearly procurement spend, the State possesses massive buying power. Because of its buying power, the State is often able to negotiate better pricing than individual agencies.

Competitively Bid Contracts - The State abides by the Arizona Procurement Code, meaning all active contracts result from a competitive bidding process and are ready for public use.

Access to Co-op Suppliers - The State has hundreds of trusted suppliers on contract and ready to serve. Having access to competitively sourced suppliers helps to reduce duplication in procurement efforts and saves time.

There is no cost to join the Co-op. To join the State Purchasing Cooperative, MetroPlan must complete and return the membership agreement. After receiving a member ID, MetroPlan can access products and services negotiated and managed by experienced procurement officers, including multimodal transportation planning, traffic monitoring, and vehicle rental.

MetroPlan will follow established policies and procedures for all procurements.

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

This item was not presented to the TAC or Management Committee.

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

None at this time. Membership in the Co-op may result in future savings on some contracted services.

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

- a. **Recommended:** Staff recommend the Board approve MetroPlan’s membership in the Arizona State Cooperative Purchasing Program and delegate authority to Executive Director Morley to sign the membership agreement. Membership in the Co-op contributes to a more efficient and cost-effective procurement process.
- b. **Not Recommended:** Do not approve MetroPlan’s membership in the Arizona State Cooperative Purchasing Program. The Board could provide staff with further direction.

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

Arizona State Cooperative Purchasing Program Membership Agreement

**ARIZONA DEPARTMENT OF ADMINISTRATION**

OFFICE OF THE DIRECTOR  
1400 W WASHINGTON ST., SUITE 3100  
PHOENIX, ARIZONA 85007  
(602) 542-1500

**ARIZONA STATE PURCHASING COOPERATIVE AGREEMENT**

**State of Arizona Procurement Office**

and

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(Organization Name – Eligible Procurement Unit)

This Cooperative State Purchasing Agreement (“Agreement”) is entered between the parties in accordance with Arizona Revised Statutes §41-2631, *et seq.*, Article 10 Intergovernmental Procurement, which authorizes cooperative purchasing for public procurement units and nonprofit organizations; and the Arizona Administrative Code R2-7-1001, which permits the governing body of any Eligible Procurement Unit to enter into an Agreement with the State for the purpose of utilizing State contracts.

The purpose of this Agreement is to permit the Eligible Procurement Unit named above, hereafter known as the State Cooperative Member, to purchase materials and services from State contractors at the prices and terms expressed in contracts between the State and those State contractors.

In consideration of the mutual promises contained in this Agreement, and of the mutual benefits to result there from, the State and the State Cooperative Member agree as follows:

1. The State shall conduct the procurement in compliance with the Arizona Procurement Code, A.R.S. Title 41, Chapter 23, and its Rules, A.A.C. Title 2, Chapter 7.
2. The specifications for the materials and services will be determined by the State Procurement Administrator or delegated State agencies.
3. The State will identify the State Cooperative Member as an eligible participant in any solicitation intended for general use by State Cooperative Members. In addition, the State may invite the State Cooperative Member to participate in certain exclusive solicitations. Only State Cooperative Members indicating an interest in participating in these exclusive solicitations will be eligible to participate in the resulting State contracts.

4. The State Cooperative Member's use of eligible State contracts is discretionary. Participation in the State Purchasing Cooperative shall not restrict or limit member's ability to seek competition as needed. However, the State Cooperative Member shall not use a State contract as a means of coercion to obtain improper concessions, including lower prices, from State contractors or any other suppliers for the same or similar materials or services. The State Cooperative Member is also prohibited from participating in any organization or group that seeks to obtain such concessions from State contractors or other suppliers based on State contracts.
5. The State shall provide the State Cooperative Member with access to listings of all eligible State contracts. The original copy of each State contract is a public record on file with the State. The State's eProcurement System shall provide all contract information available and be used for contract purchases.
6. The State Cooperative Member shall:
  - a.) Ensure that purchase orders issued against eligible State contracts are in accordance with the terms and prices established in the State contract.
  - b.) Make timely payments to the State contractor for all materials and services received in accordance with the terms and conditions of the State contract. Payment for materials or services and inspection and acceptance of materials or services ordered by the State Cooperative Member shall be the exclusive obligation of such unit.
  - c.) Be responsible for the ordering of materials or services under this Agreement. The State shall not be liable in any fashion for any violation by the State Cooperative Member of this Agreement and any related agreements and, with the exception of other Arizona State entities subject to A.R.S. §41-621, the State Cooperative Member shall hold the State harmless from any liability which may arise from action or inaction of the State Cooperative Member relating to this Agreement and any related agreements or their subject matter.
  - d.) Cooperate and assist the State when requested to validate transactions reported by vendors on quarterly usage reports filed with the State Procurement Office.
7. The exercise of any rights or remedies by the State Cooperative Member shall be the exclusive obligation of such unit; however, the State, as the contract administrator and without subjecting itself to any liability, may join in the resolution of any controversy should it choose to do so.

8. The State Cooperative Member shall endeavor to utilize State contracts to the fullest extent possible. That is, the State Cooperative Member is to make an effort to purchase all items covered under exclusive contracts and shall not fracture purchases by means of utilizing line items from alternate contracts. Such practices weaken the State's ability to negotiate lowest possible volume prices. Exclusive contracts are those that offer the State Cooperative member the option to participate exclusively, rather than permissively, and shall be identified as such within the contract documents.
9. Failure of the State Cooperative Member to secure performance from the State contractor in accordance with the terms and conditions of its purchase order does not necessarily require the State to exercise its own rights or remedies.
10. This Agreement shall take effect with execution by both Parties on the date signed by the State Procurement authorized signer, and shall remain in effect until cancelled by either party. The State reserves the right to amend the agreement during the term of the Agreement.
11. This Agreement may be canceled pursuant to the provisions of A.R.S. § 38-511.
12. This Agreement is exempt from the provisions of A.R.S. §§ 11-952(D) and 12-1518.
13. The State Cooperative Member certifies that its organization shall comply with the State and Federal Equal Opportunity and Non-Discrimination requirements and conditions of employment in accordance with A.R.S. Title 41 Chapter 9, Article 4 and Executive Order No. 2023-01 dated January 2, 2023.
14. The State Cooperative Member hereby acknowledges that each State contractor shall be remitting an administrative fee to the State, based upon the member's purchasing volume under the state contracts.
15. The State Cooperative Member authorizes State contractors to release usage information to the State. Usage information shall be limited to the State Cooperative Member's purchasing activity and shall generally consist of, but shall not be limited to, purchase order information including purchase date(s); units purchased, their descriptions and quantities; unit prices and aggregate amounts paid for all materials and services purchased off of the State's contract.
16. The State may terminate this Agreement without notice if the State Cooperative Member fails to comply with the terms of a State contract or this Agreement.
17. Except as provided in Paragraph 16, either of the Parties may terminate this Agreement with at least thirty (30) days written notice to the other party

# ARIZONA STATE COOPERATIVE PURCHASING AGREEMENT

IN WITNESS WHEREOF, the Parties of this Agreement, having caused their names to be affixed hereto by their proper officers, hereby execute this Agreement on the dates indicated hereunder.

**FOR THE STATE COOPERATIVE MEMBER:**

**FOR THE STATE:**

**Signature:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Name:** \_\_\_\_\_

Authorized SPO Representative

**Title:** \_\_\_\_\_

**Title:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Date:** \_\_\_\_\_

Member ID:

Co-Op Welcome Letter

### State Cooperative Member Contact Information

<b>Name of Organization:</b>			
<b>First Name of Contact Person:</b>	<b>Qualification:</b> <i>(Click the appropriate Box in either the Political Subdivision or Non-Profit categories)</i>		
<b>Last Name of Contact Person:</b>	<b>Political Subdivision:</b> <input type="radio"/> <b>Non-Profit Organization:</b> <input type="radio"/>		
<b>Title of Contact Person:</b>	<input type="checkbox"/> Federal Agency/Gov't <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> City/Town <input type="checkbox"/> Public School	<input type="checkbox"/> Other Educational Institution <input type="checkbox"/> Tribal Nation <input type="checkbox"/> Fire District <input type="checkbox"/> Water District <input type="checkbox"/> Other: _____	<input type="checkbox"/> Healthcare Institution <input type="checkbox"/> Religious Organization <input type="checkbox"/> Charity <input type="checkbox"/> Other: _____
<b>Telephone of Contact Person:</b>			
<b>Telephone of Office:</b>			
<b>E-mail address of Primary Contact Person:</b>			
<b>E-mail Address of Secondary Contact:</b>			
<i>(If possible, please provide a general email address that can be forwarded to the contact person and that will not change should the contact person leave the organization. The person receiving email from the State Procurement Office at the address above needs to be responsible to forward the information to other interested parties at your organization as needed.)</i>			
<b>Physical Address:</b>			
Select...			
<b>Mailing Address</b> <i>(if different from the physical address):</i>			
<b>Federal ID Tax Number:</b>			

**\*Non-profit entities must attach proof of non-profit status with the agreement**

Please notify the State Procurement Office of any changes to this information.



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## STAFF REPORT

**REPORT DATE:** February 18, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**FROM:** Kate Morley, Executive Director

**SUBJECT:** Update on Northern Arizona University Membership

### 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 2.2:** Expand inclusion of transportation disadvantaged community members and organizations in the planning process from setting planning priorities to implementing outcomes.

### 3. BACKGROUND:

In response to a letter MetroPlan sent to NAU inviting them to fully join the MetroPlan Board in November 2023, NAU has responded in the affirmative that they would like to join the Board. There are several actions that will need to occur in order to make this happen. First, the IGA between the City and County establishing MetroPlan would need to be amended to include NAU on the Board. This IGA would need to be approved by the City Council and the Board of Supervisors before any other action can proceed. Once approved, the MetroPlan Board can take action to amend the bylaws to include NAU and subsequently the operating procedures. Staff will strive to facilitate these considerations for our Member Agencies and Board by the end of the fiscal year (June 30, 2026).

### 4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not brought to the TAC. Management Committee expressed support for NAU formally joining the MetroPlan Board.

### 5. FISCAL IMPACT:

The fiscal impact to MetroPlan of NAU joining provides an additional \$5,000 in local revenue each year through annual membership dues.



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## 6. ALTERNATIVES:

None. This item is for information and Discussion only.

## 7. ATTACHMENTS:

None.



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## STAFF REPORT

**REPORT DATE:** February 18, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**FROM:** Kate Morley, Executive Director

**SUBJECT:** Rural Transportation Advocacy Council (RTAC) Update

### 1. RECOMMENDATION:

None. This item is for discussion only.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

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

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

### 3. BACKGROUND:

The mission of the Rural Transportation Advocacy Council is to protect and promote rural and small metropolitan transportation interests, as well as to create a stronger and more effective rural transportation advocacy network in Arizona. Member Vasquez serves on the Board of Directors and Chair Sweet serves as MetroPlan's alternate.

RTAC plays an essential role in advocating for rural Arizona including but not limited to:

1. Protecting or establishing a fair share of transportation funding for rural Arizona.
2. Drafting and advocating for legislation that serves the interests of rural Arizona at the state level.
3. Advocating for increased transportation funding at the state level.
4. Drafting and advocating for legislation that serves rural Arizona at the national level.

RTAC liaison, Kevin Adam, has announced his departure from the organization, effective March 1, 2026, after more than 19 years as the organization's sole employee. With his departure, the Board is reconsidering RTAC structure, which is currently embedded within the larger NACOG organization and functions as a division of it. This arrangement started approximately 25 years ago, when RTAC representation was significantly smaller than it currently is.



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At its last meeting, the RTAC Board acted on several items important to this transition period.

1. Hiring a contract lobbyist to serve out the remainder of the state session.
2. Increasing dues by 2cents per capita to balance the budget.
3. Adopting a 1-3 Year Strategic Plan the Board had already been developing and that will help guide the recruitment process.
4. Forming a transition committee to consider alternative organization structures, including becoming an independent organization.

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

This item was not presented to the TAC. The Management Committee was of the changes and had no concerns.

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

There are no direct fiscal impacts to MetroPlan. However, having a strong coalition of rural entities ensures current state funding levels to rural areas are maintained. While it can be hard to measure a dollar-for-dollar return on investment in the organization, the rewards of having a strong coalition can pay off in the hundreds of millions of dollars to jurisdictions over the years by protecting existing allocations and advocating for additional funding.

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

None. This item is for information and discussion only.

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

Adopted RTAC Strategic Plan  
RTAC Assessments

## 3–5 Year Strategic Plan

The purpose of this strategic plan creates a structured, multi-year organizational roadmap. The Director should annually report on the status of this strategic plan and work with the Board to update as needed

### Goal 1: Proactively Pursue One Time and Other Immediate Transportation Funding Opportunities.

Policy 1.1: Lead on RTAC Appropriations bill and recapitalization/ expansion of the SMART Fund, as needed, on an annual basis.

- Strategy 1.1.1: Draft and find sponsor for bill(s). **(each Fall)**
- Strategy 1.1.2: Coordinate with Board committee to meet with Senate and House leadership and committee members to influence key bills. **(each Spring)**
- Strategy 1.1.3: Support members in advocating for RTAC Bill and AZ SMART with talking points and visual one-pagers. **(each Winter)**
- Strategy 1.1.4: Keep a list of legislators contacted and assist other COGs/ MPOs in reaching out to gaps. **(each Spring)**

Policy 1.2: Ensure members are up to date on one-time opportunities.

- Strategy 1.2.1: Track bills, provide updates, and recommendations on signing in at Board meetings. **(each Spring)**
- Strategy 1.2.2: Send legislative updates on urgent topics via email. **(each Spring)**

### Goal 2: Take steps to secure Long-Term, Sustainable Funding for Rural and Regional Transportation

Policy 2.1: Protect and enhance rural revenue splits in Arizona.

- Strategy 2.1.1: Monitor RAAC allocations and report to the Board on the distribution of funds and trends over time. **(each Winter)**
- Strategy 2.1.2: Remain united as a coalition to advocate for the rural allocation. **(Ongoing)**

Policy 2.2: Develop a strategy to build momentum for statewide long-term funding.

- Strategy 2.2.1: Collect and report on revenue modeling for long-term funding solutions. **(Summer 2026)**
- Strategy 2.2.2: Collect and report on needs and purchasing-power declines in rural Arizona. **(Summer 2026)**
- Strategy 2.2.3: Help to build a coalition of stakeholders to work collectively on a unified long-term funding recommendation. **(Summer 2026)**

- Strategy 2.2.4: Educate elected officials on the need for long-term revenue increases dedicated to transportation. **(Ongoing)**

Policy 2.3 Modernization of state allocation formulas using current population data.

- Strategy 2.3.1: Help to develop a national coalition of high-growth states. **(Throughout 2026)**
- Strategy 2.3.2: Meet with the federal delegation about the impacts of outdated formulas on Arizona. **(Spring 2026)**

### **Goal 3: Strengthen Advocacy Capacity and Legislative Relationships of Membership**

Policy 3.1 Strengthen lobbying capacity of COGs and MPOs.

- Strategy 3.1.1: Schedule and participate in state legislative days with each COG and MPO. (each Spring)
- Strategy 3.1.2: Hold advocacy training in each COG or MPO annually, as requested by the jurisdiction. **(each Fall/ Winter)**

Policy 3.2 Educate the legislature and members on major transportation issues including funding structures, challenges and key policy discussions in the state.

- Strategy 3.2.1: Develop “legislator onboarding” materials explaining rural issues, funding structures, and the history of COGs/MPOs. **(Summer/ Fall 2026)**
- Strategy 3.2.2: Conduct onboarding with new RTAC Board members, Advocacy Council members, and legislators. **(Ongoing)**

### **Goal 4: Influence ADOT policies in the interest of Rural Arizona.**

Policy 4.1: Support strengthening rural consultation processes.

- Strategy 4.1.1: Submit comments to ADOT on rural consultation processes and follow up as needed. **(completed)**
- Strategy 4.1.2: Alert membership to proposed rural consultation changes and convey comments to ADOT. **(Spring 2026)**

Policy 4.2: Support opportunities to bring down rural project costs.

- Strategy 4.2.1: Monitor federal and state programs that offer cost-reduction opportunities for rural transportation projects and report findings to the Board. **(each Fall)**
- Strategy 4.2.2: Facilitate information sharing among members on value engineering, cooperative purchasing, and lessons learned from cost-effective project delivery. **(Ongoing)**

**RURAL TRANSPORTATION  
ADVOCACY COUNCIL  
ASSESSMENTS - FY27 (Proposed)**

<b>REGION</b>	<b>2020 Census</b>	<b>Total Regional Population</b>	<b>% Share of Total</b>	<b>FY26 Assmt @ 11.3 per capita</b>	<b>FY27 Assmt @ 13.3 per capita</b>
<b>CAG (incl. Sun Corridor MPO)</b> PINAL COUNTY GILA COUNTY	425,264 53,272	<b>478,536</b>	28.36%	<b>\$54,075</b>	<b>\$ 63,645</b>
<b>NACOG (incl. MetroPlan &amp; YPlan)</b> APACHE COUNTY COCONINO COUNTY NAVAJO COUNTY YAVAPAI COUNTY	66,021 145,101 106,717 236,209	<b>554,048</b>	32.83%	<b>\$62,607</b>	<b>\$ 73,688</b>
<b>SEAGO *</b> COCHISE COUNTY GRAHAM COUNTY GREENLEE COUNTY SANTA CRUZ COUNTY	55,001 38,533 9,563 47,669	<b>150,766</b>	8.93%	<b>\$17,037</b>	<b>\$ 20,052</b>
<b>SVMPO *</b>	70,446	<b>70,446</b>	4.17%	<b>\$7,960</b>	<b>\$ 9,369</b>
<b>WACOG (incl. LHMP0 &amp; BHCMP0)</b> LA PAZ COUNTY MOHAVE COUNTY	16,557 213,267	<b>229,824</b>	13.62%	<b>\$25,970</b>	<b>\$ 30,567</b>
<b>YMPO</b> YUMA COUNTY	203,881	<b>203,881</b>	12.08%	<b>\$23,039</b>	<b>\$ 27,116</b>
<b>Total</b>	<b>1,687,501</b>	<b>1,687,501</b>	<b>100.00%</b>	<b>\$190,688</b>	<b>\$ 224,438</b>

\* SEAGO Population reflects 2020 Census less the SVMPO population.



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## STAFF REPORT

**REPORT DATE:** February 9, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**FROM:** Kate Morley, Executive Director

**SUBJECT:** Update on Legislative Agenda

### 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 1.3:** Coordinate partners' legislative priorities related to transportation.

### 3. BACKGROUND:

The Board often conveys positions of support for federal and state legislation that addresses funding, planning, policy, and safety initiatives. Activities include issuing letters, adopting resolutions, coordinating with similar organizations, and direct communication with legislative delegates and leadership. The MetroPlan Executive Board adopted a legislative agenda in October 2025 to identify strategic objectives aimed at improving transportation in the region. This item will provide a status update on the adopted agenda below.

#### State Priorities:

- Continue to seek long-term funding solutions for insufficient state transportation revenues for all modes, specifically identifying total statewide needs and potential revenue options.
- Educate on the benefits of maintaining and fully funding the AZ SMART fund at \$35 million.
- Seek funding for two key regional projects, US180 and W. Route 66, through the Greater Arizona Funding Initiative (RTAC Bill) collectively and other avenues.
  - Work with ADOT to prioritize US180 improvements in their 5-year construction program through the Planning to Programming (P2P) Process.
- Educate on the need for funding ADOT to ensure project delivery and local needs can be met.



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## Federal Priorities:

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

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

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

## **5. FISCAL IMPACT:**

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

## **6. ALTERNATIVES:**

None. This item is for information and discussion only.

## **7. ATTACHMENTS:**

Federal Reauthorization Priorities

**EXECUTIVE BOARD**

**Chair**

Miranda Sweet  
Vice-Mayor  
City of Flagstaff

**Vice-Chair**

Judy Begay  
Supervisor District 3  
Coconino County

Austin Aslan  
Councilmember  
City of Flagstaff

Becky Daggett  
Mayor  
City of Flagstaff

Jeronimo Vasquez  
Supervisor District 2  
Coconino County

Tony Williams  
Mountain Line Board of  
Directors

Jamescita Peshlakai  
Arizona State  
Transportation Board

**Regional Priorities**

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

*Maintain Funding Levels and Flexibility for its Use*

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

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

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

*Ensure Equitable Distribution of Funding*

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

*Preserve Discretionary Grant Funding*

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

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

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

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

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

**Support for Other Requests**

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

*Direct More Focus on Rural Safety*

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

*Promote Metropolitan and Non-Metropolitan Transportation Planning*

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

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

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

#### *Create a CDL Category for Transit*

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

#### *Allow Carryover of Funds*

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



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** February 18, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**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), working closely with Kittelson and Associates (KA), are near complete in gathering background data, relevant plans, and identifying 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 near complete by KA. KA has been authorized to begin work on the Adoption Strategy (Task 3) and elements of the Master Plan (Task 4). Authorizing tasks sequentially as work is approved gives staff firmer control over the budget. Contractually, authorization gives KA confidence to initiate work by subconsultants on respective tasks including their input to the expansion on the methods and data to be used. This expansion is memorialized in an Approach Memo, an instrument used by the City in the LASS CAP project. Fine-grained scope and methodology details are agreed to by all parties prior to authorized work beginning. Acceptance of these memos is effectively a “technical greenlight.” The Approach Memos are nearly complete for all relevant subtasks.

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

#### **Accepted /Complete:**

- Project Management Plan



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## Approach Memos (Pending Final Acceptance):

- Task 3 – Foundations for Adoption & Alignment
- Task 4.3 – Transportation Master Plan, Community Profile
- Task 4.4 – Transportation Master Plan, State of the System Assessment
- Task 4.5 – Travel Demand Model Update

## In Progress:

- Data collection. On schedule.
- Existing plans collection. The consultant will commence policy review of plans once collection is complete.

## Working Groups and Committees:

Kittelson has provided an outline of potential working groups and committees to support the SSMP (Figure 1). Each group will have core members with others brought in as the subject requires. The Project Management Team created the membership lists for the Transportation Working Group and Project Oversight Committee. These groups were reviewed by City staff and approved to move forward. The remaining committees/groups are continuing to be discussed. Below is a list and short description of each proposed group.

Key to planning, once data and plan review are complete, is the Transportation Working Group. It is hoped to have the first meeting in late February to mid-March. The proposed groups supporting the SSMP are:

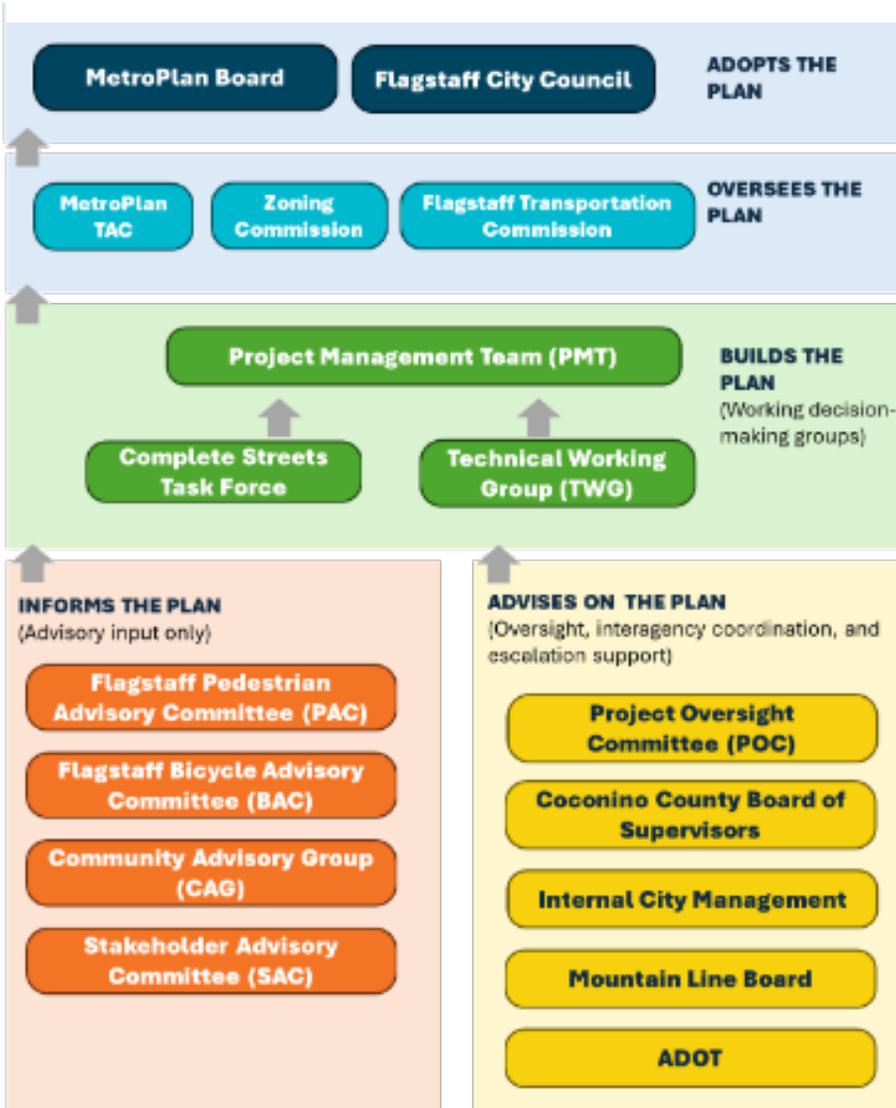
- **Transportation Working Group** – provides overall technical and process guidance (invitations issued - see list attached)
- **Complete Streets Task Force** – Helps guide development of Complete Streets policies and design guidance
- **Stakeholder Advisory Committee** - Represents organized interests and provides input on multimodal issues/needs, policies, and tradeoffs; informs priorities and implementation strategies
- **Community Advisory Committee** - Community organizations, neighborhoods, special-interest groups that share lived experience; test concepts; provide feedback on safety, access, and equity.



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Figure 1: Proposed Committee Flow



While this flowchart illustrates primary one-way communication pathways, the planning process will involve ongoing, two-way coordination, feedback, and collaboration across groups.

A key group tasked with providing advice and oversight to the Project Management Team is the **Project Oversight Committee** comprised of management and director level staff. Invitations have been issued to this group that will advise on policy direction and serve to resolve conflicts should they escalate to their level (see attached list).

The SSMP is funded through Safe Streets and Roads for All grant (SS4A). 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 grant agreement was signed with FHWA in December 2024, and the project is scheduled to conclude in December 2028.



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

The TAC supports the Technical Working Group and Project Oversight Committee invitation list. This item has not been updated to the Management Committee.

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

The total amount grant award is \$2,675,000. The federal award is \$2,140,000, and the City of Flagstaff is putting in cash and in-kind match valued at \$500,000 with Mountain Line and Coconino County contributing a combined \$35,000. Approximately \$236,000 of the City match will be in-kind contributions. Approximately \$400,000 of the grant funds are programmed for 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.

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

Project Oversight Committee (POC) and Technical Working Group (TWG) participants

**Project Oversight Committee (POC)**

<b>Name</b>	<b>Agency</b>	<b>Title</b>
Joanne Keene	City of Flagstaff	City Manager
Paul Mood	City of Flagstaff	City Engineer
Michelle McNulty	City of Flagstaff	Community Development Director
Scott Overton	City of Flagstaff	Public Works Director
Kate Morley	MetroPlan	Executive Director
Jacki Lenners	Mountain Line	Deputy General Manager

**Technical Working Group (TWG)**

<b>Name</b>	<b>Agency</b>	<b>Department</b>
Jeff Bauman/Steph Santana?	City of Flagstaff	Transportation
Sara Dechter	City of Flagstaff	Planning and Development
Sam Beckett	City of Flagstaff	Public Works
Chris Jack	City of Flagstaff	Flagstaff Fire Department
Jenny Niemann	City of Flagstaff	Sustainability Office
TBD	ADOT	Roadway Design Group
Jeremy DeGeyter	ADOT	District Engineer
Nate Reisner	Coconino County	Public Works
Jess McNeely	Coconino County	Community Development
Bizzy Collins / Planning Director	Mountain Line	Planning



# METROPLAN

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## STAFF REPORT

**REPORT DATE:** February 9, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**FROM:** Tami Suchowiejko, Business Manager

**SUBJECT:** Draft Fiscal Year 2025 Single Audit

### 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.

### 3. BACKGROUND:

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

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

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



# METROPLAN

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

- Financial statements fairly present the position of MetroPlan and governmental activities and have been prepared in conformity with accepted accounting principles in the United States.
- MetroPlan complied with all requirements that could have a direct and material effect on each of its major federal programs.
- There were no Significant Deficiencies nor Material Weaknesses.
- MetroPlan was found to be low risk.
- There were no findings related to financial statements, nor questioned costs.

A restatement of the fiscal year 2024 net position was required due to a miscalculation of compensated absences in amount of \$16,049; the wrong hourly rates were used to calculate the liability.

While not material to the audit report, Heinfeld Meech did identify an opportunity for strengthening internal controls related to two instances of noncompliance that did not meet reporting criteria for expenditure and payable transactions:

- For 2 of 45 expenditure disbursements reviewed, services or goods were received in fiscal year 2024 and incorrectly recorded in fiscal year 2025, totaling \$9,937.50. A journal entry has been completed to make this adjustment.

Heinfeld Meech also identified that we should be capitalizing and depreciating our lease at the Downtown Connection Center. That tracking has occurred and will be updated annually.

Finally, Heinfeld Meech identified that MetroPlan should employ the practice of having request for proposal (RFP) evaluation committee members sign conflict of interest statements, a practice MetroPlan had not previously employed. This has been added to our procurement checklists.

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

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

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

The annual audit costs \$19,100 and is included in the budget.

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

None. This item is for discussion only.



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## 7. ATTACHMENTS:

Draft Governing Board Letter

Draft FY2025 Single Audit Report



**Flagstaff Metropolitan Planning Organization  
Dba MetroPlan  
Management Letter  
Year Ended June 30, 2025**

DRAFT

Executive Board  
Flagstaff Metropolitan Planning Organization dba MetroPlan

Members of the Executive Board:

In planning and conducting our single audit of the Flagstaff Metropolitan Planning Organization dba MetroPlan (MetroPlan), for the year ended June 30, 2025, we performed the following as required by *Government Auditing Standards (GAS)* and Title 2 U.S. *Code of Federal Regulations (CFR)* Part 200, *Uniform Administrative Requirements, Cost Principles, Audit Requirements for Federal Awards (Uniform Guidance)*:

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

Any audit findings that are required to be reported by GAS and Uniform Guidance have been included in the MetroPlan's Single Audit Reporting Package for the year ended June 30, 2025. However, during our audit we noted certain immaterial matters that are opportunities for strengthening internal controls and instances of noncompliance with laws and regulations that did not meet that reporting criteria. Management should address these items to ensure that it fulfills its responsibility to establish and maintain adequate internal controls and comply with laws, regulations, contracts, and grant agreements. Those items and our related recommendations are briefly described in the accompanying summary. The items discussed in the accompanying summary are only a result of audit procedures performed based on risk assessment procedures and not all deficiencies or weaknesses in controls may have been identified.

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

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

Sincerely,

Heinfeld, Meech & Co., P.C.  
Flagstaff, Arizona  
March 5, 2025

**Flagstaff Metropolitan Planning Organization  
dba Metroplan  
Management Letter  
Year Ended June 30, 2025**

**Capital Assets**

Determined that MetroPlan has a leasehold improvement that was not originally being capitalized.

MetroPlan should implement procedures to track capital expenses and record them accurately in the financial system.

**Disbursements**

For two of 45 disbursements reviewed, determine goods or services totaling \$9,937.50 were received in FY24 and payment was processed in the incorrect fiscal year.

MetroPlan should ensure that internal controls over expenditures are operating effectively to prevent expenditures from being recorded in the incorrect fiscal year.

**Highway Planning and Construction**

For all three RFPs reviewed, MetroPlan did not have signed conflict of interest statements for all evaluation committee members as some evaluators were from outside entities.

MetroPlan should ensure internal controls over management of the Highway Planning and Construction Cluster are operating effectively to ensure that all evaluators for RFPs have completed conflict of interest statements.



**Flagstaff Metropolitan Planning Organization**  
**DbA MetroPlan**  
**Single Audit Reporting Package**  
Year Ended June 30, 2025

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Flagstaff Metropolitan Planning Organization  
dba MetroPlan

Single Audit Reporting Package  
Year Ended June 30, 2025

DRAFT

Issued by:  
Business and Finance Department

**Flagstaff Metropolitan Planning Organization  
dba Metroplan**

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## Independent Auditor's Report

Executive Board  
Flagstaff Metropolitan Planning Organization dba MetroPlan

### **Report on Audit of Financial Statements**

#### ***Opinions***

We have audited the accompanying financial statements of the governmental activities and the major fund of Flagstaff Metropolitan Planning Organization dba MetroPlan (MetroPlan), as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise MetroPlan's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, and the major fund of the Flagstaff Metropolitan Planning Organization dba MetroPlan, as of June 30, 2025, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

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

#### ***Change in Accounting Principle***

As described in Note 1 to the financial statements, MetroPlan implemented the provisions of GASB Statement No. 101, *Compensated Absences*, for the year ended June 30, 2025. Our opinion is not modified with respect to this matter.

#### ***Responsibilities of Management for the Financial Statements***

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

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

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

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

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

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

### ***Other Matters***

#### ***Required Supplementary Information***

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

**Other Reporting Required by Government Auditing Standards**

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

Heinfeld, Meech & Co., P.C.  
Flagstaff, Arizona  
**Report Date**

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**Basic Financial Statements**

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**Government-Wide Financial Statements**

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**Flagstaff Metropolitan Planning Organization  
 Dba MetroPlan  
 Statement of Net Position  
 June 30, 2025**

	<b>Governmental Activities</b>
<b>Assets</b>	
Current assets:	
Cash and equivalents	\$ 374,947
Due from governmental entities	745,386
Total current assets	1,120,333
Noncurrent assets:	
Capital assets, net of accumulated depreciation	98,332
Total noncurrent assets	98,332
<b>Total assets</b>	<b>1,218,665</b>
<b>Liabilities</b>	
Current liabilities:	
Accounts payable	530,657
Line of credit	300,000
Accrued payroll and employee benefits	15,628
Compensated absences payable	27,512
Total current liabilities	873,797
Noncurrent liabilities:	
Non-current portion of long-term obligations	75,739
Total noncurrent liabilities	75,739
<b>Total liabilities</b>	<b>949,536</b>
<b>Net position</b>	
Net investment in capital assets	98,332
Unrestricted	170,797
<b>Total net position</b>	<b>\$ 269,129</b>

**Flagstaff Metropolitan Planning Organization  
 Dba MetroPlan  
 Statement of Activities  
 For the Year Ended June 30, 2025**

<b>Functions/Programs</b>	<b>Expenses</b>	<b>Charges for Services</b>	<b>Program Revenue</b>		<b>Net (Expense) Revenue and Changes in Net Position</b>
			<b>Operating Grants and Contributions</b>	<b>Capital Grants and Contributions</b>	<b>Governmental Activities</b>
<b>Governmental activities</b>					
Program administration	\$ 1,008,801	\$	\$ 1,095,917	\$	\$ 87,116
Data collection	93,215		92,094		(1,121)
Special project planning	453,313		447,864		(5,449)
<b>Total governmental activities</b>	<u>\$ 1,555,329</u>	<u>\$</u>	<u>\$ 1,635,875</u>	<u>\$</u>	<u>\$ 80,546</u>
<b>General revenues</b>					
					7,512
Investment income					34,703
Other local					<u>42,215</u>
<b>Total general revenues</b>					<u>42,215</u>
<b>Change in net position</b>					122,761
<b>Net position, beginning of year, previously reported</b>					<u>162,417</u>
Adjustments to beginning net position					<u>(16,049)</u>
<b>Net position, beginning of year, as restated</b>					<u>146,368</u>
<b>Net position, end of year</b>					<u><u>\$ 269,129</u></u>

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**Fund Financial Statements**

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**Flagstaff Metropolitan Planning Organization  
 Dba MetroPlan  
 Balance Sheet  
 Governmental Funds  
 June 30, 2025**

	<b>General</b>
<b>Assets</b>	
Cash and equivalents	\$ 374,947
Due from governmental entities	745,386
<b>Total assets</b>	<b>1,120,333</b>
<b>Liabilities</b>	
Accounts payable	530,657
Accrued payroll and employee benefits	15,628
Line of credit	300,000
<b>Total liabilities</b>	<b>846,285</b>
<b>Deferred inflows of resources</b>	
Unavailable revenues - intergovernmental	478,501
<b>Total deferred inflows of resources</b>	<b>478,501</b>
<b>Fund balances</b>	
Unassigned	(204,453)
<b>Total fund balances</b>	<b>(204,453)</b>
<b>Total liabilities, deferred inflows of resources and fund balances</b>	<b>\$ 1,120,333</b>

**Flagstaff Metropolitan Planning Organization  
 Dba MetroPlan  
 Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position  
 June 30, 2025**

**Total fund balances - governmental funds** **\$ (204,453)**

Amounts reported for governmental activities in the Statement of Net Position are different because:

Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds.

Governmental capital assets	100,000	
Less accumulated depreciation/amortization	<u>(1,668)</u>	98,332

Some receivables are not available to pay for current period expenditures and, therefore, are reported as unavailable revenues in the funds.	478,501
--	---------

Compensated Absences are not due and payable in the current period and, therefore, are not reported in the funds.	<u>(103,251)</u>
---	------------------

<b>Net position of governmental activities</b>	<b><u>\$ 269,129</u></b>
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**Flagstaff Metropolitan Planning Organization  
 Dba MetroPlan  
 Statement of Revenues, Expenditures and Changes in Fund Balances  
 Governmental Funds  
 For the Year Ended June 30, 2025**

	<b>General</b>
<b>Revenues</b>	
Other local	\$ 75,575
Federal aid, grants and reimbursements	1,124,014
<b>Total revenues</b>	<b>1,199,589</b>
 <b>Expenditures</b>	
Current:	
Program administration	1,109,250
Data collection	93,215
Special project planning	453,313
<b>Total expenditures</b>	<b>1,655,778</b>
<b>Changes in fund balances</b>	(456,189)
<b>Fund balances, beginning of year</b>	251,736
<b>Fund balances, end of year</b>	<b>\$ (204,453)</b>

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**Flagstaff Metropolitan Planning Organization  
 Dba MetroPlan  
 Reconciliation of the Statement of Revenues, Expenditures and  
 Changes in Fund Balances of Governmental Funds to the Statement of Activities  
 For the Year Ended June 30, 2025**

**Changes in fund balances - total governmental funds** **\$ (456,189)**

Amounts reported for governmental activities in the Statement of Activities are different because:

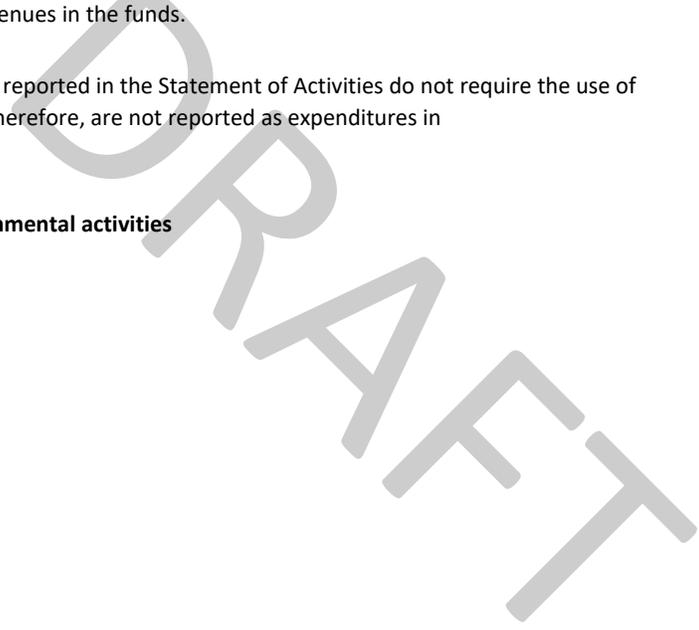
Governmental funds report the portion of capital outlay for capitalized assets as expenditures. However, in the Statement of Activities, the costs of those assets are allocated over their estimated useful lives and reported as depreciation/amortization expense.

Expenditures for capitalized assets	100,000	
Current year depreciation/amortization	<u>(1,668)</u>	
		98,332

Intergovernmental revenues in the Statement of Activities that do not provide current financial resources are not reported as revenues in the funds.		478,501
--	--	---------

Compensated absences expenses reported in the Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.		<u>2,117</u>
---	--	--------------

**Changes in net position in governmental activities** **\$ 122,761**



**Flagstaff Metropolitan Planning Organization  
dba MetroPlan  
Notes to Financial Statements  
June 30, 2025**

**Note 1 – Summary of Significant Accounting Policies**

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

During the year ended June 30, 2025, MetroPlan implemented the provisions of GASB Statement No. 101, *Compensated Absences*. This Statement updates the recognition and measurement guidance for compensated absences. Liabilities are recognized for leave that has not been used, as well as leave that has been used but not yet paid in cash or settled through noncash means. Beginning balances of compensated absences reported in the governmental activities have been restated accordingly.

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

**A. Financial Reporting Entity**

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

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

**B. Government-Wide and Fund Financial Statements**

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

**Flagstaff Metropolitan Planning Organization**  
**dba Metroplan**  
**Notes to Financial Statements**  
**June 30, 2025**

**Note 1 – Summary of Significant Accounting Policies**

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

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

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

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

Charges for services associated with the current fiscal period are all considered to be susceptible to accrual and have been recognized as revenues of the current fiscal period. Miscellaneous revenues are not susceptible to accrual because generally they are not measurable until received in cash. Grants and similar awards are recognized as revenue as soon as all eligibility requirements imposed by the grantor or provider have been met. Unearned revenues arise when resources are received by MetroPlan before it has legal claim to them, as when grant monies are received prior to meeting all eligibility requirements imposed by the provider. Capital asset acquisitions are reported as expenditures in governmental funds. Issuances of long-term debt and acquisitions under lease contracts and subscription-based information technology arrangements are reported as other financing sources.

**Flagstaff Metropolitan Planning Organization  
dba Metroplan  
Notes to Financial Statements  
June 30, 2025**

**Note 1 – Summary of Significant Accounting Policies**

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

MetroPlan reports the following major governmental fund:

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

**D. Budgetary Basis of Accounting**

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

**E. Investment Income**

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

**F. Receivables**

All receivables are shown net of an allowance for uncollectibles.

**G. Prepaid Items**

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

**H. Capital Assets**

Capital assets, which include vehicles, furniture, and equipment are reported in the government-wide financial statements. Capital assets are defined by MetroPlan as assets with an initial, individual cost in excess of \$5,000 and an estimated useful life of more than one year. Capital assets are recorded at historical cost if purchased or constructed.

**Flagstaff Metropolitan Planning Organization**  
**dba Metroplan**  
**Notes to Financial Statements**  
**June 30, 2025**

**Note 1 – Summary of Significant Accounting Policies**

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

Capital assets are depreciated using the straight-line method over the estimated useful life of the asset. The estimated useful lives and amortization periods are as follows:

Vehicles, furniture and equipment	5 years
-----------------------------------	---------

**I. Deferred Outflows/Inflows of Resources**

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

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

**J. Compensated Absences**

MetroPlan’s employee vacation and sick leave policies generally provide for granting vacation and sick leave with pay in varying amounts. Only benefits considered more likely than not to be used or paid are recognized in the financial statements. The liability for vacation leave is reported in the government-wide financial statements. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of employee leave, resignations and retirements.

**K. Long-term Obligations**

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

**L. Net Position Flow Assumption**

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

**Flagstaff Metropolitan Planning Organization  
dba Metroplan  
Notes to Financial Statements  
June 30, 2025**

**Note 1 – Summary of Significant Accounting Policies**

**M. Estimates**

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

**Note 2 – Fund Balance Classifications**

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

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

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

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

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

**Flagstaff Metropolitan Planning Organization**  
**dba Metroplan**  
**Notes to Financial Statements**  
**June 30, 2025**

**Note 2 – Fund Balance Classifications**

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

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

The Plan's fund balance classifications in the General Fund were a deficit of \$204,453 for unassigned funds at year end.

**Note 3 – Stewardship, Compliance and Accountability**

**Individual Deficit Fund Balance**– At year end, the General Fund reported a deficit in fund balance. The deficit arose because of operations during the year and because of pending grant reimbursements. Additional revenues received in fiscal year 2025-26 are expected to eliminate the deficit.

**Note 4 – Cash and Investments**

***Custodial Credit Risk – Deposits.*** Custodial credit risk is the risk that in the event of bank failure MetroPlan's deposits may not be returned to MetroPlan. MetroPlan does not have a deposit policy for custodial credit risk. At year end, the carrying amount of MetroPlan's deposits was \$374,947 and the bank balance was \$400,343. At year end, \$400,343 was covered by FDIC insurance.

**Flagstaff Metropolitan Planning Organization  
dba Metroplan  
Notes to Financial Statements  
June 30, 2025**

**Note 5 – Receivables**

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

	General Fund
Due from other governmental entities:	
Due from Arizona Department of Transportation	\$ 681,403
Due from Federal Highway Administration	35,360
Due from Mountain Line	23,933
Due from municipal government	4,690
Net due from governmental entities	\$ 745,386

**Note 6 – Capital Assets**

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

Governmental Activities	Beginning Balance	Increase	Decrease	Ending Balance
Capital assets, being depreciated:				
Vehicles, furniture and equipment	\$	\$ 100,000	\$	\$ 100,000
Total capital assets being depreciated		100,000		100,000
Less accumulated depreciation for:				
Vehicles, furniture and equipment		(1,668)		(1,668)
Total accumulated depreciation		(1,668)		(1,668)
Total capital assets, being depreciated, net		98,332		98,332
Governmental activities capital assets, net	\$	\$ 98,332	\$	\$ 98,332

**Note 7 – Line of Credit**

MetroPlan entered into a Cooperative Agreement with the City of Flagstaff for a Cash Advance Fund to support the cash flow operations due to the time it takes to receive reimbursements from Federal, State or Local agency for approved grant funded services and/or projects. It is restricted to cash balancing usage.

The Agreement will remain effective for five (5) years from the Effective Date. The Agreement shall renew automatically, subject to the appropriation of funds, for one (1) additional five (5) year period.

**Flagstaff Metropolitan Planning Organization  
dba Metroplan  
Notes to Financial Statements  
June 30, 2025**

**Note 7 – Line of Credit**

At June 30, 2025, the amount advanced to MetroPlan at year end was \$300,000.

City of Flagstaff can request a repayment at any time.

**Note 8 – Changes in Long-Term Liabilities**

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

	Beginning Balance, as restated	Additions	Reductions	Ending Balance	Due Within One Year
<b>Governmental activities:</b>					
Compensated absences payable	\$ 105,368	\$	\$ 2,117	\$ 103,251	\$ 27,512
Governmental activity long-term liabilities	<u>\$ 105,368</u>	<u>\$</u>	<u>\$ 2,117</u>	<u>\$ 103,251</u>	<u>\$ 27,512</u>

**Note 9 – Contingent Liabilities**

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

**Note 10 – Restatements of Beginning Balances**

**Change in Accounting Principle** – As described in Note 1, MetroPlan implemented the provisions of GASB Statement No. 101, which resulted in a change in net position of the governmental activities.

The effect of the matters noted above resulted in adjustments to and restatements of beginning net position and fund net position, as follows:

	Statement of Activities
Net Position/fund balance, June 30, 2024 as previously reported	\$ 162,417
GASB 101 restatement	(16,049)
Net Position/fund balance, July 1, 2024, as restated	<u>\$ 146,368</u>

**Flagstaff Metropolitan Planning Organization**  
**dba Metroplan**  
**Notes to Financial Statements**  
**June 30, 2025**

**Note 11 – Risk Management**

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

**Note 12 – Concentrations**

MetroPlan depended on one contract from the Arizona Department of Transportation (ADOT) for approximately 97 percent of its total revenue. Decreases in funding or discontinuance of any or all of this contract would severely impact the ability of MetroPlan to continue as presently constituted.

**Note 13 – Related Party Transactions**

Northern Arizona Intergovernmental Public Transportation Authority (Mountain Line) provides administrative functions to MetroPlan per an intergovernmental agreement. MetroPlan personnel are employed by Mountain Line but on assignment to MetroPlan. Salaries and related expenditures for the year were \$825,431. Mountain Line contributed \$27,423 of transportation tax revenue to MetroPlan which can be used to meet federal match requirements.

In addition, Mountain Line pays membership dues to MetroPlan as established by the intergovernmental agreement. Mountain Line's contributions for the year were \$5,000. Other partner agencies, including City of Flagstaff and Coconino County of Arizona, also contribute \$5,000 annually per voting member of the Executive Board. The State Transportation Board (ADOT) is excluded from this requirement. City of Flagstaff received Highway Planning and Construction funds in the amount of \$129,553 from MetroPlan as a pass-through entity.

Mountain Line charges an annual rental cost of \$12,000 to MetroPlan that is used as an in-kind match for federal awards. At its option, MetroPlan may fulfill all or part of its annual Rent Obligation by applying, with Mountain Line's prior agreement, for grants or other funding programs for which Mountain Line may qualify as a sub-recipient and fulfilling any matching amount requirement of such grant or program by providing a qualifying in-kind donation acceptable to and accepted by the entity providing such grant or administering such program funding.

**Single Audit Section**

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

Executive Board  
Flagstaff Metropolitan Planning Organization dba MetroPlan

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of Flagstaff Metropolitan Planning Organization dba MetroPlan, as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise Flagstaff Metropolitan Planning Organization dba MetroPlan's basic financial statements, and have issued our report thereon dated **Report Date**. Our report included an emphasis of matter paragraph as to comparability because of the implementation of Governmental Accounting Standards Board Statement No. 101, *Compensated Absences*.

**Report on Internal Control Over Financial Reporting**

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

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

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

### **Report on Compliance and Other Matters**

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

### **Purpose of this Report**

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

Heinfeld, Meech & Co., P.C.  
Flagstaff, Arizona

**Report Date**

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

Executive Board  
Flagstaff Metropolitan Planning Organization dba MetroPlan

**Report on Compliance for Each Major Federal Program**

***Opinion on Each Major Federal Program***

We have audited Flagstaff Metropolitan Planning Organization dba MetroPlan’s compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of Flagstaff Metropolitan Planning Organization dba MetroPlan’s major federal programs for the year ended June 30, 2025. Flagstaff Metropolitan Planning Organization dba MetroPlan’s major federal programs are identified in the summary of auditor’s results section of the accompanying schedule of findings and questioned costs.

In our opinion, Flagstaff Metropolitan Planning Organization dba MetroPlan complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2025.

***Basis for Opinion on Each Major Federal Program***

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

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

***Responsibilities of Management for Compliance***

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

### ***Auditor's Responsibilities for the Audit of Compliance***

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

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

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

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

### **Report on Internal Control Over Compliance**

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

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

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

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

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

We have audited the financial statements of the governmental activities and the major fund of Flagstaff Metropolitan Planning Organization dba MetroPlan as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise Flagstaff Metropolitan Planning Organization dba MetroPlan's basic financial statements. We issued our report thereon dated **Report Date**, which contained unmodified opinions on those financial statements. Our audit was performed for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

Heinfeld, Meech & Co., P.C.

Flagstaff, Arizona

**Report Date**

**Flagstaff Metropolitan Planning Organization**  
**Db a MetroPlan**  
**Schedule of Expenditures of Federal Awards**  
**Year Ended June 30, 2025**

<u>Federal/Pass-Through/Agency</u>	<u>AL Number</u>	<u>Federal Award Number</u>	<u>Expenditures and Transfers</u>	<u>Total Amount Provided to Sub-Recipients</u>
<b><u>U.S. Department of Transportation</u></b>				
Direct Program:				
Safe Streets and Roads for All	20.939	N/A	42,568	
Passed through Arizona Department of Transportation:				
Highway Planning and Construction	20.205	GRT-23-0009148-T	1,186,798	189,669
Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research	20.505	GRT-23-0009148-T	<u>344,526</u>	<u>133,656</u>
<b>Total U.S. Department of Transportation</b>			<u>1,573,892</u>	<u>323,325</u>
<b>Total Expenditures of Federal Awards</b>			<u>\$ 1,573,892</u>	<u>\$ 323,325</u>

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**Flagstaff Metropolitan Planning Organization dba MetroPlan**  
**Notes to the Schedule of Expenditures of Federal Awards**  
**Year Ended June 30, 2025**

**Significant Accounting Policies Used in Preparing the SEFA**

The accompanying Schedule of Expenditures of Federal Awards (Schedule) includes the federal grant activity of Flagstaff Metropolitan Planning Organization dba MetroPlan under programs of the federal government for the year ended June 30, 2025. The information in the Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of MetroPlan, it is not intended to and does not present the financial position, changes in net position or cash flows of MetroPlan. Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Any negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. Pass-through entity identifying numbers are presented where available.

**De Minimis Indirect Cost Rate**

The auditee did not use the de minimis indirect cost rate.

**Assistance Listing Numbers**

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

**Flagstaff Metropolitan Planning Organization dba MetroPlan  
Schedule of Findings and Questioned Costs  
Year Ended June 30, 2025**

**Summary of Auditor's Results:**

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

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

Noncompliance material to financial statements noted: No

Federal Awards

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

Internal control over major programs:

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

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

Identification of major programs:

Assistance Listing Number  
20.205

Name of Federal Program or Cluster  
Highway Planning and Construction

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

Auditee qualified as low-risk auditee: Yes

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

**Findings and Questioned Costs Related to Federal Awards: No**

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



# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** February 20, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**FROM:** Tami Suchowiejko, Business Manager

**SUBJECT:** FY2026 Quarter 2 Financial Report

### 1. RECOMMENDATION:

None. This item is for information and discussion only.

### 2. RELATED STRATEGIC WORKPLAN ITEM:

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

**Objective 1.4:** Clean audits and reviews

### 3. BACKGROUND:

This report provides an update on the budget for the second quarter (Q2) FY2026. The total expenses for FY2026 as of December 31, 2025, were \$774,139.52. This is 29% of the annual budget. As we look more deeply into budget categories we see the following:

- Salary and Benefits: MetroPlan's annual budget is \$919,722.70. At the end of Q2 expenses were \$372,708.93, which is 41% of budget. Savings were due to vacancies.
- Operations: MetroPlan's annual budget is \$172,528.00. At the end of Q2 expenses totaled \$101,654.00, which is 59% of the annual budget. Operations expenses are slightly ahead of the benchmark (50%) due to increases in payroll processing and IT support expenses.
- Travel: MetroPlan's annual budget is \$24,720 in FY26. At the end of Q2 expenses were \$12,188.12, which is 49% of the annual budget.
- Projects: MetroPlan budgeted \$1,512,050 for projects including \$450,000 for Safe Routes Infrastructure, \$500,000 for Safe Streets Master Plan, \$35,500 for data collection including but not limited to the Trip Diary and traffic counts, and \$526,550 for a variety of transit planning activities. Special Project expenses totaled \$287,588.47 at the end of Q2, which is 19%. We expect to see Special Project expenses increase in the next quarter when Kittelson and Associates begin invoicing for the Safe Streets Master Plan.



# METROPLAN

GREATER † FLAGSTAFF

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

The TAC or Management Committee made no comments.

#### 5. FISCAL IMPACT:

MetroPlan has a sustainable 5-year budget.

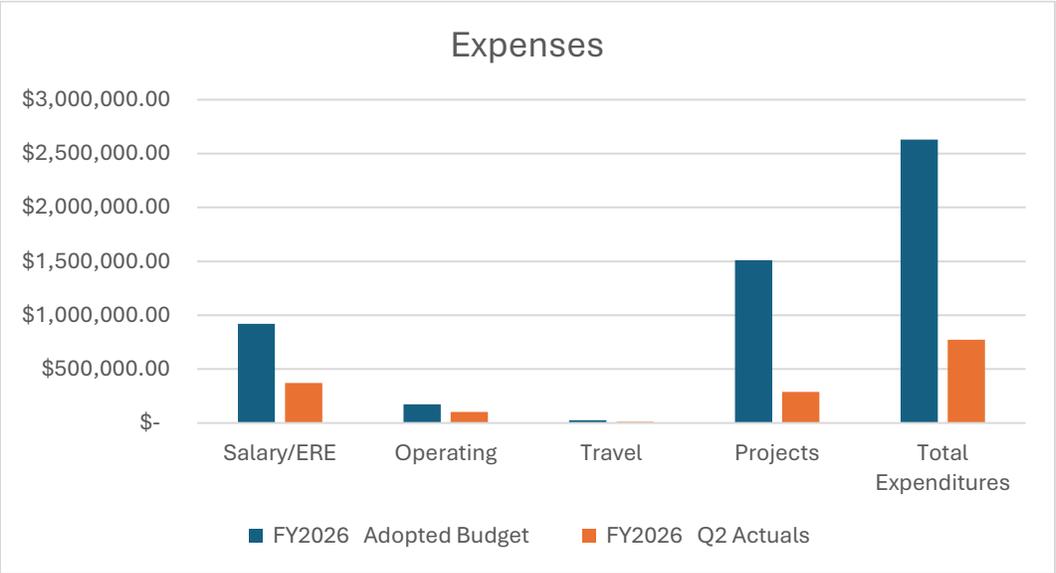
#### 6. ALTERNATIVES:

None. This item is for information and discussion only.

#### 7. ATTACHMENTS:

FY2026 Q2 Financial Report

<b>Revenue</b>	<b>FY2026</b>	<b>FY2026</b>
	<b>Adopted Budget</b>	<b>Q2 Actuals</b>
Formula Grants	\$ 1,585,293.40	\$ 262,940.17
Competitive Grants	\$ 1,682,154.63	\$ 138,190.85
Local Revenue	\$ 88,494.28	\$ 47,561.93
<b>Total Revenue</b>	<b>\$ 3,355,942.31</b>	<b>\$ 448,692.95</b>
<b>Expenses</b>	<b>FY2026</b>	<b>FY2026</b>
	<b>Adopted Budget</b>	<b>Q2 Actuals</b>
Salary/ERE	\$ 919,722.70	\$ 372,708.93
Operating	\$ 172,528.00	\$ 101,654.00
Travel	\$ 24,720.00	\$ 12,188.12
Projects	\$ 1,512,050.00	\$ 287,588.47
<b>Total Expenditures</b>	<b>\$ 2,629,020.70</b>	<b>\$ 774,139.52</b>





# METROPLAN

GREATER † FLAGSTAFF

## STAFF REPORT

**REPORT DATE:** February 9, 2026

**MEETING DATE:** March 5, 2026

**TO:** Honorable Chair and Members of the Executive Board

**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:

Chair Sweet and Member Vasquez traveled to Phoenix for the annual RTAC luncheon and met with members of the House and Senate to talk about the West Route 66 project and the AZ SMART Fund. Both also submitted letters to the House Transportation Committee ahead of hearing the bills. Both passed committee.

Member Aslan spoke at the State Transportation Board meeting in January to inform the Board of the need to fund improvements on US180.

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.



# METROPLAN

GREATER † FLAGSTAFF

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 led the application process.

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

The City submitted an AZ SMART design and engineering grant for John Wesley Powell Blvd between I-17 and Lake Mary Road.

MetroPlan had its \$180,000 Reconnecting Communities research award rescinded. The project was a partnership with NAU to further the CRANC bike comfort tool. The project was awarded in October 2024 and was paused with the new administration.

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

This item was not brought to the TAC nor 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.