

**CITY OF PHOENIX  
CITIZENS TRANSIT COMMISSION**

Pursuant to Arizona Revised Statutes, A.R.S. Section 38-431.02, notice is hereby given to the members of the **CITY OF PHOENIX CITIZENS TRANSIT COMMISSION** and to the general public, that the **CITIZENS TRANSIT COMMISSION** will hold a meeting open to the public on **February 5, 2015, at 7:30 a.m. located in the Conference Room, 7th Floor, Public Transit Building, 302 N. 1<sup>st</sup> Avenue, Phoenix, Arizona.**

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

The agenda for the meeting is as follows:

1.	<b>Call to Order</b>	Chairperson James
2.	<b>Approval of the minutes of the November 6, 2014 meeting</b> <i>This item is for information, discussion and possible action.</i>	Commission Members
3.	<b>Chairperson's Report &amp; Commissioners' Reports</b> This item provides the Chairperson and Commissioners with an opportunity to provide updates on transit-related issues and other housekeeping items. <i>This item is for information, discussion and possible action.</i>	Chairperson James/ Commission Members
4.	<b>Call to the Public</b> Consideration, discussion, and concerns from the public. Those wishing to address the Subcommittee 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.	Chairperson James
5.	<b>April 2015 Service Changes</b> This report provides an overview of the April 2015 bus service changes. <i>This item is for information, and discussion.</i>	Joe Bowar
6.	<b>Phoenix Transportation Plan and Funding</b> This report requests approval of the Phoenix Transportation Plan and funding strategy. <i>This item is for information, discussion, and possible action.</i>	Maria Hyatt  Chairperson James
7.	<b>Public Transit Director's Report</b> This item gives the Public Transit Director an opportunity to discuss issues and accomplishments with the commission. <i>This item is for information and discussion.</i>	Maria Hyatt Presentation only
8.	<b>Request for Future Agenda Items</b>	Chairperson James
9.	<b>Adjournment</b>	Chairperson James

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.

January 30, 2015

**CITY OF PHOENIX  
CITIZENS TRANSIT COMMISSION  
MEETING MINUTES  
November 6, 2014**

Public Transit Department  
302 N. First Avenue, 7<sup>th</sup> Floor

<b>Commission Present</b>	<b>Public Present</b>	<b>City Staff Present</b>
James, Abraham – Chair	Blue Crowley, Citizen	Bowar, Joe
Aylsworth, Aaron		Dunham, Kristen
Cannon, Bob		Heil, Matthew
Dalager, Rob		Howard, Kacie
Davis, Pam		Hyatt, Maria
Hunter, Yvonne		Kessler, Ken
MacDonald, Shelley		Neal, Megan
Miller, Maizie		Santana, Albert
		Sweinhagen, Melissa

<b>Commission Absent</b>
Tallarico, Fred
Ricardo, Mia
Snow, Lou
Wiltshire, Donald

1. Call to Order  
Chairperson Abraham James called the meeting to order at 7:31 a.m. The Chair advised that a quorum was present.
2. Approval of Minutes of the September 4, 2014 Meeting  
Commissioner Rob Dalager made a motion to approve the minutes, and the motion was seconded by Commissioner Shelley MacDonald. The motion passed unanimously.
3. Chairperson’s Report & Commissioners’ Reports  
No items reported.
4. Call to the Public  
Chairperson James received a card to speak from Mr. Blue Crowley.

Mr. Crowley wished to address the commission on his concerns related to the Northwest and West Extensions. Mr. Crowley stated that putting the rail through the freeway was a bad idea and not part of the original plan. He wanted to know where the stops would be and how people would walk across the freeway when exiting the rail. Additionally, Mr. Crowley was unhappy with the change to extend

the light rail across I-17 at Mountain View Road. He expressed concern over deviating from the original plan and provided a copy of the 2006 RPTA Plan to the Commission.

5. General Plan Update

Mr. Xandon Keating, City of Phoenix Planning and Development, provided the Commission with an update on the draft General Plan. Mr. Keating gave an overview of the plans framework, which is a top down pyramid approach to becoming a more connected city. The Vision of the Connected Oasis is at the top of the pyramid followed by the three Community Benefits of prosperity, health and environment which form the foundation for the Vision. Mr. Keating explained that this new structure will ensure that the General Plan is designed and evaluated on how well it helps enhance the quality of life of Phoenix residents. He stated that each of the Core Values, which follow Community Benefits, house the policy portion of the plan including its goals, benchmarks and land use/design principles. At the bottom of the pyramid are the seven Tools representing the final piece of the overall framework for the updated General Plan and serving as the implementation strategies.

Top down pyramid approach to becoming a more connected city;

- 1 Vision = Connected Oasis
- 3 Community Benefits = Prosperity, Health, Environment
- 5 Core Values = Connect People and Places, Strengthen Local Economy, Celebrate Diverse Communities and Neighborhoods, Build Sustainable Desert City, Create a More Vibrant Downtown
- 7 Strategic Goals = Plans, Codes, Operations, Financing, Partnerships, Knowledge, "I PlanPhx"

Mr. Keating highlighted the role of transit within the Core Values of Connecting People and Places and Creating a More Vibrant Downtown. He further stated that continuing to refine each of the elements of the framework will be an ongoing process that will take place beyond the adoption of the updated General Plan.

Commissioner Yvonne Hunter pointed out that transit plays a critical role for each of the Core Values and the transit message should continue throughout all values. She asked whether the transit message could be included in all pages of the General Plan and suggested pointing out when transit supports the success of each goal.

Mr. Keating responded that while transit is not specifically identified in each section of the plan, all sections are intertwined. He stated that Public Transit is a large element of the plan but he would take Commissioner Hunter's suggestions into consideration.

6. South Central Corridor Study

Mr. Albert Santana, City of Phoenix Public Transit Light Rail Project Manager, provided the Commission with an update regarding the next steps for the South

Central light rail extension, including recommendations about the roadway configuration and station locations.

Mr. Santana gave a brief overview of the South Central Corridor Study stating that in 2014, the Phoenix City Council approved a List of Preferred Alternatives (LPA) that defined light rail transit as the preferred transit mode and Central Avenue as the preferred alignment; however, the LPA did not define the roadway configuration or passenger station locations.

Mr. Santana stated that subsequent study and community outreach efforts identified a two-lane roadway configuration with intersection flares at four locations (Baseline Road, Southern Avenue, Broadway Road, and Buckeye Road) as the recommended roadway configuration for the South Central Avenue Light Rail Extension. Mr. Santana explained that this configuration minimizes private property impacts while maintaining existing automobile capacity at four arterial intersections.

Mr. Santana further identified passenger station locations at Baseline Road, Southern Avenue, Roeser Road, Broadway Road, Audubon Center, Buckeye Road, and Lincoln Street. These stations are recommended based on ridership potential, community access, connectivity to other transit services, and future development potential.

Commissioner Hunter asked whether there would be crosswalks to address pedestrian traffic where there are no stops.

Mr. Santana stated that there would be a crosswalk for every quarter mile of light rail.

Commissioner Dalager asked whether there would still be bile lanes on both sides of the road.

Mr. Santana stated that there would still be bike lanes on both sides of the road.

Commissioner Dalager asked from what bucket of T2000 the funding comes.

Mr. Santana explained that the funding for this phase of the project comes from a Federal TIGER grant from the FTA along with local matching funds.

Commissioner Pam Davis asked whether a traffic study was done prior to deciding to go from four lanes to two lanes.

Mr. Santana confirmed that a traffic study was conducted, which found that 7<sup>th</sup> avenue and 7<sup>th</sup> street would support any traffic overflow.

Commissioner Dalager asked whether the proposed extension provided enough clearance or if it would require a new bridge.

Mr. Santana explained that a new bridge would not be necessary as both the north and south bridge have enough height clearance (13.5 feet) for the train. Only a slight modification would be made to the north bridge related to grading.

Commissioner Dalager asked why Baseline was chosen as a station location when South Mountain is a destination point.

Mr. Santana explained that Baseline is the last major arterial road and has been identified as a High Capacity Transit Corridor.

Chairperson James asked for a motion.

Commissioner Hunter made a motion to recommend to the Transportation and Infrastructure Subcommittee to approve a two-lane roadway configuration along South Central Avenue between approximately Baseline Road and Buckeye Road with intersection flares at Baseline Road, Southern Avenue, Broadway Road, and Buckeye Road for evaluation as part of the South Central environmental review process, approve station locations along South Central Avenue at Baseline Road, Southern Avenue, Roeser Road, Broadway Road, Audubon Center, Buckeye Road, and Lincoln Street for evaluation as part of the South Central environmental review process, and approve work to commence on the environmental review and preliminary engineering documents for the South Central Light Rail project.

Commissioner Dalager seconded the motion. Motion approved.

7. Northwest Extension Phase II

Mr. Albert Santana, City of Phoenix Public Transit Light Rail Project Manager, provided the Commission an update and recommendation, including refining the terminus for light rail Northwest Extension Phase II.

Mr. Santana gave a brief overview of the Northwest Extension stating that in 2005, the Phoenix City Council approved the Northwest Extension List of Preferred Alternatives (LPA), which was later modified in 2007. The Phase II segment of the Northwest Extension LPA begins at Dunlap and 19th Avenues, and travels west to 25th Avenue, north to Mountain View Road, and then west on Mountain View Road to a terminus east of the I-17 freeway. The LPA included stations at Dunlap Avenue/25th Avenue and a station along Mountain View Road east of the I-17 freeway.

Mr. Santana informed the Commission that in 2013, the City of Phoenix and Valley Metro completed a project definition study to evaluate options to extend the Northwest Phase II Light Rail Extension across I-17 to Metrocenter Mall. After a series of outreach efforts, including internal concept design workshops with City staff in August and December 2013 and community outreach meetings in January and October 2014, a leading alternative for crossing I-17 near Mountain View Road has been identified. The result is a revised Northwest Phase II LRT alignment that follows Dunlap Avenue between 19th and 25th Avenues, heads

north on 25th Avenue, turns west on Mountain View Road and crosses I-17 to end a short distance west of the freeway. Station locations are recommended at Dunlap Avenue/25th Avenue, 25th Avenue between the Arizona Canal and Mountain View Road, and the southbound I-17 access Road near Cheryl Drive.

Commissioner Davis remarked that she did not realize the intent was to go north from Dunlap and asked about development on the west side stating it seemed counterintuitive to stop at Glendale.

Mr. Santana said another study would address a Glendale or Camelback crossing in the near future.

Commissioner Dalager asked whether the funding was local as part of this project is to address environmental assessment funding.

Mr. Santana stated that the funding is made up of Prop 400 local/regional funding not T2000.

Chairperson James asked for a motion.

Commissioner Hunter made a motion to recommend to the Transportation and Infrastructure Subcommittee to approve a modification to the Northwest Phase II Light Rail Extension LPA to follow Dunlap Avenue between 19th and 25th avenues, extend north on 25th Avenue, turn west on Mountain View Road and cross I-17 to end a short distance west of the freeway, Coordinate with Valley Metro and the Maricopa Association of Governments to initiate the process of updating the RTP to include Northwest Phase II Light Rail Extension alignment modification, and approve council support for inclusion of Northwest Phase II Light Rail Extension into any proposed extension of T2000.

Commissioner Dalager seconded the motion. Motion approved.

8. Budget Update

Mr. Ken Kessler, City of Phoenix Deputy Public Transit Director, provided a T2000 Budget and Program Update. Mr. Kessler stated that for 2013-14, T2000 Sales Tax revenue was \$111.1 million, which came in under the estimated \$114.8 million leaving a \$3.7 million shortfall. This shortfall was due to the early elimination of the food tax in January, 2014. Transit System Revenue came in at 0.4% over prior year actuals. Mr. Kessler explained that Actual Expenditures were \$188.2 million, which came in \$11.8 million under the revised expenditure estimate of \$200 million. This was due to bus savings of \$7.3 million and rail savings of \$4.5 million. As for the Capital Improvement Program Budget, the original budget was \$107.3 million with carryovers of \$84.2 million leaving a Revised CIP Budget of \$23.1 million.

Chairperson James asked for any questions or comments; none were received regarding the budget.

Megan Neal, City of Phoenix Public Transit Management Assistant II, addressed the Commission regarding items 9 and 10. Ms. Neal stated that items 9 and 10 were information only so there would be no presentations; however, staff was on hand to answer any questions. Ms. Neal further informed the Commission that item 9 was identified for possible action on the agenda in error.

9. April 2015 Service Changes

Mr. Joe Bowar, City of Phoenix Public Transit Environmental Programs Coordinator, provided an update on the April 2015 Service Changes. Mr. Bowar indicated that public outreach had begun and legal notices describing the upcoming changes have been printed.

Mr. Bowar remarked that changes are minimal and involve four routes; Route 7 (7th Street), Route 13 (Buckeye Road), Route 108 (Elliot Road and 48<sup>th</sup> Street), and Central South Mountain RAPID (24<sup>th</sup> Street and Baseline Road). Changes to these routes include; aligning route 7 to the grid arterial street (7th Street) by eliminating the loop that serves the Ed Pastor Transit Center and the loop that serves Central Station, modifying Route 13 to end at Terminal 2 and the new Sky Train connection in order to improve connectivity to the Sky Train system, modifying route 108 to eliminate the morning and afternoon trips from 48th Street and Chandler Boulevard to the Pecos Road and 48th Street Park-and-Ride, and construction of a new park-and-ride at 24th Street and Baseline Road to provide a RAPID commuter service to downtown Phoenix for the South Mountain, Laveen, and Central City areas.

Director Maria Hyatt informed the Commission that normally services changes is identified for action; however, the April 2015 changes are minimal due to the department already tackling changes at 75<sup>th</sup> Avenue, 83<sup>rd</sup> Avenue, and Camelback Road.

Chairperson James asked whether Director Hyatt wanted the Commission to take action on this item.

Director Hyatt stated that she would like action to be taken since the agenda has called for action.

Chairperson James asked for a motion.

Commissioner Dalager commented that there is normally a cost savings associated with service changes and asked for those numbers.

Mr. Bowar indicated the service changes should be cost neutral.

Commissioner Dalager made a motion to recommend approval to move forward with the public outreach process for the April 2015 Service Changes.

Commissioner Hunter seconded the motion. Motion approved.

10. Public Involvement Process

Mr. Matthew Heil, City of Phoenix Public Transit Public Information Officer, was present to answer questions.

Chairperson James asked for any questions or comments; none were received.

11. Public Transit Director's Report

Director Maria Hyatt informed the Commission that staff had been busy with community outreach and had attended 61 events, connected with over 3,000 people, and received 470 comments. Director Hyatt thanked the Commission for their involvement in the effort.

Director Hyatt explained that staff had also been busy planning for the upcoming Superbowl. An estimated 200,000 people are expected downtown the Saturday prior to the game, which creates a challenge as much of downtown will be blocked off. Director Hyatt indicated that the Light Rail would be operational but staff would need to work on how to connect buses during Superbowl.

12. Request for Future Agenda Items

Chairperson James asked for any future agenda items; none received.

13. Adjournment

Chairperson James asked for a motion to adjourn. Commissioner Hunter set the motion, which was seconded by Commissioner Dalager. The meeting was adjourned at 9:14 a.m.

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## CITY COUNCIL REPORT

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TO: Maria Hyatt  
Public Transit Director

FROM: Jesus Sapien  
Deputy Public Transit Director

SUBJECT: APRIL 2015 PROPOSED BUS SERVICE CHANGES

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This report provides information on the Transportation and Infrastructure Subcommittee approval of staff-recommended bus service modifications to be implemented on April 27, 2015.

### THE ISSUE

The Public Transit Department is focused on improving the efficiency and expanding connectivity of Phoenix's transit system to best meet passenger needs. The Department reviews service semi-annually to determine if improvements can be made that will offset the cost of enhancing transit service. In total, the staff-recommended April 2015 bus service changes are expected to have a neutral annual net cost.

The following proposed changes were discussed with the community through a formal public outreach process.

#### Route 7 (7<sup>th</sup> Street)

Align the route to the grid arterial street (7<sup>th</sup> Street) by eliminating the loop that serves the Ed Pastor Transit Center and the loop that serves Central Station. Modifying the route would allow for increasing the frequency from 20 minutes to 15 minutes in the higher ridership segment (Union Hills to Van Buren) and decreasing the frequency at the ends of the route from 20 minutes to 30 minutes. Due to the high ridership in the loops that serve Central Station and Ed Pastor Transit Center, staff is not recommending any changes to Route 7.

#### Route 13 (Buckeye Road)

The City of Phoenix Aviation Department is expanding the Sky Train from its current terminus at Terminal 4 to between Terminal 2 and Terminal 3. Staff recommends modifying Route 13, which currently serves Terminals 3 and 4, to end at Terminal 2 and the new Sky Train connection. This aligns with the Aviation Department's plans to reduce vehicle traffic through the airport and provides improved connectivity to the Sky Train system.

#### Route 108 (Elliot Road and 48<sup>th</sup> Street - Ahwatukee)

Modify the route to eliminate the morning and afternoon trips from 48<sup>th</sup> Street and Chandler Boulevard to the Pecos Road and 48<sup>th</sup> Street Park-and-Ride. This specialized service has seen limited ridership, and residents along the route have expressed their dissatisfaction with bus traffic along Frye Road. Route 108 is operated by Valley Metro/RPTA and partially funded by Phoenix.

Central South Mountain RAPID – East (new RAPID commuter route)

The City of Phoenix is constructing a new park-and-ride at 24<sup>th</sup> Street and Baseline Road. The new park-and-ride will be completed in early 2015 and complements the park-and-ride at 27<sup>th</sup> Avenue and Baseline Road. These park-and-rides have been developed to provide a RAPID commuter service to downtown Phoenix for the South Mountain, Laveen and Central City areas. The new RAPID service would start in April 2015 and is proposed to operate five trips each in the morning and afternoon to/from downtown Phoenix. The route will travel on Baseline Road and Central Avenue.

The following table provides an analysis of the proposed April 2015 service changes, the annual cost and staff’s recommendations.

<b>Route</b>	<b>Annual Cost</b>	<b>Staff Recommendation</b>
7 – 7 <sup>th</sup> Street		Not Recommended
13 – Buckeye Rd	\$ (83,700)	Recommend Approval
108* - Elliot Road and 48 <sup>th</sup> Street (Ahwatukee)	\$ (69,000)	Recommend Approval
Central South Mountain RAPID - East	\$ 153,200	Recommend Approval
<b>NET COST OF RECOMMENDED CHANGES</b>	<b>\$ 500</b>	

OTHER INFORMATION

The Public Transit Department used its locally adopted process for public outreach for the April 2015 proposed bus service changes. Staff coordinated closely with Valley Metro staff in scheduling, communicating, and conducting regional public outreach on proposed service changes. From November 2 through December 5, 2014, Public Transit staff and Valley Metro staff provided opportunities for public comment on service changes at a public hearing in downtown Phoenix and through social media/email. Staff

utilized local newspapers, social media, on-board bus announcements, the Valley Metro website, and the Public Transit Department web site to solicit input from the public.

For City of Phoenix service changes, staff received eight comments from the public either verbally, in writing, or via email. Of these, four addressed proposed changes to Route 7 and three were not supportive. Staff reviewed and analyzed the comments received. This feedback was taken into consideration along with additional analysis to determine the list of recommended service changes.

A Title VI analysis for the proposed April 2015 service changes was prepared and finalized. Per the City's adopted Title VI policies, the report identified two major service changes (Route 108 and Central South Mountain RAPID) with only one with potential impacts to low-income and/or minority populations – the new Central South Mountain RAPID service. Since the new service is a positive impact, no mitigation is necessary.

### RECOMMENDATION

On December 9, 2015, the Transportation and Infrastructure Subcommittee approved staff-recommended bus service modifications to be implemented on April 27, 2015.

The report is for information and discussion.

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## **Citizens Committee on the Future of Phoenix Transportation Analysis Report**

### **Introduction**

This report provides a summary of the work of the Citizens Committee on the Future of Phoenix Transportation, and staff conclusions based on the public input generated as part of the planning process.

### **Background**

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.

### **Forming the Citizens Committee on the Future of Phoenix Transportation**

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 access to transit service*

Greater frequency and longer hours were two significant elements requested during the public outreach process. Additionally, new bus and light rail service were highlighted as critical future needs.

*Better transportation infrastructure and customer experience*

Whether traveling by bus, light rail, on foot or by bike, improvements were requested to augment the transportation system for all users, including shade structures at all bus stops, additional ADA accessibility improvements at facilities and technology. Residents reinforced the need for general street improvements citywide, including providing pavement maintenance, new bicycle lanes, sidewalk installation and traffic signal enhancements.

*Traffic relief*

Today, an average Phoenix commuter spends 35 hours per year sitting in traffic (2012 Texas A&M Annual Mobility Study). Although congestion will not disappear, the public has increased interest in better use of personal time or work time that can be provided by public transportation.

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 through a daylong planning workshop conducted by ASU faculty and achieved three sets of transportation priorities.

**Transportation Priorities**

Results of the second public outreach generated a specific set of priorities based on the prior outreach, which established transportation improvement needs. The list of priorities that could go into a possible transportation plan were taken out to ten open houses around the city and community group meetings, and were also provided in an online survey for public comment. As of January 29, staff spoke with 800 people and more than 900 participants completed the survey. Results from the online survey are attached.

The feedback indicated a high interest in additional improvements to the city's transportation system and substantiated feedback gained earlier in the process.

Considering the overall public input received, staff has concluded the following:

In regards to bus service improvements and approved light rail corridors, staff concluded that the incorporation of these plan elements were imperative to delivering a more efficient and balanced transportation network to meet growing population and employment projections as displayed and discussed in previous Committee meetings. To provide further connectivity to major destinations and cross town travel, all bus rapid transit improvements should be incorporated into the final transportation plan with Thomas Road Bus Rapid Transit (BRT) noted as the highest priority and 19<sup>th</sup> Avenue or 35<sup>th</sup> Avenue BRT as the second most important BRT improvement.

The survey responses presented diverging priorities in the High Capacity Transit Corridors, in contrast to first phase outreach and committee workshop results. The Downtown Streetcar was the highest priority identified in the survey. Based on committee and community feedback, staff concludes that the Downtown Streetcar should be incorporated into the final transportation plan and further evaluated in a downtown circulation study with mode and route to be determined. Additionally, 24<sup>th</sup> Street from Baseline Road to Biltmore Fashion Square fared well in the second phase outreach. Staff concludes the public has determined great interest in this corridor in the final transportation plan and should be considered initially for BRT. For Baseline East and Baseline West, preference for high capacity transit versus BRT was inconclusive, thus the most financially reasonable option is suggested. Moreover, Northeast Extension Phase 2 did not receive significant support from the community and was not included.

High capacity transit corridors of Camelback Phase 1 and Phase 2, Northeast Extension, 24<sup>th</sup> Street, Northwest/ASU West Extension, and Downtown Streetcar, are included to appropriately connect major destinations, create cross travel networks, and meet growing populations anticipated.

To support the system, all infrastructure improvements have been incorporated noting shaded bus stops as the highest public priority.

The enhanced street improvements, which includes transit-related and citywide complete streets is recommended based on overall public participation, the recommendation from Streets Subcommittee, and continued concern with long-term, future funding for streets improvements.

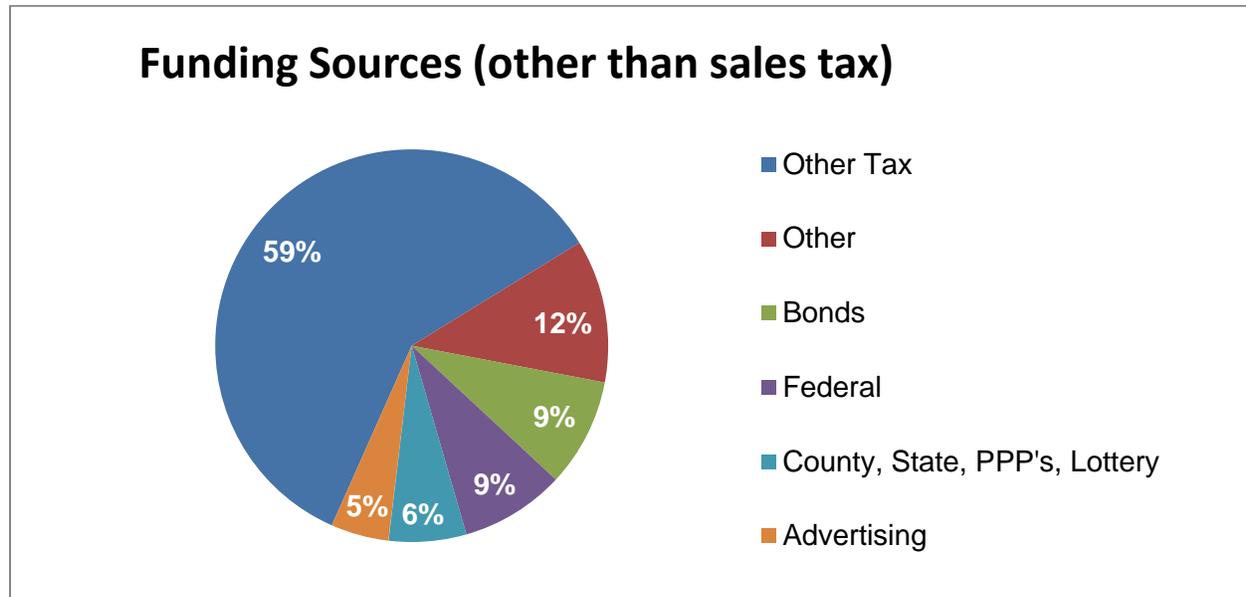
### **Funding Analysis and Deductions**

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 with a community-developed capital transportation plan reviewed every 10 years. The continued review of this plan every ten years 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).

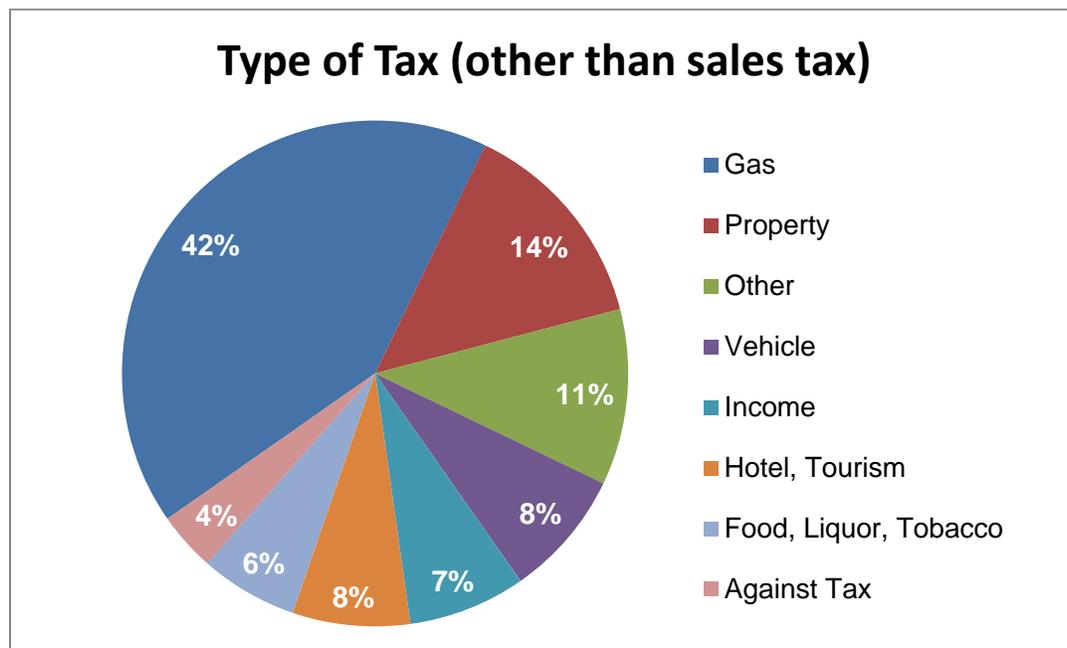
Of over 900 survey respondents, when asked how to fund Phoenix transit and street condition improvements, the public was fairly split with 50% identifying \$12 a month (all

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.

The following charts summarize the more than 385 comments received through the survey on preferred funding sources and funding options.



Broad categories included under Other Tax are gas tax, property tax, liquor/tobacco tax, income tax, tourism tax, and food tax. The category Other includes comments related to government efficiency and other miscellaneous funding suggestions.



The community remains interested in a gas tax. However, the Arizona Constitution prohibits Phoenix from levying a gas tax.

## **Conclusion**

Staff's analysis concluded the transportation plan should include the improvements listed in Exhibit A. The projects and services are representative of public and committee comments and will cost approximately \$30 billion through 2050, which equates to a 0.75% sales tax. It is estimated that this local investment, along with Phoenix's share of regional funds, could leverage an additional \$5 billion in new federal funds through 2050 to fund the transportation needs of Phoenix residents. There are also several federal programs that provide funding for public transit and transportation projects, but require local communities to pay for some of the costs of those projects. A reliable local funding source is at the core of a funding strategy for a comprehensive transportation program for Phoenix.

## **Recommendation**

The Citizen Committee on the Future of Phoenix Transportation adopted the following recommendation:

Adopt, recommend and forward to the City Council the Comprehensive Transportation Plan included in Exhibit A:

- Recommend this be a permanent tax but not less than a 30-year tax
- Allow Mayor and Council the flexibility to reduce the tax if other funding sources become available over time
- Form a committee that oversees all elements of this tax, and be charged with identifying innovative funding mechanisms to address street transportation and public transit needs

**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

# Potential Transportation Solutions

	EXISTING LRT		APPROVED LRT
	EXISTING RAPID		POTENTIAL HCT
	EXISTING BUS		POTENTIAL RAPID
	EXISTING CIRCULATOR		POTENTIAL BUS
	SKY TRAIN		POTENTIAL PNR
	Existing PNR		Downtown Transit Circulation Study
	Existing Transit Center		

### Systemwide Service Improvements

- Expanded Bus Hours of Operation
- Increased Bus Frequency

### Infrastructure Improvements

- All bus stops shaded
- Customer service technology upgrades
- ADA enhancements
- Security improvements
- CNG fuel infrastructure and solar installation
- New Northwest bus operation and maintenance facility

### Street Improvements

- Transit Related and Citywide Street Improvements

### Projected 2040 Development Density

Population + Employment per Square Mile

	less than 2,000 per Sq Mi
	2,001 - 4,000 per Sq Mi
	4,001 - 6,000 per Sq Mi
	6,001 - 12,000 per Sq Mi
	more than 12,000 per Sq Mi

Source: MAG 2014 Socioeconomic Projections

