

## AGENDA

### Executive Board Meeting

10:00 AM to Noon

June 3, 2020

Join Zoom Meeting: <https://us02web.zoom.us/j/79199115652>  
Meeting ID: 791 9911 5652  
Dial-in: +1 408 638 0968US

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Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. The FMPO complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin and LEP – Limited English Proficiency.) Requests should be made by contacting the FMPO at 928-213-2651 as early as possible to allow time to arrange the accommodation. **A quorum of the TAC may be present.**

#### NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

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

#### EXECUTIVE BOARD MEMBERS

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

#### METROPLAN STAFF

- Jeff Meilbeck, Executive Director
- David Wessel, Manager
- Martin Ince, Multi-Modal Planner



□Rosie Wear, Business Manager

**I. PRELIMINARY GENERAL BUSINESS**

**A. CALL TO ORDER**

**B. ROLL CALL**

**C. PUBLIC COMMENT**

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

**D. APPROVAL OF MINUTES**

- [Minutes of Regular Meeting: May 6, 2020](#) (Page 5-10)

**II. CONSENT AGENDA**

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

**III. GENERAL BUSINESS**

- A. [TIP 2021-2025 Review and Adoption](#) (Pages 11-12)

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommends the Board adopt the FY21-25 Transportation Improvement Program (TIP).

- B. [Project Prioritization Update](#) (Pages 13-18)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Board adopt priorities for MetroPlan

- C. [Federal Stimulus Infrastructure](#) (Pages 19-32)

MetroPlan Staff: Jeff Meilbeck

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

D. [City of Flagstaff IGA](#) (Pages 33-42)

MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made but the Board may readopt the IGA with the City of Flagstaff.

E. [Executive Director Review and Contract Consideration](#) (Pages 43-44)

Presenter: Mayor Coral Evans, MetroPlan Chair

Recommendation: Board Chair recommends the Executive Board: 1) update the Executive Director's contract to reflect MetroPlan's independence and 2) consider adjustments to the terms, salary and benefits of the contract.

*The Board may vote to go into executive session pursuant to ARS §48-431.03(A)(1) for discussion of employment matters and/or (A)(3) to obtain legal advice.*

F. **Items from the Executive Director**

MetroPlan Staff: Jeff Meilbeck

**V: CLOSING BUSINESS**

**A. ITEMS FROM THE BOARD**

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



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## B. ADJOURN

### *CERTIFICATION OF POSTING OF NOTICE*

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

Dated this 30<sup>th</sup> Day of March 2020.

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Rosie Wear, FMPO Specialist

## MINUTES

### Executive Board Meeting

10:00 AM to Noon

May 6, 2020

Zoom join URL: <https://us02web.zoom.us/j/79199115652>

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#### **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).*

#### **EXECUTIVE BOARD MEMBERS**

- Coral Evans, Mayor, Flagstaff City Council, Chair (Left the meeting at 12:06 pm)
- Charlie Odegaard, Flagstaff City Council, Vice-Chair
- Jesse Thompson, Arizona State Transportation Board Member (Joined the meeting at 10:14am)
- Matt Ryan, Coconino County Board of Supervisors
- Art Babbott, Coconino County Board of Supervisors
- Jim McCarthy, Flagstaff City Council
- Steve Peru, Mountain Line Board of Directors
- Regina Salas, Flagstaff City Council (alternate)
- Jim Parks, Coconino County Board of Supervisors (alternate)

#### **METROPLAN STAFF**

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

**OTHERS IN ATTENDANCE:**

Brandon Kavanaugh, MWSW – Legal Council  
Andrew Iacona – NAU  
Greg Clifton – City of Flagstaff (left at 10:28am)  
Ed Stillings – FWHA  
Kevin Adam – RTAC  
Dan Folke – City of Flagstaff (joined at 10:20am)  
John Wennes – ADOT (joined at 10:26am)  
Anne Dunno – Mountain Line (joined at 10:34am)

**I. PRELIMINARY GENERAL BUSINESS**

**A. CALL TO ORDER**

Chair Coral Evans called the meeting to order at 10:00am.

**B. ROLL CALL - See above.**

**C. PUBLIC COMMENT – See above.**

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

**D. APPROVAL OF MINUTES**

- Minutes of Regular Meeting: April 1, 2020 (Page 5-10)

Board member Charlie Odegaard made a motion to approve the April 1, 2020 meeting minutes without changes. Board member Jim McCarthy seconded the motion. The motion was passed unanimously.

**II. CONSENT AGENDA**

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

**III. GENERAL BUSINESS**

**A. FY2021 Budget (Page 5-10)**

MetroPlan Staff: Jeff Meilbeck

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

Discussion: Board member Odegaard inquired about presenting the budget to the TAC before bringing it to the Executive Board. Jeff Meilbeck remarked that while this budget format was not explicitly discussed with the TAC, it was shared with them and is provided in the format of the UPWP which is approved by the TAC each two year period.

Motion: Board member Charlie Odegaard made a motion to adopt the FY21 budget. Board member Jim McCarthy seconded the motion. The motion passed unanimously.

**B. Coordinated Public Transit-Human Services Transportation Plan** (Page 11-19)

MetroPlan Staff: David Wessel

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

Discussion: None

Motion: Board member Charlie Odegaard made a motion to adopt the 2020 MetroPlan-Mountain Line Coordinated Public Transit – Human Services Transportation Plan. Board member Matt Ryan seconded the motion. The motion passed unanimously.

**C. Project Prioritization Update** (Page 20-22)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. This item is for discussion only.

Discussion: Member Odegaard re: LTTI/W Route 66 10:30/31. Chair Evans – Milton underpass requires close coordination with City staff, BNSF, ADOT and Army Corps of Engineers, because of current Rio de Flag work. Odegaard – Thanks. Ryan – Inquiry about JW Powell & 4<sup>th</sup> Street. McCarthy – pedestrians requesting assistance (crossing) at 180/Forest. Meilbeck - \$50k in budget could be passed on to City or ADOT through competitive process to help fund this type of design/construction project. Wessel – ADOT 180 corridor master plan is discussing spot improvements. Plan should come before Council in the near future. McCarthy – public comment is when letters of support will be helpful. Odegaard -

**D. Federal Funding Update**

(Page 23-26)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends that the Executive Board support the Transportation Business Partners group in support of increased federal infrastructure funding.

Discussion: McCarthy stated it was a good idea to sign letter of support for funding, and that he had concerns about federal strings attached to funding when a project is federalized.

Motion: Board member Odegaard made a motion to join the Transportation Business Partners (TRB) coalition in support of increased transportation funding. Board member Ryan seconded the motion. The motion passed unanimously.

**E. Strategic Plan Update**

(Page 27-38)

MetroPlan Staff: Jeff Meilbeck

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

Discussion: Odegaard – Thanks.

**F. Executive Director Review and Contract Consideration**

(Page 39-40)

Presenter: Mayor Coral Evans, MetroPlan Chair

Recommendation: Board Chair recommends the Executive Board: 1) update the Executive Director's contract to reflect MetroPlan's independence and 2) consider adjustments to the terms, salary and benefits of the contract.

Discussion:

Chair Evans is requesting the Board to allow Chair to sign contract amendment. Update contract language to combine allowances into salary. Consider sick leave and other benefits, such as severance package. Finally, have board consider one-time bonus in lieu of salary increase.

Motion: Board member Jim McCarthy made a motion to go into Executive Session at 11:16am. Board member Odegaard seconded the motion. All in favor.



Meeting participants other than the Executive Board and legal counsel were put in the “waiting room” until the meeting resumed at 11: 54.

**G. NAU Capital Projects Update** (Page 41-42)

MetroPlan Staff: Jeff Meilbeck

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

Discussion: Odegaard requested this presentation be shown again to City staff.

**H. Draft FY 2021-2025 Transportation Improvement Program Overview** (Page 43-44)

MetroPlan Staff: David Wessel

Recommendation: No recommendation is being made. Staff will present the maps from the draft TIP to familiarize Board members with its content and seek general direction.

To be postponed to a future meeting.

**I. Items from the Executive Director**

MetroPlan Staff: Jeff Meilbeck

Discussion: Build grant to be submitted May 18<sup>th</sup>.

**IV: RECESS INTO EXECUTIVE SESSION – FMPO EXECUTIVE DIRECTOR CONTRACT**

*(Discussion or consideration of employment, assignment, appointment, promotion, demotion, dismissal, salaries, disciplining or resignation of a public officer, appointee or employee of any public body, except that, with the exception of salary discussions, an officer, appointee or employee may demand the discussion or consideration occur at a public meeting. The public body shall provide the officer, appointee or employee with written notice of the executive session as is appropriate but not less than twenty-four hours for the officer, appointee or employee to determine whether the discussion or consideration should occur at a public meeting, pursuant to A.R.S. Section 38-431.03(A)(1).)*

**V: CLOSING BUSINESS**

**A. ITEMS FROM THE BOARD**



Vice Chair Odegaard asked the Executive Director to invite County and Mountain Line MetroPlan Board representatives to speak at the May 15<sup>th</sup> State Transportation Board meeting in support of restoring the Rio De Flag funding.

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

**B. ADJOURN**

Vice-Chair Odegaard adjourned the meeting at 12:29 pm.



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## STAFF REPORT

REPORT DATE: May 27, 2020

MEETING DATE: June 3, 2020

TO: Honorable Chair and Members of the Executive Board

FROM: David Wessel, FMPO Planning Manager

SUBJECT: TIP 2021-2025 Recommendation to Adopt

### 1. Recommendation

- i** Staff recommends adoption of the FY 2021-2025 Transportation Improvement Program

### 2. Related Strategic Workplan Item

- i** FMPO (MetroPlan) leverages resources

### 3. Background

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

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



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## 4. Fiscal Impact

- i** *There have been charges of approximately \$600 each for the two ads run the Daily Sun paper and on their website.*

## 5. TAC and Management Committee Discussion

- i** *The TAC recommends adoption of the TIP. The Management Committee did not have the opportunity to review and discuss this item.*

## 6. Alternatives

- i**
  - 1) *Recommend adoption to the Board. **Recommended.** This complies with both ADOT expectations and the Board-approved TIP Adoption Schedule. Changes to the TIP will be handled by the usual amendment process*
  - 2) *Defer action until July (TAC) and August (Board) when all member agency capital improvement program adjustments are complete. **Neutral.** This recognizes the revenue disruptions related to COVID-19 and reactions to them by member agencies and incorporates them directly into the TIP as opposed to an amendment process. By virtue of ADOT's eSTIP program, the adoption timeline is more fluid. MetroPlan staff will likely not enter project into eSTIP until all member agency adjustments are complete.*

## 7. Attachments

- i** [Draft MetroPlan FY 2021-2025 Transportation Improvement Program](#)



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## STAFF REPORT

REPORT DATE: May 20, 2020

MEETING DATE: June 3, 2020

TO: Honorable Chair and Members of the Board

FROM: Jeff Meilbeck and David Wessel

SUBJECT: Project Priorities Process and Update

### 1. Recommendation:

**i** Staff recommends that the Board adopt project priorities for MetroPlan.

### 2. Related Strategic Workplan Item

**i** Clarify MetroPlan's role and how it will support member agencies in the region by inventorying regional priorities, evaluating projects through a relevant prioritization matrix, choosing 3 top projects for MetroPlan and identifying the role MetroPlan will play in each project.

### 3. Background

**i** In February 2020, the Technical Advisory Committee (TAC), Management Committee (MC) and Executive Board approved a methodology for prioritizing MetroPlan projects. Since February, MetroPlan's Transportation Planning Manager, David Wessel, has invested many dozens of hours interviewing technical staff from member agencies, creating a system to document and analyze projects, and reviewing the information with agency staff. The effort resulted in more than 80 projects that were sliced, diced, measured and prioritized in a number of different ways.

In April 2020 the TAC and MC reviewed the projects and they will do so again in late May.

While going through the exercise it became clear that MetroPlan needed to do more than identify 3 project priorities. In other words, we had to consider the breadth of MetroPlan's responsibilities and put planning project priorities into context with other activities. For example, although MetroPlan may identify the Lone Tree TI as a priority planning project, MetroPlan may still want to pursue bicycle and pedestrian



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*funding opportunities. Further, MetroPlan will be engaged in and put staff resources towards planning projects of our partners such as the City's efforts on the Lone Tree Corridor, ADOT's efforts on the Milton Corridor, and Mountain Line's efforts on the Bus Rapid Transit system. Finally, MetroPlan has ongoing responsibilities for data collection and management for the regional transportation system.*

*MetroPlan compiled all the organizational inputs and sorted them by Regional Importance, Action Need, MetroPlan Involvement and Total Score. The 80 plus separate projects were identified and discussed with the MetroPlan TAC. These projects were then distilled into the top 20 projects and organized in the following way:*

- *Planning Projects that MetroPlan will lead (3 - 5)*
- *Funding Projects that MetroPlan will lead (3-5)*
- *Member Agency Projects that MetroPlan will support (3-5)*
- *Ongoing MetroPlan project responsibilities that must be continued (3-5)*
- *Remaining top 20 projects that are not prioritized for MetroPlan effort at this time.*

## **Discussion**

*One of MetroPlan's Guiding Principles is to be focused. By identifying 15 to 20 projects instead of 3, a case could be made that MetroPlan's efforts are too diffuse and may lead to ineffectiveness. This is an important consideration. However, staff believe that by prioritizing projects into different categories, managing staff time carefully, and managing to a 3-year time horizon we can be effective. Simply put, the breadth of work happening in the region requires MetroPlan to be strategic in how it will partner and support member agencies as well as how it will lead. Staff believe the attached matrix accomplishes these goals.*

## **4. Fiscal Impact**

**i** *All priorities will be managed within MetroPlan's budget. MetroPlan's priorities do not drive the budget so much as the budget drives MetroPlan's capacity to work on the projects. For example, if "Main Street" is identified as a priority, MetroPlan will need to approach the project in a manner that meets budget constraints. Although MetroPlan can pursue grants for projects, the project budgets will not be increased until the grants are received and the Board has opportunity to consider them.*



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## 5. TAC and Management Committee Discussion

**i** *The TAC and Management Committee reviewed the projects in April and asked staff to bring recommendations back in May with recommendations for action. The Management Committee as a full group was not held in May because it was cancelled by MetroPlan. However, small meetings with ADOT, the County and Mountain Line Management Committee members were held in May. A 1:1 May meeting with the City Management Committee members was cancelled by the City and a 1:1 May meeting with NAU Management Committee members was cancelled by MetroPlan.*

*The TAC recommended adoption of the priorities with two conditions: 1) A better explanation of how projects moved from the compiled and ranked list to the final program (i.e., how did an 11<sup>th</sup> ranked project like Lone Tree TI move into the top 3 planning projects?); and 2) an initial scope for each project is developed subject to a stakeholder scoping effort later. Regarding item 1): As stated earlier, MetroPlan's role will vary by project. Support for Pedestrian and Bicycle projects ranked 2<sup>nd</sup> overall. It's sole need was for funding and was placed in that category. Similarly, the Active Transportation Master Plan ranked high, but had a more minor role for MetroPlan to play. Through this process, other projects, like the Lone Tree Traffic Interchange, moved up the list for MetroPlan's most significant role – Planning Lead. Regarding item 2): MetroPlan staff will expand the meeting presentation to address initial scope and has committed to the TAC to producing a 1-page or less briefing paper on each project.*

*The Management Committee members with whom discussions were held support the priorities. As several of those priorities address ADOT facilities the need for the respective scopes of work to address ADOT policies and acceptance criteria was stressed.*

## 6. Alternatives

- i**
- 1) Adopt project priorities. This alternative will allow MetroPlan to focus on projects based on clear understanding from all member agencies*
  - 2) Modify and adopt project priorities. This alternative will incorporate recommended changes from the Board.*
  - 3) Do not adopt project priorities (not recommended). Adopting project priorities will provide needed focus for the organization. Failing to adopt project priorities will put MetroPlan in a more reactive position.*



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## 7. Attachments

- i** *MetroPlan All Partners Project Priorities*  
*MetroPlan Project Priorities Recommendation*



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

	2020		2021				2022				2023				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>Planning Lead</b>															
Regional Transportation Plan		150K				150K									
W. Route 66 CMP		150K				100K				100K					
Lone Tree TI		250k													
Regional Strategic Safety Plan										TBD					
Milton Underpass		100k													
<b>Funding Pursuit</b>															
Ped/Bike Projects															
Smart Signals															
Build America Bureau - Financing															
CARES 2															
<b>Planning Support</b>															
Milton/180 CMP (ADOT)															
BRT (Mtn. Line)															
Regional Plan Update/JWP															
Transit Election															
5-Year Transit Plan															
<b>Routine/Advocate/</b>															
Transportation Modeling (R )															
Transportation Data Counts ®															
Active Transportation MP (A)															
TSMO (A/T)															
Prop 419/420 Public Involvement															



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## STAFF REPORT

REPORT DATE: May 26, 2020

MEETING DATE: June 3, 2020

TO: Honorable Chair and Members of the Board

FROM: Jeff Meilbeck, Executive Director

SUBJECT: Federal Transportation Infrastructure Funding

### 1. Recommendation:

**i** This item is for information only.

### 2. Related Strategic Workplan Item

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

### 3. Background

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

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

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



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

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

**Helping Emergency Responders Overcome Emergency Situations (HEROES Act).** (Pending as of May 26, 2020). The Heroes Act creates new State and Local Coronavirus Relief Funds through the Department of the Treasury to help first responders, frontline health workers, transit employees, teachers, and other workers providing vital services. Funds can be used for COVID-related expenses, to replace foregone revenues not projected on January 31, 2020, or to respond to negative economic impacts of COVID. Funds are available until expended, providing flexibility over the next several years.

## **CARES Act II (Pending)**

Advocacy on infrastructure funding is being expressed by many organizations

- The American Association of State Highway and Transportation Officials (AASHTO) recently urged Congress to provide \$50 billion in emergency relief and a six-year, nearly \$800 billion surface transportation reauthorization bill.
- Transportation Business Partners (TRB) is advocating for \$49.95B to be distributed to State DOT's and that the surface transportation bill be reauthorized.
- The American Metropolitan Planning Association (AMPO), National Association of Regional Councils (NARC) and others are recommending a \$20B appropriation to Metropolitan Planning Organizations and Regional Councils of Government.
- The House of Representatives drafted a "moving forward framework" to outline an approach for infrastructure funding. This funding proposal would



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provide significant funding for transportation projects and an early summary of the framework is attached.

Given the anticipated drop in local sales tax revenues, and the federal funding that has been infused into most other sectors of the economy, it seems possible that local projects will become eligible for federal funding. For example, the BUILD grant program may be increased, and projects in that pipeline may be accelerated. Furthermore, new sources of funding, be they competitive or formula, may be available to local and state governments if a fourth stimulus bill is enacted. It is widely anticipated that Congress will pursue an infrastructure bill, such as CARES Act II, with as much as \$2 Trillion for infrastructure and job creation programs.

At this point we don't know what the funding package will look like. Funds might be distributed by formula, competitively, or a combination of both. If the distribution is competitive there is reason to suspect that Arizona will fare well due to national political dynamics and because we have many excellent projects.

## 4. Fiscal Impact

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

## 5. TAC and Management Committee Discussion

**i** *The TAC and Management Committee reviewed this item in April. The TAC identified the possibility of creating a shared list of regional projects, but no decision was made. The Management Committee as a full group was not held in May because it was cancelled by MetroPlan. However, small meetings with ADOT, the County and Mountain Line Management Committee members were held in May. A 1:1 May meeting with the City Management Committee members was cancelled by the City and a 1:1 May meeting with NAU Management Committee members was cancelled by MetroPlan.*

## 6. Alternatives

**i** *No recommendation is being made so no alternatives are being provided.*



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## 7. Attachments



- 1) *AASHTO Letter to Congress on COVID-19 Phase 4 FINAL - 2020-04-06*
- 2) *TPB COVID 19 FAST Act Reauthorization Memo*
- 3) *RTAC Legislative Update May 18, 2020*
- 4) *Heroes Act State and Local Relief Funds*

April 6, 2020

The Honorable Nancy Pelosi, Speaker, United States House of Representatives  
The Honorable Mitch McConnell, Majority Leader, United States Senate

The Honorable Kevin McCarthy, Republican Leader, United States House of Representatives  
The Honorable Charles E. Schumer, Democratic Leader, United States Senate

Dear Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer:

As the organization representing all 50 state departments of transportation (state DOTs), the District of Columbia, and Puerto Rico, the American Association of State Highway and Transportation Officials (AASHTO) lauds Congress’s historic response to the COVID-19 pandemic. We very much appreciate your significant and timely support for aviation, passenger rail, and transit operating needs provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act last month. Despite the uncertainty and rapidly-changing nature of this pandemic, state DOTs are working tirelessly to ensure the health and safety of their residents, employees, and the traveling public as they maintain their transportation systems.

We now urge Congress to take two important steps related to surface transportation infrastructure in the next COVID-19 legislation— the “Phase 4” emergency relief and economic recovery package. First, we request an immediate \$49.95 billion in flexible federal funding to offset what we estimate will average at least a 30 percent loss in state transportation revenues in the next 18 months. This federal backstop will help to ensure state DOTs can operate and maintain their systems without disruption and allow current transportation projects and plans to continue. Second, in order to boost years-long economic recovery that will be necessary once the national emergency subsides, Congress should look to pass a major transportation investment package in the form of surface transportation and water transportation reauthorization.

These actions to shore up our nation’s highway, transit, passenger rail, and water transportation systems will send a bold signal to raise consumer and investor confidence and expectations for economic recovery, while strengthening our national transportation system for decades to come.

### **Immediate Revenue Backstop for State DOTs**

**Congress should provide \$49.95 billion as an immediate revenue backstop to state DOTs in order to prevent major disruptions in their ability to operate and maintain their transportation systems during this national emergency.** Compared to \$111 billion in state transportation revenues in FY 2019, preliminary projections from state DOTs show at least a 30 percent decline on average for the next 18 months. In addition, most recent data from INRIX shows that personal travel dropped between 38 and 44 percent nationally through the week ending March 27, 2020, and may worsen in the coming weeks. As such, AASHTO’s request of \$49.95 billion in emergency funding distributed to state DOTs via formula is composed of \$16.7

billion for the remainder of FY 2020 (estimated 30 percent state revenue cut prorated over six months) and \$33.3 billion for all of FY 2021 (estimated 30 percent state revenue cut for a full year). This crucial federal backstop will prevent cancellations and delays of projects as well as potential job losses both in the State DOT workforce and the private sector.

Treatment as state revenue. Given the urgent nature of states' needs in the coming weeks and months, we request these backstop funds to be essentially treated as state revenues that would otherwise have been collected for a wide range of state DOT activities without the COVID-19 pandemic. This broad funding eligibility would recognize the fact that state transportation revenues are used for any and all transportation activities undertaken by state DOTs.

Operations and maintenance support. State DOT operations and maintenance activities should be fully eligible for funds provided as the revenue backstop. This will enable states to help pay for unusually heavy expenses resulting from extraordinary conditions caused by COVID-19, ranging from meeting payroll for state DOT workforce to prevent furloughs or layoffs to improving remote-working systems to prevent IT system overload contributing to project delivery delays and increased costs.

100 percent federal share. The estimated state revenue cuts threaten the ability to provide state and local match in the near term for the traditional Federal-aid Highway Program. In addition to supporting immediate capital, operations, and maintenance needs at state DOTs, this feature will also provide states the necessary fiscal space to meet existing debt obligations.

Sensible reporting. Taking lessons learned from past recovery efforts, we request Congress to not include maintenance of effort requirements and to avoid overlapping reporting and oversight requirements from multiple entities.

Obligation timeline. We request the backstop funds for both FY 2020 and FY 2021 to be available for obligation through September 30, 2021.

### **Platform for National Economic Recovery and Growth**

Transportation investment is a proven platform for economic activity with long-lasting mobility and productivity benefits. Yet the Fixing America's Surface Transportation (FAST) Act which has provided five years of funding stability and certainty to state DOTs will expire in just six months. In the upcoming aftermath of the economic shock due to COVID-19, Congress must take bold and historic action to revitalize our nation's economy and secure our long-term future by enacting a robust, long-term surface transportation package that invests in highway, highway safety, transit, and passenger rail programs in every state and community across America. In addition, Congress should look to once again reauthorize the Water Resources Development Act on time.

According to the US Department of Transportation's *Conditions and Performance Report: 23<sup>rd</sup> Edition*, our nation's total investment backlog in 2014—the latest year available—stood at \$902 billion, comprising a highway and bridge backlog of \$786 billion and a transit backlog of \$116 billion. This cumulative backlog—resulting from decades of underinvestment—represents all



highway, bridge, and transit improvements that could be economically justified for immediate implementation.

**To address this backlog and stimulate the economy we request that you double the amount of federal surface transportation funding and reauthorize these programs for at least another six years.** These actions will finally put us on the path to eliminate this longstanding investment backlog by the end of this decade while meeting arising asset condition and performance needs to support and sustain our multiyear economic recovery and growth.

In providing these resources, we recommend that Congress utilizes contract authority for funding stability and certainty. In addition, we ask you to focus on maximizing formula-based dollars provided directly to states through the existing core formula programs and avoid incorporating untested new programs and discretionary grants that tend to add both uncertainty and additional costs to project sponsors.

To assist in enacting the next surface transportation authorization, we are proud to share [AASHTO's recommended policies](#) adopted by our Board of Directors last October for your consideration, including our Core Policy Principles:

Ensure timely reauthorization of a long-term federal surface transportation bill.

- Funding stability provided by federal transportation programs is absolutely crucial to meet states' capital investment needs, which take multiple years to plan and construct.
- A long-term transportation bill is needed in order to avoid an authorization gap upon FAST Act expiration in September 2020. Short-term program extensions cause unnecessary program disruptions and delays safety and mobility benefits to states and communities.

Increase and prioritize formula-based federal funding provided to states.

- The current federal highway program optimally balances national goals with state and local decision making.
- Formula-based transportation funding reflects the successful federal-state partnership by ensuring the flexibility necessary for each state to best meet its unique investment needs.
- Congress should increase the formula-based program's share of the Federal-aid Highway Program from 92 percent currently in the FAST Act.

Increase flexibility, reduce program burdens, and improve project delivery.

- Increase programmatic and funding flexibility to plan, design, construct and operate the surface transportation system.
- Reduce regulatory and programmatic burdens associated with federal programs that are not part of the project approval process.
- Modernize Clean Water Act, Clean Air Act, and Endangered Species Act processes to improve transportation and environmental outcomes and reduce delays.
- To streamline and improve project delivery, states should be provided with opportunities to assume more federal responsibilities and the associated accountability.

Support and ensure state DOT's ability to harness innovation and technology.

- Innovative approaches and technologies should be embraced to achieve a safer and more resilient, efficient and secure surface transportation system.
- State DOTs, as infrastructure owners and operators, need the 5.9 GHz spectrum for transportation safety and connected vehicle deployment purposes.
- Preserve state and local government authority to regulate operational safety of autonomous vehicles.
- Preserve state and local government authority to responsibly manage data collected from transportation technologies.

In addition to strengthening and securing federal highway and transit programs, we urge Congress to improve our nation's passenger rail and water transportation systems.

Ensuring Investment in America's State-supported Passenger Rail Network

Twenty-one public agencies in 18 states across the United States are responsible for 29 passenger rail routes serviced by Amtrak. At least \$55 billion has been identified by Amtrak for intercity passenger rail to support critical infrastructure, procurement of new passenger fleet, and to advance station development and ADA compliance of both the Northeast Corridor and National Network. Federal funding should be eligible for states or entities designated by a state and will dramatically improve passenger rail mobility and travel options in our nation for the long term.

Continuing our National Commitment to Improve Water Transportation

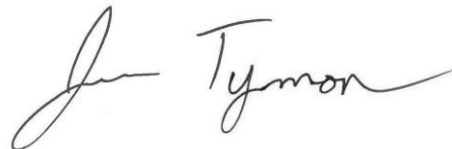
Water transportation is a vital element of the national multimodal transportation system and essential to the efficient movement of freight. AASHTO urges Congress to pass the next Water Resources Development Act (WRDA) this year which would authorize the critical U.S. Army Corps of Engineers (USACE) port, waterway, flood protection, and other water infrastructure improvements across the country. In addition to this reauthorization, it is imperative to address the growing backlog of authorized, but unconstructed USACE projects. A timely reauthorization of WRDA and supplemental funds to address this backlog will dramatically improve and modernize our ports, harbors, and waterways for the future of our nation's economic competitiveness.

Thank you again for your bold leadership during this unprecedented crisis and for your consideration of state DOTs' request for the next COVID-19-related legislation. If you have any questions, please contact Joung Lee, AASHTO's Director of Policy and Government Relations at 202-624-5818 or [jlee@aaasho.org](mailto:jlee@aaasho.org).

Sincerely,



Patrick K. McKenna  
President, AASHTO  
Director, Missouri DOT



Jim Tymon  
Executive Director, AASHTO

cc:

The Honorable Richard Shelby, Chair, Senate Appropriations Committee  
The Honorable Patrick J. Leahy, Ranking Member, Senate Appropriations Committee  
The Honorable Susan Collins, Chair, Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies  
The Honorable Jack Reed, Ranking Member, Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies  
The Honorable Michael Crapo, Chair, Senate Banking, Housing, and Urban Affairs Committee  
The Honorable Sherrod Brown, Ranking Member, Senate Banking, Housing, and Urban Affairs Committee  
The Honorable John Barrasso, Chair, Senate Environment and Public Works Committee  
The Honorable Thomas R. Carper, Ranking Member, Senate Environment and Public Works Committee  
The Honorable Roger Wicker, Chair, Senate Commerce, Science, and Transportation Committee  
The Honorable Maria Cantwell, Ranking Member, Senate Commerce, Science, and Transportation Committee  
The Honorable Chuck Grassley, Chair, Senate Committee on Finance  
The Honorable Ron Wyden, Ranking Member, Senate Committee on Finance  
The Honorable Nita M. Lowey, Chair, House Appropriations Committee  
The Honorable Kay Granger, Ranking Member, House Appropriations Committee  
The Honorable David E. Price, Chair, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies  
The Honorable Mario Diaz-Balart, Ranking Member, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies  
The Honorable Peter A. DeFazio, Chair, House Transportation and Infrastructure Committee  
The Honorable Sam Graves, Ranking Member, House Transportation and Infrastructure Committee  
The Honorable Eleanor Holmes Norton, Chair, House Transportation and Infrastructure Subcommittee on Highways and Transit  
The Honorable Rodney Davis, Ranking Member, House Transportation and Infrastructure Subcommittee on Highways and Transit  
The Honorable Richard Neal, Chair, House Ways and Means Committee  
The Honorable Kevin Brady, Ranking Member, House Ways and Means Committee

## **COVID-19 ECONOMIC STIMULUS/INFRASTRUCTURE INVESTMENT**

Federal COVID-19 stimulus investment has not been directed to highways and roads yet. It is critically important that this sector also receive assistance to avoid further employment losses.

The COVID-19 pandemic requires an injection of federal funds to help stabilize state and local economies and backstop infrastructure budgets that have been severely impacted. The significant return on investment will create near-term economic recovery, jobs, and long-term growth.

Projections are showing decreases in state motor fuel tax as vehicle traffic declines by 50 percent in most parts of the country due to work and travel restrictions. An estimated 30 percent average decline in state departments of transportation (DOTs) revenue is forecasted over the next 18 months. Transportation projects previously set to move forward are being delayed. Supporting immediate infrastructure investment will enable essential workers such as engineers, contractors, and suppliers to remain employed.

The Highway User Revenue Fund (HURF), dependent on fuel taxes and car purchases, is expecting a drastic shortfall in revenues. The impact on revenue and bonds, according to the Arizona Department of Transportation (ADOT) may exceed \$500,000,000.

Local revenue generators such as the Regional Area Road Fund (RARF) in Maricopa County and the Regional Transportation Authority (RTA) in Pima County are also expected to be seriously reduced. Local funding from other sources are also likely to follow these same trends.

In the next COVID-19 relief package, we urge the President and Congress to:

- Provide a \$49.95 billion infusion of federal funding to state DOTs.
- Appropriate adequate funding to ensure all federal, state, regional, county, and municipal infrastructure programs are held harmless from transportation revenue losses due to the COVID-19 crisis; that such funding has flexibility enabling it to be directed according to state, regional and local priorities including maintenance; that it has no local match requirement; and that it can be used as match funding for other federal transportation dollars.
- Extend funding obligation timelines.
- Streamline federal processes that slow project development, design, and construction.
- Ensure that state and local governments are made whole to prevent shortfalls that may lead to sweeps of dedicated infrastructure investment funds, including the HURF.
- Reauthorize the FAST Act for at least six years and significantly increase the funding for all surface transportation programs with an emphasis to complete critical projects that have been publicly vetted, prioritized and are in the pipeline.

## **FAST ACT REAUTHORIZATION**

The centerpiece of a national infrastructure-based recovery agenda should be a multi-year reauthorization of the nation's surface transportation law – the FAST Act – with sustainable and growing revenues to support critical highway and transit projects. Congress has an opportunity to provide the resources and program enhancements to upgrade our current roads, bridges, transit and rail systems to address years of deferred maintenance and rehabilitation, while modernizing our networks to accommodate expected growth in population and freight movement, incorporate new technologies, improve safety, and strengthen resilience. Major points to consider include:

Arizonans have committed tremendous financial resources to its vital infrastructure ensuring economic prosperity. Our state continuously demonstrates a strong commitment to infrastructure through dedicated funds and general fund appropriations.

Over 20,000 jobs are created or maintained for every \$1,000,000,000 invested in infrastructure. The result of these jobs is a transportation infrastructure that enables the critical supply chain for commerce flow smoothly.



Central Arizona Governments  
Central Yavapai Metro. Planning Org.  
Flagstaff Metropolitan Planning Org.  
Lake Havasu Metro. Planning Org.  
Northern Arizona Council of Gov'ts.  
Sierra Vista Metro. Planning Org.  
Southeastern Arizona Governments Org.  
Sun Corridor Metro. Planning Org.  
Western Arizona Council of Gov'ts.  
Yuma Metropolitan Planning Org.

May 18, 2020

## RTAC LEGISLATIVE UPDATE

### **STATE TRANSPORTATION BOARD RECEIVES GRIMMER REVENUE OUTLOOK:**

While still dealing with a tremendous level of unknowns, ADOT updated their revenue forecasts on Friday and provided recommendations to the State Transportation Board to adjust the state's five-year construction program to meet the new fiscal reality. ADOT now anticipates a \$711M loss in revenue over the next three years compared to the \$385M loss projected last month which covered a two-year span. Last month's estimates also triggered the deferment of \$155M in scheduled Highway User Revenue Fund (HURF) bonds which combined with the new lost revenue estimates brings the new total fiscal impact to \$866M. Losses are anticipated beyond 2022 but the Department expects the bulk of the impact to occur over the next three years.

ADOT is proposing the following modifications to the State's construction program for Fiscal Years 2020-2022 which the State Transportation Board may vote on at their next regularly scheduled meeting on June 19th. The proposals will also likely be discussed at the Board's study session on June 2nd:

- \$10M cut in operating costs.
- Postpone I-17 (Anthem to Sunset Point) and return \$90M INFRA Grant.
- Convert SR189 (Nogales) to more formula funding and return \$25M TIGER Grant.
- Suspend Parks, Public Private Partnership, State Design & Grant Application costs.
- Suspend the HURF Exchange Program through Fiscal Year 2022.
- Fund remaining shortfalls with State Highway Fund (SHF) reserves which may impact the State's bond rating.

The INFRA and TIGER grant returns would result from the inability of the state and locals to no longer deliver on match requirements. There has been a strong effort on the part of national and Arizona transportation stakeholders to direct COVID-19 relief to states, regions and local governments by several means including funding to offset transportation revenue losses and also greater flexibility with federal funding to include the waiving of state and local match requirements. As evidenced by ADOT's proposed actions, waiving match requirements is an extremely important part of that ask jeopardizing \$115M in already awarded funding as well as the ability to pursue further federal funds.

As SR189 construction is already underway, in all likelihood, it will continue but a \$77M project deficit will need to be addressed. Deferring two other projects, on US93 near Wickenburg and SR77 outside of Tucson, were suggested as an option. This would keep SR189 on track but eliminate the other two projects. It would also not enable ADOT to retain the TIGER Grant

funding as the revenue from the other two projects is federal and ineligible for use as the needed match funding. While this is the current recommended option, ADOT did not rule out cancelling or modifying the SR189 project which greatly impacts the economic competitiveness of the Nogales port-of-entry.

The I-17 widening from Anthem to Sunset Point, including the flex lane additions, is in greater jeopardy. In addition to potentially losing the \$90M INFRA Grant funding, the \$130M directed from last year's state budget was from anticipated growth in the State Highway Fund (resulting from Highway Safety Fee revenue) rather than a direct appropriation which will evaporate if the adjusted revenue forecasts hold true. The outlook for I-17 is greatly dependent on COVID-19 relief, both waiving the federal grant match requirements and federal funding to offset the state and regional transportation revenue losses.

For the ADOT five-year construction program update, which will cover fiscal years 2021-2025, Greater Arizona is expected to lose \$584.6M in funding over the five years. The proposed plan is to eliminate all new construction except for a US95 widening that supports the Yuma Proving Ground (YPG) which was paid for with a legislative General Fund appropriation last year and a \$1.25 million utility relocation project on SR69 in Yavapai County. The budget for modernization projects will also be reduced. The remaining balance will result in a further inadequate, diminished level of preservation funding and further deterioration of bridge and pavement conditions across Greater Arizona.

**STATE COALITION URGES THE PRESIDENT AND CONGRESS TO PROVIDE TRANSPORTATION RELIEF TO STATES AND LOCALS:**

A coalition of Arizona private and public sector groups including RTAC are urging federal lawmakers to take proactive measures to protect transportation infrastructure in the next COVID-19 federal relief package. The potential drastic impacts described above at the state level will also play out at regions and local governments across Arizona if no relief is provided. Recommendations are:

- Provide a \$49.95B infusion of federal funding to state DOTs.
- Appropriate adequate funding to ensure all federal, state, regional, county, and municipal infrastructure programs are held harmless from transportation revenue losses due to the COVID-19 crisis; that such funding has flexibility enabling it to be directed according to state, regional and local priorities including maintenance; that it has no local match requirement; and that it can be used as match funding for other federal transportation dollars.
- Extend funding obligation timelines.
- Streamline federal processes that slow project development, design, and construction.
- Ensure that state and local governments are made whole to prevent shortfalls that may lead to sweeps of dedicated infrastructure investment funds, including the HURF.
- Reauthorize the FAST Act for at least six years and significantly increase the funding for all surface transportation programs with an emphasis to complete critical projects that have been publicly vetted, prioritized and are in the pipeline.

Please join the effort and urge federal lawmakers to pass the vital measures listed above. Please do not hesitate to contact Kevin Adam at RTAC, [kadam@rtac.net](mailto:kadam@rtac.net), (480) 577-7209 if you have any questions or want further information about the coalition. I will forward the ADOT Board presentations on revenue estimates and the five-year program once they are posted.

# THE HEROES ACT

A Bold Response to the Coronavirus Pandemic and the Economic Collapse



## State and Local Coronavirus Relief Funds

*The Heroes Act creates new State and Local Coronavirus Relief Funds through the Department of the Treasury to help first responders, frontline health workers, transit employees, teachers, and other workers providing vital services. Funds can be used for COVID-related expenses, to replace foregone revenues not projected on January 31, 2020, or to respond to negative economic impacts of COVID. Funds are available until expended, providing flexibility over the next several years.*

### States – \$500 billion

- \$250 billion awarded within 30 days of enactment to the 50 states and DC
  - \$51 billion divided equally among 50 states and DC
  - \$49 billion awarded based on the state's share of COVID cases
  - \$150 billion awarded based on the state's share of population
- \$250 billion awarded by May 3, 2021 to the 50 states and DC
  - \$51 billion divided equally among 50 states and DC
  - \$199 billion based on the state's share of unemployed individuals

### Local governments – \$375 billion

- \$250 billion awarded within 30 days of enactment to all municipalities and counties
  - \$125 billion to municipalities using a modified CDBG formula
    - \$87.5 billion to entitlement municipalities (generally defined as those with populations of at least 50,000)
    - \$37.5 billion to non-entitlement municipalities (generally defined as those with populations of less than 50,000). These funds will be awarded to states, which must make awards to non-entitlement cities based solely on population within 30 days of receipt.
  - \$125 billion to counties based on population
- \$125 billion awarded one year after the date of enactment to all municipalities and counties
  - \$62.5 billion to municipalities using a modified CDBG formula
    - \$43.75 billion to entitlement municipalities (generally defined as those with populations of at least 50,000)
    - \$18.75 billion to non-entitlement municipalities (generally defined as those with populations of less than 50,000). These funds will be awarded to states, which must make awards to non-entitlement cities based solely on population within 30 days of receipt.
  - \$62.5 billion to counties based on population

# THE HEROES ACT

A Bold Response to the Coronavirus Pandemic and the Economic Collapse



## **Territories – \$20 billion**

- \$10 billion divided equally among the five territories within 30 days of enactment
- \$10 billion awarded based on the territory's share of population within 30 days of enactment

## **Tribes – \$20 billion**

- Entire amount awarded within 30 days of enactment, based on the share of increased aggregate expenditures of each tribal government

## **Oversight – \$35 million for the Treasury Office of the Inspector General**

## **Improvements to the CARES Act Coronavirus Relief Fund:**

- Makes the District of Columbia whole by increasing its award so that it is treated as a state, not a territory
- Clarifies that only federally recognized tribal governments are eligible for payments in CARES and the HEROES Act
- Expands the use of funds to cover lost, delayed, or decreased revenue stemming from the COVID public health emergency





## STAFF REPORT

**REPORT DATE:** May 26, 2020  
**MEETING DATE:** June 3, 2020  
**TO:** Honorable Chair and Members of the Executive Board  
**FROM:** Jeff Meilbeck, Executive Director  
**SUBJECT:** Transition IGA with City of Flagstaff

### 1. Recommendation:

**i** *This item is for information only, but the Board may readopt the IGA for Transition Services with the City of Flagstaff.*

### 2. Related Strategic Workplan Item

**i** *Complete MetroPlan's transition to independence so that MetroPlan is fully self-sufficient by June 30, 2020*

### 3. Background

**i** *On April 1, 2020 the MetroPlan Executive Board authorized the Executive Director to sign an IGA for transition services with the City of Flagstaff provided there are no material changes. The IGA was signed by the Executive Director and although there were no significant changes the item is being brought back to the Board for information and possible action.*

*The City of Flagstaff signed the transition IGA on May 19<sup>th</sup> and provisions for possibly providing personnel services have been removed. These provisions have been removed because MetroPlan signed an IGA with the Northern Arizona Intergovernmental Public Transportation Authority (Mountain Line) in April and will be receiving personnel services from Mountain Line beginning on June 28, 2020.*

*The City has provided administrative and financial services to the Flagstaff Metropolitan Planning Organization (MetroPlan) since 1997. This Intergovernmental Agreement (IGA) identifies the responsibilities and commitments between the City of Flagstaff and*



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*MetroPlan, recognizes that the City will cease financial and administrative services for MetroPlan effective June 30, 2020 and recognizes that MetroPlan will be responsible for its own administrative and financial management effective July 1, 2020.*

*This IGA also documents responsibilities for transferring funds to MetroPlan that are being held by the City of Flagstaff on MetroPlan's behalf. These funds include \$114,000 of City Transportation Funds that Flagstaff City Council approved for transfer on September 17, 2019 and \$283,000 of transit tax funds that were provided to the Northern Arizona Intergovernmental Public Transportation Authority (Mountain Line) on February 22, 2018. Appropriate documentation of these funding transfers is critical, and the IGA addresses how these transfers will be documented and addressed.*

## 4. TAC and Management Committee Discussion

- i** *This item was reviewed by the Management Committee in April and was supported. This item was not discussed with the TAC.*

## 5. Fiscal Impact

- i** *MetroPlan has already received a reimbursement from the City of Flagstaff for the \$114,000 which has been deposited into MetroPlan's account. A final reconciliation of FY2020 Federal and State funds will be addressed between the City and MetroPlan as soon as possible after the close of the City's fiscal year, but in no event later than September 30, 2020.*

*MetroPlan will work with the City and NAIPTA to develop a Transit Tax Agreement Resolution to authorize MetroPlan to utilize \$283,000 of transit tax funds. These funds are in return for MetroPlan funds that NAIPTA was allowed to utilize through the appropriate grant process, as approved by the FMPO Executive Board on February 22, 2018, and approved by the NAIPTA Board of Directors on February 21, 2018.*

## 6. Alternatives

- i** *1) Reapprove the Transition IGA with the City of Flagstaff. This alternative would clarify the Board's support of the terms.*



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2) *Do not reapprove the Transition IGA with the City of Flagstaff. This alternative recognizes the Board has already approved and authorized the IGA and that there are no material changes.*

## 7. Attachments



*Transition Services Intergovernmental Agreement with the City of Flagstaff.*

## INTERGOVERNMENTAL AGREEMENT

**Between  
City of Flagstaff  
and  
the Flagstaff Metropolitan Planning Organization DBA MetroPlan**

This Intergovernmental Agreement ("Agreement") is entered into this \_\_\_ day of \_\_\_\_\_, 2020 (the "Effective Date"), among the City of Flagstaff (the "City"), an Arizona municipal corporation with offices at 211 West Aspen Avenue, Flagstaff, Arizona and the Flagstaff Metropolitan Planning Organization DBA MetroPlan, an Arizona nonprofit corporation ("FMPO" or "MetroPlan"), with a legal address of 112 N Elden Street, Flagstaff, Arizona. The City and MetroPlan may each be referred to in this Agreement individually as a Party, and collectively as the Parties.

### RECITALS

- A. The City authorized the establishment of a Metropolitan Planning Organization by Resolution 2070, adopted May 21, 1996.
- B. The County authorized the establishment of a Metropolitan Planning Organization by Resolution 96-32, adopted May 20, 1996.
- C. Under 23 C.F.R. § 450.104, a Metropolitan Planning Organization is a federal designation for "the policy board of an organization created and designated to carry out the metropolitan transportation planning process."
- D. On or about June 24, 1996, Fife Symington, then Governor of the State of Arizona, in accordance with 23 CFR § 450.306, designated FMPO as the Metropolitan Planning Organization for the Flagstaff Urbanized Area.
- D. The City, the County and the State entered into an intergovernmental agreement regarding the designation of FMPO on September 12, 1996 (the "1996 IGA").
- E. On October 7, 2005, the County and the City entered into an intergovernmental agreement (the "2005 IGA") that sought to clarify the nature of each Party's FMPO responsibilities, removed ADOT from the IGA at ADOT's request, and superseded the 1996 IGA.
- F. On January 9, 2012, the County and the City entered into an intergovernmental agreement (the "2012 IGA") that extended and further clarified the nature of each Party's responsibilities with regard to FMPO.
- G. On September 18, 2018 the City and County adopted an amended and restated IGA to authorize the establishment of FMPO as a separate legal entity pursuant to Arizona Revised Statutes § 11-952 with common powers specified in the Agreement.
- H. On May 14, 2019, the Arizona Corporation Commission approved Articles of Incorporation establishing FMPO as an Arizona nonprofit corporation.
- I. On September 16, 2019, MetroPlan secured independent legal services to provide representation on an ongoing basis separately from the City of Flagstaff.

J. On January 13, 2020, the FMPO registered with the Arizona Secretary of State to “do business as” MetroPlan having started use of the trade name on January 1, 2020.

K. In April of 2020, the Northern Arizona Intergovernmental Public Transportation Authority (“NAIPTA”) and MetroPlan entered into an intergovernmental agreement providing that NAIPTA would employ and loan employees to MetroPlan effective July 1, 2020. This date was administratively changed to June 28, 2020.

NOW, THEREFORE, in consideration of the mutual covenants contained in this Agreement, the Parties agree as follows:

**1. Purpose of the Agreement**

The purpose of this Agreement is to identify responsibilities and commitments between the Parties related to MetroPlan’s transition from being hosted by the City to operating as a separate legal entity.

**2. Duration and Termination of Agreement**

This Agreement will remain effective from the date it is executed by both Parties through September 30, 2020. A Party may terminate this Agreement upon at least sixty (60) days prior written notice to the other Party to the Agreement. Terminating the Agreement shall not relieve a Party from those liabilities or obligations already incurred under this Agreement.

**3. Responsibilities of MetroPlan**

3.1 MetroPlan will develop administrative and financial management capacity sufficient to meet its legal obligations and carry out its responsibilities. These capacities will include but are not limited to payroll, procurement, budgeting, grant management, accounting, benefits administration, information technology, office space and human resources management.

3.2 MetroPlan will establish an Employee Identification Number (EIN), a DUNS number, file appropriate documents with the Internal Revenue Service (IRS), and open a bank account so that MetroPlan is positioned to receive and expend funds in its own name.

3.3 MetroPlan will file and amend documents with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) the Arizona Department of Transportation (ADOT) and other relevant agencies to notify said agencies of changes and receive authorization of said agencies to directly receive and manage grant funds. These notifications and documents include the Work Program Agreement, the Unified Planning Work Program, the state’s Electronic Grant Management System (E-Grants), the State’s Electronic State Transportation Improvement System (E-STIP), UTRACSDBE, SAM.gov, and any other necessary or relevant documents or instruments.

3.4 MetroPlan is working to establish independent systems for personnel management and benefits, including Arizona State Retirement (“ASRS”), Social Security Insurance (SSI), and Northern Arizona Public Employee Benefit Trust (NAPEBT) health insurance. MetroPlan needs to first apply for and obtain SSI before instituting ASRS and NAPEBT coverage. In order for MetroPlan’s employees to maintain SSI and ASRS benefits during the transition period, the City will continue to provide employees on loan to MetroPlan until June 27, 2020, which is the end of the last pay period for FY2019-20. As of June 28, 2020, MetroPlan staff will become employees of NAIPTA, and NAIPTA will provide those employees

on loan to MetroPlan. This approach is consistent with the Master IGA recorded in September 2018, as further amended and restated in March 2020. MetroPlan agrees to reimburse payroll related expenses for such employees within fifteen (15) days of billing from the City. A fee for services may be determined by mutual agreement of the Parties. Metro Plan will periodically notify the City of its progress with obtaining SSI and ASRS.

3.5 MetroPlan will request an advance payment of \$114,000 of City Transportation funds that Council approved at the September 17, 2019, meeting and that are being held by the City on MetroPlan's behalf. A final reconciliation shall be addressed between the Parties on such funds as soon as possible after the close of the City's fiscal year, but in no event later than September 30, 2020.

3.6 MetroPlan will support the City in its management of existing MetroPlan funds. This support will include but is not limited to providing financial documentation, communicating with funding agencies about the transition, closing out MetroPlan grants that the City accepted responsibility for, and working to ensure that the City is reimbursed from grant funds for expenditures the City made on MetroPlan's behalf.

3.7 MetroPlan will work with City staff to determine MetroPlan's access during and after transition to City GIS data, modeling and processes that have reasonable mutual benefit, including, but not limited to, transportation and transit data.

#### **4. Responsibilities of the City of Flagstaff**

4.1 The City will continue to provide administrative and financial management services through June 30, 2020. These services will include, but are not limited to, payroll, procurement, budgeting, grant management, accounting, benefits administration, information technology, office space and human resources management.

4.1.1 The City will continue to provide staff to MetroPlan as employees on loan until June 27, 2020. Pursuant to Section 3.4 above, MetroPlan agrees to reimburse payroll related expenses for such employees within fifteen (15) days of billing from the City. A fee for services may be determined by mutual agreement of the Parties.

4.2 The City will complete reimbursement requests and other documents required to reimburse the City for expenses incurred through June 30, 2020 and close out MetroPlan related grants and contracts by September 30, 2020.

4.3 The City will advance payment to MetroPlan of \$114,000 of City Transportation funds as approved by City Council at its September 17, 2019 Council meeting and as described in Section 3.5 above. This advance from the City to MetroPlan will occur on or before May 31, 2020, with reconciliation to occur as per Section 3.5.

4.4 The City will transfer equipment and supplies to MetroPlan that were purchased by the City with MetroPlan funds. These items include computer equipment, furniture or other supplies purchased with MetroPlan funds. The City will provide a bill of sale or other similar documentation to confirm transfer of title to such items and equipment described above. Transfer of equipment and supplies will be made consistent and in compliance with federal property disposition regulations and guidelines.

4.5 The City will continue to allow MetroPlan staff access to City GIS systems and data that have reasonable mutual benefit to both Parties in accordance with City policy for use

and software licenses, as may be amended. Should the City incur additional licensing costs related to MetroPlan's access to City GIS systems, MetroPlan agrees to reimburse the City for such increases.

## 5. Liability and Indemnification

5.1 Force Majeure. A Party shall not be liable for failure to comply with any of the terms and conditions of this Agreement where any failure to comply is caused by an act of God, court order, government regulation or requirement, other than those imposed by the Party that fails to perform, strike or labor difficulty, fire, flood, windstorm, breakdown or other damage to equipment, power failure or any other cause beyond the reasonable control of said Party.

5.2 Indemnification. Each Party (as "Indemnitor") agrees to indemnify, defend, and hold harmless the other Party (as "Indemnitee") from and against any and all claims, losses, liability, costs, or expenses (including reasonable attorney's fees) (collectively referred to as "Claims") arising out of bodily injury of any person (including death) or property damage, but only to the extent that such claims which result in vicarious/derivative liability to the Indemnitee are caused by the act, omission, negligence, misconduct, or other fault of the Indemnitor, its officers, officials, agents, employees, or volunteers.

## 6. Dispute Resolution

6.1 Mediation. If a dispute arises out of or relates to this Agreement, and if the dispute cannot be settled through negotiation, the Parties agree first to try in good faith to resolve the dispute by mediation before resorting to litigation or some other dispute resolution procedure. Mediation will take place in Flagstaff, Arizona, be self-administered and be conducted under the CPR Mediation Procedures established by the CPR Institute for Dispute Resolution, 366 Madison Avenue, New York, New York 10017, (212) 949-6490, www.cpradr.org, with the exception of the mediator selection provisions, unless other procedures are agreed upon by the Parties. Unless the Parties agree otherwise, the mediator(s) shall be selected from panels of mediators trained under the auspices of the Alternative Dispute Resolution Program of the Coconino County Superior Court. Each agrees to bear its own costs in mediation. The Parties will not be obligated to mediate if an indispensable Party is unwilling to join the mediation.

6.2 Legal Action. This mediation provision is not intended to constitute a waiver of a Party's right to initiate legal action if a dispute is not resolved through good faith negotiation or mediation, or if a Party seeks provisional relief under the Arizona Rules of Civil Procedure.

6.3 Litigation and Attorney's Fees. In the event any action at law or in equity is instituted between the Parties in connection with this Agreement, the prevailing Party in the action will be entitled to its costs including reasonable attorneys' fees and court costs from the non-prevailing Party.

## 7. Notices

Unless otherwise specified in this Agreement, any notice or other communication required or permitted to be given shall be in writing and sent to the address given below for the Party to be notified, or to such other address notice of which is given:

If to City:  
City Manager  
City of Flagstaff

If to MetroPlan:  
Executive Director  
MetroPlan

211 West Aspen Avenue  
Flagstaff, Arizona 86001

112 N Elden Street  
Flagstaff, Arizona 86001

## 8. General Provisions

8.1 Authorization to Contract. Each Party represents and warrants that it has full power and authority to enter into this Agreement and perform its obligations under this Agreement and has taken all required acts or actions necessary to authorize the same.

8.2 Integration; Modification. Each Party acknowledges and agrees that it has not relied upon any statements, representations, agreements or warranties, except as expressed in this Agreement, and that this Agreement constitutes the Parties' entire agreement with respect to the matters addressed in this document. All prior or contemporaneous agreements and understandings, oral or written, with respect to such matters are superseded and merged in this Agreement. This Agreement may be modified or amended only by written agreement signed by or for both Parties and recorded by the County Recorder, and any modification or amendment will become effective on the date so specified, but no earlier than the date of the recording by the County Recorder.

8.3 Cancellation for Conflict of Interest. Pursuant to A.R.S. § 38-511, the City or MetroPlan may cancel this Agreement without penalty or further obligation if any person significantly involved in initiating, negotiating, securing, drafting or creating this Agreement on behalf of a Party is, at any time while the Agreement or any extension of the Agreement is in effect, an employee or agent of another Party of the Agreement in any capacity or as a consultant to the other Party of the Agreement with respect to the subject matter of this Agreement.

8.4 Waiver. No failure to enforce any condition or covenant of this Agreement will imply or constitute a waiver of the right of a Party to insist upon performance of the condition or covenant, or of any other provision of this Agreement, nor will any waiver by either Party of any breach of any one or more conditions or covenants of this Agreement constitute a waiver of any succeeding or other breach under this Agreement.

8.5 Compliance with Immigration Laws and Regulations. Pursuant to the provisions of A.R.S. § 41-4401, each Party warrants to the other Parties that the warranting Party and its subconsultants, if any, are in compliance with all Federal Immigration laws and regulations that relate to their employees and with the E-Verify Program under A.R.S. § 23-214(A). The Parties acknowledge that a breach of this warranty by a Party or any of its subconsultants is a material breach of this IGA subject to penalties up to and including termination of this IGA or any subcontract. Each Party retains the legal right to inspect the papers of any employee of the other or any subconsultant who works on this IGA to ensure compliance with this warranty.

8.5.1 A Party may conduct random verification of the employment records of the other Parties, and any of its subconsultants, to ensure compliance with this warranty.

8.5.2 A Party will not consider the other Parties or any of their subconsultants in material breach of the foregoing warranty if the other Party and its subconsultants establish that they have complied with the employment verification provisions prescribed by 8 USC § 1324(a) and (b) of the Federal Immigration and Nationality Act and the E-Verify requirements prescribed by A.R.S. § 23-214(A).

8.5.3 The provisions of this Article must be included in any contract a Party enters into with any and all of its subconsultants who provide services under this IGA or any subcontract. As



used in this Section 10.5, “services” are defined as furnishing labor, time or effort in the State of Arizona by a contractor or subcontractor. Services include construction or maintenance of any structure, building or transportation facility, or improvement to real property.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed effective as of the day and year first written above.

**City of Flagstaff**

**MetroPlan**

\_\_\_\_\_  
Adam Shimoni, Vice Mayor

\_\_\_\_\_  
Coral Evans, Board Chair

Attest:

Attest:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Clerk of the Board

Approved as to form:

Approved as to form:

\_\_\_\_\_  
City Attorney

\_\_\_\_\_  
FMPO/MetroPlan Legal Counsel  
Mangum, Wall, Stoops & Warden, PLLC



# METROPLAN

GREATER † FLAGSTAFF

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

**DATE:** May 6, 2020  
**TO:** Honorable Vice Chair and Members of the Executive Board  
**FROM:** Mayor Coral Evans, MetroPlan Chair  
**SUBJECT:** Executive Director Review and Contract Consideration

I am writing to ask the Board to update the Executive Director's contract. A new contract is needed to reflect MetroPlan's independence, and I want to give the Board the opportunity to consider adjustments to the terms, salary and benefits of the contract.

A memo from the Executive Director is attached in which he expresses his interest in continuing to serve as Executive Director without any adjustments to terms, salary or benefits. The Executive Director was hired on January 14, 2019 and has been serving for 17 months.

Regardless of changes to terms, salary or benefits, the contract needs to be updated for the following reasons:

1. The current contract was written by the City of Flagstaff and contains language stating that "the City will be reimbursed for the salary and all related expenses". This language will be inaccurate as of June 28, 2020.
2. As of June 28, 2020, the Executive Director's contract will be managed by NAIPTA (Mountain Line) as per the terms of an IGA signed with Mountain Line. A new contract is needed to reflect this reality.
3. MetroPlan has new legal counsel and is no longer being represented by the City of Flagstaff. It would be beneficial to bring the contract language into alignment with our new legal counsel's advice.
4. The Board may want to consider adjustments to the compensation structure of the Executive Director's contract.

I have asked the Executive Director to provide a report on progress on the Strategic WorkPlan and a budget update on May 6, 2020 so the Board has additional basis for evaluation.

## **OPTIONS AND IMPACTS:**

There are at least 3 options for moving forward with the contract renewal with varying fiscal impact.

- 1) Maintain net compensation levels. This alternative is consistent with what the Executive Director is requesting and has no fiscal implications. This alternative would update the contract language and combine “insurance, automobile and cell phone allowances” into the “salary” section. This would simplify the contract by putting salary and allowances into one section, but the total of salary and allowances would remain the same and would not increase or decrease.
- 2) Improve the Executive Director’s benefits package by providing sick leave, disability benefits and a severance package. The Executive Director currently does not earn sick leave, disability and has no severance package. Adding these benefits would have a variable cost depending on how or if they were used.
- 3) Provide a one-time bonus to the Executive Director of a specific amount that is not continued in future years. The fiscal impact would be whatever amount the Board decides and would be a one-time expense.

### **DECISION MAKING PROCESS**

There are at least 3 ways for the Board to move through this decision – making process.

- 1) Authorize the Board Chair to finalize the contract with MetroPlan legal counsel and sign the new contract on behalf of the Board.
- 2) Authorize the Board Chair and Vice-Chair to finalize the contract with MetroPlan legal counsel and sign the new contract on behalf of the Board.
- 3) Hold an Executive Session in May and/or June to discuss contract terms, provide direction to MetroPlan legal counsel and review the new contract with the full Board.

## FMPO Funding Sources & Eligible Applicants Matrix

Prepared February 2020

Annual Funding									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
Federal Highway Administration	Metropolitan Planning	PL	\$122,000	✓					
FHWA-ADOT	State Planning & Research	SPR	\$125,000	✓					
FHWA	Surface Transportation Block Grant	STBG	\$466,000	✓	✓	✓	✓	✓	✓
Federal Transit Administration	Metropolitan & Statewide Planning	5305d	\$38,000	✓					

In-State Competitive Grants									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA	Highway Safety Improvement Program	HSIP	\$5,000,000	✓	✓	✓		✓	✓
FHWA	Transportation Alternative Program	TAP	\$1,000,000		✓	✓	✓	✓	✓
FTA-ADOT	Metropolitan & Statewide Planning	5305e	\$300,000	✓			✓		✓
FHWA	Railway Highway Crossings Program				✓	✓		✓	
FHWA	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000		✓	✓		✓	
State of Arizona	Special Appropriation		\$3,000,000 - \$20,000,000	✓	✓	✓	✓	✓	✓

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
FHWA	Surface Transportation Block Grant	STBG, etc.	Varies	✓	✓	✓	✓	✓	✓

National Competitive Grants									
Source	Program	Abbreviation	Range / Amount	Eligible Applicants					
				MetroPlan	City of Flagstaff	Coconino County	Mountain Line	ADOT	NAU
USDOT	Better Utilizing Investments to Leverage Development	BUILD	\$5,000,000-\$200,000,000	✓	✓	✓	✓	✓	✓
FHWA	Infrastructure for Rebuilding America	INFRA	\$5,000,000 - \$100,000,000		✓	✓	✓	✓	✓
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ATCMTD	\$60,000,000 nationwide		✓	✓	✓	✓	✓
FRA	Consolidated Rail Infrastructure and Safety Improvements	CRISI	\$250,000,000 nationwide		✓	✓		✓	
U.S. Congress	Special Appropriation		varies	✓	✓	✓	✓	✓	✓

## FMPO Funding Sources & Eligible Uses Matrix

Prepared February 2020

Confidence or Probability Level High Medium Low

Annual Funding									
Source	Program	Abbreviation	Amount	Eligible Uses					
				Staff	Overhead	Planning / Data	Construction	Match	Non-eligible Activity
Federal Highway Administration	Metropolitan Planning	PL	\$122,000						
FHWA-ADOT	State Planning & Research	SPR	\$125,000						
FHWA	Surface Transportation Block Grant	STBG	\$466,000						
Federal Transit Administration	Metropolitan & Statewide Planning	5305	\$38,000						

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
FHWA	Highway Safety Improvement Program	HSIP	\$5,000,000						
FHWA	Transportation Alternative Program	TAP	\$1,000,000						
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000						
FHWA	Railway Highway Crossings Program								
FHWA	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000						
State of Arizona	Special Appropriation		\$3,000,000 - \$20,000,000						

In-State Partnership Opportunity									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
FHWA	Surface Transportation Block Grant	STBG, etc.	Varies						

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Eligible Uses					
				Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
USDOT	Better Utilizing Investments to Leverage Development	BUILD	\$5,000,000-\$200,000,000						
FHWA	Infrastructure for Rebuilding America	INFRA	\$5,000,000 - \$100,000,000						
FHWA	Advanced Transportation and Congestion Management Technologies Deployment	ACTMTD	\$60,000,000 nationwide						
FRA	Consolidated Rail Infrastructure and Safety Improvements	CRISI	\$250,000,000 nationwide						
U.S. Congress	Special Appropriation		varies						



# METROPLAN

GREATER † FLAGSTAFF

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

## Strategic Workplan January 1, 2020 to June 30 2021

### **Vision:**

To create the finest transportation system in the country.

### **Mission:**

Leverage cooperation to maximize financial and political resources for a premier transportation system.

### **Guiding Principles**

- MetroPlan is focused:
  - Adopts clearly delineated objectives
  - Provides ambitious and credible solutions
  - Strategically plans for political and financial realities and possibilities
- MetroPlan leads regional partners:
  - Provides targeted, effective and prolific communication to “speak with one voice”
  - Advocates for implementation, coordination and commitment
  - Provides collaborative leadership among and through its partners
  - Accountable for leveraging plans that lead to successful construction and services
- MetroPlan leverages resources:
  - Strategically leverages project champions and other plans
  - Writes and secures competitive grants
- MetroPlan plans for resiliency:
  - Invests time and resources to expand mode choice
- MetroPlan is fair and equally representative
- MetroPlan builds trust and credibility
  - Exhibits integrity in its work products
  - Exercises openness and transparency
  - Delivers on its promises

### **5 Year Horizon:**

- Convenes local, state and federal policy discussions to influence policy makers for transportation funding purposes.
- Facilitates communication and planning between member agencies to identify shared priorities, align goals and advance projects with one consolidated regional voice.

- Creates a climate of synergy and collaboration and maximizes resources by leading planning efforts on multijurisdictional projects that are shared member agency priorities or that member agencies and community partners cannot complete on their own.
- Informs outside and surrounding regional communities of what resources Metro Plan offers.
- Shares innovative practices that enhance member agencies ability to deliver transportation improvements.

### **Measurable Objectives**

1. Complete MetroPlan’s transition to independence so that MetroPlan is fully self-sufficient by June 30, 2020.
2. Increase name recognition and understanding of MetroPlan’s role by conducting at least 10 outreach presentations to local and State groups and committees by June 30, 2021.
3. Clarify MetroPlan’s role and how it will support member agencies in the region by inventorying regional priorities, evaluating projects through a relevant prioritization matrix, choosing 3 top projects for MetroPlan and identifying the role MetroPlan will play in each project.
4. Work with member agencies to identify which grants MetroPlan should pursue so that MetroPlan’s role is complimentary to and is not competing with member agencies for the same funding sources by September 30, 2021 by...
  - Inventorying available funding sources for transportation projects and present opportunities including what funds are available and which agencies are eligible
  - Identifying which grants MetroPlan will pursue and what role MetroPlan will play such as writing grants, providing technical assistance, or providing letters of support.
5. Participate in, review, and take formal action in support of -- or recommending adjustments to -- ADOT’s Milton/Hwy 180 plan by June 30, 2021.
6. Consider restoring funding in the TIP to small-scale improvements around key multimodal safety projects by providing at least \$50,000 per year of MetroPlan funds to member agency projects as match.
7. Secure at least \$2.1 Million in resources over the next 5 years in a manner that directly benefits member agencies (at least \$750,000 by June 30, 2021)
8. Consider pursuing an additional \$300,000 for the Lone Tree TI design by June 30, 2020
9. Support member agency efforts to secure a low interest loan to reduce local taxpayer interest expense by at least \$10,000,000 from budgeted amounts by June 30, 2021
10. Complete an update to the Regional Transportation Model by December 31, 2020.
11. Initiate 20 year Regional Transportation Plan (RTP) process and have scope completed and team assembled by December 31, 2020
12. Participate in City-led outreach and design efforts on the Lone Tree Corridor (JWP to Butler) and Lone Tree Railroad Overpass through June 30, 2021
13. Educate State Leadership about the value of indexing the gas tax for inflation with goal of State action by June 30, 2020.
14. Review and revise mandated compliance documents including Title VI, DBE Policy, State Performance Targets
15. Define what it means to be “the finest transportation system in the Country”.