



Agenda

Transportation, Infrastructure, and Planning Subcommittee

Wednesday, January 19, 2022

10:00 AM

Phoenix.gov

OPTIONS TO ACCESS THIS MEETING

Request to speak at a meeting:

- **Register online** by visiting the City Council Meetings page on phoenix.gov **at least 1 hour 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=ea05f2c745017a2edb04f76f750f0a694>

- **Register via telephone** at 602-262-6001 **at least 1 hour 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.

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 2553 253 7976# (for English) or 2552 499 8336# (for Spanish). Press # again when prompted for attendee ID.

Para nuestros residentes de habla hispana:

- **Para registrarse para hablar en español**, llame al 602-262-6001 **al menos 1 hora 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 2552 499 8336#. 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 2552 499 8336#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

CALL TO ORDER

000 CALL TO THE PUBLIC

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 Dec. 15, 2021, 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 (ITEM 2)

2 Transportation 2050 Bus Stop Manufacturing and Repair RFP

Page 15

This report requests the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to authorize the Public Transit Department to issue a Request for Proposals for a contract to manufacture and repair bus stops as part of the Transportation 2050 (T2050) Plan.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

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

INFORMATION ONLY (ITEMS 3-6)

3 Citizens Transportation Commission Meetings Page 17

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 Department.

4 Metro, Regional Public Transportation Authority and Maricopa Association of Governments Meetings Page 18

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 (RPTA) 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.

5 Freeway Program Update Page 20

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.

6 **Water Services Department Six-Year Capital Improvement Program
for Fiscal Years 2022-27** Page 26

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information on the Water Services Department's proposed Fiscal Years (FY) 2022-27 Six-Year Water and Wastewater Capital Improvement Program.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

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

INFORMATION AND DISCUSSION (ITEMS 7-9)

7 **Federal Infrastructure Program Update** Page 33

This report provides the Transportation, Infrastructure and Planning Subcommittee an overview of the Federal Infrastructure Investments and Job Act of 2021, also known as the Bipartisan Infrastructure Law, and its potential impact on Phoenix and the region.

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 **General Aviation Airport Update - Phoenix Goodyear Airport** Page 37

This report provides an update relating to developments, activities, and efforts to attract new development at Phoenix Goodyear Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department

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

9 **General Aviation Airport Update - Phoenix Deer Valley Airport** Page 38

This report provides an update related to developments, activities, and efforts to attract new development at Phoenix Deer Valley Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department

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

DISCUSSION AND POSSIBLE ACTION (ITEMS 10-13)

10 **Small Business Financial Assistance Program** Page 40

This report requests that the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to continue the Light Rail Small Business Financial Assistance Program (SBFAP) Pilot underway along the South Central Extension/Downtown Hub (SCE/DH) and the Northwest Extension Phase II (NWEII) light rail alignments through the duration of construction for both projects, which are anticipated for completion on or about Dec. 31, 2024, and to expand the eligibility criteria as recommended below.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

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

11 **Consideration of Citizen Petition Related to Waste Receptacles
Around the Human Services Campus** Page 44

This report provides the City Council with information in response to a citizen petition submitted by Frank Urban at the Dec. 1, 2021 Formal City Council meeting regarding waste receptacles around the Human Services Campus (**Attachment A**).

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

This item is submitted by Deputy City Managers Gina Montes and Karen Peters and the Human Services and Public Works departments.

12 **Consideration of Citizen Petition Related to Restrooms Around the Human Services Campus** Page 47

This report provides the City Council with information in response to a citizen petition submitted by Faith Kearns at the Dec. 1, 2021 Formal City Council meeting regarding open restrooms around the Human Services Campus (**Attachment A**).

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

13 **Consideration of Citizen Petition Related to Street Cleanups Around the Human Services Campus** Page 49

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information in response to a citizen petition submitted by Elizabeth Venable at the Dec. 15, 2021 Formal City Council meeting regarding procedures for street cleanups around the Human Services Campus (**Attachment A**).

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

This item is submitted by Deputy City Managers Gina Montes and the Human Services 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



City of Phoenix

Transportation, Infrastructure, and Planning Subcommittee

Report

Agenda Date: 1/19/2022, 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 Dec. 15, 2021, 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, Dec. 15, 2021

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

Subcommittee Members Present
Councilwoman Debra Stark, Chair
Councilwoman Laura Pastor
Councilwoman Betty Guardado

Subcommittee Members Absent
Councilwoman Ann O'Brien

CALL TO ORDER

Chairwoman Stark called the Transportation, Infrastructure and Planning Subcommittee to order at 10:03 a.m. with Councilwoman Pastor and Councilwoman Guardado present. Councilwoman O'Brien was absent.

CALL TO THE PUBLIC

No public comment was requested.

MINUTES OF MEETINGS

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

Councilwoman Guardado made a motion to approve the minutes of the Nov. 17, 2021 Transportation, Infrastructure and Planning Subcommittee meeting. Councilwoman Pastor seconded the motion, which passed 3-0.

CONSENT ACTION (ITEM 2)

2. April 2022 Proposed Bus Service Improvements

Brenda Montoya noted her excitement for the proposed bus service improvements and thanked Councilwoman Ansari for expanding those improvements to areas of Maryvale.

Councilwoman Guardado made a motion to approve Item 2. Councilwoman Stark seconded the motion which passed 3-0.

INFORMATION ONLY (ITEMS 3-6)

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

Information only. No Councilmember requested additional information.

4. Citizens Transportation Commission Meetings

Information only. No Councilmember requested additional information.

5. Freeway Program Update

Information only. No Councilmember requested additional information.

6. Reclaimed Asphalt Pavement (RAP) Update

Information only. No Councilmember requested additional information.

INFORMATION AND DISCUSSION (ITEMS 7-8)

7. Scalloped Streets Assessment Update

Street Transportation Department Director Kini Knudson and City Engineer Eric Froberg gave a presentation about the Scalloped Streets Assessment Overview. Mr. Knudson explained the concept of scalloped streets and spoke about the staggered development patterns that create varied development standards. He discussed the benefits of a scalloped streets policy which included safety enhancements, accessibility improvements, and increased roadway capacity.

Mr. Froberg compared current Arizona State Revised Statute for street improvement costs with the 1991 City Code. He noted strict limitations set by the code and highlighted the flexibility of the State statute. Mr. Froberg said the City could recoup improvement costs by following the state statute in the future but noted both statute and code had constraints. He discussed developer concerns with assessments and outlined steps for utilizing the scalloped streets policy.

Chairwoman Stark asked if Street Transportation staff could use impact fees to fund the scalloped streets policy.

Mr. Knudson replied impact fees would be used to develop arterial street developments and support regionally significant streets but because the scalloped streets being looked at under this policy do not fit into those categories, impact fees would not be applied to the scalloped street policy.

Councilwoman Pastor asked staff to clarify the existing roadway requirement for the scalloped streets policy.

Mr. Knudson stated the existing roadway requirement applies to areas without a built roadway. He noted if the City created a roadway, state statute would allow the City to assess development while City code would not.

Councilwoman Pastor asked staff to differentiate between realignment and the scalloped street policy.

Mr. Knudson noted streets requiring realignment would be a part of the street improvement process and would not be related to the scalloped streets policy. He said the scalloped streets policy would apply to future development areas to ensure the city is able to recoup monies from developers to pay their share of costs for street construction along privately developed property.

Councilwoman Pastor asked staff to note the future development area requirement to the scalloped streets policy.

Mr. Knudson thanked Councilwoman Pastor for her suggestion and stated that would be something staff would want to outline in the new scalloped streets policy.

Councilwoman Pastor asked if the street widening process would be the City or the developer's responsibility.

Mr. Knudson stated the City generally would be responsible when it's not due to addressing a scalloped street as outlined in this policy.

8. Electric/ Hybrid Bus Transition and Green Transit Technology Overview

Public Transit Director Jesus Sapien gave a presentation about the Electric and Hybrid Bus Transition and Green Transit Technology Overview. He discussed the transportation sector goals outlined in the City Climate Action Plan (CAP). Mr. Sapien spoke about the progress made on fleet vehicle purchases and the expansion of the green transit technology Request for Proposal (RFP). He compared the estimated distance ranges and price differences between Biodiesel, Compressed Natural Gas (CNG), Electric-Hybrid, Battery Electric, and Hydrogen Fuel Cell buses. Mr. Sapien discussed next steps for the RFP and purchase of low carbon emission busses.

Councilwoman Pastor highlighted the 2013 study on vehicle and fuel analysis and suggested amendments to modernize the recommendations. She stated Proposition 400 would sunset in 2025 and recommended future funding for buses and bus routes. Councilwoman Pastor suggested staff invite subject matter experts to advise the City on how to electrify the bus fleet and determine the cost of electrification. She noted her hesitation of purchasing electric fleet vehicles without testing them in the Phoenix climate.

Deputy City Manager Mario Paniagua agreed with Councilwoman Pastor and clarified the initial purchasing of electric fleet vehicles would be for pilot testing.

Councilwoman Pastor asked staff if the City could conduct an RFP and have companies loan or lease electric buses for the pilot program.

Mr. Paniagua replied staff would look into those options for electric buses.

Mr. Sapien stated he had knowledge of some vehicle manufacturers leasing electric buses for pilot testing and would conduct more research into those manufacturers.

Councilwoman Pastor suggested staff leave the RFP broad enough so the City could purchase electric fleet vehicles as needed.

DISCUSSION AND POSSIBLE ACTION (ITEM 9)

9. Airport FAA Consultant Contract Solicitation Request to Issue

Aviation Director Chad Makovsky introduced a presentation that outlined a request for proposal (RFP) for a Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) compliance consultant. He noted the consultant was funded by the Aviation Department but would report to the Equal Opportunity Department (EOD) to ensure Sky Harbor International Airport remained in compliance with Federal Aviation Administration (FAA) requirements.

Deputy Aviation Director Michael Hughes spoke about the DBE and ACDBE programs and highlighted the average annual awards were over \$200 million in DBE contracts and over \$1 billion in revenues by ACDBE companies. Mr. Hughes discussed Title 49 and how airports across the United States receive federal funds for airport development. He noted each airport must submit ACDBE compliance reviews to the federal government and the City DBE liaison officer would be responsible for implementing the DBE and ACDBE programs.

Equal Opportunity Deputy Director Donald Mayes outlined consultant responsibilities in the RFP, such as the development of triennial airport concessions, review of subcontract, sub-lease, and joint venture agreements, and production of monthly audits of primary firms. He discussed the consultant qualifications, such as experience providing ACDBE and DBE consulting services in a large hub airport and experience with the United States Department of Transportation. Mr. Mayes recommended the Transportation, Infrastructure and Planning Subcommittee authorize the Aviation Department to issue an RFP to contract with an airport concessions consultant to meet federal compliance requirements for the airport.

Chairwoman Stark asked how staff would evaluate the hiring criteria for a consultant.

Mr. Hughes replied staff would assign points as a method of evaluation rather than weighing qualifications. He noted the maximum point total was 1,000.

Councilwoman Pastor asked staff to breakdown how points were assigned to a consultant.

Mr. Hughes explained staff would evaluate each consultant candidate on three key areas: method of approach to accomplish project objectives, qualification and experience of ownership and management, and the fee schedule for consultants and

subcontract reviews. He stated consultants could achieve a maximum of 350 points for the method of approach, 450 points for qualification and experience, and 200 points for the fee schedule.

Councilwoman Pastor asked if Council could change the point system at a future time.

Mr. Makovsky replied the Council could make could revise the evaluation criteria points when the request to issue is brought to the full Council to authorize issuance of the RFP.

Councilwoman Pastor asked if staff conducted an ACDBE goal review in 2020.

Mr. Mayes replied the City conducts triannual ACDBE goal reviews with the current airport concessions consultant.

Councilwoman Pastor asked staff when the last time the ACDBE goal review was evaluated.

Mr. Hughes said the last contract was issued and in 2016 and evaluated by the Finance Department.

Councilwoman Pastor asked when the last ACDBE evaluation was conducted with a specific company.

Mr. Mayes replied companies were evaluated monthly related to their ACDBE goal.

Councilwoman Guardado requested the Aviation and Equal Opportunity Departments brief each Councilmember on this issue. She said the City should continue to assist small businesses to become successful and thanked staff for their presentation.

Councilwoman Guardado made a motion to approve this item.

Councilwoman Pastor seconded the motion, which passed 3-0.

CALL TO THE PUBLIC

No members of the public requested to speak for this item.

FUTURE AGENDA ITEMS

Chairwoman Stark mentioned the two citizen petitions submitted at a recent Formal meeting would be brought to the Subcommittee in January.

ADJOURNMENT

Chairwoman Stark adjourned the meeting at 11:10 a.m.

Respectfully submitted,

Cooper Payne
Management Intern



Transportation 2050 Bus Stop Manufacturing and Repair RFP

This report requests the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to authorize the Public Transit Department to issue a Request for Proposals for a contract to manufacture and repair bus stops as part of the Transportation 2050 (T2050) Plan.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The Public Transit Department (PTD) manages more than 4,000 bus stops within the City of Phoenix. Bus stops serve as the gateway between the region's transit passengers and their trips, with PTD staff together with contracted service providers managing the manufacture and repair of bus stops and associated amenities across the city.

PTD currently manages two contracts related to manufacturing and repair of bus stop furniture. One contract is to manufacture and repair the 4,000 bus stop furniture, including shelters, the City had in place prior to the start of the Phoenix T2050 plan, as well as to manufacture a newer, redesigned T2050 Shelter.

A second, short-term manufacturing contract was the result of a collaboration with the ASU School of Industrial Design to develop alternative shelters that would improve the amount of shade provided by bus stop structures, particularly in areas where right-of-way may be limited. Both contracts expire on June 30, 2022, and the manufacturing of both the T2050 and the ASU-inspired shelters will be done under this new solicitation.

In addition to PTD's annual allocation of bus stop installation and maintenance funding, this contract will include City Council's allocation of \$500,000 in federal American Rescue Plan Act funding to be spent over the first two years of the contract, adding an additional 20 shade structures per year to advance shade in Phoenix. The contract will also include a \$300,000 grant from the Gila River Indian Community to be spent over two years for improved solar lighting assemblies at bus stops.

The proposed contract will be a five-year term and include the manufacturing of new

bus shelters, seating, trash receptacles, repair and modernization of solar lighting at bus shelters, installation of concrete as necessary for bus stop pads, and repair of bus stop amenities.

Responsible Department

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



Citizens Transportation Commission Meetings

This report provides the 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 Department.



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 (RPTA) 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/RPTA: In 1993, the Regional Public Transportation Authority Board adopted the name Valley Metro as the identity for the regional transit system in metropolitan Phoenix. Under the Valley Metro brand, local governments fund the 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 reach each Board of Directors meeting, most agenda items are reviewed by staff committees which include City of Phoenix members.

Meeting agendas and/or additional information for previous and upcoming METRO, RPTA and MAG meetings will be distributed to Transportation, 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.



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 - Interstate 17 to Avondale Boulevard Pavement Improvement

This project is to extend the life of the pavement and improve the driving experience on Interstate 10 (I-10) from Interstate 17 (I-17) to Avondale Boulevard. This project was initiated by ADOT to address the potholes and uneven pavement in this corridor.

The major elements of this project include removing the existing asphalt pavement and using a diamond grinding treatment to provide a smooth roadway surface. The recently -installed section of rubberized asphalt on I-10 near the connection to the Loop 202 freeway between 43rd and 67th avenues will not be removed. An additional travel lane on westbound I-10 between 67th Avenue and Avondale Boulevard will be added by reducing the shoulder and lane widths. The striping on the southbound Loop 101 ramp to westbound I-10 will be modified to create two lanes.

There will be regular weekend closures and overnight lane restrictions on I-10 during the year-long construction project.

Construction began in September 2021 and will conclude in late 2022.

Loop 101 - I-17 To Pima Road Widening

This project is widening and improving the Loop 101 (Pima Freeway) from I-17 in Phoenix east to Pima Road in Scottsdale. The improvements are needed to address growing traffic demands in the northeast Valley and relieve traffic congestion on the Loop 101 during the morning and evening peak travel periods.

The major elements of this project include adding one general purpose lane in each direction between I-17 and Pima Road, adding an auxiliary lane in each direction between Seventh Street and Cave Creek Road, and modifying freeway ramps and frontage road connections at 11 interchanges. Additional components include construction of noise or retaining walls where warranted, improvements to drainage and pavement markings, and noise reduction features.

Construction began in February 2019 and is scheduled for substantial completion in Spring 2022.

Update:

- **According to ADOT, this \$185 million project to widen and make other improvements along Loop 101 between Interstate 17 and Pima Road is expected to be completed in January.**
- **Weather permitting, crews will complete final lane striping the weekend of Jan. 7-10, marking the last planned full-weekend closure within the Pima Freeway project's boundaries. Shortly after the striping is finished, crews will remove the work zone 55 mph speed limit signs, restoring the speed limit to 65 mph.**
- **Additional activities will continue for the next few months to complete minor work items, some of which may require lane restrictions.**

I-17 Frontage Road Drainage Improvement

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 take two years to complete.

I-17 - Indian School Traffic Interchange Study

ADOT has completed an environmental study and Design Concept Report (DCR) for a project to improve traffic flow and safety at I-17 and Indian School Road. The study area encompasses Indian School Road between 19th and 31st avenues and I-17 from approximately one-half mile south and one-half mile north of Indian School Road.

After evaluating options for a new traffic interchange in this location, a three-level diamond interchange was advanced as the Recommended Build Alternative. If constructed, this interchange would include:

- A flyover bridge along Indian School Road to allow east-west through traffic to bypass the intersections at the I-17 ramps and frontage roads;
- New roadways approaching the flyover bridge with embankments and retaining walls;
- A reconstructed and widened Indian School Road to accommodate the flyover bridge and new approaches; and
- Two new pedestrian bridges - one north and one south of Indian School Road - to allow pedestrians to cross I-17 safely.

ADOT completed 30-percent design efforts and the plans remain on hold. MAG and ADOT recently met to discuss additional options at the 27th Avenue intersection, including intersection re-configuration, structure length, and turning movement options. An analysis of alternatives is being completed now and MAG plans to share new design options to the City.

Construction funding has been moved to FY2022. When started, construction will last 18 to 24 months.

I-10 - Broadway Curve Reconstruction

The I-10 Broadway Curve project is planned to improve a segment of I-10 between the I-10/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 143, US-60, and Loop 202.

The proposed improvements studied included:

- Adding general purpose and High Occupancy Vehicle (HOV) lanes;
- Adding a collector-distributor road system to reduce the number of lane changes on the freeway;
- Improving connections between I-10 and the State Route 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 is scheduled to begin in late 2021 and is scheduled for completion in 2024.

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.

Construction is expected to begin in 2024.

I-17 - I-10 Split to 19th Avenue Widening

The scope of this project is the construction of auxiliary lanes on I-17 between successive interchanges from 16th Street to 19th Avenue. The project includes drainage improvements, lighting improvements, retaining walls, sound walls, FMS improvements, landscaping restoration within the project area, and signing and striping. It also includes improvements to 19th Avenue to allow better access to I-17.

Construction is expected to begin in 2024.

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.

US60 (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 through mid-2022.

Loop 303 - I-17 to Lake Pleasant Parkway Update

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 is scheduled for completion in fall 2021.

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.

Responsible Department

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



Water Services Department Six-Year Capital Improvement Program for Fiscal Years 2022-27

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information on the Water Services Department's proposed Fiscal Years (FY) 2022-27 Six-Year Water and Wastewater Capital Improvement Program.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Water and Wastewater Capital Improvement Programs (CIP) provide for the infrastructure needed to supply high quality water and safely remove and treat wastewater; ensure adequate water and sewer capacity for future growth; enhance community sustainability through protection of the environment; ensure operational resiliency of the City's water and wastewater utilities; and provide for a sustainable and resilient supply of water now and into the future. The City's water and wastewater utilities are financed through water and wastewater enterprise funds. Revenue is generated from sale of metered water, fees for services performed, sale of treated wastewater, bonds for capital projects, and development-related fees.

Payment for the water and wastewater CIPs generally comprise more than half of the budget of the City's Water and Wastewater utilities. Because of this, the CIP is one the most significant drivers of the rates needed to maintain financially viable municipal water and wastewater utilities.

The approved FY 2021-22 and proposed FY 2022-23 through 2026-27 CIP budgets were carefully crafted to ensure safe, clean, reliable water deliveries to approximately 1.7 million people over 540 square miles, as well as safe removal and treatment of wastewater for close to 2.5 million people in metropolitan Phoenix. Projects are prioritized through a rigorous process designed to ensure the Water Services Department is building and/or replacing the right infrastructure at the right time and to ensure the most effective use of revenues.

Water CIP

The approved FY 2021-22 and proposed FY 2022-23 through 2026-27 Water CIP

totals \$2.15 billion. The approved FY 2021-22 and proposed FY 2022-23 through 2026-27 projects are listed by Fiscal Year (**Attachment A**).

The approved and proposed CIP includes, but is not limited to, the following key programs: \$859.3 million for water pipelines; \$233.9 million for booster stations; \$121.4 million for storage; \$519.1 million for water treatment plants, which includes \$57.2 million for power redundancy; and \$191 million for energy, technology, facilities, etc. It also includes \$223.5 million for drought resiliency efforts to protect Phoenix water customers during Colorado River shortages.

Over the next year, some major water capital projects under construction include rehabilitation of aging infrastructure at the Deer Valley Water Treatment Plant, replacement and rehabilitation of aging water pipelines, replacement of aging booster pump stations along with construction of new wells, and finishing the new large water pipelines for drought resiliency. Additionally, construction projects are ongoing in northwest Phoenix to install a pressure reducing valve station and water pipelines to support growth in the area.

Wastewater CIP

The approved FY 2021-22 and proposed FY 2022-23 through 2026-27 Wastewater CIP totals \$1.74 billion. The approved FY 2021-22 and proposed FY 2022-23 through 2026-2027 projects are listed by Fiscal Year (**Attachment B**).

The Wastewater CIP includes, but is not limited to, \$688.6 million for wastewater treatment plants, \$186.5 million for lift stations, \$682.1 million for sewer pipeline, \$8.5 million for water reuse; and \$172 million for energy, technology, facilities, and other projects.

Within the overall Wastewater CIP, a total of \$71.5 million has been programmed for the Sub-Regional Operating Group interceptors and regional sewer capacity improvements. These improvements are required to ensure that sufficient capacity exists to convey flows to the treatment plants while meeting regulatory requirements.

Over the next year, capital funds will be expended on extensive rehabilitation of aging infrastructure at numerous facilities, including the Cave Creek Wastewater Reclamation Plant, 91st Avenue and 23rd Avenue Wastewater Treatment Plants, lift stations and odor control facilities. Construction will also occur on sewer pipe infrastructure to rehabilitate aging lines. In some locations, lines will be replaced with new larger sewers to allow for additional flows due to growth or infill. Safety is also a priority. Modifications are planned for treatment plants and lift stations to improve operational safety, hinder vandalism, and deter cyber-attacks. Additionally, design and

construction projects are ongoing in northwest Phoenix to install a lift station, force mains and sewer lines to support growth in the area.

The water and wastewater capital projects outlined will ensure reliable infrastructure performance and maintain compliance with environmental regulations. Staff are committed to monitor system need, seek efficiency savings where possible, and make program adjustments as necessary to ensure program costs are reasonable and fiscally responsible.

Responsible Department

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

Attachment A

PROPOSED WATER CAPITAL IMPROVEMENT PROGRAM FY 2022-27

Project Description	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	Total
WATER TREATMENT PLANTS							
Val Vista WTP Rehabilitation	\$ 7,830,000	\$ 3,245,000	\$ 9,325,000	\$ 57,860,000	\$ 2,780,000	\$ 1,630,000	\$ 82,670,000
Deer Valley WTP Rehabilitation	\$ 400,000	\$ 22,295,000	\$ 42,340,000	\$ 4,975,000	\$ 40,860,000	\$ 30,000	\$ 110,900,000
24th Street WTP Rehabilitation	\$ 5,380,000	\$ 11,045,000	\$ 32,260,000	\$ 30,000	\$ 1,030,000	\$ 5,275,000	\$ 55,020,000
Union Hills WTP Rehabilitation	\$ 15,000	\$ 810,000	\$ 30,000	\$ 28,675,000	\$ 3,375,000	\$ 28,710,000	\$ 61,615,000
SRP Substation Improvements Deer Valley	\$ -	\$ -	\$ 1,244,650	\$ -	\$ 6,120,000	\$ 6,000,000	\$ 13,364,650
Replacement Fund - Four Plants	\$ 14,304,131	\$ 12,765,000	\$ 21,666,807	\$ 22,416,807	\$ 30,385,990	\$ 30,445,990	\$ 131,984,725
Power Redundancy	\$ 15,610,000	\$ 30,000	\$ 16,660,000	\$ 30,000	\$ 3,803,520	\$ 21,024,620	\$ 57,158,140
SRP Substation Improvements Val Vista	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Percent for Arts	\$ 2,605,573	\$ 3,760,714	\$ -	\$ -	\$ -	\$ -	\$ 6,366,287
Water Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Water Treatment Plants	\$ 46,144,704	\$ 53,950,714	\$ 123,526,457	\$ 113,986,807	\$ 88,354,510	\$ 93,115,610	\$ 519,078,802
STORAGE							
Reservoir Rehabilitation and Improvements	\$ 6,170,000	\$ 1,345,000	\$ 32,850,000	\$ 11,005,000	\$ 25,295,000	\$ 44,780,000	\$ 121,445,000
Water Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Storage	\$ 6,170,000	\$ 1,345,000	\$ 32,850,000	\$ 11,005,000	\$ 25,295,000	\$ 44,780,000	\$ 121,445,000
BOOSTER STATIONS OR PUMPS							
Arsenic Treatment for Groundwater	\$ -	\$ -	\$ 290,000	\$ 65,000	\$ 165,000	\$ 165,000	\$ 685,000
Process Control Optimization	\$ 1,550,000	\$ 1,000,000	\$ 510,000	\$ -	\$ -	\$ -	\$ 3,060,000
Booster Pump Station Replacement Program	\$ 3,250,000	\$ 27,395,000	\$ 44,520,000	\$ 2,860,000	\$ 29,460,000	\$ 9,805,000	\$ 117,290,000
Remote Facilities Replacement Fund	\$ 7,285,000	\$ 7,840,000	\$ 13,907,871	\$ 13,912,871	\$ 24,872,327	\$ 19,237,327	\$ 87,055,396
Improvements - Booster Stations	\$ 300,000	\$ 310,000	\$ 2,120,000	\$ 22,655,765	\$ 274,550	\$ 171,600	\$ 25,831,915
Water Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Booster Stations or Pumps	\$ 12,385,000	\$ 36,545,000	\$ 61,347,871	\$ 39,493,636	\$ 54,771,877	\$ 29,378,927	\$ 233,922,311
PIPES							
New Water Distribution Mains	\$ 3,520,000	\$ 9,670,000	\$ 9,390,000	\$ 2,300,000	\$ 10,000	\$ -	\$ 24,890,000
Impact Fees for New Mains	\$ 20,079,544	\$ -	\$ 11,025,000	\$ -	\$ -	\$ -	\$ 31,104,544
Replacement Mains, Valves, Hydrants, Services	\$ 42,624,797	\$ 35,661,500	\$ 38,207,900	\$ 40,161,500	\$ 42,361,500	\$ 38,081,500	\$ 237,098,697
Water Main Replacement Program	\$ 9,736,641	\$ 3,517,755	\$ 74,547,267	\$ 69,446,585	\$ 58,319,053	\$ 61,276,447	\$ 276,843,748
Transmission Main Rehab & Replacement	\$ 9,809,808	\$ 10,425,000	\$ 28,323,400	\$ 104,131,500	\$ 49,618,100	\$ 5,860,000	\$ 208,167,808
New Transmission Mains	\$ 60,263,000	\$ 3,780,000	\$ 13,435,500	\$ 3,110,000	\$ 300,000	\$ 300,000	\$ 81,188,500

[illegible]

Sub-total w/o Contingency or Arts	\$	258,657,631	\$	204,407,627	\$	517,328,920	\$	448,302,665	\$	378,121,744	\$	341,433,727	\$	2,148,252,314
WW Contingency	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Percent for the Arts	\$	2,605,573	\$	3,000,000	\$	-	\$	-	\$	-	\$	-	\$	5,605,573
	\$	261,263,204	\$	207,407,627	\$	517,328,920	\$	448,302,665	\$	378,121,744	\$	341,433,727	\$	2,153,857,887

Attachment B

PROPOSED WASTEWATER CAPITAL IMPROVEMENT PROGRAM FY 2022-2027

PROJECT DESCRIPTION	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
WASTEWATER TREATMENT PLANT							
Replacement Fund	\$ 44,734,543	\$ 114,963,612	\$ 163,059,279	\$ 87,459,584	\$ 19,036,000	\$ 19,061,000	\$ 448,314,018
Operational Improvements	\$ 940,000	\$ 3,682,746	\$ 4,000,000	\$ 3,805,000	\$ 3,030,000	\$ 3,500,000	\$ 18,957,746
Instrumentation and Control	\$ 1,710,845	\$ 1,120,000	\$ 3,427,000	\$ 1,770,000	\$ 5,420,000	\$ 1,050,000	\$ 14,497,845
Plant Studies	\$ 105,000	\$ 4,410,000	\$ 40,000	\$ 565,000	\$ 40,000	\$ 575,000	\$ 5,735,000
Expansions	\$ -	\$ -	\$ -	\$ 50,000	\$ 5,050,000	\$ 12,050,000	\$ 17,150,000
Energy, Technology, Facilities, Etc (Other)	\$ 5,089,709	\$ 8,572,900	\$ 13,362,000	\$ 50,494,800	\$ 51,840,000	\$ 54,101,800	\$ 183,461,209
WW Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Percent for the Arts	\$ 284,197	\$ 240,060	\$ -	\$ -	\$ -	\$ -	\$ 524,257
Subtotal - Wastewater Treatment Plants	\$ 52,864,294	\$ 132,989,318	\$ 183,888,279	\$ 144,144,384	\$ 84,416,000	\$ 90,337,800	\$ 688,640,075
PIPES							
Sewer Main Rehabilitation	\$ 14,191,316	\$ 55,586,000	\$ 62,765,000	\$ 59,565,000	\$ 46,770,000	\$ 58,935,000	\$ 297,812,316
Regional Sewer Capacity Improvements	\$ 3,460,000	\$ 6,153,000	\$ 5,060,000	\$ 50,130,000	\$ 5,840,000	\$ 850,000	\$ 71,493,000
Odor Control	\$ 10,000	\$ 385,000	\$ 3,615,000	\$ 1,885,000	\$ 7,400,000	\$ 50,000	\$ 13,345,000
Relief Sewers	\$ 8,405,080	\$ 11,400,000	\$ 13,400,000	\$ 12,400,000	\$ 12,400,000	\$ 12,400,000	\$ 70,405,080
New Gravity Sewers & Force Mains	\$ 59,590,377	\$ 52,627,341	\$ 15,025,000	\$ -	\$ 620,000	\$ 5,840,000	\$ 133,702,718
Manhole Replacement/Rehabilitation	\$ 1,585,000	\$ 3,100,000	\$ 1,700,000	\$ 2,640,000	\$ 1,600,000	\$ 3,000,000	\$ 13,625,000
Emergency Repair Contract	\$ 3,256,240	\$ 10,014,000	\$ 10,540,000	\$ 10,015,000	\$ 11,040,000	\$ 11,400,000	\$ 56,265,240
Area Impact Fees	\$ 10,000	\$ 21,971,000	\$ 3,500,000	\$ -	\$ -	\$ -	\$ 25,481,000
WW Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Percent for the Arts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Pipes	\$ 90,508,013	\$ 161,236,341	\$ 115,605,000	\$ 136,635,000	\$ 85,670,000	\$ 92,475,000	\$ 682,129,354
LIFT STATIONS OR PUMPS							
Instrumentation and Control	\$ 45,000	\$ 840,000	\$ -	\$ 615,000	\$ -	\$ 840,000	\$ 2,340,000
Plant & Lift Station Studies	\$ 5,000	\$ 2,801,000	\$ 1,001,000	\$ 2,210,000	\$ 2,210,000	\$ 2,810,000	\$ 11,037,000
Odor Control	\$ 1,870,000	\$ 5,609,000	\$ 3,760,000	\$ 3,800,000	\$ 2,000,000	\$ 3,800,000	\$ 20,839,000
New Gravity Sewers & Force Mains	\$ 25,219,748	\$ 5,695,000	\$ -	\$ -	\$ 160,000	\$ 4,500,000	\$ 35,574,748
Replacement Fund	\$ 6,585,666	\$ 39,134,162	\$ 22,198,000	\$ 8,705,000	\$ 13,525,000	\$ 26,535,000	\$ 116,682,828
WW Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Percent for the Arts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Lift Stations or Pumps	\$ 33,725,414	\$ 54,079,162	\$ 26,959,000	\$ 15,330,000	\$ 17,895,000	\$ 38,485,000	\$ 186,473,576

ATTACHMENT B - PROPOSED WASTEWATER CAPITAL IMPROVEMENT
PROGRAM FY 2022-27

PROJECT DESCRIPTION	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	TOTAL
WATER REUSE							
Water Reuse	\$ 1,520,000	\$ 2,110,000	\$ 650,000	\$ 3,050,000	\$ 550,000	\$ 600,000	\$ 8,480,000
WW Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Water Reuse	\$ 1,520,000	\$ 2,110,000	\$ 650,000	\$ 3,050,000	\$ 550,000	\$ 600,000	\$ 8,480,000
GROWTH							
Growth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WW Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Growth	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TECHNOLOGY, FACILITIES, ETC							
Instrumentation and Control	\$ 1,300,000	\$ 4,800,000	\$ 3,700,000	\$ 3,200,000	\$ 2,200,000	\$ 1,200,000	\$ 16,400,000
Energy, Technology, Facilities, Etc	\$ 14,533,142	\$ 29,356,445	\$ 42,477,500	\$ 39,374,700	\$ 14,719,500	\$ 15,182,700	\$ 155,643,987
WW Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal - Energy, Technology, Facilities, Etc.	\$ 15,833,142	\$ 34,156,445	\$ 46,177,500	\$ 42,574,700	\$ 16,919,500	\$ 16,382,700	\$ 172,043,987
PROGRAM TOTAL	\$ 194,450,863	\$ 384,571,266	\$ 373,279,779	\$ 341,734,084	\$ 205,450,500	\$ 238,280,500	\$ 1,737,766,992



Federal Infrastructure Program Update

This report provides the Transportation, Infrastructure and Planning Subcommittee an overview of the Federal Infrastructure Investments and Job Act of 2021, also known as the Bipartisan Infrastructure Law, and its potential impact on Phoenix and the region.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

This report provides information on the potential financial impact the Bipartisan Infrastructure Law (BIL) may have on Phoenix, as well as the region and state. The BIL is a \$1.2 trillion program over a five-year period, with \$550 billion in new spending above previous funding levels. It is expected to fund considerable improvements in areas such as roadway safety, active transportation, public transit and rail, airports, clean water, water resources, broadband and cybersecurity, energy and environmental industries, electric vehicles and related charging equipment and needs, and other areas.

At this point, the City is awaiting more information from the various federal agencies involved in administering the BIL funding programs. The following provides some high-level information regarding the funding categories and projects that Phoenix plans to pursue.

Aviation

The BIL sets aside \$15 billion over five years for airport infrastructure grants, distributed by formula. Under the formula, the City of Phoenix Aviation Department would be entitled to approximately \$44 million a year, or a total of \$222 million over five years. Aviation will seek funding for various airfield projects, such as a north/south taxiway on the west side of the airport. This would allow aircraft to move from one side of the airport more efficiently to another reducing airfield congestion and delay. Other projects might include the West Air Cargo Apron Reconstruction and the Terminal 3 Outer Apron reconstruction. These are areas where the aircraft are parked and/or unloaded, refueled, etc. Funding could also be used for apron construction and reconstruction projects at Phoenix Deer Valley and Phoenix Goodyear airports.

Additionally, BIL sets aside \$5 billion over five years in competitive grants for airport terminal projects, along with other competitive grant opportunities for projects that promote sustainability. Some possible projects could include: A second north concourse at Terminal 3, a connector bridge between Terminals 3 and 4, infrastructure improvements at Terminal 4, upgrades to garage lighting, new solar installations, and replacement of fleet vehicles with electric vehicles.

An additional \$5 billion is set aside for Federal Aviation Administration enhancements.

Cybersecurity

The BIL provides more than \$1 billion in competitive grant funds to address cybersecurity, which Phoenix would use to better assess risks in every department, address any vulnerabilities, develop an enhanced Citywide cybersecurity framework and replace outdated equipment and software.

Digital Divide/Broadband

The BIL includes \$65 billion for broadband infrastructure and initiatives.

Phoenix will seek to use these funds for Phoenix's Digital Divide Project, which will provide Internet access to students in disadvantaged households served by the Phoenix Union High School District, Phoenix College and feeder Elementary school districts.

Phoenix will also seek these funds to install Wi-Fi in all City buildings to provide ubiquitous Wi-Fi coverage and Internet access for all residents and visitors. Libraries would also be able to significantly expand bandwidth by having fiber and other equipment installed that will allow speeds of at least 1 Gigabyte-per-second.

Public Transit

Phoenix Public Transit expects to receive about \$300 million over five years in formula funding through the BIL.

Additionally, the BIL allocates \$23 billion for FTA Capital Investment Grant funds over five years, a substantial increase over the previous five years. This means additional funds are available for high-capacity transit projects, which will provide several hundred millions of dollars to help fund light rail extensions to the Capitol and into West Phoenix, as well as Bus Rapid Transit along 35th Avenue. These funds must be applied for and competitively awarded.

Also, nearly \$7 billion is set aside for competitive grants for low to no emissions buses and associated charging infrastructure. This would provide funding to enable Phoenix

to purchase and evaluate a contingent of electric buses on multiple routes, during various weather conditions over time as part of the City's climate action efforts.

Public Works

Public Works seeks to tap into the \$7.5 billion available for electric vehicles and charging facilities to invest in electric vehicles along with the necessary charging infrastructure. The department would also seek funding to enhance facility infrastructure, building energy efficiency and workforce development. The department would also seek funds to enhance the recycling program and facilities.

Rio Reimagined

The BIL provides \$17 billion in supplemental appropriations to the US Army Corps of Engineers (Corps) for resiliency projects, including work along rivers, water-related environmental infrastructure assistance, and inland waterway projects. The City will seek eligible funds and coordinate with the Corps for planning and construction of flood control and habitat restoration initiatives at the Rio Salado, Rio Salado Oeste and Tres Rios projects.

Stormwater Projects

The BIL includes \$1 billion through FEMA for pre-disaster and hazard mitigation activities. The City will explore the use of these funds to address floodplain and storm drain projects.

Street Transportation

The BIL provides competitive funding to Streets, either:

- At the federal level for discretionary grants; or
- Allocated by formula to ADOT and/or suballocated to MAG for discretionary grants.

The projects and programs eligible under the BIL that Streets will pursue funding for include:

- Active Transportation improvements Canalscape, HAWK signals, protected bike lanes, bike/pedestrian bridges, pedestrian refuge medians, Micromobility/Bikeshare Programs, street lighting conversion (more than \$40 billion available nationwide);
- Comprehensive Roadway Safety / Vision Zero Action Plan Development and Implementation, including improved signals, intersection improvements, pedestrian barriers (\$12.5 billion available nationwide);
- Street Heat Mitigation and Resilience, including Cool Pavement, Cool Corridors, pedestrian pervious pavement (nearly \$10 billion available nationwide); and
- Major infrastructure improvements, like bridge repair and rehabilitation, major street improvement projects, and freight corridors (\$24 billion available nationwide).

Sustainability

In addition to funding for electric vehicles and charging facilities, along with the other sustainability-focused projects mentioned in each subject area, the bill includes competitive funding for:

- Local government energy efficiency and conservation projects;
- Household weatherization assistance;
- Commercial and residential energy audits;
- Updating to more efficient building energy codes; and
- Remediation of contaminated soil and groundwater.

Water

The Water Services Department has identified more than \$4 billion in water infrastructure enhancements, such as new wells and reservoirs, rehabilitation of water treatment plants, water main replacements, facilities security, and more needed to reliably provide safe clean water to Phoenix residents and maintain drought resiliency. The BIL includes \$35 billion to support drinking water and wastewater projects, and another \$8.3 billion for water resource infrastructure. This includes \$300 million for drought mitigation on the Colorado River, \$250 million of which is for the river's lower basin (AZ, CA, NV).

Concurrence/Previous Council Action

The Citizens Transportation Commission was provided this information at their meeting on Dec. 16, 2021.

Responsible Department

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



Report

Agenda Date: 1/19/2022, Item No. 8

General Aviation Airport Update - Phoenix Goodyear Airport

This report provides an update relating to developments, activities, and efforts to attract new development at Phoenix Goodyear Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

Phoenix Goodyear Airport is a general aviation airport owned by the City of Phoenix and located within the City of Goodyear. The airport supports aircraft of all sizes up to and including a Boeing 747. The airport is currently utilized for aircraft maintenance, repair and overhaul (MRO) services provided by AerSale Inc., the largest tenant located at Goodyear Airport. LUX Air provides fixed based operator (FBO) services providing on airport fuel services, aircraft hangar storage and support to transient aircraft arriving and departing the airport. Lufthansa has been a tenant at Goodyear for many years providing flight training for Lufthansa Airlines. Lufthansa is scaling back flight training operations and recently assigned the lease agreement to United Aviate Academy, a subsidiary of United Airlines, which is establishing a new flight school program at Goodyear. United began training the first class of students in December 2021.

Phoenix Goodyear Airport has 250 plus acres of undeveloped land. Aviation staff diligently promotes the airport in an effort to generate new development at the airport. To increase the development opportunities, staff contracted with Jones Lang LaSalle (JLL) a broker firm currently on an Approved Vendor List with the City of Phoenix. Utilizing JLL will increase the national exposure for aeronautical development opportunities at Phoenix Goodyear Airport.

Location

Phoenix Goodyear Airport - 1685 S. Litchfield Road, Goodyear, Ariz.
Council District: Out of City

Responsible Department

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



Report

Agenda Date: 1/19/2022, Item No. 9

General Aviation Airport Update - Phoenix Deer Valley Airport

This report provides an update related to developments, activities, and efforts to attract new development at Phoenix Deer Valley Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

Phoenix Deer Valley (DVT) Airport provides general aviation services to the flying public. DVT was recognized as the fifth busiest airport in the world in 2020 as measured by takeoffs and landings. Cutter Aviation is the airport's fixed based operator (FBO), providing fueling services, aircraft maintenance and aircraft hangar storage services to based aircraft as well as transient aircraft that utilize the airport. Cutter is also expanding with the construction of a new hangar which will be used to store additional based and transient aircraft. Sibrant Fueling also provides an on-airport self-service fueling option. DVT is home to the City of Phoenix Police Department Air Support Unit. Given the age of the current facility, a new hangar for the Police Department's Air Support Unit is currently in the design phase. Once constructed, the relocation of the Police Air Support Unit will allow the removal of the current hangar and allow access for a new taxiway to be constructed. DVT Hangars, a private development firm, is currently designing a corporate hangar complex on a recently leased parcel. The development also contains a fuel farm that will be used to fuel aircraft assigned to these new hangars.

DVT currently has more than 180 acres of undeveloped land. Aviation staff diligently promote the airport in an effort to generate new aeronautical development. Staff recently contracted with Jones Lang LaSalle (JLL) a broker firm currently on an Approved Vendor List with the City of Phoenix to increase the national exposure for aeronautical development opportunities at DVT.

Location

Phoenix Deer Valley Airport - 702 W. Deer Valley Road
Council District: 1

Responsible Department

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



Small Business Financial Assistance Program

This report requests that the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval to continue the Light Rail Small Business Financial Assistance Program (SBFAP) Pilot underway along the South Central Extension/Downtown Hub (SCE/DH) and the Northwest Extension Phase II (NWEII) light rail alignments through the duration of construction for both projects, which are anticipated for completion on or about Dec. 31, 2024, and to expand the eligibility criteria as recommended below.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

The SBFAP Pilot, funded through T2050 and the Phoenix Community Development Investment Corporation (PCDIC), is facilitated by Valley Metro and administered by Prestamos CDFI, LLC. The Pilot opened for applications in mid-March 2021. As the Pilot's initial year is scheduled to expire in March 2022, this report provides information on the Pilot's current state and recommendations for modifying and continuing the Pilot.

Program Pilot

In response to requests from area businesses, the SBFAP Pilot was created to provide direct financial assistance to help mitigate commercial interruptions for locally-owned small and micro businesses that have been directly impacted by construction along the South Central Extension/Downtown Hub and the Northwest Extension Phase II light rail extension corridors. The Pilot has a two-tiered approach to provide funding:

- Tier I - offers \$3,000 in program year financial assistance; and
- Tier II - offers up to \$9,000 in program year assistance based on demonstrated revenue impact during the construction period.

The current SBFAP Pilot's eligibility criteria for affected businesses are:

Tier I

- Be physically located on, or directly accessed from: 1) Central Avenue, between Jefferson Street and Baseline Road (for SCE/DH); 2) Dunlap Avenue, between 19th

and 25th Avenues (for NWEII); 3) 25th Avenue, between Dunlap Avenue and Mountain View Road (for NWEII); 4) Mountain View Road, from 25th Avenue to the former Metrocenter Mall property (for NWEII); or 5) the Metrocenter Mall property, as eligible businesses in the former Metrocenter Mall property are also within the program boundaries (for NWEII);

- Be a locally owned business with 15 or fewer employees and \$500,000 or less in annual revenue for the overall business;
- Be currently open and operational on the affected light rail construction alignment with posted hours of operation, as well as open and operational prior to the start of construction;
- Conduct business directly with consumers where transactions primarily take place at the location on the affected construction alignment;
- Be able to provide all necessary documents to verify program eligibility;
- Be in good standing with all local, state, and federal taxing and licensing authorities; and
- Sign a waiver releasing the City, Valley Metro, and any contractors selected to run the SBFAP Pilot from any claims related to revenue impacts arising out of light rail planning, design, and construction activities in order to receive this Pilot's funding support.

Tier II

- Meet all the requirements of Tier I;
- Be operational at least one year prior to the start of construction; and
- Demonstrate, via financial business records, a loss in revenue after the commencement of construction and related activities in comparison with the same period in the year prior to the start of construction.

The SBFAP Pilot's application is available online and in paper format in both English and Spanish. Business owners can also get assistance completing the application via an in-person visit with Prestamos staff at the location of their choice or by telephone.

Staff has gathered information and developed recommendations for consideration in continuing the SBFAP Pilot beyond the current program year. To date, 58 businesses have received more than \$300,000 in financial assistance through this Pilot. An additional 20 applications are currently in process.

The following provides a couple of examples of customer feedback demonstrating the impact of the funds: "The process was very simple. We got the funds within two weeks. We used it for payroll to keep our employees. Having the extra income to help pay our bills really helped us." Carlos Castillo, Owner, Chino-Mex. "The program has

tremendously helped me and I really appreciate it if I can continue to receive help and until this construction is over. I really appreciate it and thanks a million.” Samson Davis, Owner, Sam's Barber and Stylist School.

The City of Phoenix and Valley Metro recommends approval to continue the SBFAP through the duration of construction, anticipated for completion on or about Dec. 31, 2024, and to revise eligibility criteria to better serve the needs of businesses along the South Central Extension/Downtown Hub and the Northwest Extension Phase II light rail extension.

Recommended Eligibility Criteria Revisions

To better meet the needs of businesses in these corridors by increasing access to the funding, staff recommends revising the eligibility criteria as shown below:

- Increase the business annual revenue threshold from not more than \$500,000 to not more than \$750,000.
- Allow all otherwise eligible businesses that were open prior to the start of construction to participate by removing the requirement for businesses to have been open not less than one year prior to construction.

Financial Impact

This report does not seek approval of any additional funding. The extension of the program will utilize funds already allocated in the budget and approved during the creation of the SBFAP.

Concurrence/Previous Council Action

The City Council approved implementation of the SBFAP Pilot (Ordinance S-47126) on Dec. 2, 2020.

The Citizens Transportation Commission recommended approval of this item on Dec. 16, 2021, by a vote of 11-0.

Public Outreach

Prior to and during the rollout of the SBFAP Pilot, Valley Metro's business assistance coordinators and Prestamos staff canvassed the corridors and visited all businesses on the alignment to introduce the Pilot and explain the application process in English and Spanish. They also handed out fliers, left door-knocker pamphlets, sent email blasts, and called each business to announce the Pilot. Prestamos and Valley Metro staff continue to conduct canvassing aimed at businesses who have not applied to the Pilot or completed the application process. In addition, the Pilot is receiving ongoing

promotion with monthly business-assistance newsletters and phone call/emails to businesses. A promotional video was also filmed with Councilmember Carlos Garcia.

Location

The Northwest Extension Phase II will run along Dunlap Avenue to 25th Avenue, then north to Mountain View Road, and then west across Interstate 17, via an elevated structure over the freeway, to its terminus adjacent to Metrocenter Mall.

Council Districts: 1, 3 and 5

The South Central Extension Downtown Hub will run along Central Avenue, from Jefferson Street to Baseline Road.

Council Districts: 7 and 8

Responsible Department

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



Consideration of Citizen Petition Related to Waste Receptacles Around the Human Services Campus

This report provides the City Council with information in response to a citizen petition submitted by Frank Urban at the Dec. 1, 2021 Formal City Council meeting regarding waste receptacles around the Human Services Campus (**Attachment A**).

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

The petitioner requests the City Council to install more waste receptacles in the neighborhood around the Human Services Campus.

Staff Response

Historically, the Public Works Department provided dumpsters in the area around the Human Services campus only during the holiday season to address sanitation issues. Approximately six years ago, the Human Services Department requested an increase in services as a result of a greater need for sanitation services. In response, the Public Works Department began providing year-round solid waste collections. Adjustments have been made to services and the number of dumpsters provided during that time period in response to changing needs.

As of January 2021, the Public Works Department serviced four 8-yard front load bins five times per week. In September, services were increased by the addition of an extra day of collections to six times per week (Monday through Saturday). In November 2021, additional bins were placed near the Human Services increasing the current service level to six 8-yard bins collected. The average monthly tonnage removed from January through November 2021 was 16.83 tons per month. A total of six dumpsters provides the means for disposing of trash throughout the area.

In the past, some of the bins provided by the City were removed following the holiday season. This year, there are no plans to remove any bins, given the tonnage currently being removed and the needs expressed by the Human Services Campus providers and community members. Staff continuously evaluates collection and container services offered in the area to address waste and will continue to closely monitor

needs in partnership with the Human Services Campus.

The Human Services Campus as part of their Special Permit is required to provide trash receptacles within the boundaries of the special permit area, accessible to the public from 7:00 a.m. to 11:00 p.m. daily. In addition, the Special Permit requires the property owners within the Special Permit area to clean the area twice a day, seven days per week. Staff from the City and the Campus are in the planning process of a pilot project that would provide smaller trash receptacles at shorter distances in addition to the 8-yard bins already provided by the City. This pilot includes testing a smaller trash receptacle that could be placed in greater number, if successful. For safety purposes, there is a need to test a trash receptacle that is heavy duty, fixed and deters tampering.

Location

Madison Street from 9th to 12th avenues and Jackson Street from 9th to 11th avenues.

Council District: 7

Responsible Department

This item is submitted by Deputy City Managers Gina Montes and Karen Peters and the Human Services and Public Works departments.

Citizen Petition 12-1-21

There is a dire need for dumpsters/trash cans as part of sanitation measures in the immediate vicinity of CASS and the Andre House. While the City claims to be interested in sanitation measures in a ritual called the cleanup in which the property of homeless persons is trashed, it is not interested in common sense measures such as dumpsters for waste. It is incredibly important to provide sanitation measures to the homeless who are already at increased risk of infectious disease.

Please install more dumpsters for genuine sanitation.

Frank Urban

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Consideration of Citizen Petition Related to Restrooms Around the Human Services Campus

This report provides the City Council with information in response to a citizen petition submitted by Faith Kearns at the Dec. 1, 2021 Formal City Council meeting regarding open restrooms around the Human Services Campus (**Attachment A**).

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

The petition requests that open restrooms be provided, including at night, in the area surrounding the Human Services Campus for individuals experiencing homelessness.

Staff Response

Public restrooms are open to the public and for use by individuals experiencing homelessness at the Human Services Campus, Brian Garcia Welcome Center. The Brian Garcia Welcome Center, the entry point for individuals experiencing homelessness and seeking help at the Human Services Campus, is now open 24 hours a day, seven days a week. The restrooms were previously only available until 11:00 p.m.

The Human Services Department is exploring the feasibility of adding additional public restrooms near the Human Services Campus as a pilot program. This process is in the preliminary stages of identifying a location and discussions with a potential community partner.

Location

Brian Garcia Welcome Center - 206 S. 12th Ave.
Council District: 7

Responsible Department

This item is submitted by Deputy City Manager Gina Montes and the Human Services Department.

Citizen Petition 12-1-21

It is a concern of both unsheltered people and of property owners in the zone, that there be no human waste on the street. However, the current situation makes prevention of human functions in public spaces inescapable because there are insufficient restrooms for unhoused people, particularly at night.

We don't have the facilities to address human needs. CASS's bathrooms are closed all night. Andre House's are closed all night as well. We are blamed for a structural situation of lack of restrooms. We cannot help it. We are forced to live in filth unnecessarily because you will not open these facilities and fund them.

A lot of the rationalization for the street cleanings is sanitation. However, the cleanings are a joke in terms of respecting human sanitation without restrooms.

Please stop the transmission of disease, by having open restrooms to accommodate homeless population.

Faith Kearns

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Consideration of Citizen Petition Related to Street Cleanups Around the Human Services Campus

This report provides the Transportation, Infrastructure, and Planning Subcommittee with information in response to a citizen petition submitted by Elizabeth Venable at the Dec. 15, 2021 Formal City Council meeting regarding procedures for street cleanups around the Human Services Campus (**Attachment A**).

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

The petitioner requests the City Council to halt and restructure the weekly street cleanups around the Human Services Campus (HSC).

Background

The City of Phoenix seeks to maintain a safe and healthy environment for those that are unsheltered around the HSC and for the surrounding neighborhood and businesses. To maintain the public health and safety of the area, the City of Phoenix conducts street, sidewalk and right-of-way cleanups weekly on Mondays, Wednesdays and Fridays. Cleanups begin at 8 a.m. with initial notifications starting at 6 a.m. and are performed by City work crews and contractors to remove debris from encampments in the public right-of-way. The Police Department is also used to provide safety, security and traffic control to the areas being cleaned by the work crews. A homeless services provider is on site to assist with any social service needs.

Understanding the impacts these cleanups have on individuals experiencing homelessness, the neighborhood, and local businesses, the City has been actively meeting with a small work group of HSC staff, service providers, and neighborhood leaders to discuss ways to improve the cleanups around the HSC. The work group has discussed topics such as increased information sharing and communication, day of cleaning notifications, increased signage and lighting, waste receptacles, increased outreach and engagement, and ways to decrease disruption for all involved.

As a result of the discussions, the City is piloting the following changes:

- Day of cleanup notifications moved from 5 a.m. to 6 a.m. prior to the 8 a.m. cleanings;
- Homeless Outreach teams conducting notifications to the unsheltered, rather than the Police Department;
- Plans to install street signage around the HSC notifying individuals of the days and times of cleanups;
- Increased solid waste receptacles around the HSC and plans to review the feasibility of placing additional, smaller bins in the area;
- 300 solid waste bins provided to the HSC for the Safe Storage Program at the HSC; and
- The opening of 24 hours restrooms, seven days a week at the Brian Garcia Welcome Center.

The City is continuing to meet with the work group to improve the street cleanups and decrease the impact they have on the individuals experiencing homelessness and the surrounding neighborhood. Staff will continue to explore ways to decrease disruption to those experiencing homelessness, increase public restrooms and waste receptacles in the area, and increase outreach and engagement services.

Location

Madison Street from 9th to 12th avenues and Jackson Street from 9th to 11th avenues.

Council District: 7

Responsible Department

This item is submitted by Deputy City Managers Gina Montes and the Human Services Department.

Attachment A

In light of the destruction of personal property of homeless persons and 4th Amendment violations by the Phoenix Police department, halt and restructure the cleanup around CASS and similar police behavior throughout the city.

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2021 DEC 15 PM 4:40

CITY CLERK DEPT.

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