



# MetroPlan

## Fiscal Year 2025 – 2029

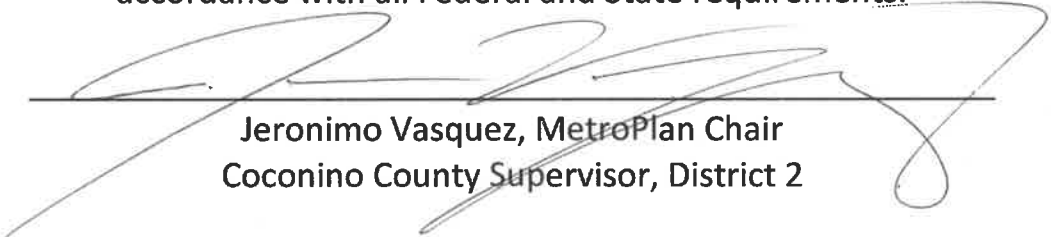
### Transportation Improvement Program

Executive Board Approval

June 6, 2024

*Pending FHWA/FTA Approval*

This MetroPlan FY2025-2029, adopted by the MetroPlan Executive Board on June 6, 2024, has been developed in accordance with all Federal and State requirements.



Jeronimo Vasquez, MetroPlan Chair  
Coconino County Supervisor, District 2

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

CFDA – FHWA: 20.205 CFDA - FTA:

5310/5311/5316/5317 – 20.513

5303 – 20.505

**Public Process Dates**

**January 9, 2024 – Ad in Daily Sun and web posting: Call for Projects**

**January 24, 2024 – TAC reviews draft**

**March 7, 2024 – Board Release for Public Comment**

**March 12, 2024 - Ad and posting: Call for Comments**

**May 22, 2024 – TAC recommendation to Board for TIP adoption**

**June 6, 2024 – Executive Board Adoption**

**MetroPlan of Greater Flagstaff**

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# MetroPlan

2025 – 2029 Transportation Improvement Program



## Chapter I: Introduction



## **General**

This Transportation Improvement Program (TIP) is a multi-year, multi-agency listing of transportation improvements for the MetroPlan area covering a period of five years, from 2025 through 2029.

The TIP represents the project selection document for federally funded projects in the MetroPlan 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 identifies all federal funds used by MetroPlan for its daily operations and planning functions. This includes FHWA Planning Funds (PL), FHWA Surface Transportation Block Grant funds (STBG), ADOT State Planning & Research funds (SPR) and FHWA Carbon Reduction Program funds (CRP). Please refer to MetroPlan's Unified Planning Work Program for how these funds are programmed.
- Chapter III identifies all projects that received discretionary funding achieved through competitive programs at the federal and state levels. Grants change year-by-year and may include one or more of RAISE, INFRA, RURAL, HSIP, TA, PROTECT, AZ Smart, Congressionally Directed Spending or other programs.
- Chapter IV provides an accounting of planned transit projects in the region. These projects are proposed by Mountain Line, also known as the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) using Section 5307 or 5339

small urban area funds, or 5311 rural transit funds. Another table records awards granted or applied for by service providers for the Elderly and Disabled (Section 5310 funds).

- Chapter V lists projects on the federal-aid system routes that are locally funded and administered by either the City of Flagstaff or Coconino County.
- Chapter VI 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](#). A separate table in this chapter also lists one project – the Lone Tree Traffic Interchange – which does not appear on ADOT's 5-year plan but is proposed by MetroPlan in the illustrative year.
- Chapter VII includes pavement preservation projects on federal-aid system routes for Coconino County, and the City of Flagstaff.

Each of the projects proposed for implementation in this TIP are consistent with the [FMPO \(now MetroPlan\) Regional Transportation Plan](#), which was adopted on June 1, 2023.

## **Geographic Area**

Figure 1 on the following page illustrates the MetroPlan boundary. 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.

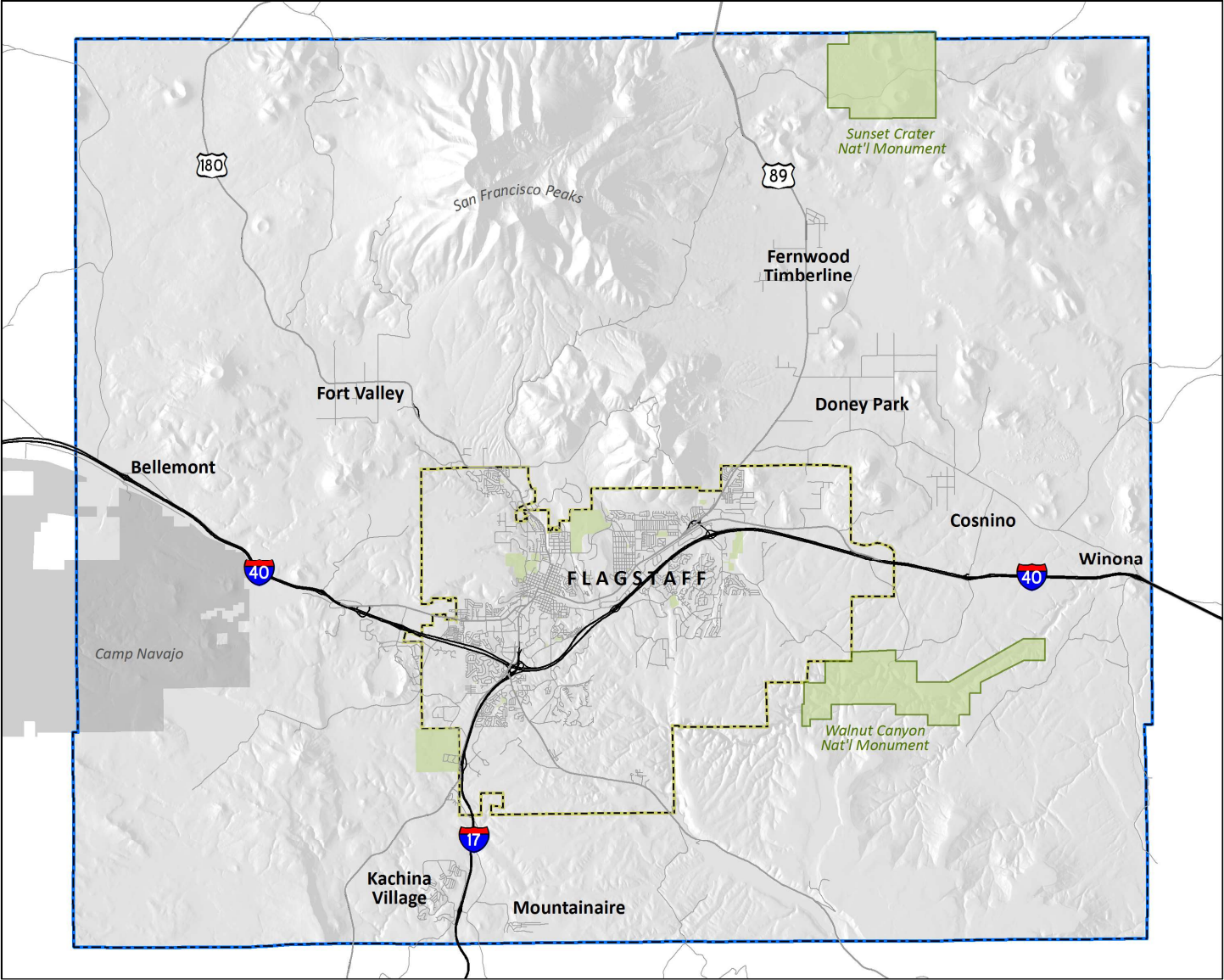


Figure 1. MetroPlan Boundaries

## **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 MetroPlan 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 at least every four years and be endorsed by MetroPlan.

The purpose of the TIP is to synthesize the short-range plans and programs of all local agencies to ensure 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 MetroPlan 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.

MetroPlan's TIP is a product of the regional transportation planning process that is carried on cooperatively by MetroPlan with the City of Flagstaff, Coconino County, Mountain Line 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 comment 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 Mountain Line (aka 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**

The MetroPlan FY 2025-2029 TIP is fiscally constrained. 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

MetroPlan applies a 2.5% inflation per year out to year-of-expenditure when appropriate.

### Funding Estimates

*Surface Transportation Block Grant Program (STBG):* FMPO uses current ADOT ledger estimates. Suballocations from ADOT are updated as federal appropriations are made available.

*Transit Funding (5307):* These funds assume current year allocations and a 2% 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 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.

*HURF* and locally dedicated funding for roads and streets maintenance help assure funds for capital projects programmed or identified in the TIP will not be shifted to general maintenance.

*Planning Funds:* For planning, including Metropolitan Planning (PL), State Planning & Research (SPR) and Carbon Reduction Program (CRP), MetroPlan uses current ADOT ledger estimates.

### Federal Performance Targets

*Moving Ahead for Progress in the 21<sup>st</sup> 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.

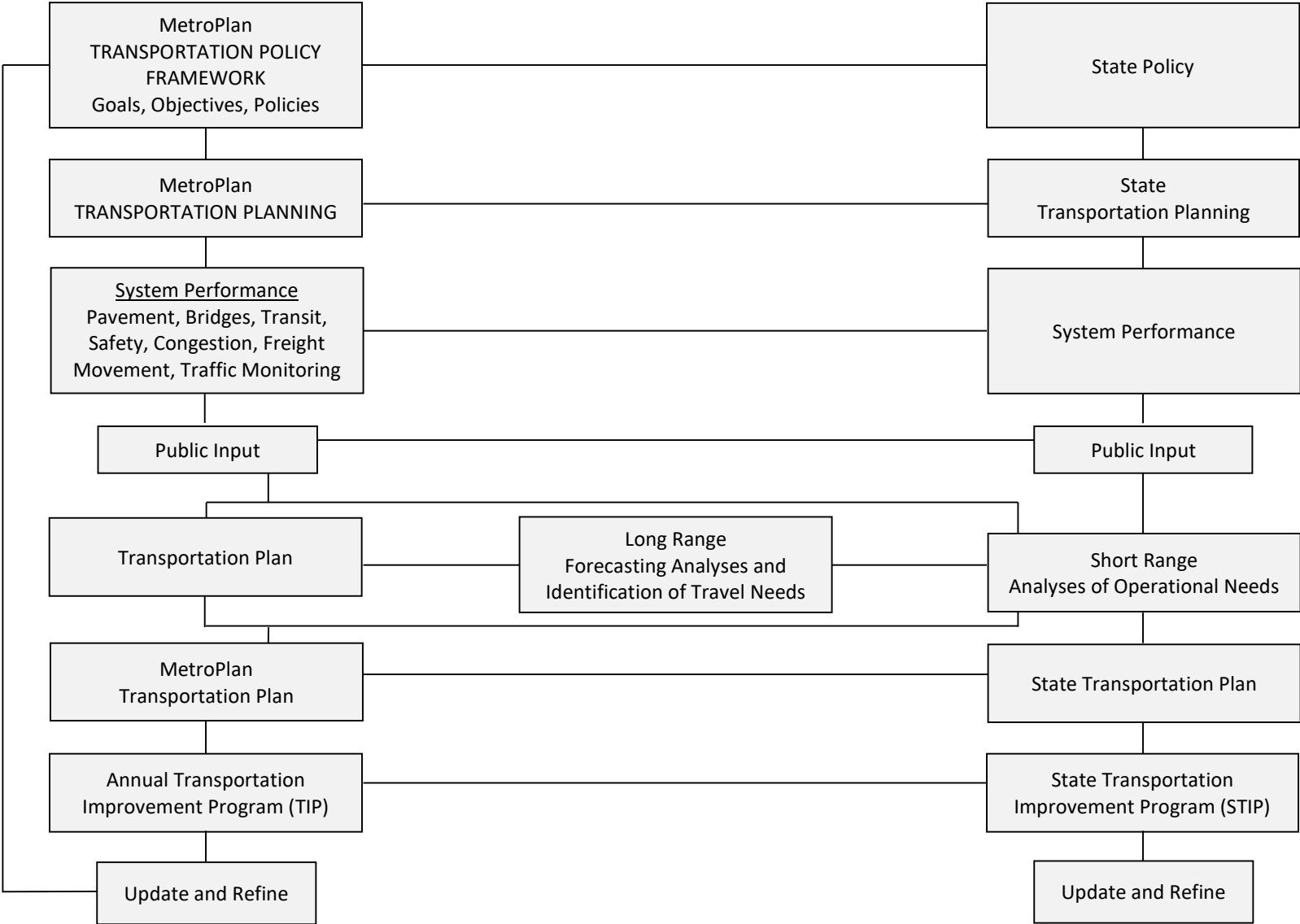
Per federal requirement the State of Arizona has adopted targets for these measures. MetroPlan adopted all the state measures except for transit. Transit goals were set in cooperation with Mountain Line Transit.



The projects in the MetroPlan TIP collectively address these goals and targets. ADOT, the City and County will invest tens of millions of dollars in system preservation including many bridge rehabilitation and replacement projects. Mountain Line set its own transit asset management goals. Its documented reports to MetroPlan show that goals are being reached effectively via investments documented in this TIP. 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 due to fiscal constraints.

The Flagstaff region is in attainment, so is not modeling or monitoring air quality directly. However, the City of Flagstaff adopted a Carbon Neutrality Plan, and *Stride Forward*, MetroPlan's most recent regional transportation plan, focused on carbon reduction as evidence of our regional commitment to addressing climate change. So, MetroPlan member agencies are investing heavily in bicycle, pedestrian, and transit which local research shows positively contribute to economic vitality and environmental sustainability. Though greenhouse gas emissions are no longer a federal requirement to monitor, MetroPlan will work with the City to track vehicle miles traveled in accordance with local goals.

FMPO TRANSPORTATION PLANNING PROCESS



# MetroPlan

2025 – 2029 Transportation Improvement Program



## Chapter II: MetroPlan Planning & Administration Funds



**Table 1. FMPO General Administration and Planning Funds (Surface Transportation Block Grant, Metro Planning, State Planning, Congestion Relief)**

Updated: 05-14-2024

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY24 excluded)	Local Additional Match (FY24 excluded)	Total All Funds 2025-2028
FMPO	MPU-25-01	100120	General administration and planning See Unified Planning Work Program	STBG	\$0	\$456,566	\$456,566	\$456,566	\$456,566	\$456,566	\$456,566	\$55,195	\$55,195	\$0
												\$55,195	\$55,195	\$511,761
												\$55,195	\$55,195	\$511,761
												\$55,195	\$55,195	\$511,761
												\$55,195	\$55,195	\$511,761
												\$456,566	\$36,878	\$493,444
FMPO			General administration and planning See Unified Planning Work Program	PL		\$153,540	\$156,611	\$156,611	\$156,611	\$156,611	\$156,611	\$9,281	\$9,466	n/a
	MPU-25-02											\$9,466	\$9,466	\$166,077
	MPU-26-02											\$9,466	\$9,466	\$166,077
	MPU-27-02											\$9,466	\$9,466	\$166,077
	MPU-28-02											\$9,466	\$9,466	\$166,077
	MPU-29-02											\$9,466	\$9,466	\$166,077
FMPO			General administration and planning See Unified Planning Work Program	SPR		\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$31,250	\$31,250	n/a
	MPU-25-03											\$31,250	\$31,250	\$156,250
	MPU-26-03											\$31,250	\$31,250	\$156,250
	MPU-27-03											\$31,250	\$31,250	\$156,250
	MPU-25-03											\$31,250	\$31,250	\$156,250
	MPU-29-03											\$31,250	\$31,250	\$156,250
FMPO			General administration and planning See Unified Planning Work Program	CRP		\$168,268	\$170,216	\$170,216	\$170,216	\$170,216	\$170,216	\$42,067	\$42,554	n/a
	MPU-25-04											\$42,554	\$42,554	\$212,770
	MPU-26-04											\$42,554	\$42,554	\$212,770
	MPU-27-04											\$42,554	\$42,554	\$212,770
	MPU-28-04											\$42,554	\$42,554	\$212,770
	MPU-29-04											\$42,554	\$42,554	\$212,770
<b>TOTALS</b>						<b>\$903,374</b>	<b>\$908,393</b>	<b>\$908,393</b>	<b>\$908,393</b>	<b>\$908,393</b>	<b>\$908,393</b>	<b>\$756,606</b>	<b>\$0</b>	<b>\$5,215,974</b>

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

## Regional Transportation Plan Goals, Performance Measures, and Fiscal Constraints

Planning and administration funds are programmed and budgeted through the Unified Planning & Work Program with funding levels identified from the ADOT ledger. Planning projects and activities are vetted by the Technical Advisory Committee and Executive

Board and are aligned directly with the Regional Transportation Plan or subsidiary plans like the Regional Transportation Safety Plan. MetroPlan routinely adopts state performance measures with the exception of transit which are developed by Mountain Line and adopted by MetroPlan.

# MetroPlan

2025 – 2029 Transportation Improvement Program



## Chapter III: Federal & State Discretionary Grant Projects



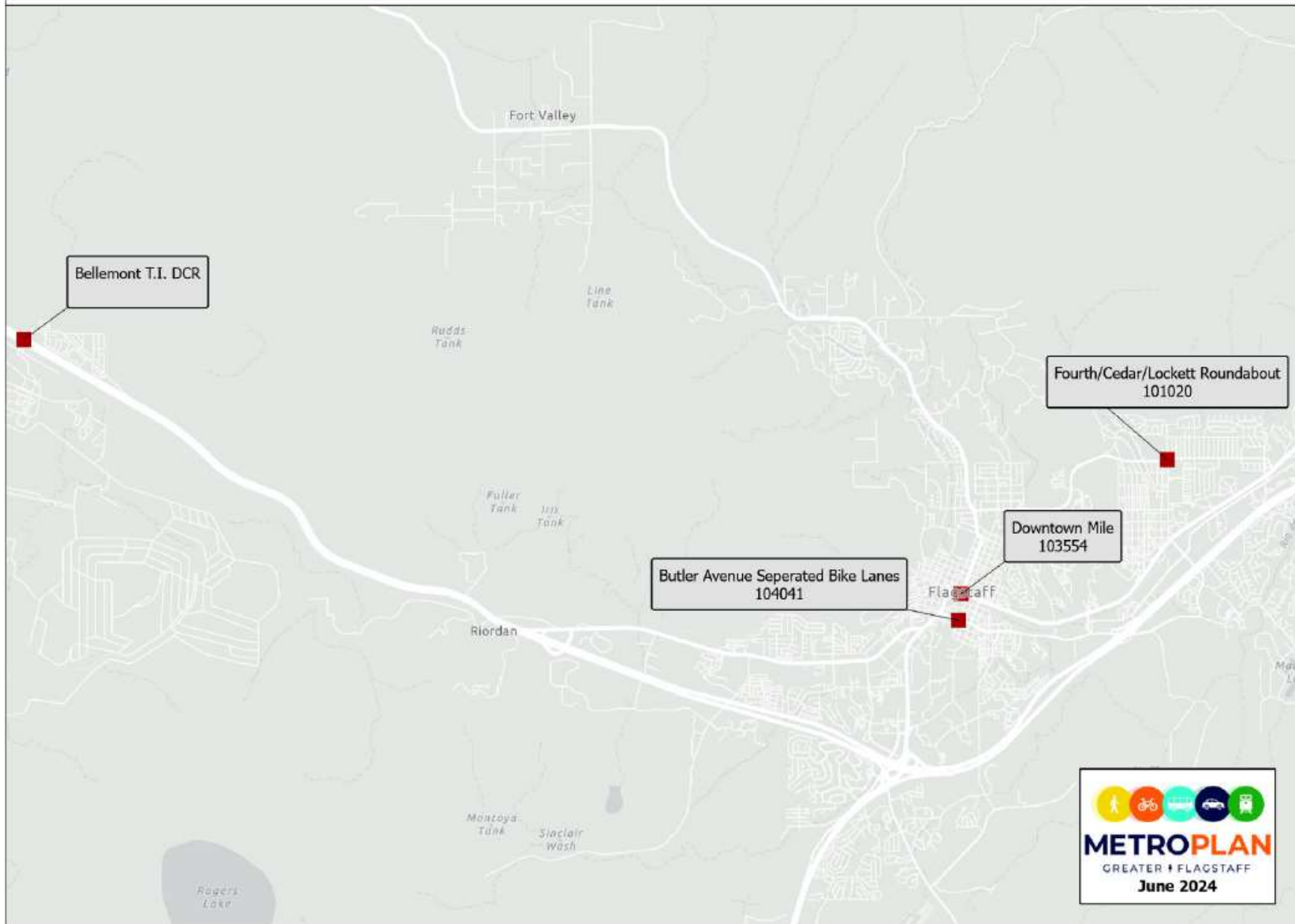
**Table 2. Other Federal and State Non-Transit Grant projects within the FMPO area**

Updated: 06-20-2024

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY24 excluded)	Local Additional Match (FY24 excluded)	Total All Funds 2025-2028
City of Flagstaff	MFH-23-01	103554	<b>Downtown Mile</b> Florence/Walnut to Ponderosa Parkway Construct integrated rail, flood, transit, highway, transit and ped/bike design Urban Principal Arterial   All 0.75   4   4	INFRA	\$56,300,000	\$32,460,000								\$0
Coconino	MCP-25-01		<b>Coconino County Regional, Local and Rural Road Safety Plan</b> Entire County including MetroPlan n/a   n/a   n/a	SS4A	\$781,200		\$781,200							\$781,200
Coconino County	MCH-24-02	104002	<b>US 89 Flood Control PROTECT Project</b> MP 410 to MP420 Drainage improvements Principal arterial   All varies   4   4	PROTECT	\$15,590,568	\$15,590,568								
COF	MFP-25-14XXX		<b>Butler Avenue Separated Bike Lanes</b> Ponderosa Parkway to Milton Road Install raised bike lanes and protected intersections	TA	\$416,642	\$392,893	<b>DELETE</b>							
COF	MFP-25-14		<b>Butler Avenue Separated Bike Lanes</b> Ponderosa Parkway to Milton Road Install raised bike lanes and protected intersections	SS4A	\$12,014,989	\$9,611,991								\$0
MP	MPP-24-10	TBD	<b>MetroPlan Safe Routes To School Plan &amp; Program</b> Regional Safe routes plans for regional schools and Safe Routes Program N/A	TA	\$1,100,000	\$1,037,300					s, a			
Coconino	MCH-24-01	TBD	<b>Bellemont area I-40 Design Concept</b> I-40 at Transwestern Interstate/Collector Interchange   Study 1   2   2	AZSmart	\$600,000	\$600,000						n/a		
COF	MFH-25-13	101020	<b>Fourth/Cedar/Lockett Roundabout</b> Fourth St/Cedar Ave/Lockett Rd Reconstruct intersection as roundabout Urban collector   All 0.5   2   2	HSIP	\$6,710,670	\$6,460,670	\$250,000							\$250,000
<b>TOTALS</b>					<b>\$93,097,427</b>	<b>\$65,760,529</b>	<b>\$1,031,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,031,200</b>

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

Map 1. Local Federal Aid Projects in the MetroPlan Area



## **Regional Transportation Plan Goals, Performance Measures and Fiscal Constraint**

### **Downtown Mile (INFRA grant)**

The Downtown Mile project is a multimodal, interagency project involving ADOT, the City of Flagstaff, BNSF Railroad, Mountain Line, and the US Army Corps of Engineers. It addresses safety by incorporating railroad and highway pedestrian underpasses, state of good repair by replacing a functionally obsolete bridge, greenhouse gas emissions and air quality by accommodating pedestrians and bicycles and connecting them to transit. The project contributes greatly to the mobility, connectivity, and accessibility of the Downtown Activity Center.

### **Butler Avenue Separated Bike Lanes (SS4A)**

This project addresses known safety issues on Butler Avenue by separating bicycle movement horizontally and vertically from vehicular traffic. It advances mode shift goals by making bicycling more comfortable for average users. This project contributes to the functionality of the Downtown and NAU Activity Centers.

### **MetroPlan Safe Routes to School (TA)**

This addresses a specific safety concern: Getting school children to school. It will also contribute to mode shift and congestion if the amount of pickup/drop off activity at schools across the region is successfully reduced.

### **Bellemont area I-40 Design Concept (AZ Smart Fund)**

This design concept report examines access to the Bellemont rural activity center.

### **Fourth/Cedar/Lockett Roundabout (Highway Safety Improvement Program)**

This project addresses a known safety issue.

All projects are programmed in accordance with the funding allocated. Local funds make up any shortfalls.



# MetroPlan

2025 – 2029 Transportation Improvement Program



## Chapter IV: Federal Transit Projects



Table 3. Federal Transit Projects in the FMPO Region

Updated: 05-14-2024

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY24 excluded)	Local Additional Match (FY24 excluded)	Total All Funds
Mountain Line	MMT-24-11	100135	Operating Assistance, including Project Management	5307, including STIC	\$70,019,973	\$5,568,177	\$5,927,825	\$6,044,076	\$6,162,651	\$6,283,598	\$6,283,598	\$24,418,150		\$60,688,074
Mountain Line	MMT-24-12	100137	Passenger Shelters, Signs, and Poles	5307, STBG State Flex	\$914,733	\$135,000	\$ 150,000	\$ 165,000	\$ 180,000	\$ 210,000	\$ 210,000	\$1,762,500		
Mountain Line	MMT-24-13	102356	Preventative Maintenance	STBG Local	\$2,795,289	\$459,875	\$ 473,671	\$ 487,881	\$ 502,518	\$ 517,594	\$ 517,594	\$4,954,160		
Mountain Line	MMT-24-14	101540	Downtown Connection Ctr - Construct	5339	\$45,343,000	\$36,274,400						\$9,068,600		\$59,735,600
	MMT-24-14	101540	Downtown Connection Ctr - Construct	5337/5339	\$13,992,600	\$11,194,000						\$2,798,600		
	MMT-24-14	101540	Downtown Connection Ctr - Solar Admin Bldg	5337/5339	\$400,000	\$320,000						\$80,000		
Mountain Line	MMT-24-15	TBD	IT - Security and Technology Upgrades	5307/5339	\$1,224,096	\$979,277						\$244,819		\$979,277
Mountain Line	MMT-24-16	101541	Replacement Buses	5307/5339	\$8,793,062	\$7,034,450						\$1,758,612		\$7,034,450
Mountain Line	MMT-24-17	104046	Operations Support Vehicles	5307/5339	\$300,000	\$240,000						\$60,000		\$240,000
Mountain Line	MMT-24-18	103464	Phase 1 Campus Bus Storage: CDL Test Course and training materials	5307, 5339	\$4,375,581	\$3,500,465						\$875,116		\$3,500,465
Mountain Line	MMT-24-18	103464	Phase 1 Campus Bus Storage: CDL Test Course and training materials	Appropriation	\$3,237,500	\$2,590,000						\$647,500		\$2,590,000
Mountain Line	MMT-24-19	101532??	Kaspar Electrification Infrastructure	5339	\$1,615,148	\$1,292,118						\$323,030		\$1,292,118
Mountain Line	MMT-24-20		Maintenance Facility Design	5307/5339	\$2,000,000	\$1,600,000						\$400,000		\$1,600,000
Mountain Line	MMT-24-20		Kaspar Maintenance Facility	5339	\$20,447,500	\$16,358,000						\$4,089,500		\$16,358,000
<b>TOTAL ALL CATEGORIES</b>					<b>\$175,458,482</b>	<b>\$87,545,762</b>	<b>\$6,551,496</b>	<b>\$6,696,957</b>	<b>\$6,845,169</b>	<b>\$7,011,192</b>	<b>\$7,011,192</b>	<b>\$51,480,587</b>	<b>\$0</b>	<b>\$154,017,984</b>
= multi-phased or multi-funded projects under the same ID number														
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, NAU and other partner funds.														

**Table 3a. FTA Section 5310 transit projects within the FMPO area**

Updated: 05-14-2024

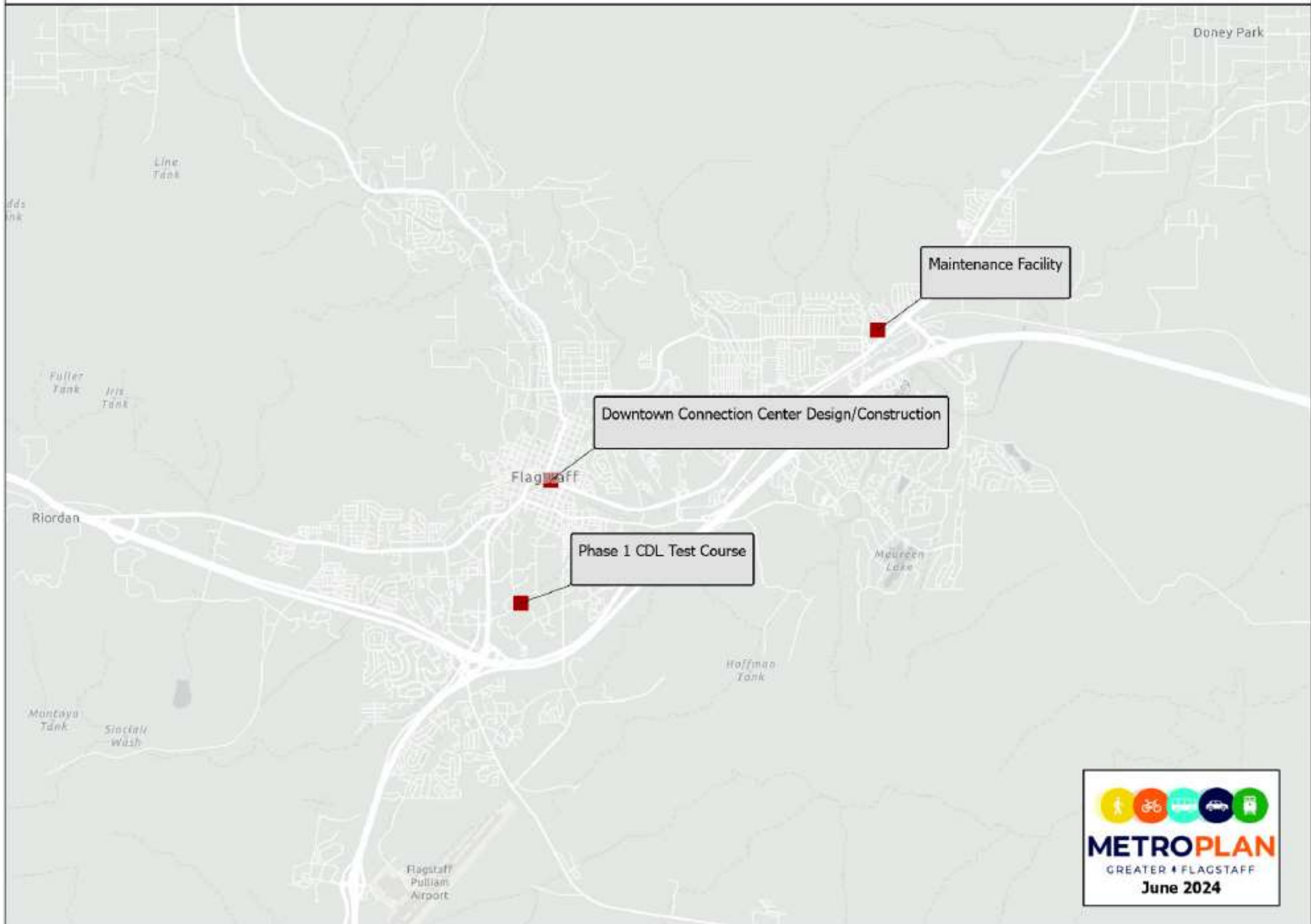
Agency	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project Cost	Federal Share Only FY 2024	Pre-application FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY24 excluded)	Local Additional Match (FY24 excluded)	Total All Funds 2025-2028
Civic Service Institute - NAU	MUT-23-02		Senior Companion Program - Door-to-door	5310		\$ 11,717						\$ 11,716		n/a
Civic Service Institute - NAU	MUT-25-01		Senior Companion Program - Door-to-door	5310			\$ 13,000					\$ 13,000		\$26,000
Hozhoni Foundation, Inc.	MOT-23-05		Vehicle Replacement -9 passenger cutaway w/ lift	5310		\$ 99,802						\$ 24,950		n/a
Hozhoni Foundation, Inc.	MOT-25-01		Replacement for VIN#5367	5310			\$ 115,500					\$ 28,875		\$144,375
Quality Connections	MOT-23-09		Vehicle Replacement - maxivan with lift	5310		\$ 73,486						\$ 18,372		n/a
NAIPTA	MMT-23-06		Mobility management - Year 2	5310		\$ 103,418						\$ 25,855		n/a
NAIPTA	MMT-23-07		ADA Plus - Year 1	5310		\$ 105,000						\$ 105,000		n/a
NAIPTA	MMT-23-08		Taxi voucher program - Year 1	5310		\$ 62,000						\$ 62,000		n/a
NAIPTA	MMT-25-01		ADA Plus - Year 2	5310			\$ 115,943					\$ 115,943		\$231,886
NAIPTA	MMT-25-02		Taxi voucher program - Year 2	5310			\$ 75,000					\$ 75,000		\$150,000
NAIPTA	MMT-25-03		Mountain Line GO!	5310			\$ 62,430					\$ 62,430		\$124,860
NAIPTA	MMT-25-04		Bus stop mobility program	5310			\$ 200,000					\$ 50,000		\$250,000
Hope Lives	MOT-23-03		Full size SUV	5310		\$ 43,505						\$ 10,876		n/a
Hope Lives	MOT-23-04		11 passenger Maxivan	5310		\$ 73,846						\$ 18,012		n/a
Hope Lives	MOT-25-02		Passenger van for peer support services	5310			\$ 45,675					\$ 9,135		\$54,810
<b>TOTALS</b>						<b>\$ 572,774</b>	<b>\$ 627,548</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 631,164</b>	<b>\$ 0</b>	<b>\$ 981,931</b>

**Table 3b. FTA Section 5311 transit projects within the FMPO area**

Updated: 05-28-2024

Agency	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project Cost	FY 2024 Award	FY 2025 Applied for	FY 2026	FY 2027	FY 2028	FY 2029	Local cost	Local Additional Match (FY24 excluded)	Total cost
NAIPTA	MMT-22-01		Administration (Yr 1 = 25, Yr 2 = 26)	5311		\$ 35,000	\$ 35,914					\$ 8,979		\$ 44,893
NAIPTA	MMT-2202		Vanpool Service Contract Year 2	5311		\$ 64,000	\$ 59,200					\$ 14,800		\$ 74,000
<b>TOTALS</b>						<b>\$ 99,000</b>	<b>\$ 95,114</b>					<b>\$ 23,779</b>		<b>\$ 118,893</b>

Map 2. Transit capital projects within the MetroPlan Area



## Regional Transportation Plan Goals, Performance Measures, and Fiscal Constraint

The Regional Transportation Plan seeks to implement the land use policies of the City-County Regional Plan. That plan includes a variety of goals and policies to promote a high-quality, equitable, and convenient transit system examples of which include:

- Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation: Public transportation
- 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 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.

- Goal PF.2. Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.
- Policy LU.11.4. Encourage various housing types that appeal to a diverse range of ages and income.

Capital projects, including a downtown connection center, CDL training course, bus storage, and bus replacement, will enhance operations and state of good repair, contribute to safe operations, and assist Mountain Line to continue to meet its performance goals. Mountain Line consistently meets the federally mandated targets it sets for state of good repair and others through the investments outlined in the TIP. Funds identified are routinely in line with federal appropriations.

The operations and capital expenditures identified in this Transportation Improvement Program are consistent with Mountain Line’s most recently adopted 5-year Transit Plan, *Flagstaff in Motion*, that is referenced in the MetroPlan’s RTP. 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.

Mountain Line works within its appropriated funds, limits large discretionary grants to one-time capital expenses, and by policy maintains a conservative funds balance. The application review process behind the 5310 and 5311 projects listed assure they are fiscally constrained.

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# MetroPlan

2025 – 2029 Transportation Improvement Program



## Chapter V: Local Non-Federal Aid Projects



**Table 4. Non-Federal Aid Projects on the Federal Aid System**

Updated: 05-28-2024

LOCAL FUNDS ONLY														
Sponsor	MFH ProjID	ADOT ProjID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY24 excluded)	Local Additional Match (FY24 excluded)	Total All Funds 2025-2028
COF	MFH-25-01	102340	<b>Lone Tree Railroad Overpass</b> Franklin Ave to Route 66  Construct new road and railroad overpass  Urban minor arterial   All .51   0   4	420	\$ 95,122,318	\$27,392,159	\$17,500,159	\$45,100,000	\$5,080,000	\$50,000		n/a		\$67,730,159
COF	MFH-25-02	TBD	<b>Fourth Street &amp; JW Powell Extension</b> Butler Avenue to Pine Canyon New road construction Urban minor arterial   All 2.47   0   2	419	\$ 45,192,432	\$386,057	\$10,000,000	\$34,806,375				n/a		\$44,806,375
COF	MFH-25-03	TBD	<b>John Wesley Powell Blvd - Ph I &amp; II</b> Pine Canyon to Harold Ranch Rd??? New road construction Urban minor arterial   All 1.72   0   2	419										
COF	MFH-25-04	103557	<b>John Wesley Powell Blvd - Airport</b> Lake Mary Road to Pulliam Drive New road construction Urban minor arterial   All 1.35   0   2	419	\$ 0					\$14,502,000		n/a		\$14,502,000
COF	MFH-25-05	103555	<b>Lone Tree Road Widening</b> Pine Knoll Dr to J.W. Powell Blvd Road widening Urban minor arterial   All 1.02   2   4	419						\$20,037,000		n/a		\$20,037,000
COF	MFH-25-06	TBD	<b>Lone Tree Road Widening</b> O'Leary Dr to Pine Knoll Dr Road widening Urban minor arterial   All .43   2   4	419	n/a				\$1,000,000	\$1,906,000		n/a		\$2,906,000



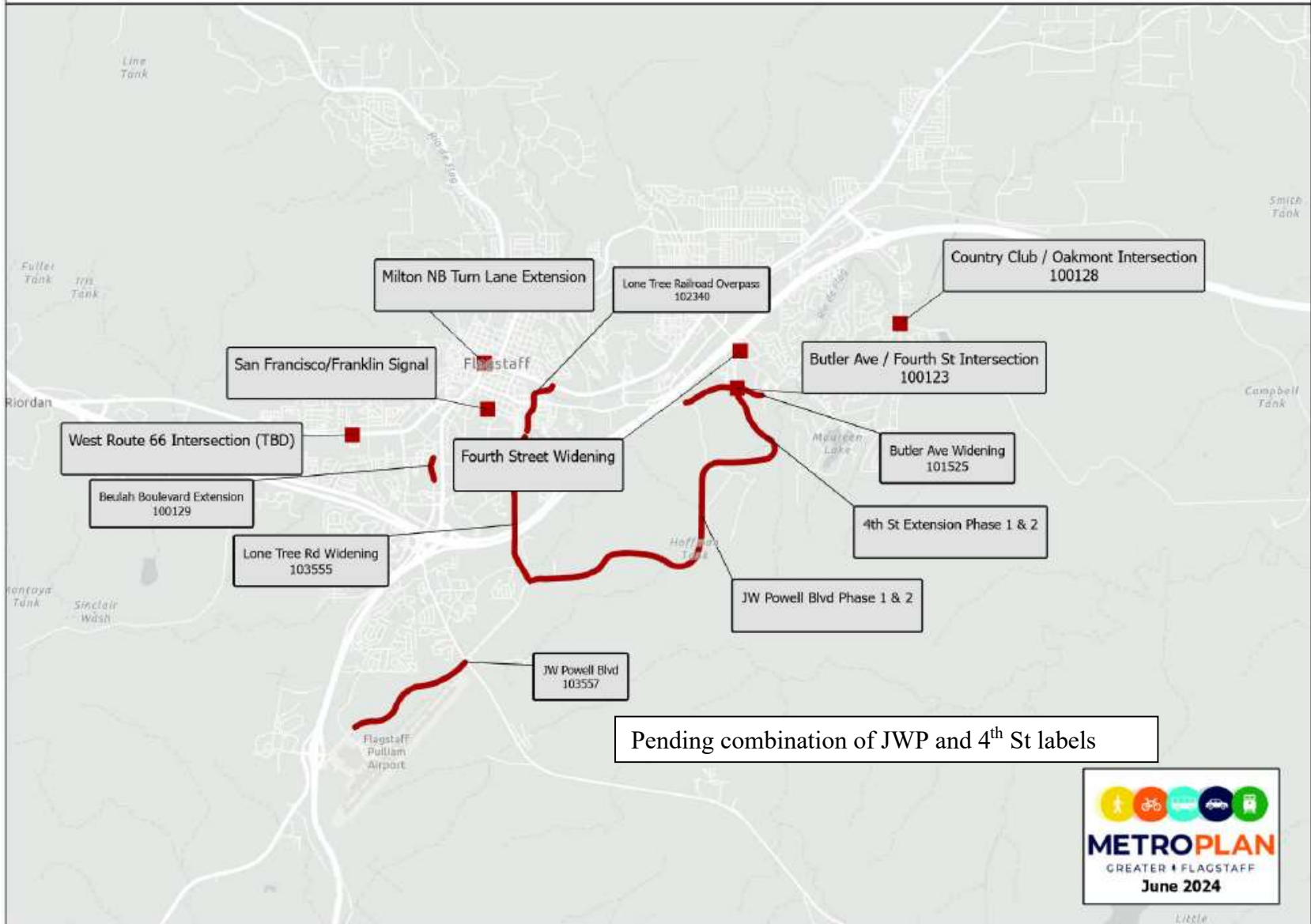
**Table 4. Non-Federal Aid Projects on the Federal Aid System**

Updated: 05-28-2024

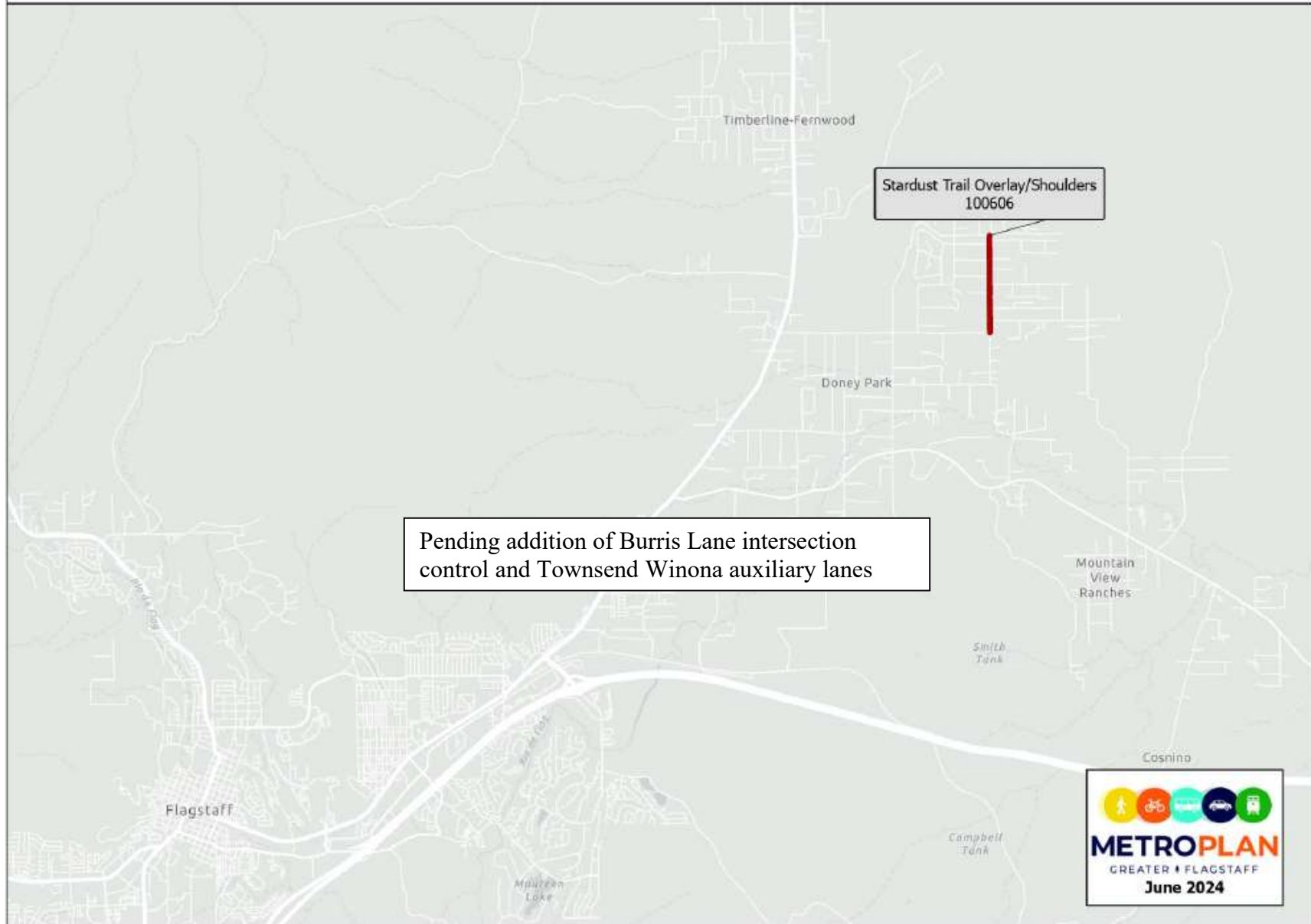
LOCAL FUNDS ONLY														
Sponsor	MFH ProjID	ADOT ProjID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY'24 excluded)	Local Additional Match (FY'24 excluded)	Total All Funds 2025-2029
COF	MFH-25-06	101523	<b>Lone Tree Road Widening</b> Butler Ave to O'Leary Dr Road widening Urban minor arterial   All .31   2   4		\$ 10,740,000	\$3,172,000	\$7,108,000	\$450,000	\$10,000					
COF	MFH-25-07	101525	<b>Butler Ave - Fourth St Improvements</b> Harold Ranch Rd to Sinagua Heights Dr Road widening & intersection improvements Urban minor arterial   All .84   2   4	419	\$ 16,025,278	\$638,936	\$12,000,000	\$3,386,342				n/a		\$15,386,342
COF	MFH-25-08	101527	<b>Pedestrian-Bicycle-FUTS Projects</b> Various - see City Capital Improvement Program Design and construct new facilities Expenditures are annual averages n/a   n/a   n/a	419	\$ 26,551,180	\$5,310,236	\$5,310,236	\$5,310,236	\$5,310,236	\$5,310,236	\$5,310,236	n/a		\$26,551,180
COF	MFH-25-09	102347	<b>West Route 66</b> Project location to be determined Urban minor arterial   All ?   ?   ?	419	\$ 2,700,000	\$350,000	\$1,000,000		\$1,350,000			n/a		\$2,350,000
COF	MFH-25-10	100128	<b>Country Club / Oakmont Intersection</b> Country Club Dr and Oakmont Dr Intersection reconstruction Urban collector   All .51   2   2	419	\$ 2,215,000	\$115,000	\$400,000	\$1,700,000				n/a		\$2,100,000
COF	MFH-25-14	TBD	<b>US89 - Smokerise Intersection Improvements</b> US89 - Smokerise Dr Intersection improvements Urban collector   All .11   4   4				\$687,685							
COF	MFH-25-11	103559	<b>San Francisco - Franklin Signal</b> San Francisco - Franklin Install new signal Urban collector   All .11   2   2	419	\$ 400,000		\$400,000					n/a		\$400,000

Table 4. Non-Federal Aid Projects on the Federal Aid System														
Updated: 05-28-2024														
LOCAL FUNDS ONLY														
Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY24 excluded)	Local Additional Match (FY24 excluded)	Total All Funds 2025-2028
COF	MFH-25-12	100129	<b>Beulah Blvd Extension/University Dr</b> Forest Meadows St to Yale St Construct new street & intersection Urban collector   All .4   0   4	Trans	\$ 16,798,099	\$8,958,199	\$7,839,900					n/a		\$7,839,900
CC	MCH-25-1	TBD	<b>Townsend-Winona Road</b> US 89 to Koch Field Auxiliary lane and widen shoulders Urban collector   All 2.43   2   2	CC	\$ 250,000						\$250,000	n/a		\$250,000
CC	MCH-25-3	TBD	<b>US 89/Burris Lane Traffic Control</b> US 89/Burris Lane Install new signal or roundabout Principal Arterial/Collector .01   4   4	CC	\$1,200,000		\$350,000	\$850,000				d		\$1,200,000
CC	MCH-25-2	100606	<b>Stardust Lane Overlay/Shoulders</b> Silver Saddle Rd to McGee Rd Mill and overlay; add shoulders Collector 1.0   2   2	CC	\$ 2,995,000	\$2,995,000						n/a		\$0
<b>TOTALS</b>						\$220,189,307	\$49,317,587	\$62,595,980	\$91,602,953	\$11,750,236	\$6,360,236	\$42,005,236		\$206,058,956
Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities														

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



Map 4. Local non-federal aid projects on the federal aid system | County



## **Regional Plan Goals, Performance Measures and Fiscal Constraint**

Safety, arterial connectivity and lane density, and multimodal accommodation are emphasized in the regional plan and regional transportation plan. All roadway projects are to be complete streets and these are complemented by important separate pedestrian and bicycle funding through the City.

### **Fourth Street Phase I&II and J.W. Powell Phase I&II**

- Creates a connection between Lake Mary Road and Butler Avenue
- Offers alternative route to I-40
- Opens significant areas for needed residential development and will be built in partnership with the private sector.

### **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 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
- Completes planned FUTS trails along the street

- Reconstructs the intersection at Butler Ave and Fourth St
- Facilitates flow eliminating existing bottleneck
- The intersection will be raised by several feet to eliminate flooding and provide a separated grade crossing.

### **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

### **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
- 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

#### **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

Projects described above are funded with locally generated funds through dedicated sales taxes or through state-shared revenue funds, primarily the Highway User Revenue fund. Consequently, fiscal constraint is achieved annually through the respective capital improvement programming and budgets for the City and County.

These locally funded projects are not directly accountable to federal transportation measures. However, the project prioritization process in the regional transportation plan that informed the supporting tax initiatives includes considerations for safety.

# MetroPlan

2025 - 2029 Transportation Improvement Program



## Chapter VI: ADOT Projects



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

Updated: 05-14-2024

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	State Required Match (FY24 excluded)	State Additional Match (FY24 excluded)	Total All Funds 2025-2028
ADOT	n/a	104377	<b>Ramp E-N Overpass #2450</b> I-17 milepost 340.01 to 340.02 Bridge rehabilitation Interstate / Interstate   Bridge   All .01   2   2	Bridge	\$ 3,100,000			\$565,800				\$34,200		\$ 600,000
								d		\$2,358,500		\$141,500		\$ 2,500,000
										c				
ADOT	n/a	100188	<b>Airport Road TI UP</b> I-17 MP 337.3 to MP 338.3 Bridge replacement Interstate / Minor arterial   Bridge   All 1   4   4	NHPP	\$ 14,134,875	\$10,943,440								
ADOT	n/a	104376	<b>Riordan ATSF Railroad Overpass</b> I-40 milepost 190 to 191 Bridge Replacement Interstate / Railroad   Bridge   All 1   4   4	Bridge	\$47,500,000		\$2,358,500					\$141,500		\$2,500,000
								d	\$10,608,750	\$31,826,250		\$2,565,000		\$45,000,000
ADOT	n/a	100997	<b>I-40 Intelligent Transportation Systems</b> Transwestern - I-17/I-40 TI Variable Speed Limit Signs and Supporting ITS Infrastructure Interstate   ITS   All Varies   4   4	HSIP	\$ 3,665,000	\$2,830,200								\$ 0
ADOT	n/a	103296	<b>I-17 Intelligent Transportation Systems</b> Sunset Point - I-17/I-40 TI  Interstate   ITS   All 90   varies   varies	NHPP	\$ 4,275,000	\$4,033,035								\$ 0
ADOT	n/a	103298	<b>I-40 Intelligent Transportation Systems</b> I-17 to Country Club Install Conduit, 288 Strand Fiber, DMS, and CCTV Devices Interstate   ITS   All 6   4   4	NHPP	\$ 4,340,001	\$283,020	\$3,811,336					\$228,665		\$ 4,040,001
ADOT	n/a	103709	<b>Install LED Lighting</b> I-40 Various locations Install LED lighting Varies   Modern   All Varies   Varies   Varies	CRP	\$ 2,840,900	\$412,000		\$2,266,878				\$137,022		\$ 2,403,900



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

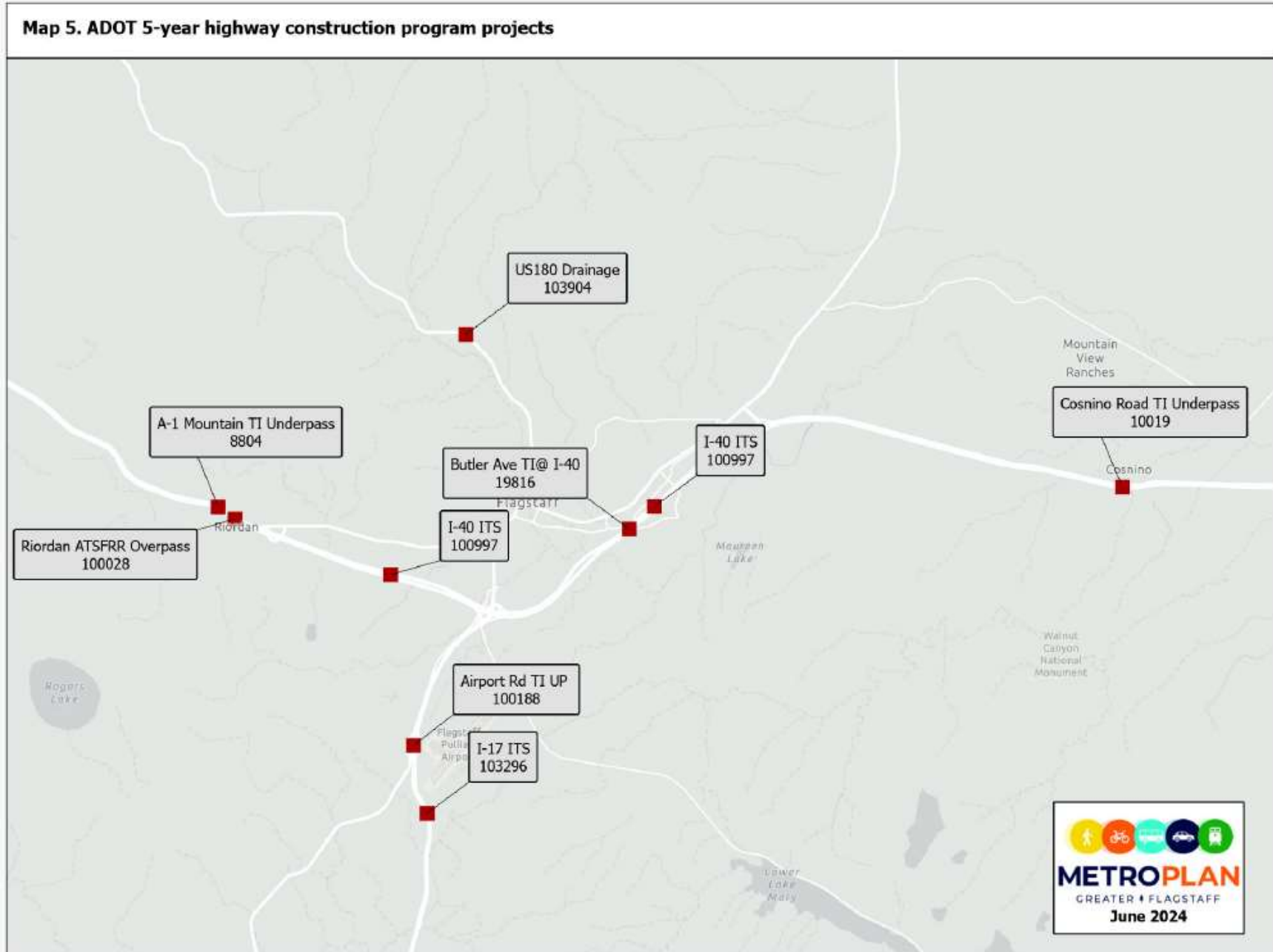
Updated: 05-14-2024

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	State Required Match (FY24 excluded)	State Additional Match (FY24 excluded)	Total All Funds 2025-2028
ADOT	n/a	103904	US 180 Drainage Improvements Schultz Creek between N Creekside Dr and N Quintana Dr Drainage Improvement Minor Arterial   Drainage   All 1   2   2	STBG	\$ 3,000,000	\$2,829,000								\$ 0
ADOT	n/a	100199	Cosnino Road TI Underpass I-40 at Cosnino Rd Bridge rehabilitation Interstate/rural collector	NHPP	\$4,500,000			\$471,700			\$3,773,600	\$254,700		\$471,700
<b>TOTALS</b>					\$87,355,776	\$21,330,695	\$6,169,836	\$3,304,378	\$10,608,750	\$34,184,750	\$3,773,600	\$3,502,587	\$0	\$57,515,601
Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities														

**Table 6. FMPO proposed and unfunded projects on Arizona Department of Transportation system**

Updated: 02-26-2024

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	State Required Match (FY24 excluded)	State Additional Match (FY24 excluded)	Total All Funds 2025-2028	
ADOT	MAH-25-01	100578	Lone Tree/I-40 Traffic Interchange I-40 at MP196.5 New interchange Interstate/Urban principal arterial   All 2   3   3	TBD	\$ 129,882,000		-- ILLUSTRATIVE PROJECT ONLY --				\$ 129,882,000			\$ 0	
<b>TOTALS</b>					\$129,882,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$129,882,000	\$ -	\$ -	\$ -
Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities															



**Regional Transportation Plan Support, Performance Measures, and Fiscal Constraints**

MetroPlan concurs with the ADOT projects in the Statewide TIP and finds them compatible with the regional transportation plan. Projects listed are

from the tentative 5-year construction program and include pavement preservation, bridge, safety, and other project types.

# MetroPlan

2025 - 2029 Transportation Improvement Program



## Chapter VII: Local Agency Pavement Preservation Projects



**Table 7. Pavement preservation & Bridge Repair projects within the FMPO area**

Updated: 05-28-2024

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY24 excluded)	Local Additional Match (FY24 excluded)	Total All Funds 2025-2028
COF	MFH-25-15	104203	<b>Overlay - Chip Seal</b> varies varies varies	HURF	varies	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	n/a		\$10,500,000
COF	MFH-25-16	100155	<b>Pavement Overlay</b> varies varies varies	RRSS	varies	\$7,003,581	\$8,500,000	\$8,500,000	\$7,000,000	\$7,500,000	\$8,400,000	n/a		\$39,900,000
COF	MFH-25-17	103563	<b>Pulliam Drive</b> J.W. Powell to airport terminal Road reconstruction and utility replacement Urban collector   All 1   2   2	RRSS	\$1,500,000			\$1,500,000				n/a		\$1,500,000
CC	MCH-25-3	TBD	<b>Copeland Lane Reconstruction</b> Schultz Pass Rd - Larkspur Ln Deep Mill & Fill 2.5-3" Rural Collector   All 1.25   1   1	CC	\$2,021,420				\$114,420	\$1,907,000		n/a		\$2,021,420
CC	MCH-25-4	TBD	<b>Mount Elden Lookout Rd</b> Schultz Pass Rd - Larkspur Ln Deep Mill & Fill 2.5-3" Local   All 1   1   1	CC	\$1,600,000			\$1,600,000				n/a		\$1,600,000
CC	MCH-25-5	TBD	<b>Canyon Loop Reconstruction</b> Canyon Loop Full depth reconstruction Local   All 0.75   1   1	CC	\$1,750,000		\$1,750,000					n/a		\$1,750,000
CC	MCH-25-6	104085	<b>Kachina Trail</b> Kona Trail to Tolani Trail Overlay Local   Design 0.75   1   1	CC	\$750,000	\$750,000						n/a		\$750,000
<b>TOTALS</b>						<b>\$9,853,581</b>	<b>\$12,350,000</b>	<b>\$13,700,000</b>	<b>\$9,214,420</b>	<b>\$11,507,000</b>	<b>\$10,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58,021,420</b>

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

## **Regional Transportation Plan Support, Performance Measures and Fiscal Constraint**

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 are 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 streetlights, 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 MetroPlan’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.

Recent inflation and staffing recruitment challenges have made meeting local performance expectations more challenging.

# MetroPlan

2025 - 2029 Transportation Improvement Program



## Chapter VIII: Grant Pending & Unfunded Projects



Projects listed in Table 8 have grant applications submitted or are otherwise identified as probable grant applications by MetroPlan member agencies. Projects on this list are presumed compliant with the current regional transportation plan with justification included in any relevant grant proposal. Upon award, these projects will be amended into an active year of the TIP and an explanation of their role in service of the regional transportation plan will be provided.



Table 8. Illustrative (Unfunded) Projects by Agency														
Updated: 05-28-2024														
Sponsor	MFP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match	Local Additional Match	Total All Funds 2025-2028
Coconino			<b>Townsend Winona Rd Widening</b> US 89 to Koch Field Minor arterial   Engineering 3   2   3	TBD							\$250,000 d			
Coconino	MCP-25-01		<b>Coconino County Regional, Local and Rural Road Safety Plan</b> Entire County including MetroPlan n/a   n/a   n/a	SS4A	\$976,500						\$781,200	\$195,300		
Coconino	MCP-24-11		<b>Sidewalks - Skeet Dr: Silver Saddle to Neptune and Neptune</b> Rural collectors : Construction 1.5   2   2	TA							\$1,297,542	\$78,430		
City of Flagstaff	MFH-22-01	100124	<b>Lone Tree Corridor</b> Zuni Drive to J.W. Powell Boulevard Improve intersections, widen roadway Congressionally Directed Spending   All 0.5   2   4	CDS	\$8,000,000						\$8,000,000	n/a		\$0
City of Flagstaff	MFP-25-18		<b>Flagstaff Amtrak Platform Improvements</b> 1E, Route 66   San Francisco to Beaver NA   Provide ADA-compliant Historical Platform 600'   NA   NA	CDS	\$3,850,000						\$3,850,000			
City of Flagstaff	MFP-25-21		<b>Milton Bikeways Planning</b> Sitgreaves to Forest Meadows Plans for bikeways within the corridor ?   ?   ?	ATTIIP	\$600,000						\$600,000			
City of Flagstaff	MFH-25-19		<b>La Plaza Vieja Road &amp; Drainage</b> Clay Ave/Malpais   Traffic Calming - Drainage Collector & Local   Construction Intersection   2   2	CDS	\$1,000,000						\$1,000,000			
City of Flagstaff	MFS-25-20		<b>US 89 Safety Improvements</b> Country Club to Marketplace   Lighting & Signal backplate tape Principal Arterial   All .48   4   4	HSIP	\$2,741,889						\$2,741,889			
MetroPlan	MPS-25-1		<b>Safe Streets Master Plan</b> All roads of regional significance Concept complete street/safe street designs n/a   n/a   n/a	SS4A	\$2,675,000						\$2,140,000	\$535,000		

**Table 8. Illustrative (Unfunded) Projects by Agency**

Updated: 05-14-2024

Sponsor	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Federal Share Only FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Illustrative FY 2029	Local Required Match (FY24 excluded)	Local Additional Match (FY24 excluded)	Total All Funds 2025-2028
MetroPlan	MPS-25-1		Safe Streets Master Plan All roads of regional significance Concept complete street/safe street designs n/a   n/a   n/a	SS4A	\$2,675,000						\$2,140,000	\$535,000		
Mountain Line	ID pending grant submittal		Support Vehicles	unfunded	\$300,000						\$240,000	\$60,000		
Mountain Line	ID pending grant submittal		Transit Technologies	unfunded	\$700,000						\$560,000	\$140,000		
Mountain Line	ID pending grant submittal		Bus Training Simulator	unfunded	\$380,000						\$304,000	\$76,000		
Mountain Line	ID pending grant submittal		Plans and Planning, non-operations (TOD, Corridor, Mobility/OnDemand Studies)	unfunded	\$900,000						\$720,000	\$180,000		
Mountain Line	ID pending grant submittal		Replacement Paratransit Vehicles	unfunded	\$1,100,000						\$880,000	\$220,000		
Mountain Line	ID pending grant submittal		Acquisition of Property for Mountain Line Expansion	unfunded	\$2,500,000						\$2,000,000	\$500,000		
Mountain Line	ID pending grant submittal		Park n Ride Transit Center	unfunded	\$3,000,000						\$2,400,000	\$600,000		
Mountain Line	ID pending grant submittal		General Route - Fleet Expansion	unfunded	\$5,000,000						\$4,000,000	\$1,000,000		
Mountain Line	ID pending grant submittal		General Route Infrastructure Improvements	unfunded	\$6,400,000						\$5,120,000	\$1,280,000		
Mountain Line	ID pending grant submittal		NAU Partnerships	unfunded	\$7,000,000						\$5,600,000	\$1,400,000		
Mountain Line	ID pending grant submittal		Low-No Emission Infrastructure	unfunded	\$10,000,000						\$8,000,000	\$2,000,000		
Mountain Line	ID pending grant submittal		New Bus Way - Various Locations	unfunded	\$10,000,000						\$8,000,000	\$2,000,000		
Mountain Line	ID pending grant submittal		Kaspar Bus Storage	unfunded	\$32,000,000						\$25,600,000	\$6,400,000		
Mountain Line	ID pending grant submittal		Replacement Buses	unfunded	\$12,000,000						\$9,600,000	\$2,400,000		
Mountain Line	ID pending grant submittal		First Last Mile Infrastructure (capital)	unfunded	\$13,100,000						\$10,480,000	\$2,620,000		
Mountain Line Citizen Submittal	ID pending grant submittal		Thorp NB Bus Shelter Rte 5 Stop 7	unfunded	\$20,000						\$16,000	\$4,000		
NAU	No projects submitted or ending													