



FLAGSTAFF, ARIZONA

Federal Lobbying Packet





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Rio de Flag Flood Control Project

Project Information

The City of Flagstaff, Arizona is impacted by the 100-year flood plain of the Rio de Flag (RDF) drainage, which covers large portions of the downtown business district and historic neighborhoods. In addition to the community health and safety risk, a significant flood event would damage approximately 1,500 structures valued at over \$916 million and cause \$93 million in economic damages, for a total impact of over \$1 billion (Army Corps 2008 estimates). In addition to flood damage reduction, other benefits include elimination of mandatory flood insurance and restrictive floodplain management regulations.

The cooperative Army Corps/City RDF Project proposes to contain the 100-year flood event through construction of 2.9 miles of underground and open channel improvements through central Flagstaff and construction of a 72-acre detention basin, which has been completed. Construction of the channel improvements will require relocation of utilities, reconstruction of street improvements, construction of bridges, environmental remediation, and property acquisition.

The Project was originally authorized in the Water Resources Development Act of 2000 for \$24 million and subsequently reauthorized in 2007 for \$54 million. On December 10, 2016, the Water Infrastructure Improvement Act for the Nation reauthorized the project for \$102.9M. The current cost estimate has recently increased from \$122 million to approximately \$243 million. The Army Corps has spent \$32 million to date (includes project design, construction of the Clay Avenue Wash Detention Basin and Butler Tunnel and staff administration) and the City of Flagstaff has spent \$40 million (includes project design, construction of the Thorpe Bridge, real estate acquisition, City project cost share and cash contribution, public involvement, environmental clearance, and staff administration).

There have been several significant project elements completed to date, including the 72-acre Clay Avenue Wash Detention Basin (\$6.4 million, completed in July 2014), the Butler Avenue Tunnel (\$3.6 million, completed in September 2010), and the Thorpe Road Bridge (\$2.7 million, completed in November 2012). The final design for the main stem improvements is currently at 100% final draft, nearing completion.

BNSF Railway

A large portion of the Lower Reach section of the project is located on BNSF property and its main line track has the potential to experience flooding and impact rail operations. BNSF is currently developing plans for its future third main line track through the region. This additional track will provide expanded operations, safety, efficiency, and economic opportunity for BNSF. Aside from the critical RDF, the City has several other local projects planned and funded along the main line that provide grade-separated crossings, including a large overpass over the rail corridor, an improved underpass, and two pedestrian tunnels under the corridor in active trespassing areas.



CITY OF FLAGSTAFF

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

Delivery of the RDF and these local projects in conjunction with the construction of BNSF's third main rail has been an ideal partnership opportunity for realizing our agencies' collective goals: economic growth for both the City and for BNSF, protection from flooding, and increased rail safety. In 2025, the City will continue to work with BNSF to finalize project agreements to prioritize the construction of the RDF. These agreements are a crucial requirement for approving construction in 2026 and the future viability of the project depends on timely completion of these documents.

There has been significant development in funding that has removed some obstacles for construction of the Rio de Flag. In 2022, the City was awarded \$32,460,000 in federal funding through a USDOT INFRA grant for construction of the Downtown Mile Safety and Connectivity Project, which includes our local projects surrounding the RDF and the third main track. Matching funds are provided by the City (\$9,840,000), BNSF (\$11,000,000) and Arizona Department of Transportation (\$3,000,000) for a total project cost of \$56,300,000. In 2024, the City was awarded \$4,989,600 in federal funding through a CRISI grant for construction of two Amtrak platforms which further enhance safety and efficiency of the rail operations within the Downtown Mile Project. Matching funds are provided by the City (\$747,400) and BNSF (\$500,000) for a total project cost of \$6,237,000. While the grants do not provide funding directly to the Rio de Flag project, the Downtown Mile rail relocation is a necessary and critical component to phasing the construction of the RDF under the BNSF mainline rail corridor. This has been a long-standing unresolved issue that was championed by many in Washington, which we are very appreciative of.

Army Corps of Engineers

In February 2020, the Army Corps awarded \$52 million in federal funding through its annual work plan to complete the Rio de Flag Flood Control Project. In light of the recent cost estimate revision, the Army Corps is currently going through a Change Control process. Alternatives are being evaluated for value engineering and project phasing to keep construction start on track for 2026. Proceeding with the Lower Reach portion of the project with the available funding is the City's highest priority. This phase of the project provides the greatest relief from flooding impacts to our most vulnerable citizens. The City is working toward funding its increased cost share and will need strong support to secure the federal share to keep this project moving forward.

The City has been relentless in fighting for this project to safeguard its citizens from significant flood risk for decades. We have strategized and formed partnerships with federal, state, and private entities to deliver this flood control project, along with significant transportation projects that improve safety and economic opportunity for the region and nation. We have simply come too far to have this project stall any further and we request your support in this effort.

Request

- Encourage BNSF's continued participation in expediting a reasonable and cost-effective solution for the Army Corps and City to deliver the RDF Project with focus on approving the agency agreements for Lower Reach phase of the project.
- Encourage the Army Corps to support construction of the Lower Reach in 2026 and continue its commitment to safeguard the current project funding until a construction contract can be awarded.



Flagstaff, Arizona

Community Wildfire Risk Reduction and Forest Health

Catastrophic wildfire is the #1 fire threat to Flagstaff. We experience 60-100 wildfires per year within the city boundaries, and another 150+ on jurisdictions immediately surrounding our community. In addition to serious ecosystem damage, a single undesirable fire moving into the city would affect lives and properties, and inflict serious, long term economic harm.

Hazard mitigation activities, undertaken in a responsible manner, are vital to ecosystem health and community protection. Such activities are not meant to eliminate wildfire from the landscape. Frequent, low intensity fire is required for a healthy ponderosa pine ecosystem. Reintroduction of such fires requires the re-creation of a natural environment that will burn in a healthy, nonthreatening, manner, and a built environment that properly considers defensible space and home hardening strategies.



Wildland Fire Management Program

In 1997, the City of Flagstaff established a Wildland Fire Management Program (WFM) to address wildfire risks within City limits. The current mission of WFM is to increase and maintain wildfire resilience for the City of Flagstaff and priority watersheds. Our vision is a community where Flagstaff thrives due to the WFM's unique skills, knowledge, and abilities within Wildland Fire Operations, Forest Management, Firewise Development, and Wildland Urban Interface Code Enforcement. This program has evolved to include multi-jurisdictional fire management and forest health partnerships.

In November 2012, residents of Flagstaff overwhelmingly approved a \$10 million bond to support forest restoration work within key watersheds on the Coconino National Forest and on State and City lands. The Flagstaff Watershed Protection Project (FWPP), led by the Wildland Fire Management Program, is a unique effort where forest restoration work on the National

Forests is being funded by a municipality. This \$10M investment is designed to mitigate between \$751 million and \$1.6 billion in future costs.



During the summer of 2020, the City of Flagstaff developed an innovative way to further invest in the prevention of undesirable wildfire impacts. The Water Resource and Infrastructure Protection fee is now included on City of Flagstaff water services monthly bills. This investment will support the Flagstaff Fire Department's Wildland Fire Management Program's ability to protect Flagstaff and its priority watersheds from the effects of catastrophic wildfire. A fee of \$0.52 per 1000 gallons of water used will provide a reliable and stable source of funding (\$1.3M annually) for the Wildland Fire Management Program.



Requests

Flagstaff Fire Department's Home Hardening Program

- Estimated Cost: \$5,100,000
- Amount Requested: \$4,000,000
- Home hardening addresses the most vulnerable components of a structure with building materials and installation techniques that increase the chance of a home or business surviving in a wildland fire. Home and business hardening priority areas include balconies, decks, roofs, eaves, vents, walls, fencing, windows, and doors. This program would offer home and business owners 75% of the cost to implement these home hardening improvements. Low-to-moderate income and most vulnerable-sited households will be prioritized. One Flagstaff Fire Department Full Time Employee would be dedicated to this program with funding split 50/50 between the federal appropriation and the City budget to manage the program over a 3 year period.



The City urges its Congressional delegation to:

- Increase federal investments in the Flagstaff Watershed Protection Project and the Four Forest Restoration Initiative.
- Protect and enhance the local authority that allows National Forest Line Officers to manage wildfires that meet forest plan objectives.
- Support the comprehensive implementation of all the recommendations within the two reports submitted to Congress by the Wildland Fire Mitigation and Management Commission. Selected opportunities for action:
 - Recommendation #1: Congress should establish a Community Wildfire Risk Reduction Program to proactively address wildfire risk reduction actions and increase ignition resistance of the built environment.
 - Recommendation #56: FEMA data indicates at least 64% of local fire departments respond to wildfires. The capacity of the US Fire Administration to empower, equip, and train the existing national structure fire service to better respond to wildfires safely and efficiently is needed for at-risk communities like Flagstaff.
- Increase federal funding for the Promoting Ecosystem Resilience and Fire Adapted Communities Together (PERFACT) agreement. This cooperative agreement with the USDA Forest Service and the Department of the Interior allows The Fire Networks to support the comprehensive needs of communities at risk of catastrophic wildfire.
- Maintain federal funding for the Southwest Ecological Restoration Institutes, specifically the Ecological Restoration Institute (ERI) at Northern Arizona University in Flagstaff. The collaborative leadership and research outputs created by the ERI are incredibly important for the stakeholders working to support resilient landscapes and fire adapted communities across northern Arizona.

Housing and Cost of Living

Flagstaff is a community where 60.9% of renters and 38.9% of all households are spend more than 30% of their gross income on housing¹. Additionally, the cost of living is 22% higher and housing is 56.5% higher than the national average².

Recognizing the need for housing in Flagstaff is not limited to low-income households. City Council declared a Housing Emergency on December 1, 2020, committing to prioritizing affordable housing within City operations to create safe, decent, and affordable housing opportunities for all community members, including households above the low-income level.

The addition of rental units, both market rate and affordable, is critical to Flagstaff remaining a vibrant community. Local efforts are underway to amend zoning and land use regulations and local funding has been prioritized to support the creation of housing.

Workforce Housing Tax Credit Act

The Workforce Housing Tax Credit Act, introduced in December 2023, aims to address the growing affordable housing crisis facing America’s middle-income workers by establishing a new federal tax incentive for rental housing development. Inspired by the success of the Low-Income Housing Tax Credit (LIHTC), this bipartisan legislation proposes tax credits for the construction and rehabilitation of properties affordable to households earning between 60-100% of area median income (AMI).

Request

Support the creation of the Workforce Housing Tax Credit.

Housing Cost Burden Analysis ⁴

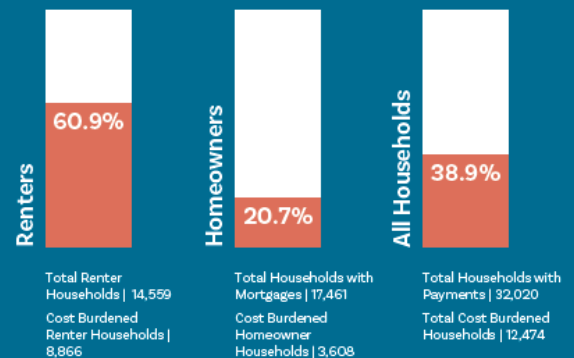
Housing Cost Burden Definition

Cost burdened households pay more than 30% of their monthly income towards housing.

Housing Cost Burden in Flagstaff

28,690 Flagstaff Community Members are housing cost burdened.

60.9% of Flagstaff renters are housing cost burdened.
20.7% of Flagstaff homeowners are housing cost burdened.
38.9% of all Flagstaff households are housing cost burdened.



¹ (and 4) US Census 2019 ACS

² Council for Community and Economic Research 2024 Q2 – Flagstaff Chamber of Commerce



Federal Funding for Housing

HUD Community Planning and Development (CPD)

- Support direct funding for local governments to accelerate housing development and preservation of existing units, including CDBG, HOME, and the Housing Trust Fund.

Public Housing

- Fully fund the Public Housing Fund, including the Public Housing Operating and Capital Fund programs. This includes accounting for significant program increases due to insurance premiums and inflation.
- Maximize existing housing preservation efforts and increase housing inventory by creating new repositioning options and making existing repositioning options (e.g., Rental Assistance Demonstration (RAD), Section 18, Voluntary Conversion, Mixed-Finance Public Housing Development) available to all PHAs that voluntarily want to use them.

Housing Choice Voucher (HCV) Program

- Fully fund the HCV program and administrative fees to ensure that Public Housing Agencies (PHAs) can help their residents find safe, secure housing in extremely tight rental markets across the country.
- Ensure Renewal Funding Inflation Factors (RFIFs) reflect the actual increased costs of running the HCV Program and appropriately track increases in Fair Market Rents.
- Make Emergency Housing Vouchers (EHV) permanent with continued renewal funding.

HUD Multi-Family

- Address the discrepancy between the allowed 5% management fee and the lower artificial cap put in place by each HUD region by removing the regional cap to support adequate funding for the management of HUD Multi-Family properties.

Low-Income Housing Tax Credit (LIHTC)

- Support policies that expand the Low-Income Housing Tax Credit to incentivize affordable housing construction.
- Strengthen the Low-Income Housing Tax Credit by permanently increasing the allocation by 50 percent and lowering the "50 Percent Test" to 25 percent.



Regulatory Reform

HUD and Public Housing Agencies

- Reduce administrative burdens that decrease efficiencies by streamlining housing and redevelopment statutes and regulations to meet existing funding challenges and provide PHAs additional flexibilities that have proven to keep families housed and communities safe.
 - Make it possible for HUD to fully implement HOTMA by adequately funding the necessary computer system upgrades.

Davis Bacon

- Adjust the Davis-Bacon Act's \$2,000 triggering threshold to reflect inflation
- Create a compliance waiver or exception for jurisdictions with minimum wages higher than Davis Bacon Act wage requirements.

Fair Market Rents

- Urge HUD to develop new methods for calculating Fair Market Rents, including collaborating with the Census Bureau to improve rental data collected in the American Community Survey, as the data frequently lags behind market rental prices and impacts program effectiveness.



Flagstaff Pulliam Airport

The City of Flagstaff boasts the Flagstaff Pulliam Airport, a vital transportation hub facilitating daily air service on American Airlines to Phoenix Sky Harbor International Airport (PHX) and Dallas Fort Worth International Airport (DFW), plus seasonal service to Los Angeles International Airport (LAX). Serving as a crucial gateway for visitors and commerce into northern Arizona, the airport offers essential services including aircraft rescue firefighting, emergency medical response, and HazMat first response. Benefiting from multiple FAA grants, the airport has acquired Air Rescue Firefighting (ARFF) vehicles, firefighting equipment, and snow removal vehicles, bolstering operational efficiency.

In 2024, Flagstaff Pulliam Airport recorded over 77,000 departing passengers (a 7% increase from 2023, and the airport's fourth-busiest year ever), underscoring its significance as a regional travel hub. In the past year, several maintenance projects funded by the FAA CARES Grant were completed, including the replacement of the terminal fire suppression system, airfield and parking lot pavement maintenance, terminal weatherization, and terminal lighting and signage replacements.

2025/2026 Goals

- Collaborate with a developer to establish a 31.45-acre business park, a multi-year project aimed at development and occupancy.
- Enhance air service by attracting additional routes and carriers to meet the evolving needs of the community.
- Revitalize the airport restaurant space and open an express Visitor's Center.
- Pursue new rental car concessionaire leases through a competitive bidding process to optimize service offerings for travelers.

Request

We are seeking supplemental discretionary funding from the FAA to construct a 23,000 square foot snow removal equipment building, which will serve as a centralized hub for our fleet pieces of heavy snow removal equipment. Presently, our equipment is scattered across multiple locations, including hangars that could otherwise be used by aircraft. This complicates the task of managing snow removal amidst the average annual snowfall of 100 inches and over 200 freeze/thaw cycles. Consolidating all equipment and the fleet within the new building will significantly streamline our snow removal operations. The project has grant funding allocated from FAA entitlement grants, and the airport is applying Bipartisan Infrastructure Funds as well. The currently allocated FAA entitlement grant funds total \$4.4M and an additional \$5.7M in Bipartisan Infrastructure Law funding is pending. The remaining discretionary funding need is approximately \$18.0M.



Funding for transition from AFFF to F3 for Aircraft Rescue Fire Fighting

The Flagstaff Pulliam Airport provides Aircraft Rescue Firefighting (ARFF) Index B services, 24 hours a day, year-round, with crews prepared to respond to any aircraft up to 126 feet in length. Congress has mandated the FAA to develop a Transition Plan aimed at ensuring a smooth shift from current aircraft firefighting foam, which contains Per- and Polyfluoroalkyl Substances (PFAS), to a safer alternative. Commonly known as "forever chemicals," PFAS persist in the environment and have been linked to adverse health effects from exposure. Aircraft firefighting foams pose a significant risk of releasing harmful PFAS into the environment.

Transitioning from Aqueous Film Forming Foam (AFFF), which contains PFAS, to Fluorine-Free Foam (F3), a new type of foam used to extinguish fires involving flammable and combustible liquid, is not a straightforward substitution. Given the considerable differences among F3 products from various manufacturers, the transition process can be complex. Adequate funding is essential to facilitate the shift away from PFAS-containing AFFF, including the disposal of the foam and decontamination of equipment.

Several options exist for converting to F3-based systems from AFFF. One approach involves undergoing a complete fire suppression system replacement, offering a high level of confidence in eliminating PFAS from the system. Alternatively, retrofitting current aircraft fire suppression systems is another option, typically involving component replacements and distribution piping modifications. The distribution piping undergoes flushing, and the effluent is disposed of. While this method may not guarantee a PFAS-free system, it presents a more feasible alternative to replacing the entire system.

Securing additional funding is imperative to ensure compliance with this transition and to acquire the necessary resources for implementation.



Funding for law enforcement officer presence

In Fiscal Year 24, funding for the TSA Law Enforcement Officer (LEO) reimbursement program was discontinued due to insufficient appropriation. Consequently, effective May 1, 2024, airports are tasked with ensuring the presence of a law enforcement officer capable of responding to security incidents at checkpoints and throughout airport premises in accordance with federal regulations. This shift places the financial burden of funding law enforcement squarely on airports, presenting a substantial and unforeseen expense to meet federal requirements and uphold traveler safety.

During Fiscal Year 23, the expenditure for maintaining the federally required law enforcement presence at Flagstaff Pulliam Airport amounted to approximately \$340,000. As a small regional airport under the management of the City of Flagstaff, assuming full responsibility for funding law enforcement presence will significantly strain our operating budget. We urge reconsideration of the TSA Law Enforcement Officer (LEO) reimbursement program, recognizing the critical role it plays in supporting airport safety and operations.

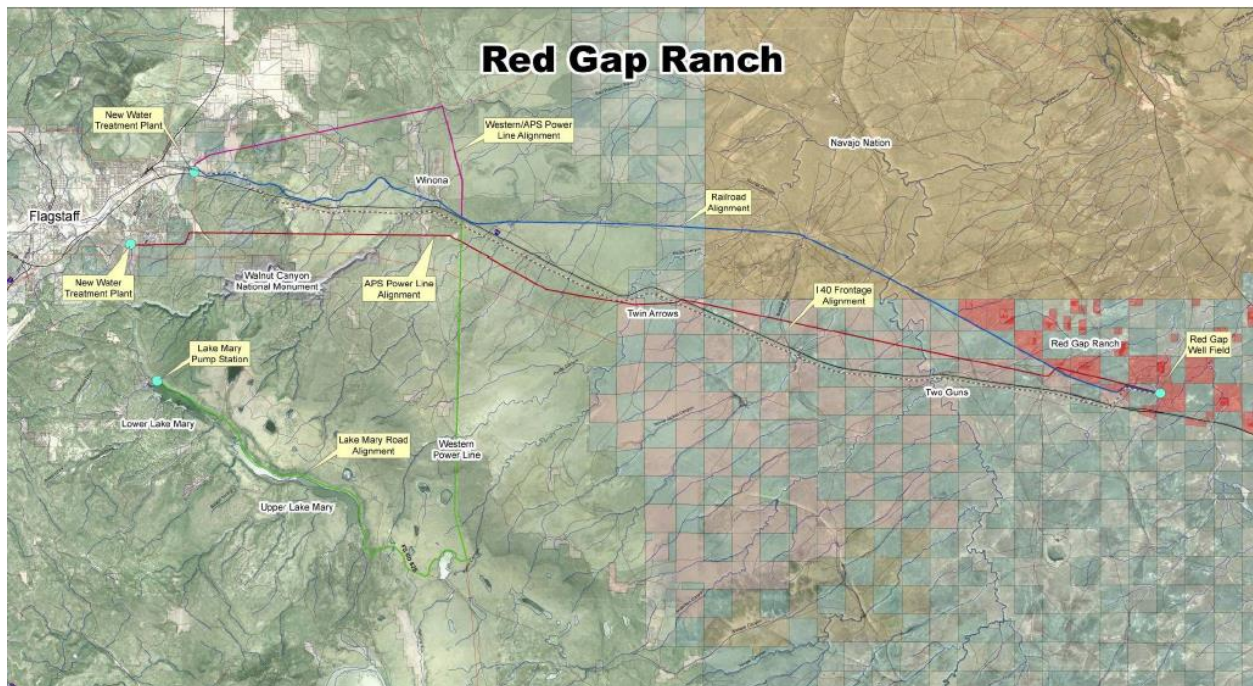
Red Gap Ranch Pipeline

In 2005, Flagstaff residents approved a \$15 million dollar bond to secure future water supplies. That year, the City purchased Red Gap Ranch, 40 miles east of Flagstaff, as a future water supply, for \$11 million. Since 2005, the City has invested millions more by drilling municipal water supply wells, and designing and engineering the Red Gap Ranch Regional Pipeline Project that will deliver this water to the City and our tribal neighbors.

The City has been an active partner in the Northeastern Arizona Indian Water Rights Settlement Act (NAIWRSA) water settlement negotiations and in utilizing this potential asset for the benefit of Flagstaff, the Navajo Nation, Hopi Tribe, Coconino County, Arizona State Lands Department, Arizona Department of Transportation, private landowners and other regional stakeholders, all of whom need additional water supplies.

Request

- The City is concerned that the drafted legislation does not include the \$575 million Red Gap Ranch Regional Pipeline Project that will benefit the City, the Arizona State Land Department, Tribes and various other stakeholders. This clearly violates the intent of the settlement agreement that describes the Red Gap Ranch Regional Pipeline Project and provides for access to the Regional Project by stakeholders.
- Include the \$575M Red Gap Ranch Regional Pipeline Project in drafted legislation.





2025 Awarded BUILD Grant

Butler Fourth Complete Streets & Safety Improvements

In January, 2025, the City of Flagstaff received an official award notification for \$19M for the Butler Avenue and Fourth Street Complete Streets & Safety Improvements project. It is imperative that these funds are obligated to the City of Flagstaff so that this important work can be completed.

Project Scope

Economic Competitiveness & Opportunity

- Improve freight capacity and safety at the Little America Travel Center along I-40.
- Support tourism with access to hotels and RV parks.
- Job creation during construction.
- Improve workforce mobility and access to job centers across the region.

State of Good Repair

- Address infrastructure deterioration by replacing aging pavement and guardrails.
- Stormwater management will alleviate ongoing maintenance costs associated with flooding and pavement failure.

Improving Safety and Reducing Congestion

- The area has seen 109 crashes in the past five years, with seven being severe or fatal. Comprehensive safety strategies include access management, roundabouts, grade-separated facilities and enhanced crossings.
- Adding new public transit stops and bridging a critical gap in Flagstaff's multimodal transportation system.

Innovation

- Provide grade-separated crossings for active transportation at the Butler Ave. and Fourth St. intersection.
- Construction Manager at Risk (CMAR) procurement to leverage seasonal phasing and reduce construction closures.
- Smart infrastructure elements address safety concerns through data-driven improvements.

Butler Fourth Complete Streets & Safety Improvements



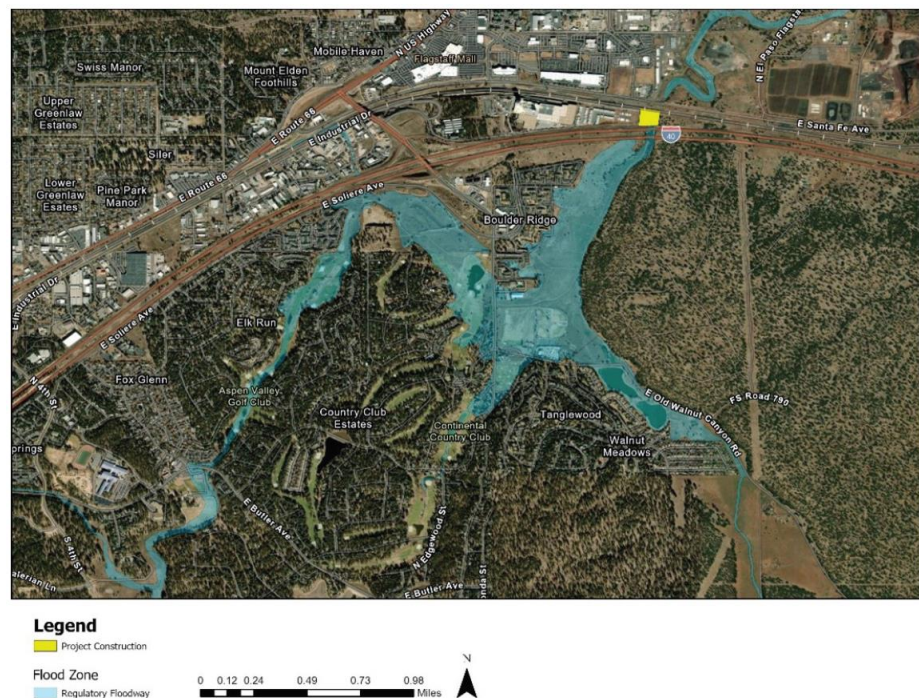
Big Fill Lake: PROTECT Grant Application

Protection for Historic Flagstaff Route 66 and Rail/ Freight Capacity

Under the Bipartisan Infrastructure Law, the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant is a discretionary grant program aiming to fund efforts that improve surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, and community protection.

Project Scope

The City of Flagstaff is seeking PROTECT funding for the Big Fill Lake: Build Resilience for Historic Flagstaff Route 66 and Rail/Freight Capacity to replace the existing culverts spanning beneath the BNSF railroad and Route 66 with 5-foot pipes, improving drainage capacity for the Rio de Flag waterway. This improvement will reduce the flood risks and



impact to downstream residential and commercial properties south of Interstate 40, Country Club Road, and Historic Route 66 and mitigate the risk of damage to the BNSF rail infrastructure and impact to both BNSF freight and Amtrak passenger rail service operations.

The project addresses a significant drainage improvement that will provide enhanced resilience with local, regional, and national scale benefits. Improving this infrastructure will additionally prepare supportive infrastructure that will accommodate for future BNSF rail bed expansion at this location.



Funding

The total project cost is estimated at \$14,842,978. The City of Flagstaff is pursuing \$11,874,383 in PROTECT funds, which is 80% of the total cost. The City of Flagstaff and BNSF are funding partners and will equally split the 20% local match, each providing 10% of the overall project cost, \$1,484,297. The table on the following page shows the breakdown of the federal ask and local match.

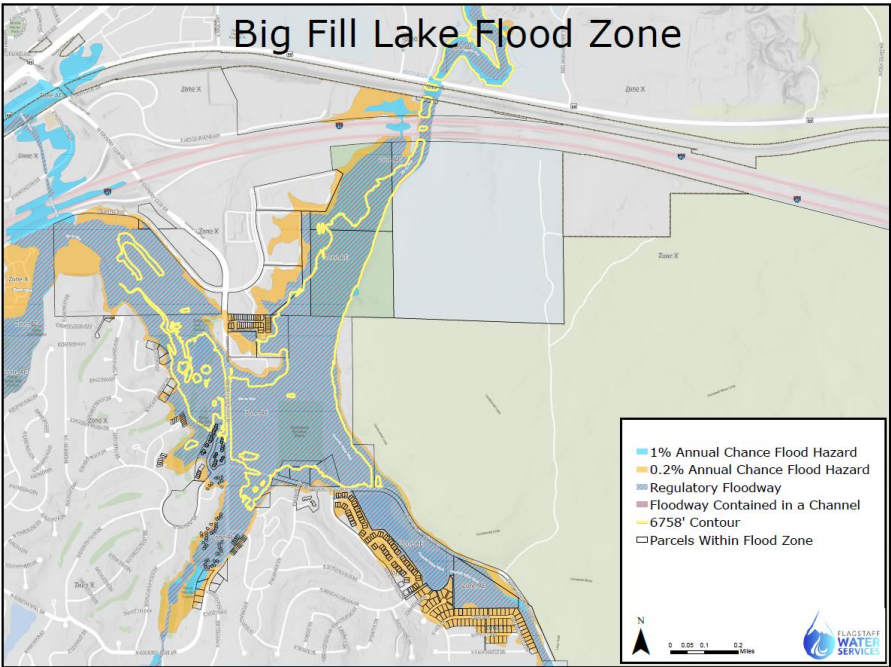
Federal and Local Match		
Funding Source	Percent	Amount
Federal	80%	\$11,874,383
Local Match		
City of Flagstaff	10%	\$1,484,297
BNSF	10%	\$1,484,298
Total	100%	\$14,842,978

Risk

The project will address multiple existing risks in place with the current infrastructure. The area south of the project location, known as Big Fill Lake, is a current floodplain that includes residential communities, businesses, and community parks. These properties and structures are currently at-risk to flooding.

Additionally, the BNSF Southern Transcontinental railroad is critical infrastructure that is used to transport goods throughout the nation, as well as hosts Amtrak's Southwest Chief intercity passenger train service, which operates between Chicago, Illinois, and Los Angeles, California, and stops daily in Flagstaff. The project's drainage improvements will significantly reduce risk of flood-related community, roadway, and railroad infrastructure damage and reduce flood-induced delays and closures.

The map illustrates the reduction of the existing regulatory floodplain and flood risk areas. The yellow line shows the 6,758-foot elevation profile of the floodplain following the project improvements, reducing flood risk for as many as 190 individual parcels.





FY25 Congressionally Directed Spending Requests

La Plaza Vieja Phase 2 Infrastructure Improvements

- Flagstaff's Amtrak Station Platform Improvements request was approved for FY25, however the City then received a CRISI grant for the Amtrak project. We are requesting that the funding for the Amtrak request be transferred to cover the City's La Plaza Vieja Phase 2 request.
- Requested amount: \$1,200,000 - The Flagstaff La Plaza Vieja Phase 2 Infrastructure Improvements will provide traffic calming measures, safer pedestrian crossings, increased visibility of pedestrians, improved ramps and improved storm drain locations for a historic Flagstaff neighborhood.

Airport Terminal Expansion, Accessibility and Drainage Improvements

- Approved for FY25 but not included in March 2025 Continuing Resolution
- Requested amount: \$1,400,000 - The Flagstaff Airport Terminal Expansion, Accessibility and Drainage Improvements project will provide design work for terminal expansion and accessibility improvements, as well as design and construct apron drainage improvements at the terminal.

Biochar Facility at Flagstaff Wastewater Treatment Plant

- Approved for FY25 but not included in March 2025 Continuing Resolution
- Requested amount: \$4,000,000 - The proposed project will design and partially construct a cutting-edge biochar facility at the Wildcat Hill Wastewater Treatment Plant in Flagstaff that can serve as a model for sustainable wastewater management.



FY26 Congressionally Directed Spending Requests

Airport Terminal Expansion & Accessibility

- Requested amount: \$4,000,000 - The Flagstaff Airport Terminal Expansion & Accessibility project will expand important areas of the airport, including check in, hold room, restroom and post-TSA checkpoint areas, as well as construct new service animal relief and lactation pod areas.

Fanning Wash Flood Mitigations

- Requested amount: \$3,000,000 - The Flagstaff Fanning Wash Flood Mitigations would address ongoing and documented flood risk and could include improved culvert headwalls, an improved flood wall and/or a new diversion pipe.

Forest Fuels Reduction

- Requested amount: \$4,000,000 - The Flagstaff Forest Fuels Reduction project would turn small trees and branches removed from the forest into marketable biochar, creating a circular economy that removes hazardous fuels, reduces wildfire risk, extends landfill life, and protects public health.

Pine Dell Main Upsizing

- Requested amount: \$3,200,000 - The Pine Dell Main Upsizing project would address a significantly undersized water line in the Pine Dell neighborhood to provide sufficient water flows and pressure, aiding in the flows needed for fire hydrants in the case of a structure or wildland fire.

Real Time Operation Center and Emergency Managment Equipment

- Requested amount: \$3,500,000 - The proposed project will construct a real-time operations center to provide data and enhance resource deployment, evacuation planning, and interdepartmental coordination during emergencies. The request also includes funding for bollards to enhance security in downtown Flagstaff during special events.

Wildfire Home Hardening

- Requested amount: \$4,000,000 – The program would match homeowner funding to encourage the hardening of balconies, decks, roofs, eaves, vents, fences, windows and doors to reduce risk to property and improve firefighter safety.



Council Biographies

Mayor Becky Daggett



Mayor Becky Daggett is deeply committed to Flagstaff and has spent more than 20 years creating good public policy, protecting open space, enacting smart growth strategies, supporting local businesses, and strengthening support for the arts and education throughout northern Arizona. Her guiding principles have always been—and will continue to be—inclusivity, thoughtful decision making, generosity of spirit, hard work, and honest conversations. A long-time community advocate, Mayor Daggett previously worked with organizations such as the Flagstaff Arts Council, the Grand Canyon Trust, the Flagstaff Family Food Center, and the City of Flagstaff, among others. She holds a master's degree in sustainable communities.

Vice Mayor Miranda Sweet



Vice Mayor Miranda Sweet was elected to a four-year term on the Flagstaff City Council in November 2020. Before being elected to Council, Miranda served on the Flagstaff Airport Commission. Miranda has owned and operated Rainbow's End, a women's clothing boutique, in the heart of downtown Flagstaff for 20 plus years. Miranda has a passion for supporting local business and has continued to be involved in the Downtown Business Alliance. Miranda worked at the Flagstaff Birth and Women's Center as the Community Outreach Coordinator and currently resides on the Board of Directors for the Arizona Women's Film Festival.

Councilmember Khara House



Khara House was appointed to the Flagstaff City Council in May 2022. Khara came to Flagstaff in 2009 to study English at Northern Arizona University, graduating in 2011. After teaching at NAU, Khara began a career in multifamily housing in 2013. Her passion for service and community engagement has led to membership with NAACP Flagstaff, Coconino County's African Diaspora Advisory Council, the Southside Community Association, NAMI Flagstaff, Flagstaff Young Professionals, and several other community and service organizations. Prior to her appointment to Council, Khara served on the City's Commission on Diversity Awareness and Housing Commission.