

## AGENDA

### Executive Board Meeting

10:00 AM to Noon

November 3, 2021

**Join Zoom Meeting:**

<https://us02web.zoom.us/j/79199115652>

Meeting ID: 791 9911 5652

Dial-in: +1 408 638 0968US

**In Person Option available:**

6 E Aspen Ave, Suite 200

Hopi Building – 2<sup>nd</sup> Floor

Flagstaff, AZ 86004

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Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at [rosie.wear@metroplanflg.org](mailto:rosie.wear@metroplanflg.org). The MetroPlan complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin and LEP – Limited English Proficiency.) Requests should be made by contacting the MetroPlan at 928-266-1293 as early as possible to allow time to arrange the accommodation.

PURSUANT TO A.R.S. §38-431.02, as amended, NOTICE IS HEREBY GIVEN to the general public that the following Notice of Possible Quorum is given because there may be a quorum of the Flagstaff City Council and/or the Coconino County Board of Supervisors present; however, no formal discussion/action will be taken by members in their role as the Flagstaff City Council and/or Coconino County Board of Supervisors.

***Public Questions and Comments must be emailed to [rosie.wear@metroplanflg.org](mailto:rosie.wear@metroplanflg.org) prior to the meeting or presented in person at the start of the meeting.***

**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**

- ☐ Jim McCarthy, Flagstaff City Council, Chair
- ☐ Patrice Horstman, Coconino County Board of Supervisors, Vice-Chair
- ☐ Jeronimo Vasquez, Coconino County Board of Supervisors
- ☐ Austin Aslan, Flagstaff City Council
- ☐ Dan Okoli, Mountain Line Board of Directors
- ☐ Regina Salas, Flagstaff City Council
- ☐ Jesse Thompson, Arizona State Transportation Board Member



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- ☐ Judy Begay, Coconino County Board of Supervisors (alternate)
- ☐ Becky Daggett, Flagstaff City Council (alternate)

## METROPLAN STAFF

- ☐ Jeff Meilbeck, Executive Director
- ☐ David Wessel, Manager
- ☐ 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: October 6, 2021](#)

(Pages 5-8)

## II. CONSENT AGENDA

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

### A. [Adoption of ADOT Safety Targets](#)

(Pages 9-11)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the MetroPlan Executive Board adopt the ADOT safety targets.

## III. GENERAL BUSINESS

### A. [Regional Transportation Plan \(RTP\) Update](#)

(Pages 12-21)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for information only and no recommendation is being made.

B. [Regional Transportation Plan \(RTP\) Public Information Program \(PIP\)](#) (Pages 22-23)

MetroPlan Staff: David Wessel

Recommendation: Staff recommends the Board support the Public Information Plan (PIP) for the Regional Transportation Plan (RTP).

C. [Sunshine Transport Corporation Solutions \(STSC\) Steering Committee](#) (Pages 24-26)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the Board support the Executive Director’s role on a pending STSC steering committee as seems appropriate to the Executive Director.

D. [Milton Discussion/Update](#) (Pages 27-28)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for discussion only and no recommendation is being made.

E. [2022 Calendar Consideration](#) (Pages 29-31)

MetroPlan Staff: Rosie Wear

Recommendation: Staff recommends the Board review and adopt the 2022 Meeting Calendar for the 2022 Executive Board meetings.

F. [2022 Strategic Advance Planning](#) (Pages 32-33)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the Board discuss and approve an approach for an annual MetroPlan Strategic Advance.

G. [Executive Director Evaluation](#) (Pages 34-38)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the Board approve an evaluation process for the Executive Director that is lead by the Board Chair or a sub-committee of the Board.

*The Board may vote to go into executive session pursuant to ARS §38-431.03(A)(3) for legal advice or (A)(1) for employment matters.*

#### **H. Items from the Executive Director**

MetroPlan Staff: Jeff “Miles” Meilbeck

1. Transportation Planner
2. December 2021 Agenda:
  - a) 2022 Election of Officers
  - b) Federal and State Funding Update
  - c) Mini-Grant
3. Recognition: Association of Metropolitan Planning Organizations (AMPO)

#### **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. NEXT SCHEDULED EXECUTIVE BOARD MEETING**

1. December 1, 2021

##### **C. ADJOURN**

*The Transportation Improvement Program (TIP) includes Northern Arizona Intergovernmental Public Transportation Authority final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration, unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects.*

#### **CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at [www.metroplanflg.org](http://www.metroplanflg.org) on October 29, 2021 at 3:00 pm.

Dated this 29<sup>th</sup> Day of October 2021.

\_\_\_\_\_  
Rosie Wear, Business Manager

## MINUTES

### Executive Board Meeting

10:00 AM to Noon

October 6, 2021

**Join Zoom Meeting:**

<https://us02web.zoom.us/j/79199115652>

Meeting ID: 791 9911 5652

Dial-in: +1 408 638 0968US

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

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

#### **EXECUTIVE BOARD MEMBERS**

- ☒ Jim McCarthy, Flagstaff City Council, Chair
- ☒ Patrice Horstman, Coconino County Board of Supervisors, Vice-Chair **(Arrived at 10:25 am)**
- ☒ Jeronimo Vasquez, Coconino County Board of Supervisors **(Joined at 10:05 am)**
- ☒ Austin Aslan, Flagstaff City Council
- ☒ Dan Okoli, Mountain Line Board of Directors **(Joined at 10:20am)**
- ☒ Regina Salas, Flagstaff City Council
- ☒ Jesse Thompson, Arizona State Transportation Board Member
- ☐ Judy Begay, Coconino County Board of Supervisors (alternate)
- ☐ Becky Daggett, Flagstaff City Council (alternate)

#### **METROPLAN STAFF**



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- ☒ Jeff Meilbeck, Executive Director
- ☐ David Wessel, Manager
- ☒ Rosie Wear, Business Manager

## OTHERS IN ATTENDANCE:

John Mardirosian & Anthony Buffa with Sunshine Transport Solutions Corporation (STSC), Jason James (ADOT), Kevin Adam (RTAC), Jeff Bauman (City of Flagstaff), Ed Stillings (FHWA), Seth Contreras (Fehr & Peers), Cheryl Barlow (Coconino County District 4 Director)

## I. PRELIMINARY GENERAL BUSINESS

### A. CALL TO ORDER

Chair McCarthy called the meeting to order at 10:02 am.

### B. ROLL CALL – See above.

### 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.)*

Anthony Buffa (John Mardirosian) with STSC discuss request for a follow up meeting. Bringing solar powered e-mobility solution.

### D. APPROVAL OF MINUTES

Minutes of Regular Meeting: September 1, 2021

(Pages 5-9)

Motion: Board member Jesse Thompson made a motion to approve the September 1, 2021 Regular Meeting Minutes as revised. Board member Jesse Thompson seconded the motion. Voted 5-0-0 to approve.

## II. CONSENT AGENDA - None

*(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. Project Priorities Matrix**

(Pages 10-15)

MetroPlan Staff: Jeff Meilbeck and David Wessel

Recommendation: Staff recommends the Board adopt project priorities for MetroPlan.

Motion: Board member Jim McCarthy made a motion to adopt project priorities as presented for MetroPlan. Board member Regina Salas seconded the motion. Voted 6-0-0 to approve.

**B. Issue Resolution Process**

(Pages 16-19)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends Board members have an open discussion related to MetroPlan's role in the resolution of issues between MetroPlan member agencies.

Discussion: Board members had an open discussion regarding MetroPlan's role in issue resolution. Chair McCarthy summarized by stating that Board Members should share with their organizations the role MetroPlan plays and that MetroPlan may be a resource for facilitating issue resolution on transportation planning items.

**C. Regional Transportation Plan Update**

(Pages 20-23)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Board authorize the executive director to approve a change order in the amount of \$12,990 to complete a statistically valid survey in MetroPlan's unincorporated areas.

Motion: Board member Jim McCarthy made a motion to approve a change order in the amount of \$12,990 to complete a statistically valid survey in MetroPlan's unincorporated areas. Board member Jeronimo Vasquez seconded the motion. Voted 6-0-0 to approve.

**D. Southwest Chief Rail Car upgrades**

(Pages 24-27)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Board provide direction on whether or not MetroPlan should offer preliminary leadership on a Southwest Chief Railcar Upgrade initiative.

Staff presented information on the Southwest Chief Railcar Upgrade. The Board supports the role MetroPlan staff will plan on the initiative and formally supported it by adopting Project Priorities in Item A.

**E. Milton Discussion/Update** (Pages 28-29)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. This item is for discussion only.

Staff presented an update on Milton. No action was taken.

**F. Items from the Executive Director**

MetroPlan Staff: Jeff Meilbeck

1. Transportation Planner
2. Mini-Grant
3. Recognition: Association of Metropolitan Planning Organizations (AMPO)

**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. NEXT SCHEDULED EXECUTIVE BOARD MEETING**

1. November 3<sup>rd</sup>, 2021 at 10:00 am - Hybrid

**C. ADJOURN 11:47 am**

Chair McCarthy adjourned the meeting at 11:47 am.





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6 E Aspen Avenue, Suite 200  
Flagstaff, AZ 86001  
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www.metroplanflg.org

## STAFF REPORT

**REPORT DATE:** October 29, 2021  
**MEETING DATE:** November 3, 2021  
**TO:** Honorable Chair and Members of the Board  
**FROM:** David Wessel, Planning Manager  
**SUBJECT:** Adoption of ADOT Safety Targets

### 1. Recommendation:

**i** Staff recommends the MetroPlan Executive Board adopt the ADOT safety targets.

### 2. Related Strategic Workplan Item

**i** MetroPlan leverages resources: Strategically leverages project champions and other plans

### 3. Background

**i** Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and Fixing America's Surface Transportation (FAST), the last two transportation authorization bills, required performance-based planning and target setting. Such planning is intended to guide investments toward improving performance in expected ways. Mandatory measures include pavement condition, bridge condition, congestion, transit assets, and safety among others. Metropolitan Planning Organizations have the authority to set their own targets for these measures or to adopt those of the state. These targets are reviewed annually as data is gathered and trends evaluated. Failure to meet four out of five targets requires states to direct more funding to highway safety projects and conduct more planning.

With the exception of transit asset measures, MetroPlan has adopted the State measures. This avoids costly data gathering, analysis and reporting and permits a uniform approach to safety planning and reporting across the state.



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*The Arizona Department of Transportation (ADOT) recently released its targets for the coming year. Trends for fatalities are rising. Trends for serious injury crashes and non-motorized crashes are dropping.*

*Safety targets established by ADOT for 2022 are as follows:*

*Number of Fatalities: 2% Increase (1045.2)*

*Rate of Fatalities/100MVMT: 2% Increase (1.568)*

*Number of Serious Injuries: 7% Decrease (3210.7)*

*Rate of Serious Injuries/100MVMT: 8% Decrease (4.797)*

*Number of Non-motorized Fatalities and Serious Injuries: 1% Decrease (736.2)*

## 4. Fiscal Impact

**i** *There is no cost to the MetroPlan for adopting ADOT safety targets.*

## 5. TAC and Management Committee Discussion

**i** *The TAC adopted the ADOT Safety Targets.*

## 6. Alternatives

- i**
- 1) *Adopt the state safety targets. **Recommended.** This is the most expedient path forward.*
  - 2) *Adopt MetroPlan-specific safety targets. **Not recommended.** This requires more data collection, analysis, and reporting by MetroPlan.*

## 7. Attachments

**i** *Draft letter to ADOT adopting state safety targets.*

October 27, 2021

**ADOT**  
**CITY OF FLAGSTAFF**  
**COCONINO COUNTY**  
**MOUNTAIN LINE**  
**NAU**

Kerry Wilcoxon  
Arizona Department of Transportation  
1615 W. Jackson St. MD 065R  
Phoenix, AZ 85007  
Via: Email

Re: Adoption of Arizona Safety Performance Targets

Mr. Wilcoxon:

In a letter dated September 27, 2021, the Arizona Department of Transportation (ADOT) informed MetroPlan of established safety targets for the state of Arizona for 2022.

These safety targets are based on the Safety Performance Measures established by the Federal Highway Administration's (FHWA) Safety Performance Management (Safety PM) final ruling and are based on five year rolling averages.

Safety targets established by ADOT are as follows:

- Number of Fatalities: 2% Increase (1045.2)
- Rate of Fatalities/100MVMT: 2% Increase (1.568)
- Number of Serious Injuries: 7% Decrease (3210.7)
- Rate of Serious Injuries/100MVMT: 8% Decrease (4.797)
- Number of Non-motorized Fatalities and Serious Injuries: 1% Decrease (736.2)

The safety targets set by ADOT are data-driven and realistic; and are intended to keep the State focused on improving safety while still striving for the goal of the Flagstaff Region Strategic Transportation Safety Plan (STSP) and the State Strategic Highway Safety Plan (SHSP) of reducing the number of fatalities and serious injury crashes in the Flagstaff MPO region and the state of Arizona.

MetroPlan, the Flagstaff MPO, is committed to supporting the established safety targets and the Executive Board formally adopted these targets at its regularly scheduled November 3, 2021.

Sincerely,

David Wessel, Planning Manager

**EXECUTIVE BOARD**

**Chair**

Jim McCarthy  
Councilmember  
City of Flagstaff

**Vice-Chair**

Patrice Horstman  
Supervisor District 1  
Coconino County

Austin Aslan  
Councilmember  
City of Flagstaff

Daniel Okoli  
Mountain Line Board of  
Directors

Regina Salas  
Councilmember  
City of Flagstaff

Jesse Thompson  
Arizona State  
Transportation Board

Jerónimo Vasquez  
Supervisor District 2  
Coconino County



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[www.metroplanflg.org](http://www.metroplanflg.org)

## STAFF REPORT

**REPORT DATE:** October 29, 2021  
**MEETING DATE:** November 3, 2021  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** Regional Transportation Plan (RTP) Update

### 1. Recommendation:

**i** This item is for information only and no recommendation is being made. However, the Board may take action affirming or opposing the direction of the RTP.

### 2. Related Strategic Workplan Item

**i** Complete MetroPlan’s long range Regional Transportation Plan and have it adopted by the Board by 12-31-2022

### 3. Background

**i** The RTP is moving along on several fronts and the purpose of this report is to provide an update on the RTP Advisory Group (RTPAG) and the transportation survey effort.

RTPAG: Staff convened an advisory group to provide broader input on the planning effort. This advisory group includes economic development, sustainability, road maintenance, citizen-at-large and member agency interests. The advisory group is designed to provide a broader perspective than the Technical Advisory Committee (TAC) and MetroPlan staff can provide on their own. Staff intention has been to learn from the advisory group and to have the group involved in drafting the scope of work, reviewing the potential vendors, and providing input on the development of the RTP.



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*The TAC, Management Committee and Board were supportive of the effort to create an inclusive advisory group and the group has met 6 times so far.*

*An Advisory Group Charter and Ground-rules are attached, and the members are as follows:*

<b>Name</b>	<b>Affiliation/Topic Area</b>
Nicole Antonopoulos	City of Flagstaff/Sustainability
Art Babbott	Citizen at Large/Transportation
Joe Galli	Chamber of Commerce/Business
Heidi Hanson	City of Flagstaff/Economic Development
Joshua Maher	NAU/Transportation
Kate Morley	Mountain Line/Transit
Charlie Odegaard	Citizen at Large/Transportation
Scott Overton	City of Flagstaff/Street Maintenance
Brian Petersen	Citizen at Large/Sustainability

## *Core Issues:*

*A core issue of discussion on the RTPAG has to do with the Scenario structure and how those Scenarios are managed. As a reminder, the RTP has been designed around creating two scenarios. Those scenario descriptions were adopted as follows:*

*Scenario 1: Current Land Use and Current Planning. This scenario will forecast the projects as envisioned and funded in the 2018 Voter approved initiatives. These projects will be fiscally constrained meaning they will use reasonably available resources. However, these projects can be updated to reflect new information including recent planning activity and shifts in community interest. For example, the Milton Corridor Master Plan is being completed by ADOT and we want to include those findings in our planning. Similarly, there is renewed interest in sustainability and making the current projects as sustainable as possible within existing constraints. The existing constraints are the language and funding levels approved by voters. In other*



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words, there is some room to fine tune the projects, and there are distinct limits.

Scenario 2: Enhanced Sustainability Scenario: This scenario will look at modifications to projects to reduce emphasis on single occupant vehicles. This scenario will not be fiscally constrained, but it will be an exercise in envisioning a new way of doing business. This scenario will present options which the community could pursue for funding if the community desired to do so. As such, this scenario will identify possibilities for major modifications to approved projects and new projects. However, and significantly, such scenarios will not be in the fiscally constrained plan and will not dictate policy or approach to member agencies. They will be a starting point for additional legal, funding, and design work if the community wishes to pursue them further.

During September and October discussions with three (3) members of the Advisory Group, a request was made to develop Scenario 1 in the most “climate friendly, equitable and fiscally responsible manner”. While staff do not object to this approach, we feel our highest priority and responsibility is to develop a plan that is consistent with what voters were promised. Specifically, this means using the ballot language, education material and related budget from the public education process to be accountable. MetroPlan’s intention is to build and extrapolate Scenario 1 based on those public outreach documents. To the extent that Scenario 1 can also be climate friendly and equitable, MetroPlan supports those efforts. However, accountability to voter approved initiatives seems the highest priority to staff in Scenario 1. Furthermore, MetroPlan is obligated by federal regulation to create a fiscally constrained plan. Staff maintain that failing to create a fiscally constrained Scenario 1 in the RTPAG process would be a violation of MetroPlan responsibilities.

During the October 27, 2021 RTPAG meeting the scenarios were revisited again. In that meeting I asked for a vote from the group. Eight (8) members affirmed continuing to use the Scenario approach and one (1) member voted against the Scenario approach. While this vote provided good clarity on the overall structure, we did not gain complete clarity on how the Scenarios are defined and I did not ask the RTPAG for a hard line vote.

It is fair to say there is disagreement on the RTPAG about how Scenario 1 is handled. For example, some members support making accountability to the voter approved material the highest priority and others believe that equity, access, and carbon reductions are the place to start. This sustainability perspective was expressed clearly in a recent e-mail to me from one of the RTPAG members:



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*"It is not surprising but so telling that the starting point for this process is that we have to start with fiscal 'responsibility.' This implicitly states that we could not possibly push ourselves to start from a premise that we care about equity, access, carbon reductions, and want to work towards them first and foremost and then figure out if we can pay for them. Instead, we have to be explicit from the beginning that we cannot do that and instead are going to follow business as usual and then marginally address the tangential issues of equity, access, carbon emissions."*

*While I have compassion for this perspective, I recognize as a public official that I am beholden legally, ethically, and professionally to provide a solution that is consistent with what voters approved. As such, I maintain that the way to push ourselves to explore equity, access and carbon reductions is through Scenario 2. While there may be some room for making the projects more sustainable in Scenario 1, I believe MetroPlan needs to proceed cautiously and with respect to the City of Flagstaff because those choices will ultimately be made by the City of Flagstaff.*

*Combined, the Scenario 1 and 2 approach meet both public trust and sustainability interests. The Scenario approach will be responsive to voter approved projects in Scenario 1 and will also expand our thinking and allow us to consider more creative solutions and tools in Scenario 2. These tools will be provided as a starting point for the community to pick up on and develop further if they wish.*

Survey: *The RTP scope includes completion of a statistically valid survey of 800 residents, 400 in the City and 400 in the County (see map). In the interests of transparency and inclusiveness, the draft survey instrument was shared with the RTPAG, the TAC and the Board of Directors and all were invited to review the survey during a 10/28/21 discussion with the research firm. That meeting was attended by Chair McCarthy, 3 members of the RTPAG and a member of the Sustainability office at the City of Flagstaff. We had a vigorous discussion and the survey was finalized. That said, it would be disingenuous to claim that we had complete agreement on survey content. We did, however, listen carefully to all perspectives and we are proceeding intentionally with what I believe to be the best survey reasonably possible given the constraints of time, money and will.*

*Some passionate opinions were expressed in the survey review meeting about survey questions related to climate change. Some maintained that asking questions about whether or not climate change is real or happening was starting from a flawed premise and akin to asking if gravity was real or happening. While I appreciate this perspective, I am not a climatologist, advocate, or lobbyist. I am a public administrator responsible for transportation planning. What is very clear to me is*





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*that public debate around climate change issues and the appropriate public policy response is happening. I also believe that people's views on climate change impact their transportation choices and their desired transportation system. As such, MetroPlan needs to understand these perspectives and how they correlate. Such understanding can help MetroPlan and our member agencies develop targeted education programs and work towards modal shift.*

## 4. Fiscal Impact

**i** *The RTP is a major work product in the FY2022 work program and all of the activities described above have either been budgeted or absorbed by staff within existing budgets.*

## 5. TAC and Management Committee Discussion

**i** *The TAC and Management Committee's did not explicitly discuss the RTPAG and Survey issues.*

## 6. Alternatives

**i** *No action is being recommended and therefore no alternatives are being provided.*

## 7. Attachments

**i** *RTPAG Charter*

*RTPAG Ground Rules*

*Citizens Transportation Tax Commission (CTTC) Final Budget*

[Transportation Decision 2018 Presentation](#) (link only)

[Publicity Pamphlet Proposition 419 and 420 Excerpts](#) (link only)

*MetroPlan Boundary Map*



**Regional Transportation Plan (RTP)**  
**Executive Director Advisory Group**  
***Charter***

**Vision:**

The region will adopt a 25 year transportation plan (Transpo 2045) that meets community needs, including economic development and environmental objectives<sup>1</sup>.

**Mission:**

To advise the MetroPlan Executive Director on how to balance the requirements of voter approved propositions with the current and projected needs of the community by identifying and prioritizing relevant performance metrics and reflecting these solutions in the Transpo 2045 Plan.

**Approach:**

Establish a small group of economic development, environmental, government and business leaders<sup>2</sup> who will:

- Commit mental energy towards achieving our vision and mission.
- Advocate for their own perspectives while listening carefully to other perspectives.
- Ensure that priority projects are included in the Transpo 2045 plan.
- Develop key performance metrics as measurements, i.e. vehicle miles travelled, emission reduction, travel delay
- Make recommendations that meet both environmental and economic development needs.

Author a Transpo 2045 Introductory Letter that summarizes the findings and recommendations of the Advisory Group.

**Time-Commitment**

- 7 meetings of 90-minute duration between January 2021 and January 2022
- Commitment may be extended for 3 additional meetings in 2022 with approval of group; however, group will be dissolved on or before June 30, 2022.
- Reading between meetings
- Act as a communication liaison with other groups or organizations on which you serve.

**Authority**

The Advisory Group is advisory to the MetroPlan Executive Director

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<sup>1</sup> Definitions to be determined at April 28, 2021 meeting

<sup>2</sup> May include ADOT, Chamber of Commerce, COF, County, ECoNA, Flag 40, Citizen Representatives, NAIPTA (Mountain Line), and NAU

## Advisory Group Meetings and Tentative Agendas

### Kick-Off Meeting – January 27, 2021: 90 minutes

- Introductions and reason for serving (Roundtable)
- Review findings of stakeholder interviews (Meilbeck)
- Overview of Regional Transportation Plan and Timeline – What is it? (Meilbeck)
- Review, modify and agree to charter, calendar and tentative agenda (Meilbeck)
- Review draft scope of work for RFP (if time allows).

### February 24, 2021 Meeting: 90 minutes

- Modal Overview (Modal Minute?)
- Review draft scope of work and provide feedback before Request for Proposals (RFP) to hire a planning consultant is formally released. (Note: 2-2-2021: This item was discussed at 1-27-2021 meeting and attempt is being made to complete this item through e-mail and telephone meetings before 2-24-2021).

### April 28, 2021 Meeting: 90 minutes

- Review short list of proposals from top scoring consultant(s) and provide feedback
- Define economic development and environmental objectives

### June 23, 2021 Meeting: 90 Minutes

- Receive update from executive director and consulting team and provide feedback on proposed consulting team timeframe and approach.

### August 25, 2021: 90 Minutes

- Receive update from executive director and consulting team and provide feedback on the proposed public participation process.

### October 27, 2021: 90 Minutes

- Review draft of Transpo 2050 Plan and provide feedback on document
- Review draft of Transpo 2050 Introductory letter and provide feedback

### January 26, 2022: 90 Minutes

- Review final draft of Transpo 2050 Plan and provide feedback
- Finalize Transpo 2050 Introductory letter and approve for publishing
- Determine if additional meetings are needed through June 2022.



**Regional Transportation Plan Advisory Group  
Ground Rules  
Approved 2-24-21**

**Decision Making and Open Dialogue**

Decisions will be made by consensus whenever possible and will be made by majority vote (of the members present) when necessary. As a tool to empower everyone, and in situations where there is strong minority disagreement, a minority report may be drafted and documented for the record. For example, if the majority of the group recommends sending a transportation funding ballot initiative back to voters, and a minority of the group strongly disagrees, the minority opinion and reasons can be documented.

**Zombie Issues (Revisiting decisions that have already been made)**

The group will strive to make decisions and keep moving. Decisions will not be revisited by the group unless there is a majority vote to do so. Any member can call for such a vote. For example, the group adopts the Charter through e-mail and a member proposes revisiting the Charter to make amendments. If a majority of the group present votes to open the Charter for discussion, it will be reopened. If the vote fails, the issue will not be reopened.

**Meeting Attendance**

Advisory Group members are encouraged to attend all meetings and it is understood that busy people have conflicts. If three meetings in total are missed, or if two meetings in a row are missed, the person may be asked to leave the advisory group.

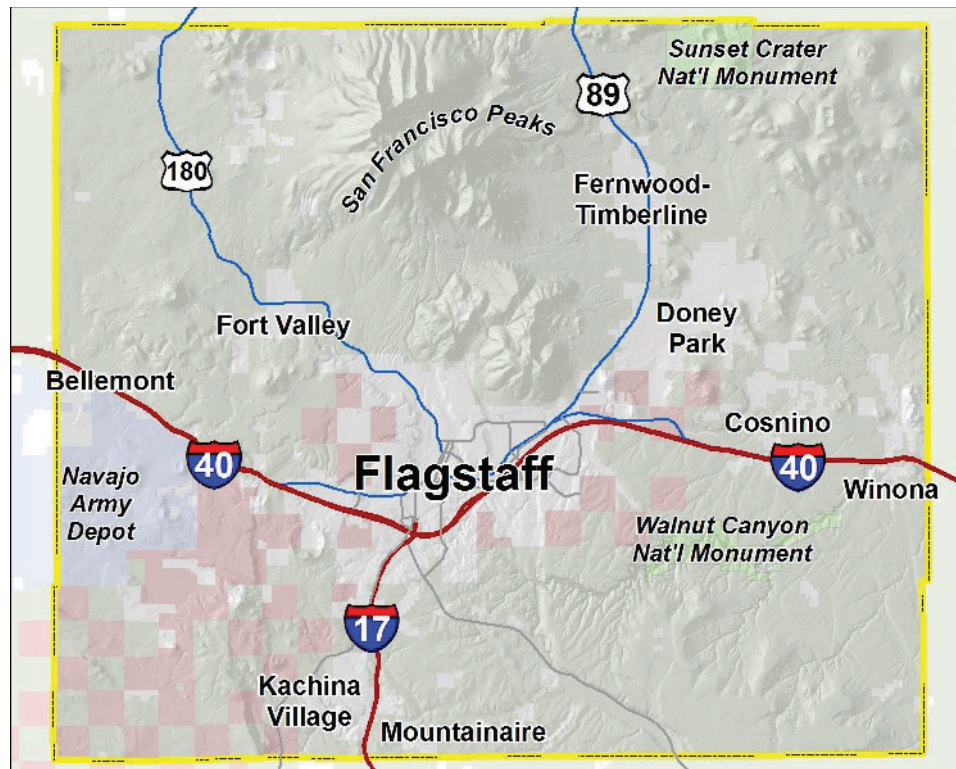
**Fact Checking**

Advisory group members are encouraged to respectfully challenge substantive factual statements they think may be incorrect. For example, if an advisory group member states that ½ of all funding goes to transit, and another member believes this to be materially wrong, they are encouraged to respectfully challenge the statement. Staff will do the same.

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

# CITIZENS' TRANSPORTATION TAX COMMISSION 2018

PROJECT NAME	Proposal A		
	TRANSIT	LONE TREE BRIDGE	CONGESTION RELIEF
Transit - Increase Frequency	\$ 33,900,000		
Transit - Capital	\$ 16,800,000		
Lone Tree Rail Road Bridge		\$ 72,392,000	
Lone Tree Bridge Bond			
Lone Tree - Butler to Pine Knoll			\$ 13,468,000
Lone Tree - Pine Knoll to Powell			\$ 20,037,000
JWP_Airport			\$ 14,502,000
Pedestrian and Bicycle Improvements			\$ 29,000,000
W. Route 66 - Flag Ranch to Milton			\$ 10,800,000
Butler widening			\$ 7,840,000
Neighborhood plans (5 plans)			\$ 1,250,000
General Improvements & Partnering Opportunity			\$ 15,000,000
Existing program shortfall			\$ 2,000,000
Traffic Signal and Advanced Traffic Management			\$ 3,500,000
Street Lighting (Dark Skies)			\$ 8,000,000
4th Street Ext. 1 & 2 @ 40%			\$ 8,706,400
J W Powell Ext 1 & 2 @ 40%			\$ 9,466,400
TOTAL Base Project Cost Estimate	\$50,700,000	\$72,392,000	\$ 143,569,800
Inflation Estimate	\$5,070,000	\$7,239,200	\$ 14,356,980
TOTAL Cost with Inflation	\$55,770,000	\$79,631,200	\$ 157,926,780
Needed Tax Rate	0.150	0.220	0.426





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## STAFF REPORT

**REPORT DATE:** October 29, 2021  
**MEETING DATE:** November 3, 2021  
**TO:** Honorable Chair and Members of the Board  
**FROM:** David Wessel, Planning Manager  
**SUBJECT:** Public Information Plan (PIP)

### 1. Recommendation:

**i** Staff recommends the Board support the Public Information Plan (PIP) for the Regional Transportation Plan (RTP).

### 2. Related Strategic Workplan Item

**i** Complete MetroPlan's long range Regional Transportation Plan and have it adopted by the Board by 12-31-2022

### 3. Background

**i** The Regional Transportation Plan (RTP) calls for a rigorous public education and outreach effort. The consulting team has put together a Public Information Plan (PIP) and will provide a report. Staff will be asking the Board for input on the PIP and a vote in support of the PIP approach.

### 4. Fiscal Impact

**i** The PIP is budgeted within the RTP process and the contract was approved by the Board in June 2021.



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## 5. TAC and Management Committee Discussion

- i** *The TAC supported the PIP and members made complimentary statements about the effort.*

## 6. Alternatives

- i**
  - 1) *Support the PIP. A formal vote of support will confirm that the RTP is moving in the right direction regarding public education and outreach.*
  - 2) *Suggest changes to the PIP. Suggest changes to improve the PIP before voting.*
  - 3) *Do not vote on the PIP. While a vote from the Board is not required, Board action will document organizational alignment (or lack thereof) in our approach.*

## 7. Attachments

- i** [Public Information Plan \(PIP\)](#) (link only)



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## STAFF REPORT

**REPORT DATE:** October 29, 2021  
**MEETING DATE:** November 3, 2021  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** Sunshine Transport Solutions Corporation (STSC)

### 1. Recommendation:

**i** Staff recommends the Board support the Executive Director’s role on a pending STSC steering committee as seems appropriate to the Executive Director.

### 2. Related Strategic Workplan Item

**i** This item is not related to an adopted Measurable Objective. However, the ambitious scope of this project is consistent with MetroPlan’s vision of “creating the finest transportation system in the Country”

### 3. Background

**i** Sunshine Transport Solutions Corporation (STSC) is a private company that is interested in exploring deployment of their technology in the Flagstaff area. STSC technology is ambitious and innovative in that it proposes a privately funded driverless vehicle system operating along a fixed guideway.

Based on transit studies in Flagstaff over the past 20 years, a system of this scope and expense has been seen as unrealistic for the public sector. Studies have suggested that more traditional solutions may be viable. For example, one solution proposed is a Bus Rapid Transit (BRT) system where buses operate every 10 to 15 minutes along a fixed route. The local transit authority, Mountain Line, has been working on a BRT system for a number of years and BRT technology is still being explored.





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*STSC wants to explore the possibility of using driverless vehicles along a fixed guideway in a manner that does not require a public sector investment. Such a possibility is intriguing from a planning perspective, and exploring the idea seems consistent with MetroPlan's vision. For this reason, MetroPlan's Executive Director offered to serve on a steering committee for STSC to stay engaged in their exploratory efforts. Theoretically, an STSC type project would improve the transportation system without increasing taxpayer costs. As such, it seems appropriate for MetroPlan to stay engaged as the ideas are explored.*

*On October 6, 2021 staff recommended that the Board approve the STSC project as one of 15 priority projects. This recommendation was made even though the project is not in MetroPlan's Strategic Work Plan. The Board approved this recommendation.*

*As of this writing, it is not clear exactly how STSC wants to proceed nor the amount of MetroPlan staff time required. However, the Executive Director's time would be limited since MetroPlan has 15 other priorities and 20 other measurable objectives that need to be delivered. As such, staff request support to use their best judgement to engage in a steering committee as seems appropriate. Staff will also keep the Board apprised of developments.*

## 4. TAC and Management Committee Discussion

**i** *The TAC voted to support the Executive Director participating in the steering committee as seems appropriate. The TAC discussed that more information is needed and being open to new possibilities is reasonable. There was a dissenting vote from the Mountain Line TAC member.*

*The Management Committee heard a presentation from STSC and were supportive of MetroPlan's approach and preliminary participation in a steering committee.*

## 5. Fiscal Impact

**i** *At this time only staff time will be expended on this project. No additional funds have been budgeted and the work hours would be absorbed.*



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## 6. Alternatives

- i** 1) Support the Executive Director's role on the steering committee as seems appropriate to the Executive Director. (Recommended). This alternative means that the Executive Director will engage in the project in a manner that seems most efficient and effective. The Board can expect that the Executive Director will report back appropriately.
- 2) Direct the Executive Director to provide strong and consistent leadership on the STSC project. (Not recommended). This alternative would make clear that the Board is enthusiastic about the promise of the STSC technology and wants the Executive Director to be highly engaged. This alternative is not recommended because too little is currently known about STSC, their history and their plans. Furthermore, as a public organization MetroPlan needs to maintain professional and objective distance from private sector efforts while they are being fully vetted.
- 3) Deny the Executive Director's involvement in this project. This alternative would recognize that the STSC project is not on the MetroPlan work plan and would direct the Executive Director to stay focused on work plan items only until this project can be considered in the next Strategic Advance.

## 7. Attachments

- i** [STSC PowerPoint Presentation](#) (link only)



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## STAFF REPORT

**REPORT DATE:** October 29, 2021  
**MEETING DATE:** November 3, 2021  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** Milton Corridor Master Plan (CMP) Update

### 1. Recommendation:

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

### 2. Related Strategic Workplan Item

**i** Participate in, review, and take formal action in support of -- or recommending adjustments to-- ADOT’s Milton/Hwy 180 plan by 12-31-2021.

### 3. Background

**i** Dan Gabiou has moved on from ADOT and Jason James is serving as the ADOT Project Manager moving forward.

The Milton CMP Final Report has been updated. Final communication from Dan Gabiou is “that all Project Partner comments have been addressed per the consensus-based results of our Comment and Issue Resolution meetings to the best degree possible”. There is an outstanding item regarding a decision At-Grade Pedestrian Crossings. The issue has been escalated and resolution is pending.

#### Next Steps

- Decision Makers or partner agencies will meet regarding the pedestrian crossing escalation item.



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- *The CMP Final Reports will be updated per the pedestrian crossing decision.*
- *ADOT will update the websites with the Final Reports and notify the Project Partners.*
- *ADOT requests that each Project Partner adopt the Milton Rd CMP as our respective processes deem fit and continue collaborating on implementation.*
- *ADOT will provide presentations summarizing the CMP Final Report for partner agency use.*

*At the October 27, 2021 meeting of the MetroPlan Management Committee, Audra Merrick stated that she is working on scheduling an escalation meeting related to pedestrian crossings.*



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## STAFF REPORT

**REPORT DATE:** October 29, 2021  
**MEETING DATE:** November 3, 2021  
**TO:** Honorable Chair and Members of the Executive Board  
**FROM:** Rosie Wear, Business Manager  
**SUBJECT:** 2022 Planning Calendar

### 1. Recommendation:

**i** Staff recommends the Board review and adopt the 2022 Meeting Calendar for the 2022 Executive Board meetings.

### 2. Related Strategic Workplan Item

**i** N/A

### 3. Background

**i** On June 5th, 2019 the Executive Board accepted and approved the MetroPlan Operating Procedures. The Operating Procedures include meeting requirements as follows: the MetroPlan Executive Board shall meet at least four times per year at the direction of the Executive Board; the TAC shall meet at least four times per year, preferably monthly.

By publishing a calendar, MetroPlan is able to provide complete meeting information to Board/TAC members and the public. In addition to including the meeting dates, times, and locations, the calendar provides notice about cancellations and a statement of public posting locations. Finally, Title VI and ADA compliance statements are included with contact information.

The 2022 Meeting Calendar may be distributed publicly as outreach to increase public participation.



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## 4. TAC and Management Committee Discussion

**i** *The TAC chose to adopt their portion of the calendar for FY22 at the October 27<sup>th</sup> meeting. The Management Committee had no opinion on the calendar.*

## 5. Fiscal Impact

**i** *There are no costs to MetroPlan related to this action.*

## 6. Alternatives

- i**
- 1) *The Board may choose to adopt the FY22 Calendar.*
  - 2) *The Board may choose amend the Calendar.*
  - 3) *The Board may choose to postpone adoption of the calendar until the next meeting.*

## 7. Attachments

**i** *Draft MetroPlan 2022 Meeting Calendar*



# Flagstaff Metropolitan Planning Organization

## 2022 Public Meeting Calendar

All meeting date and times are subject to change with 24-hour notice.

### Executive Board

*Meetings are typically held the first  
Wednesday of the month from  
10:00am to 12:00 pm.*

**Meeting Location:**

Hybrid/Zoom

<https://us02web.zoom.us/j/79199115652>

In-Person Location

TBD

January	5 <sup>th</sup>
February	2 <sup>nd</sup>
March	2 <sup>nd</sup>
Strategic Advance – April?	
April	6 <sup>th</sup>
May	4 <sup>th</sup>
June	1 <sup>st</sup>
July	No Meeting
August	No Meeting
September	7 <sup>th</sup>
October	5 <sup>th</sup>
November	2 <sup>nd</sup>
December	7 <sup>th</sup>

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### Technical Advisory Committee (TAC)

*Meetings are typically held the fourth  
Wednesday of the month from  
1:30 pm to 3:30 pm*

**Meeting Location:**

Zoom

<https://us02web.zoom.us/j/74739184308>

January	26 <sup>th</sup>
February	23 <sup>rd</sup>
March	23 <sup>rd</sup>
Strategic Advance – April?	
April	27 <sup>th</sup>
May	25 <sup>th</sup>
June	No Meeting
July	No Meeting
August	24 <sup>th</sup>
September	28 <sup>th</sup>
October	26 <sup>th</sup>
November	16 <sup>th</sup>
December	No Meeting

**Agendas are posted prior to the meeting at the following locations:**

Online at: [www.metroplanflg.org](http://www.metroplanflg.org)

MetroPlan offices: 6 E Aspen Ave, Suite 200 Flagstaff 86004

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the MetroPlan Office at 928-266-1293. MetroPlan complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin and LEP – Limited English Proficiency.) Requests should be made by contacting MetroPlan at 928-266-1293 as early as possible to allow time to arrange the accommodation.



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## STAFF REPORT

**REPORT DATE:** October 29, 2021  
**MEETING DATE:** November 3, 2021  
**TO:** Honorable Chair and Members of the Executive Board  
**FROM:** Jeff Meilbeck, Executive Director  
**SUBJECT:** Strategic Advance – April 6, 2022

### 1. Recommendation:

**i** Staff recommends the Board discuss and approve an approach for an annual MetroPlan Strategic Advance.

### 2. Related Strategic Workplan Item

**i** This discussion relates to the entire Strategic Workplan because we will be creating a new Strategic Workplan

### 3. Background

**i** MetroPlan has a tradition of developing a focused Strategic Workplan with measurable objectives. The purpose of the Workplan is to establish a clear direction for MetroPlan so that staff, Board, TAC and the Management Committee are all in alignment. MetroPlan has been independent for over a year and is working on new measurable objectives as approved by the Board at the last Strategic Advance.

MetroPlan can either hire an outside facilitator or conduct the advance with in-house staff. There are advantages and disadvantages to both. For example, the in-house approach will cost less than \$1,000, but may not be as objective or confrontive as using an outside consultant. Since the Advance has been facilitated by the Executive Director for the past 2 years, the Board knows what to expect with this





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*approach. Hiring an outside facilitator provides fresh eyes and different facilitation styles but comes at a cost of between \$10,000 to \$15,000.*

## 4. TAC and Management Committee Discussion

**i** *The TAC and Management Committee were both supportive of conducting the Advance with in-house facilitation, similar to our approach the past 2 years but they recognized we may want to do it differently this year, depending on the content.*

## 5. Fiscal Impact

**i** *If the advance is facilitated by staff, costs for refreshments and facility will be less than \$1,000 and perhaps zero. If the advance is facilitated by a consultant, costs are estimated to range from \$10,000 to \$15,000. If the advance is facilitated by staff with minimal input from a vendor, the cost will be less than \$4,000.*

## 6. Alternatives

- i**
- 1) *Conduct a strategic advance on April 6<sup>th</sup> with in-house staff.*
  - 2) *Conduct a strategic advance with an outside facilitator.*
  - 3) *Discuss and update the Strategic WorkPlan in regular meetings over the next few months rather than taking time for a formal Strategic Advance. This alternative would allow staff to bring material to the TAC, Management Committee and Board for discussion over time. However, this alternative would not provide for the same kind of open exchange of ideas that bringing the TAC, Management Committee and Board together all at once would provide.*

## 7. Attachments

**i** *None*



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## STAFF REPORT

**REPORT DATE:** October 29, 2021  
**MEETING DATE:** November 3, 2021  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Jeff “Miles” Meilbeck, Executive Director  
**SUBJECT:** Executive Director Evaluation

### 1. Recommendation:

**i** Staff recommends the Board approve an evaluation process for the Executive Director that is lead by the Board Chair or a sub-committee of the Board.

### 2. Related Strategic Workplan Item

**i** This item is not identified as an adopted Measurable Objective, however, it relates to the health of the organization and the effectiveness of leadership. Therefore, it impacts all of the measurable objectives and MetroPlan’s ability to achieve its mission efficiently and effectively.

### 3. Background

**i** As per the Executive Director’s most recent contract, the Board added language requiring a performance evaluation. Specifically, 10.1 states:

“The MetroPlan Board shall review and evaluate Meilbeck’s performance at least annually. The MetroPlan Board shall provide adequate opportunity for Meilbeck to discuss his evaluation with the MetroPlan Board. The MetroPlan Board will work in good faith to conclude Meilbeck’s review and evaluation no later than June 7th of each year. Meilbeck’s review and evaluation shall be in accordance with specific criteria developed jointly by the MetroPlan Board and Meilbeck.”

Staff provides the following considerations as the Board makes this decision:



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- *The Executive Director has not been formally evaluated during his 3 year tenure.*
- *MetroPlan does not have a human resources department.*
- *The Board removed “evergreen” language in the Executive Director’s most recent contract and obligated themselves to complete a performance evaluation and determine annually if they want to continue the Executive Director’s contract.*
- *The recommended approach will meet the spirit of the contract language in that “specific criteria (will be) developed jointly by the MetroPlan Board and Meilbeck.”.*
- *It is problematic for staff who are supervised by the Executive Director to be responsible for the evaluation.*
- *A professional evaluation by a third party can provide feedback that improves the Executive Director’s performance and the performance of the organization.*
- *A professional evaluation by a third party comes with a financial cost.*
- *An in-house process may come at an organizational health cost. For example, an in-house process would be less financially expensive, but risks being perceived as less objective, less professional and less useful.*
- *The Flagstaff City Manager’s office, Coconino County Manager’s office and Mountain Line CEO’s office were all contacted to gain more information on the processes they use. The process recommended in this staff report is the process that Mountain Line uses for their CEO.*

## 4. TAC and Management Committee Discussion

**i** *This item was not discussed with the TAC or Management Committee*

## 5. Fiscal Impact

**i** *The cost will range from \$0 to \$2,000, depending on how the Board chooses to proceed.*



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## 6. Alternatives

- i** 1) Conduct a 360 degree 3<sup>rd</sup> Party Review. (Recommended). This alternative is what the Mountain Line Board uses for the Mountain Line CEO. The cost is \$1,995. An example of what is provided is attached. This approach will allow the Board to delegate the work and promises to engage the Board more efficiently. It is staff's opinion that this approach is also the most objective, professional, and data-rich.
- 2) Conduct the review in house under the leadership of the Board Chair or a Sub Committee of the Board. This alternative will have nominal financial costs but will require time from the Board Chair or a sub-committee of the Board. The quality of this alternative would be contingent on the experience of the Board member(s) involved and the amount of time put in.
- 3) Do not complete a performance review. Not recommended because the Board would be out of compliance with their contract.

## 7. Attachments

- i** 1. [Sample 360 Review](#)
- 2. Lancaster Leadership proposal



Strengths-based 360 assessment by Zenger Folkman  
"The Extraordinary Leader"

**The most effective leaders seek well-rounded feedback.** The Extraordinary Leader 360 Assessment aims to give you a well-rounded analysis of 16 competencies, highlighting your leadership strengths and how to be optimally effective. 16 competencies are included, as well as one-on-one time with a certified facilitator on the Lancaster Leadership team to interpret the results and devise a growth plan. Contact Julie Lancaster at [julie@lancasterleadership.com](mailto:julie@lancasterleadership.com) to learn more about how this assessment can help you achieve your leadership goals.

Commitment for 1 evaluation:

- Up to 1-hour introduction with client
- Assessment distribution (approx. 10-20 people)
- 3-hour feedback & implementation session with client
- Copy of formal assessment

Includes:


- Data from 16 competencies
- Narratives from the following questions:  
What are this leader's strengths?  
Does this leader have any fatal flaws?  
What could this leader be doing to help the organization?

Cost: \$1995

Follow up options:

- 1 on 1 coaching based on results
- Group/team synthesis
  - Use of data to establish training needs
  - Engaged peer coaching based on results
  - Stakeholder engagement
  - Setting priorities
- Group coaching based on team growth areas and 2-year organizational trajectory





The most effective  
leaders seek well-  
rounded feedback.  
If you would like a  
360-assessment,  
we can help.



## 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						



## **Strategic Workplan**

**June 30, 2021 to December 31, 2022**

### **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**

### **Technical**

1. Complete MetroPlan's long range Regional Transportation Plan and have it adopted by the Board by 12-31-2022
2. Initiate the West Route 66 planning process by 12/31/2021
3. Develop a plan to support electrification of public and private vehicle fleets by 12/31/2022
4. Develop a regional approach to maintaining vehicle miles at 2019 levels by 12/31/2022
5. Define what it means to be "the finest transportation system in the Country".
6. Investigate opportunities to promote multimodal transportation offerings and routes via mobile app by December 31, 2022.
7. Update the project prioritization matrix by June 2021, run all projects through the matrix by October 2021 including the possibility of three (3) I-40 pedestrian underpass locations.

### **Relational**

8. Develop a feedback loop to keep the Board, TAC and Management Committee apprised of changes to priorities and the reasons for those changes and have adopted by 10-31-2021.
9. Develop a structured, transparent process to bring issues to the table in a timely way to enhance communication and understanding between member agencies by June 30, 2021

### **Financial and Funding**

10. Continue mini grant program and award a project that has multi-agency benefit by 12-31-21.
11. Explore traditional and creative funding mechanisms and provide a report on how to establish a diverse and stable funding strategy for transportation construction and maintenance by 6-30-2022.
12. Educate State Leadership about the value of indexing the gas tax for inflation with goal of State action by June 30, 2022.
13. Identify and scope projects for federal and state earmarks by 12-31-2021
14. Secure \$2 Million in additional resources, including Signal Technology, by 12-31-2022.
15. Evaluate and determine need for additional staff to achieve strategic goals by 10-31-2021.
16. Evaluate how MetroPlan can best support the Milton Railroad underpass through design, funding, environmental work or other approaches by 12-31-2021. Scope will include consideration of the Downtown Connection Center, Rio De Flag project and other "Downtown Mile" projects.
17. Participate in, review, and take formal action in support of -- or recommending adjustments to -- ADOT's Milton/Hwy 180 plan by 12-31-2021.
18. Support member agency broadband efforts by writing letters of support and including broadband funding in grant requests and planning documents by 12-31-2022.
19. Participate in City-led outreach and design efforts on the Lone Tree Corridor (JWP to Butler) and Lone Tree Railroad Overpass through 12-31-2022
20. Consider pursuing an additional \$300,000 for the Lone Tree TI design by 12-31-2022