

TRANSPORTATION & PUBLIC INFRASTRUCTURE
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Transportation and Public Infrastructure

SEND A TRANSPORTATION TAX RENEWAL QUESTION TO VOTERS IN NOVEMBER 2018 AND EARN MAJORITY VOTER SUPPORT

Point of Contact: Josh Copley / Caleb Blaschke

POLICY IMPLICATION	<p>The vast majority of Regional Plan Chapter X – Transportation Goals will advance through the renewal of the existing Transportation Sales Tax. The Regional Plan states, “The primary goals of the regional transportation system are to:</p> <ul style="list-style-type: none"> • Improve the mobility of people and goods • Provide choices to enhance the quality of life • Provide infrastructure to support economic development • Protect the natural environment and sustain public support for transportation planning efforts.”
BUDGET IMPLICATION	New sales tax funding for a 20-year transportation enhancement program starting in 2020.
S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain	
EXTERNAL PARTNERS	ADOT, NAIPTA, FMPO, F3, Chamber, NABA
TIMELINE	Mid-term: Electorate vote in November 2018
MEASUREMENT	Majority support in November 2018 election
UPDATE	FMPO Board adopted the RTP in May 1, 2017 (D.Wessel 9-21-17) Citizen Transportation Commission met 2 times. Next meeting 12-11-17. (D.Wessel 11-22-17)

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<p align="center">IMPROVE PEAK TRAVEL TIMES BETWEEN SNOWBOWL RD. AND I-17/I-40 CORRIDOR</p> <p align="center">Point of Contact: FMPO / Josh Copley</p>	
POLICY IMPLICATION	<p>Regional Plan</p> <ul style="list-style-type: none"> • Chapter X - Goal T.2. Improve transportation safety and efficiency for all modes. • Policy T.2.5. Continue to seek means to improve emergency service access, relieve and manage peak hour congestion, and expand multi-modal options in the US 180 corridor.
BUDGET IMPLICATION	<p>FLAGSTAFF POLICE DEPARTMENT</p> <ul style="list-style-type: none"> • Overtime funds of approximately \$5,000 - \$15,000 to have police officers direct traffic to help it move more efficiently. • Capacity improvements on Milton Road: \$15,000,000 to \$30,000,000 (City-ADOT partnership - unfunded) • Transit shuttle service operations: \$120,000 +/- annually (Snowbowl-Others-NAIPTA partnership - unfunded) • Transit shuttle/Emergency Services Access SB US 180 Shoulder widening and other improvements: \$10,000,000 (prospective federal grant, unfunded) • ADOT funded corridor study FY17-18: \$200,000 <p>NAIPTA grant for shuttle demonstration (approved): \$200,000</p>
<p>S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain</p>	
EXTERNAL PARTNERS	<p>Coconino County, Coconino County Sheriff’s Office, Department of Public Safety, Arizona Department of Transportation, NAIPTA, Snowbowl, USFS</p>
TIMELINE	<p>POLICE DEPARTMENT Short-term: Overtime costs to be held static or reduced.</p> <p>CAPITAL/TRANSPORTATION Short-term:</p> <ul style="list-style-type: none"> • ADOT corridor study FY17-18 (funded) • NAIPTA shuttle demo FY17-18 (funded) • Milton corridor study FY17-18 (funding discussions ongoing) <p>Mid-term:</p> <ul style="list-style-type: none"> • Expand shuttle services/coordinate with event parking fee programs and policies

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	<ul style="list-style-type: none"> • Expand traveler information services including infrastructure <p>Long-term:</p> <ul style="list-style-type: none"> • Infrastructure improvements will need to be made to handle the traffic volume.
MEASUREMENT	<p>FLAGSTAFF POLICE DEPARTMENT</p> <ul style="list-style-type: none"> • Help traffic move more efficiently with officers directing traffic at Highway 180 and Humphreys on the busiest 13 snow weekends during winter and spring at a cost not to exceed \$10,000. • Help traffic move more efficiently by adjusting the timing of traffic signals on Milton road to give north and southbound traffic longer green lights to help expedite snow player departures from Flagstaff. The lights are changed for every day between Christmas and New Years from 1500 hours to 1800 hours, and then again on the Martin Luther King and Presidents Day holiday weekends. Our measure is to maintain the same number of days (14), in which the timing is adjusted in FY 18. • Help traffic use alternate routes by posting permanent alternate route signs and the electronic sign board to direct traffic off Humphreys and down Switzer Canyon Road, thereby reducing congestion on Humphreys. Our measure is to have the signs in place and displayed prior to the Thanksgiving weekend and maintain them in place for the duration of the season. <p>CAPITAL/TRANSPORTATION: Short-term: Work closely with ADOT to advance their studies with the goal of completion by June 30, 2018 Long-term: Include ADOT Study “City Roadway Improvements” in 5-year CIP</p>
UPDATE	<p>See pending studies and grant applications listed above. NAIPTA hired AECOM as a general services contractor to conduct their study. ADOT hired Michael Baker Jr., Inc. to conduct their Milton and US 180 studies. Major data collection efforts underway. Criteria and alternative concept development near complete. Council update scheduled 11-28-17 (D.Wessel, 11-22-17)</p> <p>FLAGSTAFF POLICE DEPARTMENT UPDATE: The lighted sign board and alternate route signs are in place for this</p>

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	season. The City is currently exploring having a barricade company or other entity assist with traffic control. (11/30/2017-Dan Musselman)
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ADVOCATE FOR ADDITIONAL STATE AND FEDERAL FUNDING FOR STATE AND FEDERAL ROADS	
Point of Contact: Caleb Blaschke (D.Wessel 9-21-17)	
POLICY IMPLICATION	Regional Plan <ul style="list-style-type: none"> • Goal T.1. Improve mobility and access throughout the region. • Goal T.2. Improve transportation safety and efficiency for all modes. • Goal T.3. Provide transportation infrastructure that is conducive to conservation, preservation, and development goals to avoid, minimize, or mitigate impacts on the natural and built environment.
BUDGET IMPLICATION	Cost of lobbyists' and lobbying trip to Washington D.C. Both items funded in City base budget.
S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain	
EXTERNAL PARTNERS	Arizona League of Cities and Towns, National League of Cities, Bob Holmes, Richard Travis
TIMELINE	Short-term, Mid-term, Long-term
MEASUREMENT	Short-term: Be on the ADOT 5 year plan for the 4 th Street Overpass Mid-term: Elimination of the DPS transfer from HURF Funds Long-term: Federal funding obtained to enhance maintenance of federal roads. State funding obtained to enhance maintenance of state roads.
UPDATE	Approval of the pending ADOT / City IGA for the 4 th Street – I40 Bridges will then place this project in ADOT's 5-year plan. Anticipated construction in 2019. ADOT staff committed to placing project in tentative 5-year program for state board consideration in January. IGA redraft to submit to ADOT soon. (M. Landsiedel, 9-15-17/D.Wessel 11-22-17) VLT for DPS bill supported by directors of all MPOs and COGs and several state legislators at the Rural Transportation Summit in October. Per R. Travis, may require groundswell of support for bill to be dropped. (D. Wessel, 11-22-17)

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FACILITATE INFRASTRUCTURE NEEDED TO DEVELOP PRIVATE LAND	
Point of Contact: Brad Hill / Mark Landsiedel	
POLICY IMPLICATION	Regional Plan <ul style="list-style-type: none">• T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals• T.3.3. Couple transportation investments with desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers and community places.• T.11.4. Attempt to equitably distribute the burdens and benefits of transportation investments to all segments of the community.• CD.1.5. Require that new development pay for a fair and rough proportional share of public facilities, services and infrastructure. (Note that a “fair and rough proportional share” often mean that there is a “city share”. Currently, development often must face the choice of an indefinite wait for City funding or paying a higher share.)• NH.3.1. Provide a variety of housing types throughout the City and region, including purchase and rental options, to expand the choices available to meet the financial and lifestyle needs of our diverse population.• Policy PF.2.2. Require new developments to pay their fair share toward the cost of additional capital improvements, infrastructure, and public service needs created by the development.• PF.3.1. Maintain high-quality effectiveness and efficiency in law enforcement, fire, and emergency services to the extent that is consistent with governmental operations, plans, public policies, population served, and monies available.
BUDGET IMPLICATION	Limited funds available at this time to partner with the private sector or ADOT. New sources of money are from the recent Utilities rate case and from a possible Transportation Tax Renewal. Special Taxing Districts should also be considered to get private sector contributions.

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	<p>\$240,000 is in current base budget to facilitate discussion with land owners on the JWP development corridor to provide basis for cost share, structures, and amenities that will service anticipated development.</p> <p>Revisit impact fees to address future infrastructure needs.</p>
<p>S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain</p>	
<p>EXTERNAL PARTNERS</p>	<p>ADOT, FPD, FHWA, FMPO, private property owners, developers</p>
<p>TIMELINE</p>	<p>Short-term, Mid-term, Long-term</p>
<p>MEASUREMENT</p>	<p>Short-term:</p> <ul style="list-style-type: none"> • Conduct meetings with owners/developers of the JWP corridor • Issue and award RFP/RSOQ to appropriate consultant to digest implications of JWP corridor development <p>Mid-term:</p> <ul style="list-style-type: none"> • Explore with Council any interest in revisiting impact fees with an emphasis on infrastructure <p>Long-term:</p> <ul style="list-style-type: none"> • Develop partnerships, new sources of money, and special taxing districts for JWP development
<p>UPDATE</p>	<p>John Wesley Powell (JWP) Specific Plan consultant procurement underway. A Request for Statements of Qualification resulted in the selection of a multi-disciplined team lead by local civil engineering firm (Peak Engineering). Staff is currently negotiating the contract with Peak. (M. Landsiedel, 11-22-17) FMPO applying for grant to improve regional model to support better transportation impact analysis process (D. Wessel, 9-21-17)</p>

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<p align="center">DEVELOP A DOWNTOWN AND SOUTHSIDE MULTIMODAL TRANSPORTATION PLAN</p>	
<p>Point of Contact: FMPO / Dave Wessel</p>	
<p>POLICY IMPLICATION</p>	<p>Regional Plan</p> <ul style="list-style-type: none"> • Goal LU.12 Accommodate pedestrians, bicycles, transit riders, and private cars to supplement downtown’s status as the best-served and most accessible location in the region. • Goal T.1 Improve mobility and access throughout the region. • Goal T.2 Improve transportation safety and efficiency for all modes. • Goals T4-8 regarding pedestrians, bicycles, transit and roads and streets <p>Fiscal Policy</p> <ul style="list-style-type: none"> • Failure to anticipate right-of-way needs and costs will result in higher expenses or unfulfilled infrastructure plans.
<p>BUDGET IMPLICATION</p>	<p>Estimated planning budget need: \$300,000 Unfunded.</p>
<p>S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain</p>	
<p>EXTERNAL PARTNERS</p>	<p>ADOT, NAIPTA, FMPO, Downtown Business Alliance, BNSF</p>
<p>TIMELINE</p>	<p>Short-term, Mid-term</p>
<p>MEASUREMENT</p>	<p>Short-term: Work cooperatively with NAIPTA (5 year transit plan), FMPO (regional transportation plan), and PARKFLAG (downtown/southside parking plan) to determine if these efforts can be merged to produce a downtown circulation plan.</p> <p>Mid-term: Downtown Multi-Modal Circulation Plan adopted by Council as a Specific Plan</p>
<p>UPDATE</p>	<p>This project has not been funded in the FY 2017-18 Budget.</p>

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PROMOTE FOURTH STREET CONNECTION WITH JOHN WESLEY POWELL BOULEVARD	
Point of Contact: Josh Copley/Mark Landsiedel	
POLICY IMPLICATION	Regional Plan <ul style="list-style-type: none"> • Goal T.1 Improve mobility and access throughout the region.
BUDGET IMPLICATION	Total Capital Budget unknown at this point. Current work efforts on Specific Plan (\$240,000 in City Funding) will detail total costs, public and private proportionate shares, and funding options.
S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain	
EXTERNAL PARTNERS	Private property owners
TIMELINE	Short-term, Long-term
MEASUREMENT	Short-term: Complete specific plan Long-term: Special district funding, 2018 Bond Election for Public Share and, ultimately, the roadway
UPDATE	Consulting Services for Specific Plan will be procured by June 30, 2017. Meeting with area property owners occurred in March 2017. John Wesley Powell (JWP) Specific Plan consultant procurement underway. A Request for Statements of Qualification resulted in the selection of a multi-disciplined team lead by local civil engineering firm (Peak Engineering). Staff is currently negotiating the contract with Peak. (M. Landsiedel, 11-22-17)

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SECURE FOURTH STREET BRIDGE FUNDED THROUGH ARIZONA DEPARTMENT OF TRANSPORTATION FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM	
Point of Contact: FMPO / Josh Copley	
POLICY IMPLICATION	<p>Regional Plan</p> <ul style="list-style-type: none"> • Goal T.1. Improve mobility and access throughout the region. • Goal T.2. Improve transportation safety and efficiency for all modes. • Goal T.8. Establish a functional, safe, and aesthetic hierarchy of roads and streets.
BUDGET IMPLICATION	<p>FY 17: \$60,000 to support ADOT project assessment - committed FY 17-18: \$1.6 Million for design FY 18 and beyond: Approximately \$10 million</p>
S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain	
EXTERNAL PARTNERS	ADOT
TIMELINE	<p>Short-term:</p> <ul style="list-style-type: none"> • Project scoped to ADOT standards via project assessment. • Lobby State Transportation Board seeking funds (continuous) • Apply for grants as they are available (i.e., TIGER) <p>Short- to Mid-term:</p> <ul style="list-style-type: none"> • Design project including environmental clearances <p>Mid-term:</p> <ul style="list-style-type: none"> • Present project to public for funding consideration
MEASUREMENT	Project in ADOT's 5-year program
UPDATE	<p>Council has approved the Project Assessment IGA with ADOT for \$60,000. FMPO has presented to the State Board at their annual meeting in Flagstaff. Council Members, City Manager's Office and/or FMPO have attended all recent State Transportation Board monthly meetings with the goal of having the project placed in the State's 5-year Capital Plan.</p> <p>The Project Assessment was completed in October with a cost estimate of approximately \$11M. When the project's estimate was \$9M, an ADOT/City cost share partnership was established at \$4M/\$5M, respectively. State Engineer's Office direction is to split the proposed IGA with ADOT in two parts; Design and Construction. This would allow engineering design to immediately commence (through the first IGA) and have the project placed in the 5-year</p>

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	Capital Plan. Value engineering and more refined cost estimating will provide a firm engineer's estimate upon which the Construction IGA would be based. (M. Landsiedel 11-30-17)
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SUPPORT THE REGIONAL TRANSPORTATION PLAN	
Point of Contact: FMPO	
POLICY IMPLICATION	<p>Regional Plan</p> <ul style="list-style-type: none"> • Goal T.1. Improve mobility and access throughout the region.
BUDGET IMPLICATION	<p>FY 17-18: FMPO internal effort to produce active transportation master plan (pedestrian/bicycle) FY 17: \$250,000 for Master Streets Plan FY17: NAIPTA 5-year transit plan update underway FY 18+: The City should develop connectivity and facility spacing standards within the zoning code or engineering standards. This might be a component of the respective master plans.</p>
S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain	
EXTERNAL PARTNERS	FMPO, City, County, ADOT, NAIPTA, NAU
TIMELINE	<p>Immediate:</p> <ul style="list-style-type: none"> • Comment period through March 28, 2017 • FMPO Executive Board adoption: April 2017 <p>Mid-term:</p> <ul style="list-style-type: none"> • Use RTP as educational tool during prospective city transportation sales tax discussion
MEASUREMENT	<p>Short-term: RTP adopted by FMPO by May 2017 Short-term: 5-year implementation plan developed by FMPO and City and presented to leadership by June 2017 Mid-term: First 2-years scoped, programmed, and budgeted</p>
UPDATE	RTP adopted May 1, 2017. Connectivity standards being discussed within HOH specific plan. Active Transportation Master Plan draft nearing completion. RTP being presented to Citizens' Transportation Tax Commission on 12-11-17 (D.Wessel 11-22-17)

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COMPLETE THE PUBLIC WORKS YARD IN THE NEXT TWO YEARS	
Point of Contact: Andy Bertelsen	
POLICY IMPLICATION	<ul style="list-style-type: none"> • Coincides with Regional Plan: Vision for the Future • This is a core facility that will support Public Works' continued efforts to deliver a high level of service to the residents and visitors of Flagstaff.
BUDGET IMPLICATION	Budget for this critical (\$25 Million) project is provided by: <ul style="list-style-type: none"> • A \$14,000,000 bond (approved by the voters in 2012) • A \$5,000,000 contribution from Solid Waste • A \$1,400,000 contribution from Utilities (upsizing of needed infrastructure) • A \$500,000 contribution from Street • A \$4,000,000 contribution from the General Fund
S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain	
EXTERNAL PARTNERS	ADOT, APS, Coconino County, NAIPTA
TIMELINE	Selection of the Design-Build (DB) team was completed in mid-2016. The programming portion of the contract has been completed and the team is currently working on the design and estimating portion of the contract. The project is scheduled to present the two Guaranteed Maximum Price packages for council approval in the Spring of 2017 with construction following soon after. The construction phase is anticipated to last approximately 16 months from start to finish.
MEASUREMENT UPDATE	Mid-term: The project will be complete December 31, 2018 <ul style="list-style-type: none"> • Construction of new Core Services Facility is underway • Move in to new facility anticipated July 2018 • Public Works operations will be vacating the Mogollon Property

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NEW MUNICIPAL COURTHOUSE FACILITIES PROJECT	
Point of Contact: Jessica Cortes	
POLICY IMPLICATION	The Municipal Court Facilities Project consists of the design and construction of a courthouse and parking garage with a minimum of 200 parking spaces. The new facility will house the Flagstaff Municipal Court and the Flagstaff City Attorney's Prosecution Division.
BUDGET IMPLICATION	The \$21.5 million dollars budget for this goal is a combination of voter approved bond funding (Proposition 412) to be used in conjunction with previously identified funds.
S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain	
EXTERNAL PARTNERS	
TIMELINE	Short-term
MEASUREMENT	Identify the location for the new Municipal Court Facilities Project by February 2018.
UPDATE	Staff has performed a cost benefits analysis with Coconino County in having a joint courthouse facility. At this time, staff believes it more cost effective to pursue separate facilities. Staff is evaluating different sites, and will be making a recommendation to Council for their consideration.

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<p align="center">EVALUATE WATER, WASTEWATER AND RECLAIMED WATER INFRASTRUCTURE CAPACITY ISSUES</p>	
<p>Point of Contact: Brad Hill</p>	
<p>POLICY IMPLICATION</p>	<p>Flagstaff Water Policies</p> <ul style="list-style-type: none"> • Chapter A, A1 – Enterprise Funding: Water & Sewer Utility • Chapter F – Infrastructure: Water & Sewer Systems Redundancy and Capacity Allocation <p>Regional Plan</p> <ul style="list-style-type: none"> • Goal W.R.2 -Manage a coordinated system of water, wastewater and reclaimed water utility service facilities • Goal W.R.4 –Logically enhance and extend the City’s public water, wastewater, and reclaimed water services including their treatment, distribution and collection systems in both urbanized and newly developed areas of the City to provide an efficient delivery of services
<p>BUDGET IMPLICATION</p>	<p>Over the next 10 years, there is \$39.99 million budgeted within the Utilities Water Fund and \$10.49 million budgeted within the Utilities Wastewater Fund for the expansion of the water supply infrastructure and wastewater solids capacity systems. These growth related projects are funded by their respective Utilities Capacity Fees.</p>
<p>S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain</p>	
<p>EXTERNAL PARTNERS</p>	<p>Developers, engineering firms</p>
<p>TIMELINE</p>	<p>Short-term, Long-term</p>
<p>MEASUREMENT</p>	<ol style="list-style-type: none"> 1. Short-term: Track the capacity required of each new Final Plat approved by City Council compared to actual capacity of these systems. Annually report information to the Arizona Department of Environmental Quality (ADEQ) and Arizona Department of Water Resources (ADWR) 2. Short-term: Wastewater Solids Handling Capacity: complete master plan, Mid-term: complete design of recommended solids handling infrastructure, Long-term - complete recommended capital projects. 3. Water Supply Infrastructure: Short-term: complete well siting study; Mid-/Long-term: drill water supply wells at recommended locations, design and build well houses and connect into water distribution system.

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UPDATE	<ul style="list-style-type: none">• Tracking the capacity required for each new Final Plat approved: this is ongoing by both Ryan Roberts and Erin Young, respectively.• Wastewater Solids Handling Capacity: RSOQ for the master plan is currently being advertised.• Water Supply Infrastructure Capacity: Well Siting Study is currently underway.
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REPLACE AGING INFRASTRUCTURE	
Point of Contact: Brad Hill / Andy Bertelsen	
POLICY IMPLICATION	<p>Flagstaff Water Policies</p> <ul style="list-style-type: none"> • Chapter A, A1 – Enterprise Funding: Water & Sewer Utility <p>Regional Plan</p> <ul style="list-style-type: none"> • Goal W.R.2. Manage a coordinated system of water, wastewater and reclaimed water utility service facilities • Goal W.R.4. Logically enhance and extend the City’s public water, wastewater, and reclaimed water services including their treatment, distribution and collection systems in both urbanized and newly developed areas of the City to provide an efficient delivery of services • Goal LU.18. Develop well designed activity centers and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices. • Policy LU.18.3. Redevelop underutilized properties, upgrade aging infrastructure, and enhance rights-of-way and public spaces so that existing activity centers and corridors can realize their full potential.
BUDGET IMPLICATION	<p>Over the next 10 years, \$45.35 million is budgeted within the Utilities Water Fund and \$23.39 million is budgeted within the Utilities Wastewater Fund for the replacement of specific aging infrastructure. These projects are funded with either water or sewer rates.</p> <p>Roadway improvements:</p> <ul style="list-style-type: none"> • Pavement Maintenance – Mill and Overlay, Utility collections and distribution improvements and isolated roadway reconstructions <ul style="list-style-type: none"> ○ Funded by Road Repair and Street Safety Tax (Prop 406), this component of the annual street maintenance program will mill and overlay numerous roadways throughout the City • Street Improvement Program – City-wide annual pavement maintenance consisting of crack sealing, seal coating, and chip sealing <ul style="list-style-type: none"> ○ Highway User Revenue Fund (HURF)
S.M.A.R.T	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>

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if no, explain	
EXTERNAL PARTNERS	Engineering firms, NAIPTA, ADOT, Guardian, FUSD, Downtown Business Alliance
TIMELINE	<p>Long-term: With the approval of Proposition 406 in November 2014, the City has assumed the task of ensuring the City's asphalt roadway assets (664 Lane Miles) are improved to an average of 70% Overall Condition Index (OCI). This task is anticipated to be complete within 10 years. With the immediate infusion of funds following the passage of Prop. 406, approximately one-third of the asphalt assets have been improved (throughout the 2015 and 2016 summer projects).</p>
MEASUREMENT	Five-year plans developed and presented to Council. Capital projects designed, constructed, and completed in the year budgeted in the five-year capital plan.
UPDATE	<p>The Aging Infrastructure Capital Improvement program includes annual investment of \$3.2M for Water and \$1.8M for sewer line replacement. The CIP totals approximately \$25 M over the next five year planning period. Annual program of replacement includes approximately two (2) miles of the City's water distribution piping system and one (1) mile of sewer collection system replacement. Major projects over the next five years include Phase 3 of Switzer Canyon transmission line replacement, Industrial drive waterline, Route 66/Blackbird roost transmission line, Waterline and sewer line replacement in Southside neighborhoods, Westside sewer interceptor and Clay avenue wash sewer replacement. The funding for these projects is to come 100% from user rates.</p> <ul style="list-style-type: none"> o Annual replacement goal of approximately two (2) miles of water distribution piping system and one (1) mile of sewer collection system replacement. o In FY18 COF completed replacement of water and sewer lines in Brannen Subdivision Phase 2, Grand Canyon Avenue, Mikes Pike, Cottage, Beaver, Zuni Drive and Milton Avenue. These replacements totaled 3.05 miles of waterline and .9 miles of sewer line replaced during this past fiscal year.

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<p>SUPPORT THE AIRPORT WITH NEEDED INFRASTRUCTURE UPGRADES IN ORDER TO ENHANCE OUR TENANT AND PATRON EXPERIENCE AS WELL AS ADDITIONAL AIRLINE ATTRACTION</p>	
<p>Point of Contact: Heidi Hansen</p>	
<p>POLICY IMPLICATION</p>	<p>Regional Plan</p> <ul style="list-style-type: none"> • Goal T.10. Strengthen and expand the role of Flagstaff Pulliam Airport as the dominant hub for passenger, air freight, public safety flights, and other services in northern Arizona. • Policy T.10.1. Maintain and expand Flagstaff Pulliam Airport as an important link to national air transportation system.
<p>BUDGET IMPLICATION</p>	<p>ECONOMIC VITALITY Budget Recommendations:</p> <ul style="list-style-type: none"> • \$20,000 1X: Terminal work to repair walls on peaks under the roof and to replace rental car counters; • \$75,000 1X: Repair Foxtrot hangar roofs damaged by snow and other weather; • \$20,000 1X: Marketing and promotion to promote local usage of the airport and use for our airport conferences, etc.
<p>S.M.A.R.T Y <input checked="" type="checkbox"/> N <input type="checkbox"/> if no, explain</p>	
<p>EXTERNAL PARTNERS</p>	<p>Hangar tenants, Wiseman Aviation, Flagstaff Business News and Arizona Daily Sun, promotional materials/printing needs through our local printers</p>
<p>TIMELINE</p>	<p>Short-term</p>
<p>MEASUREMENT</p>	<ul style="list-style-type: none"> • Complete terminal repair work by June 30, 2018 • Complete hangar roof repair by June 30, 2018 • Airport Marketing: Show an increase in enplanements. <ul style="list-style-type: none"> ○ We had 66,875 enplanements in FY16; FY17 estimate 67,375; FY18 proposed 67,890
<p>UPDATE</p>	<p>Complete terminal repair work by June 30, 2018</p> <p>UPDATE:</p> <ul style="list-style-type: none"> • Airport Staff is working with City Facilities on terminal work to move forward. <p>Complete hangar roof repair by June 30, 2018</p>

TRANSPORTATION & PUBLIC INFRASTRUCTURE

Deliver quality community assets and continue to advocate and implement a highly performing multi-model transportation system.

	<p>UPDATE:</p> <ul style="list-style-type: none">• Fox Trot Hangar quotes were received from our JOC. We are seeing that the budget needed is not sufficient but, will proceed with an RFP to see what we can do to move forward with the money allocated all the same. <p>Airport Marketing: Show an increase in enplanements.</p> <ul style="list-style-type: none">○ We had 66,875 enplanements in FY16; FY17 estimate 67,375; FY18 proposed 67,890 <p>UPDATE:</p> <ul style="list-style-type: none">• Continue to market the airport locally through the Flagstaff Business News, Chamber @ 7000 feet, and Arizona Daily Sun, which has resulted in a 6.8% increase in enplanements currently. (11/29/17 Barney Helmick)
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