



**U.S. Department of Transportation  
Federal Transit Administration**

**Alternative Transportation in the Parks and Public Lands Program  
Project Proposal for Fiscal Year 2008 Funds – Implementation Project**

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): Lake Mary Road Bicycle Facility Project. Add eight feet of asphalt paving to the a forest highway project to support the access of bicycles from the City of Flagstaff to the Coconino National Forest.			
Proposed Funding Recipient: City of Flagstaff			
Public land unit(s) involved: Coconino National Forest		<u>Location of Project</u> City: Flagstaff County: Coconino State: Arizona Congressional District: 1	
Federal Land Management Agency managing the above unit(s): <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Bureau of Reclamation <input type="checkbox"/> Fish and Wildlife Service <input checked="" type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service		Type of Implementation Project: (Planning projects, please use the alternate form) <input type="checkbox"/> Bus <input type="checkbox"/> Vehicle replacement <input type="checkbox"/> Tram/Trolley <input type="checkbox"/> Boat/Ferry/Dock <input type="checkbox"/> Rail <input checked="" type="checkbox"/> Non-motorized (e.g., bicycling/pedestrian trail) <input type="checkbox"/> Other (e.g., Intermodal facility, ITS) Describe:	
<input checked="" type="checkbox"/> Proposal is for a new alternative transportation system where none currently exists. <input type="checkbox"/> Proposal is for an expansion or enhancement of an existing alternative transportation system. <input type="checkbox"/> Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.			
ATPPL Funding Requested during FY 2008 \$855,685		<b>Total</b> Project Capital Cost at Completion (All sources) \$13,905,000	
Were you awarded FY 2006 or FY 2007 ATPPL funds? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional ATPPL funds in future years? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <b>(Note: If you wish to compete for future ATPPL fiscal year funding you must reapply).</b> If answer "Yes," please specify ATPPL proposed funding levels for out years below:			
FY 2009 \$	FY 2010 \$		
FY 2008 Funding Amounts from sources other than ATPPL funds? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$	Local \$1,940,000	Federal (other than ATPPL) \$11,109,315	Private sources \$

**CONTACT PERSON**

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**OTHER PROJECT SPONSORS (in addition to funding recipient)**

**United States Forest Service – Coconino National Forest**  
**Federal Transit Administration/Federal Highways Administration – Central Lands Division**  
**Flagstaff Metropolitan Planning Organization**  
**Coconino County**

**REQUIREMENTS**

x If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.

x The project is consistent with the metropolitan and statewide planning process.

x The project is consistent with agency plans.

x If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

**BASIC PROJECT DATA**

Number of Visitors (Annual): 2,000,000

Daily Number of Visitors (Peak season): 12,000

Average Number of Vehicles per Day at Peak Visitation: 5,000

Current Road Level of Service at Peak Visitation LOS A

(Please consult guidance where available on determining this variable. You may also use observational accounts or pictures to provide an assessment of this datum for FY 2008 proposals).

What time of the year does your land unit experience Peak Visitation?

 Spring

x Summer

 Fall Winter

Current Carrying Capacity of Existing Roads: 12,000 (vehicles/day)

Current parking shortages during peak visitation:

Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation:

600 (average number of visitors/daily at peak)

Current Annual Number of Persons who use the alternative transportation system (if one already exists):

1,500 (anticipated number of riders or users/annually)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 9,000 (anticipated ridership/usage)

Is there an anticipated reduction in auto collisions with large animals with this project?

x Yes  No

If "Yes," please provide anticipated reduction: 10 collisions/year

### BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project?  Yes  No

If "Yes," please provide anticipated area of increase: 360,000 square feet

Is there an anticipated increase in wildlife habitat connectivity?  Yes  No

If "Yes," how many acres would be connected by the project? \_\_\_\_\_ acres

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project?  Yes  No

If "Yes," please explain:

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?  Yes  No

If "Yes," please explain: Many bicyclists now drive to the City limits and park on the shoulders of the road to begin their ride where the shoulders are adequate. Paving of the shoulders will allow those rides to begin within the City limits, leaving the shoulders in the Coconino Forest unobstructed.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?  Yes  No

If yes, please explain: For the reasons provided above, there will be fewer parked cars and fewer trips made. This will also decrease conflicts between modes as they access the forest.

## Executive Summary

**Please provide an executive summary of your proposal that is no more than one page in length.**

The Lake Mary Road Bicycle Facility Project cost effectively fulfills the ATPPL program goals of enhancing the mobility, safety and experience of visitors to the Coconino National Forest. This project is located in Flagstaff, Arizona, the gateway for more than 4 Million annual visitors to the Grand Canyon, Sedona, the Navajo and Hopi Nations, and other international attractions. At 7,000 feet elevation, Flagstaff is a mecca for outdoor enthusiasts testing their high altitude endurance. The City's 62,000 residents proudly support nationally recognized urban trails and a national award-winning transit system, the Mountain Line. This work has been accomplished, in part, through the City's successful stewardship of more than \$18,815,572 in federal and state grants in FY 2008 alone.

Lake Mary Road, also known as Arizona Forest Highway 3 (AZ FH3), runs southeasterly from the City of Flagstaff through the Coconino National Forest past thick pine forests, significant bodies of water, and high mountain meadows. This high quality scenery combined with challenging hill climbs makes AZ FH3 a tremendous attraction for local cycling fans, riders visiting from across the country, and athletes from around the world. International, Olympic-caliber competitors come to the Northern Arizona University (NAU) High Altitude Sports Training Center for a unique experience that often includes bicycle cross-training on Lake Mary Road.

Unfortunately, this experience is diminished by the lack of a bicycle facility along 4.3 miles of Lake Mary Road within the City limits. Narrow or non-existent shoulders create hazardous conditions -- three fatalities in a 5-year period -- and a serious disconnect to the urban trail and bike lane system causing many cyclists to ferry their bikes by car to the City limits. At that point a generous 8' shoulder provides excellent conditions for cyclists of all skill levels.

The Lake Mary Road Bicycle Facility project will pave 4.3 miles of new shoulders as part of a larger, \$13,905,000 project to reconstruct the roadway. With this \$855,685 grant project in place bicyclists, including athletes from NAU, will enjoy direct connections from the City's extensive urban trail and bike lane facilities to one of the premier bicycle rides in Northern Arizona. Upper and Lower Lake Mary will then be an easy bike ride for day users. Forest service trails will be accessible from this new bike facility including Skunk Canyon, Faye Canyon, Sandy's Canyon, and Canyon Vista as well as USFS campgrounds and picnic grounds. The City's award-winning transit service, Mountain Line, has bike racks on every bus and this project will extend bicycle facilities directly to Route 4, expanding the reach of this project throughout the City.

A strong partnership between the City of Flagstaff, Coconino County, Flagstaff Metropolitan Planning Organization and the Federal Forest Highways program is supporting the roadway reconstruction part of this project, funded in the FY 2009 Forest Highways program. The project, and by inference the partnership, is supported by the *Flagstaff Area Regional Land Use and Transportation Plan* approved by voters in 2001. Local and regional funding will provide \$1,960,000 and ATPPL \$855,685 of the \$13,905,000 total project.

## Project Description

**What activities would be funded by the requested ATPL financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.**

The Lake Mary Road Bicycle Facility Project involves the paving of 8' shoulders on nearly 4.3 miles of Lake Mary Road. The shoulders themselves will be constructed as part of a larger roadway reconstruction project. Traffic lanes are only 11' wide and there are very narrow to non-existent shoulders. The 8' shoulder section matches the section outside the City limits which supports bicyclists riding side-by-side. To enhance connectivity and user experience a series of small trailhead improvements will be made as part of the grant project including wayfinding signs, bike parking facilities, and minor landscaping.

An important arterial intersection with John Wesley Powell Boulevard will be improved with the larger project. This improvement will tie important present and future bike lanes and urban trails to this ATPPL grant project on Lake Mary Road. J.W. Powell Boulevard is an east-west arterial leading from Pulliam Airport on the west and will eventually connect to Route 66 nearly seven miles to the east. It runs through the area of the City with the largest growth potential, nearly 8000 new homes.

The project runs through two residential areas within the city limits, Frontier Homes and Heckethorne Estates. The roadway project narrows from a rural cross-section with shoulders to an urban cross-section with curb and gutter and bike lanes as it passes through Frontier Homes. AZ FH 3 also provides access to the Coconino National Forest offices and the City of Flagstaff Water Treatment Plant. Lake Mary Road is the only access to Upper and Lower Lake Mary and Mormon Lake, three of Northern Arizona's largest reservoirs.

Recreation and trail planners from the Coconino National Forest, City of Flagstaff and Coconino County meet regularly to coordinate trail planning and construction. Together, well over 30 miles of city urban trails, 200 miles of USFS single track trails and hundreds more in forest roads exist across the region. Bicycle parking, trailhead facilities, and wayfinding signs are planned at these important destinations and at intersections with USFS trails along the corridor.

The larger reconstruction project will largely be built at existing grade and involve related extension of cut and fill slopes and drainage structures to accommodate the shoulders. Other elements of the larger project include the replacement of deficient guardrails, construction of acceleration and deceleration lanes to two campgrounds and the paving of the Mormon Lake Scenic Overlook.

## **Alternative Transportation in the Parks and Public Lands Implementation Evaluation Criteria**

(There are separate evaluation factors for planning projects. Use the planning project proposal template for planning projects.)

Criteria	Points	Weight
<b>1. Demonstration of Need</b>		
a. Visitor mobility & experience	(1-5)	25%
b. Environmental condition as result of existing transportation system	(1-5)	
<b>2. Visitor Mobility &amp; Experience Benefits of Project</b>		
a. Reduced traffic congestion	(1-5)	25%
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
<b>3. Environmental Benefits of Project</b>		
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	25%
b. Reduced pollution (air, noise, visual)	(1-5)	
<b>4. Operational Efficiency and Financial Sustainability</b>		
a. Effectiveness in meeting management goals	(1-5)	25%
b. Feasibility of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnering, funding from other sources	(1-5)	

**Your responses to these questions must total no more than eight pages.**

### **Implementation Evaluation Factors:**

#### **1. Demonstration of Need**

- a. Visitor mobility and experience:** Describe the site's current and/or anticipated transportation problem or opportunity for improvement. Please cite documentation in agency plans and other reports to support your description. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues related to traffic, lack of access for persons with disabilities, lower incomes, or without cars, and visitor frustration.

Flagstaff, including Lake Mary Road, is a premier destination for recreational and competitive cyclists and cross-training athletes. Recent articles in the New York Times, RunnersWorld.com, and National Geographic point to Flagstaff for active, outdoor recreation. Lake Mary Road is also a primary access to prime regional camping and hunting. Some of the region's limited boating and fishing opportunities at Lower Lake Mary, Upper Lake Mary, Marshall Lake, Ashurst Lake and Mormon Lake can only be accessed via Lake Mary Road.

The experience of cyclists is frustrated due to a lack of facilities on 4.3 miles of Lake Mary Road leading from the developed edge of the City to the City limits. During the public scoping period for the reconstruction project, 73 comments were received on safety issues along this stretch of roadway where virtually no shoulders exist. The missing link in the bicycle network forces bicyclists to share the road with traffic traveling in excess of 50 miles per hour. This traffic includes recreational vehicles, trucks pulling boats, and logging trucks all of which have a wider profile and create greater turbulence. This condition is exacerbated by vertical curves that limit visibility particularly at those speed limits and vehicular speed differentials. Consequently, many would be cyclists drive out to the City limits, park on the shoulder of the highway, and commence their rides from there.

On the other hand, Coconino Forest users accessing destinations by car, RV, or truck are frustrated by the intrepid bicyclists who dare use the road. The more conscientious of these motorized users can find themselves traveling at speeds below 15 miles per hour for much of the 4.3 miles as passing opportunities are limited.

**b. Environmental condition as a result of the existing transportation system:**

Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area. Please cite documentation in agency plans and other reports to support your description. You should include information on current or anticipated problems such as air pollution, noise pollution, run-off, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, cultural and/or historic resources caused by the existing transportation system.

Due to the unsafe conditions, most bicyclists choose to drive to the city limits to start their ride. Every bicyclist making this trip creates at least 9 miles of excessive and unnecessary vehicle miles of travel and the emissions that go with it. Two residential areas on Lake Mary Road, Frontier Homes and Heckethorne Estates, are subjected to these unnecessary trips passing in front of their homes. In addition, the trips to and from the start of the ride result in two vehicle cold starts.

Further, bicyclists' haphazardly parked cars are a visual impact and their use of the shoulder results in the degradation of the roadway edge and rutting and compaction of the adjoining landscape.

Vehicle collisions with animals are a significant safety issue. More than 60 collisions occurred over a 5-year period. The wider shoulders and clear zone will greatly reduce the likelihood of these kinds of accidents.

## **2. Visitor Mobility and Experience Benefits**

**a. Reduced traffic congestion:** Describe *how* this project will mitigate the impact of traffic congestion or enhance current visitor travel conditions. In order to respond to this question, please include (where applicable) a description of how this project will:

- Reduce the average number of daily motorized vehicle trips during peak visitation with project implementation. (This is estimated based on anticipated alternative transportation system usage at completion and the typical number of passengers per vehicle); *and*
- Decrease or mitigate time lost to traffic delays.

The nature of this project is not so much lack of capacity as it is lack of connectivity for bicycles and other potential non-motorized travelers to the Coconino National Forest. Traffic at the north end of the project exceeds 5,000 vehicles per day. Traffic levels will be reduced and the ability of multiple means of travel to use the corridor improved. Delays due to conflicts between modes such as cars waiting for an opportunity to pass a bicycle will be virtually eliminated.

**b. Enhanced visitor mobility, accessibility, and safety:** Describe *how* the implementation of this project will improve or maintain visitor mobility, access and safety. In order to respond to this question, please include (where applicable) a description of:

- Benefits that the project would have in easing visitor travel to destinations and decreasing visitor inconvenience;
- Improved access for persons with disabilities;
- Improved access for individuals with lower incomes or without cars;
- Anticipated impacts on vehicle accident rates or property loss;
- Anticipated impacts on visitor safety in cases of catastrophic events, such as forest fires; *and*
- The number of visitors per year that will benefit.

Connectivity to public lands via transit is greatly enhanced through this project. Mountain Line Transit serves 800,000 riders per year, having grown from under 100,000 per year in 2000. Mountain Line provides bike racks on all its buses, recently expanding from 2-bike racks to 3-bike racks due to demand. The Lake

Mary Road Bicycle Facility project will create a direct link to the transit system on Route 4, the system's most popular route, at stop number 10. Nearly the entire City of Flagstaff can access this unique part of the Coconino National Forest by combining bicycle and transit trips.

The Lake Mary Road Bicycle Facility will also connect significant parts of the City to the Forest by bike. Major origins within two miles – a short bike trip - of the project limits include:

• Ponderosa Trails:	1,100 dwelling units,	.7 miles
• University Heights and Highlands:	900 dwelling units	1.3 miles
• Bow and Arrow	991 dwelling units	.7 miles
• Juniper Point (future)	1,900 dwelling units	1.7 miles
• Commercial Lodging	729 rooms	1.8 miles
• Northern Arizona University	16,000 students*	2.0 miles
• Coconino Community College	3,000 students	1.5 miles

\* In a trip diary survey conducted by the Flagstaff Metropolitan Planning Organization in October 2006, NAU students reported making 22% of all trips and 29% of commute trips by bicycle.

By establishing this connection to existing and future bike lanes and urban trails on or along Lake Mary Road and John Wesley Powell Boulevard the following destinations will become accessible by bike to the City's residents and visitors:

- Coconino National Forest Trails that enable loop rides of varying distance and diversity: Skunk Canyon, Faye Canyon, Walnut Canyon, Sandy's Canyon – including "The Pit" a rock-climbing area, the Arizona Trail\*\*
- USFS Campgrounds: Canyon Vista, Lake View, Pine Grove, Forked Pine
- USFS Picnic Areas: Lower Lake Mary, Upper Lake Mary, The Narrows
- Forest Service Roads to west of Lake Mary
- Mormon Lake/Peaks Districts Forest Service offices (220 employees, 12-15 regular bike commuters)
- City of Flagstaff Lake Mary Water Treatment Plant (11 employees)

\*\* The Arizona Trail runs from the Mexican border to the Utah border. Flagstaff contains the only urban section of trail.

Safety will be improved in two ways. First, accidents will be reduced and second, evacuations in the instance of catastrophic wildfire will be much more efficient.

This improvement will reduce the number of accidents for pedestrians, cyclists and motor vehicles. The latter will benefit from improved clear zones and a breakdown lane and have maneuver room to avoid rear-end and head-on collisions. Bicyclists will be far less subject to rear-end or overtaking collisions as well as side-swipe collisions. The thinning and clear zone, particularly on the south side of the roadway will reduce shading and ice on the road. Visibility of game will also be improved.

Accident data from 1999 to 2004 shows four bicycle accidents on Lake Mary Road including one injury and one fatality. The accidents for bicyclists is low because bicyclists largely avoid this stretch of road. During that same period, 47 accidents occurred where snow or ice was a factor and of those 12 were injury accidents. Again, 63 accidents involving game animals occurred of which 2 were injury accidents.

The City of Flagstaff is surrounded by a continuous stand of Ponderosa Pine forest. The forest is prone to catastrophic wildfire after years of drought and beetle kill. The wide, paved shoulders can serve as additional lanes in case of evacuation. The forest thinning that will take place as part of this project will restore the forest, make it less susceptible to forest fires, and improve the corridor as a fire break for the Flagstaff community.

- c. **Visitor education, recreation and health benefits:** Describe *how* the project will enhance or maintain visitor experience related to educational benefits, recreational benefits, public health benefits, and social benefits. How many visitors per year will experience these benefits?

Bike riding is inherently healthy and social. This facility promotes riding by improving connectivity and safety. This connection makes for effectively longer rides desired by bicyclists. As the NAU High Altitude Sports Training Center athletes make use of this facility, these Olympic-caliber athletes will inspire greater use by the general public. Flagstaff enjoys several well-organized cycling and racing clubs that regularly use Lake Mary Road: Scalawags, Summit Velo, Red Rock Racing, NAU Racing, and Grand Canyon Racing. These organizations, plus use by the general public, generate more than an estimated 20,000 bicycle trips per year on Lake Mary Road. This discounts the special events such as the Mountain Man Triathlon where nearly 600 people compete.

The heightened connectivity makes access to picnicking, hiking, fishing and rock-climbing an easy day trip by bicycle from within the city. Picnic grounds, improved with bicycle parking facilities at Canyon Vista, Lower Lake Mary and Upper Lake Mary will be attractive as destinations via bicycle for area residents and visitors.

### **3. Environmental Benefits**

- a. Protection of natural, cultural, and historic resources:** Describe *how* this project will improve or maintain the protection of natural, cultural, historic, and/or scenic resources. Please provide as much information as possible about *anticipated outcomes of the project*, such as:
- Ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit;
  - Maintaining ecosystem function, ecosystem restoration, disturbed land restoration, or re-vegetation efforts;
  - Improving habitat connectivity;
  - Preserving an archeological resources, historical resources, viewshed or watershed; *and*
  - Reducing auto-large animal collision rates or other protection benefits where applicable.

A categorical exclusion was granted to the larger road widening project. Therefore, natural, cultural and historic resources have been accounted for and are being protected. Part of that project includes thinning of the forest in the immediate vicinity of the roadway. Numerous studies reveal that the ponderosa pine forests are too dense. This thinning will restore the forest in this area.

The connectivity to the City allows forest users to park at home or designated trailheads inside the city limits. This prevents the degradation of the area along the shoulder, the compaction of soils, and the destruction of nearby vegetation. The roadway itself is being designed to preserve several specimen Ponderosa Pine trees. Finally, the clear zones and wide shoulders will reduce animal-vehicle collisions currently occurring at a rate of twelve per year.

- b. Reduced pollution:** Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution. In order to respond to this question, please include (where applicable):
- Estimated reduction in *average vehicle miles traveled at peak visitation* (a measure that is an estimate of a reduction in pollutant emissions as a result of the proposed project); and
  - Estimated number of riders *switching from auto to transit or to non-motorized transportation (including bike, pedestrian, and/or waterborne craft)* as a result of the project (a measure of estimated reduction in fuel consumption for site patrons and improved energy efficiency aspects of transportation, including non-motorized transportation).

The area will enjoy reduced cold starts and lower vehicle miles of travel as a result of the project. If half of the 20,000 riders start the bicycle trips from home 10,000 cold starts per year will be eliminated. Residents along Lake Mary will experience less noise pollution.

### **4. Operational Efficiency and Financial Sustainability**

- a. Operational Efficiency:** Describe how the proposed project is the most effective solution for meeting identified management goals and objectives for this site. Please cite documentation in agency plans and other reports to support your description.

*The Flagstaff Area Regional Land Use and Transportation Plan* adopted by voters in 2001 is the preeminent policy on transportation for the Flagstaff region. The first transportation goal cited calls for "...emphasizing alternative modes..." This idea permeates sections on neighborhoods and housing, employment centers and recreation.

This ATPPL project is featured in several planning documents:

- The *Flagstaff Area Regional Land Use and Transportation Plan* identifies Lake Mary Road as future bicycle corridor.
- The City of Flagstaff Bicycle Advisory Committee has placed this facility on their priority list for the last several years.
- The Coconino National Forest Land Management Plan – Amendment 17, Flagstaff/Lake Mary Ecosystem Analysis under their goals, guidelines and management emphasis areas emphasizes connectivity to city and county trails and daytime non-motorized recreation opportunities within the Urban/Rural Influence Zone.
- Lake Mary Road is classified as a minor arterial. Per the City of Flagstaff Engineering Standards these facilities should have bike lanes.
- *Cycle Arizona Bicycle User Map*, produced by the Arizona Department of Transportation, identifies Lake Mary Road as a "regionally significant non-ADOT bikeway."

Former Oregon Department of Transportation Bicycle and Pedestrian Coordinator, Michael Ronkin, paraphrases AASHTO in listing twenty-two safety, capacity and maintenance benefits provided by "shoulder bikeways." Such shoulders provide space for evasive maneuvers, lateral clearance to roadside obstacles, visibility of crossing pedestrians, more intersection sight distance, room for mail delivery, and structural support for pavement among others benefits.

The "shoulder bikeways" featured in the Lake Mary Road Bicycle Project cost effectively achieves many regional objectives.

- b. Feasibility of Proposed Budget:** Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan.

Chances for success for this project are better assured due to the strong funding and partnerships already in place. The multi-agency project team has prioritized and value-engineered the elements of this project to be as cost-effective as possible. The Lake Mary Road Bicycle Facility project will take advantage of the work already being done through the larger forest highway project including all environmental clearances. The bicycle facility equals only 6% of the combined total project cost.

The table on the following page summarizes the costs for the project and the money available to support it.

	FY 2008	FY 2009	FY 2010	FY 2011
<b>Revenue</b>				
ATTPL funding (requested)		\$855,685		
Funds from public land budget		\$10,800,000		
Other federal funds		\$309,315		
State funding		\$0		
Local funding		\$1,940,000		
Passenger Fares and/or transportation fees		n/a		
All other dedicated sources of funding <sup>1,2</sup>				
<i>Total Revenue</i>		\$13,905,000		
<b>Capital Costs</b>				
Purchase of rolling stock (vehicles)		n/a		
Lease of rolling stock (vehicles)		n/a		
Construction (e.g., bus shelters, sidewalks, trails, etc.)		\$13,905,000		
Rehabilitation		n/a		
Other: _____				
<i>Total Capital Costs</i>		\$13,905,000		
<b>Operating Costs</b>				
Salaries				
Routine Maintenance		\$24,000	\$24,000	\$24,000
Insurance				
Fuel				
Contracted services				
Other: _____				
<i>Total Operating Costs</i>		\$24,000	\$24,000	\$24,000

**Proposed budget narrative:** In this narrative, include details such as size and number of vehicles, fuel type, terms of lease, description of facilities to be constructed, types of ITS, etc. The narrative should also describe the maintenance plan, include information on how the project will impact total operating and maintenance costs and schedule at the site, as well as information on the project's impact on the unit's ability to maintain other assets. Finally, for vehicle replacement projects, please list the age, mileage, and vehicle type of each vehicle that you are requesting funding to replace.

The current breakdown of the cost as produced by PBSJ, Inc. (based on 2007 pricing data) for the estimate is:

\$10,509,000 City Widening Section  
**Includes the \$855,685 to pave the shoulders and placement of bike racks and other amenities.**  
\$494,000 Guardrail Replacement

\$430,000	Boat Ramp and Pine Grove Turning Lanes
\$110,000	Mormon Lake Overlook
\$11,538,000	Total

Construction inflation to FY 2009 brings the estimate to \$13,905,000.

Revenue Estimates to date include:

Coconino County for guardrail:	\$ 300,000
Flagstaff portion for waterline:	\$ 140,000
Flagstaff discretionary spending:	\$ 1,300,000
Flagstaff MPO – Flagstaff as sponsor:	\$ 200,000
Federal Lands Highway Program:	\$10,800,000
Other federal funding:	\$ 309,315
<b>ATPPL funds :</b>	<b>\$ 855,685</b>

Total available project money: \$13,905,000

The right-of-way will transfer from the Forest Service to the City upon completion of the project. At that time, costs for maintenance of the project will be incorporated into the City's annual Streets budget. A recent study established maintenance costs at \$5,600 per lane mile.

- c. Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you provide. ***You must provide all information in order to fulfill these required criteria.***

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): \$0
2. Average annual number of riders: 0 /year
3. Transportation fee or fares recovered (average): \$0/year
4. Useful life of transportation assets: 20 years

Annual cost per passenger trip: [This will be automatically calculated by FTA.](#)

Annual fare box recovery [This will be automatically calculated by FTA.](#) %

- d. Partnering, funding from other sources:** Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities and the private sector. Please cite agreements or documentation (*including letters of dedicated financial support or confirmation of financial or in-kind contribution*) that show a high level of coordination and partnering activities. If applicable, describe any economic, mobility, or other benefits to the gateway community.

There are two aspects of partnering that relate strongly to cost effectiveness. There is an existing federal allocation of \$10,800,000 for this project in fiscal year 2009. Total cost for the project now rests at \$13,905,000. The partnership will work to close this funding gap. If these efforts fail, the most effective means of reducing scope to meet this shortfall is to remove the shoulder work at the north end of the project. This has the effect of retaining the existing discontinuity of the system for bicycles.

The partnership of the City of Flagstaff, Coconino County, Flagstaff Metropolitan Planning Organization (FMPO), U.S. Forest Service and Federal Highways is working hard to avoid this circumstance. The City is paying for right-of-way and utility locations and will bring cash to the project for a total value of \$1,440,000. The FMPO will add another \$200,000 to the City's contribution. The County is providing funding to assist with the replacement of guardrails valued at \$300,000.

The \$855,685 requested in this ATPPL grant application closes this funding gap. The grant will be administered by the City of Flagstaff Grants Management Team. This team is composed of the Grants Manager, Financial Officer/Accountant, and the Project Representative. This team of experts will assure the city's success in grant compliance from award to closeout.