



211 West Aspen Avenue
Flagstaff, AZ 86001
928-213-2654
metroplanflg.org

AGENDA

MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

April 22, 2020

Join Zoom Meeting: <https://us02web.zoom.us/j/74739184308>

Meeting ID: 747 3918 4308

Dial-in: +1 408 638 0968 US

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. 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 by contacting the MetroPlan at 928-213-2651 as early as possible to allow time to arrange the accommodation.

Public Questions and Comments must be emailed to rosie.wear@flagstaffaz.gov prior to the meeting.

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).

TECHNICAL ADVISORY COMMITTEE MEMBERS

- Nate Reisner, Chair, ADOT North Central District Development Engineer (for Audra Merrick, ADOT Flagstaff District Engineer)
- Nick Hall, Vice-Chair, Coconino County Assistant Engineer (for Christopher Tressler, Coconino County)
- John Wennes, ADOT Transportation Planner
- Anne Dunno, NAIPTA Capital Program Manager
- Rick Barrett, City of Flagstaff Engineer
- Jay Christelman, Coconino County Community Development Director
- Dan Folke, City of Flagstaff Community Development Director
- Jeff Bauman, City of Flagstaff Transportation Manager
- Andrew Iacona, Northern Arizona University Project Manager II
- Ed Stillings, FHWA

METROPLAN STAFF



- Jeff Meilbeck, Executive Director
- David Wessel, MetroPlan Manager
- Martin Ince, Multi-Modal Planner
- Rosie Wear, MetroPlan Specialist

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

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

D. APPROVAL OF MINUTES

- [Minutes of Regular Meeting: March 25, 2020](#) (Pages 5-9)

II. CONSENT AGENDA

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

III. GENERAL BUSINESS

- A. [NAU Capital and McConnell Improvement Projects](#) (Pages 10-11)

MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made. Staff from NAU and Mountain Line will present NAU Capital projects including an update on the McConnell Improvement Project.

- B. [TIP 2021-2025 Draft Review and Public Comment Ad](#) (Pages 12-58)

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommends the TAC approve release of the draft Transportation Improvement Program (TIP) for public comment.

C. [Coordinated Public Transit-Human Services Transportation Plan](#) (Pages 59-61)

MetroPlan Staff: Martin Ince

Recommendation: Staff recommends adoption of the 2020 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan

D. [MetroPlan Project Criteria Process Update](#) (Pages 62-65)

MetroPlan Staff: Dave Wessel

Recommendation: No recommendation is being made. Staff will provide information on the Call for Projects

E. [P2P Priorities](#) (Pages 66-69)

MetroPlan Staff: Dave Wessel Recommendation:

This item is for discussion only.

F. [Federal Stimulus Infrastructure](#) (Pages 70-74)

MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made. Staff will provide an update on developments with current and potential transportation funding.

G. [Lone Tree Traffic Interchange Discussion](#) (Pages 75-76)

MetroPlan Staff: Dave Wessel

Recommendation: None. This item is for discussion only.

H. **Items from the Executive Director**

I. [Review the Draft Executive Board Agenda](#) (Pages 77-80)

MetroPlan Staff: Jeff Meilbeck



Recommendation: None. This item is for discussion only.

J. Future Agenda Items

MetroPlan Staff: Jeff Meilbeck, Executive Director

Recommendation: Discuss items for future MetroPlan agendas.

IV. CLOSING BUSINESS

A. ITEMS FROM THE BOARD

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

B. ADJOURN

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on April 20, 2020 at 2:00 pm in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this 20th Day of April 2020.

Rosie Wear, MetroPlan Specialist



211 West Aspen Avenue
Flagstaff, AZ 86001
928-213-2654
metroplanflg.org

MINUTES

MetroPlan Technical Advisory Committee Meeting

1:30 pm to 3:30 pm

March 25, 2020

<https://global.gotomeeting.com/join/989016837>

You can also dial in using your phone.

United States: +1 (646) 749-3112

Access Code: 989-016-837

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. 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 by contacting the MetroPlan at 928-213-2654 as early as possible to allow time to arrange the accommodation. ***A quorum of the TAC may be present.***

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 Technical Advisory Committee and to the general public that, at this regular meeting, the MetroPlan Technical Advisory Committee may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Technical Advisory Committee's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A).

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- Ed Stillings, FHWA

METROPLAN STAFF



- Jeff Meilbeck, Executive Director
- David Wessel, MetroPlan Manager
- Martin Ince, Multi-Modal Planner
- Rosie Wear, MetroPlan Specialist

Others Present: Joe Galli, Mark Henige

I. PRELIMINARY GENERAL BUSINESS
A. CALL TO ORDER

Chair Nate Reisner called the meeting to order at 1:2 pm.

B. ROLL CALL

C. PUBLIC COMMENT - None

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

D. APPROVAL OF MINUTES

- Minutes of Regular Meeting: February 25, 2020 (Pages 5-9)

MOTION: TAC member Rick Barrett moved to approve the February 25, 2020 Technical Advisory Committee meeting minutes without edits. TAC member Andrew Iacona seconded the motion. The motion was passed unanimously.

II. CONSENT AGENDA

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

III. GENERAL BUSINESS

- A. State Transportation Board Dinner** (Pages 10-12)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommend the TAC discuss an appropriate presentation for the April 16th reception and dinner.

DISCUSSION: The April 16th reception and dinner have been cancelled as a result of COVID-19. MetroPlan to collect regional priorities and comments and provide them as regional comment to ASTB board at their Friday, April 17th meeting. The TAC recommends that FMPO staff collect and assemble a statement to the ASTB board of regional agency current and future projects, Flagstaff initiatives passed in 2019, West Route 66 partnership, and other partnerships with region and the City of Flagstaff. TAC should send their agency projects and other items to Dave Wessel by April 10th.

Recording began at 1:51pm.

B. MetroPlan Project Criteria Process Update (Pages 13--17)

MetroPlan Staff: Dave Wessel

Recommendation: No recommendation is being made and staff will provide information on the Call for Projects

MOTION: None at this time.

C. UPWP Amendment – Fare Free Transit Planning (Pages 18-20)

MetroPlan Staff: Dave Wessel

Recommendation: Recommend the UPWP amendment

DISCUSSION: Question was asked about the impact of social distancing on the study.

MOTION: TAC member John Wennes made a motion to approve the UPWP Amendment for Fare Free Transit Planning. TAC member Nick Hall seconded the motion. The motion was passed unanimously.

D. TIP Amendment – Fourth/Lockett Roundabout (Pages 21-30)

MetroPlan Staff: Dave Wessel

Recommendation: Recommend the TIP amendment

MOTION: TAC member Anne Dunno made a motion to approve the TIP Amendment. TAC member Andrew Iacona seconded the motion. The motion was passed unanimously.

E. Lone Tree Traffic Interchange Discussion (Pages 31-32)

MetroPlan Staff: Dave Wessel

Recommendation: None

RECOMMENDATION: Rick and Dave to work on the modeling to determine which plan to move forward with.

F. FY 2021-2025 Draft TIP Tables (Pages 33-42)

MetroPlan Staff: Dave Wessel

Recommendation: None

MOTION: None at this time.

G. Items from the Executive Director

H. Review the Draft Executive Board Agenda (Pages 43-47)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. For discussion only.

I. Future Agenda Items

MetroPlan Staff: Jeff Meilbeck, Executive Director

Recommendation: Discuss items for future MetroPlan agendas.

IV. CLOSING BUSINESS

A. ITEMS FROM THE BOARD

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



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GREATER † FLAGSTAFF

Nate –Regional reduction in traffic. McConnell closing earlier than anticipated as a result of the regional reduction in traffic and should complete ahead of schedule. Rick – Route 66 work in coordination with ADOT. Request to consider other web meeting options.

B. ADJOURN

Chair Nate Reisner adjourned the meeting at 3:08pm.



METROPLAN

GREATER † FLAGSTAFF

6 E Aspen Avenue, Suite 200
Flagstaff, AZ 86001
928-266-1293
www.metroplanflg.org

STAFF REPORT

REPORT DATE: April 16, 2020
MEETING DATE: April 22, 2020
TO: Honorable Chair and Members of the TAC
FROM: Jeff Meilbeck, MetroPlan Executive Director
SUBJECT: NAU Capital and McConnell Improvement Project Update

1. Recommendation:

i *No recommendation is being made and staff from NAU and Mountain Line will present NAU Capital projects including an update on the McConnell Improvement Project.*

2. Related Strategic Workplan Item

i *FMPO Guiding Principle: FMPO leverages resources:*

- *Strategically leverages project champions and other plans*

3. Background

i *Staff from NAU and Mountain Line have been working on a project to increase safety and reduce congestion on NAU campus for a number of years. NAU and Mountain Line have received funding for design and are working to build momentum and garner support for the McConnell project with partners. Although MetroPlan staff are not recommending the project for MetroPlan funding at this time, the project is a good example of inter-agency collaboration and competitive grant-writing.*

Since 2019 NAU has been integrated into MetroPlan in a more robust way, serving on the Management Committee and Technical Advisory Committee. NAU will also present an overview of capital projects at the University as part of information sharing and collaboration.



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GREATER † FLAGSTAFF

4. TAC and Management Committee Discussion

i *To be completed after the TAC and Management Committee meetings*

5. Fiscal Impact

i *The FMPO is not apportioning funds to these projects at this time.*

6. Alternatives

i *This item is for information only, so no alternatives are being presented.*

7. Attachments

i *None*



METROPLAN

GREATER # FLAGSTAFF

STAFF REPORT

REPORT DATE: April 15, 2020

MEETING DATE: April 22, 2020

TO: Honorable Chair and Technical Advisory Committee Members

FROM: David Wessel, FMPO Planning Manager

SUBJECT: TIP 2021-2025 Draft Review and Public Comment Ad

Recommendation:

i Approve release of the draft Transportation Improvement Program (TIP) for public comment.

1. Related Strategic Workplan Item

i FMPO (MetroPlan) leverages resources

2. Background

i MetroPlan is mandated to produce a Transportation Improvement Program (TIP) to track regional federal transportation spending. The TIP indicates the year that funds will be obligated for a project. The TIP is updated annually and requires public participation including a Call for Projects and Call for Public Comment.

The FY 2021-2025 TIP is the next iteration of this project. The Call for Projects is complete. No projects were submitted by the public. All member agencies submitted their respective projects and these are reflected in the attached draft TIP.

The TAC is asked to review the TIP for accuracy and recommend any necessary changes. MetroPlan staff will effect those changes and post the draft for Public Comment in the Daily Sun and on the MetroPlan website.

3. Fiscal Impact

i There will be charge of approximately \$600 to run the Daily Sun ad in the paper and on their website.



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GREATER † FLAGSTAFF

4. Alternatives

- i** 1) *Release the draft for public comment. **Recommended***
- 2) *Do not release the draft. A decision to delay or deny release likely means not meeting the ADOT deadline of July 1, 2020.*

5. Attachments

- i** *Draft MetroPlan FY 2021-2025 Transportation Improvement Program*



MetroPlan

FY 2021 – 2025

Transportation Improvement Program



Executive Board Approval (TENTATIVE)

June 3, 2020

Pending FHWA/FTA Approval

“X”

**This report produced with financial assistance from the
Arizona Department of Transportation, Federal Transit Administration
and the Federal Highway Administration.**

Public Process Dates

February 5, 2020 – Executive Board approves TIP adoption schedule

March 1, 2020 – Ad in Daily Sun and web posting: Call for Projects

April 22, 2020 – TAC reviews draft. Ad and posting: Call for Comments

May 27, 2020 – TAC recommendation to Board for TIP adoption

June 3, 2020 – Executive Board adoption

MetroPlan of Greater Flagstaff

6 E Aspen Avenue, Suite 200

Flagstaff, AZ 86001

928-266-1293

www.metroplanflg.org

**FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION
FISCAL YEAR 2021`
SELF-CERTIFICATION**

This document was prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, and the Arizona Department of Transportation.

The Flagstaff Metropolitan Planning Organization, the Metropolitan Planning Organization for the Flagstaff, Arizona, urbanized area and the Arizona Department of Transportation hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 USC 134, 23 CFR 450.306, 49 USC 5303, and this subpart.
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR Part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.(and 49 CFR Parts 27, 37, and 38.
7. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving financial assistance.
8. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender.
9. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
10. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

Gregory Byres, Director, Multimodal Planning Division
ARIZONA DEPARTMENT OF TRANSPORTATION

Date

Jeff Meilbeck, Executive Director
FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

Date

Resolution Number 20-0x
of the
Flagstaff Metropolitan Planning Organization
Executive Board

Approving the Fiscal Years 2021 – 2025 Transportation Improvement Program

WHEREAS, The Flagstaff Metropolitan Planning Organization (FMPO) has the responsibility for conducting the area-wide continuing, comprehensive, and cooperative transportation system planning program and must maintain the regional transportation system plan and short range transportation improvement program on a current basis pursuant to Section 124 of Title 23, USC as Amended by the Intermodal Surface Transportation Act of 1991, the Transportation Efficiency Act for the 21st Century of 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users Act of August 10, 2005, the Moving Ahead for Progress in the 21st Century of 2012, and the Fixing America's Surface Transportation Act of 2016; and

WHEREAS, The FMPO's Transportation Improvement Program is a central program management tool for structuring metropolitan transportation programs and reflects the integrated nature of the regional transportation system; and

WHEREAS, The FMPO reviews the arterial, transit, and bicycle improvement programs prepared by the member agencies for correlation as one regional Transportation Improvement Program, and advises the member jurisdictions of any conflicts, and prepares, as a coordinated composite of local programs, a regional Transportation Improvement Program for the FMPO area; and

WHEREAS, The FMPO Technical Advisory Committee and Executive Board, consisting of local and state officials, are involved in a process to annually coordinate the preparation of a regional Transportation Improvement program and have reviewed and approved this Fiscal Year 2019 – 2023 Transportation Improvement Program; and

WHEREAS, The projects in this 2021 – 2025 Transportation Improvement Program, including its 2020 Annual Element, are consistent with the Flagstaff Metropolitan Planning Organization Regional Transportation Plan, adopted May 25, 2017; and

WHEREAS, The FMPO HEREBY CERTIFIES that the metropolitan transportation planning process is being carried on in conformance with all applicable requirements of 23 U.S.C. 134, and as amended by the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Efficiency Act for the 21st Century of 1998, the Moving Ahead for Progress in the 21st Century of 2012, the Fixing America’s Surface Transportation Act of 2016 the 1990 American with Disabilities Act; and the 1990 Clean Air Act Amendments; and

WHEREAS, The FMPO FURTHER CERTIFIES that the metropolitan planning program is being performed to satisfy the following federal regulations:

1. Statewide/Metropolitan Planning, Final Rule, October 28, 1993.
2. Management and Monitoring Systems, Interim Final Rule, December 1, 1993; now

HEREBY, The Executive Board of the FMPO does approve and adopt this Fiscal year 2021 – 2025 Transportation Improvement Program with its 2020 Annual Element composed of project input from the City of Flagstaff, Coconino County, the Northern Arizona Intergovernmental Public Transportation Authority and the Arizona Department of Transportation.

As adopted this 3rd day of June, 2020

Coral Evans, City of Flagstaff Mayor
Chair, MetroPlan Executive Board

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MetroPlan

2021 – 2025 Transportation Improvement Program



Chapter I

Introduction



General

This Transportation Improvement Program (TIP) is a multi-year, multi-agency listing of transportation improvements for the Flagstaff Metropolitan Planning Organization's (FMPO) area covering a period of five years, from 2021 through 2025.

The TIP represents the project selection document for federally funded projects in the FMPO region. Project priorities are indicated by the year the project is programmed. For federally funded projects, the year programmed as indicated in the TIP refers to the state fiscal year ending June 30. Last year's improvements are the Annual Listing of Projects. These are projects successfully obligated that year. They are shown on each table in a gray-shaded column.

- Chapter II includes projects on state highways identified by the Arizona Department of Transportation (ADOT) that are recommended for consideration and funding by the Arizona State Transportation Board. These projects are taken from the [ADOT's tentative five-year plan](#). Chapter II also lists one project – the Lone Tree Traffic Interchange – which does not appear on ADOT's 5-year plan but is proposed by the FMPO.
- Chapter III covers projects that receive funding through the federal Surface Transportation Block Grant (STBG) program. In this region, all STBG funds are programmed to support general administration and planning for the FMPO, as detailed in the Unified Planning Work Program.
- Chapter IV lists projects on the federal-aid system routes that are locally funded and administered by either the City of Flagstaff or Coconino County.

- Chapter V provides an accounting of planned transit projects in the FMPO region. All of these projects are proposed by Mountain Line, also known as the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA).
- Chapter VI includes safety-related projects funded via the federal Highway Safety Improvement Program.
- Chapter VII includes pavement preservation projects on federal-aid system routes for ADOT, Coconino County, and the City of Flagstaff.

Each of the projects proposed for implementation in this TIP are consistent with the [FMPO Regional Transportation Plan](#), which was adopted on May 24, 2017.

Geographic Area

Figure 1 on the following page illustrates the boundaries for the Flagstaff Metropolitan Planning Organization. The area covers 525 square miles and stretches south to the unincorporated communities of Kachina Village and Mountainaire, north to the San Francisco Peaks, east to the unincorporated community of Winona, and west to the unincorporated community of Bellemont.

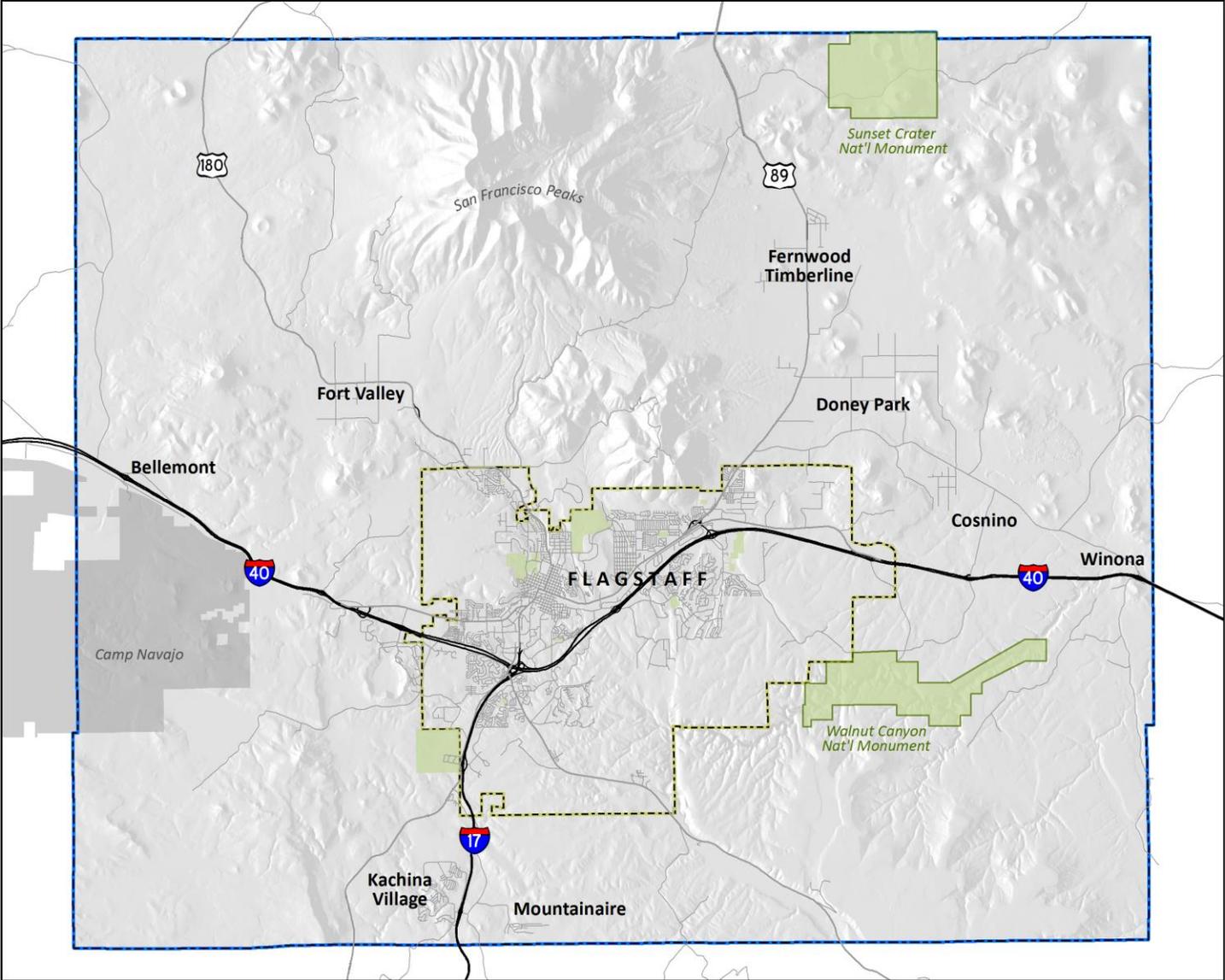


Figure 1. FMPO Boundaries

Statutory Requirements

Under federal guidelines, the TIP is a staged, four or five-year program of transportation projects that is consistent with and implements the FMPO Regional Transportation Plan. The TIP must be prepared in such detail as to identify projects (or groupings of projects of similar types), to assign these projects to appropriate staging periods, and to identify costs and funding sources. Further, it must be revised as least biannually and be endorsed by the FMPO.

The purpose of the TIP is to synthesize the short-range plans and programs of all local agencies to insure coordination, to schedule projects of area-wide significance, which are recommended in the Regional Transportation Plan, and to provide systems level overview of the proposed improvements for the entire area. Further, the TIP is a central program management tool for structuring metropolitan transportation programs and reflects the integrated nature of the regional transportation system.

The TIP must be approved by the FMPO Executive Board and the Governor of Arizona or his/her designee. Following such approvals, the TIP shall be included in the Statewide Transportation Improvement Program (STIP) prepared by the Arizona Department of Transportation.

FMPO'S TIP is a product of the regional transportation planning process that is carried on cooperatively by FMPO with the City of Flagstaff, Coconino County, Northern Arizona Intergovernmental Public Transportation Agency and ADOT. Working together, these agencies plan and sponsor projects that carry out the policies and recommendations of the regional plan. This process is detailed in Figure 2.

The public input process consists of a "Call for Projects" and a public review period. Meetings at which the Technical Advisory Committee and Executive Board review drafts, recommend adoption and adopt the program are open to the public. Projects submitted by the public would be compared against the fiscally constrained budget and other projects in the program for priority and scored against the criteria contained in our TIP prioritization process (available upon request). Comments received by the public will be presented to the Technical Advisory Committee and Executive Board, addressed in the meeting minutes, and appropriate changes, if any, to the program or process will be made.

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

TIP Prioritization Process

The TIP prioritization process is described in the [Regional Transportation Plan: Blueprint 2040](#). In overview, the process establishes a scoring system for broad modal and safety categories. Criteria and their respective potential scores within each category are related to the RTP goals and objectives.

Fiscal Constraint Analyses

There are several aspects of fiscal constraint applied to this year's TIP.

Cost estimation

Cost estimates have been reviewed by the sponsoring agencies and updated in the document.

Inflation

FMPO applies a 2.5% inflation per year out to year-of-expenditure.

Funding Estimates

Surface Transportation Block Grant Program (STBG): FMPO uses current ADOT ledger estimates. It also assumes a decrease in funds starting in year 2021 due to projected changes in population share resulting from the 2020 Census.

Transit Funding (5307): These funds assume current year allocations and a 3% per year increase.

Transit Funding (local taxation): In 2016, City of Flagstaff voters approved the consolidation and extension to 2030 of several initiatives passed in 2008. These include support for existing service, purchase of hybrid buses, expansion of service into new neighborhoods, and increase of frequency on existing routes. Delivery of these services has been adapted to correspond with projected revenues.

Local Projects (local taxation): In 2000, City of Flagstaff voters passed several initiatives to pay for road construction, transit service (superseded by the 2008 and 2016 votes referenced above), and bicycle and pedestrian improvements.

In 2018, voters approved an extension of the road and pedestrian bicycle taxes in a combined tax (Proposition 419) and approved

Proposition 420, which will fund the Lone Tree Railroad Overpass. As revenue projections change over time, the City has made necessary adjustments to its capital program.

In 2014, the City and County passed local sales tax measures of 0.30% and 0.33% respectively to pay for road repair. The County tax also supports operations.

Highway User Revenue Funds (HURF): These funds are predominantly used by the City and County for maintenance operations. They will occasionally be used as match against federal projects.

Federal Performance Targets

Federal Performance Targets

Moving Ahead for Progress in the 21st Century (MAP-21) identified the following national transportation system goal areas:

- Safety,
- Infrastructure Conditions,
- Congestion Reduction,
- System Reliability,
- Freight Movement & Economic Vitality, and
- Environmental Sustainability.

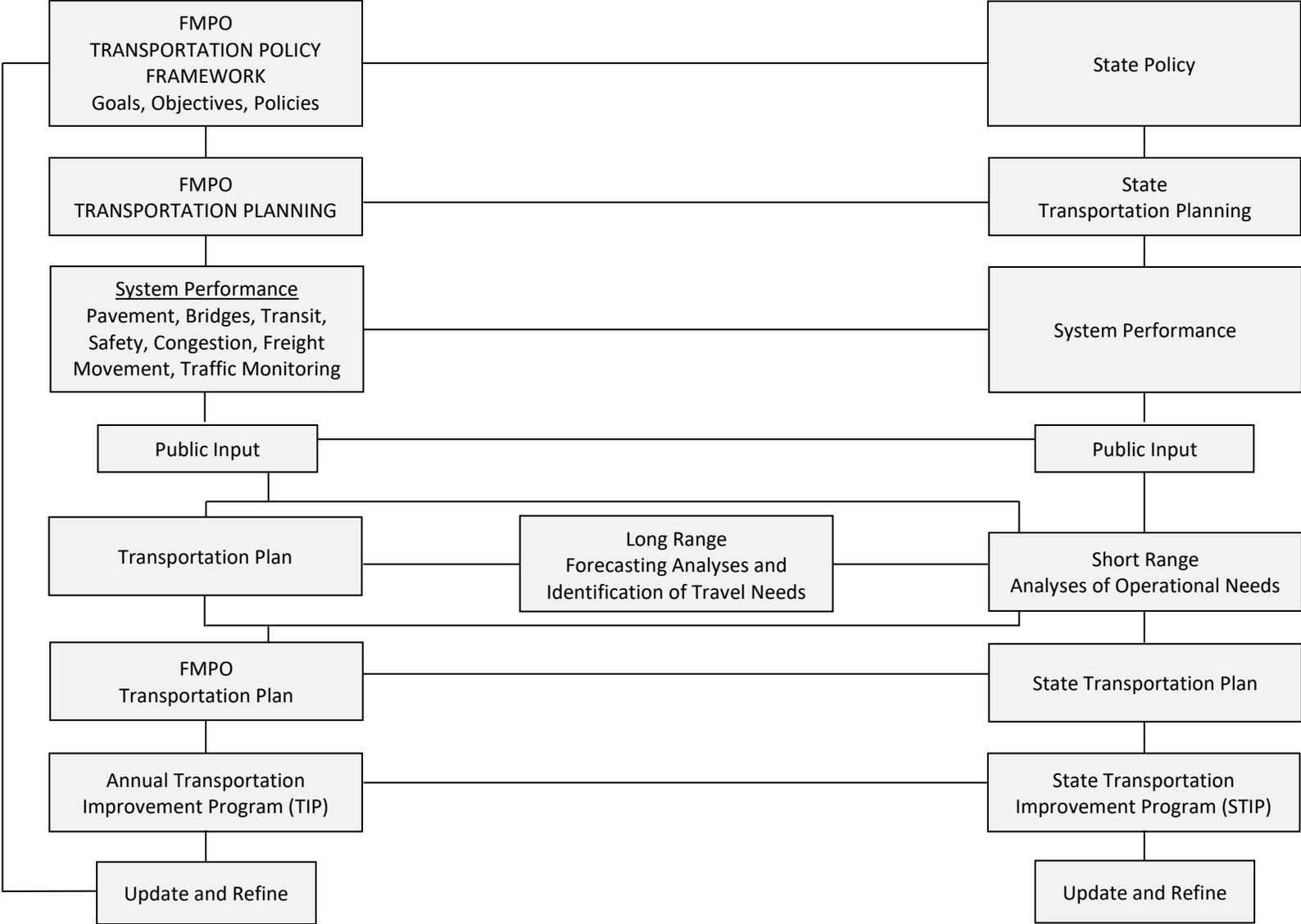
Per federal requirement the State of Arizona has adopted targets for these measures. The FMPO adopted all the state measures except for transit. Transit goals were set in cooperation with NAIPTA.

The projects in the FMPO TIP collectively address these goals. ADOT, the City and County will invest more than \$86,000,000 (including

illustrative projects) in system preservation including many bridge rehabilitation and replacement projects. NAIPTA set its own transit asset management goals and documents the investments to keep it on target. The City and ADOT have HSIP projects to address known safety concerns and the City's larger corridor improvement projects like Lone Tree Road, Butler Avenue and Fourth Street will address safety issues in their respective designs. Those same corridor projects are building capacity, resiliency and redundancy into the arterial network that will make the system more reliable. Congestion and reliability on the National Highway System in the region is not a concern with two exceptions regarding freight: US 89 movement to I-40 in front of the Flagstaff Mall and at the I-17/I-40 system interchange. The TIP does not address these. There is

indirect investment in the I-40 corridor where the City of Flagstaff is partnering with ADOT to widen and lengthen the Fourth Street bridges over I-40. Discussions are beginning for similar treatment of the Lone Tree bridges over I-40. Both projects prepare for future I-40 widening. The Flagstaff region is in attainment, so is not modeling or monitoring air quality directly. Regardless, FMPO member agencies are investing heavily in bicycle, pedestrian and transit which local research shows positively contribute to economic vitality and environmental sustainability.

Figure 2.
FMPO TRANSPORTATION PLANNING PROCESS



MetroPlan

2021 – 2025 Transportation Improvement Program



Chapter II

ADOT Projects in the FMPO Area



Table 1. Arizona Department of Transportation: Tentative 5-Year Highway Construction Program

<i>Sponsor</i>	<i>Proj ID</i>	<i>Project name - location - description</i>	<i>Fund</i>	<i>Project cost</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>Total 2021-2025</i>
ADOT	8804	A-1 Mountain TI Underpass I-40 at A-1 Mtn Rd (MP 190-191) Bridge replacement	NHPP	\$ 6,841,000	\$ 641,000		\$ 6,200,000				\$ 6,200,000
							c				
ADOT	55214	West Flagstaff TI Overpass EB/WB I-40 at Route 66 (MP 191-192) Bridge replacement	NHPP	\$ 7,000,000	\$ 7,000,000						\$ 0
							c				
ADOT COF	19816	Butler Ave TI/Fourth St Overpass @ I-40 I-40 at Butler/Fourth (MP 198-200) Bridge rehabilitation and replacement	NHPP City	\$ 17,052,062	\$ 8,197,418 \$8,854,644						\$ 17,052,062
							c				
ADOT	7863	B40 Rio de Flag Bridge Route 66 from Humphreys to Sitgreaves Bridge replacement	NHPP	\$ 4,376,000	\$ 4,000,000						\$ 0
							c				
ADOT	8319	B40/US 180 Turn Lanes Humphreys St from Route 66 to Aspen Construct NB and SB turn lanes	NHPP	\$ 1,000,000	\$ 700,000	\$ 1,340,000					\$ 300,000
							d	c			
TOTALS						\$ 29,393,062	\$ 1,340,000				\$ 23,552,062

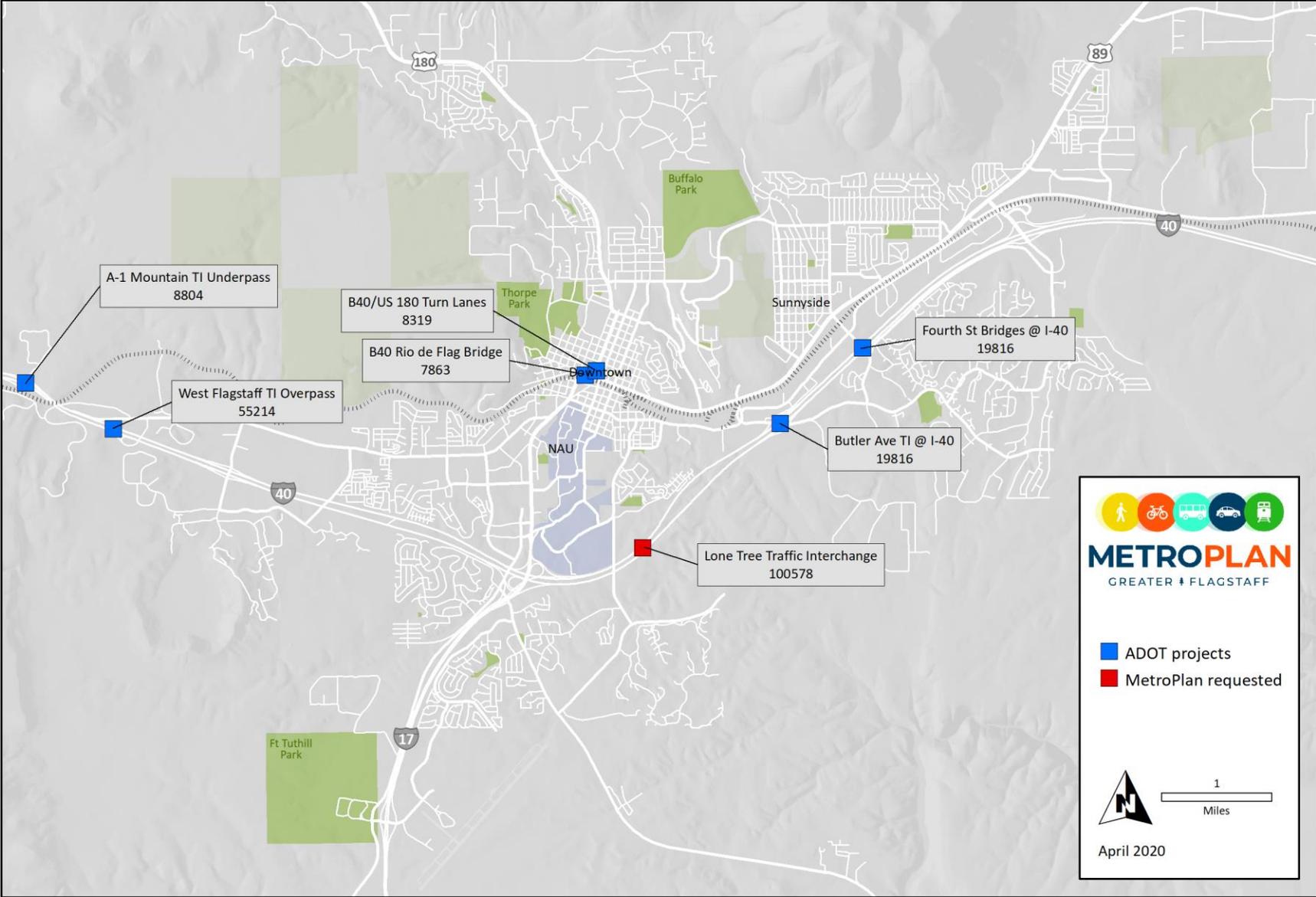
Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities

Table 2. FMPO proposed and unfunded projects on Arizona Department of Transportation system

<i>Sponsor</i>	<i>Proj ID</i>	<i>Project name - location - description</i>	<i>Fund</i>	<i>Project cost</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>Total 2021-2025</i>
ADOT	100578	Lone Tree/I-40 Traffic Interchange I-40 at MP196.5 New interchange	STP	\$ 117,666,000		-- ILLUSTRATIVE PROJECT ONLY --				\$ 117,666,000	\$ 117,666,000
										dc	
TOTALS										\$ 117,666,000	\$ 117,666,000

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities

Map 1. ADOT tentative 5-year highway construction program projects



ADOT Project Support of Regional Plan Goals

Chapter X of the [Flagstaff Regional Plan 2030: Place Matters](#) describes a number of goals and policies for the region’s transportation system. This section describes how proposed projects in the TIP support the stated goals and policies of the Regional Plan.

Riordan ATSF Overpass

- Capital improvement intended to reduce on-going maintenance costs
- Keeps the region’s transportation infrastructure in a state of good repair
- Supports movement of freight by both interstate and rail

A-1 Mountain TI Underpass

- Replacement of existing underpass structure
- Keeps the region’s transportation infrastructure in a state of good repair

West Flagstaff TI Overpass

- Replacement of existing underpass structure
- Keeps the region’s transportation infrastructure in a state of good repair

Butler Ave TI/Fourth St Overpass @ I-40

- Replacement existing bridges over I-40 at Fourth Street
- Facilitates flow of traffic by reducing existing bottleneck from 4 to 2 lanes

- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to this section of Fourth Street
- Completes a missing segment of FUTS trail along the west side of Fourth Street
- Improves an important connection across a transportation barrier (I-40)
- Supports connectivity to and from the Country Club area
- Keeps the region’s transportation infrastructure in a state of good repair

B40 Rio de Flag Bridge

- Replacement of the existing bridge structure on Route 66 over the Rio de Flag
- Accommodates future construction of a FUTS underpass at Route 66 and the BNSF tracks
- Keeps the region’s transportation infrastructure in a state of good repair

B40/US180 Turn Lanes

- Intersection reconstruction to add dual-right and dual-left turn lanes at Route 66 and Humphreys Street
- Facilitates flow of traffic at an existing point of congestion

Lone Tree/I-40 Traffic Interchange

- This project is proposed by the FMPO. It is unfunded and is not included in the list of projects proposed by ADOT
- The interchange is an integral part of improving arterial network connectivity and spacing – a deficiency described in the text of the plan.

MetroPlan

2021 – 2025 Transportation Improvement Program



Chapter III

Local Projects: Federal Aid Funds



Table 3. FMPO Surface Transportation Block Grant (STBG) projects

Updated March 26, 2020

Sponsor	Proj ID	Project name - location - description	Fund	Project cost	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total 2021-2025
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566	\$ 430,542	\$430,542 \$26,042					\$ 430,542
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566			\$430,542 \$26,042				\$ 430,542
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566				\$430,542 \$26,042			\$ 430,542
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566					\$430,542 \$26,042		\$ 430,542
FMPO	100120	General administration and planning See Unified Planning Work Program	STBG Local	\$ 456,566						\$ 430,542 \$ 26,042	\$ 430,542
COF	TBD	Fourth Street Complete Street Corridor BUILD Grant* Fourth/Huntington to Fourth/Butler Bridge replacement, corridor widening, intersection	STBG Local 5307	\$ 24,086,817	\$6,367,491 \$6,878,004					\$7,111,436 \$ 3,529,843 \$200,000	\$ 7,111,436
TOTALS					\$13,676,037	\$456,584	\$456,584	\$456,584	\$ 456,584	\$ 11,297,906	\$ 20,738,326

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities

* BUILD grant FY20 funds are budgeted local tax funds and secured or in process private development funds. ADOT funds for bridge replacement are budgeted and shown as STBG \$2.6M.

Actual source of other federal funds may change. FY24 illustrative year \$1.7M (county) and \$15.8M (city) are requested BUILD funds and will be advanced to FY20 and FY21 if awarded.

Local Surface Transportation Projects Support of Regional Plan Goals

General Administration and Planning

- Planning projects are included in the FMPO Unified Planning Work Program
- Identified tasks support Regional Plan goals and policies, and are consistent with the objectives of the Regional Transportation Plan
- Traffic counts and other data collection efforts will occasionally be a part of that regime

City BUILD Grant – Fourth St and I-40 to Butler

- Safety and mobility

MetroPlan

2021 – 2025 Transportation Improvement Program



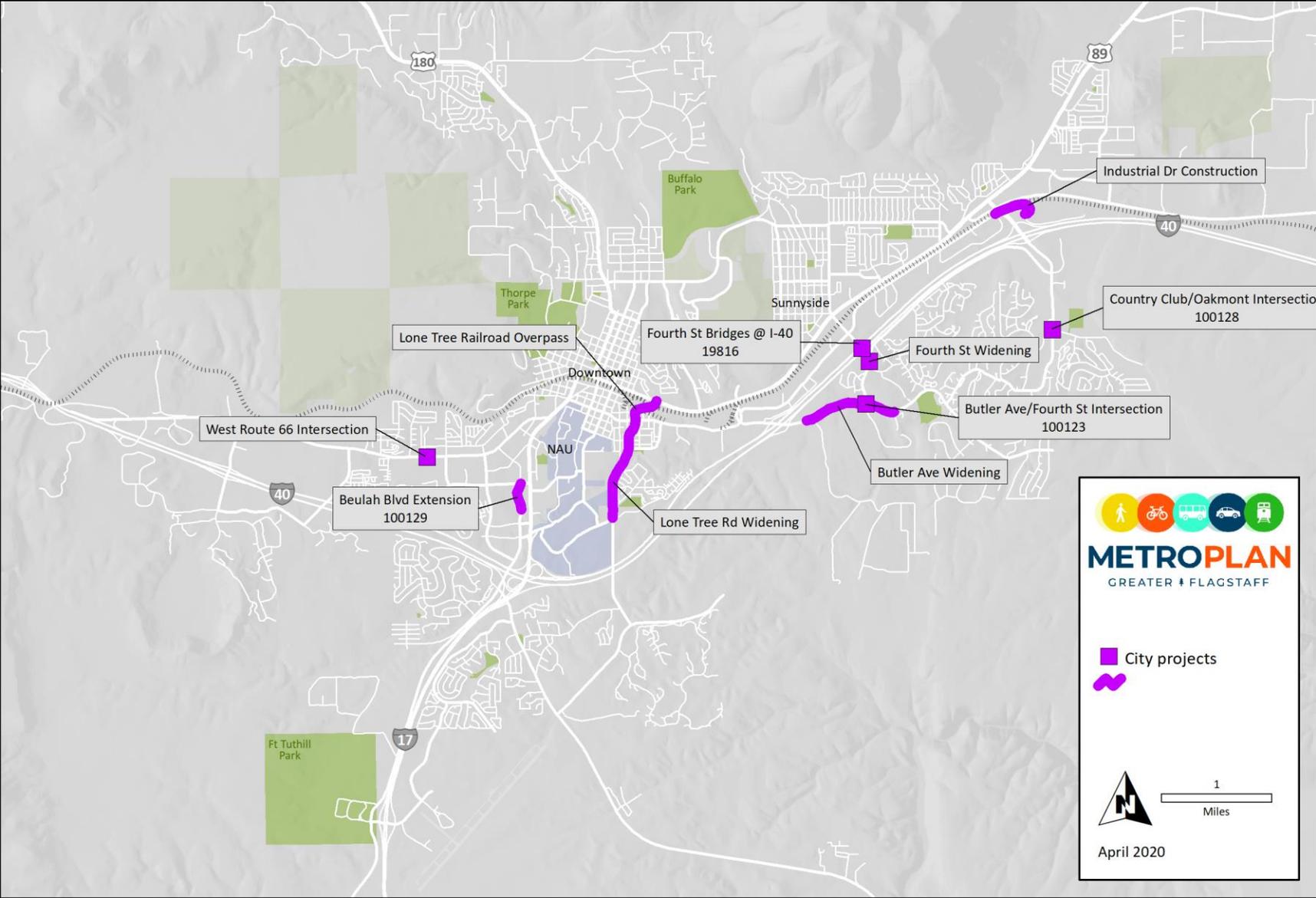
Chapter IV

Local Projects: Non-Federal Aid Funds

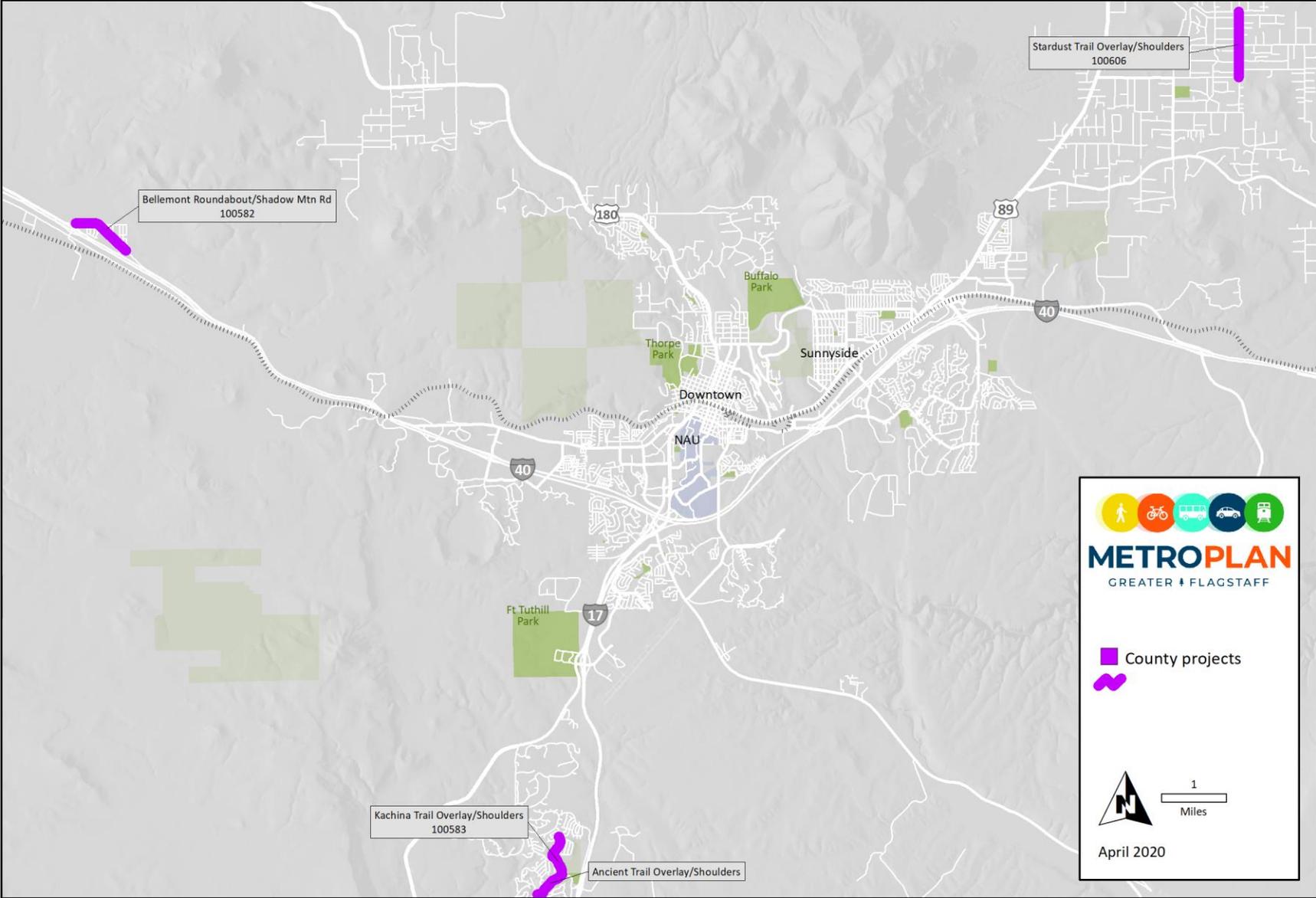


Table 4. Non-Federal Aid Projects on the Federal Aid System											
<i>Sponsor</i>	<i>Proj ID</i>	<i>Project name - location - description</i>	<i>Fund</i>	<i>Project cost</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>Total 2021-2025</i>
COF		Lone Tree Railroad Overpass Butler Ave to Route 66 Construct new road and railroad overpass	420	\$26,392,000	\$2,392,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 10,000,000	\$ 24,000,000
					d	d	r	c	c	c	
COF		Lone Tree Road Widening Butler Ave to Pine Knoll Dr Road widening	419	\$ 3,468,000					\$ 3,468,000		\$ 3,468,000
									dc		
COF	100123	Butler Ave / Fourth St Intersection Butler Ave and Fourth St Reconstruct/raise intersection	Trans	\$ 2,288,121	\$ 2,288,121						\$ 0
					dc						
COF		Butler Avenue Widening Herold Ranch Rd to Sinagua Heights Dr Road widening	419	\$ 7,840,000		\$ 500,000	\$ 2,420,000	\$ 2,364,000	\$ 1,056,000	\$ 1,500,000	\$ 7,840,000
					d	dc	c	c	c		
COF		Fourth Street Widening Soliere Dr to Sparrow Ave Road widening	Trans	\$ 1,563,906	\$ 1,013,906						\$ 0
					d	c					
COF		Pedestrian-Bicycle-FUTS Projects Various Construct new facilities expenditures are approximate	419	\$ 10,000,000		\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 10,000,000
						c	c	c	c		
COF		West Route 66 Intersection Intersection to be determined Intersection reconstruction	419	\$ 2,794,999		\$ 585,000	\$ 850,000		\$ 1,359,999		\$ 2,794,999
						dc	c	c			
COF	100128	Country Club / Oakmont Intersection	419	\$ 1,115,000				\$ 115,000	\$ 500,000	\$ 500,000	\$ 1,115,000

Map 2. Local non-federal aid projects on the federal aid system | City



Map 3. Local non-federal aid projects on the federal aid system | County



Local, Non-federal Projects Support of Regional Plan Goals

Lone Tree Railroad Overpass

- Extension of Lone Tree Road from Butler Avenue to Route 66, including a bridge structure over the BNSF tracks
- Provides an important transportation connection over a transportation barrier (BNSF tracks)
- Improves circulation for the entire central area
- Creates a potential alternative to Milton Road
- Promotes multimodal transportation options by adding important sidewalk, bike lane, and FUTS trails links along the road and over the railroad tracks

Lone Tree Road Widening

- Widens Lone Tree Road from 2 to 4 lanes between Butler Avenue and Pine Knoll Drive
- Improves circulation for the entire central area
- Creates a potential alternative to Milton Road
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Completes a planned FUTS along the west side of Lone Tree Road

Butler Ave / Fourth St Intersection

- Reconstruction of the intersection at Butler Avenue and Fourth Street
- Facilitates flow of traffic by reducing existing bottleneck from 4 to 2 lanes
- The intersection will be raised by several feet, which improves safety by eliminating non-complying street grades into intersection

- Raising also helps alleviate drainage problems by creating additional room for the Switzer Wash to flow under the intersection
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Completes missing segments of FUTS trail through the intersection

Butler Avenue Widening

- Widens Butler Avenue from 2 to 4 lanes between Little America and Sinagua Heights
- Improves access to the Country Club area
- Provides transportation infrastructure support for development of Canyon del Rio
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks along the street
- Adds missing bikes lanes that are considered high-priority
- Completes planned FUTS trails along the street

Fourth Street Widening

- Widens Fourth Street from 2 to 4 lanes between Soliere Road and Sparrow Avenue
- Facilitates flow of traffic by reducing existing bottleneck from 4 to 2 lanes
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks along the road

Fourth Street Bridges @ I-40

- Replacement existing bridges over I-40 at Fourth Street

- Facilitates flow of traffic by reducing existing bottleneck from 4 to 2 lanes
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to this section of Fourth Street
- Completes a missing segment of FUTS trail along the west side of Fourth Street
- Improves an important connection across a transportation barrier (I-40)
- Supports connectivity to and from the Country Club area

Pedestrian-Bicycle-FUTS Projects

- Funds a variety of multimodal projects, including missing sidewalks, missing bike lanes, pedestrian/bicycle crossings, and FUTS trails
- Promotes multi-modal transportation options by completing and enhancing networks for walking and biking

Milton to Butler NB Turn Lane Extension

- Lengthens the existing right-turn lane from north bound Route 66 to eastbound Butler Avenue
- Facilitates traffic flow, reduces delay by reducing backups caused by right-turning vehicles blocking the through lane

West Route 66 Intersection:

- Intersection reconstruction for a single intersection along West Route 66
- Which intersection will be determined in a subsequent planning study
- Facilitates traffic flow along a major street corridor in a rapidly-developing area of the city

Country Club / Oakmont Intersection

- Reconstruction of the intersection at Country Club Drive and Oakmont Drive
- Facilitates traffic flow by adding traffic signal, through and turn lanes to intersection
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Completes missing segments of FUTS trail through the intersection

Beulah Boulevard Extension

- Extension of Beulah Boulevard from Forest Meadows to University Avenue; realignment of University Avenue to fourth leg of Route 66/University Drive intersection; construction of roundabout at Beulah/University intersection
- Done in conjunction with the Mill Town P3 project
- Provides an alternate route parallel to south Milton
- Connects an existing offset intersection
- Facilitates traffic flow through a variety of
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Adds segments of FUTS trail along Beulah and University

Bellemont Roundabout/Shadow Mountain Rd Overlay/Shoulders

- Construction of roundabout at Transwestern Road and Shadow Mountain Road
- Add shoulders, mill and overlay on Shadow Mountain Road from Transwestern to Alpine
- Facilitates traffic flow by replacing a stop-controlled intersection with a roundabout

- Promotes multimodal transportation between residential and commercial areas of Bellemont by providing space on the new shoulder of the roadway for pedestrian and bicyclists
- Supports movement of trucks and freight at an important interstate interchange

Ancient Trail Overlay/Shoulders

- Adds shoulders, mill and overlay on Ancient Trail from Kachina Trail to Tonalea Trail
- Promotes multimodal transportation by providing space on the new shoulder of the roadway for pedestrian and bicyclists
- Keeps the region’s transportation infrastructure in a state of good repair

Kachina Trail Overlay/Shoulders

- Adds shoulders, mill and overlay on Kachina Trail from Ancient Trail to Kona Trail
- Promotes multimodal transportation by providing space on the new shoulder of the roadway for pedestrian and bicyclists
- Keeps the region’s transportation infrastructure in a state of good repair

Stardust Lane Overlay/Shoulders

- Adds shoulders, mill and overlay on Kachina Trail from Ancient Trail to Kona Trail
- Promotes multimodal transportation by providing space on the new shoulder of the roadway for pedestrian and bicyclists
- Keeps the region’s transportation infrastructure in a state of good repair

MetroPlan

2021 - 2025 Transportation Improvement Program



Chapter V

Local Projects: Federal Transit Funds



Table 5. FY2021-2025: Transit Projects within the FMPO-area

updated: February 13, 2020

Line #	Project Description	Fund Type	Current Year	2021	2022	2023	2024	2025	Local Cost **	Federal Cost	Total Cost
1	Operating Assistance, including Project Management	5307, including STIC	\$9,190,562	\$9,462,373	\$9,649,861	\$9,841,098	\$10,036,160	\$10,036,160	\$44,923,702	\$13,292,512	\$58,216,214
2	Passenger Shelters, Signs, and Poles	5307, STBG State Flex	\$103,291	\$103,291	\$103,291	\$103,291	\$103,291	\$103,291	\$123,949	\$495,797	\$619,746
3	High-Capacity Transit Route - Engineering and Environmental	5307	\$2,281,919						\$580,000	\$1,701,919	\$2,281,919
4	Building Construction - Office Remodel	5339	\$500,000						\$100,000	\$400,000	\$500,000
5	Downtown Connection Ctr - Acquire/Design/Construct	5307, 5339	\$6,827,938						\$1,365,588	\$5,462,350	\$6,827,938
6	Preventative Maintenance	STBG Local	\$353,750						\$70,750	\$283,000	\$353,750
7	Planning, Transportation Improvement Plan (CYMPO)	5307	\$264,000						\$44,000	\$220,000	\$264,000
8	Route 66/Kaspar Intersection - Design/Construction	5307, 5339	\$2,777,814						\$555,563	\$2,222,251	\$2,777,814
9	NAU Milton Rt 66 Campus Entry Study	5339	\$150,000						\$30,000	\$120,000	\$150,000
10	NAU McConnell Dr. and Sidewalk Multimodal Improv. - Design	5339	\$444,750						\$88,950	\$355,800	\$444,750
11	Replacement Paratransit Vehicles (2 Cutaway Buses)	5307	\$240,000						\$48,000	\$192,000	\$240,000
12	Downtown Connection Ctr - Construct	5339	\$31,138,260						\$15,463,260	\$15,675,000	\$31,138,260
13	Replacement Buses (Electric, total of 2)	5339	\$2,000,000						\$400,000	\$1,600,000	\$2,000,000
14	Kaspar Master Plan - Expansion of Maintenance Facility	5307	\$250,000						\$50,000	\$200,000	\$250,000

MetroPlan Transportation Improvement Program FY 2021-2025

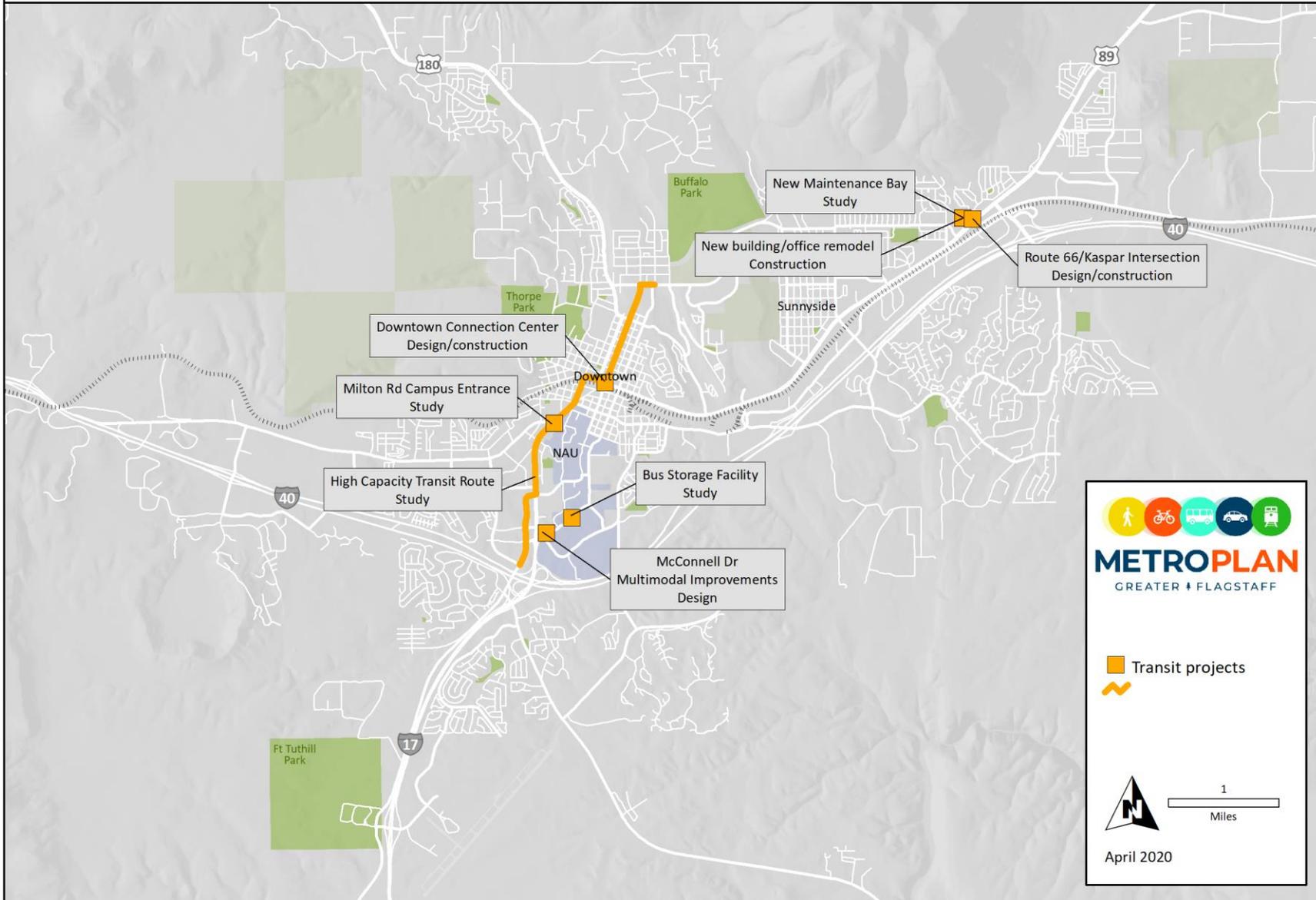
15	Bus Storage Facility (Campus Location)	5307, 5339	\$1,421,391						\$284,278	\$1,137,113	\$1,421,391
16	Electrification Infrastructure	unfunded						\$2,000,000	\$400,000	\$1,600,000	\$2,000,000
17	Plans and Planning, non-operations (TOD, Corridor, Mobility/OnDemand Studies)	unfunded						\$1,000,000	\$200,000	\$800,000	\$1,000,000
18	Bus Support Equip - Fare Collection	unfunded						\$250,000	\$50,000	\$200,000	\$250,000
19	Acquisition of Property for NAIPTA Expansion	unfunded						\$2,500,000	\$500,000	\$2,000,000	\$2,500,000
20	NAU McConnell Dr Multimodal Improvements	unfunded						\$7,000,000	\$1,400,000	\$5,600,000	\$7,000,000
21	NAU - Milton Campus Entry	unfunded						\$3,500,000	\$700,000	\$2,800,000	\$3,500,000
22	Kaspar Master Plan - Remodel and Electrification	unfunded						\$6,000,000	\$1,200,000	\$4,800,000	\$6,000,000
23	Bus Storage Facility (Campus Location)	unfunded						\$16,638,328	\$3,327,666	\$13,310,662	\$16,638,328
24	CDL Training and Testing Facility	unfunded						\$1,000,000	\$200,000	\$800,000	\$1,000,000
25	High-Capacity Transit - Acquisition/Construction	unfunded						\$27,000,000	\$5,400,000	\$21,600,000	\$27,000,000
26	High-Capacity Transit - Fleet Expansion	unfunded						\$10,000,000	\$2,000,000	\$8,000,000	\$10,000,000
27	Route and Route Infrastructure Improvements (capital)	unfunded						\$6,400,000	\$1,280,000	\$5,120,000	\$6,400,000
28	Park n Ride Transit Center	unfunded						\$3,000,000	\$600,000	\$2,400,000	\$3,000,000
29	Replacement Buses (Hybrid/Electric, total of 12)	unfunded						\$12,000,000	\$2,400,000	\$9,600,000	\$12,000,000
30	Replacement Paratransit Vehicles (Cutaway Buses, total of 4)	unfunded						\$1,000,000	\$200,000	\$800,000	\$1,000,000
	TOTAL ALL CATEGORIES		\$57,943,675	\$9,565,664	\$9,753,152	\$9,944,389	\$10,139,451	\$109,427,779	\$83,985,705	\$122,788,404	\$206,774,110

Fiscal Year is local fiscal year of July 1 thru June 30 to express year of obligation.

**Local Match increases by an average of 2% annually. Local match is combination of City taxes and University IGA funds

Table 6. FTA Section 5310 transit projects within the FMPO area							
Updated March 18, 2020							
<i>Agency</i>	<i>FY - Award</i>	<i>Location</i>	<i>Project description</i>	<i>Fund type</i>	<i>Local cost</i>	<i>Federal cost</i>	<i>Total cost</i>
Civic Service Institute - NAU	2020	Small Urban	Senior Companion Program	5310 - Operating	\$ 15,000	\$ 15,000	\$ 30,000
NAIPTA	2020	Small Urban	ADA Plus	5310 - Operating	\$ 75,000	\$ 75,000	\$ 150,000
NAIPTA	2020	Small Urban	Taxi voucher program	5310 - Operating	\$ 45,000	\$ 45,000	\$ 90,000
NAIPTA	2020	Small Urban	Bus stop mobility program	5310 - Capital	\$ 15,000	\$ 60,000	\$ 75,000
NAIPTA	2020	Small Urban	Mobility management	5310 - Mblty mgmt	\$ 22,500	\$ 90,000	\$ 112,500
					\$ 172,500	\$ 285,000	\$ 457,500
	<i>FY - Pending</i>						
Civic Service Institute - NAU	2021	Small Urban	Senior Companion Program	5310 - Operating	\$ 40,000	\$ 40,000	\$ 80,000
Quality Connections, Inc	2021	Small Urban	Replacement mini-vans with ramp	5310 - Capital	\$ 10,230	\$ 37,200	\$ 47,430
Quality Connections, Inc	2021	Small Urban	Replacement mini-vans with ramp	5310 - Capital	\$ 10,230	\$ 37,200	\$ 47,430
NAIPTA	2021	Small Urban	Mobility management	5310 - Mblty mgmt	\$ 22,500	\$ 90,000	\$ 112,500
NAIPTA	2021	Small Urban	ADA Plus	5310 - Operating	\$ 115,943	\$ 115,943	\$ 231,886
NAIPTA	2021	Small Urban	Taxi voucher program	5310 - Operating	\$ 75,000	\$ 75,000	\$ 150,000
NAIPTA	2021	Small Urban	Bus stop mobility program	5310 - Capital	\$ 20,000	\$ 80,000	\$ 100,000
					\$ 293,903	\$ 475,343	\$ 769,246
TOTALS					\$ 466,403	\$ 760,343	\$ 1,226,746

Map 4. Transit capital projects within the MetroPlan area



Transit Projects Support of Regional Plan Goals

The Regional Plan includes a variety of goals and policies to promote a high-quality and convenient transit system:

- Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation:
Public transportation
Bicycles
Pedestrians
- Goal LU.12. Accommodate pedestrians, bicyclists, transit riders, and private cars to supplement downtown’s status as the best-served and most accessible location in the region.
- Policy LU.12.8. Provide for strong connections from the Flagstaff Medical Campus to the Northern Arizona University campus via pedestrian paths, bicycle connections, streets, and transit service.
- Policy LU.13.2. Consider public transit connections in suburban development.
- Policy LU.15.4. Accommodate safe and convenient walking, biking, and transit facilities in existing and proposed employment centers.
- Policy T.2.4. Consider dedicated transit ways where appropriate.
- Policy T.3.8. Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel consumption, and overall carbon emissions and promote walkable community design.

- Goal T.7. Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles.
- Policy T.7.1. Cooperate with NAIPTA in developing and implementing the five-year transit master planning goals and objectives to continuously improve service, awareness, and ridership
- Policy T.10.2. Improve multimodal access and service to and from the airport including transit, bicycle, and parking services.
- Policy NH.1.4. Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods.
- Policy NH.4.6. Consider and integrate public transportation when possible in planning housing developments, to help reduce a household’s transportation costs and minimize impact on the community’s roads and transportation system.

The operations and capital expenditures identified in this Transportation Improvement Program are consistent with NAIPTA’s most recently adopted 5-year Transit Plan. They support a transit system that provides effective geographic coverage of the region and existing and planned concentrations of residents and their places of employment.

Several transit projects have been added to illustrative year 2024 including a downtown connection center and high capacity transit route that will connect people between major activity and employment centers.

MetroPlan

2021 - 2025 Transportation Improvement Program



Chapter VI

**Local Projects:
Safety Projects**

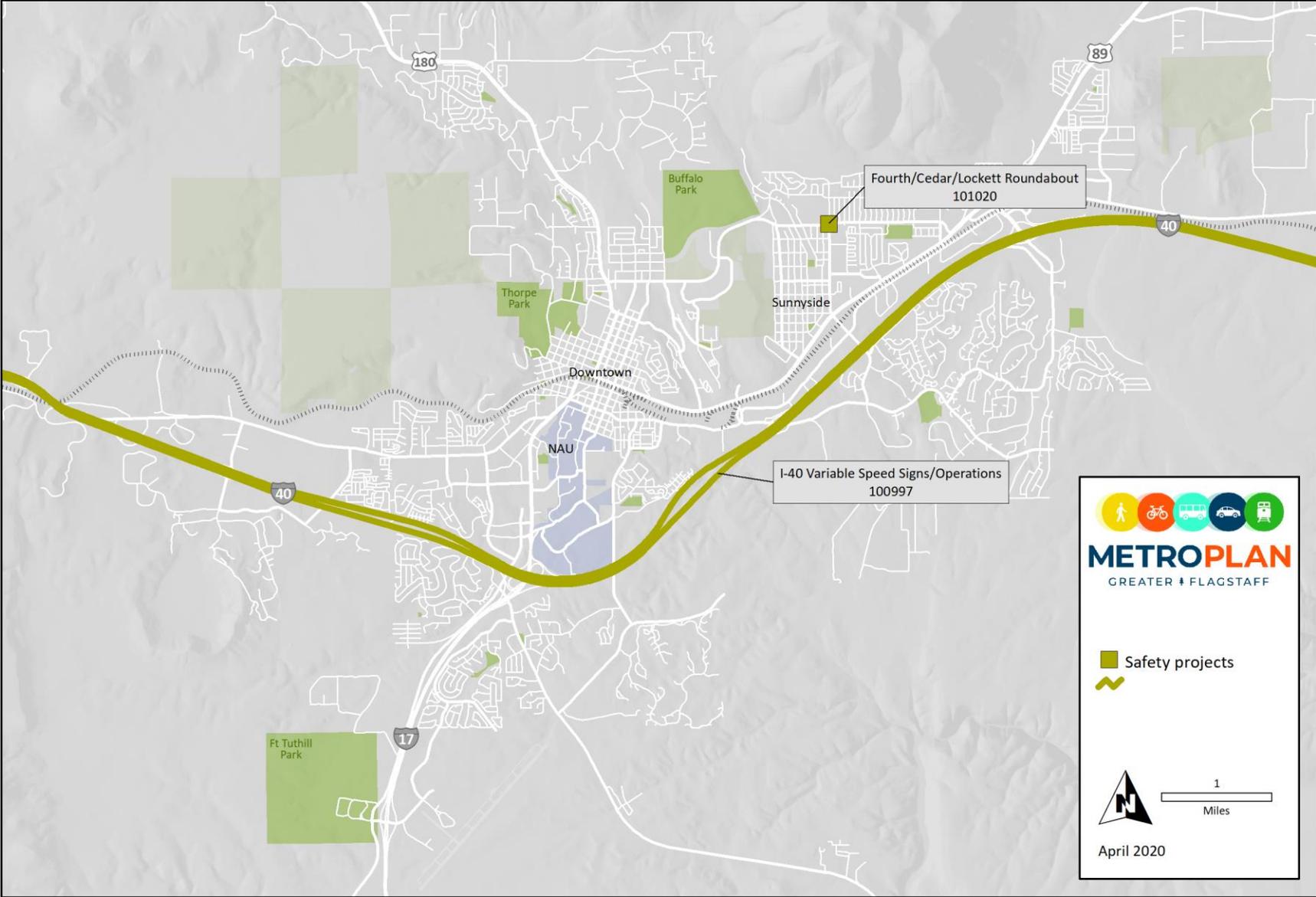


Table 7. Safety projects with the FMPO area

<i>Sponsor</i>	<i>Proj ID</i>	<i>Project name - location - description</i>	<i>Fund</i>	<i>Project cost</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>Total 2021-2025</i>
ADOT	100997	I-40 Variable Speed Signs/Operations I-40 from MP 186 to 206 Var speed limit signs/operations equip	HSIP	\$ 6,105,000	\$ 469,000	\$ 5,636,000					\$ 5,636,000
COF	101020	Fourth/Cedar/Lockett Roundabout Fourth St/Cedar Ave/Lockett Rd Reconstruct intersection as roundabout	HSIP	\$ 1,989,179	\$ 450,000	\$ 92,398	\$ 1,385,968				\$ 1,478,366
			Local		\$ 30,000	\$ 30,813					\$ 30,813
TOTALS						\$ 5,759,211	\$ 1,385,968				\$ 7,145,179

Phase Codes: a = ADOT administration fee; s = study; d = design; r = right-of-way; c = construction; u = utilities

Map 5. Safety projects with the MetroPlan area



Safety Projects Support for the Regional Plan

Goal T.2 of the Regional Plan, as well as the five policies under the goal, address transportation safety:

- Goal T.2. Improve transportation safety and efficiency for all modes.

Projects included in this chapter are specifically intended to address identified safety concerns.

Fourth/Cedar/Lockett Roundabout:

- Conversion of an existing signalized intersection to a roundabout
- There have been several serious-injury crashes at this location, as well as a fatal crash

I-40 Signing/Operations:

- Funding supports variable speed limit signs and other operations to promote safety through an urban section of an interstate highway

MetroPlan

2021 - 2025 Transportation Improvement Program



Chapter VII

All Agencies: Pavement Preservation Projects



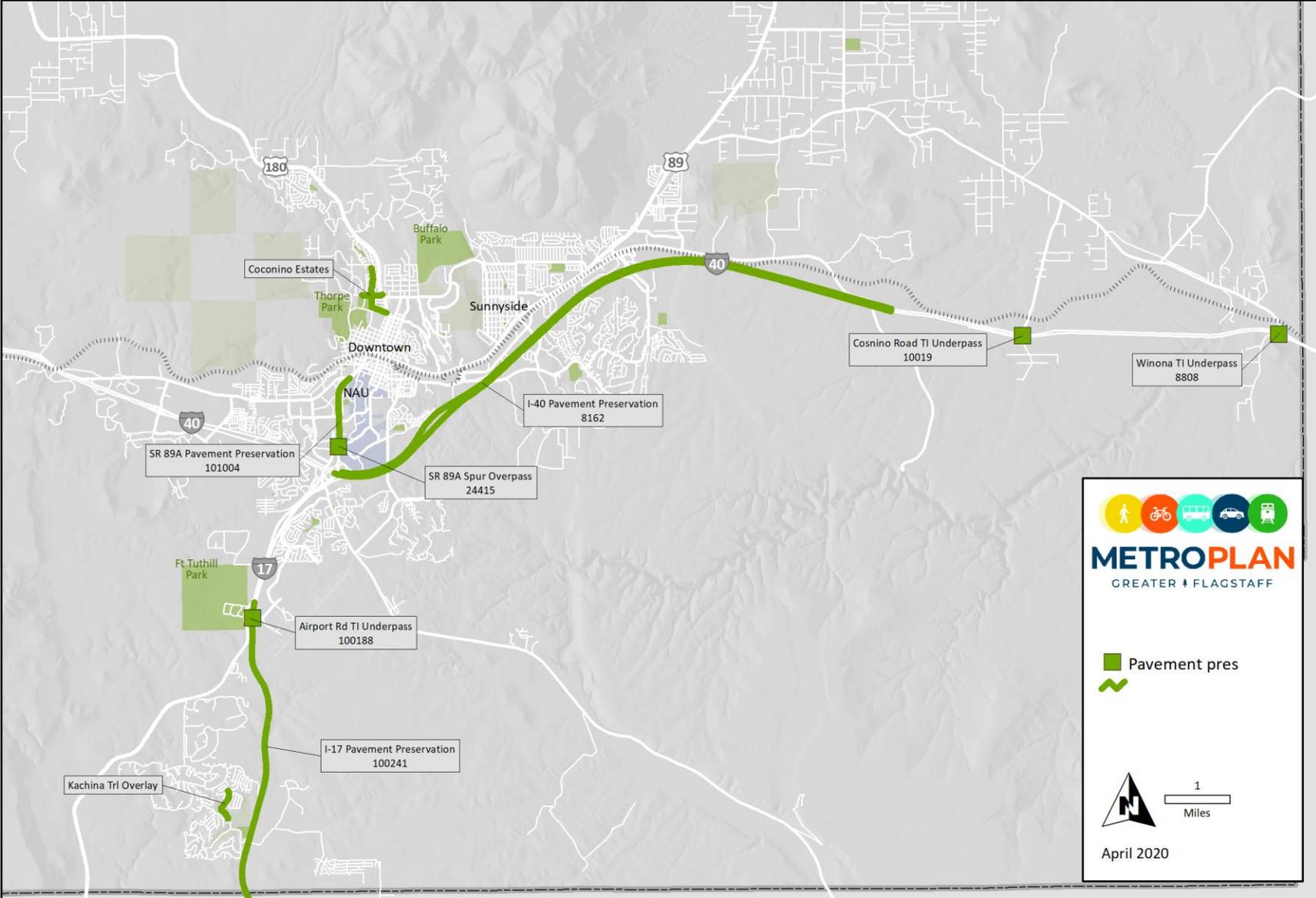
Table 8. Pavement preservation & Bridge Repair projects within the FMPO area											
<i>Sponsor</i>	<i>Proj ID</i>	<i>Project name - location - description</i>	<i>Fund</i>	<i>Project cost</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>Total 2021-2025</i>
ADOT	100028	Riordan ATSFRR Overpass I-40 at BNSF tracks (MP 190) Construct scour retrofit	NHPP	\$300,000	\$300,000						\$0
						c					
ADOT	100241	I-17 Pavement Preservation SB County line to McConnell Dr bridge Pavement preservation	NHPP	\$36,286,000	\$386,000	\$35,900,000					\$35,900,000
					d		c				
ADOT	8162	I-40 Pavement Preservation I-17 to Walnut Canyon Rd Pavement preservation	NHPP	\$21,773,000	\$320,000	\$21,453,000					\$21,453,000
					d	c	c				
ADOT	100199	Cosnino Road TI Underpass I-40 at Cosnino Rd Bridge rehabilitation	NHPP	\$2,600,000				\$500,000		\$4,000,000	\$4,500,000
							d			c	
ADOT	8808	Winona TI Underpass I-40 at Townsend-Winona Rd Bridge rehabilitation	NHPP	\$5,300,000	\$5,300,000						\$0
						c					
ADOT	100188	Airport Rd TI Underpass I-17 at J.W. Powell Blvd Bridge rehabilitation	NHPP	\$4,800,000		\$800,000		\$4,000,000			\$4,800,000
							d			c	
COF	TBD	Pavement Overlay varies	RRSS	varies	\$4,088,988	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000	\$4,000,000	\$11,000,000
						c					
COF	TBD	Aztec Street Road reconstruction and utility replacement	RRSS	\$1,442,922	\$1,442,922						\$0

MetroPlan Transportation Improvement Program FY 2021-2025

							d			c	
COF	TBD	West Flag Quadrant Repairs varies Pavement preservation	RRSS	\$4,974,914	\$4,574,914		\$400,000				\$400,000
					c						
COF	TBD	Coconino Estates All roads Street reconstruction	RRSS	\$13,495,023	\$4,877,423	\$6,128,400	\$2,489,200				\$8,617,600
CC		Kachina Trail Kona Trail to Tolani Trail Overlay					\$35,250				
							d				
TOTALS					\$20,990,247	\$65,281,400	\$3,889,200	\$5,500,000		\$8,000,000	\$86,670,600

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities

Map 6. Pavement preservation projects within the MetroPlan area



Pavement Preservation Projects Support for the Regional Plan

Roadway operations and maintenance are handled individually by each agency and under their respective policies. The Regional Plan – and more particularly the FMPO Regional Transportation Plan – speak to the need for proper maintenance of our transportation systems.

ADOT’s Northcentral District and Northern Arizona Region Traffic office is responsible for operations and maintenance of roads in the region on the state highway system, including Interstate 40, Interstate 17, US Highway 89, State Route 89A, Business 40, and US Highway 180. ADOT maintains Intergovernmental Agreements (IGA) with the City of Flagstaff for maintenance of street lights, sidewalks and FUTS trails.

The City of Flagstaff is responsible for all streets within City limits not on the state highway system, including a number of federal-aid eligible roads

Coconino County’s boundaries extend well beyond the FMPO’s 525-square mile area. Major roads within the FMPO region under the County’s jurisdiction are Lake Mary Road, Townsend-Winona Road, Leupp Road, Silver Saddle Road, Koch Field Road, Stardust Trail, Campbell Avenue, Copeland Avenue, Kachina Village Boulevard, Mountaineer Road and many rural minor collectors.

**FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (dba MetroPlan)
FY 2021 - 2025 TRANSPORTATION IMPROVEMENT PROGRAM**

ADOT ACCEPTANCE

Arizona Department of Transportation

Signature

Gregory Byres
Printed Name

ADOT MPD Director
Title

Date



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STAFF REPORT

REPORT DATE: April 15, 2020

MEETING DATE: April 22, 2020

TO: Honorable Chair and Technical Advisory Committee Members

FROM: Martin Ince, Multimodal Planner

SUBJECT: Coordinated Public Transit-Human Services Transportation Plan

1. Recommendation:

i Staff recommends adoption of the 2020 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan

2. Related Strategic Workplan Item

i FMPO (MetroPlan) leverages resources

Guiding Principle:

5. FMPO is fair and equally representative

3. Background

i Beginning in 2007, all MPO's and COG's in Arizona are required to adopt and annually update a Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan), which includes the following elements:

- An inventory of current transportation providers and available transportation services
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
- A list of strategies and activities to address identified gaps and achieve efficiencies in service delivery
- Implementation priorities for strategies and activities based on resources, time, and feasibility.



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

In 2020, Mountain Line and MetroPlan worked to revise several portions of the previous Coordinated Plan, as described below. Discussion regarding the revisions were facilitated through the quarterly meetings of the Coordinated Mobility Council (CMC), which is a regional group convened by Mountain Line and comprised of MetroPlan, Mountain Line, NACOG, and City staff, as well as local transportation providers, local human service agencies, and concerned citizens. This update represents a minor revision to the plan:

- Gaps in transportation service as identified in previous plans were reviewed by the CMC and modified as necessary. Gaps fall into six categories, information, temporal, spatial, infrastructure, and human capital.*
- Strategies and actions to address those gaps were discussed and updated. The CMC reviewed the strategies based on their effectiveness and resources required to implement.*
- Regional priorities were reviewed and reestablished.*
- Required information in the plan has been updated, including the list of Section 5310 grant applications for the region for this grant cycle, the regional vehicle inventory, and agendas and minutes from last year's CMC meetings*

At its February 21, 2020 quarterly meeting, the CMC unanimously approved a motion to recommend approval of the updated Coordinated Plan to the MetroPlan Technical Advisory Committee and Executive Board and to the Mountain Line Transit Advisory Committee and Board of Directors.

The Coordinated Plan was reviewed by the Mountain Line TAC, but no formal action was taken because their April 2 meeting was cancelled. Mountain Line staff received no comments from the TAC on the draft plan. The Coordinated Plan was adopted by the Mountain Line Board of Directors on April 15, 2020.

4. Fiscal Impact

i *There is no fiscal impact at this time.*



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5. Alternatives

i None

6. Attachments

i [Draft 2020 Coordinated Public Transit – Human Services Transportation Plan](#)



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STAFF REPORT

REPORT DATE: April 15, 2020

MEETING DATE: April 22, 2020

TO: Honorable Chair and Technical Advisory Committee Members

FROM: David Wessel, FMPO Manager

SUBJECT: Project Priorities Process

1. Recommendation:

i *This item is for discussion only*

2. Related Strategic Workplan Item

i *Create a plan to fund top projects*

Identify top 3 capital projects

3. Background

i *MetroPlan seeks to identify the priority projects on which it should focus. By extension, MetroPlan seeks to define its most effective role or roles that will add the most value to transportation system development, delivery, maintenance and operations.*

The Technical Advisory Committee, Management Committee and Executive Board previously approved the methodology for prioritizing MetroPlan projects and activities. MetroPlan staff interviewed technical staff from all member agencies to identify priority projects and place them in the approved matrix format. Projects include capital, capital planning, operational projects, organizational capability and technical support.

MetroPlan compiled all the organizational inputs and sorted them by Regional Importance, Action Need, MetroPlan Involvement and Total Score. More than 80 separate projects are identified. The top 20 projects by Total Score are presented here. The full list is available as a separate spreadsheet attachment in the meeting email.



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MetroPlan staff will seek TAC input on the scoring and preliminary input on which project MetroPlan should be involved and what role (or how) they should be involved in advancing that project. TAC members are encouraged to imagine what the “finest transportation system in the country” might look like and what area transportation agencies need to do individually and collectively to make it a reality. For MetroPlan, it is useful to narrow the range of activities in which it might be involved. MetroPlan is a planning organization with responsibilities in the programming through the Transportation Improvement Program. The following list is a first take on MetroPlan involvement levels in different activities.

*System Planning: High Level
System Performance Monitoring: Moderate to High Level
Area Planning: Moderate Level
Planning Funding: Moderate to High Level
Development Planning: Low Level, technical support
Project Programming: Moderate Level
Project Planning: High Level
Project Funding: case by case
Project Design: Low to Moderate Level, advisory, technical support
Project Construction: No participation
System Operations Planning: Low to Moderate Level
Systems Operations: No to low participation
Maintenance Management: Low to Moderate Level, best practice
Project Maintenance: No participation*

MetroPlan hopes to identify just a few priorities that permit highly focused effort and present excellent chances for success. A multi-year program may be necessary to complete some projects and to accommodate a larger list of priorities. As stated in earlier staff reports, there may be efforts that one or more partner agencies are best suited to take on.

4. Fiscal Impact

i *Setting priorities has no direct fiscal impact. Choices made and the type of work to be done such as pursuit of funding versus master planning will impact work program budgets.*



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5. Alternatives

i *MetroPlan Staff recommend the following priorities.*

6. Attachments

i *Top projects by Total Score*

Priority Matrix	MetroPlan Regional Project Assessment - 2020												
	Regional Importance				Action Need				MetroPlan Involvement				
All Projects	Urgency	Magnitude	Multi-modalism	Regional Impact	a	Plan Need	Funding Need	b	Multi-Agency	Staff Need	Funding Opportunity	Long Term Need	c
Regional Transportation Plan RTP	5	4	5	5	19	5	3	8	5	4	3	5	17
Pedestrian Bike/Ped projects	5	4	5	4	18	3	5	8	4	4	5	5	18
Milton / E. Route 66 Downtown Mile	5	5	5	3	18	4	3	7	5	3	4	5	17
McConnell connector CMP	3	3	3	5	14	5	5	10	3	5	5	5	18
Regional Plan update	4	4	5	5	18	4	4	8	5	2	3	5	15
Transportation Modelling	3	3	5	5	16	3	3	6	5	4	5	5	19
W Route 66 CMP	4	4	4	5	17	5	3	8	4	4	5	3	16
ATMP	5	5	4	4	18	3	3	6	4	3	4	5	16
TSMO sweeping/stripping/streetscape funding & programming	3	5	5	4	17	4	4	8	3	4	3	5	15
Routes - BRT	5	4	4	4	17	2	4	6	5	3	5	4	17
Routes - Rte 8 (66)	4	4	4	4	16	4	5	9	4	4	4	3	15
ATMS TSP/ATMS Capacity	3	4	3	5	15	4	5	9	5	3	4	4	16
Milton CMP	3	5	4	5	17	2	5	7	4	3	5	4	16
J.W. Powell/4th Street	3	4	5	5	17	5	4	9	3	3	3	4	13
Safety Develop Emergency Roadway Network Routing	5	5	2	5	17	3	3	6	5	2	4	5	16
Lone Tree I-40 - Lone Tree TI	3	4	4	5	16	3	5	8	3	4	3	5	15
McConnell Multimodal Improvements	4	5	4	4	17	2	5	7	4	2	3	5	14
Programming Comprehensive Programming Decision Matrix	3	4	4	4	15	4	5	9	3	4	3	4	14
Transportation Planner - Joint \$	4	4	4	4	16	1	5	6	4	4	2	5	15
US 180 - Humphreys	5	1	3	5	14	5	5	10	2	3	5	3	13
Transportation Planning streets master plan	4	3	5	4	16	4	3	7	4	3	3	4	14
Lone Tree overpass	5	5	5	5	20	3	2	5	3	2	3	3	11



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STAFF REPORT

REPORT DATE: April 15, 2020

MEETING DATE: April 22, 2020

TO: Honorable Chair and Technical Advisory Committee Members

FROM: David Wessel, FMPO Manager

SUBJECT: ADOT Planning 2 Programming Project Nominations

1. Recommendation:

i This item is for discussion only.

2. Related Strategic Workplan Item

i Create a plan to fund top projects

Identify top 3 capital projects

3. Background

i ADOT seeks project nominations annually for evaluation in the Planning to Programming (P2P) effort that feeds into the 5-Year Construction Program. This combined technical and policy evaluation scores and ranks projects in three system categories: Preservation, Modernization and Expansion. TAC members are reminded that ADOT investment priorities are heavily favored toward preservation, less so for modernization, and very limited for expansion, especially in rural areas of the state.

Nominations may come from ADOT Districts, regional organizations and local jurisdictions as well as the public. Nominations should be submitted on the nomination form (see attached). Also attached is a list from the ADOT District showing which projects are already in the system and how they currently rank within the top 100. Given funding constraints and practical limits on moving forward too many projects in the process, ADOT actively pursues only the top 100 projects.

TAC members will note that only two projects that are not pavement preservation are currently well-ranked, the I-40 corridor and the B40 (W. 66) projects. For more information on the P2P process please consider these resources:



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<https://azdot.gov/planning/transportation-programming/planning-programming>
<https://azdot.gov/sites/default/files/2019/08/fy-2019-p2p-guidebook.pdf>

4. Fiscal Impact

i *Nominating projects and setting regional priorities has no direct fiscal impact.*

5. Alternatives

i *MetroPlan Staff makes no recommendations for additional P2P nominations at this time. I-40, including the Lone Tree Traffic Interchange, and W.Route 66 are regional priorities. Milton and US 180 are both pending outcomes of their respective corridor master plans.*

6. Attachments

i *P2P Nomination form*
ADOT District Priorities in the MPO region

ADOT Northcentral District Project Priority for Potential FMPO Projects in FMPO Region on ADOT Routes

ADOT Priority	Project Description			
1	System preservation, i.e. pavement and bridge preservation projects	State Highway System Preservation is top priority for ADOT. Top ranked projects are Identified yearly through ADOT's P2P process. There is very limited funds for future modernization and expansion projects in rural Arizona.		
2	Modernization projects	P2P State Wide Ranking		Ranking of Potential FMPO' Projects on ADOT Routes Within FMPO Area.
2.1	SR 40B - Thompson Signal	N/R		1
2.2	SR 40B - Woody Mountain Signal	N/R		2
2.3	SR 40B - Right turn lanes WB and Additional left turn lane eastbound at Humphries	N/R		3
2.4	SR 40B - Right turn lane at Switzer Canyon	N/R		4
2.5	US 180 - WB Climbing lane US 180 MP 219-221	N/R		5
2.6	SR 40B - Update ADA ramps and features through corridor	N/R		6
2.7	SR 40B - Construct a raised median between 1st Street and Park Drive; Construct a PHB southwest of 4th Street	N/R		7
2.8	SR 40B - Construct a raised median between SR 40B and Phoenix Avenue	N/R		8
2.9	SR 89A - Update ADA ramps and features through corridor	N/R		9
2.11	SR 89A - Construct a raised median; Provide a PHB between University Drive and Plaza Way	N/R		10
3	Expansion Projects	P2P State Wide Ranking		Ranking of Potential FMPO' Projects on ADOT Routes Within FMPO Area.
3.1	I-40 - Widen to 6 lanes between I-17 - Country Club	*54.62/100		1
3.2	I-40 - Widen to 6 lanes between Belmont and I-17			2
3.3	I-40 - Widen to 6 lanes between Country and Winona			3
3.9	I-40 - Lone Tree TI			N/R
3.4	SR 40 B- Widen road from a 2-3 lane facility to 5 lanes + bike/curb/gutter	29.77/100		4 -This could change depending on traffic growth on I-40 and I-17 outside of the Flagstaff City Limits.
3.7	Milton (Depending on CMP)	N/R		N/R
3.8	US 180 (Depending on CMP)	N/R		N/R

Note:

- ADOT project funding priorities are set via the ADOT Planning to Programing (P2P) rating criteria. There are four categories that projects are grouped in for the ADOT P2P process, Pavement Preservation, Bridge Preservation, Modernization and Expansion. State Highway System Preservation is top priority for ADOT, thus almost all of ADOT funding is going toward the Pavement Preservation and Bridge Preservation categories. Top ranked projects in all categories are Identified yearly through ADOT's P2P process. There are very limited funds for future modernization and expansion projects in rural Arizona. All projects listed above are listed on ADOT's P2P list, but not all the projects are ranked. This table is solely to help FMPO identify FMPO's top priority projects to pursue funding for and not to identify an ADOT ranking priority or funding commitment.

- N/R=Projects that are identified on ADOT's P2P project list but unranked.

*The ADOT P2P Expansion category ranked I-40 between Belmont and Winona as a corridor expansion. Within the corridor projects were broken into phases based on priority. Projects with higher numbers are higher ranked.



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STAFF REPORT

REPORT DATE: April 16, 2020
MEETING DATE: April 22, 2020
TO: Honorable Chair and Members of the TAC
FROM: Jeff Meilbeck, Executive Director
SUBJECT: Federal Stimulus Infrastructure Funding

1. Recommendation:

i No recommendation is being made. Staff will provide an update on developments with current and potential transportation funding.

2. Related Strategic Workplan Item

i Secure at least \$2.1 Million in resources over the next 5 years in a manner that directly benefits member agencies (at least \$750,000 by June 30, 2021)

3. Background

i Government response to the global COVID–19 pandemic has been robust and continues to evolve. As of this writing three pieces of federal legislation have been passed:

The Coronavirus Preparedness and Response Supplemental Appropriations Act passed with near unanimous support in both the House and Senate, was signed into law by the President on March 6, 2020. The bill provides \$8.3 billion in emergency funding for federal agencies to respond to the coronavirus outbreak. Of the \$8.3 billion, \$6.7 billion (81%) is designated for the domestic response and \$1.6 billion (19%) for the international response. There is no infrastructure funding in this bill.

The Families First Coronavirus Response Act provides paid leave, establishes free coronavirus testing, supports strong unemployment benefits, expands food assistance for vulnerable children and families, protects front-line health workers, and provides additional funding to states for the ongoing economic consequences of the pandemic, among other provisions.



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The Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748)

The CARES Act is intended to provide the country with \$2.3 trillion of aid to counter the physical and economic effects of the COVID-19 pandemic. From a transportation perspective, the bill provides \$114 billion for transportation-related purposes, \$88 billion of which for aviation-related grants (as well as industry loans and loan guarantees). Of the remaining \$26 billion, most of that goes to transit (\$25 billion) and Amtrak (\$1+ billion). The specific apportionment for the Flagstaff area was \$7,202,736, requires no local match, can be used for operating expenses to keep the transit system running, and does not have to be included in the TIP or STIP. Furthermore, there are small urban communities in the State of Arizona that may not be eligible for these transit funds and Mountain Line may be able to compete for a larger pool of funds in coming months and years.

Phase IV Framework

The American Association of State Highway and Transportation Officials (AASHTO) recently urged Congress to provide \$50 billion in emergency relief and a six-year, nearly \$800 billion surface transportation reauthorization bill.

The House of Representatives drafted a “moving forward framework” to outline an approach for infrastructure funding. This funding proposal would provide significant funding for transportation projects and an early summary of the framework is attached.

Given the anticipated drop in local sales tax revenues, and the federal funding that has been infused into most other sectors of the economy, it seems possible that local projects will become eligible for federal funding. For example, the BUILD grant program may be increased, and projects in that pipeline may be accelerated. Furthermore, new sources of funding, be they competitive or formula, may be available to local and state governments if a fourth stimulus bill is enacted.

As of this writing, Congress is focused on extending the small business package that will include Paycheck Protection Program by \$250 Billion. Once this extension is done, it is widely anticipated that Congress will pursue an infrastructure bill, such as CARES Act II, with as much as \$2 Trillion for infrastructure and job creation programs.

Bob Holmes of Nexxus Consulting, who provides services for the City of Flagstaff and Mountain Line, shared the following information and advice: *“If you have suggestions for job creation or “shovel-ready” projects (whether it be tax credits, programmatic increases, funding for infrastructure projects etc.), please forward them to us so we can talk to our congressional delegation about pushing for these programs and projects. Congress was originally slated to return next Monday, April 20th. However, because of the danger that COVID-19 still possesses, Congress will*



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not return until Monday, May 4th. We don't expect the CARES 2 package to pass until at least mid-May."

4. Fiscal Impact

- i** *At this time fiscal impacts are unknown. Mountain Line has received \$7.2 Million of funding that requires no local match. It is possible that state and local transportation infrastructure projects will receive similar beneficial consideration, but that remains to be seen.*

5. Alternatives

- i** *None provided*

6. Attachments

- i** *Moving Forward Framework.*

MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

Critical Infrastructure Investments to Overcome Coronavirus & Support Economic Recovery

Our nation faces a historic health and economic emergency as we confront the coronavirus epidemic. As we work to address the immediate health emergency, mitigate the economic impact, and lay the foundation for a strong recovery, we must take bold action to renew America's infrastructure.

Today, Democrats are building on our Moving Forward infrastructure framework – addressing some of the critical impacts and vulnerabilities in America that have been laid bare by the coronavirus. These infrastructure investments include:

FIGHTING CORONAVIRUS

Community Health Centers – As part of our coronavirus infrastructure package, we will include an extra \$10 billion dollars for the community health centers that are on the front lines of the fight against coronavirus.

Clean Water – Dependable drinking water, clean water and wastewater infrastructure are critical in the effort to limit the spread of coronavirus. Our coronavirus infrastructure package includes action to:

- Protect Americans' drinking water – particularly for vulnerable communities – by investing in the Drinking Water State Revolving Fund and programs to ensure clean drinking water in schools, day care centers and on Native American Reservations.
- Fund building new, modern clean water and wastewater infrastructure by investing \$40 billion in the Clean Water State Revolving Fund (CWSRF), to address local water quality challenges, with dedicated funds for urban and rural communities with affordability concerns.
- Establish a new Low-Income Household Drinking Water and Wastewater Assistance program where States (including U.S. Territories) and Indian Tribes can receive Federal grants to assist low-income households in paying their drinking water and wastewater utility bills during public health emergencies.

Broadband – Telemedicine, teleworking, tele-schooling and the increased use of social media and video conferencing by Americans connecting with loved ones during the

epidemic have made access to high-speed broadband more critical than ever. Our coronavirus infrastructure package includes:

- Investing in expanding broadband access to unserved and underserved rural, suburban, and urban communities across the country – connecting Americans, creating strong small businesses, more jobs and strengthening economies in communities that have been left behind.
- Protecting American lives by funding implementation of a Next Generation 9-1-1 system that will allow people to call or send texts, images or videos to 9-1-1 to help first responders and emergency personnel better assess the nature of an emergency and reach people in need.
- Investing in electric grid modernization to accommodate more renewable energy and to make the grid more secure, resilient and efficient.

SUPPORTING STRONG ECONOMIC RECOVERY

Mobility – For a strong recovery, we must invest in smarter, safer infrastructure that is made to last. We can create millions of good-paying jobs strengthening commerce and reducing air pollution that harms public health. Our coronavirus infrastructure package includes:

- Delivering better roads and bridges faster, by prioritizing fixing the broken, outdated infrastructure we already have, including the nation’s 47,000 structurally deficient bridges.
- Modernizing our infrastructure with bold new funding for addressing the most impactful projects and bottlenecks that affect local regions and the national transportation network.
- Increasing funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
- Streamlining project delivery so that our investments get shovels in the ground quicker and commuters see results faster, by reforming the Capital Investment Grant program.
- Expanding our passenger rail network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Investing in Amtrak stations, facilities, services, and modernization of its rail cars, while continuing Amtrak’s legacy of serving long-distance and intercity passengers.

House Democrats will continue to work to put workers and families first as we work to respond to the public health emergency, mitigate the damage, and include Buy America provisions as we move toward recovery.



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STAFF REPORT

REPORT DATE: April 15, 2020

MEETING DATE: April 22, 2020

TO: Honorable Chair and Technical Advisory Committee Members

FROM: David Wessel, FMPO Planning Manager

SUBJECT: Lone Tree Traffic Interchange Discussion

1. Recommendation:

i This item is for discussion only.

2. Related Strategic Workplan Item

i FMPO (MetroPlan) leverages resources

Consider pursuing an additional \$300,000 for the Lone Tree Traffic Interchange

3. Background

i MetroPlan staff continues to gather information on Lone Tree from its partners. Sufficient information and preliminary analysis may lead to a priority effort by MetroPlan to re-evaluate the Lone Tree Traffic Interchange.

Staff has received ADOT information out of the state model that will permit a comparison with traffic data from the initial Design Concept Report. Staff hopes to present that comparison and results of model runs for alternative interchange design concepts to the TAC in May.

As a reminder, the City of Flagstaff and ADOT reached tentative agreement on the scope of a \$120,000 project assessment to replace the I-40 bridges over Lone Tree Road. Three options will be studied:

1. Bridges in current location
2. New bridges adjacent to existing bridges
3. New Lone Tree alignment at Traffic Interchange location in DCR



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City and ADOT staff may be called upon for updates.

4. Fiscal Impact

i *There is no fiscal impact at this time.*

5. Alternatives

i *None*

6. Attachments

i *None*

AGENDA

Executive Board Meeting

10:00 AM to Noon

May 6, 2020

ZOOM

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. The FMPO 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 by contacting the FMPO at 928-213-2651 as early as possible to allow time to arrange the accommodation. **A quorum of the TAC may be present.**

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

EXECUTIVE BOARD MEMBERS

- Coral Evans, Mayor, Flagstaff City Council, Chair
- Charlie Odegaard, Flagstaff City Council, Vice-Chair
- Jesse Thompson, Arizona State Transportation Board Member
- Matt Ryan, Coconino County Board of Supervisors
- Art Babbott, Coconino County Board of Supervisors
- Jim McCarthy, Flagstaff City Council
- Steve Peru, Mountain Line Board of Directors
- Regina Salas, Flagstaff City Council (alternate)
- Jim Parks, Coconino County Board of Supervisors (alternate)

METROPLAN STAFF

- Jeff Meilbeck, Executive Director
- David Wessel, Manager



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Martin Ince, Multi-Modal Planner

Rosie Wear, Business Manager

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

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

D. APPROVAL OF MINUTES

- Minutes of Regular Meeting: April 1, 2020

II. CONSENT AGENDA

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

A. FY2021 Budget

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Board review and adopt a budget for Fiscal Year 2021.

B. Adopt ADOT's Disadvantaged Business Enterprise Plan

MetroPlan Staff: Jeff Meilbeck

Recommendation: Pending

C. Coordinated Public Transit-Human Services Transportation Plan

MetroPlan Staff: David Wessel

Recommendation: Staff recommends adoption of the 2020 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan

III. GENERAL BUSINESS

A. Strategic Plan Update

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff will provide an update on progress towards completion of the current Strategic WorkPlan

B. Project Prioritization Update

MetroPlan Staff: Jeff Meilbeck

Recommendation: None

C. Bus Rapid Transit (BRT) Update

MetroPlan Staff: Jeff Meilbeck

Recommendation: Mountain Line staff will present an update Bus Rapid Transit.

D. Items from the Executive Director

MetroPlan Staff: Jeff Meilbeck

V: CLOSING BUSINESS

A. ITEMS FROM THE BOARD

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

B. ADJOURN



METROPLAN
GREATER † FLAGSTAFF

DRAFT

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on March 30, 2020 at 2:00 pm in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this 30th Day of March 2020.

Rosie Wear, FMPO Specialist