CALL TO ORDER

CALL TO THE PUBLIC

MINUTES OF MEETINGS

1 For Approval or Correction, the Minutes of the Aviation and Transportation Subcommittee Meeting on Nov. 27, 2018

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.

CONSENT ACTION (ITEMS 2-7)

2 On-Call Airport Concessions Consulting Services

This report requests the Aviation and Transportation Subcommittee recommend City Council approval to award a contract to SI Partners, Inc. for on-call airport concessions consulting services in an amount not to exceed $500,000 for a five-year aggregate contract term.

THIS ITEM IS FOR CONSENT ACTION.

3 Voluntary Property Acquisition - 3210 E. Jackson St. and 215 S. 32nd St.
This report requests that the Aviation and Transportation Subcommittee recommend City Council approval to acquire two parcels located at 3210 E. Jackson St. and 215 S. 32nd St., from the Ana Forner Trust and Veronica F. Gonzalez, Trustee, at the appraised value of $240,000.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.

4  **Advertising and Graphic Design Services for the Aviation Department - Contract Award**
This report requests the Aviation and Transportation Subcommittee recommend City Council approval to award a contract for advertising and graphic design services for the Aviation Department to AWE Collective. The aggregate value of the contract will not exceed $375,000 over the life of the contract.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.

5  **Airports Council International - North America Membership**
This report requests the Aviation and Transportation Subcommittee recommend City Council approval of the 2019 annual dues payment for the Aviation Department’s membership in Airports Council International - North America (ACI-NA). The annual dues for 2019 are $124,377.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.
American Association of Airport Executives Membership

This report requests the Aviation and Transportation Subcommittee recommend City Council approval of the Aviation Department’s 2019 Airport Legislative Alliance and Regulatory Affairs membership dues payment to the American Association of Airport Executives (AAAE). The annual dues for 2019 are $59,375.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.

April 2019 Proposed Bus Service Improvements

This report requests the Aviation and Transportation Subcommittee recommend City Council approval of the proposed bus service improvements to be implemented in April 2019. The proposed improvements are elements of “Moving Phoenix Forward” provided through Phoenix’s Transportation 2050 (T2050) plan.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

INFORMATION ONLY (ITEMS 8-9)

Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings

This report provides the Aviation and Transportation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley METRO/Regional Public Transportation Authority (RPTA), and the Maricopa Association of Governments (MAG).
THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

9 Citizens Transportation Commission Meetings

This report provides the Aviation and Transportation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

DISCUSSION AND POSSIBLE ACTION (ITEM 10)

10 Proposed Shared Electric Scooter Pilot Program

This report provides the Aviation and Transportation Subcommittee with information about a proposed Shared Electric Scooter Pilot Program within the boundaries of 7th Avenue to 7th Street and from Buckeye to McDowell Roads, and requests the Subcommittee recommend City Council approval of the proposed pilot program. The program will include fees to vendors that recover the costs of administering the program.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.
INFORMATION AND DISCUSSION (ITEMS 11-13)

11 Transit Safety and Security

This report provides the Aviation and Transportation Subcommittee an update on programs implemented by Phoenix’s Police and Public Transit Departments and Valley Metro to enhance safety and security on bus and light rail vehicles, at transit facilities and light rail platforms, and throughout the transit environment to ensure a safe and positive passenger experience. This report also includes updates on recent campaigns launched to raise awareness of these improvements and to increase passenger education and engagement across the region’s transit system.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

12 Policy for Non-Standard Crosswalk Treatments

This report provides information on a potential policy for Non-Standard Crosswalk Treatments and seeks further guidance from the Aviation and Transportation Subcommittee on the development of this policy. A Non-Standard Crosswalk Treatment policy would allow the City to consider requests from outside entities to incorporate non-standard designs within existing crosswalks.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

13 Introduction of Potential Policy for Scalloped Streets

This report introduces a potential policy for "Scalloped Streets" and seeks
guidance from the Aviation and Transportation Subcommittee on the development, vetting, and implementation of a policy. A "Scalloped Streets" policy would allow the City to complete construction of streets and assess adjacent property owners for their proportionate cost share at the time of development, if those properties are developed or redeveloped within 10 years.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

**Responsible Department**
This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

**CALL TO THE PUBLIC**

**FUTURE AGENDA ITEMS**

**ADJOURN**

For further information or reasonable accommodations, please call Kacie Howard, Management Assistant II, City Manager's Office at 602-262-7684. 7-1-1 Friendly.

Persons paid to lobby on behalf of persons or organizations other than themselves must register with the City Clerk prior to lobbying or within five business days thereafter, and must register annually to continue lobbying. If you have any questions about registration or whether or not you must register, please contact the City Clerk's Office at 602-534-0490.

**Members:**
Councilwoman Debra Stark, Chair
Councilwoman Felicita M. Mendoza
Mayor Thelda Williams
For Approval or Correction, the Minutes of the Aviation and Transportation Subcommittee Meeting on Nov. 27, 2018

Summary
This item transmits the minutes of the Aviation and Transportation Subcommittee Meeting on Nov. 27, 2018 for review, correction or approval by the Aviation and Transportation Subcommittee.

The minutes are attached.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.
Call to Order
Chairwoman Stark called the Aviation and Transportation Subcommittee meeting to order at 10:07 a.m. with Mayor Williams and Councilwoman Mendoza present.

Call to the Public
None.

1. For Approval or Correction, the Minutes of the Aviation and Transportation Subcommittee Meeting on Sept. 25, 2018
Mayor Williams made a motion to approve the minutes of the Sept. 25, 2018 Aviation and Transportation Subcommittee. Councilwoman Mendoza seconded the motion which passed unanimously, 3-0.

Items 2-12 were for consent action. No presentations were planned but staff was available to answer questions.

Mayor Williams made a motion to approve consent items 2-12. Councilwoman Mendoza seconded the motion which passed unanimously, 3-0.

2. Intergovernmental Agreement with MCDOT for Roadway Improvements on Lower Buckeye Road from 71st Avenue to 67th Avenue

3. T2050 Streets Technology Program Update

4. T2050 Mobility Program Update

5. Proposed Transportation 2050 New and Expected Major Streets Program for Fiscal Year 2019 - 2023

6. Fare Collection System Maintenance Service Agreement Contract Extension
7. Pre-Encoded Smart Card Fare Media Award Recommendation

8. Airport Security Guard Services Contract Award – AVN RFP 18-051


10. Ground Lease with Southwest Airlines, Co.

11. Common Use Lounge Concession Lease Solicitation Award Recommendation
Shane Sullivan introduced himself as the Vice President of Commercial for Collinson Group’s Priority Pass Lounge in Sky Harbor’s terminal four, voicing concerns due to limited credit card brand acceptance by the proposed lounge operator.

Aviation Director Jim Bennett introduced Assistant Aviation Director Charlene Reynolds and Special Projects Administrator Tyler Mayheu, and explained the selection of Manchester Airports Group as the operator of the terminal four Centurion lounge and Escape lounge. He clarified the competitive solicitation and selection processes, and outlined additional lounges throughout the terminal.

Mayor Williams stated she felt comfortable moving forward without a re-vote on the consent agenda after confirming the regular request for proposal processes were followed.

12. Comparison Shopping Services and Quality Monitoring Services (Secret Shopper)

13. Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings
Information only. No councilmember requested additional information.

14. Citizens Transportation Commission Meetings
Information only. No councilmember requested additional information.

15. Proposed Transportation 2050 Accelerated Five-Year Pavement Maintenance Program through FY2023
Deputy City Manager Mario Paniagua introduced the item and fellow presenter Street Transportation Director Kini Knudson.

Mr. Knudson presented a multi-phase accelerated funding approach allocating T2050 and HURF funds for City-wide street pavement maintenance.

Chairwoman Stark requested clarification on whether community input would be utilized in selection of corridors for pavement maintenance. Mr. Knudson confirmed the corridor selection process would incorporate community input.
Mr. Knudson explained the impact of an accelerated funding program, which would expand the number of miles receiving pavement maintenance treatments, as well as decrease the amount of time needed to complete the additional pavement treatments. He detailed current efforts to evaluate conflicts with utility companies ensuring new pavement corridors are not also scheduled for major construction in the immediate future. Mr. Knudson explained bicycle lane implementation acceleration.

Chairwoman Stark emphasized the importance of street maintenance for all street users, including bicycle and transit.

Mayor Williams requested clarification on the implementation timeline for the project. Mr. Knudson outlined the community input process and implementation timeline.

Mayor Williams stressed the importance of community input on bicycle lines and ongoing collaboration with the Community and Economic Development Department and the Arizona Department of Transportation. Mr. Knudson clarified community input and regional collaboration processes.

Chairwoman Stark emphasized this item does not impact light rail projects and would provide a separate source of funding for street pavement maintenance.

Mayor Williams made a motion to approve item 15. Councilwoman Mendoza seconded the motion which passed unanimously, 3-0.

16. 2019 State and Federal Legislative Agendas
Government Relations Director Frank McCune introduced the item and fellow presenters Government Relations Manager Clark Princell and Government Relations Manager Yesenia Dhott.

Ms. Dhott presented guiding principles of state-level government relations and upcoming state legislative agenda items.

Mayor Williams requested pursuance of state regulation on electric scooters, including increased safety measures.

Mr. Princell presented guiding principles of federal-level government relations and upcoming federal legislative agenda items.

Mayor Williams requested clarification on biometric screening at airports. Mr. Princell clarified the City would be tracking possible legislation related to any unfunded mandate using biometric data to track individuals exiting the airport.

Mayor Williams made a motion to approve item 16. Councilwoman Mendoza seconded the motion which passed unanimously, 3-0.
17. Airport Concession Street Pricing Policy
Aviation Director Jim Bennet introduced the item and fellow presenters Assistant Aviation Director Charlene Reynolds, Deputy Aviation Director Christina Madsen and Aviation Economic Development Program Manager Paula Kucharz.

Ms. Madsen presented current street pricing policies, outlining the collaborative business model used by the Aviation Department and concession revenue generation.

Ms. Kucharz presented past pricing policies and modifications, increased revenue generation resulting from modifications, and current proposition for future increase. She detailed a recommendation to modify the airport street pricing policy to allow concessions operators to first demonstrate adequate utilization of cost reduction, marketing and innovative technology practices, before increasing goods pricing by an additional 2%.

Chairwoman Stark requested clarification on existing cost reduction strategies being implemented by concessions companies. Ms. Kucharz stated staff was requesting concessions companies provide verification of cost reduction measure utilization.

Mayor Williams asked how staff planned to track cost reductions measures taken by concessions companies. Ms. Madsen stated staff would request reports detailing cost reduction strategies employed by concessions operators.

Mayor Williams advocated for concessions companies setting independent competitive pricing structures for goods.

Councilwoman Mendoza asked whether concessions company employees have unionized, which could add an increased cost to concessions operators. She asked about the impact of a minimum wage increase in fiscal years 2019 and 2020, and the increased cost of outdoor food storage. Ms. Kucharz confirmed union costs, increased minimum wage and outdoor food storage costs affect pricing structures for airport concessions operators. Ms. Reynolds clarified increased costs associated with airport concessions operations, which may not affect street-side food and beverage retailer operations.

Councilwoman Mendoza requested clarification on minimum annual guarantees, which stipulate either a minimum threshold payment of 13% on food and 16% on alcohol, or a percentage of gross sales be paid to the City on an annual basis. She asserted that this policy adequately compels concessions operators to set competitive prices.

Chairwoman Stark stated competition among airport concessions operators should provide adequate pricing moderation.

Mayor Williams made a motion to discontinue airport street pricing policy, allowing market competition among concessions operators to guide prices; food operators should submit revised pricing menus to Aviation staff by Jan. 30, 2019, and new menu
prices should go into effect on July 15, 2019. Councilwoman Mendoza seconded the motion which passed unanimously, 3-0.

Call to the Public
None.

Future Agenda Items
Mayor Williams requested an updated report from the Public Transit Department on safety-related light rail and bus incidents, as well as an update on increased security measures.

Adjournment
Chairwoman Stark adjourned the meeting at 10:56 a.m.

Respectfully submitted,
Alexa Martin
Management Intern
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<td>Sid Higgins</td>
<td>VP COMMERICAL (LOUNGS)</td>
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<td>Hanie Howard</td>
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<td>Derek Oldham</td>
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<td>Kimberly Branch</td>
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<td>Alice Cropp</td>
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<td>Marc Lasky</td>
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<td>Shana Sullivan</td>
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<td>Shawn Larson</td>
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<td>Charles Reynolds</td>
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<td>Paula Kuchinka</td>
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<td>Gary Smeal</td>
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<td>Dane Goos</td>
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<td>Jim Janner</td>
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<td>Laura Smith</td>
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<td>Julie Young</td>
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<td>Jennifer Binkely</td>
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<td>Sonya Pastor</td>
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<td>Kurtz MacGregory</td>
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On-Call Airport Concessions Consulting Services

This report requests the Aviation and Transportation Subcommittee recommend City Council approval to award a contract to SI Partners, Inc. for on-call airport concessions consulting services in an amount not to exceed $500,000 for a five-year aggregate contract term.

THIS ITEM IS FOR CONSENT ACTION.

Summary
The Aviation Department (Aviation) requires an experienced provider of airport concessions consulting services to support Phoenix Sky Harbor International Airport’s efforts to maintain a first-class retail and food and beverage concession program. The services will be provided on an as-needed basis and will include: feasibility studies, market analysis, operational reviews, space planning, concessions master plan studies, and additional support. The consultant will be involved in the development, programming, solicitation, and evaluation of the concessions program for the new Terminal 4 S1 Concourse.

Procurement Information
A Request for Proposals was issued in July for this scope of work. Three responses were received for this contract opportunity and one response was deemed non-responsive. An evaluation panel evaluated the proposals based on the published criteria:

- Qualifications and Experience of Primary Consultant (0-400 Points).
- Approach to Scope of Services (0-250 Points)
- Company Qualifications and Experience (0-200 Points)
- Fees (0-150 Points).

Following is the evaluation panel recommendation for award:

- SI Partners: 843 points.
- Unison Consulting: 795 points.

Contract Term
This contract will have a primary term of two years, with three one-year renewal options, to be exercised at the sole discretion of the Aviation Director.

Financial Impact
The total cost of the on-call airport concessions consulting services contract will not exceed $100,000 per year. The total aggregate cost of the contract, if all options are exercised, will not exceed $500,000. Funds are available in the Aviation operating budget.

Concurrence/Previous Council Action
This item was recommended for approval by the Phoenix Aviation Advisory Board's Business and Development Subcommittee on Dec. 6, 2018 by a vote of 3-0.

Public Outreach
This solicitation process included all standard and required outreach efforts, including advertising in Aviation industry publications.

Location
Phoenix Sky Harbor International Airport, 3400 E. Sky Harbor Blvd.
Council District: 8

Department
Responsible Department
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.
Voluntary Property Acquisition - 3210 E. Jackson St. and 215 S. 32nd St.

This report requests that the Aviation and Transportation Subcommittee recommend City Council approval to acquire two parcels located at 3210 E. Jackson St. and 215 S. 32nd St., from the Ana Forner Trust and Veronica F. Gonzalez, Trustee, at the appraised value of $240,000.

THIS ITEM IS FOR CONSENT ACTION.

Summary
The neighborhood north of Phoenix Sky Harbor International Airport (PHX) is an area of importance for PHX’s future growth. Over the years, PHX has acquired property in this neighborhood through a voluntary acquisition process. On Oct. 23, 2018, at the Phoenix City Council Policy Meeting, Council approved the Aviation Department to continue to acquire parcels on a voluntary basis in the neighborhood north of PHX. All of the appropriate City and Federal Aviation Administration (FAA) regulations will be followed when conducting this property acquisition.

The Forner family has been interested in selling their property to PHX for the past 15 years. In April 2018, Trustee Veronica F. Gonzalez initiated PHX’s voluntary acquisition process. An independent, third party appraiser conducted an appraisal and concluded the properties have a market value of $240,000.

The parcel located at 3210 E. Jackson St. is approximately 8,313 square feet and is improved with an unoccupied 1,700 square foot residential structure, a carport and two wooden sheds and has a market value of $170,000. Due to the age of the residential structure a review by the City’s Historic Preservation Office was conducted. The Historic Preservation Office concluded that even though the residential structure is age eligible, it lacks historical significance.

The parcel located at 215 S. 32nd St. is a 7,620 square foot industrial vacant lot with a concrete foundation pad from a former commercial building and has a market value of $70,000. Upon acquisition, all improvements will be demolished.

PHX completed its environmental due diligence in October 2018. The Phase I and the
Phase II Environmental Site Assessments and investigation concluded no contamination was found needing remediation.

Financial Impact
Cost to acquire the two parcels is $240,000. The funds are allocated in the Aviation budget.

Concurrence/Previous Council Action
This item was recommended for approval by the Phoenix Aviation Advisory Board's Business and Development Subcommittee on Dec. 6, 2018 by a vote of 3-0.

Location
3210 E. Jackson St. and 215 S. 32nd St.
Council District: 8

Responsible Department
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.
Advertising and Graphic Design Services for the Aviation Department - Contract Award

This report requests the Aviation and Transportation Subcommittee recommend City Council approval to award a contract for advertising and graphic design services for the Aviation Department to AWE Collective. The aggregate value of the contract will not exceed $375,000 over the life of the contract.

THIS ITEM IS FOR CONSENT ACTION.

Summary
The Aviation Department (Aviation) is seeking to award a contract for advertising and graphic design services to AWE Collective. The purpose of this contract is to secure a vendor that can develop advertising campaigns for revenue-generating services such as parking, shopping, and dining, in addition to placing advertising on social media and online on behalf of Aviation.

The selected vendor will assist in developing advertising materials ranging from single use ads for specific events, to developing full-range advertising programs promoting the airport in local, national, and international markets. Additionally, the vendor will be tasked with the design and production management of projects on an as-needed basis. Examples of the types of projects the vendor will work on include: The Annual Financial Report; Airport Guide; digital ads for social media channels such as Facebook and Twitter, including ad purchasing and placement; and other materials promoting airport services such as print advertisements, posters, or in-airport digital ads.

Procurement Information
After the City Council approved a request to issue, an RFP for advertising and graphic design services was issued on Oct. 4, 2018. The panel evaluated the proposals based on work samples, fees, and company history, qualifications and experience. The evaluation panel included staff from Aviation Public Relations, Aviation Technology, the Phoenix Convention Center, and the City of Phoenix Technology Department. Nine companies submitted proposals. Eight out of nine were responsive. AWE Collective received the highest score, 809 points out of a possible 1,000 points. Aviation’s current
contracted graphic design firm, Splinter Creative, did not submit a proposal for this new contract.

AWE Collective: 809 points  
Davidson Belluso: 775 points  
CoNecs NA: 760 points

**Contract Term**
The term of the agreement will be for one year, with four options to extend the term for one year each.

**Financial Impact**
The aggregate value of the contract will not exceed $375,000 over the life of the contract. Funding for the contract is in the Aviation Department’s budget.

**Location**
Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road.  
Council District: 8

**Responsible Department**
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.
Airports Council International - North America Membership

This report requests the Aviation and Transportation Subcommittee recommend City Council approval of the 2019 annual dues payment for the Aviation Department’s membership in Airports Council International - North America (ACI-NA). The annual dues for 2019 are $124,377.

THIS ITEM IS FOR CONSENT ACTION.

Summary
ACI-NA is one of five worldwide regions of Airports Council International and represents local, regional, and state governing bodies that own and operate commercial airports in the United States and Canada. ACI-NA advocates for airports by addressing federal and regulatory issues that impact airports and the aviation industry, including issues such as FAA flight paths, safety and security, and FAA funding reauthorization.

ACI-NA is also deeply engaged with the International Civil Aviation Organization (ICAO), a United Nations Specialized Agency with strategic objectives including Safety, Air Navigation Capacity and Efficiency, Security and Facilitation, Economic Development of Air Transport, and Environmental Protection. ACI’s observer status allows it to place a subject matter expert on the Air Navigation Commission, which allows the airport sector early input into proposed technical recommendations that have direct consequences for airport design and operation.

In addition, staff from Phoenix Sky Harbor are well represented by staff serving on ACI committees including the Large Hub Airport, Operations and Technical Affairs, US Governmental Affairs, Legal Affairs, Public Safety and Security, Business Diversity, Business Information Technology, Finance, Marketing and Communications, Risk Management, Small Airports, Human Resources, and Commercial Management committees. These committees are charged with the development of recommendations that ACI-NA helps advance on behalf of U.S. airports to regulators in Washington, D.C.

As the owner and operator of Phoenix Sky Harbor International Airport, the City of
Phoenix receives great value from the services and industry coordination and collaboration that are provided/organized by ACI-NA.

**Financial Impact**
The annual dues for 2019 are $124,377.

**Location**
Phoenix Sky Harbor International Airport, 3400 E. Sky Harbor Blvd.
Council District: 8

**Responsible Department**
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.
American Association of Airport Executives Membership

This report requests the Aviation and Transportation Subcommittee recommend City Council approval of the Aviation Department’s 2019 Airport Legislative Alliance and Regulatory Affairs membership dues payment to the American Association of Airport Executives (AAAE). The annual dues for 2019 are $59,375.

THIS ITEM IS FOR CONSENT ACTION.

Summary
The AAAE shapes policies and recommendations that direct how Phoenix Sky Harbor International Airport (Sky Harbor) conducts business today. The Airport Legislative Alliance (ALA) and Regulatory Affairs Department are the advocacy wings of the American Association of Airport Executives (AAAE). These groups provide strong and effective representation for America’s airport system to members of Congress and key executive agencies, including the Department of Transportation, the Federal Aviation Administration, and the Environmental Protection Agency. The ALA and Regulatory Affairs Department represent airport interests on issues like FAA flight paths, funding for airport development, security, and maintaining strong, local control of airports.

As the owner and operator of Sky Harbor, the eleventh-busiest commercial service airport in the United States, the City of Phoenix receives great value from the services provided by these groups. Sky Harbor is well represented by staff serving in AAAE leadership roles as Certified Members, Accredited Airport Executives, National Committee Chairs, and Examiners on the Southwest Regional Board of Examiners.

The Airport expects 2019 to be a very active year with Administration in Washington and discussion about a major infrastructure program. It is very important that Phoenix be part of the discussion to shape any legislation that would affect the Airport and the Community it serves.

Financial Impact
The annual dues for 2019 are $59,375.

Location
Phoenix Sky Harbor International Airport, 3400 E. Sky Harbor Blvd.
Council District: 8

**Responsible Department**
This item is submitted by Deputy City Manager Deanna Jonovich and the Aviation Department.
April 2019 Proposed Bus Service Improvements

This report requests the Aviation and Transportation Subcommittee recommend City Council approval of the proposed bus service improvements to be implemented in April 2019. The proposed improvements are elements of “Moving Phoenix Forward” provided through Phoenix’s Transportation 2050 (T2050) plan.

THIS ITEM IS FOR CONSENT ACTION.

Summary
The Public Transit Department is focused on improving the efficiency and reliability of Phoenix’s transit system to best serve our passengers’ needs. The department reviews passenger input and routes semiannually to determine if improvements can be made to transit services. Improvements can include modifications such as schedule changes, service efficiencies, adding route connections, or leaving routes unchanged, based on the public input received. Bus service changes are coordinated regionally and occur in April and October of each year. The proposed April 2019 bus service changes are described below.

South Mountain East RAPID- Reroute at 24th Street and Air Lane
Staff proposes to modify the South Mountain East RAPID routing near 24th Street and Air Lane to avoid intermittent trip delays due to freight train activities. The route was modified in April 2018 to travel between the park-and-ride and Downtown Phoenix via 24th Street and Washington/Jefferson Streets. Since the new routing was implemented, Phoenix Public Transit staff have received multiple complaints from passengers that the bus was delayed by the Union Pacific freight trains crossing 24th Street near Air Lane. Upon confirming very low ridership activities of the South Mountain East RAPID at 24th Street and Washington/Jefferson Streets, staff placed the route on a temporary detour to avoid crossing the train tracks by using 24th Street, Buckeye Road, 16th Street, and Washington/Jefferson Streets. The temporary detour was placed on Sept. 20, 2018. The proposal for April 2019 is to permanently change the South Mountain East RAPID routing.

SR51, I-17, I-10 East, and I-10 West RAPID - Schedule Modifications
Staff proposes modifying schedules on the SR51, I-17, I-10 East, and I-10 West
RAPID to better carry current ridership loads. Current RAPID trips are peak-only, one-directional service that carries passengers between park-and-rides and Downtown Phoenix. RAPID trips only operate Monday through Friday. On some RAPID routes, there are select trips that do not operate on Fridays. Staff received several suggestions from current RAPID riders on modifying the RAPID schedule to address overcrowding on buses over the past year. Public Transit planning staff conducted ridership analysis on existing RAPID trips found several instances where select trips are at or over the seating capacity, or lower ridership on specific routes. The findings led to the following schedule modification proposal:

SR51 RAPID:
- Monday-Thursday: Add 1 inbound trip (at 7:53 a.m.) and 2 outbound trips (at 3:09 p.m. and 4:52 p.m.).
- Friday: Add 3 inbound trip (at 6:28 a.m., 7:08 a.m., and 7:53 a.m.) and 2 outbound trips (at 3:09 p.m. and 4:52 p.m.).

I-17 RAPID:
- Monday-Thursday: Add 3 inbound trips (at 6:47 a.m., 7:11 a.m., and 7:29 a.m.) and 1 outbound trip (at 4:57 p.m.).
- Friday: Add 6 inbound trips (at 6:04 a.m., 6:47 a.m., 7:11 a.m., 7:23 a.m., 7:29 a.m., and 8:10 a.m.) and 2 outbound trip (at 4:57 p.m. and 5:49 p.m.).
- 7:59 a.m. inbound trips will not stop at Metrocenter.
- Eliminate 6 p.m. outbound trip.

I-10 East RAPID:
- Friday: Add 1 outbound trip (at 3:51 p.m.).

I-10 West RAPID:
- Monday-Thursday: Reduce 1 outbound trip (at 5:42 p.m.).
- Friday: Add 1 inbound trip (at 6:44 a.m.) and reduce 1 outbound trip (at 5:42 p.m.).

In addition to adding trips to select routes, several existing RAPID trips are also shifted to balance the gaps in between trips.

Implementation Timeline
The process for successfully implementing the proposed service changes beginning April 28, 2019 includes the following:
- Conduct required public outreach and public hearing (regional effort) - October/November 2018: Completed on Nov. 30, 2018.
- Seek Citizens Transportation Commission (CTC) approval: Completed on Dec. 13,
2018. CTC Approved staff recommended services unanimously.

- Seek Aviation and Transportation Subcommittee and City Council approval of final proposed bus service changes by Feb. 6, 2019.
- Prepare transit books, develop operational logistics, and coordinate operators: February through April 2019.
- Implement approved bus service improvements: April 28, 2019.

**Financial Impact**

*Attachment A* outlines the annual cost of the staff recommended April 2019 service changes. The annual impact of the April 2019 proposed changes is $327,000. The FY 2018-19 financial impact is approximately $63,200 for the additional service operating between April 28, 2019 (effective date of the service change) and June 30, 2019.

**Concurrence/Previous Council Action**

This item was recommended for approval at the Citizen's Transportation Commission meeting on Dec. 13, 2018 by a vote of 11-0.

**Public Outreach**

The Public Transit Department used the locally adopted public outreach process for the proposed April 2019 bus service changes. Public Transit planning staff placed A-frames with RAPID schedule adjustment proposal information at 40th St/ Pecos PNR, 79th Ave/I-10 PNR, Desert Sky Transit Center, Happy Valley PNR, Bell Rd/I-17 PNR, Metrocenter Transit Center, Bell Road/SR51 PNR, and Dreamy Draw PNR. The public comment period was open from Oct. 29, 2018 through Nov. 30, 2018.

In-person outreach at park-and-rides was completed between Nov. 6 and Nov. 8, 2018. Approximately 2,000 flyers were distributed to RAPID customers informing them of the proposed schedule changes. A webinar was held on Nov. 7, 2018 that reviewed the proposed changes. The recording of the webinar is available on Valley Metro’s YouTube page. The public hearing was held on Nov. 14, 2018.

There were 79 total comments and suggestions received about the proposed changes to RAPID service. *Attachment B* summarizes the feedback by route for the service changes in Phoenix.

The summary of the not-in-favor feedback is as follows:

I-17 RAPID: Some I-17 RAPID riders from Metrocenter expressed concern that the additions are all for Bell Road and Happy Valley trips. Based on Public Transit staff’s ridership analysis, Bell Road and Happy Valley I-17 RAPID trips experience much more overcrowding than Metrocenter trips. The majority of Metrocenter trips carries
between 15 to 30 passengers. Our lowest capacity RAPID vehicles are equipped with 32 seats. Going forward, Public Transit staff will coordinate with our operating contractor to assign articulated buses on trips that carry more passengers to avoid standing loads. In addition, Public Transit staff also shifted some Metrocenter trips to balance the gap in between trips.

I-10 EAST RAPID: No feedback is given on the reason for not-in-favor. However, some customers requested an inbound trip to get to work by 6:30 a.m.

I-10 WEST RAPID: Several I-10 WEST RAPID customers are concerned with the proposed removal of the 5:42 p.m. outbound trip. Based on Public Transit staff’s ridership analysis, the last three outbound I-10 WEST trips (5:27 p.m., 5:42 p.m., and 6:02 p.m.) each carry an average of 10 passengers per trip. With the low utilization of the last three trips, Public Transit staff recommended combining the last three trips into two trips while still ensuring the last trip of the day leaves at the same time for any passengers that cannot modify their work schedule.

Based on the feedback received from the public, Public Transit planning staff made the following modifications to the final proposed schedules on I-10 East RAPID and I-17 RAPID in response to RAPID customers' concerns:

I-10 EAST RAPID: In response to the suggestion of getting to work by 6:30 a.m., staff proposed shifting the 5:55 a.m. trip to 5:45 a.m. in order to arrive at the state capitol by 6:30 a.m.

I-17 RAPID: In response to comment regarding not adding trips to Metrocenter, Public Transit planning staff shifted multiple Metrocenter Trips to balance the wait times in between trips to alleviate heavy passenger loads.

As required, the Title VI analysis for the proposed service changes was prepared and finalized. Per the City’s Title VI policies, the report identified ‘major’ service changes potentially impacting low-income and/or minority populations for restoring weekday service levels on five holidays. The impact on the proposed schedule modification is positive, thus no mitigation is necessary. As per Title VI protocol, no ‘major’ impacts were identified for the staff recommended service changes.

**Responsible Department**
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.
### APRIL 2019 PROPOSED BUS SERVICE IMPROVEMENTS FINANCIAL SUMMARY

<table>
<thead>
<tr>
<th>Proposal</th>
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<td>I-17 RAPID- Schedule Adjustment</td>
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<td><strong>TOTAL COST OF APRIL 2019 BUS SERVICE CHANGES</strong></td>
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Attachment B
APRIL 2019 PROPOSED BUS SERVICE IMPROVEMENTS PUBLIC FEEDBACK

<table>
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<tr>
<th>Proposals</th>
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</tbody>
</table>

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I-17 RAPID: In response to customer’s comment of not adding additional trips to Metrocenter, Public Transit planning staff shifted multiple Metrocenter Trips to balance the wait times in between trips to alleviate heavy passenger loads.
Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings

This report provides the Aviation and Transportation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority (RPTA), and the Maricopa Association of Governments (MAG).

THIS ITEM IS FOR INFORMATION ONLY.

Summary
Within Maricopa County, there are several agencies with different charges relating to public transit and transportation planning.

Valley Metro/RPTA: In 1993, the Regional Public Transportation Authority Board adopted the name Valley Metro as the identity for the regional transit system in metropolitan Phoenix. Under the "Valley Metro" brand, local governments fun the Valley-wide transit system which the public sees on the streets today. Valley Metro Board member agencies include Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix Queen Creek, Scottsdale, Surprise, and Tempe.

METRO: METRO is the brand name for Valley Metro Rail Inc., a nonprofit, public corporation charged with the design, construction, and operation of the Valley's light rail system. The cities that participate financially in the light rail system each have a representative on the METRO Board of Directors. Cities on the board include Chandler, Glendale, Mesa, Phoenix, and Tempe. METRO is structured on a "pay to play basis" with voting power allocated based on investment in the system.

The Maricopa Association of Governments (MAG): MAG is a Council of Governments that serves as the regional agency for the metropolitan Phoenix area. When MAG was formed in 1967, elected officials recognized the need for long-range planning and policy development on a regional scale. Issues such as transportation, air quality, and human services affect residents beyond the borders of individual jurisdictions. MAG is the designated metropolitan planning organization (MPO) for transportation planning in
the Maricopa County region.

The goal of staff is to provide the Transportation and Infrastructure Subcommittee with agendas for future meetings of these bodies. Meeting dates do not coincide and agendas are not available until close to the meeting date. However, prior to reach each Board of Directors meeting, most agenda items are reviewed by staff committees which include City of Phoenix members.

Meeting agendas and/or additional information for previous and upcoming METRO, RPTA and MAG meetings will be distributed to Transportation and Infrastructure Subcommittee members at the meeting.

**Responsible Department**
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.
Citizens Transportation Commission Meetings

This report provides the Aviation and Transportation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission.

THIS ITEM IS FOR INFORMATION ONLY.

Summary
The Citizens Transportation Commission will advance transparency, public input, and government accountability by reviewing appropriations provided by Transportation 2050, as approved by the voters on Aug. 25, 2015.

The Commission will review T2050 appropriations and program recommendations of the Public Transit Department and the Street Transportation Department; annually review the revenues and expenditures of Transportation 2050 funds as well as funding from other sources; conduct public meetings; and formulate and present recommendations to the Phoenix City Council related to revenues, expenditures, projections, programs and major projects as called for by Transportation 2050.

Meeting agendas and/or additional information for previous and upcoming Citizens Transportation Commission meetings will be distributed to Transportation and Infrastructure Subcommittee members at each Subcommittee meeting.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.
Proposed Shared Electric Scooter Pilot Program

This report provides the Aviation and Transportation Subcommittee with information about a proposed Shared Electric Scooter Pilot Program within the boundaries of 7th Avenue to 7th Street and from Buckeye to McDowell Roads, and requests the Subcommittee recommend City Council approval of the proposed pilot program. The program will include fees to vendors that recover the costs of administering the program.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary
Throughout the United States and in the Phoenix region, micro-mobility transportation sharing programs for devices such as electric scooters and bicycles have seen extensive growth in demand. Shared electric scooters are a service made available to the public for a fee through private vendors. The scooters are stored and used within the public right-of-way. Users of the shared electric scooter services typically use a smartphone to locate and pay to use the shared electric scooters on a short-term basis.

The City received a letter from the Phoenix Community Alliance (PCA) on Jan. 7, 2019, encouraging and supporting the implementation of an shared electric scooter pilot program in the downtown area. The City has also received inquiries from the public asking when shared electric scooters will be made available within Phoenix. The City currently has existing ordinances in effect that ban the use of motorized scooters within City limits. Staff proposes a Shared Electric Scooter Pilot Program within the downtown area to demonstrate and evaluate whether a citywide Shared Electric Scooter Program is appropriate. The boundaries of the proposed pilot program would be from 7th Avenue to 7th Street and from Buckeye to McDowell Roads. Shared electric scooter vendors would be allowed to deploy scooters only within these boundaries. Riders would be permitted to take the scooters outside the boundary area, but the vendor would be required to collect all scooters nightly and redeploy them daily within the pilot program area boundary.

The proposed pilot program is crafted in a way that helps to ensure deployment of this
multimodal transportation option safely for all users of the right-of-way, while maintaining order and aesthetics, and preventing potential visual blight. The proposed pilot program requires the vendor to obtain a permit to operate shared electric scooters within the public right-of-way, similar to the Dockless Bikeshare Program. Vendors are required to comply with established regulations for parking, operations, rider safety and education, and data sharing.

An ordinance change is required as part of the proposed pilot program to allow the use of electric scooters legally within the City. These ordinance changes will incorporate a definition for an electric standup scooter and to legalize electric scooter operation as part of the proposed pilot program. This ordinance change will have a one-year sunset clause to accommodate the proposed pilot program.

Street Transportation staff held a stakeholder meeting on Jan. 9, 2019, with representatives from four different electric scooter vendors. Staff discussed the potential program elements and addressed vendor input into the proposed pilot program.

Pilot Program Elements:
- Riders shall be at least 18 years of age.
- Vendors shall limit the maximum speed of scooters to 15 mph.
- Riding on sidewalks will be prohibited.
- Each vendor will not be allowed more than 300 scooters total for the pilot program (unless a revised maximum is authorized by the Street Transportation Director).
- Each vendor will not be permitted more than four scooters per City-approved staging location (unless a revised maximum is authorized by the Street Transportation Director).
- Staging locations will be at least 100 feet apart.
- Permitting and other regulations will be similar to the dockless bikeshare program.
- The pilot program will include the following fees: $500 application fee, $5,000 permit fee for six months, $0.10 per ride surcharge fee and $80 relocation fee.
- Vendors are responsible to adhere to all industry-wide safety and maintenance standards.
- Vendors will provide an appropriate data-sharing format for use by the City.
- Regulations are subject to change per the direction of the Street Transportation Director.

Staff proposes a 12-month pilot program to monitor vendor operations, assess user demand and evaluate the impacts to the City. Some of the performance metric indicators would include ridership trends, safety incidents, vendor collected rider
surveys, general operator compliance, or other relevant data. The pilot program will assist the City in determining the future steps for the expansion and/or permanence of a shared electric scooter program. The proposed fees for the pilot program are intended to recover the costs for administering the program only and will be evaluated during the pilot program. After 12 months of pilot program operation, staff will provide an update to the Aviation and Transportation Subcommittee with recommendations for the shared electric scooter program.

Financial Impact

The following vendor fees are proposed under the pilot program: $500 application fee, $5,000 permit fee for six months, $0.10 per ride surcharge fee and $80 relocation fee. In accordance with A.R.S. 9-499.15, the proposed fees have been properly posted to the City's website and will remain posted for a minimum of 60 days prior to Council action.

Concurrence/Previous Council Action

The Transportation and Infrastructure Subcommittee approved the Dockless Bikeshare Program on May 8, 2018 by a vote of 4 to 0. City Council approved the Dockless Bikeshare Program at the July 5, 2018 Formal meeting.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.
Transit Safety and Security

This report provides the Aviation and Transportation Subcommittee an update on programs implemented by Phoenix’s Police and Public Transit Departments and Valley Metro to enhance safety and security on bus and light rail vehicles, at transit facilities and light rail platforms, and throughout the transit environment to ensure a safe and positive passenger experience. This report also includes updates on recent campaigns launched to raise awareness of these improvements and to increase passenger education and engagement across the region’s transit system.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The Phoenix Public Transit Department (PTD), Phoenix Police Transit Unit (TU), and Valley Metro continually work together to review system performance and take steps to address safety concerns and the public’s overall perception of the transit system. Such steps are also taken in response to public feedback, as well as proactive measures that will improve transit operations overall.

Currently, the PTD’s annual budget for safety and security measures is $11.4 million, which includes approximately $9 million for the TU, approximately $2 million in private security staffing, and about $400,000 for PTD municipal security guards. In addition, Phoenix’s share of Valley Metro Rail’s overall security program is approximately $4.3 million. Many recent and future transit projects will provide further improvements to safety and security on regional bus and light rail vehicles and facilities as follows:

City of Phoenix Public Transit Department

The Phoenix Public Transit Department (PTD) has several improvements in place designed to enhance onboard safety and security, as well as to improve transit efficiencies.

Phoenix C.A.R.E.S. Light Rail Team: The City Council approved $125,000 to amend the City’s contract with Community Bridges, Inc. (CBI) to fund a professional Phoenix C.A.R.E.S homeless outreach team (two full-time staff) to focus on light rail and station areas. The team was deployed in July 2018, and staffs from PTD, TU, Valley Metro
and the Human Services Department have worked closely with CBI, including sharing information on focus areas and platforms, as well as times of day where the team can be most effective. Similar to the overarching Phoenix C.A.R.E.S. program, the team’s goal is to connect individuals experiencing homelessness with appropriate services and reduce the impact of unsheltered homelessness on Phoenix neighborhoods and public spaces. Since the team started they have initiated 128 contacts on or near the light rail alignment, with 63 of those individuals engaged, and 47 total enrolled in programs.

*Police Staffing:* The Phoenix Police Department’s Transit Unit has 54 total personnel, including 19 sworn officers, to provide a dedicated response team to transit incidents. With T2050 funding beginning in 2016, the TU’s budget has been augmented allowing the unit to provide additional patrols, add K-9 teams, and expand resources such as the purchase of bikes to improve officer response and mobility at transit facilities such as light rail platforms.

*S.T.O.P. Program:* The goal of the Surface Transportation Top Offender Program (S.T.O.P.) is to incorporate existing social services, enforcement, prosecution and behavior modification to reduce the potential for more violent offenses on public transit. This is done through combined efforts between Police Department and City Prosecutor’s Office staffs. The TU works with law enforcement partners to identify and document individuals creating ‘quality of life’ issues on light rail or on bus routes. The primary goal is to provide social services to people in need to improve their conditions and increase the overall experience for customers utilizing the transit system. The S.T.O.P. program provides TU staff with the legal tools to first warn and trespass individuals from the system, if needed (which may then lead to an arrest), and provides court-imposed travel restrictions and enhanced sentencing for chronic offenders.

*Extra-Duty Program:* In 2018, the TU continued its Council-approved extra-duty program. The primary focus of assigned extra-duty officers is along the light rail corridor, with a particular focus on areas in need of an increased police presence, or during Phoenix Police crime suppression projects during higher ridership times and special events. Currently, extra-duty shifts are scheduled four to five days per week, with officers conducting visibility rides, fare sweeps, bicycle patrols and platform security.

*K-9 Teams:* A Federal Transportation Security Administration (TSA) program allots grant money for three K-9 teams assigned to the TU. The teams are TSA-certified at explosives detection and available for around-the-clock response on Phoenix transportation systems. The teams also maintain the ability to promptly respond to threats at support facilities, rail stations, airports, passenger terminals and surface
Transit K-9 teams are required to spend 80 percent of their time in the transportation environment and can spend up to 20 percent of their time assisting in patrol operations. The teams provide routine sweeps on and near transit and transportation assets, and are also used to protect light rail platforms and bus stops during large events within the City, such as sporting events, concerts and conventions. These methods are proven to be useful at major events such as the Super Bowl, Final Four, Fabulous Phoenix Fourth and Lost Lakes Concert.

**CAD/AVL Upgrade:** All vehicles in both the Phoenix and Valley Metro fleets are undergoing an upgrade to the onboard computer aided dispatch/automated vehicle locator (CAD/AVL) system. The new system improves GPS locating capabilities, implements an improved radio communication system with a cellular network backup, and provides an improved silent alarm (bus operator activated) which allows controllers in an Operations Control Center (OCC) to listen to and identify potential critical incidents onboard a vehicle, thus improving the ability for emergency responses.

**Operator Training:** All Phoenix transit contractors require their operators to undergo annual training that covers a number of safety and security topics an operator may utilize in the course of driving a bus or Dial-a-Ride vehicle. Besides topics such as defensive driving and Americans with Disabilities Act (ADA) training, operator training covers customer service, injury prevention, conflict resolution and safety and security awareness. All 1,400 operators currently employed by Phoenix transit contractors undergo annual training.

**Bus Surveillance Upgrade:** In October 2018, City Council approved the inclusion of upgraded surveillance systems on buses to coincide with the implementation of the new CAD/AVL system, due to be completed summer 2019 (Note: 226 of Phoenix’s newest buses already have upgraded surveillance systems). The new surveillance system offers high definition video, full audio recording, additional cameras with interior and exterior views, and increased reliability over previous systems. These cameras also feed to a dash display which allows the operator to view passengers exiting the vehicle, as well as exterior views near the rear of the bus. On-board video from bus surveillance systems is regularly used during investigations by Police Department and transit system staffs.

**Centralized OCC:** Since July 2016, Phoenix has a centralized bus Operations Control Center (OCC) which is staffed 24 hours a day, seven days a week to oversee the City’s 48 routes. At the push of a button, a bus operator can reach the OCC, where staff can guide them through varying scenarios such as a road detour, passenger
assistance, or an emergency situation. OCC staff also serve as the main points of contact with emergency responders, allowing the bus operator to focus on their own response and protocols onboard the bus. The OCC is the system’s eyes and ears in these scenarios, providing a unified and consistent responses to bus operators and emergency responders.

Safe Place: In 2016, Valley Metro and Phoenix expanded the partnership with Safe Place to include all transit vehicles operated by both agencies. In metro Phoenix, all 35 Valley Metro Rail stations and over 900 regional buses and light rail vehicles participate in the Safe Place program. The Safe Place partnership extends Safe Place, a social service program which provides immediate help and resources to youth ages 12-17, to the regional transit system. Young people in distress can board a vehicle and ask the operator for ‘Safe Place’ assistance, and the operator will coordinate with the Operations Control Center to arrange for Safe Place pick-up of the youth to connect them to services.

Secure Facilities: Staffing at PTD facilities includes municipal security guards (MSGs), a roving supervisor, and G4S private security staff to provide an on-site security presence at the city’s three operating garages, five of the city’s six transit centers (Central Station is staffed by TU), and eight park-and-rides. Having an on-site presence goes towards securing the city’s critical infrastructure and providing a positive customer experience.

Valley Metro

Valley Metro recently celebrated its 10th anniversary of light rail operations. As the system has matured and ridership has grown, there has been an increase in awareness of safety and security issues on trains and platforms. Using local expertise and best practices from transit agencies nationwide, the Respect the Ride (RTR) program was developed in response to these issues and the community’s expression of concern. The program has been operational for more than a year, with a phased approach using different elements.

The primary objective of RTR is to enhance the transit experience for all riders, to deter and remove disrespectful behavior, and to re-orient the riding (and general) public on the value of this service. Valley Metro Rail is a safe system - security incidents are low and are lowering, from 1 incident for every 3,000 passengers in November 2017 to 1 incident for every 6,000 passengers a year later (November 2018). Considering the overall safety of the system, RTR is a multi-faceted program that seeks to address any negative perceptions about light rail safety and security, as well as stay ahead of ridership trends and expectations as the system continues to mature into its next decade of service.
Below outlines a series of program elements that were introduced at the program’s inception in fall 2017 and throughout 2018. The elements are sequential, each building upon one another, to meet different aspects of the RTR objective.

**Strengthened Code of Conduct (October 2017):** The updated Code of Conduct gives security officers additional tools (more than simply fare enforcement) to more effectively deal with bad behavior that falls short of criminal conduct, but is contrary to behavioral norms on public transportation. The Respect the Ride enforcement philosophy is consistent and firm, yet respectful. The Code is centered on personal behavior, and not the status of any individual.

**Paid Fare Zones (January 2018):** The Paid Fare Zones more strongly delineate the enforcement areas where the Code of Conduct rules apply. They also provide security personnel with more clarity on the physical area of their responsibility. The zones include a mix of station striping and enhanced signage at station platforms and inside trains. The concept is built upon a best practice deployed by peer transit agencies including Charlotte, Houston and Sacramento.

‘Right and Rong’ Campaign (July 2018): Right and Rong is the educational campaign intended to share the right and wrong ways to ride light rail utilizing fun and light-hearted characters. Currently, the campaign displays the top violations of our Code of Conduct and is a counter-balance to the firmer RTR narrative. The intent of this campaign is to keep messaging fresh and interesting in order to speak to a variety of audiences.

**Increased Security Staffing (Fiscal Year 19):** The adopted FY19 rail budget includes an additional $1.4 million in fare inspection and security costs (up 24 percent from FY18). This cost increase supports 22 additional contract security officers on the system and growth in the Transit Police Officer Program in the East Valley.

**AlertVM Safety and Security Mobile Application (December 2018):** AlertVM is a free safety and security app, with a texting function for reporting incidents directly to the rail control center. Rail riders can discreetly report suspicious activity, vandalism, graffiti, disruptive behavior and maintenance issues as well as receive notifications about service delays. AlertVM uses an off-the-shelf product, called ELERTS, also deployed by peer transit agencies including Dallas, San Francisco and Santa Clara. In support of the application, five Operations Communications Specialists have been hired and the rail control center is now staffed with professional communication support as of mid-December 2018.
**Safety Ambassadors (future element):** Safety ambassadors will provide system presence and visibility, helping Valley Metro to better “own the platform.” They will be focused on engaging customers, reporting and responding to issues, ensuring cleanliness and well-maintained equipment and, ultimately, deterring disrespectful behavior. They will work in partnership with other in-field support, including rail operations and security. Finding ways to increase the presence of staff and security officials is quickly becoming a best practice, with peer transit agencies deploying more resources from body scanners in L.A., to increased patrols in St. Louis, to station concierges in Dallas. Upwards of 10 staff would be hired to provide coverage across the peak service day (6 a.m. - 10 p.m.) in the system’s three downtown areas, and adjusted as needed to support special events.

**Program Metrics:** To gauge program effectiveness, Valley Metro will use, and regularly monitor, the following survey tools and data sets. While measuring perception can be challenging, Valley Metro feels the mix of qualitative and quantitative data will help us understand how the program is being received and its measurable results.

Baseline perception survey (early 2019) - Metrics to regularly evaluate:
- Customer complaints
- Safety and security incident data
- System maintenance issues
- AlertVM statistics and downloads
- Rider Satisfaction Survey
- Non-rider Survey

As the regional transit system continues to grow, and connectivity between transportation modes becomes more frequent, the PTD, TU and Valley Metro will continue researching and implementing technology, programs and best practices to ensure a positive passenger experience throughout the transit environment.

**Responsible Department**
This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.
Policy for Non-Standard Crosswalk Treatments

This report provides information on a potential policy for Non-Standard Crosswalk Treatments and seeks further guidance from the Aviation and Transportation Subcommittee on the development of this policy. A Non-Standard Crosswalk Treatment policy would allow the City to consider requests from outside entities to incorporate non-standard designs within existing crosswalks.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary
Several cities have created policies allowing businesses, organizations and communities the ability to request non-standard crosswalks. Non-standard crosswalks incorporate designs or multi-color treatments within the interior portion between the existing white lines. Such elements do not provide additional safety to pedestrians above and beyond the standard reflective crosswalks. The purpose of a policy would be to allow the consideration of non-standard crosswalk installations, if requested, while providing requirements for its design, installation and ongoing maintenance as to not compromise the safety of pedestrian crossings or to place additional financial burden on the City.

Non-standard crosswalk treatments do not conform with the Federal Highway Administration’s (FHWA) 2011 Official Ruling on the approved uses of colored treatments in crosswalks. According to a FHWA memorandum, crosswalk treatments should be subdued-colored treatments between the legally marked transverse crosswalk lines that are devoid of retroreflective properties and do not diminish the effectiveness of the required white transverse markings used to establish the crosswalk. Non-conforming types of decorative crosswalks may pose safety and liability issues since the design does not meet FHWA standards for crosswalk markings. As a result, caution must be exercised in considering the potential installation of non-standard crosswalks.

The City Council approved the installation of non-standard rainbow crosswalks at two designated locations at the April 24, 2018, City Council Policy Session (Attachment A). These crosswalks at Central Avenue & Portland Street and at 7th Avenue &
Glenrosa Avenue were installed in July 2018 under a pilot program with the intent to have a potential future policy that would consider requests for non-standard crosswalk treatments at other locations. For these two initial locations, the material and installation costs were funded by the requesting organizations, including future cleaning and maintenance costs. Since the installation, no pedestrian safety incidents have been reported at these crosswalks.

The following elements are recommended to be part of the adopted policy:

- Design requirements reviewed and approved by the Street Transportation Director.
- Installation at high-visibility/ladder-style, signalized or stop sign controlled crosswalks only.
- No commercial use, advertising, or wording.
- Application fee.
- All costs funded by requesting entity.
- Agreement for future maintenance, cleaning and removal costs.
- Required to be simple designs that do not detract from safety.
- Cannot relate to any illegal activity; depict violence or anti-social behavior; depict anything obscene, pornographic, vulgar, profane, or scatological; depict a nude or semi-nude person (as defined in Section 11-811, Arizona Revised Statutes); or depict the use of tobacco, smoking products, alcohol, or illicit drugs.
- Installation of any new non-standard crosswalk requires City Council approval.

All installations shall be performed by City crews using thermoplastic paint material that is skid resistant and non-reflective. Thermoplastic paint is currently used by City crews to install standard crosswalk markings. The life expectancy of thermoplastic for crosswalks is estimated to be two to five years, depending on traffic volumes.

Non-standard crosswalk treatments may only be placed at existing high-visibility/ladder style, marked crosswalks where a vehicle is already required to stop; either due to a traffic signal, HAWK signal, or stop sign.

All costs associated with the installation of the non-standard crosswalk will be the responsibility of the requesting entity; including design review, material, installation and traffic control. Requesting entities are also responsible for all future costs associated with the maintenance and requested cleaning of the design, and for the cost of its removal.

Based on feedback from the Aviation and Transportation (A&T) Subcommittee, the Street Transportation Department will finalize the proposed policy and return to the
Subcommittee for action to recommend Council approval of a Non-Standard Crosswalk Treatment policy.

**Concurrence/Previous Council Action**
At the April 24, 2018 City Council Policy Session, Council directed staff to install rainbow crosswalks at two designated locations as part of a pilot program and to return with a proposed Non-Standard Crosswalk Treatment policy.

**Responsible Department**
This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.
Rainbow Crosswalks

This report provides information on public crosswalks painted in rainbow colors in cities around the United States. Staff requests direction from the City Council regarding installation of rainbow-painted crosswalks in response to community interest expressed to the Phoenix Mayor's Office. Several cities across the nation have repainted or added rainbow colors to crosswalks in specific locations.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

Several cities throughout the country have installed rainbow-painted crosswalks as a public symbol of inclusivity with the lesbian, gay, bisexual, transgender, and questioning (LGBTQ) community. The cities that have installed rainbow-painted crosswalks through temporary, pilot, or permanent projects include Atlanta, Houston, Key West, Long Beach, Miami Beach, Northampton, San Antonio, San Francisco, Seattle, Tucson, Washington, D.C. and West Hollywood. These crosswalks were installed primarily using private funds, however some cities provided a portion of the costs through public funds.

The cities that have installed rainbow crosswalks as a pilot program are evaluating safety and durability as part of the pilot program. The pilots limit the number of crosswalks to allow time for evaluation. The Federal Highway Administration has expressed safety concerns with colored sidewalks, citing that crosswalk art is contrary to the goal of increased safety. Installing these at locations with existing signalized crossings and ladder patterns helps mitigate safety concerns.

The City of Phoenix Mayor’s Office was contacted by three nonprofit organizations requesting installation of rainbow crosswalks in Phoenix (letters attached). The three organizations include the Phoenix Pride Community Foundation, one-n-ten, and Aunt Rita’s Foundation, all of which serve and assist LGBTQ individuals and community in various ways.
The following two existing signalized pedestrian crosswalks have been proposed to be rainbow-painted crosswalks: the crossing of Central Avenue at Portland Street, and the crossing of 7th Avenue at Glenrosa Avenue.

Private funding has been offered to cover the costs of materials, installation and ongoing maintenance for the rainbow-painted portions of the crosswalks that are not already maintained by the City.

Staff seeks City Council direction on the request for rainbow crossings at the two proposed locations. If approved by the Council, staff will work with the organizations to provide assistance regarding specifications on design, materials, installation and maintenance.

**Location**
Portland Street and Central Avenue
7th Avenue and Glenrosa Avenue
Council Districts: 4 and 7

**Responsible Department**
This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.
Office of Mayor Greg Stanton  
City of Phoenix  
4/1/2018  

Dear Mayor Stanton,  

Allow me to introduce myself. I am the new Executive Director of Phoenix Pride and I am writing to you today to address and formally request a Rainbow Crosswalk program for our city.  

Other major cities around the country have adopted rainbow crosswalk initiatives, including San Francisco, Philadelphia, Miami, Seattle, Atlanta, Long Beach (California), West Hollywood (Los Angeles) and Key West, as have international cities including Vancouver, Toronto and Ottawa in Canada, alone.  

The City of Phoenix is now the 5th largest city in the country and is known throughout the country, and globally, as a city that is culturally rich, highly diverse and welcoming of all people. The City proudly acknowledges the rich and diverse presence of public art projects reflecting the myriad cultures that make up the City of Phoenix. Other organizations within the city have undertaken, and been granted approval for similar initiatives that are reflective of their particular culture.  

The time is right to move this proposal forward to bring rainbow crosswalks to one Phoenix intersection so that our City can continue to embrace and thrive in our diversity and our inclusion and in welcoming all people who wish to visit, live in, work in, build a business in or simply enjoy the City of Phoenix.  

Thank you for your time and prompt attention.  

Respectfully,  

Michael Fornelli  
Executive Director  
Phoenix Pride
April 18th, 2018

Mayor Stanton,

Downtown Phoenix has transformed into a dynamic city hub, full of energy, the arts, and some of the best culinary finds in the metro area. As the heart of the downtown area, our Youth Center plays a pivotal role in welcoming LGBTQ Youth to the area. Therefore, we hope you will consider the installation of a rainbow striped crosswalk on the east side of the Portland and Central Avenue intersection.

This crosswalk is the daily means of access from the Roosevelt light rail station to our youth center for the 1,000+ youth we will serve in 2018. Many of our youth are at-risk, disenfranchised, and/or below poverty level, some are experiencing homelessness. Now more than ever, we must show these youth that they are welcome, supported, and embrace as they seek support services. The most common response in our 2017 annual youth survey to “why you attend one·n·ten” was “its home.”

The installation of this rainbow crosswalk is a celebration of our vibrant Phoenix LGBTQ community. The umbrella of services, offered through the Parson’s Center for Health & Wellness, reaches far beyond the LGBTQ community through the eight agencies supporting this initiative and calling the Parson’s building home. The installation of the rainbow crosswalk will offer a permanent sign of support, celebrating the resilience of Phoenix Youth.

Thank you for your unwavering support of one·n·ten and the LGBTQ+ community. The city council, under your leadership, has been instrumental in our success as an organization, advocating for the rights and visibility of the LGBT community.

Nate Rhoton
Executive Director
nate@onenten.org | 602.400.2601
April 18, 2018

Mayor Greg Stanton
Phoenix City Hall
200 W. Washington St.
Phoenix, AZ 85003

Re: LGBTQ Rainbow Crosswalk Request

Dear Mayor Stanton:

On behalf of Aunt Rita’s Foundation, and the LGBTQ community that we serve, we urge the City of Phoenix to create a permanent rainbow painted crosswalk at Portland St., across Central Ave. This rainbow crosswalk would help to reduce discrimination against the LGBTQ community, and by extension reduce HIV stigma. By reducing HIV stigma, the City can more effectively achieve the 90-90-90-0 goals embodied by the Fast Track City Initiative and championed by yourself.

Your leadership on both of these issues has been remarkable. The installation of the rainbow crosswalk at Portland across Central would offer a permanent message of LGBTQ acceptance in our community.

Sincerely,

Glen Spencer
Executive Director
602-396-4360 direct
glen@auntritas.org
Introduction of Potential Policy for Scalloped Streets

This report introduces a potential policy for "Scalloped Streets" and seeks guidance from the Aviation and Transportation Subcommittee on the development, vetting, and implementation of a policy. A "Scalloped Streets" policy would allow the City to complete construction of streets and assess adjacent property owners for their proportionate cost share at the time of development, if those properties are developed or redeveloped within 10 years.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

The full development of Phoenix streets are primarily constructed by adjacent private developers at the time of site development as outlined in Chapter 32 of Phoenix City Code (Subdivisions). However, staggered development patterns, market conditions and construction trends have resulted in many streets not having completed or consistent street cross sections, and therefore not serving to their ultimate capacity. These street cross sections with inconsistent, non-systematic lane configurations are referred to as "scalloped streets." Scalloped streets can cause traffic congestion, travel delays, and lack of accessibility for those with disabilities, which adversely affects drivers, pedestrians, transit users, and bicyclists. Resident quality of life and nearby businesses are also impacted by these inconsistent sections of the City's transportation network. Utilization of a Scalloped Street Policy would allow the City to address critical missing infrastructure and transportation links in order to benefit the surrounding community and the traveling public. The Policy would allow the City to be reimbursed funds spent on projects that add value to adjacent parcels. The Policy ensures that the reimbursement does not occur until the time that the property develops to most closely match the current requirements under City Code Chapter 32.

Arizona Revised Statutes (A.R.S.) 9-243 establishes the rights of municipalities to construct street infrastructure and assess adjacent property owners for their proportionate share of street improvement costs. In 1984, City Council adopted as ordinance (G-2620, Attachment A) as a modified version of state law regarding scalloped streets, with a subsequent City Council action (G-3446, Attachment B) in 1991 to Phoenix City Code to amend Sections 31-100, 31-101 and 31-102 of Chapter 31 to allow an Assessment Policy for Street Improvements. Per that adopted policy:
The assessment of property, if adjacent arterial streets are involved, shall be limited to curb, sidewalk and paving between the edge of existing paving and the curb and gutter, or one lane width (whichever is less). The assessment may not exceed 1,000 lineal feet of street frontage per common ownership.

Any parcel of land on an arterial street which, at the time of assessment, is used for single-family residential use, with single-family zoning, and the frontage of which does not exceed 200 lineal feet, shall not be assessed.

The provisions of Section 31-101 shall not apply to property located within a Council-approved "Redevelopment Area."

The provisions of Section 31-101 may only be applied if the arterial street being improved is at least 60 percent completed with standard paving, curb and gutter and sidewalk from beginning of permanent pavement to end of permanent pavement. The 60 percent completion is measured along the frontage of the parcels contained within the project and includes those parcels that are non-assessable as defined elsewhere in this ordinance.

Although the amended ordinance has been in place since 1991, the City is not currently using the policy outlined in City Code or State Statutes to facilitate improvements on scalloped streets sections.

Based on direction from the Aviation and Transportation (A&T) Subcommittee, over the next few months the Street Transportation Department will meet with stakeholders in the development community and others who may be impacted by implementation of a Scalloped Streets Policy. Staff would then return to the A&T Subcommittee to share feedback and to potentially recommend a proposed Scalloped Streets Policy for implementation.

**Concurrence/Previous Council Action**
City Council adopted an ordinance amending Chapter 31 of City Code by adding an article entitled 'Street Improvements Before Development' April 18, 1984 (G-2620). On July 3, 1991, City Council amended sections 31-100, 31-101, and 31-102 of Chapter 31 of City Code to include assessment and collection procedures for street improvements (G-3446).

**Responsible Department**
This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.
AN ORDINANCE AMENDING CHAPTER 31 OF THE
PHOENIX CITY CODE BY ADDING A NEW ARTICLE
IX ENTITLED "STREET IMPROVEMENTS BEFORE
DEVELOPMENT"; PROVIDING FOR IMPROVEMENT
OF STREETS PRIOR TO DEVELOPMENT OF
ADJACENT PROPERTY; REQUIRING CITY COUNCIL
HEARINGS ON DETERMINATION OF NECESSITY
AND ASSESSMENT; PROVIDING ASSESSMENT
PROCEDURES; REQUIRING THE GIVING OF
NOTICE TO OWNERS OF ADJACENT PROPERTY;
PROVIDING FOR APPEAL; AND DECLAREING AN
EMERGENCY.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX as
follows:

SECTION 1. That Chapter 31 of the Phoenix City Code is
amended by adding a new Article IX, to read as follows:

"SEC. 31-100 DEFINITIONS.

THE FOLLOWING DEFINITIONS SHALL APPLY IN THIS ARTICLE:

'cost' means the actual cost of:

(1) CONSTRUCTION OF THE PUBLIC STREET IMPROVEMENTS AS
determined by the construction contract price.

(2) INSPECTION AND PERMIT FEES.

(3) ENGINEERING FEES REQUIRED FOR THE PREPARATION OF
PLANS AND SPECIFICATIONS.

(4) OTHER INCIDENTAL FEES REQUIRED TO COMPLETE THE
IMPROVEMENTS.

'CITY' means CITY OF PHOENIX, A MUNICIPAL
CORPORATION.

'COUNCIL' means THE CITY COUNCIL OF THE CITY OF
PHOENIX.

'DEVELOPMENT' includes construction of residential,
commercial, or industrial buildings or structures or
major additions or alterations to existing structures and
includes new buildings or structures on property having
existing buildings or structures situated on such
property. When such property is zoned for agricultural
or single family residential use at the time of
assessment, development shall also require a change of
use or purpose.

'PROPERTY OWNER' means the individual, corporation,
partnership, trust or other legal entity that owns
property adjacent to the street right-of-way.

'RIGHT-OF-WAY' means land which by deed, conveyance,
agreement, easement, dedication, usage or process of law
is reserved for or dedicated to the general public for
street, highway, alley, public utility, pedestrian
walkway, bikeway or drainage purposes.
‘STREET IMPROVEMENTS’ INCLUDES BUT IS NOT LIMITED TO ASPHALTIC CONCRETE SURFACING, AGGREGATE BASE, PORTLAND CEMENT CONCRETE, CURB AND GUTTER, SIDEWALKS, VALLEY GUTTERS, STORM DRAINAGE FACILITIES, AND IRRIGATION TILING.

‘STREETS’ MEANS THE FULL WIDTH OF THE RIGHT-OF-WAY OF ANY ROAD, STREET, HIGHWAY, ALLEY, LAND OR PEDESTRIAN WALKWAY USED BY OR FOR THE GENERAL PUBLIC, WHETHER OR NOT SAID ROAD, STREET, HIGHWAY, ALLEY, LAND OR PEDESTRIAN RIGHT-OF-WAY HAS BEEN IMPROVED OR ACCEPTED FOR MAINTENANCE BY THE CITY.

SEC. 31-101. STREET IMPROVEMENTS; ASSESSMENT POLICY

(a) The council may determine that certain streets within the city be constructed or improved prior to development of the property adjacent to said streets.

(b) If deemed necessary by the council, the council may order said streets constructed or improved at city expense. Such expense shall be assessed against the adjoining property subject to the following:

1. The assessment of property, if adjacent arterial streets are involved, shall not exceed the cost of improving more than one-half of the width nor more than one thousand linear feet of such adjacent arterial street.

2. Any parcel of land which, at the time of assessment, is used for single-family residential use and the width of which does not exceed two hundred linear feet shall not be assessed greater than one-half the costs of a residential street.

3. The assessment of property shall not exceed the actual costs incurred by the city at the time of construction.

SEC. 31-102 STREET IMPROVEMENTS; ASSESSMENT PROCEDURE

(a) The council, at a public hearing, shall determine the necessity of street improvements if the cost thereof is to be assessed against adjacent property. Notice of said hearing shall be given to the owners, and other affected persons who would be assessed for the costs of improvements, by regular mail no less than ten days prior to the date of the hearing. Notice of hearing shall contain:

1. A description of the proposed street improvements.

2. The estimated cost of assessment for each affected parcel of property.

(b) At the hearing, the council’s decision on necessity for street improvements and construction shall be final and conclusive, and if such decision results in the assessment of property under this section, it may be appealed to superior court by any aggrieved party.

(c) If deemed necessary, the council may, by resolution of necessity, order the proposed street improvements, and direct the city engineer to invite sealed bids for making the improvement.
(d) UPON COMPLETION OF THE IMPROVEMENTS, THE COUNCIL SHALL BY RESOLUTION, AT A PUBLIC HEARING, DETERMINE THE COST OF THE IMPROVEMENTS AND ASSESS AGAINST THE PROPERTIES ADJACENT TO THE STREET IMPROVEMENT THE TOTAL AMOUNT OF THE COSTS AND EXPENSES OF THE WORK IN ACCORDANCE WITH SEC. 31-101(b). NOTICE OF THIS PUBLIC HEARING SHALL BE GIVEN TO THE PROPERTY OWNERS BY REGULAR MAIL AT LEAST TEN DAYS PRIOR TO THE DATE OF THE HEARING. THIS NOTICE SHALL CONTAIN:

1. A DESCRIPTION OF THE STREET IMPROVEMENTS; AND

2. THE AMOUNT OF THE PROPOSED ASSESSMENT FOR EACH AFFECTED PARCEL OF PROPERTY.


THE COUNCIL’S RESOLUTION SHALL PROVIDE THAT ANY ASSESSMENTS REMAINING UNPAID SHALL BE PAID PRIOR TO THE DEVELOPMENT OF THE ASSESSED PROPERTY.

(e) THE RESOLUTION DECLARING THE ASSESSMENTS AND DESCRIBING THE PROPERTIES AGAINST WHICH THE ASSESSMENTS ARE IMPOSED SHALL BE RECORDED IN THE OFFICE OF THE COUNTY RECORDER. WHEN SO RECORDED, THE AMOUNT SO ASSESSED SHALL BE A LIEN UPON THE PROPERTIES ASSESSED FOR TEN YEARS THEREAFTER OR UNTIL SUCH ASSESSMENTS ARE PAID AND SUCH RECORdING SHALL BE NOTICE TO ALL PERSONS INTERESTED IN THE CONTENTS OF THE RECORD.

(f) ANY ASSESSMENT MADE UNDER THIS SECTION SHALL ABATE IF THE PROPERTY HAS NOT BEEN DEVELOPED WITHIN TEN YEARS OF THE ASSESSMENT.

(g) WHEN IT IS NECESSARY TO IMPROVE A FULL STREET AND SUFFICIENT RIGHT-OF-WAY IS NOT AVAILABLE, THE CITY ENGINEER MAY OBTAIN THE RIGHT-OF-WAY UPON TERMS THAT ARE JUST TO THE PROPERTY OWNER AND THE CITY, INCLUDING ASSUMPTION BY THE CITY OF ALL OR PART OF THE COSTS OF STREET IMPROVEMENTS."

SECTION 2. WHEREAS, the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public peace, health, and safety, an EMERGENCY is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the Council as required by the City Charter, and is hereby exempted from the referendum clause of said Charter.
PASSED by the Council of the City of Phoenix this 18th day of APRIL, 1984.

[Signature]
MAYOR

ATTEST:
[Signature] City Clerk

APPROVED AS TO FORM:
[Signature] Acting City Attorney

REVIEWED BY:
[Signature] Assistant City Manager
Attachment B

§ 3446

ORDINANCE NO.

AN ORDINANCE AMENDING CHAPTER 31 OF THE PHOENIX CITY CODE
BY AMENDING SECTIONS 31-100, 31-101 AND 31-102 PERTAINING
TO ASSESSMENT AND COLLECTION PROCEDURES FOR STREET
IMPROVEMENTS; AND DECLARING AN EMERGENCY

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. That Chapter 31 of the Phoenix City Code is amended by
amending Sections 31-100, 31-101 and 31-102 to read as follows:

Sec. 31-100.

DEFINITIONS

"Vacant Land" shall mean no buildings and/or structures occupy the land for
residential, commercial, public nonprofit or industrial purposes.

"Indeveloped Land" shall mean a parcel of land that can be further developed
by the addition of buildings or structures of 2,000 square feet or more.

Sec. 31-101.

STREET IMPROVEMENTS; ASSESSMENT POLICY

(b) 1. The assessment of property, if adjacent arterial streets are
involved, shall be limited to curb, sidewalk and paving between the edge
of existing paving and the curb and gutter, or one lane width (whichever
is less). The assessment may not exceed one thousand (1,000) lineal
feet of street frontage per common ownership.

(b) 2. Any parcel of land on an arterial street which, at the time of
assessment, is used for single-family residential use, with single-
family zoning, and the frontage of which does not exceed two hundred (200)
lineal feet, shall not be assessed.

(b) 3. The provisions of Section 31-101 shall not apply to property
located within a Council-approved "Redevelopment Area".

(b) 4. The provisions of Section 31-101 may only be applied if the
arterial street being improved is at least sixty percent (60%) completed
with standard paving and curb and gutter and sidewalk from beginning of
permanent pavement to end of permanent pavement. The sixty percent
(60%) completion is measured along the frontage of the parcels contained
within the project and includes those parcels that are non-assessable
as defined elsewhere in this ordinance.
(a) The Council, at a public hearing, shall determine the necessity of street improvements if the cost thereof is to be assessed against adjacent property. Notice of said hearing shall be given to the owners, their agents/attorneys, and other affected persons who may be assessed for the costs of improvements, by regular mail no less than 30 days prior to the date of the hearing. Notice of hearing shall contain:

1. A description of the proposed street improvements.

2. The estimated cost of assessment for each affected parcel of property.

(f) (4.) The Building Safety Director shall collect any unpaid assessment prior to issuing a building permit for additions to existing structures, as follows:

A. At least 2,000 square feet for additions to buildings with an existing floor area of 20,000 square feet or less, or

B. 10% of the floor area of the existing structure, for buildings with an existing floor area of more than 20,000 square feet.

C. If additions are less than the requirements of Section 31-102 (f) (4.) A and B the cumulative total of the square footage of multiple additions will apply during the assessment 10-year life.

(i) The owner of a parcel of land to which a lien was attached pursuant to Article 31, Sec. 31-102(e), Phoenix City Code, may, in writing, petition the Street Transportation Director for a hearing to determine if a contemplated improvement constitutes a "Development" for purposes of Article IX, Sec. 31-102(f), Phoenix City Code. If the Street Transportation Director finds that the contemplated improvement is less than two thousand (2,000) square feet or that the contemplated improvement does not come within the provisions of Article IX, Sec. 31-102(f) then he shall order that no assessment be collected on petitioner's property because of the contemplated improvement. For projects with 20,000 square feet or more, an assessment will be applied if the expansion is 10% or more of the principal structure.
SECTION 2. WHEREAS, the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public peace, health, and safety, an EMERGENCY is hereby declared to exist, and this Ordinance shall be in force and effect from and after its passage by the Council as required by the City Charter and is hereby exempted from the referendum clause of said Charter.

PASSED by the Council of the City of Phoenix this 3rd day of July, 1991.

ATTEST:

[Signature]
City Clerk

APPROVED AS TO FORM:

[Signature]
City Attorney

REVISED BY:

[Signature]
Assistant City Manager

CITY CLERK DEPT.

Ord. No. 91-6