

FMPO Fall Retreat
October 30, 2013 8 a.m. to 12 p.m.
City of Flagstaff Aquaplex
Agenda



Breakfast service starts at 7:30 a.m.

I. Welcome and Introductions – Mark Woodson

II. Retreat Overview – David Wessel

III. Foundation Building (see back page for more information) – David Wessel

The current context in which transportation decisions are being made will be presented. The group will have an opportunity to respond and add to the information. More information will be available at the retreat for reference and it is presumed that much is common knowledge.

A. Policy Basis

B. Context: Regional, State, National/Global

C. Performance

D. Financial

IV. Asking the Right Questions – Dick Bowers

A. Survey Summation

The survey summation will be presented early in the session. The survey responses will assist in providing specificity for each breakout session. We will break into groups no greater than 6 persons each. Accordingly, the subject for each breakout is a best guess at this point to be clarified after all surveys are received.

B. Missing Questions

C. Retreat Guidelines

BREAK

V. Breakout Session 1

What factors should weigh most heavily in determining the application of limited transportation resources among seemingly unlimited needs? Form a consensus at each table on the top 5 in rank order.

VI. Breakout Session 2

Using the agreed upon factors as a guideline which projects are your top priority?

Discussions might include how funds should be distributed across system preservation, modernization, and expansion or across modes. Form a consensus at each table on the top 5 projects – excepting operations and maintenance -in rank order.

VII. Session 3

S.W.O.T., P.E.S.T. & 10 year horizon. Discussed as a total group.

VIII. Group Recap & Summation – Dick Bowers

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the City of Flagstaff City Clerk's Office at 928-779-7607. The FMPO complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin and LEP – Limited English Proficiency.) Requests should be made by contacting the FMPO at 928-213-2651 as early as possible to allow time to arrange the accommodation. **A quorum of the Executive Board and TAC may be present.**

III. Foundation Building –

A. Policy Basis

- The *Flagstaff Regional Plan 2030 | Place Matters* is in the hearing process to update goals and policies for land use, transportation, economic development and more. The FMPO will follow shortly with an update to its own *Flagstaff Pathways 2030 - Regional Transportation Plan*. Existing and draft plans continue to advance:
 - Growth in activity centers and corridors through reinvestment strategies
 - Greater connectivity and complete streets, especially in urban areas
 - Expanding mode choice
 - Diversifying the economy with supporting investments including transportation
- NAIPTA's *5-year and Long Range Transit Plan* has three visions
 - *Core*: Public transit service will be planned to maximize ridership, efficiency, and productivity in core areas of the city. *City neighborhoods*: Transit service will be spread out so that nearly everyone living in the city is within 3/4-mile of basic transit service. *Regional service*: Transit service will maximize geographic coverage of the system, including extending basic commuter service to outlying areas.

B. Context: Regional, State, National/Global

- NAU has grown considerably and continues to expand to a stated goal of 25,000 students
- Economic activity continues to grow – modestly – at the local, state and national level
- Most population forecasts for the region are low – less than 1.5% per year

C. Performance

- The City, County and NAIPTA have achieved many regional transportation successes in the past 15 years including major roadway projects, award-winning transit service, and much-loved trails systems.
- Roadway conditions continue to degrade and the cost of delay in repair or reconstruction is mounting
- ADOT is shifting focus to preservation and can maintain interstates to a high standard but questions remain about the standards for state highways
- Analysis of future regional conditions indicates that a combination of solutions will best manage future mobility and congestion including a successful mix of transit, pedestrian bicycle and roads. The latter will require a balance between new roads and widening of some existing roads
- Model results from 2007 and 2010 indicate that per capita figures for vehicle miles of travel and vehicle hours of travel are flat or slightly down though population, employment and sales tax are all rising.
- Residents replying that the regional transportation system meets their mobility needs well or very well rose from 77% to 87% between 2006 and 2012

D. Financial

- Traditional transportation funding – HURF – is in a state of decline due to inflation, fuel efficiency and state budget impacts
- ADOT funding is in decline resulting in many rural capital projects being deferred
- Several states have successfully implemented increased gas taxes or sale taxes to support transportation
- Early reauthorization discussions recognize the need for revenue – most critically replacing the \$15 billion in one-time funds identified in MAP-21 – but political concerns remain about raising the gas tax
- Within the region, the City and County are holding respective conversations about long-range funding
 - A 1 cent city sales tax would generate about \$15,000,000 per year
 - A ½ cent county sales tax would generate about \$9-10,000,000 per year
 - Current city sales tax for transportation is
 - .295 transit
 - .16 Fourth Street debt service
 - .186 general road projects
 - .08 safe to school, pedestrian and bicycle projects