Agenda Item 7

- **Legislative Update**

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The Honorable Greg Stanton
128 Cannon HOB
Washington, DC 20515

Dear Congressman Stanton:

The INVEST Act is a significant step in addressing our nation's transportation infrastructure and allows us to continue making investment decisions for the people of our region. We thank you for serving as a representative on the House Transportation and Infrastructure Committee and for your leadership in advancing our issues.

We would like to call your attention to two areas of concern in the INVEST Act. First, we currently benefit from existing funding programs that provide flexibility to allocate dollars to projects as needed. In particular, this flexibility has allowed the region to prioritize multimodal improvements; significant amounts of our Federal Highway Administration funding is allocated to transit and bicycle/pedestrian projects every year. The INVEST Act proposes additional core programs that take away percentage allocations from the existing flexible programs, and by doing so, becomes more prescriptive in how funds are invested. One option might be to allow the larger regions, such as those with a population of over one million, additional flexibility.

Second, we continue to be concerned with funding formulas being tied to 2009 allocations. These allocations are tied back to the formulas that were used in SAFETEA-LU which Congress passed in 2005, and were based on traffic volumes from that period and the 2000 Census. As you are well aware, the Phoenix metro region and State of Arizona have the highest rates of population growth in the nation. Preserving funding formulas tied to twenty-year-old population numbers—formulas that will be twenty-five years old at the end of the INVEST Act—does not allow the state and region to effectively address our infrastructure needs, continuing to place the burden on local communities to address. We encourage you to consider amending the INVEST Act so that funding formulas utilize recent Census population figures.

Thank you for serving on the House Transportation and Infrastructure Committee. Arizona has gone too long without representation on this important committee, especially during this time of dramatic growth. Please contact us with any questions or concerns.

Mark W. Mitchell
Mayor of Tempe
Chair, MAG Regional Council

Jerry P. Weiers
Mayor of Glendale
Chair, Transportation Policy Committee

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Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown

Legislative Update

- **MAG staff continues to track state and federal transportation funding activities**
- **ADOT finance has generated preliminary RARF and HURF estimates that reflect COVID-19 revenue impacts**
  - Cumulative 14% decrease in the RARF forecast between FY 2020 – FY 2022
  - Cumulative 15% decrease in the HURF forecast between FY 2020 – FY 2022
- **ADOT will present the FY 2021-2025 ADOT Five-Year Transportation Construction Program to the State Transportation Board on June 19, 2020**
  - Draft program includes significant reductions in statewide project

Legislative Update

- **Foundational elements of the draft FY 2021 Freeway Life Cycle Program (FLCP) were completed in February 2020**
  - Program remains in balance through FY 2023, even with ADOT's recent revenue estimates

- **Next steps:**
  - Monitor actual revenue collections
    - RARF: March 2020 down 5.3% versus March 2019; April 2020 down 12.2% versus April 2019
    - HURF: March down 13.5% versus 2019
  - Track right of way and construction costs
  - Incorporate any additional federal funding