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FOR CITY COUNCIL PACKET

APRIL 8, 2014

The April 9, 2014 Formal Meeting is Cancelled

POLICY SESSION AGENDA

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2. Employee Service Recognition Announcements (NO REPORT)
3. [State Legislative Update](#)
4. [Hance Park Master Plan](#)
5. Transportation Update
 - A) [Transit 2000 Update](#)
 - B) [Street Transportation Initiatives and Major Projects](#)
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 - D) [Street Transportation Capital Needs](#)

GENERAL INFORMATION

- [Liquor License Applications Received for the Period of March 24, 2014 through March 28, 2014](#)
- [Follow-up: April 2, 2014 Formal City Council Meeting](#)
- [Community Budget Hearings](#)

RESPONSE TO REQUEST FROM CITIZENS

The following informational reports respond to requests from citizens at the March 19, 2014 Formal Council meeting:

Dave White

Mr. Dave White, a former Parks and Recreation Department employee expressed concern regarding the use of lead based paint, and asbestos that he believes have caused former employees to become ill.

James Paar

Mr. Paar spoke regarding Phoenix Sky Harbor International Airport's cargo ramp security protocols during the recent winter holiday season. Specifically, he indicated that the Department of Homeland Security's requests were not followed with respect to escorting procedures on the ramp in that only three individuals had escort authority for seasonal cargo ramp employees.

Mr. Paar also expressed concern regarding Federal Motor Carrier Safety Administration regulations for bus operator vehicle inspections.

RESPONSES TO REQUESTS FROM COUNCIL

The following informational report responds to a request from Council Members at the March 19, 2014 Formal Council meeting:

Council Members

This report responds to City Council Members' questions and requests for further information regarding The Industrial Development Authority of the City of Phoenix, Arizona (the "Phoenix IDA").

Packet Date: April 3, 2014



**CITY OF PHOENIX
CITY COUNCIL POLICY SESSION
TUESDAY, APRIL 8, 2014 - 2:30 P.M.
CITY COUNCIL CHAMBERS
200 WEST JEFFERSON**

Pursuant to A.R.S. § 38.431.02, notice is hereby given to the members of the City Council and to the general public that the City Council will hold a meeting open to the public on Tuesday, April 8, 2014, at 2:30 P.M. located in the City Council Chambers, 200 West Jefferson, Phoenix, Arizona.

1:00 P.M. - AN EXECUTIVE SESSION WAS CALLED FOR THIS TIME AT THE POLICY SESSION OF MARCH 25, 2014.

THE TIMES LISTED FOR AGENDA ITEMS ARE ESTIMATED. ITEMS MAY BE DISCUSSED EARLIER OR IN A DIFFERENT SEQUENCE.

ESTIMATED COUNCIL INFORMATION AND
1. 2:30 P.M. - FOLLOW-UP REQUESTS.

This item is scheduled to give City Council members an opportunity to publicly request information or follow-up on issues of interest to the community. If the information is available, staff will immediately provide it to the City Council member. No decisions will be made or action taken.

CONSENT AGENDA.

This item is scheduled to allow the City Council to act on the Mayor's recommendations on the Consent Agenda. The Consent Agenda has been publicly posted.

CALL FOR AN EXECUTIVE SESSION.

A vote to call an Executive Session may be held.

**THE TIMES LISTED FOR AGENDA ITEMS ARE ESTIMATED.
ITEMS MAY BE DISCUSSED EARLIER OR IN A DIFFERENT
SEQUENCE.**

POLICY SESSION AGENDA

-3-

TUESDAY, MARCH 25, 2014

ESTIMATED

5. 3:45 P.M. -

TRANSPORTATION UPDATE

- A) Transit 2000 Update
- B) Street Transportation Initiatives and Major Projects
- C) Complete Streets Policy
- D) Street Transportation Capital Needs

Staff: Naimark, Bearup,
Hyatt, Santana
(Presentation 40 min.)

- A. This report provides an update on the progress the Public Transit Department has made in keeping Phoenix moving through reliable and innovative transit services for the community. In addition, staff recommends the Mayor and Council appoint a Committee to obtain citizen input and develop a transit plan that includes a funding strategy.

This item is for information, discussion, and possible action.

- B. This report provides an overview of ongoing transportation initiatives and major projects that support creating a diverse and comprehensive transportation network.

This item is for information and discussion.

- C. This report provides information concerning the Phoenix Complete Streets Policy and requests City Council adoption of the policy.

This item is for information, discussion, and possible action.

- D. This report provides the City Council with information concerning the future capital needs of the Street Transportation Department and requests approval to work on possible financing solutions for the infrastructure needs identified by the Capital Needs Study and seek public participation to develop a plan as recommended by the Transportation and Infrastructure Subcommittee on February 11, 2014.

This item is for information, discussion, and possible action.

Backup included in Council packet/City Clerk's Office.

**THE TIMES LISTED FOR AGENDA ITEMS ARE ESTIMATED.
ITEMS MAY BE DISCUSSED EARLIER OR IN A DIFFERENT
SEQUENCE.**

POLICY SESSION AGENDA

-4-

TUESDAY, MARCH 25, 2014

4:30 P.M. – ADJOURNMENT

For further information, please call the Management Intern, City Manager's Office, at 602-262-4449.

For reasonable accommodations, call the Management Intern at Voice/602-262-4449 or TTY/602-534-5500 as early as possible to coordinate needed arrangements.

Si necesita traducción en español, por favor llame a la oficina del gerente de la Ciudad de Phoenix, 602-262-4449 tres días antes de la fecha de la junta.

PHOENIX CITY COUNCIL MEMBERS

Councilman DiCiccio
Councilwoman Gallego
Councilman Gates
Councilman Nowakowski
Councilwoman Pastor
Councilman Valenzuela
Vice Mayor Waring
Councilwoman Williams
Mayor Stanton

CITY COUNCIL REPORT

POLICY AGENDA

TO: Lisa Takata
Deputy City Manager

AGENDA DATE: April 8, 2014

FROM: Thomas Remes
Government Relations Director

ITEM: 3

SUBJECT: STATE LEGISLATIVE UPDATE

This report seeks approval, guidance, and direction from the Mayor and City Council on state legislation of interest to the City.

April 8 is the 93rd day of the Second Regular Session of the 51st Legislature. The information provided in this report regarding status of legislation is current as of April 2, 2014. To date, 1,289 bills have been introduced and staff continues to review these measures to identify potential impacts.

This report is separated into four parts.

- Part I: Bills to be Considered by Council requests Council direction on items that have not been presented to Council at prior meetings. Action is requested.
- Part II: Bills/Issues Supported by Council is a table containing items that were presented and voted on at prior meetings. No action is requested.
- Part III: Bills Opposed by Council is a table containing items that were presented and voted on at prior meetings. No action is requested.
- Part IV: Bills to Monitor is a table containing items that were presented at prior meetings. No action is requested.

PART I: BILLS TO BE CONSIDERED BY COUNCIL

PUBLIC SAFETY

Bills to Oppose

- A. SB 1063: Misconduct Involving Weapons; Firearm Storage (Sen. Rick Murphy; R-Glendale) allows persons to carry weapons into public places unless the building/event has gun lockers. Buildings/events with liquor licenses are exempt. Staff is concerned with the costs associated with providing gun lockers at each City facility/event that is open to the public. This bill passed the House Judiciary Committee by a vote of 4–2 and now awaits a review in the House Rules Committee.

- B. HB 2339: Firearms; Permit Holders; Public Places (Rep. Brenda Barton; R-Payson) allows those with valid conceal carry permits to take their weapons into public places unless the building/event has security personnel at each entrance with metal detectors and gun lockers. Public universities, community colleges, and places/events with liquor licenses are exempt. Staff is concerned with the costs associated with providing security and metal detectors at every City facility/event that is open to the public. This bill passed the Senate Judiciary Committee by a vote of 5-3 and now awaits a review in the Senate Rules Committee.
- C. HB 2517: Firearms; State Preemption; Penalties (Rep. Steve Smith; R-Maricopa) states that a court shall declare invalid any improper act, ordinance, regulation, tax or rule that violates state law concerning firearms regulated by the state and issue an injunction against the political subdivision from continuing the act or enforcing the ordinance, regulation, tax or rule. It would not be a defense if the elected body was acting in good faith or on the advice of legal counsel. The bill also establishes a civil penalty of up to \$5,000 for any government official or political subdivision who knowingly or willfully commits a violation. In addition, any person who commits a violation while performing official duties is subject to termination. Finally, any person or organization that is adversely affected by an ordinance, rule, regulation, tax, measure, directive, order or policy that is in violation may file a civil action in court for declaratory relief and actual damages against the political subdivision. Staff is concerned that the language allows the courts to remove elected officials and/or staff from their positions for violations of this measure. In addition, a municipality would be prohibited from spending public monies to defend its elected officials and/or employees in court. This bill passed the Senate Judiciary Committee by a vote of 5-3 and now awaits a review in the Senate Rules Committee.

HUMAN RESOURCES

Bills to Support

- D. HB 2693: PSPRS; Employer Liability; Death Benefits (Rep. Andy Tobin; R-Paulden) adds a new provision to the Public Safety Personnel Retirement System regarding disability and death pension benefits, which states that the liability against the system for those benefits will be taken into account against the fund profits, before employers get credited for earnings. This language may increase survivor benefits in some cases. Speaker Tobin sponsored this measure as a result of the tragedy from last year's Yarnell Hill Fire. This bill passed the Senate Finance Committee by a vote of 6-0 and now awaits review by the Senate Rules Committee.

Bills to Oppose

- E. HB 2418: Public Employees; Activities; Unions; Compensation (Rep. David Stevens; R-Sierra Vista) prohibits a public employer from entering into any employment contract with any public employee or union that provides compensation, including paid leave, for union activities. The bill exempts existing employment contracts in effect before the effective date of this legislation and prohibits the renewal or extension of an existing contract if the contract includes any conflicting terms. HB 2418 also states that any taxpayer of a jurisdiction in which a violation occurs has standing to bring an action against any public employer. This language for HB 2418 was added via a “strike-everything” amendment in the Senate Government and Environment Committee by a vote of 4–3 and is awaiting a review in the Senate Rules Committee. Staff is concerned with the precedent this measure creates by having the state interfere with the ability of the City to negotiate contracts and agreements with its union groups.

BUDGET & REVENUES

Bill to Monitor

- F. HB 2389: Transaction Privilege Tax Changes (Rep. Debbie Lesko; R-Glendale) makes numerous updates to last year’s transaction privilege tax (TPT) bill in the areas of licensing, contracting and administration. City staff continues to participate in a working group consisting of the Arizona Department of Revenue and other municipalities to implement the new TPT law. This bill is a product of the working group’s collaborative effort. HB 2389 passed the Senate Finance Committee by a vote of 6-0 and now awaits review in the Senate Rules Committee.

WATER & ENVIRONMENT

Bill to Support

- G. SB 1478: Water Protection Fund; Mesquite; Tamarisk (Sen. Gail Griffin; R-Hereford) establishes a watershed improvement program for the purpose of selective control, reduction or removal of noxious brush and other vegetation and for the re-vegetation of land on which brush and vegetation has been controlled, reduced or removed. The bill also contains language that allows the Arizona Water Banking Authority to purchase long-term storage credits if Central Arizona Project water is unavailable or undeliverable. This language would aid water providers in securing adequate supplies which the City could purchase. This bill was approved in the House Rules Committee and now awaits action in the House Committee of the Whole.

MISCELLANEOUS

Bill to Oppose

- H. HB 2448: Just Compensation; Tax Credits (Rep. David Gowan; R-Sierra Vista) allows a property owner to claim a property tax credit up to \$100,000 if they believe their property values have been diminished due to government land use policies. The tax credit would be paid by the jurisdiction that is claimed to have created the devaluation. State law already provides a process that persons could use in order to make claims. Staff is concerned this would circumvent current procedures and could lead to a major financial impact to the City. HB 2448 was approved via a “strike everything” amendment in the Senate Government and Environment Committee and now awaits review in the Senate Rules Committee.

RECOMMENDATION

Staff requests City Council approval, guidance and direction on the state legislative issues impacting the City that are described above.

PART II: BILLS/ISSUES SUPPORTED BY COUNCIL

Letter	Bill	Title	Previous Council Action	Status
I.	SB 1031	License Plate Covers; Prohibition	Support; 2/25, 7-1	Passed the Senate Transportation Committee and now awaits a Rules Committee hearing.
J.	HB 2092	Department of Environmental Quality; Continuation	Support; 2/11, 8-1	Approved in the Senate Rules Committee and now awaits Senate Floor action.
K.	HB 2114	ADOT; Land Conveyances; Relocation	Support; 2/11, 9-0	Approved by Senate Rules Committee and now awaits Senate Floor action.
L.	HB 2128	Weights; Measures; Vapor Recovery Systems	Support; 2/11, 9-0	Approved in the Senate Rules Committee and now awaits Senate Floor action.
M.	HB 2136	Public Safety Communications Commission; Continuation	Support; 2/11, 9-0	Received an informational hearing in the House Public Safety, Military and Regulatory Affairs Committee before it was held.
N.	HB 2164	Laser Pointer; Aircraft Violation; Violation	Support; 2/25, 7-0	Passed the Senate Judiciary Committee by a vote of 7-0 and now awaits review in the Senate Rules Committee.
O.	HB 2268	Scrap Metal Dealers	Support; 2/25, 7-0	Approved in the Senate Rules Committee and now awaits Senate Floor action.
P.	HB 2454	Human Trafficking; Prostitution	Support; 2/11, 9-0	Approved in the Senate Rules Committee and now awaits Senate Floor action.
Q.	HB 2580	Alternative Fuel Vehicles; Registration; Inspection	Support, 2-25, 7-0	Passed the Senate Transportation Committee by a vote of 6-0 and now awaits review in the Senate Rules Committee.
R.	HB 2590	Graffiti Implements; Unlawful Acts	Support; 2/11, 8-1	Awaiting a hearing in the House Judiciary Committee.
S.	HB 2692	DPS; Operating Expenses; Appropriation; Intent	Support; 2/11, 9-0	Passed the Senate Appropriation Committee by a vote of 7-1 and now awaits a review in the Senate Rules Committee.
T.		Require Working Cooling/Heating Systems in Multi-Family Rental Properties	Support; 2/11, 9-0	Currently, the slumlord act does not require working cooling and heating systems. This would allow Neighborhood Services to address these problems on properties that fall under the slumlord statutes. At this time, this language has not been added to an existing bill.
U.		State Appropriation for the Arizona Counter Terrorism Information Center (ACTIC)	Support; 2/25, 7-0	The active state budget bills contain an additional \$700,000 for ACTIC operations.

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PART III: BILLS OPPOSED BY COUNCIL

Letter	Bill	Title	Previous Council Action	Status
V.	SB 1227	Municipalities; Counties; Energy Efficient Codes	Oppose; 2/25, 7-1	Amended in the Senate Committee of the Whole and is awaiting a Senate Third Read vote.
W.	SB 1397	Liquor Omnibus	Oppose; 2/25, 7-0	Passed the House Commerce Committee by a vote of 4-1 and is awaiting review in the House Rules Committee.
X.	SB 1400	Public Safety Assistance; Commission; Fund	Oppose; 2/25, 7-0	Passed the Senate Public Safety Committee by a vote of 5-2 and was held in the Senate Appropriations Committee.
Y.	HB 2690	Photo Radar; Calibration; Traffic Tickets	Oppose; 2/25, 7-0	Failed in the Senate Transportation Committee by a vote of 2-4.

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PART IV: BILLS TO MONITOR

Letter	Bill	Title	Previous Council Action	Status
Z.	SB 1134	Sales Tax; Reduced Reporting Requirements	Monitor; 2/11	Approved in the House Rules Committee and awaits House Floor action.
AA.	SB 1161	Municipal Policies; Authority	Monitor; 2/11	Held in the Senate Government and Environment Committee.
BB.	SB 1174	Technical Correction; National Guard	Monitor; 2/25	Received a "strike everything" amendment that would establish a flat property tax on aircraft instead of the current tax percentage based on Fair Market Value in the Senate Appropriations Committee. The bill awaits review in the Senate Rules Committee.
CC.	SB 1413	Taxes; Manufacturers' Electricity Sales; Exemption	Monitor; 2/11	Was approved in the House Rules Committee and now awaits House COW action.
DD.	HB 2273	Ridesharing Networks, Registration	Monitor; 2/11	Passed the House Government Committee by a vote of 9-0 and now awaits review by the House Rules Committee.
EE.	HB 2326	Water Banking Authority; Storage Credits	Monitor, 2/25	Held in the House Agriculture and Water Committee.
FF.	HB 2546	Alarm Businesses; Alarm Agents; Regulation	Monitor; 2/25	Passed the Senate Commerce, Energy and Military Committee by a vote of 5-0 and now awaits review in the Senate Rules Committee.
GG.	HB 2547	Major Event Public Safety Reimbursement	Monitor; 2/25	Passed the Senate Appropriations Committee by a vote of 9-0 and now awaits review in the Senate Rules Committee.
HH.	HB 2561	Private Certification; Occupations	Monitor; 2/25	Passed the House Commerce Committee by a vote of 5-3 and now awaits review in the House Rules Committee.
II.	HB 2587	Livestock; Animal Cruelty; Violation	Monitor; 2/11	Passed the Senate Natural Resources and Rural Affairs Committee by a vote of 5-0 and now awaits review in the Senate Rules Committee.
JJ.	HB 2652	Arizona Visitor Industry Development Fund	Monitor; 2/25	Received an informational hearing in the House Commerce Committee.
KK.	HB 2665	Campaign Finance; Election; Candidate Committees	Monitor; 2/25	Passed the Senate Elections Committee by a vote of 6-0 and now awaits review in the Senate Rules Committee.

CITY COUNCIL REPORT

POLICY AGENDA

TO: Lisa Takata
Deputy City Manager

AGENDA DATE: April 8, 2014

FROM: James P. Burke
Acting Parks and Recreation
Director

ITEM: 4

SUBJECT: HANCE PARK MASTER PLAN FINAL REPORT

This report requests City Council approval of the final master plan for Margaret T. Hance Park.

THE ISSUE

Margaret T. Hance Park (Hance Park) is a 32.5-acre park built in 1990 atop 19 bridges over the Interstate 10 (I-10) freeway tunnel between 5th Avenue on the west and 3rd Street on the east. The park was created as an amenity to help mitigate the impact of building a freeway through the surrounding neighborhoods.

In 2010, the community surrounding Hance Park expressed a strong interest in reactivating the park. Following recommendations of the Parks and Recreation Board Hance Park Master Plan Steering Committee, a Request for Qualifications (RFQ) process was released in December 2012 to select an experienced firm to provide a conceptual design Master Plan for Hance Park. Weddle Gilmore Architects was selected, bringing team members with local, national, and international park design experience to the process.

OTHER INFORMATION

The Parks and Recreation Department and the Hance Park Master Plan Design Team's (Design Team) goal is to create a master plan for a vibrant urban park and signature destination that becomes a catalyst for positive change in the community. Based on information gathered from an extensive public process, the following items were identified as key program and design elements for the master plan:

- Urban Design and Park Integration—Connectivity; Cultural Institutions; Visibility; Lighting.
- Programming and Operations—Programming, Daily Activation and Events; Integration with Existing Programs; Restrooms; Safety.

The Hance Park Master Plan Program Report submitted November 14, 2013, provides additional detail on the community's priorities for Hance Park and is available for public viewing on the Department's website at phoenix.gov/parks/parks/hparks.html.

Approximately 300 citizens attended the Interim Master Plan presentation held at the Phoenix Art Museum on January 22, 2014. The Interim Design received additional community input, and feedback was used by the design team to refine the final master plan.

In addition to completing the master plan process, the design team's deliverables included providing cost estimates for construction of the proposed design, recommended phasing, and cost estimates for park operations and maintenance based on the proposed Master Plan. The total cost estimates submitted are as follows:

- Master Plan construction for All Phases—\$115,000,000 to \$118,000,000
- Annual Operation and Maintenance for All Phases—\$3,300,000 to \$3,400,000

Through a City Council approved amendment to the original contract, the design team was also tasked with providing basic economic development analysis to include: opportunity identification, program feasibility and benefits testing, and a funding and governance concept built on a new model of public-private partnership. A final report is posted for the public on the Department's website.

Though the master plan process for Hance Park is complete, the community and the Parks and Recreation Department are not requesting any decision on funding for construction or operations. The future costs for Hance Park's renovation are principally capital and would be phased in over many years. The Hance Master Plan represents an opportunity for the City to work with the private sector on a new model of public-private partnership to share the costs of renovating, activating and sustaining Hance Park as Phoenix's grand urban park. This model has been successfully used by cities around the nation and world to build their iconic urban parks. The Hance Park Conservancy was formed by community members four years ago with a goal of working closely with the city as the private fundraising arm for Hance Park's renovation and operation. The completion of the Master Plan represents a starting point for the conversation on how to fund and sustain a vibrant, centerpiece Hance Park.

The final master plan was presented and recommended for approval by the Parks, Arts, Transparency, and Education Subcommittee, as well as the Parks and Recreation Board on Wednesday, March 26, 2014. The final master plan was presented to the community on March 27 at a special Hance Park Event. More than 1,500 people attended the event to see the presentation and enjoy event activities.

RECOMMENDATION

Staff recommends the City Council approve the final master plan for Margaret T. Hance Park.

CITY COUNCIL REPORT

POLICY AGENDA

TO: Rick Naimark
Deputy City Manager

AGENDA DATE: April 8, 2014

FROM: Maria Hyatt
Interim Public Transit Director

ITEM: 5A

SUBJECT: TRANSIT 2000 UPDATE

This report provides an update on the progress the Public Transit Department has made in keeping Phoenix moving through reliable and innovative transit services for the community. In addition, staff recommends the Mayor and Council appoint a Committee to obtain citizen input and develop a transit plan that includes a funding strategy.

THE ISSUE

In March 2000, Phoenix voters overwhelmingly approved Transit 2000, a four-tenths of a cent sales tax dedicated to public transit. The Transit 2000 Plan added local bus service, Dial-a-Ride, RAPID (Bus Rapid Transit), light rail, limited stop service, a neighborhood circulator, and other transportation improvements. It also established the Citizens Transit Commission to ensure accountability to the public for transit expenditures. Transit 2000 is a 20-year tax that expires May 31, 2020.

In addition to the sales tax, the Transit 2000 Plan included multiple sources of funds. The Plan anticipated federal funding, continued General Fund support and Arizona lottery-funded Local Transportation Assistance Funds (LTAF).

Over the last thirteen years, much has been accomplished to meet the Transit 2000 Plan, despite two economic downturns that have reduced anticipated funding by more than one billion dollars.

OTHER INFORMATION

The following provides an update on the progress made towards implementing the Transit 2000 Plan.

Bus Enhancements

The Transit 2000 Plan (T2000) allocated 66 percent of total funds to enhance bus service, which includes local bus service, Dial-a-Ride, RAPID, a neighborhood circulator, limited stop service, other transportation improvements, and support services.

Local Bus

Prior to June 2000, the City of Phoenix did not operate Sunday service or holiday service, and had limited Saturday service. These improvements were implemented within months of voter approval of the tax. T2000 also allowed for improvements to weekday service, including extended hours of operation and increased frequency of service on targeted routes. Ridership in 2013 was 38 million, and since 2001, ridership has increased 39 percent.

Dial-A-Ride

Traveling around the city can be a challenge for persons with a disability who are unable to use the bus and train system. Phoenix residents who are certified to meet the Americans with Disabilities Act (ADA) requirements are provided a shared-ride service. Over the years, Phoenix has implemented several enhancements to Dial-A-Ride, such as offering a monthly ADA pass and an optional cab program. Ridership on Dial-A-Ride has decreased since 2000 as a result of modified program requirements which focused Dial-A-Ride to ADA only service. Non-ADA service is provided through all other bus and rail options. This has reduced ridership from 442,000 in 2001 to 337,000 in 2013.

RAPID

A new service offered as a result of Transit 2000 is RAPID, a bus rapid transit system that brings commuters from suburban destinations to downtown Phoenix. RAPID is offered four hours in the morning and again in the evening. With the exception of one route, the vehicles use freeway high occupancy vehicle (HOV) lanes. RAPID carried 1,286,000 riders in 2013.

Neighborhood Circulators

The Transit 2000 Plan included one neighborhood circulator for Ahwatukee. This service has been expanded to four neighborhood circulators. These circulators do not charge a fare. Last year's ridership was 1,330,000.

Other Transportation Improvements

In addition to more bus and light rail, Transit 2000 recognized that not everyone can or will ride public transit and those amenities such as bus bays, bike lanes and left-turn arrows are important to the traveling public. As a result, the City has added more than 300 bus bays, constructed more than 150 miles of bike lanes and has added 330 left-turn arrows in partnership with the Street Transportation Department.

Light Rail

Light rail was a new addition to the public transit options. Since its inception, light rail ridership has been extremely popular. After five years, ridership is just shy of the twenty-year ridership projections, with more than 14.3 million boardings in 2013. In addition to riders, light rail has also brought with it a transit-oriented development return several times more than the City's initial investment. In Phoenix alone there has been approximately \$5 billion in economic development activities, which includes residential, education, commercial and hospitality space.

Transit 2000 allocated 34 percent of total funding to build light rail. The Plan anticipated building 24 miles in Phoenix within the first 16 years. The initial 20-mile line officially opened December 31, 2009 with more than 13 miles in Phoenix. Phase I of the Northwest Extension is currently under construction, which will add an additional three miles within Phoenix in late 2015/early 2016. Other corridors in various stages of planning include:

- Capitol / I-10 West, an 11 mile extension from downtown Phoenix to 79th Avenue and the I-10;
- Northwest Phase II, a two mile extension from 19th Avenue and Dunlap to just east of the I-17 at Metrocenter Mall, and;
- Phoenix West / Central Glendale, a five mile extension connecting West Phoenix and Central Glendale;
- South Central, a five mile extension from downtown to Baseline on Central Avenue.

While the South Central corridor was included in the Transit 2000 plan as a light rail corridor, it was not included in the Maricopa Association of Government's (MAG) Regional Transportation Plan (RTP) supported by Proposition 400. In order to amend the RTP and ultimately secure federal funding, transit projects must demonstrate a reasonably assured financial plan to implement capital improvements and fund ongoing operations. Although the details of an extension to Transit 2000 are not known at this time, the South Central corridor recently received City Council approval for a locally preferred alignment and should be a high priority as a light rail corridor in the new transit plan.

Citizens Transit Commission

The Committee that worked to create the Transit 2000 Plan felt strongly that a Citizen Transit Commission should be established to monitor the expenditure of funds during the 20 years of the tax. This 15 member Commission represents each Council District and includes representatives of key communities, including those with disabilities, the hospitality community, businesses in Phoenix, and residents in Phoenix. The Commission reviews appropriations and program recommendations of the Public Transit Department, including annual reviews of revenue and expenditure of Proposition 2000 funds as well as funding from other sources. The Citizens Transit Commission is a recommending body to the City Council.

Expiration of the Transit 2000 Tax

For FY 2013/14, Transit 2000 funds represent 35 percent of the Public Transit Department estimated budget. Additional revenue sources include Federal Funds (28%), Regional Transit Funds (17%), Fares and Advertising (16%), and General Purpose Funds (4%).

Transit 2000 funds primarily support operations and maintenance, while regional and federal funds are used for capital projects. The Transit 2000 tax expires May 31, 2020. As the expiration of the Transit 2000 dedicated sales tax comes closer, it will be more difficult to obtain federal funds for projects, especially light rail. This is because Federal funding requires an ongoing commitment to operate what is built. As the expiration of Transit 2000 grows closer, it will be difficult to provide the ongoing funding commitment.

If the tax is not extended prior to its expiration, there will be a \$130 million annual deficit. This equates to a 55 percent reduction in the operating budget for FY2021. Additionally, a lack of operating funds will reduce the Department's ability to request federal funding as a local match is required for most grants. Due to this lack of funding, extensive cuts in bus, light rail, neighborhood circulators, and Dial-A-Ride service would be required. Subsequently, service cuts that create inefficiencies in the transit system may reduce ridership. Reduced ridership results in reduced fare revenues exacerbating issues and adversely impacting the overall transit system.

Next Steps

At the Mayor's State of the City address, he asked for a community panel to examine the facts about transit, listen to residents and provide input and a recommendation regarding next steps to the City Council by the end of the year. Development of the Transit 2000 Plan was led by the Transit 2000 Steering Committee. Staff recommends creation of a committee with representatives from the Citizens Transit Commission and the community, as identified by the Mayor and Council. Because transit and street transportation are interdependent, staff recommends the Committee also include an evaluation of street transportation needs as well as public transit. The committee could then create working groups dedicated to transit and street-related issues.

To assist with the committee's efforts and to raise awareness on transportation issues, the Public Transit and Street Transportation Departments have entered into a contract with Mindmixer, a company that develops and assists in the management of online community engagement forums. The online community engagement forum, *Talk Transportation*, will allow the public to provide feedback and help shape the future of public transportation and streets. *Talk Transportation* will be optimized for mobile users, allowing access anytime, from anywhere, on any device. *Talk Transportation* is a practical solution to obtaining a collection of ideas from Phoenix citizens and is slated to launch on May 1, 2014.

RECOMMENDATION

To prepare a transit plan and related funding proposals, staff recommends the Mayor and Council approve the appointment of a community-based committee to provide a comprehensive review of transportation and accomplish the following items:

- Develop a draft transit plan that includes a funding strategy.
- Obtain citizen input on the proposed plan through a variety of public engagement methods.
- Evaluate street transportation needs.
- Provide interim reports to the Citizens Transit Commission and Transportation and Infrastructure Subcommittee on committee progress.
- By the end of the year, present a recommendation to the Mayor and Council on the future of transportation in Phoenix.

Staff further recommends Mayor and City Council approval of a financing plan for the South Central corridor to be included in the Regional Transportation Plan. The financing plan makes the reasonable assumption of an extension to Transit 2000, which is required in order for the project to receive federal capital funding participation.

CITY COUNCIL REPORT

POLICY AGENDA

TO: Rick Naimark
Deputy City Manager

AGENDA DATE: April 8, 2014

FROM: Wylie Bearup, PE, PhD
Street Transportation Director/City
Engineer

ITEM: 5B

SUBJECT: TRANSPORTATION INITIATIVES AND MAJOR PROJECTS

This report provides an overview of ongoing transportation initiatives and major projects that support creating a diverse and comprehensive transportation network. This item is for information and discussion.

THE ISSUE

The following details the major initiatives, programs, and construction projects currently being pursued by Street Transportation Department staff:

Phoenix Bikeway Plan

An updated comprehensive Phoenix Bikeway Plan is being developed through a partnership between Maricopa Association of Governments (MAG), Valley Metro, City departments, and a Citizen Ad Hoc committee. The effort will provide documentation of all existing bike infrastructure and propose expansions to the system based on comprehensive criteria developed by the Citizen Ad Hoc Committee. This effort would align with the City's PlanPHX efforts and prioritize planned projects to take into account factors such as bike connectivity to/from major destinations and neighboring cities. The plan will also incorporate public input received from Bike Summits throughout the City and the Environmental Quality Commission. The plan is anticipated to be completed by spring 2014. An update on the plan was presented to the Transportation and Infrastructure Subcommittee on February 11, 2014.

Bike Share Program – GR:D

The Bike Share Program will provide a self-service automated bike rental system priced to encourage short trips. In October 2013, Mayor Stanton unveiled the City's official Bike Share name and logo before the National Association of City Transportation Officials. The "GR:D" will feature fluorescent green bicycles emblazoned with smiling logo encouraging users to "ride happy!" A private vendor will operate and maintain the system. Demonstration bikes were installed in two locations downtown, and membership purchase began on November 29, 2013. An update of the program was presented to the Transportation and Infrastructure Subcommittee on February 11, 2014. At that time, the roll-out of the program was scheduled to begin in mid-April 2014. Due to challenges encountered by the vendor, that timeline is no longer feasible. Staff is currently evaluating options and will bring recommendations to Council at a later date.

Downtown Phoenix Comprehensive Transportation Study

The City has partnered with Maricopa Association of Governments (MAG) to develop the Downtown Phoenix Comprehensive Transportation Study. The study area includes the streets bounded by McDowell Road on the north, Buckeye Road on the south, 7th Avenue on the west, and 7th Street on the east. The “inner loop” area that encompasses Interstate 10 and Interstate 17 surrounding the downtown core is also included in the study. The study will analyze and develop transportation scenarios to determine the best alternatives for short-, mid-, and long-term benefits to downtown. Last fall, staff conducted six focus group meetings with representatives from downtown stakeholders. In addition, a general public meeting was held. The project team documented the issues and strategies that participants felt were most important. Continual emphasis was placed on obtaining a balance of transportation modes in the downtown area that move people, spur economic development, encourage livable streets, and enhance the traveling experience. Input from these meetings is helping the project team develop a series of scenarios focusing on near-term solutions and addressing items such as the inclusion of two proposed new light rail routes, two-way corridors as opposed to one-way streets, bike lanes, and the future of Central Avenue between Jefferson and Washington Streets. Refined scenarios were shown to the public at two open houses in November 2013. An update on these efforts was presented at the Downtown, Aviation, and Redevelopment and the Transportation and Infrastructure Subcommittees in December 2013. The project team anticipates presenting the results of the study to Council in May 2014.

Parking Meter Program

In 2009, the City of Phoenix Street Transportation Department conducted a pilot to study the effectiveness of new single-space credit-enabled parking meters in a portion of the downtown core. Results of the study showed moderate credit card usage, with the percentage of credit card transactions slowly increasing over the life of the pilot. After the pilot was complete, the temporary single-space credit-enabled meters were removed. Several downtown business owners and merchants requested the credit-enabled meters be returned because they provide greater flexibility for patrons. Based on the study, staff compiled several recommendations that included a preferred meter technology, implementation schedule, financing approach, and enforcement requirements. Using these recommendations, a procurement process was conducted to select parking meter vendors to provide new parking meter technologies for the City’s on-street parking meter upgrade. Phase I included approximately 600 parking spaces in the Downtown Core, Uptown (north of McDowell Road), and Phoenix College areas. Planning is underway for the next phases.

Valet Parking Initiative

Currently, the City has no laws to allow or regulate valet operations in public right-of-way, so it is difficult to manage safety and congestion issues and prevent liability claims. A valet parking program would be designed to make valet parking on City streets a legal and viable option for businesses to manage parking for customers, add consistency in valet requirements, and compensate taxpayers for exclusive use of the right-of-way for non-public use benefit. Staff has been working on developing a structure for the program and will present recommendations to City Council in fall 2014.

Major Transportation Construction Projects

The **64th Street from Mayo Boulevard to Loop 101** project consists of constructing a new roadway from the existing 64th Street/Loop 101 traffic interchange south to Mayo Boulevard. The project includes a new signalized intersection at Mayo Boulevard and opening the existing traffic interchange at Loop 101. This project is an integral piece of infrastructure supporting Arizona Biomedical Collaboration Corridor at Desert Ridge and will improve area freeway access. Street Transportation staff is utilizing a Construction Manager at Risk (CMAR) process. Construction began December 2013 and is anticipated to be complete by fall 2014.

The **Greenway Parkway Bridge** project includes removing the existing span bridge and replacing it with three cast-in-place box culverts. The project includes construction of a box culvert crossing, roadway improvements, and channel improvements to Cave Creek Wash. A CMAR contractor has been selected and construction began in March 2014. A full closure of the roadway is in place from March through September 2014 in order to expedite construction and reduce costs. The closure will save approximately \$850,000.

The **Avenida Rio Salado (ARS)** project is designed to widen and extend Broadway Road through the South Mountain and Laveen Villages from 51st Avenue to 7th Street. The roadway will eventually serve as an eastern terminus to the Arizona Department of Transportation (ADOT) proposed State Route 30, which is planned as a future reliever for the western portion of I-10. The project will provide much needed transportation enhancements to the Broadway Road corridor and will increase the economic development potential in the area. A new section of roadway will be built from 51st Avenue to 43rd Avenue. Right-of-way acquisition is almost complete. Planning and public input for this project have been extensive. Planning for the project began with a feasibility study in 2005. To date, there have been 32 meetings with area stakeholders, seven Broadway Community Outreach Group (BCOG) meetings, three briefings each to the South Mountain and Laveen Villages Planning Committees, more than 300 one-on-one meetings with property owners, and six public hearings. Utility relocation is underway and construction started this month. An update on the project and construction schedule was submitted to the Transportation and Infrastructure Subcommittee on November 12, 2013. A ground breaking event was held on February 17, 2014.

The **Sonoran Desert Drive** project includes a six-lane arterial roadway from I-17 to the existing intersection at North Valley Parkway. The project includes a bridge that provides access to I-17 and State Route 303 across Skunk Creek Wash from the North Gateway Village master plan area. Staff is currently procuring a two-step Design-Build-Finance process, which first involves a Request for Qualifications and then a Request for Proposals. The Request for Qualifications is complete and project teams were selected to submit proposals. Staff is currently evaluating the proposals and will make a recommendation to Council. If approved, construction could begin in late 2014 or early 2015.

Black Mountain Boulevard is a proposed arterial roadway extending from the Sonoran Desert Drive/Cave Creek Road intersection south for about five miles to the ramp connections at SR 51. This roadway would significantly improve access within the Desert View Village area of north Phoenix. The first construction phase of the project includes the ramp connections to SR51 and portions of Black Mountain Boulevard, north to Pinnacle Peak Road. Public meetings were held in January, March, April, and August 2012 and a Public Hearing was held on June 19, 2013. The extensive public input for this project resulted in the inclusion of various amenities into the design of the first phase of the roadway. On October 8, 2013, the Federal Highway Administration (FHWA) approved the final Environmental Assessment. The project is now eligible for federal funding and has moved forward into the final design and construction phase. The construction of the first phase from SR51 to Pinnacle Peak Road is anticipated to start in summer 2014. The remaining portions of Black Mountain Boulevard would be built in the future as private development occurs in accordance with the City's General Plan and Arizona State Land Department initiatives.

32nd Street Redevelopment is part of a multi-departmental task force exploring alternatives for repurposing 32nd Street from Shea Boulevard to Union Hills Road to address quality-of-life, alternate transportation modes, and business development issues. On-going meetings are being held with community representatives and other City departments. The first phase of the project will include restriping the roadway to include bike lanes. Project development is underway, with construction anticipated to start in fall 2014.

107th Avenue Safety Enhancements extend from Indian School Road to Camelback Road and include piping an existing Roosevelt Irrigation Ditch (RID), piping a Salt River Project (SRP) irrigation lateral, and completing roadway improvements with bike lanes and a pedestrian pathway connecting to the new Dust Devil Park. The City has been working with the adjacent community on the overall concept of the project. The construction of the RID facility is scheduled for the canal's dry-up period this fall.

The **South 48th Street Conversion** extends from South Pointe Parkway to Baseline Road and involves working with stakeholders to convert the corridor from private streets to public right-of-way streets. The City is moving ahead with preliminary engineering in order to determine the extent of the improvements that can be made with available funding and facilitate a partnership with the business community.

OTHER INFORMATION

As the Department proceeds with these major initiatives and projects, staff will continue to work with all stakeholders to address critical infrastructure needs across the city. Staff will also work with other departments to fully integrate the City's current and future transportation and economic development needs.

RECOMMENDATION

This report is for information and discussion.

CITY COUNCIL REPORT

POLICY AGENDA

TO: Rick Naimark
Deputy City Manager

AGENDA DATE: April 8, 2014

FROM: Wylie Bearup, PE, PhD
Street Transportation Director/City
Engineer

ITEM: 5C

SUBJECT: COMPLETE STREETS POLICY

This report provides information concerning the Phoenix Complete Streets Policy and requests City Council adoption of the policy.

THE ISSUE

The Complete Streets program supports the City's vision for a more sustainable transportation system by developing comprehensive, integrated, inter-connected transportation corridors that are safe and accessible for all people. Complete Streets provides for active transportation such as walking and bicycling, transportation choices, and increased access to major activity centers and residential areas.

The goal for this phase of the City's Complete Streets Program is the establishment of a policy to address existing and future transportation corridors in the city. Staff has collaborated with the Phoenix Complete Streets Working Group (PCSWG) and other stakeholders to formulate the draft policy. This policy underwent refinement through public input and was reviewed and endorsed by each Village Planning Committee, the West Phoenix Revitalization Community Advisory Board, Planning Commission, and Development Advisory Board. Future phases of the program will include guidelines, standards, and a City ordinance that will require infrastructure projects to address Complete Streets concepts. The program will help guide projects initiated by both the City and private developers.

The City has incorporated many Complete Streets principles in recent projects. The ultimate objective is to improve the City's documentation of elements already in place and improve transportation planning, public interaction on projects, design decisions, construction management, operations, and maintenance.

OTHER INFORMATION

From October 27 to 29, 2013, the City hosted the Regional National Association of City Transportation Officials (NACTO) Conference as part of its Designing Cities: Leading the Way to World Class Streets Initiative. The conference brought together national and local leaders in transportation planning and design to discuss pressing issues in the development of Complete Streets and how this reinvestment will improve mobility, safety and economic development. To demonstrate Complete Streets principles, the

Department completed the Greening Lower Grand Avenue and First Street improvements prior to the NACTO Conference.

In addition, the Complete Streets effort has also coordinated closely with the Bike Master Plan, Bike Share Program, the Downtown Phoenix Comprehensive Transportation Study, Reinvent Phoenix and PlanPHX, all working towards the goal of designing livable streets for all transportation modes and providing travel options for the public.

RECOMMENDATION

Staff requests City Council adoption of the Phoenix Complete Streets Policy as a first step in the implementation of a comprehensive City of Phoenix Complete Streets Program.

This item will be presented at the April 8, 2014, Transportation and Infrastructure Subcommittee meeting and the subcommittee recommendations on this item will be reported to the Council at the Policy Session.

Attachment

(DRAFT) PHOENIX COMPLETE STREETS POLICY

VISION

Phoenix streets are designed and maintained to be safe, accessible, convenient and comfortable for all ages, abilities and transportation modes at all times.

INTENT

Complete Streets will make the City of Phoenix (“City” or “Phoenix”) more walkable and bikeable, support investments in transit, foster social engagement and community pride, support the local economy and property values, and improve the livability and long-term sustainability of the region. Phoenix will be a better place to live and work, realizing long-term savings from improved public health and safety, environmental stewardship, social mobility and transportation equity.

POLICY

This policy will be the basis for establishing guiding principles and practices to ensure transportation improvements are planned, designed, constructed, operated and maintained for an accessible, safe, reliable, efficient, integrated, convenient and connected multimodal transportation system. The system created promotes active transportation and public health, and accommodates people of all ages and abilities, including pedestrians, wheelchair users, bicyclists, users of mass transit, motorists, emergency responders, freight providers and adjacent land users.

The City shall plan, design, construct, and maintain all transportation improvements to support and encourage walking, bicycling and transit use while promoting safe and effective operations for all users. Transportation improvements will include an array of integral facilities that contribute to Complete Streets, including, but not limited to: street and sidewalk lighting; pedestrian and bicycle safety improvements; accommodations for freight; access improvements including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited to, pedestrian and bicycle access improvements to transit stops and stations; landscaping; drainage; and street amenities like street furniture and shade. The City shall work with adjacent municipalities to encourage inter-city connectivity.

The City of Phoenix shall protect and preserve the basic civil right of mobility by improving the access, safety, affordability, convenience, and comfort for users of all modes, ages and abilities within the public rights-of-way. The City will also educate the community, including the public, law enforcement and first responders regarding traffic laws and public safety.

STREET NETWORK / CONNECTIVITY

A. The City of Phoenix shall design, modify, operate and maintain a transportation network that provides a continuous and connected network of facilities accommodating all modes of travel.

B. The City shall ensure desirable accommodations are provided in the rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.

C. The City shall implement non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections and commercial uses.

D. The City shall require large new developments and redevelopment projects to provide interconnected street networks with block sizes and patterns consistent with the planned land use context, including the General Plan Place Type.

APPLICABILITY

A. The City shall analyze and approach transportation improvements and project phases as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and in public rights-of-way, including capital improvements, utilities, re-channelization projects and maintenance, must also be included.

B. City-owned transportation facilities in the public right of way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

C. Every City department shall follow the policy.

D. The City shall require all developers and builders to obtain and comply with the City's design standards. Privately constructed streets and parking lots shall adhere to this policy.

E. The City shall require agencies that Phoenix has permitting authority over, including, but no limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.

F. The City shall foster partnerships with the State of Arizona, Maricopa County, Maricopa Association of Governments (MAG), Valley Metro, utility companies, neighboring communities and counties, business and school districts and public/private partnerships to develop facilities and accommodations that further the City's Complete Streets policy and continue such infrastructure beyond the City's borders where appropriate.

EXCEPTIONS

Complete Streets principles and practices shall be included in design, construction, reconstruction, repaving, and rehabilitation projects related to streets, pedestrian walkways, bikeways and bike facilities, as well as other plans and manuals. Any exception to this policy, including for private projects, must be approved by the Director of Street Transportation and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available, online and in person, at least 21 days prior to decision.

Exceptions may be considered for approval when:

A. An affected roadway prohibits, by law, use by specified users (such as interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

B. The activities are ordinary or emergency maintenance activities that do not change the roadway geometry or operations and are designed to keep assets in serviceable condition, e.g. mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole filling or when interim measures are implemented on temporary detour or haul routes;

C. The Director of Street Transportation and the Director of Planning and Development jointly issue a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive in proportion to the need or probable use, or inappropriate because it would be contrary to public safety; or

D. Other available means or factors indicate an absence of need, including future need, such as because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisitions or where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

The Director of Street Transportation shall submit quarterly reports to the Complete Streets Advisory Group and the appropriate City Council Subcommittee summarizing all exceptions granted in the preceding quarter. These reports shall be submitted at the first Subcommittee meeting after the end of the quarter and shall be posted on-line.

CONTEXT SENSITIVE DESIGN STANDARDS

Additionally, the City Council declares it is the City of Phoenix's policy to use current and best practices including the latest design standards available. In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety and accessibility for all users is present. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be considered a "complete street."

The City shall:

- A. Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Phoenix while remaining flexible in considering the unique circumstances of different streets where sound design, engineering and planning judgment will produce context sensitive designs.
- B. Incorporate the Complete Streets Design Guideline principles into all City plans, manuals, employee training, applicable ordinances, rules, codes, regulations and programs as appropriate.
- C. Provide well-designed pedestrian accommodations on all streets and crossings. Ensure safe pedestrian connections to public transit facilities. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, between lane refuges, sidewalks, buffer zones, shared-use pathways, transit shelters, shade and perpendicular curb ramps, among others.
- D. Provide well-designed bicycle accommodations along all streets. Ensure safe bicycle connections to public transit facilities. Bicycle accommodations can take numerous forms, including but not limited to the use of cycle tracks, bicycle boulevards, striping, slow streets (25 mph), low auto volume streets, traffic calming, signs, pavement markings, and bicycle parking facilities and the provision of bike racks among others.
- E. Where physical conditions warrant, trees and structural shade shall be provided whenever a street is newly constructed, reconstructed, or relocated.
- F. The City shall consider the relationship to and when possible integrate natural features, such as canals, washes, waterways, and other topography into the design of streets.
- G. The City shall design streets with a strong sense of place using landscaping, streetscape amenities, public art, signage, and other amenities to reflect the community and neighborhood context.

H. Coordinate the design of streets to be consistent with and responsive to the existing and planned land uses, including the General Plan Place Types.

PERFORMANCE MEASURES

The City shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- A. Increase of active transportation mode share;
- B. Increase of children/youth using active transportation to school;
- C. Reduction of per capita bicycle and pedestrian trips that result in severe injury or death;
- D. All bus stops will have ADA-compliant sidewalk access from adjacent neighborhoods;
- E. All bus stops will provide shade from 7:00 a.m. through 7:00 p.m. from May through October;
- F. All streets will comply with the Phoenix Master Pedestrian Plan and the Phoenix Tree and Shade Master Plan;
- G. Reduction of Number of Vehicle Miles Traveled (VMT) per capita;
- H. Equitable distribution of Transportation System Funding - Transportation Accessibility;
- I. Equitable distribution of Transportation System Rider Costs - Transportation Affordability;

In cooperation with community input, the City shall create individual numeric benchmarks for each of the performance measures as a means of tracking and measuring the annual performance of the Complete Streets Policy. Staff will prepare a tracking mechanism detailing the specific goals and responsible agencies to insure completion of these measures. Quarterly reports shall be posted on-line for each of the above measures.

ACTION PLAN/IMPLEMENTATION

The City of Phoenix shall view Complete Streets as integral to everyday transportation decision making practices and processes. To this end:

- A. Complete Streets Principles. The Street Transportation Department, the Planning and Development Department, and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to: Phoenix General Plan; Reinvent Phoenix; Capital Improvement Plan/Program; Pedestrian and Bicycle Master Plans; Transit Plan; Pedestrian Safety Action Plan, and other appropriate plans);
- B. Design Standards. The Street Transportation Department, the Planning and Development Department, and other relevant departments, agencies, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best currently available design standards and guidelines, and effectively implement Complete Streets, where feasible, in order to accommodate all users in every project;
- C. Project Criteria. The Street Transportation Department, the Planning and Development Department, and other relevant departments, agencies, or committees will prepare criteria for reviewing and prioritizing street projects to ensure that the greatest benefits are provided for multi-modal transportation users;
- D. Complete Streets Manual. The City shall create and adopt a Complete Streets Design Manual to replace the existing Street Classification and Design Guidelines and serve as a tool for implementation of this policy;

E. Storm Water Management. The City shall prepare and implement a plan to transition to sustainable storm water management techniques. The City will adopt and implement sustainable storm water management best practices including passive rainwater harvesting and retention, green infrastructure and low impact development strategies;

F. Revisions to Existing Plans and Policies. The City of Phoenix shall incorporate Complete Streets principles into the Phoenix General Plan Elements, and other plans, manuals, rules, regulations and programs;

G. Other Plans. The City shall prepare, implement, maintain and integrate a Complete Streets Master Plan, a Bicycle Master Plan, a Pedestrian Master Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Tree and Shade Master Plan;

H. Inventory. The City shall maintain a comprehensive inventory of the transit, pedestrian and bicycling facility infrastructure integrated with the City's website and made available for public interaction. The website will be designed to easily locate projects that can be funded by outside sources. The City will prioritize projects that eliminate gaps in the transit, pedestrian and bikeway networks based on population density, land use patterns and public demand;

I. Funding. The City shall actively seek sources of appropriate funding to implement Complete Streets through the Capital Improvement Program. City staff shall identify all current and potential future funding sources for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;

J. Staffing. The City shall maintain adequate staffing to implement this policy, including, at a minimum, a Bicycle and Pedestrian Coordinator(s) and assisting staff;

K. Staff Training. The City shall make training opportunities available and train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy. When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;

L. Community Training. The City shall offer workshops and other training opportunities to community stakeholders and residents so that people of all education and skill levels have the opportunity to understand the importance of the Complete Streets vision;

M. Coordination. The City shall utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way. The City will coordinate street improvements and construction operations with merchants and neighborhood stakeholders to develop a shared vision. The City will solicit input from local stakeholders early and often in the planning, funding and design process; and

N. Advisory Group. The City shall establish a citizen advisory committee which will advise the appropriate city departments and the City Council. In addition to residents of Phoenix, the committee should include representatives from MAG, Valley Metro, and community stakeholders representing bicyclists, youth, seniors, people with disabilities, and other advocacy groups, as relevant. This committee will meet at a minimum of once quarterly and provide a written report to City Council evaluating the City's progress and providing advice on implementation.

CITY COUNCIL REPORT

POLICY AGENDA

TO: Rick Naimark
Deputy City Manager

AGENDA DATE: April 8, 2014

FROM: Wylie Bearup, PE, PhD
Street Transportation Director/City
Engineer

ITEM: 5D

SUBJECT: STREET TRANSPORTATION CAPITAL NEEDS

This report provides the City Council with information concerning the future capital needs of the Street Transportation Department and requests approval to work on possible financing solutions for the infrastructure needs identified by the Capital Needs Study and seek public participation to develop a plan as recommended by the Transportation and Infrastructure Subcommittee on February 11, 2014.

THE ISSUE

Over the past 25 years, the City of Phoenix has invested more than \$760 million in improvements to over 220 miles of arterial streets. These improvements have included major streets, bridges, storm drains, basins, and railroad grade separations. As the City of Phoenix grows, the next 20 years will require continued construction of these types of new infrastructure. In addition, as the existing infrastructure ages, a greater proportion of resources must also be allocated to maintenance, rehabilitation, and replacement.

Over 65 percent of funding for the Street Transportation Department Capital Improvement Program is received from the State of Arizona Highway User Revenue Fund (HURF) and Capital Construction Funds (CCF). HURF revenues are collected from gasoline taxes, motor vehicle registration fees, vehicle license taxes, and miscellaneous fees. These revenues are distributed to cities, towns, counties, and the State Highway Fund. Capital Construction Funds are generated by a City-administered utility tax on telecommunication services.

HURF and CCF collections have decreased over the past several years. In addition to the reduction in revenues, the State of Arizona has decreased the amount of HURF revenues shared with cities and towns in order to increase support to the Department of Public Safety. In 2008, the Street Transportation Department five-year Capital Improvement Program was \$793 million. The program approved by Council in 2013 totaled \$582 million, which is more than a 25 percent decrease in infrastructure investment.

OTHER INFORMATION

As the first step in addressing this issue, the Department has analyzed the condition of the current street infrastructure and projected future infrastructure needs for the City of Phoenix. The Policy Session presentation will highlight the major street infrastructure needs projected for the future. Staff has estimated that the cost of new infrastructure and the maintenance of existing infrastructure for the next twenty years will be approximately \$6 billion, with approximately \$500 million identified as high priority or critical in nature. These needs exceed the approximately \$2 billion in funding sources projected to be available over the period. Therefore, an approach to increase the capital investment in Phoenix's transportation infrastructure, particularly for shorter term, more critical priorities, is needed.

Street Transportation staff is coordinating with Finance and Budget and Research staff to explore possible solutions. In addition, public participation and interaction is envisioned in order to create a solution that will be supported by the community. The Department will also work with other departments to fully integrate the City's current and future transportation needs with broader community initiatives.

This item was presented to the Transportation and Infrastructure Subcommittee on February 11, 2014. The Subcommittee recommended that staff continue working on possible financing solutions and seek public participation to develop a plan that will be supported by the community.

RECOMMENDATION

This report requests City Council approval to continue to work on possible financing solutions for the infrastructure needs identified by the Street Transportation Capital Needs Study and seek public participation to develop a plan.

This item was recommended for approval by the Transportation and Infrastructure Subcommittee on February 11, 2014.

Based on the Subcommittee recommendations and the additional need to address transit issues, staff recommends the Mayor and Council approve the appointment of a community-based committee to provide a comprehensive review of transportation and accomplish the following items:

- Develop a draft transit plan that includes a funding strategy.
- Obtain citizen input on the proposed plan through a variety of public engagement methods.
- Evaluate street transportation needs.
- Provide interim reports to the Citizens Transit Commission and Transportation and Infrastructure Subcommittee on committee progress.
- By the end of the year, present a recommendation to the Mayor and Council on the future of transportation in Phoenix.

CITY COUNCIL REPORT

GENERAL INFORMATION

TO: Lisa Takata
Deputy City Manager

PACKET DATE: April 3, 2014

FROM: Cris Meyer
City Clerk

SUBJECT: LIQUOR LICENSE APPLICATIONS RECEIVED FOR THE PERIOD OF
MARCH 24, 2014 THROUGH MARCH 28, 2014.

This report provides advance notice of liquor license applications that were received by the City Clerk during the period of Monday, March 24, 2014 through Friday, March 28, 2014.

INFORMATION

The liquor license application process includes the posting of a public notice of the application at the proposed location and online for twenty days, and the distribution of an application copy or a copy of this report to the following departments for their review: Finance, Planning and Development, Police, Fire, and Street Transportation.

Additional information on the items listed below is generally not available until the twenty-day posting/review period has expired.

LIQUOR LICENSE APPLICATIONS

<u>Application Type Legend</u>					
<u>O</u> - Ownership	<u>L</u> - Location	<u>N</u> - New	<u>OL</u> - Ownership & Location	<u>AOC</u> - Acquisition of Control	<u>SE</u> - Special Event
<u>Liquor License Series Definitions</u>					
1	In State Producer	*7	On sale-beer & wine	11	Hotel/Motel-all liquor on premises
3	Microbrewery	8	Conveyance license-sale of all liquor on board planes & trains	12	Restaurant-all liquor on premises
4	Wholesaler	9	Off sale-all liquor	14	Clubs-all liquor on premises
5	Government	9S	Sampling Privileges	15	Special Event
*6	On sale-all liquor	10	Off sale-beer & wine		
		10S	Sampling Privileges		

*On-sale retailer means any person operating an establishment where spirituous liquors are sold in the original container for consumption on or off the premises and in individual portions for consumption on the premises.

Dist	App. Type	Agent/Owner Name Business Name/Address Phone	Lic. Type	Approx. Protest End Date	Within 2,000 Feet of Light Rail	Proposed Agenda Date
1	N	Michael Norville, Agent Metro Plaza Hotel 10220 North Metro Pkwy. East 602-705-4058	11	4/18/14	No	5/7/14
2	SE	Vernon Biaett Arizona Parks & Recreation Fellowship (4/12/14) 19224 North Tatum Blvd. 623-251-1867	15	N/A	N/A	*4/12/14
4	N	Edel Alcaraz, Agent Carniceria Los Reyes 1603 North 16th Street 602-254-2547	10	4/18/14	No	5/7/14
8	SE	Allison Kast Eichenberg The Children's Home Project (5/3/14) 113 North 6th Street 480-332-4658	15	N/A	N/A	*5/3/14
8	SE	Kristina Tuba Saint Sava Serbian Orthodox Church (4/26/14) 4436 East McKinley Street 480-737-6808	15	N/A	N/A	*4/26/14
8	O	Laurie Douthit, Agent The Break Room Bar & Grill 4729 East McDowell Road 480-221-3806	6	4/18/14	No	5/7/14
8	N	Andrea Lewkowitz, Agent The Local 1011 North 3rd Street, Unit A 602-200-7222	12	4/18/14	Yes	5/7/14

*Event Date – Application not received in time for Council review.

For further information regarding any of the above applications, please contact the City Clerk Department, License Services Section, at 602-262-6018.

RECOMMENDATION

This report is provided for information only. No Council action is required.

CITY COUNCIL REPORT

GENERAL INFORMATION

TO: Mayor and Council

PACKET DATE: April 2, 2014

FROM: Ed Zuercher
City Manager

SUBJECT: FOLLOW-UP: APRIL 2, 2014 FORMAL CITY COUNCIL MEETING

Attached are the April 2, 2014 Citizen Requests/Comments.

**CITIZEN REQUESTS/COMMENTS
CITY COUNCIL FORMAL SESSION
April 2, 2014**

Pat Vint

Mr. Vint stated he was happy to see a large number of residents in attendance at the Council Session. Mr. Vint noted the government existed to serve the people, who were often encouraged to participate in public meetings. Mr. Vint expressed his regret that more Councilmembers were not present to hear the public's comments and concerns.

Follow Up: None

John Rusinek

Mr. Rusinek read a portion of a City ordinance that described restrictions for parking surfaces, and the conditions in which a variance could be granted.

Follow up: None

Greta Rogers

Ms. Rogers observed the removal of security barriers from the aisles of the Council Chambers would facilitate speakers' movement to the podium during the public comment segment of Formal Council Sessions. Ms. Rogers stated several employee representatives asked that the budget not be balanced by reducing the size of the workforce or decreasing employees' wages and benefit packages. Ms. Rogers commented that employee concessions were not fully restored from the previous deficit, and that the budget should only contain essential programs and services.

Follow up: None

William Gumbert

Mr. Gumbert asked Councilmembers to re-consider plans to renovate Margaret Hance Park because the Police Department was understaffed, and the trial budget proposed eliminating a significant number of positions in the Fire Prevention program.

Follow up: None

Leonard Clark

Mr. Clark expressed his disappointment regarding the access wealthy individuals and corporations have to elected officials compared to the general public. Mr. Clark stated federal law enforcement officers and military grade equipment should not be used in local policing efforts. Mr. Clark voiced his excitement that many more residents in the City of Phoenix had access to healthcare.

Follow up: None

Dianne Barker

Ms. Barker stated retired and active military personnel should have access to counseling and other programs and services to protect their mental and emotional health. Ms. Barker commented that enforcing the pan-handling law would make women feel safe and secure downtown.

Ms. Barker suggested the minutes from Formal Council Sessions be available to the public before the next Session occurred, and proposed including the Citizen Comment segment of the meeting in the minutes.

Follow up: Takata, Meyer

CITY COUNCIL AND CITIZEN REQUESTS
April 2, 2014

CITIZENS REQUESTS

REQUEST	REQUEST DATE AND NAME OF CITIZEN	DUE DATE	ASSIGNED TO	STATUS
Mr. White stated that he was an employee in the Parks and Recreational Department in South Phoenix, and has met a number of former employees like Ruben Lara, that were suffering from various illnesses. Mr. White questioned if there was a connection between the presence of lead paint and asbestos in City facilities and building and the poor health of former employees. Mr. White asked if something could be done to shed light on this situation.	March 19, 2014 Mr. White	4/02/14	Takata Burke	Complete
Mr. Paar reported bus operators were not following federal rules and regulations regarding safety. Mr. Paar noted he had witnessed a number of these violations first-hand, and that they represented a threat to public safety. Mr. Paar stated his belief that the City was responsible for the behavior of the people who operated its buses.	March 19, 2014 Mr. Paar	4/02/14	Murphy, Fisher & Naimark, Hyatt	Complete
Ms. Barker suggested the minutes from Formal Council Sessions be available to the public before the next Session occurred, and proposed including the Citizen Comment segment of the meeting in the minutes.	April 2, 2014 Ms. Barker	4/16/2014	Takata, Meyer	New

CITY COUNCIL REPORT

GENERAL INFORMATION

TO: Ed Zuercher
City Manager

PACKET DATE: April 3, 2014

FROM: Mario Paniagua
Budget and Research Director

SUBJECT: COMMUNITY BUDGET HEARINGS

This report transmits minutes from the first three community budget hearings. These hearing were held on Tuesday, April 1, 2014 at Helen Drake Senior Center, Phoenix College and Cesar Chavez High School.

At phoenix.gov/budget residents can access:

- The 2014-15 City Manager's Trial Budget
- Community Budget Hearing Schedule
- The Proposed 2014-15 Budget for Community Review tabloid in English and Spanish
- The Budget Hearing presentation video
- Videos of all completed budget hearings
- Budget Information Packet and Citywide Inventory of Programs

The Budget and Research Department also maintains an e-mail address and a voice mailbox for residents to provide comments on the budget. A summary of the electronic and voice mail comments included through March 21, 2014 are included.

The community budget hearings will be held through April 22. Staff will continue to transmit minutes and comments received about the budget proposal each week.

The minutes from the first three community budget hearings and electronic comments are provided below.

**SUMMARY MINUTES
COMMUNITY BUDGET HEARINGS
COUNCIL DISTRICTS 1 & 5
HELEN DRAKE SENIOR CENTER
APRIL 1, 2014**

Councilwoman Thelda Williams opened the community budget hearing at 6:09 p.m. by welcoming those in attendance and thanking them for coming to comment on the City's proposed budget. She introduced Deputy City Manager Deanna Jonovich and Budget & Research Director Mario Paniagua.

Ms. Jonovich thanked those in attendance and presented the overview video describing the proposed budget. Following the presentation, Councilwoman Williams opened the hearing to public comments.

1. Linda Anderson asked what fund paid for City Council and City management salaries. Councilwoman Williams responded the salaries were paid out of the General Fund. Ms. Anderson recommended all employees, including police and fire, take a 3% pay cut to balance the budget.
2. Jennifer Langdon spoke in opposition to reducing services that impact those with disabilities specifically the closing of Pioneer Pool and the elimination of closed captioning services.
3. Coni Cabot proposed increasing revenue to help the budget deficit instead of eliminating services.
4. Frank Steinmetz expressed support for reinstating the sales tax on food.

Councilman Daniel Valenzuela joined the meeting at 6:34 p.m.

5. Joyce Steinmetz submitted a card recommending a new fee for all mountain rescues and expressing support for reinstating the sales tax on food.
6. Hope Gavin spoke in support of funding senior centers and invited City leaders to visit senior centers to see how beneficial they are to the community.
7. Geoffrey Gonsler thanked Councilwoman Williams for supporting arts programs and spoke of restoring arts programs.
8. Rivko Knox spoke in favor of a sales tax on services in order to avoid budget reductions.
9. Joe Williams in support of funding senior centers.
10. Sherry Dudek spoke in favor of hiring more police officers, reinstating the sales tax on food and proposed new revenue sources. She spoke against the reductions to neighborhood inspectors and Police Central Booking.
11. Sharon Parks suggested ideas to increase revenue such as increasing community center membership fees and a sales tax on services.
12. Barb Heller spoke in favor of reductions to the Public Information Office and increasing revenue through taxes, fines and fees.

13. Paul Schildgen spoke in support of maintaining services at senior centers.
14. Nancy Burnett submitted a card to maintain services at community centers.
15. Mario Horabuena expressed concern about the closure of senior centers and described how beneficial they are to the members that visit the centers on a daily basis.
16. Diana Cameron in support of maintaining funding for community centers. She asked the City Councilmembers what they felt was the best thing about senior centers. Councilwoman Williams and Councilman Valenzuela responded to Ms. Cameron's question.
17. Sylvia Mejia spoke in support of maintaining funding for senior centers, recommended a fee for using hiking trails and proposed a salary reduction for middle managers and executives.
18. Ben Kuglar spoke in favor of eliminating the surveillance aircraft from the Police department; increasing reward incentives to employees for cost saving ideas; and suggested the City review the volunteer process to make it easier for people to volunteer.
19. Gene Blue spoke in favor of summer youth programs and reinstating the sales tax on food. He suggested a private-public partnership for parks sponsorships.
20. Sabrina Taylor spoke against the elimination of the Police Department Central Booking and spoke in favor of increasing current revenue sources and finding new revenue sources.
21. Diane Harris spoke in favor of a sales tax on services and employee restorations.
22. Jose Paredes expressed safety concerns at the intersection of 35th and Dunlap Avenues. He spoke in favor of supporting youth programs and against reductions to street maintenance programs.
23. Jason Whitaker expressed concern of the safety at the intersection of 35th and Dunlap Avenues.
24. Edith Schnauffer submitted a card requesting the Helen Drake Senior Center not be cut.
25. Elizabeth Benning spoke in favor of reinstating the sales tax on food to help the budget deficit.
26. Regina Nixon spoke in support of maintaining funding to art education programs.
27. Phil Hourican submitted a card in favor of increasing public transportation services and keeping senior centers open.
28. Liz Hourican submitted a card in favor of increasing public transportation services and keeping senior centers open.
29. Peggy Odendahl spoke in favor of increasing fees at senior centers in order to keep the classes.

30. Ben Konik spoke in favor of increasing revenue.
31. Judi Rae Kell suggested increasing revenue by fining for false fire calls, charging a fee for mountain rescues and increasing the fee to other cities for Fire Dispatch Services. She spoke against the Central Booking reductions.
32. Mary Obrachta spoke in support of maintaining funding for senior centers, pool safety programs, code enforcement and the Fire Prevention Center. She spoke in favor of eliminating Chanel 11 and reinstating the sales tax on food. She asked how dog parks were funded. Councilwoman Williams responded the dog parks are funded by dedicated funds voted on by residents.
33. Barbara Gonzales spoke against funding of the Reimagine Phoenix program and stated she supported restoring Central Booking. She spoke in favor of reinstating the sales tax on food.
34. John Ioannon spoke in favor of keeping senior centers open and creating more bike lanes.
35. Juanita Vandever spoke in favor of keeping the Helen Drake Senior Center open.
36. Ron Ostrom spoke in favor of increasing revenue sources. He spoke against the closure of senior centers stating that many veterans are members and benefit from them.
37. Suzanne Day spoke in favor of bicycling infrastructure and asked the City Council to continue funding for additional infrastructure.
38. Suzanne Thraen spoke against reductions to the Police department, community center and neighborhood inspectors.
39. Melyna Fang spoke in favor of public safety efforts and revenue building.
40. Laurel Speer Petersen submitted a card to restore services at community centers as they support service to those who cannot afford other venues of entertainment.
41. Robin Mofford spoke in favor of increasing revenue and suggested a sales tax on online purchases. Councilwoman Williams responded a company must have a presence in the state of Arizona in order for taxes to be collectable.
42. Sean Mattson submitted a card with revenue generating ideas including a tax on grocery bags and a fee for using hiking trails.
43. Laurrie Fitzhugh recommended the budget tabloid be revised in order to make it more understandable.
44. Jak Keyser spoke in favor of keeping community centers open and reinstating the sales tax on food.
45. Mary Travis submitted a card opposed to community center closures and in favor of a sales tax on services.

Councilman Valenzuela thanked everyone for their comments and suggestions. Councilwoman Williams thanked everyone for attending and closed the Community Budget Hearing at 9:10 p.m.

Respectfully submitted,

Mayra Z. Baquera
Management Assistant II

**SUMMARY MINUTES
COMMUNITY BUDGET HEARINGS
COUNCIL DISTRICT 4
PHOENIX COLLEGE
APRIL 1, 2014**

Councilwoman Laura Pastor opened the community budget hearing at 6:06 p.m. by welcoming those in attendance. She commented on the salary proposed for our current City Manager and that she will support his raise at the Formal Council Meeting on April 2, 2014. Adding, she also supports his new contract that eliminates pension spiking.

She introduced Deputy City Manager Rick Naimark who also thanked everyone for coming. He briefly explained the budget process and emphasized the importance the citizens' comments have on the final adopted budget. He then introduced Deputy Budget and Research Director Jeff Barton, Acting Assistant City Manager Danny Murphy and city staff in attendance. Mr. Naimark introduced the presentation which described the budget process in more detail.

Following the presentation, Councilwoman Pastor commented several Councilmembers wanted to look at innovative ways to bundle services to save money as well as thinking of new ways to generate revenue. She then opened the hearing to public comments.

1. Nicole Rodriguez asked to restore funding for code enforcement in Fire. She suggested other cost saving items such as eliminating the employee bus pass program; charging fees at South Mountain Park and Camelback Mountain; charging rental fees for using park ramadas; and turning off lights after hours in the parks.
2. Brenden Burnham suggested employees take a month furlough to solve the deficit. He also commented the public transportation system is too slow, adding there are too many bus stops on the routes.
3. Haley Ritter spoke in support of maintaining the summer swimming and diving programs. She also spoke in favor of improving the bicycle/pedestrian infrastructure.
4. Rosemary Holusha spoke in support of swimming lessons and swim and dive competitions to keep kids safe and prevent obesity. She also supported funding community and senior centers. She stated she also supports changing the retirement formula to 65 years and removing car allowances.
5. Lisa Parks spoke in support of bicycle infrastructure and believes bicycling is better for the economy because cyclists will stop at more businesses.
6. Jeremy Stapleton spoke in support of complete streets and bicycle infrastructure.
7. Libby Coyner thanked the City Council for the \$1.5 million for bicycle infrastructure last year and would like to continue the funding in the future.
8. John Walker also thanked the City Council for the bicycle infrastructure funding and supports continued funding.
9. John Romero also spoke in support of bicycle infrastructure funding.

10. Martin Vogel asked to consider revenue from activity cards, similar to what Encanto Park used to use, at Encanto as well as other city parks. He spoke in favor of 5 day work weeks for Police staff. He also would like Police statistics to be posted online. Mr. Naimark responded staff would look into the online statistics item.
11. Lauren Henschen spoke in favor of selling postcard books that the City currently distributes for free as revenue to help offset Phoenix Arts and Culture Office reductions.
12. GG George stated she supports reinstating the sales tax on food or increasing sales tax to keep the parks, pools and libraries open. She asked what the loss of revenue to the city was this year when we dropped it 1%. Mr. Naimark and Mr. Barton responded the revenue loss was \$12.1 million for this fiscal year and \$21.3 million through March 30, 2015.
13. Kelly Larabee Morlan spoke in favor of keeping the swim teams and sports complex staff at Encanto Park. She added she supports reinstating the sales tax on food. She suggested setting fees for non-residents at the park.
14. Susan Dale spoke against cutting any services in the Parks and Recreation Department, especially Encanto Park.
15. Annie Eldon spoke in support of bicycle infrastructure and thanked the City Council for last year's funding. She would like to see funding for this continue.
16. Richard Rea spoke in favor of increasing taxes to meet the city's obligations. He stated he believes the City managers are underpaid, not overpaid. He added he supports bringing back the sales tax on food.
17. Gary Egan spoke in support of the Arts and Culture program.
18. Margie Gin spoke in support of maintaining services at the senior centers and community centers.
19. Ted Wiseman spoke in support of the swim and dive teams and swim lessons.
20. Connie Zilversmith spoke in support of the community centers and senior centers. She added she supports raising taxes to keep them open.

Afterward, Councilwoman Pastor thanked residents, city staff and her staff Monica Sandschafer and Megan Schmitz for attending this meeting. She said there are multigenerational cuts across the board. She added she believes cutting the community centers and senior centers is not acceptable.

Councilwoman Pastor closed the hearing at 7:52 pm.

Respectfully submitted,

Mary Scrivens
Budget Analyst III

**SUMMARY MINUTES
COMMUNITY BUDGET HEARINGS
COUNCIL DISTRICTS 7 & 8
CESAR CHAVEZ HIGH SCHOOL
APRIL 1, 2014**

City Manager Ed Zuercher opened the Community Budget Hearing at 6:16 p.m. by welcoming those in attendance and thanking them for coming to comment on the City's proposed budget. He introduced Councilman Michael Nowakowski and Councilwoman Kate Gallego.

Mr. Zuercher gave a brief summary of the proposed 2014-15 budget and asked staff to present the overview video describing the process in more detail. Following the presentation, Councilwoman Gallego recognized community members and staff in attendance. She stated she has asked the City Manager to look at revenue options.

Councilman Nowakowski stated he welcomed comments on residents' needs and wants. He opened the hearing to public comments.

1. Michael Espinoza spoke in favor of retaining funding for Central Booking.
2. Elton Carey spoke in favor of keeping funding for graffiti and blight control programs and recreation centers.
3. David Bridge spoke in favor of maintaining service levels for the Police Department, human services, neighborhood services, trash pickup and street maintenance.
4. Patra Carroll spoke in favor of keeping funding for graffiti and blight control, code enforcement, community centers, and parks. She suggested finding alternative sources to fund the Super Bowl security and financing capital expenses instead of pay-as-you-go. She spoke in favor of balancing the budget without impacting services to South Phoenix.
5. Mercy Gomez spoke in favor of keeping funding for human services and parks and recreation programs for seniors and people with disabilities.
6. Tony Berastegui spoke in favor of increasing services, especially police and neighborhood services, to Laveen. He also asked for park maintenance for soccer fields and development of Laveen. He expressed support for retaining the city manager's compensation.
7. Jennifer Nelson spoke in favor of city pension reform, performance-based compensation for city employees, and economic development, recreation, swimming pools, and additional resources for the Laveen and South Phoenix areas.
8. Yolanda Moreno spoke in favor of keeping senior centers open, especially the South Mountain Senior Center.
9. Peggy Morales spoke in favor of keeping funding for swimming pools and police services. She suggested the following potential cost saving ideas: establishing fees for non-essential services; merging city departments; and hiring more retirees, veterans and interns. She advocated balancing the budget without impact to city employees.

10. Neal Haddad spoke in favor of adopting recommendations from citizensforphoenix.org; increased efficiencies; and keeping funding for senior and community centers and Central Booking. He expressed support for adopting \$4 million in proposed cuts, and establishing increased, predictable revenues such as the food tax.
11. Erika Kennan spoke in favor of restoring the food tax, and for more development, greenbelts, transportation and bike studies, sidewalks, improved bus shelters, community centers, dog parks, senior and youth programs, and parks maintenance in Laveen. She also asked for replacement of 18 picnic tables at Cesar Chavez Park.
12. Claudine Reifschneider spoke in favor of restoring the food tax, and for more development, greenbelts, transportation and bike studies, sidewalks, improved bus shelters, community centers, dog parks, senior and youth programs, and parks maintenance in Laveen.
13. Andrew Brown spoke in favor of more youth programs in Laveen.
14. Hunter Franklin spoke in favor of more youth programs, a recreation center, pools with slides, basketball courts, and more resources for Laveen.
5. Craig Tribken spoke in favor of keeping funding and restoring funding for programs for homeless people.
6. David Tapley spoke in favor of funding for more bike infrastructure.
17. Paul Loomans spoke in favor of funding for more bike safety and infrastructure. He asked the city to follow-up on the recommendations of the bike master plan.
18. Amy Hale spoke in favor of keeping all swimming pools open.
19. Job Salinas Hernandez spoke in favor of keeping swimming pools, Harmon Park and all senior centers open, especially Marcos de Niza Senior Center.
20. Grace Arroyo Salinas spoke in favor of keeping open Harmon Park, Coleman Recreation Center and Marcos de Niza Senior Center. She expressed support for pool funding at Harmon Park and Coleman Center.
21. Muriel Smith spoke in favor of keeping current funding for parks, senior centers, neighborhood services and pools.
22. Mary Alvarez spoke in favor of keeping open parks and all senior centers, especially Marcos de Niza Senior Center.
23. Mary Hayes spoke in favor of keeping the South Mountain Senior Center open.
24. Debbie Zapatka spoke in favor of funding for covered bus shelters, bike lanes, community centers, extra police services, and youth programs for Laveen.
25. Calisto Rosales Herrera spoke in favor of keeping open senior centers, especially Marcos de Niza Senior Center.
26. Maria Morales spoke in favor of keeping open senior centers, especially Marcos de Niza Senior Center.

27. Maria Lopez spoke in favor of keeping open senior centers, especially Marcos de Niza Senior Center.
28. Reverend Reginald Walton spoke in favor of keeping funding for recreation and senior centers and Central Booking.
29. Maria Maciel spoke in favor of keeping open parks, libraries and senior centers.
30. Maria del Rio spoke in favor of keeping open parks, libraries and senior centers.
31. Bobbie McLeod spoke in favor of keeping open senior centers, especially Seniors Opportunities West (S.O.W.) Senior Center.
32. Officer Joe Clure spoke in favor finding additional revenue and the recommendations of Citizens for Phoenix.
33. Maria Gonzales spoke in favor of funding for senior centers.
34. Wendy Flood spoke in favor funding for pools, parks maintenance, benches for bus stops, school resource officers, additional soccer fields, and increased investment in Laveen. Ms. Flood suggested keeping current projects instead of starting new projects and studies, and deferring potential Hance Park funds to Laveen. She expressed support for keeping the current number of and compensation to city employees, Council outreach and Graffiti Busters. She expressed support for a modest increase in swimming lesson fees and increasing taxes on alcohol and adult-oriented businesses.
35. Robert Anselmo spoke in favor of keeping open senior centers, especially Seniors Opportunities West (S.O.W.) Senior Center and funding for youth programs, pools, and swim lessons.
36. John Mockus submitted a card in favor of city pension reform, performance-based compensation for city employees, and economic development, recreation, swimming pools, and additional resources for the Laveen and South Phoenix areas.
37. Michelle Fierro submitted a card in favor of a new dog park, safer and cleaner parks, more local entertainment options, and less animal abandonment in the Laveen area.
38. George Young submitted a card in favor of restoring services.
39. Walt Gray submitted a card in favor of a two percent sales tax increase to retain and increase city services.
40. Donna Henderson submitted a card in favor of a bus turnaround for local bus route 52 – Roeser.
41. Ruben Henderson III submitted a card in favor of a bus turnaround for local bus route 52 – Roeser.
42. Elizabeth Ross submitted a card in favor of keeping senior centers open.
43. Chris and Janeen Newhouse submitted a card in favor of youth programs and public safety, specifically increased funding for neighborhood services and parks and recreation programs.

44. Naveed Ahmed submitted a card in favor of keeping funding for police and neighborhood services, and increasing funding for parks and community centers for the Laveen area.
45. Julio Sesmas submitted a card in favor of funding for streets and sidewalks.
46. Rocky Alvarado submitted a card in favor of reduced crime and violence, neighborhood development, neighborhood code enforcement and healthy food grocery stores, such as Sprouts, in Laveen.
47. Elda Narvais submitted a card in favor of park safety, street crossings along 35th Avenue, reduced crime and violence, proper zoning, code enforcement and graffiti removal in Laveen.
48. Lindsay Bateman submitted a card in favor of a park at Alta Vista and 47th Avenue, economic development, and increased police presence in Laveen.
49. Margaret Kilman submitted a card in favor of increased funding for police, outreach to people who are homeless, and trash services.
50. Susan Sitar spoke in favor of increased economic development, recreation, swimming pools, and additional resources for the Laveen and South Phoenix areas.
51. Lisa Doromal submitted a card in favor of restoring the food tax, and for more development, greenbelts, transportation and bike studies, sidewalks, improved bus shelters, community centers, dog parks, senior and youth programs, and parks maintenance in Laveen.
52. Paula Fleck submitted a card in favor of keeping and increasing funding for police and air support. Ms. Fleck also expressed support for increased graffiti removal and neighborhood preservation funding for Laveen.
53. Stephanie Hurd submitted a card in favor of restoring the food tax, and for more development, greenbelts, transportation and bike studies, sidewalks, improved bus shelters, community centers, dog parks, senior and youth programs, and parks maintenance in Laveen.
54. Randy Jones submitted a card in favor of economic development, recreation, swimming pools, and additional resources for the Laveen and South Phoenix areas.
55. Cindy Stark submitted a card in favor of keeping funding for community centers and swim and dive teams. She also expressed support for development, greenbelts, transportation and bike studies, sidewalks, improved bus shelters, community centers, dog parks, senior and youth programs, and parks maintenance in Laveen.
56. Becky McBride submitted a card in favor of more funding youth recreation programs, a community pool and a new recreation center for the Laveen/South Mountain area.
57. Kristina Washington submitted a card in favor of development, greenbelts, transportation and bike studies, sidewalks, improved bus shelters, community centers, dog parks, senior and youth programs, and parks maintenance in Laveen.

Councilman Nowakowski summarized the comments received. He thanked everyone for attending and sharing their stories.

Councilwoman Gallego thanked everyone for sharing their time and asked residents to subscribe to the District 7 and 8 email lists. She closed the hearing at 8:37 p.m.

Respectfully submitted,

Genevieve Siri
Management Assistant II

SUMMARY MINUTES
VOICEMAIL, ELECTRONIC, AND WRITTEN BUDGET COMMENTS
Through March 21, 2014

1. Cherene Cunningham sent an email stating her family uses services at the Beuf Community Center and asked that services be maintained.
2. Ann Warner submitted an email requesting swimming lessons not be cut.
3. Shelley Wright submitted an email requesting pools and community centers not be cut.
4. Dana Hoffman asked that alternative reductions be considered to balance the budget.
5. Chris Richert sent an email to not cut recreation programs including pools and community centers.
6. Ella Dawson sent an email inquiring about the jail excise tax included on the municipal services bill. Staff responded with information about the tax.
7. Joann Philbin sent an email requesting restoration of summer youth recreation. She asked that the City reduce library hours or delay closing centers until August.
8. Nancy Peabody sent an email in support of maintaining summer recreation and swim and dive team activities especially at Sunnyslope Pool. She suggested increasing participant fees.
9. melodee@q.com sent an email concerned about proposed reduction of senior centers.
10. Heather Barton sent an email requesting clarification of the proposed pool and swim reductions, whether it included recreational swim programs. Parks Department staff responded that for the pools that remain open, there were no proposed reductions to recreational swimming.
11. Kim Pestka sent an email in support of community centers and swim programs and asked that the reductions be reconsidered.
12. B. Brian Hopkins sent an email requesting the city not cut community centers to ensure kids have recreation activities.
13. Anne Sullivan sent an email in support of maintaining programming for children programs, summer activities and senior centers.
14. Rebecca Keck sent an email supporting maintaining of summer recreation activities at community centers.
15. John and Stephanie Corder sent an email supporting maintaining Paradise Valley Community Center and Road Runner Pool.
16. Elida Hemphill asked that the city not cut summer recreation program for kids.
17. Melanee Mareno asked that the city not cut summer programs for children at the community centers.

18. Ana sent an email asking that services impacting children and the disenfranchised not be cut.
19. Scott Sharples asked that the sales tax on food be restored to address the budget shortfall.
20. Taffery Lowry sent an email requesting to not implement proposed reductions to the Parks and Recreation Department.
21. Chao-Sha Huang sent an email in support of maintaining funding for summer and after school programs for youth.
22. Karen Stout sent an email requesting to maintain City of Phoenix swim programs.
23. Henry Ma sent an email in support of maintaining funding for Parks and Recreation programs.
24. Irfan Emrah Kanat sent an email opposed to reductions to the Parks and Recreation Department.
25. Jennifer sent an email in support of maintaining funding for community centers. She suggested the City apply for grants or request donation to fund these programs.
26. Jessica Lewis sent an email in support for funding for City pools.
27. Lisa Christiansen asked that services to children and low income residents not be cut.
28. Anna Macro sent an email in support of maintaining services at community centers.
29. Karen Peterson asked to continue funding for swimming at City pools.
30. Randy Moe sent an email to support services at the community centers.
31. Tonya Buchanan sent an email in support of services at the community centers.
32. Cheryl Stradling sent an email to maintain funding for Parks and Recreation Department community centers and pools.
33. Helen Cernich sent an email in support of maintaining community services and pools.
34. Erin McGeever asked Council to maintain the Parks and Recreation Department services at community centers and pools.
35. Shari Tucker-Gasser sent an email in support of funding Parks and Recreation Department services.
36. Melissa Landon sent an email supporting funding for Parks and Recreation Department community center and pool services.
37. Ann Myers Jones sent an email in support of funding community centers and pools.
38. Diane Reese sent an email in support of funding pools as a necessary means for children to learn to swim safely.

39. Beverly Graves sent an email to maintain services at community centers.
40. connolly89@cox.net expressed frustration with proposed reductions to community centers.
41. Denise Cossey sent an email commenting that reducing community centers was unacceptable and suggested exploring alternative options.
42. Mike Reese sent an email expressing frustration at the propose elimination of swimming and diving programs.
43. Jeanne Ugarte sent an email commenting that by reducing summer youth programs, families will have to pay for private programs or daycare during the summer.
44. Jeannette Nord sent an email in support of maintaining swimming and diving programs and recreation/senior centers.
45. Tracy Darr sent an email in support of funding summer youth programs at Beuf Community Center, as it is an affordable alternative for youth during the summer.
46. Kari Andonov sent an email questioning the decision to close community centers.
47. Stephanie Bolena sent an email to support maintaining funding for park and recreation services at Pecos Community Center.
48. Sara sent an email to support funding park and recreation services.
49. M Reddy sent an email in support of funding swim and dive programs.
50. April Hedrick sent an email expressing her sadness over the decision to eliminate swim and dive programs.
51. Nicole Gonzalez sent an email in support of funding summer youth programs at the Paradise Valley Community Center.
52. Anna Shebell sent an email to maintain services at pools.
53. Elijah Grant, a participant of youth programming at Sunnyslope Community Center, sent an email in support of maintaining programming at community centers.
54. Jessica Sissel suggested doubling or tripling fees for recreation and swim programs to keep them open.
55. Karen Johnson sent an email in support of maintaining services at Desert West Community Center.
56. Muriel Smith sent an email in support of parks and recreation funding to support community efforts such as her neighborhood has to clean up Lindo Park.
57. Karla Domokos sent an email in support of maintaining funding for parks and recreation services.
58. Libby sent an email stating it would be a travesty to close community centers.
59. Pamela Hennard sent an email in support of maintaining park and recreation services.

60. Kerrie Walker sent an email commenting that closing community centers will hurt our youth.
61. Julie Thibodeaux sent an email in support of funding services at Beuf Community Center.
62. Sharon Bernier sent an email in support of raising recreation fees, meals and door to door cab services to allow services at the Deer valley Community Center to remain open.
63. Belinda Ray sent an email in support of park and recreation services.
64. Tina Ashburn sent an email in support of funding park and recreation services.
65. Darcy Manfredi sent an email to request the City keep the pools and community centers open this summer.
66. Lisa Montour sent an email supporting youth summer recreation programs.
67. Michelle Roth-Tamulewicz sent an email suggesting programs reduce funding for trophies, jerseys, and end of season parties. She also suggested securing more sponsors. She commented that ending the unnecessary perks may allow them to keep having a rec center in her neighborhood. She added the kids just want to play ball, and if the parents want more, they can spring for the extras.
68. Bridgette Smith sent an email in support of maintaining summer recreation programs.
69. Jen Matthews sent an email to maintain services at the Pecos Community Center. She recommended raising fees and establishing a volunteer program to support services.
70. Eric Chan called to support maintaining services at the Washington Community Center, stating it is used by the young and the old.

Respectfully Submitted

Julie Flaskerud
Management Assistant

CITY COUNCIL REPORT

CITIZEN REQUEST

TO: Lisa Takata
Deputy City Manager

PACKET DATE: April 3, 2014

FROM: James P. Burke
Acting Parks and Recreation
Director

SUBJECT: RESPONSE TO COUNCIL QUESTION FROM MR. DAVE WHITE

This report provides the City Council with information responding to Mr. Dave White, a former Parks and Recreation Department employee and his comments at the March 19, 2014 Formal meeting regarding the use of lead based paint, and asbestos that he believes have caused former employees to become ill.

BACKGROUND

The Parks and Recreation Department takes safety very seriously and follows all Occupational Safety and Health Administration (OSHA), State and City requirements to ensure worker safety. Additionally, Department staff is trained on the proper use of Personal Protective Equipment and Material Safety Data Sheets.

OTHER INFORMATION

The Parks and Recreation Department has previously reported to the Council on January 16, 2013 and February 7, 2012, regarding concern for the use of lead based paint. In addition, the City has responded to another former City employee's request for information on seven occasions over the last three years. Findings do not support his claims.

RECOMMENDATION:

This report is for information only.

The City of Phoenix Public Transit Department transit operations contractor, First Transit, Inc., confirmed their policy regarding bus operators conducting pre-trip bus inspections prior to placing vehicles into revenue service. First Transit abides by the Commercial Driver's Handbook guidelines for pre-trip bus inspections, including usage of the following six-step inspection method:

Pre-trip Inspection:

1. Check vehicle overall appearance
2. Check engine compartment
3. Start engine and inspect operator compartment
4. Complete a walk-around inspection, looking especially for fluid leaks
5. Check customer area
6. Check brake systems

Every operator has been trained and is required to complete the six-step inspection. Each bus is equipped with a Daily Vehicle Inspection Record (DVIR) book, whereby pre-trip observations are logged. Adequate time is built into each operator's schedule to conduct such inspections prior to operating a vehicle. Prior to the bus leaving the transit facility, the log is reviewed by a road supervisor for completeness. Furthermore, operators perform post-trip inspections using the same procedure. The DVIR book is designed so that each time there is an operator change, a pre-trip inspection is documented. First Transit management and safety staff continue to promote and enforce the procedure through ongoing training.

RECOMMENDATION

This item is for information only.

CITY COUNCIL REPORT

COUNCIL REQUEST

TO: Ed Zuercher
City Manager

THROUGH: Neal Young
Chief Financial Officer

FROM: Juan Salgado
Deputy Finance Director*IDA

SUBJECT: RESPONSES TO COUNCIL MEMBERS' INQUIRIES RE: PHOENIX IDA

This report responds to City Council Members' questions and requests for further information regarding The Industrial Development Authority of the City of Phoenix, Arizona (the "Phoenix IDA").

THE ISSUE

The Phoenix IDA finances various types of projects through the issuance of revenue bonds. Per state and federal statutes, the proceedings related to the issuance of revenue bonds by the Phoenix IDA must be approved by Council.

A question was raised about the projects being funded by Phoenix IDA. Council expressed a desire to see the Phoenix IDA diversify its projects, as stated in its mission. Council requested a list of the types of projects financed over the last 10 years.

From January 2004 through March 2014, the Phoenix IDA has issued bonds for 70 projects, of which 26 have been for charter school projects. The attached table shows details on all projects. Charter schools account for approximately 13 percent of the over \$2 billion in total bonds the Phoenix IDA has issued since January 2004. The table also depicts that total financings encompass diversified projects, including manufacturing facilities, solid waste disposal facilities, housing, university facilities, health care facilities, and community development. In addition, the Phoenix IDA Board recently approved a health care facility project that was approved by Council on April 2, 2014.

The Phoenix IDA's mission statement is "to provide community and economic benefits to Phoenix residents through bond financing and other community investments." The following is a sample list of programs that are currently offered by the Phoenix IDA in furtherance of this mission:

- Community Awards – awards to local nonprofit agencies serving City of Phoenix residents, both direct awards and in collaboration with Arizona Community Foundation.

- Home in Five Advantage – down payment assistance program for low to moderate income homebuyers, partnered with Maricopa County IDA.
- Development Opportunities – working with the City to enhance opportunities for future development through real estate transactions and targeted community investments.
- Loan Participations and Collateral Reserve – purchase of interest, or providing collateral reserve on loans, from local lenders, including MultiBank, Kansas State Bank, BNC National Bank and Goldwater Bank, to increase access to capital for small businesses.
- Pre-Development Loans – for use by education facilities prior to bond funding to help reduce interest costs, partnering with Arizona Community Foundation.

Council requested a list of any entities financed by Phoenix IDA bonds that have failed in the last 10 years, including the financial impact of those failures to the city.

The Phoenix IDA began its involvement in school financings in 2004, with Montessori schools. The Phoenix IDA's first charter school financing was in late 2006, and as of the date of this report, there have been no closed or otherwise failed charter schools that the Phoenix IDA has helped finance.

Phoenix IDA management is not aware of any bond financing projects in which the bondholders did not receive their initial investment returned in full. Five projects have experienced difficulties, however the bonds were paid in full, or are still the subject of follow-up.

Even for these projects that experienced difficulties, there is no risk to the Phoenix IDA or the City of Phoenix as the Phoenix IDA is a conduit issuer of the bonds. There are no monetary losses that have been incurred, and none that will be incurred, given the nature of conduit issuers.

The range of companies that have applied for Phoenix IDA funding is wide, from oil processing to furniture distribution to prison operations, but they have not all been financed. Financing depends on whether the projects meet various conditions, such as eligibility under state or federal statutes and the borrower's ability to secure investors.

RECOMMENDATION

This report is for information only.

Attachment

ATTACHMENT

Phoenix IDA Bond Issues from January 2004 through March 2014

<u>New Bond Issues</u>	<u>Number of Projects</u>	<u>Amount Financed</u>	<u>Percentage of Total Projects</u>	<u>Percentage of Total Amount Financed</u>
Education				
Charter schools	26	\$ 277,902,764	37.1%	13.3%
District schools	1	69,250,000	1.4%	3.3%
501c(3) nonprofits	7	96,212,000	10.0%	4.6%
Universities	4	344,620,000	5.7%	16.6%
Housing				
Multifamily	13	187,540,000	18.6%	9.0%
Single family ¹	5	717,852,500	7.1%	34.5%
Community Development²	3	106,495,000	4.3%	5.1%
Health	2	6,020,000	2.9%	0.3%
Manufacturing	6	86,105,000	8.6%	4.1%
Nonprofit Museum	1	6,120,000	1.4%	0.3%
Solid Waste Disposal	2	184,065,000	2.9%	8.8%
	70	\$ 2,082,182,264	100.0%	100.0%

<u>Bond Redemptions</u>		<u>Year Redeemed</u>	<u>Comments</u>
Multifamily ³	3	\$ 43,600,000 2009-10	Paid off by GNMA mortgage insurance
Multifamily ^{3,4}	1	\$ 400,000 2011	Involuntary bankruptcy, still pending
Community Development	1	\$ 8,929,811 2011	Project purchased by City at market value

¹ 4 of 5 Single family bond issues were issued jointly with Maricopa IDA and/or Pima IDA

² Community Development includes: other nonprofit, corporate headquarters projects

³ No loss of principal to bondholders

⁴ Private placement