

**CITY OF PHOENIX
CITIZENS COMMITTEE ON THE FUTURE OF PHOENIX TRANSPORTATION**

Pursuant to Arizona Revised Statutes, A.R.S. Section 38-431.02, notice is hereby given to the members of the **CITIZENS COMMITTEE ON THE FUTURE OF PHOENIX TRANSPORTATION** and to the general public, that the **CITIZENS COMMITTEE ON THE FUTURE OF PHOENIX TRANSPORTATION** will hold a meeting open to the public on **January 12, 2015, at 6:00p.m. located in the Saguaro Room, 2nd Floor, Phoenix Public Transit Building, 302 N. 1st Avenue, Phoenix, Arizona.**

One or more Committee members may participate via teleconference. Agenda items may be taken out of order.

1.	Call to Order	Chair Peters
2.	Approval of the minutes of the December 16, 2014 meeting <i>This item is for information, discussion and possible action.</i>	Committee members
3.	Call to the Public Consideration, discussion, and concerns from the public. Those wishing to address the Committee need not request permission in advance. Action taken as a result of the public comment will be limited to directing staff to study the matter or rescheduling the matter for further consideration and decision at a later date.	Chair Peters
4.	Requests for Information This item provides an overview of information requested by the Committee. <i>This item is for information and discussion.</i>	Maria Hyatt Public Transit Director Est.: 10 min.
5.	Streets Transportation Subcommittee This item provides an overview of the Streets Subcommittee recommendation. <i>This item is for information and discussion.</i>	Ray Dovalina Street Transportation Director Est.: 20 min.
6.	Public Involvement: Phase Two This item provides review and possible approval of the next phase of public involvement. <i>This item is for information, discussion, and possible action.</i>	Matt Heil Public Information Officer Est.: 20 min.

**CITY OF PHOENIX
CITIZENS COMMITTEE ON THE FUTURE OF PHOENIX TRANSPORTATION
MEETING MINUTES
December 16, 2014**

Maricopa Association of Governments
302 North First Avenue, 2nd Floor

Committee Present	Committee Present (con't)	Public Present	City Staff Present	City Staff Present (con't)
Baele, Roger	Mattox, Claude	Day, Suzanne	Bowar, Joe	Miller, Wendy
Baier, Maria (Vice Chair)	Miller, Roy	Roderique, Dave	Child, Stephanie	Neal, Megan
Brossart, Diane	Olivas, Eva	Miller, Clyde	Dovalina, Ray	Santana, Albert
Brown, Kerwin	Pangrazio, Phil	Scheel, Bill	Fazio, Chris	Sapien, Jesus
Bunch, Ed	Peters, Mary (Chair)	Smith, Ken	Hernandez, Monica	<i>Other Staff:</i>
Ferniza, Sandra	Rees, Julie	Tevlin, Jack	Grote, Jenny	Grote, Wulf (Valley Metro)
Gilroy, Len	Scherer, Diane		Heil, Matt	Gruver, Terry (HDR)
Hoover, Mike	Scrivano, Catherine		Hyatt, Maria	McCormack, John (Valley Metro)
Hunter, Yvonne	Scutari, Shannon		Kindell, Sean	
James, Abraham	Shultz, Marty (Vice Chair)		Kessler, Ken	
Keuth, Don	Tribken, Craig		Knudson, Kini	
Lunsford, Jack	Vera, Feliciano (via call-in)		Mariscal, Ted	
Martin, David			Melnychenko, Mark	

Committee Absent	Committee Absent (con't)
Cannon, Bob	Cornelius, Michael
Hubbard, Richard	Federhar, Andy
Danley, Ian	Loo, Leonardo
Trujillo, Gary	McCune, Frank
Pastor, Sonya	

1. Call to Order
Chair Mary Peters called the meeting to order at 7:35 a.m., and a quorum was established.
2. Approval of the minutes from December 3, 2014 meeting
Committee Member Claude Mattox motioned to approve the minutes from the December 3, 2014 meeting. Vice Chair Marty Schultz seconded the motion. The motion passed unanimously.
3. Call to the Public
There were no requests from the public to speak.
4. Public Involvement Update
There was no discussion on this item.
5. Funding Options
Chair Peters introduced Mr. Ken Kessler, Deputy Public Transit Director to present on funding options. Mr. Kessler provided information on different funding sources researched by staff and the details on each type. The potential funding sources include taxes from fuel, local sales, vehicle registration, and property, as well as variable tax increments and development contributions. The two sources with the most feasibility to be implemented by local action include local sales tax and development contributions. Mr. Kessler explained the assumptions used in building the funding scenarios.

Chair Peters asked in terms of Congestion Mitigation Air Quality (CMAQ) funds if there was any growth assumed. Mr. Kessler responded 1-2% growth is assumed. Chair Peters asked if a sales tax could be considered on fuel and what tax base was included in the assumptions. Mr. Kessler stated the current tax base what used and sales tax for fuel was not considered but staff can provide some research on sales tax for fuel.

Vice Chair Marty Shultz asked for clarification on the magnitude extension of the county-wide transit tax and how it fits into the funding scenarios. Mr. Kessler stated the assumption included an extension of the county-wide tax which projects approximately \$1-1.5 Billion dollars in revenue to Phoenix. Vice Chair Shultz asked if the county-wide transit tax was not extended by the voters, it would impact the Phoenix transit program. Mr. Kessler responded yes it would impact Phoenix light rail capital and bus acquisitions.

Mr. Rick Naimark, Deputy City Manager, explained how the projects and priorities were adjusted by the Citizens Transit Commission and City Council when the current funding shortfall occurred and the situation would be similar if the county-wide transit tax extension failed.

Committee Member Claude Mattox asked the difference between a sales tax on fuel and a fuel tax which is controlled by the legislature. Mr. Kessler responded sales tax is percentage of the sale and the fuel tax is pennies on the gallon. Mr. Mattox asked if a sales tax on fuel was a potential source of funding. Mr. Kessler

responded more information would need to be researched. Mr. Naimark responded that a sales tax on fuel isn't a likely source and the City would likely already be collecting it if it was a viable option, however, he confirmed staff would provide an update on the option at the next meeting.

Committee Member Eva Olivas asked if any of the current funding sources listed can fund street transportation items. Mr. Kessler responded sales tax, and many of the items that have state hurdles to get over would be likely sources.

Committee Member Roger Baele asked if special assessment districts could be used. Mr. Ray Dovalina, Street Transportation Director, responded yes, the city is currently using that form of funding in the downtown area.

Committee Member Len Gilroy asked about the assumptions on annual growth on the sales tax. Mr. Kessler replied that 4.75% is the basis for the assumptions based on forecasts, historical data, and it is in line with those. Mr. Gilroy asked for clarification that the Transit 2000 growth rate average was 2%. Mr. Kessler responded yes. Mr. Gilroy commented he thinks a 4.75% assumption is risky based upon the Transit 2000 average due to the historic volatility. Mr. Kessler responded that for the current assumptions, it also includes a 25% operating contingency fund which did not exist for the Transit 2000 fund.

Committee Member Don Keuth commented that all sales tax including fuel should be on the table and the committee should not give up on the more difficult options as the state legislature could change. Mr. Keuth asked if there is a way to go back over last 14 years since the inception of T2000 to determine what is the contribution per Phoenix capita? Is there a trend? Is there a way to see the average per capita over time as a balance? Mr. Kessler responded yes.

Committee Member Jack Lunsford mentioned a similar committee that identified how much incrementally the funding sources would drive. He asked what the historical performance is of HURF funds and he would like to have incremental information for each funding option. Mr. Lunsford asked if a special assessment district could be created and how much would be necessary. Mr. Kessler responded that property tax provides approximately \$2-2.3 Billion over 30 years for each 1/10 percent. Mr. Naimark responded that Phoenix is not able to collect sales tax from gas at this time. He continued that Phoenix is unique from other Arizona cities and has a fixed 1.82 rate per \$1,000 of valuation and since property values have declined, the values and revenues have declined in turn. Mr. Naimark stated Phoenix does not have the secondary collections to support bonds and lacks the ability to service debt in this manner.

Committee Member Gilroy asked for a ballpark figure on how much the tax contributes versus federal dollars. Mr. Kessler responded roughly about 30-45% depending on the scenario. Mr. Gilroy asked what for the assumed federal portion of the scenarios and how reliable is the federal funding? Mr. Kessler responded the federal portion is more risky due to political instability among other issues, yet some level of federal participation is very likely. Chair Peters suggested that she recommends assuming current level of participation plus inflation. Mr. Kessler commented that the 1-2% matches approximately that level.

Committee Member Roy Miller asked about tolls as a potential source. Mr. Kessler discussed the challenges of toll roads on local roads. Mr. Miller mentioned freeway tolls as another option. Mr. Ray Dovalina discussed additional challenges with tolls being charged on already built infrastructure or right-of-way. Mr. Naimark mentioned there are some toll lanes already under consideration on the freeways, however, tolls are typically used to finance improvements on the freeways, not local roads. He continued the City Council doesn't have the jurisdiction to charge tolls on freeways.

Committee Member Gilroy asked if congestion pricing or user fees have been considered. Mr. Dovalina stated that hasn't been considered for the roadways.

Committee Member Shannon Scutari mentioned an Oregon VMT project as something to consider. She explained there is a microchip placed in cars which tracks vehicle miles traveled and a user fee is charged.

Chair Peters mentioned that the committee could include funding options in the plan that could be implemented by City Council and provide a list of other items to be considered that may not be under the purview of the City.

Committee Member Keuth suggested that the plan include items which could be implemented if additional funding becomes available and keep the plan flexible.

6. Draft Phoenix Transportation Plan

Deputy City Manager Rick Naimark explained the public meetings will be held throughout January. Staff crafted three levels of packages which came out of the workshop, which was an excellent exercise and helped us sort through priorities, as well as the dot exercise. Some projects will be in, some will not. Level one is basic. Second package is the package which we showed previously. Level three which is higher than the second. Streets component will be part of each package, but at different funding level. The first package is at 50% of capital and maintenance whereas the second package is at 75% of capital and maintenance.

Committee member Beale presented Streets Department needs. The overall needs will be \$7.1 billion, of which \$1.7 billion we know where is coming from. Please keep in mind that with our recommendation will need to include transit needs as well as street needs.

Mr. Dovalina stated the Streets Department has gone thru a capital needs assessment the last few years for the overall department.

Mr. Naimark stated Streets will need \$7.1 billion with \$1.7 billion coming from AHUR (Arizona Highway User Revenues) and other funding projections. Please keep in mind the numbers are not including storm water needs. This leaves \$5.4 billion funding needing for Streets.

Public Transit Director Maria Hyatt presented the three packages staff came up with after the workshop and dot exercise at the last meeting. The plans are 30 years. Two items had a lot of interests – downtown streetcar and 24th Street from the dot exercise, but not highly at the workshop. These items were added as part of Plan 3 at the highest level. Plan 2 is really all the elements in Plan 1 and Plan 2 that received 3's, 4's and 5's from the workshop. Staff wanted to provide options.

Ms. Scutari asked about the complete funding scope for the Street needs.

Mr. Naimark stated the committee is working to redefine the streets needs around with the planned transit. Committees' task is to look at broadening the needs of the Street department in an unconstrained manner as well as other recommendations.

Mr. Tribken stated the requirements of the Street Departments will be intact with the plan presented before us.

Mr. Kueth suggested the plan separate out the capital costs, operating costs and maintenance costs separately with notes regarding the need of additional vehicles, maintenance facilities for planned projects.

Ms. Scutari stated the buy in of the land owner will be beneficial to have a special district assessment around the extension or expansion of fixed route.

Vice Chair Schultz recommended going to public hearings with the larger amounts without pairing down which has been done already, but note reductions could occur.

Committee member Olivas stated she was against special district assessment due to every area being different and the needs for each special district are different. She would like to see a more equitable investment citywide. Sales tax is the most equitable way of everyone being responsible.

Chair Peters requested a clarification regarding special district assessment.

Ms. Scutari stated the special district assessment would be equitable based on ridership, needs, etc. An area could be dropped off of the funding plan because there is not enough of the public resources involved.

Mr. Tribken asked if we could add 5 years instead of a 30 year. Let's make it 35 years.

Ms. Hyatt stated the recommendation could start sooner rather than later. The current tax ends in 2020, but we could have the new tax start in 2018 or whenever the committee recommends.

Mr. Keuth brought up the idea of the tax being perpetuity similar to City of Tempe's tax.

Ms. Scutari stated Glendale's tax is also perpetuity.

Mr. Gilroy asked if fare increases were factored into the plan.

Ms. Hyatt stated a fare increase of \$.25 every 3 years. This is built into Valley Metro's fare policy.

Mr. Gilroy asked how construction costs were modeled out.

Mr. Kessler modeled out certain time frames for the construction. The construction costs were modeled out during the specific time when the routes were listed. Be aware the schedule of routes being opened per time frame listed can change due to numerous elements.

Ms. Hyatt stated the model was run by financial advisors, PFM, under contract with the city to ensure the plan made sense. PFM stated the modeling does make sense.

Mr. Miller asked how creative have you gotten regarding fares with other committee members.

Ms. Hyatt stated there has been a variety of things looked at. There is elasticity in increasing our fares. When we increase our fares, we see a decrease in our ridership. When we look at a voucher system, currently, we do have discounted fares, but no free fares for any group or population. Valley Metro system, as a whole, has a fare policy which we could look thru to see what recommendations the committee recommends.

Committee Member Brossart suggests taking out the plan for public comment with the .75 or .85 plans. It is important for each part of the community to receive something. The idea of the plan being perpetuity is wonderful, but would need to test when in the public.

Mr. Naimark states meetings are scheduled in January throughout the City. It would be wonderful if the committee could adopt the meetings into your schedule so that committee members are conducting the meetings as well as Council members. We would take out the list of the projects instead of the plans, explain what it would take to deliver the projects, what are your highest priorities, lowest priorities, what are we missing, what would you like to see? If the committee could vote the entire list of projects is taken out to the public that would be great.

Committee member Martin asked if the \$1.4 billion is the aggregate plan for Streets.

Mr. Naimark is the 50% level funding for Streets. We would take out the package for streets.

Mr. Martin states he is concerned the Streets subcommittee has not completed their work yet, so how are we going to melt that into our plan.

Mr. Naimark states the committee will meet prior to the meetings throughout the city. Here is a list potential funding for streets and hear from the public what is important to them.

Committee Member James has no problem of the expansion of the transit, but what passengers want is they receive the right level of service at the right time. We will have to sell our "level of service" is expanded as well.

Mr. Mattox clarified the committee has not recommended anything at this point. He asked what the drop dead date is for making the ballot for the August 2015 election.

Chair Peters would like the committee to receive the recommendations made by the Street Transportation Subcommittee for the Streets and have the opportunity to make comments on the recommendations.

Mr. Naimark stated the deadline to make the August 2015 election is April.

Chair Peters recommends one more meeting prior to going out to the public.

Mr. Gilroy would like the tiers removed when going out to the public.

7. Draft Phoenix Transportation Plan and Funding Strategy

No action was taken, however, the Committee concurred to meet again and further discuss a second public outreach process on the draft transportation plan.

8. Adjournment

Chair Peters requested a motion to adjourn the meeting at 9:05 a.m. Mr. Schultz motioned to adjourn the meeting. Mr. Lunsford seconded the motion. The motion passed unanimously.

**City of Phoenix
Transit 2000 Sales Tax Revenues
Per Capita**

Fiscal Year	T2000 Sales Tax Revenues	Phoenix Population	Per Capita
2000-01	\$ 85,553,339	1,345,422	\$ 63.59
2001-02	\$ 88,028,242	1,375,906	\$ 63.98
2002-03	\$ 87,091,831	1,455,440	\$ 59.84
2003-04	\$ 92,348,606	1,490,420	\$ 61.96
2004-05	\$ 101,462,150	1,525,400	\$ 66.52
2005-06	\$ 118,537,297	1,560,380	\$ 75.97
2006-07	\$ 124,432,463	1,595,260	\$ 78.00
2007-08	\$ 115,914,251	1,630,340	\$ 71.10
2008-09	\$ 97,324,515	1,665,320	\$ 58.44
2009-10	\$ 86,464,544	1,447,128	\$ 59.75
2010-11	\$ 101,378,740	1,453,462	\$ 69.75
2011-12	\$ 106,184,838	1,465,901	\$ 72.44
2012-13	\$ 110,059,256	1,485,719	\$ 74.08
2013-14	\$ 111,067,552	1,505,070	\$ 73.80

Plan 1 (serves as the baseline and is the compromised solution to meet community needs)

Category	Plan Element	Specific Details	Total Cost (millions)	Capital Cost (millions)	Operations Cost (millions)	Workshop Totals
Existing Service	Bus & Dial-a-Ride	Continue currently provided service, maintenance, and federally required dial-a-ride	11,692	1,031	10,661	5
	Light Rail & Dial-A-Ride	Continue currently provided service, maintenance, and federally required dial-a-ride	1,988	0	1,988	5
	Technology upgrades and replacements	Maintain fare collection system, scheduling, GPS tracking in a state of good repair	270	270	0	5
Span of Bus Service (Hrs of Operation)	Bus matches Light Rail service	Provide service for early morning or late night travelers (would fulfill T2000)	1,451	0	1,451	5
Frequency of Service	15 minute peak frequency on 60% of bus routes	Decreases waiting and improves connectivity on some routes (would partially fulfill T2000)	1,095	245	850	4
Service Expansion	Add bus service to unserved major streets with 60% of new routes at 15 minute peak frequency	Provide connectivity to unserved areas of the city (would partially fulfill T2000)	1,469	209	1,260	5
	new RAPID service	Provide connectivity to unserved areas of the city	73	28	45	3
	new Circulator service	Provide connectivity to local service in unserved neighborhoods. Can provide connections to major commercial and employment destinations in downtown Phoenix	325	8	317	3
Approved Light Rail	Capitol/I-10 W Phase 1 Rail	Connect existing rail to the Capitol (3 mi)	312	194	118	5
	Capitol/I-10 W Phase 2 Rail (have to complete Phase 1)	Connect the Capitol to the 79th Ave Park-n-Ride (8 mi)	1,504	1,141	363	5
	South Central Ave Rail	Connect existing rail to Baseline Road (5 mi)	820	597	223	5
	Northwest Phase 2 Rail	Connect existing rail to Metrocenter (1.7 mi)	411	345	66	5
High Capacity Transit (HCT) Corridors: Future bus rapid transit (BRT), streetcar, or rail	Camelback Phase 1	Connect 19th Ave to 43rd Ave and Grand Canyon University, the 8th highest ridership bus route (3 mi)	527	428	99	5
	Northeast Extension	Connect existing rail to Paradise Valley Mall (13 mi)	2,411	2,058	353	5
	Northwest / ASU West Extension	Connect Metrocenter Mall to ASU West (5.5 mi)	889	816	73	4
Future BRT (Bus Rapid Transit)	19th Ave N/S BRT or 35th Ave BRT	19th Ave is the 3rd highest ridership bus route (9.5 mi) and 6th highest ridership bus route (20 mi)	125		125	4
	Thomas Rd BRT	Connect 44th St to 91st Ave, the highest ridership bus route (18.5 mi)	239		239	5
	Bell Rd BRT	Connect Scottsdale Rd to 51st Ave (15 mi)	57		57	3
	Baseline Rd West BRT	Connect Central Ave to 59th Ave and potential future 202 (8.5 mi)	90		90	4
	Baseline Rd East BRT	Connect Central Ave to I-10 (5.5 mi)	60		60	4
Infrastructure Improvements	All bus stops shaded	Comfort and protection from the heat as desired by passengers	18		18	5
	Customer service technology upgrades	Reloadable cards (most popular talktransportation.org idea), wifi, digital signs, real-time data trip planning	30		30	5
	ADA enhancements	More convenient ADA access, and vehicle and facility improvements	60		60	5
	Security improvements	Increased security	60		60	5
	CNG fuel infrastructure and solar installation	Reduce air pollution and operating costs	40		40	5
	New Northwest bus operation and maintenance facility	Storage and maintenance necessary for increased bus service.	60		60	5
Complete Streets	50% Complete Streets	50% of streets with capital/maintenance needs	1,478	1,478	0	3.5

Conclusions:

Based on the Committee dot exercise, Committee workshop, and public outreach, staff analysis has determined three plan options to address current and future transportation needs through year 2050.

Plan 1 Modifications:

Baseline East and West	Baseline East and West changed from HCT to BRT Light. Reduced budget from \$2,200 to \$150 million
44th St/Tatum Extension	Removed from plan. Noted as not critical per workshop and dot exercises
Camelback Phase 2	Removed from plan. May be accomplished by other agencies or funding sources
19th Ave N/S BRT or 35th Ave BRT	Due to the proximity between 19th Ave and 35th Ave, staff recommends studying both corridors to determine which is the most effective.

Total Cost for Plan 1 (billions) \$27,554 = tax rate 0.63%

Plan 2 (includes more high capacity transit corridors to the west, south, and east outside of the city center and 25% more complete streets)

High Capacity Transit (HCT) Corridors: Future bus rapid transit (BRT), streetcar, or rail	Camelback Phase 2	Connect 43rd Ave to 83rd Ave, WestGate, and the Stadium, 8th highest ridership bus route (5 mi)	990	851	139	4
	Baseline East	Connect Central Ave to I-10 (5.5 mi)	1,139	1,023	116	4
	Baseline West	Connect Central Ave to 59th Ave and the potential future 202 (8.5 mi)	1,411	1,322	89	4
	44th St / Tatum Extension	Connect Shea Blvd to the 101, Mayo Clinic, and Desert Ridge Marketplace (5 mi)	1,140	1,111	29	3
Complete Streets	Additional 25% Complete Streets	Total of 75% of streets with capital/maintenance needs	944	944	0	2.5

Plan 2 Modifications:

Baseline East and West HCT	Baseline East and West would remain HCT
Camelback Phase 2 and 44th St/Tatum Extension	Both HCT corridors have been added back to this plan
Complete Streets	Addition of 25% more complete street improvements

Total Cost for Plan 2 (billions) \$33,028 = tax rate 0.8%

Plan 3 (is the most comprehensive plan with additional high capacity transit corridors in downtown and to the east)

High Capacity Transit (HCT) Corridors: Future bus rapid transit (BRT), streetcar, or rail	Downtown Streetcar	Connect commercial/employment areas in downtown Phoenix (5 miles)	568	539	29	2
	24th St	Connect Biltmore Fashion Park to Baseline Road, the 4th highest ridership bus route (10 mi)	2,318	2,289	29	2

Plan 3 Modifications:

Downtown Streetcar and 24th St	Both HCT corridors have been added back to this plan.
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Total Cost for Plan 3 (billions) \$35,914 = tax rate 0.86%

**CITY OF PHOENIX
CITIZENS COMMITTEE ON THE FUTURE OF PHOENIX TRANSPORTATION
STREET TRANSPORTATION SUBCOMMITTEE
MEETING MINUTES
December 30, 2014**

Public Transit Building
302 North First Avenue, 7th Floor

Committee Present	Public Present	City Staff Present
Baele, Roger (Vice Chair)	Acuna, Ray	Ashton, Robert
Keuth, Don	Price, Christian	Reynolds, Charlene
Lunsford, Jack	Luther, Ted	Dovalina, Ray
Federhar, Andy (Chair)	Shord, Lera	Neal, Megan
Miller, Roy	Fazio, Chris	Hernandez, Monica
Tribken, Craig		Knudson, Kini
		Motola, Tony
		Kessler, Ken
Committee Absent		Escobedo, Mark
Olivas, Eva		
Pastor, Sonya		

1. Call to Order
Chair Andy Federhar called the meeting to order at 1:40 p.m., and a quorum was established.

2. Approval of the Minutes of the December 15, 2014 meeting

The subcommittee approved the minutes of December 15, 2014 unanimously.

3. Call to the Public

None

4. Discussion of Complete Streets Proposal, Unfunded Transportation Needs, and Funding Alternatives

Mr. Ray Dovalina, Director of Street Transportation Department provided an overview of the Complete Street Proposal, Unfunded Transportation Needs, and Funding Alternatives.

A description of Complete Streets Transit related corridors was provided to clarify the topic. It includes

- Major Maintenance – Asphalt mill and overlay
- Mobility Improvements – ADA ramps, bike lanes, landscaping, sidewalks, curb/gutter
- Technology Enhancements – Street lights, traffic signals, etc.

Complete Streets Funding Options provided were the following:

- \$1.478B (30yrs) – includes all 60 miles of new High Capacity Transit and approximately 236 miles of existing transit corridors
- \$944M (30yrs) – funding for non-transit corridors or Major Transportation Projects
- \$2.422B - total

Creation of the Surface Transportation Advisory Committee (STAC)

- General oversight of the total \$2.422B
- Measure Accountability
- Priorities based on expenditure type
 - Complete Streets/Transit Corridors which includes Major Maintenance, Mobility Improvements, and Technology Enhancements
 - Non-Transit Corridors or Major Transportation Projects

A discussion focused on utility pavement cuts and pavement conditions. A focus on pavement maintenance should be included in all future transportation funding projects.

In addition, Former Councilman and subcommittee member Mr. Craig Tribken asked if \$1.4 billion was fifty percent of the Complete Street Proposal. Mr. Dovalina confirmed.

Subcommittee member Mr. Don Kueth asked if utility companies were required to repair the streets after each installation or repair to utilities. Mr. Dovalina shared with him that if utility companies went beyond a certain width they must rebuild the street. Chair Federhar expressed the high level of frustration in the community when streets are under construction for utilities repairs or upgrades.

Mr. Tribken asked if the disruption was only due to utility companies. Mr. Dovalina explained the disruption can come from the Water Services Department as well as private utility companies.

Subcommittee member Mr. Jack Lunsford suggested improving City's construction specifications to emphasize the repairing of streets in the future as work is completed in the right-of-way.

Mr. Tribken asked about the current width of sidewalks in City of Phoenix. Mr. Dovalina explained on average about 4 to 5 feet in width. Mr. Roy Miller explained that most modern sidewalks are detached from the curb. Regarding complete street improvements, Chair Federhar explained that the majority of street improvements would not require acquisition of additional right-of-way. Mr. Kueth confirmed that the existing street can be improved without acquiring additional right-of-way.

Mr. Lunsford asked if light rail was planned along Baseline Road. Mr. Dovalina explained that light rail or expanded transit routes would most likely occur along Baseline Road. Mr. Lunsford suggested a different color in the handouts to distinguish the current and future light rail routes.

5. Discussion of Previous Motion on December 15, 2014 regarding allocation of funds (Previous motion unofficial since no action was published agenda.)

Mr. Ray Dovalina, Director of the Street Transportation Department explained the previous motion on December 15, 2014 meeting regarding the allocation of funds was not posted on the agenda as an action item. Thus, it was being consider for action at the December 30, 2014 subcommittee meeting.

Mr. Kini Knudson, City Engineer and Assistant Street Transportation Department Director reiterated that today's discussion was about non transit needs.

Chair Federhar emphasized to the subcommittee that the discussion was aspirational budget amounts needed however, if funding is approved, exact locations of streets and other infrastructure would be determined later. Mr. Tribken added that the subcommittee was taking "where" off the table to obtain the "general."

Mr. Dovalina did insert that an obvious location for future improvements would be needed for the South Mountain Freeway.

Mr. Tribken asked if any of this additional funding, if approved, be used for maintenance. Mr. Dovalina confirmed.

Mr. Kueth reminded the subcommittee that the City of Phoenix had approximately 4,900 miles of streets (which include residential) with only 1,000 miles containing public transit service. In other words, most street improvements are needed on streets where no public transit exist.

Subcommittee member Mr. Miller asked if transit funding would only be used to improve streets where light rail exists. Mr. Dovalina explained that these monies would also be used to improve streets on bus corridors.

Mr. Tribken added that the non transit funding would provide for more pedestrian friendly streets to go along with the improvements along bus and light rail

corridors. Mr. Tribken also asked that planning and development staff put more emphasis on private developers to carry more of the financial burden to improve streets near future developments. Mr. Dovalina explained that fifty percent of the development is paid by the developer but the other fifty percent must come from additional public revenues. Mr. Dovalina added that the developer is only required to pay for their frontage road improvements.

Mr. Miller expressed his idea that there be more access to communities having the ability to maintain their own streets if they are given an opportunity to gate neighborhoods. In addition, Mr. Miller expressed that City of Phoenix take a visionary approach to transportation and consider a pilot program of alternative driverless automobiles as a possible public transit alternative. (Mr. Miller cited Google's "Self Driving Car" article of December 27, 2014)

Chair Federhar commended Mr. Miller for looking forward into the future and inserted that many of these decisions would be brought before the Street Transportation Department's "advisory committee" for approval.

Mr. Knudson, City Engineer expressed that even the most favorable funding option only covers approximately fifty percent of needed complete street improvements.

Chair Federhar pointed out that all the alternative funding sources are needed to improve City streets and asked why a fee could not be assessed only inside the City's limits on gasoline consumption. Mr. Ken Kessler, Deputy Public Transit Director explained that the State does not allow local jurisdictions to impose a fee on gasoline and that this would be a legislative issue. Chair Federhar would like a written opinion from the Law Department.

Mr. Keuth suggested pursuing all the funding alternatives as a holistic strategy to obtain the needed funding to improve the City of Phoenix street infrastructure needs so at the very least one area of funding is obtained.

6. Street Transportation Subcommittee Recommendations

The subcommittee approved the following 5 motions for the Citizens Committee on the Future of Phoenix Transportation (CCFPT) Committee:

- I. Subcommittee member Mr. Lunsford moved the CCFPT take a holistic approach and make an effort to fund the entire \$3.5 billion short fall (30 year projection) from \$7.1 billion of Street Transportation Department's overall needs. Motion was made by Mr. Lunsford, seconded by Mr. Kueth and approved 5 to 0 with an abstention from Mr. Miller.
- II. Mr. Lunsford moved that the City of Phoenix seek legislative action as necessary to pursue funding options to close the \$3.5 billion funding gap (i.e. fuel, vehicle registration, property taxes and other fees). It was seconded by Mr. Kueth and approved 5 to 1. Subcommittee member Mr. Miller was opposed. Mr. Lunsford requested that Phoenix intergovernmental relations staff attend the next meeting of the CCFPT.

- III. Mr. Lunsford moved that an advisory committee be established to develop funding priorities and an implementation plan that would be taken to the voters for approval, and for the advisory committee to provide ongoing oversight of the expenditure of new funding that is approved as part of the plan. The motion was seconded by Mr. Kueth and approved unanimously.
 - IV. Mr. Lunsford moved that \$1.478 billion for complete streets implementation and transit-related street improvements, and \$944 million for non-transit related street improvements be included in the transit tax extension package. The motion was seconded by Mr. Kueth approved 5-0 with an abstention from Mr. Miller.
 - V. Mr. Miller moved that the Street's "advisory committee" use cost benefit analysis, best practices and other methods to implement non transit improvements with a view to taking advantage of future technologies and ideas (i.e. self driving vehicles). The motion was seconded by subcommittee member Mr. Tribken and approved unanimously.
7. Adjournment
Chair Federhar adjourned the meeting at 3:01 p.m.

OPEN HOUSE SERIES			
District 3 Open House	1/14/2015	5:30 - 6:30 p.m.	Sunnyslope Community Center: 802 E. Vogel, Phoenix, AZ 85020
District 4 Open House	1/15/2015	5:30 - 6:30 p.m.	Steele Indian School Park Memorial Hall: 300 E. Indian School Rd. Phoenix, AZ 85012
District 7 Open House	1/20/2015	6 - 7 p.m.	Desert Sage Branch Library: 7602 W. Encanto Blvd Phoenix, AZ 85035
District 6 Open House	1/21/2015	2 - 3 p.m.	Devonshire Senior Center: 2802 E. Devonshire Ave, Phoenix, AZ
District 1 Open House	1/22/2015	7 - 8 p.m.	Goelet Beuf Community Center: 3435 W. Pinnacle Peak Rd., Phoenix, AZ 85027
District 2 Open House	1/26/2015	6 - 7 p.m.	Paradise Valley Community Center Multi-purpose Room: 17402 N. 40th St., Phoenix, AZ 85032
District 5 Open House	1/27/2015	6 - 7 p.m.	Washington Activity Center: 2240 W. Citrus Way, Phoenix, AZ 85015
District 6 Open House	1/28/2015	6 - 8 p.m.	Pecos Community Center: 17010 S. 48th St., Phoenix, AZ 85048
District 8 Open House	2/5/2015	5:30 - 7 p.m.	Emmet McLoughlin Community Training and Education Center: 1150 S. 7th Ave., Phoenix, AZ 85007

Draft schedule of dates

<u>Tentative Dates</u>	<u>Events</u>
January 12	CCFPT meeting
January 14- February 5	Public Outreach Phase II
February 2	Final CCFPT meeting action; Final results of public outreach
February 5	Citizens Transit Commission action
February 10	T&I Subcommittee action
February 18	City Council action
April 15	Council approval call of election