City of Phoenix

Agenda

Transportation, Infrastructure, and Planning Subcommittee

Meeting Location:
City Council Chambers
200 W. Jefferson St.
Phoenix, Arizona 85003

Wednesday, October 19, 2022 **10:00 AM** **City Council Chambers**

OPTIONS TO ACCESS THIS MEETING

Virtual Request to speak at a meeting:

- Register online *by visiting the City Council Meetings page on phoenix.gov* ***at least 2 hours prior to the start of this meeting****. Then, click on this link at the time of the meeting and join the Webex to speak:*
https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=e25ba71def76bcf6c69d94cd5d80e1de7

- Register via telephone at 602-262-6001 **at least 2 hours prior to the start of this meeting,** noting the item number. Then, use the Call-in phone number and Meeting ID listed below at the time of the meeting to call-in and speak.

In-Person Requests to speak at a meeting:

- Register in person at a kiosk located at the City Council Chambers, 200 W. Jefferson St., Phoenix, Arizona, 85003. Arrive **1 hour prior to the start of this meeting**. Depending on seating availability, residents will attend and speak from the Upper Chambers, Lower Chambers or City Hall location.

- Individuals should arrive early, 1 hour prior to the start of the meeting to submit an in-person request to speak before the item is called. After the item is called, requests to speak for that item will not be accepted.

At the time of the meeting:

- Watch the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable, or using the Webex link provided above.

- Call-in to listen to the meeting. Dial 602-666-0783 and Enter Meeting ID 2577 966 2576# (for English) or 2556 987 5909# (for Spanish). Press # again when prompted for attendee ID.

- Watch the meeting in-person from the Upper Chambers, Lower Chambers or City Hall depending on seating availability.

Para nuestros residentes de habla hispana:

- Para registrarse para hablar en español, llame al 602-262-6001 **al menos 2 horas antes del inicio de esta reunión** e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2556 987 5909#. El intérprete le indicará cuando sea su turno de hablar.

- Para solamente escuchar la reunión en español, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2556 987 5909#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

- Para asistir a la reunión en persona, vaya a las Cámaras del Concejo Municipal de Phoenix ubicadas en 200 W. Jefferson Street, Phoenix, AZ 85003. Llegue 1 hora antes del comienzo de la reunión. Si desea hablar, regístrese electrónicamente en uno de los quioscos, antes de que comience el tema. Una vez que se comience a discutir el tema, no se aceptarán nuevas solicitudes para hablar. Dependiendo de cuantos asientos haya disponibles, usted podría ser sentado en la parte superior de las cámaras, en el piso de abajo de las cámaras, o en el edificio municipal.

CALL TO ORDER

000 CALL TO THE PUBLIC

MINUTES OF MEETINGS

1 **Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting**

Page 8

This item transmits the minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting on June 15, 2022 for review, correction or approval by the Transportation, Infrastructure, and Planning Subcommittee.

THIS ITEM IS FOR POSSIBLE ACTION.

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

INFORMATION ONLY (ITEMS 2-5)

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

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

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

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

3 **Citizens Transportation Commission Meetings** Page 18

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

THIS ITEM IS FOR INFORMATION ONLY.

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

4 **Freeway Program Update** Page 19

This report provides the Transportation, Infrastructure and Planning Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix.

THIS ITEM IS FOR INFORMATION ONLY.

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

5 **Bulk Trash Collection Delay Update** Page 25

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the Public Works Solid Waste Division's efforts to address bulk trash collection delays within the City of Phoenix.

THIS ITEM IS FOR INFORMATION ONLY

Responsible Department
This item is submitted by Deputy City Manager Karen Peters and the

Public Works Department

INFORMATION AND DISCUSSION (ITEMS 6-8)

6 **"Smart" Traffic Signal Technology Update** Page 27

This report provides an update to the Transportation, Infrastructure, and Planning Subcommittee on the Street Transportation Department's efforts to evaluate and implement "Smart" Traffic Signal Technology within the City of Phoenix street transportation network.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

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

7 **Federal Bipartisan Infrastructure Law - Grant Funding Update** Page 32

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the status of the City's efforts to pursue Federal Bipartisan Infrastructure Law grant funding.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

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

8 **Update on Lead and Copper Rule Revision** Page 40

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the impact of the Lead and Copper Rule Revision to the City of Phoenix Water Services Department.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department
This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.

DISCUSSION AND POSSIBLE ACTION (Item 9)

9 **Request to Issue Air Cargo Development Revenue Contract Solicitation at Phoenix Sky Harbor International Airport**

Page 43

This report requests the Transportation, Infrastructure, and Planning Subcommittee recommend to the Phoenix City Council to issue Air Cargo Development Revenue Contract Solicitation (RCS) to solicit a developer to redevelop approximately 1,219,680 square feet (approximately 28 acres) within the northwest corner of Phoenix Sky Harbor International Airport (PHX) into an air cargo development.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

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

000 CALL TO THE PUBLIC

FUTURE AGENDA ITEMS

ADJOURN

For further information or reasonable accommodations, please call the City Council Meeting Request line at 602-262-6001. 7-1-1 Friendly.

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

Members:

Councilwoman Debra Stark, Chair
Councilwoman Betty Guardado
Councilwoman Ann O'Brien
Vice Mayor Laura Pastor

Agenda Date: 10/19/2022, **Item No.** 1

Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting

This item transmits the minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting on June 15, 2022 for review, correction or approval by the Transportation, Infrastructure, and Planning Subcommittee.

THIS ITEM IS FOR POSSIBLE ACTION.

The minutes are included for review as **Attachment A**.

Responsible Department

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

Phoenix City Council
Transportation, Infrastructure, and Planning Subcommittee
Summary Minutes
Wednesday, June 15, 2022

City Council Chambers
200 W. Jefferson St.
Phoenix, Ariz.

Subcommittee Members Present	Subcommittee Members Absent
Councilwoman Debra Stark, Chair	
Vice Mayor Laura Pastor	
Councilwoman Betty Guardado	
Councilwoman Ann O'Brien	

CALL TO ORDER

Chairwoman Stark called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:05 a.m. with Vice Mayor Pastor and Councilwomen Guardado and O'Brien present.

CALL TO THE PUBLIC

Karen Olson discussed her citizen petition from the May agenda and asked for clarity on the status of her petition.

Vice Mayor Pastor requested staff follow up with Ms. Olson regarding her questions.

Deputy City Manager Mario Paniagua stated staff will reach out to Ms. Olson to answer her questions.

MINUTES OF MEETINGS

1. Minutes of the Transportation, Infrastructure, and Planning Subcommittee Meeting

Vice Mayor Pastor made a motion to approve the minutes of the May 18, 2022 Transportation, Infrastructure, and Planning Subcommittee meeting. Councilwoman O'Brien seconded the motion which passed unanimously, 4-0.

CONSENT ACTION (ITEMS 2-3)

Items 2-3 were for consent action. No presentations were planned, but staff was available to answer questions.

2. Idemia Identity & Security USA LLC Lease Agreement

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3. Amend City Code- Section 36-158. Schedule I, Local Speed Limits at multiple locations

Vice Mayor Pastor made a motion to approve Consent Action Items 2-3. Councilwoman Guardado seconded the motion which passed unanimously, 4-0.

INFORMATION ONLY (ITEMS 4-7)

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

5. Citizens Transportation Commission Meetings
Information only. No Councilmember requested additional information.

6. Freeway Program Update
Information only. No Councilmember requested additional information.

7. Update on Supply Shortages in the Colorado River
Information only. No Councilmember requested additional information.

INFORMATION AND DISCUSSION (ITEMS 8)

8. Vision Zero- Road Safety Action Plan Update

Street Transportation Director Kini Knudson discussed the progress of the Road Safety Action Plan (RSAP) since Council took action to incorporate Vision Zero principles earlier this year. Mr. Knudson provided the subcommittee with an RSAP planning process timeline and noted the need for community engagement to help shape the final RSAP. In addition, Mr. Knudson went over traffic safety trends within the City and highlighted the rise in fatalities on our roadways. Mr. Knudson discussed the first phase of community engagement and provided the subcommittee with the results of the surveys.

Assistant Street Transportation Director Briiana Velez discussed how the Road Safety Action Plan (RSAP) will help reduce injuries and fatalities on Phoenix streets. Ms. Velez highlighted the five focus areas of the RSAP and a few objectives under each focus area. In addition, she discussed the second phase of community engagement which will start at the end of June and last through August.

Chairwoman Stark opened the floor to public comment.

James Farley asked if the task force will have citizens on it and how they will be selected. In addition, Mr. Farley discussed some of his concerns with the Road Safety Action Plan.

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Mr. Knudson stated the Roadway Safety Action Plan is still in the draft phase and they are still looking at ways to improve. In addition, he noted the importance of collaboration between the City and the community when coming up with a comprehensive Road Safety Action Plan.

Ryan Boyd on behalf of the Urban Phoenix Project expressed his support for the Roadway Safety Action Plan. In addition, he discussed various items he'd like to see implemented in the Road Safety Action Plan.

Jeremy Thacker expressed his support for the Vision Zero Plan.

Councilwoman O'Brien asked for an explanation of leading pedestrian interval (LPI) and for data on where LPI is used in the City.

Mr. Knudson explained what leading pedestrian interval is and how it is used in the City. Additionally, he stated he'll have staff reach out and provide the LPI data.

Councilwoman O'Brien asked for an explanation of the 85th percentile speed limit. In addition, Councilwoman O'Brien expressed her concerns about using the 85th percentile speed limit without proper enforcement. In addition, she asked Mr. Knudson to explain the yellow light phase adjustment and to provide clarity on which models would be used during the traffic studies.

Mr. Knudson explained the 85th percentile speed limit and how it is used to determine speed limits. Mr. Knudson stated a report analysis was conducted examining peer cities and their yellow light phases. In addition, he mentioned the University of Arizona will be partnering with the City to conduct a study of 12 intersections and their yellow light timing in comparison to the revised ITE guidelines. Mr. Knudson discussed the ITE guidelines and how in lieu of an 85th percentile speed study seven miles over the speed limit can be used to determine yellow light timing.

Councilwoman O'Brien asked how the 12 intersections will be chosen for the University of Arizona study.

Mr. Knudson stated the 12 intersections were selected based on crash and safety risk evaluation criteria provided by the Maricopa Association of Government (MAG) and red light running data.

Mr. Knudson explained ITE stands for Institute of Transportation Engineers and they set guidelines for best practices for agencies to follow.

Vice Mayor Pastor asked if we have Leading Pedestrian Interval (LPI) data, how is that data collected, and if it has changed driving behavior.

Mr. Knudson stated he'll check back with staff to determine what data is available on LPI intersections and will report back. In addition, Mr. Knudson mentioned they are

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developing performance metrics for the Road Safety Action Plan and that the current pedestrian data is collected from various sources.

Vice Mayor Pastor asked for clarity on the LPI data and locations. In addition, she asked to meet with the Urban Phoenix Project to discuss the production of metrics and other topics discussed in their letters.

Mr. Knudson stated he does not have the LPI data available, but he will be working with staff to provide that information to the subcommittee. In addition, Mr. Knudson stated he and his staff meet monthly with the Urban Phoenix Project to discuss several issues.

DISCUSSION AND POSSIBLE ACTION (ITEM 9-12)

9. (CONTINUED FROM APRIL 20, 2022)- Consideration of Citizen Petition Related to the Process for Preparing Formal Council Meetings Agendas

City Clerk Denise Archibald gave a staff presentation in response to a citizen petition submitted by Jeremy Thacker on Feb. 16, 2022. She discussed the process, according to Arizona Revised Statutes, Arizona's Open Meeting Law (OML), Phoenix City Charter, Phoenix City Code (PCC), and Administrative Regulations, in which Formal City Council agenda items get added and noted only the City Manager, Mayor, or at least three Councilmembers could have items placed on the agenda. In addition, Mrs. Archibald touched on the challenges with the proposed changes to the process and detailed several alternative ways in which a resident could present items to the Council for discussion. Mrs. Archibald recommended staff continue to use the current agenda process to be able to get things onto the agenda.

Jeremy Thacker stated his petition was meant for all meetings of public bodies and discussed how his request would be implemented in Council meetings. In addition, Mr. Thacker provided the Subcommittee with examples of where his petition could be utilized.

Chairwoman Stark responded to Mr. Thacker and informed him he could set up a meeting with her office to discuss issues. In addition, Chairwoman Stark stated the petition process is flawed and needs to be reevaluated. Chairwoman Stark mentioned she'd like to staff reach out within 72 hours of someone submitting a citizen petition.

Vice Mayor Pastor motioned to refer Item 9 to the City Council Formal meeting. Councilwoman Guardado seconded the motion and the motion failed 2-2.

Councilwoman Guardado asked Vice Mayor Pastor to explain her motion.

Vice Mayor Pastor explained her motion was to refer Item 9 to the formal meeting so the full Council could hear and discuss the item.

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Councilwoman O'Brien stated she would like to see modifications to the process. In addition, she thanked staff for their presentation and noted the importance of reaching out to staff, and Council members to address concerns. Councilwoman O'Brien stated she would like to have further discussions with the Mayor and Council on how to make the process better.

Chairwoman Stark echoed the comments of Councilwoman O'Brien and stated the need to have policy discussions on the matter.

Councilwoman Guardado asked for clarification on the vote.

Chairwoman Stark stated the motion failed with a 2-2 vote.

Mr. Thacker clarified his Item 9 petition was regarding citizen public comments and not citizen petitions.

Mrs. Archibald explained Mr. Thacker had two petitions and the Item 9 petition is related to putting items on the agenda related to public comments.

10. (CONTINUED FROM APRIL 20, 2022)- Consideration of Citizen Petition Related to the Process for Handling Citizen Petitions

Assistant City Attorney David Benton gave a staff presentation in response to a citizen petition submitted by Jeremy Thacker on Mar. 2, 2022. He discussed the citizen petition process and the factors that are considered when deciding if a petition is qualified. In addition, Mr. Benton outlined the Phoenix City Charter (PCC) section which discusses citizen petitions and why the Transportation, Infrastructure, and Planning Subcommittee are assigned citizen petitions.

Jeremy Thacker asked for clarification on the citizen petition process and provided his opinion on the citizen process and how it has changed in recent years.

Vice Mayor Pastor stated citizen petitions should be heard by the full Council.

Chairwoman Stark stated she would prefer to have policy discussions on the citizen petition process and following those discussions amend the language if need be.

Vice Mayor Pastor motioned to refer Item 10 to the City Council Formal meeting. Councilwoman Guardado seconded the motion and the motion failed 2-2.

Chairwoman Stark recommended she and the rest of the subcommittee ask Mayor Gallego to put citizen petitions on a future Policy meeting agenda for a broader discussion.

Councilwoman O'Brien echoed Chairwoman Stark's comments.

11. Consideration of Citizen Petition Related to Two Special Public Engagements

Chief Assistant Attorney Julie Kriegh gave a staff presentation in response to a citizen petition submitted by Benjamin Lewis on April. 22, 2022. Ms. Kriegh discussed legal concerns regarding the petition and potential conflicts with jury pools. In addition, Ms. Kriegh provided the subcommittee with several options on how to handle the citizen petition.

Vice Mayor Pastor motioned to accept the petition and direct staff to produce documents and hold public meetings. The motion was seconded by Councilwoman Guardado.

Councilwoman O'Brien asked for clarification on the citizen petition. In addition, Councilwoman O'Brien asked if providing this documentation would be in the best interest of the City and Police Officers.

Ms. Kriegh stated the citizen petition is requesting items regarding employees that have been charged with misconduct. Ms. Kriegh explained that some of the documents that are being requested may not be available depending on the status of the case.

Benjamin Lewis gave his opinion on the role of the Council and expressed his concerns about policing in the City.

Jeremy Thacker expressed his concern regarding the lack of clarity on the way citizen petitions are being handled.

Karen Olson expressed her opinion on policing.

Vice Mayor Pastor edited her motion to include referring the petition to the Formal Council meeting.

Councilwoman O'Brien asked for clarification on staff's recommendation option number one listed in the presentation.

Assistant City Attorney David Benton explained Vice Mayor Pastor's amended motion.

Deputy City Manager Mario Paniagua clarified the motion.

Vice Mayor Pastor asked if having public hearings would conflict with the investigation.

Ms. Kriegh stated as long as the meetings are not interfering with a protective order or a piece of litigation there would be no conflict.

Vice Mayor Pastor's motion to accept the petition, refer it to the full Council, direct staff to produce documents, and hold public meetings. Was seconded by Councilwoman Guardado and failed to pass 2-2.

12. Consideration of Citizen Petition Related to Production of Documents

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Communications Director Dan Wilson gave a staff presentation in response to a citizen petition submitted by Vanessa DiCarlo on April. 20, 2022. Mr. Wilson stated the Law Department determined the petition should be handled as a public records request. In addition, Mr. Wilson stated the request was entered into the system and once the records are available they will contact the requestor.

Karen Olson stated her support for the petition and asked for the records to be released. In addition, Ms. Olson discussed the need for accountability and transparency.

Jeremy Thacker expressed his support to move petitions to be heard by the full Council.

Vice Mayor Pastor motioned to refer this citizen petition to the Formal agenda. Councilwoman Guardado seconded the motion which failed 2-2.

CALL TO THE PUBLIC
None.

FUTURE AGENDA ITEMS
None.

ADJOURNMENT
Chairwoman Stark adjourned the meeting at 12:04 p.m.

Respectfully submitted,

Grant Harrison
Management Intern

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Agenda Date: 10/19/2022, **Item No.** 2

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

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

THIS ITEM IS FOR INFORMATION ONLY.

Summary

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

Valley Metro/Regional Public Transportation Authority (RPTA): In 1993, the RPTA 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 transit system which the public sees on Valley streets today. Valley Metro Board member agencies include Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix Queen Creek, Scottsdale, Surprise and Tempe.

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

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

in the Maricopa County region.

The goal of staff is to provide the Transportation, Infrastructure and Planning Subcommittee with agendas for future meetings of these bodies. At times, meeting dates do not coincide and agendas are not available until close to the meeting date. However, prior to 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, Infrastructure and Planning Subcommittee members at the meeting.

These materials can also be found via the pages below:

MAG - https://www.azmag.gov/About-Us/Calendar

Valley Metro - https://www.valleymetro.org/news-events

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

Agenda Date: 10/19/2022, **Item No.** 3

Citizens Transportation Commission Meetings

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

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Citizens Transportation Commission advances transparency, public input, and government accountability by reviewing appropriations provided by the Phoenix Transportation 2050 plan (T2050), as approved by the voters on Aug. 25, 2015.

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

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

Meeting minutes can be found through a search via the City of Phoenix Public Records Search page below:

https://www.phoenix.gov/cityclerk/services/public-records-search.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit and Street Transportation departments.

Agenda Date: 10/19/2022, **Item No.** 4

Freeway Program Update

This report provides the Transportation, Infrastructure and Planning Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Maricopa Association of Governments (MAG) Regional Transportation Plan reflects numerous freeway construction projects and studies underway within the City of Phoenix. These projects are funded from the voter approved Proposition 400 half-cent sales tax as well as from state and federal revenue sources. City of Phoenix staff are embedded with ADOT on these major construction projects to ensure coordination of all construction activities with City departments. This report is an overview of the current major freeway projects. A monthly report will be provided to the Transportation, Infrastructure and Planning Subcommittee reflecting project changes as well as new projects.

Interstate 10 (I-10) - Broadway Curve Reconstruction

The I-10 Broadway Curve project is planned to improve a segment of I-10 between the I-10/Interstate 17 (I-17) Split Traffic Interchange and the South Mountain Freeway/Congressman Ed Pastor Freeway Loop 202 near Pecos Road. The project encompasses one of the most heavily traveled segments of freeway in the Valley. Traffic volumes within this 11-mile section of I-10 exceed 250,000 vehicles per day and include vital connections to I-17, State Route (SR) 143, US-60 and Loop 202.

The proposed improvements include:

- Adding general purpose and High Occupancy Vehicle (HOV) lanes;
- Adding a collector-distributor (CD) road system to reduce the number of lane changes on the freeway;
- Improving connections between I-10 and the SR 143 and Broadway Road to improve HOV lane connections;
- Improving connections of I-10 and US-60 (Superstition Freeway);
- Constructing new bridges to accommodate new interchange facilities and additional

lanes;
- Building retaining and sound walls; and
- Constructing pedestrian bridge crossings to improve pedestrian access across the freeway.

Construction began in late 2021 and is scheduled for completion in 2024.

Update:
- **Construction crews placed the first girders for the westbound CD road bridge over Southern Avenue on Sept. 6-7. Two cranes worked in tandem to set each girder in place. Each girder is 123 feet long and weighs 110,000 pounds. With seven girders now in place, crews will begin working on the bridge deck, which is the part of the bridge motorists drive across. Once completed, the new CD roads will ease congestion by separating local traffic from through traffic on the I-10 mainline.**
- **During the full closure of westbound I-10 on Sept. 10, crews welded metal decking and installed the overhangs of the new Broadway Road bridge.**
- **In the early morning of Aug. 20, workers poured the new 48th Street bridge deck over eastbound I-10, next to the current bridge which remains open to traffic. Crews poured 567 yards of concrete using two concrete pumper trucks. The entire pour process took approximately 12 hours.**
- **In late August, workers installed four Dynamic Message Signs: two between 24th and 40th streets, and two between Baseline and Elliot roads. These signs will display travel time estimates, traffic conditions and safety messages. In all, crews will install 16 new DMS along the 11-mile corridor.**
- **Construction will continue throughout the project area, requiring full highway closures on weekends through early November. Also, expect overnight lane and ramp restrictions throughout the project area Mondays through Thursdays between 7 p.m. and 5 a.m.**

<u>I-17 Frontage Road Drainage Improvement</u>
This ADOT project will replace the existing pump stations at the I-17 traffic interchanges at Greenway Road, Thunderbird Road, Cactus Road and Peoria Avenue with a gravity storm drain system that will discharge the storm water into the Arizona Canal Diversion Channel (ACDC). The purpose of the project is to improve the drainage facilities that remove storm runoff from the cross streets, helping to reduce the potential for flooding at the I-17 overpasses.

The project includes the installation of 30- to 90-inch diameter reinforced concrete pipe along the I-17 frontage road, two detention basins at the I-17 and Thunderbird Road

traffic interchange, pavement replacement on the frontage road, signing, striping, improvements to ADA features within the project area, and removal of the four existing pump stations.

Construction began in January 2020 and is expected to conclude in early 2023.

Loop 101 - I-17 to 75th Avenue Widening

The scope of this project is to add one general purpose lane in each direction to Loop 101/Agua Fria Freeway from I-17 to 75th Avenue. The project includes bridge widening of existing structures to accommodate the new general-purpose lanes. The project work includes diamond grind surface treatment, new concrete pavement, retaining walls, lighting, ADA improvements, drainage improvements, FMS improvements, and signing and striping.

I-10 Deck Park (Hance Park) Tunnel Repair

The Deck Park Tunnel is an underpass that carries the I-10 freeway beneath downtown Phoenix between 3rd Avenue and 3rd Street. The tunnel consists of a series of nineteen side-by-side bridge structures. Construction of the facility began in 1983 and opened to traffic on Aug. 10, 1990. The tunnel carries approximately 230,000 vehicle trips per day and provides a critical link for regional connectivity and mobility.

Leaks in the ceiling structure of the Deck Park Tunnel have occurred in the past and continue to appear. The water infiltration caused by the leaks can lead to deterioration of the tunnel infrastructure and impacts the ventilation and electrical systems, which could force closure of the tunnel to traffic. There is also concern that any damage could produce a need for repairs that would require excavation of Margaret T. Hance Park, which is undergoing a major, $100 million revitalization expected to begin in March 2020.

ADOT, MAG and the City of Phoenix initiated an I-10 Deck Park Tunnel Waterproofing Study in May 2019 because of concern with the integrity of the tunnel.

The study recommended that all joints that have not been repaired in the last five years be replaced, which comprises 15 of the 19 total joints. ADOT intends on working closely with the City of Phoenix to coordinate construction activities of the joint work with the Hance Park revitalization project to minimize cost and public disturbance.

Construction began in March 2020.

US-60 (Grand Avenue) - 35th Avenue - Indian School Road Study

ADOT and the Federal Highway Administration (FHWA), in coordination with the BNSF

Railway, City of Phoenix and MAG, are initiating a Draft Environmental Assessment (EA) and initial DCR for the US-60 (Grand Avenue), 35th Avenue and Indian School Road intersection.

The study proposes that improvements need to be made to the US-60 corridor functionality, arterial street network multimodal opportunities (e.g., expansion of bicycle lane network), and BNSF Railway corridor capacity. These improvements would reduce traffic congestion, improve pedestrian and vehicular safety and enhance multimodal transportation options.

This project is currently in the predesign stage.

Update:

- **MAG, in partnership with ADOT, City of Phoenix, and BNSF, has submitted the *US 60/35th Ave/Indian School Road Grade Separation* grant application for the United States Department of Transportation's (USDOT) Railroad Crossing Elimination Grant Program.**
- **The project will leverage planning efforts, including the ongoing ADOT Design Concept Report and Environmental Assessment. Specifically, the Project will maintain the track alignment in its currently location and raise the adjacent 35 th Avenue and remove the Indian School Road ramps thereby eliminating both existing at-grade railroad crossings. Poor operations and crash histories at the US 60/35th Ave/Indian School Road intersection have routinely placed this location within the top 25 railroad risk locations in the State.**
- **The grant request is for $88.69 M in FY 22 Railroad Crossing Elimination Grant funds. As part of this investment, MAG is proposing to provide a total match amount of $119.87 M in non-federal funds.**

<u>Loop 303 - I-17 to Lake Pleasant Parkway Update</u>

At the request of the City of Phoenix, MAG and ADOT are conducting a DCR Update for Loop 303 from I-17 to Lake Pleasant Parkway. A 2006 DCR identified the ultimate footprint and alignment for Loop 303. The purpose of this project is to prepare a DCR update and environmental document for additional general-purpose lanes in each direction of travel. The update includes establishing new traffic models and developing, evaluating, and costing conceptual alternatives for the improvements including Traffic Interchanges (TIs) at 67th, 51st, and 43rd Avenues, as well as the system interchange at I-17. The existing Loop 303 was constructed to accommodate the future construction of these TIs.

The DCR project was initiated in October 2020 and has been completed.

Phoenix, MAG, and ADOT have agreed to accelerate design and construction of the new TIs at 51st and 43rd Avenues to accommodate the schedule of the new Taiwan Semiconductor Manufacturing Company (TSMC) facility. Construction of the new TIs will be completed in summer 2023.

Update:

- **In Sept. 2022, construction began on the new Loop 303 traffic interchanges at 51st and 43rd avenues. In addition to the new traffic interchanges, the project includes new bridges on Loop 303 over 51st and 43rd avenues, creating a southbound frontage road between 51st and 43rd avenues, drainage improvements, as well as new signals, signs, pavement markings, and lighting. The 51st Avenue interchange is being shifted slightly to the west to accommodate the realignment of 51st Avenue.**

I-10/Loop 101 System Interchange

The Arizona Department of Transportation has initiated a study to evaluate improvements to the Loop 101 (Agua Fria Freeway) and Interstate 10 system traffic interchange (TI) in the West Valley.

The purpose of this study is to evaluate alternatives to the TI that will enhance regional travel by improving safety, reducing congestion and improving connectivity.

This study will evaluate the following improvements:

- A new Direct High-Occupancy Vehicle ramp within the existing TI that will accommodate travel to/from the north along Loop 101 and to/from the east along I-10.
- A possible new connection between southbound Loop 101 and 91st Avenue. This connection would be separate from the Loop 101/I-10 system TI ramps and may connect to the existing I-10/91st Avenue TI ramps.
- Evaluation of several other traffic interchange locations and connecting arterial roadways for possible improvement within the project area.

Update:

- **This project has two public meetings planned: one to present project alternatives (tentatively planned for October 2022); and the second to provide the recommended alternative for the design of the improvements (tentatively planned for early 2023). ADOT will notify the public, stakeholders and residents in the area about the meetings and public comment period through various communication channels.**

I-17 Pavement Improvement Project

ADOT has started a pavement improvement project on I-17 between Dunlap Avenue and Deer Valley Road. The purpose of the project is to extend the life of the pavement and to improve safety and the driving experience on the existing roadway. The project includes removing the existing asphalt pavement and using a diamond grinding treatment to provide a smooth and quiet roadway surface. The project requires weekend closures and overnight lane restrictions on the I-17 that will impact travel in the area.

Construction will take approximately 12 months and should be completed in late 2023.

Responsible Department

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

Agenda Date: 10/19/2022, **Item No.** 5

Bulk Trash Collection Delay Update

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the Public Works Solid Waste Division's efforts to address bulk trash collection delays within the City of Phoenix.

THIS ITEM IS FOR INFORMATION ONLY

Summary

Residential bulk trash collection is experiencing delays due to staffing challenges and this year's more active monsoon season. The Public Works Department is taking several measures to address these delays and communicate with impacted residents.

Public Works is currently at a 20% vacancy rate for Solid Waste Equipment Operators (SWEO) and is working aggressively to recruit, hire and onboard staff. As a result of a recent hiring event, in conjunction with the Human Resources Department, 26 SWEOs were hired and are in various stages of the onboarding and training process. Additionally, the SWEO Apprentice Program has also expanded with seven additional apprentices currently in the onboarding process. These new hires will provide much needed support to get back on schedule with bulk trash collection. Interviews to fill additional vacancies took place on Oct. 15, 2022. Public Works is also working to institute a retention incentive for SWEOs to reduce turnover.

While working diligently to fill these positions, Public Works staff are also working additional hours, including weekends, to collect the bulk trash from residences as soon as possible. With the focused efforts to reduce the vacancy rate and onboard new SWEOs, Public Works staff adjusted the fourth quarter collection for customers within Bulk Trash Areas 8 through 13, which also impacted the upcoming 2023 collection schedule. These adjustments will restore the defined and predictable bulk trash collection schedule for the City's solid waste utility customers beginning Nov. 21, 2022.

Public Works staff are working diligently to communicate the service delays to residents through various outlets. A revised 2021-2022 and 2023 bulk trash schedule has been produced to account for the service delays and provide residents with information on when to place out their materials. The updated bulk trash schedule is

live on the phoenix.gov website and is included in the October PAYS with the city services bill. Staff have also worked with the Communications Office to provide updates on social media channels regarding the delays until bulk trash service is caught up. Public Works staff will continue to work with the City Council offices to address constituent concerns in a timely manner.

Responsible Department
This item is submitted by Deputy City Manager Karen Peters and the Public Works Department

Agenda Date: 10/19/2022, **Item No.** 6

"Smart" Traffic Signal Technology Update

This report provides an update to the Transportation, Infrastructure, and Planning Subcommittee on the Street Transportation Department's efforts to evaluate and implement "Smart" Traffic Signal Technology within the City of Phoenix street transportation network.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

As the fifth largest city in the United States, the City of Phoenix Street Transportation Department (Streets) operates more than 1,160 traffic signals. The technology used by Streets to control traffic is primarily derived from technologies and methodologies from the 1980s and 1990s. That had served the City well as it is based on our grid street system - half mile and mile spacing of most major transportation corridors. As our population has grown and traffic volumes have increased, more signalized intersections have been added to the grid at spacing other than the half mile and mile. This has reduced our ability to move traffic efficiently in multiple directions simultaneously. Providing more advanced technology at signalized intersections to monitor traffic data will help reduce the widespread congestion that is currently occurring at many locations across the City by allowing for active management of the City's traffic signals.

Streets utilizes a Traffic Management Center (TMC) to operate and monitor the City's traffic signals. Since 2018, the objectives of the TMC have been to identify and implement the tools that allow the City to better manage its multimodal transportation network more safely and efficiently through Intelligent Transportation Systems (ITS), also known as "Smart" Traffic Signal Technology. ITS infrastructure includes technologies such as modernized traffic signals, closed-circuit television (CCTV) cameras, vehicular and pedestrian detectors, fiber connectivity, and a centralized traffic management software that allows for real-time traffic management and data collection.

Streets' current standard for all new or rebuilt traffic signals includes new signal controllers (which will accept additional device integration), CCTV cameras to monitor

traffic conditions, and non-invasive detection which collects important traffic data. Approximately one-third of our intersections have CCTV coverage, and a little over ten percent of signalized intersections are fully equipped with the latest technology.

Roughly 95 percent of the City's traffic signals are communicating and providing traffic signal data to the TMC. At this scale, manual review of real time traffic data is impractical, leading the TMC to embrace practices and technologies that automate the analysis of traffic signal performance, traffic patterns, and vehicular incidents to reduce congestion, increase safety, and minimize response time. These automated analysis technologies utilize and leverage "big data" concepts.

Traffic Management Center

The Streets' TMC is equipped with TransSuite, an Advanced Traffic Management System (ATMS), which is considered the "brain" of the TMC. This is the centralized software package that plays a critical role in traffic management because of its connectivity to the City's traffic signals and sensors. The ATMS helps traffic engineers manage and operate all traffic signals and sensors to improve traffic operations across the City.

Traffic signal timing coordination and optimization is one of the most cost-effective methods for improving traffic flow, mobility, and safety. The goal is to maximize the flow of traffic along a corridor by coordinating timing at all signals based on the speeds and volumes of a corridor as well as providing sufficient times for pedestrians and bicyclists to cross an intersection in all directions. Proper optimization also helps minimize the number of stops, travel delay, fuel consumption and emissions, and reduces red light running. Using modeling software, the TMC performs corridor analysis and optimization throughout the City daily.

Automated Traffic Signal Performance Measures (ATSPMs) provide big data (thousands of data points per minute) that allows traffic management staff the ability to proactively identify and correct under-performing traffic signals. ATSPMs are defined as a suite of performance measures, data collection, and analysis tools to support performance-based approaches to traffic signal design, operations, and maintenance to improve the safety, mobility, and efficiency of signalized intersections. The performance measures provide substantial real-time data that TMC staff analyzes, including vehicular/pedestrian delay, arterial travel times/speeds, percent arrivals on red/green, vehicular/pedestrian detection functionality, and turning movement counts.

The TMC also utilizes the INRIX Probe Data Analytics (PDA) Suite to support operations, planning, analysis, research, and performance measures generation using probe data mixed with other transportation data. The analytics suite consists of a

collection of data visualization tools that allow users to download reports, visualize data on maps, and download raw data for offline analysis. The PDA Suite can provide insight on real-time speed data, the Travel Time Index (TTI), Travel Time Reliability (TTR) metrics, queue lengths, bottleneck ranking, and corridor congestion. Since 2019, Streets staff has actively utilized the PDA Suite for traffic studies, congestion management, and to compare before and after signal coordination and optimization efforts.

Technology Field Pilots

"Smart" traffic signals could have a significant impact on traffic congestion by reducing travel times and greenhouse gas emissions while also better serving pedestrians and bicyclists. To enhance the operations of traffic signal timing and improve corridor progression and coordination, Streets, in partnership with various agencies, evaluates emerging technologies through various field pilots. Due to the high cost to implement these technologies, these field pilots are very critical to determine if the signal technologies are effective and produce the promised and desired results.

Adaptive Signal Control Technology Pilot Deployments

Adaptive Signal Control Technology (ASCT) monitors traffic in real time and automatically adjusts signal timing to reduce congestion and keep traffic flowing. With the enhanced capabilities of adaptive systems, transit, pedestrian, and bicycle movements can be better accommodated, improving mobility for all modes of traffic. ASCT systems also incorporate technologies such as ATSPMs to enhance artificial intelligence (AI) based vehicle detection systems or vehicle to infrastructure (V2I) data exchange.

In 2019, the City of Phoenix partnered with the Arizona Department of Transportation (ADOT); the Maricopa County Department of Transportation (MCDOT); and the cities of Peoria, Glendale, Surprise, and Scottsdale in the "Bell Road Adaptive Signal Control Technology Project." Phoenix and Scottsdale's share of the project deployed KLD's Adaptive Control Decision Support System (ACDSS), while the other partners deployed Rhythm Engineering's InSync. The City's portion included eight Phoenix traffic signals from 35th to 19th avenues along Bell Road. The overall project included 50 traffic signals on a 16-mile stretch. Through the field pilot it was determined that the KLD adaptive control feature did not provide the desired results, so the system was disconnected by both Phoenix and Scottsdale.

In 2021, the City of Phoenix partnered with MCDOT and the cities of Peoria and Glendale to deploy InSync in another adaptive signal control project on Dunlap/Olive Avenue and Bell Road. InSync, an adaptive traffic control system by Rhythm Engineering, uses AI to optimize traffic signals at individual intersections and

coordinate signals along arterial corridors to reduce traffic congestion. InSync overlays on existing traffic signal controllers and adds an InSync detection system to enable traffic signals to intelligently adapt to real-time traffic demand to improve traffic flow thus improving safety and reducing travel time. This multi-agency pilot project includes implementation on 28 traffic signals along 12 miles of Dunlap/Olive Avenue from 116th Avenue to Interstate 17, which includes five traffic signals within Phoenix. Construction has been completed, and the system is currently in "learning" mode. It is anticipated to be fully operational by December 2022.

Glendale Avenue Pilot with NoTraffic
As part of Maricopa Association of Governments' (MAG) emerging technologies pilots, Phoenix installed the NoTraffic system on Glendale Avenue between Central Avenue and State Route 51 (SR51). The NoTraffic technology is described as a system that can optimize traffic flow in real time and uses an AI-based algorithm that can calculate and improve service by optimizing traffic signals at these intersections.

As part of the NoTraffic system evaluation, quantitative and qualitative analyses were undertaken by the University of Arizona. The operational effectiveness of the NoTraffic system in signal optimization and coordination was evaluated. The initial results showed only minor improvements to traffic flow. However, the TMC saw other benefits such as reliable vehicle detection, accurate turning movement count data, traffic signal performance measures, and an intuitive user interface to analyze data that would support further deployment at locations that would benefit from this specific technology.

Non-Intrusive Pedestrian and Bicyclist Detection Technologies Pilot
Technologies that are currently available or used for vehicle detections and counts are not well suited to collect reliable pedestrian and bicyclist data, which is a priority for Streets. MAG recognized the need to increase the time provided to pedestrians, while also accurately detecting and counting pedestrians and bicyclists. Through MAG's Emerging Technologies Program, a pilot project was created to identify available technologies which claimed to detect and count pedestrians and bicyclists and evaluate their capabilities. Seven different technologies were selected and deployed at five different intersections in the City of Phoenix and the City of Tempe. The evaluation of the pilot is complete, and the final report was published in January 2022. The report showed several of the technologies had promise in delivering stated objectives. Streets staff is considering the deployment of these technologies to provide added safety countermeasures such as extending the time for pedestrians and bicyclists that do not clear the crosswalk, collecting actual walking speed data, identifying conflicts between vehicular and pedestrian movements, and alerts in real time.

Technology Grant Opportunities

Streets continues to evaluate opportunities to pursue federal funding to leverage City dollars to improve our transportation network. The U.S. Department of Transportation released a Notice of Funding Opportunity (NOFO) on Sept. 19, 2022, for Strengthening Mobility and Revolutionizing Transportation (SMART) grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety. A total of $100 million is available for Fiscal Year (FY) 22 grants, and applications are due Nov. 18, 2022.

In addition, the U.S. Department of Transportation also released a NOFO for the Advanced Transportation Technology and Innovation (ATTAIN) Program to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, inter-modal connectivity, and infrastructure return on investment. There is a total of $60 million available for FY22 grants, and applications are due Nov. 18, 2022.

Staff is currently reviewing the two NOFOs to identify any potential "Smart" Traffic Signal Technology projects that align with these opportunities.

Responsible Department

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

Agenda Date: 10/19/2022, **Item No.** 7

Federal Bipartisan Infrastructure Law - Grant Funding Update

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the status of the City's efforts to pursue Federal Bipartisan Infrastructure Law grant funding.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The Federal Bipartisan Infrastructure Law (BIL) contains approximately $550 billion in new spending above previous funding levels, over five years, for existing and new programs nationwide. These programs are aimed at improving infrastructure, investing in disadvantaged communities, and creating jobs. To achieve these goals, BIL-funded grants are advancing considerable improvements in areas such as roadway safety, active transportation, public transit, rail, airports, electric vehicles and related charging equipment needs, clean water, water resources, energy and environmental industries, cybersecurity and broadband, and other areas.

Signed into law by President Biden on Nov. 15, 2021, BIL is nearing the one-year mark and was intended to fund programs through allocations from Federal Fiscal Years (FFYs) 2021-22 through 2025-26. While FFY 2021-22 came to a close on Sept. 30, 2022, many of the approximately 375 individual BIL programs are still awaiting formal announcements of allocations, opportunities to apply, or are pending review of applications prior to award grant funds. City staff have been, and will continue, monitoring and pursuing announcements from the 16+ Federal agencies administering the programs, as well with the numerous state, county and other regional agencies who may be recipients of BIL funding and are also tasked with administering funding to local agencies.

Under the leadership of the Mayor and the City Council, to date, the City of Phoenix has been awarded $47.9 million in Federal BIL funds. An additional $44.4 million has been applied for and is pending award announcement. Several other opportunities currently have applications underway or are under review. Contained below is an overview of the formula funding announced to date, the discretionary grant programs the City has applied for to date, and a description of the City projects submitted, as

well as a description of upcoming programs staff have identified for evaluation.

BIL Formula Grants

Airport Infrastructure Grant - Airport Improvement Program (AIP) - FFY 2021-22

- Program Description - Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, funds may be awarded for airfield capital improvements or rehabilitation projects, and in some specific situations, for terminals, hangars, and non-aviation development.
- Project Name - Construct New Crossfield Taxiway U - Phase I
- Project Narrative - Project scope includes design and construction of the new Taxiway U and enabling work that will relocate and/or modify existing facilities and infrastructure impacted by the project. The main enabling elements of the project include modifications to the existing City-owned Facilities and Services Complex, Air Cargo apron and building modifications, sections of existing roadway, and existing aprons. The airport infrastructure grants were allocated to US airports by formula, based on prior year activity and granted over five years. Sky Harbor's five-year allocation is anticipated to be approximately $200 million, allocated in approximately $40 million increments. An initial amount of $5.3 million was awarded to pay for early design costs on the taxiway project.
- Application Amount (to date) - $5.3 million
- Award Amount (to date) - $5.3 million (nearly $200 million in AIP formula funds anticipated over five years)

Federal Transit Administration (FTA) Formula Grant Programs - FFY 2021-22

- Program Description - FTA formula grant programs provide funding to states and transit agencies through statutory formulas for public transit capital, planning, maintenance, replacement, and rehabilitation projects, as well as assisting nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.
- Project Name - Various projects
- Project Narrative - Projects include regional program administration and planning, preventive maintenance activities, purchase of replacement bus and Dial-A-Ride fleets, and taxi voucher program funding.
- Award Amount - $50.1 million

BIL Discretionary Grants

Awarded To Date:

Local and Regional Project Assistance - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant - FFY 2021-22

- Program Description - Provides a unique opportunity for the U.S. Department of Transportation (DOT) to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants.
- Project Name - Rio Reimagined: 3rd Street Bicycle-Pedestrian Bridge
- Project Narrative - The project will construct a bicycle and pedestrian bridge across the Rio Salado River along a 3rd Street alignment. Improved facilities will continue into Downtown along 3rd Street, connecting South Phoenix to Downtown. The southern bank trails will also be retrofitted to a concrete pathway with low-emitting solar pedestrian-scale lighting and pathway amenities between Central Avenue and 40th Street connecting the future South Central Light Rail extension to the region.
- Application Amount - $44,228,295
- Award Amount - $25 million

Low- or No-Emission Bus Grants - FFY 2021-22

- Program Description - The Low- or No-Emission competitive program provides funding to states and transit agencies for the purchase or lease of zero-emission and low-emission transit buses as well as for the acquisition, construction, or leasing of required supporting facilities.
- Project Name - City of Phoenix Zero-Emission Bus Transition: Initial Investment
- Project Narrative - The Public Transit Department has developed a fleet transition plan and is coordinating with partners to begin the initial transition to Zero-Emission Buses (ZEBs) while developing workforce training program for existing workers to operate/maintain zero-emission vehicles and infrastructure. Phoenix is committed to mitigating local air quality issues, addressing climate change, and making electric vehicles accessible to the community. Phoenix received funds to offset the higher cost of ZEBs for planned fleet replacements of up to 12 Hydrogen Fuel Cell Buses (FCEBs) and up to six Battery Electric Buses (BEBs), support workforce development, construct fueling infrastructure, and install charging equipment in the initial phase of its Zero-Emission Transition Plan.
- Application Amount - $16,362,600
- Award Amount - $16,362,600

Not Awarded:
Airport Terminal Program (ATP) Grant - FFY 2021-22

- Program Description - The purpose of the ATP is to make annual grants available to

eligible airports for airport terminal development projects that address the aging infrastructure of the nation's airports. In addition, ATP grants will align with U.S. DOT's strategic framework.
- Project Name - Construct New Terminal 3 (T3) North Concourse and Connecting Bridges - Phase I
- Project Narrative - Design and construct a new T3 North concourse, T3 / T4 connecting bridges, T3 processor improvements as well as relocation of service vehicle Gate 141, mail sort facility and T3 Annex building at Phoenix Sky Harbor International Airport (PHX).
- Application Amount - $32 million

Airport Terminal Program (ATP) Grant - FFY 2021-22

- Program Description - The purpose of the ATP is to make annual grants available to eligible airports for airport terminal development projects that address the aging infrastructure of the nation's airports. In addition, ATP grants will align with U.S. DOT's strategic framework.
- Project Name - T4 Infrastructure Improvements - Phase I
- Project Narrative - Scope includes various T4 infrastructure improvements including building envelope (roofs and windows), vertical transportation (elevators, escalators, moving walkways), plumbing (domestic water and wastewater), HVAC, electrical, etc. at PHX.
- Application Amount - $27,680,000

Pending Review / Announcement:
Railroad Crossing Elimination Grant - FFY 2021-22

- Program Description - To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.
- Project Name - U.S. 60 (Grand Avenue) / 35th Avenue / Indian School Road Grade Separation
- Project Narrative - The project will grade separate the 35th Avenue / Indian School Road intersection to mitigate the complex issues around this six-legged arterial intersection through elimination of two at-grade Burlington Northern Santa Fe (BNSF) railroad crossings (BNSF / 35th Avenue and BNSF /Indian School Road). The benefits of this project include improvements to: the mobility of people and goods; grade crossing safety; and community access to residences and businesses.
- Application Amount - $88.69 million

Safe Streets and Roads for All (SS4A) Grant - FFY 2021-22

- Program Description - The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of communities.
- Project Name - City of Phoenix: Reversing the Trend - Creating Safer and Equitable Streets
- Project Narrative - Based on City Council approval of the Vision Zero Road Safety Action Plan, Phoenix intends to implement of a group of engineering, education, and evaluation strategies that have a high safety benefit and prioritize historically disadvantaged areas of Phoenix. Projects include: seven intersection improvement projects; seven mid-block crossings; 2.5 miles of corridor safety projects; Vision Zero education campaign; Speed evaluation study; and Pedestrian high-crash risk analysis.
- Application Amount - $29,838,256

Bridge Investment Program (BIP) Grant - FFY 2021-22

- Program Description - The goals of the BIP are to: improve the safety, efficiency, and reliability of the movement of people and freight over bridges; improve the condition of bridges; and provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.
- Project Name - Grand Canal Bridge: Van Buren Street / 40th Street Bridge Replacement
- Project Narrative - The project will modernize the City's transportation system by replacing the aging bridge over the Grand Canal at the intersection of Van Buren and 40th Streets in central-east Phoenix, approximately 4 miles east of the core of Downtown. The existing bridge is, on the cusp of "poor" condition, and an important component of the City's freight network due to its proximity to the highway network, nearby industrial and manufacturing land uses and the international airport.
- Application Amount - $13,585,112

Reconnecting Communities Pilot Program Grant - FFY 2021-22

- Program Description - Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

- Project Name - PHX Cultural Corridor
- Project Narrative - The project is an element of the Phoenix Sky Harbor International Airport (Airport) Land Reuse Strategy (LRS), a collaborative effort between the City of Phoenix Aviation Department, neighborhoods, and other stakeholders to develop and implement market-driven strategies that can accelerate development of 743 City-owned parcels located west of the Airport. The Cultural Corridor will improve 3.52 miles of sidewalks and roadway between Downtown Phoenix and the Airport with enhanced pedestrian and bicycle facilities and signage, pavement markings, and wayfinding materials that highlight the area's rich history.
- Application Amount - $3,499,853.87

Pilot Program for Transit Oriented Development (TOD) Plan Implementation Grant - FFY 2021-22

- Program Description - Provides funding for TOD activities associated with an eligible transit project for which the project sponsor will seek funding through Federal Transit Administration's Capital Investment Grants Program.
- Project Name - South Central TOD Community Plan: Implementation
- Project Narrative - This project proposal is a cross-disciplinary implementation effort for equitable, land use, transportation, and infrastructure investments towards achieving the established South Central TOD Community Plan's "shared community vision for environmentally equitable, compact and connected communities; sustainable and resilient; incremental change and growth; towards a world-class regional destination that supports local small businesses, shares cultures, and improves health for all existing and future residents."
- Application Amount - $1 million

<u>Highlighted Discretionary Programs Currently Accepting Applications</u>
Building Resilient Infrastructure and Communities Grants - FFY 2021-22

- Program Description - Funds available to states, U.S. territories, federally recognized Tribal governments and local governments for hazard mitigation activities with a recognition of the growing hazards associated with climate change, and of the need for natural hazard risk mitigation activities that promote climate adaptation and resilience with respect to those hazards. These include both acute extreme weather events and chronic stressors which have been observed and are expected to increase in intensity and frequency in the future.
- Maximum Award Amount - $50 million

Flood Mitigation Assistance Grants - FFY 2021-22

- Program Description - Funds available to states, U.S. territories, federally recognized tribal governments, and local governments to reduce or eliminate the risk of repetitive flood damage to buildings and structures insured under the National Flood Insurance Program. It does so with a recognition of the growing flood hazards associated with climate change and of the need for flood hazard risk mitigation activities that promote climate adaptation, equity, and resilience with respect to flooding. These include both acute extreme weather events and chronic stressors which have been observed and are expected to increase in intensity and frequency in the future.
- Maximum Award Amount - $50 million

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants - FFY 2021-22

- Program Description - Provides supplemental funding grants to rural, midsized, and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.
- Maximum Award Amount - $2 million (planning grants), $15 million (implementation grants)

Advanced Transportation Technologies and Innovative Mobility Deployment Grants - FFY 2021-22

- Program Description - Will make competitive grants to deploy, install, and operate advanced transportation technologies.
- Maximum Award Amount - $12 million

Desalination and Water Purification Research Program: Research Projects Grants - FFY 2021-22

- Program Description - To develop innovative, cost-effective, and technologically efficient ways to desalinate or treat water by investing in development and application of advanced water treatment technologies that expand access to otherwise unusable water resources, thereby increasing water supply flexibility under the risks of long-term climate change and shorter-term drought. Investing in such technologies leads to development of climate-resilient, cost-effective, and low-impact solutions that bolster the ability of Reclamation, its customers, and stakeholders to cope with stresses of climate change. DWPR funding plays a critical role in iterating an idea from the lab to a real-world demonstration, which yields products that serve the water treatment community and attract commercialization interest. Through DWPR, research sponsors partner with Reclamation to address a

broad range of desalting and water purification needs. Reclamation is interested in research where the benefits are widespread and where private-sector entities are not able to make the full investment and assume all the risks. Reclamation is also interested in research that has a national significance where the issues are of large-scale concern and the benefits accrue to a large sector of the public. DWPR program activities further support multiple related initiatives related to the Water Subcabinet such as the National Water Reuse Action Plan and the U.S. Department of Energy's Water Security Grand Challenge.
- Maximum Award Amount - $250,000 (Laboratory-Scale Projects), $800,000 (Pilot-Scale Projects)

Consolidated Rail Infrastructure and Safety Improvements Grants - FFY 2021-22

- Program Description - To fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
- Maximum Award Amount - No predetermined maximum

Small Surface Water and Groundwater Storage Projects Grants - FFY 2021-22

- Program Description - Water Storage, Groundwater Storage, and Conveyance projects with existing feasibility study or construction authorization are eligible for funding. Projects must be found feasible and with benefits proportionate to Federal investment. Small Water Storage and Groundwater Storage Projects are defined in BIL as projects that have storage capacity between 2,000 acre-feet and 30,000 acre -feet and increase surface water or groundwater storage or convey water, directly or indirectly, to or from surface water or groundwater storage.
- Maximum Award Amount - $20 million

Concurrence/Previous Council Action
The Transportation, Infrastructure and Planning Subcommittee received a presentation on the Federal Infrastructure Program Update on Jan. 19, 2022.

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

Agenda Date: 10/19/2022, **Item No.** 8

Update on Lead and Copper Rule Revision

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the impact of the Lead and Copper Rule Revision to the City of Phoenix Water Services Department.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The U.S. Environmental Protection Agency (EPA) established the Lead and Copper Rule (LCR) in 1991 to protect public health and reduce exposure to lead in drinking water. The most common source of lead in drinking water is lead leaching from household plumbing, including from certain brass fixtures, copper piping joined with lead-based solder, and lead service lines. When water stands for several hours in lead pipes or plumbing fixtures containing lead, the lead may dissolve into the water due to the corrosivity of the water. Lead particles can attach to the surface of galvanized material like galvanized steel and iron.

On Jan. 15, 2021, EPA finalized the first major update to the LCR in nearly 30 years, referred to as the Lead and Copper Rule Revisions (LCRR). The LCRR seeks to protect children and communities from the risks of lead exposure by better protecting children at schools and childcare facilities, getting the lead out of our nation's drinking water, and empowering communities through information. Community water systems, such as the City of Phoenix, must develop a publicly accessible lead service line inventory and a formal plan for replacing the lead pipe infrastructure in their communities. The inventory must include a material classification for service lines for both the city and customer-owned portions. The LCRR also requires community water systems to monitor all elementary schools and childcare facilities within the first five years of the rule and upon request thereafter.

As part of the 1991 Rule the Water Service Department (WSD) is required to sample and monitor drinking water at customer taps. The City of Phoenix water system has been and currently is below the established action limits for lead. A large part of this success has been due to a department policy to eliminate and replace all known public lead service lines as a response to the rule.

Inventory and Replacement

As required by the new law, WSD is in the process of inventorying all water services lines, for both the public and private side, within the City's water system to determine the material type of each service. The service line is the small pipe that connects the home or business to the City water main. The delineation between the City and the customer ownership is the water meter. Most services within the City's water system are copper, galvanized steel, ductile iron, or plastic. At the time of this report, the WSD has identified 71% of the service lines within the system. At this time the WSD has not identified any lead services lines in the system. If any lead services are found, the lead service will immediately be replaced with copper, a new water meter will be installed, and educational material will be provided to the customer. The department is expecting that the services line investigation will be complete by Dec. 2023. Once the full inventory is completed, the results will be provided to the Arizona Department of Environmental Quality (ADEQ) who oversees the LCRR for Arizona.

The LCRR also requires water system providers to address galvanized steel service lines since lead particles can attach to the surface of galvanized material. The WSD expects to replace all galvanized services as part of compliance with LCRR. Based on the expected results from the inventory program, WSD plans to replace approximately 3500 galvanized service lines on the public side of the meter. In addition, WSD expects approximately 2500 services lines will need to be replaced on the customer side of the meter. For both the public and private service line replacement, WSD estimates the total cost to be approximately $40 million. WSD is currently evaluating funding options for customers to replace their private service lines.

Community Outreach

A large portion of the new rule is public outreach and communication. The LCRR requires community water systems to notify customers initially, upon completion of the lead service line inventory, and annually. Additionally, community water systems must notify customers during a disturbance to a known or potential service line containing lead and, in some cases, supply a water pitcher with filters. The LCRR also requires engagement with the schools and childcare facilities they serve by providing annual public educational materials according to EPA's guidance for reducing lead in drinking water.

In Jan. 2017, the ADEQ initiated a six-month, statewide screening program for lead in the public school districts' drinking water. As a municipal public water provider, WSD supported the screening program and the benefit to Arizona's children's health. WSD provided sampling and analytical assistance. ADEQ and its partners collected 16,125 samples from 14,782 fixtures at all public schools, taking immediate corrective actions

and retesting fixtures in buildings that tested higher than the screening level limit. This program confirmed that drinking water in public school districts is not a common source of lead in Arizona.

The LCRR requires that community water systems test for lead in drinking water in elementary schools and childcare facilities that they serve. The 1991 LCR had no federal requirement for community water systems to test for lead in drinking water in these buildings. However, children spend a significant part of their days at school or in a childcare facility. The faucets that provide water used for consumption, including drinking, cooking, preparing juice and infant formula, should be tested. As part of LCRR, WSD is required to test at elementary schools and childcare facilities over a five-year period (20% of the facilities each year). The facilities will receive annual outreach and have the opportunity to be tested for lead upon request. Secondary schools will also receive annual outreach and be given the opportunity to request testing. As part of the 2017 ADEQ school program, all identified lead issues in the City of Phoenix public school districts were addressed. WSD is currently establishing a list of schools and childcare facilities, developing sampling instructions, developing educational materials, and implementing procedures to track and report all activities to ADEQ.

WSD is developing a website to communicate information about LCRR with the public. The website will have information about the health effects of lead exposure along with links to information from EPA. The website will also have a mapping feature which will show the material type of each service line. Results from sampling at schools and childcare facilities will be shared on the website. WSD expects to have the website available in Jan. 2023.

Location
Council District(s): Citywide

Responsible Department
This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.

Agenda Date: 10/19/2022, **Item No.** 9

Request to Issue Air Cargo Development Revenue Contract Solicitation at Phoenix Sky Harbor International Airport

This report requests the Transportation, Infrastructure, and Planning Subcommittee recommend to the Phoenix City Council to issue Air Cargo Development Revenue Contract Solicitation (RCS) to solicit a developer to redevelop approximately 1,219,680 square feet (approximately 28 acres) within the northwest corner of Phoenix Sky Harbor International Airport (PHX) into an air cargo development.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

The northwest corner at PHX currently consists of corporate, executive hangars, t-hangars, covered tie-downs, and other buildings. Most of the buildings in this area are at their end of life, including the aircraft apron/ramp. In October 2021, the Aviation Department (AVN) issued a Request for Information (RFI) to potential users and developers for possible redevelopment ideas for this aging infrastructure and underutilized land in the northwest corner. The RFI received six responses: three for corporate hangars and maintenance, repair and overhaul hangars; and three for air cargo development. AVN is now seeking a qualified developer to develop approximately 28 acres for air cargo, including air cargo buildings (warehouse), aircraft apron, and supporting structures. The successful respondent will enter into a ground lease with AVN.

Procurement Information

AVN will conduct an RCS to select a successful respondent. Responsive and responsible respondents will be evaluated according to the following evaluation criteria:

- Qualifications and Experience
- Experience of Key Personnel
- Method of Approach to Design, Build and Operate an Air Cargo Facility
- Proposed Design Concepts
- Sustainability

The highest ranked respondent will be recommended for award of a ground lease.

The City's Transparency Policy will be in effect when the RCS is released and throughout the RCS process.

Public Outreach
The RCS process will include all standard and required outreach efforts and will conduct targeted outreach efforts to attract interest for each of these unique contracting opportunities.

Contract Term
The term of the contract will be 30 years with one ten-year option to extend at the sole discretion of the Director of Aviation Services.

Financial Impact
Current rent for undeveloped land at PHX is $1.05 per square foot. Annual revenue for this ground lease will be approximately $1,280,664 per year. Rent adjustments shall increase (but never decrease) beginning on the three-year anniversary of rent commencement and then continuing on every three-year anniversary thereafter. Rent will be adjusted upward according to the Consumer Price Index (CPI) for Phoenix-Mesa-Scottsdale or three percent, whichever is greatest. Total anticipated rent over the term of the ground lease will be approximately $38,419,920.

Concurrence/Previous Council Action
The Business and Development Subcommittee recommended approval of this item on September 2, 2022 by a vote of 2-0.
The Phoenix Aviation Advisory Board recommended approval of this item on September 15, 2022 by a vote of 6-0.

Location
Phoenix Sky Harbor International Airport, 2415-2799 E. Air Lane, Phoenix, Ariz., 85034
Council District: 8

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