

AGENDA

Executive Board Meeting

10:00 AM to Noon

January 5, 2022

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 – 2nd Floor

Flagstaff, AZ 86004

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 jeff.meilbeck@metroplanflg.org 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
- ☐ Jeronimo Vasquez, Coconino County Board of Supervisors, Vice-Chair
- ☐ Patrice Horstman, Coconino County Board of Supervisors
- ☐ Austin Aslan, Flagstaff City Council
- ☐ VACANT, 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 “Miles” Meilbeck, Executive Director
- ☐ David Wessel, Manager
- ☐ Rosie Wear, Business Manager
- ☐ Mandia Gonzales, Transportation Planner

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

B. ROLL CALL

C. PUBLIC COMMENT

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

D. APPROVAL OF MINUTES

[Minutes of Regular Meeting: December 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. [Federal and State Funding Update](#)

(Pages 10-15)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for discussion only.

B. [Regional Transportation Plan \(RTP\) update](#)

(Pages 16-18)

MetroPlan Staff: David Wessel

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

C. **Downtown Mile Update** (Pages 19-24)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends that the Boards authorize the Executive Director to amend the FY 22 Budget to move \$310,000 into the Downtown Mile project from other MetroPlan projects.

D. **Items from the MetroPlan Staff**

1. Amtrak Update
2. Sun Transport Solutions Corporation (STSC) Update

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. February 2, 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,



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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.metroplanfig.org on December 22, 2021, at 8:00 am.

Dated this 22nd Day of December 2021.

Mandia Gonzales, Transportation Planner

MINUTES

Executive Board Meeting

10:00 AM to Noon

December 1, 2021

Join Zoom Meeting:

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

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NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

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

METROPLAN STAFF

- ☒ Jeff "Miles" Meilbeck, Executive Director
- ☒ David Wessel, Manager
- ☒ Rosie Wear, Business Manager
- ☒ Mandia Gonzales, Transportation Planner

OTHERS IN ATTENDANCE: Dana Biscan (Burgess & Niple), Ed Stillings (FHWA), Kevin Adam (RTAC) joined @ 10:33

I. PRELIMINARY GENERAL BUSINESS

A. CALL TO ORDER

Chair McCarthy called the meeting to order at 10:01 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: November 3, 2021

Motion: Board member Patrice Horstman made a motion to approve the November 3, 2021 Regular Meeting Minutes as revised on November 29, 2021. Board member Jeronimo Vasquez seconded the motion. Voted 5-0 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.)

There were no items on the consent agenda.

III. GENERAL BUSINESS

A. Election of Officers

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the Board appoint a Chair and Vice Chair as officers for the Board.

Motion: Board member Patrice Horstman made a motion to appoint Jim McCarthy as Chair for 2022. Board member Austin Aslan seconded the motion. Voted 5-0 to approve.

Board member Patrice Horstman made a motion to appoint Jeronimo Vasquez as Vice-Chair for 2022. Board member Jim McCarthy seconded the motion. Voted 5-0 to approve.

B. Q1 Financial Report

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: None. This item is for discussion only.

Executive Director Jeff “Miles” Meilbeck presented the Q1 Financial Report. No action was taken.

C. Federal and State Funding Update

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: This item is for discussion only.

Executive Director Jeff “Miles” Meilbeck presented a federal and state funding update. No action was taken.

D. Regional Transportation Plan (RTP) from consulting team

MetroPlan Staff: David Wessel

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

Dave Wessel and Dana Biscan from Burgess & Niple presented an update on the RTP. No action was taken.

E. Milton/CMP Update

MetroPlan Staff: Jeff “Miles” Meilbeck

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

Executive Director Jeff “Miles” Meilbeck presented an update on Milton/CMP. No action was taken.

F. 2022 Meeting Venue

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends the Board continue holding hybrid meetings using Zoom and the MetroPlan conference room through Fiscal Year 2022.

Direction: Board members agreed to continue hybrid meetings as they have taken place in 2021, where meetings are “public” at MetroPlan’s office and have an open Zoom meeting.

G. 2022 Strategic Advance Planning

(Pages 50-52)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommend the Executive Board select April 6, 2021 for the Strategic Advance

Motion: Chair Jim McCarthy made a motion to select April 6, 2021 as the Strategic Advance date and to hold this event virtually. Board member Patrice Horstman seconded the motion. Voted 5-0 to approve.

H. MetroPlan FY 22 Mini-Grant Award

(Pages 50-52)

MetroPlan Staff: Jeff “Miles” Meilbeck

Recommendation: Staff recommends that the FY 2022 mini-grant funds be directed to an intergovernmental agreement or contract with the City of Flagstaff sustainability program for an amount not to exceed \$100,000.

Motion: Board member Jim McCarthy made a motion to direct the mini-grant funds to an intergovernmental agreement with the City of Flagstaff sustainability program for an amount not to exceed \$100,000. Board member Patrice Horstman seconded the motion. Voted 5-0 to approve.

I. Items from the MetroPlan Staff

1. State Freight Update

Executive Director Jeff “Miles” Meilbeck shared that Chair McCarthy will be attending an All Aboard Arizona conference this week. Executive Director Jeff “Miles” Meilbeck also provided a brief update on his 360-evaluation process. Dave Wessel shared an update on state freight.

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.)

Board member Regina Salas shared about a recent meeting with Arizona State Senator Sonny Borrelli and U.S. House Representative O’Halloran’s staff where she was able to share about upcoming projects in our area.

B. NEXT SCHEDULED EXECUTIVE BOARD MEETING

1. January 5, 2021

C. ADJOURN

Chair McCarthy adjourned the meeting at 11:53 am.



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STAFF REPORT

REPORT DATE: December 22, 2021
MEETING DATE: January 5, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Federal and State Funding Update

1. Recommendation:

i This item is for discussion only. No recommendation is being made.

2. Related Strategic Workplan Item

i Secure \$2 Million in additional resources, including Signal Technology, by 12-31-2022.

3. Background

i There are many developing items related to state and federal funding. The Bipartisan Infrastructure Law (BIL) also known as the Infrastructure Investment and Jobs Act (IIJA) has many impacts to be considered. Staff are studying the legislation and attending trainings with peers and partners to understand and maximize the opportunities that exist. Further, the RTAC State Funding Initiative continues to advance and staff will provide an update on that effort.

Highlights:

- It appears that MetroPlan may be eligible to receive additional formula funding. Formula funding is a grant program that is distributed based on population.



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- *BIL has established population thresholds to require distribution of formula funds to communities of 50,000 to 200,000 people. This is a significant development because in prior years all funds were distributed by ADOT.*
- *It remains to be seen if formula distribution will be a more advantageous financial impact for the MetroPlan region.*
- *MetroPlan is working with other small MPO's through the RTAC to attempt to arrive at a clear advocacy position with ADOT regarding funding distribution.*
- *MetroPlan wants to see the data for historic statewide distributions of federal funds so we have a basis of comparison.*
- *There are a number of competitive grant programs that will be unveiled in the next 6 months for which MetroPlan may be eligible to compete.*

4. TAC and Management Committee Discussion

- i** *The December 23rd and December 24th meetings were not held in observance of the Christmas Holiday.*

5. Fiscal Impact

- i** *The fiscal impacts are still being studied, and distribution tables are being developed by Federal and State governments.*

6. Alternatives

- i** *None provided.*

7. Attachments

- i** *Bi-partisan Infrastructure Law – Arizona*
[Senate Bill Analysis](#) (Link only)



The Bipartisan Infrastructure Law Will Deliver for Arizona

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in Arizona is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for Arizona.** For decades, infrastructure in Arizona has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Arizona a C on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for millions of Arizona residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Arizona there are 132 bridges and over 3,193 miles of highway in poor condition. Since 2011, commute times have increased by 11.1% in Arizona, and on average, each driver pays \$614 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, Arizona would expect to receive approximately \$5.3 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 28.4% more than the State's Federal-aid highway formula funding under current law (1). Arizona can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. Arizona can also expect to receive approximately \$117 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$133 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, Arizona will receive approximately \$36 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in Arizona will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance "vision zero" plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, Arizona can expect to receive approximately \$78.9 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 43% increase in funding compared to FAST Act levels (4). Arizona will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. Arizonans who take public transportation spend an extra 90.2% of their time commuting and non-White households are two times more likely to commute via public transportation. 4% of transit vehicles in the state are past useful life. **Based on formula funding alone, Arizona would expect to receive about \$903 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 32% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, Arizona would expect to receive about \$76 million over five years to support the expansion of an EV charging network in the state (6). Arizona will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, Arizona will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in Arizona would receive approximately \$348 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA's Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In Arizona, such recommended projects include the South Central/Downtown Hub Light Rail and Northwest Extension Phase II Light Rail projects in Phoenix.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.

- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in “equal amounts for each fiscal year 2022 through 2026”. This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA’s National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*



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STAFF REPORT

REPORT DATE: December 20, 2021
MEETING DATE: January 5, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: David Wessel, Planning Manager
SUBJECT: *Stride Forward: Regional Transportation Plan (RTP) Update*

1. Recommendation:

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

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 *Overall, Stride Forward is on schedule, task, and budget. The primary work products for this period are Tasks 2, 3, and 5 or Trends, Model Update, and Public Involvement. Staff is pleased to report significant advancements or progress in each.*

Task 2. Literature Review/Trend Analysis: Burgess & Niple presented analytical maps showing accessibility risk at last month's meeting. Burgess & Niple are near completion of refinements to that analysis which permits stronger conclusions.

Task 3. Regional Model Update: Model updates from 2017 to 2019 are virtually complete. The model calibrates well against data for all modes.

Task 5. Public Involvement: This is the area of greatest activity and achievement. As revealed in a recent 3-bullet briefing from Executive Director Meilbeck "Stride Forward" is the plan process branding and "Onward" and "Upward" the respective titles for the stay-the-course and sustainability future concepts. Staff received a



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branding narrative that is working into the website. The working draft of the website will be presented at the Board meeting and ready for launch later in January in conjunction with stakeholder meetings. Stakeholders are responding positively to requests for meetings and scheduling for January and February is in progress. Staff is pleased to report the random sample survey fieldwork is complete. 412 city and 269 county surveys were collected. Available results will be highlighted to the Board and stakeholders in January.

Other tasks are also underway:

Task 4. Scenario Development: The methodology for population and employment projections and distribution is complete and the transition of previous projection data to the new model format is nearing completion, a significant step for the “Onward” concept and ahead of schedule.

Task 6. Policy Development: not initiated

Task 7. Equity Analysis: not formerly initiated. Further clarification of methodology and utilization of the results took place. Access from residential areas to jobs, groceries, and other key destinations by each mode will be measured. Comparisons for at-risk communities to the entire region will be made to assess equity. This analysis will be useful in crafting and evaluating future land use patterns that reduce vehicle miles traveled.

4. TAC and Management Committee Discussion

i *The December 23rd and December 24th meetings were not held in observance of the Christmas Holiday.*

5. 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.*



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6. Alternatives

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

7. Attachments

i *None*



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STAFF REPORT

REPORT DATE: December 22, 2021
MEETING DATE: January 5, 2022
TO: Honorable Chair and Members of the Executive Board
FROM: Jeff “Miles” Meilbeck, Executive Director
SUBJECT: Downtown Mile FY 2022 Budget Adjustment

1. Recommendation:

- i** Staff recommends that the Boards authorize the Executive Director to amend the FY 22 Budget to move \$310,000 into the Downtown Mile project from other MetroPlan projects.

2. Related Strategic Workplan Item (s)

- i** Measurable Objective 16:
Evaluate how MetroPlan can best support the Milton Railroad underpass through design, funding, environmental work, or other approaches by 12-31-2021. The scope will include consideration of the Downtown Connection Center, Rio De Flag project and other “Downtown Mile” projects.

3. Background

- i** MetroPlan develops a strategic workplan and budget each year to ensure that we stay on track with meeting the transportation needs of our region. Given that transportation needs are virtually unlimited and that time and money are not, MetroPlan has a mission, vision, and guiding principles to guide our decision-making process. For example, we identified projects at our last strategic advance including West Route 66, the Lone Tree Traffic Interchange, the mini-grant, and the Downtown Mile plan (DTM plan). We allocated funds to each of these projects and have begun implementation. The purpose of this report is to make the case to reprioritize \$310,000 of MetroPlan funds to the DTM plan.



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MetroPlan has already budgeted \$180,000 to the DTM plan in FY 22 and staff believe we should shift an additional \$310,000 to the DTM plan because it is important, urgent, and highly leveraged as follows:

- *Important: The DTM plan will integrate the design of the Milton Railroad underpass, the Downtown Connection Center (DCC), bicycle and pedestrian projects, and safer railroad crossings. Further, all of these transportation projects are stacked up behind the completion of the Rio De Flag flood control project (Rio project). In other words, before the Rio project can be constructed, the DTM plan indicating how all the projects will integrate needs to be completed. With over \$150M of infrastructure investments in the balance, it is hard to imagine a more important project.*
- *Urgent. The City of Flagstaff's Rio Project has a federal appropriation of \$52 Million which cannot be expended until the DTM planning/design effort is complete. The Rio project funding is time-limited and needs to be spent so it does not lapse. Further, the risk of catastrophic flooding and resultant impact to the transportation network in the community is high. Although flooding mitigation is not a direct mission of MetroPlan, it is a community imperative for MetroPlan to consider.*
- *Highly Leveraged. Design and construction of infrastructure projects in the area total over \$150 Million. The DTM Plan is a precursor to design and construction. The following table summarizes the funds that will be leveraged through the completion of the DTM plan:*
 - *Army Corps of Engineers: \$79.3 Million*
 - *Federal Transit Administration: \$22 Million*
 - *Burlington Northern Santa Fe Railroad: \$200,000*
 - *Mountain Line: \$12 Million*
 - *City of Flagstaff: \$42.7 Million*

In addition to the sources above, the DTM Plan will allow MetroPlan and member agencies to apply for more funds through the Bipartisan Infrastructure Law (BIL). If successful, these additional funds may reduce the amount of local funds required for project construction or address increasing costs.

CONSIDERATIONS

Project Management: *If the MetroPlan Board approves shifting of funds to the DTM Plan, the City of Flagstaff will lead the project and MetroPlan will support it. This structure means that the City of Flagstaff will provide local match to draw down the MetroPlan grant, will procure the consultant and will manage the project. MetroPlan will provide technical and leadership support as appropriate.*

West Route 66 Plan: *Shifting funds to the DTM Plan means there will be a delay in completing the West Route 66 Plan. However, the West Route 66 Plan is still a priority*



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and staff believes we can advance it in a meaningful way by using in-house staff resources and leveraging other projects. As the Board will recall, we created an entry-level transportation planner position that has now been filled with an experienced and capable individual. MetroPlan also has a veteran Transportation Manager who has been with the organization for 24 years and is highly competent. Further, MetroPlan has a consultant team on Board for “MetroPlan: Stride Forward” (the new brand name for the Regional Transportation Plan). For all of these reasons, we believe we can direct funds to the DMP while still advancing the West Route 66 plan.

Lone Tree Traffic Interchange (LTTI): The LTTI is a major concept related to building an interchange at I-40 and Lone Tree similar to the interchange at I-40 and Butler and I-40 and I-17/Milton. Similar to the West Route 66 project, staff believes that meaningful progress on the LTTI can be made through MetroPlan: Stride Forward” and with in-house staff. Again, the LTTI may be delayed by several months if we shift funds to the DTM Plan.

4. TAC and Management Committee Discussion

- i** The TAC and Management Committee both need to discuss this item at their January 26th and 27th meeting.

5. Fiscal Impact

- i** MetroPlan has already budgeted \$180,000 of federal funds and \$17,400 of local funds for the DTM Plan.

If an additional \$310,000 is transferred, the total MetroPlan contribution will be \$490,000. The additional local match will be \$18,738 and MetroPlan would need the City of Flagstaff to provide this additional local match.

Staff proposes amending the budget to move \$310,000 from other MetroPlan projects to the DTM Plan as follows:

| Transfer From | To | Amount | Match Required from City |
|-------------------------------|-----|-----------|--------------------------|
| Lone Tree Traffic Interchange | DTM | \$100,000 | \$6,044.54 |
| West Route 66 | DTM | \$100,000 | \$6,044.54 |



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| | | | |
|---------------------|------------|-------------------------|---------------------------|
| <i>Mini Grant</i> | <i>DTM</i> | <i>\$110,000</i> | <i>\$6,648.99</i> |
| <i>Total</i> | | <i>\$310,000</i> | <i>\$18,738.07</i> |

6. Alternatives

- i** 1) *Amend the FY 22 Budget to move an additional \$310,000 into the Downtown Mile project (DTM Plan) from other MetroPlan projects. (Recommended)*
- 2) *Maintain MetroPlan's financial commitment to the DTM Plan at \$180,000 as budgeted.*

7. Attachments

- i** *Downtown Mile "Glossy"*

City of Flagstaff Downtown Mile Master Plan



The City of Flagstaff and project partners including BNSF Railway, Mountain Line, Amtrak, and Army Corps of Engineers are investing over \$150,000,000 in transit and flood control improvement projects in downtown Flagstaff (see map on back). A RAISE Planning Grant will provide funds to develop integrated design, NEPA clearance, and a construction phasing plan to optimize efficiency and funding in delivering these critical projects for our community.

Merit Criteria Justification

• Safety

Two new grade-separated pedestrian crossings that provide safe passage for vulnerable users and reduce the likelihood of trespassing across active railway. Additional bicycle facilities that complete a major link along the City's "main street" (Milton Road) and support alternate mode users.

• Environmental Sustainability

The Downtown Connection Center increases public transit options and supports reduction in private vehicle use particularly for short trips. Entire "Downtown Mile" effort provides critical infrastructure to allow denser urban growth rather than urban sprawl.

• Quality of Life

Flood control efforts eliminate recurring floods from the historic Southside community. Enhanced transit and pedestrian facilities increase mobility options for downtown residents and workers.

• Economic Competitiveness

Planning for the railway operations reduces impact to rail operations and allows for future growth of regional and national freight movement. Supporting downtown assists existing and future businesses to attract and retain 4,500+ workers.

• State of Good Repair

The widening and replacement of the Milton Road Underpass/BNSF Railway Bridge eliminates a 1930's structure that is substandard in vertical clearance for a more resilient structure. Removing the 100-year floodplain from historic areas improves overall maintenance and repair costs.

• Area of Persistent Poverty (APP)

The project area is in a census tract that meets the APP definition.



Florence to Walnut Pedestrian Underpass
\$2,300,000 Programmed (City of Flagstaff)
Design Complete



Milton Road Underpass/BNSF Railway Bridge
\$200,000 Programmed (City of Flagstaff)
Planning Underway



Downtown Flagstaff

Rio de Flag (RDF) Flood Control and Pedestrian Underpass
\$122,000,000 Programmed
(City of Flagstaff, Army Corp of Engineers)
Design Complete



Lone Tree Overpass

Overpass of BNSF and RDF (and lowering track)
\$73,000,000 Programmed (City of Flagstaff)
Design Underway



Downtown Connection Center and Amtrak Station
\$34,000,000 Programmed (Mountain Line)
Design Underway



Southside Flagstaff

FMPO Funding Sources & Eligible Applicants Matrix

Prepared February 2020

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

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














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









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


FMPO Funding Sources & Eligible Uses Matrix










Prepared February 2020

Confidence or Probability Level  High  Medium  Low

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

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

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

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

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