

## **WORK SESSION AGENDA**

CITY COUNCIL WORK SESSION  
TUESDAY  
OCTOBER 13, 2020

STAFF CONFERENCE ROOM  
SECOND FLOOR - CITY HALL  
211 WEST ASPEN AVENUE  
3:00 P.M.

### **ATTENTION**

**IN-PERSON AUDIENCES AT CITY COUNCIL MEETINGS HAVE BEEN SUSPENDED UNTIL FURTHER NOTICE**

The meetings will continue to be live streamed on the city's website  
(<https://www.flagstaff.az.gov/1461/Streaming-City-Council-Meetings>)

### **PUBLIC COMMENT PROTOCOL**

**The process for submitting a public comment has changed and public comments will no longer be read by staff during the Council Meetings.**

All public comments will be taken either telephonically or accepted as a written comment.

**Public comments may be submitted to [publiccomment@flagstaffaz.gov](mailto:publiccomment@flagstaffaz.gov)**

If you wish to address the City Council with a public comment by phone you must submit the following information:

First and Last Name  
Phone Number  
Agenda Item number you wish to speak on

If any of this information is missing, you will not be called. We will attempt to call you only one time. We are unable to provide a time when you may be called.

All comments submitted otherwise will be considered written comments and will be documented into the record as such.

If you wish to email Mayor and Council directly you may do so at [council@flagstaffaz.gov](mailto:council@flagstaffaz.gov).

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### **AGENDA**

#### **1. Call to Order**

#### **NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION**

*Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the City Council and to the general public that, at this work session, the City Council may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the City's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).*

**2. Pledge of Allegiance and Mission Statement**

**MISSION STATEMENT**

*The mission of the City of Flagstaff is to protect and enhance the quality of life for all.*

**3. ROLL CALL**

*NOTE: One or more Councilmembers may be in attendance telephonically or by other technological means.*

MAYOR EVANS

VICE MAYOR SHIMONI

COUNCILMEMBER ASLAN

COUNCILMEMBER MCCARTHY

COUNCILMEMBER ODEGAARD

COUNCILMEMBER SALAS

COUNCILMEMBER WHELAN

**4. Public Participation**

*Public Participation enables the public to address the council about items that are not on the prepared agenda. Public Participation appears on the agenda twice, at the beginning and at the end of the work session. You may speak at one or the other, but not both. Anyone wishing to comment at the meeting is asked to fill out a speaker card and submit it to the recording clerk. When the item comes up on the agenda, your name will be called. You may address the Council up to three times throughout the meeting, including comments made during Public Participation. Please limit your remarks to three minutes per item to allow everyone to have an opportunity to speak. At the discretion of the Chair, ten or more persons present at the meeting and wishing to speak may appoint a representative who may have no more than fifteen minutes to speak.*

**5. Review of Draft Agenda for the October 20, 2020 City Council Meeting**

*Citizens wishing to speak on agenda items not specifically called out by the City Council may submit a speaker card for their items of interest to the recording clerk.*

**6. Arizona Department Of Transportation's (ADOT) Update on the Milton and US180 Corridor Master Plans.**

**7. Red Gap Ranch Grazing Lease Scope**

**8. Flagstaff Police Presentation to City Council on Alternative Response Models**

**9. Public Participation**

**10. Informational Items To/From Mayor, Council, and City Manager; future agenda item requests**

**11. Adjournment**

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on \_\_\_\_\_, at \_\_\_\_\_ a.m./p.m. in accordance with the statement filed by the City Council with the City Clerk.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Stacy Saltzburg, MMC, City Clerk

**CITY OF FLAGSTAFF  
STAFF SUMMARY REPORT**

**To:** The Honorable Mayor and Council  
**From:** Rick Barrett, City Engineer  
**Date:** 10/07/2020  
**Meeting Date:** 10/13/2020



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**TITLE:**

**Arizona Department Of Transportation's (ADOT) Update on the Milton and US180 Corridor Master Plans.**

**DESIRED OUTCOME:**

Daniel Gabiou (ADOT's Regional Planning Manager) will be joined by Kevin Kugler (Project Manager with Michael Baker International) to provide an Elected Official Project Briefing.

**EXECUTIVE SUMMARY:**

This presentation is an update to discuss progress made to date on both the Milton Corridor Master Plan and the US180 Corridor Master Plan and to discuss next steps including Working Paper #2 and Public Outreach.

**INFORMATION:**

Please refer to the attached 14 slide presentation.

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**Attachments:** [Presentation](#)



# Milton Road & US 180 Corridor Master Plans

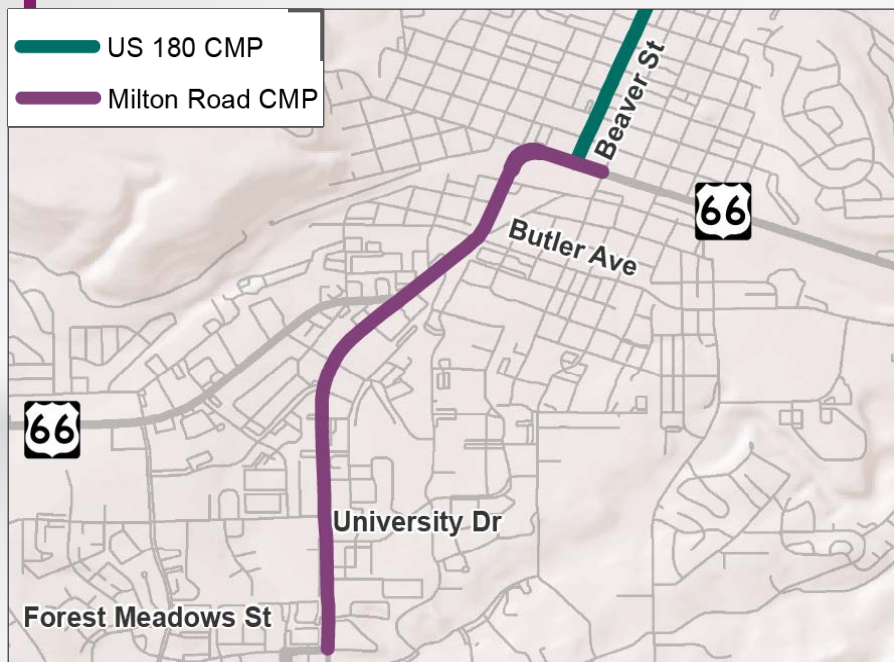
## Project Update



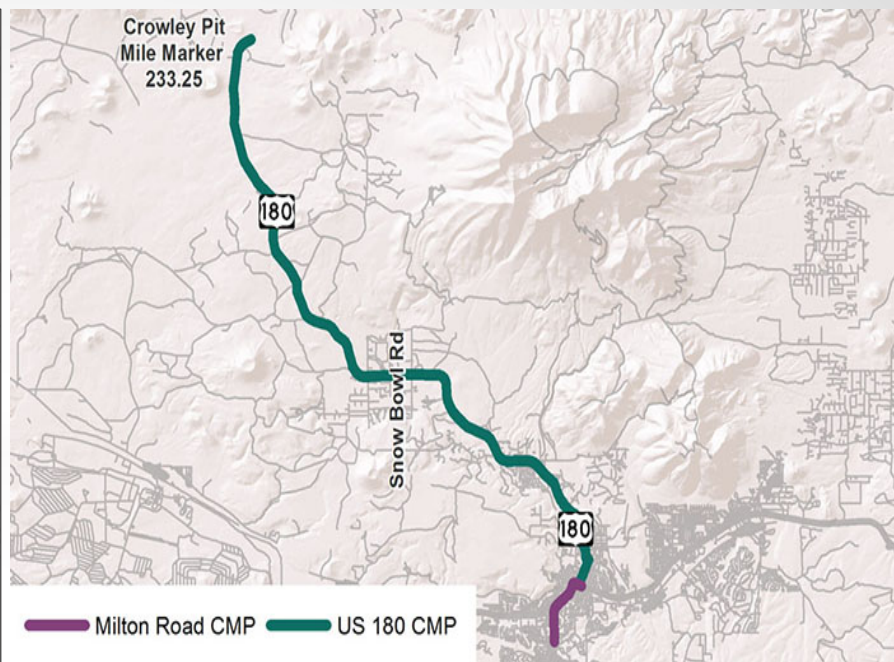
October 13, 2020

# Milton Rd / US 180 CMP Study Corridors

## Milton Road Study Corridor



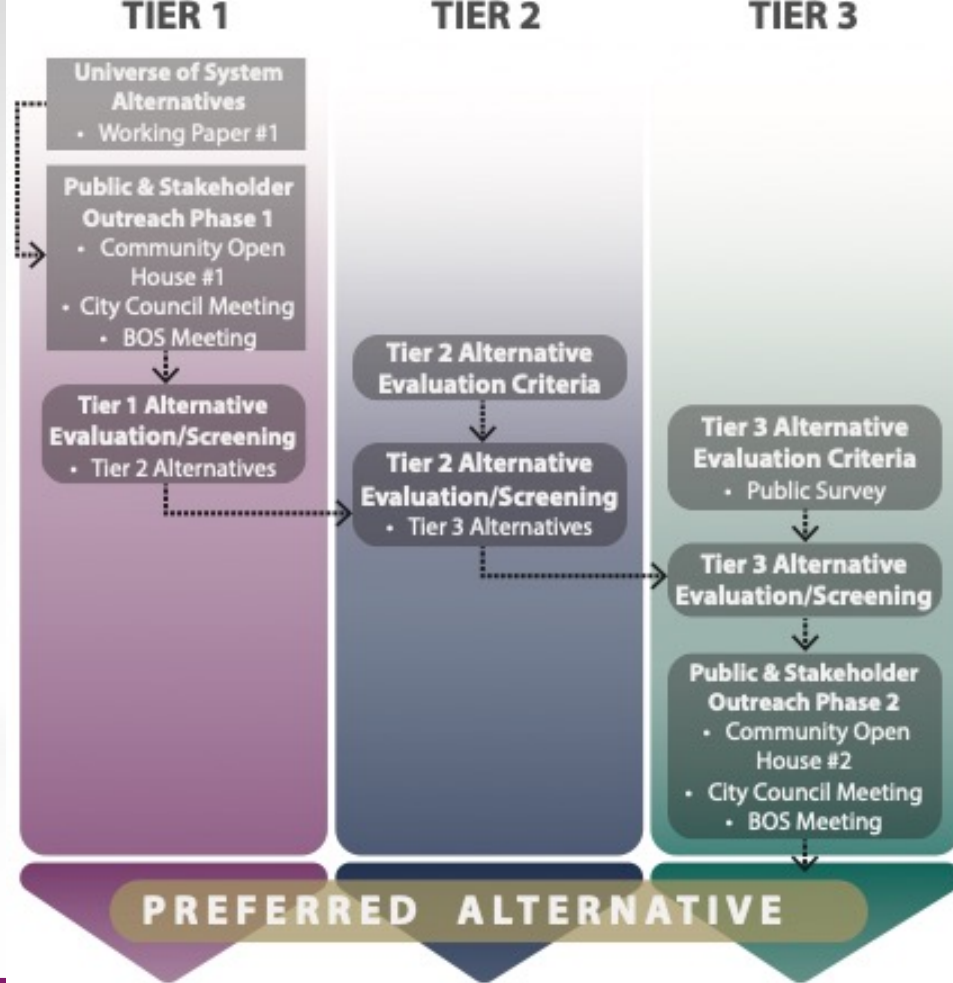
## US 180 Study Corridor



# Milton Rd / US 180 CMP Study Objectives

- ▶ Address congestion and safety on the Corridors
- ▶ Identify the Long-Term (20-year) vision of the corridors
- ▶ Obtain public and stakeholder input on alternatives, including multimodal alternatives
- ▶ Scope out and further implement previous and new strategies, consistent with the Long-Term vision
- ▶ Prioritize implementation projects for design
- ▶ Assist NAIPTA in completing its Bus Rapid Transit/High Capacity Transit system design
- ▶ Follow the “PEL” process to carry forward decisions into Design & NEPA

# 3-Tiered Analysis



# Milton Rd Tier 2 Results

5

Recommended for Tier 3 Analysis

No Build / No Build +

- Project Cost: N/A
- Required ROW: 0 ft²
- Potential Buildings Impacted: 0

Eliminated from Tier 3 Analysis

Alternative 3

- Project Cost: \$40,514,000
- Required ROW: 26,326 ft²
- Potential Buildings Impacted: 9

Eliminated from Tier 3 Analysis

Alternative 4

- Project Cost: \$40,542,000
- Required ROW: 26,326 ft²
- Potential Buildings Impacted: 9

Recommended for Tier 3 Analysis

Alternative 5

- Project Cost: \$60,994,000
- Required ROW: 203,517 ft²
- Potential Buildings Impacted: 21

Recommended for Tier 3 Analysis

Alternative 6a

- Project Cost: \$73,667,000
- Required ROW: 362,398 ft²
- Potential Buildings Impacted: 32

Recommended for Tier 3 Analysis

Alternative 6b

- Project Cost: \$55,137,000
- Required ROW: 237,564 ft²
- Potential Buildings Impacted: 23

Recommended for Tier 3 Analysis

Alternative 13

- Project Cost: \$57,695,000
- Required ROW: 245,096 ft²
- Potential Buildings Impacted: 23

No Build Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	
17.12	0.00	3.51	0.00	9.64	30.27	6 <sup>th</sup>

Alternative 3 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	
18.73	12.92	4.16	0.00	3.04	38.85	4 <sup>th</sup>

Alternative 4 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	
16.48	4.77	4.92	0.00	3.04	29.20	7 <sup>th</sup>

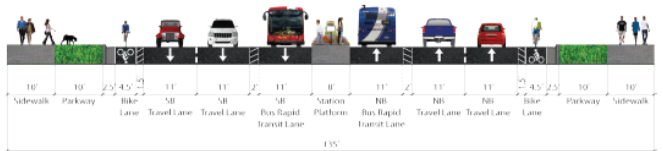
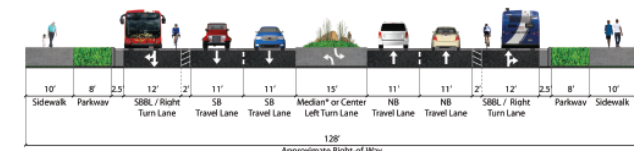
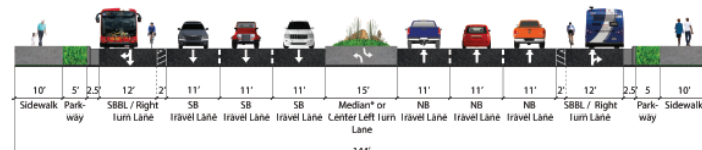
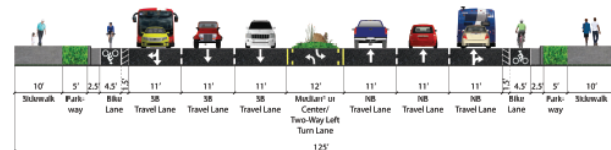
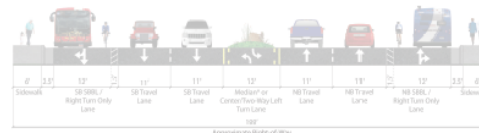
Alternative 5 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	
21.31	17.42	18.56	0.00	1.01	58.30	1 <sup>st</sup>

Alternative 6a Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	
21.79	15.30	13.39	0.00	0.77	51.25	2 <sup>nd</sup>

Alternative 6b Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	
17.00	4.77	12.04	0.00	1.06	34.87	5 <sup>th</sup>

Alternative 13 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	
16.31	7.28	18.83	0.00	1.01	43.44	3 <sup>rd</sup>

No Build  
(No Gas Section)



**Milton Road Tier 3 Travel Time Summary Table**

Alternative	AM Peak Hour				PM Peak Hour			
	Northbound		Southbound		Northbound		Southbound	
	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	9.9	-	5.2	-	6.6	-	6.6	-
No Build Plus	5.9	40.7%	5.6	-7.6%	6.9	-4.8%	8.1	-23.3%
5	5.5	44.5%	5.4	-3.7%	6.8	-2.7%	7.6	-15.3%
6a	5.5	44.3%	5.7	-10.1%	6.9	-4.8%	7.4	-11.9%
6b	6.9	30.5%	6.3	-20.4%	7.3	-11.2%	7.9	-19.7%
13	6.5	34.6%	6.5	-24.5%	7.6	-15.1%	7.3	-11.3%

Total	Total
28.3	-
26.5	6.4%
25.3	10.8%
25.5	9.8%
28.4	-0.2%
27.9	1.5%

Alternative	Average AM Travel Time
No Build	7.6
No Build Plus	5.8 24.1%
5	5.5 27.9%
6a	5.6 25.6%
6b	6.6 13.0%
13	6.5 14.3%

Average PM Travel Time	
6.6	
7.5	-14.0%
7.2	-9.0%
7.1	-8.4%
7.6	-15.4%
7.4	-13.2%



# Milton Rd Tier 3 Results

Final T3 Evaluation Criteria			No-Build	No-Build+	Alternative 5	Alternative 6a	Alternative 6b	Alternative 13
Category	Metrics	Weight	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score
Traffic Operations (13.9% Weight)	Level of Service	2.07%	1.60	1.60	1.91	2.07	1.75	1.67
	Travel Time (AM)	4.03%	2.90	3.83	4.03	3.90	3.34	3.39
	Travel Time (PM)	4.03%	4.03	3.53	3.70	3.72	3.49	3.56
	Network Delay (AM)	1.88%	1.57	1.63	1.83	1.88	1.82	1.84
	Network Delay (PM)	1.88%	1.74	1.70	1.79	1.88	1.76	1.63
Vehicular Safety (16.6% Weight)	Reduction in Conflict Points	16.60%	16.60	15.79	12.20	11.16	12.59	12.08
Expand Travel Mode Choices (19.3% Weight)	Bicycle Comfort Quality Index	4.94%	2.47	3.29	4.53	4.53	4.94	3.29
	Pedestrian Comfort Index	6.97%	2.32	3.10	5.03	6.19	6.97	4.64
	Transit Travel Time (AM)	1.83%	1.02	1.71	1.53	1.64	1.83	1.50
	Transit Travel Time (PM)	1.83%	1.60	1.53	1.58	1.83	1.64	1.48
	Transit Ridership	3.72%	2.26	2.26	2.26	3.24	3.24	3.72
Public Acceptance (12.0% Weight)	Public Support	12.00%						
Cost / Implementation (10.6% Weight)	Construction Cost	3.10%	3.10	3.10	0.36	0.32	0.42	0.40
	Right-of-Way (Property) Impact	4.55%	4.55	0.84	0.18	0.11	0.17	0.16
	Implementation Opportunities	2.96%	2.96	0.99	0.12	0.31	0.35	0.46
Environmental Impacts (13.6% Weight)	Neighborhood Impacts	4.43%	4.38	4.38	4.43	4.43	4.15	4.15
	Title VI Impacts	5.36%	3.29	3.29	5.36	5.36	3.20	3.20
	Air Quality	3.79%	3.69	3.79	3.68	3.62	3.70	3.58
Community Character (14.0% Weight)	Great Street	14.00%						
Aggregate Score			100.0%	60.10	56.38	54.53	56.22	55.35
Rank			1	2	5	3	4	6

# Milton Rd Tier 3 Results

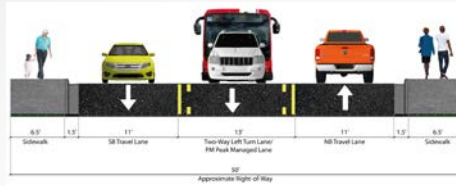
Tier 3 Alternative	Tier 3 Score	Tier 3 Rank
No Build	60.10	1
No Build Plus	56.38	2
6a	56.22	3
6b	55.35	4
5	54.53	5
13	50.75	6



# US 180 Tier 2 Alternatives

## No Build – *Existing Condition*

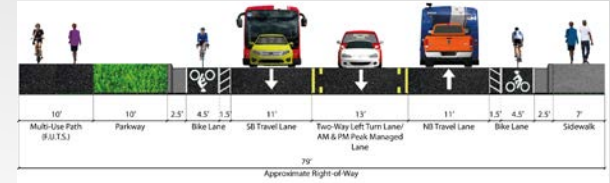
### Alt 2



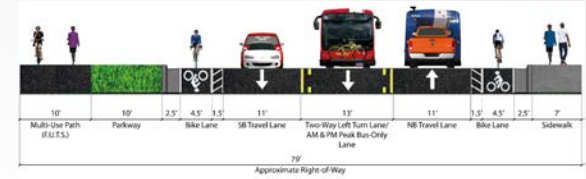
### Alt 3



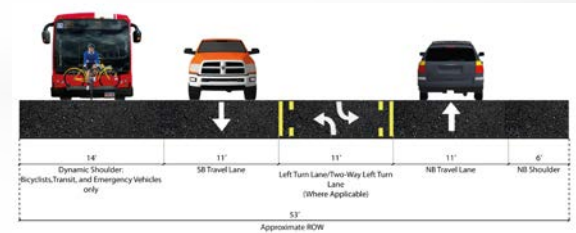
### Alt 4a



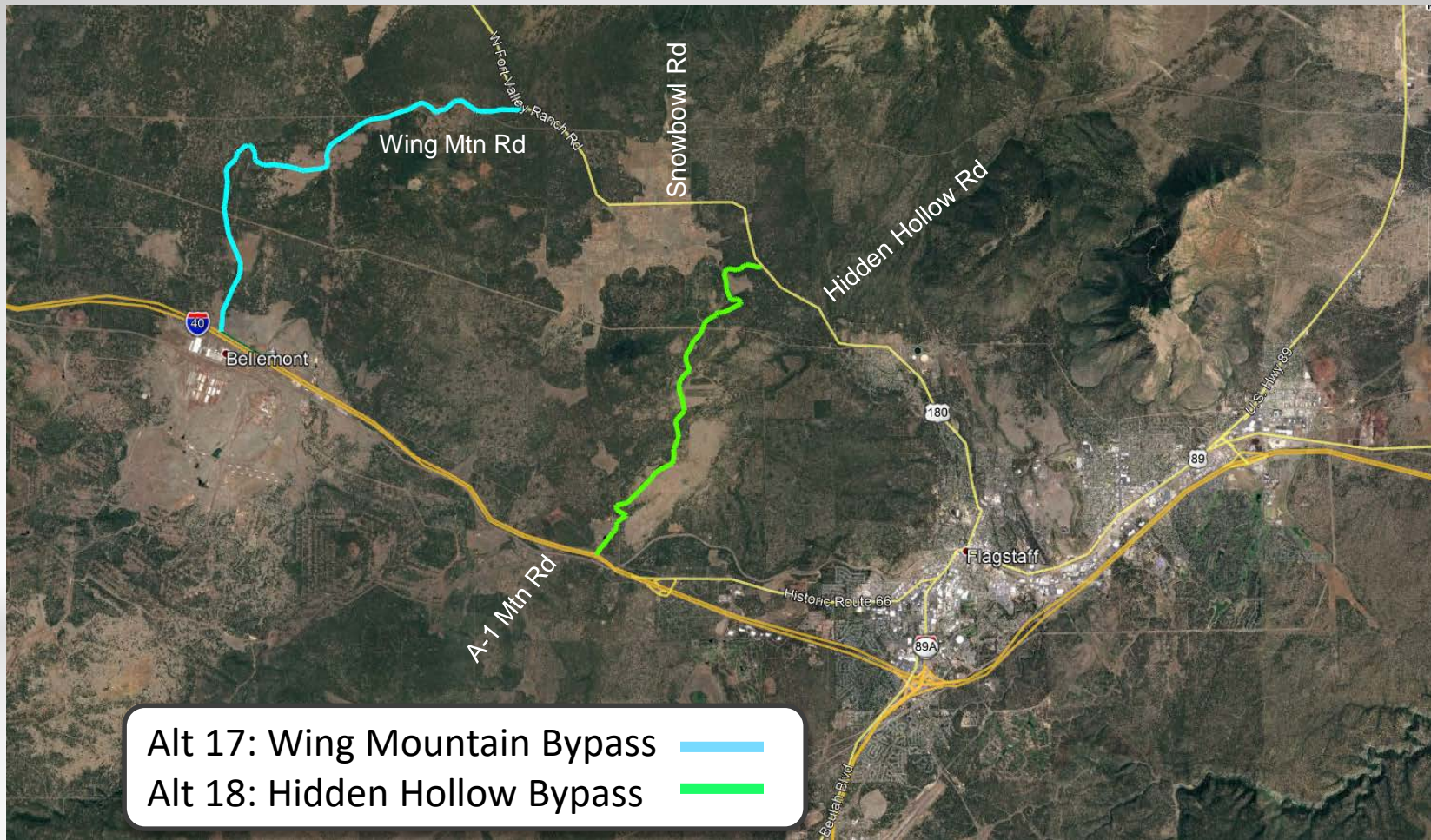
### Alt 4b



### Alt 6



# US 180 Tier 2 Alternatives



# US 180 Alternative Modeling Packages

		Alternative Package						
Segment		No Build	A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

# US 180 Corridor Travel Times

Package	AM Peak Hour				PM Peak Hour				Overall Impact
	Westbound		Eastbound		Westbound		Eastbound		
	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	
No Build	979	-	939	-	955	-	1,014	-	Neutral
A	952	2.8%	909	3.2%	932	2.4%	985	2.9%	Positive, yet neglibile
B	990	-1.1%	983	-4.6%	959	-0.4%	1,187	-17.1%	Negative
C	991	-1.2%	938	0.1%	979	-2.5%	1,230	-21.3%	Negative
D	1,033	-5.5%	940	-0.1%	972	-1.8%	1,211	-19.4%	Negative
E* Wing Mntn bypass	935	4.5%	935	0.4%	944	1.2%	975	3.8%	Positive, yet neglibile
F* Hidden Hollow bypass	951	2.9%	939	0.0%	946	0.9%	968	4.5%	Positive, yet neglibile



- The analysis concludes that there is a significant correlation between the traffic delay on US 180 and the operations on Milton Rd.
- Without improvements to travel time on Milton Rd., the potential to see improvement on US 180 is very unlikely.
- The majority of the public input received on US 180 generally did not support bypasses or adding lanes on US 180.
- ADOT and the Project Partners recommended the No Build Plus alternative for US 180
  - “PLUS” including several multimodal improvements on US 180, but not adding lanes

# Public Involvement / Next Steps

- ▶ Publish Working Paper #2: Alternatives Analysis (Milton Rd. & US 180)
- ▶ Extensive Public Outreach – mid-November
  - Virtual Public Meeting for each CMP
  - Online Public Survey
  - Community Outreach
  - Business Community Outreach

# THANK YOU

[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

[www.azdot.gov/US180CorridorMasterPlan](http://www.azdot.gov/US180CorridorMasterPlan)

## **Dan Gabiou**

ADOT Project Manager

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## **Kevin Kugler**

Project Manager

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kkugler@mbakerintl.com

## **CITY OF FLAGSTAFF**

### **STAFF SUMMARY REPORT**

**To:** The Honorable Mayor and Council  
**From:** Mark Richardson, Operations Manager  
**Date:** 10/01/2020  
**Meeting Date:** 10/13/2020



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#### **TITLE**

**Red Gap Ranch Grazing Lease Scope**

#### **STAFF RECOMMENDED ACTION:**

Water Services is requesting comments and/or recommendations from the Council on the scope of work for the grazing lease at Red Gap Ranch.

#### **EXECUTIVE SUMMARY:**

In 2004 the voters in the City of Flagstaff approved a bond initiative to purchase land and water rights for future water supply and to be paid for through the Utility (Water Services) fund. In 2005, the City purchased Red Gap Ranch as a future water source. The Ranch is located approximately 30 miles east of Flagstaff along the I-40 corridor near Meteor City. It consists of approximately 8,500 acres of deeded lands (private and City-owned) and 15,000 acres of State Lands. The City of Flagstaff currently holds the grazing lease on all state lands within the boundary of Red Gap Ranch. The lease agreement the City of Flagstaff holds with the grazing operator also required the operator to apply for Arizona State Lands Division grazing sub-lease with the City of Flagstaff being the primary leaseholder.

The prior owner of Red Gap Ranch had received grants from the Department of Agriculture that required the installation of four water storage tanks with watering troughs for wildlife and grazing animals. In order to meet the requirements of the grant, Water Services completed the installation of the four water tanks and then sought out a grazing operator to partner with to fulfill the final requirements of the grant. The operation and maintenance requirements of the original grant expire in 2020. This allows for other options in the grazing lease at Red Gap.

For the last 10 years, Manterola Sheep Company has held the lease for grazing at Red Gap Ranch, including a sublease to graze on State Lands. Purchasing is in discussions with the current grazing operator to extend their lease until a new lease is awarded. It is not a requirement of Arizona State Lands Division (ASLD). The City of Flagstaff's grazing lease with Arizona State Land Division expires in 2023 and when the new contract is awarded by the City of Flagstaff, Arizona State Lands Division would issue a grazing sub-lease to the new grazing operator not to exceed the City of Flagstaff's ASLD lease.

Water Services continues to oversee the Red Gap Ranch with a Primary focus on protecting the future water supply with a secondary focus keeping the agricultural aspects of the ranch and potentially utilizing a portion of the ranch for sustainable energy. The new scope of work for the grazing lease is not animal-specific, however, it does limit the domestic livestock to 181 Animal Units.

Other opportunities exist that align with the City of Flagstaff Key Community Priorities and Objectives.



These values are being incorporated into a Request for Proposal from potential grazing operators. While this solicitation is for grazing, it does not provide exclusive rights and allows for other optional uses of the land by the City of Flagstaff. Water Services is emphasizing the importance of environmental stewardship.

If the scope of work meets the Council's approval, a solicitation would be posted by October 15, 2020, with a due date three weeks after the initial posting. Recommendation for award of the grazing lease would be anticipated at the first Council meeting in December.

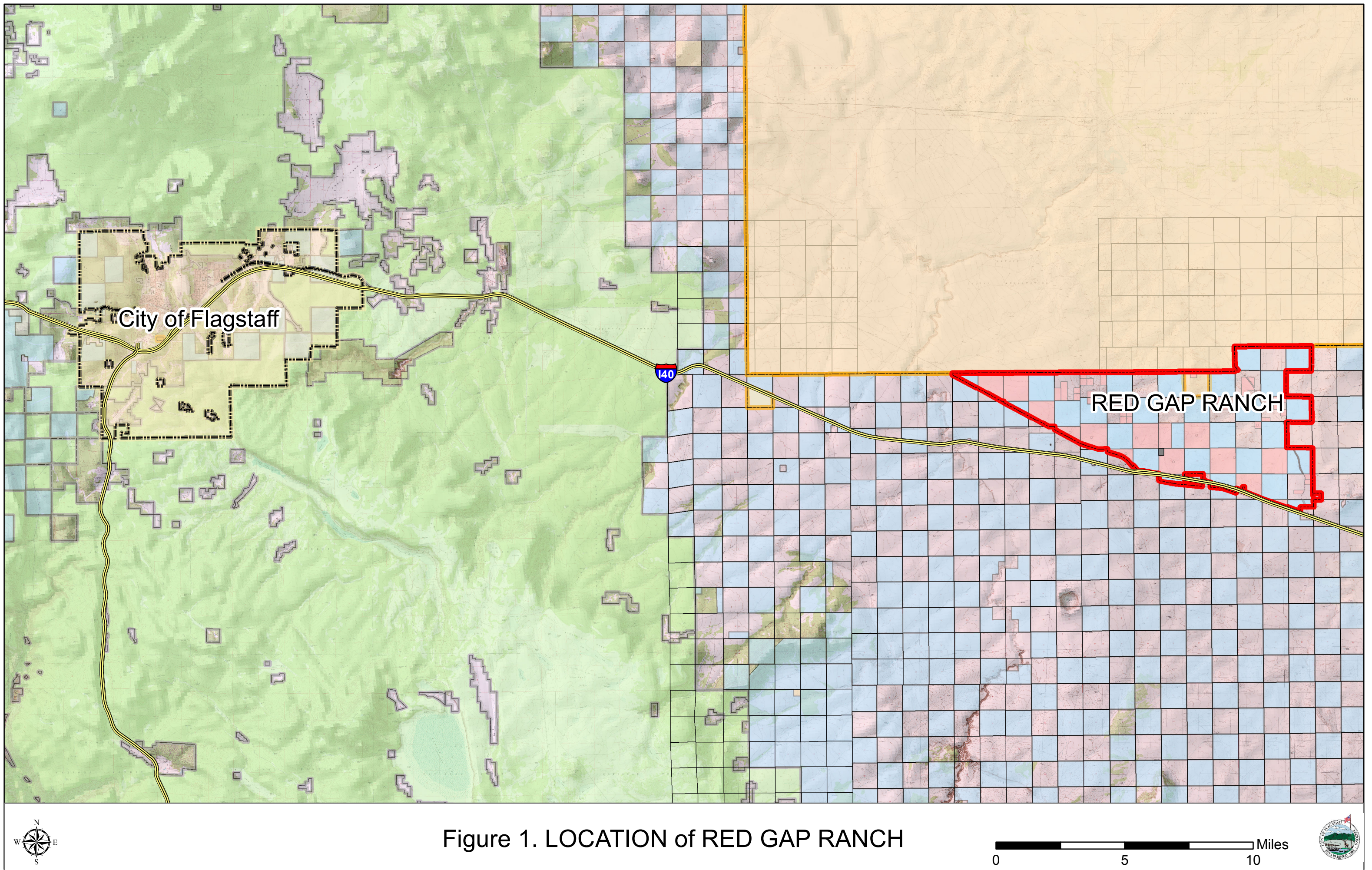
**INFORMATION:**

Key Community Priorities and Objectives: Safe and Healthy Community, Sustainable, Innovative Infrastructure, Environmental Stewardship.

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**Attachments:**     [Red Gap Ranch Location](#)  
                              [Draft Scope of Work](#)  
                              [Red Gap Ranch with Fence and Roads](#)  
                              [RGR Stock Tank Map](#)  
                              [Pasture and Grazing Fences](#)







## SCOPE OF WORK

### Description:

The City of Flagstaff intends to establish a lease agreement with a livestock operator (the “Lessee”) to graze livestock on City owned property at Red Gap Ranch (the “Property”) pursuant to the specifications herein.

The City of Flagstaff is seeking a qualified livestock operator to assist the City with protecting and enhancing the ecosystem of Red Gap Ranch (“RGR”). The Ranch is slated to become a multi-use complex that supports the City’s sustainability, climate action, land management, and water production commitments.

### The grazing Lessee will:

1. Adhere to the City of Flagstaff’s Community Priorities and Objectives, Climate Action and Adaptation Plan, and Water Services Master Plan.
2. Have familiarity with, the integration of grazing, ecosystem health, and land management best practices
3. Support the City’s effort to integrate a variety of initiatives that include, but are not limited to, renewable energy development, carbon sequestration, research, and pilot sustainability projects.
4. Support wildlife restoration projects on the Red Gap Ranch property
5. Participate in scientific studies and/or work with institutions of higher learning.
6. Utilize wildlife friendly fencing and harvest practices (if harvesting is considered in your bid)
7. Implement and test new methods to reduce livestock and wildlife conflicts
8. Implement grazing practices that support wildlife, water quality, and ecosystem health
9. Provide a Livestock Grazing Management Plan (LGMP)
10. Lessee must meet the requirements of Arizona State Land Department for holding a sublease for grazing on Arizona State Lands, City of Flagstaff shall hold the grazing lease on all State Lands within the boundary of Red Gap Ranch. Requirements for the sublease are outlined in the Sub-Lease Application (Exhibit D).

### Scope:

Lessee will be expected to accurately and thoroughly implement grazing as provided in the LGMP.

In addition to implementing the Livestock Grazing Management Plan, the Lessee will also be responsible for providing security to Red Gap Ranch in the form of inspections and routine monitoring.

Cross fencing separates the different pastures and keeps the livestock contained where they need to be and not free ranging throughout the ranch. See the NRCS Fencing Map (Exhibit B) to delineate the different pastures. The Lessee will be responsible for the maintenance and upkeep of the necessary perimeter fencing as well as the crossing fencing as defined in Exhibit B, if required in the LGMP. At a minimum of one fence mile per year of new or replacement cross fence (4-wire) should be included in the proposal. The Lessee will provide materials for any repair necessary for the perimeter fence with the Lessee responsible for the labor portion of the repair.

Only the Lessee’s livestock, appropriately marked with a registered brand are authorized to inhabit the ranch.

## SPECIFICATIONS & REQUIREMENTS

**Description:** The City defines livestock as cows, horses, sheep, goats and donkeys. The proper fencing and pasture rotation requirements are to be adhered to for species that are not herded. In addition, the recommendations for the type of wildlife per **Attachment B**, attached and made part of this solicitation, are for wildlife habitat enhancement including fencing requirements per the State of Arizona Game and Fish Department.

A copy of the Legal Description of the Property is provided as a part of these specifications and is designated as Lease Agreement **Exhibit A**, attached to and made part of this solicitation.

**State Grazing Lease:** A copy of the State of Arizona Sub-Lease agreement with the City of Flagstaff, that is provided as part of the requirements is designated as Lease Agreement **Exhibit B**, attached and made a part of this solicitation. The terms and conditions set forth in the exhibit are made part in whole of the Lease Agreement contained in this RFP solicitation.

**Environmental Quality:** As a condition of this solicitation, Bidder agrees to enter into Environmental Quality Incentives Program Contract No. 2002 7494572A047 ("EQIP Contract") with the U.S. Department of Agriculture ("USDA") Commodity Credit Corporation ("CCC") with respect to grazing practices on the leased premises upon receiving an assignment of the same from the USDA. A copy of the EQIP Contract is designated **Exhibit F**, attached to and made a part of this solicitation.

**Sub-Lease Understanding and Agreement:** Bidder's signed offer shall constitute its understanding of, and an agreement to, the requirements outlined in the State Sub-Lease of the Property. It is the bidder's responsibility to seek clarification in the timeframe specified in this bid package before the bid due date.

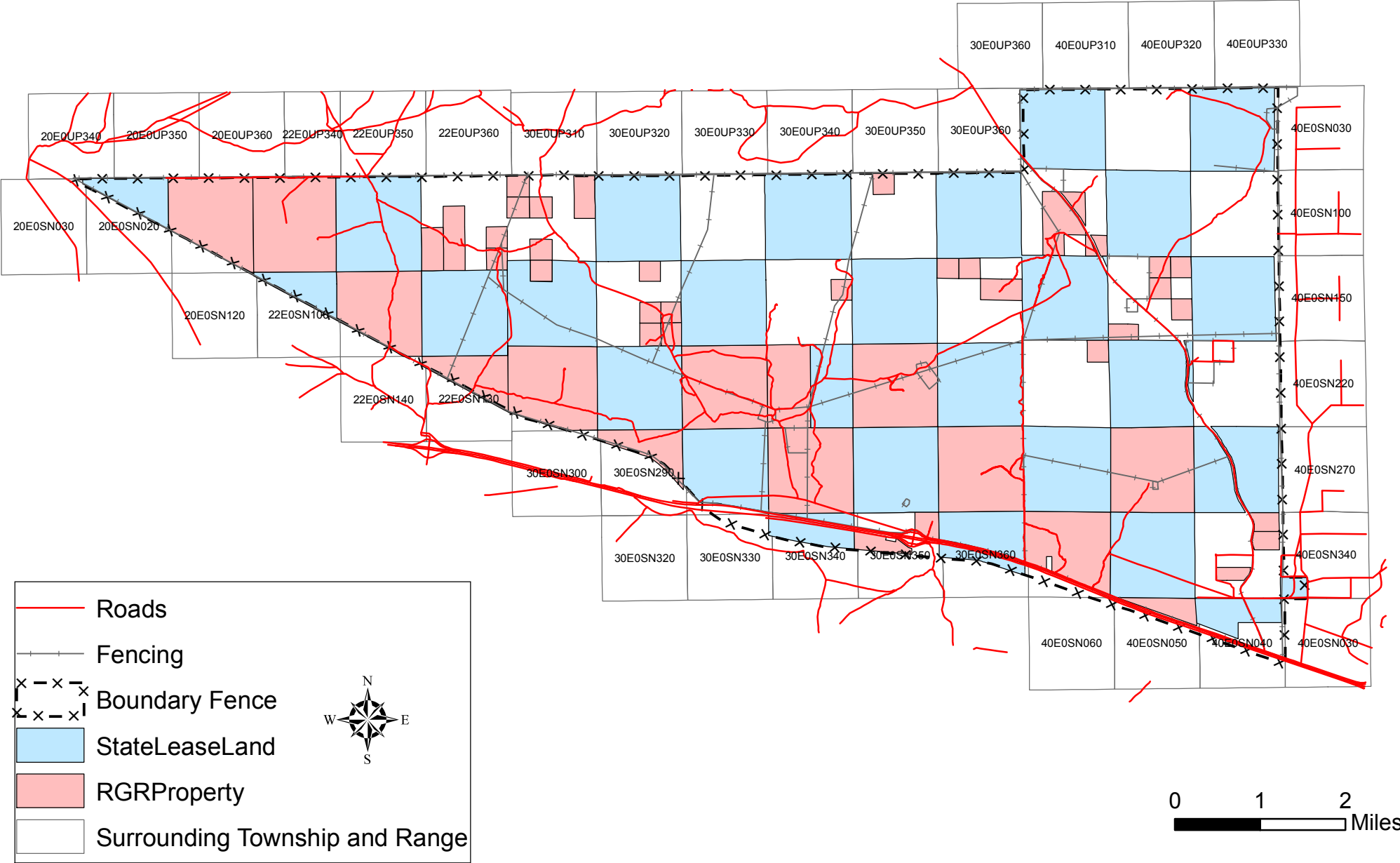
In addition, the successful bidder will be required to complete, along with the City, the State Sublease Application (**Exhibit D**). **The Bidder will pay for the application fee (\$200.00) with the State.**

**Grazing Map:** The Red Gap Ranch parcel map is designated as Lease Agreement **Exhibit E**, attached and made part of this solicitation. The two (2) parcels noted on the map will be excluded from this agreement, as the City may intend for other usage on these two (2) parcels.

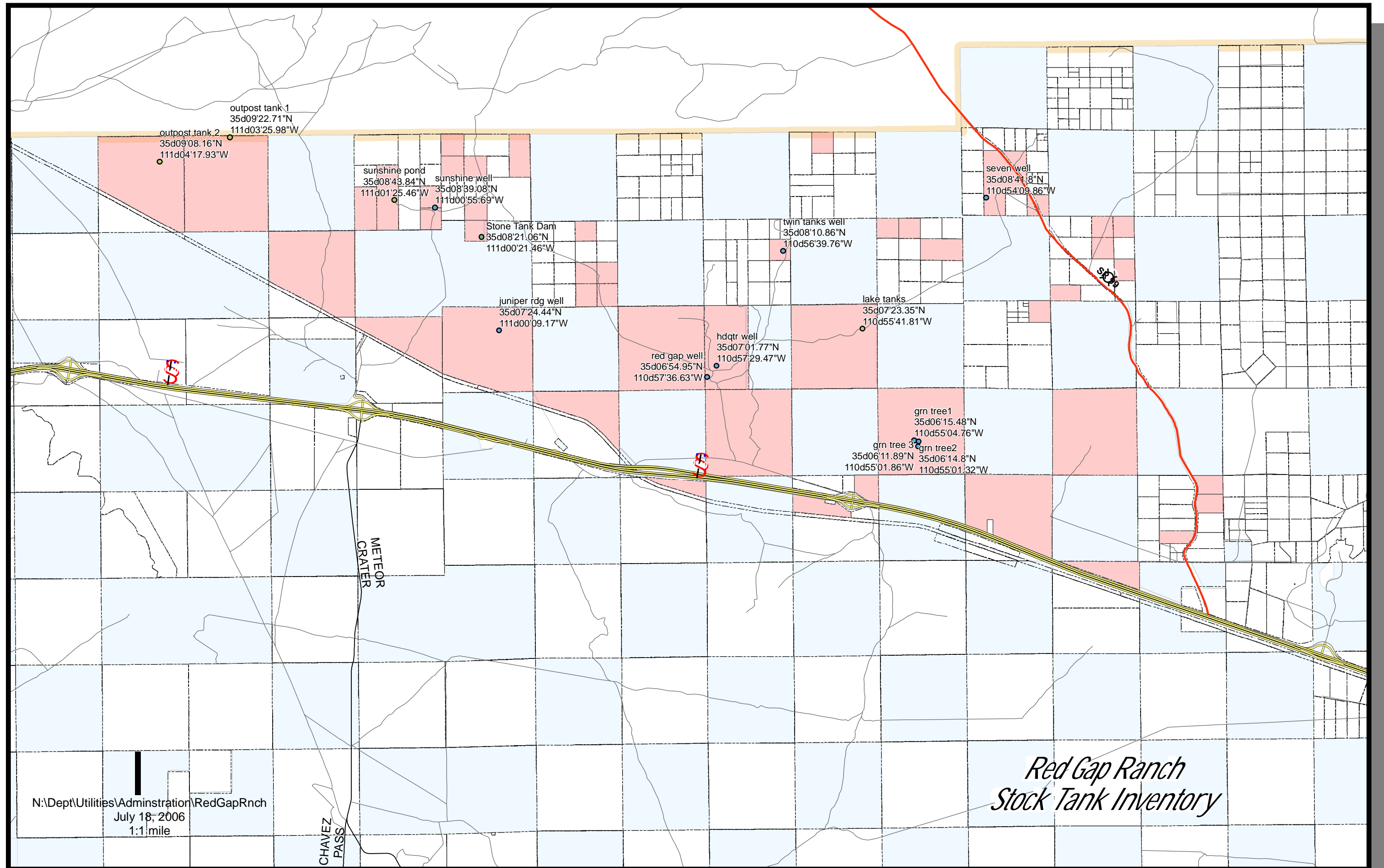
In addition, there are several additional uses of the intended grazing parcels that can coincide or compliment grazing. These uses may include but are not limited to carbon sequestration, remote educational center, workforce development and the City of Flagstaff has already identified potential parcel for solar energy. The City of Flagstaff reserves the right for these potential uses during the term of the grazing contract.

**Annual Lease Bid Minimum:** The City is requiring an annual lease bid minimum of **\$4,200.00** exclusive of the \$200.00 sublease application fee.

# Red Gap Ranch



1:100,000



N:\Dept\Utilities\Adminstration\RedGapRnch  
July 18, 2006  
1:1 mile

*Red Gap Ranch  
Stock Tank Inventory*

[illegible]

## **CITY OF FLAGSTAFF**

### **STAFF SUMMARY REPORT**

**To:** The Honorable Mayor and Council  
**From:** Dan Musselman, Deputy Police Chief  
**Date:** 09/30/2020  
**Meeting Date:** 10/13/2020



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#### **TITLE**

**Flagstaff Police Presentation to City Council on Alternative Response Models**

#### **STAFF RECOMMENDED ACTION:**

Provide the City Council with knowledge about Alternate Response Models to emergency and non-emergency calls.

#### **EXECUTIVE SUMMARY:**

This is the second of three presentations the Flagstaff Police Department will be providing to Council. The first presentation focused on current police policies, statistics and procedures.

This presentation will focus on examples of "Alternate Response Models" that are currently in use. There has been considerable interest in using Alternate Response Models to those who are displaying mental illness and/or alcohol related issues. Instead of sending police officers, the alternate models look at sending mental health practitioners, social workers, sometimes in tandem with a specialty trained officer or paramedic to non-emergency and/or emergency calls for service. These models help triage the person offering alternative care, or other social solutions based on the individual's need.

#### **INFORMATION:**

Recent events have resulted in this request by the City Council for information on how the Flagstaff Police Department operates. The Flagstaff Police Department provided information on policies and procedures related to racial profiling, de-escalation training, use of force, community complaints, and the police background process. This presentation will include discussions about alternate response models that could respond to non-violent mental health and/or public intoxicant related calls. The final meeting will be a discussion on Public Safety Commissions. These discussions are in line with the Mission of the City of Flagstaff to protect and enhance the quality of life for all.

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**Attachments:** Alternate Response Models PPT



# Alternate Response Models







# Alternate Response Models

- The practice of sending a Paramedic, Mental Health or Crisis Specialist with or instead of an Officer on non-emergency calls
- Can include mental health, substance addiction, homelessness related, or medical calls
- To connect the client to the most appropriate services, keeping them safe, and out of the justice system
- Can lessen the strain on emergency services
- Reduce return calls for service on same individuals

# Alternate Response Programs

- Support Team Assisted Response (STAR)
- Anchorage Safety Patrol and Center
- Crisis Preparation and Recovery (CPR)
- Crisis Assessment and Response to Emergencies (CARE)
- Crisis Assistance Helping Out On The Streets (CAHOOTS)





# Support Team Assisted Response (STAR)



- Denver, Colorado
- STAR is being operated by Mental Health Centers of Denver and Denver Health Paramedics in partnership with Denver's 911 Dispatch Center and Police Department
- Six-month pilot program funded by a voter approved grant of \$208,141



# Support Team Assisted Response (STAR)

- Started with a mobile co-response with a Social Worker and Officer
- Now only a Paramedic and Social Worker respond if non-emergency
- Take calls via 911 on substance abuse, mental health crisis or people who just need help connecting to services
- Service provided from 10 a.m. to 6 p.m., Monday through Friday



# Anchorage Safety Patrol and Center

- Anchorage, Alaska
- Managed by the Anchorage Health Department
- Includes the Anchorage Safety Patrol and the Anchorage Safety Center (detox)
- Fully funded by tax dollars
- Active patrol or dispatched to those who appear incapacitated by alcohol or drugs in a public place





# Anchorage Safety Patrol and Center

- Vans operate 24/7 with Security Officers cross trained as EMT's
- Clients are placed in protective custody for transport
- Intakes to the Safety Center for detox monitoring
- Clients can only stay for 24 hours
- Responds to 1,200-1,800 calls per month
- 800-1,000 monthly intakes to Safety Center
- If combative Police are called



# Crisis Preparation and Recovery (CPR)

- Mesa, Arizona
- Police and Fire each have their own program with a licensed clinician assigned
- City staff funded by base budget
- Originally funded by a \$5.2 million grant
- Tiered response depending on the need
- Primarily mental health calls





# Crisis Preparation and Recovery (CPR)

- Non-emergency mental health crisis calls handled by the crisis hotline
- Mobile crisis (two Mental Health Crisis Workers) are dispatched if the situation cannot be stabilized by crisis line
- Police and Fire make scene safe then Crisis Response Team (CRT) takes over
- CRT includes a Behavioral Health Technician and a Licensed Mental Health Clinician
- 12-hour shift, runs daily, averages three (3) calls per day
- Follow up transitional care team



## Crisis Assessment and Response to Emergencies

- Memphis, Tennessee
- Partnership between Memphis Police, Fire and Alliance Healthcare Services, which operates a crisis assessment center
- Alliance Health Care is full service Behavioral Health provider





## **Crisis Assessment and Response to Emergencies**

- Crisis trained Officer, Paramedic, and Social Worker
- 80% of the calls they handle without ambulance transport or jail entry
- Focus on behavioral health emergencies
- Responds from 7 a.m. to 10 p.m., Monday through Friday



# CAHOOTS



## Crisis Assistance Helping Out On The Streets

- Eugene, Oregon
- Run by White Bird Clinic (non-profit)
- Contracted by the Cities of Eugene and Springfield
- Operating budget \$2.1 million annually







# CAHOOTS

## Crisis Assistance Helping Out On The Streets

- Responds 24/7, 911 dispatch
- Calls that are related to addiction, mental health crisis, homelessness, and non-emergent medical issues
- Mental Health Crisis worker and a Paramedic
- 17-20% of Eugene calls (2018)
- Responded to 24,000 behavioral health calls in 2019
- Estimated savings to Police and Medical was \$8.5 million
- Responds to calls that don't pose a danger to others

# Best-practices for Flagstaff

- White Bird Clinic
- Native American Connections
- Friendship House

Transitional and Long-  
Term





# White Bird Clinic/CAHOOTS

- Federally qualified Health Clinic
- Opened in 1969 as a grassroots free clinic organized by student activists and concerned practitioners
- A medical clinic, 24-hour crisis service, counseling, outpatient drug and alcohol treatment, a human services information and referral center, homeless case management, CAHOOTS mobile crisis intervention, dental clinic, benefits enrollment, and mental health outreach in schools





# Native American Connections

- Central Phoenix
- 21 sites offering affordable housing, behavioral health, and recovery assistance
- Native American Healing
- Residential and outpatient services
- Counseling and case management
- Youth services
- No mobile response



# Friendship House

- Oldest social service organization in the U. S. run by and for Native Americans
- Clients in an 80-bed residential facility in San Francisco for up to 6 months
- They are immersed in both traditional cultural practices and Western approaches for substance recovery and prevention
- Over the last 50 years, helped more than 4,800 residential clients overcome substance abuse
- 90% of clients were sober 6 months later
- “These are not simply ‘clients’ – these are our relatives, our relations.”  
—*Steve Darden, Traditional Counselor*

# Data and Models

- Police and Fire Data
- Police Department
- Fire Department





# Data

- FPD: 43,401 total calls for service in 2019
  - 2,491 mental health related calls (6%)
  - 2,828 lowest priority alcohol related calls (7%)
  - These cohorts are likely responsible for 20-30% of our total call load (assaults, disturbances, domestic violence, robberies, etc.)
  - FPD spent 480 hours at hospital with 346 arrestees 2019 cost: \$24,000
- FFD: 14,750 911 calls for service in 2019
  - 2,618 public intoxicant (man down responses) (18%)
  - 383 behavioral health type responses (2.5%)



# Police Department

- Utilize crisis line for non-emergency mental health calls
- Utilize Terros response if crisis line is unable to help
- Dispatch Alternate Response Team from Fire
- Create a hybrid Police/Fire team



# Fire Department

## **CART Unit with options (all are 7 days a week)**

- 24 hour – FF/EMT & a Social/Behavioral Health (SBH) worker
- 8am-8pm – FF/EMT & SBH worker
- 8am-8pm – FF/EMT, SBH worker & FPD member
- 8am-8pm – FF/EMT & FPD member
- Outsource to a private company to handle these calls





# Closing



- An alternative response model for both alcohol and mental health related calls would greatly benefit our citizens and our most vulnerable
- Addressing the substance abuse issue alone would have the greatest impact on Police and Fire calls
- Mental health, homelessness, and poverty all impact our emergency services
- Additional resources post triage (detox center, day shelter, Native based long-term programs and housing) would ensure the success of any alternate response model



# Council Questions & Discussion

