



FLAGSTAFF METROPOLITAN
PLANNING ORGANIZATION
CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT
211 West Aspen Avenue ♦ Flagstaff, Arizona 86001
Phone: (928) 213-2651
www.flagstaffmpo.org ♦ mpo@flagstaffaz.gov

AGENDA

FMPO Executive Board Meeting

10:45 am
Thursday, January 24, 2019

Flagstaff City Council Chambers
211 W. Aspen Avenue, Flagstaff, AZ 86001

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

Art Babbott, Coconino County Board of Supervisors, Vice-Chair
Jesse Thompson, Arizona State Transportation Board Member
Coral Evans, Mayor, Flagstaff City Council
Matt Ryan, Coconino County Board of Supervisors
Jim McCarthy, Flagstaff City Council
City of Flagstaff Council (Vacant as of draft)

FMPO STAFF

Jeff Meilbeck, Executive Director
David Wessel, FMPO Manager
Martin Ince, Multimodal Planner

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. 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.)

E. ITEMS FROM THE EXECUTIVE DIRECTOR

- Recognitions
- Office space update
- Agenda format changes
- Staffing update
- Budget Update

F. APPROVAL OF MINUTES

(Pages 1-5)

Minutes of Regular Meeting of September 27, 2018

Minutes of Regular Meeting December 13, 2018 (pending)

Minutes of Executive Sessions (pending): September 17, 2018; September 27, 2018; October 25, 2018; November 2, 2018; November 30, 2018

II. CONSENT AGENDA (New Section Added 1/24/18)

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. Strategic Work Plan

(Pages 6-11)

FMPO Staff: Jeff Meilbeck, Executive Director

Recommended Action: Staff recommends that the FMPO Executive Board consider, revise and

adopt a 12 Month Workplan of specific goals and deliverables to be accomplished in calendar year 2019.

B. Operating Procedures: (Pages 12 – 24)

FMPO Staff: Jeff Meilbeck, Executive Director

Recommended Action: 1) suspend current operating procedures for 90 days; and 2) task the executive director with developing new operating procedures within 90 days.

C. Election of Officers (Pages 25-26)

FMPO Staff: Jeff Meilbeck, Executive Director

Recommended Action: Staff recommends the FMPO Executive Board appoint Supervisor Babbott to the Chair position and elect a new Vice Chair through December 31, 2019

D. Transportation Improvement Program Amendment – Transit Program (Pages 27-32)

FMPO Staff: Jeff Meilbeck, Executive Director

Recommended Action: Amend the FY 2019 – 2023 TIP to accept and accommodate \$2,890,051 of Federal Grants for Transit Construction.

E. Financial Management Policies (Pages 33 – 34)

FMPO Staff: Jeff Meilbeck, Executive Director

Recommended Action: Staff invite the Executive Board to appoint one or two Executive Board members to serve on a financial management policy task force.

F. Meeting Calendar (Pages 35 – 36)

FMPO Staff: Jeff Meilbeck, Executive Director

Recommended Action: Adopt a Board meeting calendar for the remainder of FY 2019.

G. Legislative Agenda (Pages 37 – 41)

FMPO Staff: Jeff Meilbeck, Executive Director

Recommended Action: No recommendation is being made, but the Board may take action to direct staff to support particular legislation or initiatives related to transportation funding.

CLOSING BUSINESS

A. 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 January 17, 2019 at 2:00 pm in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this 17th Day of January September 2019.

Rita Severson, Community Development Admin Lead



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Draft Minutes FMPO Executive Board Meeting 10:45 am Thursday, September 27, 2018

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EXECUTIVE BOARD MEMBERS

Celia Barotz, Flagstaff City Council, Chair **Present**
Art Babbott, Coconino County Board of Supervisors, Vice-Chair **Present**
Jesse Thompson, Arizona State Transportation Board Member **Present**
Coral Evans, Mayor, Flagstaff City Council **Absent**
Matt Ryan, Coconino County Board of Supervisors **Present**
Jim McCarthy, Flagstaff City Council **Present**

FMPO STAFF

David Wessel, FMPO Manager **Absent**
Martin Ince, Multimodal Planner **Present**
Amanda Costea, Administrative Specialist **Absent**
Dusty Rhoton, Administrative Specialist Temp **Present (Telephonically)**

OTHERS

Jeremy Degater,

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER Chair Barotz called the meeting to order.

B. ROLL CALL Mr. Ince conducted the Roll Call.

C. PUBLIC COMMENT

Jeff Meilbeck, CEO & General Manager of NAIPTA, remarked he wanted to provide an update on Transportation Decision 2018. He indicated his presentation today has been done over 49 times and added that Open Houses were ongoing and commended the City of Flagstaff staff team and NAIPTA who attended one last evening as they were engaged, answered questions, and had a good turnout.

D. 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.)

E. APPROVAL OF MINUTES (pages 7-11)

Minutes of August 23, 2018

Motion: Mr. Ryan moved to approve the minutes of August 23, 2018 as written. Mr. McCarthy seconded the motion. Motion passed unanimously.

II. GENERAL BUSINESS

A. Adoption of Transportation Performance Targets (pages 12-15)

FMPO Staff: Martin Ince, Multimodal Planner

Recommended Action: Discussion and Possible Action

Staff recommends adoption of Arizona Department of Transportation performance targets for pavement, bridge, and congestion performance.

Mr. Ince announced the performance targets are set by ADOT (Arizona Department of Transportation), and are required by the state for all MPOs and COGs within the State as part of the last two surface transportation acts at the Federal level (FAST Act & MAP 21). He continued that funding at the local level may be threatened if these targets were not adopted. The State has gone thru a process to review and adopt their targets and the MPOs and COGs in the State have the option of adopting the state targets or adopting their own. Mr. Ince added that the FMPO is recommending against adopting our own because of the time it would take to develop the targets but also the commitment required to collect the data and report on that information garnered. He added that some of the targets include bridge condition, pavement condition, interstate freight reliability, travel time reliability, & emissions reduction which is not applicable to the FMPO which is not a non-attainment area. All the targets apply to interstates and highways on the national hwy system which in Flagstaff includes Hwy 89 and the short section of Country Club which connects 40 to Hwy 89. Mr. Ince remarked that the FMPO adopt the state targets as they are presented to fulfill the federal

requirement. Mr. Babbott inquired how long or how often the standards require adoption to which Mr. Ince replied he would investigate that as neither the staff report nor Mr. Anderson's memo from ADOT referenced that information. Chair Barotz noted from the Staff Report that adoption needs to take place within 180 days of when the state adopts the targets, and added that it failed to reference how often this occurs.

Motion: Mr. Babbott moved to adopt the national highway system performance targets as presented. Mr. McCarthy seconded but added "...for pavement, bridge, and congestion performance." Chair Barotz clarified the Action Summary says adoption of national highway interstate targets are a federal mandate but State targets are being adopted. Vice Chair Babbott concurred and embedded that into his motion with the verbiage as provided by Mr. McCarthy. Motion passed unanimously.

B. Work Program Amendment – Materials Testing and Investigation (page 16-17)

FMPO Staff: Martin Ince, Multimodal Planner

Recommended Action: Amend the Work Program

Staff recommends amending the Work Program to add up to \$20,000 for materials testing, including \$1,000 for a field trip investigation, of a new soil binding agent that if proven, could result in substantial saving in road construction. Funds will come from staff cost savings.

Mr. Ince overviewed that this item is to amend the FMPO Work Program to add \$16,000 for material testing for a product that may hold promise as a potential for a road base and even as material for FUTS trails potentially and he distributed a sample for the Board to peruse. He continued that this is a product added to the native soil that essentially turns it into something that feels like concrete but is essentially a rock product. It is relatively a new product and the company that has developed it has done some fairly extensive testing in different places (samples of roads in a few areas of the SW), What they have not done is test this on our local materials which is cinders, dirty cinders, and cinders mixed with asphalt and the testing part of it would pay for those three materials to be tested. A couple other options as well (a pilot program locally and use on a few roads) but the cost of that is outside the 16K. NAU has an opportunity to do some freeze thaw testing on it and our first approach would be to have the company pay for that testing with NAU. There is also an option to go to Monticello UT to see it in action but according to federal highways that type of trip would not be eligible under STBG Funding so would need to explore other ways to pay for it. Because the material is so new and very scientific, Mr. Ince introduced Jeremy DeGeyter with the COF who does understand the science and terminology. McCarthy asked the chemistry of this product -organic or mineral and Mr. DeGator responded it is a binding aluminosilicate and added that this is proprietary so they don't know much more beyond that and noted the concerns with freeze thaw. Chair Barotz asked for further clarification on the financial angle on the recommended action (20-35K) i.e. what budget line? & Mr. Ince responded the 20-25K was identified for freeze thaw testing that would be done at NAU and they are suggesting the company would pay not the FMPO. Mr. Ince continued that the 3 tests (bulleted item on pg 17 of the packet) at 2500 each or 7500 (1500 + 1000 for travel) is 16K. Vice Chair Babbott inquired if this was coming out of FHWA (surface transportation STBG) and added that in reviewing the strategic work plan (focus the organization, maximize the use of funds that are flexible that would be devoted to projects identified in the RTP, and added the STBG (more flexible funds) and he feels like it's a game of squirrel need to stay focused on funds that are construction relevant and inquired why the staff report said it would save potentially more than 50% in construction costs (ie: takes about a mil for a mile of a 2 lane new asphalt road so this would be 1/2 million then? And we don't know if this would meet criteria correct? Jeremy responded correct and

asphalt runs about a million per lane mile and he continued that the claims by the company how this product works is best suited on a situation in the county where they have an unpaved road and they would use this and do a double chip seal on top – outside of a FUTS trail this would never be intended to be the final surface. He continued that even with the double chip seal they are seeing lane mile costs in the 300K range so its actually also being used as an alternative to a cement treatment which is called a full depth reclamation (take the existing asphalt roadway and mix it up with base that's underneath, treat that and then either put a new layer of asphalt or add a layer of chip seals on top of that. Mr. Babbott asked if the county public works approached and Jeremy responded that he had spoken with Christopher Tressler , county engineer, and discussed perhaps a pilot program partnership between the City and the County to identify some projects to test this product and the county had expressed interest as they deal with a lot more unpaved roads. Mr. Babbott added that the county had just approved some new engineering standards) being careful about the level of materials and standards of our roads and was still unsure about exploring more. Mr. Ryan noted he felt this could leverage more in the form of construction in the future and was willing to move forward with the testing for future potential. Mr. McCarthy asked if there was a track record for this product with use of different types of soils and how long it lasted? Jeremy responded most of the installations have been in the SW lower elevations and noted the field trip to UT this past spring they put in a test roadway (double chip seal) at a higher elevation of 6-7K and in approx. 2014 is where they got to commercial development so their latest iteration is only about a year old. Celia inquired about the staff savings covering costs and Mr. Ince wasn't familiar with how that came to be. Mr. Thompson remarked there were many stabilizers out there and asked what peaked their interest in this particular product and Jeremy responded that most of the soil stabilizations are chemical or mechanical (Geo Grid or Geo Tech style – Mechanical is essentially locking together aggregate or bridging soft spots and the chemical – primarily for dust control such as calcium chloride or spray on lignon additives etc which are more susceptible to weather events (ie rain washes it away). The next one would be cement and lime (most similar - chemical process) which is going to change the material (bind it together) and this company claims this product will gain the strength of a cement treatment without the brittle nature (increased ductility after treatment). He added that the issue they have with concrete is they treat it and then have to break it up so it's more of a stabilized base material. Mr Babbott said the pilot would be on a section of FUTS and Jeremy said to identify some FUTS trails and county and city road test areas. Mr. Ince added it peaked their interest for FUTS trails and gave the company the opportunity to test which may have a tremendous benefit for sidewalks (basis for testing on FUTS trails). MR. Thompson asked if any other govt agencies may be looking to doing the test and Mr. Ince responded that federal hwys suggested looking into doing a peer exchange program thru ADOT and as part of that we could identify other agencies that have the same interest as we do in this material that may help defray the cost. Mr. Ryan added this could create a tremendous opportunity. Mr. Babbott noted the staff report was confusing to him and wants to be clear on doesn't like not getting an opportunity to discuss it ahead of time, what the benchmark was on the 50% construction cost savings, does it meet county engineering criteria, what's the compressive strength? Jeremy said it is in the several 100s – cement treatment is typically in the 160-300, lime is 160 usually, concrete is in 3-4000 PSI, company claims approx. 500+ psi, Mr. McCarthy noted we are during research for their company and paying for it, so feels a trial program may be better. Jeremy remarked how the COF had concerns how this works with our local materials such as cinders. Chair Barotz asked for clarification on the numbers exhibited in the staff report as she wasn't getting it to add up. I.e.: Under key considerations, it says 3 tests at 7500.00 and cost of the test is 25-30K freeze thaw, (depending on the number of samples), to which Mr. Ince explained the freeze/thaw testing (money would come from some place else – so the 16K would be the cost for two tests plus the travel cost -

Motion: McCarthy moved to table this item to the October FMPO Board Meeting in October. MR. Ryan seconded motion passed unanimously.

C. Milton & US 180 Corridor Master Plans Update

(no attachment)

FMPO Staff: Martin Ince, Multimodal Planner

Recommended Action: Discussion only

The Board will receive an update on the purpose, schedule, alternatives and next steps for these projects.

Mr. Ince remarked that these are two corridor studies being undertaken by ADOT and he advised that the FMPO is working as part of the core team looking at a variety of different cross sections , and noted the public Open Houses conducted and they will take this information garnered coupled with whittling down the cross sections which will be tested against performance evaluation criteria and are currently working to finalize what that criteria looks like . He continued that ADOT is running this project and the scope of the project only allows for limited criteria, so it was important to identify the most important and which ones the study can accommodate. Once complete, then will go back out to the public with the results. Mr. Babbott added that the first presentations by ADOT and by NAIPTA were done with preliminary findings and recommendations which are not finalized regarding alternate egress which will be followed up by NAIPTA in the next couple of months and ADOT will be more in the early part of FY2019. He added that the next public meeting for ADOT is February. He concluded that the 180 Corridor meeting was very well attended.

CLOSING BUSINESS

1. Staff reports

Mr. Ince mentioned that the FMPO has conducted a trip diary survey twice in the past (2006 & 2012), and it is time to do it again and added they are working with a consultant out of Boulder who also did the last two studies as well, and they are looking at mid-October as a travel week. He further explained that a trip diary survey consists of two different components:

1: Ask a random sampling of households to track their travel for one day (track every trip including what mode of travel was used)

2: Household survey asking demographics and questions that supplement the trip diary survey or gather their thoughts about the transportation system.

Mr. Ince continued that the information is very valuable as the only source to see how people are getting around for all trips, by which mode, etc. The response rate tends to be very low and currently working on trying to get the word out.

A. ADJOURN

Chair Barotz adjourned the meeting at 11:45 am.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)

STAFF REPORT

REPORT DATE: January 21, 2019

MEETING DATE: January 24, 2019

TO: Honorable Chair and Members of the FMPO Executive Board

FROM: Jeff Meilbeck, FMPO Executive Director

SUBJECT: FMPO 12 Month Workplan

1. Recommendation:

- i** Staff recommends that the FMPO Executive Board consider, revise and adopt a 12 Month Workplan of specific goals and deliverables to be accomplished in calendar year 2019.

2. Related Strategic Workplan Item

- i** *This item relates to everything on the Strategic Workplan because it is the Strategic Workplan.*

3. Background

- i** The FMPO has conducted two strategic retreats over the past two years. Each retreat resulted in an adopted workplan with specific goals and deliverables. Some of the items have been completed and some remain.

Since the adoption of the Strategic Workplan in April of 2018, the FMPO has a new member on the Executive Board and a new Executive Director. As such, it seems prudent to review the workplan with the Executive Board, provide updates on results to date, and to make adjustments as necessary.

Although strategic retreats (advances) have served the FMPO well in the past, staff suggest that a 2019 strategic advance is not immediately warranted. The Board may conclude that we need another advance, perhaps later in the year, but there seems to be adequate material and direction for the FMPO at this time. Staff suggest that rather than holding another advance, we review progress made to date and the Board can consider items and provide direction at regularly scheduled Executive Board meetings.

A copy of the Strategic Workplan with notes on progress made to date is attached. There are also suggestions for changes and a goal of getting everything in the Strategic Workplan completed in the current calendar year, by December 31, 2019.

4. Fiscal Impact

i *There is no cost to adopting and managing to a Strategic Workplan. Rather, there are costs in terms of lost revenue and missed opportunity if we do not.*

5. Alternatives

- i**
- 1) *Review and adopt a revised Strategic Workplan to carry us through FY 2019 on the direction already established (recommended). The advantages are that we maintain the direction established over the past two years and we commit to accelerating progress on established goals and objectives.*
 - 2) *Hold a strategic advance in Spring 2019 to rewrite the existing Strategic Workplan from the ground up in a day-long meeting. This alternative is not recommended because of the time it will take and because staff feel the Board has already provided clear direction. That said, if the Board wishes to comprehensively reevaluate the existing Strategic Workplan, an advance would be warranted.*
 - 3) *Take no action. This alternative is not recommended because clear direction is needed for any organization to thrive and meet its mission. Staff want to be in sync with the Board so we can be successful in building the type of organization the Board envisions.*

6. Attachments

- i**
- 1) *2018 Strategic Work Plan (Original as Adopted in April 2018)*
 - 2) *Red-Lined Strategic Workplan*



FMPO STRATEGIC WORK PLAN

APRIL 2018

FMPO Mission Statement: Leverage cooperation to maximize financial and political resources for a premier transportation system.

FMPO Vision Statement: To create the finest transportation system in the country.

Guiding Principles

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

FMPO Measurable Objectives

1. Move the FMPO towards becoming more independent by...
 - a. Modifying the governing documents to grant the FMPO Executive Board greater authority to govern itself.
 - b. Amend and restate the governing Intergovernmental agreement.
 - c. Determine how the FMPO can best secure needed administrative and financial services
 - d. Adopt financial, personnel and procurement policies for the FMPO by
2. Strengthen FMPO Board Leadership by...
 - a. Consider inviting NAU President’s office to serve on the FMPO Executive Board by June 2017
 - b. Evaluate and revise as needed FMPO governing documents to establish Executive Board’s authority for adopting policies related to personnel and financial decisions by October 2017

- c. Developing a routine process for equipping the Board with the financial information they need.
3. Strengthen FMPO Staff by...
 - a. Identify leadership and staff training opportunities by May 2017
4. Identify top 3 capital projects by...
 - a. Getting Board adoption by July 2018
 - b. Creating clear messaging and talking points by August 2018
 - c. Creating collateral material for all members by October 2018
5. Create and deliver a communication plan by...
 - a. Rebranding the FMPO to reflect transportation planning and programming
 - b. Defining standards for written and oral presentations by December 2018
 - c. Documenting roles and responsibilities for staff, TAC and Board members by October 2017.
 - d. Clarifying triggers and expectations for when communication will be provided by December 2018
 - e. Having communication plan adopted by Board by December 2018
6. Create a plan to fund top projects by...
 - a. Researching available funding sources and classifying those sources as high, medium and low confidence by July 2017
 - b. Adopting a 20 year fiscally constrained regional transportation plan, i.e. high confidence, capital plan by July 2017
 - c. Adopting a 5 to 10 year “aspirational” capital plan by October 2017 that identifies more ambitious projects and strategies for securing competitive funding.
7. Document for Board understanding FMPO role for regulatory and technical compliance by June 2018
 - a. Translating RTP key concepts into understandable terms that clearly defines funding needs and project impacts.
 - b. Reinforce and build momentum for RTP key concepts by concisely updating the Board monthly and member agency governing bodies at least semi-annually.



FMPO STRATEGIC WORK PLAN

APRIL 2018 January 2019

(All items to be completed by December 31, 2019)

FMPO Mission Statement: Leverage cooperation to maximize financial and political resources for a premier transportation system.

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 - c. Determine how the FMPO can best secure needed administrative and financial services
 - d. Adopt financial, personnel and procurement policies for the FMPO ~~by~~
2. Strengthen FMPO Board Leadership by...
 - ~~a.~~ Consider inviting NAU President’s office to serve on the FMPO Executive Board ~~by June 2017~~
 - ~~b.~~ Evaluate and revise as needed FMPO governing documents to establish Executive Board’s authority for adopting policies related to personnel and financial decisions ~~by~~

~~October 2017-~~

- c. Developing a routine process for equipping the Board with the financial information they need.
3. Strengthen FMPO Staff by...
 - a. Identify leadership and staff training opportunities ~~by May 2017~~
 4. Identify top 3 capital projects by...
 - a. Getting Board adoption ~~by July 2018~~
 - b. Creating clear messaging and talking points ~~by August 2018~~
 - c. Creating collateral material for all members ~~by October 2018~~
 5. Create and deliver a communication plan by...
 - a. Rebranding the FMPO to reflect transportation planning and programming
 - b. Defining standards for written and oral presentations ~~by December 2018~~
 - c. Documenting roles and responsibilities for staff, TAC and Board members ~~by October 2017.~~
 - d. Clarifying triggers and expectations for when communication will be provided ~~to the Board by December 2018~~
 - e. Having communication plan adopted by Board ~~by December 2018~~
 6. Create a plan to fund top projects by...
 - a. Researching available funding sources and classifying those sources as high, medium and low confidence ~~by July 2017~~
 - b. Adopting a 20 year fiscally constrained regional transportation plan, i.e. high confidence, capital plan ~~by July 2017~~
 - c. Adopting a 5 to 10 year “aspirational” capital plan ~~by October 2017~~ that identifies more ambitious projects and strategies for securing competitive funding.
 7. Document for Board understanding FMPO role for regulatory and technical compliance ~~by June 2018~~
 - a. Translating RTP key concepts into understandable terms that clearly defines funding needs and project impacts.
 - b. Reinforce and build momentum for RTP key concepts by concisely updating the Board monthly and member agency governing bodies at least semi-annually.

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)

STAFF REPORT

REPORT DATE: January 22, 2019

MEETING DATE: January 24, 2019

TO: Honorable Chair and Members of the FMPO Executive Board

FROM: Jeff Meilbeck, FMPO Executive Director

SUBJECT: FMPO Operating Procedures

1. Recommendation:

i Staff recommends the Executive Board: 1) suspend current operating procedures for 90 days; and 2) task the executive director with developing new operating procedures within 90 days.

2. Related Strategic Workplan Item

i Move the FMPO towards becoming more independent by modifying the governing documents to grant the FMPO Executive Board greater authority to govern itself.

3. Background

i As per the FMPO Amended and Restated IGA signed June 2018 (Master IGA), the FMPO is required to adopt operating procedures that govern how it conducts business. Although the FMPO has operating procedures that were last reviewed and amended by the FMPO Board in 2017, the document needs to be updated to ensure its consistency with the Master IGA and the intentions of the executive board.

Some of the items that are out of date include:

- The Master IGA allows only six voting seats for the executive board but the operating procedures stipulate 7 voting seats
- The role of the executive director is not identified in the current operating procedures.

- *The role of NAU and NAIPTA as ex officio (non-voting) board members needs to be contemplated and addressed.*
- *Definitions of quorum need to be reconsidered and clarified so that FMPO can conduct its business in a representative and efficient manner.*

4. Fiscal Impact

i *There are no immediate costs or fiscal impacts to doing this work*

5. Alternatives

- i**
1. **Suspend current operating procedures and create new ones. Recommended.** *This alternative cuts through the potential confusion created by outdated operating procedures.*
 2. **Make due with existing outdated operating procedures until new ones can be developed.** *This alternative will work, but it creates more risk for confusion and complication as we try to honor operating procedures that are relevant and navigate through procedures that are not.*
 3. **Optional: Assign a task force member or two from the executive board to work with staff on the operating procedures.** *This alternative may help the Board engage more directly in the operating procedures that affect the Board's functioning. If a trusted and experienced member(s) of the Board served on a task force, it may add to the credibility of the staff work and ensure that the operating procedures are representative of the Board's needs and wants.*
 4. **Do nothing (not recommended).** *The operating procedures are out of date and if they are not changed they will continue to be inconsistent with the Master IGA and organizational chart. This inconsistency may complicate decision-making and the legitimacy of organizational processes.*

6. Attachments

i *Current operating procedures*

**FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION
OPERATING PROCEDURES**

I. OBJECTIVE

The objective of the Flagstaff Metropolitan Planning Organization (FMPO) is to carry out planning, coordination, and integration of activities necessary to maintain a comprehensive, cooperative, and continuing multi-agency transportation planning program; and further, as specified by the Executive Board of the FMPO, carry out other related specific tasks and their implementation. The underlying concept of the FMPO is "Partners in Transportation Enhancing Our Community."

The FMPO will promote public participation in the decision making process through public meetings held pursuant to the Open Meeting Law of Arizona. The FMPO will exercise leadership and initiative in planning and assisting development of efficient, integrated transportation system facilities in the Flagstaff area.

II. AREA

The approximate 525 square mile area covered by the FMPO includes Bellemont on the west, Kachina Village and Mountainaire on the south, Winona on the east, and San Francisco Peaks on the north. Owned and regulated lands include private holdings, City, County, State, Northern Arizona University, National Forest and Park, and the Arizona National Guard.

III. ORGANIZATION

The FMPO is organized as shown in Figure 1. Jurisdictions that make up the FMPO include the City of Flagstaff, Coconino County, the Arizona Department of Transportation (ADOT) and the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA). Elected officials and appointed officials from each of those agencies constitute an Executive Board; a Management Committee shall be comprised of the City and County Management the ADOT Transportation Planning Director and an appointee from the NAIPTA CEO; and technical staff make up a Technical Advisory Committee (TAC). In addition, there may be other special committees such as technical subcommittees and/or citizen task forces. Each group is defined below:

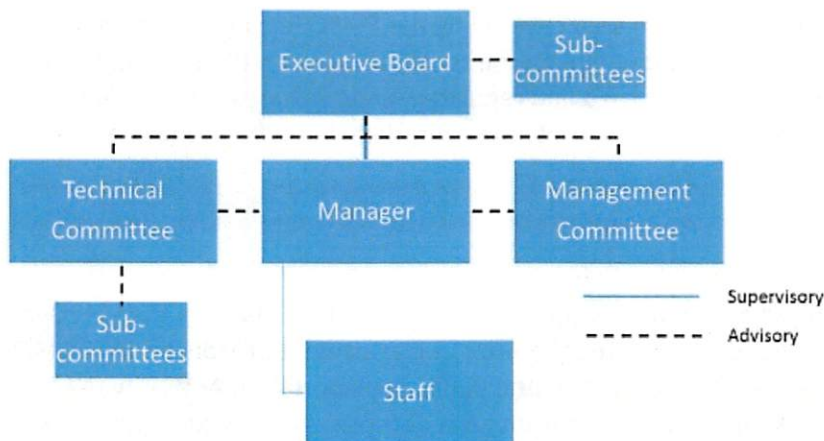
A. Executive Board

The FMPO Executive Board consists of seven elected or appointed officials, three from the Flagstaff City Council and two from Coconino County Board of Supervisors; one member from the ADOT State Transportation Board (who is appointed to the State Transportation Board by the Governor of the State of Arizona); and the CEO of NAIPTA. Furthermore, one ex-officio non-voting representative each from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA),

Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) and Northern Arizona University (NAU). It is the function of the Executive Board to act as a policy body coordinating and directing transportation planning, implementation thereof (as authorized by the Executive Board), and related activities within the overall regional comprehensive planning process. The Executive Board has supervisory responsibility of the FMPO Manager including provision of annual performance review and salary adjustments.

Figure 1

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)



1. Membership

(a) To be a voting member of the Executive Board, a person must be a duly elected or appointed member of a governing body of a unit of local government located in the FMPO area, excepting the member of the Arizona State Transportation Board (who is appointed by the Governor of the State of Arizona) and excepting the NAIPTA CEO (who is a permanent appointment changing with the person in the position). Each unit of local government and the State Transportation Board shall designate the person or persons among its duly elected or appointed governing body or, appointed to the State Transportation Board by the Governor, which shall serve as primary member(s) of the FMPO Executive Board.

i. At its discretion, the City or County may select an alternate who is a duly elected or appointed member of the respective governing body. The State Transportation Board member may appoint one or more of the following as a designated alternate: 1) the Arizona Department of Transportation (ADOT) Transportation Planning Division Director; 2) the ADOT Transportation Planning Division Deputy Director; 3) the ADOT Flagstaff District Engineer, or; 4) another member of the State Transportation Board. Designated alternates may serve when the primary member(s) is not available. The alternate will have the same voting power and duties of the primary member, except when replacing the chair in which case the duties of chair shall be assumed by the vice-chair.

ii. b. The number of eligible members on the Executive Board shall be as follows:

<u>iii. Jurisdiction</u>	<u>Number of Members</u>
iv. City of Flagstaff	3
Coconino County	
2	
ADOT (State Transportation Board)	1
v. NAIPTA	1
vi. Total	7

(b) Any member who for any reason shall no longer be in the service of the voting entity shall no longer be eligible to serve on the Executive Board and another member shall be appointed by the appropriate voting entity.

(c) Representatives of the following entities are voting members of the FMPO: City of Flagstaff, Coconino County, the Arizona Department of Transportation and the Northern Arizona Intergovernmental Transportation Authority.

i. In addition, one ex-officio non-voting representative each from FHWA, FTA, and NAU may participate on transportation issues, subjects of concern and interest to their geographic area, or due to noted/recognized expertise. Each ex-officio non-voting member must be approved by her/his respective agency.

2. Voting

(a) Each represented jurisdiction/entity of the FMPO shall have the following assigned number of votes:

<u>i. Jurisdiction</u>	<u>Number of Votes</u>
ii. City of Flagstaff	3
Coconino County	2
ADOT (State Transportation Board)	1
iii. NAIPTA	1
iv. Total	7

(b) Business will not be conducted without representation from at least three FMPO member units.

(c) Any conflict of interest must be stated prior to discussion of that particular agenda item.

(d) A majority of the voting quorum will constitute passage. A tie is a failure to pass.

3. Officers

(a) The members of the FMPO shall elect the following officers: Chairperson and Vice Chairperson. In the absence of any Executive Board Chair, or upon her/his inability to act or serve, the Vice Chairperson shall have the powers of the Chairperson. The Chairperson and Vice Chairperson will serve without compensation and shall serve for a period of one year, renewable.

(b) The Executive Board Chairperson shall be able to vote on all matters before the FMPO. She/he shall sign on behalf of the FMPO all documents requiring signatures and shall perform all other duties required of the Chairperson. The FMPO Executive Board may delegate to the Manager of the FMPO such signatures it deems appropriate and/or necessary.

(c) The FMPO staff shall have the responsibility for keeping the minutes and such books, resolutions, or other services that may be required by the FMPO.

(d) Elected officers of the FMPO shall serve on a rotation basis of voting entity. The rotation shall take place in the last month of the fiscal year or as soon thereafter as is practical. When the Chairperson or Vice Chairperson's position is vacated, respectively the Vice Chairperson assumes the position of Chairperson and the Executive Board must then elect another Executive Board voting member to the vacant office of Vice Chairperson. Any modification to this requirement must be unanimously approved by the FMPO Executive Board.

(e) At any one time two elected officers on the Executive Board must be from two different jurisdictions. Any modification to this requirement must be unanimously approved by the FMPO Executive Board.

4. Responsibilities

(a) The FMPO Executive Board is responsible for all actions, agreements, and functions to be carried out by the Flagstaff Metropolitan Planning Organization, including:

- i. serving in a review capacity to insure that all federal and state assisted development projects are consistent with integrated regional transportation plans and programs;
 - ii. accepting contributions and grants-in-aid through the City of Flagstaff;
 - iii. contracting through the City of Flagstaff with the Federal Government for planning assistance and other transportation-related planning projects, products, and services;
 - iv. contracting through the City of Flagstaff with other state and local entities and consultants for the provision and receipt of planning or associated products or services.
 - v. establishing and maintaining policy-level relations and positions, including those regarding proposed legislation, with local, regional, state and federal policy organizations.
- (b) The FMPO is responsible for development and adoption of the following essential products:
- i. Regional Transportation Plan;
 - ii. Transportation Improvement Program, fiscally constrained;
 - iii. Title VI Civil Rights Review;
 - iv. Unified Planning Work Program (UPWP)/Budget; and
- (c) Other products deemed essential may be authorized by the Executive Board, and specified in the UPWP.
- (d) Supervision of the FMPO Manager including annual performance evaluations

5. Meetings

- (a) The Executive Board of the FMPO shall follow the Open Meeting Laws of Arizona.
- (b) Parliamentary procedure at all meetings shall be governed by Robert's Rules of Order, except as otherwise modified herein or unless the rules are suspended by a majority of the voting quorum.
- (c) A quorum shall be required for the conduct of any business. A representative of each at least three voting members and a majority of voting members shall constitute a quorum for the transaction of business. Alternates in attendance per Section 1 (a) count toward the establishment of a quorum.
- (d) The FMPO Executive Board shall meet regularly once each month on a regular meeting date established in the last month of the fiscal year unless determined otherwise by the Executive Board Chairperson or majority vote of the Executive Board. The time, date, and location of regular meetings will be posted at least twenty-four hours in advance. The notices of the meetings shall conform to the Open Meeting Laws of Arizona. Members will be notified of all meetings.

B. Management Committee

The FMPO's Management Committee consists of Management from the City of Flagstaff, Coconino County, the ADOT Director of the Transportation Planning Division and NAIPTA or their respective designated alternates. Additional organizations may be added in the

future by Executive Board Directive for voting or ex-officio non-voting status. Each ex-officio member must be approved by her/his respective agency.

The Management Committee has authority and responsibility to advise the FMPO Manager and the Executive Board. Primary area of emphasis is on the policy direction of the Management Committee member's respective jurisdictions and any bearing such direction has on the development of the FMPO work program or its implementation. The Management Committee will work closely with the Manager on the coordination of FMPO work program with the member agency programs to assure appropriate levels of staff resources are available.

The purpose of the Management Committee is to serve in a staff advisory function.

1. Membership

(a) Voting membership on the FMPO Management Committee shall be as follows:

City of Flagstaff – one position;

City Manager

Coconino County – one position

County Manager

ADOT – one position

Transportation Planning Division Director

NAIPTA – one position

Appointee by the NAIPTA CEO

(b) The person in each of the above named positions may, by a written statement to the Chairpersons of the Executive Board and the TAC, designate a regular alternate.

(c) Non-Voting Member – the Host Agency Liaison assigned from the Community Development Department is a non-voting member of the Management Committee. The liaison may be a designated alternate for the host agency.

2. Voting – All votes are by consensus of the members present. Failure to reach consensus means the item does not pass.

(a) Business may be conducted with at least two of the four agencies represented from all FMPO member units.

3. Officers – The jurisdiction holding the chair of the Executive Board shall also chair the Management Committee.

4. The Management Committee’s responsibilities include the following:

(a) Policy guidance and development for the Manager;

(b) Implementation strategies when FMPO products require local or state government action for implementation;

(c) Advice on intergovernmental relations;

(d) Regularly reporting to the Executive Board on Management Committee activity through the FMPO Manager.

5. Meetings – The Management Committee may attend regular Executive Board meetings and meet at least twice per year or more often as needed. These biennial meetings will occur in conjunction with budget/work program development in the fall and with personnel evaluations in the spring.

(a) The Management Committee is not held to the Open Meeting Law of Arizona.

C. Technical Advisory Committee (TAC)

The FMPO’s Technical Advisory Committee (TAC) is composed of technical and/or managerial staff representatives from each of the participating agencies. In addition, there may be one or more ex-officio non-voting representative each from the FHWA, FTA, and Northern Arizona University. Additional organizations may be added in the future by Executive Board directive for voting or ex-officio non-voting status. Each ex-officio non-voting member must be approved by her/his respective agency.

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

Procedures and relevant positions of the Executive Board are applicable by reference to the TAC.

1. Membership

- (a) Voting membership on the FMPO TAC shall be as follows:

City of Flagstaff: Three positions:
City Engineer
Traffic Engineer
Advance Planning Manager

Coconino County: Two positions:
Community Development Director
Public Works Director

ADOT: Two positions:
Regional Transportation Planner
Flagstaff District Engineer

NAIPTA*: One position:
Transit Planner

The person in each of the above named positions may, by a written statement to the Chairpersons of the Executive Board and the TAC, designate a regular alternate. Such alternate shall have adequate technical ability to represent the agency.

- (b) The TAC will seek public participation.

2. Voting

- (a) Each of the TAC members occupying the positions listed in Section III.C.1. (a) will have one vote.
- (b) Any conflict of interest must be stated prior to discussion of that particular agenda item.

3. Officers

- (a) The members of the TAC shall elect a Chairperson and a Vice Chairperson. Each shall serve without compensation and for a period of one year, renewable. In the absence of the Chairperson, or upon her/his inability to act or serve, the Vice Chairperson shall assume the duties of the Chairperson.
- (b) Elected officers of the TAC shall serve on a rotation basis, so that when the Chairperson's position is vacated, the Vice Chairperson

assumes the position of Chairperson. The TAC must then elect another TAC member to serve as Vice Chairperson.

- (c) The TAC's Chairperson and Vice Chairperson, respectively, shall be from jurisdictions other than those same officers' jurisdictions on the FMPO Executive Board.
- (d) At any one time, the TAC Chairperson and Vice Chairperson must be from two different voting entities.

4. Responsibilities

The FMPO TAC shall be responsible for:

- (a) Reviewing, studying, analyzing, and as appropriate, making recommendations to the FMPO Executive Board on issues germane to the FMPO.
- (b) Regularly reporting to the Executive Board on Technical Advisory Committee activity through the FMPO Manager.

5. Meetings

- (a) The FMPO TAC shall follow the Open Meeting Law of Arizona.
- (b) Parliamentary procedure at all meetings shall be governed by Robert's Rules of Order, except as otherwise modified herein or unless the Rules are suspended by a majority of the voting quorum.
- (c) A quorum shall be required for the conduct of any business. A representative of each of at least three of the voting members and at least four voting members shall constitute a quorum for the transaction of business.
- (d) The FMPO TAC shall meet regularly once each month at a day, time and location set in the next to last month of the fiscal year unless determined otherwise by the Chairperson of the TAC or by a majority of the voting quorum. Members will be notified of all meetings.

IV. FINANCES

A. FISCAL YEAR

The FMPO's fiscal year shall commence on July 1 of each year.

B. FUNDING

The FMPO shall have the power to receive funds, through one of its member agencies, from any public or private source including, but not limited to, the federal, state and local governments, voluntary associations, non-profit corporations, firms, partnerships, or person or any combination thereof, bequests, donations, devices, grants and gifts of all kinds of property.

C. AUDIT

Under the Intergovernmental Agreement which formalizes the relationship of the FMPO members, the City of Flagstaff is the host agency for the FMPO and receives and administers funds on behalf of the FMPO. Funds which the City holds for the FMPO are subject to the governmental accounting and audit procedures which the City must follow. Any audits involving FMPO funds will be available to all FMPO members.

V. SPECIAL COMMITTEES

A. FORMATION

1. Special FMPO committees may be created by the FMPO Executive Board as deemed necessary. A special committee may be either an ad hoc committee for a specific work task or a standing committee for one or more work tasks. Any such special committee will be responsible to the FMPO Executive Board.
2. At the direction of respectively the Chairpersons of the Executive Board, and the TAC, subcommittees may be formed to investigate some particular work task/issue germane to the FMPO.

B. POWERS AND DUTIES

The FMPO Executive Board shall define the duties, and authorize the power of all special committees. Special committees shall follow parliamentary procedures as defined in these Bylaws for the Executive Board and TAC. Special committees, unless membership consists exclusively of employees of the member jurisdictions, shall observe the Open Meeting Laws of Arizona.

C. MEMBERSHIP

Membership on a special committee shall be determined by the FMPO Executive Board and/or the TAC. The FMPO Executive Board and/or the TAC may appoint, at its discretion, any individual it deems qualified to serve on a special committee.

VI. AMENDMENT OF OPERATING PROCEDURES

These operating procedures can be amended by a majority of the voting quorum of the FMPO Executive Board at any scheduled meeting for which notice of the proposed amendments has been duly posted.

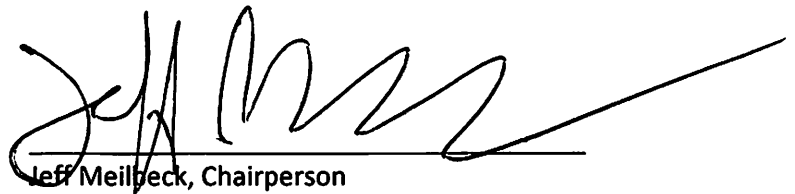
VII. FMPO STAFF

The FMPO staff consists of a Manager and supporting staff personnel. Selection, termination, and resignation procedures are covered in the City of Flagstaff's Personnel Procedures and the governing intergovernmental agreement establishing the FMPO.

VIII. FMPO LEGAL COUNSEL

The City, as Host Agency, will provide legal services for the FMPO unless the City Attorney's Office or the Management Committee determine that the City has a conflict of interest with the FMPO that cannot be waived with regard to a particular issue. In the event of a conflict involving the City, the County Attorney's Office will provide legal services with regard to the item which presents a conflict for the City. In the event that both the City and the County have a conflict of interest with regard to a particular item, the parties will select other legal counsel to address that item.

PASSED AND ADOPTED by the Executive Board of the Flagstaff Metropolitan Planning Organization on August 24, 2017.



Jeff Meilbeck, Chairperson
Flagstaff Metropolitan Planning Organization

Amendments:

July 28, 2005; November 22, 2005; March 22, 2006; July 26, 2006; January 24, 2007; August 6, 2007; September 28, 2011; January 27, 2016, August 24, 2017

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)

STAFF REPORT

REPORT DATE: January 22, 2019
MEETING DATE: January 24, 2019
TO: Honorable Chair and Members of the FMPO Executive Board
FROM: Jeff Meilbeck, FMPO Executive Director
SUBJECT: Election of Officers

1. Recommendation:

i Staff recommends the FMPO Executive Board appoint Supervisor Babbott to the Chair position and elect a new Vice Chair through December 31, 2019

2. Related Strategic Workplan Item

i The item is fundamental to the success of the FMPO on all items of the Strategic Workplan since it establishes leadership for the organization.

3. Background

i The FMPO, like almost all organizations that are driven by a policy board, has a tradition of electing officers. The last official action of the Executive Board in the Spring of 2018 was to elect Councilmember Celia Barotz as Chair and Supervisor Art Babbott as Vice Chair. Councilmember Barotz left office in December 2018 and is no longer eligible to serve as FMPO Chair. As such, staff suggest that the Board appoint Supervisor Babbott as Chair and elect a new Vice Chair to serve through December 31, 2019.

4. Fiscal Impact

i There are no financial costs to establishing leadership at the Policy Board level.

5. Alternatives

- i** 1) *Appoint the current Vice Chair (Supervisor Art Babbott) as Chair and elect a new Vice Chair through December 31, 2019. Recommended. This alternative provides leadership and stability that will support the FMPO in meeting the current Strategic Workplan*
- 2) *Hold an open election for both the Chair and Vice Chair positions. This alternative will definitely work. However, staff suggest that consistency in leadership roles at the policy level is desirable for communication and maintaining momentum.*
- 3) *Appoint a Chair and Vice Chair through June 30, 2019. Although this alternative will work, it will require a new Chair and Vice-Chair to be elected in the next 5 months. Staff believe there is benefit in having 11 months of leadership consistency at the policy level.*
- 4) *Continue without taking formal action. Staff believe the FMPO will benefit from making clear commitments as to who will lead the Executive Board meetings and who will be a primary contact for the Executive Director.*

6. Attachments

- i** *None*

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)

STAFF REPORT

REPORT DATE: January 21, 2019
MEETING DATE: January 24, 2019
TO: Honorable Chair and Members of the FMPO Executive Board
FROM: Jeff Meilbeck, FMPO Executive Director
SUBJECT: Transportation Improvement Program (TIP) Amendment

1. Recommendation:

i Staff recommends the Executive Board amend the FY 2019 – 2023 Transportation Improvement Plan (TIP) to accept and accommodate \$2,890,051 of Federal Grants for NAIPTA projects.

2. Related Strategic Workplan Item

i This amendment is an example of how the FMPO recognizes its mission to “leverage cooperation and maximize financial and political resources for a premier transportation system”.

3. Background

i One of the core responsibilities of the FMPO is to coordinate and support transportation planning and construction activities among various organizations: the City, County, ADOT, NAU, NAIPTA and others. The FMPO, NAIPTA and other partners jointly develop, coordinate and collaborate on a program of projects. FMPO is responsible for publishing the annual TIP, ensuring fiscal constraint, and ensuring plan compliance so that the efforts of all organizations work together to support and build one effective transportation system.

The transit amendment being considered in this staff report is consistent with planning efforts to date and supports the broader goals of the transportation system. Specifically, NAIPTA has received \$2,890,051 in competitive grants for the following projects:

PROJECT DESCRIPTION	Local	Federal	Total
<i>Kaspar Drive Intersection Improvement</i>	\$555,563	\$2,222,251	\$2,777,814
<i>NAU Partnership Projects to improve McConnell BLVD</i>	\$118,950	\$475,800	\$594,750
<i>Replacement of two (2) Paratransit Vehicles</i>	\$48,000	\$192,000	\$240,000
TOTAL	\$722,513	\$2,890,051	\$3,612,564

It is the FMPO's role to amend the Transportation Improvement Plan (TIP) as documentation that these projects are consistent with the Regional Transportation Plan (RTP), fiscally constrained, and eligible for federal funding.

4. Fiscal Impact

- i** *The total cost for these projects is \$3,612,564 of which \$2,890,051 is paid by competitive federal grants. There is no cost to the FMPO for this work.*

5. Alternatives

- i**
 - 1) *Approve the TIP amendment (recommended). This alternative allows NAIPTA in particular and the region in general to leverage competitive federal grants to build projects that are planned and desired.*
 - 2) *Make adjustments to the TIP amendment. This alternative is not recommended since the projects have been reviewed by the NAIPTA Transit Advisory Committee, the NAIPTA Board of Directors and the FMPO Transit Advisory Committee and all bodies recommend this amendment. The projects are consistent with planning efforts to date, heavily leveraged, and are solid examples of the type of collaborative work the FMPO has a mission to support.*
 - 3) *Do not approve the TIP amendment. If the Board does not approve the TIP amendment, NAIPTA and the region will not be able to draw down \$2.8 million in competitive grants to complete projects that are fiscally constrained and in the RTP.*

6. Attachments

- i** 1) *Letter from NAIPTA*
- 2) *Amended Transportation Improvement Plan (TIP) Tables.*

January 3, 2019

Mr. Dave Wessel
Flagstaff Metropolitan Planning Organization
211 West Aspen Avenue
Flagstaff, Arizona 86001

Re: FY 2019-2023 Transportation Improvement Program Transit Table Administrative
Amendment Request

Dear Mr. Wessel,

Please consider this request for an administrative amendment to the FMPO FY 2019-2023 Transportation Improvement Program Transit Table. This request is to update the transit TIP table to reflect the new awarded federal funding for previously listed illustrative projects in year 5. These federal funds were awarded by ADOT to NAIPTA for these projects as per the attached award notices.

These projects are identified in the amended Transit Table as attached to this request. The changes have moved these projects from year five to 2019 and are as follows:

- Line 26 Route 66/Kaspar Intersection Design \$ 305,185
- Line 27 Route 66/Kaspar Intersection Design \$ 332,615
- Line 28 Route 66/Kaspar Intersection Construction \$2,140,314
- Line 29 NAU Milton Rt 66 Campus Entry Study \$ 16,939
- Line 30 NAU Milton Rt 66 Campus Entry Study \$ 133,061
- Line 31 NAU McConnell Dr./Sidewalk Improv. – Design \$ 444,750
- Line 32 Replacement Paratransit Vehicles (2 Cutaway Buses) \$ 240,000

All of these projects are funded 80% by federal programs. The City of Flagstaff transit tax has adequate funding for matching these federal funds.

We appreciate your assistance amending the TIP so that this change is captured and we can submit our application as required by FTA. Please do not hesitate to contact me with questions and concerns.

Regards,
Heather Dalmolin
Administrative Director
NAIPTA
928.679.8908

July 31, 2018

Heather Dalmolin
Administrative Director, NAIPTA
3773 N Kaspar Dr.
Flagstaff, AZ 86004

Dear Ms. Dalmolin:

Subject: 2018 Grant Award-FTA Section 5307/5339 Competitive Funding Pool

The Arizona Department of Transportation is pleased to announce your 2018 FTA 5307 / 5339 competitive funding pool grant award.

Project Description	Federal Award	Total	Funding Source	Federal assignment
Kaspar Drive Intersection Improvement	\$2,222,251	\$2,777,814	5307 Competitive pool	\$ 1,978,103
			5339 Small urban	\$ 244,148
Service Expansion Partnerships	\$667,800	\$834,750	5339 Statewide	\$13,551
			5339 Small urban	\$654,249

If you have any questions, please contact Sara Allred at (602) 712-4498.

Sincerely,

 Jill Dusenberry
 Transit Group Manager
 Arizona Department of Transportation

cc: Alex Smith, FTA
Amy Corathers, FTA
Erika Mazza, NAIPTA

Dominique Paukowits, FTA
Sara Allred, ADOT
Kate Morley, NAIPTA

Gregory Byres, ADOT
Angela Ringor, ADOT

Table 5. FY2019-2023: Transit Projects within the FMPO-area
 updated: January 3, 2019, Administrative Amendment

Line #	Agency	Fiscal Year *	ALI Code	Location	Project Description	Fund Type	Local Cost **	Federal Cost	Total Cost	Notes	
<i>In Progress</i>											
TOTAL ALL CATEGORIES-2018							\$ 12,693,454	\$ 10,984,831	\$ 23,678,285		
1	NAIPTA	2019	30.09.00	Region	Operating Assistance, including Project Management	2019-5307	\$ 4,736,713	\$ 1,213,933	\$ 5,950,646		
2	NAIPTA	2019	30.09.00	Region	Operating Assistance, including Project Management	2018-5307	\$ 590,347	\$ 852,910	\$ 1,443,257		
3	NAIPTA	2019	11.7A.00	Flagstaff	Preventative Maintenance	2018-STBG Local	\$ 70,750	\$ 283,000	\$ 353,750		
4	NAIPTA	2019	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2019-5307	\$ 5,000	\$ 20,000	\$ 25,000		
5	NAIPTA	2019	11.71.01	Flagstaff	Planning, Transpo Improvement Plan	2018-5307	\$ 44,000	\$ 220,000	\$ 264,000	CYPMO TransimprovPlan	
6	NAIPTA	2019	11.21.01	Flagstaff	Route 66/Kaspar Intersection - Design	5339 ADOT Sm Urban	\$ 61,037	\$ 244,148	\$ 305,185		
7	NAIPTA	2019	11.21.01	Flagstaff	Route 66/Kaspar Intersection - Design	2018-5307 (ADOT Competitive Award)	\$ 66,463	\$ 265,852	\$ 332,315		
8	NAIPTA	2019	11.21.23	Flagstaff	Route 66/Kaspar Intersection - Construction	2018-5307 (ADOT Competitive Award)	\$ 428,063	\$ 1,712,251	\$ 2,140,314		
9	NAIPTA	2019	11.71.01	Flagstaff	NAU Milton Rt 66 Campus Entry Study	5339 ADOT Statewide	\$ 3,388	\$ 13,551	\$ 16,939		
10	NAIPTA	2019	11.71.01	Flagstaff	NAU Milton Rt 66 Campus Entry Study	5339 ADOT Sm Urban	\$ 26,612	\$ 106,449	\$ 133,061		
11	NAIPTA	2019	11.21.01	Flagstaff	NAU McConnell Dr. and Sidewalk Multimodal Improv. - Design	5339 ADOT Sm Urban	\$ 88,950	\$ 355,800	\$ 444,750		
12	NAIPTA	2019	11.12.04	Flagstaff	Replacement Paratransit Vehicles (2 Cutaway Buses)	5339 ADOT Sm Urban	\$ 48,000	\$ 192,000	\$ 240,000		
13	NAIPTA	2019	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2019-STBG State-Flex	\$ 15,644	\$ 62,575	\$ 78,219		
14	TOTAL ALL CATEGORIES-2019							\$ 6,184,967	\$ 5,542,469	\$ 11,727,436	
15											
16	NAIPTA	2020	30.09.00	Region	Operating Assistance, including Project Management	2020-5307	\$ 4,968,723	\$ 1,348,413	\$ 6,317,136		
17	NAIPTA	2020	30.09.00	Region	Operating Assistance, including Project Management	2019-5307	\$ 590,347	\$ 840,170	\$ 1,430,517		
18	NAIPTA	2020	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2020-5307	\$ 5,000	\$ 20,000	\$ 25,000		
19	NAIPTA	2020	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2020-STBG State-Flex	\$ 15,644	\$ 62,575	\$ 78,219		
20	TOTAL ALL CATEGORIES-2020							\$ 5,579,714	\$ 2,271,158	\$ 7,850,872	
21											
22	NAIPTA	2021	30.09.00	Region	Operating Assistance, including Project Management	2021-5307	\$ 4,968,723	\$ 1,348,413	\$ 6,317,136		
23	NAIPTA	2021	30.09.00	Region	Operating Assistance, including Project Management	2020-5307	\$ 590,347	\$ 840,170	\$ 1,430,517		
24	NAIPTA	2021	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2021-5307	\$ 5,000	\$ 20,000	\$ 25,000		
25	NAIPTA	2021	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2021-STBG State-Flex	\$ 15,644	\$ 62,575	\$ 78,219		
26	TOTAL ALL CATEGORIES-2021							\$ 5,579,714	\$ 2,271,158	\$ 7,850,872	
27											
28	NAIPTA	2022	30.09.00	Region	Operating Assistance, including Project Management	2022-5307	\$ 4,968,723	\$ 1,348,413	\$ 6,317,136		
29	NAIPTA	2022	30.09.00	Region	Operating Assistance, including Project Management	2021-5307	\$ 590,347	\$ 840,170	\$ 1,430,517		
30	NAIPTA	2022	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2022-5307	\$ 5,000	\$ 20,000	\$ 25,000		
31	NAIPTA	2022	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2022-STBG State-Flex	\$ 15,644	\$ 62,575	\$ 78,219		
32	TOTAL ALL CATEGORIES-2022							\$ 5,579,714	\$ 2,271,158	\$ 7,850,872	
33											
34	NAIPTA	2023	30.09.00	Region	Operating Assistance, including Project Management	2023-5307	\$ 5,103,203	\$ 1,348,413	\$ 6,451,616		
35	NAIPTA	2023	30.09.00	Region	Operating Assistance, including Project Management	2022-5307	\$ 590,347	\$ 705,690	\$ 1,296,037		
36	NAIPTA	2023	30.09.00	Region	Operating Assistance, including Project Management	unfunded	\$ 144,000	\$ 144,000	\$ 288,000	Mtn Express	
37	NAIPTA	2023	11.42.10	Flagstaff	Bus Support Equip - Fare Collection	unfunded	\$ 50,000	\$ 200,000	\$ 250,000	UPASS - technology, marketing	
38	NAIPTA	2023	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2023-5307	\$ 5,000	\$ 20,000	\$ 25,000		
39	NAIPTA	2023	11.32.10	Flagstaff	Passenger Shelters, Signs, and Poles	2023-STBG State-Flex	\$ 15,644	\$ 62,575	\$ 78,219		
40	NAIPTA	2023	11.76.96	Flagstaff	Building Construction - Bus Storage	unfunded	\$ 200,000	\$ 800,000	\$ 1,000,000		
41	NAIPTA	2023	11.32.10	Flagstaff	New Bus Stop Amenities	unfunded	\$ 30,000	\$ 120,000	\$ 150,000		
42	NAIPTA	2023	11.32.10	Flagstaff	Downtown Connection Ctr - Construction	unfunded	\$ 1,100,000	\$ 4,400,000	\$ 5,500,000		
43	NAIPTA	2023	11.76.91	Flagstaff	Acquisition of Property for NAIPTA Expansion	unfunded	\$ 500,000	\$ 2,000,000	\$ 2,500,000		
44	NAIPTA	2023	11.32.10	Flagstaff	High-Capacity Transit - R/W Acquisition	unfunded	\$ 1,131,987	\$ 4,527,949	\$ 5,659,936	reduced due to Amendment, 01.03.2019	
45	NAIPTA	2023	11.32.10	Flagstaff	High-Capacity Transit - Construction	unfunded	\$ 4,087,500	\$ 16,350,000	\$ 20,437,500		
46	NAIPTA	2023	11.32.10	Flagstaff	High-Capacity Transit - Fleet Expansion	unfunded	\$ 2,000,000	\$ 8,000,000	\$ 10,000,000		
47	NAIPTA	2023	11.32.10	Flagstaff	Route Improvements	unfunded	\$ 600,000	\$ 2,400,000	\$ 3,000,000		
48	NAIPTA	2023	11.32.11	Flagstaff	Route Improvements	unfunded	\$ 300,000	\$ 1,200,000	\$ 1,500,000		
49	NAIPTA	2023	11.12.02	Flagstaff	Replacement Campus Shuttle Buses (40 ft Electric, total of 6)	unfunded	\$ 1,020,000	\$ 4,080,000	\$ 5,100,000	MtnCampusShuttle buses	
50	NAIPTA	2023	11.12.04	Flagstaff	Replacement Paratransit Vehicles (Cutaway Buses, total of 3)	unfunded	\$ 62,000	\$ 248,000	\$ 310,000	reduced due to Amendment, 01.03.2019	
51	NAIPTA	2023	11.43.04	Flagstaff	Bus Storage Facility (Campus Location)	unfunded	\$ 3,611,944	\$ 14,447,775	\$ 18,059,719	MtnCampusShuttle facility	
52	NAIPTA	2023	11.76.96	Flagstaff	New Shop 2 Maintenance Bay Facility	unfunded	\$ 200,000	\$ 800,000	\$ 1,000,000		
53	NAIPTA	2023	11.76.96	Flagstaff	Park n Ride Transit Center	unfunded	\$ 600,000	\$ 2,400,000	\$ 3,000,000		
54	TOTAL ALL CATEGORIES-2023							\$ 21,351,625	\$ 64,254,402	\$ 85,606,027	

Fiscal Year is local fiscal year of July 1 thru June 30 to express year of obligation.

**Local Match increases by an average of 2% annually. Local match is combination of City taxes and University IGA funds

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)

STAFF REPORT

REPORT DATE: January 21, 2019
MEETING DATE: January 24, 2019
TO: Honorable Chair and Members of the FMPO Executive Board
FROM: Jeff Meilbeck, FMPO Executive Director
SUBJECT: Financial Management Policies

1. Recommendation:

i Staff invite the Executive Board to appoint one or two Executive Board members to serve on a financial management policy task force.

2. Related Strategic Workplan Item

i Move the FMPO towards becoming more independent by adopting financial, personnel and procurement policies for the FMPO.

3. Background

i In order for the FMPO to maximize its existing resources and successfully compete for more, we need financial management policies. Adopting and holding true to financial management policies is good business and it demonstrates to granting agencies that we are trustworthy stewards of their funds. For example, when the FMPO obligates and expends grants timely, our credibility with funding agencies is sustained and increased. By adopting financial management policies and diligently managing to them, we will ensure that we make the most of our existing revenue streams and we will increase our ability to develop and compete for new revenue streams.

Although staff can develop financial management policies on our own, staff recognize a Board member or two may want to be involved. Board involvement in financial management policies, while not required, can be a good way to tap into the expertise of a small organization to get things done.

4. Fiscal Impact

i *There are no immediate costs or fiscal impacts to doing this work*

5. Alternatives

- i**
1. **Assign a task force member or two from the executive Board to work with staff on the financial management policies.** *If a trusted and experienced member(s) of the Board served on a task force, it may add to the perceived credibility of the staff work.*
 2. **Assign staff to develop financial management policies without assigning a task force member(s) from the Board.** *This alternative would allow staff to develop the policies and to process them with the full Board. The advantages are that a task force will not be required; the disadvantages are that it may take more Board time overall if a respected Board “champion” is not assigned.*
 3. **Do nothing (not recommended).** *Financial management policies help an organization like the FMPO stay focused and consistent in our use of funds. Further, such policies arguably help the FMPO compete effectively for more funding.*

6. Attachments

i *None*

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)

STAFF REPORT

REPORT DATE: January 22, 2019
MEETING DATE: January 24, 2019
TO: Honorable Chair and Members of the FMPO Executive Board
FROM: Jeff Meilbeck, FMPO Executive Director
SUBJECT: Board Meeting Calendar

1. Recommendation:

i Staff recommends the Board adopt a meeting calendar through December 2019.

2. Related Strategic Workplan Item

i N/A

3. Background

i Scheduling Board meetings several months out makes it easier for Board members to attend and for the FMPO to conduct its business. The goal is to have all 6 Board members present. Realistically, if on occasion a majority of 4 members including either the Chair or Vice Chair are present, the work of the FMPO can continue.

As of this writing, staff are working with Board members and their assistants to attempt to identify a set meeting day of the week, week of the month, time and location for all meetings.

4. Fiscal Impact

i None

5. Alternatives

i *None viable.*

6. Attachments

i *None*

FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION (FMPO)

STAFF REPORT

REPORT DATE: January 16, 2019

MEETING DATE: January 24, 2019

TO: Honorable Chair and Members of the FMPO Executive Board

FROM: Jeff Meilbeck, FMPO Executive Director

SUBJECT: Legislative Agenda

1. Recommendation:

i *No recommendation is being made, but the Board may take action to direct staff to support particular legislation or initiatives related to transportation funding.*

2. Related Strategic Workplan Item

i *The FMPO will create a plan to fund top projects.*

3. Background

i *The FMPO has a strong tradition of partnering with the Rural Transportation Advocacy Council (RTAC) on legislation and initiatives that impact transportation funding. 2019 is shaping up to be on the most impactful years in recent history for funding transportation infrastructure projects in Northern Arizona and throughout the State. FMPO Board members also have a strong tradition of engaging with the State Legislature (in their various roles as Supervisors and Councilmembers) to support transportation funding in the region.*

Kevin Adams, Executive Director of RTAC, will provide an update to the Executive Board.

4. Fiscal Impact

i *There are no additional costs to the FMPO to develop a legislative agenda.*

5. Alternatives

- i** *No recommendation is being provided at this time, so no alternatives are being provided at this time.*

6. Attachments

- i** *RTAC Legislative Update #1 January 12, 2019*
RTAC Legislative Update #2 January 20, 2019



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.

RTAC TRANSPORTATION UPDATE

January 12, 2019
2019 Legislative Update #1

2019 STATE LEGISLATIVE SESSION SET TO START ON MONDAY: There will be a lot of changes at the Capitol when lawmakers kick off the session next week. Both chambers bring in new leadership as Prescott's Karen Fann will be the new Senate President and Rusty Bowers, who has strong rural Arizona ties, will be Speaker of the House. Both have transportation construction industry backgrounds. Senator Fann is also a former Mayor and Councilmember who served on the CYMPO Executive Board. In addition, leadership will include Yuma's Charlene Fernandez, who has been elected Minority Leader for House Democrats. Prescott's Noel Campbell will continue as the House Transportation Committee Chairman while Lake Havasu City's Leo Biasiucci has been appointed Vice Chair of the Committee. On the Senate side, Casa Grande's Frank Pratt will be Vice Chair of the Senate Transportation Committee. With significant budget influence, Kingman's Regina Cobb will be House Appropriations Chairman while Sierra Vista's David Gowan will chair the Senate Appropriations Committee. Rurals will have some clout through these key leadership posts.

On another positive note, state revenue collections continue to greatly surpass last year's levels and forecasts for the current year. Additional revenue certainly won't hurt the efforts to stop the Highway User Revenue Fund (HURF) raids and increase infrastructure investment. Year to date, revenues are 9% higher than last year's. HURF revenue collections are also experiencing positive growth, coming in 5.6% above last year's levels. Infrastructure is continually mentioned as a priority this year. In addition to education, expect water policy to remain an agenda priority early on and potentially throughout the session which is expected to be a lengthy one.

THE TRANSPORTATION LEGISLATIVE AGENDA: We have achieved greater awareness among lawmakers regarding the infrastructure funding shortfalls and their impacts to the economy, public safety, environment, cost of living and quality of life. While momentum is growing to increase revenues, challenges remain such as substantial anti-tax sentiment, as reasserted by the Governor during Monday's swearing-in ceremony; and other spending priorities, namely K-12. This year's transportation agenda will include increasing our revenues and revenue-generating capacity at both the state and regional levels and also continuing the fight to stop the HURF raids. The highlights are:

INCREASE VEHICLE FUEL TAXES AND FEES: Chairman Campbell will introduce a bill to increase vehicle fuel tax revenues. While the rates have yet to be determined, he is targeting an annual \$1 billion increase in revenue generated from all vehicle types including alternative

fuels and hybrids. Also significant, his intent is to channel the new revenue through the existing HURF distribution process with roughly half the funding directed to ADOT and the state highway system and the other half to local governments for their local street systems.

DOUBLE COUNTY TRANSPORTATION SALES TAX AUTHORITY: Last year's legislation to double the current county transportation sales tax authority from one-half to a full cent (Maricopa County excepted) will be reconsidered. Any tax would need to be approved by the voters and any existing county road tax (Coconino, Gila & Pinal) would need to be factored in to the full cent total for a transportation tax. For example, if a county has an existing three-tenths road tax, their maximum level for a transportation tax would be seven-tenths. Last year's bill included provisions regarding the renewal process for Maricopa County's existing transportation sales tax which will not be a part of this year's bill. This should eliminate some of last year's opposition, much of which was focused on light-rail spending levels in the Maricopa portion. Expanded county tax authority is only a limited part of the overall solution and is more oriented towards addressing regional needs such as local roads and public transportation systems. While state highways aren't likely to be the focus of a county transportation tax measure, the revenue could provide locals with the ability to contribute funding to a badly needed highway project which may not otherwise be built under the current state highway program revenue outlook.

DIRECT BUDGET SURPLUS TO INFRASTRUCTURE: While there will be much demand for the use of the anticipated budget surplus, capital investment remains a very rational choice for one-time funding revenues. In recent years, surplus revenues have been used to fund highway and road projects supporting the Nogales port of entry, I-10 through Pinal County and a school route between the Navajo and Hopi reservations. There will be a push to direct some of this year's surplus to transportation infrastructure. At a transportation forum hosted by the Arizona Chamber of Commerce on Friday, incoming Senate Transportation Committee Chair David Livingston suggested that I-17 could be a potential project targeted for direct funding by the Legislature this year and that similar appropriations should be considered annually.

STOP THE HURF RAIDS: Lastly, there has been some negative backlash concerning the newly enacted Highway Safety Fee and its \$32 level per vehicle. Yes, its significantly higher than the \$18 estimated last legislative session, but it's still not even remotely close to addressing the gross underinvestment levels for our highways and roads. State transportation funding has not been significantly raised since 1990 and is generated through an inadequate and increasingly antiquated revenue structure. Shortfalls on the state system alone total more than \$1 billion a year which will continue to have a cumulative impact on many aspects of our infrastructure including deteriorating pavement conditions, inadequate safety improvements and a lack of adequate capacity. The fee doesn't even directly address infrastructure but rather funds Highway Patrol so that lawmakers will stop the continual practice of raiding existing transportation revenues to pay for Highway Patrol. Those raids have exceeded \$2 billion over the last twenty years. Any concerns regarding the fee should be more appropriately channeled to outrage over the size of the HURF raids and the gross level of unmet needs for our highways and streets. Obviously, any repeal should be opposed but there are also major concerns regarding any fee cap which is also being considered. If the fee is capped at a level that does not fully fund Highway Patrol, its effectiveness at deterring the HURF raids will be greatly diminished. The state's annual budget process will still require tapping into other funding sources to fully pay for Highway Patrol and HURF will be the prime target.



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.

RTAC TRANSPORTATION UPDATE

January 20, 2019
2019 Legislative Update #2

GOVERNOR RELEASES FY19-20 EXECUTIVE BUDGET – INCLUDES NO HURF RAIDS AND FUNDING TO COMPLETE I-17 IMPROVEMENTS: On Friday afternoon, the Governor released his budget proposal for the upcoming year. His plan predominantly directs revenue growth to education spending, public safety salary increases, and a doubling of the state's Budget Stabilization (Rainy Day) Fund to an all-time high of \$1 Billion.

There are several significant transportation provisions. The Governor reasserted his commitment to maintaining the \$32 Public Safety Fee but indicated that he would hold that level constant from any further increases. He also reasserted the underlying intent of the Fee which is to eliminate the Highway User Revenue Fund (HURF) raids that have historically paid a disproportionate share of the Highway Patrol operating budget. He indicated that the Fee would result in roughly \$100 Million more for the highways and streets next year reflective of the raid cessation.

He has also directed some of the increased revenue realized from the stoppage of the raids to fund the needed I-17 improvements between Anthem and Sunset Point. He has committed \$40 Million for the project in FY2020 followed by \$45 Million in both FY2021 & FY2022 for a total of \$130 Million which would satisfy the current cost estimate for the improvements when combined with the \$170 million in already dedicated funding.

The project includes new general purpose lanes in both directions between Anthem and Black Canyon City, and two reversible lanes adjacent to the southbound lanes between Black Canyon City and Sunset Point.

Another \$10.5 million of the additional revenue would be used for preventive road surface maintenance bringing the total ADOT surface maintenance budget up to the recommended annual \$51.1 Million level.

The Governor is also recommending a \$700,000 appropriation to assist with the construction of a cold room inspection facility at the Mariposa Port of Entry which will improve the overall infrastructure quality of the Nogales port and its economic competitiveness with other out-of-state border crossings.

FMPO Funding Sources & Eligible Uses Matrix

Prepared May 18, 2017

Annual Funding									
Source	Program	Abbreviation	Amount	Staff	Overhead	Planning / Data	Construction	Match	Non-eligible Activity
Federal Highway Administration	Metropolitan Planning	PL	\$110,000	★	★	★			
FHWA-ADOT	State Planning & Research	SPR	\$125,000	★	★	★			
FHWA	Surface Transportation	STBG	\$463,000	★	★	★	★		
Federal Transit Administration	Metropolitan & Statewide Planning	5305	\$36,000	★	★	★			
Local	General Funds	Local	\$27,500	★	★	★	★	★	★

In-State Competitive Grants									
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
FHWA	Highway Safety Improvement	HSIP	\$5,000,000				★		
FHWA	Transportation Alternative Program	TAP	\$1,000,000				★		
FTA-ADOT	Metropolitan & Statewide Planning	5305	\$300,000			★			

National Competitive Grants									
Source	Program	Abbreviation	Range Amount	Staff	Overhead	Planning	Construction	Match	Non-eligible Activity
USDOT	Transportation Investments Generating Economic Recovery	TIGER	\$5,000,000-\$200,000,000				★		
FHWA	Fostering Advancements in Shipping & Transportation for the Long-term Achievement of National Efficiencies	FASTLANE	\$5,000,000 - \$100,000,000			★	★		
FHWA	Federal Lands Access Program	FLAP	\$250,000 - \$30,000,000			★	★		
FHWA	Advanced Transportation and Congestion Management Technologies Deployment		\$60,000,000 nationwide			★	★		
FHWA	Railway Highway Crossings Program						★		