



AGENDA

Technical Advisory Committee

1:30 – 3:30 PM
January 22, 2025

Microsoft Teams

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Meeting ID: 247 169 644 069

Passcode: of6CfK

In-Person

Flagstaff City Hall

211 W Aspen Ave, Flagstaff, AZ 86001

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

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

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

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

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

TECHNICAL ADVISORY COMMITTEE MEMBERS

- Michelle McNulty, City of Flagstaff Planning Director, Chair
- Nate Reisner, Coconino County Assistant Engineer, Vice-Chair
- Anne Dunno, Mountain Line Capital Development Manager
- Paul Mood, City of Flagstaff Engineer
- Jeff Bauman, City of Flagstaff Transportation Manager
- Jess McNeely, Coconino County Community Development Assistant Director
- Ruth Garcia, ADOT Regional Planning
- Jeremy DeGeyter, ADOT Assistant District Engineer
- Romare Truely, Federal Highway Administration
- Stephanie Santana, City of Flagstaff Senior Transportation Engineer *(Alternate for JBauman)*
- Jason James, ADOT Regional Planning Manager *(Alternate for RGarcia)*
- Ryan Wolff, ADOT Transportation Engineer *(Alternate for JDeGeyter)*
- VACANT, Northern Arizona University

METROPLAN STAFF

- Kate Morley, Executive Director
- David Wessel, Planning Manager
- Mandia Gonzales, Transportation Planner
- Sandra Tavel, Transportation Planner
- Kim Austin, Transportation Demand Manager
- Corey Cooper, Safe Routes to School Coordinator
- Vacant, Business Manager & Clerk of the Board
- Ty Holliday, Montoya Fellow
- Aubree Flores, AmeriCorp Fellow

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

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

4. APPROVAL OF MINUTES (Pages 5-11)

Technical Advisory Committee Regular Meeting Minutes of September 25, 2024

B. CONSENT AGENDA

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

C. GENERAL BUSINESS

1. SAFE STREETS MASTER PLAN SCOPE (Pages 12-23)

MetroPlan Staff: David Wessel

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

2. QUARTERLY TAC CHECK-IN (Pages 24-26)

MetroPlan Staff: Kate Morley

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

3. STRATEGIC GRANTS PLAN – AMENDMENT (Pages 27-47)

MetroPlan Staff: Sandra Tavel

Staff recommend TAC to recommend that the Executive Board adopt the FY25-28 Strategic Grants Plan Update.

4. P2P PROJECT SCORING (Pages 48-59)

MetroPlan Staff: Sandra Tavel

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

5. VULNERABLE ROAD USERS' SAFETY ACTION PLAN UPDATE (Pages 60-63)

MetroPlan Staff: Mandia Gonzales

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

6. UNIFIED PLANNING WORK PROGRAM UPDATE (Pages 64-67)

MetroPlan Staff: Kate Morley

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

7. W. ROUTE 66 OPERATIONAL ASSESSMENT UPDATE (Pages 68-70)

MetroPlan Staff: Mandia Gonzales

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

8. METROPLAN HAPPENINGS (Pages 71-73)

MetroPlan Staff: Kate Morley

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

D. CLOSING BUSINESS

1. ITEMS FROM THE TAC

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

2. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE

February 11, 2024 – Annual Strategic Advance

3. ADJOURN

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

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at www.metroplanflg.org on January 17th at 12:00 pm.



Mandia Gonzales, Transportation Planner

Dated this 17th day of January 2025.



MINUTES

Technical Advisory Committee

1:30 – 3:30 PM
September 25, 2024

Teams Virtual Meeting

Join on your computer, mobile app
or room device.

[Click here to join the meeting](#)

Meeting ID: 274 307 552 03

Passcode: LcjeF8

In-Person Location

City Hall
211 W. Aspen
Flagstaff, AZ 86001

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TECHNICAL ADVISORY COMMITTEE MEMBERS

- X Michelle McNulty, City of Flagstaff Planning Director, Chair
- Nate Reisner, Coconino County Assistant Engineer, Vice-Chair **Excused**
- X Estella Hollander, Mountain Line Planning Manager
- X Jess McNeely, Coconino County Community Development Assistant Director **Left at 2:35pm**
- X Ruth Garcia, ADOT Regional Planning
- X Jeremy DeGeyter, ADOT Assistant District Engineer
- X Paul Mood, City of Flagstaff Engineer
- X Jeff Bauman, City of Flagstaff Transportation Manager
- Romare Truely, Federal Highway Administration **Absent**
- Stephanie Santana, City of Flagstaff Senior Transportation Engineer (Alternate)
- Anne Dunno, Mountain Line, Capital Development Manager (Alternate)
- Jason James, ADOT Regional Planning Manager (Alternate for RGarcia)
- Ryan Wolff, ADOT Transportation Engineer (Alternate for JDeGeyter)
- VACANT, Northern Arizona University

METROPLAN STAFF

- X Kate Morley, Executive Director
- David Wessel, Planning Manager **Excused**
- X Mandia Gonzales, Transportation Planner
- X Sandra Tavel, Transportation Planner
- X Kim Austin, Transportation Planner
- X Corey Cooper, Safe Routes to School Coordinator
- X Karen Moeller, Administrative Assistant and Clerk of the Board
- Ty Holliday, Montoya Fellow **Excused**
- Aubree Flores, AmeriCorp Fellow **Excused**
2025-01-22 TAC Meeting Packet

1. 6642

Meeting was called to order by Chair McNulty at 1:34pm

2. ROLL CALL

3. PUBLIC COMMENT

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

There was no public comment.

4. APPROVAL OF MINUTES

(Pages X-X)

Technical Advisory Committee Regular Meeting Minutes of May 22, 2024

Member Hollander made the motion to approve the Technical Advisory Committee Regular Meeting Minutes of May 22, 2024. The motion was seconded by Member Mood. The motion passed unanimously.

B. CONSENT AGENDA

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

C. GENERAL BUSINESS The meeting order was changed to move Item #9 to Item #3 position.

1. UPDATE ON JOHN WESLEY POWELL BLVD.

(Pages X-X)

MetroPlan Staff: Kate Morley

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

Member Bauman presented the update on John Wesley Powell Blvd. His presentation was supported by information from Chair McNulty.

Chair McNulty stated there is the possibility of rezoning to medium residential to maximize the area. Canyon del Rio had a previously approved subdivision will be adjusted to low to medium density housing. Juniper Point is not as dependent on the extension as other areas; however, portions of this area will be dependent on the extension for access.

Member Mood stated that staff will be giving a presentation at the November 8 Council Meeting.

Member Hollander wanted to clarify that along the road will be areas of lower density and moving toward Little America would be higher density. This was confirmed as true by Chair McNulty, who also said that Gibson 80 acres is looking at a medium density residential possibility.

Member Hollander asked about the construction plan. Member Bauman said it is not known exactly what progression will happen. Member Bauman said the 40% City of Flagstaff contribution is there to assist in getting the building done at relatively the same time.

2. ADOT TRAFFIC COUNT PROGRAM

(Pages X-X)

MetroPlan Staff: Kate Morley

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

Executive Director Morley gave an overview of the traffic count program.

Sanja Katic-Jauhar Sanja said MetroPlan is doing well with keeping counts current. Further, she said there is a need for focus on the overdue counts, counts which are not current. These counts should be addressed using the timeline June 2022-June 2024. She told about statewide MS2 training sometime in 2025.

3. ADOT PLANNING TO PROGRAMMING (P2P) PROJECT PRIORITIZATION AND SCORING CRITERIA, PROCESS, AND TIMELINE

(Pages X-X)

MetroPlan Staff: Sandra Tavel

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

Transportation Planner Tavel presented the P2P Project Prioritization and Scoring Criteria, Process, and Timeline.

Member Hollander asked if District 5 was MetroPlan's region. Member DeGeyter said that it is much larger. Member Hollander asked if the focus was just District 5 or the entire region. Executive Director Morley said the process is prioritizing the projects in the MetroPlan region on the ADOT System. The process is going to be: 1) make a good list of projects, 2) MetroPlan will prioritize the projects, and 3) work with ADOT to get these projects on the Capital Projects list.

Member Hollander said that Carbon Neutrality is the piece that appears to be missing.

Chair McNulty said MetroPlan covers the City and County and the County may not share the same goals. Member McNeely said the County shares the goals from the regional plan.

Executive Director Morley said over the next couple of months more details on the criteria would be sent out to the TAC.

Transportation Planner Tavel continued with the presentation.

Member DeGeyter reminded this conversation at updating scoring is not just at the district level but impacts the entire state.

Chair McNulty asked if there ever is a natural time when this process is open for public input. Member DeGeyter said P2P is a work in progress and there is always on-going discussion. He further stated the specifics have not been addressed at the district level and there is currently not support from others in the district.

Member Hollander asked if there is a way to open the conversation within the district and support at the district level? Member DeGeyter said there is always a chance, yet not knowing exactly what is happening does not mean there is not a chance.

Executive Director Morley said MetroPlan has not contacted any other COG's and MPOs because we are coming to the TAC to ask if this is a problem that should be worked on to solve and this is a multi-year

process and long-term conversation with the ultimate goal of getting more the projects in plan, specifically related to safety, approved in the 5-year plan budget.

Member Hollander asked if MetroPlan has the direction they need from TAC. Transportation Planner Tavel summarized her understanding of what was said in the discussion.

Chair McNulty said it might be worth reaching out to other MPOs and COGs to see if there is support for this process.

4. CONSIDER LEGISLATIVE AGENDA (Pages X-X)

MetroPlan Staff: Sandra Tavel

Recommendation: Staff recommends the TAC recommend the Board adopt the proposed legislative agenda.

Transportation Planner Tavel presented the legislative agenda and asked for any addition or changes to the agenda.

Member Baumann made the motion to recommend the Board adopt the proposed legislative agenda as in the staff report except for modifying the scoring as it relates to modernization at the state level. The motion was seconded by Member Hollander. The motion passed unanimously.

5. CONSIDER ELECTION OF A CHAIR AND VICE-CHAIR FOR METROPLAN TECHNICAL ADVISORY COMMITTEE (Pages X-X)

MetroPlan Staff: Karen Moeller

Recommendation: Staff recommends the Technical Advisory Committee elect a Chair and Vice-Chair for the term January 1, 2025 to December 31, 2025.

Administrative Assistant and Clerk of the Board Moeller outlined the requirements of the By-Laws for election of a Chair and Vice-Chair for the CY2025.

Member Hollander asked Chair McNulty if she is willing to serve. Chair McNulty said she is willing to serve. Member Hollander made the nomination of Chair Nulty. Member Mood seconded the motion. The motion passed unanimously.

It was noted that Vice-Chair Reisner is willing to serve if no one else was interested. Member Bauman made the nomination of Vice-Chair McNulty. Member DeGeyter seconded the motion. The motion passed unanimously.

6. TRANSPORTATION DEMAND MANAGEMENT UPDATE (Pages X-X)

MetroPlan Staff: Kim Austin

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

Transportation Planner Austin presented the Transportation Demand Management update.

7. FY2024 YEAR END FINANCIAL REPORT (Pages X-X)

MetroPlan Staff: Kate Morley

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

Executive Director Morley presented the FY2024 Year End Financial Report.

8. WEST ROUTE 66 OPERATIONAL ASSESSMENT UPDATE

(Pages X-X)

MetroPlan Staff: Mandia Gonzales

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

Transportation Planner Gonzales presented the West Route 66 Operational Assessment Update.

Member Hollander asked if scenario E was +35% number of trips or growth rate? Transportation Planner Gonzales said it is a growth rate and it will be further addressed at the next Project Advisory Group meeting.

9. FINAL REPORT ON BLOOMBERG CHESHIRE SLOW STREET ASPHALT ART PROJECT(Pages X-X)

MetroPlan Staff: Kim Austin

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

Transportation Planner Austin presented the final report on Bloomberg Cheshire Slow Street Asphalt Art Project.

Member DeGeyter asked if there was a plan when the painting reached end of life. Transportation Planner Austin said the City is looking at the entire stretch of the roadway to Peak View Drive to determine the next steps.

10. VULNERABLE ROAD USERS SAFETY ACTION PLAN UPDATE

(Pages X-X)

MetroPlan Staff: Mandia Gonzales

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

Transportation Planner Gonzales presented the Vulnerable Road Users Safety Action Plan Update.

Member Hollander asked if the data from the Regional Transportation Safety Plan (RTSP) online platform response was included. Transportation Planner Gonzales said that data was taken from Social Pinpoint and overlaid them on the updated crash data.

Member Hollander confirmed if high ridership transit stops would be a consideration. Yes, stated Transportation Planner Gonzales.

11. TRIP DIARY SURVEY UPDATE

(Pages X-X)

MetroPlan Staff: David Wessel

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

Executive Director Morley presented the Trip Diary Survey Update on behalf of Planning Manager Wessel.

12. UPDATE ON KEY PERFORMANCE INDICATORS (KPIs)

(Pages X-X)

MetroPlan Staff: All Staff

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

Executive Director Morley said the KPIs are included in the packet and asked if there are any questions on these KPIs. There were none.

13. MICROMOBILITY SHARE PROGRAM UPDATE

(Pages X-X)

MetroPlan Staff: Kim Austin

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

Transportation Planner Austin presented information regarding the Micromobility Share Program.

Chair McNulty asked if this has been taken to Extended Use of Right Of Way (EURO). it was shared this is the first conversation on the topic.

Chair McNulty said it would be good to go to EURO as soon as possible to get the permission for extended use of the road and curb space because it will be a long process.

Kim Austin asked for feedback on the different approaches to getting services. Member Hollander stated there is a limited number of main players possibly only 2 for those wishing to participate in such a program. Vice Chair McNulty and Member Bauman both expressed those complaints will come to the City regardless of approach.

Member DeGeyter asked how ADOT participated in previous bikeshares. She said ADOT was hands-off during the 2018 SPIN program.

Chair McNulty asked if the SPIN company rented the right-of-way or is that part of the program? It was answered that these are now dockless models, so no area was rented.

14. METROPLAN HAPPENINGS

(Pages X-X)

MetroPlan Staff: Kate Morley

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

Executive Director Morley highlighted the various happenings.

CLOSING BUSINESS

15. ITEMS FROM THE TAC

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

No items from the TAC.

16. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE

January 22, 2025

17. ADJOURN

Meeting was adjourned at 3:30 by Chair McNulty.

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

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at www.metroplanflg.org on September 20, 2024 at 12:00 pm.

Karen Moeller, Clerk of the Board and Admin. Assistant

Dated this 20th day of September, 2024.



METROPLAN

GREATER † FLAGSTAFF

STAFF REPORT

REPORT DATE: January 8, 2025

MEETING DATE: January 22, 2025

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Consider Safe Streets Master Plan Scope of Work

1. RECOMMENDATION:

This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2. Deliver Plans that Meet Partner and Community Needs

Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

Grant Award

MetroPlan was awarded a Safe Streets and Roads for All (SS4A) Grant for \$2,140,000 to produce a Safe Streets Master Plan. The project total is \$2,675,000. The project scope in the grant application includes complete street guidelines, a master plan, an interactive mapping tool, and revisions to codes and standards. The project also identifies projects and strategies that reflect a particular emphasis on safety. The scope is proposed to take four years to complete.

Scoping Process

David Wessel, MetroPlan Planning Manager, and Chris Phair, City of Flagstaff Transportation Planner, are co-project managers for the Master Plan. They have conducted over 30 scoping interviews among a broad range of stakeholders that include:

- MetroPlan staff: director, planning manager;
- City staff: Mayor, management, planning, traffic, capital, information technology, fire, sustainability;
- County staff: engineering;
- Mountain Line staff: planning and capital;



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- ADOT staff: District Administrator;
- Private sector: consulting engineers; developer;
- Non-profit sector: Flagstaff Biking Organization; Friends of Flagstaff's Future

A draft scope has been circulated by the project managers to a scoping team of 6-8 stakeholders that will refine the scope of work in preparation for all stakeholders to endorse and ultimately for procurement. The process may take months to assure strong consensus around a desired product. The following points are from early in the process. Outstanding issues may be tasked to the consulting team for resolution. *TAC input on priorities within the scope is welcome.*

Key Interview Findings – Major Points of Consensus

- The need for a master plan to fill the gap between high-level policy and detailed standards,
- A plan that integrates systems and expectations for all modes: autos, freight, pedestrians, bicycles, transit and micro-mobility,
- A plan that reflects and respects the context of different parts of the region and city
- The need to identify and resolve policy conflicts where possible and create a more predictable and timely process to resolve them,
- The need to create a more predictable traffic impact process with city authority and financial requirements of developers more clearly explained,
- A desire for a “one-stop shop” for transportation where expectations and standards from across all relevant departments may be found,
- A general desire for a plan and standards that are more enforceable to assure outcomes,
- Strong guidance on intersection design, and
- Strong outputs emanating from the plan for inputs to the capital improvement programming process.

Key Interview Findings – Lack of Consensus or Clarity

- Resolve how to work within or overcome ADOT standards that do not support local policies.
- Approach to planning for future volumes and congestion. Stakeholders are split between a policy-driven approach (e.g., no roads wider than 4 lanes) and a more traditional approach of projecting traffic volumes and accommodating capacity for them with additional lanes and/or capacity. Deciding appropriate levels of service is a point of much discussion.

Key Point of Scoping Discussions: Priorities within the Scope

- Policy Alignment and Consensus: How much time is needed to assess and achieve mutual understanding of policy from elected officials to implementing staff?
- Fiscal Analysis Planning and Policy: This includes addressing questions like:



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- What is the appropriate amount that may be asked of a developer and how is that determined?
- How are large, far-future projects protected from encroachment? Is early right-of-way acquisition a needed policy and practice?
- How much financial planning for maintenance should be done including actions to pursue funding?
- Breadth of Scope vs. Depth of Scope: Should we limit the scope of the plan and fully develop and institutionalize the workflows necessary to maintain it or broaden the scope to answer as many questions now as possible?
- Predictability vs. Flexibility: What processes might be developed to quickly respond to the unexpected?
- Procurement: One team or separate experts (policy facilitation, planning and engineering, public involvement, data and computer graphics and visualization)?

As stated, this may take months to reach strong consensus on the scope. The right balance of activities and deliverables will be found and flexibility established in the scope by working with experts among our partners and professionals in the consulting community.

Procurement Options

MetroPlan staff and Project Manager Phair met with MetroPlan legal counsel and procurement staff from the City of Flagstaff and Mountain Line. The advantages and disadvantages of request for letters of intent, request for information, request for qualifications (RFQ) and request for proposals (RFP) were discussed. Also discussed was the procurement of a prime with subconsultants or multiple procurements related to different disciplines (e.g., policy, planning, public involvement). There were favorable opinions about a single procurement, issuing a notice of intent to procure, issuing a request for information, and holding a pre-release meeting to better shape the scope. Opinions were split on an RFQ versus RFP. The RFQ was seen as more likely to secure the “best of the best” and this large budget negotiation, though possibly difficult and at risk of failing, provided good opportunity for success. An RFP, preferably heavily weighting qualification, provides more certainty and can take less time.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The Executive Board had no direct comments and discussion indicated to staff that a deliverable for early and continuous policy resolution may be valuable.

5. FISCAL IMPACT:

None. The grant allows MetroPlan staff time on the project to be recovered.



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6. ALTERNATIVES:

None. The item is for discussion only.

7. ATTACHMENTS:

Draft scope of work (pre-scoping team review)

SAFE STREETS MASTER PLAN - DRAFT SCOPE STATEMENT – DECEMBER 19, 2024

1. Project purpose

1. MetroPlan and its partners (Partners) desire a Transportation Master Plan (Plan) to provide clear direction for implementing the City and County Regional Plan (RP) and MetroPlan Regional Transportation Plan (RTP) policies, especially those pertaining to transportation, land use, growth, and safety. No such plan exists and maps and other information in the RP and RTP lack sufficient detail to guide design or adequately inform or enforce network development. Current standards and codes provide site level instruction, but do not ensure that sites, in aggregate, develop into a safe and functional system, so need updating to ensure site level infrastructure is developed with best practices for implementing adopted plan policies. A master plan – adopted by the Partners collectively or individually - will provide a singular expectation, or vision, for the transportation system, the existing and future networks for all modes, and related performance.

Commented [KM1]: too obvious? but felt like it should be there.

Commented [KM2]: i read the above and thought it could be construed site level items don't need to change. added this for clarity. feel free to modify.

Commented [DW3R2]: Agree. Rewritten

2. Project Description - General

1. The Plan is expected to integrate other modal plans such as the Mountain Line *Flagstaff in Motion* 5-year transit plan and *City of Flagstaff Active Transportation Master Plan*. Implementation of safety plans from the State and MetroPlan's *Regional Transportation Safety Plan with its Vulnerable Road Users Safety Action Plan* will be addressed. The Plan and process will advance interdependent policies such as Carbon Neutrality, Active Transportation - its safety goals, and Housing with delineated geospatial implications. The Plan and process will align interdisciplinary standards and resolve identified conflicts. Such integration and easy reference to relevant codes and standards will make the Plan a "one stop shop for transportation."

2. The Plan will incorporate safety improvements and strategies into system plans and project delivery processes, especially in areas of high injury or risk, and make these and underlying data readily accessible to the Partners and public.

3. The Plan will develop a set of metrics to measure quality and level of service for vehicle, pedestrian, bicycle, and transit facilities to aid the City's Transportation Impact Analysis process. This could utilize existing metrics such as those in the Highway Capacity Manual, Green Book, etc or be developed internally using City and regional data (such as Bicycle and Pedestrian Comfort Indices). Transportation facilities should be evaluated with these metrics as they exist presently and provide improvement criteria as a target for future construction. In current practice, the City uses vehicular Level of Service to assess the quality of traffic service. This Plan should establish if Level of Service is the most appropriate measure of traffic service quality and offer an alternative or companion measure, if warranted by research.

4. The process will establish Complete Street Guidelines for the City and County which, through detailed graphics and other means, will aid in decision-making, space allocation trade-offs, modal priorities, operations and maintenance needs,

Commented [ch4]: We need to discuss what this will look like. What will be different about these two plans in the end? This raised some interest among City transportation.

Commented [DW5R4]: The master plan once complete should supersede these plans. When these plans are updated in the future they should comply with its policies and the master plan should be amended if appropriate/necessary to at least reference the updated plan. Say the ATMP is updated and finds for whatever reasons that a different or better alignment or facility type is needed. That new facility should somehow be acknowledged as the new expectation. The MP can also have language speaking to how extra-curricular content relates back to the master plan. I'm thinking about laundry lists of old and new strategies in an updated ATMP, for instance. The interactive tool is another means of maintaining these relationships.

Commented [KM6]: system descriptions? codes? road classifications. not totally sure on outcome expected here.

Commented [DW7R6]: Hope this clarifies.

Commented [KM8]: is this crash data? is it necessary/ something people are asking for? (Looking for ways to save budget and find the wants but not must haves)

Commented [DW9R8]: Stakeholders are wanting a transparent system that makes decisions more readily explained and justified.

Commented [KM10R8]: Totally fine if we have a budget and capacity to upkeep if made public and not one time but worry about that level of effort for benefit.

and strategies to deploy, particularly those related to improving transportation safety and connectivity. The Guidelines will incorporate appropriate system responses to roadway functional classification, area or place type, respective elements of urban design, and the needs of different modes and functions (i.e., bicycles, freight). The Guidelines will provide minimum connectivity requirements for new development expanded to include the planning and standards for minor collectors and local streets.

5. Modal needs may be achieved in the context of a layered network where necessary or appropriate. The Plan will set expectations for system connectivity across functional classes, modes, and jurisdictions – guidance that is currently lacking – that are deemed necessary to achieve desired system performance. Through layered network planning, all the needs to be met by the transportation network should be considered and planned for, from fire response and freight to multimodal users.
6. Intersection design guidance will be established to address system continuity, performance and safety across modes. The Complete Streets guidance, intersection guidance, and connectivity expectations will inform future Neighborhood Planning efforts. The Plan will address facility continuity and transitions between facility types to maintain a satisfactory user experience and safety along a corridor as it transitions across area or place types.
7. The Plan will inform the next iteration of engineering standard and codes revision updates necessary for effective and consistent enforcement of regulation; the majority of which will be developed as a final phase to this effort.

3. Project Description - Complete Street Guidelines

1. A key deliverable of this project will be a comprehensive set of Complete Street Guidelines. These Guidelines will provide the City and County with detailed descriptions to aid in decision-making for the network design process. The Guidelines will inform cross-section level details tailored to each existing and future corridor across the region, designed regarding the context of the area – including, but not limited to, functional classification, adjacent land uses, density, pedestrian/cyclist/micromobility activity, and aesthetic desires set by City and County policies.
2. Attention should be paid not only to the context of corridors throughout the City and County but how facilities for all modes maintain continuity across variable contexts.
3. Where appropriate, the Guidelines can reference existing City and County documents and real-world conditions that contribute to the creation of a functional, layered, multimodal network. The Guidelines should reflect consistency of service and user expectation when making hierarchical decisions for recommended multimodal facilities across various contexts.
4. The growing micromobility component of multimodal transportation should be directly reflected in this work to provide appropriate facilities for all travelers. Continuity and connectedness of multimodal facilities should be at the forefront of this work.

Commented [KM11]: thought for our consideration that i have played with- does layered network come after complete streets guidelines, or first, or integrated with each other? I keep thinking if you make the guidelines say every road must be everything, but then a layered network says something different, do you have to redo the guidelines?

Commented [ch12R11]: Good thought Kate - I have been thinking of the Complete Street Guidelines like more of a toolbox of design alternatives based on context. The MP itself is where this toolbox is applied to the City network and where the idea of a layered network can be introduced, when real-world constraints are considered.

Commented [DW13R11]: Agree with Chris. Its a toolbox and the application of the tool relative to a layered network solution present can be described. Plus the development of the Guidelines can be iterative.

Commented [14R11]: thanks, makes sense.

Commented [ch15]: Wouldnt this actually be more characteristic of the MP itself?

Commented [KM16R15]: I agree

Commented [ch17R15]: Made a small change here

Commented [KM18]: what if we change them later in process?

Commented [DW19R18]: The process should be iterative and set up processes to address change

Commented [DW20]: Clarifying language added. Should “hierarchical” be setting priorities for assigning space to different modes?

Commented [KM21R20]: Makes sense to me

5. These Guidelines are intended to create a universal understanding of expectations for transportation network development in the region. The Guidelines should act as a baseline for developers to set clear expectations of the City's requirements for development of right-of-way. This will work to provide a concise description of developer responsibilities and be used to streamline negotiation processes and developer expectations.
6. These Guidelines will serve as a useful tool for public education on the direction of community development, providing information on facility treatment decisions based on functional classification and area-specific context.
7. The Guidelines should offer multiple, scaled options for relevant travel modes to provide flexibility related to contextual and fiscal constraints. An outcome of these guidelines is to create a mutually understood 'minimum' standard for a given corridor or area of interest in the City's existing or future transportation network to set expectations of developer and public fiscal responsibilities.
8. These Guidelines will be applied to the Master Plan in a way which assigns thoughtful and context-sensitive cross sections to the existing and future roadway network of the City of Flagstaff and County. It is critical that these Guidelines exhibit continuity from the goals and policies set forth by City of Flagstaff, MetroPlan, Mountain Line, and Coconino County planning documents respectively and are poised to inform the Master Plan and align with engineering standards.
9. An expectation of the Complete Streets Guidelines is to help the City determine its process for the inclusion of facility enhancements including green paint in bike lanes, leading pedestrian intervals, bike-specific signals, crosswalks, two stage left turn boxes, actuated pedestrian crossings, signal detection, APS push buttons, traffic calming features, and other multimodal safety and enhancement features.
10. The rules, recommendations, and principles developed for designing heavy reconstruction and new construction should be consistent. There should be an additional set of rules, recommendations and principles which dictate the process for construction projects that refresh existing infrastructure for less disruptive projects.
11. These Guidelines should address street operations and maintenance, emergency service needs, and the tools and strategies to succeed in various contexts.

Commented [KM22]: is this one intentionally City not County?

Commented [DW23R22]: Changed to region

Commented [KM24]: this item 7 is little confusing and may worthy of further exploration with group/ refinement. Is that there are options a developer can pick from? How does this flexibility relate to predictable for developers?

4. Project Description – Master Plan

1. Alternative systems plans will be developed for evaluation with expectation of a recommendation and ultimate selection.
2. Continuity and connectedness of multimodal facilities should be at the forefront of this work.
3. The Master Plan, for any given facility, will identify the applicable Complete Street guidance and expected adaptations for that location. This will work to provide a concise description of developer responsibilities and be used to streamline negotiation processes and developer expectations.

Commented [KM25]: the three bullets below are bit vague on our expectations for the masterplan, especially as compared to guidelines/ network above. What exactly are we hoping for here? or is the same? (this is something i haven't been totally clear on vision for since get go)

Commented [KM26R25]: one thing i saw repeated in interviews was set forth LOS expectations. is that in this piece?

4. This Master Plan will provide the public with corridor-level descriptions of planned public and private improvements for any area of interest, streamlining the resolution of community-based inquiries.
5. In cooperation with the City of Flagstaff Information Technology division, the Master Plan should map the existing and planned Intelligent Traffic Signal and fiber optic network to inform construction and development projects.
6. The Master Plan should provide cost estimating for planned roads, trails, and sidewalks to provide both the City and the development community with early expectations of development costs. This effort will also help inform the City's Capital Planning process.
7. The TMP will evaluate several major planning efforts indicated in the COF's Regional Plan and other planning documents in the context of new system plan alternatives and clearly document their status within the final recommendation. This is also an opportunity for previously conducted planning efforts to be documented and live in a single, streamlined location. The major projects to be evaluated or documented in this section may include, but are not limited to: 89N Bypass, Hwy 180 Bypass, Babbitt/Switzer connection, Lone Tree Traffic Interchange, Woody Mountain Traffic Interchange, Milton and Hwy 180 Corridor Master Plans, Lone Tree Corridor Plan, Metz Walk-Plaza Way connection, Clay Wash-La Plaza Vieja Extension, I-40/I-17 Southwest Quadrant road network, Route66/NAU Entrance, Ponderosa Parkway to McMillan Mesa, and John Wesley Powell alignments.
8. The Master Plan should inform the next fifteen years of the City and County Capital Improvement Plans and provide a framework for their development and routine updates. This framework should consider fiscal constraints, project priority, and previous research (i.e. crash history) to provide an informed layout for both major and minor capital transportation projects.
9. The Master Plan should provide guidance to the City and County Public Works divisions about routine maintenance and operations activities and schedules needed for safe and efficient transportation. This should include signal timing, snow plowing, striping and street markings, and signage. Costs associated with these activities should be developed for use by the Public Works Divisions in submitting funding requests for operations and maintenance.
10. The Master Plan should provide recommendations on improving accessible and adaptive facilities.

Commented [DW27]: Thought these were the same

Commented [KM28]: 20? For RTP?

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5. Project Description - Intersection Guidance

1. The components of this project, including the Complete Street Guidelines and the Master Plan should provide thoughtful guidance for safety-oriented intersection design. Through analysis of crash data history in Flagstaff, it is apparent that intersections are frequent crash locations for all users. It is critical that a thorough investigation of intersection design across the City is conducted and recommendations are made that address crash trends, create separation in space and time between modes, and operate in an efficient manner to maintain acceptable service levels across modes.

2. Similar to corridors, Intersection Guidance should recommend context-sensitive intersection design that accounts for functional class, adjacent land uses, density, multimodal activity, and aesthetic desires set by City policy. This should be completed for multiple combinations of arterials, collectors, and interchange ramps in different contexts identified in the Complete Street Guidelines.
3. Intersection design solutions should be informed by national research, regional crash trend analysis, and consider the latest technology and features, including the implementation of protected intersections, where applicable.
4. The intersection design recommendations should reflect sensitivity to all roadway users. ADA compliance should be standard practice for all design suggestions and consideration of features including refuge islands, actuated crossing signals, and thoughtful crossing distances should be inherent to the design process. Safety for all roadway users and efficiency of travelers should be primary considerations reflected by this work.
5. The Intersection Guidance should be scalable based on traffic volumes and turn movements and offer flexibility in relation to fiscal and spatial constraints.
6. The Intersection Guidance must be implementable through engineering standards.
7. To ensure continuity from guidance to implementation, review of engineering code must be conducted with recommendations to bring standards into alignment with all other Plan components.

Commented [DW29]: Changed this to read as guidance and not a design for every intersection

Commented [KM30R29]: Good question. Understand why though early we say we want to master plan to tell us how to deal with different intersections. Will this be able to be detailed enough to do that or is every intersection too unique? Should we specify a few we want more for?

Commented [KM31]: are they general intersection guidelines are specific to places in town? if general, we then have to apply to real locations? Is it a combo of both?

Commented [DW32R31]: Changed this to be scalable in relation to volumes.

6. Project Description - Engineering and Code Revisions

1. Continuity from guidance to implementation tools is a core component of this Plan. The goals, policies, and recommendations set forth in the Complete Streets Guidelines, the Master Plan, and other City of Flagstaff Planning documents including the Regional Plan, Active Transportation Master Plan, etc. must be feasible and authorized through representation in the engineering standards.
2. Building on the City's Code Analysis Project (CAP), a review of existing engineering standards should be conducted to recognize what may need to be added or altered to allow for construction of designs and features set forth by the Complete Street Guidelines. This includes, but is not limited to, existing cross sections by functional class, on street parking, turning lanes, median widths, lane widths, bike lanes, traffic calming features, protected intersections, and minimum connectivity expectations across modal networks.
3. For some of the infrastructure components identified above, the City currently lacks a standard altogether (example: protected intersections). Identifying and filling these missing standard gaps early in the process to inform ongoing development throughout the term of this project is a desire of City staff.
4. The Master Plan should provide recommendations on updates to the City's TIA process. This document should provide the City with resources to streamline the TIA by outlining developer and City expectations/responsibilities outright. The recommendations should assess use of impact fees and any pitfalls of the current City system; this should also aim to provide clear guidance on the role of the Region's Transportation Demand Model in the TIA process.

Commented [KM33]: Is there anything from County to reference here? Mountain Line Transit Guidelines should be reviewed?

Commented [ch34R33]: Lets see how this is commented on in early scope document review

Commented [KM35]: is there an item 4 about analyzing cost impacts? (should that have been in other sections too)

Commented [DW36]: Relocated this here. TIA feels more like code than plan.

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5. A cost analysis of a complete package of recommended changes should be done to understand impacts on development.

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7. Project Description – Interactive Mapping Tool

This mapping tool will make numerous resources available in a user-friendly way:

1. Geographically accurate
2. Graphically dense
3. Mapped down to the minor collector and commercial local streets with general descriptions for local roads at the district or neighborhood level.
4. Quick access to Complete Street Guidance, Engineering Standards, Zoning Codes, Fire Codes and other information pertinent to the development and operations of any identified segment of road.
5. Identification of planned and programmed capital projects and may include prioritization elements
6. Links, perhaps access restricted for staff, to key data and analysis inputs.
7. Manual for upkeep and maintenance
8. Reviewed systematically throughout its development for long-term maintenance of the tool including:
 1. Access to and sustainability of critical data sources
 2. Technical and resource capacity of staff to update analyses or budgetarily to employ consultants on a timely basis.
 3. Opportunities for workflow development to efficiently provide data.

8. Project Outcomes

1. The Plan will increase confidence in projections for improved transportation safety, reductions in fatal and serious injuries, as aligned with regional Vision Zero policies. The Plan will include monitoring protocols for evaluation of safety performance at the system and project level.
2. The Plan with its public process, legislative adoption, and supportive data and analysis will make the development review process more legally defensible, transparent, predictable, and efficient. It will decrease time periods dedicated to analysis and negotiation and make cost-sharing conclusions easier to reach.
3. The Plan will assist in financial planning and budgeting and include a strong implementation component. This includes cost estimating for public capital projects and for expected private sector investments by more completely describing needed facilities and anticipating or projecting needed capacity improvements across modes. The Plan will provide guidance to capital improvement program prioritization. It will provide interim or evolutionary solutions useful to achieve system continuity for various modes through phased investment over time. This will be useful in avoiding disjointed systems and managing capital and maintenance resources. The Plan will address system maintenance costs and funding needs for maintenance and capital.

9. Exclusions

1. The Plan will generally exclude the following components:

1. ADOT Jurisdictional Roads (all, none, or some combination of...)
 - ~~2-1.~~ Defer to ADOT policies
 - ~~3-2.~~ Work with ADOT to determine and map under which conditions variances might more likely be granted
 - ~~4-3.~~ Work with ADOT to set fiscal principles for an orderly transfer of routes (i.e., how much time, increasing management then ownership, transfer of funds over time)
 - ~~5-4.~~ Identify and budget those facilities in ADOT right-of-way for which a local government will be responsible (i.e., primarily new bike facilities, could include pedestrian facilities, lighting, etc.)
2. Parking and Curb Management will be excluded from Plan consideration except where parking is recommended for removal to accommodate another mode; or parking circulation is observed creating congestion, safety, emissions or other problems; or there is a compelling and urgent economic driver identified (i.e., tour bus, delivery).
3. Recreational Trails will be excluded except for access to trailheads and trails serving a broad range of accessibility needs.
4. Stormwater & Utilities planning will be excluded except for high level analyses of existing facilities and plans to determine rough cost impacts to transportation project delivery, coordination potential for project delivery, and system opportunities (i.e., multi-purpose grade separated structures and corridors).

Commented [DW37]: Relations with ADOT and planning for ADOT facilities is a key point of discussion for the scoping team and may be an important scope item itself

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Commented [KM38]: thought that just occurred- Tucson has LID stormwater treatment principles impacting ROW like bulb outs for capture. if City is contemplating those kinds of improvements, now would be the time or it could render our work useless

Commented [KM39]: Consider defining difference in 3 groups below- may head of questions in the meeting.

10. Communication Needs

1. To ensure Acceptance Requirements (section 6) are met the Plan will be supported by the involvement of key stakeholders, some of whom will participate on Plan oversight committees related to Project Management, Conflict Resolution and Policy Guidance.

1. Deliverables
 1. Public Participation Plan
 2. Stakeholder Involvement Plan
 3. Committee Workflow Plan

11. Acceptance Requirements

1. The Plan, including its component parts, must be adopted by the following governing bodies
 1. Flagstaff City Council
 2. Coconino County Board of Supervisors
 3. Mountain Line Board of Directors
 4. MetroPlan Executive Board

2. The Plan must have the requisite support of relevant advisory bodies to each governing body such as the Flagstaff Transportation Commission and receive recommendations from support staff.

12. Constraints

These constraints are in priority order:

1. Quality – quality is the greatest characteristic desired of the final product. Quality is defined by a plan demonstrating these aspects:
 1. A unified vision across policy arenas for the transportation system,
 2. Clarity and predictability for developer and public capital project investments,
 3. Investments that are fiscally feasible within manageable time periods,
 4. Implementation and investment strategies that recognize the evolving nature of regions over time,
 5. A transportation system for which maintenance costs are accounted for,
 6. Routine plan maintenance and periodic major plan updates have workflows and methodologies that are developed and within the fiscal capacities of the Partners
2. Budget – the budget for the Plan and its components is \$2.675 million. Approximately \$2.325 million of which is cash and the balance consisting of in-kind contributions from the City of Flagstaff.
3. Time – Per grant requirements, the project must be complete no later than four years after the date of grant award date of December 16, 2024.



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STAFF REPORT

REPORT DATE: January 7, 2025

MEETING DATE: January 22, 025

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Discussion on Technical Advisory Committee (TAC) Structure

1. RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.1: Maintain trust through reliable and transparent project management



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3. BACKGROUND:

The role and membership of the MetroPlan Technical Advisory Committee (TAC) has changed over the years to adapt to the needs of the organization over time. In 2023, a listening tour was conducted, and many TAC members expressed a desire to reconsider the best use of their time, especially when considering the need for supplemental project advisory committees. The new process has been in place for 18 months. The purpose of this agenda item is to check in with the TAC to see if the revised format of the TAC is an effective and productive use of time.

The role and membership of the TAC are defined in the MetroPlan by-laws.

The bylaws state TAC membership is as follows:

- 3 City staff
- 2 County staff
- 2 ADOT staff
- 1 NAU staff
- 1 Mountain Line staff
- 1 Federal Highways Administration (FHWA) and 1 Federal Transit Administration (FTA) staff as **non-voting** members

The responsibilities of the TAC are to review, study, analyze, and as appropriate, make recommendations to the Executive Board and staff. The TAC must meet at least four times annually.

The TAC role is further refined in MetroPlan's operating procedures:

"The TAC has authority and primary responsibility to conduct technical reviews and analyses regarding all work activities of the Unified Planning Work Program (UPWP), and any related issues as specified by the FMPO Executive Board, and to so advise the Executive Board and staff on appropriate actions to be taken. The TAC works closely with the FMPO staff, providing guidance and direction for the development of the annual UPWP/Budget and work activities defined therein."

Within the bylaws and operating procedures, there is flexibility regarding the structure of meetings and agendas. Historically, the TAC operated more like a project advisory committee, reviewing technical details of plans. From approximately 2020- 2023 the TAC acted as a review committee for the Board agenda, providing feedback on items the Board will consider and act on. In 2023, the TAC decided to move the quarterly format to provide more time to participate in specific project advisory groups.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

5. FISCAL IMPACT:

None.

6. ALTERNATIVES:

While there is no formal action, the TAC may advise staff on the following alternatives.

1. **Recommended:** Continue to meet four times per year as aligned with key topics including TAC review of the Unified Planning Work Program, Strategic Advance, budget, and legislative priorities. This direction indicates the TAC has appropriate and timely access to updates and involvement in projects and policies of the organization sufficient to meet their obligations to the Board.
2. **Alternative Recommendation:** Move to meeting every other month. This action would indicate more frequent touchpoints are needed.
3. **Not Recommended:** Aligning TAC meetings and agendas with Board meetings. This was the format of TAC that through stakeholder meetings and the direction of the TAC was decided was not the best use of TAC time, particularly considering the need to participate in project advisory groups.

7. ATTACHMENTS:

None



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STAFF REPORT

REPORT DATE: January 7, 2025

MEETING DATE: January 22, 2025

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Sandra Tavel, Transportation Planner

SUBJECT: Consider FY25-28 Strategic Grants Plan Update

1. RECOMMENDATION:

Staff recommends the TAC recommend that the Executive Board adopt the FY25-28 Strategic Grants Plan Update.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

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

3. BACKGROUND:

The goal of the Strategic Grants Plan (SGP) is to minimize inter-jurisdictional competition for federal discretionary grants, increasing the likelihood for a project in the region to be awarded. In June of 2024, the Executive Board adopted MetroPlan's SGP that outlines and prioritizes fourteen (14) regional projects across seven (7) discretionary grant programs for FY24-27. Per the Plan, every January, MetroPlan will update the SGP as the current year falls off and a new year is added on. In late 2024, MetroPlan staff reached out to member agencies to inquire of any material changes in existing projects programmed for discretionary grant seeking for FY25-27 and new projects for FY28 discretionary grant seeking.

An updated SGP for FY25-28 is included as an attachment.

Updated changes include:

- Content in plan changed from FY24-27 to **FY25-28**; FY24 falls off and FY28 is then added on
- Page 4: Foundation Grants Addendum
 - Indicates that non-federal, foundation grants are **not** part of the Strategic Grants Plan
- Page 5: Regional Project Map updated to add one new project: West Route 66 FUTS, south
- Page 6: Mountain Line Transit Project Map & Grants Matrices, Pages 14-17:



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- No changes to map
- No changes to projects and scopes, except for **project amounts increased**
- Added: updated due dates or next round of funding cycles
- Page 7: Transportation Alternatives:
 - Added West Route 66 FUTS, south at Thompson intersection
- Page 8: Safe Streets and Roads for All (SS4A):
 - Added Supplemental Planning Quick-Build projects from MetroPlan's Vulnerable Road Users Plan
 - Added concept planning and design for all prioritized projects in the City of Flagstaff's Active Transportation Master Plan (ATMP)
- Page 9: ATIIIP (Active Transportation Infrastructure Improvement Program):
 - The region has made two applications in FY25 for this program
 - Currently no active projects and this program is unlikely to continue
 - Applicants may re-apply if not awarded and ATIIIP program continues
- Page 10-17: Remaining programs
 - Added FY25-28
 - Removed FY24
 - Projects remain the same

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

5. FISCAL IMPACT:

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

6. ALTERNATIVES:

- 1) **Recommended:** The TAC recommends the Board Adoption of the Strategic Grants Plan update for FY26-28. This action will help the region to pursue grants proactively, increase collaboration, decrease competition among partners and write better grant applications so funds can be leveraged for projects that do not make good grant applications.
- 2) **Not Recommended:** The TAC recommends the Board does not adopt the Strategic Grants Plan update for FY26-28. This action would maintain the status quo. The Board may provide additional direction.



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7. ATTACHMENTS:

Updated Strategic Grants Plan FY25-28

Strategic Grants Plan

FY 25-28



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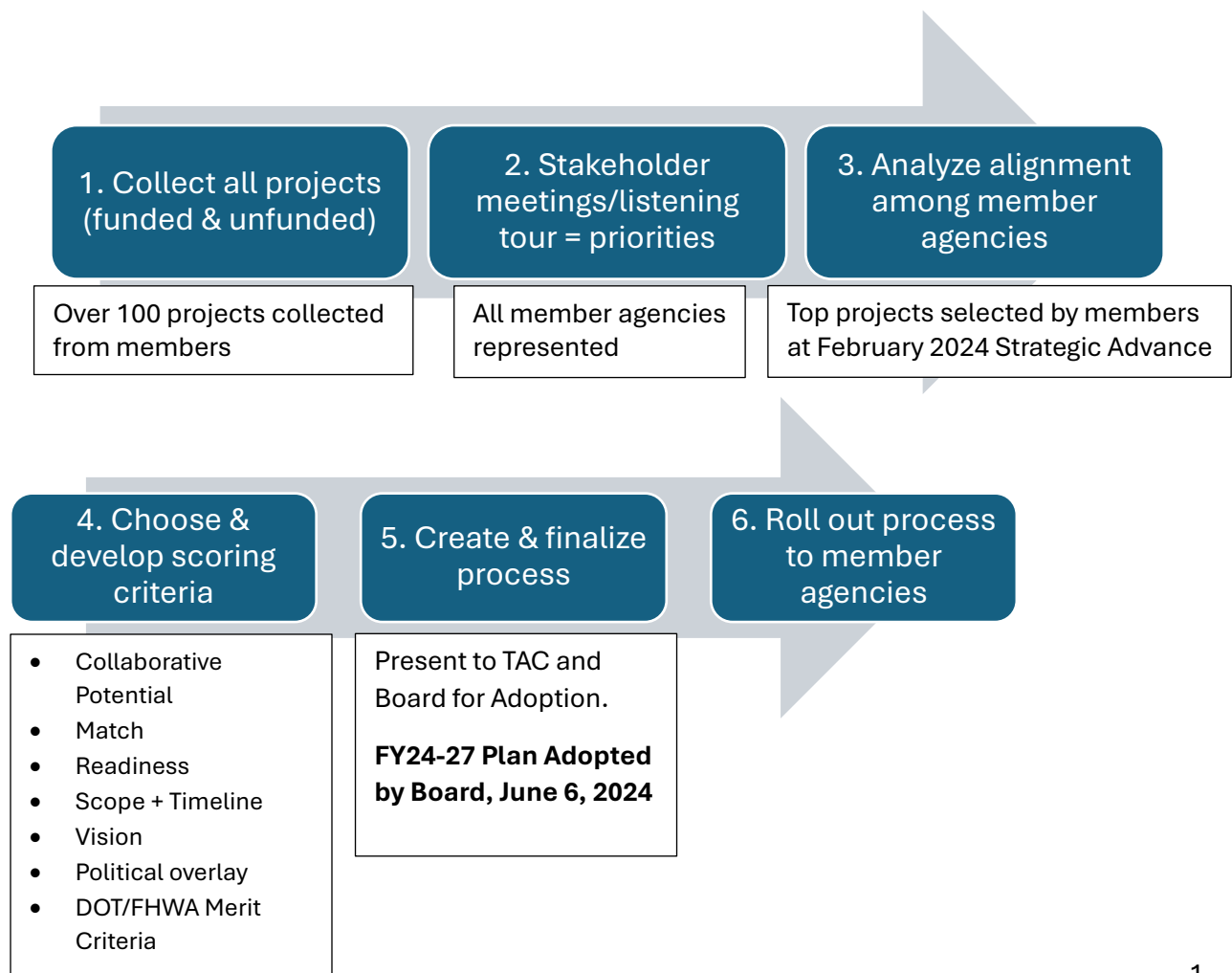
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Introduction

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

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

Steps taken to create Strategic Grants Plan in 2024:



Foreword:

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

Internal process:

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

Common merit criteria across grant programs are:

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

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

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

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

MetroPlan’s role:

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

Member Agencies:

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

Rank/score:

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

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

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

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

How to use the plan:

This plan will be used by MetroPlan and its member agencies to guide future grant applications for the fiscal years **2025-2028**. In subsequent pages of the plan, there are summaries of each grant program, and which regional projects are best suited for each application, how they ranked, as well as a timeline.



Resource dedication:

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

Deviations from the Plan:

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

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

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

Foundation (non-federal) Grants Addendum:

Non-federal grants are not part of the Strategic Grants Plan.

Frequency | Plan Update and Ranking:

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

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

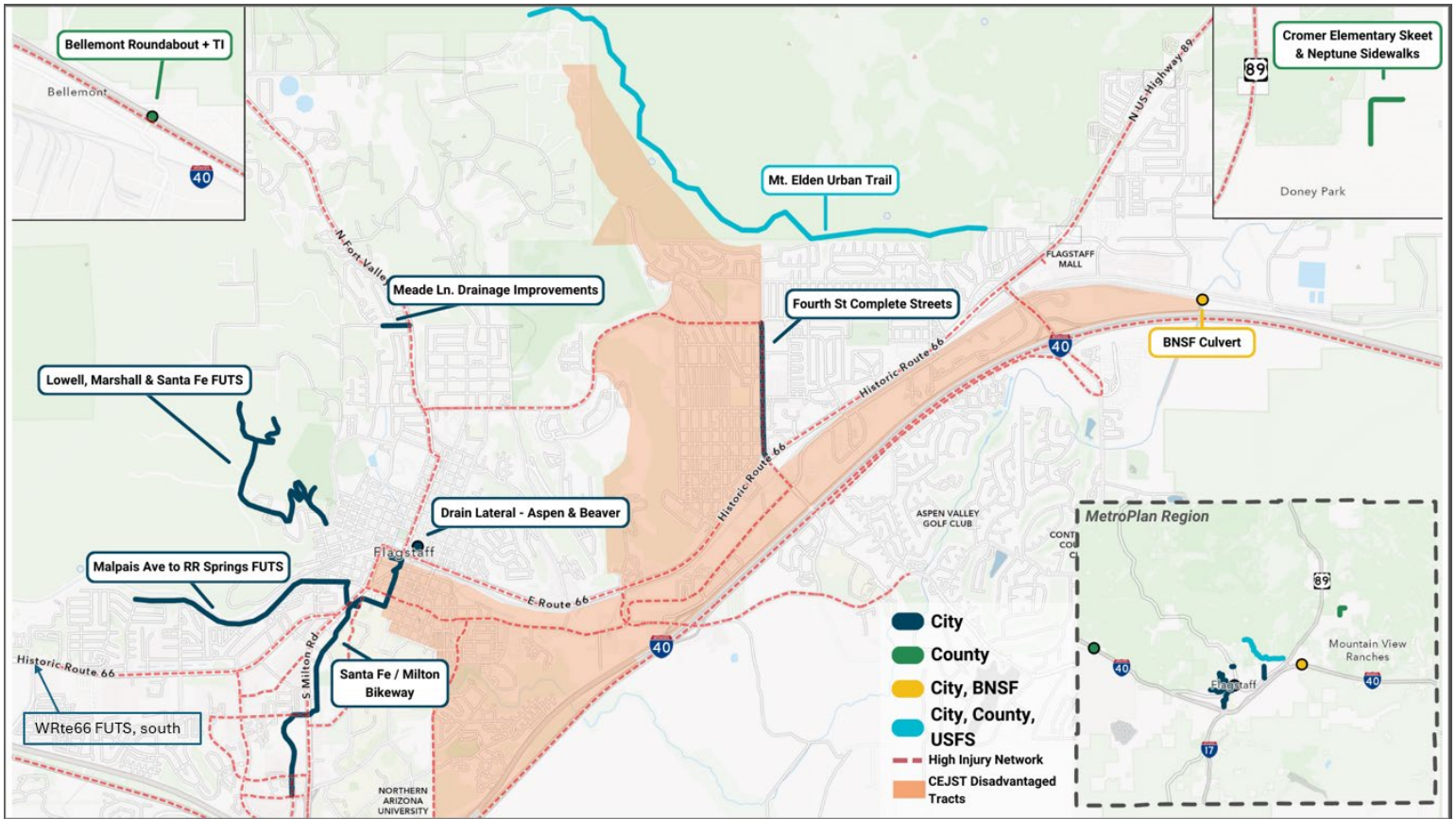
New projects will be ranked 1-3 using the above criteria. MetroPlan will then bring newly ranked projects to the TAC (Technical Advisory Committee) to refine.

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

List of Appendices:

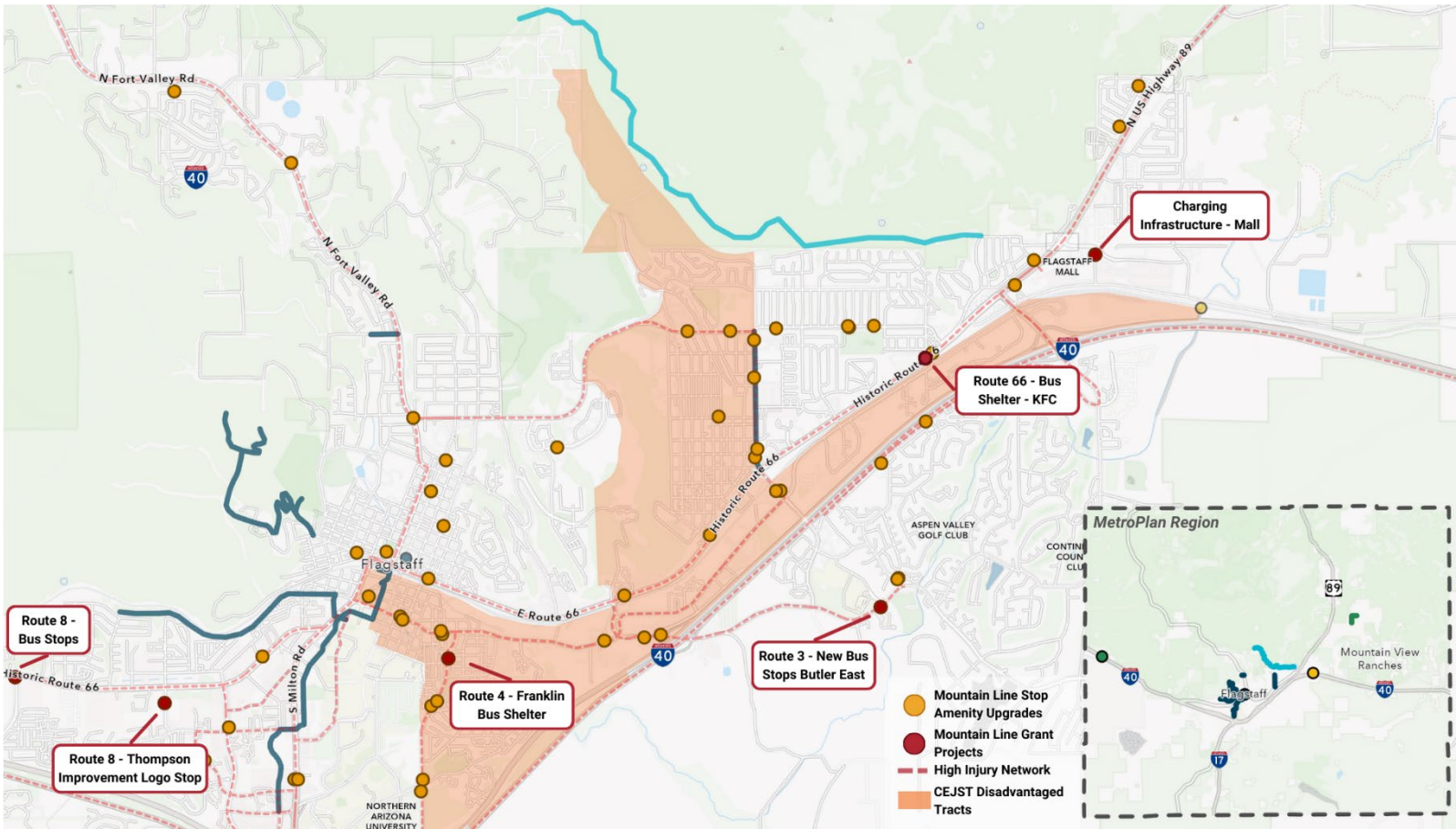
- Master List:
 - Regional matrix of all projects and discretionary fund sources

Regional Project Map*



*Excludes Mountain Line Transit

Mountain Line Transit Projects



Funder: State – AZ Dept of Transportation

Next Application Release Date: January 2025

Required match: 5.7%

Background:

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

Eligible project costs:

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

Ineligible project costs:

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

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Planning & Design Mt Elden Urban Trail 5.5 miles from Elden Lookout Rd, terminus at Sandy Seep Trailhead at US89 \$432,373	3	USFS, City, County				
Construction Cromer Elementary missing sidewalks – Neptune Dr (Skeet Dr to Lunar Dr) Skeet Dr (Silver Saddle Rd to Neptune Dr) \$1,300,000	3	County				
Planning & Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	City				
Safe Routes Phase 2 \$650,300	3	MetroPlan				
Planning & Design WRte66 FUTS, south, from Thompson to Woody Mountain \$500,000	3	City				
Safe Routes to School capital projects \$1,900,000	3	MetroPlan				

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

Funder: federal, US DOT (Department of Transportation)

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

Next Application Release Date: Before the end of March 2025

Background:

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

Planning and Demonstration Grants:

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

Implementation Grants:

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

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

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Planning Safe Routes to School and Bus Stops \$700,000	3	County				
Planning & Demonstration Quick-build projects based on Vulnerable Road Users (VRU) plan findings \$20,000	3	MetroPlan				
Concept planning and design All FUTS prioritized in ATMP \$1,767,527	3	City				
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	3	City				

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

Funder: FHWA (federal highway administration)

Required match: 20%

Next Application Release Date: TBD – unsure if program will continue to be funded | Appropriations through 2026 in line with BIL

Background:

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

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

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
*Planning and Design Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$463,100	3	City				
*Planning Unincorporated County connectivity to activity and economic centers \$ 1,000,000 *some of this project is outside the MetroPlan region	3	County				

*Both projects submitted in July of 2024. If not awarded and ATIIP program is continued, applicants may re-apply.

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

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

Required nonfederal match: 20%*

Next Application Due Date: Feb 25, 2025 | Appropriations through 2026

Background:

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

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66 \$20,000,000	3	City, BNSF				
Resilience planning – Post Wildfire Flooding \$500,000	3	MetroPlan				
Construction Drainage bundle: Meade Lane drainage between Highway 180 and the Rio de Flag; Fanning Wash, Downtown Drain lateral - Aspen and Beaver \$11,000,000	3	City				

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

Funder: federal, US DOT (Department of Transportation)

Required nonfederal match: 20%

Next Application Due Dates: FY25: Jan 30, 2025 | FY26: Jan 2026

Background:

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

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Engineering Bellemont Roundabout and TI modernization and expansion \$4,000,000	2	County				
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave \$30,000,000	3	City				

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

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

Required nonfederal match: 20%

Next Application Due Date: 2026, tentative

Background:

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

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
Design to 30% Lake Mary widening between N & S Mormon Loop Lake Access. Planning and construction Lake Mary Bike Lanes cost TBD	3	County				

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

Funder: federal, US DOT (Department of Transportation)

Required nonfederal match: 20%

Next Application Due Date: Closed; re-opening TBD | Appropriations through FY2026

Background:

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

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

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

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

PRIORITY PROJECTS

Project	Rank	Jurisdiction	FY25	FY26	FY27	FY28
RURAL						
Construction Santa Fe / Milton Bikeway Santa Fe Trail: Malpais Ave to Railroad Springs Milton Skybridge from east Santa Fe FUTS to NAU Milton Bikeway from the Downtown Connection Center to Lake Mary Rd \$30,000,000	3	City				
Construction Complete Streets Conversion Fourth St - Route 66 to Cedar Ave est total project cost \$30,000,000	3	City				

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

Funder: Federal | Federal Transit Administration

Required nonfederal match: 20%

Next Application Due Date: April 25, 2025

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

PRIORITY PROJECTS

Note: *bus stops included as one project

Project	Jurisdiction	FY25	FY26	FY27	FY28
Fixed Route Bus Replacements (BEB) \$12,794,141	Mountain Line				
Battery Electric Bus Training \$50,000	Mountain Line				
Replace Paratransit Cutway Vans \$1,035,652	Mountain Line				
Charging Infrastructure – Offsite \$2,200,000	Mountain Line				
*Bus Stop Upgrade - Route 4 Mohawk \$33,169	Mountain Line				
*Route 4 and 14 - Zuni and Masonic Stops (2 logo) \$40,000	Mountain Line				
*Route 8 - Thompson Improvement logo stop \$30,000	Mountain Line				
*New Bus Stop - Route 3, Butler East \$159,848	Mountain Line				
*New Bus Stops – Route 8 Extension Stops \$232,000	Mountain Line				
*Bus Stop Upgrade - Route 4 Franklin \$34,164	Mountain Line				
*New Bus Stop – Route 66 Crown \$195,212	Mountain Line				
RTA Display – Various Locations (Shared Stops)	Mountain Line				
Kaspar Server Replacement \$35,000	Mountain Line				

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

Funder: Federal | Federal Transit Administration

Required nonfederal match: 20%

Next Application Due Date: April 25, 2025

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

PRIORITY PROJECTS

Project	Jurisdiction	FY25	FY26	FY27	FY28
Fixed Route Bus Replacements (BEB) \$12,794,141	Mountain Line				
Fixed Route Bus Expansion \$5,589,319					
Charging Infrastructure – Offsite \$2,200,000	Mountain Line				

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

Funder: ADOT through Federal | Federal Transit Administration

Required nonfederal match: 20%

Next Application Due Date: TBD

Background: Construction projects and capital purchases of vehicles.

PRIORITY PROJECTS

Note: **bus stops included as one project*

Project	Jurisdiction	FY25	FY26	FY27	FY28
Fixed Route Bus Replacements (BEB) \$12,794,141	Mountain Line				
Replace Paratransit Cutway Vans \$1,035,652	Mountain Line				
Charging Infrastructure – Offsite \$2,200,000	Mountain Line				
Operation Support Vehicle Replacement \$178,231	Mountain Line				
Shelter Rehabilitations \$660,000	Mountain Line				
*Bus Stop Upgrade - Route 4 Mohawk \$33,169	Mountain Line				
Route 66 Bus Shelter – KFC \$34,164	Mountain Line				
*Route 4 and 14 - Zuni and Masonic Stops (2 logo) \$40,000	Mountain Line				
*Route 8 - Thompson Improvement logo stop \$30,000	Mountain Line				
Bus Stop Amenity Upgrades \$1,800,000	Mountain Line				
*New Bus Stop - Route 3, Butler East \$159,848	Mountain Line				
*New Bus Stops – Route 8 Extension Stops \$232,000	Mountain Line				
*Bus Stop Upgrade - Route 4 Franklin \$34,164	Mountain Line				
*New Bus Stop – Route 66 Crown \$195,212	Mountain Line				

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

Funder: Federal | Federal Transit Administration

Required nonfederal match: 20%

Next Application Due Date: April 25, 2025

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

PRIORITY PROJECTS

Project	Jurisdiction	FY25	FY26	FY27	FY28
Capital Planning Studies \$850,000	Mountain Line				



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STAFF REPORT

REPORT DATE: January 7, 2025

MEETING DATE: January 22, 2025

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Sandra Tavel, Transportation Planner

SUBJECT: ADOT Planning to Programming (P2P) Project Prioritization and Scoring Criteria for FMPO Region

1. RECOMMENDATION:

None. This item is for discussion.

2. RELATED STRATEGIC WORKPLAN ITEMS:

Goal 1: Maximize Funding for Transportation Projects and Programs

Objective 1.3: Coordinate partner's legislative priorities related to transportation.

3. BACKGROUND:

MetroPlan seeks input from the TAC on scoring rubric and project prioritization to enhance strategy for nominating **regional projects on ADOT roadways** in the Planning to Programming (P2P) process that informs ADOT's 5-year Construction Program, to have a better chance of projects being funded. The next call for projects is in May for FY2027-2031.

Projects are nominated annually through various sources (MPOs, COGs, jurisdictions, plans and studies, legislators, agencies, internal ADOT teams, and members of the public); then ADOT scores and prioritizes projects that fall into four categories. Top scoring projects are then placed into ADOT's 5-year construction program in the following categories:

- **Pavement Preservation** – Activities that improve or sustain the condition of road pavement and bridge facilities to a state of good repair.
- **Bridge Preservation** – Activities that improve or sustain the condition to a state of good repair.
- **Modernization** – Improvements to the existing system that upgrade efficiency, functionality, and safety *without* adding capacity.
- **Expansion** – Improvements that *add capacity* through new roads, adding lanes to existing highways, new rail, and constructing new grade separated overpasses/underpasses.

MetroPlan's project scoring and prioritization process focuses on the **Modernization** category due to land use challenges in the FMPO region that make expansion difficult, MetroPlan's Transportation Values and regional plans that focus on safety, multi-modal transportation, equity, built and natural environment stewardship that make up the elements within the scoring rubric.



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Project Prioritization Rubric

MetroPlan has developed a regional project prioritization and scoring process that aims to come up with a comprehensive list of projects on state owned roadways and prioritize 3-5 of those projects for nomination into the P2P call for projects.

Staff are seeking TAC input on the scoring rubric. The complete rubric is included as an attachment to this staff report:

- Citation in a State, Regional and/or Local Plan or Roadway Safety Audit
- Safety metrics:
 - Location in an emphasis area, **segments** or **intersections**, as cited in the [Regional Transportation Safety Plan](#)
 - The project is already recommended or prioritized in a current safety plan
- Supports Equity:
 - Economic vitality, community character and social connection
 - The project is in an ADOT-identified disadvantaged area or has significant impact on disadvantaged communities
- Supports the natural environment:
 - The primary purpose of the project is bike, ped or transit
 - The project enhances natural systems such as waterways, dark skies and wildlife linkages

Staff are seeking TAC review of the project to list to ensure that any desired projects are on the list.

Next steps are to bring the rubric and the projects scored by MetroPlan staff with feedback from the TAC to MetroPlan's Strategic Advance in February so that members can prioritize the projects using the scoring rubric for reference in their decision-making. The objective is to nominate a set of 3-5 projects for the next round of P2P call for projects in May.

Crucial to the success of the projects getting funded, are educational efforts on behalf of MetroPlan and advocacy on behalf of our member agencies to inform ADOT leadership and the Arizona State Transportation Board on the importance of funding these projects. MetroPlan may ask members of the region's legislature for additional support for the projects.

Finalization of the priorities may carry over to March and April TAC and Board meetings, depending on the discussions at the Advance.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

5. FISCAL IMPACT:

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

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

- Scoring rubric
- List of projects

2027-2031 P2P Scoring Rubric - FMPO Region			
Metrics	Points per sub metric	√ each plan	Total Possible Points
1 Citation in a State, Regional and/or Local Plan, Roadway Safety Audit, DCR, Study, etc.			4
<i>Is the project cited in a plan, RSA, DCR or Study? (one point if cited in one plan)</i>	1		
<i>Is the project cited in two or more plans?</i>	2		
ADOT ATSAP (Active Transportation Safety Action Plan)			
ADOT Long Range Plan			
ADOT Milton/180 Corridor Master Plans			
Milton Bike/Ped RSA			
MetroPlan Regional Transportation Plan			
MetroPlan Regional Transportation Safety Plan			
City of Flagstaff Active Transportation Master Plan			
Pedestrian Study			
State Highway Crossing Plan			
ADOT Vulnerable Road User Safety Assessment			
<i>Add plan, RSA, Study, DCR here:</i>			
Can planned projects be bundled?	1		
	Points per sub metric	√ each element	Total Possible Points
2 Safety			6
<i>Is the project identified in an emphasis area - segments or intersections within the High Injury Network in the MetroPlan Regional Transportation Safety Plan?</i>	2		
Priority Project named as segment or intersection of Regional Transportation Safety Plan P. 26 & 27			
<i>Is the project already recommended or prioritized in a current safety plan?</i>	4		
Regional Transportation Safety Plan			
MetroPlan Vulnerable Road Users draft plan			
ADOT Strategic Highway Safety Plan			
ADOT Active Transportation Safety Plan			
Other Safety Plan here:			
	Points per sub metric	√ each element	Total Possible Points
3 Equity: supports economic vitality, community character and social connection:			3
<i>Is the project located in an ADOT-identified disadvantaged area or have significant impact on disadvantaged communities? See FMPO Equity Map OR Equity Analysis fig 2 in RTSP:</i>			
<i>Equity Score 1-7</i>	0		
<i>Equity Score 8-11</i>	1		
<i>Equity Score 12-14</i>	2		
<i>Scoring Committee Evaluation - MetroPlan and ADOT Northcentral District</i>	1		
	Points per sub metric	√ each element	Total Possible Points
4 Supports the natural environment:			2
<i>Is the primary purpose of the project bike, ped or transit?</i>	1		
<i>Does the project enhance natural systems such as waterways, dark skies and wildlife linkages?</i>	1		
Total			
Total Possible Points	15		15
	per sub metric		Grand Total

MetroPlan chose citation in a plan, study, RSA, etc to align with ADOT's P2P Planning Guidebook
Logic is that if the project is cited in a plan, study or RSA, it has been vetted to some extent.

2.0 Project Identification

The P2P process begins with the identification of prospective projects. The identification is twofold, involving both the inclusion of previously recommended projects that were not selected in the Five-Year Program from the previous Fiscal Year (FY) and newly recommended projects. Projects accepted into the previous year's Five-Year Program are noted as programmed projects removed from duplicative consideration.

Each May, the P2P Manager requests any new planning study recommendations from ADOT Planning staff, COGs, and MPOs, as well as any District project nominations. All recommended projects from completed planning studies between the current and previous year's project identification process are collected. MPD's Geographic Information System (GIS) Attribute Table submitted with each completed MPD planning study is a resource to identify project information relevant to the P2P Scoring Process.

The following planning studies are referenced to identify projects:

- Bicycle and Pedestrian Safety Plans
- Corridor Profile Studies
- Statewide Planning Studies
- COG and MPO Studies
- State Freight Plan
- Other plans and studies, as applicable

The P2P Manager submits such study and District project nominations to the appropriate ADOT Technical Groups (see **Table 1**) for technical prioritization.

Network Screening and Areas of Opportunity

Priority intersections and segments in the region were identified by reviewing the annualized/normalized crash severity scores from the network screening results for the region. Crash severity score weights each crash by severity using the Equivalent Property Damage Only (EPDO) method (See [Appendix D](#)). Network screening results can be visualized in the web map located at <https://arcg.is/09ba5c> and in [Figure 16](#) and [Figure 17](#). The web map also overlays U.S. Department of Transportation's (USDOT's) definition of areas of persistent poverty as well as transportation and historically disadvantaged communities. These layers are explained further in the Equity Analysis section of this plan.

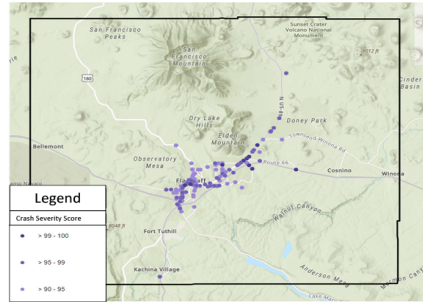


Figure 16: Intersections with high crash severity score (100 is the most severe)



Table 6. Priority Intersections by Crash Severity Score

ID	Intersection Name	Annualized Crash Severity Score
1	MARKETPLACE DR & US 89	486.34
2	US 89 & SNOWFLAKE DR/TRAILS END DR	376.67
3	COUNTRY CLUB DR & US 89	280.83
4	ROUTE 66 & MILTON RD	263.51
5	CUMMINGS ST & US 89	253.50
6	COUNTRY CLUB DR & EB I-40 EXIT 201	213.81
7	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	211.60
8	DORTHA AVE & FOURTH ST	199.69
9	BEAVER ST & BUTLER AVE	192.51
10	BURRIS LN & US 89	186.25
11	FOX LAIR DR & SOLIERE AVE	184.38
12	ROUTE 66 & TEST DR	180.72
13	NORTHGATE LOOP & US 89 89	179.19
14	LITZLER DR & UNIVERSITY HEIGHTS DR	178.59
15	ARROWHEAD AVE & CENTER ST	178.39
16	PEAKS PKWY & SUNSET BLVD	178.39
17	CANYON LOOP & KACHINA TRL	178.19
18	BRAMLEY LN & US 89	178.19
19	FANNING DR & ROUTE 66	116.33



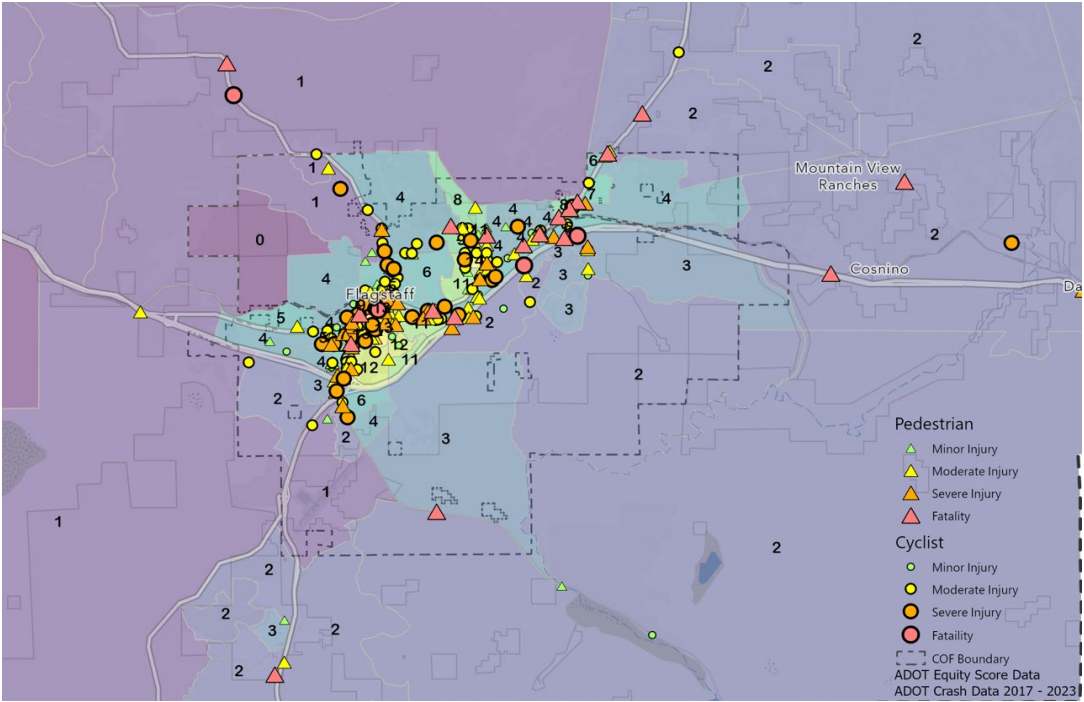
Table 7. Priority Roadway Segments by Crash Severity Score

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	I-40 WB/17 NB Connector	0.5	200.41	430.79
2	Between I-40 WB and I-17 NB I-40 EB	2.0	546.97	273.48
3	Between 0.6 mi east of Country Club Dr and East of 4th St I-40 WB	0.7	182.38	268.93
4	Between 1.5 mi East of Beulah Blvd and 2.2 mi East of Beulah Blvd Milton Rd	1.0	210.74	210.74
5	Between North of Old Munds Hwy and 0.8 mi South of Mountaineer Rd I-17 NB	3.1	612.58	199.71
6	Between Rain Valley Rd and El Paso Flagstaff Rd US-89A	0.9	178.59	198.39
7	Between Pine del Dr and 1 mi south of Pine del Dr US-180	1.0	180.99	184.15
8	Between Cedar Ave and Center St Cedar Ave	1.2	206.73	167.95
9	Between Country Club Dr and Elk Run St Soliere Ave	1.2	196.62	167.84
10	3.5 mi north of Kattin Way and Kattin Way US-89	3.5	573.29	161.49

Priority locations that scored highest in crash severity scores within each of the region's agencies were developed. Where feasible, the top 20 intersection and segment priority locations for each of the region's agencies were listed and can be found in [Appendix E](#).

Network screening was also conducted for the following factors, also known as the safety emphasis areas:

- Aggressive Driving
- Lane Departure
- Older (64+) Road Users
- Younger (Under 25) Road Users
- No or Unknown Restraints
- Inclement Weather Conditions
- Distracted Driving
- Pedestrian- or Bicyclist-Involved
- Motorcycle-Involved
- Animal-Involved



Metric is relatively subjective and contingent on the analysis of the scoring committee: MetroPlan and ADOT

MetroPlan's Transportation Values are:

economic vitality

public support

health and social connections

zero deaths and serious injuries

stewardship of the natural and built environment

community character

efficient and effective use of funds

Route Name	Route #	From MP	To MP	Nomination Source	Project Name	Technical Group	Scope of Work	Total estimated cost	Comments	Link to plan(s)	Supporting Recommendations, existing safety plans	Page # in Plan	Citation in Plan? (1)	Can Planned Projects be bundled? (2)	Safety: Segments or Intersections in RTSP/HIN(2) Recommended or prioritized in current safety plan (4)	Equity: 1 - 7 (0) 8-11 (1) 12-14 (2)	Equity: Committee Eval (1)	Supports Natural Environment purpose of the project bike, ped or transit (1) Wildlife or nature impact (1)	Total Points
US	89	varies	varies	City of Flagstaff Active Transportation Master Plan	Enhance restricted Crossings	MetroPlan	Add crossings on prohibited crossings on Milton, Fanning, Lockett, Steves, Arrowhead, Ponderosa		Need milepost locations and cost estimate.	https://www.flagstaff.az.gov/3181/Active-Transportation-Master-Plan https://www.metroplanflg.org/safetyplan/rts2024	1. LOCKETT/KASPAR: Install stop bars, crosswalk, maintain intersection sight distance, and no U-Turn signage (RTSP)	ATMP: 70-95 RTSP: 256	1	2	6	2		1	12
SR	40	varies	varies	City of Flagstaff Active Transportation Master Plan	Enhance restricted Crossings	MetroPlan	Add crossings on prohibited crossings: Milton, Fanning, Lockett, Steves, Arrowhead, Ponderosa, Switzer			https://www.flagstaff.az.gov/3181/Active-Transportation-Master-Plan		ATMP: 70-95 RTSP: 256	1	2	6	2		1	12
SR	40	195.4	195.6	TSMO	S. Milton Road and Business Route 40 through Flagstaff	TSMO	Construct new ADA ramps & ped refuge island at Plaza			https://apps.azdot.gov/files/Planning/Milton-Road-Corridor-Master-Plan/MiltonRdCMP-Final-Report.pdf	<p>1. MILTON/66: - Install countdown pedestrian signal heads for all approaches at this intersection. (<i>Milton Bike/Ped RSA</i>)</p> <ul style="list-style-type: none"> - Provide Leading Pedestrian Interval - Conduct Photometric analysis to evaluate existing lighting conditions and confirm light levels meet minimum foot-candle requirements - Provide High Visibility Crosswalks at intersections - Install "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections - Provide Instreet pedestrain signs at mid-block crossings <p>2. MILTON/RIORDAN (<i>Same as above/Milton Bike/Ped RSA</i>) AND Improve traffic signal timing and coordination, left turn phasing evaluation/improvement, and high-visibility crosswalks. (RTSP)</p> <p>3. MILTON/PLAZA: (<i>Same as above/Milton Bike/Ped RSA</i>)</p> <p>4. MILTON/UNIVERSITY: (<i>Same as above/Milton Bike/Ped RSA</i>)</p> <p>5. MILTON/FOREST MEADOWS: (<i>Same as above/Milton Bike/Ped RSA</i>)</p>	101	1	2	6	2		1	12
US	89			Regional Transportation Safety Plan	Milton and Riordan Rd Intersection	MetroPlan	Improve traffic signal timing and coordination, left turn phasing evaluation/improvement, high visibility crosswalks	\$219,000		https://www.metroplanflg.org/safetyplan/rts2024	<p>1. (Milton RSA)</p> <ul style="list-style-type: none"> - Install countdown pedestrian signal heads for all approaches at this intersection. - Provide Leading Pedestrian Interval - Conduct Photometric analysis to evaluate existing lighting conditions and confirm light levels meet minimum foot-candle requirements - Provide High Visibility Crosswalks at intersections - Install "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections - Provide Instreet pedestrain signs at mid-block crossings 	48	1	2	6	1		1	11

US	89			Bicycle-Pedestrian Road Safety Assessment, NE, SR89A/Milton Rd	Milton bicycle and pedestrian safety	MetroPlan and City of Flagstaff	Pedestrian signals, leading intervals, retroreflective tape, pedestrian ramps, curb extensions, RRFB beacon signal at Chambers Dr and Milton, restripe, reduce speed limit, signage	\$831,880	Forest Meadows to Mike's Pike. Can't find the RSA specified. ADOT Bicyclist Safety Action Plan from 2018 is referenced instead.	https://activetransportation.az.gov/sites/default/files/documents/files/Bicyclist-Safety-Action-Plan.pdf	<p>1. - (ATMP)</p> <ul style="list-style-type: none"> - Install Retroreflective Tape on Vehicular Signal Heads (60) - Reduce Speed Limit to 25 MPH - Install Highway Lighting - Install Bike Lanes - Enhance Signal Operations with Leading Pedestrian Intervals (LPIs) (5) <p>2. (Milton RSA)</p> <ul style="list-style-type: none"> - Re-stripe Milton Rd to narrower vehicular lanes and a striped bike lane. A design deviation needs to be prepared to narrow the lane lines to install the bike lane within the existing pavement. - Reduce speed limit from 35mph to 25mph <p>3. (Milton RSA)</p> <ul style="list-style-type: none"> - Consolidate driveways to minimize the number of conflict points or install curb extensions for NB right-turn lanes. - Install RRFB (Rectangular Rapid Flashing Beacon) signal at Chambers Drive and Milton Road intersection. <p>4. (RTSP) Milton to Trails End</p> <ul style="list-style-type: none"> - Install speed feedback signs, improve traffic signal timing and coordination, and conduct targeted speed enforcement 	127 A17 in appendix	1	2	6	1		1	11
US	180	215.44	223	US 180 Corridor Master Plan	US 180 Corridor Wide Improvements (Flagstaff Area)	MPD Study	Ladder/High-visibility crosswalks; ADA-compliant curb ramps; pedestrian crossing improvements; increase pedestrian staging areas as needed; pedestrian warning signage; widen shoulder at Magdalena	\$3,550,000	This project was in the previous Five Year Construction Program, funded by CRP funding. However: due to shifting CRP funding priorities by Leadership, this project was taken out of the Five Year Construction Program.	https://azdot.gov/planning/transportation-studies/us-180-corridor-master-plan	<p>1. (ATSAP)</p> <ul style="list-style-type: none"> - Install Highway Lighting - Upgrade Existing Crosswalk to High-Visibility Crosswalk (3) - Increase Enforcement - Install Pedestrian Refuge Island (Fort Valley Rd/Forest Ave & Fort Valley Rd/Anderson Rd) <p>2. (ML Ped Study) 180/Meade</p> <ul style="list-style-type: none"> - Center Median Refuge with advanced signage <p>3. (ATSAP) 180/Anderson & (ML Ped Study)</p> <ul style="list-style-type: none"> - Pedestrian Refuge Island <p>4. (ATSP) 180/Forest</p> <ul style="list-style-type: none"> - Pedestrian Refuge Island <p>5. (RTSP) 180/Forest</p> <ul style="list-style-type: none"> - "Refresh/enhance pavement markings, maintain turning sight distance (vegetation/tree removal), and intersection consider traffic signal control" <p>6. (ML Ped Study) 180/Forest</p> <ul style="list-style-type: none"> - PHB with Center Median Refuge and advanced signage - Warrants: yes (ADOT TGP 640) <p>7.(RTSP) 180/Elm</p> <ul style="list-style-type: none"> - Refresh/enhance pavement markings and install crosswalks \$111,000 	75	1	2	6	0		2	11
I	40	190	196	CPS I-40W: CA State Line to Junction I-17, June 2022	Flagstaff Area Safety Improvements	MPD Study	Rehabilitate shoulders (includes new striping, delineators, safety edge and rumble strips)	\$7,683,000		https://azdot.gov/sites/default/files/2019/08/i40-west-final-report-031717.pdf		various	1	2	6	0		1	10

SR	89	402	404	Milton/US 180 CMP	Milton Road Spot Improvements-Crosswalks, ADA, and Pedestrian Staging	MPD Study	Install High Visibility Cross Walks, Maintain ADA Compliant Curb Ramps, and Improve Pedestrian Staging Areas	\$1,250,000		https://apps.azdot.gov/files/Planning/Milton-Road-Corridor-Master-Plan/MiltonRdCMP-Final-Report.pdf	See above recommendations from ADOT ATSAP and the RTSP	98	1	2	6	0		1	10
US	89A		-	City of Flagstaff Active Transportation Master Plan	Pedestrian and separated crossings	MetroPlan	Milton and Starbucks 1307 S Milton Rd; Milton and Phoenix; Milton and University; Milton and Malpais			https://www.flagstaff.az.gov/3181/Active-Transportation-Master-Plan		79	1	2	6	0		1	10
				City of Flagstaff Active Transportation Master Plan	Pedestrian separated crossings	MetroPlan	Route 66 and ponderosa			https://www.flagstaff.az.gov/3181/Active-Transportation-Master-Plan	1. (RTSP) Install high-visibility crosswalks, speed feedback signs, and protected bicycle lanes 2. (ADOT Rail Crossing Study) Install high-visibility crosswalks, speed feedback signs, and protected bicycle lanes (ADOT Priority 5)	78	1	2	6	0		1	10
I	40	195.5	199.5	statewide Wildlife Vehicle Conflict Study	Retrofitting with wildlife fence	Wildlife	Wildlife fence, escape ramps, alert signage	\$654,720		https://azdot.gov/sites/default/files/media/2021/08/WVC_Final_Report_July30_2021.pdf		various	1	2	6	0		1	10
SR	40	195	195.5	Milton/US 180 CMP	Route 66 - West Leg Pedestrian Crossing Improvement (Flagstaff area)		Improve the west leg ped crossing by shortening the crossing length through the inclusion of a pork chop at the SWC. Scope of work defined in Milton Corridor Master Plan.	\$1,125,000	High priority project by NC District, MetroPlan, and City of Flagstaff. Was a candidate for CRP Funding, but not selected for inclusion into the FY24-28 Five Year Construction Program.	https://azdot.gov/planning/transportation-studies/milton-road-corridor-master-plan		101	1	2	4	2		1	10
US	89	402.7	403	Milton/US 180 CMP	SR 89A at Plaza Way - South Leg Pedestrian Crossing Improvement		Improve south leg ped crossing by shortening the crossing length through the inclusion of a pork chop at the SEC. Scope of work defined in Milton Corridor Master Plan.	\$1,025,000	High priority project by NC District, MetroPlan, and City of Flagstaff. Was a candidate for CRP Funding, but not selected for inclusion into the FY24-28 Five Year Construction Program.	https://azdot.gov/planning/transportation-studies/milton-road-corridor-master-plan	1.(Milton RSA) - Install countdown pedestrian signal heads for all approaches at this intersection. - Provide Leading Pedestrian Interval - Conduct Photometric analysis to evaluate existing lighting conditions and confirm light levels meet minimum foot-candle requirements - Provide High Visibility Crosswalks at intersections - Install "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections - Provide Instreet pedestrain signs at mid-block crossings	101	1	2	6	0		1	10

US	89	428	432	CPS US 89: Flagstaff to Utah State Line, June 2022	Sunset Crater Safety Improvement	-Install high visibility striping and delineators, reflective pavement markers, and rumble strips in both directions -Install chevrons on curve (MP 428.5 to 429, MP 431 to 431.5)	\$952,500	June 2024: cost estimate updated.	https://azdot.gov/sites/default/files/2019/08/US89-Final-Report.pdf	1. (RTSP) "Install/Maintain ROW fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting" \$13,674,000	21 ES-15	1	2	6	1	0	10
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STAFF REPORT

REPORT DATE: January 7, 2025

MEETING DATE: January 22, 2025

TO: Honorable Chair and Members of the TAC

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: Update on the Vulnerable Road Users (VRU) Safety Plan

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.4: Position partners for successful implementation of plans.

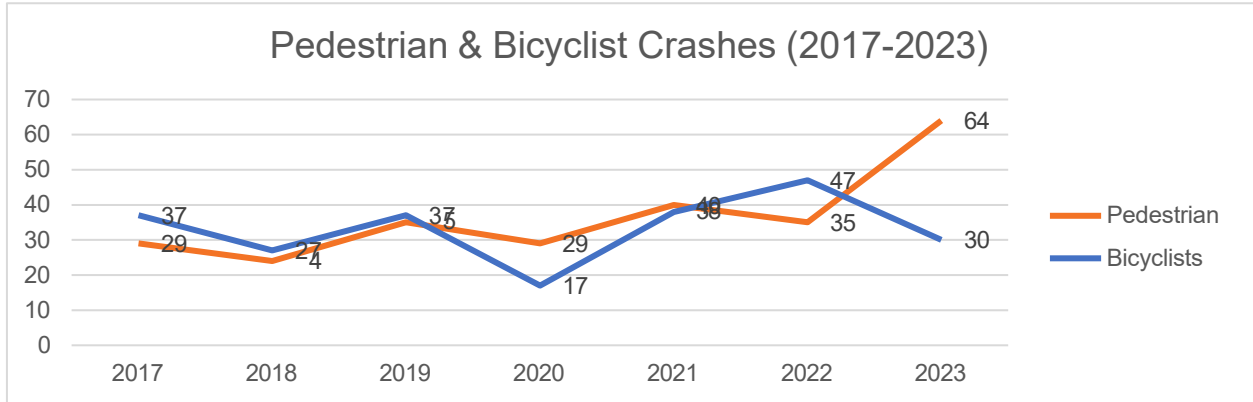
3. BACKGROUND:

MetroPlan has completed data analysis for the Vulnerable Road Users (VRU) Safety Action Plan. VRUs are people who walk, bicycle and roll. MetroPlan analyzed data for the region over a 7-year period from 2017 -2023. Trends among people involved in VRU crashes, particularly serious injury and fatal crashes, were analyzed to inform local jurisdictions of safety issues and trends related to VRUs and to encourage prioritizing Transportation Safety in our roadway network and project selection. Historical trends across the nation, state, and local jurisdictions have seen an upward trend in pedestrian-related crashes and fatalities. The Flagstaff Region is on the same path. Pedestrian crashes in the region account for 52% and bicyclists for 48% of all VRU crashes.



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Fatalities:

VRU Safety Snapshot, 2017-2023



489 Pedestrian and Bicycle Crashes in the Flagstaff Region

27 Pedestrian Fatalities

8 Bicyclist Fatalities

28% Pedestrian crashes resulted in a serious injury or fatality

18% Bicyclist crashes resulting in a fatality

Where crashes happen:

BICYCLISTS

47% of Bicyclists involved in a serious or fatal crash were often **struck in a bike lane**.

Followed by 27% at intersections where a crosswalk was *not* present.

PEDESTRIANS

60% of Pedestrians involved in serious injury and fatal crashes were most often struck when crossing the road – **not in a crosswalk or at an intersection**.

Followed by 21% at an intersection without a crosswalk.

Data analysis found that roadways that contribute to the most VRU crashes are:

- Milton Rd.
- E. Route 66
- Woodlands Village
- Butler Ave.



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Staff identified the following areas of emphasis to guide strategies and actions to reduce or eliminate serious injuries and fatalities through the analysis process:

- Reduce potential for conflict between users
- Slow vehicle speeds
- Encourage safer practices among people driving, walking, and bicycling
- Improve data collection and analysis
- Support institutional commitment to Vision Zero

MetroPlan continues to evaluate and provide recommendations on the following as part of the overall VRU planning process. Many of these documents have been drafted and further conversations will take place with the Technical Advisory Committee and Executive Board:

- Leadership Commitment: The VRU will establish MetroPlan's commitment to Vision Zero.
- Policy: Policy review and recommendations of MetroPlan's federally mandated planning and policy documents.
- Public Engagement: Efforts will focus on reaching disparate communities, people, or organizations that support folks with disabilities, unsheltered, and people who rely on non-vehicle modes for daily travel.
- Project Identification: Project recommendations will be provided to each agency within the region with a focus on 2-5 years of implementation efforts while folding in the findings and recommendations provided in the Regional Transportation Safety Plan (RTSP) and Active Transportation Master Plan (ATMP). Additionally, this effort will identify safety-related strategies that MetroPlan can deliver, with an anticipated focus on programmatic and educational efforts.

MetroPlan's Annual Strategic Advance

Staff will engage partners during its annual Strategic Advance on February 11, 2025. During the Advance, Metroplan will establish its commitment to Vision Zero to better inform future policies, standards, and project selection that emphasize VRU safety in the region.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The Management Committee made no comments.



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5. FISCAL IMPACT:

The VRU Safety Action Plan is funded through a Safe Streets for All (SS4A) planning grant awarded to MetroPlan. The grant value is \$201,360 federal and \$50,360 in local match split between in-kind and cash. The grant agreement was executed on August 9, 2023.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: January 7, 2025

MEETING DATE: January 22, 2025

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Discussion on the FY2026 and FY2027 Unified Planning Work Program (UPWP)

1. RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs

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

3. BACKGROUND:

The Unified Planning Work Program (UPWP) is a two-year program that provides details on how MetroPlan will spend its funding and meet its responsibilities. The UPWP identifies the major activities of MetroPlan. The UPWP document is required by federal and state governments and is a condition of receiving federal funding. The Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) will be onsite in March to discuss our draft UPWP that covers two fiscal years from July 1, 2025, to June 30, 2027.

Staff have been reviewing work programs and identified the following deliverables for this time frame in the attached table. This agenda item is an opportunity for the TAC to weigh in on items the TAC would like to see MetroPlan deliver as well as support for activities member agencies are conducting.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending



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5. FISCAL IMPACT:

The UPWP is required to expend federal funds. The cost to create or amend the UPWP is nominal and consists of staff time.

6. ALTERNATIVES:

None.

7. ATTACHMENTS:

UPWP Table

FY26-27 Unified Planning Work Program (UPWP)

Ongoing: *

New: **

Funding		Use
Formula:		
STBG	Surface Transportation Block Grant	<ul style="list-style-type: none"> • Staff time* • Travel and training* • Operational Costs* • Federal discretionary grant application support* • Project prioritization* • Transportation Improvement Program (TIP) maintenance* • Title VI and Public Participation Plan maintenance and implementation* • Public Outreach: <ul style="list-style-type: none"> ○ Events* ○ Social media* ○ Focus groups* ○ Etc. • Special projects: <ul style="list-style-type: none"> ○ Regional Transportation Safety Plan* in coordination with Northern AZ Council of Governments (NACOG); Central Yavapai Metropolitan Planning Organization (CYMPO) ○ West Route 66 Corridor Master Plan* ○ Participation in regional planning processes with ADOT* ○ Transportation Demand Management (TDM) Program and implementation of the TDM Action Plan*: <ul style="list-style-type: none"> ▪ Bike to Work/School Week-promotion, events and education ▪ Open streets educational events including new infrastructure events ▪ Neighborhood traffic calming activities ▪ Support implementation of micro-mobility share program
PL	Planning	
PL-SATO	Planning Safe and Accessible Transportation Options	
SPR	State Planning and Research Funds	
Transit Grants: • 5305d • 5305e	Transit Planning	<ul style="list-style-type: none"> • Staff time – delivery and administration of Transit Plans: <ul style="list-style-type: none"> ○ Transit Access Study* ○ Transit into Code Study * ○ Creative Local Match Plan* ○ Mountain Line Operational Assessment** ○ AzTA Communications Plan**

FY26-27 Unified Planning Work Program (UPWP)

		<ul style="list-style-type: none"> • Support Mountain Line’s Mobility Management Program that includes the Coordinated Public Transit Human Services Transportation Plan*
CRP	Carbon Reduction Program	<ul style="list-style-type: none"> • Continue the Safer People campaign with a focus on how to use new infrastructure to support vulnerable users* • Data collection (multimodal counts)* • Upkeep of the regional multimodal model*
Discretionary (competitive)		
SS4A Supplemental Planning	Safe Streets and Roads for All	<ul style="list-style-type: none"> • Complete Vulnerable Roadway Users report* • Conduct Safe Streets Master Plan** <ul style="list-style-type: none"> ○ Identify capital project needs ○ Regional Transportation Plan update ○ Major project requiring significant staff effort: \$2.6 million
TA	Transportation Alternatives	<ul style="list-style-type: none"> • Deliver Safe Routes to School Infrastructure*: <ul style="list-style-type: none"> ○ Pine Cliff Left Turn Feasibility Study and preliminary design ○ Northeast Area Schools corridor plans ○ Knoles Elementary improvements 30% design • Deliver Safe Routes to School programmatic** activities: <ul style="list-style-type: none"> ○ Education and Encouragement campaign ○ Physical Education teacher training on bicycle safety ○ Develop Safe Routes to School Plan with school-by-school recommendations



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STAFF REPORT

REPORT DATE: January 7, 2025

MEETING DATE: January 22, 2025

TO: Honorable Chair and Members of the TAC

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: West Route 66 Operational Assessment Update

1. RECOMMENDATION:

None. For information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2. Deliver Plans that Meet Partner and Community Needs

Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

The West Route 66 Operational Assessment is part of a multi-jurisdictional effort to determine the best investment of the City's 419 tax initiative funds to support multi-modal improvements along W. Route 66 and to support the expansion of Mountain Line's Route 8 to service the new communities and businesses along the corridor.

The Project Advisory Group (PAG) has been working through the 4-tier modeling process. This process provided the group with exploratory considerations to remove scenarios that are not feasible nor support policy goals.

Tier 1 – Sketch Model:

- Applied to all scenarios and alternatives (basically the regional plan analysis) for exploratory purposes.
- Sensitivity analysis of investment level required to avoid or defer roadway expansion.



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Tier 2 – Advanced Sketch Model:

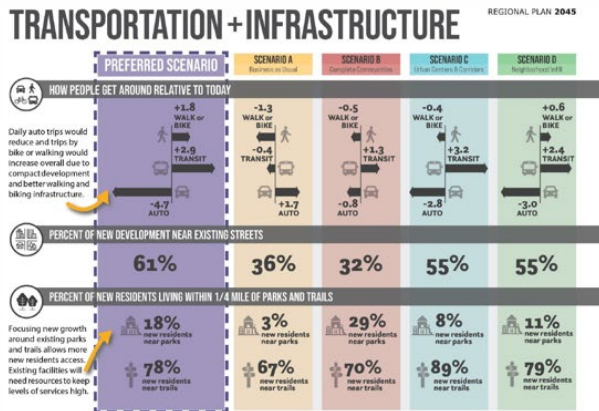
- Applied to a reduced number of scenarios and alternatives.

Tier 3 – Full Model:

- Explicit bicycle and transit facilities *and*
- Adjustments to pedestrian, bicycle, and transit LOS to influence mode and destination choice.

Tier 4 - Microsimulation (to be conducted by NAU)

This process compared each of the Regional Plan Scenarios (A-E) with transportation solutions identified by the PAG:



Regional Plan Scenarios A-E



Transportation Solutions

- No build
- Bike, Ped., Transit focused
- Connectivity improvements
- Full widening
- Partial widening

PAG approved testing solutions

The PAG has entered into the **Tier 3 modeling** process and is comparing the Regional Plan Scenario E (Preferred Scenario) and Scenario E, again, but with a 35% growth factor to account for the uncertainty of growth along the corridor. The PAG will continue to refine the transportation solutions and is working towards a hybrid solution that responds best to future growth, and safety improvements, while maintaining the required levels of service for all modes.



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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The Management Committee made no comments. An Executive Board member stated that they are not in support of widening the roadway. MetroPlan will develop a phased implementation alternative that doesn't include widening to allow for the consideration of this option by the Council.

5. FISCAL IMPACT:

None.

6. ALTERNATIVES:

None.

7. ATTACHMENTS:

None.



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STAFF REPORT

REPORT DATE: January 7, 2025

MEETING DATE: January 22, 2025

TO: Honorable Chair and Members of the Executive Board

FROM: Kate Morley, Executive Director

SUBJECT: MetroPlan Happenings

1) **RECOMMENDATION:**

None. This item is for information and discussion only.

2) **RELATED STRATEGIC WORKPLAN ITEM:**

Goal 3: Build MetroPlan's Visibility in the Community

Objective 3.3: Promote the value MetroPlan brings to the Community

3) **BACKGROUND**

- Member Vasquez and staff will travel to Phoenix on January 27th to talk with members of the legislature about the importance of recapitalizing the AZ SMART Fund and RTAC projects.
- ADOT has responded to MetroPlan's request to update lighting standards indicating they won't make changes until they can evaluate the new lights currently being installed. Staff have asked for additional information on scope and timeline for evaluation.
- Aubree Flores, MetroPlan TDM Fellow, graduated with her Bachelor's degree in December! Congratulations to Aubree. We look forward to working with her through her AmeriCorps term ending in May.
- MetroPlan's FY2024 Audit was conducted in early December. We will bring the full report to the Board in March.
- Sandra attended a two-day workshop hosted by ADOT to support education and collaboration among Council of Governments and Metropolitan Planning Organization staff.
- Kim has been working on micromobility share feasibility in the region. A presentation to the Council is scheduled for February 11th.
- Staff conducted interviews for the Business Manager position and hope to have a candidate on board in January.

- The Board reviewed and approved the Public Participation Plan (PPP), a federally required document that guides MetroPlan’s public involvement activities. There were two substantive changes. Language was added to the document regarding the adoption process. It adds a list of proposed administrative amendments that can be made by the Executive Director, and clarifies a timeline to review the plan every two years to ensure it remains current and relevant to MetroPlan and the Flagstaff Region

4) TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending



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5) **FISCAL IMPACT:**

None. These items are updates only.

6) **ALTERNATIVES:**

None. This item is for information and discussion only.

7) **ATTACHMENTS:**

None.