

TELECONFERENCE

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 **February 4, 2015, at 3:00p.m. located in the Room 7-A, 7th 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 February 2, 2015 meeting <i>This item is for information, discussion and possible action.</i>	Committee members
3.	Review of Final Council Report This item is to review the final Council report and recommendation from the Citizens Committee on the Future of Phoenix Transportation. <i>This item is for information, discussion, and possible action.</i>	Rick Naimark Deputy City Manager Maria Hyatt Public Transit Director Ray Dovalina Street Transportation Director Est.: 30 min.
4.	Request for Future Agenda Items	Chair Peters
5.	Adjournment	Chair Peters

Please note, the call-in number to teleconference is 602-744-5840, meeting ID 94307.

For further information, please call Megan Neal, Management Assistant II, Public Transit Department at 602-534-6192.

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

To request reasonable accommodations, call Megan Neal at Voice/602-534-6192 or TTY/7-1-1 as early as possible to coordinate needed arrangements.

February 3, 2015

**CITY OF PHOENIX
CITIZENS COMMITTEE ON THE FUTURE OF PHOENIX TRANSPORTATION
MEETING MINUTES
February 2, 2015**

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

Committee Present	Committee Present (con't)	Committee Present (con't)	Public Present	City Staff Present
Baele, Roger	Mattox, Claude		Scheel, Bill	Dovalina, Ray
Baier, Maria (Vice Chair)	McCune, Frank (via call-in)			Hernandez, Monica
Brown, Kerwin	Miller, Roy			Hyatt, Maria
Cannon, Bob	Olivas, Eva			Kessler, Ken
Cornelius, Michael (via call-in)	Pangrazio, Phil (via call-in)			Knudson, Kini
Danley, Ian (via call-in)	Pastor, Sonya			Mariscal, Ted
Federhar, Andy	Peters, Mary (Chair)			Melnychenko, Mark
Ferniza, Sandra	Rees, Julie (via call-in)			Miller, Wendy
Gilroy, Len	Scherer, Diane			Neal, Megan
Hunter, Yvonne	Scrivano, Catherine			Sapien, Jesus
Keuth, Don	Scutari, Shannon			<i>Other Staff:</i>
Lunsford, Jack	Shultz, Marty (Vice Chair)			Grote, Wulf (Valley Metro)
Martin, David	Tribken, Craig			Gruver, Terry (HDR)

Committee Absent	Committee Absent (con't)
Brossart, Diane	Vera, Feliciano
Bunch, Ed	Hubbard, Richard
Hoover, Mike	Loo, Leonardo
James, Abraham	Trujillo, Gary

1. Call to Order

Chair Mary Peters called the meeting to order at 7:40 a.m., and a quorum was established.

2. Approval of the minutes from January 12, 2015 meeting

Committee Member Marty Schultz motioned to approve the minutes from the December 16, 2014 meeting. Committee Member Sonya Pastor seconded the motion.

Committee Member Roy Miller pointed out the exhibits in the packet following the minutes and asked if the committee had voted on recommendations.

Committee Member Diane Scherer commented she thought the committee already voted during the two different exercises.

Chair Peters clarified the committee had voted on priorities and will be now voting on the final recommendations which will be forwarded to the Phoenix City Council.

Deputy City Manager Rick Naimark commented Chair Peters is correct the committee did not yet provide a vote on recommendations. He stated staff has compiled and distilled the results of the all-day and dot exercises and put them into a series of three packages for the committee.

Committee Member Andy Federhar requested the discussion be tabled for item 4 on the agenda.

The motion passed to approve the January 12, 2015 minutes with one dissention by Committee Member Miller.

3. Call to the Public

There were no requests from the public to speak.

4. Phoenix Transportation Plan and Funding Options

Chair Peters congratulated Phoenix for doing an incredible job on the Super Bowl events and introduced Public Transit Director Maria Hyatt to lead the discussion on the item.

Public Transit Director Maria Hyatt mentioned the role of Public Transit and supporting Super Bowl activities in the last week. Director Hyatt stated that staff had held several public hearings over the last two weeks with information provided from the committee. A survey was created to capture the information on the talktransportation.org web site. Over the last two weeks more than 1,700 people provided comments through the public hearings and online. Staff compiled the information and included these elements into the exhibit provided in the packet. Staff included specific items where there was a divergence from the committee and unfortunately did not get specific comments on these. Instead of high capacity transit (HCT), we put it into the plan as bus rapid transit (BRT). Also, the Northeast extension Phase II from Paradise Valley Mall to Desert Ridge did not resonate well. We took into account all items and concluded with a \$30.85 Billion package over 30 years. We also tested a time frame as requested by the committee and surveyed the public on 30 years, 50 years, and a permanent tax. Overwhelmingly the respondents were in favor of a permanent tax; however the exhibit provided in the packet still is showing a 30 year time frame.

Chair Peters requested staff to clarify the comment of reviewing the plan every 10 years. Director Hyatt stated the comment wasn't from the public, but rather staff thought it would be important to review the plan at least every 10 years at a minimum.

Vice Chair Marty Shultz asked if there are regular review processes in place through Valley Metro Rail and the City of Phoenix. Deputy City Manager Naimark responded yes, every year the city reviews its capital improvement 5-year plan as well as reviewing Street and Transit items.

Vice Chair Shultz stated the committee may want to include specific details on annual, five-year, and ten-year reviews. Deputy City Manager Naimark stated on the streets side, the subcommittee recommended a Streets Advisory Committee be formed as well as discussion to combine with the Citizens Transit Commission. Mr. Naimark also stated there is a Valley Metro overarching citizen committee.

Deputy City Manager Naimark stated there were a few items which were not rated high by the committee originally; however, they rated higher with the public which were added into the plan. The items include BRT on 24th St and Baseline Road, as well as the downtown circulator. Mr. Naimark clarified it could be funded as a streetcar, but was called a circulator to provide flexibility. He continued that the plan includes funding streets at a full 75% due to subcommittee, committee and public interest.

Committee Member Sonya Pastor asked for a breakdown of the public comment by council district to ensure the comments provided were equal across the city. Director Hyatt stated that there were hearings held in each council district and we

did collect surveys, however, the surveys did not provide a geographic location. Deputy City Manager Naimark added that the meetings were evenly populated. Ms. Pastor recommended that any future surveys include a request for the commenter's address.

Committee Member Craig Tribken stated the Streets subcommittee was clear that Transit and Streets issues are interconnected and the Advisory Committee should be a single committee. Deputy City Manager Naimark responded that the subcommittees recommendation was not clear on that point, however, the last full committee meeting it was noted in the minutes that it be one committee. Chair Peters added it could be included in the recommendations made today.

Committee Member Don Keuth stated that this is the source of the funding for future projects that may come up such as Light Rail expansion and if approved by the voters, these types of items should be identified as something that should be funded.

Committee Member Jack Lunsford asked if the permanent tax was approved, how that would affect the tax rate and also if the exhibits include only sales tax or if includes bonds as well.

Deputy City Manager Naimark stated the permanent tax versus a 30 year tax does not affect the needed overall tax rate significantly due to ongoing operating costs. He added that the Streets subcommittee recommended for the overall committee to address the \$3.5 Billion shortfall for streets via consideration of other funding sources (gas tax, vehicle license tax).

Deputy Public Transit Director Ken Kessler commented that if a reduced rate was approved for a permanent tax, it would have the effect of having less "pay as you go" funding and require the city to borrow additional funds. He explained the financial consultant recommended that a \$2.5 Billion debt is too large for the city to absorb. Mr. Kessler stated after 30 years you would have a surplus, but to keep in mind there will be a need to address aging infrastructure at that time. He concluded that it would be more prudent to not lower the rate if a permanent tax were to be recommended.

Committee Member Federhar stated the committee has not yet addressed how quickly we would want to show results on the program and using bond funds. He stated he didn't know if the committee has enough information to vote on this other than recommend there should be some bonding component. Mr. Federhar continued that the committee is getting into technical detail that is difficult to analyze in this forum. He commented the committee stated it wanted to show results of the plan within 5 years after approval and recommended an accelerated program based on what the City of Phoenix can handle. Mr. Federhar stated he would be in favor of a permanent tax if accepted by the public, as our transportation needs will only increase over time.

Chair Peters stated the city will want their financial advisors to look into the bonding climate and make those decisions.

Committee Member Miller stated his concern that the committee did not vote on a vision statement and asked if anyone else shared his concern on voting on a tax when the city budget may have greater needs.

Chair Peters stated the committee has a clear responsibility assigned and do not have the information, nor are tasked with reviewing the city budget as a whole. She continued it was her opinion that the committee will forward its recommendation and the Mayor and City Council will take that recommendation into context with the city's needs as a whole.

Vice Chair Shultz stated Chair Peters provided an excellent answer to Committee Member Miller's concern.

Committee Member Tribken asked when it was discussed that the tax be made permanent or that it begins immediately or at the expiration of the current tax. Deputy City Manager Naimark responded that it can be recommended today.

Chair Peters introduced Street Transportation Director Ray Dovalina. Mr. Dovalina recapped the recommendations made by the Streets subcommittee regarding \$1.5 Billion for transit corridor needs and \$944 million in non-transit corridors to support regional and city wide street projects. Deputy City Manager Naimark added that Public/Private Partnerships are also a mechanism that can be used to accelerate projects.

Committee Member Eva Olivas asked how a new tax would be implemented in relationship to the existing tax and if the taxes would overlap. Deputy City Manager Naimark responded there is no overlap; the former tax rate would cease and the new tax would start on the effective date.

Committee Member Olivas asked if there is a way to progressively decline the tax. Deputy City Manager Naimark responded it is theoretically possible; however, once the service is built there are ongoing operational costs which are large amounts. These costs would need to be funded and if the tax was declining it could put the city into deficit which is not recommended. Chair Peters offered that the bond program could perhaps be more aggressive in the beginning and be backed off later as needs decline.

Committee Member Len Gilroy stated to remember the funds we are working with are real dollars that come out of people's pockets and suggested everyone keep in mind the economic affects. Mr. Gilroy asked if impacts on consumer behavior were considered with a tax increase, for example, if people would buy goods in other cities if the tax was too high. Deputy Director Kessler stated an

analysis on consumer behavior was not done, however, the tax rate if increased, would still be commensurate with other cities in the region. He stated the overall Phoenix tax rate would remain under 9 percent and that Glendale's rate is currently 9.3 percent.

Committee Member Federhar made a motion to 1) adopt the recommendations listed in Exhibit A, 2) make the proposed sales tax increase permanent, 3) appoint a transit and streets oversight committee and require this committee report to City Council on a regular basis and review possible modifications to the sales tax based on other sources of funding such as the gas tax and vehicle license tax, 4) include flexibility for the Mayor and Council to make adjustments to reduce the tax based on additional revenue sources. Committee Member Craig Tribken seconded the motion.

Committee Member Roger Baele restated the Streets subcommittee's discussion points that the \$3.5 Billion streets shortfall be addressed by the committee to avoid having to go back and deal with it later. He stated the language isn't specific enough regarding the City Council find other ways of funding this shortfall.

Committee Member Federhar responded that his motion included flexibility for City Council to make adjustments based on the availability of additional sources of revenue such as property or gas taxes.

Committee Member Shannon Scutari suggested an amendment to the motion to formalize the oversight committee's responsibilities to address the changes for innovative financing.

Committee Member Federhar agreed that the motion can be amended to include this as part of the committee's duties. Committee Member Tribken, who seconded the original motion, also agreed to amend the motion.

Vice Chair Shultz suggested that Mayor and Council reduce the tax if other revenue sources are successful in providing alternative funding. Committee Member Federhar agreed.

Vice Chair Baier asked the committee keep in mind the political realities if Mayor and Council do not determine a permanent tax is feasible that it would be awful to offer up a permanent tax or nothing. Committee Member Federhar stated he would like to recommend a permanent tax, and it is up to the Council to make the final determination either way.

Committee Member Lunsford commented a tremendous amount of work has been done by the committee and he would like to make a motion the recommendations include \$3.5 Billion in funding for the streets shortfall which is

doable with the permanent tax and can include a recommendation that Council approve to float the property tax rate.

Committee Member Federhar stated he struggles with the concept of funding all or nothing and declined to amend his original motion. Chair Peters stated the motion by Committee Member Lunsford dies without a second for the motion.

Committee Member Tribken stated the oversight committee does include that and the tax rate can also be modified by Council.

Committee Member Baele requested considering the entire transportation package and asked for clarification from Mr. Federhar if it was included. Mr. Federhar responded yes it was included, but we are not setting a priority where things get spent which is left up to the Mayor and Council and oversight committee.

Committee Member Claude Mattox stated he would argue against leaving the decision to Mayor and Council for adjusting the tax, citing the recent food tax issue. He recommended the committee make a straightforward decision and recommendations without adjustments. Mr. Mattox made a substitute motion that all items included in Committee Member Federhar's original motion be included, with the exception to exclude the adjustments by Mayor and Council. Committee Member Pastor seconded the motion.

Chair Peters asked if the Mayor and Council already have the authority to do this. Deputy City Manager Naimark stated it depends on the language, but yes, they have the flexibility to increase and or decrease the sales tax.

Committee Member Yvonne Hunter made a point of clarification that we already have a Citizens Transit Commission and other committees that review streets issues and asked if there was an opportunity to clarify the recommendation to include Mayor and Council look at the current structure and modify committees to ensure there aren't conflicting responsibilities between committees.

Committee Member David Martin stated he would vote no on a motion to recommend a permanent tax, because voters are the ultimate checks and balances and the political feasibility of a permanent tax.

Committee Member Diane Scherer stated the Citizens Transit Committee was formed by the T2000 ballot and we would need to review the language before making changes to it due to the fact it was voter approved. Ms. Scherer stated the Council decides how everything is funded and this committee's charge is to formulate and recommend a plan without all the periphery.

Councilman Mattox restated his motion and it failed 9-17.

Committee Member Federhar's original motion with amendments was restated by Deputy City Naimark. The motion was to recommend:

- 1) Adopting all items in Exhibit A
- 2) Permanent Tax
- 3) Innovative Financing be considered
- 4) Streets & Transit advisory committee to be integrated

Committee Member Miller motioned for the item be tabled for the next meeting. Len Gilroy seconded the motion. The motion failed 4-22.

Committee Member Pastor stated the permanent tax needs to be clarified.

Chair Peters suggested an amendment to the motion which clarifies the committee recommends a permanent tax, but not less than 30 years. Committee Members Federhar and Tribken were agreed to the amendment.

Committee Member Miller requested a roll call vote.

Chair Mary Peters – Yes
Vice Chair Marty Shultz – Yes
Vice Chair Maria Baier – Yes
Committee Member Roger Baele – Yes
Committee Member Kerwin Brown – Yes
Committee Member Bob Cannon – Yes
Committee Member Michael Cornelius – No
Committee Member Ian Danley – Yes
Committee Member Andy Federhar – Yes
Committee Member Sandra Ferniza – Yes
Committee Member Len Gilroy – No
Committee Member Yvonne Hunter – Yes
Committee Member Don Keuth – Yes
Committee Member Jack Lunsford – Yes
Committee Member David Martin – No
Committee Member Claude Mattox – Yes
Committee Member Frank McCune – Yes
Committee Member Roy Miller – No
Committee Member Eva Olivas – Yes
Committee Member Phil Pangrazio – Yes
Committee Member Sonya Pastor – Yes
Committee Member Julie Rees – Yes
Committee Member Diane Scherer – Yes
Committee Member Catherine Scrivano – Yes
Committee Member Shannon Scutari – Yes
Committee Member Craig Tribken – Yes

The motion passed 22-4.

Chair Peters requested staff keep the committee informed of the recommendations and how it moves forward in the process. Deputy City Manager Naimark stated the recommendations will go to the Citizens Transit Commission this Thursday, February 5, 2015 and the City Council Transportation & Infrastructure Subcommittee on Tuesday, February 10, 2015 at 10:00 a.m, followed by City Council Policy Session on Tuesday, February 17, 2015. Mr. Naimark stated it would be formally referred to the ballot sometime in March or April.

Committee Member Miller requested a copy of the report being submitted to City Council.

Committee Member Gilroy asked what information the City Council would be receiving and stated he thought that the committee was going to include policy recommendations and providing a report or document to the Council. Deputy City Manager Naimark responded staff will transmit the background information provided to the committee, a condensed version of all the information, staff will provide a presentation, description of the committee process, as well as public input, and the committee's recommendations. Mr. Naimark told the committee if they have any additional recommendations, those need to be made. He added that Chair Peters will be present at the Council Meetings to represent the committee.

Chair Peters stated she though the policy recommendations were also included by the committee where they recommended other funding sources be investigated.

Committee Member Tribken stated he would like to make sure the council report states the motion very specifically. Mr. Naimark responded yes it would be very precise.

Committee Member Gilroy clarified the policy items he recalled they discussed previously included the use of public/private partnerships, competition for services, competitive sourcing, and recommending value capture to the State. Mr. Gilroy continued he thought the committee would be drafting a document which would include this information and the committee would vote on it.

Chair Peters indicated the statements are not part of the motion to be voted on but for those items perhaps they could be addressed in a separate list to accompany the recommendations.

Deputy City Manager Naimark stated the staff report could address those items.

Committee Member Miller objected to submitting a list of items to Council which did not get voted on by the committee and restated his motion to table the vote when he can't see the items and motion.

Chair Peters asked the Committee members if anyone else was not comfortable including a list of items to consider along with the recommendations.

Vice Chair Shultz recommended the committee members with concerns provide a report as an addendum and submitting those items independent of the committee.

Committee Member Tribken stated his assumption is that these items are included in the recommendations and that the report to Council will include these items.

Deputy City Manager Naimark stated staff will outline all items of discussion and provide key issues worthy of consideration in their report. He continued that if these were to come from the committee it must be included in the motion. Mr. Naimark stated he would send a draft report to the committee.

Committee Member Miller again motioned to table the item. The motion failed with no second.

Committee Member Shannon Scutari stated she is of the opinion this committee tells a story through all of the minutes which include their discussions about regional connectivity, future economic corridors, and how they connect with pedestrian and other modes.

Committee Member Tribken stated the innovative financing covers this as well in the motion, voters need to have a simple options to vote. He continued that in his experience, this is the way the process works and Mr. Miller's concerns are covered.

Committee Member Federhar commented that staff is the representatives of Mayor and Council and they will report on all items our committee discussed and also are reflected in the minutes.

Committee Member Martin asked Mr. Naimark if he will provide a committee report, if so how long will the report take to draft, and requested the option to review and edit the report. Mr. Martin stated he is interested in having the entire \$3.5 Billion addressed and this is very important to him. Deputy City Manager Naimark responded sometime by tomorrow.

Chair Peters stated the committee needs to be considerate that the report must be provided to the Citizens Transit Committee by Thursday.

Committee Member Martin stated the recommendations will be provided to the CTC, and it isn't necessary for the report.

Committee Member Pastor stated the committee has had many opportunities to provide comments. She reminded everyone that all the meetings are open to the public and she encouraged committee members attend and provide comments or objections if any.

Committee Member Eva Olivas also expressed that in a past committee she encountered that public comments did not make it into the staff report so she does empathize with the concern.

Deputy City Manager Naimark stated that staff has been briefing the City Council T&I Subcommittee on the issues each month as well as providing the committee's minutes. Mr. Naimark stated staff would include all of the committee's minutes along with the staff report.

Chair Peters recommended that staff provide a draft report to the committee by Tuesday, February 3, 2015 and committee members provide comments or edits to staff by close of business Wednesday, February 4, 2015. Chair Peters stated the committee can have a conference call if needed.

Committee Member Don Keuth recommended a meeting to be held if there are issues with the report.

Committee Member Jack Lunsford thanked the Chair, Vice Chairs and committee for their efforts.

Chair Peters thanked everyone for their participation and hard work, including City staff.

Vice Chair Marty Shultz motioned to adjourn the meeting. Committee Member Lunsford seconded the motion.

5. Request for Future Agenda Items
None.

6. Adjournment
Chair Peters adjourned the meeting at 9:25 a.m. with one dissention by Committee Member Miller.

CITY COUNCIL REPORT

TO: Rick Naimark
Deputy City Manager

FROM: Mary Peters
Chair, Citizens Committee on the
Future of Phoenix Transportation

SUBJECT: CITIZENS COMMITTEE ON THE FUTURE OF PHOENIX
TRANSPORTATION RECOMMENDATION

This report provides the Transportation and Infrastructure Subcommittee with the Citizens Committee on the Future of Phoenix Transportation's recommendation of a comprehensive transportation plan and funding recommendations. The report also summarizes the public and Committee's process to obtain this recommendation, including major policy considerations noted by the Committee.

THE ISSUE

The City of Phoenix currently has a dedicated 4/10ths of a cent sales tax supporting public transit service that was approved by Phoenix voters in 2000. The tax, referred to as Transit 2000, generates the majority of funding for bus and light rail operations in the city. Transit 2000 provided for a significant service expansion in subsequent years, adding late night and weekend service, introducing RAPID™ commuter and neighborhood circulator routes, and serving as the city's key funding mechanism for Valley Metro Rail, which launched in 2008.

Over the subsequent years, however, the long-term objectives of the Transit 2000 program were hampered by significant declines in revenue due to two large recessions. At present, the program has generated approximately \$1 billion less in revenue than anticipated.

At the same time, funding for street transportation projects has also declined, as long-standing sources of support for roadway construction and infrastructure, such as the Arizona Highway User Revenue Fund, also saw reductions.

OTHER INFORMATION

Due to these ongoing challenges, and the upcoming expiration of the Transit 2000 sales tax, the Phoenix City Council appointed the Citizens Committee on the Future of Phoenix Transportation, a 34 member group, to provide a comprehensive review of public transit and street transportation needs citywide, and to gather resident input obtained through a variety of public engagement methods.

The Committee launched its efforts on August 12, 2014. Over 13 meetings, the Committee analyzed the transportation landscape of each area of the city, considering current public transit and transportation infrastructure, land use and census data, employment and demographic trends and public input to identify the city's future transportation needs.

Public Input

Feedback from residents was a key element in the process of developing the staff recommendations included in this report. Over six months, Public Transit and Street Transportation staff worked to connect with numerous stakeholder groups and hold a variety of engagement opportunities. At its conclusion, more than 100 events—ranging from community meetings to open houses and outreach at transit facilities—were conducted, reaching more than 3,500 residents and generating hundreds of comments in-person and online at talktransportation.org.

The initial phase of public outreach identified a variety of transportation needs for transit riders and residents, which were taken back to the public for additional comment. The priorities that participants felt were important varied based on the kinds of transportation used, and included:

- Greater frequency, longer hours and new bus and light rail service
- Shade structures at all bus stops
- Additional ADA accessibility improvements at facilities
- Technology, including reloadable fare cards and WiFi
- Need for general street improvements citywide, including providing pavement maintenance, new bicycle lanes, sidewalk installation and traffic signal enhancements

Through this process a set of outstanding priorities were identified that addressed resident concerns for improved availability of transit service, better street and transit infrastructure and connectivity, and elements to sustain future growth and long-term transportation maintenance. These needs were refined by the Committee through a daylong planning workshop conducted by ASU faculty.

Transportation Priorities

Results of the second public outreach phase generated a specific set of priorities based on the prior outreach, which established transportation improvement needs. The list of priorities was discussed at open houses and community group meetings, and was also provided in an online survey. As of January 29, staff spoke with 800 people and more than 900 participants completed the survey. Results from the online survey are attached.

Funding Analysis and Deductions

The Committee discussed paying for a comprehensive transportation plan with a variety of funding sources to ensure a fiscally sound program. A reliable local funding source is at the core of a funding strategy for a comprehensive transportation program for Phoenix. Overwhelmingly, the public preferred a permanent tax. In addition to annual reviews of Public Transit and Street Transportation's five-year Capital Improvement Program by the City and the Maricopa Association of Government's review of the Transit Life Cycle Program and Arterial Streets Life Cycle Program, the community agreed there should be a comprehensive, community-developed capital transportation plan reviewed every ten years. The continued review of this plan could provide cross-pollination of ideas and public outreach to ensure a coherent vision between other ongoing long range planning efforts such as the Phoenix General Plan (MyPlanPhx).

Of over 900 survey respondents, when asked how to fund Phoenix transit and street condition improvements, the public was fairly split with 50% identifying \$12 a month (all elements) or more, and 50% identifying \$9 a month or less (core priorities). This indicates a desire to have a funding level somewhere between these levels and the public's plan reflects this assessment.

Committee-Identified Policy Issues

Throughout the thirteen meetings, the Committee raised policy issues that wove into the discussions and development of recommendations. However, a number of these issues are ongoing, big picture elements that will need further study and continued consideration.

Financing: Committee members discussed the need for researching, identifying and advocating for multiple financing methods. These financing methods include public/private partnerships, value added/value capture, tax increment financing (or variations allowed by the State), toll roads, and improvement districts.

Competition: The Committee emphasized that competition for services and maintenance is desired to obtain the best value for limited resources.

Regional connectivity: Although the Citizen Committee's charge was to develop a comprehensive transportation plan for Phoenix, Phoenix is the center of the Valley and regional connectivity is vital. The Committee believed it was important to continue working with the region to identify connections which are vital to the economic viability of our larger community.

Gentrification: The benefits provided by connecting low-income and established neighborhoods to transit are significant. However, it is important to ensure that neighborhoods are not displaced due to increased development and higher land value or rents.

Accessibility: The Committee believed that a continued focus on accessibility to the transportation network is critical. This accessibility included additional light rail stations at key locations such as 48th Street, safe, accessible sidewalks and bike paths, and improved Dial-A-Ride, especially relating to regional connectivity.

Funding: In addition to healthy discussions about financing methods, Committee members discussed funding of the system. Topics included additional funding sources other than sales taxes, such as a gas tax, indexing the vehicle license tax, and the property tax. Discussions also included the impacts of these taxes on the community, such as the regressive nature of each taxing method and the impact on low and average income households.

Committee members also delved into staff's assumptions on sales tax growth rates based on the difficulty in projecting future growth rates, with several members recommending conservative (1-3% annual growth) projections instead of the 4.75% growth rate staff used in their estimate.

The recommended comprehensive transportation plan doubles available funding for street transportation needs but leaves a deficit of \$3.5 billion over a 30-year period. The Committee believed finding alternative funding for this deficit was very important.

Economic Development: The Committee noted that transportation and economic development go hand in hand and felt that additional work and coordination was needed to maximize the City's investment in transportation.

Technology: Committee members discussed a number of technology policy issues, including alternative transportation methods which may reduce reliance on public transit. These alternative transportation methods included the increase in services such as Uber and Lyft, and emerging autonomous vehicle technology.

These policy items could be formalized through Council action for continued analysis and possible implementation, including further analysis and identification of options to address the \$3.5 billion street budget deficit.

RECOMMENDATION

At the February 2, 2015 meeting, the Citizen Committee on the Future of Phoenix Transportation approved the following:

Adopt, recommend and forward to the City Council the comprehensive transportation plan included in Exhibit A and the following:

- A permanent transportation sales tax, but not less than a 30-year tax
- Provide the City Council with the flexibility to reduce the sales tax if other funding sources become available in the future
- Establish a committee to provide oversight of the plan elements and tax
- Establish a committee or subcommittee focused on identifying innovative transit and street funding mechanisms

The comprehensive transportation plan will cost approximately \$30 billion through 2050, which equates to a 0.75% sales tax.

Exhibit A: Phoenix Transportation Plan

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)	1,811	0	1,811	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)	315	200	115	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	1,076	428	5
	South Central Ave Rail	Connect existing rail to Baseline Road (5 mi)	813	547	266	5
	Northwest Phase 2 Rail	Connect existing rail to Metrocenter (1.7 mi)	404	316	88	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)	532	403	129	5
	Camelback Phase 2	Connect 43rd Ave to 83rd Ave, WestGate, and the Stadium, 8th highest ridership bus route (5 mi)	1,035	930	105	4
	Northeast Extension	Connect existing rail to Paradise Valley Mall (13 mi)	2,446	1,940	506	5
	Downtown Circulator	Connect commercial/employment areas in downtown Phoenix; mode and route to be determined (5 miles)	601	543	58	2
	Northwest / ASU West Extension	Connect Metrocenter Mall to ASU West (5.5 mi)	891	766	125	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	11	114	4
	Thomas Rd BRT	Connect 44th St to 91st Ave, the highest ridership bus route (18.5 mi)	239	14	225	5
	Bell Rd BRT	Connect Scottsdale Rd to 51st Ave (15 mi)	57	10	47	3
	Baseline Rd West BRT	Connect Central Ave to 59th Ave and potential future 202 (8.5 mi)	90	10	80	4
	Baseline Rd East BRT	Connect Central Ave to I-10 (5.5 mi)	60	6	54	4
	24th St BRT	Connect Biltmore Fashion Park to Baseline Road, the 4th highest ridership bus route (10 mi)	64	7	57	2
Infrastructure Improvements	All bus stops shaded	Comfort and protection from the heat as desired by passengers	18	18	0	5
	Customer service technology upgrades	Reloadable cards (most popular talktransportation.org idea), wifi, digital signs, real-time data trip planning	30	30	0	5
	ADA enhancements	More convenient ADA access, and vehicle and facility improvements	60	60	0	5
	Security improvements	Increased security	60	30	30	5
	CNG fuel infrastructure and solar installation	Reduce air pollution and operating costs	40	40	0	5
	New Northwest bus operation and maintenance facility	Storage and maintenance necessary for increased bus service.	60	60	0	5
Complete Streets	Enhanced Street Improvements	\$1.478 billion dedicated to transit-related street improvements and \$944 million to improve citywide streets with capital/maintenance needs	2,422	1,478	944	3.5

Conclusions:

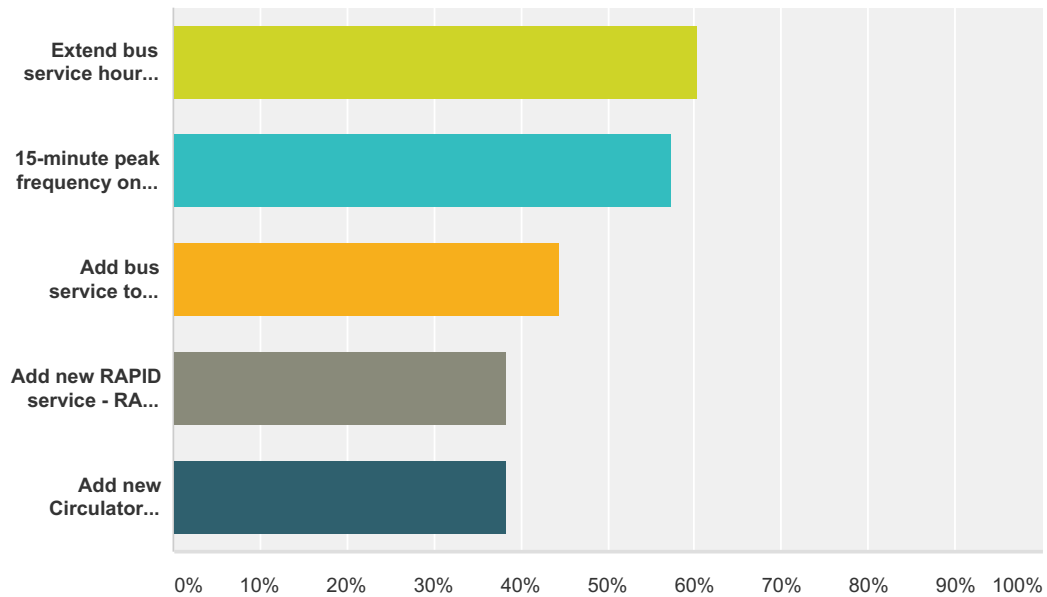
Public outreach, information from the Citizens Committee on the Future of Phoenix Transportation, and staff analysis concludes the public's transportation plan not only addresses community needs and connectivity, but also provides enhanced street improvements and a possible downtown streetcar/circulator for further study and evaluation.

Total Cost for Public's Transportation Plan (billions) \$30,589 = tax rate 0.75%

Future Considerations:	Although not in the 30-year plan, these future projects will be considered as demand and service levels change. These projects will be re-evaluated during the 10-year transportation plan review.					
	Baseline East HCT	Connect Central Ave to I-10 (5.5 mi)	1,139	1,023	116	4
	Baseline West HCT	Connect Central Ave to 59th Ave and the potential future 202 (8.5 mi)	1,411	1,322	89	4
	Northeast Extension Phase 2	Connect Shea Blvd to the 101, Mayo Clinic, and Desert Ridge Marketplace (5 mi)	1,140	1,111	29	3

Q1 Bus: Please select any bus related plan elements that are important to you. (You may select more than one option)

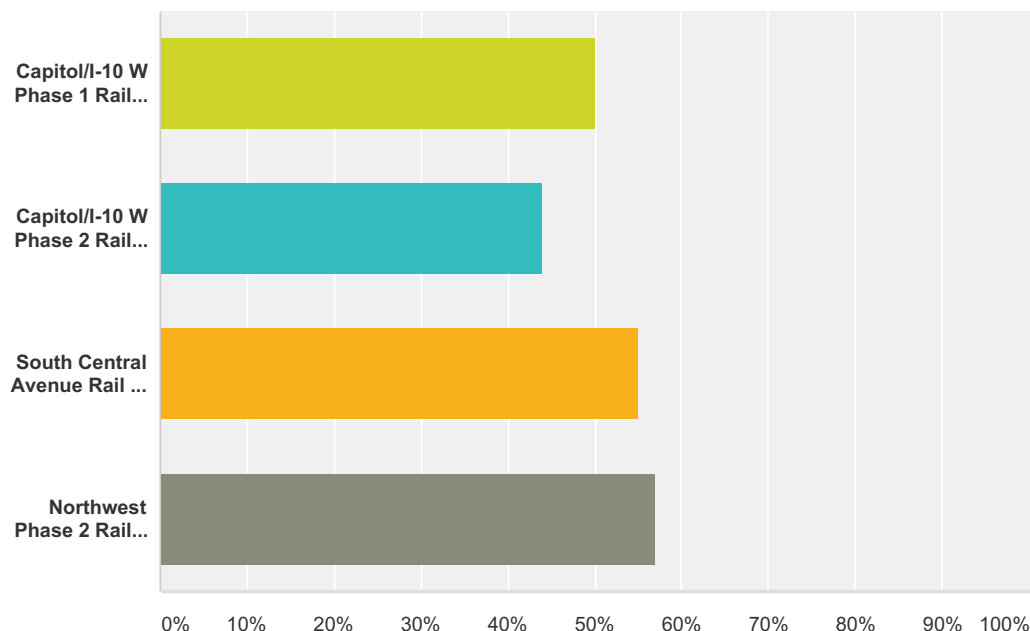
Answered: 757 Skipped: 152



Answer Choices	Responses
Extend bus service hours to match light rail service hours - Provide bus service for early morning or late night travelers and match Phoenix bus service to the light rail service hours.	60.37% 457
15-minute peak frequency on majority of bus routes - Transit will run more often during regular rush hour traffic. Increased frequency decreases waiting and improves connectivity by introducing 15-minute frequency during high traffic times on majority of existing bus routes.	57.46% 435
Add bus service to unserved major streets - Provide service to unserved areas of the city, with majority of new routes at 15-minute frequency at high traffic times.	44.52% 337
Add new RAPID service - RAPID provides faster bus service by only stopping at major destinations (i.e. from park-n-rides to downtown).	38.31% 290
Add new Circulator service - Circulators provide bus service in unserved neighborhoods, creating more connectivity to major commercial and employment destinations in downtown Phoenix.	38.31% 290
Total Respondents: 757	

Q2 Approved Light Rail: Listed below are the areas where Light Rail corridor extensions are ALREADY approved by Phoenix City Council, but are not currently funded. Please select those corridors where you would STILL like to see Light Rail extensions occur. (You may select more than one option)

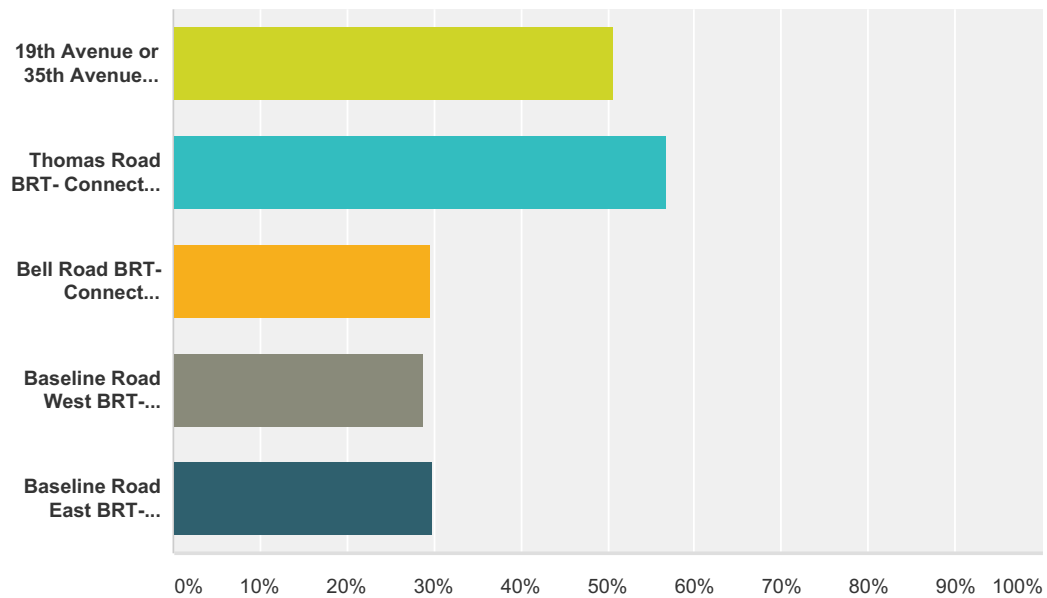
Answered: 794 Skipped: 115



Answer Choices	Responses
Capitol/I-10 W Phase 1 Rail - Connect existing rail to the Capitol (2 mile stretch).	50.13% 398
Capitol/I-10 W Phase 2 Rail (have to complete Phase 1 to connect to rail) - Extend from the Capitol to the 79th Avenue Park-n-Ride (9 mile stretch).	43.95% 349
South Central Avenue Rail - Connect existing rail to Baseline Road (5 mile stretch).	55.16% 438
Northwest Phase 2 Rail - Connect existing rail to Metrocenter (1.7 mile stretch).	56.93% 452
Total Respondents: 794	

**Q3 Future Bus Rapid Transit (BRT) only:
Please select areas where future Bus Rapid
Transit can be implemented. Light Rail is
not an option at these locations. BRT can
be dedicated lane, enhanced vehicle &
passenger experience, and greater speed &
reliability. (You may select more than one
option)**

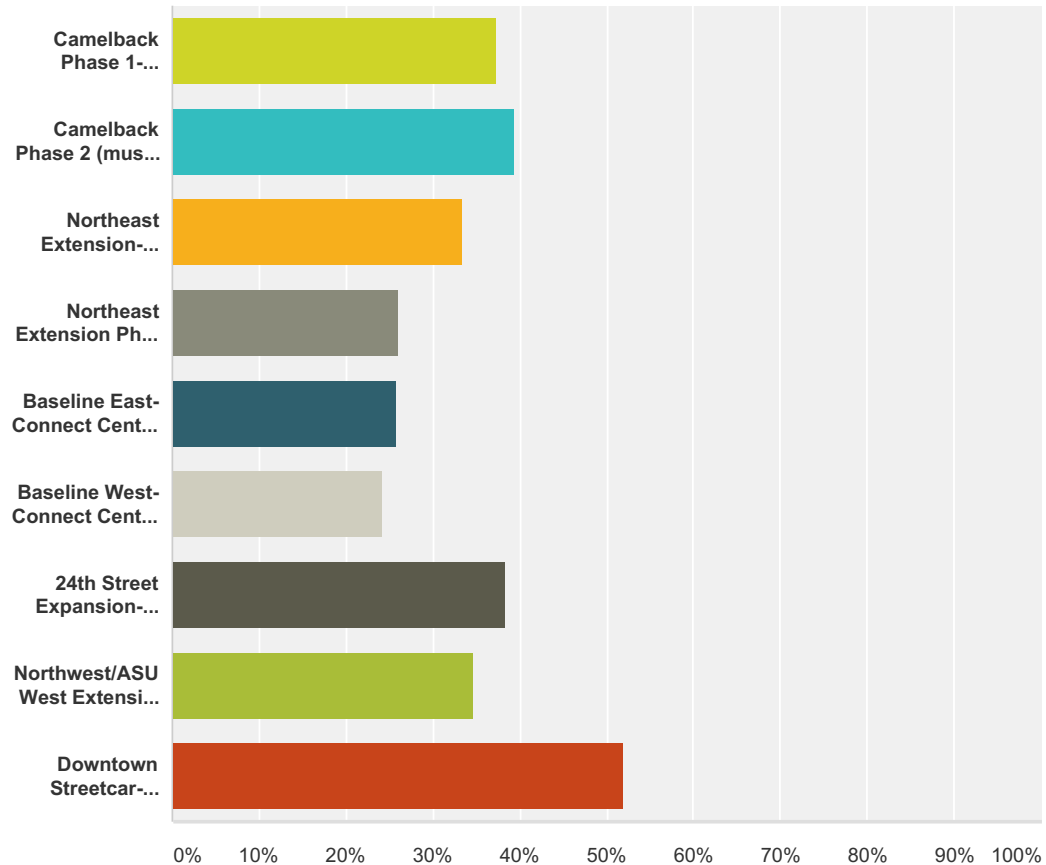
Answered: 643 Skipped: 266



Answer Choices	Responses
19th Avenue or 35th Avenue BRT- 19th Avenue is the 3rd highest ridership route or 35th Avenue is the 6th highest ridership route. Either route provides a north to south connection in West Phoenix (20 mile stretch).	50.70% 326
Thomas Road BRT- Connect 44th Street to 107th Avenue, the highest ridership bus route in the region (18.5 mile stretch).	56.77% 365
Bell Road BRT- Connect Scottsdale Road to 51st Avenue (15 mile stretch).	29.70% 191
Baseline Road West BRT- Connect Central Avenue to 59th Avenue and potential Loop 202 (6.5 mile stretch).	28.77% 185
Baseline Road East BRT- Connect Central Avenue to 48th Street (5.5 mile stretch).	29.86% 192
Total Respondents: 643	

Q4 High Capacity Transit Corridors: Please select areas below where either Bus Rapid Transit, Light Rail, or Streetcar should be implemented in the future. (You may select more than one option)

Answered: 798 Skipped: 111



Answer Choices	Responses
Camelback Phase 1- Connect 19th Avenue and 43rd Avenue at Grand Canyon University, the 8th highest ridership bus route (3 mile stretch).	37.34% 298
Camelback Phase 2 (must complete Phase 1 to connect to rail)- Extend to 43rd Avenue to 83rd Avenue, and near the Cardinals Stadium at Westgate, 8th highest ridership bus route (5 mile stretch).	39.47% 315
Northeast Extension- Connect existing rail to Paradise Valley Mall (13 mile stretch).	33.33% 266
Northeast Extension Phase 2- Extend from Paradise Valley Mall (Cactus Road) and travel north to Loop 101, Mayo Clinic, and Desert Ridge Marketplace (5 Mile stretch).	26.19% 209
Baseline East- Connect Central Avenue to 48th Street (5.5 mile stretch).	25.81% 206

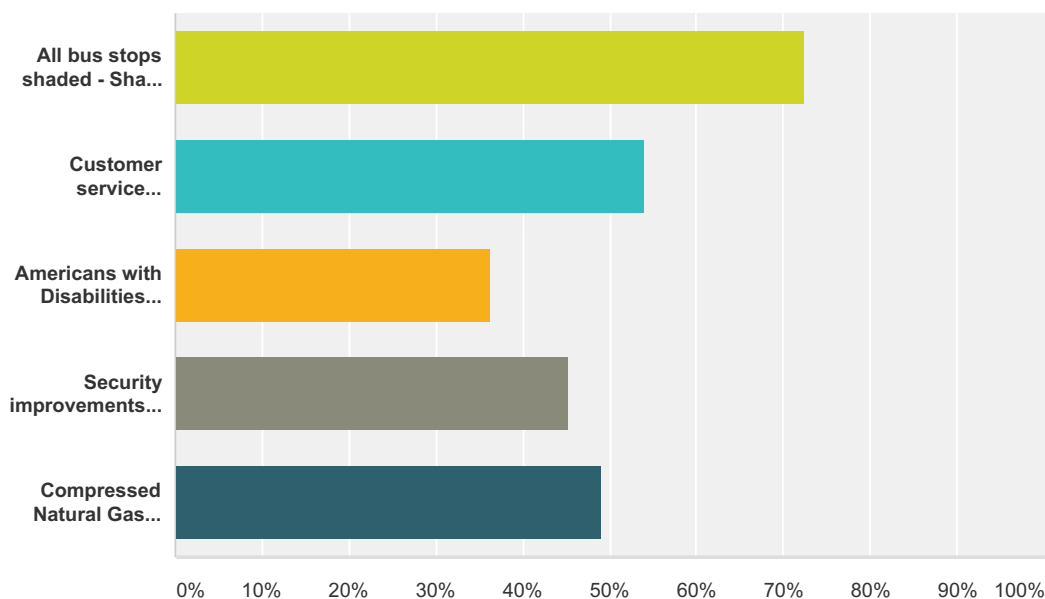
What are your priorities for the future of Phoenix transportation?

SurveyMonkey

Baseline West- Connect Central Avenue to 59th Avenue and potential Loop 202 (6.5 mile stretch).	24.19% 193
24th Street Expansion- Connect Biltmore Fashion Park to Baseline Road, the 4th highest ridership bus route (10 mile stretch).	38.35% 306
Northwest/ASU West Extension- Connect Metrocenter Mall to ASU West campus (4.5 miles stretch).	34.71% 277
Downtown Streetcar- Connect major commercial and employment destinations in downtown Phoenix (5 mile stretch).	52.01% 415
Total Respondents: 798	

Q5 Infrastructure Improvements: Please select any improvement that should be made to existing infrastructure. (You may select more than one option)

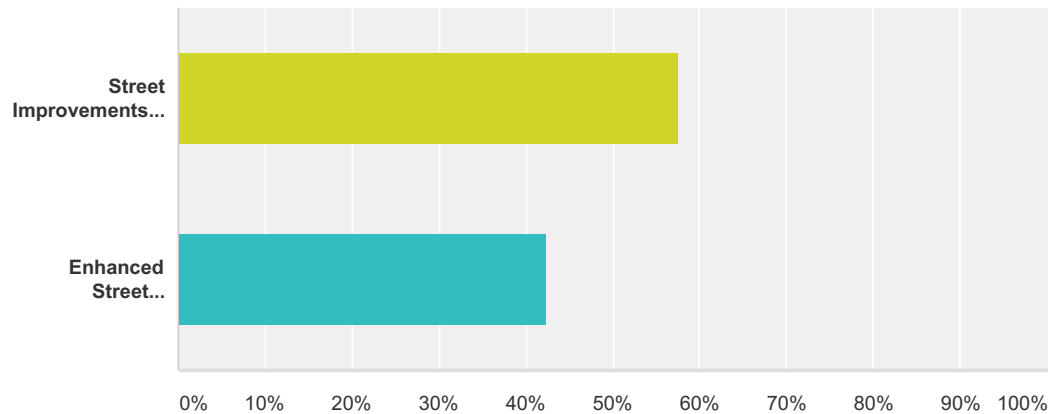
Answered: 836 Skipped: 73



Answer Choices	Responses
All bus stops shaded - Shades will provide comfort and protection from the heat as desired by passengers.	72.49% 606
Customer service technology upgrades - Introduce technological improvements including reloadable cards, digital signs, real-time data trip planning and Wi-Fi on buses, for example.	54.07% 452
Americans with Disabilities Act (ADA) enhancements - More convenient Americans with Disabilities Act (ADA) access, and vehicle and facility improvements.	36.24% 303
Security improvements - Increase security personnel at facilities and on transit vehicles.	45.33% 379
Compressed Natural Gas fuel infrastructure and solar installation - Reduce air pollution, operating costs, and the region's carbon footprint.	49.04% 410
Total Respondents: 836	

Q6 Street Improvements: With the aim of improving the current quality of streets, please select below EITHER street improvements that should be carried out to ensure better accessibility, pavement conditions, walkability, and bikability. (Select one option)

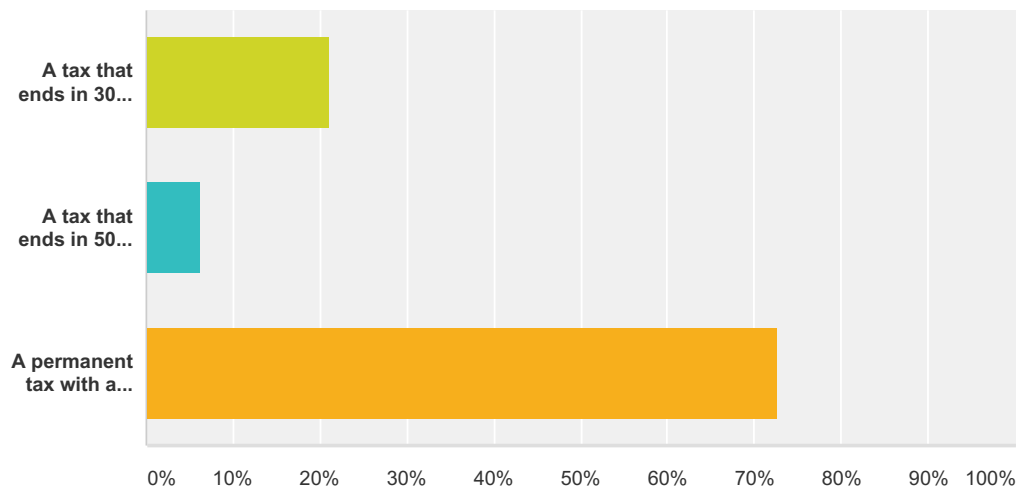
Answered: 813 Skipped: 96



Answer Choices	Responses
Street Improvements - Street upgrades focused on maintenance and accessibility improvements within major transit corridors, to include new asphalt pavement and striping, bicycle lanes, sidewalks, street lighting, landscaping, and traffic signal enhancements.	57.69% 469
Enhanced Street Improvements- Street upgrades focused on maintenance and accessibility improvements within major transit corridors plus additional funding for major maintenance and transportation projects, mobility improvements and technology enhancements.	42.31% 344
Total	813

Q7 For the purposes of this exercise a 30-year sales tax is being considered, therefore, funding for transit operations and street improvements would end in year 2050. A permanent tax may result in a lower tax rate over a longer period of time, ensure operations and maintenance do not cease, would assist with obtaining federal funds, and aid in obtaining public-private partnerships. What is your time frame preference for a transportation tax? (Select one option)

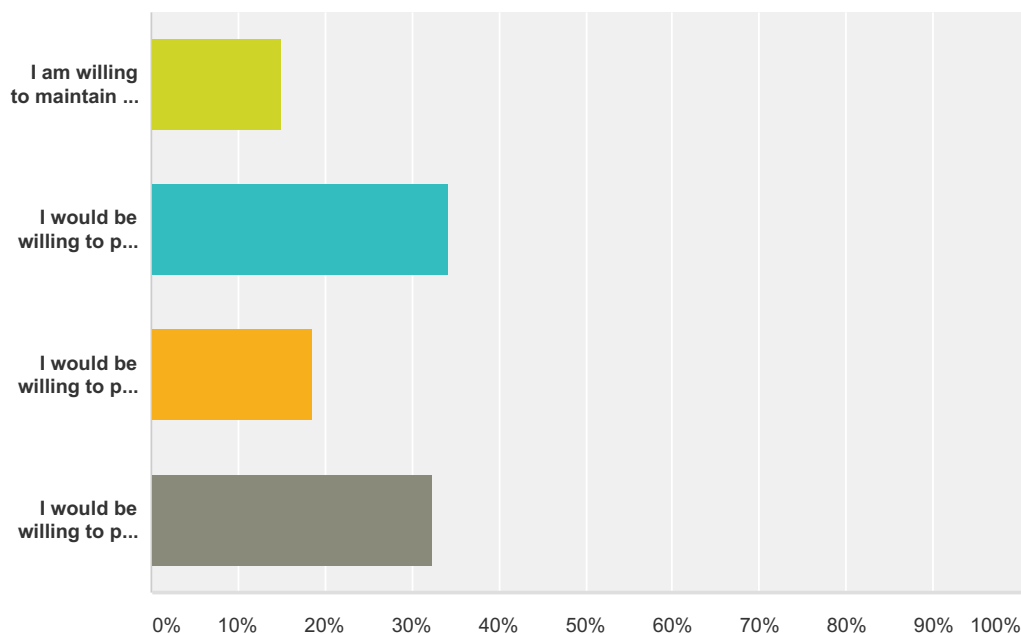
Answered: 854 Skipped: 55



Answer Choices	Responses	
A tax that ends in 30 years.	21.08%	180
A tax that ends in 50 years.	6.21%	53
A permanent tax with a community-developed capital transportation plan reviewed every 10 years.	72.72%	621
Total		854

Q8 Now that you have more information on potential plan elements, let us now ask you about how to fund Phoenix transit and street condition improvements. Currently, Phoenix residents on average pay \$6 monthly with a local sales tax to support transit. Would you be willing to pay more for increased bus, rail, paratransit services, and enhanced street improvements? (Select one option)

Answered: 870 Skipped: 39



Answer Choices	Responses
I am willing to maintain the current level of transit. This would result in no additional funds for street improvements.	14.94% 130
I would be willing to pay \$9 a month. I want to maintain and expand transit and street services which includes higher frequency, longer operating hours, infrastructure upgrades and 89 miles of new high capacity transit options.	34.14% 297
I would be willing to pay \$12 a month. I want to maintain and expand transit and street services which includes higher frequency, longer operating hours, infrastructure upgrades, 113 miles of new high capacity transit options, and additional street improvements.	18.51% 161
I would be willing to pay \$14 a month. I want to maintain and expand transit and street services which includes higher frequency, longer operating hours, infrastructure upgrades, 128 miles of new high capacity transit options, and additional street improvements.	32.41% 282
Total	870

Q9 Besides a sales tax, what other ways should the City of Phoenix consider to fund future transit and street improvements?

Answered: 404 Skipped: 505