

**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 **March 5, 2015, at 7:30 a.m. located in the Conference Room, 7th Floor, Public Transit Building, 302 N. 1st 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.	Call to Order	Chairperson James
2.	Approval of the minutes of the February 5, 2015 meeting <i>This item is for information, discussion and possible action.</i>	Commission Members
3.	Chairperson's Report & Commissioners' Reports 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.	Call to the Public Consideration, discussion, and concerns from the public. Those wishing to address the Commission 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.	Bus Stop Shade Study This report provides the Commission with the results of a bus stop shade study. <i>This item is for information and discussion.</i>	Joe Bowar
6.	Desert Sky Transit Center Update This report provides an overview of construction and project timeline. <i>This item is for information and discussion.</i>	Herb Munoz Presentation Only
7.	Comprehensive Phoenix Transit Plan This report provides an update on the plan and progress timeline. <i>This item is for information and discussion.</i>	Maria Hyatt
8.	Public Transit Director's Report 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
9.	Request for Future Agenda Items	Chairperson James

10.	Adjournment	Chairperson James
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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 27, 2015

**CITY OF PHOENIX
CITIZENS TRANSIT COMMISSION
MEETING MINUTES
February 5, 2015**

Public Transit Department
302 N. First Avenue, 7th Floor

Commission Present	Public Present	City Staff Present
James, Abraham – Chair	Chavez, Santos E.	Bowar, Joe
Aylsworth, Aaron	Grote, Wolf	Heil, Matthew
Cannon, Bob	Pisano, Jack	Howard, Kacie
Davis, Pam	Rochelle, Marvin	Hyatt, Maria
Hunter, Yvonne		Kessler, Ken
Miller, Maizie		Mariscal, Ted
Wiltshire, Donald		Munoz, Herb
		Naimark, Rick
		Rivera, Alex
		Sapien, Jesus
		Shoop, Jennifer
		Sweinhagen, Melissa
		Venegas, Bernard

Commission Absent
Dalager, Rob
MacDonald, Shelley
Snow, Lou
Tallarico, Fred

1. Call to Order
Chairperson Abraham James called the meeting to order at 7:35 a.m. The Chair advised that a quorum was present.
2. Approval of Minutes of the November 6, 2014 Meeting
Commissioner Pam Davis noted an error on page 5 of the minutes, which staff agreed to correct. Commissioner Bob Cannon made a motion to approve the minutes, and the motion was seconded by Commissioner Donald Wiltshire. The motion passed unanimously.
3. Chairperson's Report & Commissioners' Reports
No items reported.
4. Call to the Public
No items reported.

5. April 2015 Service Changes

This informational item covers the proposed service changes for April 2015. Director Hyatt briefed the Commissioners on the proposed changes which were already approved by the Transportation and Infrastructure Subcommittee on December 9, 2014. The changes will affect Route 13, Route 108, and the Central South Mountain RAPID. The proposal is scheduled for Council approval on the February 18, 2015 agenda, with changes to be effective April 27, 2015.

The Commissioners did not have any questions on the upcoming service changes.

6. Phoenix Transportation Plan and Funding

Director Hyatt briefed the Commission on the history of the Citizens Committee on the Future of Phoenix Transportation (CCFPT). The Committee was created to evaluate transit and street transportation needs, obtain citizen input, and develop a comprehensive plan to present to the Mayor and City Council. The CCFPT has held 13 meetings as well as received feedback from public outreach.

The current transit tax has seen a significant shortfall, although many of the goals are still being met, with bus ridership increasing 60% and light rail increasing 68%. The streets needs are also being identified due to a 65-year overlay cycle and additional bicycling and pedestrian needs being identified. The CCFPT has looked at the future growth to the area, with the City of Phoenix being the 6th largest city, yet only having the 19th largest transit system. A \$5B investment has been seen along the light rail corridor, and peer cities have more miles, but riders per mile.

The plan that the CCFPT has developed their recommendation of the following areas:

- Core Services that are currently being provided and will need continued investment for operation and maintenance. The continuation of existing services would cost **\$13.95 billion**:
 - Bus & Dial-A-Ride: continue to provide service and maintenance
 - Light Rail: continue to provide service and maintenance
 - Technology Upgrades & Replacement: maintain fare collection system, scheduling and other technology systems in a state of good repair
- Expansion of bus services and frequency at a cost of **\$4.4 billion**:
 - Bus service to match light rail for early morning and late night travelers
 - 15 minute peak frequency on 60% of bus routes
 - Add bus service on new major streets with 60% of new routes at 15 minute frequency
 - New RAPID and Circulator services

- New Light Rail at a cost of **\$3.05 billion**:
 - Funds 17.7 miles of new light rail
 - Capitol/I-10 West (Phases 1 & 2)
 - South Central Avenue
 - Northwest Extension (Phase 2)

- High Capacity Transit Corridors at a cost of **\$4.4 billion**:
 - Add an additional 89 miles of high capacity transit (light rail, bus rapid transit, or streetcar)

- Streets and Infrastructure improvements at a cost of **\$2.42 billion**:
 - “Complete Street” connections to transit corridors
 - Funds maintenance and new construction for asphalt, striping and ADA enhancements
 - Shade at all bus stops (highly demanded by the public)
 - Doubles the available funding for streets but a \$3.5 billion deficit in funding would remain

The CCFPT identified the funding for the proposed plan by recommending a replacement of the City’s current transit tax with a new transportation tax at a rate of 0.75%, which is estimated to bring \$30.5 billion over the next 30 years.

The CCFPT has forwarded the following recommendations to the CTC for approval:

- A permanent 0.75% transportation tax, or not less than a 30 year term
- Formation of a combined transit and streets committee to oversee expenditures and address future innovative financing and funding mechanisms
- Allow City Council flexibility to reduce the tax based on additional revenue sources

Director Hyatt informed the Commission that if they approve the CCFPT’s plan today, the recommendation will then go to the Transportation and Infrastructure Subcommittee on February 10, 2015 at 9:00am, then to the full City Council on February 17, 2015, and then could be put on the August 2015 ballot for Phoenix voters.

Commissioner Hunter has also served on the CCFPT and expressed to the Commission that the recommendations were not done lightly and that the public input along with the work of the CCFPT generated many great ideas. Commissioner Hunter also stated that there was some debate over the idea of a permanent tax, but that the 30 year stipulation was given as a way to give the Council flexibility, and that Council already has the flexibility to lower the tax rate but that the CCFPT wanted to show their intent for Council to do so if other funding sources were found. Commissioner Hunter urged support to approve the recommendations of the CCFPT.

Commissioner Cannon has also served on the CCFPT and echoed the same support for the recommendations and thanked Director Hyatt and staff for their hard work.

Chairperson James has also served on the CCFPT and supports the recommendations and hopes that the Mayor and Council support the plan as well.

Commissioner Aylsworth asked Director Hyatt for clarification on Exhibit A and if the amount listed covers 30 years of operating and maintenance costs and when that timeframe would begin. Director Hyatt confirmed those were the costs for 30 years of operating and maintenance which would begin at the time the tax was adopted.

Commission Hunter asked Director Hyatt how the bulk of the money will be used, if it will be mostly operation and maintenance or if it will also be infrastructure. Deputy Public Transit Director Ken Kessler addressed the Commission that there is a significant capital component to the program, but also a substantial amount for operation and maintenance. Commission Hunter asked Director Hyatt to confirm if there was a desire by the CCFPT to create some infrastructure components that could be seen quickly by the public to see what the tax was paying for. Director Hyatt agreed that it was agreed upon for staff to identify which elements could be implemented quickly.

Commission Hunter moved to make a motion to recommend approval of the proposal by the CCFPT to:

- Create a permanent 0.75% transportation tax, or not less than a 30 year term
- Formation of a combined transit and streets committee to oversee expenditures and address future innovative financing and funding mechanisms
- Allow City Council flexibility to reduce the tax based on additional revenue sources

Commissioner Wiltshire seconded the motion. The motion passed 6-1 (abstained)

7. Public Transit Director's Report

Director Hyatt informed the Commission that the potential strike with First Transit was averted prior to the Super Bowl and Pro Bowl. These events were a great opportunity for first-time riders to experience public transportation to and from these events. Ridership for light rail was over 70,000 Wednesday – Friday, and then over 126,000 for Saturday. Staff provided overflow buses due to 30% increase in ridership, and received positive feedback from the public. Revenue numbers from that time period are still being gathered and will be shared with the Commission once received from Valley Metro.

Director Hyatt highlighted the next steps for staff with the Transportation & Infrastructure Subcommittee meeting on February 10th and Council on February

17th. To make the August ballot, language would need to be approved by April 15th.

Lastly, Director Hyatt informed the Commission that the website (www.talktransportation.org) will have a “game” posted where participants can show how they would use funding for the recommended plan.

Commissioner Aylsworth asked Director Hyatt about what service providers are contractually required to provide in the instance of a strike. Director Hyatt explained that the contracts currently require a 60% service level (equivalent to Sunday service) within a few days of a strike. Since the city is seeing more of the larger events, like the Super Bowl, it is desired to up that service level requirement for future contracts.

Deputy City Manager Rick Naimark informed the Commission that an amendment for the First Transit contract will be presented to City Council which will include a cost increase for the City of Phoenix. The current structure of the contract could have made the City open for major disruptions during Super Bowl week, so it was decided to try to solve the problem before the City had to spend even more to remedy the situation during Super Bowl week. Mr. Naimark hopes that future contracts will not allow us to be put in that situation in the future.

Chairperson James expressed his desire for additional large events to come to the Phoenix area and opened the floor for questions.

8. Request for Future Agenda Items

Chairperson James stated that he had a future agenda item; he would like staff to look into the possibility of commuter rail and Amtrak service and possibly have someone from MAG to come in to brief the Commission.

Commissioner Hunter asked if staff could report on any upcoming legislation that is relevant to transit or transit funding.

Commissioner Aylsworth expressed that he believed at one point the Commission used to have someone come in to brief on legislative topics.

9. Adjournment

Chairperson James asked for a motion to adjourn. Commissioner Hunter set the motion, which was seconded by Commissioner Cannon. The meeting was adjourned at 8:17 a.m.

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CITY COUNCIL REPORT

TO: Rick Naimark
Deputy City Manager

FROM: Maria Hyatt
Public Transit Director

SUBJECT: CITY OF PHOENIX BUS STOP SHADE STUDY ANALYSIS

This report provides the Citizen Transit Commission with the results of a bus stop shade study. The study included an inventory and analyses of Phoenix bus stops that will assist in determining the provision of passenger shade and prioritizing future bus stop improvements.

THE ISSUE

The Public Transit Department (PTD), in conjunction with a local consulting firm, conducted an inventory of bus stops lacking City-provided shade structures to document the overall conditions at each stop. In doing so, a methodology can be established for making future improvements so that bus stops are Americans with Disabilities Act (ADA) compliant, as well as making determinations that sufficient right-of-way (ROW) or infrastructure (curb, sidewalk, etc.) exists at stops to construct compliant structures. The inventory included documenting any naturally occurring or constructed shade, such as landscaping, buildings, or other permanent structures.

Of the 4,059 bus stops in Phoenix, 1,507 currently have no City-constructed transit shade shelter. Of the stops with no transit shade structure:

- 548 had trees, buildings, or other features, which provide shade during some periods of the day in the same manner a City-provided transit shelter would.
- 323 have significant ROW or infrastructure constraints, whereby improving these bus stops would require the purchase of additional ROW.
- 636 bus stops have no physical constraints that would preclude the installation of a standard transit shade structure. As a result of this study, these stops will be placed on a prioritization schedule for future enhancements.

The overall study concluded that 77 percent of all Phoenix bus stops have shade, either through a standard transit shelter or other type of shade. Staff further reviewed bus stop usage and when ridership is considered, the data shows that 93 percent of passengers are currently being provided with shade at their bus stop.

PTD's practice has been to construct shade structures at bus stops with high ridership, including bus or light rail transfer points (primarily at intersections) or locations with known employment centers or clustered users, such as high schools.

**Number of Bus Stops and Boardings (Jul-Oct 2014):
Shaded Bus Stops vs. Non-Shaded Bus Stops**

Bus Stops			Average Weekday Boardings	
Category	Number	Percent of Total	Number	Percent of Total
Shade Structure Present	2,552	63%	110,443	87%
Other Shade Present	548	13%	7,178	6%
No Shade - ROW & Infrastructure adequate to install a structure	636	16%	6,567	5%
No Shade - ROW & Infrastructure inadequate to install a structure	323	8%	2,801	2%
TOTAL	4,059	100%	126,989	100%

OTHER INFORMATION

The average cost for construction, permitting and installation of an ADA-compliant shelter at a location with adequate ROW and infrastructure is approximately \$10,000. Ongoing maintenance and cleaning of that bus stop at an average of three times per week costs approximately \$1,700 per year. The acquisition of additional ROW at locations that do not have adequate space for the construction of an ADA-compliant bus shelter vary and would be in addition to construction of the shade structure.

PTD's current five-year capital improvement program funds construction of approximately 30 shade structures annually for locations where no additional ROW acquisition is required. Staff ranks non-shaded bus stops by the number of average weekday passenger boardings to create a priority listing. In the first year of the shade improvement program, 30 new shade structures will serve an additional 2,000 transit riders annually.

With existing funding levels, bus stop locations with inadequate ROW or lacking the necessary infrastructure will be addressed on a case-by-case basis as prioritized by ridership use and availability of funding. Locations with inadequate street infrastructure could be included in the Street Transportation Department's Capital Improvement Program which targets such areas. Additionally, areas where transit service operates adjacent to county islands will be dependent on the county making the necessary road improvements in cases where transit improvements are being considered.

RECOMMENDATION

This report is for information and discussion.



CITIZENS COMMITTEE ON THE FUTURE OF PHOENIX TRANSPORTATION UPDATE

Phoenix Council will discuss the comprehensive transportation plan which includes major improvements for public transit, streets, and public safety.

This item is scheduled for:

Phoenix City Council Policy Session

March 3rd @ 2:30pm

200 W. Jefferson Street

City Council Chambers

-Please mark your calendars, plan to attend, & encourage others to attend and speak at the Council meeting.

On Tuesday February 17, Transportation & Infrastructure Subcommittee approved (3-1) the Citizens Committee recommendation (Items 1, 2, & 3 of the Committee approval) and modifications as follows:

- a) Exclusion of Camelback Road Phase 2 High Capacity Transit project
- b) Reduce the scope of the Northeast Extension High Capacity Transit project by 1/3 and identify a shorter route to reach Paradise Valley Mall
- c) Commence the tax January 1, 2016 and sunset on December 31, 2050
- d) 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, and formalize the oversight committee's responsibilities to address future innovative financing and funding mechanisms
- e) Upon passage of the tax, the public transit system would be a Special Revenue Fund, and we would eliminate the current \$16 million General Fund support for bus and rail. This \$16 million would be allocated to add Police Officers.

It is expected that the sales tax rate increase will approximately total .73% (≈ \$0.33 cents per \$100 purchase) of which 13% is for street improvements, and through city funding reallocation provides \$16 million annually to create over 100 Police officers.

See attached revised maps per the Subcommittee recommendation.

TalkTransportation.org
Let's Talk Transit

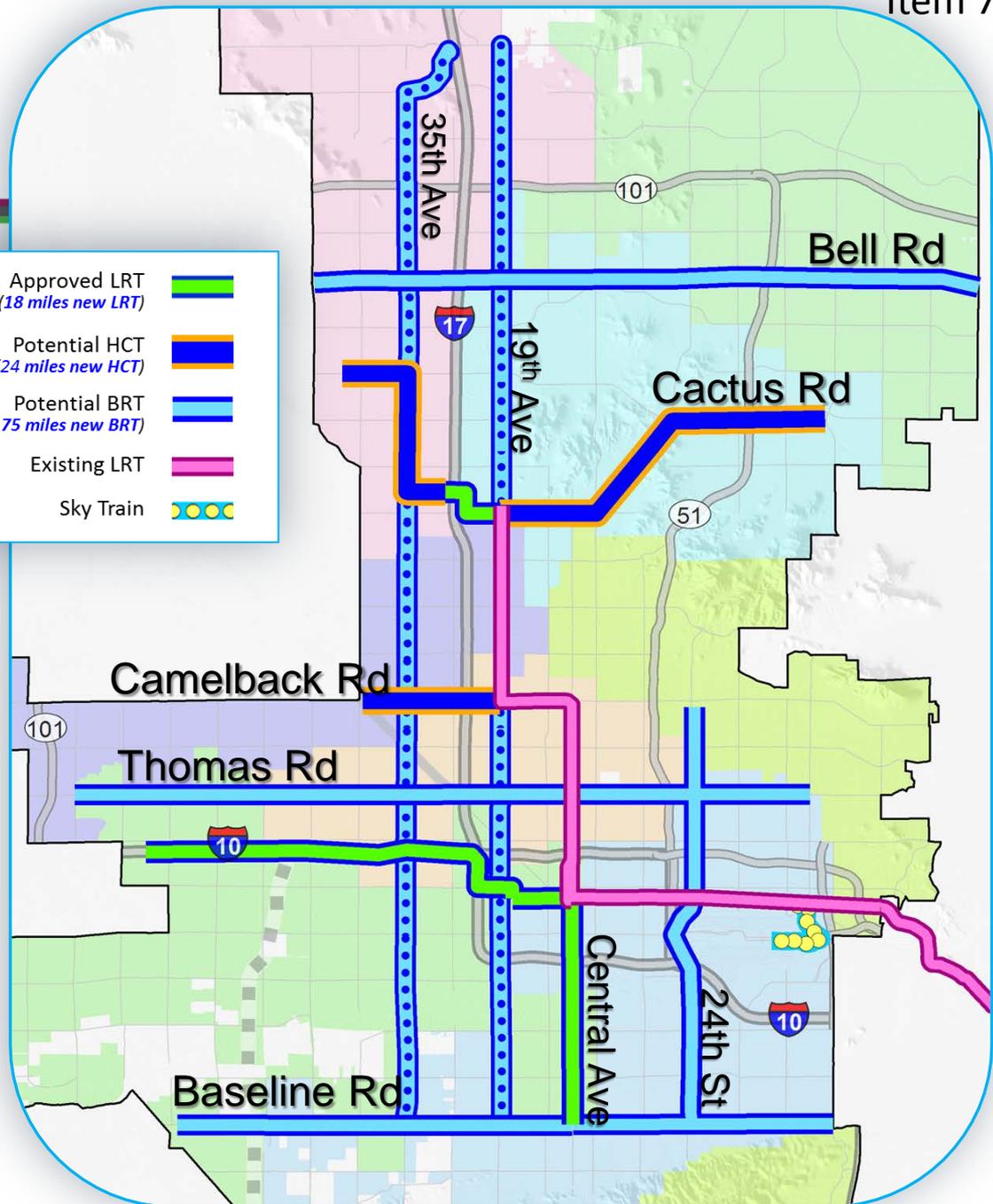
High Capacity Transit:

▪ **117 new miles**

18 miles of Council approved light rail,

24 miles of high capacity transit that could be rail, bus rapid transit, or streetcar,

75 miles of bus rapid transit



Bus Service:

- **New Routes**
- **Enhanced ADA**
- **Expanded Routes**
- **Increased Frequency**
- **Increased Hours of Operations**

