

REVISED START TIME – 10:30 A.M.
NOTICE OF PUBLIC MEETING
PHOENIX CITY COUNCIL
TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE

Pursuant to A.R.S. Section 38-431.02, notice is hereby given to the members of the **PHOENIX CITY COUNCIL TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE** and to the general public, that the **PHOENIX CITY COUNCIL TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE** will hold a meeting open to the public on **Tuesday, December 8, 2015 at 10:30 a.m., located at Phoenix City Hall, 1st Floor Atrium, Assembly Rooms A, B, & C, 200 West Washington Street, Phoenix, Arizona.**

One or more Subcommittee members may participate via teleconference. The agenda for the meeting is as follows (items may be discussed in a different sequence than posted):

1.	Call to Order	Chair Williams
2.	Review and Approval of the November 10, 2015 Transportation and Infrastructure Subcommittee Meeting Minutes.	Page 5
3.	Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings This report provides the Transportation and Infrastructure Subcommittee with copies of past and/or upcoming meeting agendas or minutes for METRO light rail, Valley Metro/Regional Public Transit Authority, and the Maricopa Association of Governments. This item is for information only.	Maria Hyatt, Public Transit Page 13
4.	Citizens Transportation Commission Meetings This report provides the Transportation and Infrastructure Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission. This item is for information only.	Maria Hyatt, Public Transit Page 15
5.	2015 Bicycle Program Update This report provides an update to the Transportation and Infrastructure Subcommittee about the City's Bicycle Programs, including the status of the Bicycle Master Plan, GR:D Bike Share, and ongoing bicycle safety education. This item is for information only.	Ray Dovalina, Street Transportation Page 17
6.	Parking Meter Program Update This report provides an update of the parking meter program for Fiscal Year 2014-15, including a summary of costs, revenues, community outreach and other changes since enforcement hours were extended on August 18, 2014. This item is for information only.	Ray Dovalina, Street Transportation Page 23

7.	<p>April 2016 Proposed Bus Service Changes This report requests the Transportation and Infrastructure Subcommittee recommend City Council approval of bus service changes to be implemented on April 25, 2016. The proposed bus service changes are part of “Building Our Future” provided through the Transportation 2050 Plan. This item is for information, discussion and possible action.</p>	<p>Maria Hyatt, Public Transit</p> <p>Page 25</p>
8.	<p>Update on the ADOT Passenger Rail Study: Tucson to Phoenix This report provides information to the Transportation and Infrastructure Subcommittee on the Passenger Rail Study: Tucson to Phoenix, being developed by the Arizona Department of Transportation (ADOT). This item is for information and discussion.</p>	<p>Ray Dovalina, Street Transportation</p> <p>Page 29</p>
9.	<p>T2050 Program Management Consultant This report requests the Transportation and Infrastructure Subcommittee approve the staff recommendation to issue a Request for Qualifications for the procurement of a Program Management Consultant to support the Street Transportation and Public Transit Departments in providing program management services for the City’s Transportation 2050 (T2050) program. This item is for information, discussion and possible action.</p>	<p>Maria Hyatt, Public Transit</p> <p>Ray Dovalina, Street Transportation</p> <p>Page 33</p>
10.	<p>Proposed Modifications to 3rd and 5th Avenues This report provides an update to the Transportation and Infrastructure Subcommittee about proposed modifications to 3rd and 5th Avenues as part of the Downtown Phoenix Comprehensive Transportation Plan. This item is for information and discussion.</p>	<p>Ray Dovalina, Street Transportation</p> <p>Page</p>
11.	<p>Review of Stormwater Infrastructure Funding Sources and Issues This report provides information to the Transportation and Infrastructure Subcommittee about the capital infrastructure needs and the funding sources related to the City’s overall flood mitigation system of storm sewers, detention/retention basins and open channels. This item is for information and discussion.</p>	<p>Ray Dovalina, Street Transportation</p> <p>Page 35</p>
12.	Call to the Public	Chair Williams
13.	Request for Future Agenda Items	Chair Williams
14.	Adjournment	Chair Williams

For further information, please call Rita Marko, Management Assistant, City Manager’s Office, at 602-262-7684 or Nickolas Valenzuela at 602-262-4449. 7-1-1 Friendly

Persons paid to lobby on behalf of persons or organizations other than themselves shall register with the City Clerk prior to lobbying or within five business days thereafter, and must register annually to continue lobbying. If you have any questions about registration or whether or not you must register, please contact the City Clerk's Office at 602-262-6811.

For reasonable accommodations, call Rita Marko at 602-262-7684 or Nickolas Valenzuela at 602-262-4449 as early as possible to coordinate needed arrangements.
7-1-1 Friendly

Subcommittee Members

Councilwoman Thelda Williams, Chair
Councilwoman Kate Gallego

Councilman Bill Gates
Councilwoman Laura Pastor

December 2, 2015

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**Phoenix City Council
Transportation and Infrastructure Subcommittee
Summary Minutes
Tuesday, November 10, 2015**

City Council Subcommittee Room
Phoenix City Hall, Assembly Rooms A, B, and C
200 West Washington Street
Phoenix, Arizona

Subcommittee Members Present

Councilwoman Thelda Williams, Chair
Councilwoman Kate Gallego
Councilwoman Laura Pastor
Councilman Bill Gates

Subcommittee Members Absent

Staff Present

Mario Paniagua
Karen Peters
Penny Parrella
Tracee Crockett
Rita Marko
Tom Remes
John Wayne Gonzales
Ginger Spencer
Ray Dovalina
James Orloski
Mark Glock
Rubben Lolly
Elizabeth Kellim
Nick Valenzuela

Staff Present

Jenny Grote
Hasan Mushtaq
Brenda Yanez
Gretchen Wolfe
Eilen Yazzie
Joe Bowar
Jacob Brunswick
Kevin Teng
Jesus Sapien
Anissa Flores
Kini Knudson
Megan Neal
Kevin Riley

Public Present

Ray Acuna
Amy Moran
Dianne Barker
James Hill
Steven Wilcox
Bob Hazlett
Reza Karimvand
Mike Dizinno
David Friedman
Dave Levine
Chet Teafor
Stan Swenson
Jeff Digregorio
Luis Mota
Karim Dada

Public Present

Chris Fox
Chris Kaine
Chaun Hill
Rebecca Timmer
Roland Murphy Aebex
Rosa Olivas
David Rutkowski
John Stoddaro
Mark Wadering
Bernard Kirk
Karen Heck
Sally LaPlace
Ryan Riggs
Stacy Champion
Tim Crall

1. Call to Order

Chairwoman Williams called the meeting to order at 9:05 a.m. with Councilwoman Kate Gallego, Councilwoman Laura Pastor, and Councilman Bill Gates present.

2. Review and Approval of the March 24, 2015 Transportation and Infrastructure Subcommittee Meeting Minutes

Councilman Gates moved approval of the minutes from the March 24, 2015 Subcommittee meeting. Councilwoman Pastor seconded the motion, which passed 4-0.

3. **Review and Approval of the May 12, 2015 Transportation and Infrastructure Subcommittee Meeting Minutes**
Councilman Gates moved approval of the minutes from the May 12, 2015 Subcommittee meeting. Councilwoman Pastor seconded the motion, which passed 4-0.
4. **Review and Approval of the September 8, 2015 Transportation and Infrastructure Subcommittee Meeting Minutes**
Councilwoman Pastor moved approval of the minutes from the September 8, 2015 Subcommittee meeting. Councilman Gates seconded the motion, which passed 4-0.
5. **Review and Approval of the October 27, 2015 Transportation and Infrastructure Subcommittee Meeting Minutes**
Councilwoman Pastor moved approval of the minutes from the October 27, 2015 Subcommittee meeting. Councilman Gates seconded the motion, which passed 4-0.
6. **Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings**
Item was for information only; no questions were asked.
7. **April 2016 Proposed Bus Service Changes – Public Outreach**
Item was for information only; no questions were asked.
8. **Call for Innovators (CFI) Requests for Proposals (RFPs)**
Mr. Marvin Harris stated he believes the City has not improved in the area of recycling and is missing revenue opportunities. Chairwoman Williams stated the City is continually working in this area to expand recycling sources.
9. **Compost Facility Operations and Marketing Request for Proposals**
Item was for information only; no questions were asked.
10. **Authorization for Contract Awards from Transforming Trash Into Resources Request for Proposals (RFP)**

Assistant Public Works Director Ginger Spencer recommended approval of two awards from the Transforming Trash Into Resources RFP. Ms. Spencer stated the awards would help divert some of the more difficult to recycle items. Ms. Spencer noted the RFP timeline and the work completed by the evaluation panel.

Ms. Spencer discussed the recommendation of a contract with Goodwill to recycle mattresses. She noted the cost of sending mattresses to the landfill and what the cost of a contract would be with Goodwill to recycle the mattresses.

Councilwoman Pastor asked how it is determined which mattresses are recyclable and what happens to unrecyclable mattresses. Ms. Spencer stated mattresses which are not heavily soiled or have bed bugs would be provided to Goodwill. She

stated heavily soiled mattresses would be sanitized and deconstructed to turn into new products.

Councilwoman Gallego asked how the program would prevent illegal dumping of mattresses. Ms. Spencer stated the department is encouraging recyclers to bring the mattresses to the transfer stations and is working with Goodwill to help spread the word about the program. Ms. Spencer provided statistics on the amounts of mattresses transported to transfer stations.

Ms. Spencer discussed the recommendation of a contract with Recycled City, LLC to recycle food waste. She stated Phoenix City Hall, Fire Station #1, and the Calvin Goode Building would participate in the pilot food waste diversion program. Ms. Spencer stated the food waste from these locations would be picked up twice a week and would be used in local composting facilities.

Chairwoman Williams asked what the estimated volume of food waste was. Ms. Spencer stated the City landfills approximately 56,000 tons of food waste and the program would divert approximately 20 tons of food waste. She further stated the contract would be for \$12,000 with room to expand to additional locations. Chairwoman Williams asked if the program would include the airport. Ms. Spencer stated a partnership already exists to have airport food waste diverted.

Councilman Gates asked at what point staff would determine that the data supports the expansion of the program. Ms. Spencer stated six months to a year's worth of data would be needed to examine whether or not to expand.

Councilwoman Pastor asked what the program's education process would be for the City employees. Ms. Spencer stated presentations, flyers, and current diversion education would be used to help promote the program.

Councilwoman Pastor moved approval of the recommendation to City Council for the Transforming Trash RFP contract awards. Councilwoman Gallego seconded the motion.

Councilman Gates asked what had happened to the carpet and carpet foam portion of the RFP awards. Ms. Spencer stated staff was looking to move forward with the item but a change in the industry had impacted the demand for the product. She stated the option would remain open with the current bidder if demand for the product changed. Councilman Gates asked if anyone else had bid on the RFP. Ms. Spencer stated Planet Recycling was the only responsive bidder.

The item was approved on a 4-0 vote.

11. Interstate 10/Interstate 17 Corridor Master Plan Update

Deputy City Manager Mario Paniagua briefly discussed the importance of the Interstate 10/Interstate 17 Corridor.

Maricopa Association of Governments (MAG) Senior Engineer Manager Bob Hazlett discussed the community outreach efforts conducted as part of the Master Plan. He stated the feedback was shared with the MAG Transportation Committee, which used the information to generate guiding principles to evaluate technical solutions along the corridor. He stated the guiding principles were to optimize, expand, perform, and implement travel opportunities.

Mr. Hazlett discussed upcoming projects within the corridor. He stated one of the projects would involve active traffic management and discussed the effects it would have on traffic congestion. He explained that the active traffic management would help alleviate congestion through active speed changes along the corridor. He also discussed lane additions, auxiliary lanes, and bicycle bridges. Mr. Hazlett stated the possibilities have been split into system-wide and segment-specific solutions. He stated that he would report back to the Subcommittee in April 2016 with alternatives and following completion of the study in December 2016.

Chairwoman Williams asked how the active speed management helped alleviate traffic congestion. Mr. Hazlett stated the traffic acts similar to a shockwave when traffic stops suddenly. He stated reduced speed keeps traffic moving rather than coming fully to a stop. He provided an example of how the program would work in the event of a traffic accident.

Councilwoman Pastor asked if active traffic management would assist when interstates are completely shut down. Mr. Hazlett stated the signs would have the ability to close lanes and prevent people from entering the interstate system if an accident closed part of the interstate.

Councilwoman Gallego asked if funding was available for auxiliary lanes. Mr. Hazlett stated the costs were known and funding was becoming available. Councilwoman Gallego asked Mr. Hazlett to offer advice on the stormwater needs along the I-17 corridor. Mr. Hazlett stated MAG is working with ADOT and the City to best identify possible solutions to this problem.

Councilwoman Gallego asked about freeway relocation and freight connection around the airport. Mr. Hazlett stated the airspace around the airport has presented some concerns with relocation. He stated solutions are being researched concerning relocation and the impact it would have on all parties within the area.

Mr. Marvin Harris asked about the possibility of a second HOV lane as a toll road. Mr. Hazlett stated the opportunity may be considered along with other corridors and relief options. Street Transportation Director Ray Dovalina discussed the light rail extension along I-10 as another solution to provide relief along the corridor.

12. State and Federal Agenda

Office of Government Relations Director Tom Remes stated he and his staff were seeking input from the Subcommittee concerning the City's 2016 State and Federal Agenda. Mr. Remes discussed the guiding principles used when drafting the agenda: opposing unfunded mandates, preserving local control, protecting shared

revenues, protecting water resources, promoting fiscal sustainability, and protecting local authority.

Management Assistant II John Wayne Gonzales presented the issues to be included in the State Legislative Agenda. Mr. Gonzales discussed the support for an increase in Arizona Highway User Revenue funds (AHUR).

Councilman Gates requested confirmation the support for an increase in AHUR funding didn't mean a tax increase. Mr. Gonzales stated staff would be advocating to move existing funds back to AHUR from the Arizona Department of Public Safety.

Mr. Gonzales discussed the issue of protecting resources on the Colorado River. He stated staff would advocate for the support of increasing or maintaining the current budget for the Arizona Department of Water Resources. Mr. Gonzales discussed the issues of the Water Quality Assurance Revolving Fund and the support for increased funding in this area. Mr. Gonzales discussed the support of the Arizona Power Authority and ensuring the entity would be extended for an additional eight years.

Councilwoman Williams asked why it should only be extended for eight years. Mr. Gonzales stated the bigger agencies all have a sunset date determined by a legislative committee. He stated this amount of time was normally allotted even though the departments would remain important for decades.

Mr. Gonzales discussed the protection of groundwater and the aquifer. Mr. Gonzales stated confusion in the state's water code regarding the process of creating policy needed to be addressed. He further stated a few of the state statutes that were ruled unconstitutional in the 1980s still remain in the water code.

Mr. Remes asked if the members of the Subcommittee wished to offer any input or take an issue in a different direction regarding the State Legislative Agenda.

Councilwoman Gallego stated it was great to see water had been added to guiding principles. She noted more funding would be needed for infrastructure. She also stated it would be important for the City to be involved in any rail projects planned for the sun corridor.

Chairwoman Williams stated further discussion would be needed on possible rail projects along the sun corridor. She further stated there is a need for quick transportation between Phoenix-Mesa Gateway Airport and Sky Harbor Airport. Mr. Paniagua stated the issue of rail projects along the sun corridor has been added to December 8 meeting agenda to provide an update on this item.

Management Assistant II James Orloski presented the issues addressed in the Federal Legislative Agenda. Mr. Orloski discussed the concerns related to surface transportation reauthorization, safe routes to schools, and leveraging local funds. He discussed the need to work with federal partners to get more federal funding for these issues.

Councilwoman Pastor asked how safe routes to schools are determined and who decides on who receives funding. Special Projects Administrator Eileen Yazzie stated the safe routes to school funding would go to MAG from which the City would apply for funding. She further stated the City is applying for funds and that applications are evaluated on safety, connectivity, and walkability.

Mr. Orloski discussed Public Transit issues on the federal agenda such as alternative fuel tax credits. He also discussed Water Services Department issues such as Colorado River Resiliency and federal drought relief legislation.

Chairwoman Williams asked for clarification on the City's involvement in river negotiations. Mr. Orloski stated the City has no formal seat but works with state partners closely on the issue. Mr. Remes stated the City's partners are expansive and Water Services Director Katherine Sorensen has done a great job ensuring the City is involved in water discussions.

Mr. Orloski discussed the need to support adequate funding for forest management and watershed restoration to protect the watershed from wildfires. He noted additional land and water conservation, environment, and redevelopment issues to be included in the federal agenda. Mr. Orloski stated there had been a change in the language on the recommendation to support funding opportunities to move costs of environmental justice.

Councilman Gates stated he recommended the change in language and approved of the new language.

Mr. Remes stated the team was open to discussion of any of items to be included in the Federal and State Legislative Agenda.

Chairwoman Williams requested clarification of a statement on page 66 of the CCR. Deputy City Manager Karen Peters discussed the position of Chief Resiliency Officer. She stated the position was a grant opportunity and would be within the Office of Emergency Management.

Councilwoman Gallego stated this would greatly help.

Chairwoman Williams stated it was important the area get additional staff as well to help support the three executive level staff.

13. Transportation 2050 (T2050) Street Overlay Process

Mr. Paniagua discussed the voters passage of Transportation 2050 and the funding that would be dedicated to the maintenance of public streets.

Street Transportation Director Ray Dovalina briefly introduced the item. Deputy Street Transportation Director Mark Glock discussed the size of the City's street system and the maintenance required. He explained that one of the tools utilized to help prioritize maintenance was a pavement management van. Mr. Glock

stated the van collects data which is then indexed on a 100-point scale to determine which roads were in greatest need of repair. He discussed methods of maintaining streets such as hot and cold patches, fog sealing, micro sealing, slurry sealing, and overlaying. Mr. Glock presented an idealized maintenance schedule for City streets. He stated funding from Transportation 2050 would help the City maintain more miles of streets. Additionally, he stated the funding would allow for one method of maintenance to occur on City streets every 11 years rather than occurring every 60 years. Mr. Glock discussed the proportion of funding that would go to each maintenance type.

Councilman Gates asked for clarification on the estimated \$2.3 billion that will go to the Street Transportation Department from Transportation 2050. He asked how staff determined how the funding would be used for overlay and other projects.

Street Transportation Department Civil Engineer III Rubben Lolly explained how the street treatment cycle was reduced from 60 years. He stated the amounts spent on each type of treatment were part of the best plan to maintain the life of City streets.

Councilman Gates asked if the City Council had the ability to alter the funding amounts. Mr. Paniagua stated that the comprehensive transportation plan was approved by voters and that's what would need to be maintained in order to preserve the integrity of what voters approved.

Chairwoman Williams stated if funding was lower than expected, the department would receive the percentage of the funding that came in.

Councilman Gates asked if policymakers wanted to alter the percentages would the request need to go back to voters. Mr. Paniagua stated any such changes would need to go back to the voters.

Councilwoman Pastor asked if citizen input had been sought on the maintenance process. Mr. Paniagua stated an objective analysis was made regarding prioritization of streets for maintenance and repair. He further stated the department took into account community input.

Councilwoman Pastor requested clarification on the new Transportation Commission. Mr. Paniagua stated the Citizens Transportation Commission would provide oversight and accountability for implementation of the plan. He stated they would serve as an advisory body to the Council.

Councilwoman Williams provided an example of how the commission would work.

Councilwoman Pastor asked if the item being discussed would go to the commission or if it was for information only. Mr. Paniagua stated it was just for information.

Councilman Gates asked if the maintenance plan was in place before the passage of Transportation 2050. Mr. Lolly stated the plan was in place but not implemented

due to a lack of funding. He stated, the plan had been updated before Transportation 2050 was approved.

14. Review of Stormwater Infrastructure Funding Sources and Issues

Item was continued.

15. Call to the Public

None

16. Requests for Future Agenda Items

Chairwoman Williams requested an item for information and discussion on the 3rd and 5th Avenue Improvements.

17. Adjournment

Chairwoman Williams adjourned the meeting at 10:50 a.m.

Respectfully submitted,

Nick Valenzuela
Management Intern

CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Albert Santana
Light Rail Project Administrator

SUBJECT: METRO, REGIONAL PUBLIC TRANSPORTATION AUTHORITY, AND
MARICOPA ASSOCIATION OF GOVERNMENTS MEETINGS

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

THE ISSUE

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

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

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

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

OTHER INFORMATION

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

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

RECOMMENDATION

This item is for information only.

CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Maria Hyatt
Public Transit Director

Ray Dovalina
Street Transportation Director

SUBJECT: CITIZENS TRANSPORTATION COMMISSION MEETINGS

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

THE ISSUE

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

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

OTHER INFORMATION

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

RECOMMENDATION

This item is for information only.

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CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Ray Dovalina, Jr., P.E.
Street Transportation Director

SUBJECT: 2015 BICYCLE PROGRAM UPDATE

This report provides an update to the Transportation and Infrastructure Subcommittee about the City's Bicycle Programs, including the status of the Bicycle Master Plan (BMP), GR:D Bike Share, and ongoing bicycle safety education.

THE ISSUE

In recent years, bicycle advocates have encouraged the City to provide additional and improved bike facilities. As part of Phoenix's growing multi-modal transportation system, the City Council has adopted and City staff has recently implemented three significant components: the BMP, the GR:D Bike Share Program and the Bike Safe Phoenix Campaign.

In November 2014, the City Council adopted the BMP, which facilitated the design and construction of bicycle infrastructure citywide, including 16 new bikeway miles this past year. The 2015-2020 Capital Improvement Program includes a \$2 million annual allocation for the BMP. The plan sets forth a blueprint for expanding bicycle facilities throughout the city to enhance bicycling as a safe and healthy transportation choice for the community. Also, Transportation 2050, the plan approved by voters in August 2015, will greatly expand bicycle infrastructure in Phoenix. The new funding will supplement existing street infrastructure funding to enable installation of more than 1,000 bicycle lane miles.

Also, in November 2014, the GR:D Bike Share Program was launched. From January 1 to September 30, 2015, there have been 28,228 trips taken by 5,478 riders who have ridden a total of 48,583 miles. Since system launch, there have been very few operational problems, no bicycles have been lost or stolen, and there have been no reported traffic collisions involving GR:D bicyclists. Service continues to improve and expand.

In October 2015, the Bike Safe Phoenix campaign was launched. This campaign encourages both drivers and bicyclists to be more aware of their environment and follow basic "rules of the road". As the City expands its bikeway system and promotes biking as an alternate transportation mode and healthier lifestyle, efforts to improve traffic safety for current and new bicycle riders are critical.

OTHER INFORMATION

Gasoline user fees collected in the form of Arizona Highway User Revenue (AHUR) and federal-aid (mostly Congestion Mitigation Air Quality) have been the primary sources of revenue since 1994 to develop the City's bikeway system. However, local AHUR distributions have declined in recent years, but the passage of the Transportation 2050 Plan provides a new revenue source to supplement current investments from AHUR and federal aid in expanding the City's bicycling infrastructure.

Bicycle Master Plan

The Bicycle Master Plan identified 385 potential projects to complete gaps along 37 corridors throughout the City. The projects range in complexity from simple, inexpensive lane striping changes to new bike bridges estimated at several million dollars. The total estimated costs of the improvements recommended in the 20-year plan are approximately \$52.6 million. It is anticipated that the Transportation 2050 Plan will fund street pavement overlay projects, which will make it easier and more cost-effective to add new bike lanes concurrently where warranted. The Transportation 2050 Plan is expected to build more than 1,000 miles of bike lanes throughout the city over the next 35 years.

Adoption of the Bicycle Master Plan and Complete Streets initiatives has led the Street Transportation Department to establish a Bicycle Project Team consisting of more than a dozen staff members to plan, design, manage and implement projects. Team members from all Department divisions meet regularly to discuss project funding, priorities, schedules, and other bicycle-related efforts. As a result of this collaboration, project planning, design, and construction work have been initiated along several transportation corridors slated for bikeway improvements in the Bicycle Master Plan. See Attachment A for a summary of recent Bike Master Plan project activity.

GR:D Bike Share Program

To further encourage bicycling as a convenient and affordable mode of transportation, staff is working with vendor Cyclehop, LLC to expand the City's GR:D Bike Share Program. On November 25, 2015, GR:D celebrated its one-year anniversary and growth from 25 to 37 stations. Beginning December 8, 2015, CycleHop will install at least 10 more stations and expand others.

GR:D Bike Share now has more than 6,900 members. Feedback from customers has resulted in the creation of two new monthly membership plans: \$20 per month for 90 minutes of riding per day and \$15 per month for 60 minutes. The lower monthly rates allow the system to be more accessible to all income levels and minimize new riders' reluctance to commit to a membership plan.

Bike share is most popular in the downtown area from Roosevelt to Jefferson Streets and 5th Street to 5th Avenue. The top 10 origination and destination hubs are listed below.

<u>Origin</u>	<u>Destination</u>
1. Pierce Street and 1st Street	Central Avenue and Roosevelt Street
2. Central Avenue and Roosevelt Street	Pierce Street and 1st Street
3. 1st Street and Washington Street	1st Street and Washington Avenue
4. 5 th Street and Roosevelt Street	5th Street and Roosevelt Street
5. 3rd Street and Taylor Street	3rd Street and Taylor Street
6. Central Avenue and Taylor Street	Adams Street and 2nd Avenue
7. Adams Street and 2nd Avenue	Central Avenue and Taylor Street
8. 5th Avenue and Fillmore Street	5th Avenue and Fillmore Street
9. Central Avenue and Vernon Street	Central Avenue and Vernon Street
10. 5th Avenue and McDowell Road	Adams Street and 1st Avenue

Bike Safety Campaign

Efforts to promote safe and convenient transportation for bicyclists included launching the Bike Safe Phoenix campaign at a kick-off event on October 22, 2015, hosted by Vice Mayor Daniel Valenzuela. This campaign encourages drivers and bicyclists to be more aware of their environment and follow basic “rules of the road.” This is especially important at this time of year as weather becomes more conducive to bicycle ridership.

The recent Bike Safe Phoenix campaign efforts focused on reducing the number of collisions and conflicts between motor vehicles and bicycles. Through this safety initiative, bicyclists and motorists were targeted with messages addressing driving and riding habits that lead to the most frequent types of collisions. The most common types of collisions involve motorist inattention and failure to maintain safe travel distances when approaching bicyclists. Common crashes also are attributed to bicyclists who may be riding in the wrong direction and not wearing reflective clothing at night. Campaign messages targeting these common crash types are being distributed through public safety announcements (radio), enhanced website information, on-line videos, wallet cards with safety tips, bus wraps, dynamic sign message displays, as well as through social media.

As part of the campaign, residents are encouraged to become safer drivers and bicyclists by taking a “Bike Safe Phoenix” pledge. This pledge is a commitment to be courteous and cautious when travelling along City streets, obey traffic laws, yield to pedestrians, maintain safe distances, and be alert for bicyclists and pedestrians. This pledge can be found on the City’s website at <https://www.phoenix.gov/streetssite/Pages/Bicycle-Safety-Pledge.aspx>.

Staff also initiated a new program to install “Wrong Way” stickers on the backs of existing street signs. These stickers are intended to remind bicyclists to ride with the traffic flow to be more easily seen by motorists who are turning from driveways and intersections. Stickers were used in lieu of new signs to save costs. This pilot program was initiated by installing more than 50 stickers along bicycle routes within the downtown and central Phoenix areas. With recent media outreach efforts, staff received positive resident responses for the program. The current plans call for expanding sticker installations citywide along various bikeway corridors.

Other Bike-Related Projects

Bike Project Team efforts include facilitating other projects such as expanding bikeways near schools, installing bicycle detection at signalized intersections and providing bike parking facilities and more controlled crossings at canal intersections. Efforts to expand bike facilities near schools have resulted in 2.5 miles of completed bikeways along five collector streets, with an additional 4.25 miles planned in the next six months. Staff has also begun installing bicycle detection at signalized intersections and have recently completed projects at six intersections with plans to complete 14 additional intersections within six months. Detection allows bicyclists in the street to automatically send a signal to the intersection controller that they are present so that the signal indication would change without the bicyclist having to push a pedestrian button. Other initiatives include marking bikeways with “green” pavement markings such as along sections of 15th Avenue, Fillmore Street, and Grand Avenue. With contract agreements sought in the next six months, additional miles of “green” pavement markings will be extended along high-profile bikeways to promote safety and awareness.

RECOMMENDATION

This report is for information only.

Attachment A
Street Transportation's Bicycle Program Projects
November 2014 - November 2015

Project Name	Status	Length (mi.)	BMP*
<u>Bike Lane Projects</u>			
111th Avenue - Indian School Road to Campbell Avenue	RC	0.5	N/A
12th Street - Camelback Road and Indian School Road	RC	1	Tier I
12th Street - Cave Creek Road to Camelback Road	D	5	Tier I
12th Street - Roosevelt to McDowell Road	C	0.5	Tier I
12th Street - Roosevelt to Van Buren Street	C	0.5	Tier I
15th Avenue - Mohave Street to Van Buren Street	D	1.4	Tier I
20th Street - Mitchell Drive to Bethany Home Road	C	2.5	Tier I
24th Street - Van Buren Street to Magnolia Street	D	2.25	Tier I
27th Street - Shea Boulevard and Cholla Street	C	0.5	N/A
28th Street - Union Hills Drive to Bell Road	C	1	N/A
31st Avenue - Deer Valley to Williams Drive	RC	0.5	N/A
32nd Street - Cheryl to Thunderbird	RC	2.25	Tier III
32nd Street - Thunderbird to Greenway	RC	1	Tier III
39th Avenue - Greenway Road to Bell Road	C	1	N/A
39th Avenue - Missouri Avenue to Bethany Home Road	C	0.5	N/A
3rd Avenue - Lincoln to Van Buren	C	0.64	Tier II
3rd Street - Roosevelt to Indian School Road	D	2.5	Tier I
3rd Street - Van Buren Street to Lincoln Street	C	0.85	Tier I
47th Avenue - South Mountain Avenue to Baseline Road	RC	0.5	N/A
48th Street - Washington to Van Buren	C	0.25	N/A
55th Avenue - Dobbins to Baseline	RC	1	N/A
5th Avenue - Thomas Road to McDowell	RC	1	Tier II
63rd Avenue - Durango Street to Buckeye Road	RC	0.5	N/A
Acoma Drive - 44th Street to Tatum Boulevard	RC	0.5	N/A
Baseline Road - 38th Place to 48th Street	D	1.3	Tier III
Briarwood Ter - E/O Lakewood Parkway to W/O 40th Street	C	0.16	N/A
Central Avenue - Roosevelt to Camelback	RC	3.5	Tier I
Cholla Street - 24th Street to 32nd Street	D	1	N/A
Deem Hills Prkwy - 43rd Avenue to 47th Avenue	RC	0.75	N/A
Dobbins Road - 33rd Avenue and Central Avenue	C	3	Tier III
Dove Valley Road - Paloma Parkway to 16th Avenue	D	0.587	N/A
Durango Street - 67th Avenue to 63rd Avenue	RC	0.5	N/A
Indian School Road - 7th Avenue to 3rd Street	C	0.75	N/A
Jefferson Street - 27th Avenue to 7th Avenue	D	2	Tier I
Jefferson Street - 7th Avenue to 7th Street	C	1	Tier I
Lafayette - 44th Street to 48th Street (Check just added)	C	0.25	N/A
Maryland - 43rd Avenue to 22nd Street	D	6.75	Tier II
Missouri Avenue - 19th Avenue to 24th Street	D	4	Tier II
Missouri Avenue - 43rd Avenue to 19th Avenue	D	6.75	Tier II
Missouri Avenue - 7th Avenue to 7th Street	D	1	Tier I

Project Name	Status	Length (mi.)	BMP*
<u>Bike Lane Projects</u>			
Osborn Road - 19th Avenue to 20th Street	D	3.5	Tier I
Paradise Lane - 29th Street and 32nd Street	C	0.5	N/A
Peoria Ave - 12th Street and Cave Creek Road	C	0.25	N/A
Ranch Circle - Ray Road to 66th Street	D	0.34	N/A
Rio Salado Pathway - 32nd Street and SR-143	C	2	Tier III
Roosevelt - 7th Avenue to 15th Avenue	RC	0.5	N/A
Roosevelt - Central Avenue to 7th Avenue	C	0.5	N/A
South Mountain Avenue - 51st Avenue to 47th Avenue	RC	0.5	N/A
Stetson Hills Loop - 39th Avenue to 43rd Avenue	RC	1	N/A
Virginia - Central Avenue and 7th Street	C	0.5	N/A
Washington Street/Adams Street - 27th Avenue to 19th Avenue	D	1	Tier I
<u>Bike Trails and Paths</u>			
44th Street and Arizona Canal Crossing	D	Int	Tier III
Grand Canal Bike Crossings - Phase I	D	3.5	Tier II
<u>Bike Lane Intersection Improvement Projects</u>			
15th Avenue - Van Buren to Northern Avenue	RC	7	Tier I
39th Avenue - Dunlap Avenue and Camino Acequia	C	0.5	N/A
40th Street - Shea Boulevard to Union Hills	C	5	Tier II
44th Street - Vineyard Road and Baseline Road	C	0.5	N/A
48th Street at McDowell Intersection	C	Int	N/A
60th Street - Acoma to Greenway	RC	0.5	N/A
Encanto Blvd. at 7th Avenue Intersection	RC	Int	Tier II
Pecos Road - Desert Foothills Parkway to Chandler Blvd	RC	3.13	N/A
Roosevelt - 16th Street to I-10	RC	1	N/A
Sweetwater Avenue - 20th Street to Scottsdale Road	C	6.5	Tier II
Sweetwater Avenue at Cave Creek Rd Intersection	C	Int	Tier III

D = Under Study or Design

C = Pending Construction

RC = Recently Completed (within past year)

*BMP = Bicycle Master Plan project

CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Ray Dovalina, P.E.
Street Transportation Director

SUBJECT: PARKING METER PROGRAM UPDATE

This report provides an update of the parking meter program for Fiscal Year (FY) 2014-15, including a summary of costs, revenues, community outreach and other changes since enforcement hours were extended on August 18, 2014.

THE ISSUE

On August 18, 2014, the City of Phoenix expanded parking meter enforcement hours to Monday - Sunday, 8 a.m. - 10 p.m., including holidays. The change resulted in increased turnover of spaces and increased parking availability during evening hours and weekends. The expanded hours also resulted in increased revenue to the City's General Fund. FY 2014-15 parking meter revenue totaled approximately \$2.8 million, an increase of 61 percent over FY 2013-14. These figures do not include revenues from citations and meter hooding fees. Since the change to enforcement hours was implemented, parking turnover increased substantially, making it easier for those visiting downtown to conduct business, support retail establishments or attend events to find a convenient parking space.

To provide customers with convenient payment options, the City invested in upgraded parking meter technology. Using some of the additional parking meter revenue, smart parking meters were purchased to replace coin meters. The City now has approximately 1,400 smart single-space meters that accept debit and credit card payments. There are also 8 multi-space pay stations in the downtown core for approximately 100 spaces. About 600 coin-only meters are in operation in areas of low parking demand. Staff analyzes meter payment data quarterly to determine the best locations and durations for meters, making the on-street parking system much more efficient.

The upgraded technology allowed for opportunities to improve services and increase payment card usage. Enabled by the use of smart meters, the parking program implemented a pay-by-phone service through a vendor, Pango. As of September 2015, approximately 61 percent of all revenue is generated through non-cash transactions illustrating this is a convenient option for parking meter users. This is up from 38 percent in September 2014.

Street Transportation Department staff continues to work with residents, businesses, educational institutions such as Arizona State University (ASU), and community and neighborhood organizations such as Roosevelt Row, Downtown Voices Coalition,

Downtown Phoenix, Inc., and Evans Churchill to gather input and improve parking availability and convenience.

OTHER INFORMATION

The change in parking enforcement hours was widely advertised and supported by Downtown Phoenix, Inc., several businesses and major sports teams. To gain the support of ASU faculty and students and local businesses, Street Transportation Department staff worked closely with these groups to accommodate a wide range of parking changes to fit student and customer needs. Since the enforcement hours were extended, many of the parking meters around ASU were reprogrammed to allow durations that better fit class schedules. Furthermore, many meters have been adjusted at the request of businesses to better serve evening activities, which are typically longer in duration. Street lighting was also enhanced near the campus to address student safety concerns when walking to and from parking.

In addition, Street Transportation Department staff has been working closely with neighborhood groups to address a variety of parking concerns, including an influx of long-term parkers occupying free spaces north of Fillmore Street between Central Avenue and 7th Street. Consequently, there is a current request from area businesses and residents to expand the number of meters in this area to improve parking turnover.

RECOMMENDATION

This report is for information only.

CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Maria Hyatt
Public Transit Director

SUBJECT: APRIL 2016 PROPOSED BUS SERVICE CHANGES

This report requests the Transportation and Infrastructure (T&I) Subcommittee recommend City Council approval of bus service changes to be implemented on April 25, 2016. The proposed bus service changes are part of “Building Our Future” provided through the Transportation 2050 Plan.

THE ISSUE

The Public Transit Department is focused on improving the efficiency of Phoenix’s transit services to best serve passengers’ needs. The Department reviews its services semiannually to determine if improvements can be made to improve the system. For April 2016, the proposed changes are the first improvements related to the voter-approved Proposition 104 transportation plan. In total, the recommended April 2016 bus service changes are expected to have an annual net cost of \$709,700 for the bus program.

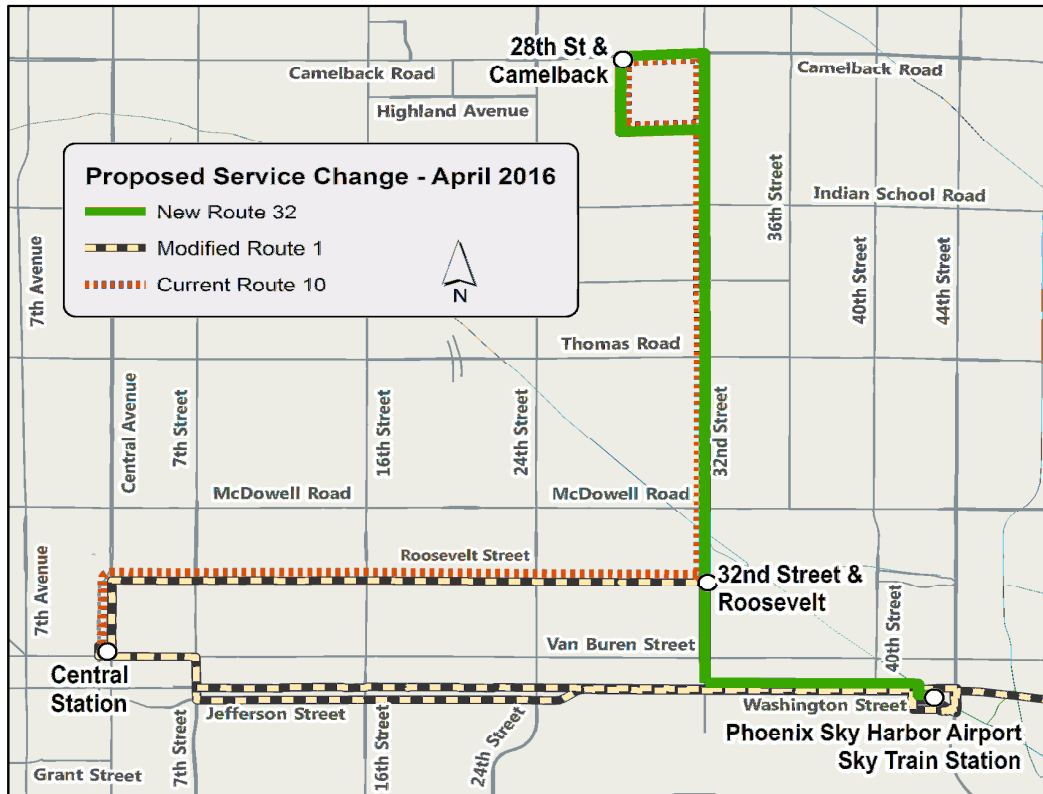
The following proposed changes were discussed with the community through a formal public outreach process from November 1 – December 2, 2015.

New Route 32 (32nd Street) and Modification to Route 10 (Roosevelt/32nd Street)

Staff proposes to create a new route, as shown in the map below, extending from Camelback Road and 28th Street (at Camelback High School) along 32nd Street to Washington Street, with the route ending at the 44th Street platform and the Sky Harbor International Airport Sky Train. This new route would allow the elimination of the current Route 10, as the proposed new route will provide improved service connections to Route 1 (Washington/Jefferson), Route 3 (Van Buren Street), and light rail. The proposal includes extending the route to the 44th Street platform for a direct connection to the Sky Train.

Staff proposes to combine Route 10 with Route 1 (Washington/Jefferson) to provide a more efficient service. Route 10 will become part of Route 1 and will be renamed as such.

New bus service on 32nd Street to connect to light rail builds the transit network and is included in the Transportation 2050 Plan. It is also an action element in the Reinvent PHX Gateway Transit Oriented Development Plan for the Van Buren Corridor/32nd Street Area.



Schedule and Frequency Adjustment to Route 19 (19th Avenue)

As part of the start-up of the Northwest Extension of light rail in the spring of 2016, staff proposes to increase the off-peak service frequency in the higher ridership segment of the route. Route 19 extends from Baseline Road to Pinnacle Peak Road (27 miles) and will underlie light rail for four miles from Camelback Road to Dunlap Avenue (spring 2016). Currently, the light rail segment along 19th Avenue has 12-minute frequency during peak service times and 24-minute frequency during off-peak times. To improve connectivity to light rail service on 19th Avenue, staff proposes to improve the off-peak frequency of Route 19 from 24 minutes to 15 minutes. This meets the Transportation 2050 Plan element that the majority of transit routes have peak service of 15 minutes. The improved frequency would extend from Union Hills Drive to Jefferson Avenue which is the busiest portion of the route. The overall impact is reduced wait times for the bus-to-light rail and light rail-to-bus connections.

The following table provides the cost of the proposed April 2016 service changes.

Route	Annual Cost	Bus Service Improvement
1 (Washington St/Jefferson St)	\$ 688,700	Merged with Route 10 (segment on Central Ave/Roosevelt St)
10 (32nd St/Roosevelt)	\$ (1,210,100)	Eliminate segment from Camelback Rd to Roosevelt St (replaced with new Route 32); Roosevelt segment merged with Route 1
32 (32nd St) - New Route	\$ 913,700	New route - Camelback Rd to Washington St/Light Rail at 44th St
19 (19th Avenue)	\$ 317,400	Increase off-peak frequency from 24 minutes to 15 minutes (related to light rail extension to 19 th Ave/Dunlap Ave)
ANNUAL NET BUS COST	\$ 709,700	

OTHER INFORMATION

The Public Transit Department used the locally adopted process for public outreach for the April 2016 proposed bus service changes. Staff coordinated closely with Valley Metro staff in communicating and conducting regional public outreach on the proposed service changes. From November 1 through December 2, 2015, Public Transit and Valley Metro staffs provided multiple opportunities for public comment on service changes, including a public hearing in downtown Phoenix on December 1, 2015, public outreach events at transit centers and strategic locations, in-person contacts, and through social media/email. Staff utilized local newspapers, social media, on-board bus announcements, the Valley Metro website, and the Public Transit Department website to solicit input from the public.

For City of Phoenix service changes, approximately 23 comments were received from the public either verbally, in writing, or via email regarding Phoenix bus service. Eight of those comments were specific to the proposed April 2016 service changes, with others providing feedback on other bus services. Of the eight, three were 'not in favor' of the changes to Route 10 to create the new Route 32; four were 'in favor' of the new Route 32; one was 'in favor' of the frequency increase to Route 19; and others commented on the need to have extended bus service hours, more frequency, or new bus service in various areas of Phoenix. This feedback was taken into consideration along with additional analysis to determine the list of recommended service changes.

As required, a Title VI analysis for the proposed April 2016 service changes was prepared and finalized. Per the City's Title VI policies, the report identified three major service changes (Route 1 merging with Route 10 on Roosevelt St.; Route 10 discontinued on 32nd St.; and a new Route 32 on 32nd St.) with all three potentially impacting low-income and/or minority populations. The impacts are mitigated or offset by no loss in service to the area, as well as the creation of the new/expanded service on 32nd Street (Route 32) to light rail. All current riders will continue to have bus service available to them. In some cases, the changes may eliminate the need for a transfer; however, there may be cases where a transfer to another route may be necessary to reach the destination.

RECOMMENDATION

Staff requests the T&I Subcommittee recommend City Council approval of bus service modifications to be implemented on April 25, 2016.

CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Ray Dovalina, Jr., P.E.
Street Transportation Director

SUBJECT: UPDATE ON THE ADOT PASSENGER RAIL STUDY: TUCSON TO
PHOENIX

This report provides information to the Transportation and Infrastructure Subcommittee on the Passenger Rail Study: Tucson to Phoenix, being developed by the Arizona Department of Transportation (ADOT).

THE ISSUE

In 2011, ADOT initiated the Passenger Rail Corridor Study: Tucson to Phoenix, led by the Federal Railroad Administration (FRA). For people traveling between Tucson and Phoenix, Arizona's two largest urban areas, there are limited mobility options beyond automobile and private motorcoach. The study looked at the potential for future alternative rail transit options connecting the urban areas within the Sun Corridor.

Arizona Department of Transportation, in partnership with the FRA, has released the Draft Tier 1 Environmental Impact Statement (DEIS) for ADOT's Passenger Rail Corridor Study: Tucson to Phoenix. While the proposed passenger rail project has no identified funding, the environmental impact statement is a step in identifying the cost, impacts and benefits from a rail system serving passengers in Arizona. The DEIS is part of the federally-required review process, governed by the National Environmental Policy Act (NEPA), which provides the public with an opportunity to review and comment on the document, along with the recommended alternative. Two corridor alternatives remain for public consideration, with ADOT supporting a locally preferred alternative. These two corridor alternatives are shown in orange and yellow on the attached map.

As shown, both corridors begin in Pima County along the same alignment, then differentiate in Pinal County, and then continue in Maricopa County through the southeast valley along two different alignments. Both alternatives end along the same alignment in the City of Phoenix.

Both corridors connect the Phoenix-Mesa Gateway Airport and Sky Harbor International Airport. However, the orange corridor alternative runs along the northeastern side of the Phoenix-Mesa Gateway Airport near Ellsworth Road and State Route 24, while the yellow corridor alternative follows the existing Union Pacific Railroad corridor on the western side of the Phoenix-Mesa Gateway Airport. Future studies will analyze site specific rail alignments and station locations. The alternative corridors continue on different paths through the southeast valley, and then have the same alignment when entering the City of Phoenix, which runs parallel on the north side of Phoenix Sky Harbor International Airport.

By the end of this study, a Final Tier 1 Environmental Impact Statement will be published and one rail corridor or the No-Build Alternative will be selected. The public comment period concluded on October 30, 2015. The rail study team is compiling and reviewing all comments and working with federal partners to develop a Final Tier 1 Environmental Impact Statement and Record of Decision (ROD). Expected to be completed by the end of calendar year 2015, the document will contain a preferred alternative along with a Service Development Plan. The Service Development Plan will include infrastructure and operation plans, an implementation plan, demand and revenue forecasts, capital programming, and operation and maintenance costs of a potential passenger rail system.

OTHER INFORMATION

Arizona Department of Transportation hosted public hearings in Phoenix, Coolidge, and Tucson in September 2015 to review the DEIS. The deadline for all public comments was October 30, 2015. The public had the opportunity to provide their comments either at one of the hearings, by email at projects@azdot.gov or via the ADOT website at <http://www.azdot.gov/planning/CurrentStudies/PassengerRail/overview>.

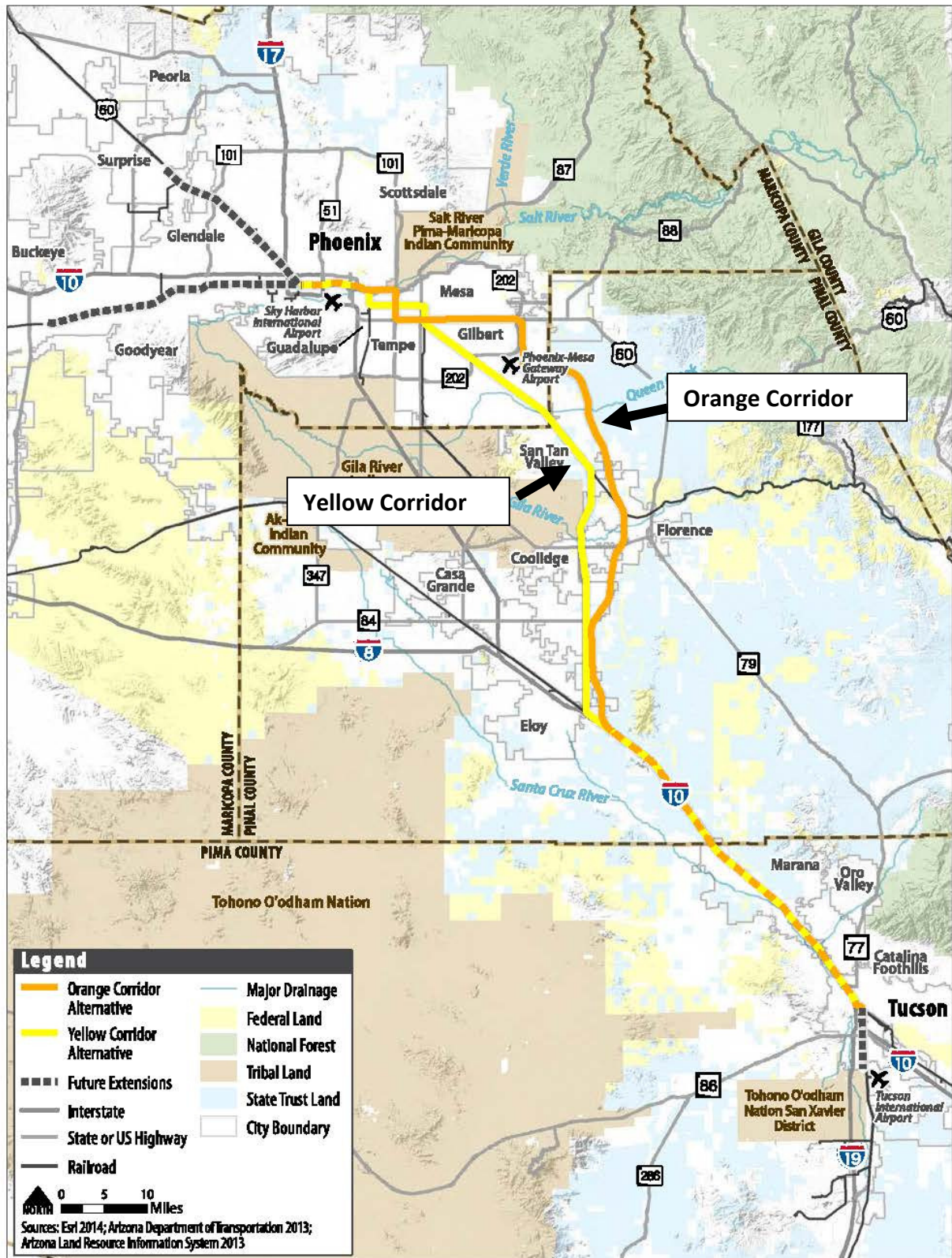
Additional future environmental work and site-specific studies would be required before a rail system could be constructed. There is currently no construction schedule nor funding identified for future rail studies or to build and maintain a rail system. It will be up to the public, stakeholders and policymakers to decide how the project should move forward and how to generate the funding for the system. More information about ADOT's Passenger Rail Corridor Study is available at the ADOT website at <http://www.azdot.gov/planning/CurrentStudies/PassengerRail/overview>.

Since 2011, ADOT has engaged more than 10,000 people through a variety of open houses, festivals, special events, school outreach, online surveys, media and stakeholder meetings in the Maricopa Association of Governments, Central Arizona Governments, Sun Corridor Metropolitan Planning Organization and Pima Association of Governments regions in the past 18 months.

RECOMMENDATION

This report is for information and discussion.

Figure 2-5. Corridor Alternatives Carried Forward for Detailed Study



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CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Ray Dovalina, P.E.
Street Transportation Director

Maria Hyatt
Public Transit Director

SUBJECT: TRANSPORTATION 2050 (T2050) PROGRAM MANAGEMENT
CONSULTANT

This report requests the Transportation and Infrastructure (T&I) Subcommittee approve the staff recommendation to issue a Request for Qualifications (RFQ) for the procurement of a Program Management Consultant (PMC) to support the Street Transportation and Public Transit Departments in providing program management services for the City's Transportation 2050 (T2050) program.

THE ISSUE

Transportation 2050 is Phoenix's 35-year, multi-modal transportation plan recommended by citizens and approved by Phoenix voters in August 2015. The plan invests in Phoenix's immediate and long-term transportation needs, such as street improvements, expanded bus service, enhanced Dial-a-Ride service and new light rail miles, bicycle lanes and sidewalks. Transportation 2050 ensures Phoenix residents have transportation options to meet their needs. It is also a critically-important component to furthering the City's economic development, sustainability and accessibility goals. Funding for the plan includes local sales tax and transit fare revenue, which will leverage federal grants and other regional funds. It is clear that the implementation of this plan is very important to the Phoenix community and Mayor and Council.

Building on lessons learned from implementation of the Transit 2000 sales tax approved by voters more than 15 years ago, City staff is seeking to procure support and expertise from a program management consultant to augment Street Transportation and Public Transit Department staff. Although the T2050 sales tax is not effective until January 2016, it is important to bring in the program management consultant early and begin working with the recently-appointed Citizens Transportation Commission as soon as possible. The consultant will also be key to ensuring that complex projects and service improvements can be implemented quickly and effectively. The intent to procure a PMC for T2050 was initially mentioned in a September 7, 2015 City Council Report on T2050 next steps.

The services of the PMC will include:

- Assisting with implementation planning and programming;
- Development of and reporting performance measures;
- Evaluating potential public-private partnerships and other creative financing opportunities;
- Technical planning and engineering services including feasibility analyses;
- Cost estimating and administrative support;
- Developing design guidelines and typical standard designs and details; and,
- Providing other services as required to support staff in executing the multi-modal T2050 program of projects.

Although the procurement will select one firm to provide PMC services, the process will include the development and maintenance of a Qualified Vendor List (QVL). The incorporation of a QVL will allow for more rapid response and flexibility in the delivery of the contract scope of services, and will provide opportunities for additional firms to assist the City in implementing the T2050 program.

The procurement and issuance of a RFQ for a PMC was presented at the first meeting of the Citizens Transportation Commission on December 1, 2015 for information and discussion. Staff anticipates that the amount of the contract will not exceed \$400,000 in the current fiscal year, and an ongoing amount of approximately \$1,000,000 per fiscal year for the duration of the maximum 5-year term of this contract.

RECOMMENDATION

Staff requests approval from the T&I Subcommittee to issue a RFQ for the procurement of a PMC to support the Street Transportation and Public Transit Departments in providing program management services for the City's T2050 program.

CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Ray Dovalina, Jr., P.E.
Street Transportation Director

SUBJECT: PROPOSED MODIFICATIONS TO 3RD AND 5TH AVENUES

This report provides an update to the Transportation and Infrastructure Subcommittee about proposed modifications to 3rd and 5th Avenues as part of the Downtown Phoenix Comprehensive Transportation Plan.

THE ISSUE

The Downtown Phoenix Comprehensive Transportation Study was completed through the City of Phoenix's regional partnership with the Maricopa Association of Governments (MAG) in coordination with the larger Central Phoenix Transportation Framework Study. The effort focused on the area bounded by McDowell Road to the north, Buckeye Road to the south, 7th Avenue on the west and 7th Street on the east. The study analyzed potential roadway, transit, bicycle and pedestrian improvements, and identified transportation recommendations using input gathered through area meetings (40), stakeholder focus groups (5), and public open houses (4) with 110 attendees. Information on the project was sent electronically to neighborhood and business organizations, community leaders, residents and other downtown interests using the comprehensive database supplied through the larger MAG study. This collaborative approach helped garner ideas and feedback received throughout the process from various stakeholders.

The resulting recommendations focused on short-, mid- and long-term strategies to achieve the overall goals to effectively move people into and around downtown, enhance economic development opportunities, evaluate current conditions to identify transportation improvements, and identify possible transportation network changes to respond to recent downtown development and pedestrian, light rail and bus activities.

The Downtown Phoenix Comprehensive Transportation Plan (Plan) recommendations were adopted by City Council in July 2014, which included:

- Traffic lane and/or street closures
- Changes in directional traffic flow (one-way versus two-way streets)
- New high capacity transit corridors
- Pedestrian improvements
- Traffic messaging signs
- Gateway features

- Re-striping lanes to better accommodate pedestrian and bicycle traffic

One of the Plan's short-term strategies proposed changes to both 3rd and 5th Avenues from one-way to two-way streets between Washington Street and McDowell Road.

During the numerous public meetings and open houses, the proposed changes to 3rd and 5th Avenues received strong positive public support, which led staff to identify the changes for early implementation. Recently, Street Transportation Department staff met with residents, who voiced strong concerns about the proposed directional changes on these roads. As a result, an additional public meeting, held on October 22, 2015, provided residents another opportunity to offer feedback on this element of the plan. More than 100 members of the community attended the meeting, where they had the opportunity to learn about and provide input on a series of implementation alternatives for 3rd and 5th Avenues.

OTHER INFORMATION

The public was notified of the meeting on October 22, 2015 using the following means:

- Nextdoor – Various messages were posted on the Nextdoor site. Nextdoor is an electronic notification system for residents who sign up to receive alerts/notices about events in their neighborhood.
- Social media – Various tweets were posted on @PHXStreetTrans.
- Postcard – A bilingual (English/Spanish) postcard was mailed to more than 1,300 mailing addresses located between McDowell Road and Washington Street and Central Avenue and 7th Avenue.
- Downtown Phoenix Journal – A notice about the meeting was published.
- Various community stakeholders, including Councilman Nowakowski, were asked to help notify neighborhoods about the meeting.

Public comments were gathered at the meeting, as well as through phoenix.gov until November 6, 2015. Staff is in the process of compiling and evaluating the comments obtained to develop potential recommended changes to the Council-adopted plan for 3rd and 5th Avenues. Any recommendation changes will seek to balance the needs of all users, and may include modifications to Roosevelt Street between 7th and Central Avenues. Staff recommendations for modification of 3rd and 5th Avenues will be brought back to the community at a public meeting for feedback and to the Transportation and Infrastructure Subcommittee prior to moving forward.

Staff coordinated this Plan with the Bicycle Master Plan, GR:D Bike Share Program, Complete Streets Initiative, Adams Street Reactivation Study, Arizona State University-Downtown Campus expansion, light rail corridor extensions and other downtown projects. This effort is one piece of the overall program to make Phoenix a healthier, more vibrant community and our streets more livable.

RECOMMENDATION

This report is for information and discussion.

CITY COUNCIL REPORT

TO: Mario Paniagua
Deputy City Manager

FROM: Ray Dovalina, P.E.
Street Transportation Director

SUBJECT: REVIEW OF STORMWATER INFRASTRUCTURE FUNDING SOURCES
AND ISSUES

This report provides information to the Transportation and Infrastructure Subcommittee about the capital infrastructure needs and the funding sources related to the City's overall flood mitigation system of storm sewers, detention/retention basins and open channels.

THE ISSUE

The Street Transportation Department (Streets) is responsible for planning, designing, constructing and maintaining the City's storm sewer and drainage basin systems. The City's Stormwater Management Program has identified small- and large-scale flood control projects to provide mitigation measures and protect areas within the City that are prone to flooding and flooding hazards. The primary obstacle to completing the City's flood mitigation system is the lack of a local, dedicated and adequate funding source.

For nearly forty years, the City has collaborated with the Flood Control District of Maricopa County (FCDMC) to identify, fund and complete flood mitigation projects, such as multi-use detention/retention basins, open channels, and storm drains. The City and the FCDMC have also been successful in working with residential and commercial developers to build elements of the overall flood mitigation system. Completed flood mitigation projects have performed as designed and provided much needed flood protection.

Even though significant progress has been made, many elements of the City's planned storm sewer and retention basin system have not been completed. Storm events in 2014 highlighted the need to complete planned, but unfunded, flood mitigation projects, especially in the South Phoenix/Laveen area and along the Interstate 17 corridor in north Phoenix. These unprecedented storm events resulted in significant flooding within the Phoenix area, causing damage to both private property and public infrastructure.

OTHER INFORMATION

Infrastructure Needs

The City's capital infrastructure has traditionally been focused on storm sewers and drainage basin systems, including large capacity trunk line storm drains. Streets has identified nearly \$1.75 billion in unfunded infrastructure projects citywide to mitigate major flooding events. The storm water infrastructure projects can be grouped into

three types: Major Drainage Infrastructure, Small Scale Drainage Program and Trunk Line Storm Drains.

Major Drainage Infrastructure: City staff continues to work closely with the FCDMC to review, update and prioritize needed improvements to the storm sewer and drainage basin system. The funding necessary to complete identified large multi-use flood mitigation projects exceeds \$565 million dollars. The City and FCDMC staffs have developed comprehensive regional watershed-based master plans to mitigate flooding and flooding hazards in areas prone to flooding. Several new master plans are currently underway, and as additional flood mitigation projects are identified through this planning process, the number of unfunded capital projects is expected to increase.

Small Scale Drainage Program: City staff maintains an extensive database of more than 750 locations where local drainage improvements are needed, based on citizen complaints and staff observations. Mitigation of these local flooding problems typically results in small scale projects. Under the Small Project Assistance Program (SPAP) administered by the FCDMC, the City annually applies for and receives funding for small scale local drainage projects. The capital infrastructure necessary to complete the currently identified local drainage projects is nearly \$480 million dollars. Based on regular and more significant weather events and a lack of funding to complete already identified locations, the number of local drainage improvement projects is expected to increase each year.

Trunk Line Storm Drains: In conjunction with major street improvement projects, storm drainage facilities for local drainage of roadways are needed along many important transportation corridors. The total cost for installing these trunk line storm drains in areas across the City is estimated to be \$702 million, for which funding is not currently available.

Existing Flood Mitigation Infrastructure Funding and Sources

Streets has historically relied on General Obligation (GO) Bonds and Capital Construction Funds to support flood mitigation projects, which were programmed in Streets' capital improvement program. Ongoing operations and maintenance funding has been provided through annual General Fund allocation in Streets' operating budget.

Street and Storm Sewer Bonds: Due to economic conditions during the past six years, capital fund support for additional flood mitigation projects has significantly decreased. The 2006 GO Bond program identified approximately \$75 million in funding for flood mitigation projects, with 98 percent of these funds expended. Less than \$600,000 remains and these funds are not expected to be available for several years.

Highway User Revenue Fund (HURF): Streets receives its largest source of revenue from the Highway User Revenue Fund (HURF) gas tax. Although the City receives approximately \$100 million annually in HURF revenue, its use is restricted to roadway specific projects and cannot be used for flood mitigation projects. However, arterial storm drain facilities completed in conjunction with a major street improvement project may utilize HURF funding.

Capital Construction Fund (CCF): CCF is a telecommunications-based revenue source related to the use of City right of way. Unfortunately, CCF revenues have declined approximately 5 percent annually, and these decreases are expected to continue. For example, the actual revenue for July 2015 is approximately 13.5 percent below estimate. Additionally, due to decreases in other non-HURF revenue sources over the past eight years, there is greater pressure to use CCF to fund Streets' capital projects that are not eligible for HURF funding, such as bicycle and multi-use trail projects outside the right of way, retention/detention basin projects, and major storm sewer transmission lines.

Transportation 2050 (T2050): Beginning in January 2016, a portion of T2050 revenues will be allocated for major street improvement projects. Staff anticipates the availability of T2050 funding for major components of street construction (asphalt pavement, curb, gutter, sidewalks, landscaping, and street lights), including storm drain facilities that serve streets.

Impact Fees: Developer impact fees may be used to fund improvements to the storm sewer and retention basin system in certain growth areas. However, funding generated from these fees is relatively small in comparison to the overall capital infrastructure costs of a flood mitigation project.

Regional Funding: The FCDMC has experienced budgetary reductions over the past six years. As a result, the FCDMC has focused the majority of its annual funding on ongoing maintenance and operation of its facilities, leaving only a small amount for new flood mitigation projects throughout the region. The City has historically relied on a 50/50 funding split with the FCDMC for the completion of flood mitigation projects. Recently, the Maricopa County Board of Supervisors unanimously approved an increase to the FCDMC Tax Levy within the Secondary Property Tax valuation. The approved \$0.02 increase per \$100 assessed value will provide an additional \$6 million dollars to the FCDMC annual budget.

- The City's participation in the FCDMC's Small Projects Assistance Program over the past five years, has brought the City \$5.6 million in regional funding for 24 projects. However, the local City cost for these projects totals \$10.2 million, as there is a \$250,000 limit to FCDMC's contribution. Currently, Streets can only utilize dwindling CCF revenues to cover the City's local match.
- Streets annually submits new capital improvement projects for FCDMC funding assistance, which go through a regional evaluation and recommendation process. Due to both FCDMC and City funding limitations, there are currently six projects valued at nearly \$30 million that are recommended projects by FCDMC, but which remain unfunded. In September 2015, Streets submitted an additional six projects valued at \$67.6 million to the FCDMC for evaluation and consideration for regional funding. If any of these projects become recommended projects by FCDMC, they would be added to the existing list of recommended, but unfunded projects.

Additional Funding Options

As detailed above, there are significant stormwater infrastructure needs throughout the City and no dedicated local funding source to address these needs. Below are several potential mechanisms to provide some level of local funding, which could be leveraged with regional and/or federal funding to address stormwater infrastructure needs.

Stormwater Infrastructure Fee

A potential \$1.50 monthly stormwater infrastructure fee on the City services bill would generate approximately \$11.9 million annually in additional revenue. The revenue projection was derived in consultation with the Finance Department.

Based on the City of Phoenix Water Rate Study and the number of accounts by meter size as shown in the table below, there are 419,223 accounts throughout the City.

Using the method already in place a \$1.50 monthly residential fee for stormwater infrastructure and based on meter size could generate approximately \$11.9 million in additional revenue if it were to be implemented for next fiscal year (FY2016-17).

Meter Size	Number of Meters
5/8"	285,087
3/4"	61,941
1"	46,825
1 1/2"	9,407
2"	14,469
3"	803
4"	397
6"	294
Total	419,223

2006 Stormwater Bonds

As mentioned earlier, there are approximately \$600,000 remaining in 2006 stormwater bonds that have not been authorized to sell due to the impacts on property tax revenue from the economic recession.

RECOMMENDATION

This report is for information and discussion.