

General Plan Update Presentation



Transportation/Circulation

Craig McConnell, P.E., Deputy City Manager

June 17, 2009

Updated June 20, 2011

Mark Nietupski, Public Works Director

Presentation Topics

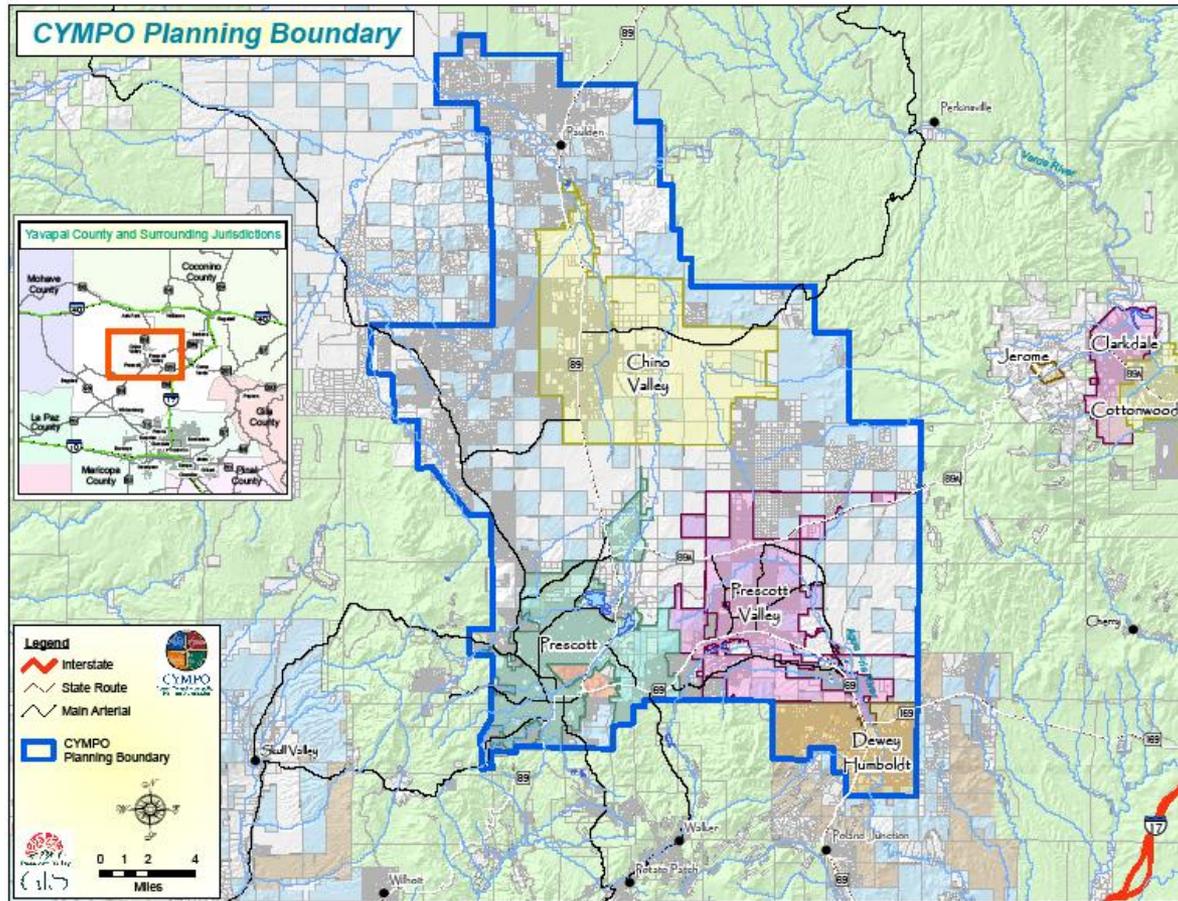
- I. Regional Transportation System
- II. City of Prescott Street System
- III. Prescott Airport (Ernest A. Love Field)
- IV. Public Transit

Planning, projects, funding, and program management will be addressed for each topic.

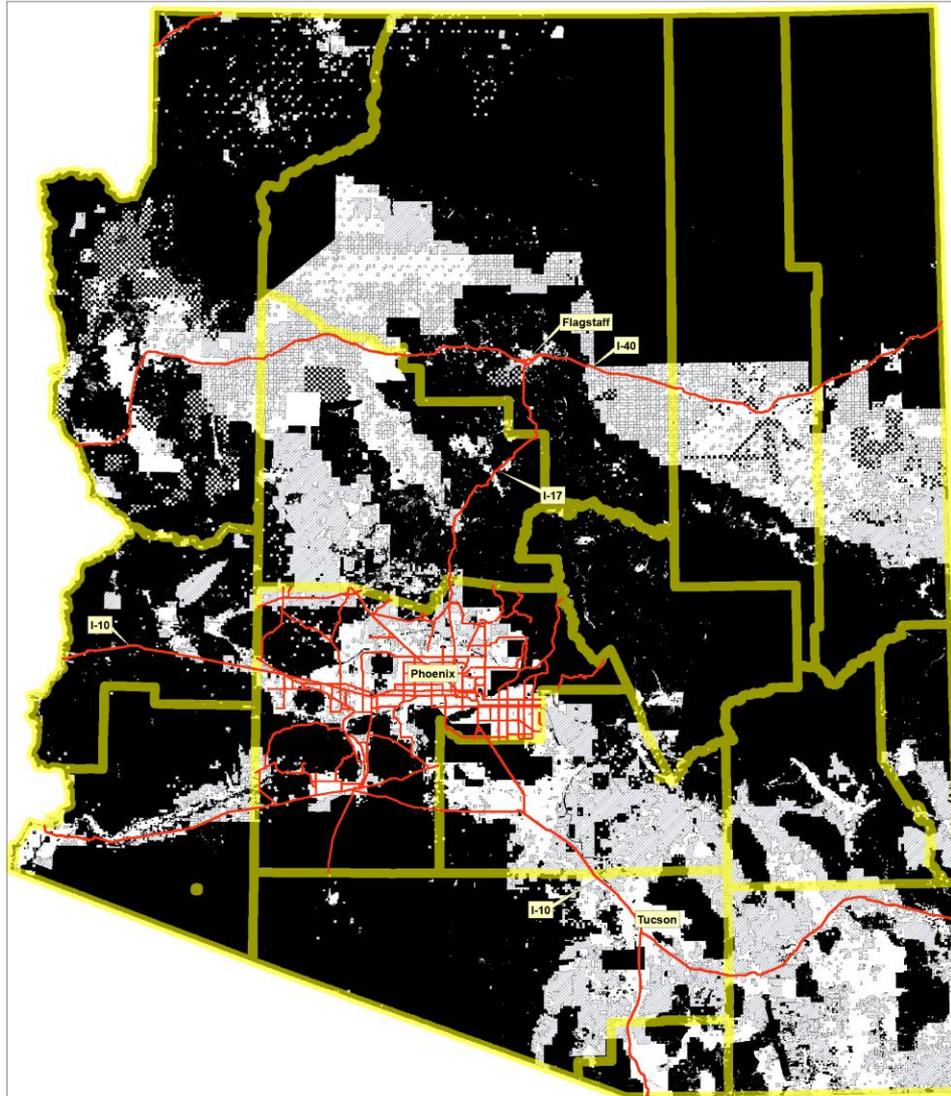
I. Regional Transportation System

- Central Yavapai Metropolitan Planning Organization (CYMPO) formed in 2003 to perform "urbanized area" transportation planning and coordination functions (including funding) mandated by federal law
 - Voting Members: ADOT, Yavapai County, Prescott, Prescott Valley, Chino Valley, Dewey-Humboldt, US Forest Service
- Structure: Executive Board; Multi-Modal (M-TAC) and Transit (T-TAC) Technical Advisory Committees (meet monthly); CYMPO Staff (3 FTE)
- CYMPO 2030 Regional Transportation Plan (Multi-Modal)
- CYMPO Annual Work Program (AWP)
 - Regional Planning Activities
 - Special Studies
 - Metropolitan Transportation Improvement Program (MTIP)
 - Funding and Budget (Staffing and Support Services via Agreements)

CYMPO Planning Boundary



CYMPO Planning Area in Context of Developable Land



Developable Land

Arizona Counties



Legend

-  Federal Land (Undevelopable)
-  State Land (Developable)
-  Private Land (Developable)



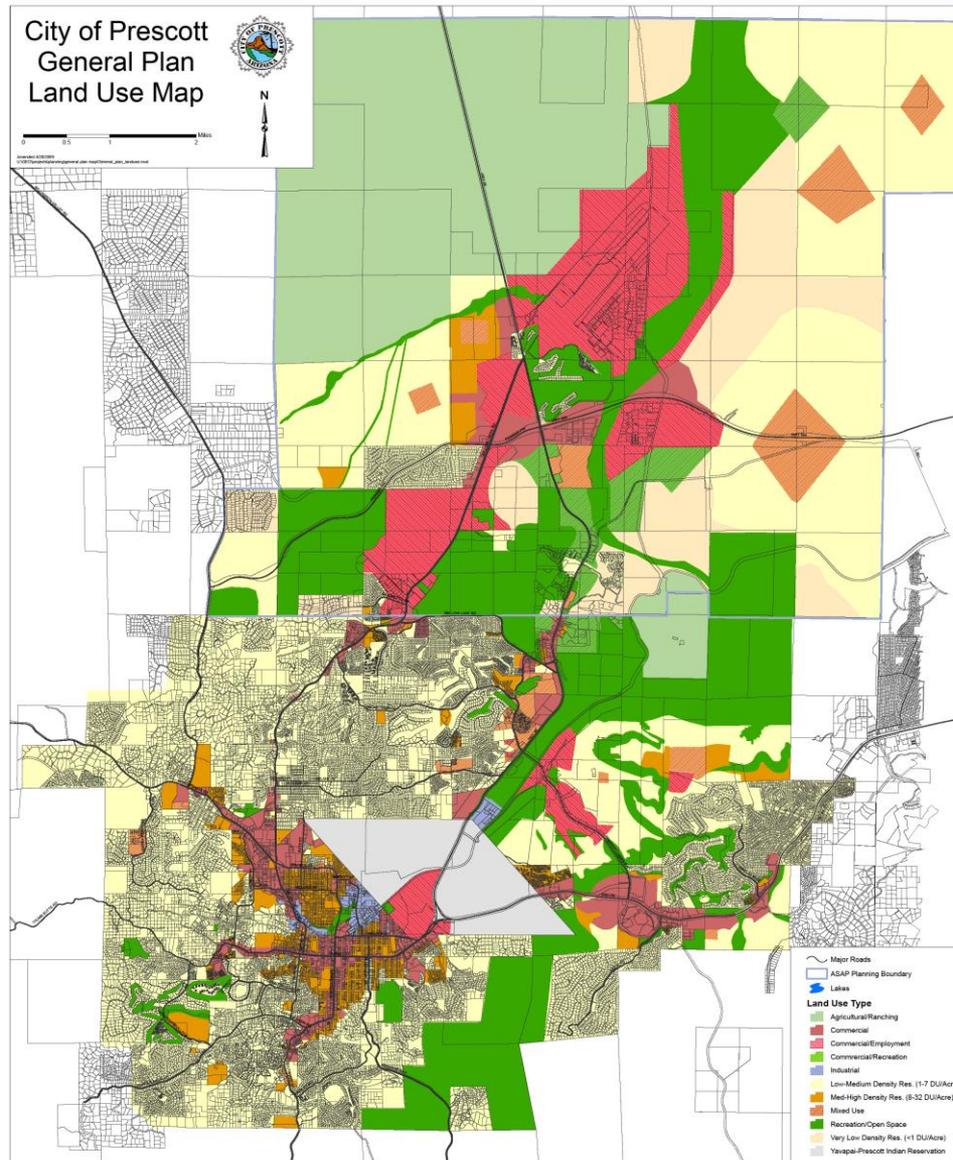
SCALE:  Miles

Regional Transportation Model Inputs, Considerations, and Methods

- Future (2030) land uses within the CYMPO Planning Boundary
- Projected growth rates
- Existing highway network and capacities
- Terrain and availability of corridors
- Census socioeconomic data by Transportation Analysis Zone (TAZ)
- Employment projections and employment centers
- Transportation modes (highway, transit, bike/ped) and modal splits
- Trip generation rates
- Levels of service

Note: The CYMPO 2030 Plan was not constrained by present or future availability of water or funding.

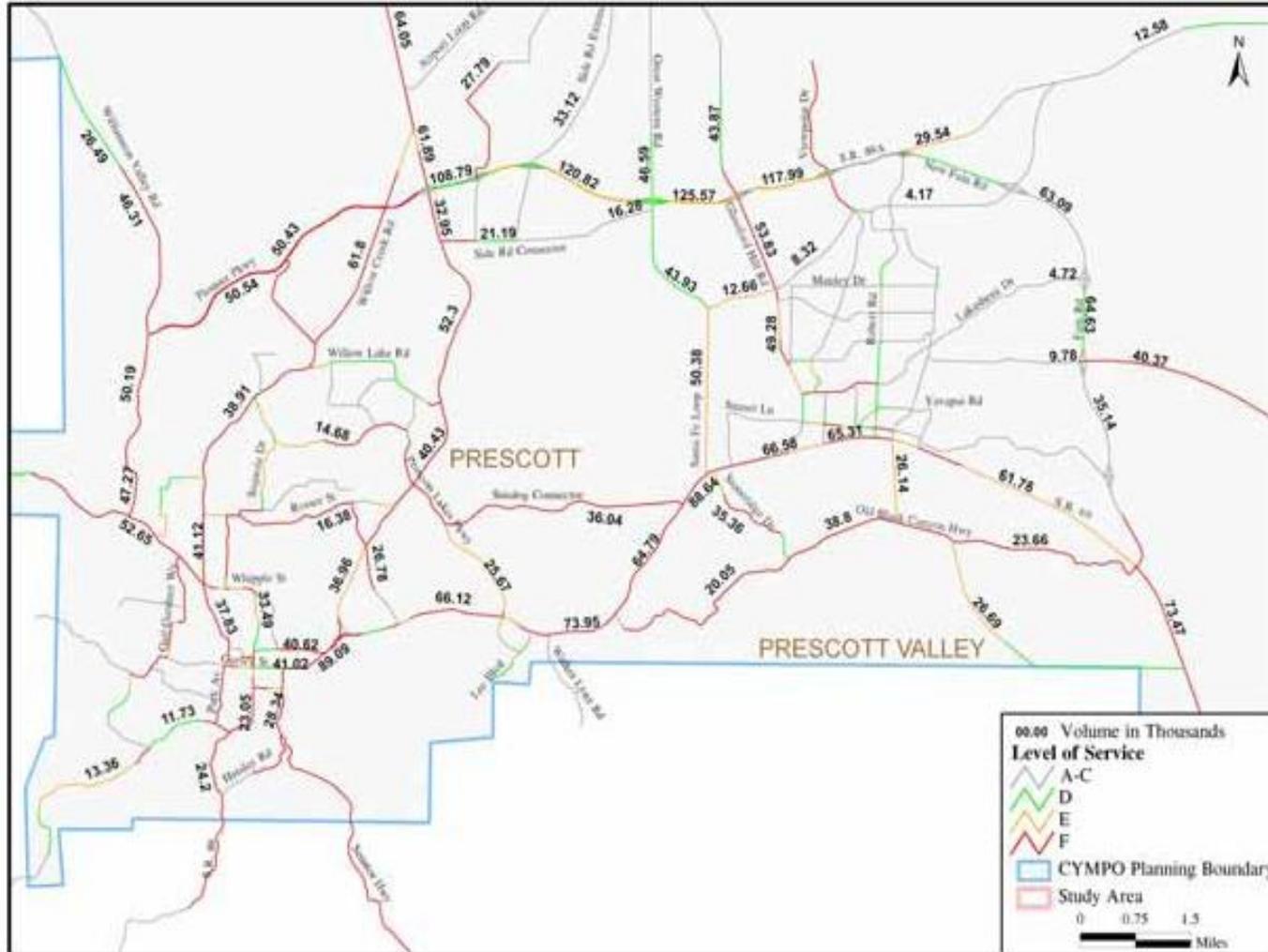
City of Prescott General Plan Land Use Map



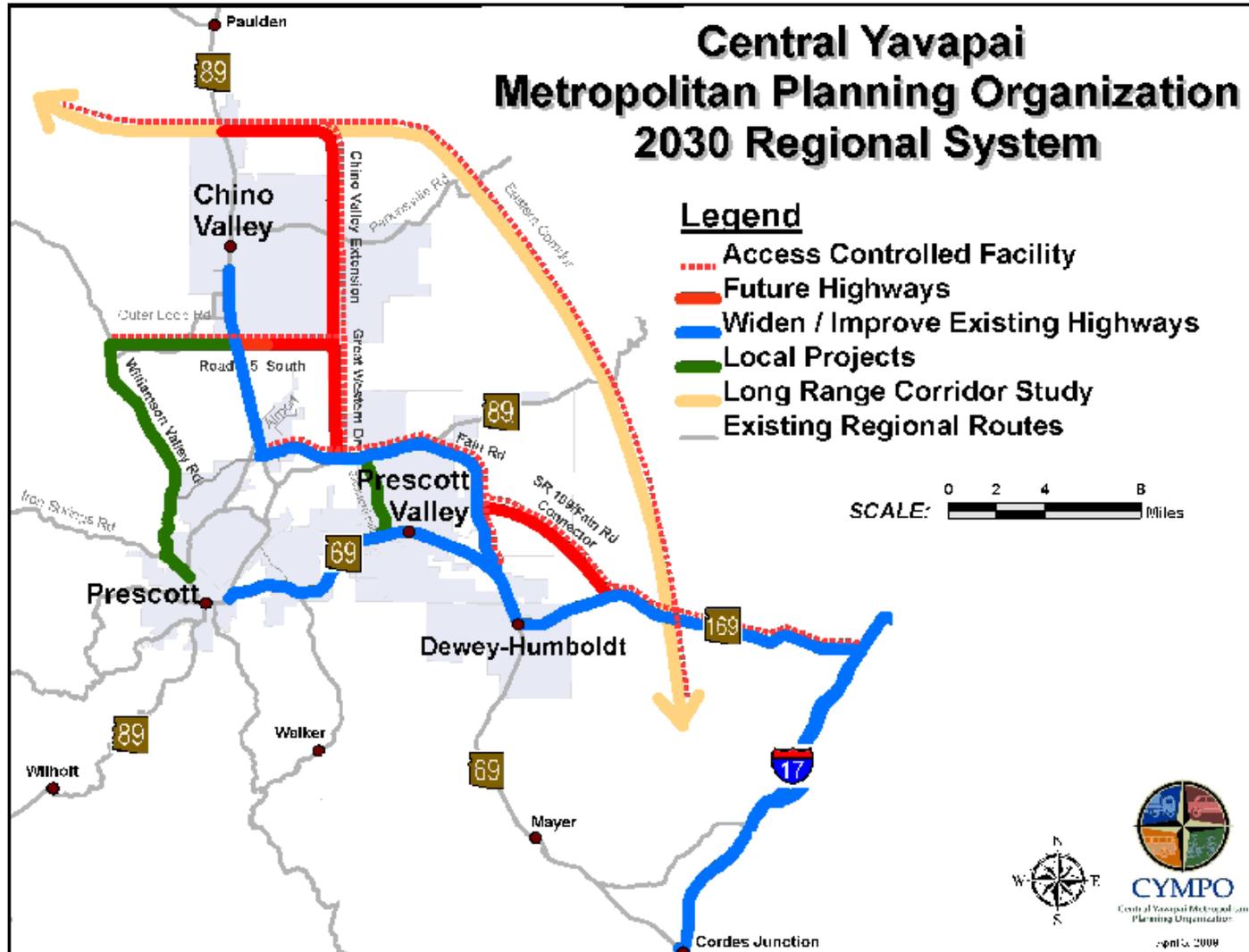
Levels of Service

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B	  			 >4 buses/hour
C/D	  			 2 to 4 buses/hour
E/F	  			 ≤ 1 bus/hour
				

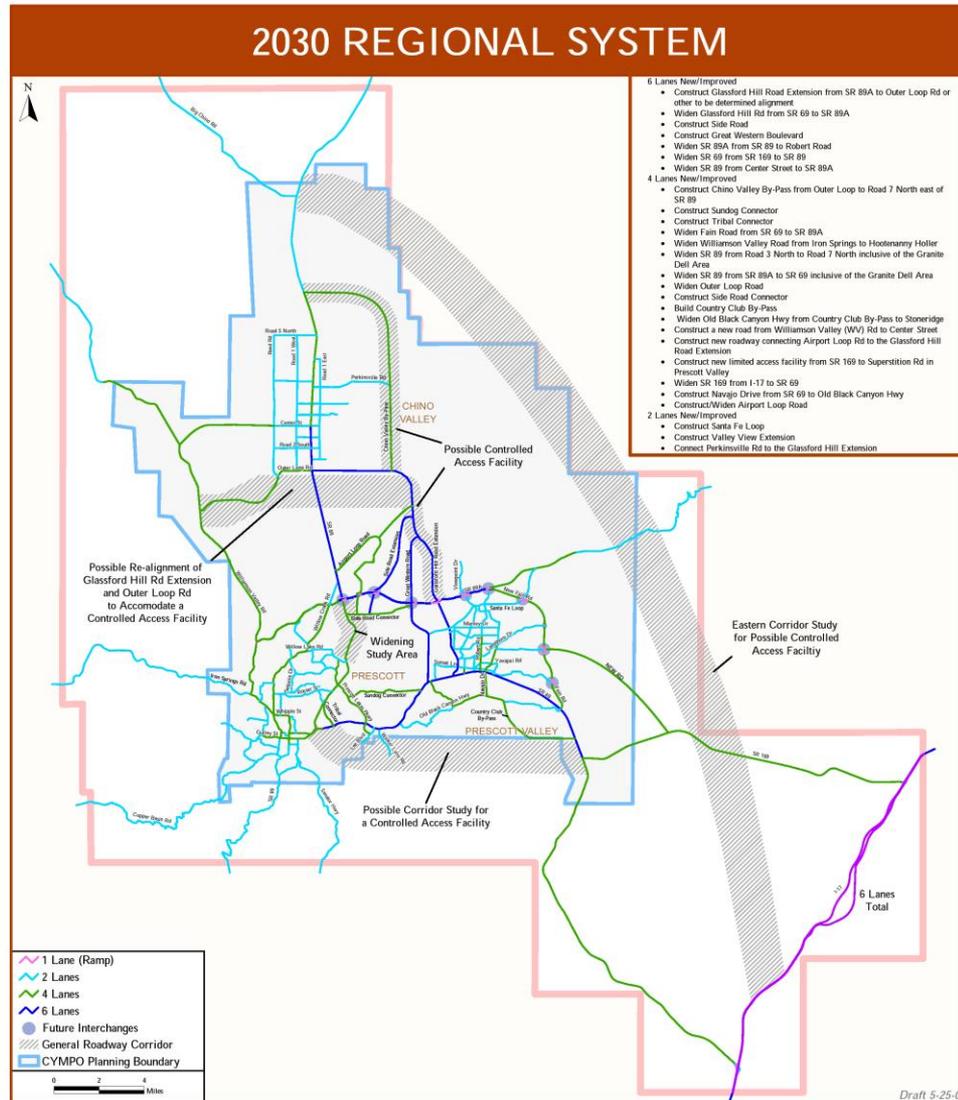
2030 Forecast Levels of Service and Traffic Volumes



CYMPO Regional System Map



CYMPO 2030 Regional Highway System and Improvement Projects



CYMPO 2030 Plan - Principal Study Recommendations

- The 2030 Regional System (see previous slide) should be adopted and further augmented by implementation of a CYMPO Transit Feasibility Study; transit study recommendations should be adopted and implemented
- CYMPO and its member agencies should develop a regional land use plan
- Local jurisdictions should continually evaluate growth and assumptions, and continue to forecast transportation needs
- New roads of regional significance should be designated as limited or controlled-access facilities
- Begin corridor studies and design of the facilities in the recommended plan; right-of-way corridors should be preserved now

Estimated Cost (\$ 2006)

- \$1.2 Billion estimated cost for implementing the 2030 Regional Transportation Plan
- Right-of-way acquisition (property) costs are not included
- Considering the recent estimate for the Great Western Corridor, this figure is outdated/low

2035 CYMPO Regional Transportation Plan Update

- SOQ's due June 30, 2011 – Update scheduled completion November 2012
- Key considerations: census socioeconomic data, updated regional land use, water, funding

Regional System Funding - CYMPO MTIP (Page 1)

DRAFT													
CYMPO METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM													
MTIP Fiscal Years 2012-2016 for Federal and State Funded Projects													
ITEM NUMBER	SPONSOR	PROJECT LOCATION	BEGINNING MILEPOST	LENGTH MILES	TYPE WORK	Functional Classification	LANES BEFORE/AFTER	FED AID TYPE	FED/STATE FUNDING	CYMPO FUNDING	LOCAL MATCH	TOTAL COST	
FISCAL YEAR 2012													
1	Prescott Valley / ADOT	PV Pipeline (Phase I) Lakeshore Dr to Manley		5800 LF	Multi-Use Pathway			TE	\$ 500,000		\$ 179,650	\$ 679,650	
2	Prescott Valley / ADOT	PV Pipeline (Phase II) Manley to Long Mesa		4100 LF	Multi-Use Pathway			TE	\$ 429,772		\$ 64,672	\$ 494,444	
3	Prescott Valley / ADOT	PV Pipeline (Phase III) Long Mesa to SR89A		4750 LF	Multi-Use Pathway			TE	\$ 499,979		\$ 90,221	\$ 590,200	
4	Chino Valley/ADOT	SR89/4N/Perkinsville Rd			Roundabout			STP		\$ 633,000	\$ 367,000	\$ 1,000,000	
5	City of Prescott/PAT	Mile High/Mt. Oak			Sidewalk/wings			SRTS	\$ 233,847			\$ 233,847	
6	CYMPO Entities	Within the MPO Boundary			Regional Sign/Striping			HSIP	\$ 600,000			\$ 600,000	
7	YPIT	SR 89 Lane Additions			Lane Widening			Tribal Funding	\$ 4,500,000			\$ 4,500,000	
8	ADOT	SR 89 White Spar Rd Bikeway(Phase I)	309.86	0.44	Bikeway/Walkway			TE	\$ 905,000			\$ 905,000	
9	ADOT	SR89 White Spar Bikeway (Phase II)			Bikeway/Walkway			TE	\$ 999,680			\$ 999,680	
10	ADOT	SR89 White Spar Bikeway (Phase III)	309.72		Bikeway/Walkway	Urban Prin. Arterial		TE	\$ 877,489			\$ 877,489	
11	City of Prescott/PAT	Taylor Hicks/Miller Valley Schools			Sidewalk/signs/wings			SRTS	\$ 238,023			\$ 238,023	
									FY 12 Totals	\$ 9,783,790	\$ 633,000	\$ 701,543	\$ 11,118,333
FISCAL YEAR 2013													
12	ADOT	SR 89 Widening SR89A to MP 324		5.00	Widening		2 4	STP	\$ 15,000,000			\$ 15,000,000	
13	Prescott Valley/ADOT	Central Core Path (Phase III) Navajo to Serpentine			Multi-Use Pathway			TE	\$ 500,000		\$ 166,950	\$ 666,950	
14	Chino Valley/ADOT	SR89/4N/Perkinsville Rd			Roundabout			STP		\$ 633,000	\$ 367,000	\$ 1,000,000	
15	CYMPO Entities	Within the MPO Boundary			Regional Sign/Striping			HSIP	\$ 600,000			\$ 600,000	
16	City of Prescott	Gurley St. Pedestrian Enhancements		2250 Ft	Sidewalk/Ramps	Rural Minor Arterial		TE	\$ 395,033		\$ 23,878	\$ 418,911	
17	City of Prescott/PAT	Washington Elementary			Infrastructure			SRTS	\$ 190,659			\$ 190,659	
18	City of Prescott/PAT	Lincoln Elementary			Infrastructure			SRTS	\$ 285,515			\$ 285,515	
									FY 13 Totals	\$ 16,971,207	\$ 633,000	\$ 557,828	\$ 18,162,035
FISCAL YEAR 2014													
19	ADOT	SR 89 Widening SR89A to MP 324		5.00	Widening		2 4	STP	\$ 10,000,000	633,000		\$ 10,633,000	
20	CYMPO Entities	Within the MPO Boundary			Regional Sign/Striping			HSIP	\$ 600,000			\$ 600,000	
21												\$ -	
22												\$ -	
									FY 14 Totals	\$ 10,600,000	\$ 633,000	\$ -	\$ 11,233,000
FISCAL YEAR 2015													
23	CYMPO Entities	Within the MPO Boundary			Regional Sign/Striping			HSIP	\$ 600,000			\$ 600,000	
24	ADOT	SR 89 Widening SR89A to MP 324		5.00	Widening		2 4	STP		\$ 633,000		\$ 633,000	
25												\$ -	
26												\$ -	
									FY 15 Totals	\$ 600,000	\$ 633,000	\$ -	\$ 1,233,000
FISCAL YEAR 2016													
27	CYMPO Entities	Within the MPO Boundary			Regional Sign/Striping			HSIP	\$ 600,000			\$ 600,000	
28												\$ -	
									FY 16 Totals	\$ 600,000	\$ -	\$ -	\$ 600,000
FUNDING TOTALS FOR 2012 - 2016													
									Fed/State Total	\$ 38,554,997			
									CYMPO Total	\$ 2,532,000			
									Local Total		\$ 1,259,371		
									All Projects Total			\$ 42,346,368	
ADOT=Arizona Department of Transportation			CV=Town of Chino Valley										
STP = Surface Transportation Funds			PV=Town of Prescott Valley										
BR = Bridge Replacement Funds			COP=City of Prescott										
TE = Transportation Enhancement Funds			YC=Yavapai County										
GVT = Local Government Funds			YPIT=Yavapai Prescott Indian Tribe										
BIA=Bureau of Indian Affairs			PAT=Prescott Alternative Transportation										
SRTS= Safe Routes to School													
HSIP= Highway Safety Improvement Program													



Regional Highway Projects of Key Interest to Prescott

- Great Western Controlled Access Highway, Including Interchange at SR 89A
 - * Great Western corridor runs north-south, between Granite Dells Parkway/Side Road to the west, and Glassford Hill Road to the east
 - * Yavapai County/ADOT Design Concept Report (DCR) in progress
 - * Estimated cost: \$655 million (April 2009 ARRA funding request)
 - * Three-level traffic interchange at SR 89A
 - * Validation of design concept required (technical, financial feasibility)
- SR 89 Widening
 - * Within City's West Airport Annexation Area
 - * Widen existing alignment from north of Airport to SR 89A interchange
 - * Construct new alignment from north of Airport to Willow Creek Road including grade-separated intersection at Willow Creek Road

SR 89A/Great Western Traffic Interchange Design Concept Option A

Key Features

- System type traffic interchange
- Great Western continues to the south by transition on frontage roads or mainline transition
- 3 Level System
- Frontage roads connect adjacent service type traffic interchanges

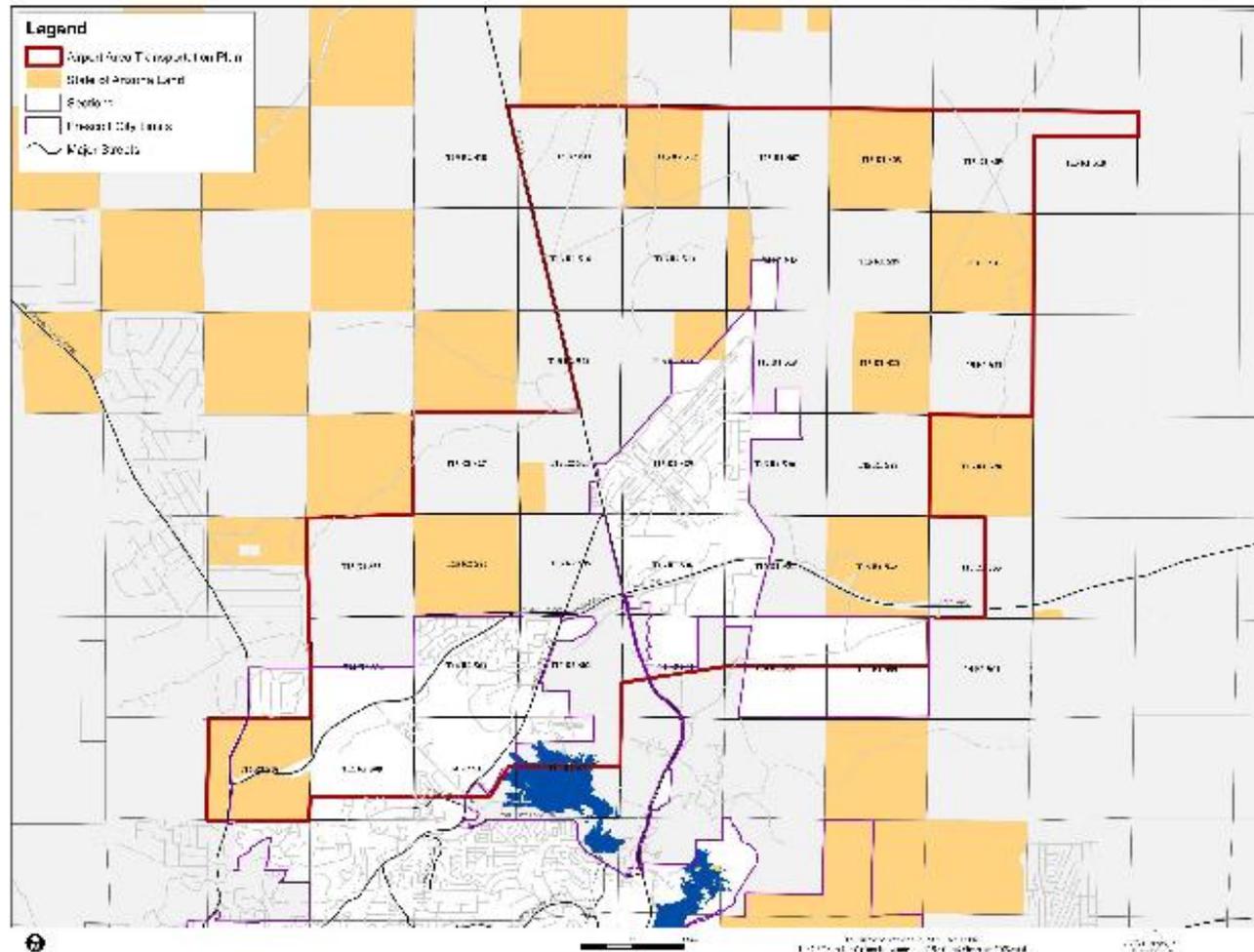


II. City of Prescott Street System Future - Airport Area

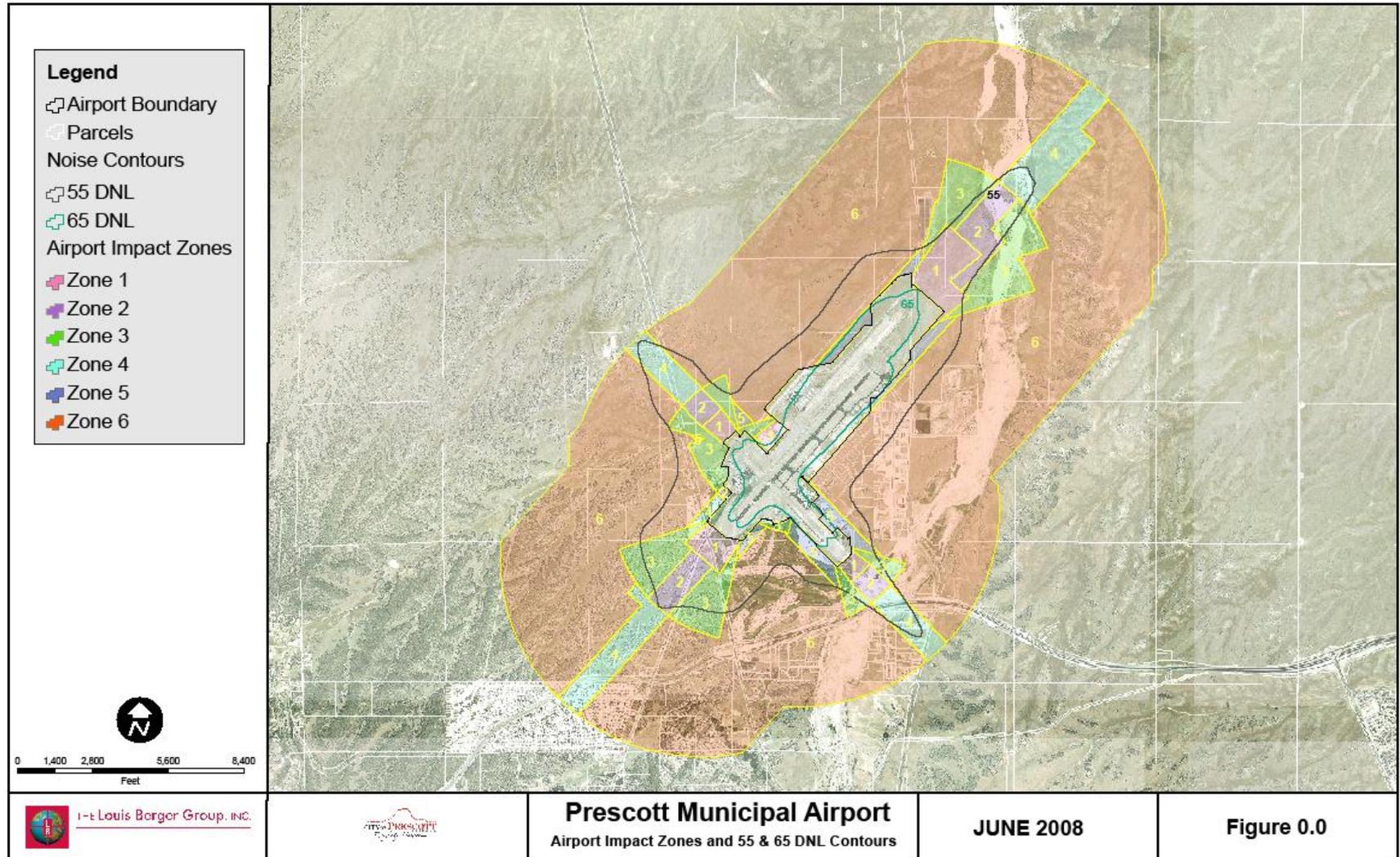
Airport Area Transportation Plan

- City-initiated transportation planning project to identify a future street network for the Airport area
- Analysis coordinated with CYMPO 2030 Regional Transportation Study, Yavapai County/ADOT Great Western Corridor Design Concept Report, City's West Airport General Plan Amendment, and Prescott Airport Master Plan Update
- Major property owners engaged as stakeholders
- Project commenced October 2008;

Airport Area Transportation Plan Boundaries



Airport Impact Zones and Noise Contours



Airport Area Transportation Plan

Existing Street System and Land Ownership

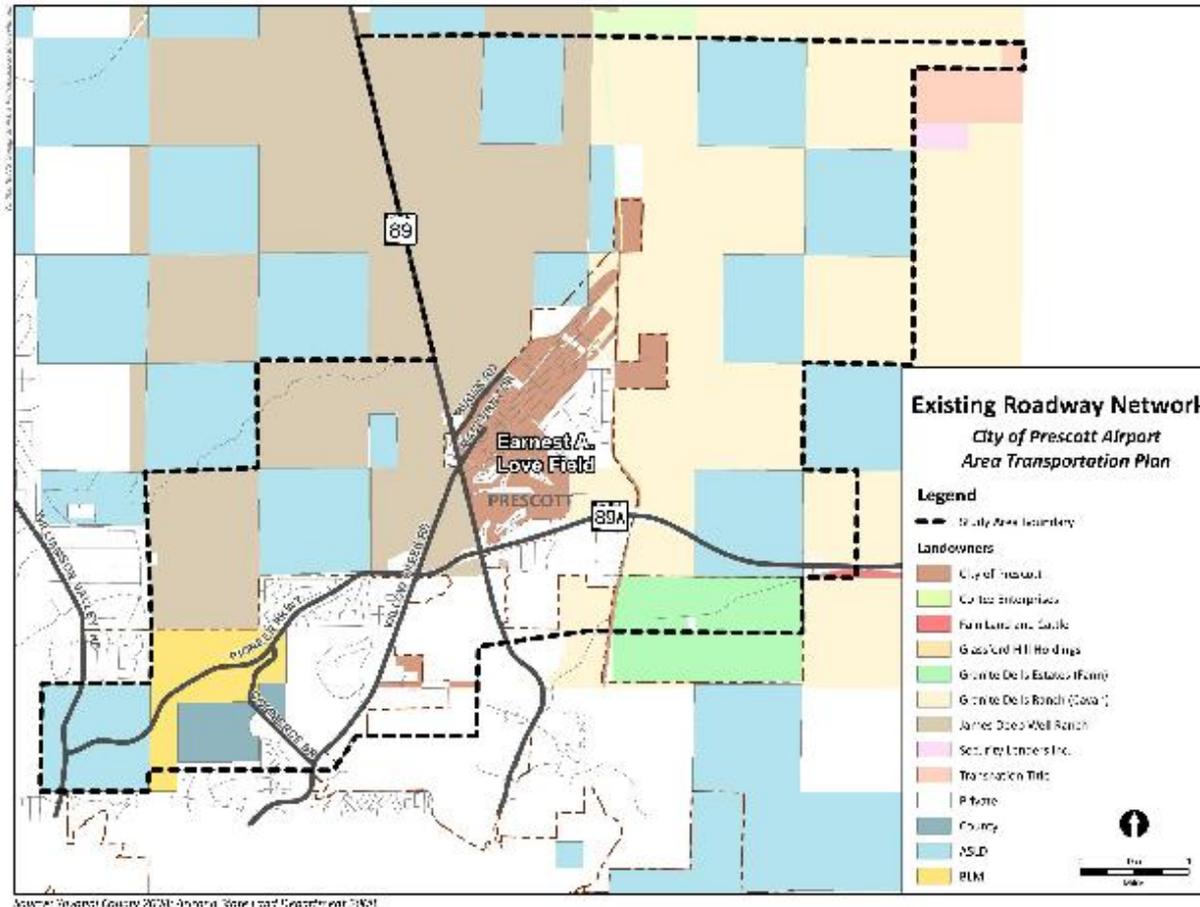
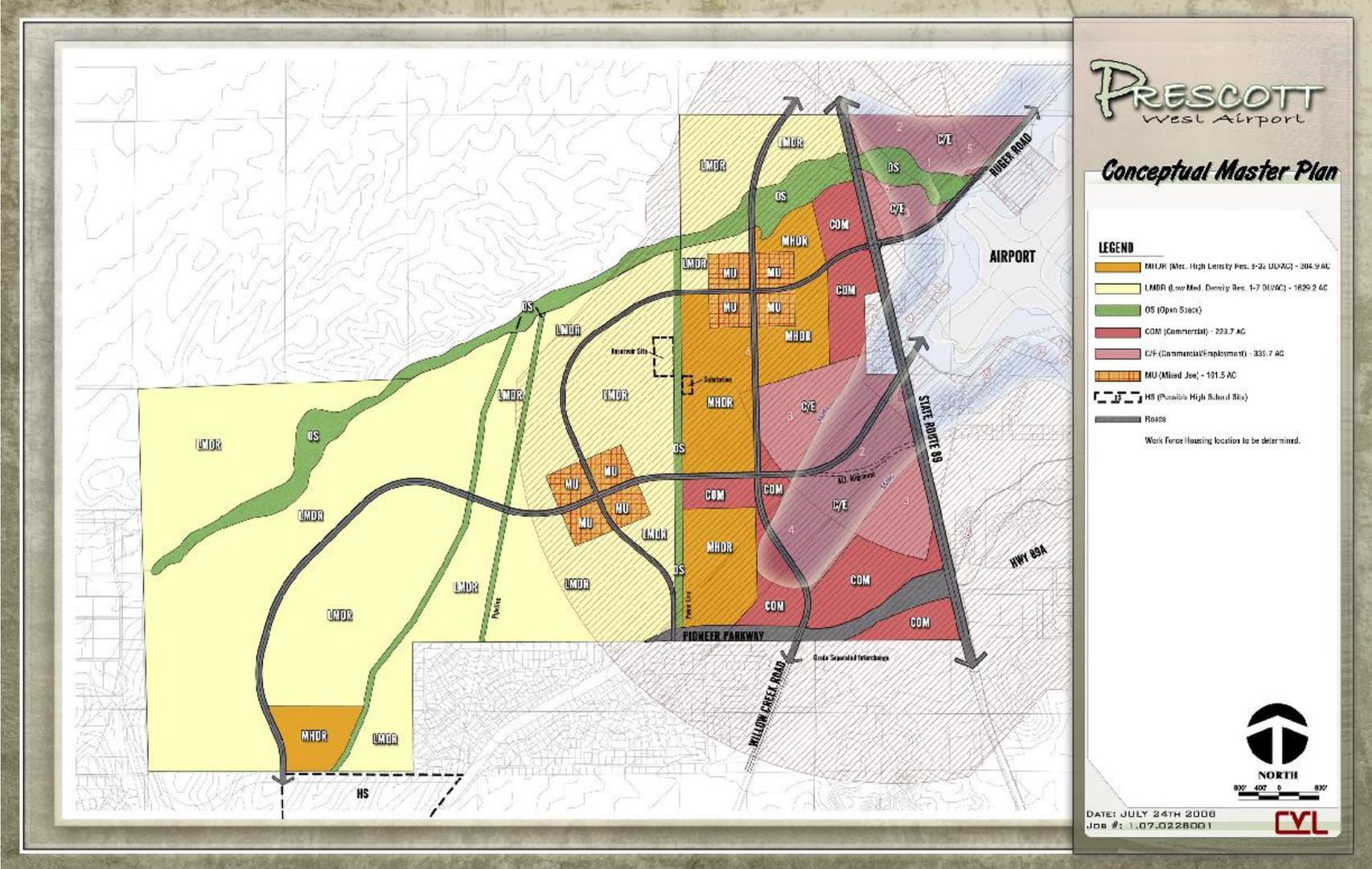


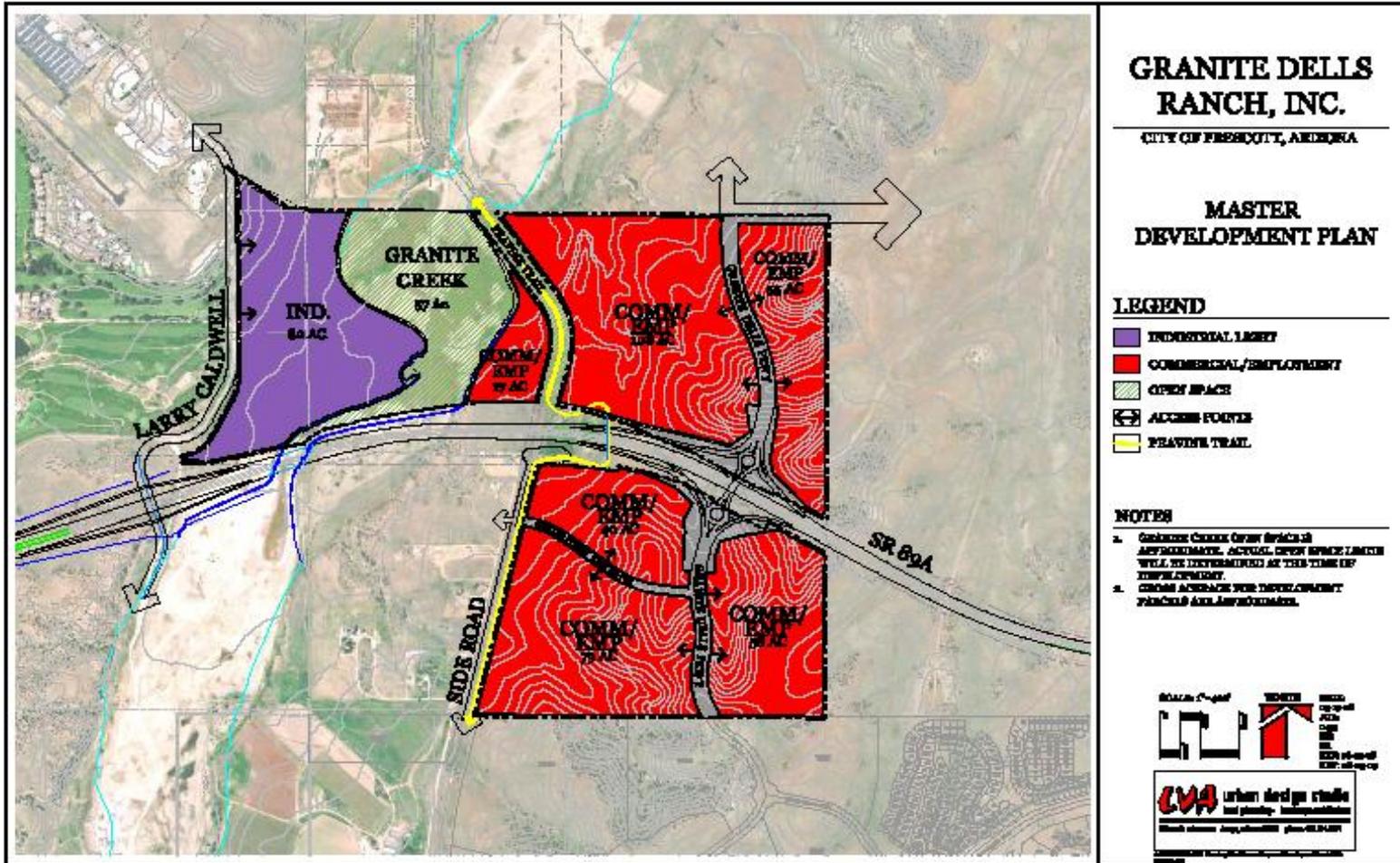
Figure 2. Existing Roadway Network



West Airport Annexation Area/General Plan Amendment



Granite Dells Ranch Annexation I (East Airport Area)



Airport Area Transportation Plan

Future Street Network, Traffic Volumes, Levels of Service

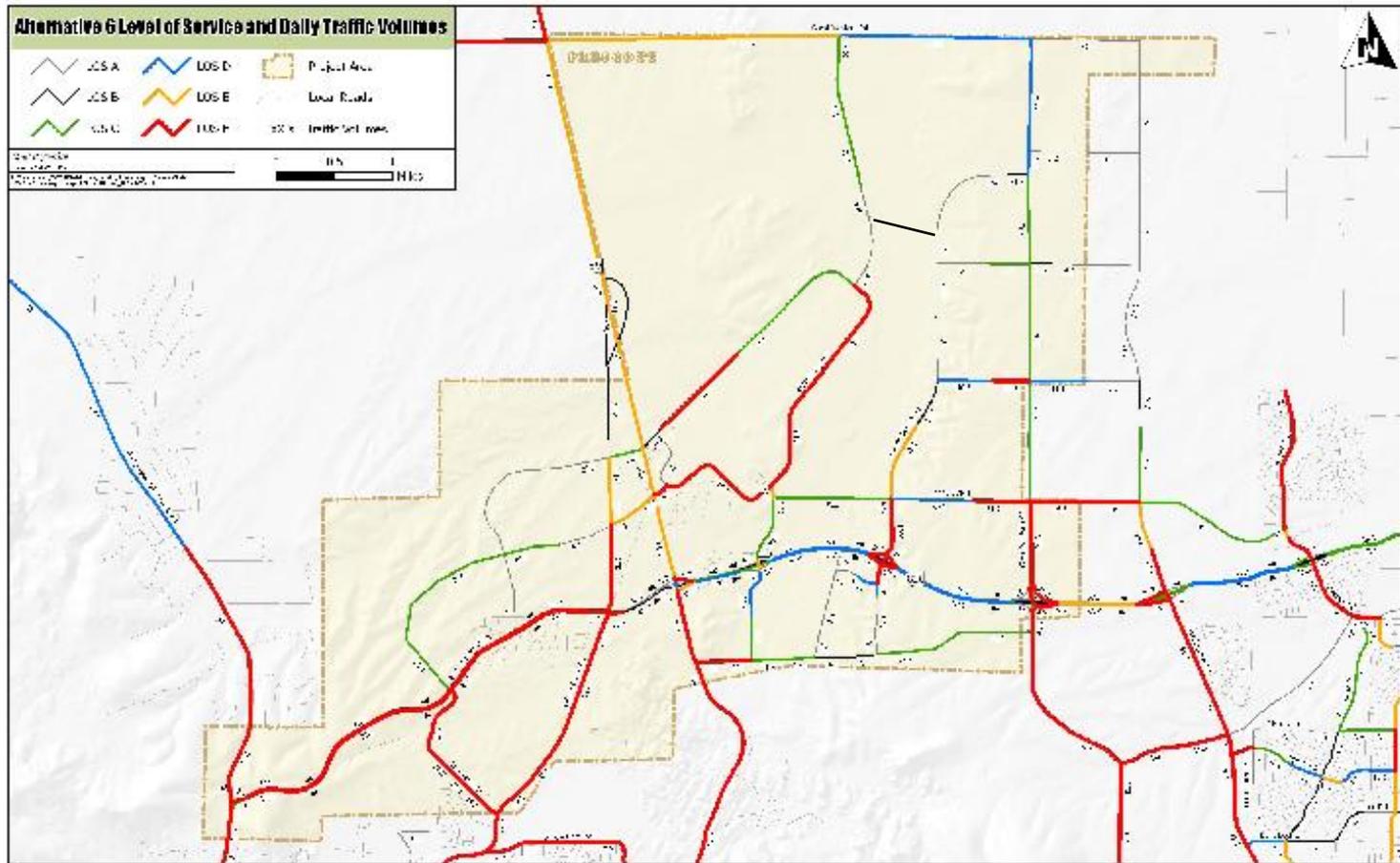
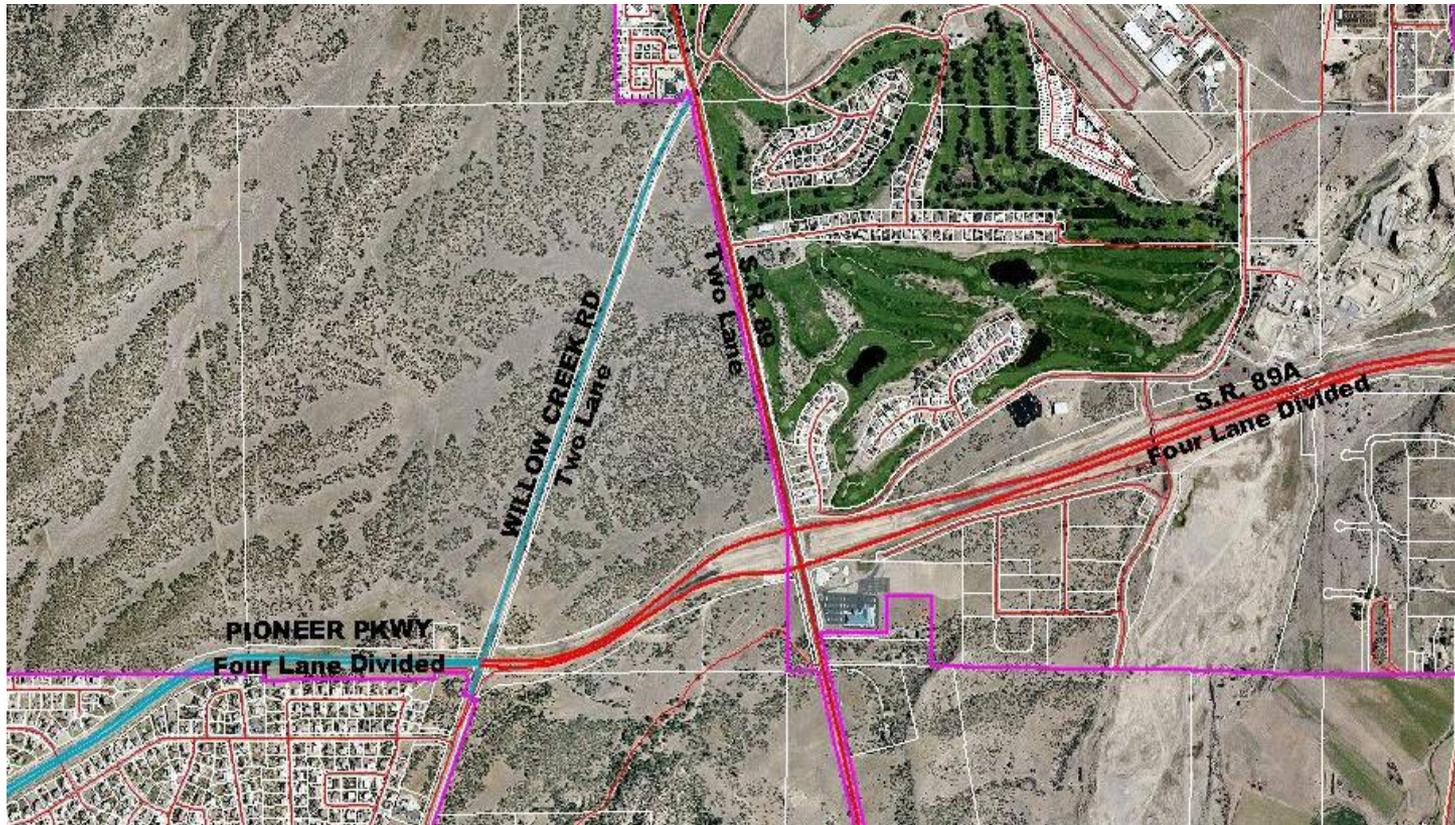


Figure E1. Proposed Year 2030 Roadway Network, ADT Volumes and Level of Service



The Triangle

Goal: Achieve a reasonable balance between street capacity and traffic circulation, and access to private property in this developing area



City of Prescott Street System Current

Functional Classifications of City Streets

(www.cityofprescott.net/documents/)

Major Arterials

- Relatively long trip lengths at moderate to high operating speeds
- Limited access to adjacent properties
- Generally serve major centers of activity and have highest traffic volume corridors
- Often major gateways to the community
- Examples: SR 69, SR 89, Pioneer Parkway

Minor Arterials

- Shorter trip lengths; Interconnect with major arterials at moderate operating speeds
- Provide greater access to adjacent properties
- Examples: Gurley St., Grove St., Iron Springs Rd., Willow Creek Rd, Sheldon St.

Major Collectors

- Collect/distribute significant traffic among arterial, collector, and local streets; moderate to low operating speeds
- More accessibility to adjacent properties than arterials
- Examples: Commerce Dr., Copper Basin Rd., Gail Gardner Way, Park Av., Rosser St.

Minor Collectors

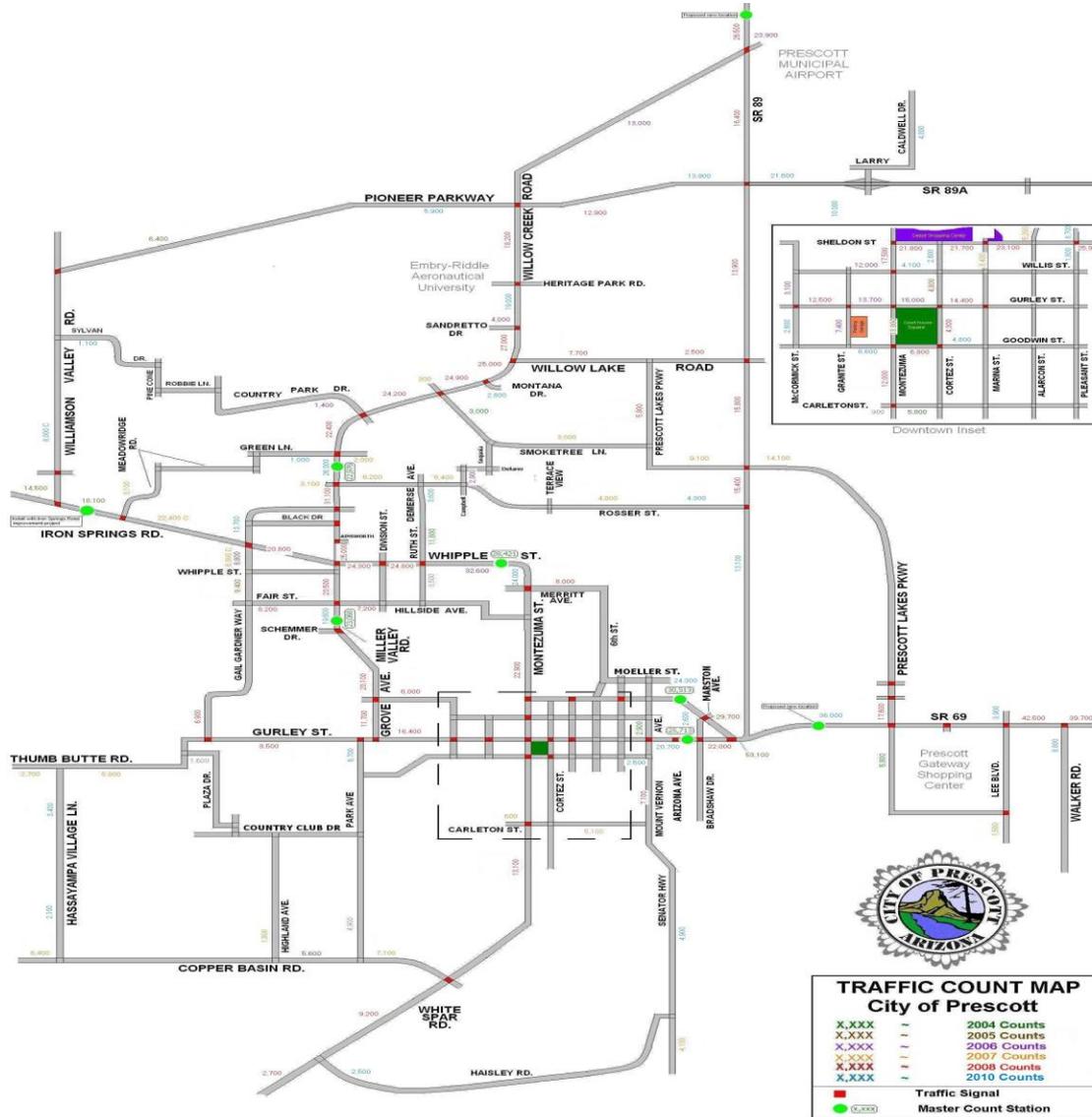
- Collect/distribute moderate traffic among arterial, collector, and local streets; low operating speeds
- More accessibility to adjacent properties than major collectors
- Examples: Demerse Av., Haisley Rd., Robinson Dr., Bradshaw Dr.,

Local Streets and Local Commercial Streets

- Provide direct access to abutting properties; low traffic volumes, operating speeds

Traffic Volumes on the City Street System

(www.cityofprescott.net/documents/)



Pavement Conditions, Street Improvements, Operations and Maintenance

- The City Street System consists of over 573 lane-miles of pavement in varying conditions
- The replacement cost is estimated at more than \$250 million (and counting)
- To assure the satisfactory condition of the community's street system and safeguard its infrastructure investment, increased pavement preservation, rehabilitation, and reconstruction work will be needed on an ongoing basis
- With completion of the Assured Streets Program, in large part widening of major thoroughfares, a shift from capacity improvements to pavement preservation, rehabilitation, and reconstruction is already underway
- Operations and maintenance of the City's streets requires \$8 million annually
- Fuel taxes levied by the State of Arizona and distributed to counties and municipalities provide only a fraction of this annual funding requirement
- The future condition of the City's Street System will continue to be directly dependent upon the availability of locally-generated funding (presently the One Cent Sales Tax for Streets and Open Space)

**Pavement Quality Index (PQI) Range 2.0-2.9 (Failed)
6% of all City Streets (31 Lane-Miles)**



PQI Range 3.0 - 4.9 (Very Poor to Poor)
12% of all City Streets (71 Lane-Miles)



PQI Range 5.0-7.9 (Fair to Good)
31% of all City Streets (177 Lane-Miles)



PQI Range 8.0 - 10 (Very Good to Excellent)
51% of all City Streets (294 Lane-Miles)



Funding for City Streets

One Cent Sales Tax

- Initial tax levy
 - Began January 1, 1996
 - Sunset December 31, 2005
- Voter-approved tax extension adding open space acquisition
 - Began May 2000
 - Sunset December 31, 2015
- Voter-approved $\frac{3}{4}\%$ tax extension (September 2009)
 - Begins January 1, 2016
 - Sunset December 31, 2035

Highway Users Revenue Fund (Fuel Taxes)

Streets Maintenance & Operations Costs and Funding

	HURF (Fuel Taxes) Revenue	Street Maintenance Expense	(Shortfall) Funding Required from One Cent Tax
FY99	\$2,908,625.00	\$2,659,688.00	\$248,937.00
FY00	\$3,048,117.00	\$2,811,383.00	\$236,734.00
FY01	\$3,037,784.00	\$3,037,517.00	\$267.00
FY02	\$2,794,255.00	\$3,719,358.00	(\$925,103.00)
FY03	\$2,865,724.00	\$3,999,654.00	(\$1,133,930.00)
FY04	\$3,190,899.00	\$4,485,777.00	(\$1,294,878.00)
FY05	\$3,244,735.00	\$4,875,110.00	(\$1,630,375.00)
FY06	\$3,491,992.00	\$7,434,813.00	(\$3,942,821.00)
FY07	\$3,680,279.00	\$6,877,509.00	(\$3,197,230.00)
FY08	\$3,416,523.00	\$7,757,353.00	(\$4,340,830.00)

Actual Street Improvement Project Costs

(Includes Design, Right-of-way, Inspection, Testing, Administration; Excludes Water and Sewer Costs)

Willow Creek Road	\$25,600,000
25 lane-miles (FY 96 - 05)	\$1.02 million/lane-mile
SR 69/89 Connector	\$13,813,000
11 lane-miles (FY 97 - 04)	\$1.25 million/lane-mile
Rosser Street Extension	\$ 1,385,000
1.6 lane-miles (FY 98 - 04)	\$ 0.9 million/lane-mile
Iron Springs Road	\$18,251,000
6 lane-miles (FY 02 - 08)	\$3.03 million/lane-mile
Copper Basin Road	\$ 9,456,000
4.4 lane-miles (FY 03-09)	\$2.15 million/lane-mile
Williamson Valley Road	\$7,508,536
3.4 lane-miles (FY 02-11)	\$2.2 million/lane-mile
Rosser Street Phase II	\$1,903,058
1.18 lane-miles	\$1.6 million/lane-mile

City of Prescott Capital Plan

Project Description	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
Water Fund						
Old North Tank Reservoir Repl	4,599,000					
New Thumb Butte Reservoir	2,223,650					
Surface Water Recharge Pipeline	2,100,000					
Copper Basin Tank Reservoir	1,728,600	851,400				
Prescott Resort Pump Station Upgrade	1,262,000					
Park Avenue	1,130,000					
Big Chino Water Ranch - Monitoring and Modeling	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000
Small Water Main Replacements	1,000,000	1,167,000	1,061,000	1,239,000	1,126,000	1,315,000
Granite Creek and Willow Creek Dam Repairs	931,500	437,500				
12" Line Thumb Butte Road - Hassayampa Village Rd to Lower Thumb Butte PS	910,000					
Williamson Valley Road	850,000					
Airport Zone Production/Recovery Wells	693,000	1,197,000	133,000	1,197,000		
Total Water Fund	18,477,750	4,702,900	2,244,000	3,486,000	2,176,000	2,365,000
Wastewater Fund						
Airport Phase 1 (3.75MG) (Debt Issue)	7,100,000	26,000,000	8,400,000			
Sundog Filter Replacement / Denitrification (Debt Issue)	1,500,000					
Sundog Trunk Main		750,000	350,000	3,250,000	1,820,000	
Sundog Solids Handling Rehabilitation			2,320,000	5,280,000		
Hassayampa			650,000		2,376,000	2,000,000
Sundog Headworks, Septage Receiving and Odor Control				340,000	3,400,000	4,080,000
Pleasant Valley					600,000	3,000,000
Sundog Plant Expansion						1,760,000
Total Wastewater Fund	8,600,000	26,750,000	11,720,000	8,870,000	8,196,000	10,840,000
Streets and Open Space Fund						
Williamson Valley Road	6,900,000					
Pavement Maintenance and Preservation	4,315,272	4,372,630	4,503,809	4,638,923	4,778,091	4,921,434
Senator Highway Reconstruction	3,734,753					
Park Avenue Reconstruction	2,257,616					
Rozzer Street Reconstruction & Utility Upgrades	2,049,256					
South Mount Vernon Avenue	1,847,935					
SR89/Side Road Connector Roundabout	200,000	200,000		1,128,432		
Ruger Road Realignment and SR89 Roundabout	150,000	1,210,830				
Sundog Connector Storm Ranch - DA City Share			1,420,635			
Total Streets and Open Space Fund	21,454,832	5,783,460	5,924,444	5,767,355	4,778,091	4,921,434
Total	48,532,582	37,236,360	19,888,444	18,123,355	15,150,091	18,126,434

Future Funding of Street Maintenance and Improvement Needs

- The 3/4% "streets only" City sales tax approved by voters on September 1, 2009, will provide a funding source to assure maintenance and pavement preservation activities continue into the future through 2035
- Other funding sources/mechanisms for major projects such as interchanges and new street links attributable to future growth will be necessary (e.g., additional construction sales tax, community facilities districts etc.)

Traffic Management

- National, State, and local laws, codes, procedures, and engineering practices are applied to managing traffic on the City Street System
- Traffic control devices (traffic signals, regulatory signs) are deployed where "warranted"
- Depending upon the types, extent, and importance of issues, traffic within a neighborhood can be addressed by a circulation study through procedures specified by the Traffic Calming Policy (www.cityofprescott.net/documents/), or a traffic investigation work request

Traffic Calming

City Council Policy

It is the policy of the City Council to preserve and enhance, where practicable, mobility within the community for all modes of transportation, while achieving an appropriate balance among traffic circulation, traffic safety, public safety response, and quality of life, particularly within residential areas, through measures deployed to affect travel routes, traffic volumes, and speeds. In the event of substantial conflict between public safety response and such measures, observed or projected, preserving public safety response shall be given priority.

Traffic Calming Procedures

- Financially-constrained; funding as set forth in annual City budget
- Petition required; public notification/input throughout process
- Data collection and evaluation by City Traffic Engineer and Transportation Coordinating Committee (TCC)
- City Council approval is required for any physical installation of traffic calming including speed humps, chicanes, closures, etc.
- Measures installed are evaluated one year later for effectiveness

Traffic Calming "Toolbox"

Traffic Calming Devices and Applications

- Center Island** Raised islands along the centerline of a street which narrow the travel lanes at that location
Use: Local, minor collector, or major collector streets
- Chicane** A series of narrowings or curb extensions that alternate from one side of the street to the other forming S-curves
Use: Local, minor collector, or major collector streets
- Choker** Curb extensions at mid-block or intersection corners that narrow a street by extending the sidewalk or widening the planting strip
Use: Local or minor collector streets
- Closure** Full, or partial closures; typically only applied after other measures have failed or been determined inappropriate
Use: Only on local streets, after other measures have been determined to be ineffective; City Council approval required

Speed Hump	<p>Rounded raised areas of pavement typically 12-14 ft. in length; normally installed in a series</p> <p>Use: Only on local streets in exceptional situations as described hereinafter; will not be approved on primary emergency response routes</p>
Speed Table	<p>Long raised humps with a flat section in the middle, and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section</p> <p>Use: Only on local streets in exceptional situations as described hereinafter; will not be approved on primary emergency response routes</p>
Raised Intersections	<p>Flat raised areas covering entire intersections, with ramps on all approaches, and often with brick or other textured material on the flat section and ramps.</p> <p>Use: Only on local streets in exceptional situations as described hereinafter; will not be approved on primary emergency response routes</p>
Traffic Circle	<p>Sometimes called neighborhood circles; raised circular islands usually placed at local street intersections around which traffic must navigate</p> <p>Use: Local street intersections</p>

III. Prescott Airport (Ernest A. Love Field)



Airport-Related Goals and Challenges

Goal: Enhance and sustain long-term Airport area economic investment and growth

- Airport as "economic engine"
- Included in the top City Council goals during the past 5 years
- Reinforced by water, wastewater, streets, and airport facilities infrastructure planning and projects (\$20 million since FY 05)
- Target node for priority annexations and economic development
- Importance of regional partnerships

Challenges:

- Funding and revenue stability (City enterprise fund for operations, grant matches; federal and state funding for capital project grants typically funded at 90% federal/5% state/5% City)
- Compatible land uses - Airport and proximity
- Federal rules, regulation, and compliance



Airport Operations and Statistics

- 250,000 annual takeoffs, landings/touch and go's
- 4th busiest airport in Arizona
- 41st busiest airport in the nation
- 340 aircraft call Prescott home
- Open 24 hrs/day, 365 days/year
- Staffed 20 hrs/day, 7 days/week; on-call after hours emergency response
- 760 acres of land, 380 acres of which must be mowed seasonally
- Own and lease 30 buildings (20 City-maintained); 176 hangar units
- 3 runways, taxiway system, and ramps; 4.3 million SF of pavement
- 1,600 airfield lights and 166 airfield signs
- Two carriers (Horizon, Great Lakes)
- TSA/Homeland Security compliance (access control, perimeter and vehicle inspections, terminal security)



Key Airport Tenants and Users

Flight Training Operators

Embry-Riddle Aeronautical University

Guidance Helicopters

North-Aire

Universal Helicopters

Governmental/Other Operators

U.S. Forest Service

Civil Air Patrol

Air Evac (Medical Helicopter)

Yavapai County Sheriff's Air Posse

Arizona Department of Public Safety

U.S. Armed Forces

U.S. Customs and Border Patrol

FAA (Air Traffic Control Tower, Airways Facilities)



Airline Enplanements

MONTH	CY 2007			CY 2008			CY 2009			% change CY08 to CY09
	REV. ENP	Non Rev	Yearly Rev Enplane.	REV. ENP	Non Rev	Yearly Rev Enplane.	REV. ENP	Non Rev	Yearly Rev Enplane. Jan - Apr	
Jan	218	59	3964	400	74	5795.0	704	97	3047.0	76%
Feb	204	54		415	73		580	100		40%
Mar	211	67		497	92		823	107		66%
Apr	187	80		427	79		940	100		120%

During the first four (4) months of 2009 revenue emplanements were:

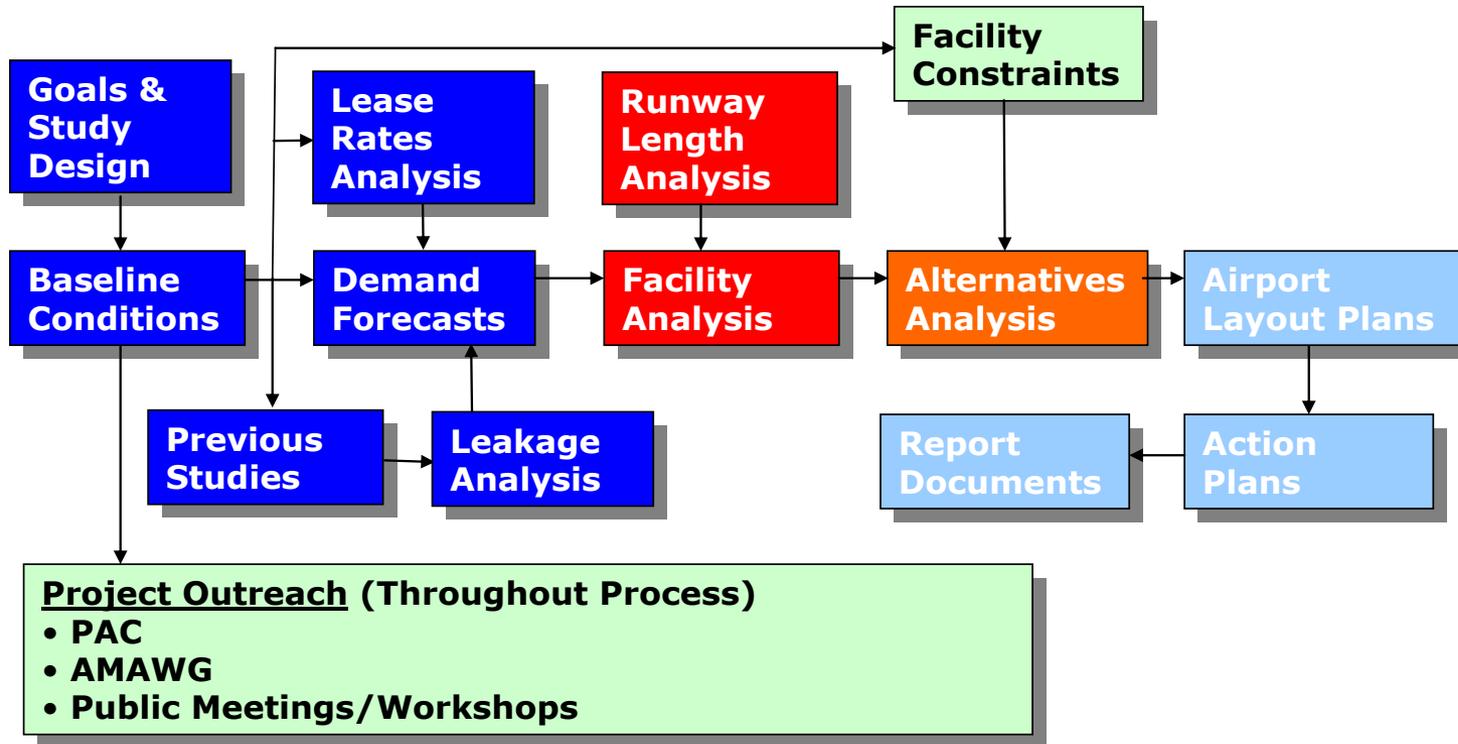
- 76% of the total for the entire year of 2007
- 53% of the total for the entire year of 2008

January through April, the first four (4) months of the year, are the “slow” season for revenue emplanements at Prescott.

Goal: 10,000 annual emplanements qualifying Airport for \$1 million in annual airport funding, and enabling new terminal development

Airport Master Plan Update

Master Plan Process



PAC Planning Advisory Committee
AMAWG Airport Manager's Aviation Working Group

Target for Submittal of Final Draft Master Plan to FAA - August 2009

Airport Master Plan Update

Facilities Needs by Planning Horizon

Airfield System Capacity

- Design Aircraft & Airfield Capacity Analysis
- Airport Design & Operational Safety Standards & Wind Coverage

Airside Facility Requirements

- Runway Length Requirements
- Runway/Taxiway Design, Safety & Separation Standards
- Runway /Taxiway Pavement Conditions, Marking & Lighting
- Runway Safety Areas, Object Free Areas, & Runway Protection Zones
- NAVAID, Visual Aids, Instrument Approaches

Landside (Facility) Requirements

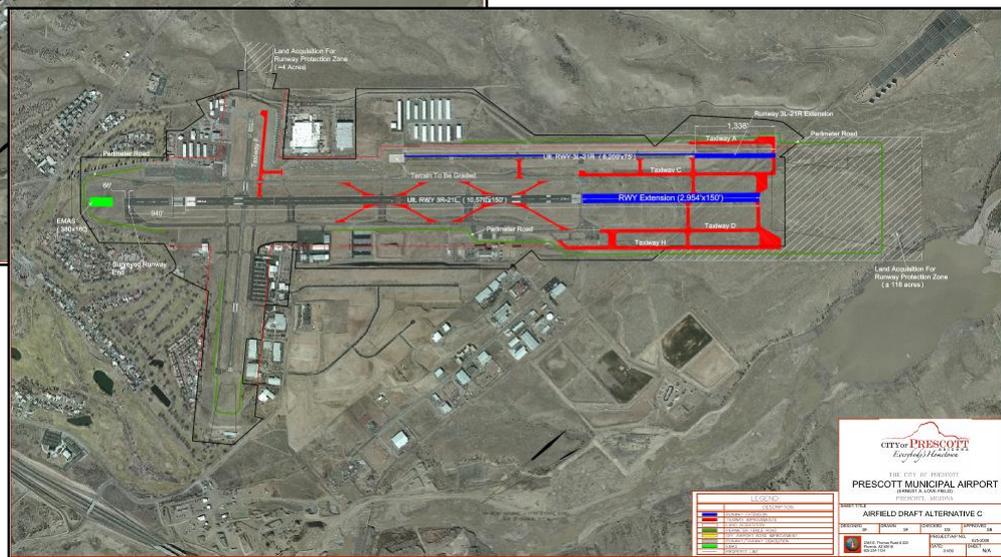
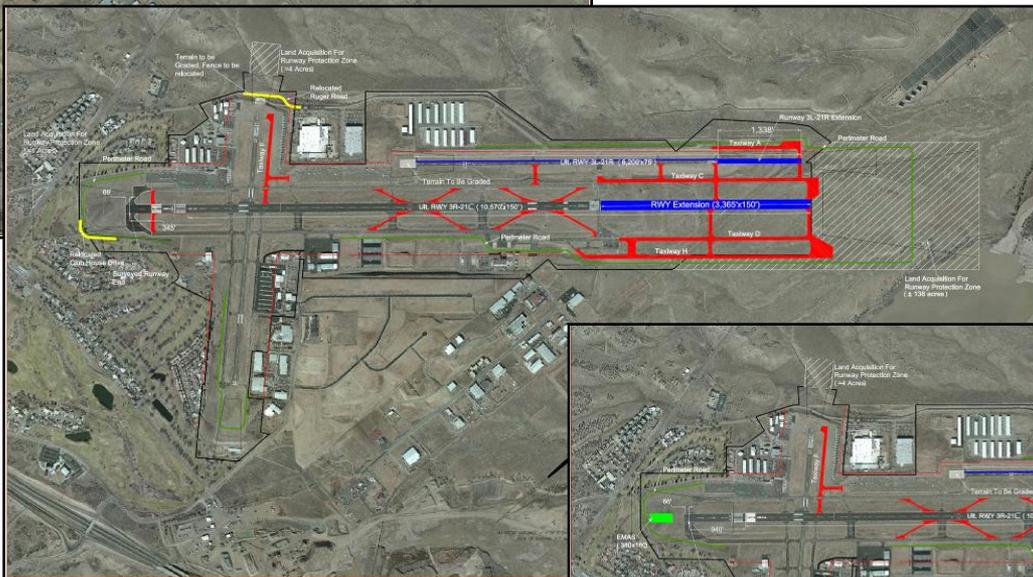
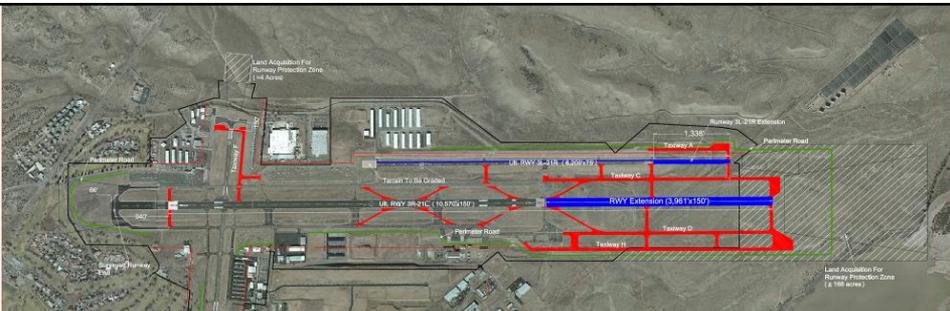
- Apron & Hangar Space Requirements
- Commercial Terminal Building
- General Aviation Terminal Building
- Access Road & General Aviation Parking
- Support Facility Requirements and Utilities

Identified Needs	Planning Scenarios		
	2007-2012	2013-2017	2018-2027
Commercial Terminal (ft ²)	18,370	26,565	33,550
Terminal Apron Area (ft ²)	57,980	70,468	95,890
Commercial Terminal Parking Area (ft ²)	50,400	71,200	98,000

Identified Needs	Planning Years			
	2007	2012	2017	2027
Based Aircraft Apron Parking Positions	78	87	97	122
Based Aircraft Apron Parking Area (ft ²)	210,600	234,900	261,900	329,400
Itinerant Aircraft Apron Parking Positions	142	149	163	194
Required Itinerant Apron (ft ²)	220,080	242,760	288,120	388,560
Total T-Hagar positions	187	206	230	289
T-hangars/shade (ft ²)	14,400	37,200	66,000	136,800
Total Conventional Positions	13	20	23	29
Conventional (ft ²)	45,500	70,000	80,500	101,500
Itinerant Hangar Requirements (ft ²)	24,500	28,000	31,500	38,500
Aircraft Maintenance (ft ²)	7,000	9,800	11,200	14,000
FBO GA Building Area	3,800	7,350	7,875	9,600
GA Parking Positions	158	174	203	260
GA Parking Area (ft ²)	63,200	69,600	81,200	104,000
Administration building (ft ²)	5,950			
Administration Parking Pos.	14	16	20	28
Parking Area (ft ²)	5,600	6,400	8,000	11,200
Airport Maintenance Equipment Storage	11,250			

Airport Master Plan Update

Airside Alternatives



Airside Alternatives

- Runways & Taxiways
- Runway Safety Areas

LEGEND	
[Red Line]	Runway
[Blue Line]	Taxiway
[Green Line]	Runway Protection Zone
[Yellow Line]	Land Acquisition
[Grey Line]	Other

CITY OF PRESCOTT
Escalante's Adventure
 THE CITY OF PRESCOTT
PRESCOTT MUNICIPAL AIRPORT
 HANCOCK AVENUE
 PRESCOTT, ARIZONA

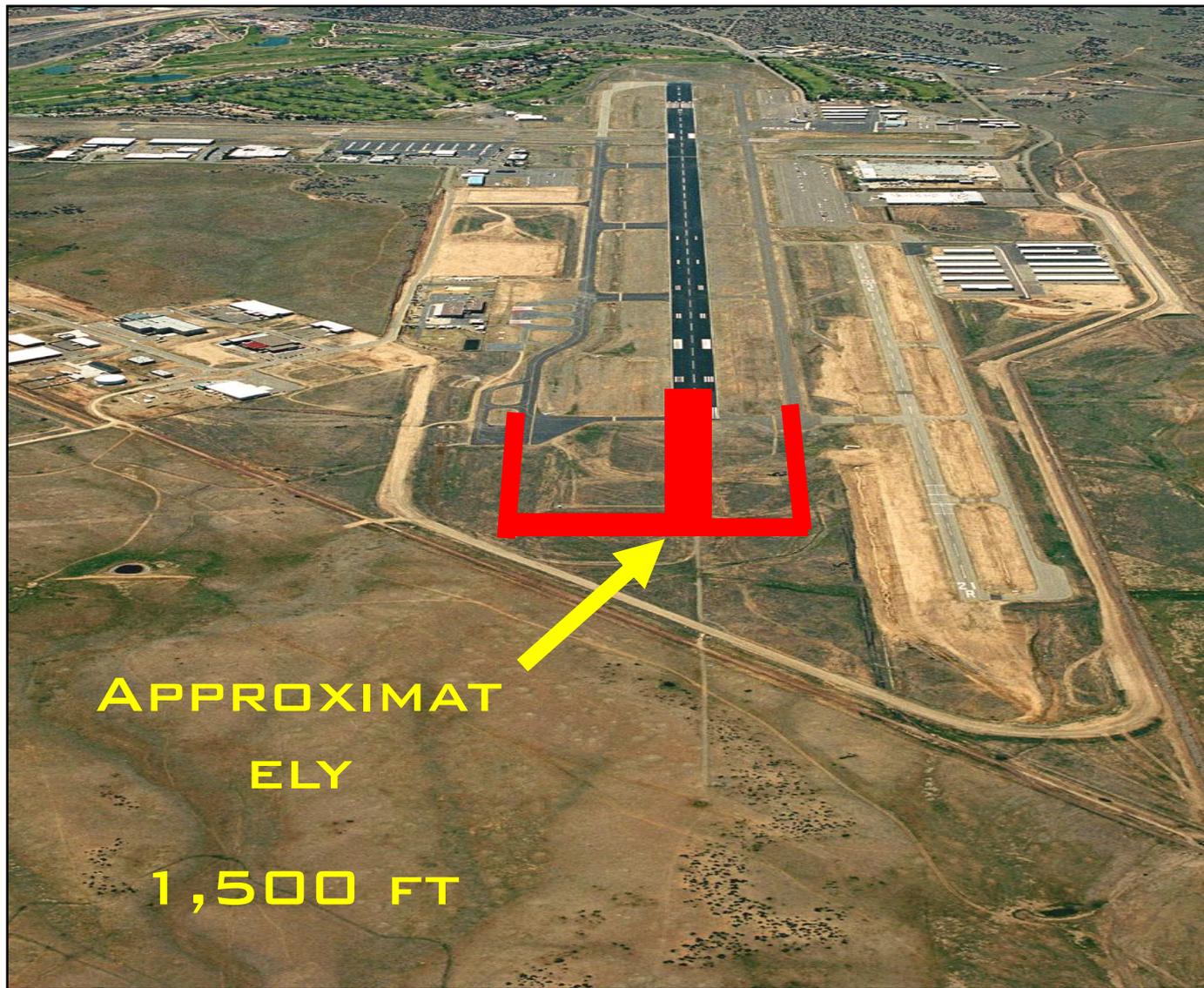
AIRFIELD DRAFT ALTERNATIVE C
 DATE: 10/20/2011
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: N/A

EXISTING RUNWAY 3R-21L



7616 LONG X 150
WIDE

EXTENSION OF MAIN RUNWAY AND TAXIWAYS



APPROXIMATELY

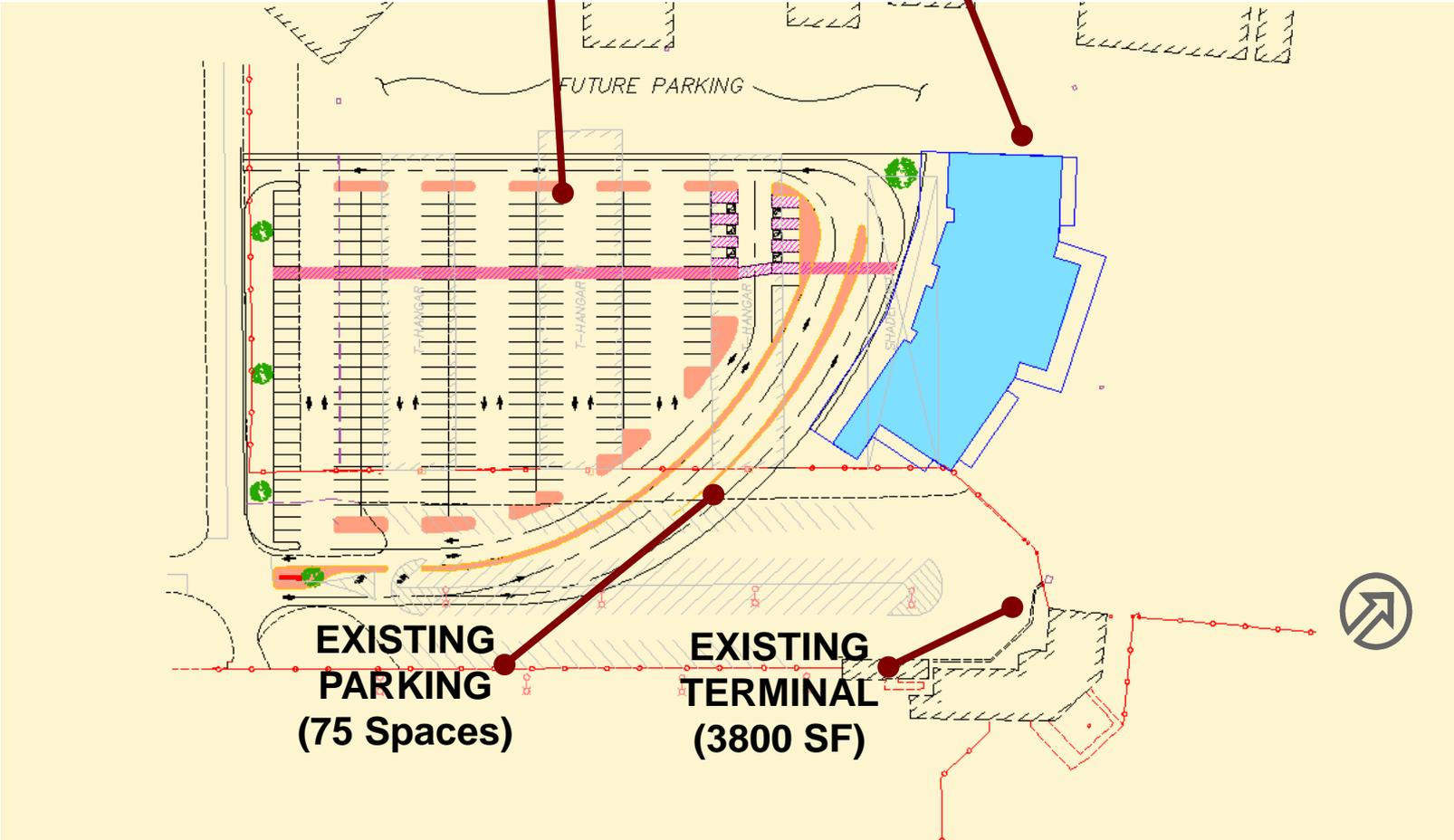
ELY

1,500 FT

NEW TERMINAL SITE PLAN

**PROPOSED
PARKING**

**PROPOSED
TERMINAL**

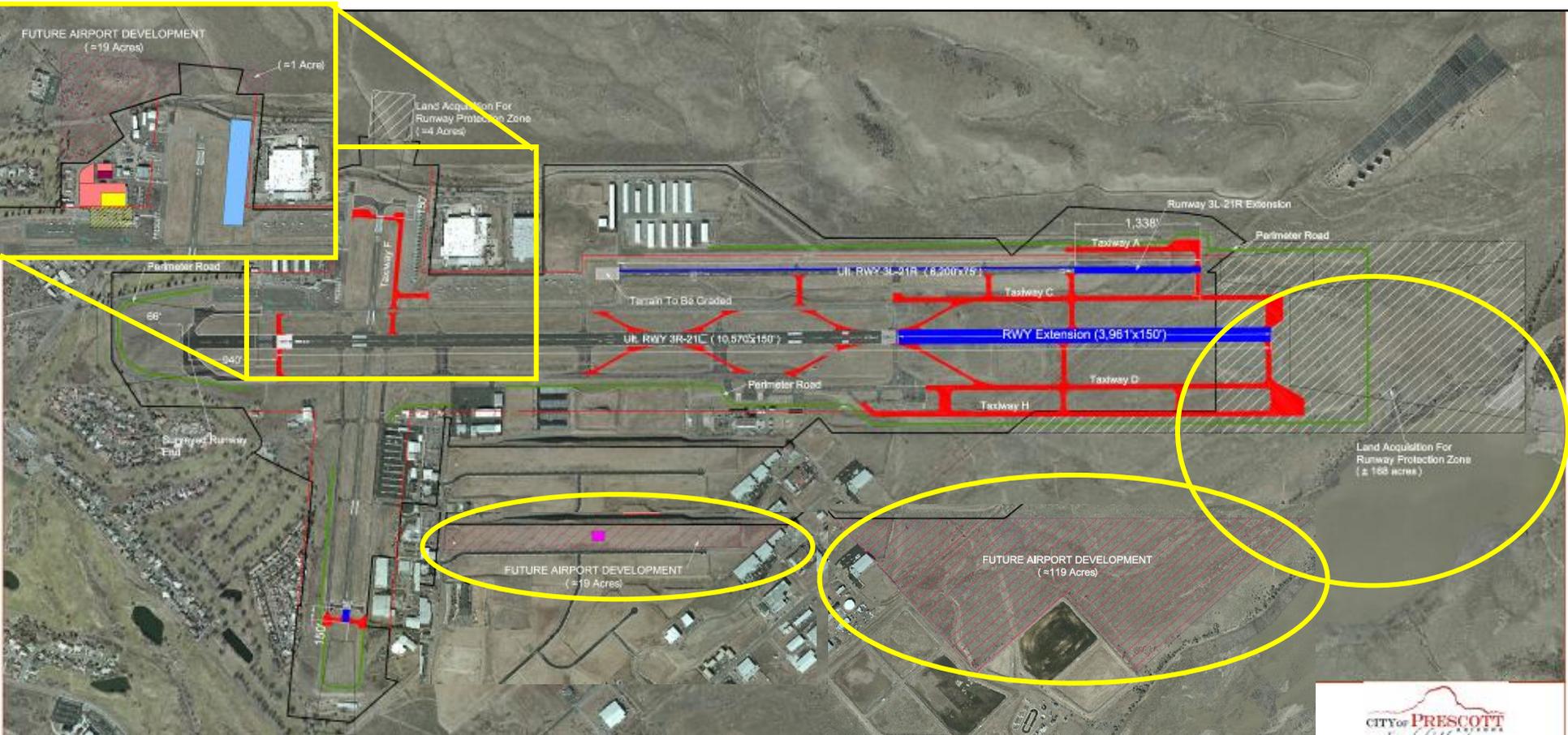


**EXISTING
PARKING
(75 Spaces)**

**EXISTING
TERMINAL
(3800 SF)**

Airport Master Plan Update

Land Acquisition and Areas of Future Development



MAIN RUNWAY LAND ACQUISITION AREA



AREA CURRENTLY OWNED BY CITY

APPROX 61.3 ACRES NEEDED

Airport Capital Projects

#	Fiscal Year	Project Identification	Describe the Work to be Accomplished	\$ Project Total	\$ Federal	\$ State	\$ City
1	2009	New ARFF Build	Build new ARFF station at midfield	\$ 2,500,000	\$ 2,278,500	\$ 111,750	\$ 111,750
2	2009	61.3 acres RPZ acquisition	Acquire 61.3 Acres to meet Airport Design standards	\$ 6,130,000	\$ 5,581,978	\$ 274,011	\$ 274,011
3	2009	New MX Build	Build new Mx Facility	\$ 3,000,000	\$ 2,731,800	\$ 134,100	\$ 134,100
4	2009	Rwy 21L/Twy C&D/Drainage Design	Design Rwy 21L/3R & Twys to minimum of 8800ft and 200K lbs	\$ 300,000	\$ -	\$ 270,000	\$ 30,000
5	2009	Drainage improvements Design	Design Drainage Improvements as part of Rwy/Twy Extension	\$ 150,000	\$ -	\$ 135,000	\$ 15,000
6	2009	Security Upgrades Design	Design upgrade to include fencing, cameras, access control devices	\$ 150,000	\$ -	\$ 135,000	\$ 15,000
7	2009	Airport Fingerprinting/Badging Equipment	Purchase electronic fingerprinting and badging machine per Federal Regs	\$ 35,000	\$ 25,000	\$ -	\$ 10,000
Program year totals				\$ 12,265,000	\$ 10,615,278	\$ 1,059,861	\$ 589,861
1	2010	New Terminal Design completion	Complete design of New terminal	\$ 450,000	\$ -	\$ 405,000	\$ 45,000
3	2010	Rwy 21L/TwyA/TwyC/TwyD Ext Construct	Extend Runway and taxiways - Safety	\$ 9,450,000	\$ 8,605,170	\$ 422,415	\$ 422,415
4	2010	Service Rd. Construct	Relocate Service Road due to Runway Extension	\$ 400,000	\$ 364,240	\$ 17,880	\$ 17,880
5	2010	Drainage improvements Build	Construct Drainage Improvements as part of Rwy/Twy Extension	\$ 1,500,000	\$ 1,365,900	\$ 67,050	\$ 67,050
6	2010	Security Upgrades Build	Install cameras, access control devices, and related equipment	\$ 1,755,001	\$ 1,598,103	\$ 79,449	\$ 77,449
7	2010	New ARFF Truck	Purchase new Index B ARFF Truck	\$ 500,000	\$ 455,300	\$ 22,350	\$ 22,350
Program year totals				\$ 14,055,001	\$ 12,388,713	\$ 1,014,144	\$ 652,144
1	2011	New Terminal Build	Construct new terminal	\$ 13,300,000	\$ 8,645,000	\$ 864,500	\$ 3,790,500
2	2011	Pave Shoulders - Rwy/Twy Design	Design to Pave remainder of Rwy/Twy shoulders	\$ 200,000	\$ -	\$ 180,000	\$ 20,000
3	2011	Airfield Lighting - Design	Twy E install - Upgrade Rwy 21L/3R to HIRL - Airfield to D-IV standards	\$ 250,000	\$ -	\$ 225,000	\$ 25,000
5	2011	ADOT Pavement Maintenance program	Pavement Maintenance	\$ 675,478		\$ 607,929	\$ 67,547
Program year totals				\$ 14,425,478	\$ 8,645,000	\$ 1,877,429	\$ 3,903,047
1	2012	Environmental Assessment Update	Update EA for 21L/3R	\$ 250,000	\$ 227,660	\$ 11,175	\$ 11,175
2	2012	Pave Shoulders - Rwy/Twy	Build remainder of Rwy/Twy shoulders	\$ 2,000,000	\$ 1,821,200	\$ 89,400	\$ 89,400
3	2012	Airfield Lighting	Twy E install - Upgrade Rwy 21L/3R to HIRL - airfield to D-IV standards	\$ 2,850,000	\$ 2,413,090	\$ 118,455	\$ 118,455
4	2012	21L High speed exits Design	Design hi-speed exits for Rwy 21L/3R	\$ 100,000	\$ -	\$ 90,000	\$ 10,000
5	2012	ADOT Pavement Maintenance program	Pavement Maintenance	\$ 11,411		\$ 10,270	\$ 1,141
6	2012	Twy F extension Design	Design Twy F	\$ 50,000	\$ -	\$ 45,000	\$ 5,000
7	2012	Twy B extension Design	Design Twy B Extension	\$ 50,000	\$ -	\$ 45,000	\$ 5,000
Program year totals				\$ 5,111,411	\$ 4,461,940	\$ 409,300	\$ 240,171
1	2013	Twy F Extension - Construct	Construct Twy Extension Associate w/Rwy Extension - Capacity	\$ 775,001	\$ 705,715	\$ 34,643	\$ 34,643
2	2013	Twy B Extension - Construct	Construct Twy Extension Associate w/Rwy Extension - Capacity	\$ 800,000	\$ 548,360	\$ 26,820	\$ 26,820
3	2013	21L High Speeds - Construct	Construct High-Speed Taxiway Exits for Rwy 21L	\$ 1,000,000	\$ 910,600	\$ 44,700	\$ 44,700
4	2013	Master Plan Update	Conduct master plan update	\$ 300,000	\$ 270,000	\$ 15,000	\$ 15,000
Program year totals				\$ 2,675,001	\$ 2,432,675	\$ 121,163	\$ 121,163
5 Year Program Totals				\$ 48,531,889	\$ 38,543,606	\$ 4,481,897	\$ 5,506,386
Percentage share of 5 year program totals					79.42%	9.23%	11.35%

Current (FY 09) FAA Capital Grant Applications

1	2009	61.3 acres Runway Protection Land Acquisition	\$ 6,130,000
2	2009	New Airport Fire Station - Design	100,000
3	2009	New Airport Maintenance Building	3,000,000
4	2009	Rwy 21L/Taxiways C&D/Drainage - Design	300,000
5	2009	Airfield Drainage Improvements - Design	150,000
6	2009	Security Upgrades	145,000

IV. Public Transit



Regional Transit Implementation Plan

(Adapted From TransitPlus Presentation to CYMPO Executive Board - January 2009)

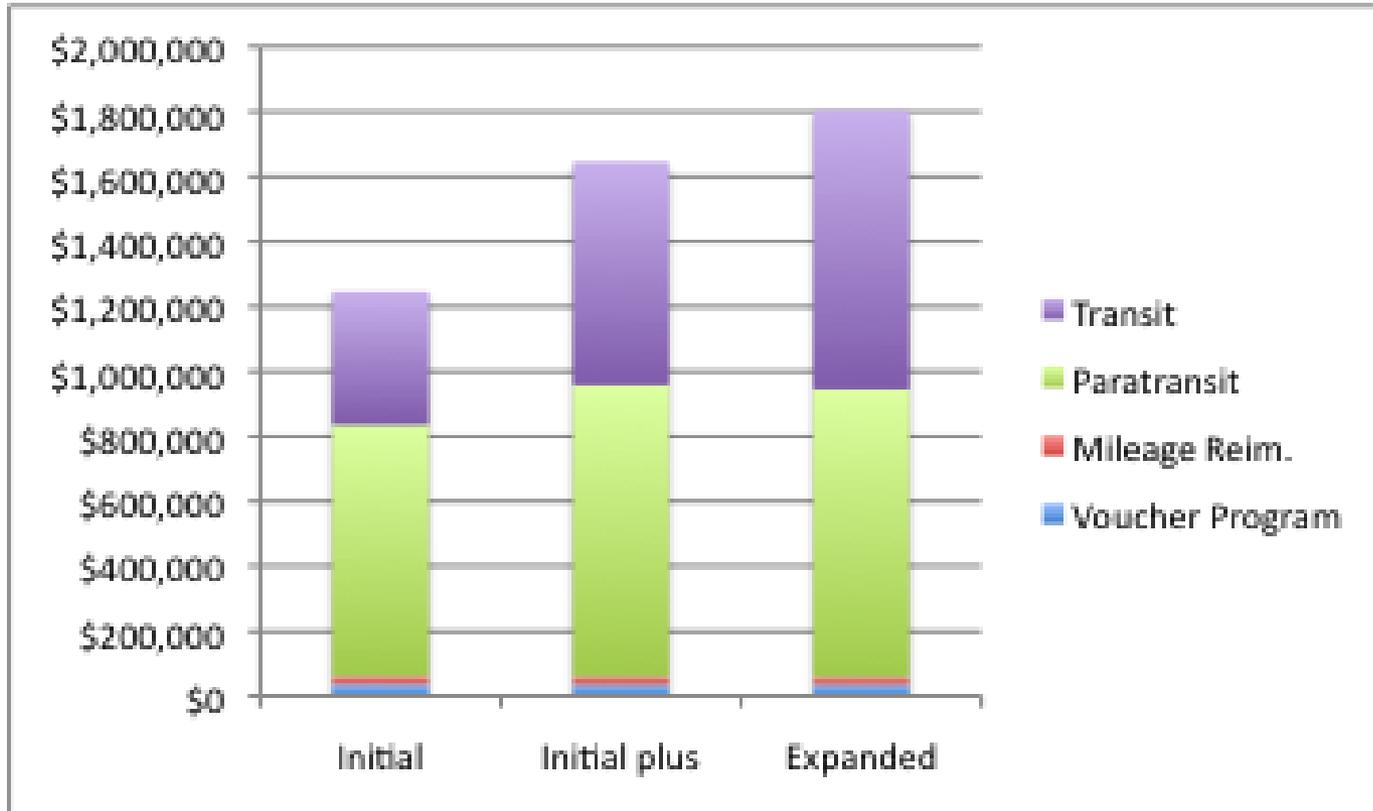
- Provides a framework for developing transit services
- Recommended plan includes
 - Phased implementation of services
 - Governance
 - Financing
- Implementation Activities
 - Localities will make key decisions re: services to be provided within their jurisdiction

Recommended Family of Services

- Fixed and Flexible Route Services
 - Initial and expanded service phases
- Paratransit (Demand Response)
- Voucher Program
 - Annual amounts designated by municipalities
 - Expanded Voucher Program - open to general public
 - Fares 20% paid by consumer when scrip purchased
 - Complements ADA paratransit
 - Certify Providers
- Mileage Reimbursement

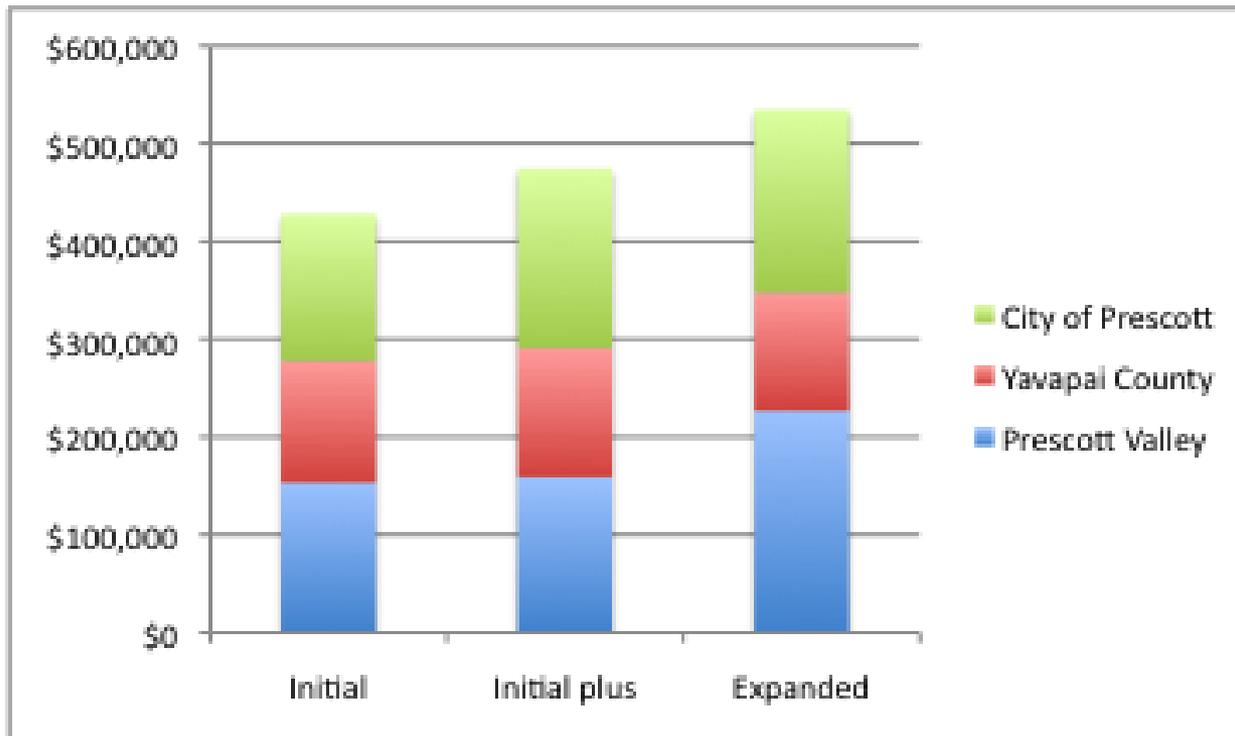
Costs of Service Levels/Phases

Annual Program Cost



Costs by Jurisdiction

Annual Local Cost



Phased Service Implementation

- General ("enhanced") public voucher program
- Choose next service
 - Paratransit only
 - Paratransit and fixed route at same time
- Choose fixed route service level
 - Initial, Initial Plus, Expanded

Transit Corridors

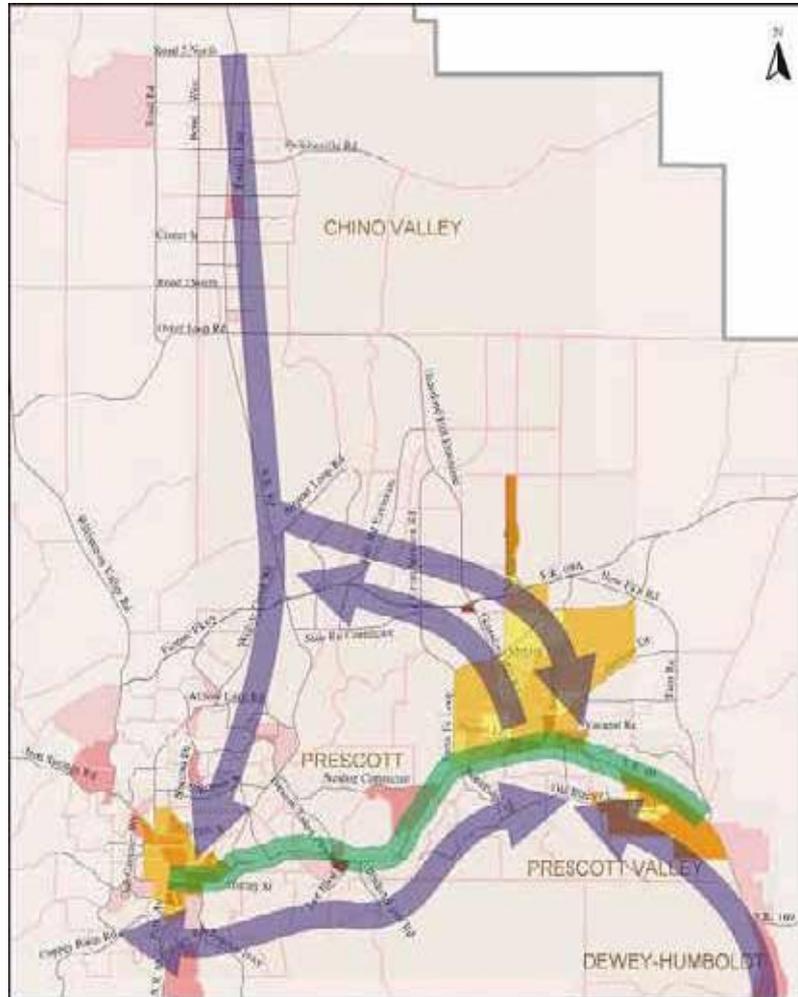


Figure 2.1 Initial Fixed and Flexible Routes

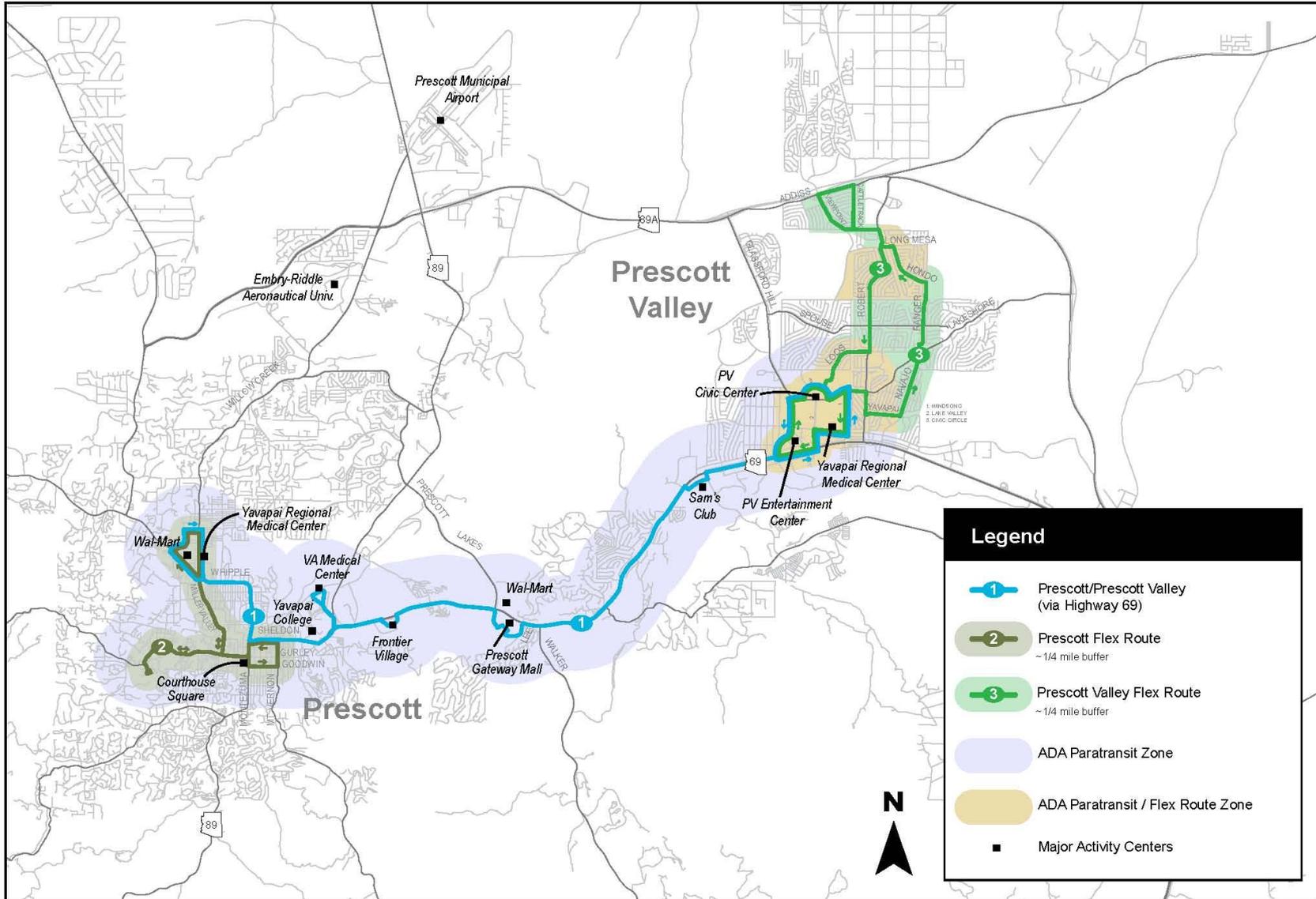
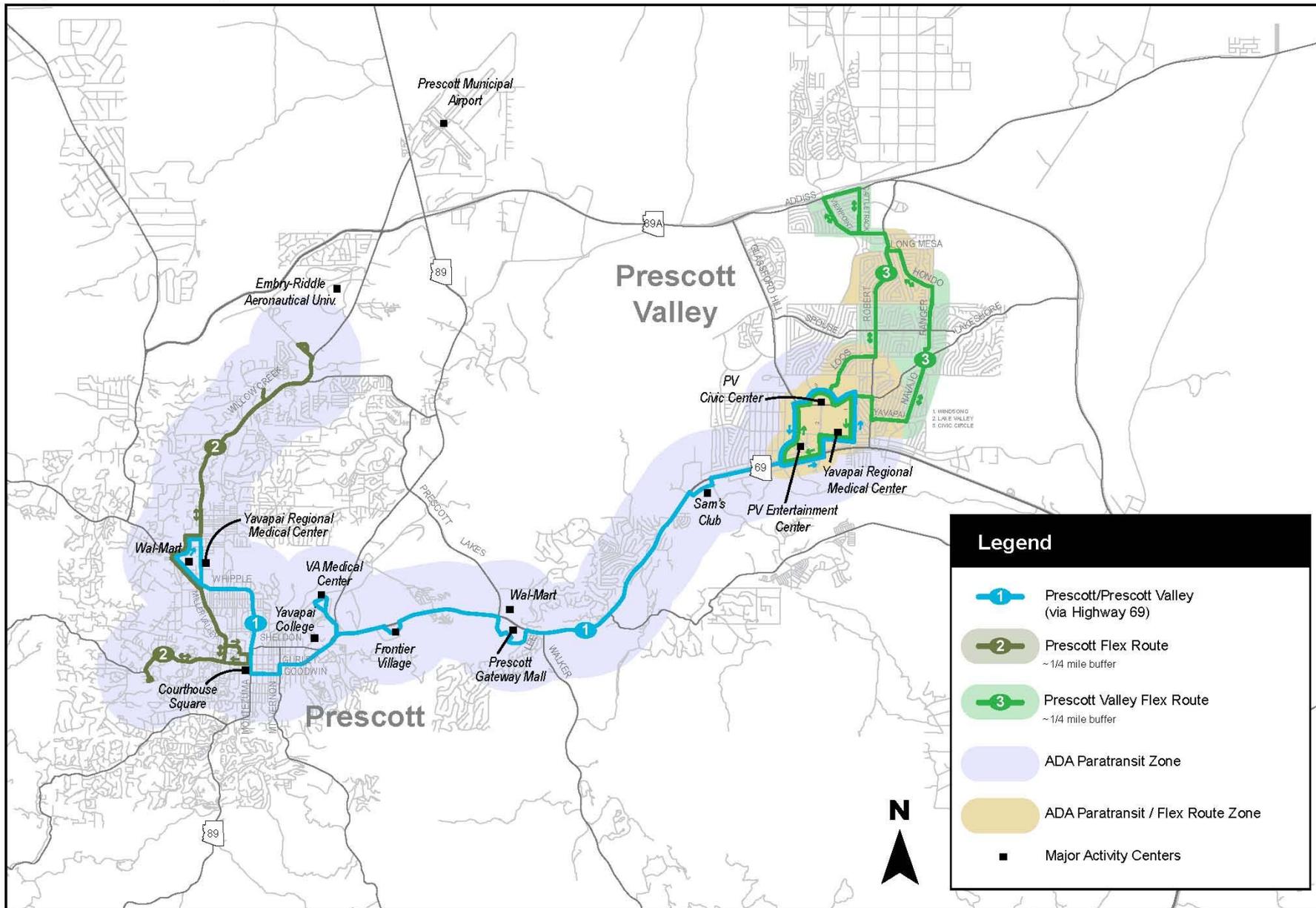


Figure 2.2 Expanded Fixed and Flexible Routes



0 1 2 miles



Legend

-  Prescott/Prescott Valley (via Highway 69)
-  Prescott Flex Route ~1/4 mile buffer
-  Prescott Valley Flex Route ~1/4 mile buffer
-  ADA Paratransit Zone
-  ADA Paratransit / Flex Route Zone
-  Major Activity Centers

City of Prescott Transit Preferences

April 20, 2011, the CYMPO Executive Board voted to not accept one proposal for Transit Service ultimately releasing Federal funds for the program.

- In recent years, City Councils have supported the following policies regarding public transportation/transit:
- Matching of LTAF II distributions received from the state by the City for the Voucher Program administered by NACOG (note: the state distributions will cease after FY 12, the final program year)
- A regional approach to developing any future public transit services within the CYMPO area
- Establishment of a public transit authority governance model appropriate for our region, including changes to existing statutes, as necessary, in the event future public transit services are contemplated
- Securing a reliable source for any non-federal portion of funding required to operate a future public transit program

Questions and Comments