

AGENDA

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

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. 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 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: September 1, 2021](#)

(Pages 5-9)

II. CONSENT AGENDA

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

III. GENERAL BUSINESS

A. [Project Priorities Matrix](#)

(Pages 10-15)

MetroPlan Staff: Jeff Meilbeck and David Wessel

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

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.

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.

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.

E. [Milton Discussion/Update](#) (Pages 28-29)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. This item is for discussion only.

F. **Items from the Executive Director**

MetroPlan Staff: Jeff Meilbeck

1. Transportation Planner
2. Mini-Grant
3. Recognition: Association of Metropolitan Planning Organizations (AMPO)
4. RTAC Strategic Advance and Legislative Conference

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 3rd, 2021 at 10:00 am - Hybrid

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 on September 30, 2021 at 3:00 pm.

Dated this 30th Day of September 2021.

Rosie Wear, Business Manager

MINUTES

Executive Board Meeting

10:00 AM to Noon

September 1, 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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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.

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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 (*In-person*)
- ☒ Patrice Horstman, Coconino County Board of Supervisors, Vice-Chair (*Zoom*)
- ☒ Jeronimo Vasquez, Coconino County Board of Supervisors (*In-person*)
- ☒ Austin Aslan, Flagstaff City Council (*Zoom*)
- ☒ Dan Okoli, Mountain Line Board of Directors (*In-person*)
- ☒ Regina Salas, Flagstaff City Council (*Zoom*)
- ☒ Jesse Thompson, Arizona State Transportation Board Member (*Zoom*)
- ☐ Judy Begay, Coconino County Board of Supervisors (alternate)
- ☐ Becky Daggett, Flagstaff City Council (alternate)

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- ☒ Jeff Meilbeck, Executive Director (*In-person*)



☑ David Wessel, Manager ([Zoom](#))

☑ Rosie Wear, Business Manager ([Zoom](#))

OTHERS IN ATTENDANCE: Jason James (ADOT), Ed Stillings (FHWA), Kevin Adam (RTAC), Dana Biscan (Burgess & Niple), Joe Galli (Flagstaff Chamber of Commerce), Steve Eiss & Chris Lininger with Northern Arizona Healthcare joined around 11:00am

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

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

B. ROLL CALL - [See above](#)

C. PUBLIC COMMENT - [None](#)

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

D. APPROVAL OF MINUTES

Minutes of Regular Meeting: June 2, 2021

(Pages 6-11)

[Motion: Board member Patrice Horstman made a motion to approve the June 2, 2021 Regular Meeting Minutes as revised. Board member Jesse Thompson seconded the motion. Voted 6-0 to approve.](#)

II. CONSENT AGENDA

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

III. GENERAL BUSINESS

A. FY21 Year End Financial Report

(Pages 21-28)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. This item is for discussion only.

Jeff Meilbeck presented the FY21 Year End Report. No action was taken.

B. Project Priorities Matrix (Pages 21-28)

MetroPlan Staff: Dave Wessel

Recommendation: None. This item is for discussion only.

Dave Wessel presented the updated Project Priorities Matrix. No action was taken.

C. RTAC Funding Project Priorities

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends the Board approve the Lone Tree Corridor project for pursuit of \$2.6M of State funding through the Rural Transportation Advocacy Council (RTAC) Statewide initiative.

Jeff Meilbeck presented a revised staff report with additional projects details.

Direction: Chair McCarthy and Board members came to consensus to proceed with Alternative 2: Lone Tree Corridor. No formal vote was taken.

D. Mini-Grant (Pages 53-55)

MetroPlan Staff: Jeff Meilbeck

Recommendation: Staff recommends that the Board consider and adopt criteria for a competitive MetroPlan mini-grant to member agencies of up to \$210,000.

Motion: Board member Patrice Horstman made a motion to adopt criteria for a competitive MetroPlan mini-grant to member agencies of up to \$210,000. Board member Jeronimo Vasquez seconded the motion. Voted 7-0 to approve.

E. West Route 66 Planning Process (Pages 53-55)

MetroPlan Staff: Dave Wessel

Recommendation: Staff recommend the Board support launching the West Route 66 Planning effort at a cost of \$100,000.

Motion: Board member Jeronimo Vasquez made a motion to approve the West Route 66 Planning effort at a cost of \$100,000. Board member Dan Okoli seconded the motion. Voted 7-0 to approve.

F. Issue Resolution Process (Pages 38-41)

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.

In the interest of time, discussion of this item was postponed to the next meeting.

G. Regional Transportation Plan Update (Pages 50-52)

MetroPlan Staff: Jeff Meilbeck

Recommendation: None. This item is for discussion only.

Dana Biscan of Burgess & Niple presented an update on the Regional Transportation Plan. No action was taken.

H. Northern Arizona Healthcare Hospital Relocation (Pages 33-34)

MetroPlan Staff: Dave Wessel

Recommendation: None. This item is for discussion only.

Steve Eiss of Northern Arizona Healthcare presented an update on the Northern Arizona Healthcare Hospital Relocation. No action was taken.

I. Items from the Executive Director

MetroPlan Staff: Jeff Meilbeck

1. FY2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application
2. Advanced Transportation and Congestion Management Technology Deployment (ATCMTD) grant application
3. Intelligent Transportation System (ITS) Strategy
4. Milton Corridor

5. Transportation Planner

Jeff Meilbeck presented updates on ongoing items listed. No action was taken.

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. October 6th, 2021 at 10:00 am - Zoom

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.

Chair McCarthy adjourned the meeting at 11:55 am.



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STAFF REPORT

REPORT DATE: September 29, 2021

MEETING DATE: October 6, 2021

TO: Honorable Chair and members of the Board

FROM: Jeff Meilbeck

SUBJECT: Project Priorities Matrix

1. Recommendation:

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

2. Related Strategic Workplan Item

i 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.

3. Background

i MetroPlan completed a project prioritization matrix update in Summer 2021 and it was reviewed by the TAC on August 25, 2021. At that time the TAC asked MetroPlan staff to bring back more specific recommendations that clearly delineated what was being recommended. Project priorities were also shared with the Management Committee on August 26, 2021 and MetroPlan Board of Directors on September 1, 2021 and additional feedback was provided.

The projects were further distilled, compared to the Strategic Workplan and staff make the following recommendations:

Planning projects MetroPlan will lead

- Regional Transportation Plan
- West Route 66 Corridor Master Plan
- Vehicle Electrification Plan
- Intelligent Transportation Systems (ITS) "Smart Signals"



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- *Interstate Pedestrian Crossings*

Funding efforts MetroPlan will lead

- *Ped/Bike Projects*
- *Smart Signals Grant*
- *State (and possibly federal) Lone Tree Corridor Funding*
- *Downtown Mile planning funds*
- *Amtrak Rail Car Upgrades*

Support MetroPlan will provide to Member Agencies

- *Milton/180 CMP*
- *Regional Plan/John Wesley Powell*
- *Personal Mass Transit Steering Committee**
- *Lone Tree Corridor Planning*
- *Other*

** The Personal Mass Transit Steering Committee anticipates providing oversight to a private contract between a mass transit start-up company and Burgess & Niple to conduct a concept feasibility study for an elevated mass transit system. MetroPlan staff intends to chair the committee to provide insight to Burgess & Niple on practical realities of implementation and ridership as well as track implications for the regional transportation plan. Staff deemed contracting directly with the firm to present procurement difficulties and conflict possibilities.*

4. Fiscal Impact

i *All priorities will be managed within MetroPlan's budget.*



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5. TAC and Management Committee Discussion

- i** *The TAC and Management Committee both expressed support for these projects and appreciation of the clarity this prioritized approach provides.*

6. Alternatives

- i** *Adopt project priorities. This alternative will allow MetroPlan to focus on projects based on clear understanding from all member agencies.*

Modify and adopt project priorities. This alternative will incorporate recommended changes and bring them to the Board for discussion.

Do not adopt project priorities (not recommended). Adopting project priorities will provide needed focus for the organization. Failing to adopt project priorities will put MetroPlan in a more reactive position.

7. Attachments

- i** *MetroPlan 3 Year Program Priorities Table*
Personal Mass Transit Executive Summary
Lone Tree Corridor Fact Sheet

DRAFT METROPLAN 3-YEAR PLANNING PROGRAM

	Calendar 2021				Calendar 2022				Calendar 2023			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<u>Planning Lead w/ Funding</u>												
Regional Transportation Plan (RTP)												
W. Route 66 Corridor Master Plan (CMP)												
Vehicle Electrification Plan												
Regional ITS Strategy (includes Smart Signals)												
Interstate Pedestrian Crossing(s)												
<u>Funding Pursuit</u>												
Ped/Bike Projects												
Smart Signals												
Lone Tree Corridor												
Downtown Mile - BUILD												
Amtrak Rail Car Upgrades												
<u>Support (All Staff time only)</u>												
Milton/180 CMP (ADOT)												
Regional Plan Update/JWP												
Personal Mass Transit Steering Committee												
Lone Tree Corridor (including overpass)												
Other												



THE PROBLEM

- Today there is a genuine lack of energy efficient, convenient, safe, and timely urban public transportation which results in people choosing traditional polluting, non-renewable modes.
- People often feel unsafe when traveling and frequently experience significant delays in getting to their intended destinations.
- The environment is negatively affected from the use of fossil fuel-based transportation systems and ever-increasing levels of CO₂ emissions. Despite knowing the impacts that cars are having, people continue to use unprecedented levels of ride share services, taxis, and buses to navigate dense urban environments.
- Of equal importance is heightened personal exposure to Covid-19 from crowded trains and buses and the large queues awaiting their arrival.

THE SOLUTION

- Small, private driverless vehicles traveling along elevated guideways and using solar power for their movement offer a solution that addresses these problems.
- Concern over the use of fossil fuels and greenhouse gases, automobile fatalities, and lack of affordable public transit has heightened demand for such a solution.
- The price and efficiency of solar power is now ready for use at this scale and all other enabling technologies are already well-established.
- STSC's solar-powered e-Mobility urban transit system is aligned with ecological and social goals as a "green" solution.
- The plan is for economically sustainable systems operating profitably for implementation in a wide range of use cases in diverse currently congested urban locations.

SYSTEM FEATURES

- People save significant time lost due to congestion; vehicles travel unencumbered on an elevated guideway
- On-demand, origin-to-destination travel dramatically reduces the potential for contagious disease infection from crowded trains and buses and the large queues awaiting their arrival
- People are safe and secure in their own personal vehicle, free from anxiety about strangers in public spaces
- Small station size allows for stations every ¼ mile, providing convenient access 24/7
- Highly energy efficient, providing travel at \$ 0.02 per mile (~ 125 MPGe)
- Solar panels provide all power for transportation without using fossil fuels
- Low operating costs and high efficiency result in operating at a profit; no subsidies
- Easily integrates with existing modalities allowing expansion of ridership in other existing modes

FOUNDING TEAM:

John Mardirosian | Program Director. John has extensive experience managing large-scale transit, government and commercial programs

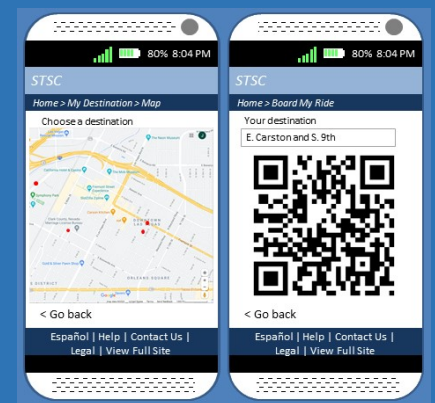
Nick Garzilli | Business Development | Nick has a track record of identifying transit needs and solutions

Mike Teske | Design and Safety. Mike has designed, certified, made operational, and managed over 100 theme park rides for locations such as Disney, Universal Studios, Dollywood, EPCOT, and others.

Endeavor Capital Management | Team of operating and investing company leaders

EASY TO USE

- Just pick a destination with your Mobile App
- Walk up to an empty vehicle and show the QR code to let the system know where travelers want to go



For additional information, contact
Nick.Garzilli@STSC-USA.com
EVP Business Development
Cell: (310) 729-6905

Project Overview

- MetroPlan requests \$2,600,000 in support of one project: the **Lone Tree Corridor**.
- The **Lone Tree Corridor** serves these needs:
 - Safe, grade-separated railroad crossing
 - Arterial connection alternate to Milton Road
 - Alternate access to NAU
 - Missing pedestrian and bicycle facilities
- The **Lone Tree Corridor** includes:
 - Bridge over the railroad
 - Widening from 2-4 lanes
 - Sidewalks, trails, bike lanes
- **Lone Tree** benefits Flagstaff and the region by:
 - Less congestion Downtown
 - Access to future growth areas
 - Improved pedestrian and bicycle mobility
 - More effective evacuation routes
- Flagstaff voted in taxes for the **Corridor** in 2018

Project Schedule

Start: June 2021
Estimated Completion: November 2026

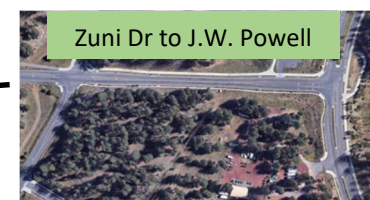
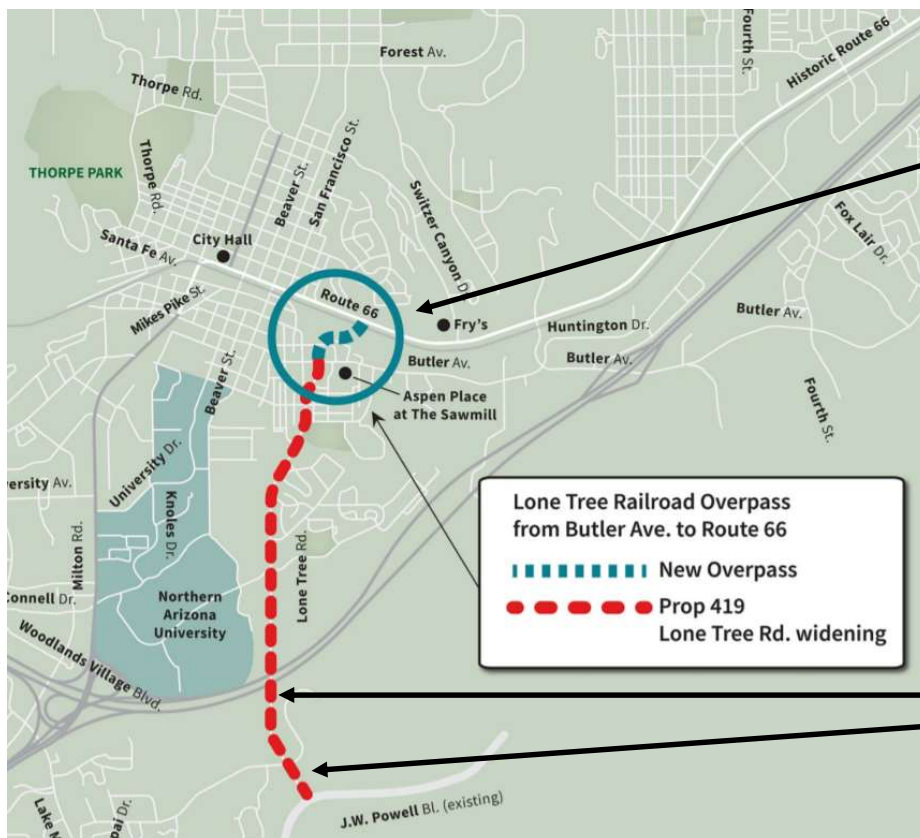
Project Cost

\$106,000,000

State General Fund Request: \$2.6M
Local Contribution: \$106M

For More Information

Bret Petersen, Capital Engineer
bpetersen@flagstaffaz.gov
928-213-2680





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

STAFF REPORT

REPORT DATE: September 27, 2021
MEETING DATE: October 6, 2021
TO: Honorable Chair and Members of the Board
FROM: Jeff Meilbeck, Executive Director
SUBJECT: Issue Resolution Process

1. Recommendation:

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

2. Related Strategic Workplan Item

i 5 Year Horizon: Facilitates communication and planning between member agencies to identify shared priorities, align goals and advance projects with one consolidated regional voice

Measurable Objective: 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, 2022.

3. Background

i As part of the April 7, 2021 Strategic Advance process, we discussed some of the similarities and differences between member agencies. It was observed that although we want to "speak with one voice", MetroPlan member agencies don't always agree. To the outsider, this might seem odd since we are all interested in transportation planning, services, and infrastructure. To the insider, it is clear that our agencies each have distinct cultures, policy priorities, and an ebb and flow of funds. For example, when Mountain Line got a grant to build a Bus Rapid Transit (BRT) route on Milton in 2015, ADOT recognized that they needed a vision for the



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corridor before they could fully support the project. Indeed, the cultural and policy differences between Mountain Line and ADOT may be the most distinct since Mountain Line is focused on public transportation and spends virtually 100% of their funding on it. ADOT, on the other hand, spends approximately 96% of their federal funding and 0% state funding on public transportation. Clearly, these financial differences reflect project priority and cultural differences as well.

One perspective is that our differences are a strength and not a weakness. The fact that MetroPlan member agencies have different needs and priorities doesn't mean there is anything "wrong". For example, ADOT has critical projects that are driven by the momentum, interests and existing land-use patterns geared toward the private automobile. Mountain Line has a clear public transportation focus as dictated by federal regulation, local voter approved mandates, and a core belief that public transportation is a solution to environmental, land use and economic equity issues. Neither of these perspectives are wrong and MetroPlan's ability to respect, appreciate and meet the needs of all our member agencies is important to our ability to serve.

It can be said that a City Manager does not work for a City Councilor: rather they work for the City Council as an entity in and of itself. Similarly, it could be said that MetroPlan does not work for any particular member agency, we work for the needs of all the agencies together. As such, MetroPlan's approach has been to find solutions that all member agencies agree with. For example, in 2021 when member agencies agreed that pursuing bicycle and pedestrian funding was good for all, there was no conflict, and it was easy for MetroPlan to speak with one voice. Similarly, MetroPlan's work on Smart Signals, Downtown Mile, West Route 66 and Lone Tree Corridor projects are supported by all member agencies. These types of consensus projects are the sweet spot for MetroPlan to operate in.

While consensus is great, the reality is that planning and policy elements of all projects are not always shared by all member agencies. A clear recent example of these differences is seen in the Milton Corridor Project: In simplified terms, ADOT's focus was on ensuring that traffic flow not be impacted. While not explicitly defined as such in the ADOT effort, it was assumed that "traffic" referred to automobiles. This definition was not shared by all MetroPlan member agencies, some of whom want to increase viability of bicycle, bus and pedestrian activity in the corridor.

To identify even more complexity, it should be pointed out that MetroPlan member agencies themselves sometimes have conflicting policy directives. For example, the City may have a priority in one department to reduce emissions and in another department to move automobile traffic more expediently, and in another to promote



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bicycle usage. This complexity explains why finding consensus within MetroPlan member agencies -- let alone between them -- can be so challenging at times.

MetroPlan's Role

In recent months, the cultural and policy differences between member agencies and the resultant issues created are being openly discussed. In the hectic pace of any given day, it is occasionally easy to forget that these issues are based on principles rather than personalities. In other words, we could have an entirely different make up of staff and elected officials at each and every member agency, and the issues would likely be the same. The issues are driven by culture, policy and paradigm. People carry the message, because that's their job.

By recognizing respective agency differences, MetroPlan members have the best chance of moving ahead productively, both individually and collectively. In other words, energy can be put towards supporting the goals of other agencies while pursuing their own. While it may sometimes feel like anything less than consensus is a win for one and a loss for another, this does not have to be the case. Our options are to find consensus decisions in some areas, simply agree to disagree in others, and to make wise resource allocation choices in others. For example, at some point it may make the most sense for Mountain Line, the City and MetroPlan to recognize and respect the car dominated parameters of ADOT in the Milton corridor and support them. This support might look like focusing on projects like the University underpass or shifting to other "off-Milton" solutions such as backage roads and other corridors. When such decisions are made openly as being in the best interest of organizations and the community, MetroPlan member agencies are using their limited resources of time, money, and creative energy more effectively and efficiently.

MetroPlan's 5 Year Horizon articulated as "facilitates communication and planning between member agencies to identify shared priorities, align goals and advance projects with one consolidated regional voice" has lead us to a measurable objective to "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, 2022."

At this point in the discussion, the question is, "what is MetroPlan's role and how can we help?"



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4. TAC and Management Committee Discussion

i Both the TAC and Management Committee engaged in thoughtful discussion about this topic. Both agree that it is not necessary or even desirable for MetroPlan to develop a formal process or program for issue resolution. Rather, they suggested that MetroPlan be prepared to provide support when needed. For example, MetroPlan played a role in supporting ADOT's efforts to create a Vision for the Milton Corridor. This vision recognized the long term needs of the various agencies and provided a solution that kept opportunity open for all.

It was also suggested that MetroPlan's culture continue to be one of collaboration and issue resolution. By simply taking a collaborative, solution-oriented approach as a way of doing business and showing up, MetroPlan can exercise its more neutral, regional role to provide appropriate support as the need arises.

5. Fiscal Impact

i None

6. Alternatives

i This is a discussion item and no alternatives are being presented.

7. Attachments

i None



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Flagstaff, AZ 86001
928-266-1293
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STAFF REPORT

REPORT DATE: September 29, 2021
MEETING DATE: October 6, 2021
TO: Honorable Chair and Members of the Board
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Regional Transportation Plan (RTP) Update & Change Order

1. Recommendation:

- i** 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.

2. Related Strategic Workplan Item

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

3. Background

- i** The original contract for the MetroPlan RTP included the costs of completing a 400 person statistically valid survey within the City of Flagstaff. As the project has developed, staff have concluded that a statistically valid survey in the MetroPlan area outside the City of Flagstaff should also be completed.

The purpose of this survey is to understand community values in the MetroPlan region related to the transportation system:

- How do people value travel time, emissions reduction, cost, safety, social responsibility, and other factors and how do those values influence their travel mode choice, i.e. drive, bike, walk, bus
- What are the barriers to using alternative modes



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- *What do people think the community needs related to transportation policy. This area of questioning recognizes that the respondent's perception of community values might be different than the respondent's perception of their own values. For example, the respondent might believe that safety is the highest value for themselves and that emissions reduction is the highest value for the community.*

Discussions with the consultant team and planning partners indicated a need for a values survey for the entire region. A values survey will serve as a filter and validity check for subsequent public outreach purposes. The values survey will also help MetroPlan, its partners, and the consultant team understand why people oppose or support various policies. This information will be useful to MetroPlan and/or its member agencies for development of a public education and outreach effort.

To gain a statistically valid, high-confidence survey of City and non-City residents, 400 surveys of each will be necessary.

4. Fiscal Impact

- i** *The change will cost \$12,990. This amount was not budgeted and funds will be transferred from the vacancy savings that accrued due to the delay in hiring the new transportation planner position.*

5. TAC and Management Committee Discussion

- i** *Both groups support the additional survey of the unincorporated areas.*

6. Alternatives

- i**
 - 1) *Authorize the Change Order at a cost of \$12,990. This is the most thorough alternative and provides the highest confidence level within the City and County.*
 - 2) *Amend the Change Order to collect 400 surveys in the City and 200 in the County at a cost of approximate \$7,500. This alternative reduces costs by*



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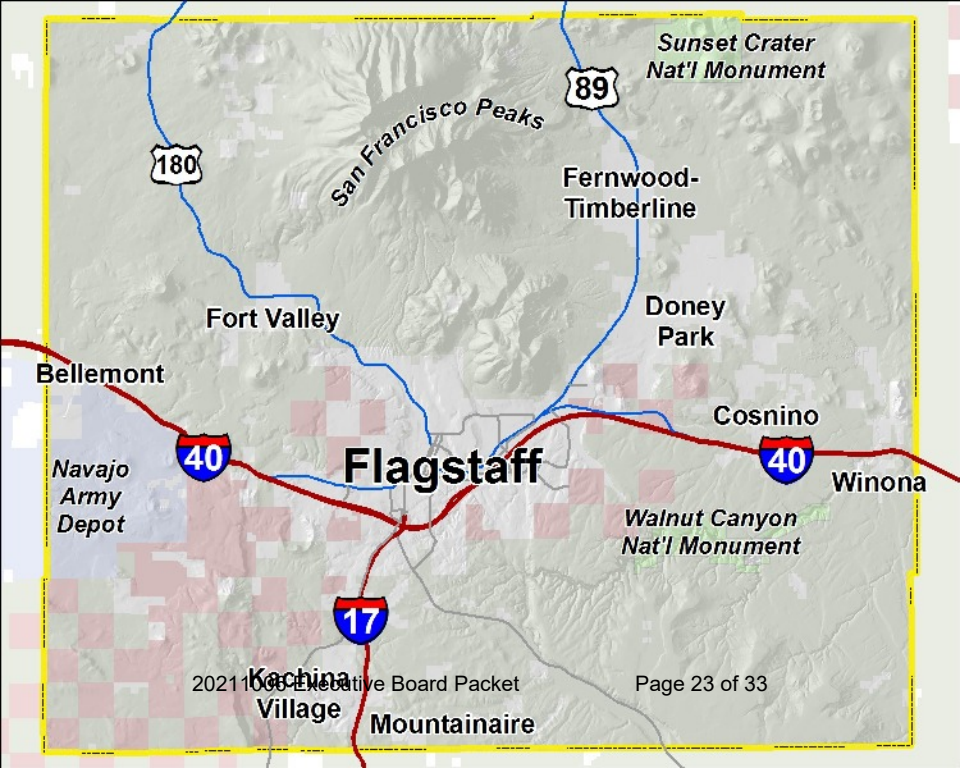
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approximately \$5,500 but does not provide a statistically valid survey for unincorporated areas.

- 3) *Do not support the Change Order. Not recommended. A statistically valid survey in both the City and the unincorporated areas is needed to provide clear understanding of the public's values, develop the public outreach program, and develop a credible, data-based, plan.*

7. Attachments

i *Map of MetroPlan region*



Sunset Crater
Nat'l Monument

89

San Francisco Peaks

Fernwood-
Timberline

180

Fort Valley

Doney
Park

Belmont

Cosnino

Navajo
Army
Depot

40

Flagstaff

40

Winona

Walnut Canyon
Nat'l Monument

17

2021 Executive Board Packet

Kachina
Village

Mountainaire

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STAFF REPORT

REPORT DATE: September 29, 2021
MEETING DATE: October 6, 2021
TO: Honorable Chair and Members of the Board
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Southwest Chief Upgrade Initiative

1. Recommendation:

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

2. Related Strategic Workplan Item

i This item is not related to an adopted Measurable Objective. However, this item does tie to our 5 Year Horizon:

“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”.

3. Background

i A discussion with Councilmember McCarthy and Yavapai County Supervisor Mary Mallory lead to a possible Amtrak related initiative. The concept is for MetroPlan to provide collaboration and preliminary leadership in helping to improve the Southwest Chief rail cars. For example, we might be part of developing and/or joining a coalition of support from Chicago to California to replace Southwest Chief rail cars with modern, safe, attractive technology.



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A meeting was held on September 8th with an ad-hoc group of local leaders from MetroPlan, the Chamber, NACOG, Yavapai County and the City of Flagstaff to consider this project.

We identified the following project merits:

- *One-time capital costs that are not recurring*
- *Reduced operating and maintenance expenses*
- *Increased appeal to retain existing and attract new passengers*
- *Economic development benefit to all communities along the corridor*
- *Opportunity to celebrate reinvigorated rail service as an asset to communities.*

The goals of the meeting were to:

- *Achieve shared understanding of project purpose*
- *Determine if critical mass of local support exists to initiate project.*
- *Identify scope and exclusions (What we are asking for, what are we not).*
- *Identify key resources and next steps*

At the conclusion of the meeting a list of follow-up items was created and a project charter was drafted. The progress and communication since the meeting have been limited. Essentially we are working to determine the right role for MetroPlan and tap into national leadership that has presumably already been established.

4. TAC and Management Committee Discussion

i *Both the TAC and Management heard a report on this initiative and supported including it as a priority for MetroPlan.*



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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.*

6. Alternatives

- i**
 - 1) Provide direction for MetroPlan to consider to engage in this project, provide preliminary leadership, and learn more.*
 - 2) Provide direction for MetroPlan to focus on other priorities and not take up this project until it can be considered in the next Strategic Advance.*

7. Attachments

- i** *Draft Project Scope Statement*

Amtrak Southwest Chief – Rail Car Upgrade Exploratory Meeting (Date TBD Early September)

ADOT

CITY OF FLAGSTAFF
COCONINO COUNTY
MOUNTAIN LINE
NAU

Project Description:

Develop a coalition of support from Chicago to California to replace Southwest Chief rail cars with modern, safe, attractive technology.

Project Merits:

- One-time capital costs that are not recurring
- Reduced operating and maintenance expenses
- Increased appeal to retain existing and attract new passengers
- Economic development benefit to all communities along the corridor
- Opportunity to celebrate reinvigorated rail service as an asset to communities.

EXECUTIVE BOARD

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Councilmember
City of Flagstaff

Vice-Chair

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Coconino County

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Directors

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Councilmember
City of Flagstaff

Jesse Thompson
Arizona State
Transportation Board

Jeronimo Vasquez
Supervisor District 2
Coconino County

Meeting Goals

- Achieve shared understanding of project purpose
- Determine if critical mass of local support exists to initiate project.
- Identify scope and exclusions (What we are asking for, what are we not).
- Identify key resources and next steps

Agenda:

1. Welcome and Introductions:
 - a. Jeff “Miles” Meilbeck
2. Project Genesis, Vision, and Synergy:
 - a. Mary Mallory, Yavapai County Supervisor
 - b. Jim McCarthy, Flagstaff City Councilmember and MetroPlan Board Chair
3. Project Merits and “Making the Case” – Jeff “Miles” Meilbeck
4. Estimated Costs and Potential Funding Sources - TBD
5. Exploration of Local Support – Open Discussion
6. Identify Key Resources and Next Steps – Open Discussion



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STAFF REPORT

REPORT DATE: September 27, 2021
MEETING DATE: October 6, 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.*

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