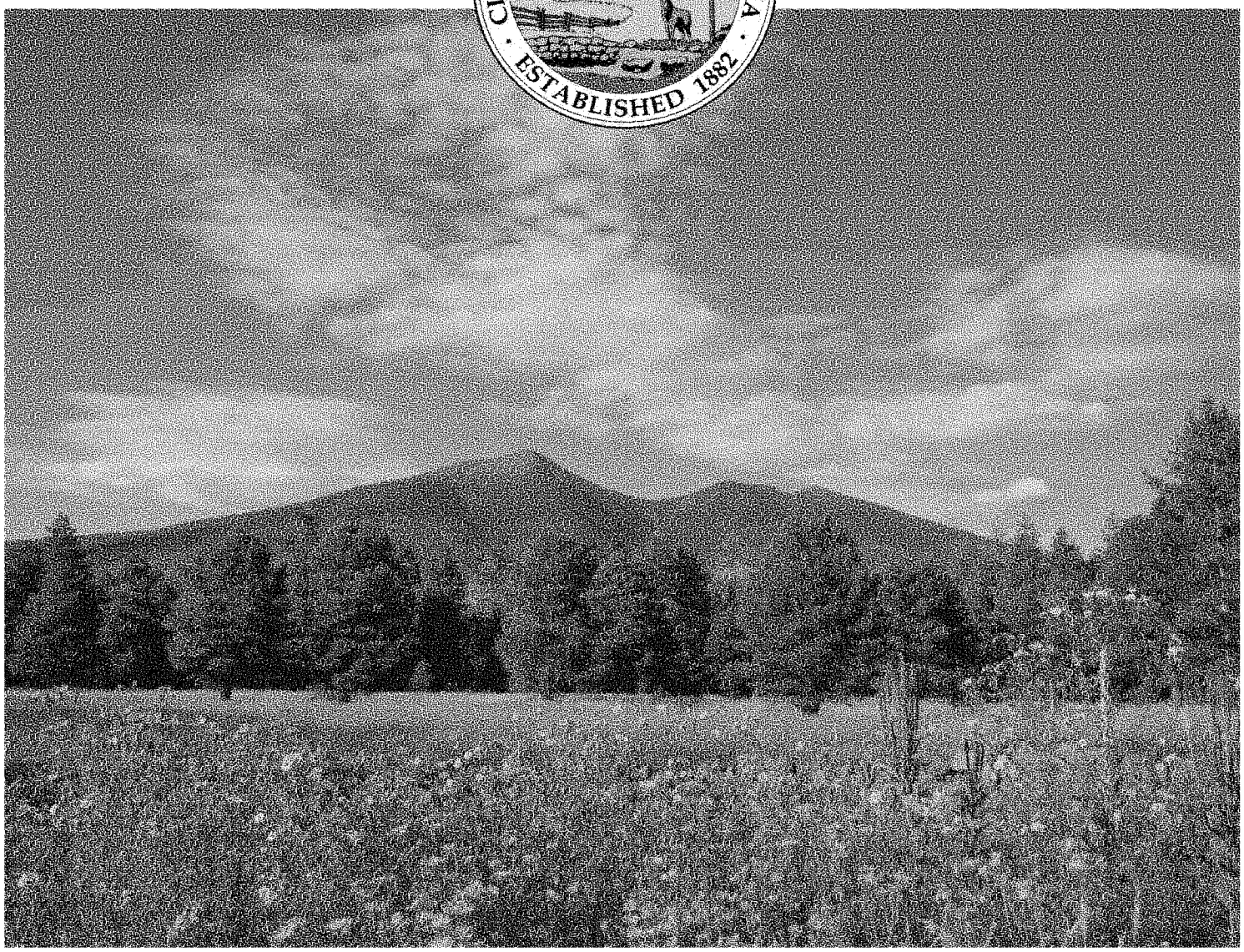
FLAGSTAFF, ARIZONA



WASHINGTON D.C. LEGISLATIVE TRIP
FEBRUARY 2015

CITY OF FLAGSTAFF
2015 LEGISLATIVE AGENDA

The City of Flagstaff Intergovernmental Affairs Program addresses legislative initiatives at the county, state, and federal levels which follow annual legislative calendars. The program mission is to develop and advocate for the Flagstaff community by fostering and maintaining relationships with individuals and entities that affect the City's interests. As a member of the League of Arizona Cities and Towns, the City of Flagstaff has helped develop and sign on to League Resolutions. Council adoption of the League resolutions, our identified priorities and guiding principles are incorporated as part of our legislative agenda.

The Guiding Principles of the League and our own Guiding Principles below strengthen local government, promote City goals and defend the City against legislative actions by the State or Federal governments that weaken our authority or take away traditional revenue sources.

GUIDING PRINCIPLES

- **Local Control:** Protect local revenues and local authority, which reflect core principles for local government. Flagstaff believes local government best represents local communities in the areas of regulatory, finance, and administrative decision-making. This representation requires opposing any unfunded mandates at the federal and the state levels. Partnerships to develop positive relations are essential for success. This can be accomplished informally and formally by agency and also through participation in joint meetings with the County as well as The Alliance for the 21st Century whose membership includes Coconino Community College (CCC), Coconino County, the Flagstaff Unified School District (FUSD), and Northern Arizona University (NAU). Periodic meetings with Hopi and Navajo tribes are also beneficial for partnership on matters of mutual concern as well as membership in Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) to be involved in planning of our regional transportation and the Northern Arizona Council of Governments (NACOG).

- **Council Goals:** Advancing or defending goals of the City Council and adopted legislative priorities in effect during the 2015 legislative session does not require additional council action.

STATE - LEGISLATURE

- STATE SHARED REVENUES: Protect state shared revenue to municipalities as a revenue percentage and a revenue source.
- HURF FUNDING LEVELS INCREASE: Full lobbying support in coordination with the League Resolution to restore HURF (Highway User Revenue Funds) dollars

and actions that restore 2008 levels of funding as well as allocate new dollars to transportation.

- PENSION REFORM: In coordination with the League of AZ Cities and Towns, support efforts relating to pension reforms which obtain greater flexibility to manage pension plans affecting municipal employees. This includes obtaining more control of determining part-time classification.
- ENERGY DISTRICTS: Seek enabling legislation for 'sustainable Energy Districts' that provides flexible financing authority for commercial entities via finance mechanisms for upfront investment capital in energy efficiency improvements to properties.
- FOREST HEALTH: Support any state efforts designed to reduce forest fire dangers in the region, encouraging state investment opportunities or matching funds to treat areas in and around cities.
- PROCUREMENT LAW CHANGE: Allowing the sales tax to be paid as part of the total bid price when considering the "lowest, responsible bidder"
- RESTORATION OF THE HOUSING TRUST FUND: Remove the $2.5m cap and allow the State's Housing Trust Fund to be fully funded through unclaimed property proceeds received by the State annually.
- SUPPORT ECONOMIC DEVELOPMENT TOOLS: May include legislation that supports manufacturing in rural areas of the state or support for efforts to encourage more use of the state by the film industry.

STATE - GOVERNOR

- WATER: Secure easement rights for required water transmission line located within Interstate 40 right-of-way or other Council-approved route.
- VETERANS AFFAIRS: Seek funding in the Governor's Budget for the establishment of a VA Home in Flagstaff as financial support needed from the State as matching funds to the federal allocation for the home.

FEDERAL

- PUBLIC SAFETY: Support President's $263m. pledge to equip all police officers with body cameras
- RIO DE FLAG FLOOD CONTROL PROJECT: Complete the Limited Re-evaluation Report and obtain necessary approvals from the Assistant Secretary of the Army so as to be included in any USACE work plan or report to Congress as an authorized project.
- FOREST HEALTH: Leverage voter approved FWPP (Flagstaff Watershed Protection Project) bonds for forest restoration with federal dollars to maximize acreage to be treated and ensure that resources and funding continue to flow to important regional projects such as the federal pilot program known as 4FRI (Four Forest Restoration Initiative) and NAU's ERI (Ecological Restoration Institute).
- FAA (Airport):
    - Resurface & Restripe Runway which has aged excessively; continue funding request of $3.3m

  - Construct non-revenue, multi-level parking structure to increase passenger parking capacity at the airport terminal; funding request FY 2016 $4m and FY 2017 $4m for a total estimated project cost of $8m.
  - Purchase 167.89 acres of Airport land, which contains Runway Protection Zone, Avigation Easement, Lake Mary Park land and the Water Treatment Plant; funding request FY 2018 in the amount of $6.7m.
- RAILROAD REVERSIONARY CLAUSE: Seek relief from the Federal Government reversionary clause on property sold to the City by BNSF (Burlington Northern Santa Fe) Railroad.
- TRANSPORTATION – Secure authorization and fiscal resources for the Regional Transportation Plan priorities including Lone Tree Interchange and the 4th Street Bridge over I-40, along with widening of Highway 180.

Further Collaboration

Support regional, state and federal partnerships that may advance applicable legislation in support of the City of Flagstaff.

Regional	Statewide	National
Coconino County	League of Arizona Cities and Towns	National League of Cities and Towns
Flagstaff Unified School District	Coconino Community College	Conference of Mayors
Northern Arizona Council of Governments (NACOG)	Northern Arizona University	US Forest Service
Northern Arizona Intergovernmental Pubic Transportation Authority (NAIPTA)	AZ Game and Fish	US Parks Service
Northern Arizona Municipal Water Users Association (NAMWUA)	Arizona State Land Department	Hopi Tribal Nation
Greater Flagstaff Forest Partnership	Greater Arizona Mayors' Association (GAMA)	Additional State Agencies
Chamber of Commerce		Additional Federal Agencies

Federal Officials

U.S. Congressman Paul Gosar, DDS

Congressman Paul A. Gosar, DDS hails from Flagstaff, Arizona and is serving his first term in Congress as the Representative from Arizona's First Congressional District. As a health care provider and small business owner, Gosar is focused on bringing jobs back to the district, reforming health care, reining in government spending, and ensuring that the American people are involved in the solution making process.

Before being elected to Congress in 2010, Gosar owned his own dental practice in Flagstaff for twenty-five years. His experience in Dentistry earned him the recognition of the Arizona Dental Association's "Dentist of the Year," and he was also inducted into the Arizona Dental Association's Hall of Fame. His experience in working to reform health care first came when he served as the President of the Arizona Dental Association and as the Vice-Chair of the American Dental Association Council on Governmental Affairs.

Gosar currently serves on the Natural Resources Committee which serves his constituents well as he represents a region full of minerals and energy resources. He serves on the Energy and Mineral Resources Subcommittee, Indian and Alaska Native Affairs Subcommittee, and Water and Power Subcommittee. With these important assignments he remains focused on advocating for the people he represents.

A believer that the Federal Government's overreach has inhibited job growth throughout Arizona's First District and the country, Gosar also serves on the Committee on Oversight and Government Reform. He serves on the Government Organization, Efficiency, and Financial Subcommittee, the National Security, Homeland Defense and Foreign Operations Subcommittee, and is the Vice-Chairman of the Health Care, District of Columbia, Census and the National Archives Subcommittee. He is focused on uncovering the unnecessary government bureaucracy and red tape and finding solutions to create a smaller, more nimble government.

Whether Gosar is in Washington fighting for his constituents, or back home in Arizona listening to the people and working together to find solutions to the problems that face Arizona's First Congressional District, he remains committed to ushering in a new era of government that empowers individuals and reforms the bureaucratic procedures that stifle job creation and innovation.

U.S. Congresswoman Ann Kirkpatrick

Arizona born and raised, Ann Kirkpatrick resides in Flagstaff, and her earliest roots are found in Eastern Arizona in McNary on the White Mountain Apache Nation. Her father ran a general store and her mother was a schoolteacher. Ann graduated from Blue Ridge High School in the White Mountains and then worked her way through the University of Arizona, earning a bachelor's degree and then a law degree there.

After earning her law degree, Ann served the people of Greater Arizona in a variety of positions. In 1980, she became Coconino County's first female Deputy County Attorney, cracking down on criminals and protecting neighborhoods and families in Northern Arizona. She later served as Sedona's City Attorney.

In November 2004, Ann's neighbors elected her to the Arizona House of Representatives to represent Legislative District 2, which included Flagstaff and the Havasupai, Hopi, Hualapai, Navajo, and San Juan Southern Paiute Nations. At the state Capitol, Ann championed fiscal responsibility and quality education.

During her 2008-10 term in the U.S. House of Representatives, Ann's results stood out in Congress, seeing more of her bills and amendments signed into law than almost any other freshman representative. Ann's hard work created jobs, helped small businesses, hired more border patrol agents, and protected veterans and seniors in Greater Arizona.

In November 2012, Ann was elected to once again represent the people of Arizona's Congressional District 1. She currently serves on the Veterans' Affairs Committee and the Transportation and Infrastructure Committee in the 113th Congress.

U.S. Congressman Jeff Flake

Senator Jeff Flake is a fifth-generation Arizonan who was raised on a cattle ranch in Snowflake, Arizona. Snowflake was named in part for Senator Flake's great-great grandfather.

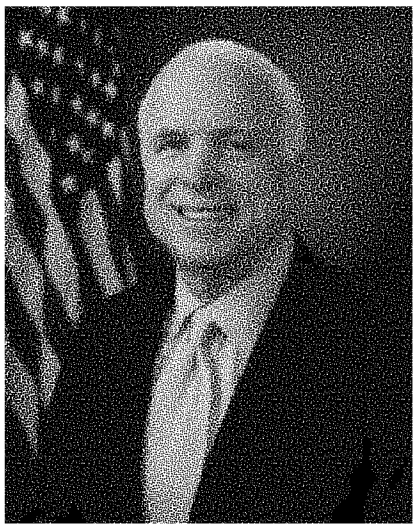
Prior to his election to the U.S. Senate, Senator Flake served in the U.S. House of Representatives from 2001-2013 representing the East Valley.

After serving a Mormon mission in southern Africa, Jeff graduated from Brigham Young University, where he received a B.A. in International Relations and an M.A. in Political Science.

In 1987, Jeff started his career at a Washington, D.C. public affairs firm, but soon returned to Africa as Executive Director of the Foundation for Democracy in Namibia. In this role, Senator Flake helped monitor Namibia's independence process and saw that nation usher in freedom and democracy.

In 1992, Jeff and his family moved back to Arizona where he was named Executive Director of the Goldwater Institute. In this role, Jeff worked to promote a conservative philosophy of less government, more freedom, and individual responsibility.

Senator Flake and his wife, Cheryl, live in Mesa and have five children.



U.S. Congressman John McCain

Senator John McCain has a remarkable record of leadership and experience that embodies his unwavering lifetime commitment to service. First elected to the U.S. House of Representatives from Arizona in 1982, John has led the fight for reforming Washington, eliminating wasteful government spending, and strengthening our nation's armed forces.

Senator McCain's reform agenda to reduce federal spending and lower taxes quickly elevated him to statewide office and he was elected to the United States Senate in 1986, after serving two terms in the U.S. House.

In the Senate, he continued to demand that Congress put an end to loopholes for special interests and fix the broken system in Washington that too often allows lobbyists to write legislation and members of Congress to waste taxpayer money. In November of 2010, Senator McCain was overwhelmingly reelected with nearly sixty percent of the vote.

As the son and grandson of distinguished Navy admirals, John McCain deeply values duty, honor and service of country. John attended college at the United States Naval Academy, and launched a 22-year career as a naval aviator upon his graduation.

On July 29, 1967, John narrowly survived the first of many near-death experiences during his lifetime while preparing to take off on a bombing mission over North Vietnam from his ship, the USS Forrestal. A missile accidentally fired from a nearby plane struck the fuel tanks on his plane.

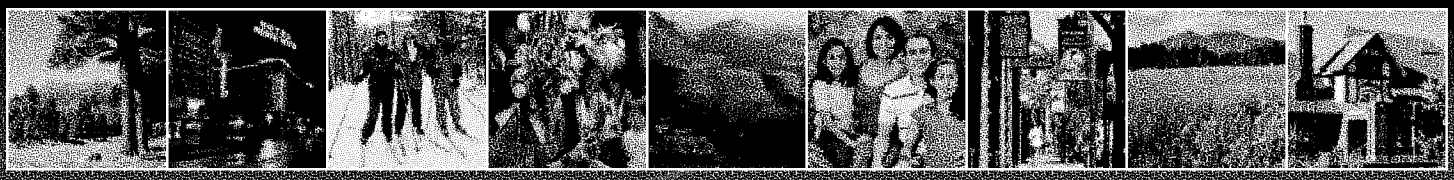
Instead of taking the option to return home after the Forrestal disaster, Senator McCain volunteered for more combat duty - a fateful decision that stopped the clock on his life and separated him from his family, and country, for five and a half years.

During his 23rd bombing mission on October 26, 1967, a missile struck his plane and forced him to eject, knocking him unconscious and breaking both his arms and his leg. John was then taken as a prisoner of war into the now infamous "Hanoi Hilton," where he was denied necessary medical treatment and often beaten by the North Vietnamese. He spent much of his time as a prisoner of war in solitary confinement, aided by his faith and the friendships of his fellow POWs. When he was finally released and able to return home years later, Senator McCain continued his service by regaining his naval flight status.

Senator McCain's last Navy duty assignment was to serve as the naval liaison to the United States Senate. He retired from the Navy in 1981. His naval honors include the Silver Star, Bronze Star, Legion of Merit, Purple Heart, and the Distinguished Flying Cross.

Senator McCain currently serves on the following Senate Committees during the 113th Congress: Armed Services Committee; Committee on Foreign Relations; Committee on Homeland Security and Governmental Affairs, and Committee on Indian Affairs.

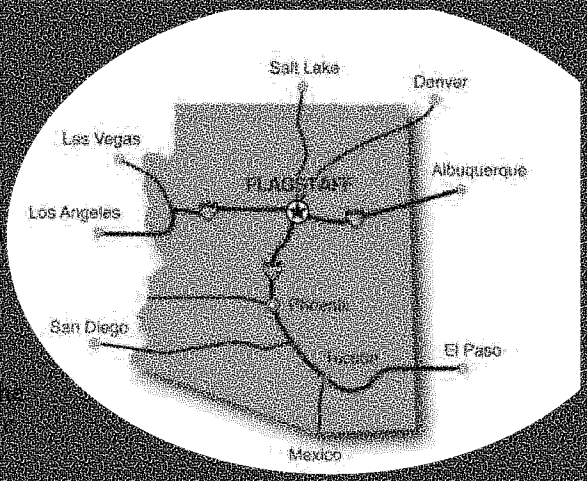
Senator McCain has seven children and four grandchildren, and currently lives in Phoenix, Arizona with his wife Cindy.



welcome

Welcome to Flagstaff

The City of Innovation

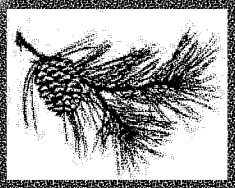


Flagstaff's stunning mountain landscape has attracted visitors from around the world for years, but it is the rich history of innovation that has turned some of the greatest minds to leave their mark on this young community. When the railroad arrived in 1882, Flagstaff began as a relocation from a western settlement of 200 people into the hub for research and discovery that it is today. More than 65,000 people now live, work and play in Flagstaff, continuing the story of innovation that has defined this scenic mountain town for more than a century.

The arrival of the rail road gave way to the cosmic endeavors and historic discoveries that would put Flagstaff on the world map. The search for Planet X led to the discovery of Pluto at Lowell Observatory in 1930. From the start, Pluto was discovered here in 1930, the landmark event took place at Lowell Observatory in Flagstaff, as the town as an astronomy and earth science center. The history of innovation in Flagstaff took a decisive, important turn in the early 1960's when it became the center of all activities, research and development associated with manned moon missions. The world watched on July 20, 1969 as Neil Armstrong first set foot on the moon and began all work at Flagstaff as the birth of extraterrestrial research that made this milestone event possible.

Today, many researchers and scientists have built on these successes and continue to drive Flagstaff's theme of innovation. From medical devices and renewable energy to health care and beyond, the scope has not changed, but the intent remains the same – to improve the lives of others through groundbreaking discoveries.

Flagstaff itself has also evolved and matured during the years, earning a reputation as a fourseason community and striking the perfect balance between live, work and play. The "Creative Class" of workers will find that Flagstaff is the only city that offers all three of these critical elements in an environment that offers a well-rounded lifestyle. Innovation is the wealth of an economy of today and Flagstaff is the locale to cultivate the next generation of thinkers and doers that will continue to inspire great minds from around the world.



Senior Executives for Success

"The efforts of the City of Flagstaff to support innovation and provide University inspired technology to grow its economic drivers are extraordinary. The City has made visionary investments that will undoubtedly result in the growth of sustainable and environmentally conscious businesses that will be global leaders in their fields. Thanks for helping to make a better place for all!"
-Chief Scientific Officer, Sensus Technologies, Inc.

"One of the unique benefits of living in Flagstaff is working with the City. Unlike a large city where you are just another number in Flagstaff everyone from the Mayor to the City Manager to the staff within the Economic Development Department takes our issues seriously and works for us. I know that our company's success is their number one priority."
-Senior Vice President of Business Development, Southwest Windpower

Flagstaff
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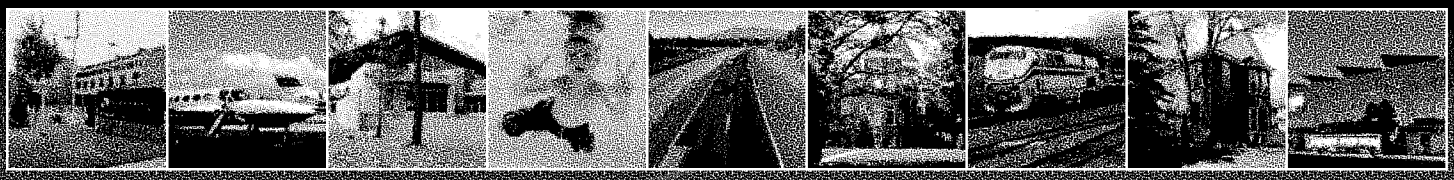
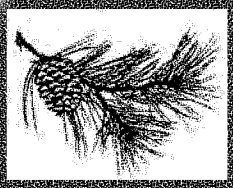


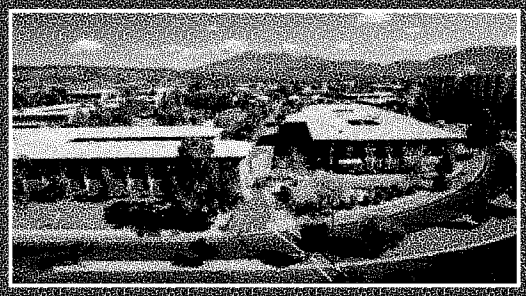
live

Live in Flagstaff

The City of Innovation

The pulse of a community is primarily determined by the people that call it home. Flagstaff is home to more than 65,000 residents who have created a vibrant and welcoming feel for the heart of Northern Arizona. When someone decides to visit Flagstaff, they make a move to the quality education and medical care, diverse neighborhoods and convenient transportation options that make it one of the most desirable places to live in the West.





Home to Northern Arizona University, one of the best universities in the region, Flagstaff is a university town with a focus on quality education. This permeates all the way through to the town's community features and creates a community with the highest educated workforce in the state. With a variety of public, private and charter school options, families will find the school system that best suits their children. Coconino Community College (C.C.C.) has also developed an innovation partnership with NAU called C.C.C. NAU that offers institutional collaboration and a seamless transition for students starting at C.C.C. and moving on to NAU.

Flagstaff is the hub of quality healthcare services in Northern Arizona, with residents having access to a host of traditional and alternative medicine options as well as Flagstaff Medical Center (FMC), a member of the Northern Arizona Healthcare organization. FMC is the only Level II trauma center in Northern Arizona and was recently awarded Magnet status, the highest honor bestowed by the American Nurses Credentialing Center, for providing high quality patient care, nursing excellence, innovations, and professional practice. Flagstaff is also home to multiple world-class cardiac and orthopedic specialists and facilities.

Flagstaff offers endless adventure in the great outdoors. Whether you're looking for the perfect mountain bike trail, a challenging rock climb, a relaxing afternoon fishing or a weekend camping trip, Flagstaff's unique location makes it the ideal basecamp for all of your outdoor adventures. Flagstaff's neighborhoods are safe and family-friendly, with many parks, recreation centers and public pools. Flagstaff's location at the intersection of Interstates 17 and 40 makes it a hub for road travel. Ideally located for road travel as well, Flagstaff is within driving distance of Phoenix (142 miles), Las Vegas (252 miles), Albuquerque (323 miles) and Los Angeles (467 miles).

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National Recognition

Flagstaff has been recognized around the country for the quality of life it offers.

- **#1, Gore - Ranked #15 of "Top 100 Places to Work For"** *(Fortune Magazine)*
- **Top 30 Best Towns in America** *(Outside Magazine)*
- **"Best Cities"** *(Kiplinger's Personal Finance)*
- **"Best Cities to Raise an Outdoor Kid"** *(Backpacker Magazine)*
- **Top Adventure Town in Arizona** *(National Geographic Adventure)*
- **Top 10 Adventure Destinations in the U.S. for mountain biking/hiking** *(Reuters)*

Flagstaff

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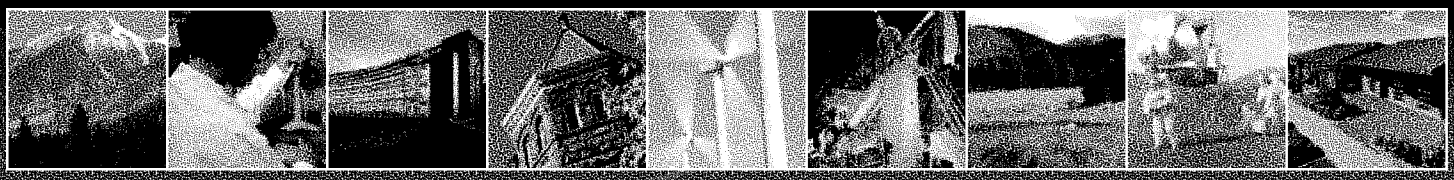


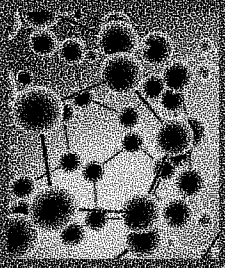
work

Work in Flagstaff

The City of Innovation

As the largest community in Northern Arizona, Flagstaff is uniquely positioned to provide employers with a diverse employment base and a workforce that values green economics. Entrepreneurs and job seekers alike are attracted to Flagstaff's dramatic quality of place, creating a vibrant workforce and job opportunities in some of today's most cutting-edge industries.

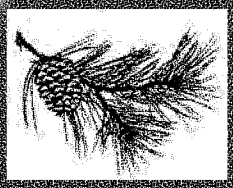
Flagstaff's well-educated population has generated investments in the clean and renewable energy sector, making "green" a color that permeates the region as the world's largest producer of small wind generators. Southwest Windpower has revolutionized industry by creating residential wind-powered turbines to give rural homes and small businesses the opportunity to make an alternative energy decision. The seed to travel our impact on the earth is not a passing fad, and Flagstaff is well positioned to develop innovative technology and create valuable jobs.



The medical device industry was established in Flagstaff more than 40 years ago when W.L. Gore made the bulk of its medical products in-house. With several companies dedicated to the research, development and manufacturing of implantable devices, Gore is Flagstaff's largest commercial employer. Further expanding Flagstaff's medical device sector, Vascular Solutions opened in 2008 as a leading product and testing organization dedicated to catheter and stent manufacturers worldwide.

Flagstaff's Home of Science is the cradle of the space age. Here, astronomer Percival Lowell and others quickly became one of the most important employment sectors in town. Clear skies, the Flagstaff summit of the world-renowned satellite to Greater Phoenix, is conducting groundbreaking research. Lowell is dedicated to pathogens important to animal, public health and biodefense. Science tech Inc. has made a name for itself and Flagstaff as the leader in groundbreaking photonics and work out non-surgical contraception techniques that will affect animal population control around the world.

Flagstaff has embraced all the innovative opportunities that exist in the community by creating workspaces that breed such innovation. The soon-to-be Northern Arizona Center for Entrepreneurship and Technology, a 30,000 square foot incubator featuring state-of-the-art wet and dry labs and shared support facilities for emerging entrepreneurs and start-up companies. Adjacent to the incubator will be Innovation Mesa, a premier science and technology park, providing an ideal transition for companies that graduate out of the incubator.



Flagstaff's Major Employers

Flagstaff's employment base is a balanced mix of well-established corporations and institutions and emerging entrepreneurs. Some of the top employers include:

W.L. Gore

SCA Tissue

Flagstaff Medical Center

Print Thermoforming

Northern Arizona University

Nestle-Purina Petcare Products

Southwest Windpower

Vascular Solutions

Mack Corporation

TGen North

Arizona Snowbowl

SenesTech

Motor Excellence

Coconino Community College

Flagstaff

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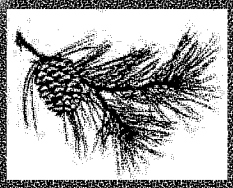
play

Play in Flagstaff

The City of Innovation

The opportunities to play in Flagstaff is the ultimate perk for those who live and work in this scenic university town. Some of the area's natural wonders surround Flagstaff, from the alpine terrain of the San Francisco Peaks (12,633 feet / 3851 meters) to the rugged diversity of neighboring Native American nations. This unique beauty, combined with world-class cultural amenities, makes Flagstaff a highly desirable destination to both visit and call home.



Sited at 7,000 feet elevation, Flagstaff enjoys a number of four-season climate, which provides for year-round recreation opportunities. Summer brings comfortable days and cool nights, perfect for exploring the mountain canyons and trails that make Flagstaff a hiking, biking, climbing and general outdoor lover's paradise. The changing aspen leaves signal the onset of fall, and the cold weather is ideal for last purposes. Winter brings with it the new year's recreational opportunities, such as skiing and boarding at the neighboring Arizona Snowbowl, or cross-country skiing at the Flagstaff Nordic Center or on dozens of other nearby trails. Finally, spring ushers in blooming flowers and gives the signal that another beautiful summer is on the way.

With more than 50 miles in the Flagstaff Urban Trail System, getting around by bicycle is often the preferred mode of transportation. Venture further out of town, Flagstaff is surrounded by several national parks and monuments, including Grand Canyon National Park, which is within easy driving distance. Walnut Canyon and Wupatki National Monuments also provide a glimpse into the ancient people that called this area home more than 700 years ago.

The area's cultural amenities further enhance the Flagstaff experience. Visitors can explore the diverse art and cultural scene that Flagstaff is known for, today, visit one of the Museums of Northern Arizona, Riordan Mansion State Historic Park, and Lowell Observatory all pay tribute to Flagstaff's rich history, while making contributions to cutting-edge discovery and research. Historic downtown Flagstaff is home to several traditional and modern art galleries, as well as the First Friday Artwalk, one of the town's most popular family events. Flagstaff also boasts over a hundred restaurants, live music, performing arts and gallery exhibitions, ranging from road food to cutting-edge.

Four Seasons Climate

Flagstaff is anything but average, but these are some averages that make it an amazing place to live.

288 – Average Annual Days of Sunshine

22.91 inches – Average Annual Precipitation

108.60 inches – Average Annual Snowfall

82 degrees – Average Summer High Temperature

200 miles – Total number of urban and single-track trails

With more than 200 restaurants, numerous night spots, family-friendly events and an overall beautiful setting, Flagstaff is a place that visitors can't wait to return to and residents are proud to call home.

Flagstaff

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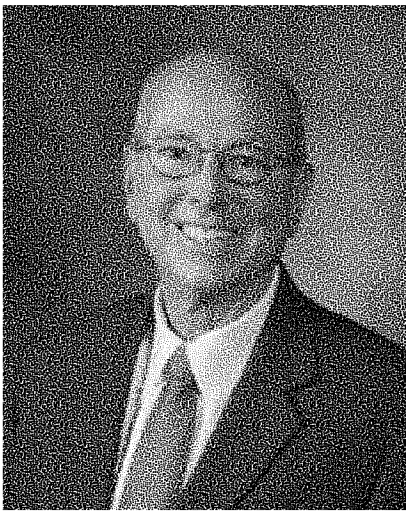
Flagstaff Mayor & City Council

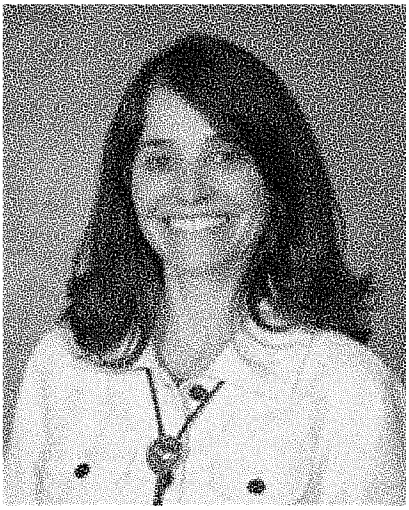


Mayor Jerry Nabours

"My goal is to make Flagstaff a great place to do business, to live and to raise children. I want to make every other city jealous!"

So says Jerry Nabours, Flagstaff's Mayor. Jerry has been an attorney in Flagstaff for 38 years. Much of his practice brought him to City Hall. He is well experienced in land development, zoning, construction and business issues. Jerry has been president of the Northern Arizona Building Association and served six years on the board of directors of the Chamber of Commerce. He retired from law and was elected Mayor in 2012 and re-elected in 2014.

Jerry has been recognized for his service with civic organizations such as Lions Club, Goodwill Industries, Sun Sounds, Paws to Read and others. Mayor Nabours has been married to Barbara for 37 years and they raised two children in Flagstaff. Both Jerry and Barb are natives of Arizona and graduates of Northern Arizona University.



Vice-Mayor Celia Barotz

Vice Mayor Celia Barotz was re-elected to a second four-year term on the Flagstaff City Council in November 2014. She was selected by the Council to serve as Vice Mayor for the next two years, a position she also held during her first term of office from 2010 to 2012. Celia joined the City Council after serving seven years on a wide variety of local boards and commissions, including the Coconino County Planning and Zoning Commission, City of Flagstaff Planning and Zoning Commission, City of Flagstaff Water Commission, City of Flagstaff Open Spaces Commission, City of Flagstaff Board of Adjustment, and Mountain Line Citizen's Review Commission.

From 2010 to 2013, Celia was the City Council liaison on the Flagstaff City-Coconino County Public Library Board and Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA). Currently, Celia is the Council representative on the Flagstaff Arts Council Boards of Directors and the City of Flagstaff Audit Committee, and is serving her fourth year on the NAIPTA Board of Directors (and second as Chair of the Board.) In her individual capacity Celia serves on the Board of Directors of the NACET, the Northern Arizona Center for Entrepreneurship and Technology, the local business incubator that helps launch small businesses into successful growth companies.

Celia's professional experience includes practicing real estate and land use law, coordinating the Alternative Dispute Resolution (ADR) Program for Coconino County Superior Court in Flagstaff and mediating and arbitrating civil and family law cases. Celia is the Special Projects Manager at the Museum of Northern Arizona in Flagstaff.

Councilmember Coral Evans

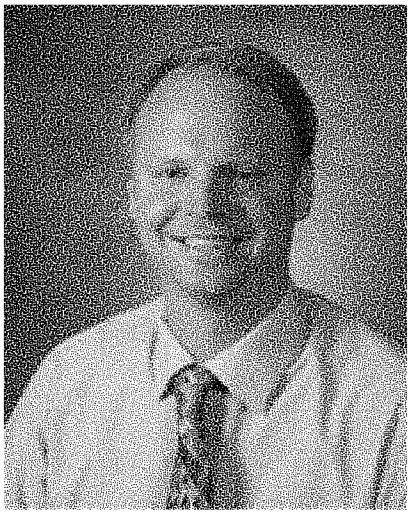
Councilmember Coral Evans was elected to her second four-year term in May 2012 and served as Vice Mayor from May 2012 to November 2014. She is the third generation of her family to live in Flagstaff. Her family (the Dorsey's) has been an active part of the Flagstaff & greater Northern Arizona community since the early 1900's.

In addition to serving on Council, Coral is the Executive Director of a nonprofit organization (the Sunnyside Neighborhood Association of Flagstaff, Inc.).

Presently Coral is pursuing a Ph.D. in Education with an emphasis in sustainability; she holds a master's degree in Business Administration and a bachelor's degree in Business Management. Coral is certified nationally in workforce development and public participation practices and is a graduate of the Flagstaff Leadership Program. Coral is a Flinn-Brown Foundations Fellow.

Her recognitions include the Chamber of Commerce Athena Award, the United Way of Northern Arizona Community Builder Award and the Soroptimist's Women of Distinction Award for Economic & Social Development. In 2011 Coral was recognized as a "Rising Star" by Arizona's List.

Coral believes in a balanced approach to the stewardship of community resources and is passionate about creating opportunities that allow for civic engagement, civil discord, community revitalization and genuine sustainability and advancement for Flagstaff citizens.

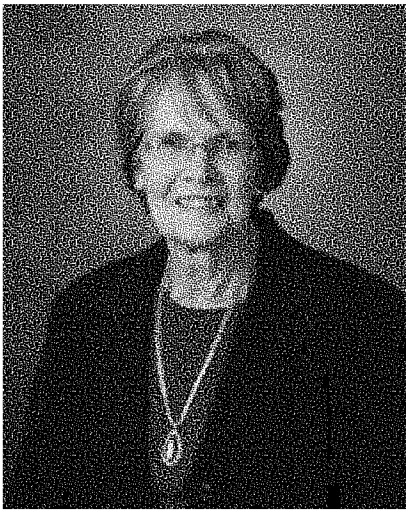


Councilmember Jeff Oravits

Jeff Oravits was elected to a four-year term on the Flagstaff City Council in 2012.

Jeff has extensive business experience in the Flagstaff community. He is the co-owner of Flagstaff4Lease.com which leases commercial and residential properties throughout Flagstaff. He has founded several successful companies including a construction company a multimedia company and a real estate investment firm. Jeff relies on this experience in his role on the City Council, working to ensure that taxpayer resources are used ethically and spent conservatively.

Jeff is actively involved in the community and served as chair of the Flagstaff Water Commission, as a member of the Community & Economic Development Committee and on the Fourth Street Steering Committee. He has also served on the Storm Water Advisory Committee and various other organizations over the years.



Councilmember Karla Brewster

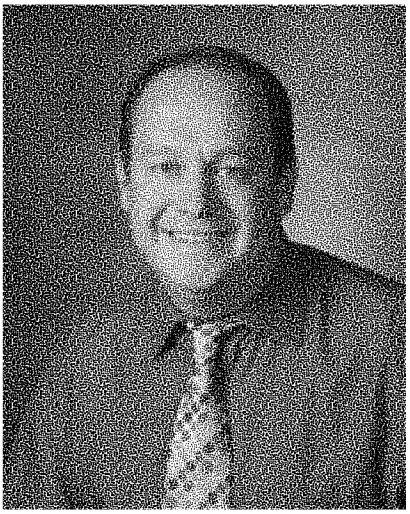
Karla Brewster was re-elected to the Flagstaff City Council in May 2012. She was first elected in May 2008.

A native of Oregon, Karla lived most of her life in the Phoenix area until moving to Flagstaff in 1998, where she enjoys working with people and diversity.

Karla's concern in representing all citizens of Flagstaff has been to have a vision and provide the leadership for thoughtful foresighted planning for Flagstaff in growth, open spaces, water, economic development and the incorporation of alternative energies. A balance of these important issues is necessary to maintain our quality of life, our sense of place in Flagstaff for today and for the future.

She earned degrees from Arizona State University (B.A. in Education), and University of Northern Colorado (M.A. in Education). She has been a teacher most of her life, both elementary and at the community college level, and served at John C. Lincoln hospital as an administrative secretary in the volunteer services program.

Karla is currently an administrative assistant at Northern Arizona University in the office of the Vice Provost for Academic Affairs. She is the president of the Democratic Women of Northern Arizona, past president of Classified Staff Advisory Council at NAU, and past president of the Organization of Administrative Support Staff at NAU. She was in the first class of Glendale's (AZ) Leadership Program.



Councilmember Scott Overton

Scott Overton was re-elected to his third, four-year term on the Flagstaff City Council in November 2014. He served as Vice Mayor from 2006 to 2008.

He is a Flagstaff native and graduate of Sinagua High School and Northern Arizona University. His leadership role is based on a solid foundation of experiences as a small business owner and an instructor in the Flagstaff Unified School district teaching career and technical education courses at Flagstaff High School.

Councilmember Overton graduated with a Bachelor of Science degree in Industrial Technology Education in 1996 and a Master of Education degree in Educational Leadership in 2002, currently, he operates a small construction company, SR Overton Construction. He has an interest in providing a reasonable, common sense, working approach in addressing issues and concerns facing the citizens of Flagstaff.

He will continue to utilize his personal ethics and professionalism to serve the City of Flagstaff to the best of his ability.

Councilmember Eva Putzova

Councilmember Eva Putzova was elected to the Flagstaff City Council in November 2014 with the most votes a first-time council candidate has received in the history of Flagstaff's municipal elections.

Eva was born and raised in Slovakia and made Flagstaff her home in 2000. With an academic background in economics and marketing, she started her professional career at Southwest Windpower and, in 2003, began working for Northern Arizona University, where she is currently Director for Strategic Planning. In addition to earning her master's degree from the University of Economics in Bratislava, Slovakia, Eva completed leadership programs at Harvard University and Cornell University. Since 2007, she has also operated a professional service consulting company and occasionally works with clients from the public and private sectors. Over the years, she has also contributed to the goals of local commissions and committees, including the Regional Plan Citizen Advisory Committee, Coconino Community College Citizen Review Panel, Citizen Review Commission for Flagstaff Regional Five-year and Long-Range Transit Plan, and the Greater Flagstaff Economic Council.

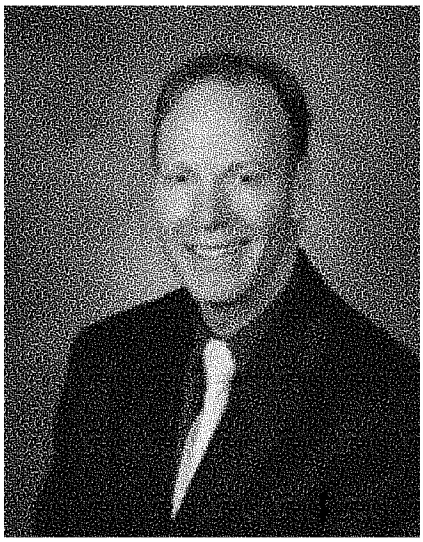
City Officials

Interim City Manager Jeff Meilbeck

Jeff Meilbeck is currently serving as Interim City Manager. Prior to coming to the City of Flagstaff, Meilbeck served as the Chief Executive Officer and General Manager of the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) and has worked in that position for seventeen years. Meilbeck also worked as the Southwest Utah Field Director for the Grand Canyon Trust and as a Budget and Management Analyst for Coconino County. Meilbeck has a Bachelor of Science degree in Recreation Management and also earned a Master's in Public Administration.

Deputy City Manager Jerene Watson

Jerene Watson, an ICMA credentialed city manager, began working for Flagstaff as a Deputy City Manager in July 2011, following service as town manager in the Tucson suburb of Oro Valley. Other municipal service has included work in the Arizona cities of Goodyear and Phoenix and the city of Omaha, Nebraska. Prior to Omaha, Jerene worked at the US Senate in Washington, DC for the Committee on Commerce, Science and Transportation, held administrative positions with three state universities in the Midwest, South and East Coast, an international graduate school outside of Zurich, Switzerland, a re-insurance company in Phoenix and Coca-Cola USA. She received an MPA from Old Dominion University, a BS in Business Administration from the University of Southern Mississippi and is an-alum of Harvard's Kennedy School of Government Sr. Executives in State & Local Government program. Currently her executive leadership responsibilities include management of the state legislative agenda for the City and operational oversight of Economic Vitality (business retention & expansion, Airport operations and Convention & Visitors Bureau); Human Resources; Police Department; Public Works (Cemetery, Fleet and Environmental services, Landfill operations, Streets, and Parks); Risk Management; and the Executive Assistant to Mayor & Council.



Deputy City Manager Josh Copley

Josh began his service to the citizens of Flagstaff in 1985 when he was hired as a police officer. Over the next 26 years he worked his way up through the ranks of the Flagstaff Police Department and was promoted to Deputy Chief in 2006. Throughout his law enforcement career Josh worked in a variety of assignments including undercover narcotics, the DARE program, hostage negotiations, bike patrol and bomb disposal.

After retirement from the police department Josh participated in a nationwide search and was selected for the position of Flagstaff Deputy City Manager. He is responsible for the City Clerk's Office; Community Development (Affordable Housing & Housing Authority, Building & Safety, Engineering, and Planning and Zoning); Fire Department, Information Technology, Management Services, Real Estate and Utilities. Josh graduated summa cum laude with a bachelor's degree in Business Management. Additionally he holds a Master's degree in Management as well as a Certificate of Public Management from Northern Arizona University. Josh has been married to Karen for 28 years and they have two children: Emilie who is studying to become a teacher at the University of Arizona and Seth who is currently in the U.S. Marine Corps and recently completed his second tour in Afghanistan.

CITY OF FLAGSTAFF, AZ
RIO DE FLAG FLOOD CONTROL PROJECT

REQUEST: $500,000 to complete 100% design for the Rio de Flag Flood Control Project from the remaining $79 million in unobligated funds left in the Corps' fiscal year 2015 budget to reduce the current cost estimate of approximately $106 million.

ISSUE: The Rio de Flag Flood Control Project is a critical component to the long-range protection and continued development for the City of Flagstaff. There are several key issues which must be resolved to facilitate continued progress on this joint project with the U.S. Army Corps of Engineers. Completion of the 100 percent design is the highest priority to ensure that the Corps' contracted design firm, Tetra Tech, can provide the most accurate cost estimate of the project.

Background: The Rio de Flag Flood Control project was originally authorized in the Water Resources Development Act of 2000 (WRDA 2000) for $24 million and subsequently reauthorized in WRDA 2007 for $54 million. The U.S. Army Corps of Engineers' (USACE) feasibility report proposes to contain the 100-year flood event through construction of 1.6 miles of flood control channel improvements, a 72-acre detention basin, property acquisition, utility relocations and three new bridges. A significant flood event would directly affect more than half of Flagstaff's population of 65,000 and would result in damages to approximately 1,500 structures valued at over $916,000,000. As of December 30, 2013, the US Army Corps of Engineers have spent $23.9 million on this project, while the City of Flagstaff has spent $15.3 million.

REQUEST:

The current cost estimate for the project is approximately $106 million. This represents a more than quadrupling of the original authorization of $24 million in 2000 and nearly double the cost estimate in the 2007 reauthorization. We are confident that the Corps' current design firm, Tetra Tech, will find significant cost savings through value engineering (VE) and updated hydraulic modeling. These projected cost savings, along with subsequent reductions in associated contingency estimates, could result in a minimum 1:1 benefit to cost ratio. However, we can only realize these significant savings if the 100 percent designs are completed. Therefore, we request $500,000 to complete 100 percent design for the Rio de Flag Flood Control Project to provide protection of life and safety against catastrophic flood events and promote the continued progress and development of the City of Flagstaff.

CITY OF FLAGSTAFF CONTACT:
James Duval, Project Manager **Office: 928.213-2678**

RIO DE FLAG FLOOD CONTROL PROJECT
CITY OF FLAGSTAFF

February 2015

PROJECT DESCRIPTION:

The Rio de Flag Flood Control project was originally authorized in the Water Resources Development Act of 2000 (WRDA 2000) and subsequently reauthorized in WRDA 2004 and 2007. The U.S. Army Corps of Engineers' (USACE) feasibility report proposes to contain the 100-year flood event through construction of 1.6 miles of flood control channel improvements, a 72-acre detention basin, property acquisition, utility relocations and three new bridges.

MAJOR POINTS:

- A significant flood event would directly affect more than half of Flagstaff's population of 65,000 and would result in damages to approximately 1,500 structures valued at over $916,000,000.
- A single 100-year flood event would cause an estimated $93,000,000 in economic damages.
- Implementation of the City's Downtown and Southside Redevelopment Initiative ($100,000,000 in private funds represent the estimated investment upon the completion of the RDF project) are mostly dependent on the completion of the Rio de Flag Project.
- In addition to flood damage reduction, other benefits include elimination of mandatory flood insurance and restrictive floodplain management regulations.
- Completed initial construction of the Clay Avenue Wash Detention Basin in July 2009.
- Completed construction of Butler Ave. Tunneling in September 2010.
- Completed construction of the Thorpe Road Bridge in November 2012
- Design for entire project completed to 90%.

PROJECT GOALS FOR FY 2015:

- Completion of 100% Design. Estimated cost: $500,000
- New cost estimate for the project to lower costs and increase the BCR to more than 1:1.Completion of the Limited Re-evaluation Report (LRR) after 100 percent design and VE is completed if BCR is confirmed to be more than 1:1.

The Rio de Flag Flood Control Project is a critical component to the long range protection and continued development for the City of Flagstaff. There are several key issues which must be resolved to facilitate continued progress on this joint project with the U.S. Army Corps of Engineers.

RIO DE FLAG FLOOD CONTROL PROJECT
FACT SHEET
CITY OF FLAGSTAFF

February 2015

Clay Wash Detention Basin

- 3,800 foot long levee
- Height of levee varies up to 14'
- Capacity will detain up to 295 acre-feet of water
- $6.5 million construction cost
- Originally completed July 2009
- Currently under reconstruction
- Completed in November 2014

Main Stem

- 8,300 Feet of Closed channel improvements
- 3,400 Feet Open Channel
- Closed channel varies (28'x16' max - 24'x9' min)
- Butler Avenue Tunnel, completed September 2010
- Thorpe Road Bridge, completed November 2012

Lack of Funding

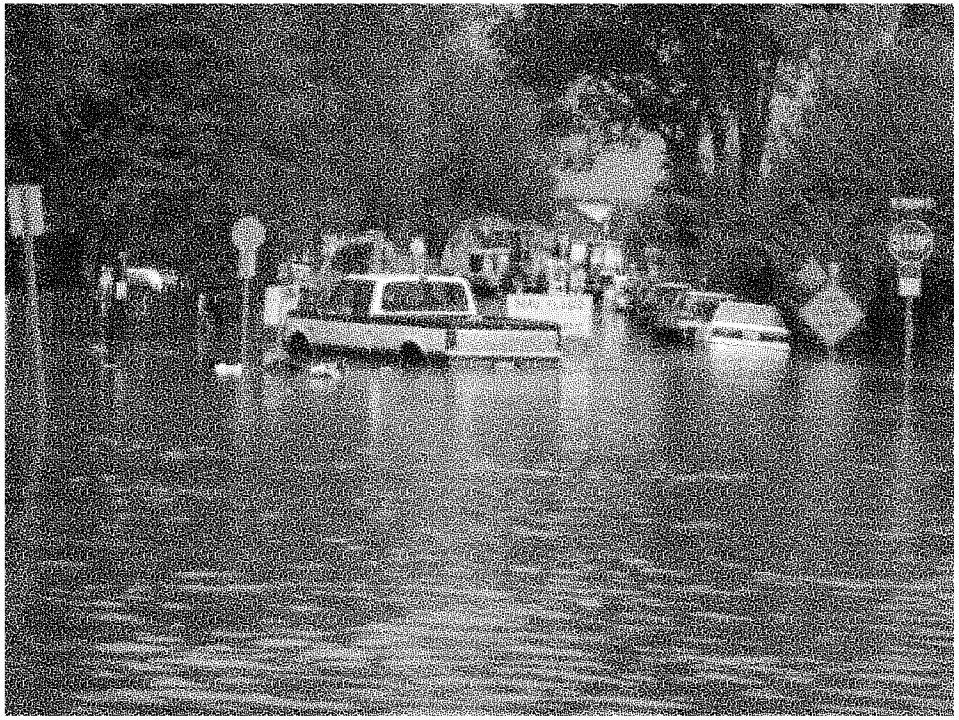
- The project, like many other Corps' projects in the Country, has never been in the President's Budget.
- A new cost estimate with a BCR above 1:1 and completed LRR will make this project eligible for Corps funding outside of emergency funding the project has received in the past. This can only be realized by funding the remaining 100 percent design at $500,000 for fiscal year 2015.
- The project has traditionally been funded through Congressional earmarks and that funding option has now gone away.
- The City and Federal Government together has spent approximately $40M on the project to date. If this project does not continue to be funded and go forward, this is a considerable waste of taxpayer money.

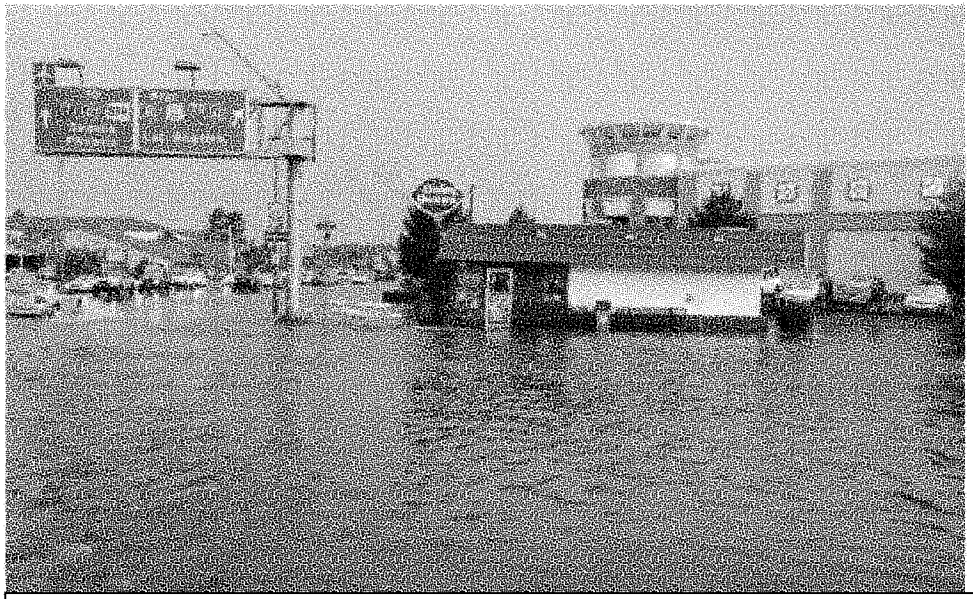
Federal Process

- The employees of the USACE are good, professional staff. However, they happen to work in a system that is severely broken.
- The Corps has hired a private engineering firm to complete the project plans with the exception of structural and landscape design. The cost to complete the plans is $500,000. Projects cost have steadily gone up. Cost went from $24M in 2000 to $106M today – granted, there have been some changes to the design. However, these changes cannot be categorized as significant. Perhaps the most troubling aspect is the Corps inability to adequately articulate why the costs continue to go up.
- Value Engineering was completed four years ago, in order to reduce the costs in an ever escalating project budget. The City participated in a Corps Value Engineering Process using its standard model: this week-long process initially yielded results of $15-20M savings. VE took 14 months to complete and, in the end, resulted in $1.8M saving. However, the inflation calculation was $4M over that time period.
- Budget - In order to get into the President's Budget a project must have a current Chief's Report. The key element to a Chief's Report is the Limited Reevaluation Report (LRR).
    - Congressman Gosar wrote a letter to OMB and to Jo-Ellen Darcy, the Assistant Secretary of the Army for Civil Works (Corps Offices in D.C.) on May 12, 2011 asking the Corps to move the project funding forward.
    - On June 22, 2011, the Assistant Secretary wrote back to Congressman Gosar stating that the LLR is scheduled for completion in September 2011.
    - On March 19, 2013 Congressman Gosar wrote to Jo-Ellen Darcy asking why the LRR had still not been completed from the originally scheduled date of September 2011.
    - On April 5, 2013 Congresswoman Kirkpatrick and Congressman Gosar wrote to Jo-Ellen Darcy in support of the Rio de Flag project and asking for inclusion of the project into the FY 13 workplan, specifically to complete the Clay Wash Detention Basin and completion of the 100% plans.
    - On August 19, 2013 Mayor Nabours wrote to Senator McCain asking for support on Corps reform, the pilot project in the 2013 WRDA bill and more local control.
    - On September 20, 2013 Senator McCain wrote to Jo-Ellen Darcy asking why the LRR had been delayed an additional two years and outlining the funding delays and other project concerns.
    - On November 25, 2013 Jo-Ellen Darcy responded to Senator McCain on a number of issues, including the delivery of the LRR. In this letter Ms. Darcy indicated that the LRR would be submitted to Headquarters late February 2014 and Administration clearance through the Office of the Assistant Secretary for the Army (Civil Works) and the Office of Management and Budget by mid-summer 2014.
    - As of this date the LRR is still not complete and Corps of Engineers cannot provide us with a reliable completion date.
    - When the 100 percent designs and VE are completed by Tetratech, we request that the LRR be completed and finalized in an expedited fashion.

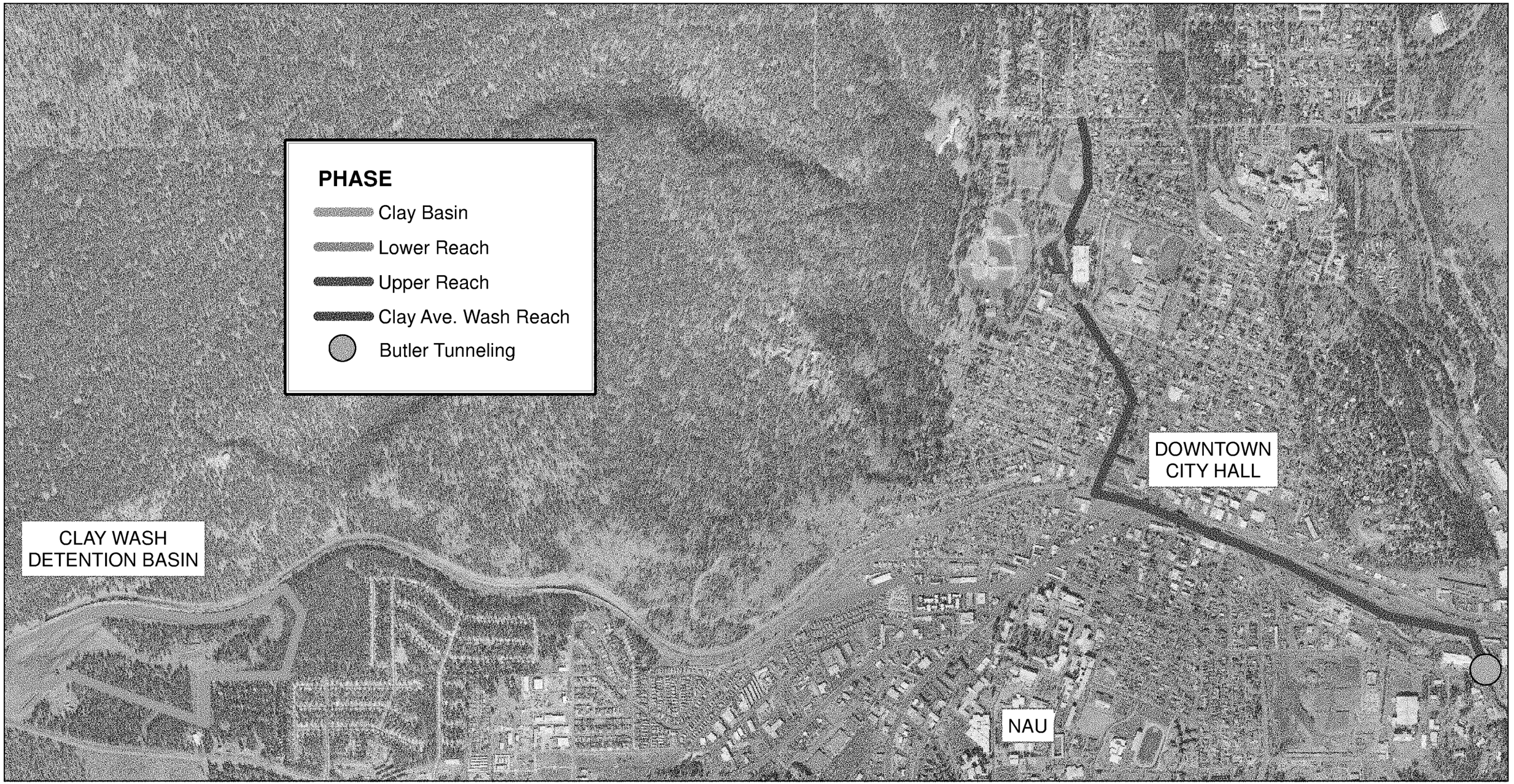
Benefit to Cost Ratio (BCR)

- It is our understanding that a BCR greater than 1:1 is required to receive significant funding to keep the project on an optimal schedule.
- A BCR greater than 3:1 gives it higher priority when competing nationally for funding
- The Project estimate went from $24M to $106M. The Corps has not provided an official update to the BCR calculation via a revised Economic Re-evaluation Report (ERR), but it will most likely be near 0.81:1. 100 percent design and a subsequent VE may bring the BCR above the requisite 1:1 parity.





July 2, 2013 – Flagstaff, Arizona



Rio De Flag Project

City of Flagstaff, Arizona

NORTH

Not to Scale

Date: 9/12/11

Congress of the United States
House of Representatives
Washington, DC 20515-0301

January 30, 2015

Ms. Jo-Ellen Darcy
Assistant Secretary for the Army (Civil Works)
108 Pentagon (Army)
Washington, DC 20310-0108

Dear Assistant Secretary Darcy:

We are writing to express our strong support for the Rio de Flag flood control project in Flagstaff, Arizona. Its completion is critical to the public safety and economic competitiveness of the City of Flagstaff. The Corps has an expressed capability of approximately $5.6 million in funding for the project in the fiscal year (FY) 2015 work plan -- $500,000 to complete 100 percent design plans, $650,000 to landscape and rip-rap near the Butler Avenue tunnel, $500,000 to complete 100 percent design and $4.5 million to complete Phase 2A of the project on the lower reach.

For the last 30 years, the City of Flagstaff's top priority has been to mitigate potential flood damage caused by the Rio de Flag. Since FY 2002, the Rio de Flag flood control project has received nearly $25 million in federal appropriations -- between $1 million and $5.486 million annually for various phases of the project. With these resources, the USACE has conducted the reconnaissance and feasibility studies, completed the pre-construction engineering and design (PED), and begun the construction phase. In addition, the Clay Avenue Detention Basin has been built and the lower reach is in the process of being built. Until the lower reach, confluence, BNSF bridge and upper reach to Bonito are completed at the estimated cost of $51.5 million, there are few tangible benefits to this project.

As the USACE develops its FY 2015 work plan, we specifically ask that the agency includes, at a minimum, the resources necessary to landscape and rip-rap the area near the Butler Avenue tunnel, 100 percent design plans that will eliminate some of the additional contingency costs and give more certainty to the project and $4.5 million to complete Phase 2A.

Slowing this project would be irresponsible and a waste of precious taxpayer dollars already expended that could result in huge losses of property and/or the loss of life. That is why we support a more robust and aggressive funding schedule for this project. Therefore, we respectfully request that the USACE include the resources necessary to complete the repairs on

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the Clay Avenue Wash Detention Basin, complete the 100 percent drawings on the Rio de Flag flood control project in the agency's FY 2015 work plan.

Thank you for your attention to this important matter. As always, we ask that this matter be handled in strict accordance with the existing agency rules, regulations, and ethical guidelines. If you have any question or concerns, please feel free to contact Ken Montoya (Kirkpatrick) at (202) 225-3361 or Jeff Small (Gosar) at (202) 225-2315 in our Washington, D.C. offices.

Sincerely,

Ann Kirkpatrick
Member of Congress

Paul A. Gosar, D.D.S
Member of Congress

Congress of the United States
Washington, DC 20515

February 14, 2014

Ms. Jo-Ellen Darcy
Assistant Secretary for the Army (Civil Works)
108 Pentagon (Army)
Washington, DC 20310-0108

Dear Assistant Secretary Darcy:

We are writing to express our strong support for the Rio de Flag flood control project in Flagstaff, Ariz. This important flood control project has been identified as one of the U.S. Army Corps of Engineers' (USACE) top priorities nationally. Its completion is critical to the public safety and economic competitiveness of the City of Flagstaff. The Corps has an expressed capability of $3.52 million in funding for the project in the fiscal year (FY) 2014 work plan -- $1.5 million for repairs on the Clay Avenue Wash Detention Basin, $1.75 million to complete 100 percent design and $268K for an environmental assessment (EA).

For the last 30 years, Flagstaff's top priority has been to mitigate potential flood damage caused by the Rio de Flag. Since FY 2002, the Rio de Flag flood control project has received nearly $23 million in federal appropriations – between $1 million and $5.486 million annually for various phases of the project. With these resources, the USACE has conducted the reconnaissance and feasibility studies, completed the pre-construction engineering and design (PED), and begun the construction phase. In addition, the Clay Avenue Wash Detention Basin has been built and the Lower Main Stem is in the process of being built. Until the lower reach, confluence, BNSF bridge and upper reach to Bonito are completed at the estimated cost of $51.5 million, there are not any tangible benefits to this project.

As the USACE develops its FY 2014 work plan, we specifically ask that the agency includes, at a minimum, the resources necessary to repair deficiencies on the previously constructed Clay Avenue Wash Detention Basin. This phase of the project was completed several years ago, although there are serious deficiencies in the levee that are forcing it to be rebuilt and fortified. The USACE contractor built a project that the Arizona Department of Water Resources' Dam Safety Program will not accept, thus creating a potentially larger problem than was originally found. It is important to note that a school just below the levee is at risk of being severely impacted if the levee breaches. Mitigating this catastrophe before it becomes a reality must be a high priority for the USACE. The FY 2012 work plan included $2.5 million to begin repairs on the compromised detention basin.

In addition, we request that the USACE allocate the necessary resources to complete the 100 percent drawings and put a more definitive price tag on the remaining construction costs of the project. It is our understanding that roughly 20 percent of the current project costs are contingency funds, and completion of the drawings could lower the contingency costs.

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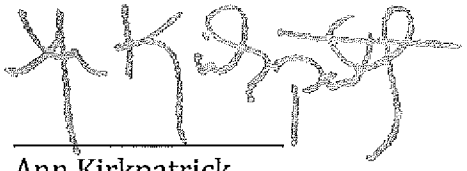
Slowing this project would be irresponsible and a waste of precious taxpayer dollars already expended that could result in huge losses of property and/or the loss of life. Therefore, we respectfully request that the USACE include the resources necessary to complete the repairs on the Clay Avenue Wash Detention Basin, complete the 100 percent drawings and the EA on the Rio de Flag flood control project in the agency's FY 2014 work plan.

Thank you for your attention to this important matter. As always, we ask that this matter be handled in strict accordance with the existing agency rules, regulations, and ethical guidelines. If you have any question or concerns, please contact Ken Montoya (Kirkpatrick) at (202) 225-3361 or Jeff Small (Gosar) at (202) 225-2315 in our Washington, D.C. offices.

Sincerely,



Ann Kirkpatrick
Member of Congress

Paul A. Gosar, D.D.S
Member of Congress

PAUL A. GOSAR, D.D.S.
FIRST DISTRICT, ARIZONA

COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEES
VICE CHAIRMAN, HEALTH CARE, DISTRICT OF COLUMBIA, CENSUS AND THE NATIONAL ARCHIVES
NATIONAL SECURITY, HOMELAND DEFENSE AND FOREIGN OPERATIONS
GOVERNMENT ORGANIZATION, EFFICIENCY AND FINANCIAL MANAGEMENT

COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEES
ENERGY AND MINERALS
INDIAN AND ALASKA NATIVE AFFAIRS
WATER AND POWER

Congress of the United States
House of Representatives
Washington, DC 20515–0301

WASHINGTON, D.C.
508 CANNON HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-2315
WWW.GOSAR.HOUSE.GOV

CASA GRANDE
211 NORTH FLORENCE STREET, #3
CASA GRANDE, AZ 85122
(520) 836-3566

FLAGSTAFF
1515 EAST CEDAR AVENUE, #A6
FLAGSTAFF, AZ 86004
(928) 214-0566

PRESCOTT
230 SOUTH MONTEZUMA STREET, #101
PRESCOTT, AZ 86303
(928) 445-1962

May 12, 2011

Jacob J. Lew
Director
Office of Management and Budget
Old Executive Office Building
725 17th Street, NW
Washington, DC 20503

Joy-Ellen Darcy
Assistant Secretary of the
Army (Civil Works)
108 Army Pentagon
Washington, DC 20310-0108

Dear Director Lew and Assistant Secretary Darcy:

I am writing to express my strong support for the Rio de Flag flood control project in Flagstaff, AZ. This is one of the most important infrastructure projects in the country. Prior federal funding confirms that fact. Since FY 2002, Rio de Flag has received nearly $24 million in federally-directed spending. For the last 30 years, the City of Flagstaff's top priority has been to mitigate potential flood damage caused by the Rio de Flag.

I am concerned the Rio de Flag flood control project will not be included in the United States Army Corps of Engineers' (USACE) work plan it is submitting to the Office of Management and Budget, despite being identified as one of the Corps' top priorities nationally. It has come to my attention that two key items are being considered as the USACE develops their work plan: the project must have been funded in FY2010, and heavy preference is being given to projects in the President's FY2011 budget.

The Rio de Flag project received $3.003 million in FY2010 so it meets the first requirement; however the project was not included in the President's FY2011. The City of Flagstaff and my constituents should not be penalized because the project was absent from the President's budget. Its absence was not based on the priority of the project, but due to a failure in the bureaucracy.

In order to become a budget item, the Corps was obligated to prepare a Chief's Report for the project when it was reauthorized with a higher 902(b) limit in 2007. The Corps failed to update its Chief Report, even though for the last two years, the City of Flagstaff has worked with the Corps to complete a new Chief's Report. The rationale the City received from the Corps for not completing a new Chief's Report was that it did not want to waste time and resources on a project that consistently received congressional support over the long history of the project. The Corps was aware, or should have been aware, that Congress is no longer earmarking district projects and should have expedited and completed the Chief's report accordingly. Since the

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Corps neglected to complete a new Chief's Report, the Rio de Flag flood control project's viability is being threatened. This is not acceptable to me or my constituents.

If the Administration fails to fund the project in FY 2011, it is likely the work will cease and the project will fall into "inactive" status. This is unacceptable and a waste of the money already committed. The Office of Management and Budget and the Corps of Engineers should ensure the nearly $24 million in taxpayers' dollars invested in this project to-date is not wasted, and lives and property in my community are not further put at-risk.

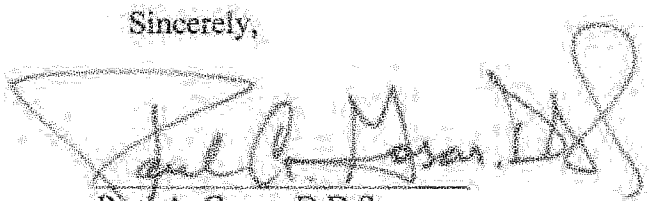
Given the USACE moratorium on new projects, the Rio de Flag project is exactly the type of active project the Administration should fund to maintain progress. For the last eight fiscal years, Rio de Flag has received between $1 and $5.486 million for various phases of the project. Currently, the project is nearly halfway through its construction phase. This project must stay on schedule to protect the city from a catastrophic flood, to maintain private investment in economic development in the community, and to guard the vital transportation networks by rail and road that move millions of dollars of consumer goods each and every day.

Again, had the Chief's Report been completed in a timely manner, this project could have been included in the President's FY2011 budget request and this issue would be moot. The Rio de Flag project should be judged, by the USACE and OMB, alongside every other project across the country based on the merits and priority of the individual project. It should not be at a disadvantage in this competitive process because of a failure of the bureaucracy.

In conclusion, I respectfully request the Administration base the work plan on the merits of the projects and not penalize projects that were part of a bureaucratic snafu. If every project is solely judged on merit, I am confident you will conclude that the Rio de Flag flood control is one of the most meritorious projects in the country. In addition, I respectfully request the USACE to expedite and complete a new Chief's Report on the project to so this issue is avoided in the future. Finally, I ask that this matter be handled in strict accordance with existing agency rules, regulations, and ethical guidelines.

Thank you for your attention to this important matter. Your staff may contact my staff at (202) 225-2315 or you may contact me directly if you have any questions or we can be of any assistance.

Sincerely,



Paul A. Gosar, D.D.S
Member of Congress

Cc: Col. R Mark Toy, PE – Commander, U.S. Army Corps of Engineers - Los Angeles District

DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON DC 20310-0108

JUN 22 2011

The Honorable Paul A. Gosar, D.D.S.
United States House of Representatives
504 Cannon House Office Building
Washington, DC 20515

Dear Representative Gosar:

This is in response your letter dated May 12, 2011, to Mr. Jacob Lew, Director of the Office of Management and Budget, and me, requesting that the Army Corps of Engineers Fiscal Year (FY) 2011 work plan include the Rio de Flag flood control project. I am responding on behalf of Mr. Lew and myself.

The FY 2011 work plan does not include funding for this project for the following reasons. As stated in your letter, the work plan gave priority to projects included in the FY 2011 President's Budget. Priority also was given to accelerating work in the FY 2012 President's Budget. Within the limited funds remaining, other priority work was funded on programs, projects and activities that are consistent with Executive Branch policies. Rio de Flag was not included in either the FY 2011 or FY 2012 President's Budget, and the project has sufficient carryover funds to complete the ongoing Limited Reevaluation Report (LRR), as described below.

The initial Rio de Flag Chief's Report was completed in 2000 and construction was first authorized in Section 101(b)(3) of the Water Resources Development Act (WRDA) of 2000, at a total project cost of $24,072,000. WRDA 2007 increased the total authorized project cost to $54,100,000. The Corps is conducting the LRR to assess the economic justification of the project at the higher cost, which must be done before the project can be considered for inclusion in the President's Budget. I am advised that time and resources did not allow completion of the LRR in time for the project to be considered for budgeting in FY 2011 or FY 2012. The report is scheduled to be completed in September 2011. To compete well for inclusion in the Civil Works Construction budget, projects must be high performing, meaning they have a high benefit-to-cost ratio, provide significant reduction of risks to human life or provide significant environmental benefits. Rio de Flag will be considered for inclusion in future budgets, along with many other worthy projects nationwide.

I regret that my response could not be more favorable. Thank you for your interest in and support for the Army's Civil Works program.

Very truly yours,

Jo Ellen Darcy
Assistant Secretary of the Army
(Civil Works)

Congress of the United States
Washington, DC 20515

March 19, 2013

Ms. Jo-Ellen Darcy
Assistant Secretary for the Army (Civil Works)
108 Pentagon (Army)
Washington, DC 20310-0108

Dear Assistant Secretary Darcy:

I am writing to follow up on the status of the Limited Reevaluation Report (LRR) for the Rio de Flag flood control project in Flagstaff, Arizona.

On June 22, 2011, you sent me a letter that stated, "the report is scheduled to be completed in September 2011." It is also important to note that you assured me that the project had "sufficient carryover funds to complete the ongoing Limited Reevaluation Report (LRR)". It is my understanding that as of March 18, 2013, nearly eighteen months after the Corps' self-imposed deadline, the LRR has still not been completed. This is unacceptable. Please explain the reason for this delay.

Without the LRR, the project cannot be considered for the President's budget request. Furthermore, it is my understanding that OMB will not fund projects in the Administration's FY2013 work plan without updated economics from the LRR. Had the project's LRR been completed in September 2011, the project would have been considered in the President's fiscal year 2013 budget plan. Now, without an updated LRR, the project may not receive funding in FY2013 or FY2014.

If the Administration fails to fund the project in FY2013, the project could fall into "inactive" status. Failing to complete this project would be a waste of taxpayer money to the tune of more than $22 million. In addition, these needless delays increase the costs of the project, which lowers the project's benefit-to-cost ratio (BCR) and weakens the funding priority for the project.

Please complete the LRR so this critically important flood control project can be considered in the President's budget. The citizens of Flagstaff should not be endangered because of a failure in the bureaucracy.

Thank you for your immediate attention to this important matter. As always, I ask that this matter is handled in strict accordance with existing agency rules, regulations, and ethical guidelines. I look forward to your timely response.

Sincerely,

Paul A. Gosar, D.D.S
Member of Congress

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Congress of the United States
Washington, DC 20515

April 5, 2013

Ms. Jo-Ellen Darcy
Assistant Secretary for the Army (Civil Works)
108 Pentagon (Army)
Washington, DC 20310-0108

Dear Assistant Secretary Darcy:

We are writing to express our strong support for the Rio de Flag flood control project in Flagstaff, AZ. This important flood control project has been identified as one of the U.S. Army Corps of Engineers' (USACE) top priorities nationally. Its completion is critical to the public safety and economic vitality of the City of Flagstaff.

For the last 30 years, the City of Flagstaff's top priority has been to mitigate potential flood damage caused by the Rio de Flag. Since FY 2002, the Rio de Flag flood control project has received nearly $23 million in federal appropriations – between $1 million and $5.486 million annually for various phases of the project. With these resources, the USACE has conducted the reconnaissance and feasibility studies, completed the pre-construction engineering and design (PED), and begun the construction phase. We appreciate the progress that has been made to date, but urge the Corps to prioritize the expeditious completion of the project.

As the USACE develops its FY 2013 work plan, we specifically ask that the agency includes, at a minimum, the resources necessary to repair deficiencies on the previously constructed Clay Avenue Wash Detention Basin. This phase of the project was completed several years ago, although there are serious deficiencies in the levee that are forcing it to be rebuilt and fortified. The USACE contractor built a project that the Arizona Department of Water Resources' Dam Safety Program will not accept, thus creating a potentially larger problem than was originally found. It is important to note that a school just below the levee is at-risk of being wiped out if the levee breaches.

Mitigating this catastrophe before it becomes a reality must be a high priority of the USACE. The FY 2012 work plan included $2.5 million to begin repairs on the compromised detention basin. We thank you for your leadership and commitment of those initial resources. It is our understanding that an additional $2.9 million is needed to finish the repairs on the Clay Avenue Wash Detention Basin that pose a life and safety risk to a school and residents just below the basin.

In addition, we request that the USACE prioritize the completion of the 100 percent drawings. It is our understanding that roughly 20 percent of the current project costs are contingency funds. The 100 percent drawings will allow the project to have a more definitive cost estimate by substantially decreasing the amount dedicated to contingency, thus lowering the overall price tag and increasing the benefit-to-cost ratio (BCR).

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In conclusion, neglecting this important project would be irresponsible and a waste of precious taxpayer dollars that could result in huge losses of property and/or the loss of life. Therefore, we respectfully request that the USACE complete the repairs on the Clay Avenue Wash Detention Basin and finalize the 100 percent drawings on the Rio de Flag flood control project as part of its FY 2013 work plan.

Thank you for your attention to this important matter. As always, we ask that this matter be handled in strict accordance with the existing agency rules, regulations, and ethical guidelines. If you have any question or concerns, please feel free to contact Ken Montoya (Kirkpatrick) at (202) 225-3361 or Jeremy Harrell (Gosar) at (202) 225-2315 in our Washington, D.C. offices.

Sincerely,

Ann Kirkpatrick
Member of Congress

Paul A. Gosar, D.D.S
Member of Congress

DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON DC 20310-0108

MAY 17 2013

Honorable Paul A. Gosar, D.D.S
United States House of Representatives
504 Cannon House Office Building
Washington, D.C. 20515

Dear Representative Gosar:

This is in response your letter dated March 19, 2013, concerning the status of the limited reevaluation report (LRR) for the Rio de Flag project in Flagstaff, Arizona. I apologize for the delay in responding.

Completion of the LRR was delayed in order to perform an extensive value engineering evaluation and to update the project land costs. This will ensure a more precise total project cost estimate based on the uncertainties of future funding and contingencies for each project element. The Army Corps of Engineers currently expects to complete the LRR in the Fall of 2013.

Thank you for your interest in the Army Civil Works Program.

Very truly yours,

Jo-Ellen Darcy
Assistant Secretary of the Army
(Civil Works)

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OFFICE OF THE MAYOR

August 19, 2013

The Honorable John McCain
241 Russell Senate Office Building
Washington DC 20510

RE: Rio de Flag Flood Control Project

Dear Senator McCain:

Thank you for taking the time to meet with the City Council and me. We are very appreciative of your interest in the Rio de Flag Flood Control Project. This project remains our number one federal legislative priority. The purpose of this letter is to update you about the status of the project and what can be done to help.

Unfortunately this is a story of a 13 year failed process. I have attached a chart to illustrate the timeline and the bottom-line associated with this project. In short, the Army Corps has not adequately managed this project from a paperwork, finance or construction standpoint. To date, the Federal Government has spent $22.23 million and the City of Flagstaff has contributed $14.8 million for: a faulty dam which is under reconstruction; a culvert that settled; lack of erosion control that is a violation of Arizona (ADEQ) statutes; and incomplete drawings based upon incomplete hydraulics. The process has been extremely frustrating, cumbersome, time-consuming and costly. I have attached a narrative of the details.

We think your support could best be directed toward Corps reform. The more local control and responsibility that could be injected into these efforts, the better return for the taxpayer. We strongly believe that a grant-type model is the best return on investment for federal taxpayers. We are very encouraged by the pilot project in the 2013 WRDA bill that passed the Senate. We would appreciate any support in enabling Flagstaff to be a participating agency in that pilot project. We hear the House is also looking at reform. We broadly support more local control. The term we have heard is self-administration. The City believes it can administer these dollars to federal standards far more efficiently than the current model. Any support of these reforms would be appreciated.

Additionally, the City is willing to testify about the details of this case study before any congressional committee if you find that to be appropriate and helpful in our cause.

Thank you,

Gerald W. Nabours, Mayor

211 West Aspen Avenue, Flagstaff, Arizona 86001
Main (928) 213-2000 • Arizona Relay Service 7-1-1 • www.flagstaff.az.gov

City of Flagstaff
Rio de Flag Flood Control Project
Background Narrative

The Rio de Flag Flood Control Project would prevent catastrophic flooding events in much of central Flagstaff. Also, it would remove an area of 300 acres from the FEMA flood zone, thereby allowing new development and remodeling in an older, yet popular, area of town.

This project was approved in the 2004 WRDA bill and authorized for $24 million. In WRDA 2007, the project received an increased authorization to $54 million. Today's estimate for the project is over $100 million or a 317 percent increase in less than 10 years. Additionally, the project is not eligible for funding in the President's Budget because the Corps has not submitted the requisite paperwork that was mandated in the WRDA 2007. The project requires a new Chief's Report. To accomplish this a Limited Re-evaluation Report (LRR) is required. The Corps communicated to the City that they had initiated the LRR on April 4, 2008. The LRR has still not been completed. That's nearly six years! We experienced a value engineering process that took 18 months and saved $1.8 million. However, during those 18 months, the Corps added $4 million in inflation costs to the project. The only completed portion of the project is a 4850 foot long levee; however, currently the majority of the embankment has been removed as part of the reconstruction effort. When the Arizona Department of Water Resources Dam Safety Division identified a crack in the new levee, the Corps spent $667,000 to determine who was responsible for the failure and the extent of the failure and then allocated $914,000 for oversight of the repairs. All for a levee that initially cost $5 million.

In short, this project has reached a financial point where the 35 percent local match is becoming unattainable for Flagstaff. Moreover, our city engineers, who regularly construct capital projects in Flagstaff, believe we are significantly overpaying for both the engineering and construction services the Corps is offering. Consequently, the City is spending its own resources for a new outside analysis of solutions and cost estimates using FEMA hydraulics rather than incomplete Corps hydraulics. We believe we may be able to solve this issue for a price closer to one-third of the Corps solution.

JOHN McCAIN
ARIZONA

COMMITTEE ON ARMED SERVICES
COMMITTEE ON FOREIGN RELATIONS
COMMITTEE ON HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS
COMMITTEE ON INDIAN AFFAIRS

United States Senate

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407 WEST CONGRESS STREET
SUITE 103
TUCSON, AZ 85701
(520) 670-6334

TELEPHONE FOR HEARING IMPAIRED
(602) 952-0170

September 20, 2013

The Honorable Jo-Ellen Darcy
Assistant Secretary for the Army (Civil Works)
108 Pentagon (Army)
Washington, DC 20310-0108

Dear Assistant Secretary Darcy:

I am writing to inquire about the status of the Limited Re-evaluation Report for the Rio de Flag Flood Control Project in Flagstaff, Arizona, and to ask you to report on the available options for the non-Federal interest (the City of Flagstaff) to "self-administer" this project.

As you know, a devastating 500-year flood event on the Rio de Flag could damage or destroy approximately 1,500 structures valued at more than $900 million in the City of Flagstaff. Similarly, a 100-year flood would cause an estimated $160 million in damages and over half of Flagstaff's population would be directly affected. The Rio de Flag Flood Control Project would mitigate these disastrous impacts through channel modifications of the Rio de Flag, and the construction of a detention basin, a series of river crossings, berms and floodwalls.

While the need for the Rio de Flag project is clear, it's been plagued by funding delays and other complications that are now threatening its timely completion and exceeding the city's obligation to cover 35% of the project's cost. Out of the $54 million authorized for the project's federal share, only $25 million has been delivered over the past 10 years. The only completed portion of the project is a 4,000-foot levee (Clay Avenue Wash Detention Basin) which is cracked and violates Arizona dam safety requirements. Project funding has been provided via piecemeal appropriations averaging less than $3 million per year, which has resulted in inflation costs increasing the total estimated cost by approximately $7 million per year and has ballooned the total cost of the project to $101.5 million. I am concerned that if this project continues to languish, taxpayer dollars will be unnecessarily wasted while private property and human life remain in danger of a major flood event.

I've met with elected officials of the City of Flagstaff who are counting on the U.S. Army Corps of Engineers to help get this vital project back on schedule. One helpful action would be for the Army Corps to release its updated economic analysis, the Limited Re-Evaluation Report (LRR), which has been in development since 2008. In June 2011, you wrote a letter to our colleague, Congressman Paul Gosar, stating that you anticipated the LRR would be completed by September 2011. It is now over two years later and the LRR is still not complete. Without the LRR, the Rio de Flag project will have difficulty moving forward under the President's annual budget request to Congress. Please release the LRR as soon as possible and prior to the development of the FY2015 budget.

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The city is also interested in "self-administering" this project, an option that might allow the non-federal interest to take the lead on completing the project and prevent federal costs from skyrocketing further. Please provide an analysis on the applicability of self-administering policies to the Rio de Flag project under 33 U.S.C. 701b-13, 42 U.S.C 1962d-5b, or any other similar authority. It would also be helpful to know what requirements the city must meet in order to assume construction for the project, as well as:

1. Can repairs and improvements to the Clay Basin levee be segmented into a "separable element" of the Rio de Flag Project with construction credits being applied to the remainder project?
2. If a non-federal interest seeks to have its in-kind contribution credited, can credits be applied to another project in the State of Arizona?
3. What limitations would apply to the city under these authorities?
4. In reviewing previous uses of this authority, how likely is it that a non-federal interest will receive a reimbursement in a timely manner?
5. Please provide primer on your policies, guidelines and criteria for self-administering along with the procedures for how this authority could potentially be applied to the Rio de Flag project.
6. Finally, you've committed to an LRR release date in the past. Please provide a date certain for approval of the LRR.

Thank you for your timely attention to this request.

Sincerely,

John McCain
United States Senator

DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON DC 20310-0108

25 NOV 2013

The Honorable John McCain
United States Senate
241 Russell Senate Office Building
Washington, D.C. 20510-0303

Dear Senator McCain:

This is in response to your letter dated September 20, 2013 regarding the status of the Rio de Flag Project's Limited Re-evaluation Report (LRR) and the Clay Avenue Wash Detention Basin construction. You were specifically interested in the possibility of segmenting Clay Avenue Wash Detention Basin into a separable element, and options for the City of Flagstaff, the non-Federal sponsor, to construct portions of the project. I apologize for the delay in responding.

I am providing responses to your specific questions in the enclosed documents. Thank you for your interest in the Army Corps of Engineers (Corps) Civil Works Program.

Very truly yours,

Jo-Ellen Darcy
Assistant Secretary of the Army
(Civil Works)

Enclosures

Responses to Senator McCain's Questions on the Rio de Flag Project

1. Can repairs and improvements to the Clay Basin levee be segmented into a "separable element" of the Rio de Flag Project with construction credits being applied to the remainder project?

Although the Clay Avenue Wash Detention Basin provides some flood control benefits, it is not a separable element. Per Corps of Engineers regulation guidance ER 1105-2-100, a separable element is any part of a project which has separately assigned benefits and costs, and which can be implemented as a separate action (at a later date or as a separate project). The Clay Avenue Wash Detention Basin does not function independently; to achieve full flood risk management benefits, it works in conjunction with downstream project elements. In addition, the majority of the construction of the Clay Basin levee has been completed and the construction deficiency repairs are underway. Consequently, there is no advantage to segmenting the Clay Avenue Wash Detention Basin from the remainder of the project. In the event there are funds recovered based upon the litigation related to the construction deficiencies, they could be applied to the remainder of the project.

2. If a non-Federal interest seeks to have its in-kind contribution credited, can credits be applied to another project in the State of Arizona?

No. Under current law, the Corps does not have the authority to transfer credit to another project.

3. What limitations would apply to the city under these authorities [Section 221 of the Flood Control Act of 1970, as amended (42 U.S.C. 1962d-5b) and Section 211 of the Water Resources Development Act (WRDA) of 1996 (33 U.S.C. 701b-13)]*?*

Section 221, as amended by Section 2003 of the WRDA of 2007, is the Corps' primary authority for crediting in-kind contributions from non-Federal interests. However, this authority is not available for this project. Per its terms, the statute's crediting provisions only apply to projects that did not have executed agreements prior to November 8, 2007 (the date of enactment of the WRDA of 2007). Unfortunately, the agreement for this project was executed on August 13, 2004.

Section 211 of WRDA 1996, as amended, provides authority for non-Federal sponsors to undertake the design and construction of Federally authorized flood control projects, or separable elements, without Federal funding. However, since the Federal government has undertaken the construction of this project, the use of Section 211 is no longer applicable.

4. In reviewing previous uses of this authority, how likely is it that a non-Federal interest will receive a reimbursement in a timely manner?

Projects seeking reimbursements under Section 211 are considered a low budgetary priority and it is unlikely that a non-Federal interest will receive reimbursement in a timely manner.

5. Please provide primer on your policies, guidelines and criteria for self administering along with the procedures for how this authority could potentially be applied to the Rio de Flag project.

Given that neither Section 221 or Section 211 are applicable to this project, there may be other ways for work to continue on this project through the use of accelerated, contributed or advanced funds. Accelerated funds are the provision of funds by a non-Federal sponsor out of proportion with Federal funds but within the ultimate non-Federal cash contribution, with credit only if additional Federal funds are provided. Contributed funds are those funds above any statutorily required non-Federal cost share provided voluntarily by a state or political subdivision thereof, with no credit or repayment authorized for such funds. Advanced funds are non-Federal funds provided as an advance of the Federal share or in the absence of Federal funding, with the potential for repayment or credit upon appropriation of amounts by Congress for such purpose, but without creating any Federal obligation to actually provide the Federal share. Enclosure #2 is a short primer that describes accelerated, contributed and advanced funds, as well as more detailed guidance on contributed funds.

6. Finally, you've committed to an LRR release date in the past. Please provide a date certain for approval of the LRR.

This LRR is anticipated to show a project cost increase that will require Congressional re-authorization. The Corps' Los Angeles District team is working with the City of Flagstaff on responses to Corps Headquarters review comments and anticipates resubmitting the LRR to Headquarters by late February 2014. Following Headquarters policy review, the LRR will require Administration clearance through the Office of the Assistance Secretary of the Army (Civil Works) and the Office of Management and Budget. Depending upon the nature of remaining issues to be resolved, it is anticipated that the report would be ready for transmittal to Congress by mid-summer 2014.

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS
441 G STREET NW
WASHINGTON, D.C. 20314-1000

CECW-PB

APR 2 2012

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Implementation Guidance for Section 111 of the FY12 Energy and Water Development Appropriations Act, Contributed Funds

1. Section 111 of the Fiscal Year 2012 Energy and Water Development Appropriations Act (FY 12 E&WDAA) (Public Law 112-74, Division B) amends the contributed funds authority codified in 33 U.S.C. 701h. It expands this authority, which allows the U.S. Army Corps of Engineers to accept voluntarily contributed funds from States and political subdivisions, to include all water resources development project purposes. In addition, it expands the contributed funds authority to cover all phases of a project from study and design for authorized studies through construction and operation and maintenance for authorized projects. Further, it defines "States" as the several States, the District of Columbia, commonwealths, territories, and possessions of the United States, and Federally recognized Indian tribes. Finally, Section 111 requires Committee notification prior to the initiation of negotiations for the acceptance of contributed funds under 33 U.S.C. 701h. A copy of 33 U.S. C. 701h is enclosed.

2. Applicability. The guidance is applicable to all HQUSACE elements, major subordinate commands (MSC), districts, laboratories and field operating activities (FOA) having Civil Works functions. This guidance supersedes the guidance in ER 1165-2-30, Acceptance and Return of Required, Contributed or Advanced Funds, dated 30 October 1998, as it pertains to Contributed Funds and CECW-P Memorandum, Subject: Contributed Funds, dated 2 July 2007.

3. Policies.

a. Contributed Funds are those funds above any statutorily required non-Federal cost share provided voluntarily by a State, or political subdivision thereof, with no credit or repayment authorized for such funds. "States" means the several States, the District of Columbia, the commonwealths, territories, and possessions of the United States, and Federally recognized Tribes.

b. While 33 U.S.C. 560 provides separate contributed funds authority related to authorized navigation projects, 33 U.S.C. 701h is a comprehensive authority covering all project purposes that will be used for all proposals involving contributed funds, except for those proposals traditionally considered pursuant to section 203 of WRDA 1992 (33 U.S.C. 2325) and section 225 of WRDA 1992 (33 U.S.C. 2328). Proposals for the acceptance of contributions pursuant to

Enclosure 2

sections 203 and 225 of WRDA 1992 for environmental, recreation and natural resource management should continue to follow the guidance and procedures set forth in ER 1130-2-500.

c. The authority in 33 U.S.C. 701h allows for the acceptance and expenditure of contributed funds for the study, design, construction, and operation and maintenance of Federally authorized water resources development studies and projects, including studies and projects in the Continuing Authorities Program (CAP). It does not provide for the acceptance of contributed funds related to environmental infrastructure assistance.

d. 33 U.S.C. 701h provides for the acceptance of contributed funds to be expended "in connection with funds appropriated by the United States."

(1) General Rule: To meet the above requirement, there are two main points at which appropriated funds must have been provided: 1) initiation of the reconnaissance phase of a study with Investigations or Mississippi River &Tributaries (Investigations) (MR&T (I)) funds, and 2) initiation of project construction with Construction or Mississippi River and Tributaries (Construction) (MR&T (C)) funds. Once there has been the initial provision of Investigations or MR&T (I) funds, contributed funds may be accepted throughout the study and design of a project. Once there has been the initial provision of Construction or MR&T (C) funds, contributed funds may be accepted throughout the construction and operation and maintenance of a project.

(2) Special Cases:

(a) For a CAP project, once Federal funds have been provided to initiate the study, contributed funds may be accepted for further study, design, construction, and operation and maintenance of the project.

(b) For water supply storage reallocation studies, the following will apply:

(i) For studies that will be funded with Operation or Maintenance (O&M) or Mississippi River and Tributaries (MR&T (M)) funds only, contributed funds may be accepted even if Federal funds have not been provided for the study.

(ii) For studies initiated using O&M or MR&T (M) funds, after which it is determined that the study will continue on a cost shared basis using Investigations or MR&T (I) funds, Investigations or MR&T (I) funds must have been provided for the cost shared portion of the study before contributed funds may be accepted.

(iii) For studies that will be funded with Investigations or MR&T (I) funds only, Investigations or MR&T (I) funds must have been provided before contributed funds may be accepted.

(iv) Existing planning and budgetary guidance will be followed when determining whether to fund a water supply reallocation study under O&M, MR&T (M), Investigations or the MR&T (I) account.

e. The acceptance of contributed funds does not change the requirement that the study, design, construction, and operation and maintenance must be undertaken in accordance with Federal laws, regulations, and policies.

f. Federal participation in cost shared periodic renourishment of hurricane and storm damage reduction projects is limited to a maximum of 50 years. During this period of Federal participation, contributed funds may be accepted in addition to the non-Federal cost share to undertake periodic renourishment. At the end of the period of Federal participation, the non-Federal sponsor is solely responsible for any additional periodic renourishment as part of its operation and maintenance responsibilities although the Corps may undertake such work on behalf of the non-Federal sponsor if the non-Federal sponsor pays all costs of such work.

g. A Memorandum of Agreement (MOA) will be used for the acceptance of contributed funds in the following scenarios: (1) maintenance dredging for which there is no non-Federal cost share; (2) a water supply reallocation study for which there is no non-Federal cost share; (3) a cycle of cost shared periodic nourishment; and (4) any other proposal involving contributed funds where no non-Federal cost share is required. Except for a cycle of cost shared periodic renourishment for which an MOA will be used, when the proposal involves contributed funds that are in addition to a required non-Federal cost share, language regarding the contributed funds will be included in the cost sharing agreement for the work or in an amendment to such agreement if there is already an executed cost sharing agreement for the work. Model agreements covering different scenarios involving the acceptance of contributed funds are being developed and will be posted on the PPA web page as they are finalized.

4. Procedures for Implementation.

a. In response to an inquiry from a potential contributor, a district may explain generally the policies and procedures for the acceptance of contributed funds and may provide a copy of a draft contributed funds agreement. However, the district may not initiate negotiations for the acceptance of contributed funds, because Section 111 of the FY 12 E&WDAA requires notification of the House and Senate Appropriations Committees, Subcommittees on Energy and Water Development (Committees) prior to the initiation of negotiations for the acceptance of contributed funds. Committee notification is provided by the ASA(CW) following clearance of the draft letters by the Office of Management and Budget in accordance with current CECW-I procedures for Committee notification. To initiate the Committee notification process, the

district must submit the following information through the MSC to the applicable HQUSACE Regional Integration Team (RIT):

(1) Draft Committee notification letters following the language and format in the sample letters for contributed funds posted on the PPA web page.

(2) A written letter from the contributor that specifies the amount it is offering; its understanding that the agreement will recognize that no repayment or credit for contributed funds is authorized; and its understanding that the agreement will provide that acceptance of such funds will not constitute or imply any commitment to budget or appropriate funds for the project in the future.

(3) The district's information paper which includes the project authorization history, the status of project implementation, including agreements and responsibilities for implementation, the proposed work relative to the authorized project as well as describes the contributor; the work to be performed with the contributed funds; the estimated cost of such work; the rationale on why accomplishment of such work is advantageous in the public interest; a discussion of any impact on other work in the district for which funds have been appropriated by Congress; and identify whether a model contributed funds agreement is applicable, and if so, which model.

(4) After receipt of the above information, the RIT will provide the information and draft Committee notification letters to CECW-IF for transmittal to ASA(CW) for review, coordination with OMB and Committee notification.

b. Following completion of Committee notification and acknowledgment, CECW-IF will notify the RIT. The RIT will then notify the MSC and district on whether or not the District can move forward with negotiations for acceptance of contributed funds.

c. Upon completion of such negotiations, if a model agreement will be used, the district will submit the request and draft agreement to the MSC Commander for approval. Any questions on whether the proposal and agreement is consistent with law or policy need to be raised to the RIT. The materials provided with a request for approval must include:

(1) The draft model agreement that will be used.

(2) Certificate of Legal Review signed by District Counsel specifying whether the use of the model agreement is appropriate and legally sufficient based on the facts of the particular contributed funds proposal; and

(3) Documentation that all necessary environmental coordination and documentation has been completed - see Section VIII.d. of the PPA Checklist for a list of necessary environmental coordination requirements.

d. Where there is no model agreement applicable to the particular contributed funds proposal, the district will submit the request and draft agreement through the MSC to the RIT for approval by the Director of Civil Works. The materials provided with the request must include:

(1) The draft agreement with a detailed explanation of deviations and the rationale for including them;

(2) Certificate of Legal Review signed by District Counsel specifying whether the agreement is appropriate and legally sufficient based on the facts of the particular contributed funds proposal; and

(3) Documentation that all necessary environmental coordination and documentation has been completed - see Section VIII.d. of the PPA Checklist for a list of necessary environmental coordination requirements.

5. After completing work undertaken with contributed funds, resolving any claims or appeals, and completing a final accounting, a district is authorized to refund any contributed funds not obligated.

6. Requests for the dredging of non-Federal berthing areas, channels, and slips do not involve the acceptance of contributed funds as that term is used in this memorandum. In addition, they are not subject to the requirement for Committee notification associated with the acceptance of contributed funds. Rather, these situations involve work that, while not part of the cost-shared Federal project, may be undertaken on behalf of the sponsor by the Corps during construction or maintenance of a Federal project if the non-Federal sponsor pays all the cost of such work. This type of work is referred to as "additional work" in project partnership agreements since 2004 and may be undertaken in accordance with the provisions regarding additional work in PPAs. A modification of an executed PPA to add provisions on additional work is considered a non-substantive deviation. As stated in the implementation memo for the Navigation Model, approval of amendments for non-substantive deviations is delegated to the MSC Commander and may not be further delegated.

7. This guidance will be incorporated into ER 1165-2-30 when it is updated.

FOR THE COMMANDER:

STEVEN L. STOCKTON, P.E.
Director of Civil Works

Encl

DISTRIBUTION (see pages 7 and 8)

33 U.S.C. § 701h, with section 111 of the FY 12 E&WDAA revisions

The Secretary of War [Secretary of the Army] is authorized to receive from States and political subdivisions thereof, such funds as may be contributed by them for work, which includes planning and design, to be expended in connection with funds appropriated by the United States for any authorized water resources development study or project whenever such work and expenditure may be considered by the Secretary of War [Secretary of the Army], on recommendation of the Chief of Engineers, as advantageous in the public interest, and the plans for any reservoir project may, in the discretion of the Secretary of War [Secretary of the Army], on recommendation of the Chief of Engineers, be modified to provide additional storage capacity for domestic water supply or other conservation storage, on condition that the cost of such increased storage capacity is contributed by local agencies and that the local agencies agree to utilize such additional storage capacity in a manner consistent with Federal uses and purposes: *Provided*, That when contributions made by States and political subdivisions thereof, are in excess of the actual cost of the work contemplated and properly chargeable to such contributions, such excess contributions may, with the approval of the Secretary of War [Secretary of the Army], be returned to the proper representatives of the contributing interests: *Provided further, That the term "States" means the several States, the District of Columbia, the commonwealths, territories, and possessions of the United States, and Federally recognized tribes.*[1]

[1] Section 111 of the FY 12 E&WDAA also requires that "The Secretary shall notify the appropriate committees of Congress prior to initiation of negotiations for accepting contributed funds under 33 U.S.C. 701h.

CECW-PB
SUBJECT: Implementation Guidance for Section 111 of the FY12 Energy and Water Development Appropriations Act, Contributed Funds

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FORT WORTH DISTRICT
GALVESTON DISTRICT
LITTLE ROCK DISTRICT
TULSA DISTRICT

Revised March 2012

	ACCELERATED FUNDS Non-Federal funds provided out of proportion with Federal funds but within the ultimate non-Federal cash contribution, with credit only if additional Federal funds are provided	CONTRIBUTED FUNDS Non-Federal funds provided in excess of any required cost share, with no repayment or credit	ADVANCED FUNDS Non-Federal funds provided as an advance of the Federal share or in the absence of Federal funding, with the potential for repayment or credit
STUDY	Yes, if Federal funds have been provided for the study	Yes, if Federal funds have been provided for the study[2]	No[3]
Project Purpose	All project purposes	All project purposes	N/A
Congressional Notification	No[1]	Yes	N/A
DESIGN	Yes, if Federal funds have been provided for design	Yes, if Federal funds have been provided for study or design	Yes, if project is specifically authorized for construction
Project Purpose	All project purposes	All project purposes	Navigation and flood damage risk reduction only
Congressional Notification	Yes	Yes	Yes
CONSTRUCTION	Yes, if Federal funds have been provided for construction	Yes, if project is authorized and Federal funds have been provided for construction	Yes, if project is specifically authorized for construction
Project Purpose	All project purposes	All project purposes	Navigation and flood damage risk reduction only
Congressional Notification	Yes	Yes	Yes
OPERATION & MAINTENANCE	N/A[4]	Yes	Yes
Project Purpose		All project purposes	Navigation and flood damage risk reduction
Congressional Notification		Yes	Yes

[1] Unusual circumstances may merit Congressional notification, such as resumption of a study using accelerated funds following a significant pause in the study

[2] Includes specifically authorized and CAP studies

[3] Where additional study is required for a navigation or flood damage risk reduction project specifically authorized for construction, advanced funds authority may be available

[4] This has not come up for O&M, which typically is a 100% non-Federal responsibility except for navigation where O&M is typically a 100% Federal responsibility

CITY OF FLAGSTAFF, AZ
Red Gap Ranch Pipeline

REQUEST: Continued partnership with Arizona Department of Transportation to pursue an Intergovernmental Agreement identifying the necessary steps for ADOT to issue an encroachment permit for the construction and maintenance of the Red Gap Water Pipeline Project in the I-40 Right of Way.

Background: The City of Flagstaff is projected to reach its water use capacity in 2030. There will be no additional water taps in just under two decades, ending any new development in the City of Flagstaff. The City will eventually cease selling water to non-city customers for water hauling. This will have a significant, detrimental effect on County and Tribal residents who have no direct deliver water source and currently depend on buying their water in the City. Additional water supply is critical for the North Central region of Arizona. To avert this calamity, the City of Flagstaff purchased the Red Gap Ranch and its water rights in order to supply the region with a new source of water. While a significant supply of water has been identified and secured, delivery of the water is all that stands between our challenge and a solution. The City of Flagstaff is seeking assistance with developing a water pipeline between Red Gap Ranch and the City. Unlike most infrastructure projects, the challenges faced are not financial, but logistical. The City needs the help of Arizona Department of Transportation (ADOT) to secure right-of-way along Interstate 40 for the Red Gap Water Pipeline (RGWP).

The City's goal is to serve the public with both transportation and water. Both goals are achievable by working with ADOT and other stakeholders to protect the integrity of I-40 today and in the future while permitting a vital water pipeline to be placed in the right-of-way for just a few miles.

REGIONAL SIGNIFICANCE OF RED GAP WATER PIPELINE:

- The Bureau of Reclamation has identified the Red Gap Water Pipeline as a regional necessity; municipalities, residents, tribes and industries require an additional water supply.
- City of Flagstaff will reach its water capacity in 2030
- City, County, and Tribal members currently depend on the City for water.
- The City is the primary water provider for the North Central region of the State.
- Regional water supply is critical to future development in the area.

CITY OF FLAGSTAFF CONTACT:
Brad Hill, Utilities Director **Office: 928.213.2420**
bhill@flagstaffaz.gov

ADOT
Director's Office

Janice K. Brewer, Governor
John S. Halikowski, Director
John H. Nichols, Deputy Director for Business Operations
Floyd Roehrich, Jr., Deputy Director for Policy
Dallas Hammit, Deputy Director for Transportation

December 31, 2014

The Honorable Jerry Nabours
Mayor, City of Flagstaff
211 West Aspen
Flagstaff, AZ 86001

Subject: Red Gap Ranch Water Line

Dear Mayor Nabours:

The purpose of this letter is to memorialize our verbal understanding reached in July 2014 in the Governor's Office to pursue an Intergovernmental Agreement (IGA) between the Arizona Department of Transportation (ADOT) and the City of Flagstaff identifying the necessary steps for ADOT to consider issuing an encroachment permit for the construction and maintenance of a longitudinal water line placed in the Interstate 40 access-controlled facility known as the Red Gap Ranch Water Line. The City and ADOT have enjoyed a successful working relationship throughout the years and I have no doubt that we will work toward this agreement in the same spirit.

As previously discussed, we will outline conditions that ADOT and the City will address to ensure the proposed water line will not adversely affect the safety, design, construction, operation, maintenance, right-of-way or future expansion of Interstate 40. With respect to financial limitations, we are also committed to work with the City to ensure ADOT will not incur any unreimbursed additional expense or maintenance cost. In addition, we have agreed that access to the water line and appurtenant facilities will not be from inside the control of access and the City shall be held liable for all issues related to the construction, operation, and maintenance of the water line.

We understand the importance of this project to the City's long term water supply and are committed to working with your staff in the coming year to finalize an agreement (IGA) that meets both agencies' needs and budgets.

Sincerely,

John S. Halikowski

John Halikowski

cc: Kevin Burke, Manager, City of Flagstaff
Floyd Roehrich Jr., Deputy Director for Policy
Dallas Hammit, State Engineer
Todd A. Emery, Deputy State Engineer for Operations
Steve Boschen, Deputy State Engineer for Design
Audra Merrick, Flagstaff District Engineer
Lynn Johnson, Holbrook District Engineer
Paula Gibson, Chief Right of Way Agent
Vicki Bever, Utility and Railroad Manager
Bryan Perry, Assistant Attorney General

January 31, 2014

Mr. John Halikowski
ADOT Director
206 S 17th Ave MD 102A
Phoenix, AZ 85007

RE: City of Flagstaff Request to Locate Water Line

Dear Director Halikowski:

The purpose of this letter is to request locating a City of Flagstaff water line longitudinally within approximately seventeen miles of what is currently Interstate 40 ("I-40" or "Interstate") right-of-way between Red Gap Ranch and Twin Arrows to connect the City's water supply at Red Gap Ranch to the City's water treatment facilities in Flagstaff ("the project"). As you are aware, access to the water from Red Gap Ranch ("Ranch") is critical to the future of City of Flagstaff ("City"), which is projected to require additional water supply by 2030 to support growth, in spite of robust conservation and recovery programs. Recognizing this need for a future supply, the City purchased Red Gap Ranch in 2005 and has since obtained a 100-year Designation of Adequate Water Supply from the Arizona Department of Water Resources and a pumping stipulation with the Navajo Nation. Moreover, this provides an opportunity to accomplish an ADWR action item (resolve ADOT ROW Issues for Utilities) contained in its recently published report titled Arizona's Next Century: Strategic Vision for Water Supply Sustainability. The 2010 Schultz Fire and subsequent flooding caused substantial damage to an existing drinking water pipeline for the Flagstaff community. This event exposed how vulnerable the region is to a water catastrophe and further illustrated the need for an alternative water supply.

Background

The City purchased the Ranch in 2005 for $7.9 million in order to secure a water supply sufficient to sustain the City for the next 100 years. The plan was to build a pipeline from the Ranch to the City's treatment facilities.

At the time of the purchase, all of the land in the pipeline's projected alignment was owned by governmental entities, such as the Arizona State Land Department, or was under private ownership. The City would have been allowed to purchase easements across the government's land, and would buy, or, if necessary, condemn easements across the private property.

In 1996, Congress authorized the Hopi Tribe ("Tribe") to purchase private land to the south of what was then the Hopi reservation. Between 1996 and the City's purchase of the Ranch in 2005, the Hopi Tribe purchased virtually all of the private land in the pipeline's projected alignment. The Tribe held that property in fee title, with the same legal status as any other private property owner. The Tribe's private property was subject to the City's right of eminent domain, since it enjoyed no special status.

In 2008, the federal government allowed the Tribe to begin transferring all of that private land to the federal government in trust for the Tribe. Over the course of the next several years, all of what had been private land within the projected alignment of the water pipeline was transferred into federal trust for the benefit of the Tribe. What had been private land thereby became part of the Hopi reservation.

The Tribe will not grant or sell the City the property rights it needs to construct the pipeline across what is now the Tribe's sovereign territory, and the City has no right to condemn sovereign Tribal land. An alternative is necessary.

Alternatives

The City engaged Jacobs Engineering to conduct a pipeline alignment feasibility study. The first phase was completed in 2009. The enclosed aerials with conceptual overlays were created at the request of the City for discussion purposes (additional copies can be found on the enclosed disk). The base maps are from the 2009 study. Since then, all or substantially all of the property denominated as "private property" has been taken into trust for the Tribe. The aerials are intended as a starting point for what, we hope, will become an agreed plan between the City and the Arizona Department of Transportation ("ADOT" or "Department") for use of a portion of what is now Interstate right of way.

The City of Flagstaff respectfully requests the use of this Interstate ROW. We believe this could be accomplished several ways. Two alternatives stand out: 1) pursuant to ADOT Right of Way Procedure Policy Manual (2011) § 11.13 and its enabling statutes, the Director may make a determination that the portion or portions of the right of way necessary for the pipeline is "not needed" for transportation purposes, and sell that land to the City for its appraised value without public auction; or 2) ADOT could issue the City a permit to use its right of way pursuant to ADOT's Policy For Accommodating Utilities on Highway Rights of Way (2009), Sections 1.1.2, 1.4, and 3.2.15.

The balance of this letter will explore the two alternatives. It will discuss the legal underpinning of the alternatives, and also address the concerns the Department has expressed, through its representatives, regarding the establishment of the water line, as generally proposed. Those concerns can be broadly characterized as preserving the integrity of I-40, emergency contingencies in the event of a catastrophic failure of the water line, cost (economic and political), environmental indemnity, and tort indemnity. The City believes that most or all of the concerns ADOT has expressed can be effectively eliminated or mitigated through rigorous design review and the use of appropriate indemnity and insurance provisions. More on mitigation will follow below.

Sale of the Needed Property

The Director of ADOT has the authority to convey real property to the City without public auction if he determines it is not needed for transportation purposes, and will be used for a specific public purpose. A.R.S.§ 28-7095. In this case, the property would be used for a water line essential to the continuing viability of the City. There can be no question as to the public purpose to be served.

Since the property would not be used for a transportation purpose, the City would be required to pay ADOT the fair market value of the property, based on an appraisal. The City will pay for an appraisal from an appraiser on ADOT's approved list of appraisers, who is also acceptable to ADOT.

In the unlikely event that the Federal Highway Administration ("FHWA") demands that it be reimbursed for any federal participation in the original acquisition of the right of way subsequently sold to the City, and that amount exceeds the amount the City pays ADOT, the City will pay the difference. The City will ensure that the monetary cost to ADOT is zero, and that ADOT otherwise receives market value for the property conveyed.

ADOT's Right of Way Procedures Manual (FHWA Certified: January 1, 2011) Section 11.13 provides the regulatory framework for the sale of excess property to the City without public auction. When the Director has identified the property to be sold to the City, he will declare that property excess. ADOT's "Disposal of Real Property Form" (60-3311) will then be initiated by ADOT's Property Management Section or the District Engineer and processed in the usual manner. As noted, the market value will be established by an appraisal. The City will provide ADOT with 1) a formal letter requesting purchase of the identified property; and 2) documentation verifying the specific public purpose to which the City will put the property. The City will pay according to the ADOT policy.

In addition, the City would be willing to grant ADOT an easement over the transferred property for any purpose consistent with the water line; would agree to insure ADOT against any liability or damage caused by the water line; would provide other financial assurances associated with any damage or repair to the interstate associated with line failures; would agree that ADOT may have the same regulatory control over the design as if the water line were within ADOT right of way; would agree to relocate, reconstruct or construct a right of way fence between the City's and ADOT property at City expense; and would agree to reimburse ADOT for any reasonable and necessary fees or expenses related to the transaction (surveys, engineering fees, design review, recording fees, administrative expenses, etc.). In short, the City would agree that the provisions of the ADOT Policy for Accommodating Utilities on Highway Rights-of-Way, section 3.2.15 will be followed even though the line is no longer "within the right of way."

This procedure has several advantages. First, FHWA has already certified it as part of the Right of Way Procedures Manual. Second, since the line would not be constructed, operated or maintained on ADOT property, ADOT would not face potential liability as owner of the property. In any case, the City will undertake to indemnify and insure ADOT against any such risks as may remain to the same extent as if the water line were within ADOT right of way. Third, ADOT would receive funds it could use for other purposes.

The only potential disadvantage to selling the City sufficient right of way to use for the water line is that the right of way will be up to 30' narrower in places. Despite this, there is still sufficient room for future expansion along the entire seventeen miles.

To summarize, since ADOT would not own the property, it would have none of the exposure to liability associated with ownership. The City would be able to build its water line in a way that protects the integrity of ADOT's facility and carries a potentially positive financial consequence for ADOT. I hope you agree that this is a true win-win solution.

Water Line within the Right of Way

ADOT's Policy for Accommodating Utilities on Highway Rights-of-Way ("Policy") 1.1.2 provides that any request to place utilities within the right of way "will be given favorable consideration" if the request is in accordance with that Policy. Section 1.3.3 provides that "Utility installations...are to be made with primary consideration to the safety of the highway users and the integrity of the highway and giving consideration to utility costs."

Sections 1.4.2 and 3.2.14[1] of the Policy would allow for the placement of the water line inside the control of access, but would require moving the right of way fence to the north edge of the water line encroachment to avoid conflicting with the requirements of Policy 3.2.14.F, which prohibits access to the proposed facility from within access control limits. The relocation of the fence is an expense the City is prepared to absorb.

Under Policy 3.2.15, longitudinal water line should presumptively be allowed in the right of way, but outside of access control, provided certain conditions are met. If ADOT is willing to move the access control lines, ADOT's Policy is permissive with respect to the City's request. Proceeding under Policy 3.2.15 would allow the City to access valves, manholes and other service features along the length of the pipeline. Access to the pipeline would be from interchanges along a City-maintained service road outside the access control limits on top of the pipeline alignment. From an operational standpoint, moving the access control lines would be the only practical solution that is also in line with ADOT's expressed preference as reflected in the Policy. The following are the ADOT requirements and the conceptual frameworks for complying with them.

A. **The City would need to satisfy ADOT that the project will not adversely affect the safety, design, construction, operation, maintenance or stability of the highway**. The chances of a catastrophic event are remote, and the consequences of such an event are unlikely to affect the integrity of the highway, or the users of the highway. Attached, and incorporated by reference, is a memorandum from Jacobs Engineering to Brad Hill, the City's Director of Utilities, addressing methods for monitoring, leak detection, and mitigation of potential damage due to pipeline leak or rupture along the I-40 alignment. This document provides both specific mitigation measures that are in the concept design of the Red Gap Pipeline and a menu of options that ADOT may request be incorporated to mitigate your Department's concerns. In

[1] Section 1.4 is the general policy regarding longitudinal utilities within the right of way. Sections 3.2.14 and 3.2.15 specifically apply the general policy to water lines within and outside the control of access, respectively. The provisions are otherwise identical, and only those specifically applicable to water lines will be referenced hereafter.

addition, for contextual purposes, the City had Jacobs model the most catastrophic event associated with a pipeline failure. They modeled a full rupture at its highest pressure point along the pipe. This represents 2 million gallons emptying from the pipeline at its highest pressure point (immediately after the pump). The resulting flow peaks at 39 cubic feet per second and drains over four hours (see page 7). For us laymen, this is half a 2-year storm event in the Rio de Flag outside City Hall. Most drainage facilities along an interstate are designed for flows much greater than 40 cfs. We look forward to discussing which methods ADOT would prefer be incorporated.

B. **The project must not interfere with or impair the planned future expansion of the highway.** To the extent there may be a future expansion of the highway, the City believes the project will not interfere with that expansion. In the vast majority of the seventeen miles, there is at least one-hundred feet between the edge of pavement and the proposed access control line on the southern side of the right of way.

C. **Any alternative location would be contrary to the public interest, including direct, indirect, environmental, aesthetic, and economic effects of the locations under consideration.** Jacobs conducted an extensive and detailed feasibility study relating to these issues which will be made available to ADOT. The one new factor making this alignment indispensable is the City's legal incapacity to place the line on sovereign Hopi territory, without Tribal consent. The City has expended significant time and resources to secure an agreement with the Tribe, without success. The Tribe will not allow the pipeline within its territory.

D. **ADOT will not incur any unreimbursed additional expenses of maintenance costs associated with the project.** The City will give ADOT whatever reasonable assurances it requires in this regard.

E. **ADOT will not be liable for any claims, demands, costs or expenses, including legal expenses, for loss, damages or injury to any person or property, including third parties' person or property, due to the project's use of the right of way.** The City will maintain adequate insurance and name ADOT as an additional insured to guard against such risks, and will agree to defend and indemnify ADOT as required and to the extent specified by ADOT Policy.

In order to construct, operate and maintain the water line without having direct access to it from any traffic land or ramp, it will first be necessary to move the right of way fence and redraw the access control lines. The City agrees to bear any costs associated with these activities.

City's Preferred Alternative

The City believes that declaring the property to be used for the water line as "not needed" for transportation purposes and agreeing to sell it to the City makes the most sense for several reasons.

First, there is a statutory and regulatory scheme in place which has been approved by FHWA and adopted by ADOT both sanctioning and governing the process.

Second, the City will own the property and therefore will bear the risk of the construction, operation and maintenance of the project, together with liabilities and risks associated with property ownership. The same result can be accomplished through insurance and indemnity agreements, but City ownership of the property containing the City water line is a permanent and simpler solution. The City's would enjoy ownership of the property it is bound to maintain, operate and insure, and for which it will be liable.

Third, ADOT may not wish to set the precedent of allowing longitudinal utilities in its right of way. This solution avoids that precedent because the City water line will be on City property. This puts ADOT and the City in the same relative position as if the City had been able to acquire pipeline right of way immediately adjacent to I-40, as originally planned. It does not set precedent in favor of other utilities because the statutory scheme only allows sale without a public auction to specified governmental entities for specifically identified public purposes.

Again, the City requests to partner with ADOT to effectuate a transfer of sufficient right of way to allow the City to build the water line that is so crucial to the long term welfare of its citizens. We look forward to working with you and ADOT in this endeavor.

Please find the following enclosed documents for your reference:

- Memo from Jacobs Engineering, dated 1/30/2014: Methods of pipeline monitoring, leak detection and damage mitigation
- Exhibits A – E: Maps of 1-40 Right of Way Pipeline Alignment
- CD: Digital files of Exhibits A – E

Thank you for your consideration.

Kevin Burke
City Manager

cc: Flagstaff Mayor and City Council
Kevin Kinsall, Natural Resources Policy Advisor to Governor Brewer
Audra Merrick, Flagstaff District Engineer

JACOBS

Memorandum

Date	01/30/2014
To	Brad Hill, R.G., City of Flagstaff Director of Utilities
From	Jeff Miner, P.E. (Jacobs)
CC:	Doug Smith, P.E. (Jacobs)
Subject	Red Gap Pipeline – I-40 Alignment Methods of Pipeline Monitoring, Leak Detection and Damage Mitigation

INTRODUCTION

This memorandum outlines the methods that could be employed for monitoring, leak detection, and mitigation of potential damage due to pipeline leak or rupture along the I-40 corridor of the Red Gap Ranch Pipeline alignment.

It is in the city's best interest to construct a system that mitigates and manages known causes of pipeline leaks and damage, including internal/external corrosion and pressure transients. Proper risk mitigation, in combination with routine monitoring, results in a pipeline that remains serviceable over its intended design life while maintaining water operations and protecting adjacent infrastructure.

The maximum design pressure planned for the pipeline is 300 psi, which represents the pressure at the pump station discharges. The pressure will decrease in the pipeline from the upstream (downhill) pump station to the downstream (uphill) pump station, and the pipeline will go to atmospheric pressure at the tank at the downstream pump station. The pump station spacing was developed based upon this maximum pressure to allow the use of standard water works fittings, joints, and pipeline materials such as ductile iron. Other uphill pumping systems of this type have been designed for significantly higher pressures of 500 to 600 psi by increasing the spacing between pump stations, and requiring steel pipe material. However, Flagstaff has chosen the tighter pump station spacing for the reasons listed as well as to minimize maintenance and operational risks associated with the higher pressure systems.

The risk mitigation methods under consideration for the design include the following, which are detailed further in the balance of this document. Although it is feasible to implement all of these measures, a more reasonable design solution would include some combination of these methods to provide the needed protection.

- Corrosion protection – includes pipe coatings/linings and cathodic protection (anodes or impressed current) along with associated test stations and monitoring.
- Transient control – includes surge prevention methods such as air valves and hydropneumatic tanks to reduce pressure transients created by pump operations or unexpected power loss events.
- Water quality control – provided by pretreating water prior to delivery to Flagstaff, to modify water chemistry and make it less aggressive to the pipe lining material.

- Monitoring and leak detection – includes monitoring changes in flow and pressure, internal pipe leak detection technology, external leak sensing technology (infrared), and visual inspection.

- Damage mitigation – includes grading/drainage design to direct water to existing drainages, isolation valves (manual or automated), lateral trench cutoff walls, special pipe zone (embedment) material, secondary pipe encasement, and surface isolation berms. Additionally, pump stations will be situated such that the maximum anticipated volume lost from a pipeline failure will be no more than 2 million gallons.

I. Corrosion Protection

Preliminary evaluations of the soil types, water quality, anticipated pipeline materials, and locations of electrical utilities have been conducted, and a corrosion protection system has been proposed along the entire pipeline alignment. This system will be implemented in combination with the recommended coatings and linings. Regularly scheduled inspections using cathodic protection test stations will help the owner detect and locate areas along the pipeline that experience corrosion.

II. Transient Control

Hydraulic transients are fluctuations in pipeline pressures due to changes in flow velocity and/or direction largely related to pump starts and valve closures. A preliminary transient analysis has been performed to determine the facilities that should be incorporated at pump stations and along the pipeline to mitigate major pressure fluctuations, such as hydropneumatic tanks, combination air release and air vacuum valves, and pressure relief valves. Another planned design feature is to have an intermediate storage tank at each pump station, which will put an upper limit on the amount of uphill (downstream) pressure and volume at any point in the pipeline. These facilities will be further evaluated and refined as the design progresses.

III. Water Quality Control

Preliminary water quality data from the wells at the water source (Red Gap Ranch) has been reviewed for water quality that may promote corrosion or biofouling. It was observed that the water has high levels of sulfate. To reduce hardness and decrease the risk of biofouling due to sulfate reducing bacteria, preliminary treatment options (such as softening) to modify water quality prior to transport through the pipeline have been developed at the conceptual level.

IV. Monitoring and Leak Detection

Although the above measures increase the life of pipelines and reduce the risk of leakage or rupture, monitoring the pipe line for leaks is highly recommended. Small leaks can be identified and addressed as soon as practical to avoid erosion, formation of sinkholes, and potential major leaks or ruptures. These measures are discussed in the following sections.

A. Large Leaks or Pipeline Ruptures

These events require immediate reaction to shut down the transmission main system. Fortunately, such events are relatively easily identified using flow and pressure parameters that are typically monitored in a transmission main system. By monitoring flow and pressure, the instrumentation system can identify sudden changes that indicate a large leak.

The Red Gap pipeline does not currently have any planned turnouts in the I-40 corridor, so flows at the pump stations should be the same. Preliminary pump station siting has indicated the need for a pump station near the Two Guns interchange and another near the Twin Arrows interchange. These pump stations are expected to be located outside of the ADOT ROW. Pressures within the pipeline are expected to be at most 300 psi immediately after the pump stations and dropping down to atmospheric pressure prior to entering the tank at the subsequent pump station. As such, the areas we expect to see the highest pressure would be just west the Two Guns interchange and just west of the Twin Arrows interchange. Flows from these pump stations are expected to be the same, so a simple system would therefore include use of a flow meter at each end of the transmission segment and additional flow monitoring of any future side connections to maintain a mass balance of inputs and output from the main. The American Petroleum Institute (API) has a publication API 1130 Computational Pipeline Monitoring (CPM) System that addresses various systems for monitoring the pipeline using these computational methods.

There are systems available that detect large leaks but are also capable of detecting very small leaks, and the leak locations, through the instrumentation and computational methods. One such system is marketed by EFA Technologies, Inc. The control system can be set to determine if a leak requires shut down or, if it is a small leak, continue operation and monitoring with investigation of the area and a programmed repair to address the leak. It is very possible that a small leak identified by the system may be difficult to find as it will identify a general location which would not be visible if the water is percolating into the soil. As such, measures to detect small leaks are also recommended and described in the next section. A simplified diagram of an instrumentation and computational method leak detection system is shown in Figure 1.

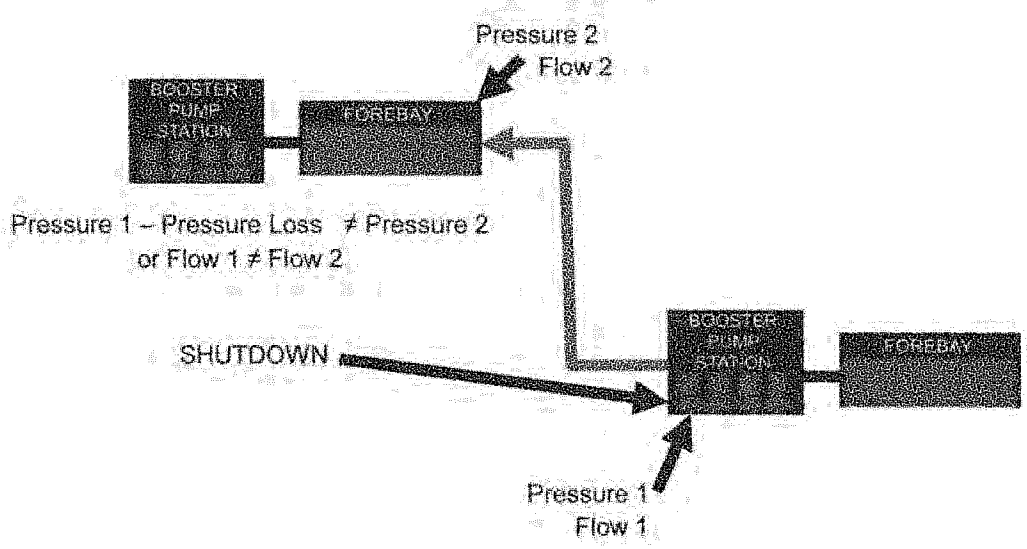

Figure 1. Instrumentation and Computational Method Leak Detection System Diagram

B. Small Leaks and Pipeline Integrity Monitoring

There are other systems that can be used for continuous or periodic monitoring of the pipeline for very small leaks and pipe integrity. Some continuous monitoring systems use a fiber optic cable or a laser along the pipe line to monitor for changes in temperature or acoustical conditions to pin point leaks or possible pipe damage, such as Sensornet's Digital Pipeline Leak Detection Fiber Optic system or the Sentinel Distributed Temperature Sensing (DTS™) System.

A more economical approach to detecting small leaks would involve periodic survey methods to view any physical leaks or potential sinkholes. This can be accomplished using either SmartBall® technology or infrared sensing technology.

1. SmartBall® Technology

Periodic monitoring of the pipe line using a service such as that provided by Pure Technologies SmartBall® may be appropriate as part of a long term transmission main maintenance and integrity assessment program. This system involves launching a "SmartBall®" in the line and retrieving it down the line. Acoustic sensors are placed at about 0.5-mile intervals and the information is downloaded and analyzed for leaks and other pipe conditions. Figure 2 shows a diagram of the SmartBall® technology.

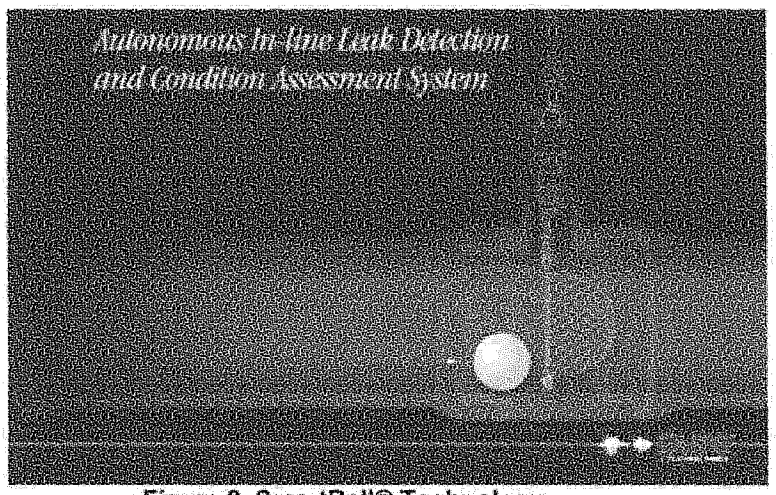

Figure 2. SmartBall® Technology

2. Infrared Remote Sensing

Another system used for periodic condition monitoring is Infrared Remote Sensing which can detect leaks and voids. This can be conducted using aerial or ground equipment. The infrared photos are analyzed for indications of abnormalities which can pin point small leaks or erosion voids that may, in time, be the cause a major pipeline leakage event. EnTech Engineering, Inc. is one company with experience in providing this type of pipeline monitoring. A sample image provided from an Infrared Remote Sensing survey is shown in Figure 3.

Both of these technologies could be provided by contracted monitoring services that would perform surveys on a designated frequency and provide a record of pipe conditions. This can be used for trending analysis as well. The frequency of the inspections can be adjusted based on the record of findings over time.

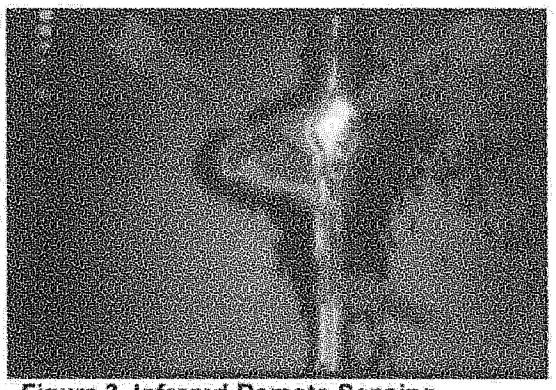

Figure 3. Infrared Remote Sensing.

3. **Visual Inspection**

Periodic visual inspection of the surface of the pipeline alignment is also an effective way of identifying pipeline leaks. This consists of driving along the pipeline alignment to identify any ground disturbances or any other irregularities. Typically, pipeline leaks will find their way to the surface through the soil's natural ability to provide capillary action. However, some limestone strata, which preliminary analysis has indicated is a prominent soil feature along I-40 in the vicinity of the pipeline east of Twin Arrows, may have faults and other features that may inhibit typical capillary action. Further geotechnical investigations will provide further information as to the likelihood of the inhibition of capillary action.

V. Damage Mitigation

Although inclusion of the above listed technologies would significantly reduce the risk of a large leak or rupture, there are additional design measures that can be implemented to provide additional protection to adjacent infrastructure. This would help prevent damage from an unexpected natural event such as a wash out from an intense rain storm or earthquake, or a man-caused event such as a "third party digup" into the pipeline. The event could also be from a deteriorating pipeline condition, if preventive measures discussed previously are not implemented over time. In any case, the resulting release of water can be addressed to minimize damage risk to surrounding facilities.

Grading and drainage along the entire transmission main corridor can be designed to control the release of water from the line and to direct the water to a natural drainage or containment that will avoid damage to surrounding facilities. Control of a leak event using safe drainage design is the single best passive mitigation method. It requires no controls or instrumentation other than the shutdown of the pump system. A pipeline monitoring system as previously discussed can shut down the pumps upon detection of the leakage event. The worst case condition will be the draining of the entire pipe segment that is above the leak. The largest volume of water that could leave the pipeline would be when the location of the leak is just uphill from the pumping source and most of the pipeline segment volume would drain through the ruptured area. This volume would be approximately 2 million gallons.

The graph in Figure 4 illustrates the likely flow from a typical break in a pipeline. This graph is based on the following assumptions:

- Pipeline break would be the equivalent of 48 square inches. This can be either a joint separation of 1 inch over 50 percent of the circumference of the pipe or a gash in the pipe from a backhoe that would be 2 inches wide and 24 inches long.
- Pipe break would occur directly downstream of the pump station, which would result in the largest amount of water released from the draining of the pipe upgradient.
- Area considered is from pump station near Two Guns or pump station near Twin Arrows. This represents a length of approximately 9.5 miles downstream of either pump station.
- Average slope of 0.8 percent for the pipe is based on the elevation difference between Two Guns and Twin Arrows (420 feet).
- Pipe diameter is 30 inches and starting pressure is 260 pounds per square inch.
- Pumps would have a controlled shutdown within 15 minutes of a leak of this size.

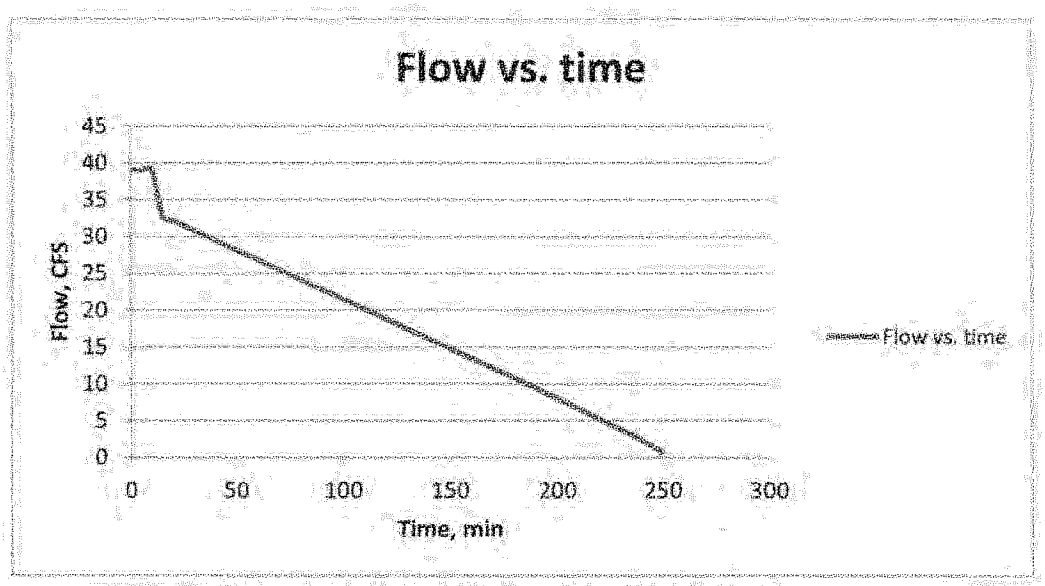

Figure 4. Anticipated Flow From Pipeline Rupture.

A high level review of drainage facilities along I-40 revealed that the box culvert sizes ranged anywhere from 6 feet wide to 50 feet wide between Twin Arrows and Two Guns. Given the likely slopes of these drainage facilities, even the smallest drainage facility that was identified along this segment of I-40 would carry more than 4 times the flow from a pipeline leak of this size. It is very likely that most drainage facilities along I-40 are designed for flows much greater than 40 cubic feet per second.

Transmission main isolation valves could be used to isolate segments of the main and reduce the amount of water that could flow out of the leaking area. Manual valves would have limited value in a major rupture to reduce the volume of water lost, because of the time needed to locate the leak and travel to the valve. However, in the event of a needed repair of a smaller leak, manual valves would reduce repair time and the volume to be drained out for the repair by allowing smaller segments of the pipeline to be isolated. Automated valves have been used in pipeline systems similar to the Red Gap Pipeline, and would require power and instrumentation to activate the valves which would increase system cost, complexity, and maintenance. However, these automated valves provide the benefit of quick response time to the event.

Given that there are approximately 10 miles between pump stations, there may be some combination of manual and automated isolation valves that provide a reasonable solution. The automated valves are particularly useful when crossing geologic features that may create more risk to the system, such as the washes. Manual isolation valves could also be provided at locations which are more readily accessed, such as the highway interchanges. These locations can be more fully developed in preliminary design.

In areas where pipeline location and construction is closer in proximity to the ADOT facilities than the normally-provided margins, extra measures could be taken to further protect ADOT facilities from damage, such as lateral trench cutoff walls, special drainage materials in pipe zone, secondary encasement, and berms.

A. Lateral Trench Cutoff Walls

Lateral trench cutoff walls would provide a strong underground barrier between ADOT facilities and the pipeline to prevent subsurface migration of flows. They would be installed during the pipeline construction, and typically consist of a flowable impervious material such as controlled low strength material (CLSM) or concrete.

B. Special Drainage Materials

The effectiveness of this mitigation measure is dependent on the soil type found on the project. Preliminary investigations of the Red Gap Pipeline soils show that there is high variability ranging from soil to rock conditions, including limestone and basalt at various elevations. Water leaking from the pipeline could therefore take a subsurface path, or move quickly to the surface grade. The final geotechnical exploration will provide the information needed to make recommendations on the best way to implement drainage mitigation methods. However, some options are discussed below.

Subsurface or surface flows can be blocked by drainage swales or trenches. These features consist of drainage rock to allow free flow of water and drain pipe to direct flow away from the ADOT facility or to the nearest drainage channel. In addition, the pipe zone (embedment) and/or trench backfill could also provide some of this drainage, which would channel the leakage to the nearest natural depression.

The types of measures described above have been implemented in other pipeline systems where slides or faults are an issue, and drainage from the pipeline area is a critical design feature. The implementation of these measures is dependent on the soils investigation and the final design slopes on the pipeline.

C. Secondary Encasement

Another method for securing nearby facilities is to provide secondary encasement, similar to a highway or railroad undercrossing. Drainage facilities would need to be included at each end of the encasement to direct any leakage to the nearest drainage channel. However, providing this type of solution for a long reach of pipeline would present other limitations such as access for maintenance or inspection, so this measure would require additional consideration to work through the details prior to design.

RECOMMENDATIONS FOR MONITORING AND DAMAGE MITIGATION

As discussed in the introduction, some combination of the above measures will provide a reasonable reduction in the risk to adjacent facilities. All of these measures have been implemented with other critical water pipeline facilities in some form, where maintaining the facility is critical due to the "lifeline" nature of the pipeline and adjacent infrastructure.

Implementation of these measures can be developed as part of preliminary design and reviewed with regulatory officials to develop a solution that reduces risk to a level acceptable to all agencies involved.

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PRIVATE LAND
EXISTING EDGE OF PAVEMENT
EDGE OF PAVEMENT 100-FT OFFSET
INTERSTATE 40 RIGHT-OF-WAY
PROPOSED RED GAP RANCH PIPELINE
I-40 CONTROL OF ACCESS FENCE

ABBREVIATIONS

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ESMT.	EASEMENT
EX.	EXISTING
ROW	RIGHT-OF-WAY
WM	WATER MAIN

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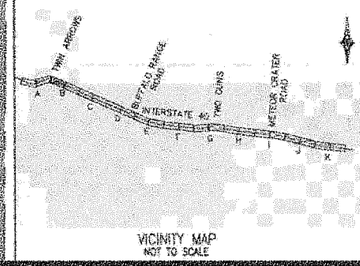

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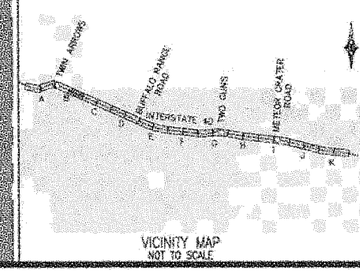

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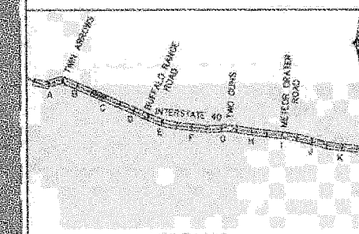

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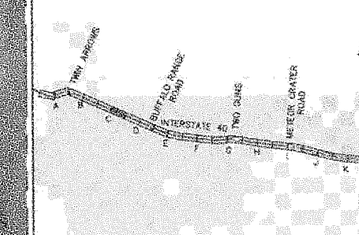

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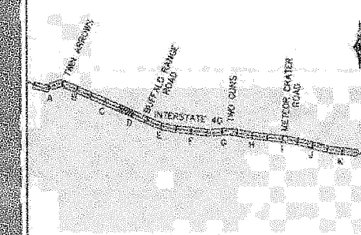

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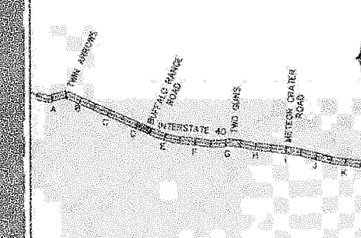

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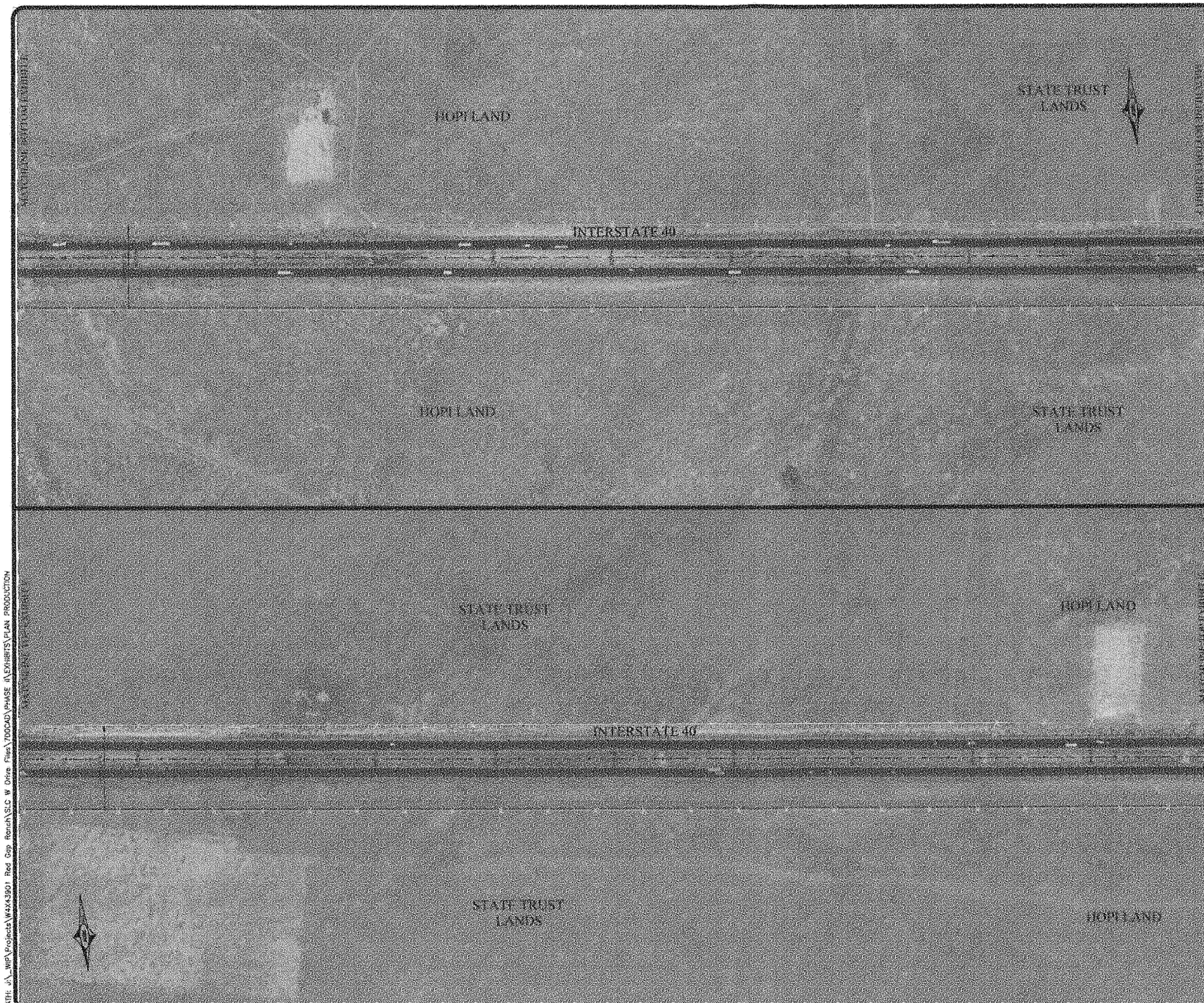

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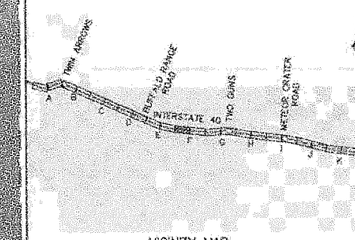

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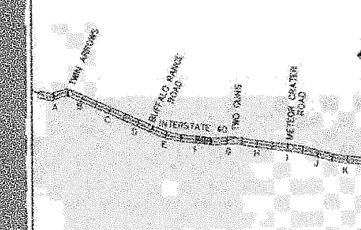

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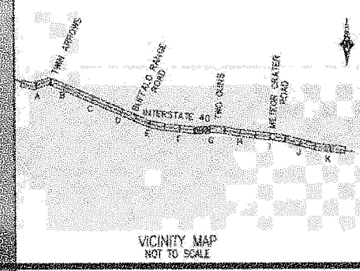

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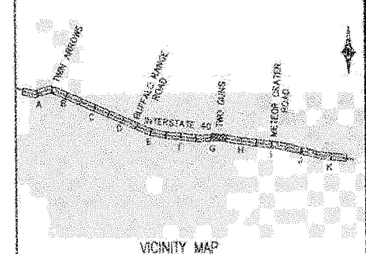

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FOR INFORMATION ONLY

JACOBS

RED GAP RANCH PIPELINE

I-40 RIGHT-OF-WAY PIPE LINE ALIGNMENT

VERIFY SCALE
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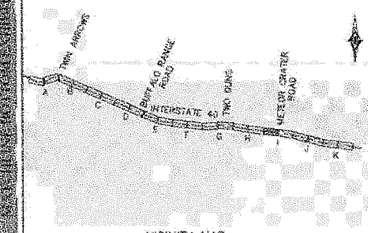
LEGEND

- 30 FT EASEMENT (WM <100' OFF EX. EOP)
- 30 FT EASEMENT
- RED GAP RANCH
- LEASED STATE TRUST LANDS
- STATE TRUST LANDS
- HOPI TRIBAL TRUST LANDS
- FOREST SERVICE LANDS
- PRIVATE LAND
- EXISTING EDGE OF PAVEMENT
- EDGE OF PAVEMENT 100-FT OFFSET
- INTERSTATE 40 RIGHT-OF-WAY
- PROPOSED RED GAP RANCH PIPELINE
- I-40 CONTROL OF ACCESS FENCE

ABBREVIATIONS

EOP	EDGE OF PAVEMENT
ESMT.	EASEMENT
EX.	EXISTING
ROW	RIGHT-OF-WAY
WM	WATER MAIN



VICINITY MAP
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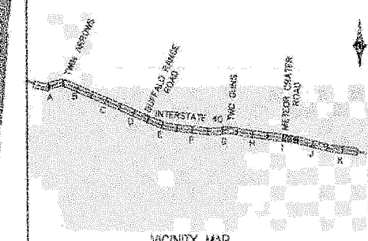

VICINITY MAP
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SCALE: 1" = 200'
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DRAWN BY: MDV
REVIEWED BY: DJM
CHECKED BY: DLS
PROJECT NO.: W4A43901
FILE NAME: 3901-C-ALIGN-EXHIBIT_I-40 ALT_CONFLICTS
DATE: MARCH 7, 2012

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FOR INFORMATION ONLY

JACOBS

RED GAP RANCH PIPELINE

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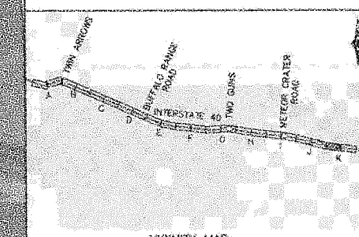

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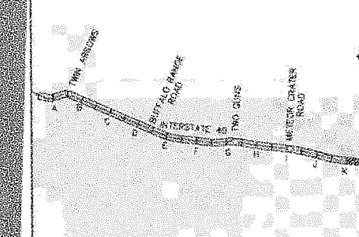

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DRAWN BY: MDV
REVIEWED BY: JAM
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DATE: MARCH 7, 2012

MARK	DESCRIPTION	DATE	APPR

FOR INFORMATION ONLY

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CITY OF FLAGSTAFF, AZ
Flagstaff Watershed Protection Project

REQUEST: Continued Federal partnership on the Flagstaff Watershed Protection Project by leveraging the City's voter-approved $10 million commitment to conduct critically needed forest treatments on federal lands by <u>funding U.S. Forest Service staffing to support both hazard fuel mitigation treatments and timber sale administration to facilitate/accelerate implementation</u>.

ISSUE: Catastrophic wildfire is the preeminent fire threat to Flagstaff. The immediate effect of such fires and the subsequent secondary effects (i.e. - flooding) are harmful not only to the forest ecosystem, but devastating to a community's quality-of-life, sustainability, and economic base. The 2010 Schultz Fire and post-fire flood events continue to demonstrate the very real catastrophic impacts of such events. (Post-fire effects are currently at $140M+ and climbing: *Schultz Fire Full–Cost Accounting Study, 2013*).

In November 2012 Flagstaff residents overwhelmingly approved a $10 million bond to support forest health treatments within two key watersheds (74% approval). The ***Flagstaff Watershed Protection Project*** (FWPP) is one of only a handful of examples in the country where forest health treatments on Federal lands is funded by a municipality and the only known instance where such an effort is funded through municipal bonds. FWPP is projected to prevent upwards of $1.2 billion in damages when completed: *FWPP Cost-Avoidance Study, 2014).*

MAJOR POINTS:

- The City of Flagstaff, State of Arizona, US Forest Service, Ecological Restoration Institute (ERI), Greater Flagstaff Forests Partnership, and other diverse partners and stakeholders are working together to reduce the risk of severe fire and flooding in the Rio de Flag and Lake Mary Watersheds.
- Proposed treatments will result in a healthy and sustainable forest.
- In 2014, we completed 1,200 acres of forest treatments, developed a community-driven Monitoring Plan, partnered with the Navajo Nation, and have accounted for an additional $2 million in outside funding (nearly 75% of that is from the US. Forest Service).
- We are on-track to complete the Final Environmental Impact Statement and issue a Draft Record of Decision in late spring 2015, with a Final Record of Decision expected late summer 2015.
- To-date, the US Forest Service has provided nearly $1.5 million toward FWPP, a fact that is has allowed us to move at the pace we have and accomplish what we've been able to do.

REQUEST:

- Fund/provide necessary additional US Forest Service R-3 Coconino National Forest staffing resources to manage, implement, and administer both hazard fuel mitigation projects and timber sale within the FWPP area.

CITY OF FLAGSTAFF CONTACT:

Paul Summerfelt, Wildfire Management Officer **Office: 928.213.2509**

psummerfelt@flagstaffaz.gov

FLAGSTAFF WATERSHED PROTECTION PROJECT
2014 Benchmarks

Accomplishment Report

GOALS	Completed
1. Complete and Adopt the GFFP Monitoring Framework	X
2. Execute USFS SPA Agreement and complete boundary line surveys	X
3. Finalize rebuild of Forest Road 420 (Schultz Pass Rd)	X
4. Review/award Orion Timber Sale	4FRI
5. Execute Equestrian Treatment Agreement w/ASF and initiate treatment work (400 acres)	X
6. Initiate Obs Mesa Open Space treatments (50 acres)	X
7. Final State WBBI-grant agreement to partially offset some treatment work at Observatory Mesa	X
8. Complete required acres for State SFA-grant funded treatment work on City/private lands	X
9. Conduct series of public meeting for DEIS review	X
10. Develop/submit formal response/comment to the U.S. Forest Service (USFS) re Draft Environmental Impact Statement (EIS)	X
11. Finalize EIS and issue a Draft Record of Decision (ROD)	CY15
12. Reach mutual agreement on treatments (scope, timeframe, methodology) for Navajo Nation in-holding in Dry Lake Hills	X
13. Advertise and fill the City's Field Operations position	CY15
14. Complete FWPP program overview video	-----
15. Host public meetings and workshops as needed/required	X
16. Complete the July-Dec 2014 Bi-Annual Report	X
17. Update Partner Contribution Financial Leverage Report	X
18. Add minimum of two new videos to YouTube channel	-----
17. Research and identify potential grants, contracts, or donations that would facilitate monitoring	X
19. Based on Proposed Action (PA)/Draft Environmental Impact Statement (DEIS) comments, determine messaging gaps and create general outreach/messaging to address gaps	X
20. Use recommendations from the 4FRI *Socioeconomic Report-Focus groups/interviews* to steer future outreach	X
21. Review and update website format and content	X
OTHER	
22. Conduct cable-logging field tour(s) & respond as appropriate	X
23. Host international professionals	X
24. Present FWPP at various regional/national workshops and meetings	X
25. Approve IGA w/ERI to fund/conduct MSO vegetation monitoring	X
26. Build/install Info Kiosks - City Y and Brookbank Meadow	X
27. Complete Cost Avoidance study with NAU-RPI	X
28. Host Logging Operators – 2 Steep ground based and 1 Helicopter	X
29. Completed 1,000 acres of treatments	X
30. Distributed "Open Letter" Update to Community	x

Flagstaff Watershed Protection Project Report
July-Dec. 2014

Background

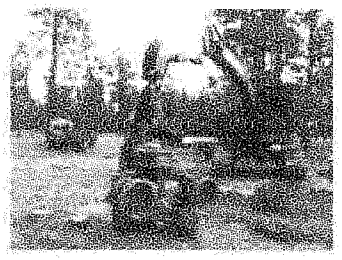
In the November 2012 election, City voters overwhelmingly approved (74%) a $10 million dollar bond to fund the Flagstaff Watershed Protection Project (FWPP). This forest treatment effort, involving City, State, and Federal lands, is designed to reduce the risk of severe wildfire and subsequent post-fire flooding in the Rio de Flag (Dry Lake Hills) and Upper Lake Mary (Mormon Mountain) watersheds. This report highlights significant accomplishments from July-December 2014.

Project Planning

The US Forest Service (USFS) developed four treatment alternatives, which were analyzed and compared in the Draft Environmental Impact Statement (DEIS). The DEIS was released for public comment in early July. Two open houses were held at the Flagstaff Aquaplex to provide an opportunity for the public to review and ask questions about the DEIS; we also hosted an open house and project update meeting for the Mormon Lake community. The 45-day public comment period ended on August 18th. The comments will be used by the USFS to develop the Final Environmental Impact Statement (FEIS) and draft Record of Decision (ROD), expected late spring of 2015. Once published, there will be a 45-day objection period for those who provided comments followed by a 45-day resolution period. The final ROD, which will contain the final decision for treatment, is expected fall 2015.

Some of the harvesting methods analyzed in the alternatives included the use of cable logging and helicopter logging, both atypical for northern Arizona. To more fully understand the potential of utilizing cable logging, we visited past sites with local experts in both the White Mountains and in southern Arizona. Similarly, to better understand the potential use of both steep-terrain ground-based equipment and helicopters, two out-of-state operational experts visited the project area. Although implementation methods that will be used have not been decided, these site visits confirmed these types of harvesting methods can be effectively implemented in the project area.

Implementation



City and USFS crews have been busy doing treatment work in the Dry Lake Hills project area, which involves hand thinning, pile burning of slash, broadcast burning, and noxious weed treatments. Implementation of treatments in the Dry Lake Hills is a priority and is expected to be in full swing once the Final ROD is approved. For previously approved projects on federal lands, a total of 135 acres of hand thinning, 200 acres of prescribed burning, and 125 acres of noxious weed treatments have been completed. City crews treated 185 acres in the Rio de Flag watershed and another 80 acres on Observatory Mesa. On Brookbank Meadow, a parcel owned by the Navajo Nation, City crews removed encroaching small ponderosa pines (35 acres) to achieve meadow restoration. To enable future work within the Dry Lake Hills area to proceed, re-surfacing portions of the Schultz Pass Road was completed and similar work on the Mt. Elden Lookout Road will begin in the spring of 2015, when conditions allow. On State Trust land, the project's first mechanical thinning was completed on 400 acres in Equestrian Estates. To-date, over 1,200 acres have been treated across the FWPP project area. We expect the pace of annual accomplishment to increase beginning next year following the Final ROD.

Outreach

Outreach continued at a vigorous pace, including public meetings, community events, field visits, installation of a informational trail kiosk at Brookbank Meadow, production of various publications, displays, presentations at local and regional events, and updating the project's website and Flickr account. We also hosted several events for the annual Festival of Science, which included Science and Engineering Day, a brown bag lunch presentation and a hike into the Dry Lake Hills' project area. FWPP hosted Northern Arizona University's (NAU) Ecological Restoration class on a site visit to Dry Lake Hills so students could learn first-hand about the effort and team members also visited classes on NAU's campus. The project has been highlighted in several local and state media stories, including several features by KNAU Arizona Public Radio.

Monitoring

A City Monitoring Plan has been finalized and is posted on the FWPP website. The plan contains four capacity monitoring frameworks: 1) Fire Behavior, 2) Hydrologic Response, 3) Socioeconomic, and 4) Other Ongoing/Potential Monitoring Projects. The City Monitoring Plan, which is independent of the environmental planning process underway for treatment on the National Forest, is designed to address voters' questions, provide project transparency, and identify potential partners and external funding sources. As these projects are implemented and tracked, the monitoring plan will be updated and related reports will be posted on the website.

One early result of the monitoring effort is the "FWPP Cost Avoidance Study" by NAU's Rural Policy Institute. Released in October, this report estimated the economic impact an uncharacteristic stand replacing wildfire and subsequent flooding would have in the FWPP project areas. The conservatively estimated impact and projected cost savings ranged from $573 million to $1.2 billion in damages, making the case that the City's $10 million bond is a sound investment.

Tribal Engagement

Tribes in northern Arizona, including the Hopi Tribe, have been consulted as part of the USFS planning process. Project managers have been working closely with the Navajo Nation to examine opportunities for treatments in Brookbank Meadow, a 140-acre in-holding located within the Dry Lake Hills. This resulted in a mutual decision to extend FWPP treatments into Brookbank Meadow. The meadow restoration and construction of the informational kiosk described above signify the first phase of this partnership effort.

Financial Investment and Leveraged Funds

To date, through either cash contributions or in-kind services, various partners have provided slightly over $2 million to FWPP; this is in addition to the City's $10 million commitment. Since the bond passed, the project's financial portfolio has grown by 20%. The bulk of this additional investment has come from the USFS, but over 10 other partners have also contributed to the project, demonstrating the widespread support the project has received. Two grant awards from Arizona State Forestry, totaling $200,000, were received to offset costs to treat Observatory Mesa. We've also joined the Salt River Project and others throughout Arizona to collaborate and develop new funding approaches for forest restoration within our State.

Summary

We continue to make great progress in our quest to reduce the threat of severe fire, protect two critical watersheds, and enhance community well being. In the beginning of this year, we identified key goals and we are pleased to report we were able to fully accomplish the majority of these. Additionally, we look forward to the Final EIS and Record of Decision. This will mark a milestone of intense planning for the project with the goal of full-scale implementation expected next fall. We thank you for your support and we are devoted to the success of this innovative project for the betterment of our community.

www.flagstaffwatershedprotection.org

Four Forest Restoration Initiative (4FRI) 2015

Overview and History

- The Four Forest Restoration Initiative (4FRI) **includes over 30 stakeholder groups** and the **Forest Supervisors and staff** of the Coconino, Kaibab, Tonto and Apache-Sitgreaves National Forests. The 4FRI landscape spans **2.4 million acres** across the Mogollon Rim of northern Arizona and is the largest landscape-scale restoration project selected by the Collaborative Forest Landscape Restoration Program, or CFLRP (established under section 4003(a) of Title IV of the Omnibus Public Land Management Act of 2009).

- **The goals of the 4FRI Stakeholder Group are to**:
  - ✓ Plan and implement restoration treatments across 2.4 million acres of ponderosa pine forest.
  - ✓ Treat 50,000 acres per year during a 20-year period.
  - ✓ Increase use of prescribed fire and management of natural fires to meet restoration objectives.
  - ✓ Engage industry so the cost of restoration is covered by the value of the products removed, with restoration efforts contributing to rural economies and jobs.
  - ✓ Assure that the science-based and socially acceptable agreements forged during the last decade result in the implementation of long-term, landscape-scale restoration that helps to protect communities, provide wildlife habitat, recreational resources, and ecosystem services.

- **The 4FRI builds from many years of collaboration, research, and action going back to the mid-1990s**. Ongoing and past efforts play a major role in the success of the 4FRI. These efforts include the Natural Resources Working Group, White Mountain Stewardship Contract, Greater Flagstaff Forests Partnership, Western Mogollon Plateau Landscape Assessment, White Mountains Landscape Assessment, Kaibab National Forest Health Assessment, and the 2007 Statewide Strategy for Restoring Arizona's Forests developed by the Governor's Forest Health Council.

4FRI Milestones and Updates

1. **The Forest Service released the Final Environmental Impact Statement (Final EIS) and Draft Record of Decision for the first analysis area in the 4FRI landscape in early December 2014.**
   - ✓ On January 20, the objection period closed. Nine objections were filed. One was set aside because the objector did not have standing.
   - ✓ The Forest Service is in the 45-day objection resolution period. Should more time be required, the Forest Service can add an additional 30 days. This objection and resolution process is new. Should the Forest Service choose to meet with objectors, the meetings are open to the public.
   - ✓ The Forest Service anticipates a final Record of Decision by mid-April 2015.
   - ✓ On January 14, 2015, the 4FRI Stakeholder Group unanimously supported the Final EIS (see Stakeholder Group position statement at www.4fri.org).

2. **4FRI is moving eastward.**
   - ✓ At the February 2015 Stakeholder Group Meeting, the Forest Service will discuss the area to be analyzed by the second Environmental Impact Statement.

3. **Thinning is underway.**
   - ✓ As of January 2015, the Forest Service released 21,595 acres for thinning under the 4FRI contract; 3,282 have been treated.

4. **Supporting existing and new businesses that harvest and utilize forest by-products are core values of the Stakeholder Group.**
   - ✓ Over the last 10 years, businesses and infrastructure grew in order to harvest and process small diameter wood from the White Mountain Stewardship Contract. As the first 4FRI stewardship contract comes on line (focused on the west side of the project area) it is imperative that thinning and restoration continue on the east side in order to sustain existing infrastructure.

- ✓ In September of 2013, the Forest Service completed a novation process that allowed Good Earth Power Arizona LLC (GEPAZ) to purchase the 300,000-acre 4FRI thinning contract from Pioneer. Milestones include:
  - In December of 2014 GEPAZ added a second shift at its Lumberjack Mill in Heber, and began planning for a third shift.
  - GEPAZ leased a 37-acre site in William where it is preparing to build a mill and processing facility.
  - GEPAZ partnered with Roots Composting LLC to produce a line of enriched soils using forest biomass.

5. **Funding from the Collaborative Forest Landscape Restoration (CFLR) program and adequate Forest Service base funding have been crucial to 4FRI success. That funding is leveraged by stakeholder contributions.** CFLR program funding and sufficient base budget are essential for the Forest Service to keep up with demands for federal land management across the Mogollon Rim. Having adequate staff to prepare and manage contracts in addition to meet the other management demands for the national forests (recreation, etc.) are crucial for the economic health of rural Arizona.

6. **4FRI is solving significant environmental and ecological challenges.** All partners agree that the 4FRI forests are unhealthy and that forest restoration is needed. Regardless of uncertainty about the climate, including temperature and precipitation cycles, all partners agree that healthy forests maximize many values such as air quality, carbon capture, wildlife habitat, water supplies, watershed integrity, and soil productivity. We are poised to help address these ecological problems while strengthening the economy, and are committed to staying on track with our important initiatives.

Conclusion

The **success** of the 4FRI depends on **five** things:

1. **Continued federal funding to ensure the goals of the 4FRI and forest management across the region are achieved.** Prioritizing and funding landscape-scale restoration funding through the CFLR program as well as base funding for operations, monitoring, and adaptive management is essential for building and maintaining support for landscape-scale restoration.
2. **Continued exploration of innovative approaches to collaboration and NEPA planning as 4FRI moves eastward.** Collaborating early in NEPA planning, sharing working documents to receive early stakeholder input, inviting everyone to the table, and using stakeholder ideas to inform analysis builds consensus, support, and trust.
3. **Supporting existing business and new wood utilization opportunities. It is especially important that acres continue to be offered on the eastside of the 4FRI in order to maintain existing infrastructure.** We need to continue to develop the capacity to process the wood and biomass harvested during forest restoration.
4. **Stewardship Contracting.** Stewardship contracting is a valuable contracting tool. The Farm Bill permanently authorized this important program. However, the tool will be even more effective if issues associated with the cancellation ceiling are fixed.
5. **Public education about the importance of restoration.** This will be particularly important as logging trucks become common and prescribed burning increases.

Finally, by working together **4FRI is contributing to the goals of the National Cohesive Strategy by creating healthy, resilient forests and safe communities!**

www.4fri.org

For more information contact current 4FRI Co-Chairs: Diane Vosick (Diane.Vosick@nau.edu) or Sue Sitko (ssitko@tnc.org).

CITY OF FLAGSTAFF, AZ
FOURTH STREET/ I-40 BRIDGE PROJECT

REQUEST: Secure transportation authorization and federal funding for the Fourth Street – I-40 Bridge Project.

ISSUE: The Fourth Street/ I-40 Bridge Project will replace bridges that exhibit distress, suffer significant traffic congestion, and inhibit future economic development. Securing funding for this project will allow the City of Flagstaff to proceed with design documents and engage the ADOT Structural Group for an evaluation and design recommendation.

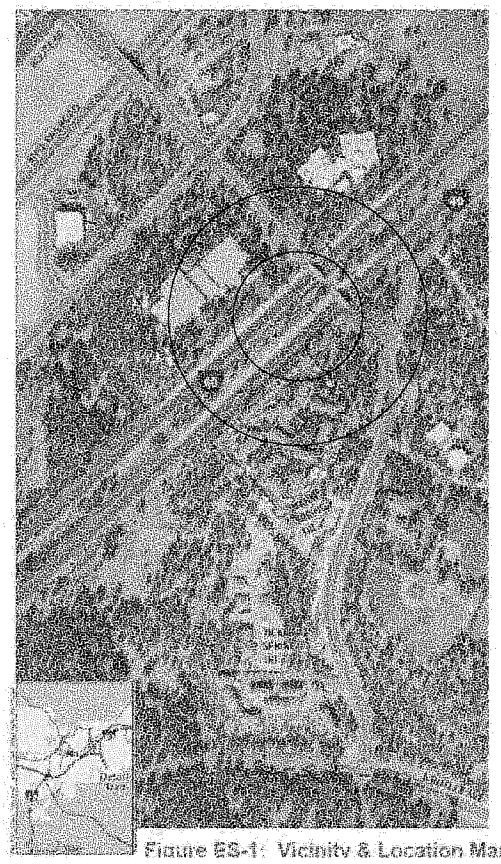


Figure ES-1: Vicinity & Location Map

Background: Currently, the Fourth Street Bridge over Interstate 40 is part of a key north-south arterial in Flagstaff that connects four main east-west routes and one future planned route. The bridge is a two lane facility bracketed by a four lane facility and intersections in close proximity which results in significant bottleneck traffic congestion. The bridge is adjacent to the region's largest private employer, W.L. Gore. Furthermore, the Fourth Street/ I-40 Bridge Project will help future development including key parcels along E Route 66 and significant State Land sections and private lands to the south. The current bridge exhibits distress in the form of exposed rusting rebar in abutments and parapet walls. The bridge also represents a major gap in pedestrian and bike routes that only replacement can fully correct.

The bridge improvements are identified in the ADOT I-40 Initial Design Concept Report, the FMPO Regional Transportation Plan and City/County Regional Plan 2030.

REQUEST:

We request $13.5 million in funding to construct the Fourth Street/ I-40 Bridge Project, a critically important project for the City. Securing this funding will allow the City of Flagstaff to proceed with project design and evaluation.

CITY OF FLAGSTAFF CONTACT:

David Wessel, Manager – Flagstaff Metropolitan Planning Organization

Office: 928.213.2650

CITY OF FLAGSTAFF, AZ
LONE TREE TRAFFIC INTERCHANGE

REQUEST: Secure authorization and fiscal resources for the Lone Tree Traffic Interchange under the Federal Highway Administration's (FHWA) Transportation and Community and System Preservation (TCSP) under the Department of Transportation in the Transportation, Housing and Urban Development and Related Agencies Appropriations bill.

ISSUE: Currently, Flagstaff has only one major north-south entrance into the city where Interstate 17 meets Interstate 40 and continues into Milton Road. Milton Road is consistently congested – even during non-peak hours. This leads to lengthy back-ups and delays and Milton Road cannot be expanded because local businesses own property right up to the street throughout the city limits. The best option to alleviate this congestion is to create a new north-south corridor one exit (approximately one and half miles) east of Milton Road on Lone Tree Road and Interstate 40. The Lone Tree Traffic Interchange will ease traffic congestion by creating this new north-south corridor and it will also allow greater access to the east side of Flagstaff. It will also provide an easy access point to Pulliam Airport and provide connectivity between I-40 and Route 66.

Background: To date, the City of Flagstaff spent $300,000 on the Lone Tree Corridor Study that refined the interchange location and initial design. The Arizona Department of Transportation is conducting the I-40 Design Concept Report that will bring design for this area – including the interchange – to 30%. The Flagstaff MPO has $500,000 in year 2014 of the transportation improvement program (TIP) committed to this project and will work to bring additional funds and advance them as needed. Pine Canyon, a private development south of I-40, has been contributing funds toward the Lone Tree Traffic Interchange for several years. The City is prepared to commit up to $500,000 of these funds to the design effort and assume all of the requirements under the federal cost-share agreement.

This interchange is a critical component of a north-south arterial that will provide intermodal connectivity to the Pulliam Regional Airport, arterial redundancy for emergency services, and an alternate route to Milton Road. Milton Road – the primary entry into Flagstaff from Phoenix - is one of the few instances nationally where an interstate, Interstate 17, transitions directly into a local surface street. It is congested and the Lone Tree Corridor, including the interchange, is the best option to alleviate the problem. The interchange provides vital access to Northern Arizona University and Coconino Community College

REQUEST:

We request funding to continue design of the Lone Tree Traffic Interchange, a critically important project for the City.

CITY OF FLAGSTAFF CONTACT:
David Wessel, Manager – Flagstaff Metropolitan Planning Organization
Office: 928.213.2650

Flagstaff Metropolitan Planning Organization
211 W. Aspen Avenue / Flagstaff, AZ 86001
928-213-2650 / www.flagstaffmpo.org

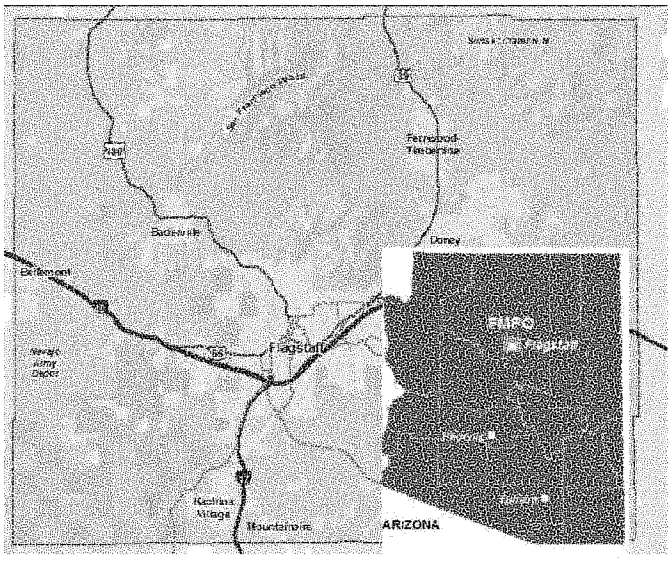
Transportation Reauthorization Priorities

Position:

1) **Secure funding above MAP-21 levels for a five or six year bill. Raise the gas tax.**
2) **Increase authority over spending for regional organizations.**
3) **Maintain the population threshold for Metropolitan Planning Organization (MPO) designation at 50,000.**

Background:

- Flagstaff MPO basic information
  - *Member Organizations*: City of Flagstaff; Coconino County; Arizona DOT; Northern Arizona Intergovernmental Public Transportation Authority
  - *Planning Area:* 525 square miles
  - *Population and growth rate:* 85,000, 1.5% annual growth
  - *Annual Federal Planning Funds:* $260,000
  - *Annual Federal Construction Funds:* $900,000
  - *Staffing:* Manager, Planner (33% paid for by City), half-time Administrative Specialist



Issues:

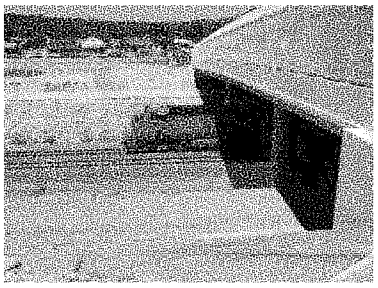
- Secure Funding: Infrastructure continues to deteriorate as does the purchasing power of the federal gas tax that has remained flat for more than 20-years. System performance lags creating a drag on the economy. Meanwhile, short-term bills make project delivery less certain.
- Increase Regional Authority: Local elected officials acting regionally have been at the forefront of transportation policy and funding and need to be returned to this position with reauthorization through more authority over projects and increased sub-allocated funding.
- Population Threshold: Population threshold proposals at or above 100,000 without grandfathering create an existential risk for the Flagstaff MPO and other MPO's across the country. This eliminates substantial services to associated member agencies and important funding used to leverage regionally vital projects.

Justification:

- Secure Funding: Support of interstate commerce is a central federal role. Investment in infrastructure supportive of vital commerce is clearly lagging. Increasing revenues and the time-span of the transportation bill will create direct and indirect jobs and make for a much more predictable project delivery system.
- Increase Regional Authority: Metropolitan areas represent 85% of the US population and generate more than 90% of US GDP. Local elected officials in these areas are more intimately aware of the transportation infrastructure that will help them compete globally and should regain funding and authority losses under MAP-21.

See reverse for additional information

- Population Threshold: Many slow-growing, MPOs, such as Flagstaff, justify intensified regional planning by serving as the regional hub for shopping, employment, cultural and medical services, industrial development and regional transportation such as rail and airports. Flagstaff is home to Northern Arizona University and serves millions of visitors annually. Small MPOs represent a small portion of federal transportation spending, but leverage considerable state, local and grant funds as exemplified by the FMPO.

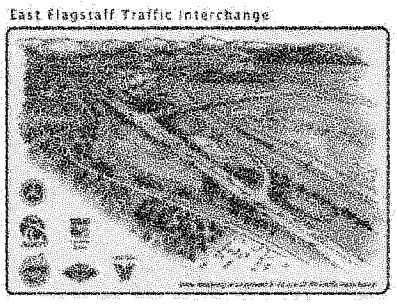


Fourth Street Railroad Crossing $33 million. FMPO support in planning, funding and design

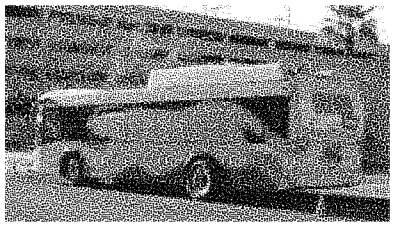
FMPO is a member of the Association of Metropolitan Planning Organizations and the National Association of Regional Councils and supports their transportation policy positions.

Value-Added Benefits Provided by the Flagstaff MPO:

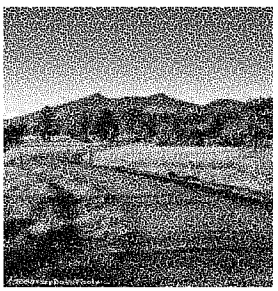
- Long-Range Planning - *Financial & Technical Partner:*
  - FMPO supplied consultant funding and transportation modeling support for two updates to the regional land use and transportation plan.
  - FMPO supplied logistical support and technical review of two updates of the state long range transportation plan, *MoveAZ* and *What Moves You Arizona* including service on related committees.
- Current-Planning – *Technical Partner:*
  - Transportation modeling and traffic data collection for project proposals and corridor studies
  - Logistical and staff support for public outreach for local and regional efforts
- Funding Support – *Technical Partner:*
  - On-going Grant Support: FMPO has drafted or participated in drafting grants worth millions of dollars for highway, trail, transit and planning efforts.
  - FMPO provided technical support for a recently approved City and County roadway maintenance sales taxes.
  - FMPO will be looked to as a lead organization to identify future transportation capital projects for a local capital sales tax renewal campaign.
- Technology Transfer – *Advocacy & Research*
  - Financially supports training for local agencies in safety, construction, materials, design and planning.
  - Reviews and forwards relevant research on advances in transportation, including active role in *Every Day Counts*, a federal technology transfer initiative.
- Trail and Bicycle Planning – *Planning, Budgeting & Review*
  - Planning for award-winning trail and bicycle system.
  - Reviews development proposals for compliance and support of multimodal connections.
  - Budgets trail projects and coordinates design with project management staff and consultants.



E. Flagstaff Traffic Interchange $32 million, FMPO support in planning and design



Mountain Line Transit – FMPO Long and short range planning, funding campaign support



Flagstaff Urban Trails – FMPO budgets, writes grants, and plans the system

2009 AMPO - Outstanding Leader in Metropolitan Transportation Planning

Contact: David Wessel, 928-213-2650, dwessel@flagstaffaz.gov

CITY OF FLAGSTAFF, AZ
Flagstaff Land Conveyance and Economic Development Act

REQUEST: Sponsor/co-sponsor legislation that would transfer title of land traded from BNSF to the City to ensure that the railroad land wouldn't revert back to the United States Government.

BACKGROUND: The Railroad Act of 1872 granted land to the various railroads to make a large rail network to deliver goods around the United States. As the land was given to the railroads from the Federal Government, the Act included a reversionary clause that reverted land back to the United States if the land wasn't used for its intended purpose as part of the national railroad network.

In 2005, the City traded similar parcels with the BNSF Railroad to build the Fourth Street Bridge. However, the reversionary clause to the railroad land still exists on the parcel although it is was owned by the City. A developer purchased the land but could not obtain title insurance without a reversionary clause exclusion so the City has guaranteed the property against that risk.

ISSUE: To clarify this, the City is requesting that the Arizona Congressional introduce legislation that would rid the City of this reversionary interest clause on the land. It is the City's understanding that these issues are common on railroad lands and these legislative bills are non-controversial. The City is currently paying for and conducting appraisals on both parcels involved in the trade. If the obtained land is worth more than the City-traded land, the City is prepared to pay the difference in these costs. In addition, the City is ensuring that the appraisals are conducted and meet federal standards. Both of these clauses are included in the bill.

CITY OF FLAGSTAFF CONTACT:
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113th CONGRESS 3rd Session

H. R. XXX

To provide for the unencumbering of title to non-Federal land owned by the city of Flagstaff, Arizona, for purposes of economic development by conveyance of the Federal reversion interest to the City.

IN THE HOUSE OF REPRESENTATIVES

November 12, 2014 Ms. KIRKPATRICK introduced the following bill; which was referred to the Committee on Natural Resources.

A BILL

To provide for the unencumbering of title to non-Federal land owned by the City of Flagstaff, Arizona, for purposes of economic development by conveyance of the Federal reversion interest to the City.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the ``Flagstaff Land Conveyance and Economic Development Act of 2015''.

SEC. 2. DEFINITIONS.

In this Act:

City.--The term ``City'' means the city of Flagstaff, Arizona.

Non-federal land.--The term ``non-Federal land'' means certain parcels of land located in the City and owned by the City and Burlington Northern Santa Fe (BNSF) Railroad, which are more particularly described as follows:

(a) **LEGAL DESCRIPTION of the lands as attached.**

Secretary.--The term ``Secretary'' means the Secretary of the Interior.

SEC. 3. CONVEYANCE OF REVERSIONARY INTERESTS, FLAGSTAFF, ARIZONA.

(a) In General.-

(1) Notwithstanding any other provision of law, the Secretary shall convey to the City within one-year beginning on the date of completion of the appraisals required by subsection (c), without consideration, the reversionary interests of the United States in and to the non-Federal land for the purpose of unencumbering the title to the non-Federal land to enable economic development of the non-Federal land.

(2) the Secretary shall convey to the City that reversionary interest by not later than 30 days after the date of receipt of the offer.

(b) APPRAISAL.—

IN GENERAL.—Subject to Section 3(a)(1), not later than 180 days after the date on which the Secretary selects an appraiser that is mutually acceptable to the Secretary and the City under Section (2)(a), the Secretary shall complete an appraisal of the Federal reversionary interest in the land described in subsection (c) as well as for the land that was exchanged and owned by BNSF Railroad.

REQUIREMENTS.—The appraisal under subparagraph (1) shall be conducted by an appraiser that is mutually acceptable to the Secretary and the City; and completed in accordance with the Uniform Appraisal Standards for Federal Land Acquisitions and the Uniform Standards of Professional Appraisal Practice.

(c) CONSIDERATION.—

IN GENERAL.—As consideration for conveyance of the Federal reversionary interest under subsection (b), the City shall pay to the Secretary an amount equal to the appraised value of the Federal reversionary interest, if any, that exceeds the value of the land for which it was exchanged, as determined by the appraisals under subsection 3.

DEADLINE.—The consideration under paragraph (1) shall be paid not later than 30 days after the date of the conveyance.

(d) COSTS OF CONVEYANCE.—

IN GENERAL.-As a condition of the conveyance of the Federal reversionary interest under subsection (b), all costs associated with the conveyance, including the cost of the appraisals required by subsection (g), shall be paid by the City.

(e) LEGAL DESCRIPTIONS.—

As soon as practicable after the date of enactment of this Act, the exact legal descriptions of the non-Federal land and land exchanged with BNSF Railroad shall be determined in a manner satisfactory to the Secretary.

(f) ADDITIONAL TERMS AND CONDITIONS.—

The Secretary may require such additional terms and conditions to the conveyance under subsection (a) as the Secretary considers appropriate to protect the interests of the United States.

(g) COSTS.—

The City shall pay all costs associated with the conveyance under subsection (a), including the costs of any appraisals, surveys, recording costs, and other reasonable costs.

CITY OF FLAGSTAFF, AZ
Flagstaff Pulliam Airport

REQUEST: Flagstaff looks forward to a continued and proactive partnership with the Federal Aviation Administration that allows us to be good stewards of Federal funding. Our top priorities for FY16 include: 1) $3.3 million for Airport Improvement Program (AIP) Grant for a Priority 1 Project to resurface and restripe runway which has aged excessively 2) $4 million to construct non-revenue, multi-level parking structure to increase passenger parking capacity at the airport terminal (total project cost is $8m)

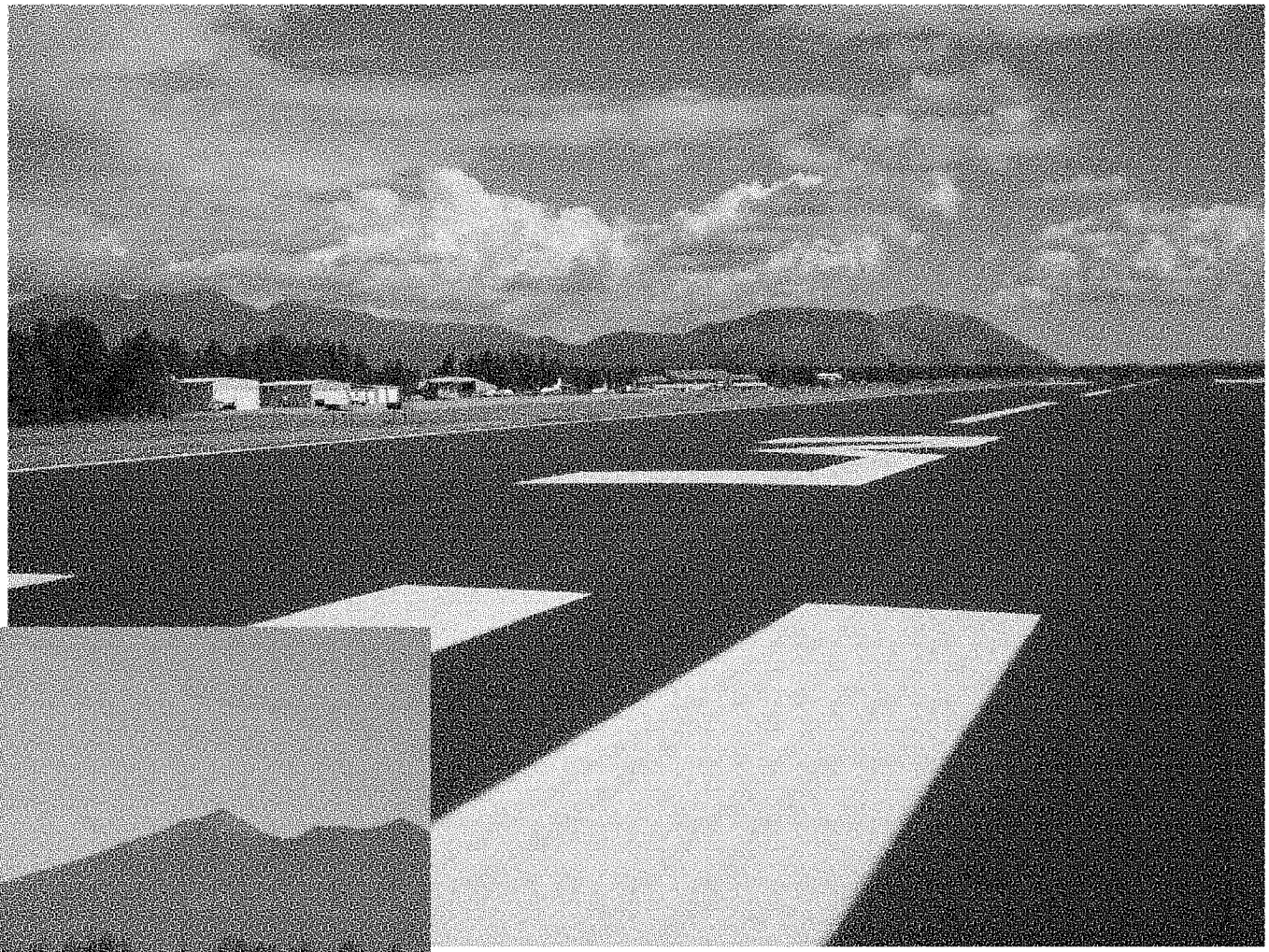
2014 Highlights: We completed FAA grant funded work on replacement of 30,000 sq. yards of failed asphalt around aircraft storage area. We completed physical improvements to Terminal building, including replacement of counters in the Terminal, and repairing entry doors. We had to cancel our annual Armed Forces Day Open House because military aircraft were unable to partake in public displays. We supported airspace transition from Albuquerque Center to Phoenix TRACON (transition just occurred in February 2014). FAA Airways/Facilities installed a new ILS Glideslope in 2014, with a recommendation that a 1,000' long pad be paved in front of it for snow removal. Due to the amount of snows we can receive in a single event this system could shut down if there is more than 18" in front of it.

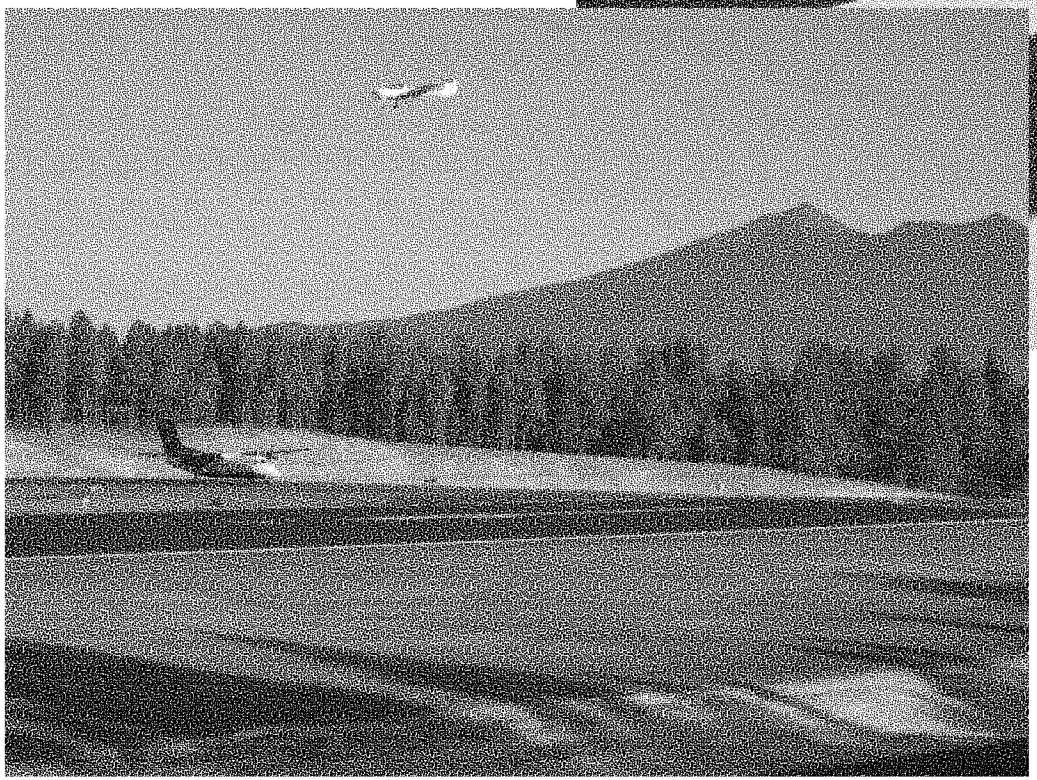
2015/2016 Goals:

- We began a FAA funded Airport Sustainability Master Plan in 2014 and will continue this project in 2015/2016.
- Complete physical improvements to Café, as well as other tenant buildings on the property.
- Acquire new tenants in the Airport Business Park and increase Airport revenues.
- Issue RFQ/RFP for development of the adjacent Airport Business Park (103 acres).
- Host Open House, including having military aircraft on display. If military is unavailable we will use civilian aircraft.
- Secure secondary air service provider for additional/new route(s) for Flagstaff utilizing SCASDP grant. Currently, we only capture 19% of the flying public and need to find alternate direct routes to meet the needs of our community.

Concerns: ARFF Vehicles - Flagstaff Airport is an Index A ARFF facility, that upgrades to Index B several times a year, and as such we have a 2004 Oshkosh Stryker 1500 which meets the Index requirement; however, our only back-up vehicle is a 1989 E-1 500 gallon crash truck which we hope to replace this year.

CITY OF FLAGSTAFF CONTACT:
Barney Helmick, Airport Director **Office: 928.556.1234 x11**





Arrivals
All Flights

CITY OF FLAGSTAFF, AZ
Flagstaff Veteran Facility

REQUEST: Ensure that the proposed 60-bed Veterans Administration Home in Flagstaff is on the priority list and receives funding in expeditious fashion.

Background: The Arizona Department of Veterans' Services (DVS) has a successful model of providing skilled care facilities for veterans through partnership with local governments and the Federal Government. DVS has expressed an interest in bringing a facility to Flagstaff. The two existing facilities in the state are in Tucson and Phoenix, and a project for another facility in Yuma is also moving forward. On January 6, 2015, Flagstaff City Council provided preliminary support for the provision of land as the City's contribution to a 60-bed skilled care facility in Flagstaff. Tentatively a City-owned parcel on McMillan Mesa has met the DVS criteria and has been preliminarily discussed at Council. If Council ultimately chooses to provide land, the land may be provided through an agreement between DVS and the City and will be leveraged to secure State and Federal funding for the facility's construction and operations. Historically, once the land is identified or secured, and we are ranked nationally on a federal funding list, the State agency, in partnership with the City, works to get a state appropriation or budget commitment for their contribution of one-third of the construction costs. The Federal Government is asked to provide the remaining resources necessary. In the case of the proposed facility in Flagstaff, the estimated contribution from the state is $9 million.

Community Benefits: The facility under consideration would serve veterans and their families throughout northern Arizona. As there currently is not a state-run facility north of Phoenix, a Flagstaff facility would fill an identified need and allow veterans needing of specialized care to remain in the region. Additional synergies and benefits related to the facility include:

- There is a strong community of veterans in Flagstaff and the northern Arizona region.
- The Flagstaff-based facility will be supported and enhanced by an extensive network of healthcare resources.
- The facility will also result in the creation of local jobs and spin-off business opportunities.

CITY OF FLAGSTAFF CONTACT:
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