

AGENDA

Executive Board Meeting

10:00 AM to Noon

May 6, 2020

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

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 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
- 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



METROPLAN

GREATER † FLAGSTAFF

Martin Ince, Multi-Modal Planner

Rosie Wear, Business Manager

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

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

D. APPROVAL OF MINUTES

- [Minutes of Regular Meeting: April 1, 2020](#) (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. [FY2021 Budget](#) (Page 11-19)

MetroPlan Staff: Jeff Meilbeck

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

B. [Coordinated Public Transit-Human Services Transportation Plan](#) (Page 20-22)

MetroPlan Staff: David Wessel

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

C. [Project Prioritization Update](#) (Page 23-26)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. This item is for discussion only.

D. [Federal Funding Update](#) (Page 27-38)

MetroPlan Staff: Jeff Meilbeck

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

E. [Strategic Plan Update](#) (Page 39-40)

MetroPlan Staff: Jeff Meilbeck

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

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

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.

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.

H. [Draft FY 2021-2025 Transportation Improvement Program Overview](#) (Page 43-50)

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.

I. Items from the Executive Director

MetroPlan Staff: Jeff Meilbeck

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

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

B. ADJOURN

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on May 4, 2020 at 2:00 pm in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this 4th Day of May 2020.

Rosie Wear, FMPO Specialist

MINUTES

Executive Board Meeting

10:00 AM to Noon

April 1, 2020

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

You can also dial in using your phone.

United States: [+1 \(646\) 749-3112](tel:+16467493112)

Access Code: 989-016-837

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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 \(NEW\)](#)
- Regina Salas, Flagstaff City Council (alternate) – Joined the meeting at 10:05am.
- Jim Parks, Coconino County Board of Supervisors (alternate)

METROPLAN STAFF



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GREATER † FLAGSTAFF

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

Others in attendance: Greg Clifton (City of Flagstaff), Ed Stillings (FHWA), Heather Dalmolin (Mountain Line), Brandon Kavanaugh (MWSW)

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

Chair Coral Evans called the meeting to order at 10:01am.

B. ROLL CALL - See above.

C. PUBLIC COMMENT- None.

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

D. APPROVAL OF MINUTES

(Pages 6-11)

- Minutes of Regular Meeting: February 5, 2020

MOTION: Board member Matt Ryan moved to approve the February 5, 2020 Executive Board Minutes. Board member Charlie Odegaard 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.)

MOTION: Board member Art Babbott moved to approve the items on the Consent agenda except item A, which will be pulled for discussion. Board member Jesse Thompson seconded the motion. The motion was passed unanimously.

A. TIP Amendments

(Pages 12-21)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends amendment of the FY 2019-2023 Transportation Improvement Program for an increase in funding for the Fourth/Lockett/Cedar roundabout design and construction.

Discussion: Boardmember McCarthy asked to pull this item from Consent. After reviewing drawings, he is concerned that it may be dangerous for pedestrians crossing four lanes of traffic as there are two schools and a library on three of the four corners. Dave Wessel will incorporate these comments into the design – safety issues will be taken into account before it is approved. This amendment is to include the project in the TIP for funding and planning purposes, but a final drawing is not available yet as it is still in design. Design is between City and ADOT and not up to MetroPlan, A request for review will be available in the future. McCarthy requesting to be involved in the final analysis.

Motion: Board member Jim McCarthy moved to approve the amendment of the FY19-23 TIP. Board member Matt Ryan seconded the motion. The motion was passed unanimously.

B. UPWP Amendments (Pages 22-24)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends amendment of the FY 2020-2021 Unified Planning Work Program to include Mountain Line’s 5305 Grant for the Fare Free Study

III. GENERAL BUSINESS

A. Amend Master IGA to Add NAIPTA to Executive Board (Pages 25-34)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Board sign and acknowledge an Amended Master IGA adding NAIPTA (Mountain Line) to the MetroPlan Executive Board.

DISCUSSION: Need designation from NAIPTA that Steve Peru is the designated appointee from the NAIPTA Board. Jeff Meilbeck confirmed we have this. The Board acknowledged that designated appointee, Steve Peru, could begin participating in the meeting as a Board Member once the vote on this item is taken.

MOTION: Board member Charlie Odegaard moved to accept the Amended Master IGA adding NAIPTA to the MetroPlan Executive Board. Board member Jim McCarthy seconded the motion. The motion was passed unanimously.

B. Resolutions to adopt Arizona State Retirement System (ASRS) (2020-03) and Social Security Coverage (2020-04) (Pages 35-48)

MetroPlan Staff: Jeff Meilbeck

Recommendations: 1) Staff recommends the Board approve reading of Resolutions 2020-03 and 2020-04 by title only. 2) Staff recommends the Board approve “Arizona State Retirement System Political Subdivision Supplemental Retirement Plan” Resolution 2020-03. 3) Staff recommends the Board approve “Arizona State Retirement System Social Security Coverage” Resolution 2020-04.

DISCUSSION: None

MOTION: Board member Steve Peru moved to approve Resolution 2020-03 and 2020-04 and the agreements for ASRS and SSI. Board member Charlie Odegaard seconded the motion. The motion was passed unanimously.

C. Financial Services Notices to the City of Flagstaff and ADOT (Pages 49-57)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Executive Board take two actions: 1) approve a letter of notice to the Flagstaff City Manager terminating administrative and financial services effective June 30, 2020; and 2) approve a letter to ADOT assuming responsibility for administrative and financial services effective July 1, 2020.

DISCUSSION: Jeff Meilbeck noted the correction to the County Managers name to be changed on the final letter.

MOTION: Board member Matt Ryan moved to approve the notice letters with the noted changes. Board member Steve Peru seconded the motion. The motion was passed unanimously.

[Item E. was taken out of order before Item D.]

D. Transition IGA with City of Flagstaff (Pages 58-60)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Board approve an IGA with the City of Flagstaff detailing how transition tasks, funds, and responsibilities will be handled by each organization.

DISCUSSION: Jeff Meilbeck IGA was completed with legal counsel about 30 minutes before the meeting. Chair would agree to Executive Director to approve as long as there are no substantive changes. Peru and Odegaard agreed.

MOTION: Board member Steve Peru moved to approve the draft IGA as presented with the request to bring any substantive changes back to the Board at a future meeting. Board member Charlie Odegaard seconded the motion. The motion was passed unanimously.

E. IGA with Mountain Line for Personnel and Other Services (Pages 61-72)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Executive Board authorize MetroPlan's Executive Director to sign an IGA with Mountain Line for personnel and other services.

DISCUSSION: Board member Peru reported back on behalf of Mountain Line that he welcomes the opportunity to work with Metroplan and has asked Jeff Meilbeck to attend the next NAIPTA Board meeting to answer questions publicly. Board member McCarthy expressed concerns with conflict, as Peru initially abstained from voting as Chair of Mountain Line Board. Discussion of conflict of interest. Board member Thompson requested legal opinion prior to any meeting for potential conflict of interest.

MOTION: Board member Charlie Odegaard moved to approve the IGA with Mountain Line. Board member Matt Ryan seconded the motion. Following discussion of potential Conflict of Interest, all members voted and the motion was passed unanimously.

F. Legislative Update (Pages 73-84)

MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made but the Board may provide direction related to MetroPlan's legislative agenda.

DISCUSSION: None.

G. Transportation Board Dinner

(Pages 85-86)

MetroPlan Staff: Jeff Meilbeck

Recommendation: No recommendation is being made.

DISCUSSION: None.

H. Items from the Executive Director

a. Project Prioritization Update

DISCUSSION: None

IV: CLOSING BUSINESS

A. ITEMS FROM THE BOARD

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

McCarthy requested that we use options to “Raise Hand.” Chair Evans agreed that Zoom has many features that can be used for easier run meetings. Jeff Meilbeck agreed we will use Zoom in the future.

Evans requested electronic signature on PDF whenever possible, as they include date, time and signature.

B. Adjourn

Chair Coral Evans adjourned the meeting at 10:55am.



METROPLAN

GREATER # FLAGSTAFF

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Flagstaff, AZ 86001
928-266-1293
www.metroplanflg.org

STAFF REPORT

REPORT DATE: April 30, 2020

MEETING DATE: May 6, 2020

TO: Honorable Chair and Members of the Executive Board

FROM: Jeff Meilbeck, Executive Director

SUBJECT: FY20 Budget Update and FY21 Budget

1. Recommendation:

i Staff recommends the Board adopt a Fiscal Year 2021 Budget for MetroPlan

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 Adopting an annual budget and 5 year financial plan for MetroPlan provides the level of forethought and fiscal responsibility needed for MetroPlan to continue to thrive. By reviewing actual expenses and projecting trends, MetroPlan is better able to plan for the future, take corrective action, capitalize on opportunities, and ensure that financial resources are aligned with organization goals.

A review of the MetroPlan's FY 2020 projection and FY 2021 budget reveals the following summary points and trends:

1. MetroPlan salaries and benefits are tracking to budget for FY 2020. MetroPlan salaries will decrease starting in FY 2021 because a half time Multi Modal Planner position is being moved to the City of Flagstaff.
2. MetroPlan operating expenses are projected to be over budget in 2020. We are overbudget because MetroPlan continues to pay indirect costs to the City and is also incurring the costs of being independent. For example, MetroPlan is paying for legal counsel, office space and furnishings, and



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utilities. Starting in FY 2021 these costs will stabilize because MetroPlan will no longer be paying indirect costs.

- 3. Travel expenses are projected to be less than budget due to COVID-19.*
- 4. Project expenses are projected to be significantly underspent in FY2020. We underspent projects because we have been assessing MetroPlan project involvement and limiting our expenses until our direction became clear. For example, we anticipated spending \$350,000 on the Lone Tree Corridor but have concluded through the strategic advance that the City of Flagstaff will be leading this process.*

Looking forward, we anticipate having approximately \$655,000 per year for projects starting in FY2021. This amount is maintained at approximately \$400,000 per year through 2025. Our revenue assumptions are conservative. We assume that all existing grants will remain at flat funding for the next 5 years and that no additional grants will be received.

MetroPlan is in the final stages of identifying project priorities for FY 2021 - FY 2023 and will be bringing a project workplan back to the TAC, Management Committee and Executive Board on June 3, 2020. As of this writing, staff recommends that the Board adopt a Project and Planning budget of \$664,993 which will be applied to specific projects based on the direction of the Executive Board in June.

4. Fiscal Impact

- i** *Adopting an FY 21 budget is designed to bring MetroPlan's funding priorities into alignment with its measurable objectives as identified in our Strategic Workplan. For example, the FY 21 budget has capacity to fund all the measurable objectives the Board adopted including updating the Regional Transportation Plan, pursuing additional funding, and prioritizing regional projects for MetroPlan to support.*

5. Alternatives

- i**
 - 1) Adopt the FY 21 Budget and 5 Year Plan (Recommended). This alternative continues the strategic trajectory MetroPlan has begun and aligns dollars with work outputs.*
 - 2) Adjust the FY 21 Budget and 5 Year Plan. The Executive Board may want to reprioritize funding and modify the budget.*



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3) *Postpone budget adoption until June 3, 2020. This alternative would allow the completion of the project prioritization process and provide the Board with more information about which projects funding will be spent on. However, the Board can always adjust these projects in the future even after the budget is adopted if they choose.*

6. Attachments

i *MetroPlan Financial Report and 5 Year Financial Plan.*

Financial Report

FY20 Budget Update and 5 Year Estimates

Year to date through

3/31/2020

	Budget	FY 2020 Year to Date Actual	Year End Projected	FY2021 Estimate	FY2022 Estimate	FY2023 Estimate	FY2024 Estimate	FY2025 Estimate
Fund Balance			-	97,676.51	126,476.48	155,276.45	184,076.42	126,312.02
Revenue								
Formula Grants	1,150,886.00	279,165.99	729,371.95	1,102,297.92	855,118.75	758,922.60	783,276.43	906,633.99
Competitive Gran	-	-	-	-	-	-	-	-
Local Revenue	424,500.00	141,500.00	141,500.00	91,974.63	80,102.68	171,347.75	59,574.94	30,000.00
Total Revenue	1,575,386.00	420,665.99	870,871.95	1,194,272.54	935,221.43	930,270.35	842,851.37	936,633.99
Expenses								
	Budget	Year to Date Actual	Year End Projected	Estimate	Estimate	Estimate	Estimate	Estimate
Salary/ERE	454,201.00	313,304.55	448,421.23	426,107.47	426,107.47	426,107.47	426,107.47	426,107.47
Operating	54,625.00	108,411.87	141,663.53	64,271.99	64,613.99	64,613.99	64,613.99	64,613.99
Travel	10,100.00	5,055.30	5,055.30	10,100.00	10,100.00	10,100.00	10,100.00	10,100.00
Projects	914,950.00	115,445.26	178,055.38	664,993.11	405,600.00	400,648.92	399,794.30	407,012.56
Total Expenditures	1,433,876.00	542,216.98	773,195.44	1,165,472.57	906,421.46	901,470.38	900,615.76	907,834.02
Revenue less Expenses	141,510.00		97,676.51	28,799.97	28,799.97	28,799.97	(57,764.40)	28,799.97
Fund Balance	141,510.00		97,676.51	126,476.48	155,276.45	184,076.42	126,312.02	155,111.99

Chart 1: FY20 Expenses
Budget to Projected

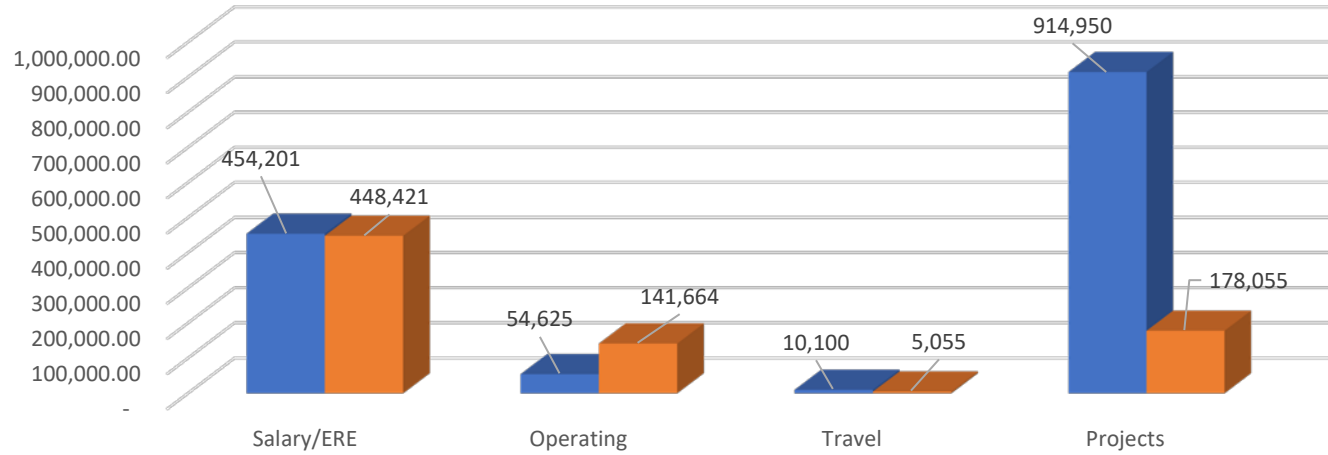


Chart 2: FY2020 Projected

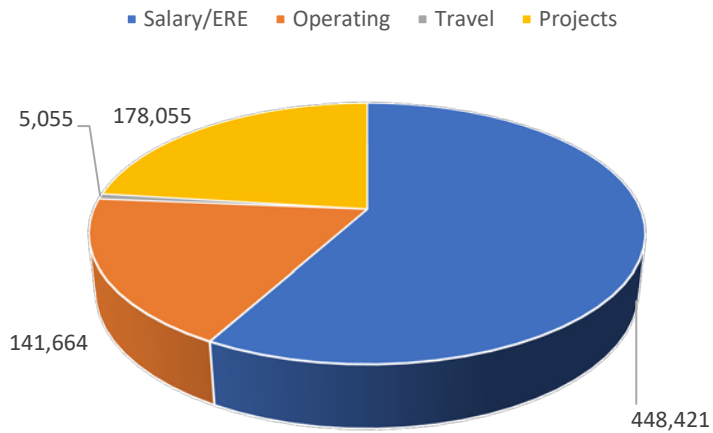
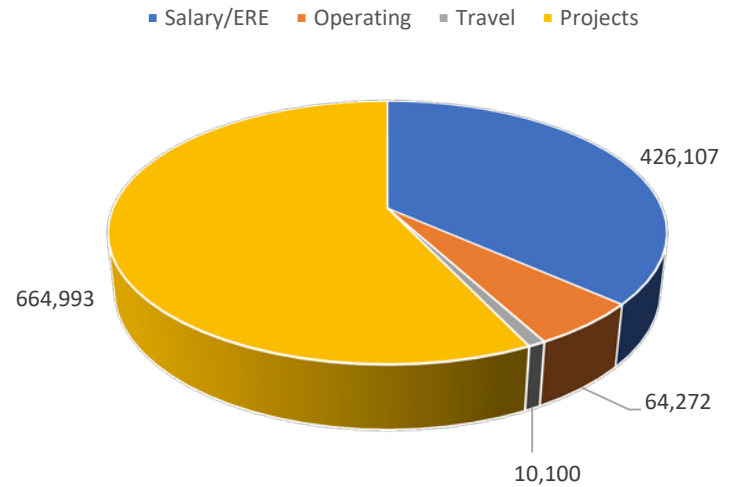
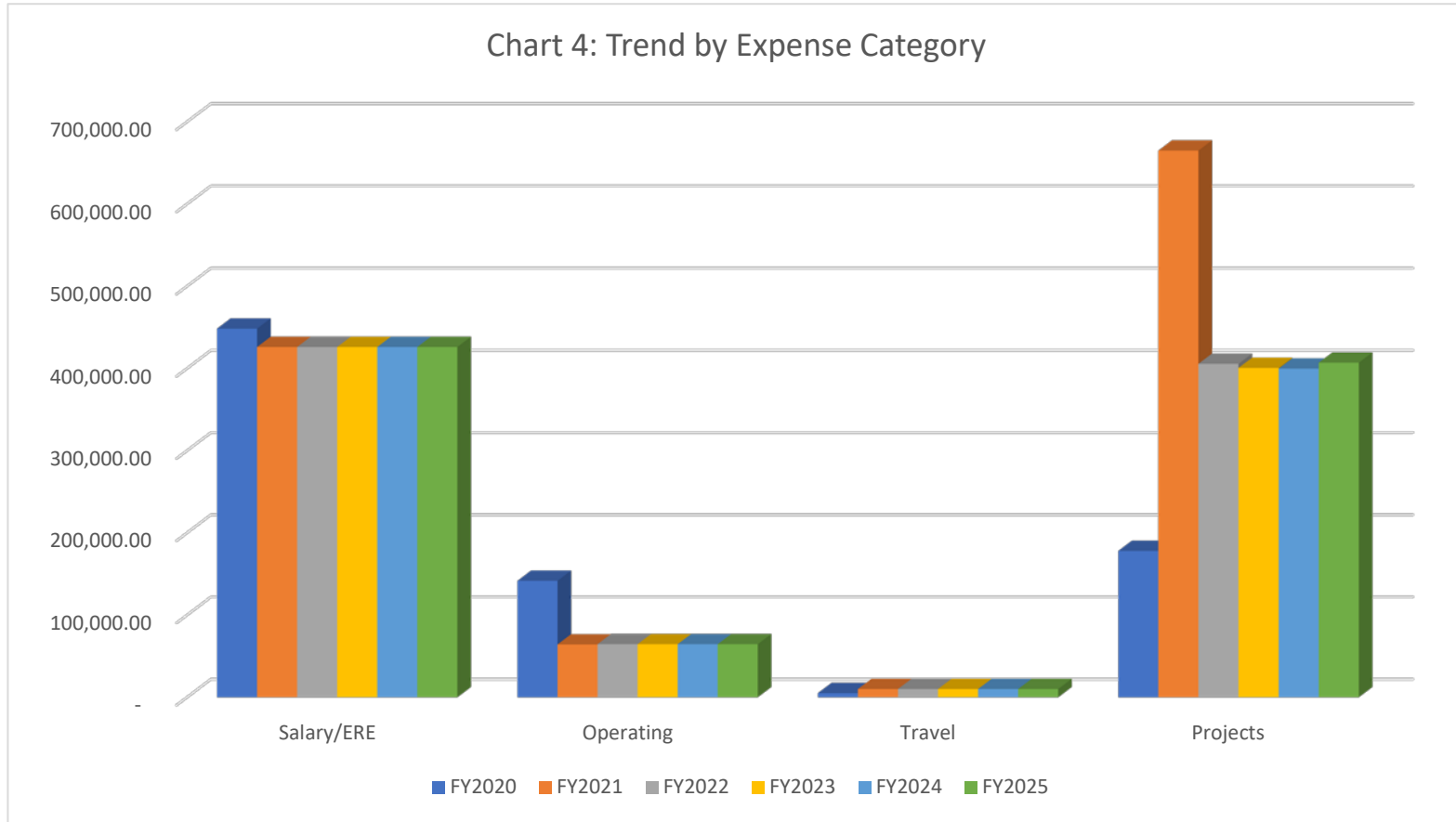


Chart 3: FY2021 Budgeted







MetroPlan
 Flagstaff Metropolitan Planning Organization
 Budget to Actuals
 7/1/2019-3/31/2020

		FY 2020 Adopted	YTD Actuals	FY 2020 Projected	FY 2021 Tentative 4/24/2020	FY 2022 Projected	FY 2023 Projected	FY 2024 Projected	FY 2025 Projected
Revenue:									
Federal Grants		1,150,886.00	-	-	-	-	-	-	-
STBG	5.70%		204,560.00	542,213.27	691,012.64	441,243.37	441,243.37	492,638.24	601,761.00
PL	5.70%		25,164.72	25,701.94	113,386.76	213,464.65	136,770.65	126,081.00	141,080.99
SPR	20%		33,438.70	52,379.60	198,730.67	168,735.11	134,752.90	125,765.18	125,000.00
5305	20%		16,002.57	109,077.14	99,167.85	31,675.61	46,155.67	38,792.00	38,791.99
Federal Revenue:		1,150,886.00	279,165.99	729,371.95	1,102,297.92	855,118.75	758,922.60	783,276.43	906,633.99
Required Grant Match			26,246.12	74,692.04	123,096.86	89,676.76	80,165.43	78,538.02	85,849.37
County Contribution		5,000.00	5,000.00	5,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
City Contribution		22,500.00	22,500.00	22,500.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00
Mountain Line Contribution				-	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
Trsf From Transit Fund		283,000.00	-		61,974.63	50,102.68	141,347.75	29,574.94	-
Transfer from Road Repair & Street Safety		114,000.00	114,000.00	114,000.00	-	-	-	-	-
Local Revenue:		424,500.00	141,500.00	141,500.00	91,974.63	80,102.68	171,347.75	59,574.94	30,000.00
Total Revenue:		1,575,386.00	420,665.99	870,871.95	1,194,272.54	935,221.43	930,270.35	842,851.37	936,633.99
Expenditures:									
Salaries		384,428.00	267,036.50	368,643.80	308,005.00	308,005.00	308,005.00	308,005.00	308,005.00
Benefits		69,773.00	46,268.05	79,777.43	118,102.47	118,102.47	118,102.47	118,102.47	118,102.47
Salary/ERE:		454,201.00	313,304.55	448,421.23	426,107.47	426,107.47	426,107.47	426,107.47	426,107.47
Contracted Personal Services		-	12,664.75	12,664.75	-	-	-	-	-
Utilities-Telephone		1,500.00	1,337.82	2,044.62	2,519.99	2,519.99	2,519.99	2,519.99	2,519.99
Rental Expense			7,412.00	13,157.00	23,322.00	23,664.00	23,664.00	23,664.00	23,664.00
Postage and Freight		150.00	4.08	25.00	25.00	25.00	25.00	25.00	25.00
Memberships		1,200.00	431.74	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00
Legal Services		-	7,612.16	15,612.16	12,000.00	12,000.00	12,000.00	12,000.00	12,000.00
Other Professional Services		-	3,719.00	4,719.00	1,500.00	1,500.00	1,500.00	1,500.00	1,500.00
Computer Equipment		1,200.00	581.88	581.88	2,100.00	2,100.00	2,100.00	2,100.00	2,100.00
Office Equipment Under \$5,000		425.00	941.45	2,543.66	425.00	425.00	425.00	425.00	425.00
Copying and Printing		1,850.00	4,479.80	2,440.00	2,440.00	2,440.00	2,440.00	2,440.00	2,440.00
Office Supplies		700.00	217.39	500.00	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00
Computer Software		2,500.00	2,376.47	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00	2,500.00



MetroPlan
 Flagstaff Metropolitan Planning Organization
 Budget to Actuals
 7/1/2019-3/31/2020

	FY 2020 Adopted	YTD Actuals	FY 2020 Projected	FY 2021 Tentative	FY 2022 Projected	FY 2023 Projected	FY 2024 Projected	FY 2025 Projected
Drafting and Survey Supplies	100.00	7.10	7.10	-	-	-	-	-
Non Library Books and Subscription	600.00	-	-	-	-	-	-	-
Food	1,200.00	482.22	482.22	1,200.00	1,200.00	1,200.00	1,200.00	1,200.00
Trophies and Awards	200.00	-	-	-	-	-	-	-
Indirect Grant Charges-Debit	43,000.00	61,015.06	72,937.20	-	-	-	-	-
Accounting and Payroll			-	3,300.00	3,300.00	3,300.00	3,300.00	3,300.00
Insurance (Liability/Auto/Property)	-	-	-	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
Furnishings		5,128.95	5,578.95	-	-	-	-	-
IT Expense	-	-	4,670.00	4,740.00	4,740.00	4,740.00	4,740.00	4,740.00
Operations:	54,625.00	108,411.87	141,663.53	64,271.99	64,613.99	64,613.99	64,613.99	64,613.99
Travel, Lodging and Meals	5,500.00	4,250.30	4,250.30	5,500.00	5,500.00	5,500.00	5,500.00	5,500.00
Registration	1,000.00	710.00	710.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00
Education and Training	3,600.00	95.00	95.00	3,600.00	3,600.00	3,600.00	3,600.00	3,600.00
Travel and Training:	10,100.00	5,055.30	5,055.30	10,100.00	10,100.00	10,100.00	10,100.00	10,100.00
Consultant Fees	789,106.81	2,571.55	2,571.55	13,000.00	13,000.00	161,928.31	-	-
Advertising	1,950.00	3,024.95	4,460.95	2,600.00	2,600.00	2,600.00	2,600.00	2,600.00
Burgess and Niple Inc	111,248.29	56,045.01	111,248.29	-	-	-	-	-
LA Consulting Inc	12,644.90	15,971.90	15,971.90	-	-	-	-	-
Traffic Research And Analysis Inc		17,219.00	17,219.00					
SWCA Inc Environmental Consult		612.85	2,083.69					
Office Modifications		-	4,500.00					
NAIPTA		20,000.00	20,000.00	50,000.00	40,000.00	40,000.00	-	-
Milton Underpass				99,393.11	-	-	-	-
Small Local Projects				50,000.00	-	-	-	-
Lone Tree TI				150,000.00	100,000.00	-	-	-
W Route 66 CMP				150,000.00	100,000.00	96,120.61	-	-
Regional Transportation Plan (SPR)		-	-	150,000.00	150,000.00	-	-	-
McConnell Connector CMP				-	-	100,000.00	-	-
Planning Contingency				-	-	-	397,194.30	404,412.56
Projects:	914,950.00	115,445.26	178,055.38	664,993.11	405,600.00	400,648.92	399,794.30	407,012.56
Total Expenditures:	1,433,876.00	542,216.98	773,195.44	1,165,472.57	906,421.46	901,470.38	900,615.76	907,834.02
Increase (Decrease) in Fund balance			97,676.51	28,799.97	28,799.97	28,799.97	(57,764.40)	28,799.97

Travel

Location	Trip Description	Trip Name	Dates	# Attendees	# Days/ Trips	Total Budgeted Cost	Actual Costs	Under (Over) Budget
							Total Actual Cost	
MD	AMPO Conference	AMPO	Oct-19	1	5 days	2,300.00	2,288.25	11.75
AZ	NARC Conference	NARC	Oct-19	1	2 days	1,325.00	508.14	816.86
AZ	Rural Transportation Summit	RTS				2,000.00	1,741.47	258.53
AZ	League of AZ Cities & Towns	League	Aug-19	1	4 days	1,200.00	-	1,200.00
AZ	Rural Trans. Advisory Council	RTAC	Monthly	1	12 trips		-	-
AZ	ADOT Board Meetings	ADOT	Monthly	1	12 trips		-	-
AZ	AZ Conference on Roads & Streets	ACRC	May-20	2	3 days	1,310.00	-	1,310.00
AZ	CTAA Board Meeting	CTAA	Monthly				-	-
AZ	COG & MPO Director's Meeting	MPO	Monthly				39.69	(39.69)
AZ	Local Travel/Training	Other	Various		N/A	1,965.00	477.75	1,487.25
						10,100.00	5,055.30	5,044.70



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STAFF REPORT

REPORT DATE: April 30, 2020

MEETING DATE: May 6, 2020

TO: Honorable Chair and Executive Board Members

FROM: Martin Ince, Multimodal Planner

SUBJECT: Coordinated Public Transit-Human Services Transportation Plan

1. Recommendation:

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

2. Related Strategic Workplan Item

i FMPO (MetroPlan) leverages resources

Guiding Principle:

5. FMPO is fair and equally representative

3. Background

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

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



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

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

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

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

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

4. Fiscal Impact

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



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5. TAC and Management Committee Discussion

i *The TAC and Management Committee are supportive of this action.*

6. Alternatives

i *None*

7. Attachments

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



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STAFF REPORT

REPORT DATE: April 30, 2020

MEETING DATE: May 6, 2020

TO: Honorable Chair and Members of the Board

FROM: Jeff Meilbeck and David Wessel

SUBJECT: Project Priorities Process and Update

1. Recommendation:

i None.

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, Management Committee 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.

While going through the exercise it became clear that identifying 3 project priorities could not be done effectively in isolation. In other words, we had to consider the breadth of MetroPlan's responsibilities and put planning project priorities into context. By providing more context we can see how the larger planning projects align with the ongoing work of the organization. For example, although MetroPlan may identify the Lone Tree TI as a priority planning project, MetroPlan may still want to pursue bicycle and pedestrian 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



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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 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.*

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.*



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6. Alternatives

i *Adoption is not being requested so alternatives are not being provided. However, staff would like Board input on the projects identified the overall project management approach.*

7. Attachments

i *MetroPlan All Partners Project Priorities*

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



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GREATER # FLAGSTAFF

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STAFF REPORT

REPORT DATE: April 30, 2020

MEETING DATE: May 6, 2020

TO: Honorable Chair and Members of the Board

FROM: Jeff Meilbeck, Executive Director

SUBJECT: Federal Transportation Infrastructure Funding

1. Recommendation:

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

2. Related Strategic Workplan Item

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

3. Background

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

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

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



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

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

CARES Act II (Pending)

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

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

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

Bob Holmes of Nexus Consulting, who provides services for the City of Flagstaff and Mountain Line, shared the following information and advice: *“If you have suggestions for job creation or “shovel-ready” projects (whether it be tax credits, programmatic increases, funding for infrastructure projects etc.), please forward them to us so we can talk to our congressional delegation about pushing for these programs and projects.”*

City of Flagstaff and MetroPlan staff met with Bob Holmes on April 29th to discuss progress and make plans. City staff are compiling a list of projects that could be initiated and even completed within 1 to 18 months from grant award. The intention is to be ready to apply for competitive funds as soon as they become available. Bob



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Holmes predicts the legislation will be signed in June 2020 with funds available by September.

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.

The Rural Transportation Advocacy Council (RTAC) has requested that all MPO's join a "2020 Federal Infrastructure Stimulus Package" coalition. Groups that have already signed on to the coalition include the Greater Flagstaff Chamber of Commerce, the Northern Arizona Leadership Alliance and RTAC.

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 22nd and 23^d respectively. The TAC identified the possibility of creating a shared list of regional projects, but no decision was made. The TAC did not review the request to join the coalition because the request did not come from RTAC until April 30th*

6. Alternatives

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

7. Attachments

i *Moving Forward Framework*
AASHTO Letter to Congress on COVID-19 Phase 4 FINAL - 2020-04-06
TPB Memo with business community supporters

MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

Critical Infrastructure Investments to Overcome Coronavirus & Support Economic Recovery

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

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

FIGHTING CORONAVIRUS

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

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

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

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

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

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

SUPPORTING STRONG ECONOMIC RECOVERY

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

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

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

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: 23rd 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

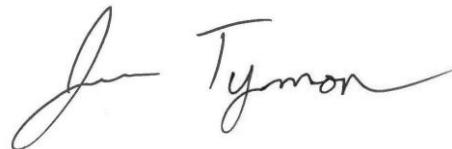
Water transportation is a vital element of the national multimodal transportation system and essential to the efficient movement of freight. AASHTO urges Congress to pass the next Water Resources Development Act (WRDA) this year which would authorize the critical U.S. Army Corps of Engineers (USACE) 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.

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

URGENT MEMORANDUM

To: Arizona Business Community
State and Local Elected Officials
Metropolitan Planning Organizations
Councils of Government
Regional Transportation Authorities

From: Participating Members of Transportation Business Partners (see attached)

Re: Federal Infrastructure Stimulus Package

Date: April 28, 2020

Prior to the COVID-19 outbreak, Arizona's economy was the best in the country. A significant reason for this success is the investment many communities made in their vital infrastructure. Among others, Governor Doug Ducey recognized the importance of infrastructure investment by supporting additional investment in widening the I-17 as well as advancing the I-10 bridge widening over the Gila River.

The Highway User Revenue Fund (HURF) is highly dependent on funding from vehicle license taxes as well as fuel taxes. With the recent COVID-19 outbreak, these sources are expected to decline significantly. Collection reports for March are expected soon. However, March reports will show only a partial impact of the shutdown. Reports from April, the first full month of the shutdown, are not expected until late May. According to the Arizona Department of Transportation the impact on revenue and bonds is expected to be over \$500 million.

The excise tax going into Maricopa County's Regional Area Road Fund (RARF) and Pima's County's Regional Transportation Authority (RTA) is also expected to decrease significantly. March collection figures from this source is not expected to be known until the middle of May, while's April's is not expected until the middle of June. Decreases are expected in every region and city of the state.

Over the last few months President Trump and Congress have worked hard to help small businesses endure the catastrophic impact of the COVID-19 crisis. To date, there have been four packages negotiated. Unfortunately, unless something is done immediately to invest in America's infrastructure, many businesses in this sector will face the same fate as those initially affected by the shutdown. In order to avoid additional economic damage to our state and country, we are building a large coalition to seek significant funding for infrastructure in the next federal package. *Our goal is to ensure state, county and local investments remain intact and that the federal government provide enough funding to each state to accomplish this reasonable request.*

Investing in the country's infrastructure makes economic sense since revenue will flow to various supply-chains. Over 20,000 jobs are created or maintained for every \$1 billion invested.

Please join our coalition in asking President Trump and Congress to make a significant investment in our state and country's infrastructure. You may contact David Martin at dmartin@azagc.org or 602-469-1370 for more information.

2020 Federal Infrastructure Stimulus Package

Arizona Coalition Members

(As of April 28, 2020)

AAA of Arizona
American Council of Engineering Companies of Arizona (ACEC)
Arizona Association for Economic Development (AAED)
Arizona Cattle Feeders Association
Arizona Chamber of Commerce and Industry/Accelerate Arizona
Arizona Chapter of the Associated General Contractors of America (AZAGC)
Arizona Highway Users
Arizona Mining Association (AMA)
Arizona Planning Association
Arizona Public Service (APS)
Arizona Rock Products Association (ARPA)
Arizona Small Business Association (ASBA)
Arizona Transportation Builders (ATB)
Arizona Trucking Association (ATA)
Border Infrastructure Group
East Valley Chamber of Commerce Alliance
East Valley Partnership (EVP)
Fresh Produce Association of the Americas
Greater Casa Grande Chamber of Commerce
Greater Flagstaff Chamber of Commerce
Greater Phoenix Chamber of Commerce (GPCC)
Greater Phoenix Leadership (GPL)
Greater Yuma Economic Development Council
I-10 Widening Alliance
Metropolitan Pima Alliance
Nature Conservancy
Northern Arizona Leadership Alliance (formerly Flagstaff 40)
Pinal Alliance for Economic Growth
Rural Transportation Advocacy Council (RTAC)
Salt River Project (SRP)
Southern Arizona Leadership Council (SALC)
Southwest Gas Corporation
The Lunsford Group
The Interstate 11 Coalition
Tucson Electric Power (TEP)
Tucson Metropolitan Chamber of Commerce
Tucson Hispanic Chamber of Commerce
Valley Partnership (awaiting board approval)
We Build Arizona
Western States Petroleum Association (WSPA)
WESTMARC
Yuma County Chamber of Commerce



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STAFF REPORT

REPORT DATE: April 30, 2020

MEETING DATE: May 6, 2020

TO: Honorable Chair and Members of the Executive Board

FROM: Jeff Meilbeck, Executive Director

SUBJECT: Strategic Workplan Update

1. Recommendation:

i *This item is for information only and no recommendation is being made.*

2. Related Strategic Workplan Item

i *This report applies to all items on the Strategic Workplan.*

3. Background

i *In February 2020 the Board adopted a Strategic Workplan for MetroPlan including specific measurable objectives with time constraints. Staff will provide a report on progress made to date and will make projections for future deliverables.*

4. TAC and Management Committee Discussion

i *This item was not shared with the TAC and Management Committee and will be shared with both Committees in May 2020*

5. Fiscal Impact

i *There is no fiscal impact associated with this report.*



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6. Alternatives

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

7. Attachments

i *The current Strategic Workplan is attached as the last page of the Board packet.*



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STAFF REPORT

REPORT DATE: April 30, 2020

MEETING DATE: May 6, 2020

TO: Honorable Chair and Members of the Executive Board

FROM: Jeff Meilbeck, Executive Director

SUBJECT: NAU Project Presentation

1. Recommendation:

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

2. Related Strategic Workplan Item

i *Guiding Principle: MetroPlan leverages resources:*

- *Strategically leverages project champions and other plans*

3. Background

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



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4. TAC and Management Committee Discussion

i *The TAC viewed the presentation on April 22nd and asked questions about the phasing of the Milton/Route 66 project and how it was collaborating with ADOT's Corridor Master Plan project.*

5. Fiscal Impact

i *Not applicable*

6. Alternatives

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

7. Attachments

i *None*



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STAFF REPORT

REPORT DATE: April 30, 2020

MEETING DATE: May 6, 2020

TO: Honorable Chair and Executive Board Members

FROM: David Wessel, FMPO Planning Manager

SUBJECT: TIP 2021-2025 Draft Review

Recommendation:

i No recommendation at this time. Please review maps and provide general guidance.

1. Related Strategic Workplan Item

i FMPO (MetroPlan) leverages resources

2. Background

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

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

The Board is asked to review the TIP and present staff with questions and concerns to be addressed before its scheduled adoption in June.



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3. Fiscal Impact

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

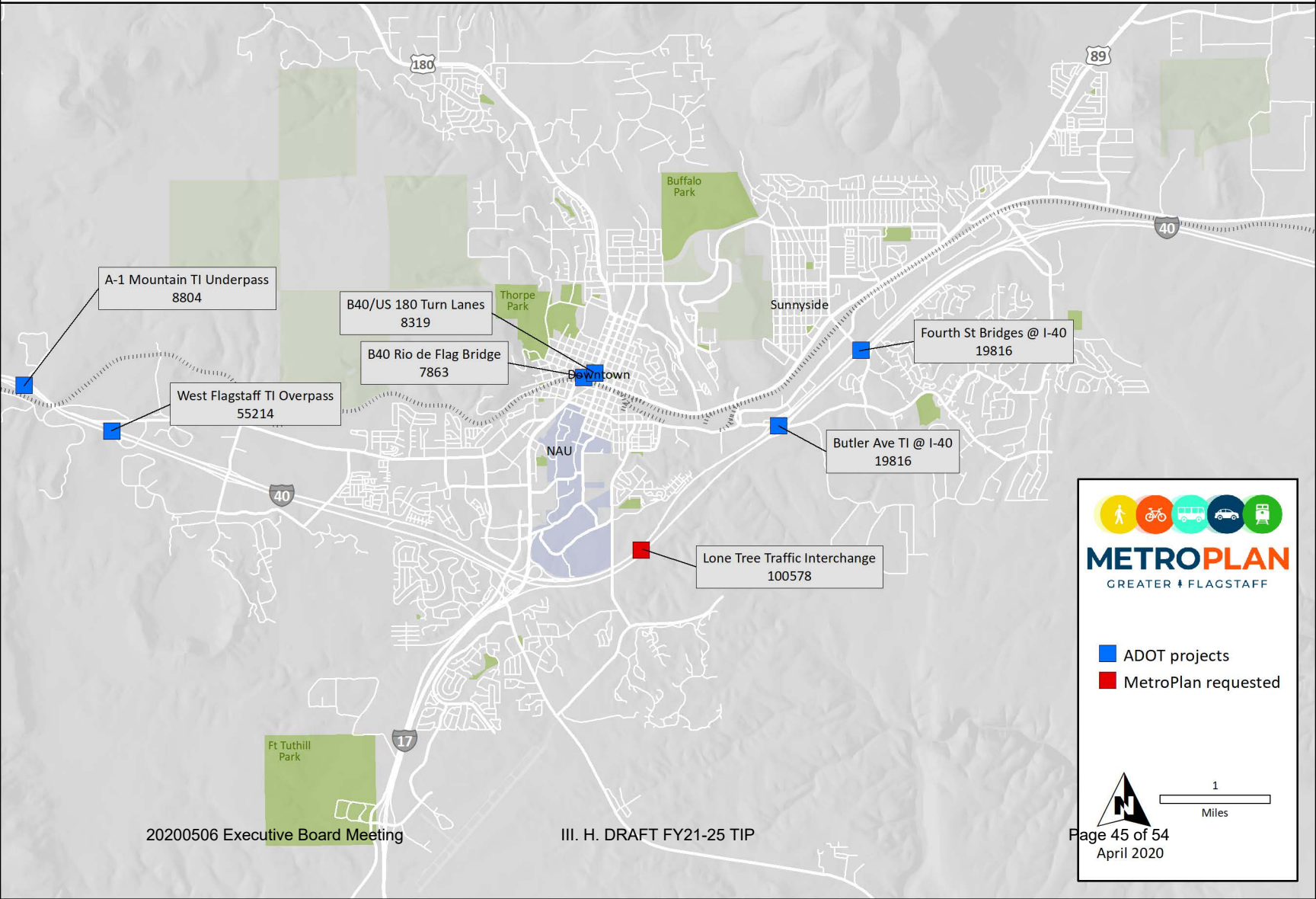
4. Alternatives

- i** 1) *None*

5. Attachments

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

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

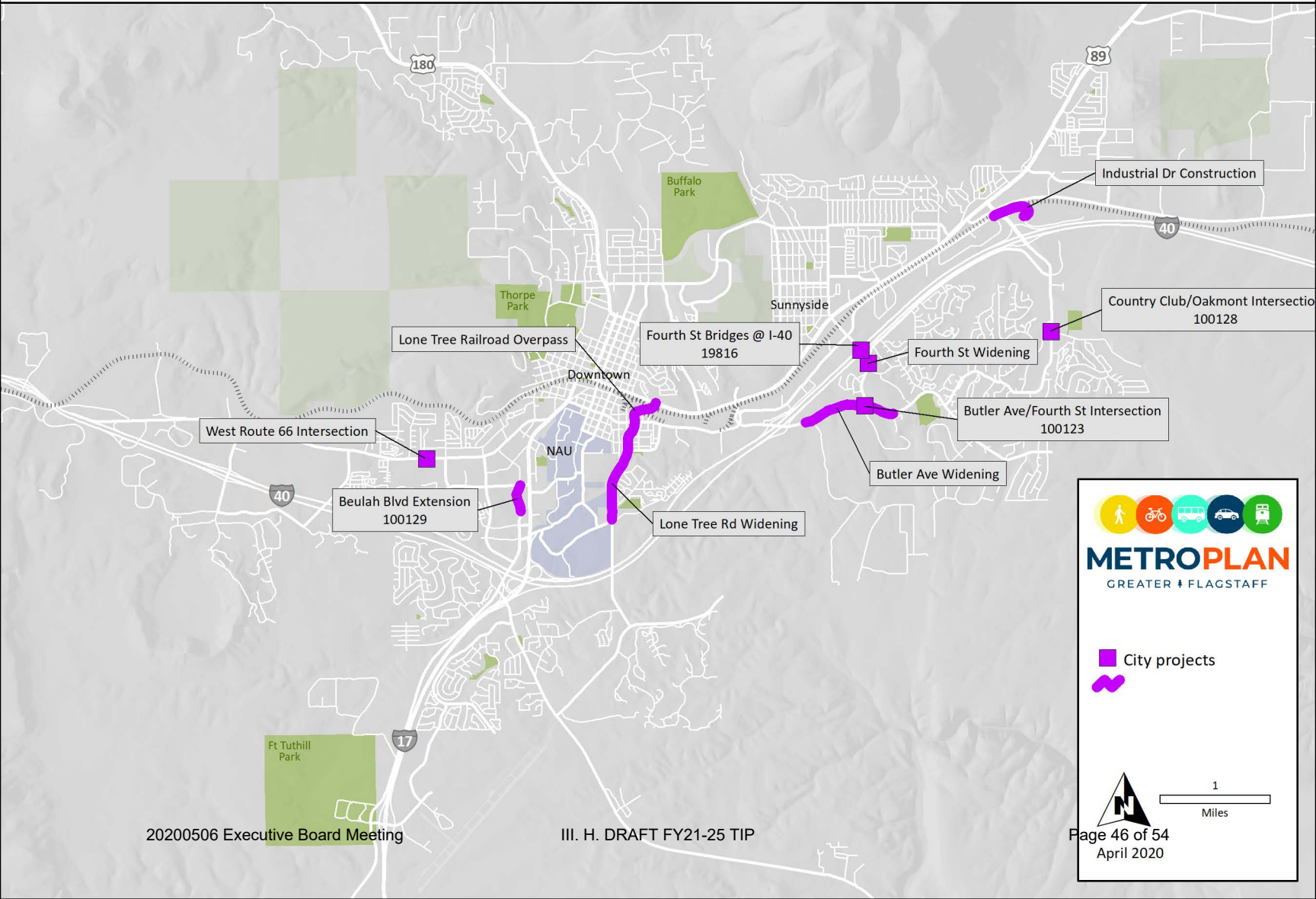


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- Blue square: ADOT projects
- Red square: MetroPlan requested

1
Miles

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

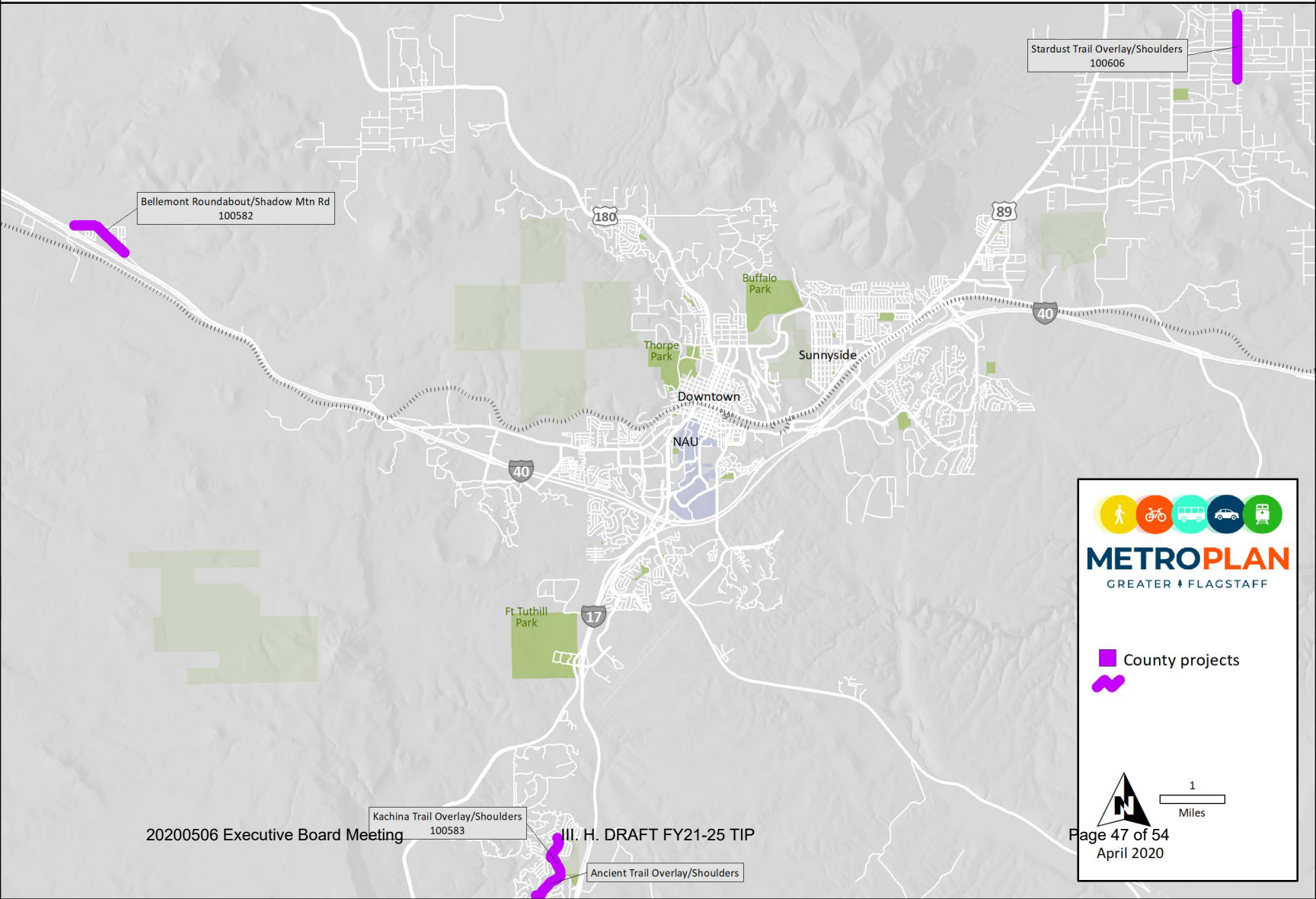


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■ City projects

1
Miles

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




Belmont Roundabout/Shadow Mtn Rd
100582

Stardust Trail Overlay/Shoulders
100606

20200506 Executive Board Meeting
Kachina Trail Overlay/Shoulders
100583

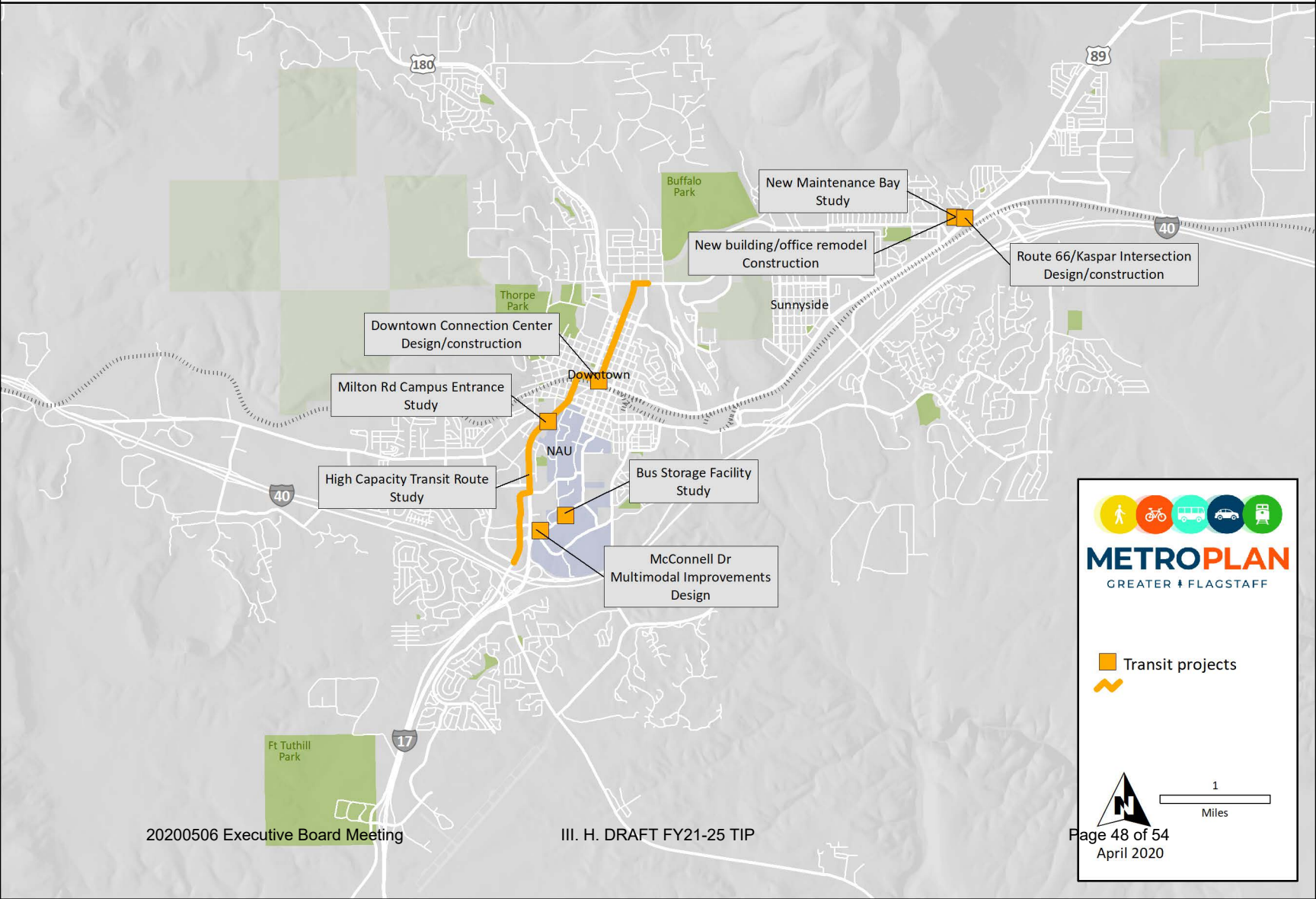
Ancient Trail Overlay/Shoulders


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 County projects

 1 Miles

Map 4. Transit capital projects within the MetroPlan area



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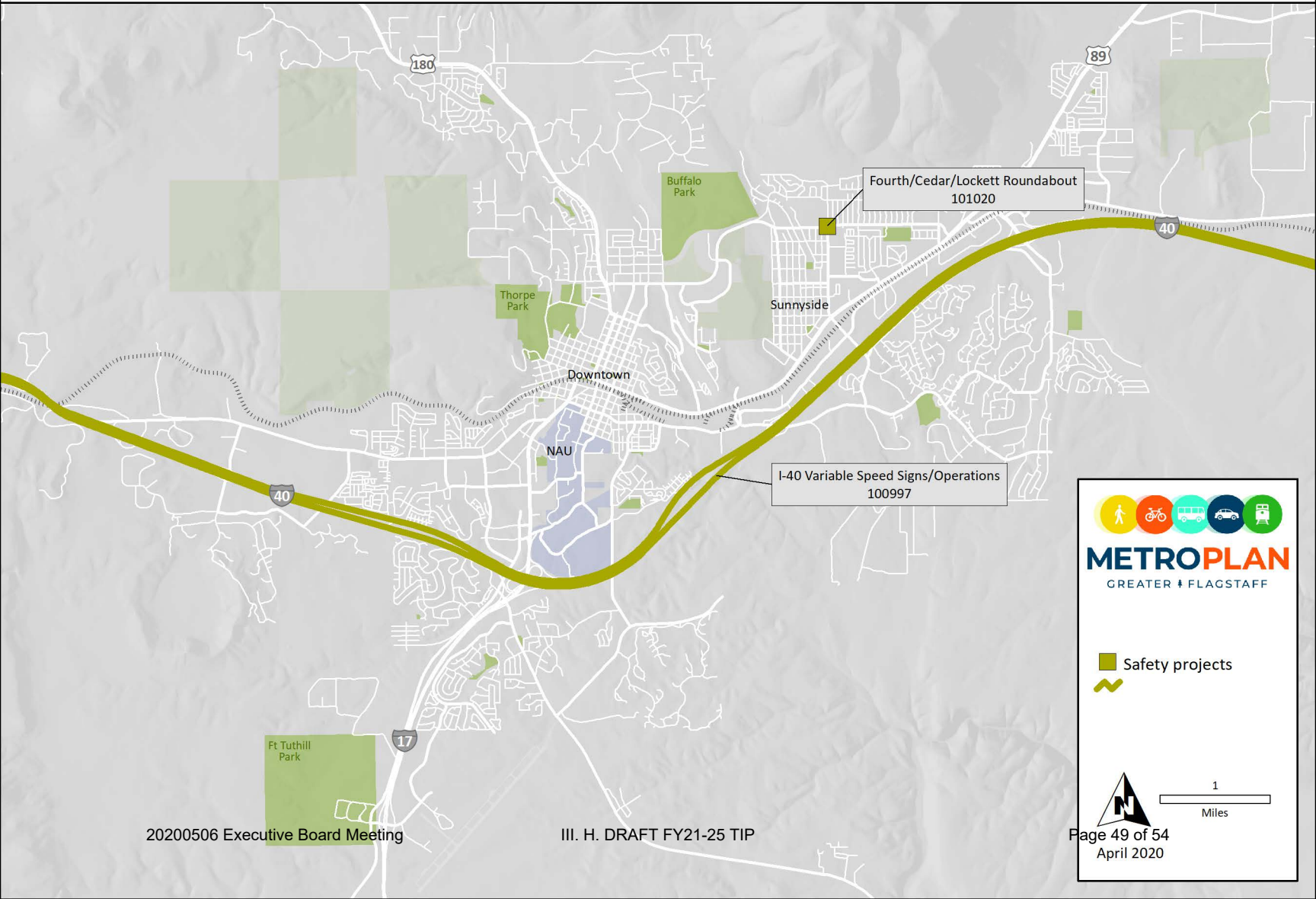
Orange square icon: Transit projects

Orange wavy line icon: Transit route

1
Miles

Page 48 of 54
April 2020

Map 5. Safety projects with the MetroPlan area

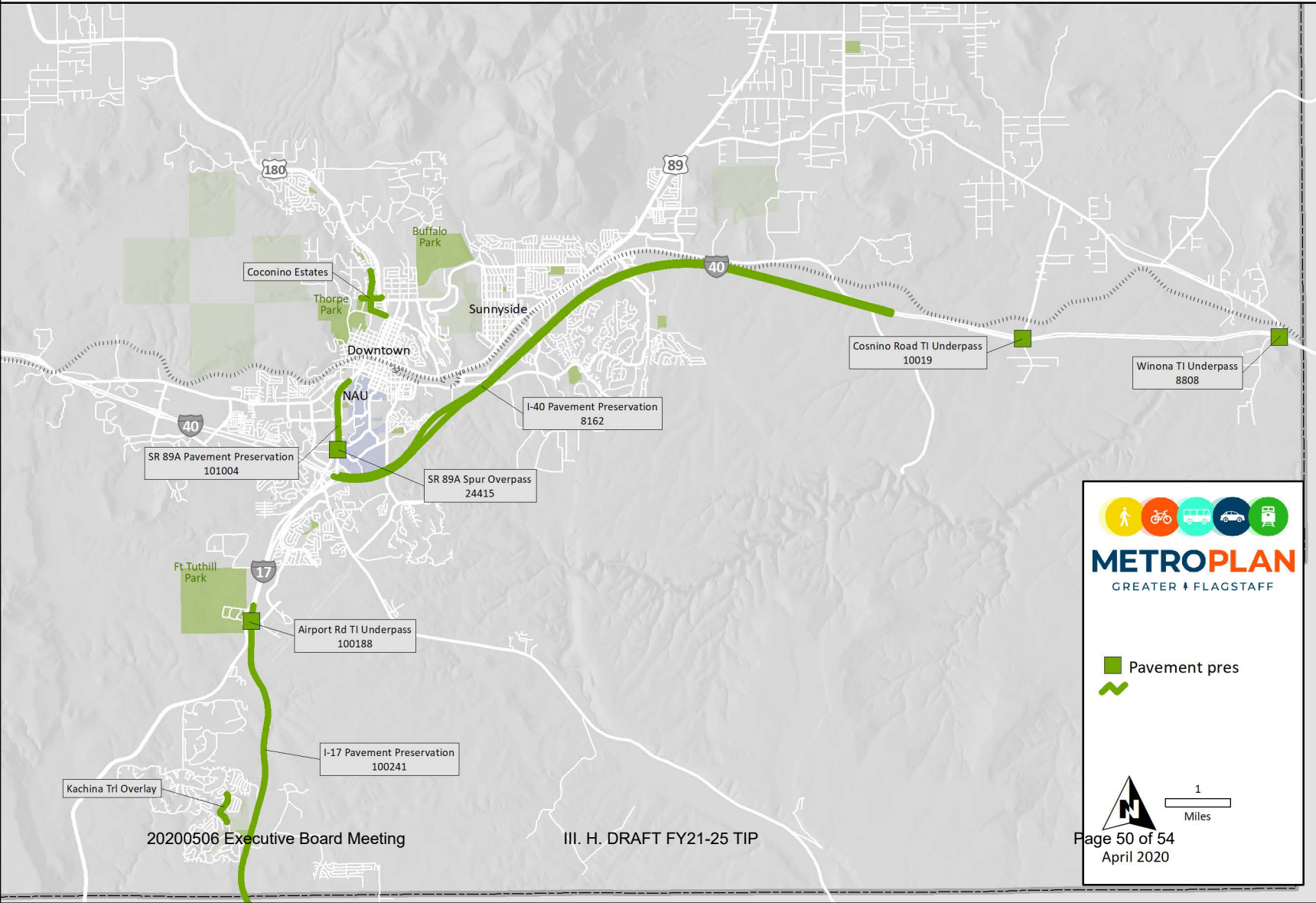




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■ Safety projects

1
Miles

Map 6. Pavement preservation projects within the MetroPlan area



 Pavement pres




20200506 Executive Board Meeting

III. H. DRAFT FY21-25 TIP

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

National Competitive Grants									
				Eligible Uses					
Source	Program	Abbreviation	Range Amount	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						



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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”.