



Agenda

Transportation, Infrastructure, and Planning Subcommittee

Wednesday, February 21, 2024

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=ed4e4037e887fa148b90209f32cb2ee2a>

- **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 2550 674 5872# (for English) or 2554 936 9141# (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.

- Members of the public may attend this meeting in person. Physical access to the meeting location will be available starting 1 hour prior to the

meeting.

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 2554 936 9141#. 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 2554 936 9141#). 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.

- Miembros del público pueden asistir a esta reunión en persona. El acceso físico al lugar de la reunión estará disponible comenzando una hora antes de la reunión.

CALL TO ORDER

MINUTES OF MEETINGS

1 Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting

Page 9

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on Jan. 31, 2024 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 Deputy City Manager Mario Paniagua and the City Manager's Office.

CONSENT ACTION (ITEMS 2-4)

2 West Transit Facility Request for Proposals

Page 18

Request the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to issue a Request for Proposals for fixed route bus service operated at the City's West Transit Facility.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

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

3 Taxi Services Contract Extension

Page 20

This item requests the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to extend the current airport terminal taxi services contracts for two years to provide continuous, on-demand taxi services at Phoenix Sky Harbor International Airport (PHX).

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

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

4 Native American Graves Protection and Repatriation Act Program Consultation/Documentation Grant Page 22

The purpose of this report is to request the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval for staff to apply for the 2024 National Native American Graves Protection and Repatriation Program Consultation/Documentation Grant.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Parks and Recreation Department.

INFORMATION ONLY (ITEMS 5-7)

5 Parks and Recreation Department Preliminary Capital Improvement Program Budget Fiscal Years 2024-29 Page 24

This report provides the Transportation, Infrastructure and Planning Subcommittee with information regarding the Parks and Recreation Department's Capital Improvement Program (CIP) budget for Fiscal Years (FY) 2024-29.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager John Chan and the Parks and Recreation Department.

6 Aviation Department Five-Year Capital Improvement Program Page 27

This report summarizes the Aviation Department's Fiscal Year (FY) 2025-29 Five-Year Capital Improvement Program (CIP) budget. The focus of the CIP is on airport safety and security, customer service and asset preservation projects.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

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

7 Public Works Department Capital Improvement Program for Fiscal Years 2024-29 Page 31

This report provides the Transportation, Infrastructure and Planning Subcommittee with information on the Public Works Department Capital Improvement Program (CIP) for Fiscal Years (FY) 2024-29.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

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

DISCUSSION AND POSSIBLE ACTION (ITEMS 8-9)

8 Air Service Incentive Program

Page 36

This report requests the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval of the new 2024-2028 Air Service Incentive Program for Phoenix Sky Harbor International Airport (Program).

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

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

9 Large Water User Ordinance

Page 38

This report request the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval of the Sustainable Desert City Development Policy-Water ordinance that places additional water conservation requirements on new large water use developments in the City. Large water user developments are those that are projected to use more than 250,000 gallons of water per day.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

This item is submitted by Deputy City Managers Alan Stephenson and Ginger Spencer, and the Planning and Development and Water Services departments.

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:

Vice Mayor Debra Stark, Chair
Councilwoman Kesha Hodge Washington
Councilwoman Ann O'Brien
Councilwoman Laura Pastor



City of Phoenix

Transportation, Infrastructure, and Planning Subcommittee

Report

Agenda Date: 2/21/2024, 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 Jan. 31, 2024 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 Deputy City Manager Mario Paniagua and the City Manager's Office.

Attachment A

Phoenix City Council Transportation, Infrastructure, and Planning Subcommittee Summary Minutes Wednesday, Jan. 31, 2024

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

Subcommittee Members Present

Vice Mayor Debra Stark, Chair
Councilwoman Kesha Hodge Washington
Councilwoman Ann O'Brien
*Councilwoman Laura Pastor

Subcommittee Members Absent

CALL TO ORDER

Chairwoman Stark called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:01 a.m. with Councilwoman Kesha Hodge Washington and Councilwoman Ann O'Brien present.

CALL TO THE PUBLIC

None.

MINUTES OF MEETINGS

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

*Councilwoman Pastor joined the meeting at 10:03 a.m.

Councilwoman O'Brien made a motion to approve the minutes of the Nov. 15, 2023, Transportation, Infrastructure, and Planning meeting. Councilwoman Hodge Washington seconded the motion which passed unanimously, 4-0.

CONSENT ACTION (ITEMS 2-6)

Chairwoman Stark proposed advancing to consent action items 2 through 6, but due to Councilwoman Pastor's questions on items 3 and 6, those were set aside for separate discussion.

2. Amend Phoenix City Code Chapter 4 Aviation Commercial Use Permit

Consent only. No Councilmembers requested additional information.

4. Airport Custodial and Floor Care Services Contract Award

Consent only. No Councilmembers requested additional information.

5. Approval of Phil Gordon Threatened Building Grant

Consent only. No Councilmembers requested additional information.

Councilwoman O'Brien made a motion to approve items 2, 4, and 5. Councilwoman Hodge Washington seconded the motion which passed unanimously, 4-0.

3. Concessions Consulting Contract Award

Assistant Aviation Director Roxann Favors presented the concession consulting contract, outlining its strategy to improve concession offerings by updating existing ones and evaluating new concepts for financial viability and passenger appeal through two targeted contracts.

Councilwoman Pastor asked about the role and purpose of concession stands within the initiative, underscoring their significance in creating a vibrant airport that meets customer needs and maximizes space utilization.

Ms. Favors responded consultant groups evaluate concession proposals to ensure financial viability and alignment with airport goals, facilitating decision-making for updating existing concessions and introducing new ones, without directly selecting concessionaires.

Councilwoman Pastor emphasized the importance of selecting contractors diligently to provide financial analysis, ensuring that the airport's concessions meet customer preferences and maximize space utilization.

Ms. Favors confirmed the accuracy of these points, highlighting the strategic approach to concession management and improvement.

Councilwoman O'Brien made a motion to approve. Councilwoman Hodge Washington seconded the motion which passed unanimously, 4-0.

6. Approval of Historic Preservation Exterior Rehabilitation Grants

Councilwoman Pastor expressed gratitude to City staff about grants, recognizing the importance of preserving history while modernizing.

Councilwoman Pastor made a motion to approve. Councilwoman Hodge Washington seconded the motion which passed unanimously, 4-0.

INFORMATION/DISCUSSION (ITEM 7)

7. Shared Micromobility

Deputy City Manager Alan Stephenson introduced the discussion, accompanied by Street Transportation Director Joe Brown and Assistant Street Transportation Director Briiana Velez, who presented an update on the Shared Micromobility Program and its potential expansion. He also welcomed representatives from Spin and Lime.

Chairwoman Stark opened the floor to public comment.

Richard Hauk expressed opposition the micromobility program due to nuisances like improperly discarded scooters and suggested expansion should include strictly enforced parking corrals near bus stops and businesses.

Patrick McDaniel expressed support for the expansion of the micromobility program into specific areas while raising concerns about its extension into equity zones and the accessibility of operator systems.

Councilwoman O'Brien inquired for clarification regarding an increase in operations within an equity zone.

Mr. McDaniel from Phoenix Community Alliance clarified there was a decrease in operations within the equity zone.

Charlie Mastoloni from Lime thanked Council staff, highlighted City staff efforts in presentations, reaffirmed Lime's commitment to collaborating with the council to enhance mobility in Phoenix, and welcomed questions or discussions.

Brit Moller from Spin expressed readiness for questions, thanked City staff for their report, and expressed eagerness to strengthen the Mobility Program in collaboration with the City.

Councilwoman Hodge Washington thanked the chair and raised concerns about the lower utilization rate compared to the national average, questioning if it was due to the 24/7 availability of other programs.

Mr. Brown stated the lower utilization rate to were attributed to factors like population density compared to other cities. He suggested improvements and emphasized the need for a better link to mass transit.

Councilwoman Hodge Washington noted a decline in usage during hotter days and inquired about suggestions to make the apparatuses more user-friendly during those times.

Mr. Brown committed to reviewing and improving strategies to maintain higher usage numbers during summer months.

Councilwoman Hodge Washington raised concerns about scooter nuisances and blight issues, seeking solutions for safe returns as the program expands.

Mr. Brown discussed strengthening regulations akin to San Diego and considering signage to address scooter-related issues. He suggested the possibility of implementing signage and discussed personal experiences with scooter-related issues, emphasizing the need to address the broader context, including privately-owned scooters.

Councilwoman Hodge Washington expressed concerns about the 24-hour rental procedure for bikes, proposing streamlined options to encourage spontaneous use.

Councilwoman O'Brien sought clarification on procedures for managing scooters left in unauthorized areas.

Mr. Moller outlined Spin's procedure for dealing with misparked devices, aiming for a one to one-and-a-half-hour response time to relocate them upon receiving complaints, prioritizing the safety and clearance of public pathways.

Councilwoman O'Brien requested data regarding the frequency of calls Spin receives and their response time for handling misparked devices.

Mr. Moller confirmed Spin provides monthly data reports to City staff, which include metrics such as the number of public reports or parking relocation requests.

Councilwoman O'Brien inquired whether complaints regarding misparked devices are directly received by Spin or if they go through the City.

Mr. Moller stated complaints about misparked devices can reach Spin directly or via the city. Spin aims to promptly relocate these devices, typically within about an hour, providing photo confirmation.

Councilwoman O'Brien emphasized the need for an education campaign on reporting misparked scooters and requested data on complaints and responses from vendors. She also sought clarification on how equity zones are determined.

Mr. Brown explained were determined by five factors: percentage of households below the poverty line, median household income, percentage of households without vehicles, percentage of households spending over 30 percent of their income on housing, and percentage of people of color.

Councilwoman O'Brien asked if the information came from the Census.

Mr. Brown confirmed yes.

Councilwoman O'Brien then asked if staff computed utilization rates for each equity zone.

Mr. Brown noted some areas had over 40 percent ridership, while others had rates below one percent. He suggested utilization rates were likely higher in districts with higher ridership and clarified staff track the percentage of total use in the program rather than specific utilization rates for each area.

Councilwoman O'Brien asked if there is an exact utilization rate for each area.

Mr. Brown clarified staff track the percentage of total use in the program.

Councilwoman O'Brien questioned if eight of the areas are at one percent or lower.

Mr. Brown confirmed yes.

Councilwoman O'Brien added some areas are at approximately 40 percent.

Mr. Brown confirmed yes.

Councilwoman O'Brien inquired about the required percentage of the current fleet that vendors must deploy in equity zones.

Mr. Brown clarified there is no requirement, but the goal is to have 15 percent of the current fleet deployed in equity zones.

Councilwoman Pastor provided her perspective of the history of the micromobility program, expressing frustration with its implementation and the focus on profitability over equitable access. She highlighted the need to address existing issues before expanding the program and proposed a motion for several directives to improve its operation.

Deputy City Manager Mario Paniagua clarified the agenda item was posted for information and discussion rather than action. However, he emphasized that staff sought input from the subcommittee members to gather their perspectives.

Councilwoman Hodge Washington sought clarification regarding the proposed expansion of a two-mile radius around the light rail system. She specifically inquired whether the expansion would encompass the newly opened northwest extension of the light rail system and how it would interact with the existing zones.

Councilwoman Pastor confirmed the proposed expansion would include the newly opened northwest extension of the light rail system. She reiterated the importance of maintaining equity zones within this expansion.

Chairwoman Stark expressed the need for dialogue with cities like Scottsdale, which are more like Phoenix in terms of density, regarding their micromobility programs. She questioned the comparison with larger cities like Chicago and New York City. She noted the presence of scooters and bikes on sidewalks in Scottsdale, indicating potential provisions for such usage. She also raised concerns about the adequacy of three community meetings, particularly in her district.

Councilwoman O'Brien expressed support for leaving the number of meetings to the discretion of the district Councilmember. She also advocated for seeking a different vendor for traditional bikes and studying expansion into the Biltmore District. Also, she inquired about the utilization rates of different equity zones from the vendors.

Mr. Mastoloni responded he would need to follow up with the office with the data requested.

Councilwoman O'Brien expressed a desire for micromobility to be available in equity zones but also highlighted the need to address any issues hindering utilization. She suggested allowing vendors to offer the appropriate amount of micromobility in these zones and increasing it as the utilization rate rises.

Councilwoman Pastor concurred, emphasizing the importance of staff analyzing the data to determine appropriate micromobility allocations in equity zones while maintaining a robust program across all areas.

Councilwoman Hodge Washington emphasized the importance of considering connectivity to other parts of the transportation system in equity zones, particularly in areas awaiting completion of the South-Central extension of the light rail. She cautioned against solely basing decisions on utilization data without accounting for differences in infrastructure setups.

Councilwoman O'Brien expressed agreement, highlighting the potential impact of incomplete light rail extensions on utilization rates in certain areas.

Councilwoman O'Brien asked if there were any other items Councilwoman Hodge Washington would like to Council staff to look at.

Councilwoman Hodge Washington expressed the need to understand why users in equity zones are not utilizing the light rail, suggesting factors such as convenience and weather may play a role. She called for a thorough evaluation by the department to determine the reasons behind this behavior.

Chairwoman Stark agreed with Councilwoman Hodge Washington's suggestion, proposing the city collaborate with the micromobility providers to gather additional insights on the factors affecting usage in equity zones.

Mr. Stephenson acknowledged the importance of considering user rates and other factors impacting equity zones. He mentioned as part of staff's plan for September, they would present their evaluations and potential changes for discussion, subject to the direction of the subcommittee.

Chairwoman Stark inquired if they could proceed with considering the addition of those areas without a formal motion, or if there was a need for one.

Mr. Stephenson stated staff can proceed with incorporating most of the provided directions into their plan and outreach efforts and will request formal Council approval when necessary.

Councilwoman O'Brien requested details on sidewalk riding feasibility in different areas and urged quicker action on expanding the two-mile radius and extending operating hours, suggesting a more phased approach for implementation.

Chairwoman Stark agreed and emphasized the need for careful analysis, noting the differing traffic conditions in various areas such as Scottsdale.

Mr. Stephenson sought clarification on the hours of operation, asking whether expanding to 4 a.m. should only apply to existing boundaries or also to expansion areas. He emphasized the need for clarity on the subcommittee's direction.

Councilwoman O'Brien expressed her support for expanding the hours of operation within the current contract.

Councilwoman Pastor advocated for a pilot program to assess the feasibility of a 24/7 operation, emphasizing the importance of capturing various data metrics to inform future decisions.

Mr. Stephenson proposed conducting a pilot program within existing boundaries to collect data and assess the viability of a 24/7 operation.

Councilwoman O'Brien confirmed the plan to conduct a pilot program within the current contracted area.

Mr. Stephenson suggested a six-month duration for the pilot program, noting the importance of including the summer months for assessment.

Chairwoman Stark agreed with the proposed pilot program duration, noting that it would cover part of the summer months.

CALL TO THE PUBLIC

Diane Barker expressed concerns about accessing an event at the DoubleTree Hotel due to not being allowed to access the event that had been publicly posted for a potential Council quorum, emphasizing the need for accurate event announcements and respectful treatment of citizens.

FUTURE AGENDA ITEMS

Councilwoman Pastor proposed a future agenda item to study traffic patterns from 15th or 19th Avenue to 7th Street, possibly extending to 16th Street, focusing on the core area, and neighboring districts to assess the impact of new developments and the impact on reverse lanes.

ADJOURNMENT

Chairwoman Stark adjourned the meeting at 11:23 p.m.

Respectfully submitted,

Kat Consador
Management Fellow

DRAFT



West Transit Facility Request for Proposals

Request the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to issue a Request for Proposals for fixed route bus service operated at the City's West Transit Facility.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The City's West Transit Facility, located at 405 N. 79th Ave., is a 22-acre site owned by the Phoenix Public Transit Department (PTD) that accounts for approximately 30 percent of Phoenix's contracted transit services, with some routes also providing service to adjacent cities.

The West Transit Facility has buildings for administration, operations, safety and training, and facility maintenance staffs, fueling stations, a bus wash, vehicle maintenance bays, and vehicle fleet and employee parking. There are currently 169 transit vehicles assigned to the facility that provide service on 12 routes throughout the metropolitan area for an average of 546,000 service miles per month. These routes consist of 11 local routes and one neighborhood circulator route, all of which provide an average of over one million passenger boardings per month. Routes operated from the West Transit Facility include some of the region's most highly utilized routes, including Route 17 (McDowell Road), Route 29 (Thomas Road), Route 41 (Indian School Road), and service to the region's busiest transit center (Desert Sky Transit Center).

PTD currently has a seven-year contract with Transdev Services, Inc. (formerly First Transit, Inc.) for the services operated at the facility, which started July 1, 2018, and ends June 30, 2025. Transdev currently employs 488 local staff at this facility.

Procurement Information

PTD plans to issue the solicitation in Spring 2024.

Contract Term

The contract will be fixed price (cost per revenue mile) for a five-year term beginning

July 1, 2025, with one, two-year option to extend at the City's discretion. An additional 6-month extension beyond the two-year extension will be included to allow for any future unexpected service transition impacts, to be utilized only if necessary.

The contract dates and terms are staggered from Phoenix's other transit facilities to mitigate potential impacts of transitioning transit services from multiple contractors at once. The total seven-year contract term will provide known costs as efforts continue moving forward under the City's Transportation 2050 plan, and allows proposers to spread fixed and capital costs over a longer period, resulting in lower-cost proposals to the City. The two-year extension option will be exercised only if it is in the City's best interest to do so, and the proposed contractor has performed satisfactorily during the initial five-year contract period.

Federal Transit Administration (FTA) guidelines, terms and conditions will also be included in the RFP and resulting contract, as Phoenix receives federal funds to partially fund the operations and maintenance components of these services.

The RFP will contain evaluation criteria and processes, as well as a transparency in lobbying clause. The RFP criteria will focus on the following areas:

- Method of approach
- Qualifications and experience
- Price

Financial Impact

The contract will be funded with T2050 and federal funds.

Responsible Department

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



Taxi Services Contract Extension

This item requests the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to extend the current airport terminal taxi services contracts for two years to provide continuous, on-demand taxi services at Phoenix Sky Harbor International Airport (PHX).

THIS ITEM IS FOR CONSENT ACTION.

Summary

Taxi companies have experienced loss of market share due to rideshare competition while also experiencing significant inflationary cost escalations for fuel, vehicle maintenance, and insurance premiums. Additionally, the taxi contractors were required to meet the terms of the contract including always ensuring on-demand fleet availability throughout the pandemic to guarantee services to the traveling public, while experiencing significantly reduced demand and revenue during that period.

Extending the contracts for two years will allow the contractors adequate time to recover unexpected revenue loss and address increased operating expenses and investment costs of fleet vehicles purchased to support the contracts with PHX.

AAA Cab Service, Inc., Mayflower Cab Company, LLC, and VIP Taxi, LLC are under contract to provide on-demand taxi services to customers at PHX. The current contract term is set to expire on April 30, 2024.

Contract Term

The two-year extension period would begin on May 1, 2024 and expire on April 30, 2026, with no options to extend.

Financial Impact

These contracts generate revenue for the airport through trip fees as specified in Section 4-78 of the Phoenix City Code. No additional funds are required for the two-year extension period.

Concurrence/Previous Council Action

The Planning and Development Subcommittee of the Phoenix Aviation Advisory Board recommended approval of this item on Jan. 2, 2024, by a vote of 3-0.
The full Phoenix Aviation Advisory Board recommended approval of this item on Jan. 18, 2024, by a vote of 6-0.

Location

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

Recommendation

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



Native American Graves Protection and Repatriation Act Program Consultation/Documentation Grant

The purpose of this report is to request the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval for staff to apply for the 2024 National Native American Graves Protection and Repatriation Program Consultation/Documentation Grant.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law which requires museums that receive federal funds to complete inventories and summaries of Native American cultural items in their collections. It is intended to facilitate the repatriation of Native American human remains (ancestors), funerary objects, sacred objects and objects of cultural patrimony. The law also requires museums to consult with culturally affiliated Native American tribes.

In 2017, the City received one NAGPRA grant which focused on the documentation of ancestors in the collection of S'edav Va'aki Museum (SVM, formerly Pueblo Grande Museum). This grant resulted in the repatriation of over 300 Ancestors and over 600 funerary objects from the collections.

In consultation with Native American tribes, SVM has identified additional issues with potential funerary objects in its collection. Under NAGPRA, a funerary object is "any object reasonably believed to have been placed intentionally with or near human remains... either at the time of death or later, to a death rite or ceremony of a Native American culture..." The question with objects in the collection at SVM is with the research methods used to identify the objects. Prior to 2017, research methods used the standard of proof "beyond a reasonable doubt" to identify funerary objects in the collection. The current standard of proof required by law is "preponderance of the evidence" which is a lower standard.

To remedy this issue, the Parks and Recreation Department requests permission to apply for a NAGPRA Consultation/Documentation Grant. The large amount of time and

specialized skill required by this project necessitates the documentation be conducted by individuals with professional experience doing archaeological research, working with archaeological objects and writing NAGPRA summaries and notices.

The grant will be used to pay for contracted researchers at SVM to review project reports, field notes and context information for archaeological specimens. The researchers will then make recommendations regarding objects that are reasonably believed to be funerary objects and will also identify potential sacred objects which may need repatriation as well.

The contractor will write the legally required NAGPRA paperwork which includes summaries to be sent to Native American tribes, as well as notices to be published in the Federal Register. SVM will use the information generated by this research to consult with Native American tribes concerning the identification of funerary objects and sacred objects. The cost of this contracted work is beyond the scope of the Parks and Recreation Department budget; therefore, the department would like to apply for the National NAGPRA Program Consultation/Documentation Grant. The United States Department of the Interior administers these funds through the National Parks Service.

Financial Impact

If awarded, the grant will provide up to \$100,000 to review the archaeological collection at SVM. There are no required matching funds.

Location

S'edav Va'aki Museum, 4619 E. Washington St.
Council District: 8

Responsible Department

This item is submitted by Deputy City Manager Inger Erickson and the Parks and Recreation Department.



Parks and Recreation Department Preliminary Capital Improvement Program Budget Fiscal Years 2024-29

This report provides the Transportation, Infrastructure and Planning Subcommittee with information regarding the Parks and Recreation Department's Capital Improvement Program (CIP) budget for Fiscal Years (FY) 2024-29.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Phoenix parks system is comprised of 186 flatland parks, including pocket, neighborhood, community and regional parks; more than 200 miles of trails; approximately 500 buildings; 33 community centers; 29 pools; 12 dog parks; eight golf courses; almost 300 play structures; and hundreds of athletic fields and sports courts. At over 40,000 acres, the City has one of the largest amounts of municipally-managed park acreage in the country, per the 2023 City Park Facts Report compiled by the Center for City Park Excellence at the Trust for Public Land.

The Preliminary CIP submission for FY 2024-29 totals \$340,041,985, which is comprised of \$262,175,000 in voter-approved Phoenix Parks and Preserves Initiative (PPPI) funds; \$6,855,300 Impact Fees; and \$71M in 2023 General Obligation Bond Funds (**Attachment A**).

The FY 2024-29 CIP focuses on design and construction of new park facilities, redevelopment of existing park facilities and critical upgrades and replacement of aging or failing infrastructure, including life-safety issues. The comprehensive plan includes projects such as building new community parks, improving and replacing aging playgrounds; upgrade of irrigation systems; installation of LED lighting; repair of aging parking lots; renovation of park amenities including restrooms; and prioritizing Americans with Disabilities Act (ADA) compliance throughout the City's park system.

Projects are prioritized within the five-year planning window based primarily on park needs and priority criteria. This process includes a three-tiered rating system that takes into account the life span of amenities. The rating identifies amenities that are new, at half-life or ready for replacement. Ratings are updated annually. Further, when

a need is identified at a park facility, a holistic look is used to evaluate if other needs can also be addressed at the same time. This approach results in cost effectiveness, efficiencies and reduces redundancy of services to the same site and minimizes impact to the community.

FY 2024-29 CIP highlights include the development of eight new parks, one new recreation center, two regional pools and repurposing five pools into splash pads; and improvements at more than 40 park sites throughout the City. Park sites include, but are not limited to, Cortez, Encanto, GR Herberger, Holiday, Laveen Village, Madison, Norton, Paradise Valley and Trailside Point parks. Other projects include the renovation of the South Mountain Activity Complex and funding for the acquisition of land into the existing preserve system. There are also improvements planned at North Mountain Park, the Phoenix Mountains Preserve, Sonoran Preserve, South Mountain Park and Preserve and Papago Park over the next five years.

Phoenix Park and Preserve Initiative (PPPI) funding will be used to upgrade park amenities such as trail heads, trails, irrigation, parking lots, signage, playgrounds, ramadas, lighting and restrooms at various Phoenix flatland parks and preserves. Various sport court and fields will receive upgrades to surfaces, fencing and lighting. A combination of PPPI and impact fees will renovate various neighborhood parks, add shade through tree plantings and repair aging infrastructure. Further, through voter-approved 2023 General Obligation Bonds, the Parks and Recreation Department is implementing 10 projects identified in the department's FY2024-29 CIP.

Responsible Department

This item is submitted by Deputy City Manager John Chan and the Parks and Recreation Department.

ATTACHMENT A

Fund Source	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
PPPI - 1022	32,800,000	27,831,000	29,094,000	30,700,000	34,450,000	154,875,000
PPPI - 1437	28,700,000	18,100,000	18,900,000	19,900,000	21,700,000	107,300,000
Impact Fees	3,869,000	-	2,986,300	-	-	6,855,300
2023 GO Bond	6,735,593	31,066,257	13,441,757	12,197,368	7,570,710	71,011,685
Grand Total	72,104,593	76,997,257	64,422,057	62,797,368	63,720,710	340,041,985



Aviation Department Five-Year Capital Improvement Program

This report summarizes the Aviation Department's Fiscal Year (FY) 2025-29 Five-Year Capital Improvement Program (CIP) budget. The focus of the CIP is on airport safety and security, customer service and asset preservation projects.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The proposed FY 2025-29 Five-Year Aviation CIP includes 104 projects and totals \$2.4 billion. The total CIP program, including the current FY 2023-24 estimate, is \$3.46 billion. The program includes projects for Phoenix Sky Harbor International Airport (PHX), Phoenix Goodyear Airport (GYR) and Phoenix Deer Valley Airport (DVT). The CIP has been analyzed to align with the financial resources available.

The major projects at PHX include:

- Taxiway Uniform (Taxiway U).
- Terminal 3, North 2 (T3 N2) Concourse which includes a passenger connector between Terminal 3 and 4.
- Terminal 3 (T3) Processor Improvement.
- C-Point Cargo Site Relocation.
- West Air Cargo - Building C Modifications.
- Terminal 4 (T4) Infrastructure - Vertical and Horizontal Transportation Modernization.
- T4 Infrastructure Modernization - Central Plant.

Taxiway Uniform

This project scope includes construction of the new crossfield Taxiway U and enabling work that will relocate and/or modify existing facilities and infrastructure impacted by the project. The construction of the a new crossfield taxiway is a major airfield project necessary to improve aircraft movement between the north and south sides of the airport. The main enabling elements of the project include modifications to the existing City owned Facilities and Services Complex, Air Cargo apron and building modifications, modifications to the sections of the existing roadway impacted by

Taxiway U, utility modifications as well as modifications to aprons impacted by Taxiway U. The project scope also includes grading, drainage, striping, lighting, electrical and signage improvements. The estimated total project cost of Taxiway U is \$288 million, of which \$81.7 million is budgeted in the FY 2025-29 Five-Year Aviation CIP.

Terminal 3 North 2 Concourse which includes T3/T4 Passenger Connector

This terminal project is a necessary expansion of Terminal 3 and includes six new gates. The T3 N2 project is comprised of multiple project components which include a new concourse, apron and T3/T4 passenger connector along with other terminal processor improvements. The new concourse will allow for additional and newer facilities to enhance customer service and support long-term airline activity. The estimated total project cost of T3 N2 is \$610.5 million, of which \$262.2 million is budgeted in the FY 2025-29 Five-Year Aviation CIP.

T3 Processor Improvement

This project is part of the expansion of Terminal 3. The addition of a new concourse requires improvements to the processor within the check-in area, baggage handling and security checkpoint to accommodate additional travelers. These improvements are intended to expedite this critical process and reduce passenger queue times at Terminal 3. The estimated total project cost of T3 Processor Improvement is \$53.7 million, of which \$48.5 million is budgeted in the FY 2025-29 Aviation CIP.

C-Point Cargo Site Relocation

This project scope involves the demolition of an existing on-airfield American Airlines cargo handling facility (C-Point) and relocating it within the West Air Cargo facility. The project is necessary to complete the T3 N2 Concourse project listed above and includes moving an airfield access gate and improving the airfield for an on-airfield bus route. The estimated total project cost of C-Point Cargo Site Relocation and enabling work is \$52.4 million, of which \$5.5 million is budgeted in the FY 2025-29 Five-Year Aviation CIP.

West Air Cargo - Building C Modifications

This project involves the air cargo facility modifications needed to enable the construction of Taxiway U on the west side of the airport. The enabling work includes relocation of American Airlines from Building C to Building A, relocation of four tenants from Cargo Building A to the old Terminal 2 Explosive Detection System building, partial demolition of Building C and miscellaneous site improvements. The estimated total project cost of the West Air Cargo - Building C Modifications is \$23.4 million, of which \$5.5 million is budgeted in the FY 2025-29 Five-Year Aviation CIP.

T4 Infrastructure - Vertical and Horizontal Transportation Modernization

This project is being completed in two phases and entails the replacement of numerous elevators, escalators and moving walkways in Terminal 4 that are approaching the end of their useful life. The estimated total project cost of T4 Infrastructure - Vertical and Horizontal Transportation Moderation is \$90 million, of which \$19.5 million is budgeted in the FY 2025-29 Five-Year Aviation CIP.

T4 Infrastructure Modernization - Central Plant

This project entails the replacement of critical equipment associated with the air distribution system within Terminal 4 that is approaching the end of its useful life. The key components of this project include upgrades to the air distribution system, chillers, chilled water lines, air handler and fan coil units, and duct sealing. The estimated total project cost of T4 Infrastructure Modernization - Central Plant is \$139 million, of which \$112.5 million is budgeted in the FY 2025-29 Five-Year Aviation CIP.

The key project in DVT's CIP is the DVT Taxiway Connector project, including connectors C4-C10. This includes the demolishing of existing connectors, and the reconfiguration and reconstruction of connectors to conform to FAA design standards. The estimated total project cost of DVT Taxiway Connectors C4-C10 is \$20.9 million, of which \$15.3 million is budgeted in the FY 2025-29 Five-Year Aviation CIP.

The key project in GYR's CIP is GYR New Apron Construction. Most of the existing apron at GYR is leased and there are limited areas that critical design aircraft can utilize. The project's scope includes design and construction of a new apron and taxiway connector (approximately 20,000 square yards of asphalt pavement) as well as grading, drainage, striping, signage, area lighting and the relocation of ground monitoring wells. The estimated total project cost of GYR New Apron Construction is \$39.7 million, of which \$39.6 million is budgeted in the FY 2025-29 Five-Year Aviation CIP.

Financial Impact

The Aviation Department has sufficient financial resources available to fund the proposed FY 2024-29 Six-Year CIP budget, which totals \$3.46 billion. The financial resources planned for this project include \$1.45 billion of Federal and State Grants, \$935 million of Bonds, \$687 million of Aviation Revenues and \$385 million in Passenger Facility Charges (PFCs) and Customer Facility Charges (CFCs).

Location

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road;
Phoenix Deer Valley Airport, 702 W. Deer Valley Road;
Phoenix Goodyear Airport, 1658 S. Litchfield Road, Goodyear, Ariz.
Council Districts: 1, 8 and Out of City

Responsible Department

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



Public Works Department Capital Improvement Program for Fiscal Years 2024-29

This report provides the Transportation, Infrastructure and Planning Subcommittee with information on the Public Works Department Capital Improvement Program (CIP) for Fiscal Years (FY) 2024-29.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

Each year, the Public Works Department updates a comprehensive five-year CIP (See Attachment A) to address critical infrastructure, aging equipment, and building needs for solid waste services, facilities management, and fleet services. The five-year preliminary CIP for FY 2024-29 includes authorized funding for capital projects financed with general, special revenue, enterprise, bonds and capital projects funds. The CIP addresses the most critical capital projects to maintain sustainable infrastructure and ensure operational service capacity for future growth and development.

The business process to evaluate capital projects starts in July of each year for Solid Waste operations and September of each year for the Facilities Management programs. Solid Waste conducts capital planning and an evaluation process to review capital projects for funding authorization. The Project Charter and capital planning rate setting process are used to develop the Preliminary CIP using a 10-year forecast model.

Five-year project planning is essential for successful operation and maintenance of facilities, critical infrastructure, business systems and equipment to ensure effective service delivery and operations. The Department has identified capital projects in the Preliminary CIP to support facilities management and infrastructure construction needs at the landfills, transfer stations and Material Recovery Facilities (MRF).

Solid Waste

The five-year preliminary CIP for the Solid Waste Program is approximately \$160 million. Capital projects are proposed to maintain environmental compliance and support infrastructure improvements. Solid Waste operating, bonds, capital reserves,

grants and remediation funds are used to finance capital projects. The preliminary CIP includes several large capital projects located at the State Route (SR) 85 Landfill, 27th Avenue Transfer Station and the North Gateway Transfer Station. Other projects are planned to address infrastructure needs at the City's open and closed landfills.

Major Capital Projects include:

- 27th Avenue and North Gateway Transfer Station Infrastructure Improvements
- SR 85 Landfill Infrastructure Improvements and Expansion
- Solid Waste Vehicle Replacements

Facilities Management

The five-year preliminary CIP for the Facilities Management Program is approximately \$164 million and supports repair and replacement of critical equipment and infrastructure in City-owned facilities maintained by the Public Works Department, including funding for major facilities maintenance, fuel infrastructure improvement, and energy efficiency projects to address infrastructure replacements and rehabilitation work planned at facilities citywide. These projects are funded through general, special revenue, enterprise, bond and capital projects funds.

Major capital projects include:

- Citywide Facility Rehabilitation
- Citywide Facility Assessments
- Citywide Energy Conservation Projects
- Facility Asset Management System
- Security and Access Control
- Fuel and Infrastructure Improvements

Citywide Facility Rehabilitation

Working in conjunction with the Budget and Research Department, Public Works prioritizes capital projects by working with General Fund departments to survey and assess projects eligible for major maintenance funding. Projects that are submitted by facility assessments or that are self-identified by partner City departments are evaluated for apparent systems risk or end of life conditions. Resiliency of building systems and preservation of existing assets is prioritized. A sample of major projects include the sanitary sewer system and roof drain replacement project at Phoenix Municipal Court and fire life safety alarm panel replacement projects at various sites citywide.

Citywide Facility Assessments

The citywide facility assessment program conducts formal evaluations of major building systems by third party engineers to identify necessary system replacement

and develop strategies to maximize the life of the asset while minimizing the long-term costs of facilities. The department is allocating \$1,000,000 annually to complete Facilities Site Assessments. The City is spending \$500,000 annually to evaluate sites for compliance with The Americans with Disabilities Act.

Citywide Energy Conservation Projects

The Facilities Energy Management Section institutes projects that result in long-term energy savings in City buildings. Projects, such as LED lighting replacement and efficiency controls for Heating, Ventilation, and Air Conditioning (HVAC) systems drive lower energy use and long-term savings to the City. This allocation also conducts energy audits of City buildings to identify potential projects and savings from an energy efficiency perspective.

Facility Asset Management System

To effectively manage the 1,823 buildings at 826 sites throughout the City, funds are programmed in the CIP to purchase and implement a Facility Asset Management System to manage existing and newly acquired assets. The system will allow decision makers to evaluate facility strategies through the ability to forecast budgets proactively, ensure compliance with maintenance schedules, plan and prioritize labor resources, and conduct strategic evaluation of asset procurement programs. The system will integrate with the existing City accounting program SAP and will provide an intuitive, user-friendly online submission and portfolio to track requests.

Badging System - Security and Access Control

The Public Works Department is managing the replacement of the City's 19-year-old security and access control systems. These systems that manage badge access and security controls will be replaced to maintain current industry standards and security requirements.

Fuel, Infrastructure Improvements, and Electric Vehicles (EV)

The CIP supports fuel infrastructure improvements citywide to manage oil and fuel tanks. The Public Works Department has 45 oil and fuel tanks that are reaching the 30-year estimated useful life. Additionally, Public Works is diligently working toward the citywide EV goal of 200 vehicles by 2030.

In collaboration with the Office of Heat Response and Mitigation, the Public Works Department is applying for \$6,809,921 in Federal grant funding from the U.S. Department of Homeland Security through the Federal Fiscal Year 2023-24 Building Resilient Infrastructure and Communities and Flood Mitigation Assistance grant opportunities. If awarded, funds would be programmed in the Facilities Management CIP to support the design and installation of new emergency generators for 19 Heat

Respite Centers at City libraries and community centers. The generators are sized to power critical building systems to support essential City operations and services during a power outage, including public safety.

Responsible Department

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

**Attachment A
Public Works Department**

Solid Waste Capital Improvement Program for FY 2024-29

Fund	Fund Description	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total FY 2024-29
0037	Solid Waste Disposal-Operating	22,214,000	-	-	-	-	22,214,000
0150	Solid Waste Remediation Funds	977,390	441,000	446,000	451,000	455,000	2,770,390
1233	End Use Reserve	466,671	-	-	-	-	466,671
68031	SWD Equipment Facilities Bonds	6,337,439	-	-	-	-	6,337,439
68040	Future CIC SWD ExTx Bonds	-	79,187,609	8,428,000	12,566,000	27,888,000	128,069,609
87006	Solid Waste Capital Grants	77,500	12,500	-	-	-	90,000
	Total	30,073,000	79,641,109	8,874,000	13,017,000	28,343,000	159,948,109

Facilities Management Capital Improvement Program for FY 2024-29

Fund	Fund Description	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total FY 2024-29
0001	General Fund	28,775,000	16,775,000	16,775,000	16,775,000	16,775,000	95,875,000
1513	411 N Central Bldg Cap Replacement Fund	835,000	-	-	-	-	835,000
3392	2023 GO ADA Improvements	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
3396	2023 GO Environment and Sustainability	5,150,000	5,150,000	1,750,000	1,750,000	1,500,000	15,300,000
68029	Badging System	13,375,699	6,687,849	-	-	-	20,063,548
68042	Municipal Court Sewer System	15,000,000	-	-	-	-	15,000,000
87003	BIL PW Facilities Capital Grants	3,450,889	1,679,516	1,679,516	-	-	6,809,921
	Total	68,586,588	32,292,365	22,204,516	20,525,000	20,275,000	163,883,469

	Grand Total	98,659,588	111,933,474	31,078,516	33,542,000	48,618,000	323,831,578
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Air Service Incentive Program

This report requests the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval of the new 2024-2028 Air Service Incentive Program for Phoenix Sky Harbor International Airport (Program). The maximum amount being requested for supporting new international nonstop flights will be up to \$5 million per incentive contract and this amount would include airport fee waivers and marketing fund reimbursements. The amount per destination is then prorated based on distance, frequency, and location.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

Obtaining new nonstop international air service is extremely competitive. Aircraft are a scarcity and a movable asset that can be placed between any two destinations in the world. Airlines choose new service routes based on several factors including passenger demand, competitive environment, and the revenue opportunity in relation to the route operational expenses. Incentives for airport fee waivers help reduce the significant operational costs that an airline incurs when starting new international service. Marketing funds also assist to promote the new service and support its success.

It is an industry-wide and federally-approved practice for airports to support new air service through the implementation of an incentive program that reduces an airline's financial risk during the critical route start-up period. When faced with a choice between where to place new service, airline incentive programs make the business case stronger for an airport.

On Dec. 7, 2023, the Federal Aviation Administration (FAA) released new guidelines for airport air service incentive programs. The program for Phoenix Sky Harbor International Airport has been revised to comply with the new guidelines.

Contract Term

The program will be effective on or about April 10, 2024 through April 10, 2028. The terms of individual incentive contracts under the approved program will range between

one and three years as provided by the FAA's guidance.

Financial Impact

The maximum amount being requested for supporting new international nonstop flights would not exceed \$5 million per incentive contract. This amount includes airport fee waivers and marketing reimbursement funds. The amount per destination is then prorated based on distance, frequency, and location. Funds are available in the Aviation Department budget to support the program.

Location

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

Responsible Department

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



Large Water User Ordinance

This report request the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval of the Sustainable Desert City Development Policy-Water ordinance that places additional water conservation requirements on new large water use developments in the City. Large water user developments are those that are projected to use more than 250,000 gallons of water per day.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

The history of City of Phoenix is built on water management and conservation. From the canals of ancient Hohokam societies through the Salt River Project, to the construction of the Central Arizona Project, human's ability to thrive in the desert has always depended first and foremost on our ability to use the limited water resources available with care. For this reason, the City and Central Arizona more broadly, have elected to develop on a backbone of renewable surface water resources rather than a finite resource of groundwater, unlike many other communities in the American West.

It is not sustainable to revert to groundwater supplies, therefore, the City has taken great care to protect surface water in the region. In 2014, the Council authorized the Colorado River Resiliency fund, improving local watershed resiliency and providing for underground water storage. Water supply is only one side of the equation. Due to the foresight of current and previous civic leaders, the City has made significant progress in demand management and conservation. In 1980, the State of Arizona passed the Groundwater Management Act, becoming the first state to regulate groundwater and mandate water conservation measures at that scale. Because of these measures and other efforts, per-person water use has fallen by more than 30 percent over the last 30 years. However, hydrologic conditions in the Colorado River, which currently comprise approximately 40 percent of the water delivered to residents, is currently experiencing significant reduction in flow. Therefore, the City can no longer depend on receiving its full allocation from the Colorado River.

For this reason, in June 2023 City Council Adopted the "Sustainable Desert City Development Policy-Water" (Resolution 22129). This resolution had four components:

- Section 1: Conservation Measures for New Development.
- Section 2: Conservation and Restrictions on New Large Water Users.
- Section 3: Annexations outside the current Water Department Service Area.
- Section 4: Applicability and implementation.

Section 2 outlined a proposed "Large Water User Ordinance," which would place additional requirements on new large water users projected to use more than 250,000 gallons per day. Staff has continued to meet with multi-departmental, inter-disciplinary teams to evaluate the Ordinance and met with stakeholders to refine the resolution approved concept into a proposed Ordinance. Specifically, the Ordinance requires:

For new large water users projected to use more than 250,000 gallons per day, users must submit a Water Conservation Plan that is approved by the Water Department.

For new large water users projected to use more than 500,000 gallons per day, in addition to requirements listed above, users must also:

- Meet at least 30% of their consumptive water demand with recycled or conserved water;
- Fit within the City's existing Water Resource Portfolio;
- Economic benefit analysis can be considered when evaluating the 30% requirement.

Financial Impact

This item has no expected financial impact.

Concurrence/Previous Council Action

- The Transportation, Infrastructure and Planning Subcommittee received an update on Supply Shortages in the Colorado River on June 15, 2022;
- The Transportation, Infrastructure and Planning Subcommittee received an update on Proposed Water Conservation Measures for New Development on Jan. 18, 2023; and
- City Council adopted Resolution 22129, the Sustainable Desert City Development Policy, which outlined this ordinance on June 13, 2023.

Responsible Department

This item is submitted by Deputy City Managers Alan Stephenson and Ginger Spencer, and the Planning and Development and Water Services departments.