

City Council Formal Meeting

Wednesday, September 4, 2019

2:30 PM

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CALL TO ORDER AND ROLL CALL

The Phoenix City Council convened in formal session on Wednesday, September 4, 2019 at 2:31 p.m. in the Council Chambers.

Present: 9 - Councilman Sal DiCiccio, Councilmember Carlos Garcia, Councilwoman Betty Guardado, Councilman Michael Nowakowski, Councilwoman Laura Pastor, Councilwoman Debra Stark, Councilwoman Thelda Williams, Vice Mayor Jim Waring and Mayor Kate Gallego

Councilwoman Pastor entered the Chambers and joined the voting body during the consent vote on Liquor Licenses, Bingo, and Off-Track Betting License Applications. Councilmember Garcia entered the Chambers and joined the voting body during discussion on Item 17. Councilman DiCiccio left the Chambers and the voting body during discussion on Item 46.

Mayor Gallego acknowledged the presence of Mario Barajas, a Spanish interpreter. In Spanish, Mr. Barajas announced his availability to the audience.

The City Clerk confirmed that copies of the titles of Ordinances G-6612 and G-6617 through G-6625, S-45990 through S-46003, and Resolutions 21777 through 21778 were available to the public in the office of the City Clerk at least 24 hours prior to this Council meeting and, therefore, may be read by title or agenda item only pursuant to the City Code.

References to attachments in these minutes relate to documents that were attached to the agenda.

BOARDS AND COMMISSIONS

1 Mayor and Council Appointments to Boards and Commissions**Summary**

This item transmits recommendations from the Mayor and Council for appointment or reappointment to City Boards and Commissions.

The following individuals were recommended for appointment/reappointment by Mayor Gallego and Councilmembers:

Census Complete Count Committee

Appoint Lizbeth Luna, replacing Karyn Pina, for a term to expire July 1, 2020.

Environmental Quality and Sustainability Commission

Reappoint John Nelson, for a second term to expire Aug. 31, 2020.

A motion was made by Vice Mayor Waring, seconded by Councilwoman Williams, that this item be approved. The motion carried by the following voice vote:

Yes: 7 - Councilman DiCiccio, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

Absent: 2 - Councilmember Garcia and Councilwoman Pastor

LIQUOR LICENSES, BINGO, AND OFF-TRACK BETTING LICENSE APPLICATIONS

Mayor Gallego requested a motion on liquor license items. A motion was made, as appears below.

Note: Councilwoman Pastor entered the Chambers and joined the voting body.

Note: Comment cards were submitted in favor of the following items, with no one wishing to speak:

Zhen Wen Liu - Agent, Item 2

Changhoon Yi - Agent, Item 4

Domonic Salce - Applicant, Item 5

Frances Smith-Sellers - Applicant, Item 7

A motion was made by Vice Mayor Waring, seconded by Councilwoman Williams, that Items 2-10 be recommended for approval. The motion carried by the following voice vote:

Yes: 8 - Councilman DiCiccio, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

Absent: 1 - Councilmember Garcia

2 Liquor License - Asiana Market

Request for a liquor license. Arizona State License Application 69830.

Summary

Applicant

Zhen Liu, Agent

License Type

Series 10 - Beer and Wine Store

Location

4410 W. Union Hills Drive #A-1

Zoning Classification: C-2

Council District: 1

This request is for a new liquor license for a grocery store. This location was previously licensed for liquor sales and does not have an interim permit.

The 60-day limit for processing this application is Sept. 7, 2019.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application

is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona

This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion

No protest or support letters were received within the 20-day public comment period.

Applicant's Statement

The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:

“My business partners and I have worked in the food services industry--operating/owning grocery stores, restaurants, and food-retailers--for over ten (10) years. I personally have managed this grocery store location for over 2 years. This location had a liquor license under the previous owner and we simply intend to resume those same sales (wine and beer). My business partners and I have never been cited or investigated, by any entity, for improper alcohol sales.”

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:

“Asiana Market Glendale, LLC is a speciality grocery store featuring international food products. Our clientele cannot get many of these items anywhere else in Arizona. The local community would benefit from being able to purchase beer and wine, both domestic and especially foreign, at a local location they already know and trust. Arizona's diverse

demographics would be best served by having a grocery store that can meet its unique need and desire to experience food and beverages from around the world.”

Staff Recommendation

Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments

Liquor License Data - Asiana Market

Liquor License Map - Asiana Market

This item was recommended for approval.

3 Liquor License - Stop N Shop Market

Request for a liquor license. Arizona State License Application 70290.

Summary

Applicant

Yukhanna Bithu, Agent

License Type

Series 10 - Beer and Wine Store

Location

3441 W. Cactus Road

Zoning Classification: C-1

Council District: 1

This request is for a new liquor license for a convenience store that does not sell gas. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Sept. 15, 2019.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the

community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona

This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion

No protest or support letters were received within the 20-day public comment period.

Applicant's Statement

The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:

"I hold a certificate for 'The Basic and Management Liquor Law Training.' This training provided me the opportunity of learning the importance and significance of obtaining a beer and wine license. I am assured to uphold the laws and regulations about beer and wine license. I have never been involved in any criminal activity, no record of getting in trouble with law and authorities."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:

"This store will provide a safe and secure place for the neighborhood to buy beer and wine. This location will be convenient for the people in neighborhood who may not have access to transportation. Adding the long time experience of the owner with running a store while upholding all the laws and regulations, the store will be a safe, secure and

convenience place for the customers to purchase quality liquor.”

Staff Recommendation

Staff recommends approval of this application.

Attachments

Liquor License Data - Stop N Shop Market

Liquor License Map - Stop N Shop Market

This item was recommended for approval.

4 Liquor License - Yutaka Japanese Restaurant

Request for a liquor license. Arizona State License Application 70208.

Summary

Applicant

Changhoon Yi, Agent

License Type

Series 12 - Restaurant

Location

751 E. Bell Road, #9

Zoning Classification: PSC

Council District: 3

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Sept. 14, 2019.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public

convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona

This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion

No protest or support letters were received within the 20-day public comment period.

Applicant's Statement

The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:

"I have managed couple of restaurants with a liquor licenses for over 10 years. I have trained and attended classes regarding the liquor laws of the state of Arizona."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:

"A liquor license at our restaurant will allow us to provided a safe family oriented restaurant where families can eat together in a pleasant environment. We wish to provide alcoholic beverages to our customers as a compliment to their meal if they desire."

Staff Recommendation

Staff recommends approval of this application.

Attachments

Liquor License Data - Yutaka Japanese Restaurant

Liquor License Map - Yutaka Japanese Restaurant

This item was recommended for approval.

5 Liquor License - Special Event - The Roman Catholic Church of the Diocese of Phoenix

Request for a Series 15 - Special Event liquor license for the temporary sale of all liquors.

Summary

Applicant

Domonic Salce

Location

4710 N. 5th St.

Council District: 4

Function

Dinner

Date(s) - Time(s) / Expected Attendance

Nov. 2, 2019 - 5 p.m. to 11 p.m. / 800 attendees

Staff Recommendation

Staff recommends approval of this application.

This item was recommended for approval.

6 Liquor License - Special Event - Club Futbolito Soccer Club

Request for a Series 15 - Special Event liquor license for the temporary sale of all liquors.

Summary

Applicant

Jesus Cadena

Location

2209 N. 99th Ave.

Council District: 5

Function

Soccer Tournament

Date(s) - Time(s) / Expected Attendance

Nov. 8, 2019 - 5 p.m. to 10 p.m. / 5,000 attendees

Nov. 9, 2019 - 10 a.m. to 10 p.m. / 5,000 attendees

Nov. 10, 2019 - 10 a.m. to 7 p.m. / 5,000 attendees

Staff Recommendation

Staff recommends approval of this application.

This item was recommended for approval.

7 Liquor License - Special Event - National Multiple Sclerosis Society

Request for a Series 15 - Special Event liquor license for the temporary sale of all liquors.

SummaryApplicant

Frances Smith-Sellers

Location

5025 E. Washington St.

Council District: 6

Function

Community Event

Date(s) - Time(s) / Expected Attendance

Sept. 21, 2019 - 6 p.m. to 9 p.m. / 350 attendees

Staff Recommendation

Staff recommends approval of this application.

This item was recommended for approval.

8 Liquor License - RKDA

Request for a liquor license. Arizona State License Application 70187.

SummaryApplicant

Jeffrey Miller, Agent

License Type

Series 12 - Restaurant

Location

3950 E. Indian School Road, Ste. 140

Zoning Classification: C-2

Council District: 6

This request is for a new liquor license for a restaurant. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Sept. 14, 2019.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona

The ownership of this business has an interest in other active liquor license(s) in the State of Arizona. This information is listed below and includes liquor license violations on file with the AZ Department of Liquor Licenses and Control and, for locations within the boundaries of Phoenix, the number of aggregate calls for police service within the last 12 months for the address listed.

Angry Crab Shack & BBQ (Series 12)

3820 E. Ray Road #30, Phoenix

Calls for police service: 2
Liquor license violations: None

Angry Crab & BBQ (Series 12)
1365 W. Grant Road, Tucson
Calls for police service: N/A - not in Phoenix
Liquor license violations: None

Public Opinion

No protest or support letters were received within the 20-day public comment period.

Applicant's Statement

The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:

"Will ensure our employees attend the Title 4 Basic liquor law course."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:

"We would like to continue to offer our patrons good food with an adult beverage of their choice."

Staff Recommendation

Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments

Liquor License Data - RKDA
Liquor License Map - RKDA

This item was recommended for approval.

9 Liquor License - Josephine./ Coup De Grace

Request for a liquor license. Arizona State License Application 70305.

SummaryApplicant

Jeffrey Miller, Agent

License Type

Series 12 - Restaurant

Location

218 E. Portland St.

Zoning Classification: DTC - West Evans Churchill

Council District: 7

This request is for a new liquor license for a restaurant. This location was not previously licensed for liquor sales and does not have an interim permit. This business is currently under construction with plans to open in October 2019.

The 60-day limit for processing this application is Sept. 15, 2019.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona

This applicant does not hold an interest in any other active liquor license in the State of Arizona.

Public Opinion

No protest or support letters were received within the 20-day public comment period.

Applicant's Statement

The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:

"We will ensure our employees are trained and attend the Title 4 Basic liquor law course."

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:

"We are located in the fast growing downtown district and want to offer great food with a beverage of their choice."

Staff Recommendation

Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments

Liquor License Data - Josephine./ Coup De Grace

Liquor License Map - Josephine./ Coup De Grace

This item was recommended for approval.

10 Liquor License - Ziggy's Pizza

Request for a liquor license. Arizona State License Application 006070007055.

SummaryApplicant

Andrea Lewkowitz, Agent

License Type

Series 6 - Bar

Location

401 W. Van Buren St., Ste. B2

Zoning Classification: DTC-Van Buren HP

Council District: 7

This request is for an ownership transfer of a liquor license for a bar. This location was previously licensed for liquor sales and may currently operate with an interim permit.

The 60-day limit for processing this application is Sept. 17, 2019.

Pursuant to A.R.S. 4-203, a spirituous liquor license shall be issued only after satisfactory showing of the capability, qualifications and reliability of the applicant and that the public convenience and the best interest of the community will be substantially served by the issuance. If an application is filed for the issuance of a license for a location, that on the date the application is filed has a valid license of the same series issued at that location, there shall be a rebuttable presumption that the public convenience and best interest of the community at that location was established at the time the location was previously licensed. The presumption shall not apply once the licensed location has not been in use for more than 180 days.

Other Active Liquor License Interest in Arizona

This information is not provided due to the multiple ownership interests held by the applicant in the State of Arizona.

Public Opinion

No protest or support letters were received within the 20-day public comment period.

Applicant's Statement

The applicant submitted the following statement in support of this application. Spelling, grammar and punctuation in the statement are shown exactly as written by the applicant on the City Questionnaire.

I have the capability, reliability and qualifications to hold a liquor license because:

“Applicant is committed to upholding the highest standards for business and maintaining compliance with applicable laws. Managers and staff will be trained in the techniques of legal and responsible alcohol sales and service.”

The public convenience requires and the best interest of the community will be substantially served by the issuance of the liquor license because:

“Ziggy's Pizza is a pinball game center and pizza parlor in the tenant space adjacent to the west side of the Van Buren Theatre. Applicant would like to continue to offer alcoholic beverages to guest 21 and over.”

Staff Recommendation

Staff recommends approval of this application noting the applicant must resolve any pending City of Phoenix building and zoning requirements, and be in compliance with the City of Phoenix Code and Ordinances.

Attachments

Liquor License Data - Ziggy's Pizza

Liquor License Map - Ziggy's Pizza

This item was recommended for approval.

ORDINANCES, RESOLUTIONS, AND NEW BUSINESS

Mayor Gallego requested a motion on the remaining agenda items. A motion was made, as appears below.

Note: Comment cards were submitted in favor of Item 39, with no one wishing to speak:

Janet Schwappach

Paul Barnes

A motion was made by Vice Mayor Waring, seconded by Councilwoman Williams, that Items 11-46 be approved or adopted, except Items 17, 24, 32, and 42-46, and continuing Item 18 to the Sept. 18, 2019 City Council Formal Meeting. The motion carried by the following vote:

Yes: 8 - Councilman DiCiccio, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

Absent: 1 - Councilmember Garcia

Items 11-16 Ordinance S-45990 was a request to authorize the City Controller to disburse funds, up to amounts indicated for the purpose of paying vendors, contractors, claimants and others, and providing additional payment authority under certain existing city contracts. This section also requested continuing payment authority, up to amounts indicated below, for the following contracts, contract extensions and/or bids awarded. As indicated below, some items below require payment pursuant to Phoenix City Code section 42-13.

11 State of Arizona, Arizona Department of Revenue

For \$4,342,100.00 for annual payment authority for IGA 150693 for the uniform administration, licensing, collection, and auditing of transaction privilege tax, use tax, severance tax, jet fuel excise, and use tax and rental occupancy taxes imposed by the State or cities or towns for the Finance Department. Local Transaction Privilege Tax administration is governed by the Arizona Revised Statute 42-6001. This Statute was modified for the purpose of tax simplification with the passage of House Bill 2111 in 2013 and House Bill 2389 in 2014. This Statute requires Arizona Department of Revenue (DOR) to administer the transaction privilege and use taxes imposed by all cities and towns; to enter into an intergovernmental agreement with each city and town to reflect these changes; and to clearly define the working relationship between the DOR and Arizona cities and towns.

This item was adopted.

12 Laborers International Union of North America, (LIUNA) Local 777

For \$40,000.00 in payment authority for Contract 150274, through June 30, 2021, for the City of Phoenix Apprenticeship Programs to purchase training materials, uniforms, promotional outreach materials, instructional activities such as schools and workshops, and any other activity related to

LIUNA Local 777 City of Phoenix Apprenticeship Programs for Unit 1 members approved to participate in apprenticeship programs for the Human Resources Department.

This item was adopted.

13 American Federation of State, County and Municipal Employees (AFSCME) Local 2384

For \$28,000.00 in payment authority for Contract 150276, through June 30, 2021, for designated members of the AFSCME Local 2384, Unit 2, to attend schools, conferences, workshops and training to develop skills in effective member representation, conflict resolution techniques, labor-management cooperation, and other employee relations areas which promote cooperative and harmonious relationships for the Human Resources Department.

This item was adopted.

14 American Federation of State, County and Municipal Employees (AFSCME) Local 2960

For \$28,000.00 in payment authority for Contract 150275, through June 30, 2021, for designated members of AFSCME Local 2960, Unit 3, to attend schools, conferences, workshops and training to develop skills in effective member representation, conflict resolution techniques, labor-management cooperation, and other employee relations areas which promote cooperative and harmonious relationships for the Human Resources Department.

This item was adopted.

15 Community Bridges, Inc.

For \$125,000.00 in payment authority for Contract 145545 for outreach and engagement services for persons experiencing homelessness for the Human Services Department. The services connect individuals experiencing homelessness with appropriate services and reduces the impact of unsheltered homelessness in Phoenix neighborhoods and public spaces. The Human Services Department (HSD), Public Transit Department, Police Department, and Valley Metro have worked together to develop a coordinated service model and seamless customer interface. The Police Department and the PHX C.A.R.E.S. program team work closely with Valley Metro to mitigate potential neighborhood impacts

by passengers required to leave a light rail vehicle or platform. Ordinance S-44114 in 2017 authorized HSD to utilize funding made available from the Public Transit Department's operating budget in the T2050 fund.

This item was adopted.

16 Arizona Public Service Company doing business as APS

For \$95,857.44 in payment authority for the relocation of power poles owned by Arizona Public Service Company and to raise conductors at the intersections of Indian School Road at 3rd, 7th, 15th, and 19th Avenues, as well as Bethany Home Road at 16th Street for the Street Transportation Department, Traffic Signal Shop for Street Project Number ST89340587. The work is necessary to bring the intersections up to current standards and make the intersections ADA compliant. Funds are needed for material, installation, labor, and inspection.

This item was adopted.

18 Election Funding Disclosure (Dark Money) (Ordinance G-6617)

Request City Council approval of an ordinance amending Chapter 12, Article VII of the Phoenix City Code by revising Division 2 on campaign finance and adding a new Division 3 relating to election funding disclosure obligations.

Summary

The "Keep Dark Money Out of Local Phoenix Elections Ordinance" is intended to secure the right of City of Phoenix residents to know the source of all major contributions made to influence the result of a local Phoenix election, to prevent actual corruption and its appearance, and to protect the integrity of Phoenix elections. On Nov. 6, 2018, City of Phoenix voters passed Proposition 419 with 85 percent of votes in favor, for a Charter Amendment requiring election funding disclosure. On July 3, 2019 Gov. Doug Ducey signed the Charter Amendment. This report provides the City Council with information on election funding disclosure and provides a draft ordinance for Council consideration (**Attachment A**).

This ordinance will require entities currently not subject to disclosure under State law, including nonprofit organizations, to disclose expenditures of \$1,000 or more to influence the outcome of a City of Phoenix election, as well as the source(s) of contributions received of \$1,000 or more, including any intermediary through which such

contributions passed. These disclosure reports will be filed with the City Clerk Department within 48 hours of making an expenditure of \$1,000 or more. The disclosure will be required for any person or association that makes independent expenditures to influence a City candidate or ballot measure election. Entities that are found to be in violation of this ordinance may be fined up to three times the amount spent on the expenditure they failed to disclose.

Concurrence/Previous Council Action

On Feb. 15, 2018, then Councilwoman Kate Gallego, Councilwoman Debra Stark and then Mayor Greg Stanton requested an item be placed on a Formal agenda related to a proposed Charter Amendment regarding the disclosure of the contribution source for election-related independent expenditures, sometimes referred to as "dark money."

At the March 7, 2018 Formal Meeting, the City Council approved an eight-hour rule request for staff to conduct research on proposed ballot language for election funding disclosure.

On April 17, 2018, the Sustainability, Housing, Efficiency, and Neighborhoods Subcommittee approved a draft ordinance.

At the May 2, 2018 Formal Meeting, the City Council adopted an ordinance referring the proposed Charter Amendment regarding election funding disclosure to voters at the General Election on Nov. 6, 2018.

This item was continued to the Sept. 18, 2019 City Council Formal Meeting.

19 Proposed 109th Avenue and Indian School Road Annexation - Authorization to File

Request to authorize the City Manager, or his designee, to file with the Maricopa County Recorder's Office a blank petition for a proposed annexation. This annexation was requested by Patrick Bergeron for the purpose of receiving City of Phoenix services. The proposed annexation conforms to current City policies and complies with Arizona Revised Statutes section 9-471 regarding annexation.

Summary

Signatures on the proposed annexation petition shall not be obtained for

a waiting period of 30 days after filing the blank petition with the Maricopa County Recorder. Additionally, a Public Hearing will be scheduled within this 30-day waiting period, permitting the City Council to gather community input regarding the annexation proposal. Formal adoption of this proposed annexation will be considered at a later date.

Location

The proposed annexation area includes parcel 102-58-579B at 4106 N. 109th Avenue (**Attachment A**). The annexation area is approximately 0.0483 acres (0.00008 sq. mi.) and the population estimate is three individuals.

Council District: 5

This item was approved.

20 Proposed Dobbins Road Right-of-Way Annexation (Ordinance S-45992)

An ordinance extending and increasing the corporate limits of the City of Phoenix, Arizona, pursuant to the provisions of Arizona Revised Statutes, Section 9-471(N), by annexing a certain tract of land contiguous to and not embraced within the present limits of the City of Phoenix, contingent upon the approval by the Maricopa County board of Supervisors, designated as Dobbins Road Right-of-Way Annexation, No. 500.

Summary

This annexation process will be in accordance with Arizona Revised Statutes, Section 9-471(N) which provides that the annexation of County right-of-way may be accomplished by the mutual consent of the governing bodies of the County and City. When the proposed annexation is approved by both bodies at public meetings, and both actions become effective, the annexation is complete.

Location

This requested annexation of right-of-way is for the unincorporated right-of-way on Dobbins Road west of 55th Avenue, as recommended by the City of Phoenix Street Transportation Department. The area being annexed is approximately 1.99 acres (0.0031 square miles).

Council District: 8

This item was adopted.

21 Authorization to Lease City-owned Property Located Near 99th and Southern Avenues to K-B Farms, LLC (Ordinance S-45991)

Request to authorize the City Manager, or his designee, to enter into a lease with K-B Farms, LLC for approximately 6.9 acres of undeveloped City-owned land in the vicinity of 99th and Southern avenues for farming purposes. Further request to authorize the City Treasurer to accept all funds related to this item.

Summary

The City-owned land was acquired for the Tres Rios Wetlands project and is being held for future project development. Approximately 6.9 acres of the undeveloped land will be leased as an interim use to generate revenue and reduce maintenance. The area to be leased does not have roadway frontage but is adjacent to a farm along 99th Avenue. K-B Farms, LLC will be responsible for obtaining access from the adjoining property owners prior to commencement of the lease.

The lease will be for a period of three years with two, one-year options to extend. Rent during the first year of the three-year term will be \$180 per acre per year, plus applicable taxes, which is within the range of market rents as determined by the Real Estate Division. Rent will increase 3 percent annually beginning the second year of the initial term and each year thereafter, including the option periods.

K-B Farms, LLC shall provide insurance and indemnification acceptable to the City of Phoenix Finance Department's Risk Management Division and Law Department. The lease may be canceled pursuant to ARS 38-511, or upon 90-days prior written notice. The lease may contain other terms and conditions deems necessary by the City.

Contract Term

Three years with two one-year options to extend.

Financial Impact

Annual revenue during the first year will be \$1,242 plus applicable taxes.

Location

West of 99th Avenue and south of Southern Avenue, identified by

assessor parcel number 101-49-002L and a portion of 101-49-002K.

Council District: 7 and Out of City

This item was adopted.

22 Matheson, Tri-Gas, Inc. Contract Amendment (Ordinance S-45994)

Request to authorize the City Manager, or his designee, to add additional expenditures to Matheson Tri-Gas, Inc. contract 4705000160 in the amount of \$430,000 to provide industrial and medical gases to the City. Further request authorization for the City Controller to disburse all funds related to this item.

Summary

Matheson Tri-Gas provides a broad range of industrial and medical gases such as oxygen, acetylene, argon, hydrogen, and carbon dioxide tanks used for medical emergencies and welding purposes to all City departments. The primary departments using the contracts are Aviation, Fire, Police, and Water Services. The Water Services department terminated their laboratory gases contract Nov. 30, 2017 and has used the Citywide industrial and medical gases contract which has impacted funding. Water Services department is responsible for approximately 50 percent of the contract's spend. An additional \$430,000 is being requested to get through the remaining 31 months of the contract.

Procurement Information

In accordance with Administrative Regulation 3.10, a linking agreement is required when the City wishes to participate in a cooperative procurement contract with another public procurement agency.

The City of Phoenix adopted the Statewide Medical, Industrial and Specialty Gases Cooperative Contract S12-020682 awarded by the Arizona Department of Health Services. The contract was awarded through a competitive process consistent with the City's procurement processes, as set forth in the Phoenix City Code, chapter 43. The contract was originally awarded on March 28, 2012 and expires on March 31, 2022.

By utilizing the cooperative contract, the City benefits from statewide government pricing and volume discount contract rates.

Contract Term

The contract will expire March 31, 2022.

Financial Impact

With \$430,000 in additional funds, the contracts' revised aggregate value through March 31, 2022 is now \$800,000, and the revised estimated annual expenditure is \$80,000. Aviation, Fire, Police, and Water Services departments are the primary users and funds are available in each department's budget. The contract is available for all City departments to use.

Concurrence/Previous Council Action

This contract is a result of adopting S-12020682, Ordinance S-38856, adopted at the May 30, 2012 Formal Council meeting.

..Department**Responsible Department**

This item is submitted by City Manager Ed Zuercher and the Finance Department.

This item was adopted.

**23 Janitorial and Sanitation Supplies and Equipment Services
(Ordinance S-45999)**

Request to authorize the City Manager, or his designee, to add additional expenditures to Waxie Sanitary Supply contract 141118 in the amount of \$3,250,000 to provide janitorial and sanitation supplies and equipment to the City. Further request authorization for the City Controller to disburse all funds related to this item.

Summary

Waxie Sanitary Supply provides a broad range of janitorial and sanitation products to all City departments that are critical to facility operations. The primary user departments are Aviation, Fire, Parks and Recreation, Phoenix Convention Center, and Public Works. The City of Phoenix Enterprise departments have used approximately 70 percent of the contract funds; the Aviation Department is responsible for approximately 50 percent of the contract's spend. An additional \$3,250,000 is being requested due to price increases related to recent tariffs and due to an increase in usage of janitorial and sanitation products as compared to the

initial estimated amounts. The additional amount will be for the remaining 11 months of the contract which expires Aug. 2, 2020.

Procurement Information

In accordance with Administrative Regulation 3.10, a linking agreement is required when the City wishes to participate in a cooperative procurement contract with another public procurement agency.

The City of Phoenix adopted cooperative contract 151148 awarded by the National Intergovernmental Purchasing Alliance (NIPA) with City of Tucson as the lead agency. The contract was awarded on August 3, 2015 through a competitive process consistent with the City's procurement processes, as set forth in the Phoenix City Code, chapter 43.

By utilizing the cooperative contract, the City benefits from national government pricing and volume discount contract rates.

Contract Term

The contract will expire Aug. 2, 2020.

Financial Impact

With \$3,250,000 in additional funds, the contracts' revised aggregate value through July 31, 2020 is now \$15,750,000, and the revised estimated annual expenditure is \$3,150,000. Aviation, Fire, Parks and Recreation, Phoenix Convention Center, and Public Works departments are the primary users and funds are available in each department's budget. The additional expenditures will be shared between contract 4705000223 and contract 4705000224. The contracts are available for all City departments.

Concurrence/Previous Council Action

Contract 141118 is the result of adopting NIPA-151148, Ordinance S-41900, adopted at the July 1, 2015 Formal Council meeting.

This item was adopted.

**25 Request to Amend Qualified Vendor List for Human Services
Department Meeting and Conference Facilities (Ordinance**

S-45996)

Request to authorize the City Manager, or his designee, to amend the Qualified Vendor List (QVL) for Meeting and Conference Facilities to authorize the use of all Human Services Department (HSD) fund sources. Further request authorization for the City Controller to disburse all funds related to this item for the life of the QVL. Expenditures will not exceed \$1.5 million over the life of the contract.

Summary

Previously, City Council authorized HSD to enter into a contract with Sodexo America, LLC (Sodexo) to allow the Education Division to utilize Sodexo's event facilities. Other divisions in HSD have expressed a need for meeting and event center facilities.

HSD provides comprehensive social services to improve the quality of life for Phoenix residents through its six divisions: Business and Workforce Development, Community and Senior Services, Education, Homeless Services, Management Services, and Victim Services. Part of these social services requires events to be held to provide education, training, and information.

Procurement Information

Sodexo was initially awarded a contract through a Request for Qualifications, RFQu-18-EDU-20. Sodexo was the only vendor awarded to the QVL.

As HSD has an ongoing need to convene for various types of events for which a meeting and event center facility will be required, a second Request for Qualifications, RFQu-19-MSD-31, was conducted in accordance with City of Phoenix Administrative Regulation 3.10. HSD received two offers on July 15, 2019. One offer was submitted by Sodexo, who currently has an active contract in place for services similar in scope to those outlined in the solicitation. The other offer was determined non-responsive. As a result, this solicitation was cancelled.

Contract Term

Sodexo's initial contract is from May 3, 2018 through May 2, 2023, with no options to extend.

Financial Impact

Expenditures will not exceed \$1.5 million over the life of the contract.
Funding is available from all of HSD's funding sources.

Concurrence/Previous Council Action

City Council approved the QVL on May 2, 2018 (Ordinance S-44529).
This item was adopted.

26 Urban Interface Fire Fighting Gear for Fire Department - National Purchasing Partners Cooperative Contract - 00000170 (Ordinance S-45997)

Request to authorize the City Manager, or his designee, to utilize the National Purchasing Partners Cooperative Contract awarded as a result of solicitation 00000170, and to enter into a contract with L.N. Curtis and Sons for Urban Interface Fire Fighting Gear for the Fire Department. Further request authorization for the City Controller to disburse all funds related to this item. The aggregate amount contract value will not exceed \$32,000.

Summary

Urban Interface Fire Fighting Gear are an integral part of the Fire Department to accurately and efficiently fight brush fire operations. This equipment is critical to protecting homes and other areas that interface with open land and have a limited water supply available. Without these tools, the Phoenix Fire Department would be unable to protect structures, land and people from the threat of fire. In addition this equipment is a critical part of the Fire Department's effort to provide life safety services to the public and for use in critical incidents and complicated scenes.

Procurement Information

In accordance with Administrative Regulation 3.10, a participating agreement is required when the City uses a cooperative agreement from another public agency. The contract was awarded through a competitive process consistent with the City's procurement processes, as set forth in the Phoenix City Code, Chapter 43. The National Purchasing Partners contract covers the purchases of Urban Interface Fire Fighting Gear and was awarded on June 19, 2017.

Contract Term

The five-year contract term shall begin on or about Sept. 1, 2019.

Financial Impact

The aggregate contract value will not exceed \$32,000. Funds are available in the Fire Department's budget.

This item was adopted.

27 Aviation Department Information Technology Staffing Services - Requirements Contract - RFP 19-029 (Ordinance S-45995)

Request to authorize the City Manager, or his designee, to enter into seven separate contracts with Intratek Computer, Inc.; OST, Inc.; Solu Technology Partners, LLC; LanceSoft, Inc.; Beacon Systems, Inc.; 22nd Century Technologies, Inc.; and ACRO Services Corporation to provide Information Technology (IT) Staffing Services to the City of Phoenix Aviation Department in an amount not to exceed \$20 million for the five-year aggregate term. Further request authorization for the City Controller to disburse all funds related to this item.

Summary

The Aviation Department's Technology Division currently utilizes 27 contracted staff to support technology systems at Phoenix Sky Harbor International Airport (PHX) and to augment the Department's 50 full-time IT employees. Without this additional staffing, the Technology Division does not have enough full-time employees to support the numerous critical systems at PHX, including the Access Control and Alarm Monitoring System (ACAMS), the Operations Security Portal (OSP) for badging, the Parking Revenue Control System (PRCS), and the Common Use systems such as airline Check-in, Boarding, Automated Passport Control Kiosks, Paging, Flight Information Display System, and others. These systems are crucial to airport operations as well as passenger and employee safety and must be supported 24 hours a day, seven days a week. IT staffing augmentation ensures these critical systems are adequately monitored, managed and supported for the operations of PHX.

This item has been reviewed and approved by the Information Technology Services Department.

Procurement Information

Request for Proposal (RFP) 19-029 was conducted in accordance with Administrative Regulation 3.10. RFP 19-029 reserved the right to award multiple contracts to meet the IT Staffing needs of PHX. Sixty-one proposals were received on Tuesday, May 28, 2019 and 36 proposals were deemed responsive and responsible.

The proposals were evaluated by an evaluation panel and scored by consensus based on the following criteria, with a point range of 0 - 1000:

Firm Qualifications and Experience: 0 - 400 points.

Method of Approach: 0 - 350 points.

Fee Schedule: 0 - 250 points.

The evaluation panel recommends the following offerors that have scored above the competitive range of 720 points as the best value to the City based on the following consensus scores:

Intratek Computer, Inc.: 804 points.

OST, Inc.: 790 points.

Solu Technology Partners, LLC: 784 points.

LanceSoft, Inc.: 775 points.

Beacon Systems, Inc.: 758 points .

22nd Century Technologies, Inc.: 746 points.

ACRO Services Corporation: 730 points.

Contract Term

The contract will commence on or about Oct. 1, 2019, for a five-year aggregate contract term with no options to extend.

Financial Impact

The contract value will not exceed \$20 million for the five-year aggregate contract term with an estimated annual expenditure of \$4 million. Funds are available in the Aviation Department's budget.

Concurrence/Previous Council Action

This item was recommended for approval at the Phoenix Aviation Advisory Board meeting on Aug. 15, 2019 by a vote of 6-0.

Location

Phoenix Sky Harbor International Airport, 3400 E. Sky Harbor Blvd.

Council District: 8

This item was adopted.

28 Applications for Arizona Department of Environmental Quality to Remove and Demolish Existing Underground Storage Tanks and Provide Partial Funding for New Tanks (Ordinance S-46003)

Request authorization for the City Manager, or his designee, to apply to the Arizona Department of Environmental Quality (ADEQ) to remove and demolish at no cost to the City underground fuel storage tanks (USTs) at multiple City sites including the Glenrosa Service Center. Further request authorization for the City to apply to ADEQ for funding to provide partial reimbursement to the City for the City's installation of new USTs at the Glenrosa Service Center and other City sites identified as needed using agreements with ADEQ. Further request authorization for the City Treasurer to accept all funds related to this item. Additionally, request the City Council to grant an exception to the indemnity and assumption of liability provisions of Phoenix City Code section 42-18 for mutual indemnification for the agreements with ADEQ.

Summary

The Public Works Department is responsible for maintenance and repair of the City's underground fuel storage tanks. ADEQ presently has a statewide program to remove underground storage tanks that will demolish and take away USTs at no cost, as well as provide partial funding for installation of new USTs. ADEQ has notified municipal organizations of this limited time to apply for funding for USTs. Currently, there are nine USTs at the Glenrosa Service Center eligible for this program, as well as other USTs at multiple City locations. The City will use a Job Order Contract (JOC) for installation of the new tanks. Once the new tank installation is complete, the City will submit a reimbursement request to ADEQ for partial installation costs, which will allow Public Works to replace the underground fuel storage tanks at a reduced cost.

Financial Impact

There is no financial impact to the City for ADEQ to remove and demolish USTs. The reimbursement from ADEQ to install new USTs, if fully received, will be up to \$300,000 per site, for a maximum amount of \$3,300,000 for 11 sites. Funds are budgeted in the Public Works

Department at \$2,470,000 in FY 2019-20 to replace aged storage tanks at Glenrosa and other sites. The tank replacement funding from ADEQ will allow the City to save up \$600,000 in project costs for the underground storage tank replacements that are planned.

This item was adopted.

29 Hotel Electric - Architectural Services - 8860400000 (Ordinance S-45993)

Request to authorize the City Manager, or his designee, to enter into an agreement with MRT Design, LLC, to provide Architectural Services that include design and construction administration and inspection (CA&I) services for the Hotel Electric project under the Neighborhood Services Department's Commercial Rehabilitation and Operation Patch and Paint programs. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The fee for services will not exceed \$150,000.

Additionally, request to authorize the City Manager, or his designee, to take all action deemed necessary to execute all utilities-related design and construction agreements, licenses, permits, and requests for utility services related to the development, design and construction of the project and to include disbursement of funds. Utility services include, but are not limited to: electrical, water, sewer, natural gas, telecommunication, cable television, railroads and other modes of transportation. This authorization excludes any transaction involving an interest in real property.

Summary

The Neighborhood Services Department administers the Commercial Rehabilitation and Operation Patch and Paint programs, which fund rehabilitation and improvement projects for commercial buildings along targeted business corridors, to ensure the long-term sustainability of communities and neighborhood structures. The goal of the Hotel Electric project is to update the facade and rehabilitate the exterior of the Strayer Electric commercial property, currently known as Hotel Electric. MRT Design, LLC's services include, but are not limited to: providing final design plans for construction permits; preparing, advertising and releasing requests for bids for construction; providing construction

administration and on-site inspections during construction; and coordinating with the City as needed for completion of the rehabilitation of the project.

Procurement Information

MRT Design, LLC was chosen for this project using a Direct Select process according to section 34-104 of the Arizona Revised Statutes (A.R.S.). The project was initiated under the Architectural On-Call in 2017 for MRT Design, LLC to complete conceptual design. The project was put on hold until the property owner and tenant completed lease negotiations.

Contract Term

The term of the agreement is two years from the issuance of the Notice to Proceed. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

The agreement value for MRT Design, LLC will not exceed \$150,000, including all subconsultant and reimbursable costs.

Funding is available in the Neighborhood Services Department's Community Development Block Grant (CDBG) budget. The Budget and Research Department will separately review and approve funding availability prior to execution of any amendments. Payments may be made up to agreement limits for all rendered agreement services, which may extend past the agreement termination.

Concurrence/Previous Council Action

The City Council approved:

The 2015-2020 Consolidated Plan and Annual Action Plan for the disbursement of CDBG funding (Ordinance S-41711) on May 13, 2015; and

Citywide Architectural On-Call Agreement (Ordinance S-42128) on Nov. 18, 2015.

Location

10402 N. 19th Ave.

Council District: 3

This item was adopted.

30 Authorization to Apply for and Accept Federal Funding for Transportation Projects in Federal Fiscal Years 2020, 2021, 2022, 2023 and 2024 (Ordinance S-45998)

Request to authorize the City Manager, or his designee, to apply for, accept and if awarded, enter into agreements for federal transportation funding through the Maricopa Association of Governments (MAG). Further request an exemption from the indemnification prohibition set forth in the Phoenix City Code section 42-18 for a governmental entity pursuant to Phoenix City Code section 42-20. The funding supports various program areas including: Bicycle and Pedestrian Projects, Certified Street Sweepers, Paving of Unpaved Road and Systems Management & Operation Projects. Further request authorization for the City Treasurer to accept and the City Controller to disburse all funds related to this item. If the grant applications are approved, the City's estimated cost share for construction would be \$2.56 million.

Summary

The Maricopa Association of Governments (MAG) is soliciting applications for the following grant opportunities:

Congestion Mitigation and Air Quality Improvement Program (CMAQ):

For Bicycle and Pedestrian Projects, Certified Street Sweepers, Paving Unpaved Roads and Systems Management & Operations.

Transportation Alternatives Infrastructure (TA-MAG): For Bicycle and Pedestrian Projects.

Surface Transportation Block Grant (STBGP-MAG): For Systems Management & Operations.

On Aug. 1, 2019, MAG announced a Call for Projects for Federal Highway Administration sub-allocated Congestion Mitigation Air Quality Improvement Program (CMAQ), Surface Transportation Block Grants and Transportation Alternatives Infrastructure (TA) funding over multiple federal fiscal years. The City is eligible to compete for up to \$79.69 million in CMAQ funds and up to \$11.07 million in TA funds for a total eligible funding program of \$90.76 million of federal funding available for

federal fiscal years 2020 through 2024.

The Street Transportation Department aims to pursue federal funding whenever solicitations are made by MAG that align with the City's Transportation goals and objectives. This recent MAG Call for Projects is an opportunity to leverage City dollars while increasing the City's ability to complete more transportation related projects that enhance the community. Each program funding has its own competitive review and ranking process managed by MAG.

Between now and the application due date of Sept. 16, 2019, staff will continue to refine the locations, costs and scope of each grant submittal to be competitive with other local and regional submittals.

Financial Impact

The maximum federal participation rate is 94.3 percent with a minimum local match of 5.7 percent of the total construction cost. The funding covers construction only and does not cover any design, environmental studies or other federal clearances that are required as a part of the federal delivery process. The Street Transportation Department will submit several applications for the various funding opportunities up to \$45 million. The minimum local match would require the City to fund approximately \$2.56 million to obtain \$45 million in federal funds for construction. Funding is available in the Street Transportation Capital Improvement Program budget.

This item was adopted.

31 Foundations and Conduit Installation for Traffic Signals - 2-Step Job Order Contracting Services Amendment 2 - 4108JOC160 (Ordinance S-46001)

Request to authorize the City Manager, or his designee, to execute an amendment to Agreement 145617 with Kimbrell Electric, Inc. to provide additional Job Order Contracting Services for the Foundations and Conduit Installation for Traffic Signals project. Further request to authorize execution of amendments to the agreement as necessary within the Council-approved expenditure authority as provided below, and for the City Controller to disburse all funds related to this item. The additional fee for services included in this amendment will not exceed \$2

million.

Summary

The purpose of this project is to install new, or remove and replace existing, single traffic signal poles and conduit to junction boxes at various locations on City streets. Some projects may require multiple foundations and directional boring across streets. All foundations, conduit and junctions boxes will be installed or removed per the latest City of Phoenix standard details and specifications or as required by local utility companies.

This amendment is necessary because the current contract capacity is nearing its limit and continued work is required. This amendment will provide additional funds to the agreement.

Contract Term

The original term of the agreement remains unchanged. Work scope identified and incorporated into the agreement prior to the end of the term may be agreed to by the parties, and work may extend past the termination of the agreement. No additional changes may be executed after the end of the term.

Financial Impact

The initial agreement for Foundations and Conduit Installation for Traffic Signals Job Order Contracting Services was executed for a fee not-to-exceed \$1.8 million, including all subcontractor and reimbursable costs.

Amendment 1 increased the agreement value by an additional \$1.2 million, for a new total not-to-exceed agreement value of \$3 million, including all subcontractor and reimbursable costs.

Amendment 2 will increase the agreement by an additional \$2 million, for a new total not-to-exceed agreement value of \$5 million, including all subcontractor and reimbursable costs.

Funding for this amendment is available in the Street Transportation Department's Capital Improvement Program budget. The Budget and Research Department will separately review and approve funding availability prior to the execution of any job order agreement. Payments may be made up to agreement limits for all rendered agreement

services, which may extend past the agreement termination.

Concurrence/Previous Council Action

The City Council approved:

Foundations and Conduit Installation for Traffic Signals Job Order
Contracting Services Agreement 145617 (Ordinance S-43792) on
July 6, 2017.

This item was adopted.

**33 Final Plat - 7th Avenue and Bell Road - 180054 - Northwest Corner
3rd Avenue and Bell Road**

Plat: 180054

Project: 99-3199

Name of Plat: 7th Avenue & Bell Road

Owner(s): Winco Foods, LLC

Engineer(s): Quantum Surveying NV, LLC

Request: A 3 Lot Commercial Subdivision Plat

Reviewed by Staff: Aug. 5, 2019

Final Plat requires Formal Action Only

Summary

Staff requests that the above plat be approved by the City Council and certified by the City Clerk. Recording of the plat dedicates the streets and easements as shown to the public.

Location

Generally located at the northwest corner of 3rd Avenue and Bell Road.

Council District: 3

This item was approved.

**34 Abandonment of Easement - V190016A - 6650 E. Mayo Blvd.
(Resolution 21777)**

Abandonment: V190016A

Project: 15-41

Applicant: Jean Constantine, Liv Communities.

Request: To abandon a portion of the drainage easement on the south end of parcel identified on APN 215-04-726; Book 1303, Page 49, and the entire drainage easement on the central west end of parcel addressed 6650 E. Mayo Blvd.

Date of Decision: May 10, 2019.

Location

6650 E. Mayo Blvd.

Council District: 2

Financial Impact

Pursuant to Phoenix City Code Art. 5, Sec. 31-64 (e) as the City acknowledges the public benefit received by the generation of additional revenue from the private tax rolls and by the elimination of third-party general liability claims against the city, maintenance expenses, and undesirable traffic patterns, also replatting of the area with alternate roadways and new development as sufficient and appropriate consideration in this matter.

This item was adopted.

**35 Amend City Code - Ordinance Adoption - Rezoning Application
Z-11-18-3 - Approximately 228 Feet North of the Northwest Corner
of Tatum Boulevard and Shea Boulevard (Ordinance G-6618)**

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-11-18-3 and rezone the site from C-1 to C-2 for intermediate commercial uses.

Summary

Current Zoning: C-1

Proposed Zoning: C-2

Acreage: 2.22

Proposed Use: Intermediate commercial uses

Owner: 3503 RP Phoenix, LLC

Applicant: Ambassador Fine Cigars

Representative: Paul E. Gilbert, Beus Gilbert, PLLC

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Paradise Valley Village Planning Committee heard this case on July 1, 2019, and recommended approval per the staff recommendation by a 10-3 vote.

PC Action: The Planning Commission heard this case on Aug. 1, 2019, and recommended approval per the Paradise Valley Village Planning

Committee with an additional stipulation by an 8-0 vote.

Location

Approximately 228 feet north of the northwest corner of Tatum Boulevard and Shea Boulevard

Council District: 3

Parcel Address: 10810 N. Tatum Blvd. and 4726 E. Shea Blvd.

This item was adopted.

**36 Amend City Code - Ordinance Adoption - Rezoning Application
Z-2-19-4 - Northeast Corner of 12th Street and Highland Avenue
(Ordinance G-6619)**

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-2-19-4 and rezone the site from C-2 and P-1 to C-2 HGT/WVR DNS/WVR to allow multifamily residential with a height and density waiver up to the R-4 standards.

Summary

Current Zoning: C-2 (1.43 acres) and P-1 (0.30 acres)

Proposed Zoning: C-2 HGT/WVR DNS/WVR

Acreage: 1.73

Proposed Use: Multifamily residential with a height and density waiver to the R-4 standards

Owner: Max Frenkel, Clayton 12th Street, LLC

Applicant: Kristjan Sigurdsson, K&I Homes, LLC

Representative: Kristjan Sigurdsson, K&I Homes, LLC

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Camelback East Village Planning Committee heard this case on June 4, 2019 and recommended approval per the staff recommendation with a modified stipulation by a 13-0 vote.

PC Action: The Planning Commission heard this case on Aug. 1, 2019 and recommended approval per the Camelback East Village Planning Committee recommendation, with a modified and additional stipulation by an 8-0 vote.

Location

Northeast corner of 12th Street and Highland Avenue.

Council District: 4

Parcel Address: 4701, 4707, 4711, and 4719 N. 12th St.; and 1208 E. Highland Ave.

This item was adopted.

**37 Amend City Code - Ordinance Adoption - Rezoning Application
Z-16-19-4 - Northeast Corner of 16th Street and Palm Lane
(Ordinance G-6622)**

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-16-19-4 and rezone the site from R-3 RI, R-4 RI, and C-2 to C-2 to allow commercial uses. This file is a companion case to Z-SP-3-19-4.

Summary

Current Zoning: R-3 RI (0.64 acres), R-4 RI (0.76 acres), and C-2 (1.82 acres)

Proposed Zoning: C-2

Acreage: 3.22

Proposed Use: Commercial uses

Owner: MOD Development, LLC

Representative: John Stevenson; Clear Sky Capital

Applicant: John Stevenson; Clear Sky Capital

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Encanto Village Planning Committee heard this case on July 1, 2019 and recommended approval per the staff recommendation with an additional stipulation by a 9-4 vote.

PC Action: The Planning Commission heard this case on Aug. 1, 2019 and recommended approval per the Encanto Village Planning Committee with an additional stipulation by an 8-0 vote.

Location

Northeast corner of 16th Street and Palm Lane

Council District: 4

Parcel Address: 2001, 2003, 2005, 2007, 2013, 2019, 2025 N. 16th St.; 2026 N. 17th St.; and 1610 and 1618 E. Palm Lane

This item was adopted.

**38 Amend City Code - Ordinance Adoption - Rezoning Application
Z-SP-3-19-4 - Northeast Corner of 16th Street and Palm Lane
(Ordinance G-6621)**

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-SP-3-19-4 and rezone the site from R-3 RI (Pending C-2), R-4 RI (Pending C-2), and C-2 to C-2 SP to allow a self-service storage facility and all underlying C-2 uses. This case has a companion case Z-16-19-4.

Summary

Current Zoning: R-3 RI (Pending C-2) (0.64 acres), R-4 RI (Pending C-2) (0.76 acres), and C-2 (1.82 acres)

Proposed Zoning: C-2 SP

Acreage: 3.22

Proposed Use: Self-service storage facility and all underlying C-2 uses

Owner: MOD Development, LLC

Applicant: John Stevenson; Clear Sky Capitol

Representative: John Stevenson; Clear Sky Capitol

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Encanto Village Planning Committee heard this case on July 1, 2019 and recommended approval per the staff recommendation with an additional stipulation by a 9-4 vote.

PC Action: The Planning Commission heard this case on Aug. 1, 2019 and recommended approval per the Encanto Village Planning Committee recommendation with an additional stipulation by an 8-0 vote.

Location

Northeast corner of 16th Street and Palm Lane

Council District: 4

Parcel Address: 2001, 2003, 2005, 2007, 2013, 2019, 2025 N. 16th St.; 2026 N. 17th St.; and 1610 and 1618 E. Palm Lane

This item was adopted.

**39 Amend City Code - Ordinance Adoption - Rezoning Application
Z-20-19-6 - Approximately 160 Feet East of the Southeast Corner of
12th Street and Missouri Avenue (Ordinance G-6620)**

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-20-19-6 and rezone the site from R-5, P-1 and C-1 to C-1 to allow Commercial Mixed Use.

Summary

Current Zoning: R-5 (0.57 acres), P-1 (0.07 acres) and C-1 (0.08 acres)

Proposed Zoning: C-1

Acreage: 0.72

Proposed Use: Commercial Mixed Use

Owner: Moulin Investments, LLC

Applicant: Moulin Investments, LLC

Representative: Moulin Investments, LLC

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Camelback East Village Planning Committee heard this case on July 2, 2019 and recommended approval per the staff recommendation with an additional stipulation by a 14-0 vote.

PC Action: The Planning Commission heard this case on Aug. 1, 2019 and recommended approval per the Camelback East Village Planning Committee with an additional stipulation by an 8-0 vote.

Location

Approximately 160 feet east of the southeast corner of 12th Street and Missouri Avenue

Council District: 6

Parcel Address: 1215 and 1217 E. Missouri Ave.

This item was adopted.

**40 Amend City Code - Ordinance Adoption - Rezoning Application
Z-19-19-6 - Northeast Corner of 51st Street and Taylor Street
(Ordinance G-6623)**

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-19-19-6 and rezone the site from R-3 to A-1 to allow manufacturing, office and warehouse.

Summary

Current Zoning: R-3

Proposed Zoning: A-1

Acreage: 1.12

Proposed Use: Manufacturing, office and warehouse

Owner: Blue Box Holding, LLC

Applicant: Blue Box Holding, LLC

Representative: William F. Allison, Withey Morris, PLC

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Camelback East Village Planning Committee heard this case on July 2, 2019 and recommended approval per the staff recommendation with an additional stipulation by a 14-0 vote.

PC Action: The Planning Commission heard this case on Aug. 1, 2019 and recommended approval per the Camelback East Village Planning Committee recommendation by a 8-0 vote.

Location

Northeast corner of 51st Street and Taylor Street

Council District: 6

Parcel Address: 5108 E. Taylor St.

This item was adopted.

41 Amend City Code - Ordinance Adoption - Rezoning Application Z-4-19-8 - Northeast Corner of 14th Street and Garfield Street (Ordinance G-6624)

Request to amend the Phoenix Zoning Ordinance, Section 601, the Zoning Map of the City of Phoenix, by adopting Rezoning Application Z-4-19-8 (Rito's Mexican Food PUD) and rezone the site from R-5 RI and R-4 RI HP to PUD and PUD HP.

Summary

Current Zoning: R-5 RI (0.33-acres) and R-4 RI HP (0.36-acres)

Proposed Zoning: PUD (0.33-acres) and PUD HP (0.36-acres)

Acreage: 0.69

Proposed Use: Planned Unit Development to allow a mix of uses including the existing restaurant

Owner: Rito's Mexican Food, LLC

Applicant: Wendy Riddell, Berry Riddell, LLC

Representative: Wendy Riddell, Berry Riddell, LLC

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Central City Village Planning Committee heard this case on July 8, 2019, and recommended approval per the staff recommendation by an 18-0 vote.

PC Action: The Planning Commission heard this case on Aug 1, 2019, and recommended approval per the Central City Village Planning Committee by an 8-0 vote.

Location

Northeast corner of 14th Street and Garfield Street

Council District: 8

Parcel Address: 1401 E. Roosevelt St. and 909 N. 14th St.

This item was adopted.

17 Canvass of Vote - Aug. 27, 2019 Special Election

Canvass of the vote for the Tuesday, Aug. 27, 2019 Special Election for the City Council to canvass the votes and announce and declare the results of the election.

Summary

On Tuesday, Aug. 27, 2019, the City of Phoenix held a Special Election for registered voters in the City of Phoenix to decide on the approval or rejection of two ballot propositions pertaining to Light Rail and City Pensions.

Citizen Notification

Voters on the Permanent Early Voting List (PEVL) received notification of the election from the City of Phoenix in April 2019 and early ballots were mailed approximately 27 days before the election. The City mailed a Sample Ballot and Publicity Pamphlet (SBPP) the week of July 22, before early ballots were mailed, to each household with an eligible registered voter. The SBPP contained general information about the election, including the deadline to return early ballots by mail, a list of voting centers, and voter identification requirements. The SBPP also provided a sample of the ballot for voters to examine as a reference before they voted the official ballot and the full text of the two ballot propositions, a summary of each proposition and any arguments filed

supporting or opposing the propositions. Additionally, information was provided through multiples publications, news releases, and the official Phoenix election Twitter account, @PHXElections. All election information was available at phoenix.gov/elections and provided in English and Spanish in all formats.

Concurrence

As required by law, the Accuracy Certification Board has certified the results of the election and that the election was conducted according to law.

Discussion

Note: The Official Results of the Election can be found at the end of these minutes.

Mayor Gallego thanked the City Clerk Department and staff for running a great election. She noted Proposition 106 failed in every consolidated precinct in Phoenix, and Proposition 105 failed in 123 out of 125 consolidated precincts. She suggested this was a credit to City employees and confidence in the budget process, and thanked councilmembers for their work over the summer.

Councilwoman Stark thanked Mayor Gallego, and mentioned the turnout for the August election was almost 26 percent. She commented it was impressive, and advocated for getting more people engaged in the elections.

Councilmember Garcia congratulated both sides for a great election, and talked about reaching out to businesses along the the south central light rail expansion route. He said they need to be taken care of during the construction period, and added they needed to be part of the construction process.

Councilman DiCiccio noted the election was an uphill battle, and congratulated those who won. He said the voters made their decision, and mentioned that needed to be respected. He suggested pensions in the City still had to be addressed, and stated he was willing to work with anyone on that issue. He continued to discuss the pension problem, and highlighted pension costs being more expensive every year. He thanked

Mayor Gallego for her leadership, and said although they did not necessarily always agree, that he respected her for being cordial and open. He asked if there was a way to consolidate future initiatives for future elections, and advocated for increasing voter turnout.

Councilwoman Guardado thanked voters that participated in the election, and mentioned there may have been voter fatigue because of the amount of elections in Districts 5 and 8. She said 26 percent turnout was great, and added there needed to be more work done to increase that number. She suggested it was time for everyone to come together to figure out how to respect the small businesses along the south central light rail expansion route, and stated she believed everyone on the Council was committed to doing that.

Councilman Nowakowski congratulated the Mayor, and announced the City would support the small businesses along Central Avenue. He asked those business owners to take advantage of the resources offered by the City, and stressed the importance of supporting business along the light rail in south Phoenix. He invited residents living in other parts of Phoenix to come visit those small businesses during construction time.

Councilwoman Pastor said she was thankful and grateful for all voters who participated in the election. She mentioned this was not just about supporting light rail, but transportation in general including roads and safety on buses. She noted her family and friends were divided in south Phoenix on the issue, and talked about the community in south Phoenix embracing change. She commented everyone needed to come together to help those businesses along Central Avenue, and added she was appreciative of the way the outcome happened.

Councilwoman Williams thanked the voters for coming out to the election, and talked about the future light rail route to Metrocenter. She noted her excitement to visit restaurants in south Phoenix and have residents travel up to Metrocenter, and thanked Mayor Gallego for her leadership as well as Councilwoman Pastor and Councilwoman Stark for the time and effort they put into it.

Mayor Gallego talked about Councilwoman Stark and Councilwoman

Pastor co-chairing a successful campaign over the summer, and thanked them for their time debating the future of Phoenix. She suggested Phoenix was better off having had the dialogue, and added the importance of the business assistance program for those businesses affected by the light rail extension construction.

Note: The Official Results of the Election can be found at the end of these minutes.

A motion was made by Councilwoman Williams, seconded by Councilwoman Stark, that this item be approved. The motion carried by the following vote:

Yes: 9 - Councilman DiCiccio, Councilmember Garcia, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

24 Digital Microwave Terminals - State of Arizona Cooperative Contract - ADSP013-055848 (Ordinance S-46000)

Request to authorize the City Manager, or his designee, to extend and add additional expenditures for Contract ADSP013-055848 with Aviat US, Inc. in the amount of \$600,000. The State of Arizona's procurement process was delayed, so until the State completes its new solicitation, additional funds are necessary to continue to provide critical operations under the existing State contract. Further request authorization for the City Controller to disburse all funds related to this item.

Summary

The City of Phoenix operates an extensive microwave communications network, with equipment located at approximately 35 sites, providing communications coverage over 6,000 square miles. The microwave network is predominately used in support of public safety communications, including providing connectivity for more than 30,000 users of the Regional Wireless Cooperative radio communications network. This contract allows City departments, such as Information Technology Services, Police, and Fire, to purchase communication systems equipment such as digital microwave terminals, antennas,

waveguides, connectors, and equipment training. This equipment is critical to the support of the region's public safety radio system.

This item has been reviewed and approved by the Information Technology Services Department.

Financial Impact

This contract was approved by City Council on Feb. 18, 2015, with an aggregate value of \$6,000,000. Additional funds in the amount of \$1,100,000 were approved by City Council on Sept. 18, 2018. With the \$600,000 in additional funds, the contract's revised aggregate value is now \$7,700,000 (including applicable taxes). Funds are available in various departments' budgets.

Contract Term

This request is to extend the contract term on a month-to-month basis for up to one year to allow time for the State of Arizona to complete a new solicitation which is currently in the evaluation phase.

Discussion

Councilman Nowakowski noted he had a potential conflict on Item 24, and would not be participating in the vote.

A motion was made by Vice Mayor Waring, seconded by Councilwoman Williams, that this item be adopted. The motion carried by the following vote:

Yes: 8 - Councilman DiCiccio, Councilmember Garcia, Councilwoman Guardado, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

Conflict: 1 - Councilman Nowakowski

32 Retrieval and Relocation of Electric Scooter Services Contract (Ordinance S-46002)

Request to authorize the City Manager, or his designee, to enter into a service agreement with Sweep Inc. for the retrieval and relocation of electric scooters for the Street Transportation Department in an amount not to exceed \$99,000. Further request authorization for the City

Controller to disburse all funds related to this item.

Summary

The City will be issuing revocable operating permits to electric scooter companies (Permit Holder) for the rental of scooters for a six-month downtown shared electric scooter pilot program (Pilot). Scooters will be owned and operated by the Permit Holder. There will be approximately 400 authorized and designated parking locations throughout the Pilot area. If a scooter renter fails to return their scooter to the designated parking area, it is the responsibility of the Permit Holder to collect their abandoned scooters and relocate them to an approved area within two hours of notification of an abandoned scooter. Should the Permit Holder fail to relocate abandoned scooters within the two hours, the City will retrieve or relocate the scooter and assess the Permit Holder a fee. Sweep Inc., on behalf of the City, will be responsible for locating, retrieving and relocating any abandoned scooters not collected by the Permit Holder. In addition, Sweep Inc. will be responsible for providing and staffing a 24-hour telephone and email line to accept abandoned scooter complaints.

Procurement Information

In accordance with Administrative Regulation 3.10, an informal procurement was conducted and one offer was received. The City deemed Sweep Inc. as responsive and responsible.

Contract Term

The contract term would be from Sept. 16, 2019 through March 15, 2020, which is the six-month pilot period. Provisions of the contract include an option to extend the term for six months, which may be exercised by the City Manager or his designee for a total term of one year.

Financial Impact

The aggregate value will not exceed \$99,000. Funds are available in the Street Transportation Department's CIP budget. Costs will be recovered through the pilot program fees and revocable operating permit requirements.

Concurrence/Previous Council Action

The downtown shared electric scooter pilot program has been presented

to Council Subcommittees and City Council as listed below:

The Aviation and Transportation Subcommittee recommended this item for approval on Jan. 22, 2019, by a vote of 3-0.

The Planning and Economic Development Subcommittee heard this item for information and discussion on Feb. 5, 2019, and also received an update for information and discussion on June 4, 2019.

The Aviation and Transportation Subcommittee heard this item on June 25, 2019.

City Council approved the Pilot on June 26, 2019.

Location

The main boundary of the Pilot is from 7th Avenue to 7th Street and from Buckeye Road to McDowell Road. The Pilot boundary includes an extension of the area bounded by Roosevelt Street and Grand Avenue, and a reduction of the northern boundary to Portland Street between 7th Avenue and Central Avenue.

Council Districts: 4, 7 and 8

Discussion

Councilwoman Williams stated that when this item was approved in subcommittee there was no cost associated. She asked staff for an explanation on why this item had a cost to the City of close to \$100,000.

Deputy City Manager Mario Paniagua answered this item was to approve a contract for the retrieval of any scooters that had not been collected or properly parked as part of the downtown pilot program. He noted the companies had to collect scooters within a two-hour time limit, and explained the hiring of this company was to retrieve those scooters. He said it was important to clarify that there would be an \$80 fee for each scooter that is collected, and added the money collected would be used by the City to cover those costs. He commented there were fees set overall for the program for permits and parking infrastructure downtown to recover the costs, and concluded this would not have any cost impact to the City.

A motion was made by Councilwoman Williams, seconded by Councilwoman Pastor, that this item be adopted. The motion carried by the following vote:

Yes: 9 - Councilman DiCiccio, Councilmember Garcia, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

42 Public Hearing - Draft Land Use Assumptions and Infrastructure Improvements Plans

Request to hold a public hearing on the Land Use Assumptions and Infrastructure Improvement Plans draft, as required by Arizona Revised Statutes (ARS).

Summary

Arizona's development impact fee enabling statute (ARS 9-463.05) requires cities to review and, if necessary, update development impact fees every five years. Impact fees are assessed on building permits within designated "new development" areas to help pay for certain capital facilities that are required to serve new development. Phoenix currently administers nine development impact fee programs including: Fire Protection, Police, Parks, Libraries, Major Arterials, Storm Drainage, Water, Wastewater, and Water Resources Acquisition. The City's last impact fee update was approved by Council on Jan. 21, 2015 and the fees took effect on April 5, 2015. In addition to maintaining compliance with impact fee rules, updating the impact fee program helps to ensure fees are in-line with current growth projections, infrastructure plans, and facility costs. In accordance with Arizona impact fee rules, draft land use assumptions (LUAs) and infrastructure improvements plans (IIPs) for each impact fee category have been prepared, and made available to the public. The draft LUAs and IIPs have consolidated in a single document titled *Draft Infrastructure Financing Plan: 2020 Update* (Draft IFP) that, along with several supplemental reports, was posted to the City's website on July 1, 2019. The Draft IFP may be viewed online at: <https://www.phoenix.gov/pdd/devfees/impactfees/draftifp>. This public hearing is being conducted in accordance with ARS 9-463.05; that requires the City to conduct a public hearing on the draft LUAs and IIPs no less than 60 days after making the documents available to the public. ARS 9-463.05 requires Council to approve or disapprove the draft LUAs

and IIPs between 30 and 60 days after the public hearing.

The Draft IFP is comprised of eleven chapters. Chapter 1 provides the draft LUAs utilized in this update for each designated impact fee area. Chapter 2 presents updated Equivalent Demand Unit Factors for each impact fee program that are used to convert the projected *development units* discussed in Chapter 1 into *equivalent demand units* for planning and assessment purposes. Chapters 3 - 11 contain the IIPs for each of the City's impact fee categories; including explanations of the methodology, assumptions, values and formulas used to calculate potential impact fees. The IIP for each impact fee category includes standard required updates to facility inventories, levels of service, anticipated new demands, planned facilities and costs, and offset calculations. In addition, the following impact fee program changes are included in the Draft IFP:

Chapters 3 - 6 (Fire Protection, Police, Parks and Libraries): Base the levels of service on the citywide service area, as opposed to the service levels currently achieved in each impact fee area. This change is recommended to help ensure long-term equity in the provision of services, and to provide more consistency in fees across impact fee areas.

Chapter 7 (Major Arterials): Combine the existing Northwest / Deer Valley and Northeast impact fee areas to create one "Northern - Major Arterials" impact fee area. This change will help control cost fluctuations, provide greater flexibility in appropriating funds to eligible projects, and simplifies proportionality calculations for roadways that intersect multiple impact fee areas (e.g. Sonoran Desert Drive and Happy Valley Road). Also, employ a 'buy-in', plus '10-year plan' fee calculation methodology that has been successful for the water and wastewater fees. This method helps to ensure that changes in the 10-year infrastructure plan do not disproportionately impact development in terms of providing infrastructure capacity and the associated costs.

Chapter 8.A. (Northern Drainage): Implement a drainage impact fee to help recoup design and construction costs associated with projects that reduce the Rawhide Wash flood plain that impacts the area generally

bounded by 64th Street on the west, Scottsdale Road on the east, Pinnacle Peak Road on the north, and the Central Arizona Project Canal on the south.

Chapter 8.B. (Estrella and Laveen Drainage): Employ the 'buy-in', plus '10-year plan' fee calculation methodology that is consistent with the existing water and wastewater impact fees, and proposed for the Major Arterial fee as part of this Draft IFP. Information related to project costs, project cost-shares, and EDUs have been updated.

Chapter 11 (Water Resources Acquisition): Recommend incorporating the Water Resources Acquisition (WRA) impact fee study into the Infrastructure Financing Plan (IFP). The WRA impact fee is authorized under Phoenix City Code, Chapter 30, while the other impact fee categories are authorized pursuant to Phoenix City Code (PCC), chapter 29. As a result, a separate report has traditionally been prepared even though the WRA is an impact fee, subject to Arizona impact fee rules, and is expected to be updated at the same time as the City's other impact fees. Incorporating the WRA into the IFP helps consolidate impact fee program studies, however approval of an update to the WRA would still require amending the WRA section of City Code at the same time the regular impact fee section is amended.

The tables outlined in **Attachment A** compare the current Net Impact Fees per Equivalent Demand Unit (EDU) with the combined (sum of all applicable fee categories) net fees per EDU for each impact fee area. The WRA impact fee is currently assessed citywide in two unique fee areas (Off-Project and On-Project) that overlap with other impact fee areas. In these instances the draft WRA charges which are displayed in the second table are in-addition to fees in the first table. It should be noted that the On-Project fee was reduced to \$0 per EDU in 2015 and is recommended to remain at \$0 per EDU with this update.

Concurrence

A presentation of the development impact fee review process and preliminary recommendations for the draft IFP was provided to the Water, Wastewater, Infrastructure and Sustainability Subcommittee on June 5, 2019 for information and discussion.

Discussion

Planning and Development Director Alan Stephenson stated this was just a public hearing, and there was no action required on the item. He said development impact fees require cities to review and update them at least every five years, and described how those impact fees were assessed and what they helped pay for. He noted the last time the fees were updated was January 2015, and mentioned the last land use assumptions and infrastructure improvement plans were posted to the City's website on July 1, 2019 to allow for the public comment period. He said he would get back to Council on Oct. 16, 2019 with a report of the public comments gathered so far, and ask Council to endorse the draft plan.

Mayor Gallego declared the public hearing open.

After hearing no response from the audience, Mayor Gallego closed the public hearing.

The hearing was held.

**43 Public Hearing and Resolution Adoption - General Plan
Amendment GPA-LV-2-19-8 - Southwest Corner of 55th Avenue
and Dobbins Road (Resolution 21778)**

Request to hold a public hearing on the General Plan Amendment request for the following item to consider adopting the Planning Commission's recommendation and the related Resolution if approved. This file is a companion case to Z-27-19-8.

Summary

Application: GPA-LV-2-19-8

Current Designation: Residential 0 to 1 dwelling units per acre (11.85 acres), Residential 2 to 3.5 dwelling units per acre (63.04 acres), Residential 3.5 to 5 dwelling units per acre (71.12 acres), and Residential 10 to 15 dwelling units per acre (17.81 acres).

Proposed Designation: Residential 3.5 to 5 dwelling units per acre (163.82 acres)

Acreage: 163.82

Proposed Use: Single-family residential

Owner: David Hudson, Ormes, LLC & Miller 160, LLC

Applicant: Mari Flynn, Ashton Woods Arizona
Representative: Andy Baron, AndersonBaron

Staff Recommendation: Approval.

VPC Action: The Laveen Village Planning Committee heard this case on July 8, 2019 and recommended approval by a 7-0 vote.

PC Action: The Planning Commission heard this case on Aug. 1, 2019 and recommended approval per the Laveen Village Planning Committee recommendation by an 8-0 vote.

Location

Southwest corner of 55th Avenue and Dobbins Road

Council District: 8

Parcel Addresses: N/A

Discussion

Planning and Development Director Alan Stephenson stated this was a residential request from varying residential densities of zero to one, and all the way up to 10 to 15 for the 164 acre site. He mentioned the Laveen Village Planning Committee voted to approve the request to go to residential 3.5 to 5 dwelling units per acre by a 7-0 vote, and added the Planning Commission recommended approval by an 8-0 vote. He commented there was a companion zoning case that the Laveen Village Planning Committee and the applicant were working on some density issues, and said it was a zoning case that would come forward at a later time under a separate action.

Councilmember Garcia made a motion that this item be approved per the Planning Commission's approval on Aug. 1, 2019, and adopt the related resolution.

Councilwoman Williams seconded the motion.

Mayor Gallego opened the public hearing.

After hearing no response from the audience, Mayor Gallego declared the public hearing closed. She mentioned this item was near the Loop 202 freeway expansion, and added there was a good reminder to have dialogue between the City and community about developments near the

freeway. She noted there was going to be a lot of change coming to the area, and suggested it would be good to be proactive and get the resources and amenities to residents.

The hearing was held. A motion was made by Councilmember Garcia, seconded by Councilwoman Williams, that this item be approved per the Planning Commission's approval on Aug. 1, 2019, and adopt the related resolution. The motion carried by the following vote:

Yes: 9 - Councilman DiCiccio, Councilmember Garcia, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

44 Public Hearing and Ordinance Adoption - Amend City Code - Rezoning Application Z-25-19-1- Southeast Corner of 39th Avenue and the Dynamite Road Alignment (Ordinance G-6625)

Request to hold a public hearing on the rezoning application for the following item and consider adoption of the Planning Commission's recommendation or adoption of the related Ordinance if approved. Request is to rezone the site from S-1 to R1-18 zoning for single-family residential use.

Summary

Current Zoning: S-1

Proposed Zoning: R1-18

Acreage: 29.17

Proposed Use: Single-Family Residential

Owner: Morris F. and Blanche L. Moody, et al.; and Allen D. and Joan E. Solheim

Applicant: Evan Bilton, Taylor Morrison Arizona

Representative: Susan E. Demmitt, Gammage and Burnham

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Deer Valley Village Planning Committee heard this case on July 18, 2019, and recommended approval per the staff recommendation with a modified stipulation and additional stipulations by

a 5-3 vote.

PC Action: The Planning Commission heard this case on Aug. 1, 2019, and recommended denial by a 7-0 vote.

3/4 vote petition submitted on Aug. 8, 2019. Did not meet 3/4 vote criteria therefore a 3/4 vote is not required.

Location

Southeast corner of 39th Avenue and the Dynamite Road alignment

Council District: 1

Parcel Address: 27636 N. 37th Ave.; 27639 N. 39th Ave. and 28037 N. 39th Ave.

Discussion

Councilwoman Williams made a motion that this item be approved per the Sept. 3, 2019 memo from the Planning and Development Director with stipulations, and adopt the related ordinance. She mentioned this memo had stipulations that addressed concerns from residents about the negative impact of overheight accessory buildings and outdoor streetlights and residential building lights. She said this added a general conformance stipulation to the new site plan that added new access to the proposed subdivision from 39th Avenue.

Councilwoman Pastor seconded the motion.

Planning and Development Director Alan Stephenson stated this was a request to rezone the property located on the southeast corner of 39th Avenue and Dynamite Road. He said the applicant proposed a residential project by Taylor Morrison Homes for a density of 1.47 dwelling units per acre, and added the Deer Valley Village Planning Committee recommended approval on July 18, 2019. He talked about the design, and mentioned there would be two access points. He suggested these homes would be similar to higher-end properties constructed by Taylor Morrison Homes. He added the Planning Commission recommended denial of this case by a 7-0 vote, but the Deer Valley Village Planning Committee recommended approval on a 5-3 vote.

Mayor Gallego opened the public hearing.

Councilwoman Williams asked for 10 minutes of allotted time to each side for public speaking, and added if Council was not able to get through all the comment cards that their names would be entered into the record.

Susan Demmitt spoke in favor, and acknowledged she worked for Gammage and Burnham on behalf of Taylor Morrison Homes. She described the work that had been done over the past six to nine months with the neighborhood, and said the existing zoning of S1 on the property would allow for 29 homes while the proposal would be a maximum of 43 homes. She compared the property to the existing zoning in the surrounding neighborhood. She said the developer had moved the needle time and time again in response to issues that had been raised throughout the process, and commented the neighborhood has maintained a singular position to support the existing S1 zoning. She mentioned this area was one of Phoenix's growing employment corridors, and added Phoenix and the home building community were struggling to find opportunities to respond to demand for growth in Phoenix. She commented the original proposed density was cut in half, and they have maintained a commitment to build only single-story homes. She discussed the equestrian and public pedestrian trails being added to the design to reach the Deem Hills Recreation Area, and said there was seven acres of open space out of this 30-acre parcel.

Ms. Demmitt noted a significant point of concern from the community was the single access point to the property that would create traffic for those living on 37th Avenue, and mentioned she worked with the City to add a second access point along 39th Avenue. She talked about the benefits of developing this property as a subdivision as opposed to a series of lot slips that traditionally happen under S1 zoning, and highlighted they would be able to provide an expansion of City infrastructure services including water, sewer and drainage solutions. She stated they added additional stipulations regarding rural street lighting standards and dark sky provisions for light fixtures on homes, and added this was all in response to feedback. She commented this was a good project and a reasonable compromise that would meet City standards, and asked Council for their support.

Councilwoman Williams asked if those in opposition had a

spokesperson. Jacques Brados stood up and an additional four members lined up.

Jacques Brados spoke in opposition, and stated S1 zoning was what he desired. He expressed concern over traffic that would affect the rural lifestyle in the area, and took issue with the access point being 24 feet-wide. He said there was no support to bring additional housing, and talked about the importance of a rural lifestyle for the area. He noted it was important to have farming and rural areas for horses and livestock.

Stephen Mosley spoke in opposition, and said when the process started he attempted to contact owners of every parcel that had a dwelling in the neighborhood, and noted none of them were willing to have the zoning changed. He asked for the zoning to remain the same, and requested those in attendance who were opposed to the rezoning to stand up. He stated this would set a precedent that they would have to live with for the rest of their lives.

Kenneth Vest spoke in opposition, and said he contacted Council over his concerns of traffic coming out onto the street in front of his house. He suggested this would be a destruction of the lifestyle they had, and added to rezone to R1-18 would destroy what he moved out there for. He commented the S1 zoning was written for their corner neighborhood because it bordered the canal and the Deem Hills Recreation Area. He took issue with the number of houses proposed for the development, and suggested the property owner should sell the lots in five-acre lots.

Patty Bell-Demers spoke in opposition, and asked for Council to drive through the area of the proposed rezoning. She noted her husband was also opposed, and talked about her family and those living with her at her home. She commented this place had a quiet country lifestyle, and suggested the developer should be required to follow the same rules as those living there currently. She said those moving to the area would need to embrace the country lifestyle.

Monica Harmon spoke in opposition, and stated her husband and herself owned a five acre property that would be built on soon. She took issue with the design from Taylor Morrison Homes, and suggested they did not

have 29 acres to work with. She said it was not right for Taylor Morrison Homes to merge into this neighborhood because of the surrounding area already being S1 zoning. She asked for the zoning to remain the same, and added plenty of developers would love to develop S1 zoning.

Councilman DiCiccio asked what bordered the proposed rezoning site.

Mr. Stephenson responded that was the Deem Hills Preserve, and added the City owned the land as part of the City's mountain preserve system.

Councilwoman Pastor asked for clarification on the votes from the Deer Valley Village Planning Committee and the Planning Commission.

Mr. Stephenson replied the Deer Valley Village Planning Committee passed this on a 5-3 vote, and the Planning Commission denied this request on a 7-0 vote.

Councilwoman Pastor asked why the Planning Commission voted no on this request.

Mr. Stephenson answered the discussion was about the context of the area and surrounding neighborhood, and the impacts from the proposed project on the larger lots. He suggested a couple Planning Commission members felt they wanted the applicant to have a continuance to try and work out the issues with neighbors. He said because there wasn't a continuance, those members felt the case was not really there at that point.

Councilwoman Williams commented these cases were always difficult especially in this area that was undiscovered by developers. She said there were two or three more cases pending in the area, and added this happened in her area 30 years ago. She suggested the trend was to build north, and commented employers moving up north needed additional housing. She stated she hoped that alot of concerns were addressed, and confirmed she would be supporting this rezoning request.

Councilwoman Stark asked about the homes that did not have a road in

front of them, and if they were split in the county with easements.

Mr. Stephenson responded there were some that were split, and showed Council where some of the roads were improved at 37th and 39th Avenues. He noted there were some roads that remained as dirt roads that were accessible by easements.

Councilwoman Stark questioned if the lot could be subdivided as S1 zoning with private streets. She added if there was no ability to have sidewalks, could there be density of 29 lots.

Mr. Stephenson answered yes, they would be able to get to 29 units, and stated this was based off of a gross acreage that went out to the center line of the street. He talked about site common retention in relation to open space on the property.

Councilwoman Stark commented the density could be achieved with a more rural looking neighborhood.

Mr. Stephenson replied that could be done very close to 29 units based on design.

Councilman DiCiccio inquired why the developer could not just build on the site as a non-traditional subdivision.

Ms. Demmitt responded their plan was part of the experience of living in a Taylor Morrison Homes development as a planned community, and added this involved consolidating open space into areas that were more meaningful than on individual lots. She talked about long-term maintenance for the community, and discussed their conversations with the community addressing their concern over drainage and flooding.

Councilman DiCiccio said he would respect the councilmember from that area, and added he had to push back a little because of the on-site retention. He noted this was because every lot would have to retain their own water anyways.

Ms. Demmitt commented with their experience, they would be able to

provide solutions to drainage issues in the neighborhood because of the type of development Taylor Morrison Homes was proposing. She suggested 25 percent of S1 lots left in the area were undeveloped, and gave examples of the South Mountain area and others that had different types of lifestyles for development.

Councilman DiCiccio stated it was not unusual for lots to remain vacant because the owners did not want to build yet, and suggested the market for the neighborhood was S1 zoning. He commented the development could be built with S1 zoning.

Ms. Demmitt said they started with a much different proposal initially, and worked to the current proposal over the past six months. She commented there would be benefits to this plan, and talked about the compromises they made with the neighborhood. She suggested this project would be a very compatible and reasonable alternative to meet Phoenix's housing demands.

Mayor Gallego closed the public hearing.

Note: The following individuals submitted comment cards for the record opposed to Item 44.

Glenn Jordan
Rosalie Treibek
Linda Cook
Charlotte Mosley
Jerome Perry Lamb
Bob Saigh
Matthew Harmon
Rick Denton
Erik Milhod
Matt Rohrer
Vince Cavale
Paula Gioliano
Joseph Gioliano
John Colin
Cherye Colin

Hyrum Mosley
Tishri Solmon
Nancy Thompson
Sheri Thompson
Robin Graham
Pamela Lamb
Rick Sanders
Nobie Sanders
Denise
Richard Ross
Todd Townsend
Toni Townsend

The hearing was held. A motion was made by Councilwoman Williams, seconded by Councilwoman Pastor, that this item be approved per the Sept. 3, 2019 memo from the Planning and Development Director with stipulations, and adopt the related ordinance. The motion carried by the following vote:

Yes: 9 - Councilman DiCiccio, Councilmember Garcia, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

45 (CONTINUED FROM JULY 3, 2019) - Public Hearing and Ordinance Adoption - Amend City Code - Rezoning Application Z-90-18-1 - Northwest Corner of 43rd Avenue and Circle Mountain Road (Ordinance G-6612)

Request to hold a public hearing on the rezoning application for the following item and consider adoption of the Planning Commission's recommendation and the related Ordinance if approved. Request is to rezone the site from S-1 to R1-6 and S-1 zoning for single-family residential.

Summary

Current Zoning: S-1

Proposed Zoning: 46.81 acres of R1-6 and 8.61 acres of S-1

Acreage: 55.42

Proposed Use: Single-Family Residential

Owner: Desert Hills 160, LLC

Applicant: Linda Cheney, El Dorado Holdings

Representative: Rob Gubser, Hilgart Wilson, LLC

Staff Recommendation: Approval, subject to stipulations.

VPC Action: The Rio Vista Village Planning Committee heard this case on May 14, 2019 and recommended denial by a 5-1 vote.

PC Action: The Planning Commission heard this case on June 6, 2019 and recommended approval, per the staff recommendation with additional stipulations by a 6-0 vote.

Location

Northwest corner of 43rd Avenue and Circle Mountain Road

Council District: 1

Parcel Address: N/A

Discussion

Councilwoman Williams commented this case had gone on for awhile, and noted she met with staff and residents at the location. She thanked staff for their hard work, and stated there had been a charter school that was built without their knowledge during the process. She mentioned 43rd Avenue being a major street in the area for parent pickup at the school, and added there would be a crossing guard and school safety officers to alleviate traffic concerns in the area. She talked about street improvements along the frontage of 43rd Avenue, and said crosswalks would be installed at the intersection of 43rd Avenue and Circle Mountain Road to provide better safety for students. She suggested this area had grown rapidly without attention, and mentioned there was more money available for street improvements. She noted Phase II improvements would include: streetlights, curb, gutter, sidewalks, and landscaping on the east side of 43rd Avenue. She thanked staff for working with the school, and the developer for agreeing to improve the signal at 43rd Avenue and Anthem Way.

Councilwoman Williams made a motion that this item be approved per the Planning Commission's approval on June 6, 2019 with the addition of Stipulation 21 that reads, that no development activity, which includes but

is not limited to; construction of site infrastructure, walls, buildings, or any type of grading, shall commence on the site for a minimum of six months from the date of City Council approval, and adopt the related ordinance. She noted this was a unique property, and added this was still subject to go through Maricopa County Flood Control District approval before anything can be done.

Councilwoman Pastor seconded the motion.

Planning and Development Director Alan Stephenson said this was a request to go from S1 zoning to R1-6 and S1 zoning for the 55-acre site for single-family residential development. He highlighted where the location of the school was and why it caused an increase in traffic, and talked about the surrounding areas for zoning as being compatible with this proposed rezoning case. He mentioned the drainage near and on the property, and discussed how this would require approval from the City's Floodplain Management Group as well as Federal Emergency Management Administration (FEMA) approval to make sure there was no upstream or downstream impacts to the New River Wash. He said staff recommended approval per the Planning Commission's approval with the addition of Stipulation 21.

Mayor Gallego opened the public hearing.

Ed Bull spoke in favor, and stated he was present on behalf of the property owner. He said the property owner had 160 acres of property with this request being 55 acres of it. He expressed appreciation for the recommendation from staff, and agreed to the addition of Stipulation 21. He noted this site was for single-family homes, and mentioned the zoning request was consistent with all neighboring zoning. He discussed the site plan that showed the compromises made including the mixed-use trail, and talked about the divided entryway into the development. He commented the developer did a good job, and said the homes would be in a range of 2,400 to 4,000 square feet. He discussed the neighborhood outreach that was done, and noted traffic was a part of the discussions between the developer, staff, and the neighborhood. He mentioned a Conditional Letter of Map Revision (CLOMR) was processed through 44 acres, and they would be requesting a CLOMR on 13 acres. He stated

once approved, the property would not be on the floodplain, and the residents would not have to pay for flood insurance.

Mr. Bull discussed the location of a lift station on the property, and added the location selected was preferred by the neighbors. He suggested the property would have triple the amount of open space required by R1-6 zoning, and asked for approval from Council.

Councilman DiCiccio talked about the surrounding R1-6 zoning and future RE-35 zoning on the property, and said this proposed rezoning looked compatible to the surrounding area.

Derek Montague spoke in opposition, and stated he lived close to the development. He mentioned he wanted to focus on the flooding issue, and said his concerns were that new homes on the riverview site in the development would sooner or later be flooded along with existing homes similarly being impacted. He talked about the frequency of extreme storms in the United States, and cited a study from the United States Department of Agriculture and University of Arizona hydrologists that suggested monsoon rainstorms were increasing in intensity. He commented his view was that worst-case scenarios should guide decision-making rather than best-case scenarios concerning development in flood-prone areas.

Michael Cox spoke in opposition, and mentioned he had been to every public meeting regarding this case. He suggested the floodplain bordering the site should be considered a floodway, and gave an example of the amount of traffic along 43rd Avenue. He said one of the reasons he moved to Phoenix was because of the political environment, and he took issue with the suggestion this proposed rezoning was a done deal.

Councilman DiCiccio asked to look at the question of compatibility in regards to drainage. He noted R1-6 surrounded the property, and stated the drainage could be engineered through. He mentioned he would respect what the councilmember in this area did, and suggested he did not hear anything compelling for him to vote no on this case.

Mr. Cox said his biggest concern was not only the traffic, but the flooding that could arise. He suggested the developer would only build up around two or three inches, and commented that would be impossible for the amount of water that would come through the property.

Councilman DiCiccio asked if this was specifically a view issue.

Mr. Cox responded this was more than just a view issue, and suggested this was doing a disservice to the people who were going to be living there. He talked about a gentleman from one of the public meetings mentioning he would not take responsibility if there was a flood that would come through and cause harm. He noted the concerns regarding traffic, and noted the residents did not know a charter school would be built in the area. He suggested the current traffic plan was not going to help.

Neil Rifenbark spoke in opposition, and acknowledged he was on the Board of Directors for the New River Desert Hills Community Association. He thanked Councilwoman Williams for her efforts to try and mitigate the impact to the community, but noted there were remaining issues regarding traffic and flooding. He suggested there should be another access point to mitigate traffic issues, and said he was worried about another 100-year monsoon happening similar to what happened in 2014. He asked Council to deny this request and to have it sent back to the developer to provide the community with greater assurance that floods would not be a problem, as well as an addition of another access point.

Roger Willis noted he was neutral on Item 45, and said he was the past president of the Anthem Community Council. He suggested the developer had the right to build in the riverview community, but to do so in a responsible way. He mentioned he disagreed with the claim the changing flow of the New River would not affect properties, and asked for a compromised design to limit the flood that was likely to occur there.

Robert McKenzie spoke in opposition, and stated he was the Vice President of the Anthem Community Council. He commented there were two issues with the proposed development, with one being the circulation of traffic issue. He suggested the development should not go through

unless significant improvements are made, and added the other issue was he did not know where the impact fees would go that are collected from developments such as this.

Ron Jerich spoke in opposition, and noted he was a past member of the Anthem Community Council. He mentioned his concerns were brought forward by past speakers, and suggested there was a dramatic need for a new exit and entrance out of the development because of the new charter school.

Councilwoman Stark asked Mr. Bull about where they were in the process in regards to the CLOMR.

Mr. Bull responded they had a CLOMR that was approved in 2005 for 44 acres, and added he was unclear whether this approval would be amended or if a new CLOMR needed to be done. He stated if this rezoning request was granted, Hilgart Wilson would process first through the City's floodplain administrator and ultimately through FEMA for a CLOMR of 13 acres.

Councilwoman Stark asked for clarification that the CLOMR would just be for a portion of the property.

Mr. Bull replied the 44 acres had an approved CLOMR on it, but because grading did not occur it could not go to the next step of a Letter of Map Revision (LOMR). He noted the 13 acres was not in the floodplain. He talked about the surrounding R1-6 zoning, and said this development would be consistent with the General Plan. He expressed appreciation for the Council District 1 office and staff for their help with this case, and added it was not in the City's control to have an opening of the charter school in the area. He noted the addition of Stipulation 21 would allow the City to have a jump start on various improvements. He said it was intentional to have a divided entryway into the property, and expressed appreciation for the motion on the floor.

Councilwoman Pastor suggested this case and the previous item were similar to cases in the south Phoenix and Laveen areas because of the growth happening. She discussed flood zones and the possibility of

changing water movement. She asked how the City would assess the possibility of flooding in the area of this proposed development if this item were to pass.

Mr. Stephenson answered the City dealt with flooding issues on a broader scale as well on individual smaller projects. He noted what happened in the Laveen area was a challenge because it was a farming community, and highlighted the improvements made in that area as well as in Estrella with the flood control district. He continued to discuss how the City handled flooding challenges in the areas mentioned by Councilwoman Pastor. He stated because the New River was a natural water system, they would need to go through the City's floodplain management group to review plans and make sure they comply with City requirements. He talked about Mr. Bull mentioning a CLOMR, and described the process they would need to go through with FEMA.

Councilwoman Pastor stated Richard Zimmerman contacted her office and noted he would reach out to the Army Corps of Engineers regarding flooding in the area. She said the Army Corps of Engineers helped with Rio Salado, and added she wanted it put on record she received his message.

Mayor Gallego closed the public hearing.

Mayor Gallego suggested there was constant frustration with the State legislature allowing charter schools to go wherever they would like, and gave an example of a charter school at the end of the Scottsdale Airport runway. She stated it would be nice for this issue to be addressed because it causes traffic issues especially for people on their morning commute.

Note: The following individuals submitted comment cards opposed to Item 45.

Derek Montague
Linda Cheney
James Kenny
Aubrey Thomas

Chris Grogan

Jeff Huff

The hearing was held. A motion was made by Councilwoman Williams, seconded by Councilwoman Pastor, that this item be approved per the Planning Commission's approval on June 6, 2019 with the addition of Stipulation 21 that reads, "That no development activity, which includes but is not limited to; construction of site infrastructure, walls, buildings, or any type of grading, shall commence on the site for a minimum of six months from the date of City Council approval.", and adopt the related ordinance. The motion carried by the following vote:

Yes: 9 - Councilman DiCiccio, Councilmember Garcia, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

46 (CONTINUED FROM JUNE 19, 2019) - Public Hearing- Certificate of Appropriateness- Appeal of Historic Preservation Commission Decision - 333 W. Coronado Road in the Willo Historic District

Request to hold a public hearing of a Certificate of Appropriateness Decision by the Historic Preservation Commission (HPC) for 333 W. Coronado Road in the Willo Historic District due to an appeal by the owner/appellant submitted on May 24, 2019. The HPC upheld the decision of the Historic Preservation (HP) Hearing Officer to approve the Certificate of Appropriateness with four stipulations on March 6, 2019. Applicant has requested to continue the item and be heard at the Sept. 4, 2019 Formal agenda in order to be in attendance.

Summary

Application Number: HPCA-1700546

Applicant: Robert Russo, property owner

Request: After-the-fact approval of an approximately 6'9" tall CMU fence and 6'6" tall metal vehicular gate along 5th Avenue; and after-the-fact approval of an approximately 7'4" tall CMU fence along the alley; and a not yet built 294 square foot addition to the north side of the detached garage.

Staff Recommendation: Approve with four stipulations.

HP Hearing Officer Action: Approved per staff recommendation on March 6, 2019.

HPC Action: Uphold Hearing Officer Action by a vote of 4-2 on May 20, 2019.

Appellant: Robert Russo, property owner

HPC Stipulations

1. That the fence (approximately 6'9") and gate (approximately 6'6") along 5th Avenue, be reduced to 6' in height;
2. That the approximately 7'4" fence at the alley may remain, subject to zoning approval;
3. That the garage addition be at or below the height of the existing garage (which is 12' at its ridge);
4. That a clear and accurate plan set be submitted for final approval, including a clarified roof plan, correct elevation labels, and accurate roof heights on all applicable sheets.

Action Requested

Uphold, modify or reverse the Certificate of Appropriateness decision of the HPC.

Location

333 W. Coronado Road

Council District: 4

Discussion

Note: Councilman DiCiccio left the Chambers and the voting body.

Planning and Development Director Alan Stephenson noted the Council served in a quasi-judicial role as opposed to a legislative role for this item regarding a certificate of appeal for historic preservation. He said this request was an appeal for an over-height wall within the Willo Historic District at 333 W. Coronado Rd., and added the property owner applied for a permit to construct a six-foot high solid block wall along 5th Avenue. He stated that wall was approved for that height, but mentioned the walls were raised sometime after that. He talked about the complaints from residents, and said the Historic Preservation Commission (HPC) recommended the fence that was visible along 5th Avenue be taken

down to six feet. He listed the stipulations that were recommended by the HPC, and noted a seven-foot four-inch high wall along the alley did require approval of a variance.

Councilwoman Pastor asked for confirmation there was a request for a six-foot wall in July 2013.

Mr. Stephenson answered that was correct.

Councilwoman Pastor questioned if that request was approved.

Mr. Stephenson replied that was approved.

Councilwoman Pastor inquired if the wall was changed sometime between 2014 and February 2017, and asked at what height that was.

Mr. Stephenson responded the wall was changed, and said the six-foot high wall along 5th Avenue was raised to six-feet six-inches with the rear wall at seven-feet four-inches.

Principal Planner Kevin Weight clarified the gate on 5th Avenue was six-feet six-inches, and the fence was six-feet nine-inches.

Councilwoman Pastor commented the wall was changed without City approval because they did not go through the process, and stated that was why the appeal came before Council.

Mr. Stephenson replied that was correct, and mentioned the property owner appealed the HPC recommendation as outlined in the four stipulations, to ask for the overheight walls to remain.

Councilwoman Pastor asked about the process of adding additional blocks to a wall within a historical district to go above an approved height.

Mr. Stephenson explained the applicant would need to seek a certificate of appropriateness, and added once that went through an engineering process would take place to ensure the blocks would be appropriate in terms of the design. He said the process would continue through the

Development Division of the Planning and Development Department, and once a permit is approved, construction could begin.

Councilwoman Pastor commented this wall was built illegally.

Mr. Stephenson responded that was correct.

Councilwoman Pastor made a motion that this item uphold the HPC recommendation.

Councilwoman Stark seconded the motion.

Mayor Gallego opened the public hearing.

Mayor Gallego announced the four stipulations recommended by the HPC were available on the screen in the Chambers for the audience.

Tom Doescher stated he was in opposition to overturning the appeal.

Susan Izzarelli spoke in favor of the appeal, and noted she was the co-owner of the property. She discussed the layout of the property, and said the alley behind their home was considered a collector street. She talked about the traffic on 5th Avenue that was in front of their property, and added when the property was purchased in 2012 the wall was in disrepair. She stated because of this there were numerous incidents involving transients and pedestrians looking into their bedroom windows, and in 2015 the original wall was taken down. She mentioned they applied for a permit for the six-foot wall and when the wall was initially built it reached only five-feet nine-inches. She discussed how the contractor researched other corner properties in the area that had overheight walls, and said the contractor suggested to add another block to make the wall six-feet nine-inches. She commented the contractor noted this would not be a problem because of similar height walls in the neighborhood. She discussed the types of crime that were happening in the alley behind their property, and suggested the wall had been up for several years without a complaint.

Mr. Doescher stated he was a member of the Willo Zoning Committee,

and asked Council to not overturn the HPC decision. He said the Willo Conservation Plan was adopted by Council in 1986, and the Willo Historic District was established in 1989. He talked about the how the governing board is selected, and added for clarification the Willo Zoning Committee did not police the neighborhood to enforce City Code, but would support the Conservation Plan and Historic Preservation guidelines. He discussed the timeline of events of this case as it went through the HPC and the Willo Board of Directors, and asked for strict enforcement to historic preservation codes be followed to ensure integrity of historical districts and to not overturn the denial.

Ginger Mattox spoke in favor of the Historic Preservation Commission stipulations and against the appeal, and talked about her volunteer duties for coordinating with other historic districts in the downtown area to help understand City Code and historic preservation guidelines. She mentioned she was familiar with the project, and noted she was disappointed the property owners relied on their contractor when they advised them it would not be a problem. She said the Council was their last hope to deny these types of appeals, and asked Council to not overturn the decision made by the HPC. She suggested it was the duty of the property owner to investigate on their own because when an event like this happens, it would come out of their pocket and not the contractor's.

Andrew Jacobs spoke in support of the appeal, and suggested the City was acting as art police and violating the First Amendment. He noted Councilwoman Pastor was correct that the wall was nine inches above code, and said no one complained about it three years after it was built in 2015. He commented people started complaining in 2018 because there was a mural painted on it. He talked about the news coverage over the complaints raised to the City, and discussed what was said during the hearing officer meeting. He stated there was evidence that six homes within the Willo area and 18 within two miles that had a similar offending feature, and took issue with the City punishing these people to make them spend thousands of dollars messing with their lots. He suggested this was selective enforcement to punish people, and added this was not how the First Amendment worked.

Robert Russo spoke in support of the appeal, and stated he was a co-owner of the property. He said this item did not ask Council to allow or disapprove of the wall, but to ask the co-owners to go to zoning and ask for a variance. He mentioned 150 other residents asked for a similar variance, and asked for experts to come in and determine if the extra nine inches of wall was constructed properly or if there is proper reasoning behind building it. He commented there were nearly a thousand residences in the Willo area, and added not one of them looked the same from one another. He talked about how having the extra nine inches on the wall did not detract from the pattern of the Willo area, and that it was critical for being on a collector street for safety and privacy.

Mayor Gallego closed the public hearing.

Councilwoman Pastor asked Mr. Stephenson to respond to Mr. Russo's comments regarding the variance.

Mr. Stephenson responded that Mr. Russo was alluding to was any height for a fence in the rear yard that is over six feet in height has to go for a variance. He noted Mr. Russo was asking for was to get HPC approval of not having an impact on the historic district to allow them to apply for a variance. He commented that was what Mr. Russo referred to, and explained how applying for the variance would be quasi-judicially tested regarding variance standards and if the overheight fence should be allowed. He said this was a different test and standards than Council was charged with looking at.

Councilwoman Pastor commented she had studied this case and had read all the facts given to her in a staff report, and discussed the timeline of this case since April 2013. She summarized the staff report, and highlighted the process on how the initially approved wall was in violation once it was higher than six feet. She mentioned she would stick with the HPC decision with the four stipulations.

Note: Ann Bornmersbach submitted a comment card in favor, but did not wish to speak.

The hearing was held. A motion was made by Councilwoman Pastor, seconded by Councilwoman Stark, that this item uphold the Historic

Preservation Commission recommendation. The motion carried by the following vote:

Yes: 8 - Councilmember Garcia, Councilwoman Guardado, Councilman Nowakowski, Councilwoman Pastor, Councilwoman Stark, Councilwoman Williams, Vice Mayor Waring and Mayor Gallego

No: 0

Absent: 1 - Councilman DiCiccio

REPORTS FROM CITY MANAGER, COMMITTEES OR CITY OFFICIALS

None.

CITIZEN COMMENTS

Oscar Hernandez mentioned he was a victim of a criminal assault, and had difficulties contacting a sergeant in the Police Department. He suggested that the sergeant was ignoring his calls, and asked Council to help him.

Mayor Gallego asked for staff to follow up on Mr. Hernandez's request.

ADJOURN

There being no further business to come before the Council, Mayor Gallego declared the meeting adjourned at 4:41 p.m.

MAYOR

ATTEST:

CITY CLERK

TS

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the formal session of the City Council of the City of Phoenix held on the 4th day of September, 2019. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 1st day of July, 2020.

CITY CLERK

SPECIAL ELECTION
AUGUST 27, 2019
SAMPLE BALLOT AND PUBLICITY PAMPHLET

SAMPLE BALLOT AND PUBLICITY PAMPHLET

SPECIAL ELECTION AUGUST 27, 2019

CITY OF PHOENIX, ARIZONA

Issued by the Office of the City Clerk of Phoenix
Denise Archibald, City Clerk

**This pamphlet is mailed to each City residence in which an eligible,
registered voter resides and is available online at phoenix.gov/elections.**



MUESTRA DE LA BOLETA DE VOTACIÓN Y FOLLETO PUBLICITARIO

ELECCIÓN ESPECIAL 27 DE AGOSTO, 2019

MUNICIPALIDAD DE PHOENIX, ARIZONA

Expedido por la Secretaría Municipal de Phoenix
Denise Archibald, Secretaria Municipal

**Este folleto se envía por correo a cada residencia en la Municipalidad donde radica un votante inscrito
elegible y se encuentra disponible en el internet, en phoenix.gov/elections-sp.**



SPECIAL ELECTION AUGUST 27, 2019

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GENERAL INFORMATION

On Tuesday, August 27, 2019, the City of Phoenix will conduct a Special Election in which City voters will decide two ballot measures. The ballot measures include proposed amendments to the City Charter related to light rail and pensions.

ACCESSIBLE VOTING

Accessible voting devices that permit voters with disabilities to vote independently will be available for this election at the early voting site (City Hall, 200 W. Washington St., 15th Floor) and all voting centers.

City Clerk Department – Election Information

Call 602-261-VOTE (8683), Visit phoenix.gov/elections, Email phoenixelections@phoenix.gov, or use the 7-1-1 Relay System
Follow on Twitter @PHXElections



ELECCIÓN ESPECIAL 27 DE AGOSTO, 2019

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INFORMACIÓN GENERAL

El martes, 27 de agosto, 2019, la Municipalidad de Phoenix llevara a cabo una Elección Especial sobre dos medidas electorales. Las medidas incluyen propuestas para enmendar la Constitución de Phoenix relacionadas al tren ligero y a pensiones.

VOTACIÓN ACCESIBLE

Estarán disponibles dispositivos de votación accesible que permiten a los votantes con discapacidades votar en esta elección de manera independiente en el sitio de votación anticipada (en el Ayuntamiento Municipal, 200 W. Washington St., Piso 15º) y en todos los centros de votación.

Secretaría Municipal – Información Electoral

Llame al 602-261-VOTE (8683), Visite phoenix.gov/elections-sp, Correo electrónico phoenixelections@phoenix.gov, o use el Sistema de Relé 7-1-1
Síguenos en Twitter @PHXElections

SAMPLE BALLOT AND PUBLICITY PAMPHLET

Sample Ballot: A Sample Ballot is located in the center of this pamphlet and is included to help voters become familiar with the ballot before receiving the Official Ballot. Instructions for voting the ballot are located at the top of both the Sample Ballot and the Official Ballot. This Sample Ballot is not for voting; **do not return a voted Sample Ballot**. Only valid votes cast on an Official Ballot by eligible registered voters will be counted.

Publicity Pamphlet: This pamphlet is mailed to each household in Phoenix in which an active registered voter resides unless all voters in the household requested to obtain the pamphlet electronically. This pamphlet contains the text and a summary of each proposition, followed by any arguments filed with the City Clerk supporting the proposition, and then by any arguments filed opposing the proposition. Arguments are printed exactly as filed. **If no arguments appear in this pamphlet for a proposition, no arguments were filed for that proposition with the City Clerk.**

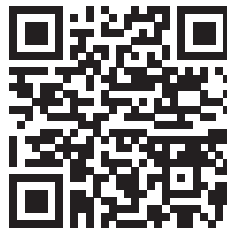
Propositions submitted to voters that propose changes to existing provisions of the City Charter or the Phoenix City Code are identified in the following ways:

- New text is in all capital letters, LIKE THIS.
- Text that is proposed to be deleted has strike-through lines, ~~like this~~.

Spanish Translation: The Spanish translation of this pamphlet is required by the Federal Voting Rights Act. The translation is an accurate interpretation of the material appearing in English, but is provided only as an aid to voters.

Alternative Formats: This pamphlet is available in alternative formats including Braille, large print, audio tape, compact disc and flash drive, upon request. To request an alternative format of this pamphlet, please call 602-261-8683. Requests for alternative formats must be received by Friday, August 2, 2019.

Subscribe to Obtain this Pamphlet Electronically: Voters can subscribe to obtain this pamphlet electronically. Voters who subscribe will receive an email notification with a link to the pamphlet for each City of Phoenix election. To subscribe, visit Phoenix.gov/Elections, call 602-261-8683, email phoenixelections@phoenix.gov or scan the QR code below.



Benefits of Obtaining the Pamphlet Electronically:

- Allows you to search the pamphlet for specific information.
- Allows you to increase the size of the text for better readability.
- Reduces the amount of election-related mailings sent to you.
- Saves printing and postage costs.
- Allows voters to "Go Green" by reducing the amount of paper used.

City Clerk Department – Election Information

Call 602-261-VOTE (8683), Visit phoenix.gov/elections, Email phoenixelections@phoenix.gov, or use the 7-1-1 Relay System
Follow on Twitter @PHXElections

MUESTRA DE LA BOLETA DE VOTACIÓN Y FOLLETO PUBLICITARIO

Muestra de la Boleta de Votación: Una muestra de la boleta de votación está en el centro de este folleto y se incluye para ayudar a los votantes a familiarizarse con la boleta antes de recibir la boleta oficial. Las instrucciones para votar con la boleta se localizan en la parte superior de la muestra de la boleta de votación y de la boleta oficial. Esta muestra de boleta no es para votar; **no devuelva una muestra de la boleta de votación completada**. Sólo serán contados los votos válidos emitidos por votantes registrados elegibles en una boleta oficial.

Folleto Publicitario: Este folleto se le envía por correo a cada domicilio en Phoenix, donde reside un votante elegible inscrito, a menos que todos los votantes en el domicilio hayan solicitado obtener el folleto electrónicamente. Este folleto contiene el texto y un resumen de cada proposición, seguido por argumentos registrados con la Secretaría Municipal en apoyo de la proposición, y luego por argumentos registrados en contra de la proposición. Los argumentos son impresos exactamente como fueron registrados. Si no aparecen argumentos en apoyo o en contra de una proposición en el folleto, no se registraron argumentos para esa proposición con la Secretaría Municipal.

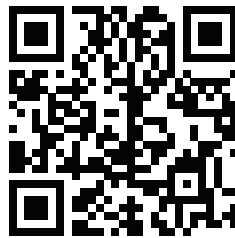
Proposiciones sometidas a los votantes que proponen cambios a provisiones existentes de la Constitución de Phoenix o el Código de Phoenix se identifican de las siguientes formas:

- Texto nuevo está en letras mayúsculas: ASI.
- Texto que se propone eliminar tiene una línea sobrepuestas: ~~asi~~.

Traducción al Español: La Ley Federal de Derechos Electorales requiere que se traduzca este folleto al español. La traducción es una interpretación fiel del material que aparece en inglés, pero se proporciona únicamente como ayuda para los votantes.

Formatos Alternativos: Este folleto está disponible en formatos alternativos incluso Braille, letra grande, cinta de audio, disco compacto y flash, a solicitud del votante. Para solicitar este folleto en un formato alternativo, llame al 602-261-8683. Las solicitudes de formatos alternativos deberán recibirse a más tardar el viernes, 2 de agosto, 2019.

Subscríbase para Obtener este Folleto Electrónicamente: Los votantes pueden suscribirse para obtener este folleto electrónicamente. Los votantes suscritos recibirán, para cada elección municipal de Phoenix, una notificación por correo electrónico con un enlace para obtener el folleto. Para suscribirse, visite la página de web Phoenix.gov/Elections-sp, llame al 602-261-8683, envíe un correo electrónico a phoenixelections@phoenix.gov, o escanee el código QR a continuación.



Beneficios de Obtener este Folleto en Formato Electrónico:

- Le permite buscar información específica en el folleto.
- Le permite aumentar el tamaño del texto para leerlo con mayor facilidad.
- Reduce la cantidad de correspondencia relacionada con las elecciones que se le envía.
- Se ahorra en gastos de impresión y de envío postal.
- Brinda a los votantes la oportunidad de contribuir a la ecología al reducir la cantidad de papel que se utiliza.

Secretaría Municipal – Información Electoral

Llame al 602-261-VOTE (8683), Visite phoenix.gov/elections-sp, Correo electrónico phoenixelections@phoenix.gov, o use el Sistema de Relé 7-1-1
Síguenos en Twitter @PHXElections

EARLY VOTING

By Mail: Voters on the Permanent Early Voting List (PEVL) will automatically receive an early ballot by mail unless they submitted a request to not receive a ballot by mail. Ballots will be mailed beginning Wednesday, July 31, 2019. Voters not on the PEVL who wish to receive an early ballot by mail may submit a request for an early ballot to the City Clerk Department. A signed, written request for an early ballot must be **received** by the City Clerk no later than 5 p.m. on Friday, August 16, 2019. Request forms are available online at phoenix.gov/elections, at city public service counters, and libraries. Request forms can also be obtained by calling 602-261-8683.

Early Voting Site: For individuals who wish to vote early in person rather than by mail, early voting will be available during business hours at Phoenix City Hall, 200 W. Washington St., 15th Floor from Wednesday, July 31, 2019 through Friday, August 23, 2019.

How can I check the status of my early ballot? Information about the status of your early ballot is available online at phoenix.gov/elections (or scan the QR code below). You can obtain detailed information, such as the date your early ballot was mailed, received, or processed for tabulation. To check the status of your early ballot, you will need to provide basic information along with either your voter registration number, driver license number or non-operating identification card number, or the last four digits of your Social Security Number. This information is required in order to positively identify you as the voter and the information you enter must match the information on your voter registration record.



Returning Voted Early Ballots: An early ballot must be returned in the ballot affidavit envelope that was provided with the ballot and the envelope must be **signed** by the voter. Voted early ballots must be **received** by the City Clerk Department **no later than 7 p.m. on Election Day**. If you return your ballot by mail, be sure to allow sufficient time for delivery by Election Day. It is recommended you mail your ballot at least six days before Election Day. Voted early ballots also may be delivered to Phoenix City Hall or any voting center location during voting hours. If you were sent an early ballot by mail but go to a voting center to vote, you will **NOT** be required to cast a provisional ballot as long as the early ballot has not been voted and returned for tabulation.

Voters should take the time they need to consider their choices and mark their ballot. However, voters who complete their ballots early are encouraged to return the ballot as soon as it is voted. Returning voted ballots as early as possible provides more time for signature verification and processing so that final results are available sooner.

City Clerk Department – Election Information

Call 602-261-VOTE (8683), Visit phoenix.gov/elections, Email phoenixelections@phoenix.gov, or use the 7-1-1 Relay System
Follow on Twitter @PHXElections

VOTACIÓN ANTICIPADA

Por Correo: Los votantes en la Lista Permanente de Votación Anticipada (PEVL) recibirán automáticamente una boleta anticipada por correo a menos que ellos presentaron una solicitud para no recibir una boleta por correo. Las boletas se enviarán empezando el miércoles, 31 de julio, 2019. Los votantes que no aparezcan en la PEVL que deseen recibir una boleta anticipada por correo, pueden solicitar una boleta de votación anticipada a la Secretaría Municipal. La Secretaría Municipal deberá **recibir** la solicitud por escrito, firmada, a más tardar a las 5 p.m. el viernes, 16 de agosto, 2019. Las solicitudes para boletas anticipadas están disponibles en phoenix.gov/elections-sp, en los mostradores de servicios públicos municipales, y las bibliotecas. También se puede obtener una solicitud llamando al 602-261-8683.

Sitio de Votación Anticipada: Para las personas que desean votar por anticipado en persona en lugar de por correo, la votación anticipada estará disponible durante horas hábiles en el Ayuntamiento Municipal de Phoenix, 200 W. Washington St., Piso 15º, del miércoles, 31 de julio, 2019 al viernes 23, de agosto, 2019.

¿Cómo puedo verificar el estado de mi boleta de votación anticipada? Información acerca del estado de su boleta anticipada está disponible en phoenix.gov/elections-sp (o escanee el código QR abajo). Ahí encontrará información detallada, tal como la fecha en que se le envió por correo su boleta anticipada y la fecha en que se recibió, o que se procesó para su tabulación. Para verificar el estado de su boleta anticipada, deberá proporcionar datos básicos junto con su número de inscripción de votante, el número de su licencia de conductor, o de identificación expedida por el estado o los últimos cuatro dígitos de su Número de Seguro Social. Se requieren estos datos a fin de identificarlo definitivamente como el votante y los datos que usted ingrese tienen que corresponder con los datos que aparecen en su registro de votante.



Entrega de Boletas Anticipadas Votadas: La boleta de votación anticipada debe regresarse en el sobre con la declaración jurada que se envió con la boleta de votación y el votante deberá **firmar** el sobre. La Secretaría Municipal deberá **recibir** las boletas de votación anticipada votadas a **más tardar a las 7 p.m. del Día de la Elección**. Si envía su boleta por correo, asegúrese de enviarla con suficiente tiempo para que llegue a más tardar el Día de la Elección. Se recomienda que envíe su boleta por lo menos seis días antes del Día de la Elección. Las boletas de votación anticipada votadas también se pueden entregar en el Ayuntamiento Municipal o en cualquier ubicación de centro de votación durante las horas de votación. Si se le envió una boleta de votación anticipada por correo, pero acude a un centro de votación para emitir su voto, **NO** se le pedirá votar con una boleta provisional con tal de que la boleta de votación anticipada no haya sido ya usada y entregada para su tabulación.

Los votantes deberán tomarse el tiempo necesario para considerar sus opciones y marcar su boleta. Sin embargo, se recomienda que los votantes que hayan completado su boleta anticipada, la entreguen en cuanto hayan votado. Entregar boletas votadas tan pronto como sea posible da más tiempo para la verificación de firmas y su procesamiento, y una disposición de los resultados finales más oportuna.

Secretaría Municipal – Información Electoral

Llame al 602-261-VOTE (8683), Visite phoenix.gov/elections-sp, Correo electrónico phoenixelections@phoenix.gov, o use el Sistema de Relé 7-1-1
Síguenos en Twitter @PHXElections

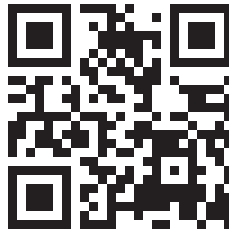
VOTING CENTERS

Voters in City of Phoenix elections are not required to vote at a specified polling place in the voter's precinct. **Any voter can use any one of the 28 voting centers to cast a ballot.** The voting centers will be open for voting for THREE DAYS. This method of voting is only available for City of Phoenix elections. **For faster service, voters are encouraged to bring their driver license, state-issued identification card, or voter identification card.**

Voting Center Locations

Voters can find a convenient voting center location in several ways:

- View the map and list on page 11 of this pamphlet.
- Find the map and list of voting centers online at phoenix.gov/elections.
- Use the online Voting Center Locator application available using any desktop computer, tablet or mobile device by going to phoenix.gov/elections or scanning the QR code below. Just enter the address of your current location and the application will provide the names and addresses of the nearest voting centers and a map showing the location and the level of activity at each site.
- Call the Voter Information Hotline at 602-261-VOTE (8683).



Voting Hours

For voting convenience, voting centers will be open on the following three days:

- Saturday, August 24, from 10 a.m. to 4 p.m.
- Monday, August 26, from 9 a.m. to 6 p.m.
- Tuesday, August 27 (Election Day), 6 a.m. to 7 p.m.

Based on past City elections, Tuesday, Election Day, is the busiest day at the voting centers.

Benefits of Voting Centers

- Continue popular early voting process and retain an in-person voting option.
- Greater convenience for voters to be able to cast a ballot at any of the voting center locations over three days – close to home, work or other activities.
- Improved sites, service and support – most voting center locations are accessible by public transportation, near business or shopping cores, and along major streets.
- Lower cost than traditional polling place elections.
- The early voting process does not change and voters may drop off voted early ballots (in the signed affidavit envelope) at any of the voting centers.

City Clerk Department – Election Information

Call 602-261-VOTE (8683), Visit phoenix.gov/elections, Email phoenixelections@phoenix.gov, or use the 7-1-1 Relay System
Follow on Twitter @PHXElections

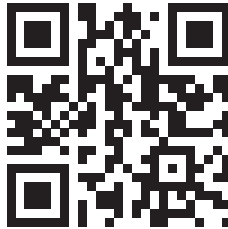
CENTROS DE VOTACIÓN

No se requiere que los votantes en las elecciones Municipales de Phoenix voten en un lugar de votación específico en el distrito del votante. **Los votantes pueden usar cualquiera de los 28 centros de votación para emitir su voto.** Los centros de votación permanecerán abiertos para votar durante TRES DÍAS. Este método de votación sólo está disponible para las elecciones que realiza la Municipalidad de Phoenix. **Para un servicio más rápido, se recomienda a los votantes traer su licencia de conducir, tarjeta de identificación expedida por el estado, o tarjeta de identificación de votante.**

Ubicaciones de los centros de votación

Los votantes podrán hallar el centro de votación de mayor conveniencia de varias maneras:

- Use el mapa y la lista de centros de votación en la página 11 de este folleto.
- Encuentre el mapa y la lista de centros de votación en phoenix.gov/elections-sp.
- Utilice la aplicación de Localizador de Centros de Votación por internet en phoenix.gov/elections-sp desde cualquier computadora, tableta, o dispositivo móvil, o escanee el código QR abajo. Simplemente ingrese la dirección donde se encuentre ubicado en ese momento y la aplicación le presentará el nombre y la dirección de los centros de votación más cercanos y un mapa que muestra la ubicación y el nivel de actividad de cada sitio.
- Llame a la Línea de Información para Votantes al 602-261-VOTE (8683).



Horarios de votación

Para su mayor conveniencia, los centros de votación estarán abiertos los siguientes tres días:

- El sábado, 24 de agosto, de 10 a.m. a 4 p.m.
- El lunes, 26 de agosto, de 9 a.m. a 6 p.m.
- El martes, 27 de agosto (Día de la Elección), de 6 a.m. a 7 p.m.

Basado en las elecciones Municipales pasadas, el martes, Día de la Elección, ha sido el día más concurrido en los centros de votación.

Beneficios de los Centros de Votación

- Continúa el proceso popular de votación anticipada, conservando la opción de votar en persona.
- Mayor conveniencia para los votantes al poder depositar su boleta en cualquier ubicación de centro de votación durante tres días – cerca de su residencia, trabajo u otras actividades.
- Mejores sitios, atención y apoyo - la mayoría de los centros de votación son accesibles por vía de transporte público, cerca de negocios o núcleos comerciales y a lo largo de las vías principales.
- Costos más bajos que los lugares de votación tradicionales.
- El proceso de votación anticipada no cambia, y los votantes pueden depositar su boleta (en el sobre firmado con la declaración jurada) en cualquiera de los centros de votación.

Secretaría Municipal – Información Electoral

Llame al 602-261-VOTE (8683), Visite phoenix.gov/elections-sp, Correo electrónico phoenixelections@phoenix.gov, o use el Sistema de Relé 7-1-1
Síguenos en Twitter @PHXElections

IDENTIFICATION REQUIREMENTS AT THE VOTING CENTERS

As required for traditional polling places, every qualified voter must show identification at the voting center before receiving a ballot. The following are the acceptable forms of identification:

LIST 1 — Photo identification with name and address* – (ONE REQUIRED):

- Valid Arizona driver license
- Valid Arizona non-operating identification card
- Tribal enrollment card or other form of tribal identification
- Valid United States federal, state, or local government issued identification

* The address in the identification must match the City of Phoenix voter registration record. If the address on the Photo Identification does not match, see List 3.

OR

LIST 2 — Non-photo identification with voter's name and address only – (TWO REQUIRED):**

- Utility bill of the voter that is dated within ninety (90) days of the date of the election. A utility bill of the voter may be for electric, gas, water, solid waste, sewer, telephone, cellular phone, or cable television.
- Bank or credit union statement that is dated within ninety (90) days of the date of the election
- Valid Arizona Vehicle Registration
- Indian census card
- Property tax statement of the elector's residence
- Tribal enrollment card or other form of tribal identification
- Vehicle insurance card
- Voter Registration Card or Recorder's Certificate
- Valid United States federal, state, or local government issued identification
- Any "Official Election Material" mailing bearing the voter's name and address

** This address must match the City of Phoenix voter registration record.

OR

LIST 3 — One Photo Identification and one Non-Photo Identification (ONE OF EACH REQUIRED):

- Any valid form of photo ID from List 1 with an address that does NOT match the voter's registration record WITH a non-photo ID from List 2 with an address that DOES match
- U.S. Passport and one form of non-photo ID from List 2
- U.S. Military ID and one form of non-photo ID from List 2

PROVISIONAL BALLOT

If the voter presents **acceptable identification** but the voter's name and address **does not match** the voter's registration record, the voter may cast a Provisional Ballot. The voter does not need to take any further action. If the voter **does not have acceptable forms of identification** (as described in the lists above), the voter may cast a Provisional Ballot. However, the voter must then return to a voting center prior to 7 p.m. on Election Day and present acceptable ID, or present acceptable ID at one of the designated locations by 5 p.m. on the Friday after the election. A list of designated locations will be available at all voting sites.

City Clerk Department – Election Information

Call 602-261-VOTE (8683), Visit phoenix.gov/elections, Email phoenixelections@phoenix.gov, or use the 7-1-1 Relay System
Follow on Twitter @PHXElections

REQUISITOS DE IDENTIFICACIÓN EN LOS CENTROS DE VOTACIÓN

Así como se requiere en los lugares de votación tradicionales, cada votante calificado deberá presentar identificación en el centro de votación antes de recibir una boleta. Las siguientes son formas aceptables de identificación:

LISTA 1 — Identificación con foto con el nombre y la dirección del votante* (SE REQUIERE UNA):

- Licencia de conductor válida de Arizona
- Tarjeta de identificación no operativa válida de Arizona
- Tarjeta de inscripción tribal u otra forma de identificación tribal
- Identificación válida emitida por el gobierno federal, estatal o local de los Estados Unidos

* La dirección que aparece en la identificación debe corresponder con el registro del votante de la Municipalidad de Phoenix. Si la dirección en la identificación con fotografía no corresponde, consulte la Lista 3.

O TAMBIÉN

LISTA 2 — Identificación sin foto con el nombre y la dirección del votante** (SE REQUIEREN DOS):

- Factura de servicios públicos del votante, fechada durante los noventa (90) días previos a la fecha de la elección. Una factura de servicios públicos puede ser para luz, gas, agua, desechos sólidos, drenaje, teléfono, teléfono celular, o televisión de cable.
- Estado de cuenta bancaria o de cooperativa de ahorros y crédito con fecha de no más de noventa (90) días anteriores a la fecha de las elecciones.
- Matricula vehicular válida de Arizona
- Tarjeta censal Indígena
- Estado de cuenta predial de la residencia de votante
- Tarjeta de afiliación tribal u otra forma de identificación tribal
- Tarjeta de seguro automovilístico
- Tarjeta de Inscripción de Votante o Certificación del Registro
- Identificación válida expedida por el gobierno federal, estatal o local de los Estados Unidos
- Cualquier 'Material de Elección Oficial' enviado por correo que indique el nombre y la dirección del votante

** La dirección debe corresponder con el registro del votante de la Municipalidad de Phoenix.

O TAMBIÉN

LISTA 3 — Una identificación con foto y una sin foto (SE REQUIERE UNA DE CADA UNA):

- Cualquier documento de identificación válido con foto de la Lista 1 con una dirección que NO coincida con el registro del votante CON un documento de identificación sin foto de la Lista 2 con una dirección que SÍ coincida
- Pasaporte de los EE.UU., y uno de los tipos de identificación sin foto de la Lista 2
- Identificación Militar de EE.UU. y uno de los tipos de identificación sin foto de la Lista 2

BOLETA PROVISIONAL

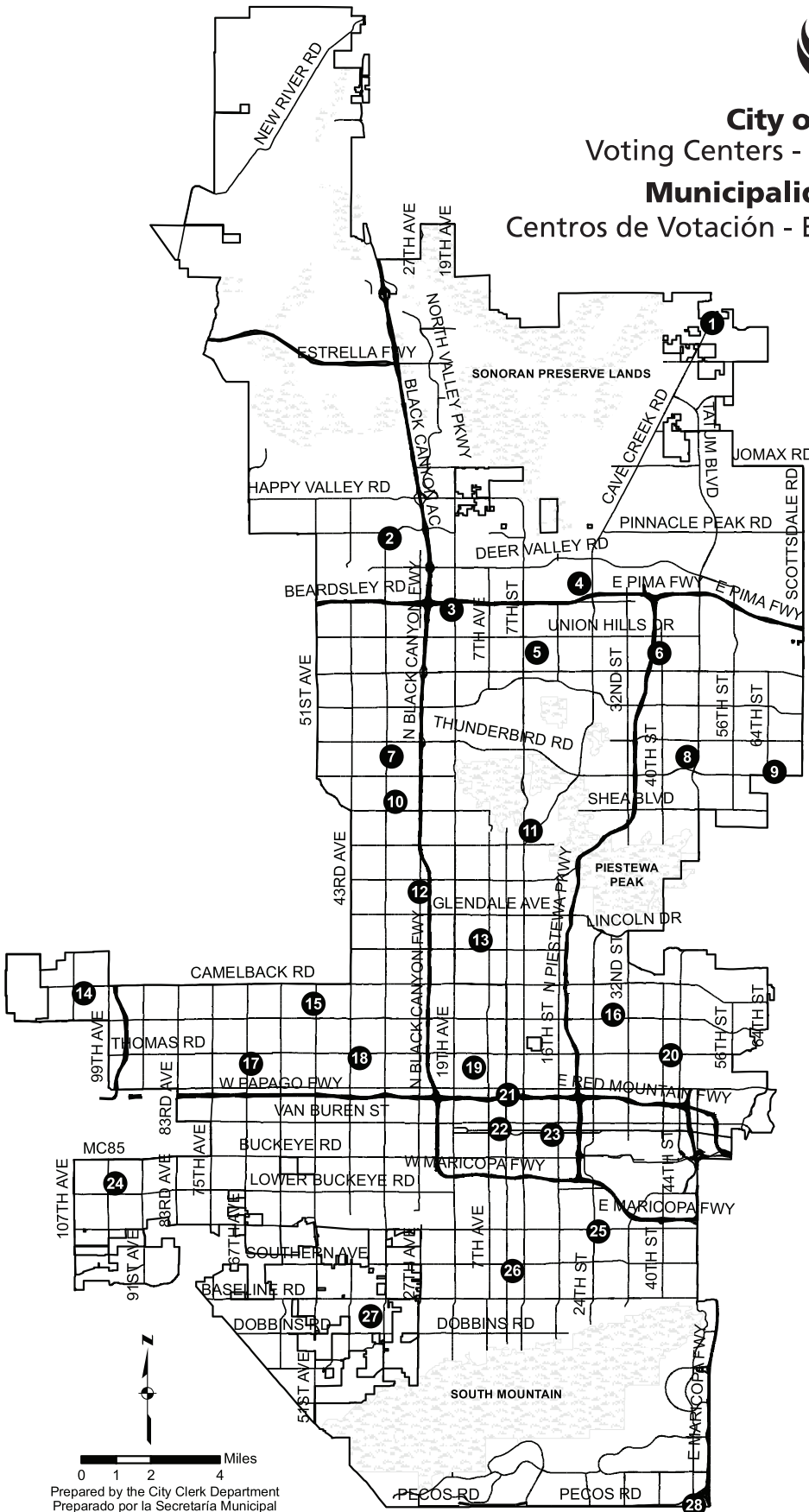
Si el votante presenta **una forma aceptable de identificación**, pero su nombre y dirección **no coinciden** con el registro del votante, éste podrá votar en una Boleta Provisional. El votante no necesitará tomar medidas adicionales. Si el votante **no tiene formas de identificación aceptables** (detalladas en las listas anteriores), el votante podrá votar con una Boleta Provisional. Sin embargo, el votante deberá regresar a uno de los centros de votación antes de las 7 p.m. el Día de la Elección para presentar una forma de identificación aceptable o podrá presentar una forma de identificación aceptable en uno de los sitios designados, a más tardar a las 5 p.m. del viernes después de la elección. Una lista de ubicaciones designadas estarán disponible en todos los sitios de votación.

Secretaría Municipal – Información Electoral

Llame al 602-261-VOTE (8683), Visite phoenix.gov/elections-sp, Correo electrónico phoenixelections@phoenix.gov, o use el Sistema de Relé 7-1-1
Síguenos en Twitter @PHXElections



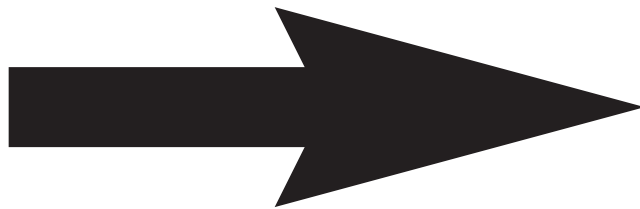
City of Phoenix
Voting Centers - August 2019 Election
Municipalidad de Phoenix
Centros de Votación - Elección de agosto de 2019



VOTING CENTER LOCATION LIST	
LISTA DE LAS UBICACIONES DE LOS CENTROS DE VOTACIÓN	
1	Black Mountain Police Precinct 33355 N. Cave Creek Rd.
2	Goelet A.C. Beuf Community Center 3435 W. Pinnacle Peak Rd.
3	Deer Valley Community Center 2001 W. Wahalla Ln.
4	North Valley Baptist Church 2109 E. Rose Garden Ln.
5	Mountain View Community Center 1104 E. Grovers Ave.
6	Paradise Valley Community Center 17402 N. 40th St.
7	Northminster Presbyterian Church 13001 N. 35th Ave.
8	Mesquite Branch Library 4525 E. Paradise Village Pkwy. North
9	Scottsdale Worship Center 6508 E. Cactus Rd.
10	Trinity Bible Church 3420 W. Peoria Ave.
11	Sunnyslope Community Center 802 E. Vogel Ave.
12	Helen Drake Senior Center 7600 N. 27th Ave.
13	Bethany Bible Church 6060 N. 7th Ave.
14	Pendergast Community Center 10550 W. Mariposa St.
15	Maryvale Community Center 4420 N. 51st Ave.
16	Devonshire Senior Center 2802 E. Devonshire Ave.
17	Desert West Community Center 6501 W. Virginia Ave.
18	Adam Diaz Senior Center 4115 W. Thomas Rd.
19	2705 Building, Natural Resource Div. 2705 N. 15th Ave.
20	Memorial Presbyterian Church 4141 E. Thomas Rd.
21	Burton Barr Central Library 1221 N. Central Ave.
22	Phoenix City Hall 200 W. Washington St.
23	Eastlake Park Community Center 1549 E. Jefferson St.
24	Estrella Mountain Police Precinct 2111 S. 99th Ave.
25	Broadway Heritage Neighborhood Res. Ctr. 2405 E. Broadway Rd.
26	South Mountain Community Center 212 E. Alta Vista Rd.
27	Cesar Chavez Branch Library 3635 W. Baseline Rd.
28	Pecos Community Center 17010 S. 48th St.

Prepared by the City Clerk Department
Preparado por la Secretaría Municipal

**PROPOSITION INFORMATION
ON NEXT PAGE**



**INFORMACIÓN SOBRE PROPOSICIÓN
EN LA SIGUIENTE PÁGINA**

PROPOSITION NUMBER 105

CHARTER AMENDMENT – LIGHT RAIL

Descriptive Title

Proposed amendment to the Charter of the City of Phoenix to: (1) terminate all construction, development, extension or expansion of, or improvement to Phoenix light rail authorized by Proposition 104 (2015); (2) prohibit using any funds from any source for the construction, development, extension or expansion of, or improvement to any light rail or other fixed rail line transit system (except PHX Sky Train) constructed on or after August 27, 2018 and to instead use Proposition 104 tax revenues for other transportation infrastructure improvements in the City; (3) redirect the City's share of existing funding for the South Central Light Rail extension exclusively to other transportation infrastructure improvement projects located in South Phoenix; and (4) appropriate up to \$25,000 annually to the Citizens Transportation Committee to solicit public input and recommend City Council action on potential transportation infrastructure improvement projects.

Full Text

See below for the full text of this proposed Charter Amendment.

Question

Shall Chapter XXVIII be added to the Charter of the City of Phoenix to terminate all construction, development, extension or expansion of, or improvement to Phoenix light rail authorized by Proposition 104 (2015); to prohibit using any funds from any source for the construction, development, extension or expansion of, or improvement to any light rail or any other fixed rail line transit system (except PHX Sky Train) constructed on or after August 27, 2018; to instead use Proposition 104 tax revenues for other transportation infrastructure improvements in the City of Phoenix; and as further described above?

YES ← 

NO ← 

FULL TEXT OF PROPOSITION NUMBER 105 (A SUMMARY APPEARS ON PAGE 17)

Charter Amendment – Light Rail

Chapter XXVIII of the Charter of the City of Phoenix will be added as follows:

1. DEFINITIONS

- (A) "ACT" MEANS THE BUILDING A BETTER PHOENIX ACT.
- (B) "CITIZENS TRANSPORTATION COMMITTEE" MEANS THE BODY ORGANIZED TO REVIEW TRANSPORTATION EXPENDITURES PURSUANT TO PROPOSITION 104.
- (C) "CITY" MEANS THE CITY OF PHOENIX, ARIZONA, TO INCLUDE ALL DEPARTMENTS, AGENCIES, OFFICES, INSTRUMENTALITIES, AND SUBDIVISIONS OF THE SAME.

CONTINUED ON NEXT PAGE

PROPOSICIÓN NÚMERO 105

ENMIENDA A LA CONSTITUCIÓN – TREN LIGERO

Título Descriptivo

Enmienda propuesta a la Constitución Municipal de Phoenix para: (1) ponerle fin a toda construcción, desarrollo, extensión o expansión de, o mejora al tren ligero de Phoenix autorizado por la Proposición 104 (2015); (2) prohibir la utilización de cualquier fondo de cualquier fuente para la construcción, desarrollo, extensión o expansión de, o mejora de cualquier tren ligero o cualquier otro sistema de transporte de línea de ferrocarril fijo (a excepción de PHX Sky Train) construido en o después del 27 de agosto, 2018 y en su lugar utilizar ingresos tributarios de la Proposición 104 para otras mejoras a la infraestructura de transporte en la Municipalidad; (3) desviar la porción de los fondos existentes de la Municipalidad para la extensión del Tren Ligero Sur Central a otros proyectos de mejora a la infraestructura de transporte ubicados en el Sur de Phoenix; y (4) destinar hasta \$25,000 anualmente al Comité de Transporte de los Ciudadanos para solicitar opiniones del público y recomendar acción por parte del Concejo Municipal en posibles proyectos de mejora a la infraestructura de transporte.

Text Entero

Consulte a continuación el texto entero de esta Enmienda propuesta a la Constitución Municipal.

Pregunta

¿Deberá añadirse el Capítulo XXVIII a la Constitución Municipal de Phoenix para ponerle fin a toda construcción, desarrollo, extensión o expansión de, o mejora al tren ligero de Phoenix autorizado por la Proposición 104 (2015); para prohibir la utilización de cualquier fondo de cualquier fuente para la construcción, desarrollo, extensión o expansión de, o mejora de cualquier tren ligero o cualquier otro sistema de transporte de línea de ferrocarril fijo (a excepción del PHX Sky Train) construido en o después del 27 de agosto, 2018; y en su lugar utilizar ingresos tributarios de la Proposición 104 para otras mejoras a la infraestructura de transporte en la Municipalidad de Phoenix; y como se describe además arriba?

SI ← 

NO ← 

TEXTO ENTERO DE LA PROPOSICIÓN NÚMERO 105 (UN RESUMEN APARECE EN LA PÁGINA 17)

Enmienda a La Constitución – Tren Ligero

Capítulo XXVIII de la Constitución Municipal de Phoenix será añadido como sigue:

1. DEFINICIONES

- (A) "ACTA" SIGNIFICA EL ACTA DENOMINADA CONSTRUYENDO UN MEJOR PHOENIX.
- (B) "COMITÉ DE TRANSPORTE DE LOS CIUDADANOS" SIGNIFICA EL CUERPO ORGANIZADO PARA REVISAR LOS GASTOS DE TRANSPORTE DE CONFORMIDAD CON LA PROPOSICIÓN 104.
- (C) "MUNICIPALIDAD" SIGNIFICA LA MUNICIPALIDAD DE PHOENIX, ARIZONA, LA CUAL INCLUYE TODOS LOS DEPARTAMENTOS, AGENCIAS, OFICINAS, INSTRUMENTOS, Y SUBDIVISIONES DE LA MISMA.

CONTINUADO EN LA PÁGINA SIGUIENTE

(D) "INFRASTRUCTURE IMPROVEMENTS" MEANS ANY AND ALL CONSTRUCTION, DEVELOPMENT, EXTENSION OR EXPANSION OF, OR IMPROVEMENTS OR REPAIRS TO, PUBLIC INFRASTRUCTURE AND PUBLIC TRANSIT MODES OTHER THAN LIGHT RAIL OR OTHER FIXED RAIL LINE TRANSIT, INCLUDING BUT NOT LIMITED TO PUBLIC ROADS, MEDIANS, SIDEWALKS, STREETLIGHTS, AUTONOMOUS TRANSIT, RIDESHARING, BIKE LANES, IMPROVED ADA ACCESSIBILITY, AND ELECTRIC BUS AND OTHER BUS AND DIAL-A-RIDE SERVICES.

(E) "LIGHT RAIL EXTENSIONS" MEANS ANY AND ALL CONSTRUCTION, DEVELOPMENT, EXTENSION OR EXPANSION OF, OR IMPROVEMENT TO, LIGHT RAIL TRANSIT AUTHORIZED BY PROPOSITION 104.

(F) "PROPOSITION 104" MEANS THE BALLOT MEASURE TITLED "AN ORDINANCE TO FUND A COMPREHENSIVE TRANSPORTATION PLAN FOR PHOENIX TO MAINTAIN AND EXPAND THE LIGHT RAIL AND BUS SYSTEMS, IMPROVE CITY STREETS AND ROADWAYS, AND PROVIDE PHOENIX RESIDENTS WITH MORE TRANSPORTATION CHOICES" APPROVED AT THE REGULAR CITYWIDE ELECTION ON AUGUST 25, 2015, TOGETHER WITH ALL AUTHORIZATIONS, APPROPRIATIONS, ORDINANCES, MEASURES, ACTS, FRANCHISES, AND RESOLUTIONS OF THE CITY COUNCIL AND ALL CONTRACTS, AGREEMENTS AND OTHER ADMINISTRATIVE ACTS EXECUTED, APPROVED OR CARRIED OUT BY THE CITY IN CONNECTION WITH OR PURSUANT TO SUCH BALLOT MEASURE.

(G) "SOUTH PHOENIX" MEANS (I) THE GEOGRAPHIC AREA COMPRISING THE SOUTH MOUNTAIN VILLAGE PLANNING AREA UTILIZED BY THE CITY FOR PLANNING PURPOSES AS OF SEPTEMBER 30, 2018, TOGETHER WITH (II) THE GEOGRAPHIC AREA BOUNDED ON THE WEST BY SEVENTH AVENUE, ON THE EAST BY SEVENTH STREET, ON THE NORTH BY JEFFERSON STREET AND ON THE SOUTH BY THE SALT RIVER.

(H) "SOUTH PHOENIX LIGHT RAIL EXTENSION" MEANS ANY LIGHT RAIL EXTENSION ALONG ANY SEGMENT OF CENTRAL AVENUE SOUTH OF WASHINGTON STREET.

2. TERMINATION OF LIGHT RAIL EXTENSIONS AND USES OF SAVED REVENUES

(A) UPON THE EFFECTIVE DATE OF THE ACT, THE CITY SHALL IMMEDIATELY TERMINATE ALL LIGHT RAIL EXTENSIONS AND SHALL NOT AUTHORIZE, APPROPRIATE OR EXPEND ANY FUNDS FROM ANY SOURCE, INCLUDING BUT NOT LIMITED TO REVENUES COLLECTED PURSUANT TO PROPOSITION 104, IN FURTHERANCE OF ANY LIGHT RAIL EXTENSION OR ANY OTHER FIXED RAIL LINE TRANSIT SYSTEM CONSTRUCTED ON OR AFTER AUGUST 27, 2018. FOR PURPOSES OF THIS SUBSECTION, "FIXED RAIL LINE TRANSIT SYSTEM" DOES NOT INCLUDE ANY AUTOMATED PEOPLE MOVER RAIL SYSTEM WITHIN TWO MILES OF SKY HARBOR INTERNATIONAL AIRPORT.

(D) "MEJORAS A LA INFRAESTRUCTURA" SIGNIFICA CUALQUIER Y TODA CONSTRUCCIÓN, DESARROLLO, EXTENSIÓN O EXPANSIÓN DE, O MEJORA O REPARACIÓN A, LAS FORMAS DE INFRAESTRUCTURA PÚBLICA Y TRANSPORTE PÚBLICO A EXCEPCIÓN DEL TREN LIGERO U OTRO TRANSPORTE DE FERROCARRIL FIJO, INCLUYENDO, PERO NO LIMITADO A CALLES PÚBLICAS, MEDIANAS, ACERAS, ALUMBRADO PÚBLICO, TRANSPORTE AUTOMATIZADO, VIAJES COMPARTIDOS, CARRILES DE BICICLETAS, MEJOR ACCESIBILIDAD DE ADA, Y AUTOBÚS ELÉCTRICO Y OTROS AUTOBUSES Y SERVICIOS DE DIAL-A-RIDE.

(E) "EXTENSIONES DEL TREN LIGERO" SIGNIFICA CUALQUIER Y TODA CONSTRUCCIÓN, DESARROLLO, EXTENSIÓN O EXPANSIÓN DE, O MEJORA AL, TRANSPORTE TREN LIGERO AUTORIZADO POR LA PROPOSICIÓN 104.

(F) "PROPOSICIÓN 104" SIGNIFICA LA MEDIDA DE VOTACIÓN TITULADA "UNA ORDENANZA PARA FINANCIAR UN PLAN INTEGRAL DE TRANSPORTE PARA PHOENIX PARA MANTENER Y EXPANDIR LOS SISTEMAS DEL TREN LIGERO Y AUTOBÚS, MEJORAR LAS VÍAS Y LAS CALLES DE LA MUNICIPALIDAD, Y PROVEERLES A LOS RESIDENTES DE PHOENIX MÁS OPCIONES DE TRANSPORTE" APROBADA EN LA ELECCIÓN NORMAL MUNICIPAL DEL 25 DE AGOSTO, 2015, JUNTO CON TODAS LAS AUTORIZACIONES, APROPIACIONES, ORDENANZAS, MEDIDAS, ACTAS, FRANQUICIAS, Y RESOLUCIONES DEL CONCEJO MUNICIPAL Y TODOS LOS CONTRATOS, ACUERDOS Y OTRAS ACTAS ADMINISTRATIVAS EJECUTADAS, APROBADAS O LLEVADAS A CABO POR LA MUNICIPALIDAD EN CONEXIÓN CON O DE CONFORMIDAD CON DICHA MEDIDA DE VOTACIÓN.

(G) "SUR DE PHOENIX" SIGNIFICA (I) EL ÁREA GEOGRÁFICA COMPUESTA DEL ÁREA DE PLANIFICACIÓN DE SOUTH MOUNTAIN VILLAGE UTILIZADA POR LA MUNICIPALIDAD PARA EL PROPÓSITO DE PLANIFICACIÓN A PARTIR DEL 30 DE SEPTIEMBRE, 2018, JUNTO CON (II) EL ÁREA GEOGRÁFICA DELIMITADA EN EL OESTE POR LA AVENIDA SIETE, EN EL ESTE POR LA CALLE SIETE, EN EL NORTE POR LA CALLE JEFFERSON Y EN EL SUR POR EL RIO SALADO.

(H) "EXTENSIÓN DEL TREN LIGERO DEL SUR DE PHOENIX" SIGNIFICA CUALQUIER EXTENSIÓN AL TREN LIGERO A LO LARGO DE CUALQUIER SEGMENTO DE LA AVENIDA CENTRAL SUR DE LA CALLE WASHINGTON.

2. PONERLE FIN A EXTENSIONES DEL TREN LIGERO Y LA UTILIZACIÓN DE INGRESOS TRIBUTARIOS AHORRADOS

(A) EN LA ENTRADA DE VIGENCIA DEL ACTA, LA MUNICIPALIDAD INMEDIATAMENTE LE PONDRÁ FIN A TODA EXTENSIÓN DEL TREN LIGERO Y NO AUTORIZARÁ, NI DESTINARÁ NI GASTARÁ NINGÚN FONDO DE NINGUNA FUENTE, INCLUYENDO, PERO NO LIMITADO A INGRESOS TRIBUTARIOS RECOGIDOS DE CONFORMIDAD CON LA PROPOSICIÓN 104, PARA EL ADELANTO DE NINGUNA EXTENSIÓN DEL TREN LIGERO NI NINGÚN OTRO SISTEMA DE TRANSPORTE DE LÍNEA DE FERROCARRIL FIJO CONSTRUIDO EN O DESPUÉS DEL 27 DE AGOSTO, 2018. PARA LOS PROPÓSITOS DE ESTA SUBSECCIÓN, "SISTEMA DE TRANSPORTE DE LÍNEA DE FERROCARRIL FIJO" NO INCLUYE NINGÚN SISTEMA AUTOMATIZADO DE TRANSPORTE DE PERSONAS EN RIELES DENTRO DE DOS MILLAS DEL AEROPUERTO

(B) ANY AND ALL REVENUES ASSESSED PURSUANT TO THE TRANSACTION PRIVILEGE TAX AND USE TAX RATE INCREASES PROVIDED BY PROPOSITION 104 THAT (I) HAVE BEEN COLLECTED BUT NOT EXPENDED AS OF THE EFFECTIVE DATE OF THE ACT OR THAT ARE COLLECTED ON OR AFTER THE EFFECTIVE DATE OF THE ACT, AND (II) HAVE BEEN OR WOULD HAVE BEEN AUTHORIZED OR APPROPRIATED FOR LIGHT RAIL EXTENSIONS SHALL BE DISTRIBUTED AS FOLLOWS:

(1) ANY AND ALL REVENUES AUTHORIZED OR APPROPRIATED FOR LIGHT RAIL EXTENSIONS OTHER THAN THE SOUTH PHOENIX LIGHT RAIL EXTENSION, INCLUDING BUT NOT LIMITED TO ALL CAPITAL AND OPERATING FUNDS, SHALL BE APPROPRIATED AND EXPENDED FOR INFRASTRUCTURE IMPROVEMENTS IN THE CITY AND MAY BE USED FOR NO OTHER PURPOSE. TO ADVANCE TRANSPARENCY, COMMUNITY INVOLVEMENT AND GOVERNMENT ACCOUNTABILITY, THE CITIZENS TRANSPORTATION COMMITTEE SHALL SOLICIT PUBLIC INPUT AND FORMULATE RECOMMENDATIONS TO THE CITY COUNCIL WITH RESPECT TO THE NATURE, TIMING, MANNER, AND GEOGRAPHIC LOCATION OF INFRASTRUCTURE IMPROVEMENTS MADE PURSUANT TO THIS CHAPTER.

(2) ANY AND ALL REVENUES AUTHORIZED OR APPROPRIATED FOR THE SOUTH PHOENIX LIGHT RAIL EXTENSION, INCLUDING BUT NOT LIMITED TO ALL CAPITAL AND OPERATING FUNDS, SHALL BE APPROPRIATED AND EXPENDED FOR INFRASTRUCTURE IMPROVEMENTS WITHIN THE JURISDICTIONAL BOUNDARIES OF SOUTH PHOENIX, INCLUDING BUT NOT LIMITED TO INFRASTRUCTURE IMPROVEMENTS ALONG ANY SEGMENT OF CENTRAL AVENUE LOCATED WITHIN SOUTH PHOENIX, AND MAY BE USED FOR NO OTHER PURPOSE. TO ADVANCE TRANSPARENCY, COMMUNITY INVOLVEMENT, AND GOVERNMENT ACCOUNTABILITY, THE CITIZENS TRANSPORTATION COMMITTEE SHALL SOLICIT PUBLIC INPUT AND FORMULATE RECOMMENDATIONS TO THE CITY COUNCIL WITH RESPECT TO THE NATURE, TIMING, MANNER, AND GEOGRAPHIC LOCATION OF INFRASTRUCTURE IMPROVEMENTS IN SOUTH PHOENIX MADE PURSUANT TO THIS CHAPTER.

(C) THE MONIES APPROPRIATED PURSUANT TO THIS SECTION SHALL SUPPLEMENT, AND NOT SUPPLANT, MONIES AUTHORIZED OR APPROPRIATED FROM ANY OTHER SOURCE, INCLUDING BUT NOT LIMITED TO THE CITY GENERAL FUND, FOR INFRASTRUCTURE IMPROVEMENTS. ANY UNEXPENDED BALANCE OF MONIES AT THE END OF THE FISCAL YEAR SHALL NOT REVERT TO THE CITY GENERAL FUND BUT SHALL BE CARRIED FORWARD FOR THE USES AND PURPOSES PROVIDED IN THIS SECTION.

(D) THIS SECTION SHALL NOT BE CONSTRUED AS CREATING ANY RIGHT OR ENTITLEMENT BY ANY PERSON TO RECEIVE, OR ANY OBLIGATION OF THE CITY TO APPROPRIATE OR EXPEND, ANY FUNDS OTHER THAN REVENUES ACTUALLY COLLECTED BY THE CITY PURSUANT TO THE TRANSACTION PRIVILEGE TAX AND USE TAX RATE

INTERNACIONAL SKY HARBOR.

(B) CUALQUIER Y TODO INGRESO TRIBUTARIO COBRADO DE CONFORMIDAD CON LOS AUMENTOS EN IMPUESTOS DE TRANSACCIÓN PRIVILEGIADA E IMPUESTOS DE USO PROPORCIONADOS POR LA PROPOSICIÓN 104 QUE (I) HA SIDO RECOGIDO, PERO NO GASTADO DESDE LA ENTRADA EN VIGENCIA DEL ACTA O QUE SE RECOJA EN O DESPUÉS DE LA ENTRADA EN VIGENCIA DEL ACTA, Y (II) HA SIDO O HABRÍA SIDO AUTORIZADO O DESTINADO PARA LAS EXTENSIONES DEL TREN LIGERO SERÁ DISTRIBUIDO COMO SIGUE:

(1) CUALQUIER Y TODO INGRESO TRIBUTARIO AUTORIZADO O DESTINADO PARA LAS EXTENSIONES DEL TREN LIGERO A EXCEPCIÓN DE LA EXTENSIÓN DEL TREN LIGERO DEL SUR DE PHOENIX, INCLUYENDO, PERO NO LIMITADO A TODA LA CAPITAL Y FONDOS DE OPERACIÓN, SERÁ DESTINADO Y GASTADO EN MEJORAS DE INFRAESTRUCTURA DENTRO DE LA MUNICIPALIDAD Y NO PODRÁ SER UTILIZADA PARA NINGÚN OTRO PROPÓSITO. PARA EL PROPÓSITO DE TRANSPARENCIA, INVOLUCRAMIENTO DE LA COMUNIDAD Y RESPONSABILIDAD GUBERNAMENTAL, EL COMITÉ DE TRANSPORTE DE LOS CIUDADANOS SOLICITARÁ OPINIONES DEL PÚBLICO Y FORMULARÁ RECOMENDACIONES PARA PRESENTAR AL CONCEJO MUNICIPAL RESPECTO A LA NATURALEZA, HORARIO, TIPO, Y UBICACIÓN GEOGRÁFICA DE LAS MEJORAS DE INFRAESTRUCTURA HECHAS DE CONFORMIDAD CON ESTE CAPÍTULO.

(2) CUALQUIER Y TODO INGRESO TRIBUTARIO AUTORIZADO O DESTINADO PARA LA EXTENSIÓN DEL TREN LIGERO DEL SUR DE PHOENIX, INCLUYENDO, PERO NO LIMITADO A TODA LA CAPITAL Y FONDOS DE OPERACIÓN, SERÁ DESTINADO Y GASTADO PARA MEJORAS DE INFRAESTRUCTURA DENTRO DE LOS LÍMITES JURISDICCIONALES DEL SUR DE PHOENIX, INCLUYENDO, PERO NO LIMITADO A MEJORAS DE INFRAESTRUCTURA A LO LARGO DE CUALQUIER SEGMENTO DE LA AVENIDA CENTRAL UBICADO DENTRO DEL SUR DE PHOENIX, Y NO PODRÁ UTILIZARSE PARA NINGÚN OTRO PROPÓSITO. PARA EL PROPÓSITO DE TRANSPARENCIA, INVOLUCRAMIENTO DE LA COMUNIDAD Y RESPONSABILIDAD GUBERNAMENTAL, EL COMITÉ DE TRANSPORTE DE LOS CIUDADANOS SOLICITARÁ OPINIONES DEL PÚBLICO Y FORMULARÁ RECOMENDACIONES PARA PRESENTAR AL CONCEJO MUNICIPAL RESPECTO A LA NATURALEZA, HORARIO, TIPO, Y UBICACIÓN GEOGRÁFICA DE LAS MEJORAS DE INFRAESTRUCTURA HECHAS EN EL SUR DE PHOENIX DE CONFORMIDAD CON ESTE CAPÍTULO.

(C) LOS FONDOS DESTINADOS DE CONFORMIDAD CON ESTA SECCIÓN SUPLEMENTARÁN Y NO SUSTITUIRÁN, LOS FONDOS AUTORIZADOS O DESTINADOS DE CUALQUIER OTRA FUENTE, INCLUYENDO, PERO NO LIMITADO A LOS FONDOS GENERALES DE LA MUNICIPALIDAD PARA MEJORAS DE INFRAESTRUCTURA. CUALQUIER SOBRANTE INESPERADO DE LOS FONDOS AL FINAL DEL AÑO FISCAL NO REVERTIRÁ AL FONDO GENERAL DE LA MUNICIPALIDAD, SINO QUE SERÁ SALDO PRORROGADO PARA USOS Y PROPÓSITOS DE CONFORMIDAD CON ESTA SECCIÓN.

(D) ESTA SECCIÓN NO SERÁ INTERPRETADA COMO SI CREARA ALGÚN DERECHO O LEGITIMACIÓN PARA CUALQUIER PERSONA PARA RECIBIR, NI OBLIGACIÓN DE LA MUNICIPALIDAD DE DESTINAR

INCREASES PROVIDED BY PROPOSITION 104; PROVIDED, HOWEVER, THAT ALL APPROPRIATIONS PURSUANT TO THIS SECTION SHALL SUPPLEMENT, AND NOT SUPPLANT, MONIES APPROPRIATED FROM ANY OTHER SOURCE, INCLUDING BUT NOT LIMITED TO THE CITY GENERAL FUND, FOR INFRASTRUCTURE IMPROVEMENTS.

(E) SUBJECT TO ALL OTHER PROVISIONS OF THIS CHAPTER, THE CITY SHALL USE ITS BEST EFFORTS TO PURSUE, SUPPORT AND EFFECTUATE ANY AND ALL ACTS AND RESOLUTIONS BY MARICOPA COUNTY OR THE MARICOPA COUNTY ASSOCIATION OF GOVERNMENTS TO ENSURE THAT FUNDING RECEIVED BY THE CITY FROM MARICOPA COUNTY OR THE MARICOPA COUNTY ASSOCIATION OF GOVERNMENTS FOR INFRASTRUCTURE IMPROVEMENTS IS PRESERVED, MAINTAINED OR INCREASED.

3. CITIZENS TRANSPORTATION COMMITTEE

(A) THE CITIZENS TRANSPORTATION COMMITTEE SHALL BE CONSTITUTED AND ORGANIZED AS PROVIDED IN SECTION 2-510 OF THE CITY CODE, AS AMENDED BY ORDINANCE NO. G-6051.

(B) IN ADDITION TO THE POWERS AND DUTIES PROVIDED IN SECTION 2-511 OF THE CITY CODE, AS AMENDED BY ORDINANCE NO. G-6051, THE CITIZENS TRANSPORTATION COMMITTEE SHALL SOLICIT AND CONSIDER PUBLIC INPUT AND MAKE RECOMMENDATIONS TO THE CITY COUNCIL WITH RESPECT TO THE PURPOSES AND USES FOR WHICH FUNDS APPROPRIATED PURSUANT TO SECTION 2 OF THIS CHAPTER XXVIII SHALL BE EXPENDED, INCLUDING BUT NOT LIMITED TO THE NATURE, TIMING, MANNER, AND GEOGRAPHIC LOCATION OF INFRASTRUCTURE IMPROVEMENTS.

(C) TO IMPROVE COMMUNITY INVOLVEMENT AND TRANSPARENCY, THE CITIZENS TRANSPORTATION COMMITTEE SHALL RECEIVE AN ANNUAL BUDGET NOT TO EXCEED TWENTY-FIVE THOUSAND DOLLARS TO SOLICIT COMMUNITY INPUT ON PROPOSED INFRASTRUCTURE IMPROVEMENTS, WHICH MAY INCLUDE BUT IS NOT LIMITED TO PUBLIC FORUMS, SURVEYS, MAILERS AND EMAIL. THE CITIZENS TRANSPORTATION COMMITTEE SHALL HAVE NO AUTHORITY TO APPROPRIATE OR EXPEND ANY FUNDS OTHER THAN THE FUNDS APPROPRIATED TO IT PURSUANT TO THIS SUBSECTION BUT MAY REVIEW AND MAKE RECOMMENDATIONS TO THE CITY COUNCIL WITH RESPECT TO EXPENDITURES MADE PURSUANT TO PROPOSITION 104 AND THIS CHAPTER.

(D) MEETINGS OF THE CITIZENS TRANSPORTATION COMMITTEE SHALL BE OPEN TO THE PUBLIC, AND THE MINUTES OF ITS PROCEEDINGS SHALL BE KEPT AND FILED IN THE OFFICE OF THE CITY CLERK AS A PUBLIC RECORD.

O GASTAR, ALGÚN FONDO A EXCEPCIÓN DE LOS FONDOS TRIBUTARIOS REALMENTE RECOGIDOS POR LA MUNICIPALIDAD DE CONFORMIDAD CON AUMENTOS EN IMPUESTOS DE TRANSACCIONES PRIVILEGIADAS E IMPUESTOS DE USO PROVISTOS POR LA PROPOSICIÓN 104; A CONDICIÓN DE QUE TODOS LOS FONDOS DESTINADOS DE CONFORMIDAD CON ESTA SECCIÓN SUPLEMENTEN, Y NO SUSTITUYAN, LOS FONDOS DESTINADOS DE CUALQUIERA OTRA FUENTE, INCLUYENDO, PERO NO LIMITADO AL FONDO GENERAL DE LA MUNICIPALIDAD, PARA LAS MEJORAS DE INFRAESTRUCTURA.

(E) SUJETA A TODAS LAS DEMÁS DISPOSICIONES DE ESTE CAPÍTULO, LA MUNICIPALIDAD HARÁ SUS MEJORES ESFUERZOS POR SEGUIR, APOYAR Y EFECTUAR CUALQUIER Y TODAS LAS ACTAS Y RESOLUCIONES POR EL CONDADO DE MARICOPA O LA ASOCIACIÓN DE GOBIERNOS DEL CONDADO DE MARICOPA PARA GARANTIZAR QUE FINANCIAMIENTO RECIBIDO POR LA MUNICIPALIDAD DE PARTE DEL CONDADO DE MARICOPA O LA ASOCIACIÓN DE GOBIERNOS DEL CONDADO DE MARICOPA PARA MEJORAS DE INFRAESTRUCTURA SEA PRESERVADO, MANTENIDO O AUMENTADO.

3. COMITÉ DE TRANSPORTE DE LOS CIUDADANOS

(A) EL COMITÉ DE TRANSPORTE DE LOS CIUDADANOS SERÁ CONSTITUIDO Y ORGANIZADO SEGÚN ESTIPULA LA SECCIÓN 2-510 DEL CÓDIGO MUNICIPAL, Y SEGÚN ESTÁ ENMENDADO POR LA ORDENANZA N°. G-6051.

(B) ADEMÁS DE LOS PODERES Y LOS DEBERES ESTIPULADOS EN LA SECCIÓN 2-511 DEL CÓDIGO MUNICIPAL, SEGÚN ESTÁ ENMENDADO POR LA ORDENANZA N°. G-6051, EL COMITÉ DE TRANSPORTE DE LOS CIUDADANOS SOLICITARÁ Y CONSIDERARÁ OPINIONES DEL PÚBLICO Y HARÁ RECOMENDACIONES AL CONCEJO MUNICIPAL RESPECTO A LOS PROPÓSITOS Y LOS USOS PARA LOS CUALES SE GASTARÁN LOS FONDOS DESTINADOS DE CONFORMIDAD CON SECCIÓN 2 DE ESTE CAPÍTULO XXVIII, INCLUYENDO, PERO NO LIMITADO A LA NATURALEZA, HORARIO, TIPO, Y UBICACIÓN GEOGRÁFICA DE LAS MEJORAS DE INFRAESTRUCTURA.

(C) PARA MEJORAR EL INVOLUCRAMIENTO COMUNITARIO Y CON EL PROPÓSITO DE TRANSPARENCIA, EL COMITÉ DE TRANSPORTE DE LOS CIUDADANOS RECIBIRÁ UN PRESUPUESTO ANUAL QUE NO EXCEDERÁ VEINTICINCO MIL DÓLARES PARA SOLICITAR OPINIONES DEL PÚBLICO SOBRE MEJORAS DE INFRAESTRUCTURA, LO CUAL PUEDA INCLUIR, PERO NO SERÁ LIMITADO A FOROS PÚBLICOS, ENCUESTAS, ENVÍOS PUBLICITARIOS Y CORREO ELECTRÓNICO. EL COMITÉ DE TRANSPORTE DE LOS CIUDADANOS NO TENDRÁ AUTORIDAD PARA DESTINAR NI GASTAR NINGÚN FONDO A EXCEPCIÓN DE LOS FONDOS DESTINADOS AL COMITÉ DE CONFORMIDAD CON ESTA SUBSECCIÓN, PERO PODRÁ REVISAR Y HACER RECOMENDACIONES AL CONCEJO MUNICIPAL RESPECTO A LOS GASTOS HECHOS DE CONFORMIDAD CON LA PROPOSICIÓN 104 Y ESTE CAPÍTULO.

(D) REUNIONES DEL COMITÉ DE TRANSPORTE DE LOS CIUDADANOS SERÁN ABIERTAS AL PÚBLICO Y LOS MINUTOS DE SUS PROCEDIMIENTOS SERÁN MANTENIDOS Y ARCHIVADOS EN LA OFICINA DE LA SECRETARÍA MUNICIPAL COMO PARTE DEL REGISTRO PÚBLICO.

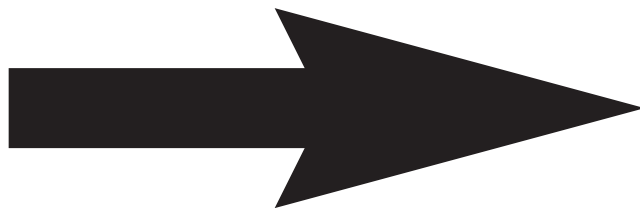
SUMMARY

This proposition, if adopted, would amend the City Charter to require the termination of all construction, development, extension or expansion of, or improvement to, Phoenix light rail previously approved by voters in 2015 under Proposition 104. In addition, the proposition would prohibit using any funds from any source for the construction, development, extension or expansion of, or improvement to any light rail or other fixed rail line transit system (except PHX Sky Train) constructed on or after August 27, 2018 and instead use Proposition 104 tax revenues for other transportation infrastructure improvements in the City. The proposition also mandates that the City redirect its share of existing funding for the South Central Light Rail extension exclusively to other transportation infrastructure improvement projects located in South Phoenix. And, the proposition, if adopted, would authorize an appropriation up to \$25,000 annually to the Citizens Transportation Committee to solicit public input and make recommendations to the City Council regarding potential transportation infrastructure improvement projects.

RESUMEN

Esta proposición, si es adoptada, propone enmendar la Constitución Municipal para requerir fin a todo tipo de construcción, desarrollo, extensión o expansión del, o mejoramiento al, tren ligero de Phoenix previamente aprobado por los votantes en el 2015 bajo la Proposición 104. Adicionalmente, la proposición prohibirá la utilización de cualquier fondo de cualquier fuente para la construcción, desarrollo, extensión o expansión de, o mejoramiento a cualquier tren ligero o cualquier otro sistema de transporte de línea de ferrocarril fijo (a excepción de PHX Sky Train) construido en o después del 27 de agosto, 2018 y, en su lugar utilizar los ingresos tributarios de la Proposición 104 para otras mejoras a la infraestructura de transporte en la Municipalidad. La proposición también ordena a la Municipalidad desviar su porción de los fondos existentes para la extensión del Tren Ligero Sur Central exclusivamente otros proyectos de mejora a la infraestructura de transporte ubicados en el Sur de Phoenix. Y, la proposición, si es adoptada, autorizará una apropiación de hasta \$25,000 anualmente al Comité de Transporte de los Ciudadanos para solicitar opiniones del público y hacer recomendaciones al Concejo Municipal con respecto a los proyectos potenciales de mejoramiento a la infraestructura de transporte.

**PROPOSITIONS AND
ARGUMENTS ARE
CONTINUED ON NEXT PAGE**



**LAS PROPOSICIONES Y
ARGUMENTOS CONTINÚAN
EN LA SIGUIENTE PÁGINA**

ARGUMENTS IN SUPPORT OF PROPOSITION 105

I live and work in the Central corridor. The Light Rail runs only blocks from both my home and office. I **support** improved public transportation in our central city.

A "YES" vote will tell our leaders:

"No expansion until you fix what you've got."

I commuted on the Light Rail for over three years. Light Rail security is horrible. During those 3 years, I was assaulted 3 times caught in the middle when fights broke out. On my last Light Rail commute, an addict attacked me and attempted to gouge out my eyes, smearing her body fluids over my face and clothes. Light Rail users are frequently harassed for their ethnicity, gender, age and economic class. During my short commute down Central, I saw hate speech & verbal harassment several times each week. I've seen passengers defecate and urinate in the trains. When I lived in Manhattan in the gritty early 90s, the subway grime and crime were never the constant menace that I've experienced on our Light Rail. Our leaders manage the Light Rail as transportation of last resort for those who have no voice. This is not what we taxpayers were promised. Phoenix can do better. Denver does better, where armed, deputized police officers ride their trains.

Our leaders throw taxpayer money at headline Light Rail expansions and ignore prudent management. Expansion of our crime-ridden system serves construction industry interests, not taxpayer and neighborhood interests. Yet some of our elected officials feel they can act without accountability. I have written to my councilperson, Laura Pastor, many times about Light Rail security. She has NEVER bothered to respond. Our YES vote demands that our leaders listen, respond and deliver on their unfulfilled promises.

Submitted By:

ROB RISLEY

* Phoenix Streets are in Terrible Shape!

Our streets have never been in worse shape. Mayors and City Councils continue to favor the "Trolley Folly" over streets! Only about 1% ever use it. The other 99% of us use streets in our daily lives.

* Failed Promises of Prop 104

About 2/3 voted yes for Prop 104, hoping somebody else would park their car, believing the politicians' promise: light rail would cut down street congestion. During the last 4 years virtually nobody has stopped driving to work.

*Handicapped Street Department

As a Citizens Transportation Commissioner, I have seen many reports over the last few years documenting the deterioration of our streets. Phoenix Street department is doing the best they can with what they are allocated. They have been handicapped by "City Hall's" continued outsized support of light rail which severely limits Street Funds.

*Citizen Solution PROP 105

The above history led citizens to a ballot Proposition 105 to stop light rail expansion and concentrate on fixing the streets. Prop 105 will not call for more new taxes just redirecting our T 2050 bond dollars for street improvement and not more rails.

*Record Growth

We are the fastest growing County in the US! The way forward with our growing population, expanding city and changing technology must be more and better streets. Streets bring flexibility for rubber tires on, self-driving cars, trucks and busses. From the growing suburbs we will need more Express Busses which have proven flexibility avoiding delays caused by accidents and construction on their routes.

*Help all of us get around better, safer and faster! Help Phoenix help us Build a Better Phoenix!

*Vote Yes on PROP 105 to help fix our streets -- the better transportation choice for all us, not just 1%.

Submitted By:

WM. T. (SPARKY) SMITH

Commissioner, City of Phoenix Citizens Transportation Commission

ARGUMENTOS A FAVOR DE LA PROPOSICIÓN 105

Vivo y trabajo en el corredor Central. El Tren Ligero corre a solo unas cuadras de mi casa y mi oficina. Yo **apoyo** la mejora al transporte público en el centro de nuestra ciudad.

Un voto de "Sí" le dirá a nuestros líderes:

"No expansión hasta que arreglen lo que tienen."

Yo viajé todos los días en el Tren Ligero por más de tres años. La seguridad en el Tren Ligero es horrible. Durante esos tres años, me asaltaron tres veces al encontrarme en medio de peleas que estallaron a mí alrededor. La última vez que viajé en el Tren Ligero, una drogadicta me atacó y trató de sacarme los ojos, embarrándome la cara y ropa con sus líquidos corporales. Frecuentemente a los usuarios del Tren Ligero se les hostiga por su etnicidad, sexo, edad y nivel económico. Durante mi corto viaje diario por la Central, vi comentarios de odio y acoso verbal varias veces cada semana. He visto a pasajeros defecar y orinar en los trenes. Cuando viví en Manhattan en los crudos años de los 90, la suciedad y el crimen en el metro nunca presentaron la constante amenaza que he experimentado en nuestro Tren Ligero. Nuestros líderes administran el Tren Ligero como si fuera un transporte de última opción para aquellas personas que no tienen voz. Esto no es lo que nos prometieron a nosotros los contribuyentes. Phoenix puede hacer mejor. Denver hace mejor, donde oficiales comisionados armados de la policía viajan en sus trenes.

Nuestros líderes tiran el dinero de los contribuyentes a las expansiones del Tren Ligero de primera plana e ignoran la administración prudente. La Expansión de nuestro sistema, repleto de crimen, sirve los intereses de la industria de la construcción, no los intereses de los contribuyentes y los vecindarios. Sin embargo, algunos de nuestros funcionarios electos sienten que pueden actuar sin rendir cuentas. Le he escrito muchas veces a mi Concejala, Laura Pastor, sobre la seguridad en el Tren Ligero. Ella NUNCA se ha dignado a responder. Nuestro voto de Sí exige que nuestros líderes escuchen, respondan y cumplan las promesas que aún no han cumplido.

Presentado Por:
ROB RISLEY

* ¡Las Calles de Phoenix están en Muy Mal Estado!

Nuestras calles nunca han estado en tan mal estado. ¡Alcaldes y Concejales Municipales continúan favoreciendo el "Trolley Folley" (Error Vial) en vez de nuestras calles! Solamente como el 1% lo utiliza. Los demás de nosotros, el 99%, utilizamos las calles en nuestras vidas diarias.

* Promesas Incumplidas de la Prop 104

Aproximadamente 2/3 votaron sí para la Prop 104, con la esperanza de que alguien estacionaría su automóvil, creyendo en la promesa de los políticos: que el tren ligero aliviaría la congestión de las calles. Durante los últimos 4 años, casi nadie ha dejado de conducir al trabajo.

*Departamento de Calles Disminuido

Como Comisionado de Transporte de los Ciudadanos, he visto muchos informes durante los últimos años detallando el deterioro de nuestras calles. El Departamento de Calles está haciendo lo mejor que puede con lo que se le da. Se ve en desventaja debido al apoyo excesivo que el "Ayuntamiento" sigue dando al tren ligero, lo cual limita severamente los fondos para las calles.

*Solución de Ciudadano PROP 105

La historia detallada arriba llevó a los ciudadanos a la Proposición 105 en la boleta para ponerle fin a la expansión del tren ligero y concentrarse en arreglar las calles. Prop 105 no buscará nuevos impuestos, simplemente va a dirigir nuestros dólares de bonos T 2050 a la mejora de las calles y no más a vías ferroviarias.

*Crecimiento sin Precedente

¡Somos el Condado de mayor crecimiento en los EE. UU.! El camino hacia adelante con nuestra población creciente, ciudad en expansión y la tecnología cambiante tiene que ser más y mejores calles. Las calles traen flexibilidad para las llantas de goma en, vehículos sin conductor, camiones y autobuses. Desde los suburbios crecientes necesitaremos más Autobuses Exprés, los cuales han comprobado flexibilidad al poder evitar los retrasos causados por accidentes y construcción en sus rutas.

*¡Ayúdenos a todos a circular mejor, con mayor seguridad y con más rapidez! ¡Ayude a Phoenix a ayudarnos a Construir un Mejor Phoenix!

*Vote Sí a la PROP 105 y ayude a arreglar nuestras calles - - la mejor elección para transporte para todos nosotros, no solo para el 1%.

Presentado Por:
WM. T. (SPARKY) SMITH
Comisionado, Comisión de Transporte de Ciudadanos de la Municipalidad de Phoenix

ARGUMENTS IN SUPPORT OF PROPOSITION 105

South Phoenix is under attack by "City Hall" and a bunch of greedy special interest contractors who want to gentrify their culturally sensitive neighborhood by putting "old technology Trolley Tracks" right down the middle of South Central by eliminating 2 car lanes. Citizen Action

They organized, forming "Building a Better Phoenix". They knocked on doors, gathered signatures, worked with small business who are already suffering the negative impact. In short, they did everything necessary to get it on the ballot.

Then they were sued by David Martin Pres. of AZ Chapter of Associated General Contractors, who did everything possible to stop Building a Better Phoenix efforts to save their community from being destroyed by the construction and limited access.

GOOD NEWS

Building a Better Phoenix won that lawsuit. PROP 105 will be on the ballot in August. By voting YES, billions of already approved bond dollars will be diverted to sensible, much need transportation needs, not foolish expansion of light rail. Phoenix will have Billions more to spend fixing our streets throughout Phoenix, which 99% of us use every day. Think about it, way fewer potholes without any new taxes.

Hooray

It is not very often we get to help the City of Phoenix improve our streets that are so important to us ALL, without it costing us more taxes. It's true, Prop 105 has no new bond debt, it just spends old bond money on fixing our streets instead of out of date "Trolley Folly."

VOTE YES

I am a Senior who will Vote for PROP 105 to have better streets. Good streets help all of us get to and from our appointments!

WIN WIN

Voting yes on Prop 105 will preserve their community, and we all end up with much better streets.

Submitted By:

L. MC SMITH

Our streets badly need repair while we waste taxpayer money on light rail. Passenger rail is a 19th century solution to a 21st century problem. It is inefficient, inflexible, increases pollution, increases congestion, and takes up space on our streets which should be used for the proper solution to transportation issues, which is autonomous vehicles. Why would anyone walk or take a bus to light rail when they can be taken from their door directly to their destination quickly and safely with an autonomous vehicle? This is the future, but we must prepare for it by ensuring that our streets have the safety and capacity to handle the traffic. If you vote for Prop 105, we can take the money we are currently wasting on light rail and fix our roads.

I urge a yes vote.

Submitted By:

ROY MILLER

Member of the Phoenix Citizens Transportation Commission

PLEASE VOTE YES ON PROP 105

I feel the lightrail is a huge added expense with no benefit to anyone except the homeless individuals who do not pay for tickets. The money slated for the lightrail is better off to be used to improve the Phoenix infrastructure. Phoenix needs better streets, lighting, walkability and parks more than the crime-creating, money-wasting lightrail. The buses do more than the lightrail without wasting excess money.

Thank you for VOTING YES ON PROP 105.

Submitted By:

ASHLEY COHEN

ARGUMENTOS A FAVOR DE LA PROPOSICIÓN 105

El Sur de Phoenix está bajo ataque por el “Ayuntamiento” y un montón de contratistas codiciosos con intereses especiales que quieren la gentrificación de su vecindario culturalmente delicado por medio de poner “rieles viales con tecnología antigua” justo por el centro del Sur Central eliminando 2 carriles para automóviles.

Acción por Ciudadanos

Ellos se organizaron, formando “Construyendo un Mejor Phoenix”. Tocarón puertas, recogieron firmas, trabajaron con pequeñas empresas que ya están aguantando el impacto negativo. En pocas palabras, ellos hicieron todo lo necesario para conseguir que se incluyera en la boleta de votación.

Luego David Martin Pres. de la Asociación General de Contratistas de AZ los demandó, haciendo todo lo que pudo por detener los esfuerzos de Construyendo un Mejor Phoenix por salvar su comunidad de ser destruida por la construcción y el acceso limitado.

BUENAS NOTICIAS

Construyendo un Mejor Phoenix ganó la demanda. PROP 105 aparecerá en la boleta de votación en agosto. Al votar SÍ, billones de dólares de bonos aprobados serán destinados a las necesidades sensatas y muy necesarias de transporte, no a la tontería que es la expansión del tren ligero. Phoenix contará con Billones más para gastar en arreglar nuestras calles en todo Phoenix, las cuales 99% de nosotros utilizamos a diario. Piénsalo, muchos menos hoyos en las calles sin ningún impuesto nuevo.

¡VIVA!

No es muy seguido que podemos ayudar a la Municipalidad de Phoenix a mejorar nuestras calles que son tan importantes para TODOS nosotros, sin que nos cueste más impuestos. Es verdad, Prop 105 no tiene ninguna nueva deuda de bonos, simplemente gasta dinero de bonos antiguos para arreglar nuestras calles en vez del anticuado “Trolley Folley” (Error Vial).

VOTE SÍ

Yo soy una persona Mayor que Votará por la PROP 105 para poder tener mejores calles. ¡Las buenas calles nos ayudan a todos ir y venir de nuestras citas!

GANA GANA

Votar sí en la Prop 105 conservará su comunidad, y todos terminamos con mejores calles.

Presentado Por:

L. MC SMITH

Nuestras calles necesitan reparación de manera urgente mientras desperdiciamos el dinero de los contribuyentes en el tren ligero. El carril de pasajeros es una solución del siglo 19 para un problema del siglo 21. Es ineficiente, inflexible, aumenta la contaminación, aumenta la congestión, y le quita espacio a nuestras calles que debería ser utilizada para una solución correcta a los problemas de transporte, la cual es los vehículos autónomos. ¿Por qué caminaría o tomaría un autobús al tren ligero alguien que podría ser llevado de su puerta a su destino de manera rápida y segura por medio de un vehículo autónomo? Este es el futuro, pero debemos prepararnos para ello asegurándonos que nuestras calles tengan capacidad de manejar el tráfico de manera segura. Si usted vota a favor de la Prop 105, podemos tomar el dinero que actualmente estamos malgastando en el tren ligero y arreglar nuestras calles.

Le urjo a votar sí.

Presentado Por:

ROY MILLER

Miembro de la Comisión de Transporte de los Ciudadanos de Phoenix

POR FAVOR, VOTE SÍ EN LA PROP 105

Siento que el tren ligero es un gasto inmenso adicional sin beneficios para nadie a excepción de los individuos sin hogar que no pagan por los boletos. Es mejor utilizar el dinero destinado al tren ligero para mejorar la infraestructura de Phoenix. Phoenix necesita mejores calles, alumbrado, acceso peatonal y parques más que un tren ligero creador de crimen que malgasta dinero. Los autobuses hacen más que el tren ligero y sin malgastar dinero en exceso.

Gracias por VOTAR SÍ EN LA PROP 105.

Presentado Por:

ASHLEY COHEN

ARGUMENTS IN SUPPORT OF PROPOSITION 105

PLEASE VOTE YES ON PROP 105

As a small business owner in South Phoenix, I am asking voters to please support PROP 105. The lightrail will be a huge detriment to our community and add no value. The amount of money being used on the lightrail is better off to improve our community infrastructure.

We pleaded with the city not to destroy our community by adding the lightrail, but the politicians are not listening. Voting YES to PROP 205 will allow for better streets, buses, lights, sidewalks, and parks that South Phoenix is lacking. The small businesses will suffer if the lightrail is added. WE need the basic improvements to our community over the lightrail.

Thank you for VOTING YES ON PROP 105.

Submitted By:
BETH COHEN

I AM IN SUPPORT OF PROP 105

I am asking voters to please support Prop 105 . The citizens in South Phoenix were duped by the City when they voted for the transportation and light rail sales tax. They were never told that Central Avenue would be reduced to one lane in each direction. Shrinking the size of Central Avenue will disrupt emergency services, cause massive traffic congestion and put long-time small business owners out of business.

The City needs to come up with a better plan, but politicians are refusing to listen and don't really care. Since the residents of South Phoenix do not have deep pockets or political connections, they are ignored.

We now have an opportunity to actually improve South Phoenix by voting for Prop 105 to increase funding for streets, buses, sidewalks and lighting in the community. These are critical needs that have been abandoned by the city. The residents do not want shiny new trains, but rather basic improvements to roads and bus services.

Join me as a concerned Phoenix resident in VOTING YES for PROP 105 and vote YES for a better Phoenix.

Submitted By:
BRIAN LESINSKI

Vote Yes on Prop 105

For years city politicians, developers and contractors have misled voters on the waste and damage created by the multi-billion-dollar expansion of light rail. They have concealed the true cost of light rail from voters in previous transportation measures by tying light rail to street improvements and other popular transit projects, hoping that the facts would not be exposed until it is too late.

Thankfully with Proposition 105, Phoenix voters will now have an opportunity to stop spending billions on wasteful light rail expansion into communities that don't want it (such as South Phoenix) and instead invest those dollars into other much needed street improvements, expanded bus service and other critical infrastructure projects.

Currently 40% of Phoenix's transportation tax revenue is dedicated to light rail, even though only 1% of Phoenix residents regularly use the system. And despite billions being spent on promoting and expanding light rail, ridership is in rapid decline. Last year alone 800,000 fewer people used light rail, and there will be fewer riders using the system this year.

The billions saved by stopping the expansion of light rail in Prop 105 will be used to fix city streets and sidewalks, expand bus and dial-a-ride service, improve lighting and get Phoenix's transportation system on the right path.

The City's own transportation department has determined that over 70% of Phoenix roads are in substandard condition and will require billions to repair. This street maintenance deficit can be paid for with the dollars freed up by ending the expansion of light rail. We urge Phoenix residents to vote YES on Proposition 105.

Submitted By:
SCOT MUSSI
President, Arizona Free Enterprise Club
AIMEE YENTES
Vice President, Arizona Free Enterprise Club

ARGUMENTOS A FAVOR DE LA PROPOSICIÓN 105

POR FAVOR, VOTE SÍ EN LA PROP 105

Como dueña de una pequeña empresa en el Sur de Phoenix, les estoy pidiendo a los votantes que por favor apoyen la PROP 105. El tren ligero perjudicará enormemente a nuestra comunidad y no le agrega ningún valor. La cantidad de dinero que se gasta en el tren ligero podría utilizarse mejor para mejorar la infraestructura de nuestra comunidad.

Le hemos rogado a la Municipalidad que no destruya a nuestra comunidad agregando el tren ligero, pero los políticos no están escuchando. Votar SÍ en la PROP 205 permitirá mejores calles, autobuses, alumbrado, aceras, y parques que el Sur de Phoenix necesita. Las pequeñas empresas sufrirán si se agrega el tren ligero. NOSOTROS necesitamos mejoras básicas en nuestra comunidad más que un tren ligero.

Gracias por VOTAR SÍ EN PROP 105.

Presentado Por:
BETH COHEN

YO APOYO A LA PROP 105

Les estoy pidiendo a los votantes que por favor apoyen la Prop 105. Los ciudadanos del Sur de Phoenix fueron engañados por la Municipalidad cuando votaron por los impuestos sobre las ventas para la transportación y el tren ligero. Nunca les dijeron que la Avenida Central sería reducida a un carril en cada dirección. Reduciendo el tamaño de la Avenida Central interrumpirá los servicios de emergencia, causará congestión masiva de tráfico y pondrá a los dueños de pequeñas empresas que han estado allí por mucho tiempo fuera de negocio.

La Municipalidad necesita producir un mejor plan, pero los políticos no están escuchando y en realidad no les importa. Como los residentes del Sur de Phoenix no son de mucho dinero ni de conexiones políticas, se les ignora.

Ahora tenemos la oportunidad de mejorar de verdad el Sur de Phoenix votando por la Prop 105 para aumentar el financiamiento de las calles, autobuses, las aceras, y el alumbrado en la comunidad. Estas son necesidades críticas que la municipalidad ha abandonado. Los residentes no quieren trenes nuevos brillantes, más bien, desean mejoras básicas a las calles y servicios de autobuses.

Únase a mí como un residente preocupado de Phoenix y VOTE SÍ a la PROP 105 y vote SÍ para un mejor Phoenix.

Presentado Por:
BRIAN LESINSKI

Vote Sí en la Prop 105

Durante años los políticos, desarrolladores, y contratistas han engañado a los votantes sobre los malgastos y el daño creado por la expansión multi-billonaria del tren ligero. Han ocultado el costo verdadero del tren ligero de los votantes en medidas de transporte previas por medio de ligar el tren ligero a las mejoras de las calles y otros proyectos populares de tránsito, con la esperanza de que los hechos no salieran a la luz hasta que fuera demasiado tarde.

Afortunadamente, con la Proposición 105 los votantes de Phoenix tendrán la oportunidad de ponerle fin al malgasto de billones en la expansión del tren ligero a comunidades que no lo quieren (tales como el Sur de Phoenix) y en vez de eso, invertir esos dólares en otras mejoras más necesitadas para las calles, expansión del servicio de autobuses, y otros proyectos críticos de infraestructura.

Actualmente, se dedica el 40% de los ingresos tributarios para el transporte de Phoenix al tren ligero, aunque solamente 1% de los residentes de Phoenix utilizan el sistema con regularidad. Y a pesar de haber gastado billones en promover y expandir el tren ligero, uso por pasajeros va en rápida disminución. Durante solamente el año pasado, 800,000 personas menos utilizaron el tren ligero, y habrá muchas menos personas utilizando el sistema este año.

Los billones ahorrados al ponerle fin a la expansión del tren ligero en la Prop 105 serán utilizados para arreglar las calles y las aceras, expandir el servicio del autobús y servicio dial-a-ride, mejorar el alumbrado y poner el sistema de transporte de Phoenix en la dirección correcta.

El propio departamento de transporte de la Municipalidad ha determinado que más de 70% de las calles en Phoenix están en malas condiciones y se requiere billones para repararlas. Este déficit de mantenimiento de las calles podrá pagarse con los dólares librados por medio de ponerle fin a la expansión del tren ligero. Les urgimos a los residentes de Phoenix a votar SÍ en la Proposición 105.

Presentado Por:
SCOT MUSSI
Presidente, Club de Libre Empresa de Arizona
AIMEE YENTES
Vicepresidente, Club de Libre Empresa de Arizona

ARGUMENTS IN SUPPORT OF PROPOSITION 105

VOTE YES on PROP 105

I Gasa Aguilar was very excited for the light rail train to go into Tempe because I live off of Apache Blvd. We were all told at our mobile home park how great it was going to be for us. I owned my mobile home at the Tempe Mobile Home Park for 17 years. Just not long after the light rail came in we were forced to move out. We were told that \$7,000 would be paid to the movers, but, we were told by the city approved movers that our mobile homes were not up to code. Yet later the owners of our mobile home park were able to move and sell our mobile homes. Then the mobile home owners only gave us \$3,000. I was told by a Realtor that my mobile home was worth \$30,000. My family and many of our friends from the mobile home park are now living in apartment complexes. It destroyed our community.

The light rail train is not for the low income people they say it will help. It is for the wealthy developers.

VOTE YES ON PROP 105 and help us Build a BETTER PHOENIX!

Submitted By:
GASCA AGUILAR

I AM IN SUPPORT OF PROP 105.

As a long time, business leader with the Arizona Black United Fund of South Phoenix, I am very supportive of Prop 105. For years we have been dumped on and disrespected in South Phoenix. I can remember the time when the City of Phoenix wanted nothing to do with South Phoenix, we get ZERO support from the City. My feeling is not only will the light rail have a bad effect on many businesses, it will be very unsafe for the people as well as cause crime and a lot of traffic congestion.

Submitted By:
CAROLYN T. LOWERY

Vote Yes on PROP 105 to STOP Light Rail

As a new resident to South Phoenix I am opposed to light rail because of the gentrification the light rail will cause and the displacement of long term South Phoenix residents. Even as a new resident I understand the long standing community that has made South Phoenix special will now be invaded by the rail riders.

In addition to displacing long time residents, the rail will disrupt traffic flow on Central Avenue causing many businesses to forcibly adjust all because many in the City government are enamored with the idea of shelling out millions of tax dollars for a stationary and outdated mode of transportation.

So join me and the many new South Phoenix residents and vote Yes on Prop 105 to stop the rail!

Submitted By:
HADASSAH JOHN

PLEASE VOTE YES ON PROP 105

Being an owner of a business in south phoenix, we are truly threatened by the addition of the light rail. We feel that this will do way more harm than good and will destroy the area that we know and love. The light rails constantly transports homeless people and transients to areas in which we don't have a place for. We fear that the increase in homeless people will put us and our children in eminent danger.

Thank you for VOTING YES ON PROP 105.

Submitted By:
JAKE DEBS

PLEASE VOTE YES ON PROP 105

Being an owner of a business in south phoenix, we are truly threatened by the addition of the light rail. We feel that this will do way more harm than good and will destroy the area that we know and love. The light rails constantly transports homeless people and transients to areas in which we don't want them. We fear that the increase in homeless people will put us and our children in eminent danger.

Thank you for VOTING YES ON PROP 105.

Submitted By:
JUSTIN COHEN

ARGUMENTOS A FAVOR DE LA PROPOSICIÓN 105

VOTE SÍ en la PROP 105

Yo Gasca Aguilar estaba muy animado sobre el tren ligero llegando a Tempe porque vivo cerca de Apache Blvd. A todos nosotros en el parque de casas móviles se nos dijo lo bueno que esto iba a ser para nosotros. Yo era dueño de mi casa móvil en Tempe Mobile Home Park por 17 años. No mucho después de instalarse el tren ligero, nos obligaron a mudarnos. Se nos dijo que a los que nos mudarían se les pagaría \$7,000, pero luego, los que mudarían las casas móviles aprobados por la Municipalidad nos dijeron que nuestras casas móviles no cumplían con los códigos. Pero más tarde, los dueños del parque de casas móviles pudieron mover y vender nuestras casas móviles. Luego los dueños de las casas móviles nos dieron solamente \$3,000. A mí me dijo un Agente de bienes raíces que mi casa móvil valía \$30,000. Mi familia y muchos de nuestros amigos del parque de casas móviles ahora vivimos en edificios de apartamentos. Esto destruyó nuestra comunidad.

El tren ligero no es para las personas de bajos ingresos a quienes ellos dicen va a ayudar. Es para los desarrolladores ricos.

¡VOTE SÍ EN PROP 105 y ayúdenos a Construir un MEJOR PHOENIX!

Presentado Por:
GASCA AGUILAR

YO APOYO A LA PROP 105.

Como dirigente de negocios desde hace mucho tiempo con Arizona Black United Fund del Sur de Phoenix, apoyo mucho a la Prop 105. Por años, nosotros hemos sido abandonados y nos han faltado el respeto en el Sur de Phoenix. Puedo recordar el tiempo en que la Municipalidad de Phoenix no quería nada que ver con el Sur de Phoenix, recibimos CERO apoyo por parte de la Municipalidad. Yo siento que no solamente tendrá el tren ligero un mal efecto en muchos negocios, sino que también será muy peligroso para las personas, así como provocará crimen y mucha congestión de tráfico.

Presentado Por:
CAROLYN T. LOWERY

Vote Sí en la PROP 105 para DETENER el Tren Ligero

Como nuevo residente en el Sur de Phoenix, me opongo al tren ligero debido a la gentrificación que el tren ligero provocará y el desplazamiento de residentes de largo plazo en el Sur de Phoenix. Aun como residente nuevo, comprendo que la comunidad de larga temporada que ha hecho del Sur de Phoenix especial ahora será invadida por los pasajeros del tren ligero.

Además de desplazar a los residentes de mucho tiempo, el carril interrumpirá el flujo de tráfico en la Avenida Central, causando que muchos negocios se tengan que ajustar a la fuerza debido a que muchos de los miembros del gobierno en la Municipalidad están enamorados con la idea de gastar millones de dólares recogidos de impuestos en un modo de transporte estancado y anticuado.

¡Así que únanse a mí y a los muchos residentes nuevos del Sur de Phoenix y voten Sí en la Prop 105 para detener el carril!

Presentado Por:
HADASSAH JOHN

POR FAVOR, VOTE SÍ EN LA PROP 105

Siendo un propietario de un negocio en el sur de Phoenix, nos sentimos realmente amenazados por la adición del tren ligero. Sentimos que esto hará mucho más daño que bien y que destruirá el área que conocemos y amamos. Los trenes ligeros transportan constantemente a personas sin hogar y transeúntes a áreas en las cuales no los queremos. Tememos que el aumento de personas sin hogar nos pondrá a nosotros y a nuestros hijos en peligro inminente.

Gracias por VOTAR SÍ EN LA PROP 105.

Presentado Por:
JAKE DEBS

POR FAVOR VOTE SÍ EN LA PROP 105

Siendo un propietario de un negocio en el sur de phoenix, nos sentimos verdaderamente amenazados por la adición del tren ligero. Sentimos que esto hará mucho más daño que bien y que destruirá el área que conocemos y amamos. Los trenes ligeros transportan constantemente a personas sin hogar y transeúntes a áreas en las cuales no los queremos. Tememos que el aumento de personas sin hogar nos pondrá a nosotros y a nuestros hijos en peligro inminente.

Gracias por VOTAR SÍ EN LA PROP 105.

Presentado Por:
JUSTIN COHEN

ARGUMENTS IN SUPPORT OF PROPOSITION 105

Vote Yes on PROP 105 to STOP Light Rail

As a father and new resident to South Phoenix I am opposed to light rail because of the inevitable crime the light rail will invite to our community. I am concerned about the vagrants and vagabonds the train will shuttle into our community and into our safe and friendly neighborhoods. We should call the light rail what it really is, a conduit of crime. And now South Phoenix must stand strong against it.

Please vote YES ON PROP 105 and no to Light Rail Crime!

Submitted By:
JEREMIAH JOHN

YES TO PROP 105

I AM A RESTAURANT OWNER IN SOUTH PHOENIX AND I ASK YOU TO HELP ME SAVE MY BUSINESS BY VOTING YES ON PROPOSITION 105. THE LIGHT RAIL IS A BUSINESS KILLER FOR OUR SMALL BUSINESS. WE FOUGHT FOR "4 LANES OR NO TRAIN." THE CITY IGNORED OUR PLEAS AND VOTED FOR "2 LANES."

TWO LANES WILL NOT BENEFIT ANY BUSINESS IN SOUTH PHOENIX. NONE OF US CAN SURVIVE ONE TO TWO YEARS OF INTERRUPTION TO OUR CASH FLOW. THE PANADERIAS, TIRE REPAIR (LLANTERAS), RESTAURANTS, CLOTHING STORES, GROCERY STORES WILL NOT SURVIVE.

WHO WILL BENEFIT? THE CONTRACTORS, THE LAND SPECULATORS, AND DEVELOPERS WILL BE THE GREAT WINNERS. NOT THE LITTLE GUY. WITH THE LIGHT RAIL YOU CAN SAY GOODBYE TO AFFORDABLE HOUSING ALONG THE LIGHT RAIL ROUTE. TRAILER HOMES, LONG TIME RESIDENTS, RENTERS, COMMUNITY MEMBERS WILL BE DISPLACED TO MAKE ROOM FOR CONDOMINIUMS AND HIGH RISES. CORPORATE CHAINS WILL REPLACE MOM AND POP RESTAURANTS AND STORES THAT MAKE SOUTH PHOENIX A UNIQUE COMMUNITY..

THE TRAFFIC CONGESTION BY A TWO LANE LIGHT RAIL TRAIN MEANS THE TRAFFIC WILL BE DRIVEN THROUGH NEIGHBORHOODS AND WILL CONGEST SIDE STREETS FROM 7TH AVE TO 7TH STREET.

Submitted By:
MINERVA ARANDA PAEZ

No to Light Rail Yes on Prop 105

I have lived in South Phoenix for the past 40 years and I oppose the light rail expansion. This expansion will create a destructive domino effect on our small family owned businesses. Many of these businesses have been around for decades including my place of employment (Ace Hardware). This family operated store first opened in 1964 because of their desire to be in the South Phoenix community.

As far as "Improving Our Transit System" it will not. I have been observing the city buses on Central Avenue for many months now and they are usually empty. I have NEVER seen a full bus EVER.

I understand the cost of this expansion is around \$160 million per mile. Instead of this expansion the City of Phoenix should use this money to improve our streets and other critical needs. I have talked to many of my friends who are police officers about this expansion and every single officer has told me to prepare myself for the inevitable onslaught of crime. They went as far as telling me that the rail is a free ride for thieves, homeless, vagrants, and derelicts.

I live between Central and 7th street and fear the increased traffic from closing lanes down Central Avenue will turn my street into a high speed thorough-way. Routine city and bus stops along Central Avenue will become streets even more.

I love my community and wish to keep it safe and simple. So my vote is YES to PROP 105.

Submitted By:
ROSEMARY CADRIEL

ARGUMENTOS A FAVOR DE LA PROPOSICIÓN 105

Vote Sí en la PROP 105 para DETENER el Tren Ligero

Como padre y nuevo residente del Sur de Phoenix me opongo al tren ligero debido al inevitable crimen que el tren ligero invitará a nuestra comunidad. Me preocupan los mendigos y vagabundos que el tren traerá a nuestra comunidad y a nuestros vecindarios seguros y amistosos. Deberíamos llamar al tren ligero lo que realmente es, un conducto de crimen. Y ahora el Sur de Phoenix tiene que ponerse de pie firme en su contra. ¡Por favor vote SÍ EN LA PROP 105 y no al Crimen del Tren Ligero!

Presentado Por:
JEREMIAH JOHN

SÍ A LA PROP 105

SOY DUEÑA DE UN RESTAURANTE EN EL SUR DE PHOENIX Y LE PIDO QUE ME AYUDE A SALVAR MI NEGOCIO POR MEDIO DE VOTAR SÍ EN LA PROPOSICIÓN 105. EL TREN LIGERO ES UN ASESINO DE NUESTROS NEGOCIOS PEQUEÑOS. LUCHAMOS POR "4 CARRILES O NINGÚN TREN." LA MUNICIPALIDAD IGNORÓ NUESTRAS SÚPLICAS Y VOTÓ PARA "2 CARRILES."

DOS CARRILES NO BENEFICIARÁ A NINGÚN NEGOCIO EN EL SUR DE PHOENIX. NINGUNO DE NOSOTROS PODEMOS SOBREVIVIR UNO O DOS AÑOS DE INTERRUPCIÓN EN NUESTROS INGRESOS. LAS PANADERÍAS, LLANTERAS, RESTAURANTES, TIENDAS DE ROPA, TIENDAS DE COMIDA NO SOBREVIVIRÁN.

¿QUIÉN SE BENEFICIARÁ? LOS CONTRATISTAS, LOS ESPECULADORES DE TERRENO, Y LOS DESARROLLADORES SALDRÁN LOS GRANDES GANADORES. NO LOS PEQUEÑOS EMPRESARIOS. CON EL TREN LIGERO PUEDEN DECIRLE ADIÓS A LA VIVIENDA ECONÓMICA A LO LARGO DE LA RUTA DEL TREN LIGERO. LAS CASAS MÓVILES, RESIDENTES DE MUCHO TIEMPO, INQUILINOS, MIEMBROS DE LA COMUNIDAD SERÁN DESPLAZADOS PARA HACER LUGAR PARA LOS CONDOMINIOS Y LOS RASCACIELOS. CADENAS CORPORATIVAS REEMPLAZARÁN LOS RESTAURANTES FAMILIARES Y LAS TIENDAS QUE HACEN DEL SUR DE PHOENIX UNA COMUNIDAD ÚNICA..

LA CONGESTIÓN DE TRÁFICO PROVOCADA POR EL TREN LIGERO DE DOS CARRILES SIGNIFICA QUE EL TRÁFICO SE VERÁ OBLIGADO A CIRCULAR POR LOS VECINDARIOS Y CONGESTIONAR LAS CALLES LATERALES DE LA 7 AVE HASTA LA 7 CALLE.

Presentado Por:
MINERVA ARANDA PAEZ

No al Tren Ligero Sí a la Prop 105

He vivido en el Sur de Phoenix por los pasados 40 años y me opongo a la expansión del tren ligero. Esta expansión creará un efecto destructivo de dominó en nuestros pequeños negocios de propietarios familiares. Muchos de estos negocios han estado operando durante décadas, incluyendo mi lugar de empleo (Ace Hardware). Esta tienda, operada por la familia, abrió sus puertas por primera vez en 1964 debido a su deseo de estar en la comunidad del Sur de Phoenix.

En cuanto a "mejorar nuestro Sistema de Transporte" no lo hará. Por muchos meses, he estado observando los autobuses en la Avenida Central y normalmente van vacíos. NUNCA he visto un autobús lleno, NUNCA.

Yo entiendo que el costo de esta expansión es de alrededor de \$160 millones por milla. En vez de esta expansión, la Municipalidad de Phoenix debería usar este dinero para mejorar nuestras calles y satisfacer otras necesidades críticas. He hablado sobre esta expansión con muchas amistades que son oficiales de policía y cada uno de los oficiales me ha dicho que me prepare para una inevitable ola de crimen. Llegaron hasta decirme que el carril es un viaje gratuito para ladrones, personas sin hogar, vagos, y delictos.

Yo vivo entre la Central y la 7 Calle y temo que el incremento de tráfico que surgirá al cerrarse carriles a lo largo de la Avenida Central tornará mi calle en una vía de alta velocidad. Las paradas rutinarias del autobús a lo largo de la Avenida Central llegarán a ser calles aún más.

Yo amo a mi comunidad y deseo mantenerla segura y sencilla. Así que mi voto es SÍ a la PROP 105.

Presentado Por:
ROSEMARY CADRIEL

ARGUMENTS IN SUPPORT OF PROPOSITION 105

I SUPPORT AND AM IN FAVOR OF PROP 105

MAYOR KATE GALLEGOS DOES NOT CARE ABOUT THE PEOPLE.

LIGHT RAIL COSTS TOO MUCH, GIVES TOO LITTLE

I am an Arizona native, was raised in South Phoenix and continue to reside in South Phoenix. I truly believe and feel that South Central Ave does not need the light rail. The bus system works great as it comes every 15 minutes and never filled to capacity where riders need to wait for the next bus.

I am AGAINST the light rail coming to South Central Ave because my neighborhood will have emergency services delayed an additional 5 - 10 minutes once the light rail construction begins and the delay will only get longer due to Central Ave being the only outlet to my neighborhood. The neighbors in my neighborhood are predominately senior citizens and we need emergency services. Because I don't live in a huge neighborhood doesn't mean we are collateral damage which is what the City Council has thought of us otherwise since they have not shown any due diligence on their end to dot the Is and cross the Ts. I care about my family, my neighbors and my Community. The light rail is not the solution to a transportation problem that does not exist.

Light Rail increases crime, traffic congestion and will bankrupt all small businesses that have been here for decades.

Crime has increased from 40 -- 200% all along the light rail in the past 10 years. South Phoenix already has problems. We do not need more which is what the light rail will bring.

LIGHT RAIL COSTS TOO MUCH, GIVES TOO LITTLE

Submitted By:
SUSAN GUDINO

PLEASE VOTE YES ON PROP 105

As of resident of South Phoenix for 56 years. I know that the South Central Avenue light rail will be a "Big White Elephant" that we cannot get rid of and will drain us with maintenance cost. That with the two lane reduction and the 5 years of construction will kill our family businesses and jobs. I have been reading on the internet that many cities around the world are switching to Micro Transit and why Trackless Trams are ready to replace the light rail. Including many cities in China and in Australia and around the world are switching to the Trackless Trams. Trackless Trams can be expanded, reduced, and routes changed very easily. The 5.5 miles of South Central Avenue will cost \$160 million per mile, with \$18 million per year in maintenance. The South Central light rail train will cost more per mile than the South Mountain freeway per mile. Trackless Trams only cost between 6 to 8 million per mile and takes only days to install.

I have talked to many police officers in the past year and they tell me off the record the light rail will be very bad for South Phoenix. The light rail will bring crime and problems for the residents, police and emergency services.

I fear the light rail will displace longtime South Phoenix residents and businesses and fill up South Central Avenue with expensive apartment complexes.

Thank You for VOTING YES ON PROP 105.

Submitted By:
VALERIE JO SMITH

I Support Building a better Phoenix, YES ON PROP 105

I remember when Southern avenue was a two-lane highway, Baseline was full of orchards, and flower farms, South Central Avenue flowed freely. During these times not many developers, or people who lived outside of South Phoenix, showed any interest in our community. In fact, most people feared entering into South Phoenix due to the so-called minority population. South Phoenix has always been a great place to live and raise a family. Contrary to the beliefs of certain people, we actually own automobiles, and even own property. South Phoenix is and always has been a beautiful community. All of a sudden, outsiders are taking an interest in our community, not for bettering our community, or for our interest, they see dollar signs. This is about money that we will not see. This light rail project will possibly cause many privately-owned businesses to permanently close. Why take away four lanes of busy, useable highway, and reduce down to two, risking the lives of pedestrians, cyclist and motorist alike. Unfortunately, I live on a street that has only one outlet, Central Avenue is that outlet. Due to this light rail, this will cause a major inconvenience for entering and exiting my block. I saw a news report that said "South Phoenix is considered the next hot area, an up and coming market". So, investors have discovered a gold mine which we in this community have known about for many years. But where have all you people been over the years? Avoiding South Phoenix. This Light rail project will bring a lot of unwanted, dangerous activity into our community. I don't see how this Light Rail Project will pay for its self. Stop the madness, Stop the light rail.

Submitted By:
WENDELL MATHEWS

ARGUMENTOS A FAVOR DE LA PROPOSICIÓN 105

YO APOYO Y ESTOY A FAVOR DE LA PROP 105

A LA ALCALDESA KATE GALLEGOS NO LE IMPORTA LA GENTE.

EL TREN LIGERO CUESTA DEMASIADO, DA MUY POCO

Soy nativa de Arizona, me crié en el Sur de Phoenix y sigo viviendo en el Sur de Phoenix. Verdaderamente creo y siento que la Avenida Central Sur no necesita el tren ligero. El sistema de autobuses trabaja muy bien ya que pasan cada 15 minutos y nunca están tan llenos que los pasajeros tienen que esperar el siguiente autobús.

Estoy en CONTRA del tren ligero viniendo a la Avenida Central Sur porque mi vecindario verá un aumento en el retraso de servicios de emergencia de unos 5 - 10 minutos más una vez que comience la construcción del tren ligero y el retraso solamente aumentará debido a que la Avenida Central es la única salida para mi vecindario. Los vecinos de mi vecindario son mayormente personas mayores y necesitamos servicios de emergencias. Solo porque no vivo en un vecindario gigante no significa que podemos ser daño colateral que es lo que el Concejo Municipal está pensando de nosotros ya que ellos no han demostrado la diligencia apropiada por su parte para cruzar todas las T's y ponerle puntos a todas las I's. A mí me importan mi familia, mis vecinos y mi Comunidad. El tren ligero no es la solución a un problema de transporte que no existe.

El tren ligero aumenta el crimen, la congestión de tráfico y llevará a la bancarrota a los pequeños negocios que han estado aquí desde hace décadas.

El crimen ha aumentado de 40 - 200% a lo largo del trayecto del tren ligero durante los pasados 10 años. El Sur de Phoenix ya tiene problemas. No necesitamos más, que es lo que el tren ligero nos traerá.

EL TREN LIGERO CUESTA DEMASIADO, DA MUY POCO

Presentado Por:

SUSAN GUDINO

POR FAVOR VOTE SÍ EN LA PROP 105

Como residente del Sur de Phoenix desde hace 56 años. Sé que el tren ligero en la Avenida Sur Central será un "Gran Elefante Blanco" del cual no nos podremos deshacer y nos dejará sin dinero debido a costos de mantenimiento. Eso, mas la reducción a dos carriles junto con 5 años de construcción matará a nuestros negocios familiares y empleos. He estado leyendo en el internet que muchas ciudades alrededor del mundo están cambiando para utilizar Micro Transporte y la razón por la que los Tranvías sin Rieles están listos para reemplazar el tren ligero. Incluyendo muchas ciudades en la China y en Australia y por todo el mundo están haciendo el cambio a Tranvías sin Rieles. Los Tranvías sin Rieles pueden ser expandidos, reducidos, y cambiados de ruta de manera muy fácil. Las 5.5 millas en la Avenida Sur Central constarán \$160 millones por milla, con \$18 millones por año en mantenimiento. El Tren Ligero en el Sur Central costará más por milla que la autopista de South Mountain costó por milla. Los Tranvías sin Rieles solamente cuestan entre 6 y 8 millones por milla y requieren solamente días para su instalación.

He hablado con muchos oficiales de policía durante el pasado año y me dicen extraoficialmente que el tren ligero será muy malo para el Sur de Phoenix. El tren ligero traerá crimen y problemas para los residentes, la policía y los servicios de emergencia.

Temo que el tren ligero desplazará a residentes y negocios de mucho tiempo en el Sur de Phoenix y se llenará la Avenida Sur Central con edificios de apartamentos caros.

Gracias por VOTAR SÍ EN LA PROP 105.

Presentado Por:

VALERIE JO SMITH

Yo Apoyo Construyendo un mejor Phoenix, SÍ A LA PROP 105

Yo recuerdo cuando la Avenida Southern era una carretera de dos carriles, la Baseline estaba llena de huertas y plantaciones de flores, la Avenida Sur Central fluía libremente. En esos tiempos no había muchos desarrolladores, ni personas que vivían fuera del Sur de Phoenix, que se interesaran en nuestra comunidad. De hecho, la mayoría de las personas temían entrar al Sur de Phoenix debido a la "llamada" población minoritaria. El Sur de Phoenix siempre ha sido un gran lugar para vivir y criar a una familia. Al contrario de las creencias de algunas personas, en verdad somos dueños de automóviles, y hasta somos dueños de propiedades. El Sur de Phoenix es y siempre ha sido una comunidad bella. De repente, los de afuera están interesándose en nuestra comunidad, no para mejorar nuestra comunidad, ni por el bien de nuestros intereses, ellos solamente ven signos de dólares. Esto tiene que ver con dinero que nosotros nunca veremos. Este proyecto del tren ligero posiblemente provocará que muchos dueños de negocios privados cierren permanentemente. Qué razón hay para quitar cuatro carriles de carretera transitada, transitable, y reducirla a dos carriles, arriesgando las vidas de los peatones, los ciclistas y los motociclistas por igual. Desafortunadamente, yo vivo en una calle que tiene solamente una salida, y esa salida es la Avenida Central. Debido a este tren ligero, esto causará una gran inconveniencia para entrar y salir de mi bloque. Vi un reportaje noticioso que decía, "el Sur de Phoenix se considera la siguiente área emergente, y prometedora en el mercado". Así que, los inversionistas han descubierto una mina de oro que nosotros los residentes de esta comunidad ya conocíamos desde hace muchos años. Pero ¿Dónde han estado todos ustedes en estos años? Evitando el Sur de Phoenix. Este proyecto del tren ligero traerá mucha actividad indeseada y peligrosa a nuestra comunidad. No veo cómo este proyecto del Tren Ligero podrá pagarse por sí mismo. Detén la locura, Detén el tren ligero.

Presentado Por:

WENDELL MATHEWS

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

The Greater Phoenix Chamber opposes the “Building a Better Phoenix Act” (Prop 105)

The proposed ballot initiative would amend the Phoenix City Charter to terminate all planned expansions of light rail projects, and not expend any funds in the furtherance of light rail extensions or other fixed rail line transit systems constructed on or after August 27, 2018. Additionally, the Act redistributes revenues designated for light rail extensions for infrastructure projects within the City.

This initiative is specific to the City of Phoenix however, it could have repercussions on the future of transportation funding in the region. The redistribution of funds could ultimately result in a loss of more than \$5 billion in federal and regional funds to other cities in this region and throughout the U.S.

The Building a Better Phoenix Act developed from the opposition of a small number of residents and businesses who oppose the south central light rail extension. Although drafters sought to target the south central line expansion specifically, the Act instead extends to all Phoenix city rail projects and extensions.

The light rail contributes to significant job growth and economic development, while also providing community-wide health benefits. Voters overwhelmingly support this mode of transportation, having voted to expand it on three separate occasions since 2000.

Light rail is an important component of a multi-modal transportation system. Having spurred in excess of \$7 billion of economic activity already, it is important to keep that momentum moving forward. Not only will light rail connect our students and workforce, but it is essential in keeping the Greater Phoenix Region competitive with other markets.

On behalf of our 2,400 business members and their hard-working employees, we urge you to join us in voting NO on Prop 105.

Submitted By:

TODD SANDERS

President & CEO, Greater Phoenix Chamber

JENNIFER MELLOR

Chair, Citizens Transportation Commission and

Chief Innovation Officer, Greater Phoenix Chamber

Vote NO on Proposition 105!

Sierra Club opposes Proposition 105 and urges Phoenix voters to do so as well.

In 2015, voters approved Proposition 104 (The Transportation 2050 Plan), which increased a sales tax to generate funds for the South Central Light Rail Extension and other transportation projects. The measure passed with 55% of Phoenix voters supporting it. Valley Metro reports that support rose to more than 70% for Phoenix voters who live along this stretch of south Central Avenue.

Now, opponents of light rail are trying to derail it altogether with Proposition 105, which would prohibit any future extension of light rail anywhere, diverting dollars to roads. More and wider roads are the last things Phoenix needs. With our poor air quality and a high pedestrian death rate, what we really need is more and better transit, including light rail.

Sierra Club has long supported improvements to our regional mass transit including light rail. Light rail provides low-cost transportation to residents who need to travel for work, education, health care services, and other purposes. Valley Metro light rail and all Valley Metro vehicles are mobility aid accessible, increasing access to resources and services for those with disabilities who rely on public transportation.

In addition to providing affordable and accessible public transportation to residents, light rail can benefit local economy and create safer streets, and, when done properly create opportunities for local residents. Light rail reduces traffic congestion and air pollution throughout the Valley. Considering the fact that a great deal of our pollution is related to transportation, and the need to develop a plan to reduce ozone pollution, providing alternatives to cars is increasingly important. The health of the community is greatly improved and associated medical costs reduced with cleaner air.

Submitted By:

DON STEUTER

Conservation Chair, Sierra Club Palo Verde Group

TOM KREPITCH

Executive Committee, Sierra Club Palo Verde Group

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

La Cámara de Comercio de la Gran Región de Phoenix se opone al “Acta Construyendo un Mejor Phoenix” (Prop 105)

La iniciativa en la boleta propuesta enmendaría la Constitución Municipal de Phoenix para ponerle fin a todo proyecto planeado de expansión del tren ligero, y no gastar más fondos en apoyo a las extensiones del tren ligero u otros sistemas de transporte de línea de ferrocarril fijo construidos en o después del 27 de agosto, 2018. Además, el Acta redistribuye los ingresos designados para extensiones del tren ligero para proyectos de infraestructura dentro de la Municipalidad.

Esta iniciativa es específica para la Municipalidad de Phoenix sin embargo, podría tener repercusiones en el futuro financiamiento para el transporte en la región. La redistribución de fondos podría a lo largo resultar en una pérdida de más de \$5 billones en fondos federales y regionales para otras ciudades en esta región y a través de los EE. UU.

El Acta Construyendo un Mejor Phoenix se desarrolló a través de la oposición de un pequeño número de residentes y negocios que se oponen a la extensión del tren ligero sur central. Aunque los proponentes buscaron enfocarse específicamente en la expansión de la línea sur central, el Acta al contrario se extiende a todos los proyectos y extensiones ferroviarias en toda la Municipalidad de Phoenix.

El tren ligero contribuye de manera importante al crecimiento del empleo y desarrollo económico, al mismo tiempo que provee beneficios a la salud por toda la comunidad. Los votantes apoyan de manera contundente este medio de transporte, habiendo votado para expandirlo en tres ocasiones distintas desde el año 2000.

El tren ligero es un componente importante del sistema multimodal de transporte. Habiendo ya impulsado más de \$7 billones en actividad económica, es importante mantener ese impulso hacia adelante. El tren ligero no solamente conectará a nuestros estudiantes y la fuerza laboral, sino que también es esencial para mantener la Gran Región de Phoenix competitiva con otros mercados.

De parte de nuestros 2,400 miembros de negocios y sus empleados trabajadores, les urgimos que se unan a nosotros en votar NO a la Prop 105.

Presentado Por:

TODD SANDERS

Presidente y Primer Oficial Ejecutivo, Cámara de Comercio de la Gran Región de Phoenix

JENNIFER MELLOR

Presidente, Comisión de Transporte de Ciudadanos y

Primer Oficial de Innovación, Cámara de Comercio de la Gran Región de Phoenix

¡Vote NO a la Proposición 105!

Sierra Club se opone a la Proposición 105 y urge a los votantes de Phoenix a hacer lo mismo.

En el 2015, los votantes aprobaron la Proposición 104 (El Plan de Transporte 2050), la cual aumenta los impuestos sobre la venta para generar fondos para la Extensión del Tren Ligero Sur Central y otros proyectos de transportación. La medida fue aprobada con el apoyo de 55% de los votantes de Phoenix. Valley Metro informa que el apoyo subió a más de 70% para los votantes de Phoenix que viven a lo largo del trayecto al sur de la Avenida Central.

Ahora, oponentes del tren ligero están tratando de descarrilarlo todo con la Proposición 105, la cual prohibiría cualquier futura extensión al tren ligero en cualquier sitio, desviando dólares a las calles. Más calles y calles más anchas es lo último que Phoenix necesita. Con nuestra mala calidad de aire y el elevado índice de muertes de peatones, lo que en realidad necesitamos es más y mejor transporte, incluyendo el tren ligero.

Desde hace mucho tiempo, el Sierra Club ha apoyado mejoras a nuestro transporte regional público, incluyendo el tren ligero. El tren ligero provee transporte de bajo costo a los residentes que necesitan viajar por trabajo, educación, servicios de atención médica, y para otros fines. El tren ligero de Valley Metro y todos los vehículos de Valley Metro son accesibles para los que utilizan ayuda de movilidad, aumentando el acceso a los recursos y servicios para las personas con discapacidades que dependen del transporte público.

Además de proveer transporte público económico y accesible a los residentes, el tren ligero puede beneficiar a la economía local y crear calles más seguras, y, si se maneja de manera adecuada, creará oportunidades para los residentes locales. El tren ligero reduce la congestión de tráfico y la contaminación del aire en todo el Valle. Considerando el hecho de que una buena parte de nuestra contaminación tiene que ver con el transporte, y la necesidad de desarrollar un plan para reducir la contaminación al ozono, es cada vez más importante proveer una alternativa a los vehículos. La salud de la comunidad mejora substancialmente y los costos médicos asociados son reducidos con aire más limpio.

Presentado Por:

DON STEUTER

Presidente de Conservación, Grupo Sierra Club Palo Verde

TOM KREPITCH

Comité Ejecutivo, Grupo Sierra Club Palo Verde

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

THIS ARGUMENT IS IN OPPOSITION OF PROPOSITION 105

I have been a resident of South Phoenix for more than 30 years and a supporter of local transit since 1989. I strongly recommend that YOU VOTE NO for PROPOSITION 105 for the following reasons:

- In August 2015 Phoenix voters overwhelmingly approved Transportation 2050 to fund infrastructure improvements within South Phoenix and the city for the next 35 years.
- Transportation 2050 only funds 20–25% of the total cost of building Phoenix's light rail program.
- The city could potentially LOSE upwards of \$5 BILLION IN FEDERAL AND REGIONAL MONIES DEDICATED TO RAIL PROJECTS TO OTHER CITIES IN THIS REGION AND THE U.S. Any transit funding we do not receive, will be given to OTHER U.S. CITIES.
- City of Phoenix streets are FUNDED BY MORE THAN \$8 BILLION THROUGH 2050. A plan is already underway to pave every street in Phoenix. There are sufficient dollars to fund both streets and transit.
- Proposition 105 could have a negative impact on the region's air quality plan and the federal funds associated with pollution reduction efforts.

If Proposition 105 passes, people who do not have cars will have limited options to get to work, to the grocery store for fresh food, in some cases to the doctor and entertainment. Many of our disabled Veterans use rapid transit and will not have access to light rail from South Phoenix.

PLEASE VOTE NO FOR PROPOSITION 105. PLEASE DO NOT LET A SMALL GROUP OF OPPONENTS DESTROY AIR QUALITY FOR YOUR CHILDREN AND TRANSPORTATION OPTIONS FOR GENERATIONS TO COME!

Submitted By:
Michael Kelly
South Phoenix Resident

ARGUMENT OPPOSING PROPOSITION 105

This poorly conceived initiative will put an end to light rail expansion in Phoenix. Valley Metro Rail has worked exceptionally well, has proven itself by carrying 46,000 people daily, and has created tremendous residential and business growth along the route. Its expansion is sorely needed. Should this initiative pass, federal money designated for Phoenix will go to Los Angeles, Seattle and other cities with expanding light rail systems.

Worse, this initiative will also put an end to any possibility of commuter rail and intercity rail serving Phoenix. The Phoenix metropolitan area holds 4.5 million people and is the fastest growing metropolitan area in the nation. But it's also the largest metropolitan area without commuter rail. This delays our daily commute and holds us back from recruiting companies to relocate to Phoenix. The Maricopa Association of Governments is studying our transportation options, and commuter rail may be one of the modes chosen to go to the voters in the future. If Proposition 105 passes, it will forbid Phoenix from participating. Without the city's involvement, there is no reason for commuter rail.

Amtrak has designated the Phoenix-Tucson corridor as a possible state-supported intercity rail corridor. The drive on I-10 between the two cities is bad, getting worse and highly dangerous during dust storms. If Proposition 105 passes, it will forbid Phoenix from participating. Without the city's involvement, there is no reason for intercity rail.

We at All Aboard Arizona urge you to vote No on Proposition 105.

Submitted By:
CHARLES MOTT
President, All Aboard Arizona

ROGER CLARK
Vice President, All Aboard Arizona

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

ESTE ARGUMENTO ES EN CONTRA DE LA PROPOSICIÓN 105

He sido un residente del Sur de Phoenix por más de 30 años y un partidario del transporte local desde 1989. Yo fuertemente recomiendo que TU VOTES NO a la PROPOSICIÓN 105 por las siguientes razones:

- En agosto del 2015, los votantes de Phoenix aprobaron de manera contundente el Transporte 2050 para financiar mejoras en la infraestructura en el Sur de Phoenix y en la Municipalidad por los próximos 35 años.
- Transporte 2050 financia solamente 20-25% del total de los costos de construir el programa del tren ligero en Phoenix.
- La Municipalidad podría posiblemente PERDER hasta \$5 BILLONES EN FONDOS FEDERALES Y REGIONALES DEDICADOS A LOS PROYECTOS FERROVIARIOS QUE SE DESTINARÍAN A OTRAS CIUDADES EN ESTA REGIÓN Y EN LOS EE. UU. Cualquier financiamiento de transporte que no recibamos, será dado a OTRAS CIUDADES EN LOS EE. UU.
- Las calles de la Municipalidad de Phoenix SON FINANCIADAS CON MÁS DE \$8 BILLONES HASTA EL 2050. Ya existe un plan para pavimentar cada calle en Phoenix. Existen suficientes dólares para financiar tanto las calles como el transporte.
- La Proposición 105 podría tener un impacto negativo en el plan para mejorar la calidad del aire en la región y los fondos federales asociados con los esfuerzos para reducir la contaminación.

Si se aprueba la Proposición 105, las personas que no tienen vehículo tendrán opciones limitadas para ir al trabajo, a la tienda para comprar alimento fresco, y en algunos casos para ir al doctor y al entretenimiento. Muchos de nuestros Veteranos discapacitados utilizan el transporte rápido y no tendrán acceso al tren ligero desde el Sur de Phoenix.

POR FAVOR VOTE NO A LA PROPOSICIÓN 105. ¡POR FAVOR NO PERMITA QUE UN GRUPO PEQUEÑO DE Oponentes destruya la calidad del aire para sus hijos y las opciones de transporte para las generaciones que vienen!

Presentado Por:
MICHAEL KELLY
Residente del Sur de Phoenix

ARGUMENTO EN CONTRA DE LA PROPOSICIÓN 105

Esta iniciativa mal concebida le pondrá fin a la expansión del tren ligero en Phoenix. Valley Metro Rail ha trabajado excepcionalmente bien, ha demostrado su capacidad de transportar a 46,000 personas a diario, y ha creado enorme crecimiento residencial y de negocios a lo largo de su ruta. Su expansión se necesita enormemente. De ser aprobada esta iniciativa, el dinero federal destinado a Phoenix se irá a Los Angeles, Seattle y a otras ciudades con sistemas de tren ligero en expansión.

Peor aún, esta iniciativa también le pondrá fin a toda posibilidad de tener tren de trayecto diario y tren interurbano sirviendo a Phoenix. El área metropolitana de Phoenix contiene 4.5 millones de personas y es el área metropolitana de mayor crecimiento en la nación. Pero también es el área metropolitana más grande sin tren de trayecto diario. Esto retrasa nuestros viajes diarios y nos detiene de reclutar empresas para que se trasladen a Phoenix. La Asociación de Gobiernos de Maricopa está estudiando nuestras opciones de transporte, y el tren de trayecto diario podría ser uno de los modos elegidos para ser propuesto a los votantes en el futuro. Si se aprueba la Proposición 105, le prohibirá a la Municipalidad su participación. Sin el involucramiento de la Municipalidad, no existe razón para el tren de trayecto diario.

Amtrak ha designado el corredor Phoenix-Tucson como posible corredor ferroviario interurbano apoyado por el estado. El viaje en la carretera I-10 entre las dos ciudades es malo, y se está empeorando y poniendo muy peligroso durante las tormentas de arena. Si se aprueba la Proposición 105, le prohibirá a la Municipalidad su participación. Sin el involucramiento de la Municipalidad, no existe razón para vías ferroviarias interurbanas.

Nosotros en Todos Abordo Arizona le urgimos que vote No a la Proposición 105.

Presentado Por:
CHARLES MOTT
Presidente, Todos Abordo Arizona

ROGER CLARK
Vicepresidente, Todos Abordo Arizona

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

Phoenix Community Alliance (PCA) opposes Ballot Proposition 105 because it will prevent new light rail in Phoenix. Light rail is an essential connection between people and their jobs, schools, childcare, doctors, arts, sports, shopping and other experiences. Because light rail attracts shops, restaurants, offices and housing along its paths, this ballot measure also would hurt our economy.

PCA is a 36-year-old business leadership and advocacy organization with more than 260 Members, including businesses, nonprofits and neighborhood associations. We urge you to vote “no” on Proposition 105.

With 45,000 daily riders, light rail is a crucial component of Phoenix’s tremendous recent progress. It enhances our lives and expands opportunity:

- More than \$11 billion invested along the line
- Key in attracting two NFL Super Bowls and NCAA Final Four Men’s Basketball Championships – events that generate hundreds of millions of dollars of community investment
- Boosts education opportunities and local employment – 30 percent of light rail riders are students and 33 percent commuters to work

Phoenix residents voted to create and expand light rail three times in the past 19 years. Proposition 105 could place the entire system in jeopardy, and the region could lose more than \$5 billion in federal and regional funds that would instead go to other programs out of state. The voter-approved T2050 initiative already provides more than \$2 billion for street improvements throughout our city. There does not need to be a choice between light rail and street improvements. The programs complement each other to make our transportation system better and provide residents and visitors with alternatives.

Approval of this ballot measure would send Phoenix backwards. The better alternative: keep our city’s momentum going by continuing to support voter-approved plans that expand our proven, robust light rail system.

Submitted By:

DIANE HALLER

Board Chair, Phoenix Community Alliance

JON BRODSKY

Executive Director, Phoenix Community Alliance

RICK NAIMARK

Co-Chair, PCA Multi-Modal Committee

KRISTA SHEPHERD

Co-Chair, PCA Multi-Modal Committee

Ability360 Opposes Prop. 105, Vote No on Anti-Light Rail Ballot Initiative

Ability360 is a not-for-profit organization that empowers people with disabilities with knowledge and skills to participate in community life including: working, volunteering, shopping, recreating, worshiping, and enjoying our vibrant City.

We strongly oppose Proposition 105, the Anti-Light Rail initiative that would terminate all construction, development, extension or expansion of, or improvements to the Phoenix light rail system that Phoenix voters approved on three separate occasions in 2000, 2004 and 2015.

Light rail is essential to a balanced transportation plan and will help serve the more than two million people moving to the Valley in the next 12-15 years. It supports 45,000 riders each day, connecting them to work, school and entertainment. It spurs job growth and economic development, while also providing community-wide health benefits.

We must continue to invest in Light Rail! High-capacity transit is the most effective way to move large numbers of people in one of that nation’s fastest growing cities. We should be proud of the transportation network we have built, especially Light Rail. Lower-income families, those without cars, seniors or individuals with disabilities rely on Light Rail and other forms of public transportation to get to work, job training programs, get to college, services, healthcare, local businesses and places of worship.

Sadly, if Prop. 105 is approved, Phoenix could lose upwards of \$5 billion in federal and regional monies dedicated to rail projects to other cities in this region and the U.S. This misguided initiative could also impact the region’s air quality plan and federal funds associated with pollution reduction efforts. It could also impact the region’s ability to renew upcoming transportation funding and maintain the system we have today.

Please oppose Proposition 105 and vote NO on the Anti-Light Rail initiative!

Submitted By:

PHIL PANGRAZIO

President & CEO, Ability 360

APRIL REED

Vice President of Advocacy, Ability 360

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

La Alianza Comunitaria de Phoenix (PCA) se opone a la Propuesta 105 en la Boleta porque va a impedir nuevo tren ligero en Phoenix. El tren ligero es una conexión esencial entre las personas y sus trabajos, escuelas, guarderías, doctores, las artes, los deportes, las compras y otras experiencias. Porque el tren ligero atrae a las tiendas, restaurantes, oficinas, y viviendas a lo largo de sus rutas, esta medida de votación también lastimaría a nuestra economía.

La PCA es una organización de 36 años líder y de abogacía de empresas con más de 260 miembros, incluyendo negocios, asociaciones sin fines de lucro y asociaciones de vecindarios. Nosotros les urgimos que voten “no” en la Proposición 105.

Con 45,000 pasajeros diarios, el tren ligero es un componente crucial del tremendo progreso reciente de Phoenix. Este mejora nuestras vidas y expande oportunidades:

- Más de \$11 billones invertidos a lo largo de la línea
- La clave en la atracción de dos Súper Tazones de la NFL y los Cuatro Finales del Campeonato de Basquetbol Masculino del NCAA Final – eventos que generan cientos de millones de dólares de inversión comunitaria
- Aumenta oportunidades de educación y de empleos locales – el 30 por ciento de los pasajeros del tren ligero son estudiantes y el 33 por ciento son viajeros diarios a sus trabajos

Los residentes de Phoenix votaron para crear y expandir el tren ligero en tres ocasiones en los últimos 19 años. La Proposición 105 podría poner en peligro a todo el sistema, y la región podría perder más de \$5 billones en fondos federales y regionales que van a irse a otros programas fuera del estado. La iniciativa aprobada por los votantes T2050 ya proporciona más de \$2 billones para mejorar las calles por toda nuestra municipalidad. No hay necesidad de elegir entre el tren ligero y el mejoramiento de las calles. Los programas se complementan entre sí para mejorar nuestro sistema de transporte y le proporciona a nuestros residentes y visitantes con alternativas.

La aprobación de esta medida de votación mandaría a Phoenix hacia atrás. La mejor alternativa: mantener activo el impulso de nuestra ciudad al continuar apoyando los planes aprobados por los votantes que expande a nuestro comprobado, robusto sistema del tren ligero.

Presentado Por:

DIANE HALLER

Presidenta del Concejo, Alianza Comunitaria de Phoenix

JON BRODSKY

Director Ejecutivo, Alianza Comunitaria de Phoenix

RICK NAIMARK

Copresidente, Comité Multi-Modal PCA

KRISTA SHEPHERD

Copresidente, Comité Multi-Modal PCA

Abilidad360 se Opone a la Prop. 105, Vote No a la Iniciativa de Votación Anti-Tren Ligero

Abilidad360 es una organización sin-fines-de-lucro que empodera a las personas con discapacidades con conocimiento y habilidades para participar en la vida comunitaria incluyendo: el trabajo, el voluntariado, las compras, la recreación, la adoración, y para disfrutar nuestra Municipalidad vibrante.

Nosotros fuertemente nos oponemos a la Proposición 105, la iniciativa Anti-Tren Ligero que eliminara toda construcción, desarrollo, extensión o expansión de, o mejora al sistema del tren ligero de Phoenix que los votantes de Phoenix aprobaron en tres ocasiones separadas en el 2000, 2004, y 2015.

El tren ligero es esencial para un plan balanceado de transporte y ayudará a servir a más de dos millones de personas que se mudarán al Valle en los próximos 12 - 15 años. Apoya a 45,000 viajeros cada día, conectándolos al trabajo, la escuela y al entretenimiento. Estimula el crecimiento de trabajos y el desarrollo económico, mientras también proporcionando beneficios de salud por toda la comunidad.

¡Nosotros debemos continuar invirtiendo en el Tren Ligero! El tránsito de alta capacidad es la manera más efectiva de trasladar grandes números de personas en una de las ciudades que más rápidamente está creciendo en la nación. Debemos estar orgullosos de la red de transporte que hemos construido, especialmente el Tren Ligero. Las familias de menos ingresos, aquellos sin vehículos, personas mayores o individuos con discapacidades dependen del Tren Ligero y de otras formas de transporte público para ir a los trabajos, a los programas de entrenamiento laboral, a la universidad, a los servicios, los cuidados de salud, los negocios locales, y lugares de adoración.

Tristemente, si la Prop. 105 es aprobada, Phoenix podría perder por encima de \$5 billones en dinero federal y regional dedicado a los proyectos ferroviarios a otras ciudades en esta región y en los EE.UU. Esta iniciativa mal guiada también pudiera impactar el plan de la calidad de aire regional y los fondos federales asociados con los esfuerzos para la reducción de la contaminación. También podría impactar la habilidad de la región para renovar los futuros fondos de transporte y mantener el sistema que nosotros tenemos hoy en día.

¡Por favor opónganse a la Proposición 105 y vote NO a la iniciativa Anti-Tren Ligero!

Presentado Por:

PHIL PANGRAZIO

Presidente y CEO, Abilidad360

APRIL REED

Vicepresidenta de Abogacía, Abilidad360

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

Please vote no on Proposition 105. Don't let this confusing proposition trick you into voting against Phoenix.

Prop 105 is ANTI-light rail, which means voting yes kills light rail and abandons the vision before it's had a chance to work as a multi-line system serving more of Phoenix's people. Voting NO means keeping light rail and following through with the plan voters have approved multiple times.

What happens to the money if light rail dies? You may have heard Phoenix can use this money to fix streets, fund schools, or other great projects: That's not true.

Phoenix loses about 75% of the free money funding light rail if Prop 105 passes. Most of this money comes from the federal government and ***MUST*** be used for light rail projects. A city is not allowed to use grants for other things—that's not how it works. If Prop 105 passes, about \$4 BILLION in free federal money will go to another city, not Phoenix. Pay close attention to the sneaky language of Prop 105: any money that might be redirected will go only to South Phoenix.

It's true our streets need work, but killing light rail does not mean more money for streets.

The best cities in the world have great transportation systems. If we want Phoenix to remain competitive as a place that draws the best and brightest, we need smart transportation options.

Prop 105 started because a small, vocal group spread fear and misinformation about light rail. As a neighborhood association, we understand how important it is for people's voices to be heard and valued. We think the right way to do that is by working together to find solutions, not by fear mongering to pass a law that shuts the door on Phoenix's potential.

Vote no on Prop 105.

Submitted By:
COURTNEY NUSH
President, Phoenix Downtown Neighborhood Alliance

DIANA SANDOVAL
Treasurer, Phoenix Downtown Neighborhood Alliance

The Arizona Alliance for Livable Communities Opposes Proposition 105.

The vision of the Arizona Alliance for Livable Communities is that all Arizona communities are vibrant, safe and healthy, providing equitable opportunities for all people to thrive. In its first decade of successful operation, light rail has connected millions of residents to jobs, housing, healthcare, education, recreation, entertainment and shopping – all of the things that create healthier, happier communities. In fact, 30% of all light rail boardings are school-bound student riders.

Proposition 105 will increase congestion and make Phoenix a less healthy place to live and deserves a "no" vote

Each day, light rail removes over 25,000 car trips from the road, improving the daily commute for everyone. With less cars on the road, light rail significantly reduces our use of fossil fuels, improves the quality of our air, and reduces the number of collisions that occur on our streets. As Phoenix continues to grow rapidly, light rail needs to grow with it and provide a safe, sustainable, and affordable way for people to get where they need to go.

Most Importantly: Proposition 105 will divert valuable federal funding to other major cities and deserves a "no" vote

If Proposition 105 passes, sizable federal grants that were slated to go to Phoenix will be diverted to other cities for expanding their light rail systems. Large regional grants will be awarded to other cities and towns as well. A continued investment in light rail means a continued investment in stronger, healthier communities and improved quality of life.

Vote "no" on Proposition 105

Submitted By:
DEAN BRENNAN, FAICP
AALC Leadership Committee Co-chair

ADRIENNE UDARBE, MS, RDN
AALC Leadership Committee Co-chair

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

Por favor vote no a la Proposición 105. No permita que esta proposición confusa lo engañe a votar en contra de Phoenix.

Prop 105 es ANTI-tren ligero, lo cual significa que al votar sí matará al tren ligero y abandonará la visión antes que esta pueda tener una oportunidad de trabajar como un sistema multi-línea sirviendo a más personas en Phoenix. Votar NO significa mantener el tren ligero y seguir adelante con el plan aprobado por los votantes en varias ocasiones.

¿Qué sucederá con el dinero si el tren ligero muere? Ustedes pueden haber escuchado que Phoenix podrá utilizar este dinero para reparar las calles, financiar a las escuelas, y a otros grandes proyectos: Eso no es verdad.

Phoenix perderá alrededor del 75% de dinero gratis que financia el tren ligero si la Prop 105 es aprobada. La mayoría de este dinero viene del gobierno federal y *DEBE* de ser utilizado para proyectos del tren ligero. No se le permite a una Municipalidad utilizar los subsidios para otras cosas – así no es como esto funciona. Si la Prop 105 es aprobada, alrededor de \$4 BILLONES en dinero gratis federal se iría a otra ciudad, no a Phoenix. Pongan mucha atención al lenguaje engañoso de la Prop105: cualquier dinero que pueda ser redirigido solamente irá al Sur de Phoenix.

Es cierto que nuestras calles necesitan reparaciones, pero matando al tren ligero no significa que va a haber más dinero para las calles.

Las mejores ciudades del mundo tienen grandes sistemas de transporte. Si queremos que Phoenix permanezca competitiva como un lugar que atrae lo mejor y más brillante, nosotros necesitamos opciones inteligentes de transporte.

La Prop 105 comenzó porque un pequeño grupo vocal difundió miedo e información equivocada sobre el tren ligero. Como una asociación del vecindario, nosotros entendemos que tan importante es que se escuchen y se valoren las voces de las personas. Nosotros pensamos que la forma correcta para hacerlo es al trabajar juntos para encontrar soluciones, no por medio de temores para pasar una ley que le cierra las puertas a la potencial de Phoenix.

Vote no a la Prop 105.

Presentada Por:

COURTNEY NUSH

Presidenta, Alianza Vecinal del Centro de Phoenix

DIANA SANDOVAL

Tesorera, Alianza Vecinal del Centro de Phoenix

La Alianza de Arizona para las Comunidades Habitables se Opone a la Proposición 105.

La visión de la Alianza de Arizona para las Comunidades Habitables es que todas las comunidades de Arizona sean vibrantes, seguras y saludables, proporcionando justas oportunidades para que todos prosperen. En su primera década de operaciones exitosas, el tren ligero ha conectado a millones de residentes a trabajos, viviendas, cuidados de salud, educación, recreaciones, entretenimiento y compras – todas las cosas que hacen comunidades sanas y más felices. De hecho, el 30% de todos los viajeros del tren ligero son estudiantes en rumbo a sus escuelas.

La Proposición 105 va a aumentar la congestión de tráfico y hará a Phoenix un lugar menos saludable donde vivir y merece un voto “no”

Cada día, el tren ligero remueve a más de 25,000 viajes de vehículos de las calles, mejorando el viaje diario para todos. Con menos vehículos por las calles, el tren ligero significativamente reduce nuestro uso de combustible fósiles, mejorando la calidad de nuestro aire, y reduce el número de colisiones que suceden en nuestras calles. A medida que Phoenix continúa creciendo rápidamente, nuestro tren ligero necesita crecer en conjunto y proporcionar una manera segura, sostenible, y económica para que las personas puedan llegar a donde ellos necesitan ir.

Más Importante: la Proposición 105 va a desviar valioso financiamiento federal a otras ciudades mayores y merece un voto “no”

Si la Proposición 105 es aprobada, subsidios federales de gran tamaño que estaban destinados para Phoenix serán desviados a otras ciudades para expandir sus sistemas de tren ligero. También grandes subsidios regionales serán otorgados a otras ciudades y pueblos. La inversión continua al tren ligero significa una continua inversión en comunidades más fuertes, más saludables y con mejor calidad de vida.

Vote “no” a la Proposición 105

Presentado Por:

DEAN BRENNAN, FAICP

Subdirector del Comité de Liderazgo, AALC

ADRIENNE UDARBE, MS, RDN

Subdirectora del Comité de Liderazgo. AALC

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

Argument in Opposition to Proposition 105

Since 2000, Phoenix voters have affirmed three times the need for comprehensive transportation options that include public transit, sidewalks, bike lanes, and street infrastructure. City leaders promised transparency and oversight of these funds by the Citizens Transportation Commission. And the City of Phoenix has kept its promises.

I recently retired from the City where I served as Public Transit and Street Transportation Directors. The voter approved Transportation 2050 (T2050) plan includes expanding and enhancing bus and Dial-a-Ride services, the addition of new Bus Rapid Transit, improving streets, and adding bike lanes and sidewalks. Significant bus improvements have already been made with more to come. The City is busy implementing a plan to improve pavement conditions on ALL major streets with less than average conditions over five years. T2050 also called for more light rail and there are three extension projects in planning and design.

Light rail is highly effective, carrying 16 million people each year and attracting more than \$11 billion in economic development along the route. We need ALL modes — including light rail, rideshare and autonomous vehicles — to support our quick growth and limited real estate within Phoenix. Light rail and other high-capacity transit options will continue to be the most effective way to move large numbers of people in finite spaces.

This proposition also removes new rail options, which impacts the entire Valley. As Maricopa County continues to grow at a fast pace, commuter rail may be a future option for residents of other cities who travel to Metropolitan Phoenix. This initiative prohibits any new rail commuter service.

We need ALL transportation options to manage future growth. For our city today and the city our children and grandchildren will live in, I urge you to vote NO on Proposition 105.

Submitted By:
MARIA HYATT

Every Phoenician deserves to share in the economic prosperity of light rail. Mayor Kate Gallego urges you to vote no on Prop 105.

Phoenix voters approved investment in our light rail system three separate times, and those benefits are paying off.

Since the day it first opened its doors, light rail has connected workers to jobs, transported students to classrooms, and provided reliable transportation options to individuals with disabilities and older adults.

Light rail is great for the economy, not just in Phoenix but for the entire region it connects. So far it has helped create 35,000 permanent jobs, and there has been more than \$11 billion in capital investments within a quarter-mile of the tracks.

Prop 105 is an attempt to prevent communities in South, North, and West Phoenix from benefiting from the upcoming light rail extensions that voters have already approved for those areas. Preventing these extensions is short-sighted and will cost the city billions of dollars.

If Proposition 105 passes, up to \$5 billion in infrastructure investment from the federal government will no longer come to Phoenix.

Every single one of us has benefited from the positive impacts light rail investment has had on our economy, our education system, our environment, and our quality of life. We must continue this innovation and economic prosperity. I urge you to join me and vote no on Prop 105 because we must continue to invest in the future of our city.

Submitted By:
KATE GALLEGGO
Phoenix Mayor

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

Argumento en Contra de a la Proposición 105

Desde el 2000, los votantes de Phoenix han afirmado en tres ocasiones la necesidad de opciones de transporte integrales que incluyen transporte público, aceras, carriles para bicicletas e infraestructuras de calles. Los líderes de la Municipalidad prometieron transparencia y supervisión de estos fondos por la Comisión de Transporte para los Ciudadanos. Y la Municipalidad de Phoenix ha mantenido sus promesas.

Recientemente yo me retiré de la Municipalidad donde yo serví como Directora del Transito Público y el Transporte de las Calles. Los votantes aprobaron el plan de Transporte 2050 (T2050) que incluye expandir y mejorar los servicios de autobús y de Dial-a-Ride, la adición de Autobús de Transito Rápido nuevo, mejoramiento de las calles, y adición de carriles de bicicletas y aceras. Ya se han logrado mejoras significantes de autobuses con más por venir. La Municipalidad está ocupada implementando un plan para mejorar las condiciones de pavimento en TODAS las calles principales con condiciones inferiores al promedio por los últimos cinco años. El T2050 también pide por más líneas de tren ligero y existen tres proyectos de extensión en la etapa de planificación y diseño.

El tren ligero es bien eficiente, transportando a 16 millones de personas todos los años y atrayendo más de \$11 billones en desarrollo económico a lo largo de la ruta. Nosotros necesitamos TODOS los modos — incluyendo el tren ligero, transporte compartido, y vehículos autónomos — para apoyar a nuestro crecimiento rápido y la limitada cantidad de bienes y raíces en Phoenix. El tren ligero y otras opciones de transito de alta-capacidad continuarán siendo la manera más eficaz para mover a un gran número de personas en espacios limitados.

Esta proposición también remueve las nuevas opciones de ferrocarril, cual impacta a todo el Valle. Como el Condado de Maricopa continúa creciendo a un ritmo acelerado, la vía férrea para viajeros con trayecto diario puede ser la opción para los residentes en el futuro de otras municipalidades que viajan al área Metropolitana de Phoenix. Esta iniciativa prohíbe a cualquier servicio nuevo de ferrocarril para los viajeros de trayecto diario.

Nosotros necesitamos TODAS las opciones de transporte para manejar el crecimiento del futuro. Para nuestra municipalidad hoy y la municipalidad donde nuestros hijos y nietos vivirán, yo le urgo a que vote NO a la Proposición 105.

Presentado Por:
MARIA HYATT

Cada Fenicio merece compartir la prosperidad económica del tren ligero. La Alcaldesa Kate Gallego les urge a que voten no a la Prop 105.

Los votantes de Phoenix aprobaron una inversión en nuestro sistema del tren ligero en tres ocasiones separadas, y los beneficios se están dando.

Desde el día que abrió sus puertas, el tren ligero ha conectado a trabajadores a sus trabajos, ha transportado a estudiantes a sus clases, y ha proporcionado opciones seguras de transporte a las personas con discapacidades y a los adultos mayores.

El tren ligero es muy bueno para la economía, no solamente en Phoenix, pero por toda la región que conecta. Hasta ahora ha ayudado a crear 35,000 trabajos permanentes, y ha habido más de \$11 billones en inversiones capitales dentro de un cuarto de milla de los rieles.

La Prop 105 es un intento para prevenir a las comunidades en el Sur, Norte y Oeste de Phoenix de beneficiarse de las futuras extensiones del tren ligero que los votantes ya aprobaron para esas áreas. La prevención de estas extensiones viene de una perspectiva limitada y le costará a la municipalidad billones de dólares.

Si llega a pasar la Proposición 105, hasta \$5 billones en inversiones de infraestructura del gobierno federal no llegarán a Phoenix.

Cada uno de nosotros nos hemos beneficiado de los impactos positivos que la inversión del tren ligero ha tenido en nuestra economía, nuestro sistema educacional, nuestro ambiente, y en nuestra calidad de vida. Debemos continuar esta innovación y prosperidad económica. Yo les urgo a que se unan conmigo y voten no a la Prop 105 porque debemos continuar invirtiendo en el futuro de nuestra municipalidad.

Presentado Por:
KATE GALLEGO
Alcaldesa de Phoenix

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

Phoenix today has over 1.6 million residents and is the fastest growing city in the nation. We are the fifth largest city in the U.S. and people continue to move here from across the state and the globe. To remain a world class city, we need to not just be keeping up with this growth, we need to be ahead of it. And that means investing in our transit infrastructure. This is why it is critical to vote no on Prop 105.

I have lived in this city for nearly 50 years and I have seen what light-rail investment has done for our community. It does more than connect people to jobs and students to school, it connects ideas across communities. And this investment has not been done in a bubble. The city has also made major parallel investments in our streets, streetlights, bike lanes, and wheelchair accessible sidewalk ramps, just to name a few.

When people move to our city, they are expecting that we are prepared for their arrival, that we have been planning not just for our future but for theirs as well. Even if one does not consistently use public transit, its profound impact on our city, economically and culturally, is undeniable.

A No Vote on Prop 105 means we can continue to benefit from the positive impact of light rail and extend its benefits to more Phoenixians and future Phoenixians. Join me in voting no on Prop 105.

Submitted By:
THELDA WILLIAMS
Councilmember

AARP Arizona Opposition to Proposition #105

Getting across town shouldn't be made harder. AARP Arizona opposes Prop 105. Phoenix is the fastest growing city in the country, and we need to add options to how we get around, not take them away. The light rail is essential to reducing congestion in our growing community. Prop 105 is about stopping more than the south/central extension, and would take away transportation options, threaten access to medical care, and hurt our ability to get to work, school, and other essential needs. The City of Phoenix's discussion on light rail started over 20 years ago, and voters have since approved funding for light rail three times. Now interests outside of our state want to undo what voters have approved and pull our city backwards, undermine our choice, and stifle economic growth. AARP Arizona urges residents to vote NO on Prop 105.

Submitted By:
DANA M. KENNEDY
State Director, AARP Arizona

STEPHEN M. JENNINGS
Associate State Director, AARP Arizona

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

Hoy Phoenix tiene más de 1.6 millones de residentes y es la municipalidad de más rápido crecimiento en la nación. Somos la quinta municipalidad más grande en los EE.UU. y personas a través del estado y del mundo continúan mudándose aquí. Para permanecer una municipalidad de clase mundial, no solamente necesitamos mantenernos al ritmo del crecimiento, necesitamos estar por encima de él. Y esto significa invirtiendo en nuestra infraestructura de transporte. Es por esto que es crítico que vote no a la Prop 105.

Yo he vivido en esta municipalidad por casi 50 años y he visto lo que la inversión del tren ligero ha hecho para nuestra comunidad. Hace más que solamente conectar a personas a sus trabajos y a estudiantes a sus escuelas, conecta ideas a través de nuestras comunidades. Y esta inversión no fue hecha en una burbuja. La municipalidad también ha hecho mayores inversiones paralelas en nuestras calles, alumbrado, carriles para bicicletas, y rampas para las aceras para sillas de ruedas, solo para nombrar algunas.

Cuando las personas se mudan a nuestra municipalidad, ellos esperan que nosotros estemos preparados para su llegada, que nosotros hemos estado planificando no solamente para nuestro futuro pero también para el de ellos. Aunque uno no use consistentemente el transporte público, su profundo impacto en nuestra municipalidad, económicamente y culturalmente, es innegable.

Un Voto No a la Prop 105 significa que podemos continuar al beneficio del impacto positivo del tren ligero y extender sus beneficios a más Fenicios y a los Fenicios del futuro. Únase conmigo al votar no a la Prop 105.

Presentado Por:
THELDA WILLIAMS
Miembra del Concejo

AARP Arizona en Oposición a la Proposición #105

Atravesar la municipalidad no debería hacerse más complicado. AARP Arizona se opone a la Prop 105. Phoenix es la municipalidad con más rápido crecimiento en el país, y nosotros necesitamos agregar opciones para movilizarnos, no quitarlas. El tren ligero es esencial en reducir la congestión en nuestra comunidad creciente. La Prop 105 se trata de más que solo parar la extensión sur/central, y quitaría opciones de transporte, amenazaría al acceso médico, y lastimaría nuestra habilidad de llegar a nuestros trabajos, escuelas, y a otras necesidades esenciales. La discusión de la Municipalidad de Phoenix sobre el tren ligero comenzó hace más de 20 años, y los votantes han aprobado el financiamiento del tren ligero tres veces. Ahora intereses afuera de nuestro estado quieren deshacer lo que los votantes han aprobado y llevar a nuestra municipalidad hacia atrás, desautorizar nuestras selecciones, y parar el crecimiento económico. AARP Arizona urge a los residentes a que voten NO a la Prop 105.

Presentado Por:
DANA M. KENNEDY
Directora del Estado, AARP Arizona

STEPHEN M. JENNINGS
Director Asociado del Estado, AARP Arizona

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

Arizona Forward Encourages You to Vote “NO” on Prop. 105

For 50 years Arizona Forward has supported multi-modal transportation, healthy living, community building, economic growth and stewardship of the natural environment toward a resilient and sustainable Arizona through on-the-ground projects, advocacy and education.

Widespread adoption of clean transportation solutions, public transit systems and transportation choices will be transformative for the city of Phoenix. Dramatically reducing greenhouse gas and air pollution emissions, lessening impacts of land use and increasing community connectivity and livability is essential as Phoenix continues to grow in its rank as one of the largest cities in the nation. Light rail in Phoenix has begun this transformation and for the sake of the state’s economy and its environment we need to continue this progress. By voting **“NO” on the Prop. 105** initiative, you will help Phoenix continue to move **forward** for a better Arizona, not **backward**.

Residents approved Prop 104 in 2015 to support light rail. Since 2015, the City has leveraged its position to accumulate billions of grant dollars to develop a more robust light rail system that cannot be allocated to other transportation projects, all of which would now be lost if Prop 105 passes.

Arizona Forward and our diverse membership of more than 250 large corporations, small businesses, municipal, county and state agencies, educational institutions, related nonprofits and concerned citizens that help ensure smart growth and development, efficient transportation, improved air quality, responsible water management, energy alternatives, forest health and meaningful education urge you to **Vote “NO” on Prop.105**.

Submitted By:
LORI SINGLETON
President & CEO, Arizona Forward

DAVID SKINNER
Chair of the Board, Arizona Forward

Vote No on Prop. 105 – Don’t Derail Light Rail

Light rail helps business executives and employees get to their jobs. Light rail helps senior citizens, individuals with disabilities and others that have challenges driving get around. Light rail helps families enjoy ball games and events in Phoenix. Light rail helps high school and college students get to class. Light rail helps connect family and friends.

By using light rail in Phoenix, citizens are able to avoid the stress of driving and sitting in traffic (which can also help to decrease congestion for drivers). Riding light rail enables individuals to read, communicate electronically, relax or work.

Over the last decade, representatives of the Arizona Public Interest Research Group (Arizona PIRG) have spoken with community groups and other organizations, small business owners, and individuals that live in Phoenix about transportation options, including light rail. Over the last year, the vast majority of those we have spoken with have expressed support for increasing, not eliminating, light rail. And for good reason:

Light rail saves money for consumers. When the cost of operating and maintaining a vehicle, insurance, gasoline and parking is taken into account, it is less expensive to ride light rail than to drive.

Light rail reduces air pollution increasing the likelihood that tourists will want to visit Phoenix and provide a boost to the economy. Additionally, poor air quality too often results in asthma attacks and other respiratory illnesses and negatively impacts the health of those of us that live and/or work in Phoenix.

The bottom line is this: Light rail has provided a beneficial transportation option in Phoenix for over a decade. Light rail should continue on track.

Vote No on Prop. 105 – Don’t Derail Light Rail

Submitted By:
JOSEPH RUPP
Arizona PIRG President

DIANE E. BROWN
Arizona PIRG Executive Director

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

Arizona Hacia Adelante Te Motiva a que Votes “NO” a la Prop. 105

Por 50 años Arizona Hacia Adelante ha apoyado al transporte multi-modal, el vivir saludablemente, construir comunidad, crecimiento económico y manejo del ambiente natural hacia un Arizona fuerte y sostenible por medio de proyectos sobre-el-terreno, la abogacía y la educación.

La adopción generalizada de soluciones del transporte limpio, sistemas del transporte público y las decisiones de transporte serán transformativas para la municipalidad de Phoenix. Dramáticamente reduciendo el gas de invernadero y emisiones de contaminación del aire, disminuyendo los impactos del uso de la tierra y aumentando la conectividad comunitaria y la habitabilidad es esencial ya que Phoenix continúa creciendo en su rango como una de las municipalidades más grandes en la nación. El tren ligero en Phoenix ha empezado esta transformación y por el bien de la economía estatal y su ambiente necesitamos continuar con este progreso. Al votar **“NO” a la iniciativa de la Prop. 105**, usted ayudará a Phoenix a continuar moviéndose hacia **adelante** para un mejor Arizona, no hacia **atrás**.

Los residentes aprobaron la Prop 104 en el 2015 para apoyar al tren ligero. Desde el 2015, la Municipalidad ha potenciado su posición para acumular billones de dólares de subsidio para desarrollar un sistema de tren ligero más robusto que no pueden ser destinado a otros proyectos de transporte, todo esto se perdería si la Prop 105 es aprobada.

Arizona Hacia Adelante y nuestra diversa membresía de más de 250 corporaciones grandes, negocios pequeños, agencias municipales, del condado y el estado, instituciones educacionales, instituciones relacionadas sin fines de lucro y ciudadanos preocupados que ayudan a asegurar el crecimiento y desarrollo inteligente, transporte eficiente, mejor calidad del aire, el manejo del agua responsable, alternativas de energía, salud forestal y educación significativa le urge a que **Vote “NO” a la Prop. 105**.

Presentado Por:

LORI SINGLETON

Presidenta y CEO, Arizona Hacia Adelante

DAVID SKINNER

Director de la Junta, Arizona Hacia Adelante

Vote No a la Prop. 105 – No Descarrile el Tren Ligero

El tren ligero ayuda a los ejecutivos empresariales y a empleados llegar a sus trabajos. El tren ligero ayuda a movilizarse a los ciudadanos mayores, individuos con discapacidades y a otros con dificultades conduciendo. El tren ligero ayuda a las familias a disfrutar los juegos de pelota y los eventos en Phoenix. El tren ligero ayuda a los estudiantes secundarios y universitarios llegar a sus clases. El tren ligero ayuda a conectar a familias y amigos.

Al usar el tren ligero en Phoenix, los ciudadanos pueden evitar el estrés de conducir y de estar atorados en el tráfico (cual también puede ayudar a disminuir la congestión para los conductores). Viajando por el tren ligero habilita a las personas a leer, a comunicarse electrónicamente, a relajarse o trabajar.

Durante la última década, los representantes del Grupo de Estudio de Intereses Públicos de Arizona (Arizona PIRG) han conversado con grupos comunitarios y otras organizaciones, dueños de pequeños negocios, y con personas que viven en Phoenix sobre las opciones del transporte, incluyendo el tren ligero. Durante el último año, la gran mayoría de esas personas con quien nosotros hemos conversado han expresado el apoyo para aumentar, no eliminar, el tren ligero. Y por una buena razón:

El tren ligero ahorra dinero a los consumidores. Cuando los gastos para operar y mantener un vehículo, el seguro, la gasolina y el estacionamiento se toma en cuenta, es menos caro viajar en el tren ligero que conducir.

El tren ligero reduce la contaminación del aire aumentando la probabilidad que los turistas quieran visitar a Phoenix y proporciona un aumento a la economía. Adicionalmente, la calidad pobre del aire muy seguido resulta en ataques asmáticos y otras enfermedades respiratorias que negativamente impactan la salud de los que vivimos y/o trabajamos en Phoenix.

El punto final es este: El tren ligero ha proporcionado una opción de transporte beneficioso en Phoenix por más de una década. El tren ligero debería continuar en su vía.

Vote No a la Prop. 105 – No Descarrile al Tren Ligero

Presentado Por:

JOSEPH RUPP

Presidente, Arizona PIRG

DIANE E. BROWN

Directora Ejecutiva, Arizona PIRG

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

Since 2004, Downtown Voices Coalition (DVC) has advocated for Downtown residents, businesses, property owners, and community-based organizations. DVC opposes Proposition 105 because it will undermine the progress our community has made in connecting Phoenixians to economic opportunity, and the Valley, through light rail.

Light rail has been integral in facilitating renewed activity back to our urban core, including:

- Renewed interest and investment in historic neighborhoods
- Higher education opportunities, particularly in the biomedical fields
- National events such as the Super Bowl and March Madness
- High-density, mixed-use developments
- The redevelopment of several shopping centers

A yes vote on Proposition 105 will call into question the viability of planned and proposed projects such as Phoenix to Tucson rail, commuter rail, the I-10 extension to West Phoenix, and the ability of the nation's fifth largest city to host events of national stature, while jeopardizing the maintenance and operations of our current transportation system.

We ask you to vote NO on Proposition 105. Join us in supporting continued quality growth by rejecting this proposition and voting – as Phoenix voters have done several times in the past – to advance a modern, multi-line light rail system that benefits so many, now and in the future.

Submitted By:
JAMES W. MCPHERSON III
Secretary, Downtown Voices Coalition

ANDIE ABKARIAN
Vice Chair, Downtown Voices Coalition

R. KYLE FOXCROFT
Planning & Infrastructure Chair, Downtown Voices Coalition

The membership of the Arizona Public Health Association urges you to VOTE NO on Proposition 105.

There are good data indicating that a light rail extension on Central Avenue in South Phoenix will have a long-lasting positive impact on the public's health in South Phoenix.

Those data come from a scientific and detailed Health Impact Assessment was done by the Maricopa County Department of Public Health, the Arizona Department of Health Services, and the Arizona Alliance for Livable Communities.

The report is 157 pages long and obviously we cannot report all the findings here- but the analysis concludes that a thoughtfully planned and implemented light rail extension in South Phoenix will result in positive long-term health outcomes for residents of South Phoenix including: 1) Lower rates of chronic disease; 2) Improved outcomes in pregnancy; 3) Fewer violent deaths; and 4) A decline in all-cause deaths.

South-central neighborhoods of Phoenix boast many of the elements to become a thriving, healthy, vibrant and robust community: a diverse and rich culture; strong and varied institutions; and pride and dignity.

Objective data suggest that a light rail extension along Central Avenue in South Phoenix will help to reinforce those positive aspects of the community and improve the health of the residents.

That's why we urge you to VOTE NO on Proposition 105.

Submitted By:
WILL HUMBLE
Executive Director, Arizona Public Health Association

MARY ELLEN CUNNINGHAM
Board President, AzPHA

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

Desde el 2004, la Coalición de Voces del Centro de la Ciudad (DVC) ha abogado por los residentes, negocios, dueños de propiedades, y las organizaciones comunitarias del Centro de la Ciudad. DVC se opone a la Proposición 105 porque esta perjudicará el progreso que ha hecho nuestra comunidad en conectar a los Fenicios a las oportunidades económicas, y al Valle, por medio del tren ligero.

El tren ligero ha sido integral en facilitar las actividades renovadas de regreso a nuestro núcleo urbano, incluyendo:

- El renovado interés e inversión en nuestros vecindarios históricos
- Oportunidades de educación superior, particularmente en el ámbito biomédico
- Eventos nacionales como el Súper Tazón y la Locura de Marzo
- Desarrollos de densidad alta y uso mixto
- El desarrollo renovado de varios centros comerciales

Un voto sí a la Proposición 105 pondría en duda la viabilidad de proyectos planificados y propuestos tal como el carril de Phoenix a Tucson, el carril de trayectos diarios, la extensión del I-10 al Oeste de Phoenix, y la habilidad de la quinta ciudad más grande de la nación de ser anfitrión de eventos de estatura nacional, mientras se pone en peligro el mantenimiento y las operaciones de nuestro sistema de transporte actual.

Le pedimos que vote NO a la Proposición 105. Únase con nosotros en apoyar la continuidad de la calidad de crecimiento al rechazar esta proposición y al votar – así como los votantes de Phoenix lo han hecho en varias ocasiones en el pasado – para avanzar un moderno sistema de tren ligero de líneas múltiples que benefician a tantos, ahora y en el futuro.

Presentado Por:

JAMES W. MCPHERSON III

Secretario, Coalición de Voces del Centro de la Ciudad

ANDIE ABKARIAN

Vicedirectora, Coalición de Voces del Centro de la Ciudad

R. KYLE FOXCROFT

Director de Planificación e Infraestructura, Coalición de Voces del Centro de la Ciudad

La membresía de Asociación de Salud Pública de Arizona le urge a que VOTE NO a la Proposición 105.

Existen buenos datos indicando que una extensión del tren ligero en la Avenida Central en el Sur de Phoenix tendría un impacto positivo a largo plazo en la salud pública en el Sur de Phoenix.

Los datos vienen de una Evaluación científica y detallada sobre el Impacto de Salud hecha por el Departamento de Salud Pública del Condado de Maricopa, el Departamento de Servicios de Salud de Arizona, y por la Alianza de Arizona para Comunidades Habitables.

El reporte consiste en 157 páginas y obviamente no podemos reportar aquí todos los hallazgos- pero el análisis concluye que una extensión del tren ligero cuidadosamente planificada e implementada en el Sur de Phoenix resultaría en positivos resultados de salud a largo plazo para los residentes del Sur de Phoenix incluyendo: 1) Índices más bajos de enfermedades crónicas; 2) Mejores resultados con los embarazos; 3) Menos muertes violentas; y 4) Una reducción en todas las causas de muertes.

Los vecindarios sur-central de Phoenix presumen muchos de los elementos para convertirse en una comunidad prospera, saludable, vibrante, y robusta: una cultura diversa y rica; instituciones fuertes y variadas; y orgullo y dignidad.

Los datos objetivos sugieren que la extensión del tren ligero a través de la Avenida Central en el Sur de Phoenix ayudará a reforzar esos aspectos positivos de la comunidad y mejorará la salud de los residentes.

Es por eso que nosotros le urgimos que VOTE NO a la Proposición 105.

Presentado Por:

WILL HUMBLE

Director Ejecutivo, Asociación de Salud Pública de Arizona

MARY ELLEN CUNNINGHAM

Presidenta de la Junta, AzPHA

ARGUMENTS IN OPPOSITION OF PROPOSITION 105

I am opposed to ballot Proposition 105 due to its incomplete language, which would likely cancel for the next generation any expansion of the Phoenix light rail system, and any future commuter or regional train development that would benefit citizens of Phoenix and all of Maricopa County. The voters of Phoenix have already approved on three prior public votes strong support for light rail, and the portions of our light rail system that are currently operational have helped connect tens of thousands of people daily into the core of our city and adjacent communities. Our light rail system benefits students, seniors, residents, visitors and workers, and connects them with schools, cultural facilities, entertainment venues, the airport, and healthcare, government and businesses services of all types.

Our current light system has been the main catalyst along its current routes for robust development that allows more mobility options, and more job creation that can be accessed by public transit. As our city continues to mature, our urban cores are quickly becoming denser, walkable, vibrant and more sustainable, and in essence, provide a better quality of life. As the 5th largest city in our country, and the fastest growing major city, we need a robust series of transportation options to continue to encourage good development with many housing options, and a variety of employment opportunities.

It would be very short sided for the citizens of our City to pass this proposition, as light rail transit offers significantly more benefits then challenges. I urge all of you to vote No on Proposition 105!

Submitted By:
BRIAN CASSIDY, AIA
President, CCBG Architects, Inc.
Chair, Phoenix Warehouse District Council
Phoenix Resident

Interconnected transportation is critical to Arizona's economy and quality of life. It creates jobs, moves products and allows people to spend more time with their families and less time sitting in traffic. **A NO VOTE on Proposition 105** is crucial in order to manage future growth in the Valley. On three different occasions Phoenix voters affirmed the need for transportation options that include public transit, bike lanes, and street infrastructure. The passing of Proposition 104 in 2015, provided all Phoenicians with a variety of transportation options, and now Proposition 105 is set on taking these options away.

In order to move people efficiently through the central corridor all modes of transportation are needed. This includes increasing light rail routes, adding regional commuter rail, improving streets, autonomous vehicles and ride share options, and increased bus rapid transit. Without options it will be difficult to support the rapid growth of the county and people will be forced into hours of gridlock to and from work.

The proponents of Proposition 105 are misleading people by saying there will be more money for other transportation projects. In fact, there would be far less money for projects if this proposal passes. Phoenix only pays 25% of the costs for light rail. If Proposition 105 passes, Phoenix will lose out on more than \$4.5 billion in federal and regional funds because they are solely dedicated for rail projects and can't be used for other transportation projects.

If Proposition 105 passes, federal dollars could be taken from Phoenix and given to other cities like Dallas, Denver, Los Angeles, or Salt Lake City which have active rail projects. Those funds need to remain invested in Phoenix.

This August; don't let a small dark money group rollback the will of the voters.
Vote NO on Proposition 105.

Submitted By:
DAVID MARTIN
President, Arizona Chapter Associated General Contractors of America, Inc.

AMANDA MCGENNIS
Sr. Vice President, Arizona Chapter Associated General Contractors of America, Inc.

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 105

Yo estoy opuesto a la Proposición 105 de la boleta debido a su lenguaje incompleto, cual probablemente cancelará para las generaciones futuras cualquier expansión al sistema de tren ligero de Phoenix, y cualquier desarrollo futuro de trayectos diarios o de trenes regionales que beneficiarían a los ciudadanos de Phoenix y por todo el Condado de Maricopa. Los votantes de Phoenix ya aprobaron en tres previos votos públicos un fuerte apoyo para el tren ligero, y las porciones de nuestro sistema del tren ligero actualmente operando han ayudado a conectar a decenas de miles de personas a diario al núcleo de nuestra municipalidad y a comunidades adyacentes. Nuestro sistema del tren ligero beneficia a los estudiantes, personas mayores, residentes, visitantes y trabajadores, y los conecta con las escuelas, los centros culturales, lugares de entretenimiento, al aeropuerto, y a los servicios de cuidado de salud, al gobierno, y negocios servicios de todo tipo.

Nuestro sistema del tren ligero actual ha sido el principal catalizador a través de sus rutas actuales de desarrollo robusto que permite más opciones de movilidad, y a más creaciones de trabajo que pueden ser accedidas por el transporte público. A medida que nuestra municipalidad continúa a madurar, nuestro núcleo urbano rápidamente se está volviendo más denso, caminable, vibrante y más sostenible, y en esencia, proporciona una mejor calidad de vida. Como la 5ta municipalidad más grande en nuestro país, y la municipalidad de más rápido crecimiento, nosotros necesitamos una serie de opciones de transporte robustos para continuar a motivar el buen desarrollo con muchas opciones de viviendas, y con variedad de oportunidades de empleo.

Sería corto de vista que los ciudadanos de nuestra Municipalidad aprobaran esta proposición, ya que el tren ligero ofrece significativamente más beneficios que desafíos. ¡Yo los urgo a todos ustedes que voten No a la Proposición 105!

Presentado Por:

BRIAN CASSIDY, AIA

Presidente, CCBG Architects, Inc.

Director, Concejo del Distrito de Bodegas de Phoenix

Residente de Phoenix

El transporte interconectado es crítico para la economía y calidad de vida de Arizona. Crea empleos, mueve los productos y permite a las personas compartir más tiempo con sus familias y menos tiempo estancados en el tráfico. **UN VOTO NO a la Proposición 105** es crucial para poder manejar el crecimiento del futuro en el Valle. En tres diferentes ocasiones los votantes de Phoenix afirmaron la necesidad de opciones de transporte que incluyan el transporte público, carriles de bicicletas, y la infraestructura de las calles. La aprobación de la Proposición 104 en el 2015, les proporcionó a todos los Fenicios con una variedad de opciones de transporte, y ahora la Proposición 105 está destinada a quitar estas opciones.

Para poder mover eficazmente a las personas por medio del corredor central se necesitan todos los medios de transporte. Esto incluye aumentar las rutas del tren ligero, aumentando rieles regionales para trayectos diarios, mejorando las calles, opciones de vehículos autónomos y de viajes compartidos, y aumentar el transito del autobús rápido. Sin opciones será difícil apoyar el crecimiento rápido del condado y las personas serán forzadas a horas de atascos para ir y venir del trabajo.

Los proponentes de la Proposición 105 están engañando a las personas al decir que habrá más dinero para otros proyectos de transporte. En realidad, habrá mucho menos dinero para los proyectos si esta propuesta es aprobada. Phoenix solamente paga el 25% de los gastos del tren ligero. Si la Proposición 105 es aprobada, Phoenix perderá más de \$4.5 billones en fondos federales y regionales porque solamente están dedicados a los proyectos de rieles y no pueden ser utilizados para otros proyectos de transporte.

Si la Proposición 105 es aprobada, se le podrían quitar dólares federales a Phoenix y ser otorgados a otras municipalidades como Dallas, Denver, Los Ángeles, o Salt Lake City, cuales tienen proyectos de rieles activos. Estos fondos necesitan permanecer invertidos en Phoenix.

Este agosto; no permita que un pequeño grupo de dinero oscuro desmantele la voluntad de los votantes.

Vote NO a la Proposición 105.

Presentado Por:

DAVID MARTIN

Presidente, Capitulo de Arizona de Contratadores Generales Asociados de América, Inc.

AMANDA MCGENNIS

Vicepresidenta Superior, Capitulo de Arizona de Contratadores Generales Asociados de América, Inc.

PROPOSITION NUMBER 106

CHARTER AMENDMENT – PENSIONS

Descriptive Title

Proposed amendment to the Charter of the City of Phoenix to: (1) require the City to conduct an additional annual assessment of all of its pension liabilities; (2) impose a cap on budget growth for City programs including budgets for parks, libraries, and information technology but excluding budgets for police, fire, first responders, labor contracts executed before January 1, 2018, enterprise funds and voter-approved special revenues or revenue funds, if pensions are not at least 90% funded, and mandate that all funds above the budget cap be spent solely toward pension liabilities; and (3) require elected officials reimburse the City for all future pension contributions made by the City on the elected officials' behalf.

Full Text

See below for the full text of this proposed Charter Amendment.

Question

Shall Chapter XXIV, Article V be added to the Charter of the City of Phoenix to require the City to conduct an additional annual assessment of all of its pension liabilities; to impose a cap on budget growth for City programs including budgets for parks, libraries, and information technology but excluding budgets for police, fire, first responders, labor contracts executed before January 1, 2018, enterprise funds and voter-approved special revenues or revenue funds, if pensions are not at least 90% funded, and mandate that all funds above the budget cap be spent solely toward pension liabilities; and to require elected officials to reimburse the City for all future pension contributions made by the City on the elected officials' behalf as described above?

YES ← 

NO ← 

FULL TEXT OF PROPOSITION NUMBER 106 (A SUMMARY APPEARS ON PAGE 54)

Charter Amendment – Pensions

Chapter XXIV, Article V of the Charter of the City of Phoenix will be added as follows:

WITHIN THIRTY DAYS AFTER THE EFFECTIVE DATE OF THIS ACT, THE CITY COUNCIL SHALL ADOPT AMENDMENTS IMPLEMENTING THE FOLLOWING PROVISIONS OF THIS ACT, INCLUDING STRIKING ANY CURRENTLY-EXISTING PROVISIONS OF THE CITY CHARTER INCONSISTENT WITH THE TERMS OF THIS ACT. CHAPTER XXIV SHALL BE AMENDED BY ADDING PART V, TO PROVIDE FOR THE FOLLOWING:

1. DEFINITIONS

1.1 "ACT" MEANS RESPONSIBLE BUDGET ACT.

CONTINUED ON NEXT PAGE

PROPOSICIÓN NÚMERO 106

ENMIENDA A LA CONSTITUCIÓN – PENSIONES

Título Descriptivo

Enmienda propuesta a la Constitución Municipal de Phoenix para: (1) requerir que la Municipalidad lleve a cabo una evaluación anual adicional de todas sus obligaciones de pensiones; (2) imponer un límite en el aumento de presupuestos para programas municipales incluyendo presupuestos para parques, bibliotecas, e información tecnológica pero excluyendo presupuestos para la policía, bomberos, primeros auxilios, contratos laborales establecidos antes del 1 de enero, 2018, fondos empresariales e ingresos tributarios especiales o fondos de ingresos tributarios aprobados por votantes, si las pensiones no están financiadas a por lo menos 90%, y ordenar que todos los fondos por encima del límite del presupuesto sean gastados únicamente hacia obligaciones de pensiones; y (3) requerir que funcionarios electos reembolsen a la Municipalidad todas las contribuciones futuras para pensiones hechas por la Municipalidad de parte de esos funcionarios electos.

Text Entero

Consulte a continuación el texto entero de esta Enmienda propuesta a la Constitución Municipal.

Pregunta

¿Deberá añadirse el Capítulo XXIV, Artículo V, a la Constitución Municipal de Phoenix requiriendo que la Municipalidad lleve a cabo una evaluación anual adicional de todas sus obligaciones de pensiones; para imponer un límite en el aumento de presupuestos para los programas Municipales incluyendo presupuestos para parques, bibliotecas, e información tecnológica pero excluyendo presupuestos para la policía, bomberos, primeros auxilios, contratos laborales establecidos antes del 1 de enero, 2018, fondos empresariales e ingresos tributarios especiales o fondos tributarios aprobados por votantes, si las pensiones no están financiadas a por lo menos el 90%, y ordenar que todos los fondos por encima del límite del presupuesto sean gastados únicamente hacia obligaciones de pensiones; y requiriendo que funcionarios electos reembolsen a la Municipalidad todas las contribuciones futuras para pensiones hechas por la Municipalidad de parte de esos funcionarios electos según se describe arriba?

SI ← 

NO ← 

TEXTO ENTERO DE LA PROPOSICIÓN NÚMERO 106 (UN RESUMEN APARECE EN LA PÁGINA 54)

Enmienda a La Constitución – Pensiones

Capítulo XXIV, Artículo V de la Constitución Municipal de Phoenix será añadido como sigue:

DENTRO DE TREINTA DÍAS A PARTIR DE LA FECHA DE ENTRADA EN VIGENCIA DE ESTA ACTA, EL CONCEJO MUNICIPAL ADOPTARÁ ENMIENDAS IMPLEMENTANDO LAS SIGUIENTES DISPOSICIONES DE ESTA ACTA, INCLUYENDO TACHANDO CUALQUIER DISPOSICIÓN YA EXISTENTE EN LA CONSTITUCIÓN MUNICIPAL INCOMPATIBLE CON LOS TÉRMINOS DE ESTA ACTA. CAPÍTULO XXIV SERÁ ENMENDADO POR MEDIO DE AÑADIR PARTE V, DISPONIENDO LO SIGUIENTE:

CONTINUADO EN LA SIGUIENTE PAGINA

1.2 "ANNUAL ASSESSMENT" MEANS A YEARLY RECORD OF THE CITY OF PHOENIX EMPLOYEES' RETIREMENT SYSTEMS FINANCIAL CONDITION.

1.3 "CITY OFFICIAL" MEANS THE MAYOR AND MEMBERS OF THE COUNCIL OF THE CITY OF PHOENIX, WHETHER SERVING BY ELECTION OR APPOINTMENT.

1.4 "FUNDED" MEANS THE AMOUNT PROJECTED TO BE REQUIRED TO BE OWNED IN A PENSION SYSTEM, BY TAKING INTO ACCOUNT CAPITAL CONTRIBUTIONS AND RETURN ON INVESTMENTS, IN ORDER TO SATISFY ALL OBLIGATIONS TO PAY RETIREMENT BENEFITS.

1.5 "GAAP" MEANS GENERALLY ACCEPTED ACCOUNTING PRINCIPLES WHICH ARE THE ACCOUNTING STANDARDS ADOPTED BY THE UNITED STATES SECURITIES AND EXCHANGE COMMISSION.

1.6 "GASB" MEANS THE GOVERNMENTAL ACCOUNTING STANDARDS BOARD WHICH IS THE SOURCE OF GAAP PRINCIPLES FOR STATE AND MUNICIPAL GOVERNMENTS.

1.7 "PENSION FUNDING" MEANS REQUIRED EMPLOYER CONTRIBUTION RATES ARE DETERMINED ACTUARIALLY TO FUND FULL BENEFITS FOR ACTIVE MEMBERS AND TO AMORTIZE ANY UNFUNDED ACTUARIAL LIABILITY AS A LEVEL PERCENT OF PROJECTED MEMBER PAYROLL OVER THE AMORTIZATION PERIOD.

1.8 "SEAT" MEANS THE OFFICE OF AN ELECTED OR APPOINTED MEMBER OF THE CITY COUNCIL WHICH CONSISTS OF A MAYOR AND EIGHT (8) OTHER MEMBERS.

1.9 "TEN YEAR RATE OF RETURN" MEANS THE RETURN AN INVESTMENT PROVIDES OVER A PERIOD OF TIME, CALCULATED AS A TIME-WEIGHTED INVESTMENT. THE ANNUAL RETURN RATE IS MEASURED FROM THE INITIAL AMOUNT OF THE INVESTMENT.

2. ANNUAL ASSESSMENT

a) THE PHOENIX CITY COUNCIL SHALL PRODUCE AND PUBLISH, ON AN ANNUAL BASIS, AN ASSESSMENT REPORT THAT PROVIDES AN ASSESSMENT OF THE CITY OF PHOENIX'S PENSION DEBT AND THIS ANNUAL REPORT SHALL EMPLOY GAAP PRINCIPLES IN ACCORDANCE WITH OVERSIGHT AND PRINCIPLES PROMULGATED BY THE GASB.

b) IN ASSESSING THE PENSION DEBT, THE REPORT SHALL ONLY UTILIZE THE HISTORICAL ANNUAL AVERAGE RETURN ON INVESTMENT OF THE PREVIOUS 10 YEARS, AND SHALL ONLY UTILIZE THE HISTORICAL LIFE EXPECTANCY OF PENSION PARTICIPANTS OF ALL CITY OF PHOENIX PENSION SYSTEMS OF THE PREVIOUS 10 YEARS, TO DETERMINE PENSION SOLVENCY AND DEBT AMOUNT.

1. THE ANNUAL ASSESSMENT SHALL NOT UTILIZE ANY ASSUMPTIONS OR ESTIMATES FOR POTENTIAL RETURNS.

1. DEFINICIONES

1.1 "ACTA" SIGNIFICA ACTA DE PRESUPUESTO RESPONSABLE.

1.2 "EVALUACIÓN ANUAL" SIGNIFICA UN REGISTRO ANUAL DE LA CONDICIÓN FINANCIERA DEL SISTEMA DE RETIRO DE LOS EMPLEADOS MUNICIPALES DE PHOENIX.

1.3 "FUNCIONARIO MUNICIPAL" SIGNIFICA EL ALCALDE Y MIEMBROS DEL CONCEJO MUNICIPAL DE PHOENIX, YA SEA SI SIRVEN POR ELECCIÓN O POR NOMBRAMIENTO.

1.4 "FINANCIADO" SIGNIFICA LA CANTIDAD PROYECTADA QUE SE REQUIERE QUE SE TENGA EN UN SISTEMA DE PENSIONES, TOMANDO EN CUENTA APORTACIONES DE CAPITAL A LA CUENTA Y RENDIMIENTO DE INVERSIONES, CON EL FIN DE SATISFACER TODAS LAS OBLIGACIONES DE PAGAR BENEFICIOS DE RETIRO.

1.5 "GAAP" SIGNIFICA PRINCIPIOS DE CONTABILIDAD GENERALMENTE ACEPTADAS LAS CUALES SON LAS NORMAS DE CONTABILIDAD ADOPTADAS POR LA COMISIÓN DE VALORES Y BOLSA DE LOS ESTADOS UNIDOS.

1.6 "GASB" SIGNIFICA LA JUNTA DE NORMAS DE CONTABILIDAD DEL GOBIERNO LA CUAL ES LA FUENTE DE LOS PRINCIPIOS DE GAAP PARA LOS GOBIERNOS ESTATALES Y MUNICIPALES.

1.7 "FINANCIAMIENTO DE PENSIONES" SIGNIFICA LAS APORTACIONES REQUERIDAS DEL EMPLEADOR DETERMINADAS DE MANERA ACTUARIAL PARA FINANCIAR BENEFICIOS COMPLETOS PARA MIEMBROS ACTIVOS Y PARA AMORTIZAR OBLIGACIONES ACTUARIALES NO FINANCIADAS COMO PORCENTAJE NIVEL SOBRE PLANILLAS PROYECTADAS DE MIEMBROS DURANTE EL PERÍODO DE AMORTIZACIÓN.

1.8 "ESCAÑO" SIGNIFICA EL PUESTO QUE OCUPA UN MIEMBRO ELECTO O NOMBRADO EN EL CONCEJO MUNICIPAL EL CUAL CONSISTE EN EL ALCALDE Y OCHO (8) MIEMBROS MÁS.

1.9 "TASA DE RENDIMIENTO DE DIEZ AÑOS" SIGNIFICA EL RENDIMIENTO DE LA INVERSIÓN PROVISTA DURANTE DADO PERÍODO DE TIEMPO, CALCULADO COMO UNA INVERSIÓN DE TIEMPO PONDERADO. LA TASA DE RENDIMIENTO SE MIDE A PARTIR DE LA CANTIDAD INICIAL DE LA INVERSIÓN.

2. EVALUACIÓN ANUAL

a) EL CONCEJO MUNICIPAL DE PHOENIX PRODUCIRÁ Y PUBLICARÁ ANUALMENTE, UN INFORME DE EVALUACIÓN QUE PROVEE UN ANÁLISIS DE LA DEUDA DE PENSIONES DE LA MUNICIPALIDAD DE PHOENIX Y ESTE INFORME ANUAL UTILIZARÁ LOS PRINCIPIOS GAAP DE ACUERDO CON SUPERVISIÓN Y PRINCIPIOS PROMULGADOS POR LA GASB.

b) AL EVALUAR LA DEUDA DE PENSIONES, EL INFORME UTILIZARÁ SOLAMENTE EL RENDIMIENTO MEDIO ANUAL HISTÓRICO DE INVERSIÓN DE LOS 10 AÑOS PREVIOS, Y UTILIZARÁ SOLAMENTE LA EXPECTATIVA DE VIDA HISTÓRICA DE LOS PARTICIPANTES DE LA PENSIÓN DE TODOS LOS SISTEMAS DE PENSIONES DE LA

3. FULLY FUNDED PENSIONS

a) THE CITY COUNCIL IS REQUIRED BY CHARTER XVIII SECTION 6(B)(3) TO ADOPT A YEARLY BUDGET. IF THE ANNUAL ASSESSMENT OF THE CITY OF ALL PHOENIX EMPLOYEES' RETIREMENT SYSTEMS DEMONSTRATE THAT THE RETIREMENT SYSTEMS ARE NOT AT LEAST 90% FUNDED, THEN THE CITY COUNCIL'S BUDGET GROWTH IS FIXED AT AN AMOUNT NO GREATER THAN POPULATION GROWTH, PER THE U.S. CENSUS, AT THE RATE OF INFLATION FOR THE PREVIOUS YEAR, EXCEPT FOR BUDGETARY LINE ITEMS FOR POLICE OFFICERS, FIREFIGHTERS AND FIRST RESPONDER PROTECTIONS.

b) ANY EXCESS CITY BUDGET FUNDS GREATER THAN INCREASES FOR POPULATION GROWTH AND THE RATE OF INFLATION FOR THE PREVIOUS YEAR, EXCEPT FOR BUDGETARY LINE ITEMS OF FOR POLICE OFFICERS, FIREFIGHTERS AND FIRST RESPONDER PROTECTIONS SHALL BE SPENT SOLELY TOWARD PENSION DEBT.

c) ANY EXCESS BUDGET FUNDS SHALL FIRST BE SPENT TOWARDS COMPLETELY SATISFYING OUTSTANDING DEBTS TO THE PENSION SYSTEMS FOR POLICE OFFICERS, FIREFIGHTERS AND FIRST RESPONDERS. ONCE THESE FUNDS ARE DEEMED 90% FUNDED CAN EXCESS FUNDS BE USED TO SATISFY THE OUTSTANDING DEBTS TO THE OTHER CITY OF PHOENIX EMPLOYEES' RETIREMENT SYSTEMS.

d) THE PASSAGE AND OPERATION OF THIS ACT SHALL NOT INTERFERE WITH, IMPACT, ABROGATE, NULLIFY, NOR INVALIDATE ANY CONTRACTUAL AGREEMENTS, BETWEEN THE CITY OF PHOENIX AND ANY LABOR UNIONS, THAT WERE EXECUTED PRIOR TO JANUARY 1, 2018.

e) THE PASSAGE AND OPERATION OF THIS ACT SHALL NOT INTERFERE WITH, IMPACT, ABROGATE, NULLIFY, NOR INVALIDATE ANY CITY ENTERPRISE FUNDS OR VOTER APPROVED SPECIAL REVENUES OR REVENUE FUNDS.

4. ELECTED CITY OFFICIALS

a) ALL ELECTED OR APPOINTED CITY OFFICIALS WHO PARTICIPATE IN OR QUALIFY FOR ANY PENSION OR RETIREMENT SYSTEM, SHALL BE REQUIRED TO REIMBURSE THE CITY FOR ALL EMPLOYER CONTRIBUTIONS EQUAL TO THE FURTHERANCE OF THEIR PENSION OR RETIREMENT SYSTEM BENEFITS EARNED OR ACCRUED AFTER THE ENACTMENT OF THIS ACT.

b) THIS ACT SHALL NOT IMPACT ANY PENSION OR RETIREMENT BENEFITS EARNED BY CITY OFFICIALS PRIOR TO THE EFFECTIVE DATE OF THIS ACT.

MUNICIPALIDAD DE PHOENIX DE LOS 10 AÑOS PREVIOS, PARA DETERMINAR SOLVENCIA DE LA PENSIÓN Y MONTO DE DEUDA.

1. LA EVALUACIÓN ANUAL NO UTILIZARÁ NINGUNA SUPOSICIÓN NI ESTIMACIÓN PARA POSIBLES RENDIMIENTOS.

3. PENSIONES TOTALMENTE FINANCIADAS

a) EL CONCEJO MUNICIPAL ESTÁ OBLIGADO POR LA SECCIÓN 6(B)(3) DEL CAPÍTULO XVIII DE LA CONSTITUCIÓN A ADOPTAR UN PRESUPUESTO ANUAL. SI LA EVALUACIÓN ANUAL DE LA MUNICIPALIDAD DE LOS SISTEMAS DE RETIRO DE EMPLEADOS DE LA MUNICIPALIDAD DE PHOENIX DEMUESTRA QUE LOS SISTEMAS DE RETIRO NO ESTÁN FINANCIADOS POR LO MENOS AL 90%, ENTONCES SE FIJARÁ EL AUMENTO AL PRESUPUESTO DEL CONCEJO MUNICIPAL DE ACUERDO CON UNA CANTIDAD NO MAYOR AL AUMENTO DE POBLACIÓN, SEGÚN EL CENSO DE EE.UU. USANDO LA TASA DE INFLACIÓN DEL AÑO ANTERIOR, A EXCEPCIÓN DE LOS ARTÍCULOS DE PROTECCIÓN DE LAS LÍNEAS PRESUPUESTARIAS PARA OFICIALES DE POLICÍA, BOMBEROS Y PRIMEROS AUXILIOS.

b) CUALQUIER FONDO MUNICIPAL EN EXCESO QUE SEA MAYOR QUE LOS AUMENTOS EN LA POBLACIÓN Y LA TASA DE INFLACIÓN DEL AÑO ANTERIOR, A EXCEPCIÓN DE LOS ARTÍCULOS DE PROTECCIÓN DE LAS LÍNEAS PRESUPUESTARIAS PARA OFICIALES DE POLICÍA, BOMBEROS Y PRIMEROS AUXILIOS SERÁN GASTADOS ÚNICAMENTE HACIA LA DEUDA DE PENSIONES.

c) CUALQUIER FONDO EN EXCESO DEL PRESUPUESTO SERÁ GASTADO PRIMERO HACIA COMPLETAMENTE SATISFACER LAS DEUDAS PENDIENTES CON LOS SISTEMAS DE PENSIONES PARA OFICIALES DE POLICÍA, BOMBEROS Y PRIMEROS AUXILIOS. UNA VEZ QUE TALES FONDOS SE CONSIDEREN 90% FINANCIADOS SE PODRÁ UTILIZAR LOS FONDOS EN EXCESO PARA SATISFACER LAS DEUDAS PENDIENTES A OTROS SISTEMAS DE RETIRO DE OTROS EMPLEADOS MUNICIPALES DE PHOENIX.

d) LA PROMULGACIÓN Y OPERACIÓN DE ESTA ACTA NO INTERFERIRÁ CON, IMPACTARÁ, DEROGARÁ, REVOCARÁ, NI INVALIDARÁ A NINGÚN ACUERDO CONTRACTUAL EJECUTADO ANTES DEL 1 DE ENERO, 2018 ENTRE LA MUNICIPALIDAD DE PHOENIX Y CUALQUIER SINDICATO DE TRABAJADORES.

e) LA PROMULGACIÓN Y OPERACIÓN DE ESTA ACTA NO INTERFERIRÁ CON, IMPACTARÁ, DEROGARÁ, REVOCARÁ, NI INVALIDARÁ A NINGÚN FONDO EMPRESARIAL NI INGRESOS TRIBUTARIOS ESPECIALES O INGRESOS TRIBUTARIOS APROBADOS POR LOS VOTANTES.

4. FUNCIONARIOS ELECTOS MUNICIPALES

a) SE REQUERIRÁ QUE TODO FUNCIONARIO ELECTO O NOMBRADO QUE PARTICIPE EN O CALIFIQUE PARA UNA PENSIÓN O SISTEMA DE RETIRO REEMBOLSE A LA MUNICIPALIDAD POR TODAS LAS APORTACIONES HECHAS POR EL EMPLEADOR IGUAL AL FOMENTO DE SU PENSIÓN O BENEFICIOS GANADOS DE SU SISTEMA DE RETIRO O DEVENGADO TRAS LA PROMULGACIÓN DE ESTA ACTA.

5. DECLARATION OF EMERGENCY

a) THE PROVISIONS OF THIS ACT MAY BE WAIVED, EXCEPT FOR SECTIONS 1 (8) AND (9), IF THERE IS A SPECIFIC FORMAL DECLARATION OF EMERGENCY BY THE MAYOR. THE DECLARATION MUST THEN BE APPROVED BY A VOTE OF 8 OF THE 9 MEMBERS OF THE CITY COUNCIL. SUCH DECLARATION CANNOT EXTEND BEYOND ONE BUDGETARY YEAR.

SUMMARY

This proposition, if adopted, would amend the City Charter to impose new requirements related to the City budget and the funding of public pensions for the City of Phoenix Employees' Retirement System, the State of Arizona's Elected Officials' Retirement Plan, and the State of Arizona's Public Safety Personnel Retirement System.

Specifically, the proposition would require the City to conduct an annual assessment of each of the above pension plan's current and future pension debt, apart from and in addition to any other annual actuarial assessment currently performed by the City and/or the State of Arizona's pension plans themselves. The City may not rely on any actuarial assumptions or estimates regarding potential investment returns for purposes of the new separate annual assessment.

Under the proposition, in each year, if the City's current and future pension plan liabilities are not at least 90% funded, the City must impose a cap on budget growth for all City programs including budgets for parks, municipal courts, libraries, and information technology but excluding budgets for police, fire, first responders, labor agreements executed before January 1, 2018, enterprise funds, and voter-approved special revenues or revenue funds. All excess funds above the budget cap must be spent solely towards the payment of the City's current and future pension liabilities, beginning with the State of Arizona's Public Safety Personnel Retirement System until all pensions are 90% funded.

Lastly, the proposition, if adopted, would require elected officials to reimburse the City for all prospective pension plan employer contributions made by the City on the elected official's behalf.

b) ESTÁ ACTA NO IMPACTARÁ A NINGUNA PENSIÓN NI BENEFICIOS DE RETIRO DEVENGADOS POR FUNCIONARIOS MUNICIPALES ANTES DE LA FECHA DE ENTRADA EN VIGENCIA DE ESTA ACTA.

5. DECLARACIÓN DE EMERGENCIA

a) LAS DISPOSICIONES DE ESTA ACTA SE PODRÁN DISPENSAR, A EXCEPCIÓN DE LAS SECCIONES 1 (8) Y (9), SI FUERA EMITIDA UNA DECLARACIÓN ESPECÍFICA DE EMERGENCIA POR EL ALCALDE. ENTONCES TENDRÍA LA DECLARACIÓN QUE SER APROBADA POR EL VOTO DE 8 DE LOS 9 MIEMBROS DEL CONCEJO MUNICIPAL. TAL DECLARACIÓN NO PODRÁ SER EXTENDIDA A MÁS ALLÁ DE UN AÑO PRESUPUESTARIO.

RESUMEN

Esta proposición, si es adoptada, propone enmendar la Constitución Municipal para imponer nuevos requisitos relacionados al presupuesto de la Municipalidad y el financiamiento de las pensiones públicas para el Sistema de Retiro de los Empleados Municipales de Phoenix, el Plan de Retiro de los Oficiales Electos del Estado de Arizona, y el Sistema de Retiro de los Empleados de Seguridad Pública del Estado de Arizona.

Específicamente, la proposición requiere que la Municipalidad lleve a cabo una evaluación anual de la deuda actual y futura de cada uno de los planes de pensión anteriormente mencionados, aparte de y además de cualquier otra evaluación actuarial anual actualmente conducida por los mismos planes de pensiones de la Municipalidad y/o del Estado de Arizona. La Municipalidad no podrá utilizar ninguna suposición o estimación actuarial con respecto a los retornos de inversiones potenciales para el propósito de la nueva evaluación anual separada.

Bajo la proposición, cada año, si las obligaciones actuales y futuras de los planes de pensiones de la Municipalidad no están financiadas por lo menos al 90%, la Municipalidad deberá imponer un límite al aumento de los presupuestos para todos los programas de la Municipalidad incluyendo los presupuestos para parques, cortes municipales, bibliotecas, e información tecnológica, pero excluye los presupuestos para la policía, bomberos, primeros auxilios, contratos laborales ejecutados antes del 1 de enero, 2018, fondos empresariales, y los ingresos especiales o fondos de ingresos aprobados por los votantes. Todos los fondos por encima del límite del presupuesto deben ser gastados únicamente hacia el pago de obligaciones de pensiones actuales y futuras de la Municipalidad, comenzando con el Sistema de Retiro de los Empleados de Seguridad Pública del Estado de Arizona hasta que todas las pensiones estén financiadas al 90%.

Por último, la proposición, si es adoptada, requiere que los oficiales electos reembolsen a la Municipalidad todas las contribuciones futuras para todos los planes de pensiones hechas por la Municipalidad de parte de oficiales electos.

ARGUMENTS IN SUPPORT OF PROPOSITION 106

Vote Yes on Prop 106 to Fix the Phoenix Pension Crisis

Phoenix currently has over \$5.7 billion in unfunded pension debt, with no real plan on how to pay it off or honor their commitments to current or future retirees. Instead of addressing the problem, politicians have continued to kick the can down the road, using accounting tricks and other sneaky maneuvers to avoid addressing the crisis.

That is why Prop 106 is needed. If approved by voters, this measure will end the budget gimmicks, require honest accounting of pension costs and prioritize paying down the debt of the pension system. This will put the city's pension system on a sustainable path and ensure that pension obligations are met.

Prop 106 is a responsible plan for a growing problem that will benefit both taxpayers and retirees. We recommend a Yes on Prop 106.

Submitted By:

SCOT MUSSI

President, Arizona Free Enterprise Club

AIMEE YENTES

Vice President, Arizona Free Enterprise Club

ARGUMENTOS A FAVOR DE LA PROPOSICIÓN 106

Vote Si en la Prop 106 para Arreglar la Crisis con la Pensión de Phoenix

Actualmente Phoenix tiene más de \$5.7 billones en deudas de pensión sin financiamiento, sin ningún plan verdadero para pagarlo o para honrar sus compromisos con sus empleados retirados actuales y futuros. En vez de abordar el problema, los políticos han continuado pateando la lata por la calle, utilizando trucos de contabilidad y otras maniobras engañosas para evitar solucionar la crisis.

Es por eso que es necesaria la Prop 106. Si es aprobada por los votantes, esta medida terminará con los trucos con el presupuesto, requiriendo una contabilidad honesta de los gastos de la pensión y la priorización de pagar las deudas del sistema de pensión. Esto pondría al sistema de pensión de la Municipalidad en un camino sostenible y garantizará que se cumplan las obligaciones de pensión.

La Prop 106 es un plan responsable para un problema creciente que beneficiará a ambos, los pagadores de impuestos y a los empleados retirados. Nosotros recomendamos un SÍ en la Prop 106.

Presentado Por:

SCOT MUSSI

Presidente, Club de Libre Empresa de Arizona

AIMEE YENTES

Vicepresidenta, Club de Libre Empresa de Arizona

ARGUMENTS IN OPPOSITION OF PROPOSITION 106

Phoenix Community Alliance (PCA) opposes Ballot Proposition 106 because it would strictly limit future spending on many things that boost quality of life both in Downtown Phoenix and all around the City. The initiative would halt the incredible progress the City and community have made in key programs like parks, libraries, senior centers, arts and culture, homelessness services and more.

PCA is a 36-year-old business leadership and advocacy organization with more than 260 Members, including businesses, nonprofits and neighborhood associations. We urge you to vote "no" on Proposition 106.

In Downtown Phoenix, the initiative would harm the great places and institutions that make our community vibrant – things like First Fridays, events in Downtown parks, maintenance and programming for cultural gems in Hance Park, the Symphony, Ballet, Opera, Children's Museum and Art Museum. The Proposition would bar the City from investing any new revenue beyond an inflation- and population-adjusted formula on anything except for pension debt and public safety. Those areas are crucial as well, but already make up the majority of the City budget. Starving the rest of the budget to boost spending in those particular areas would be disastrous for the programs that make Phoenix a great place to live.

Other reasons to oppose the initiative are that Proposition 106:

- is poorly written, confusing and would likely end up in court, wasting time and money
- would force the City to adopt inaccurate and dangerous accounting practices that are not used anywhere else around the country
- would lead to higher costs and tax increases in the future

The bottom line is that Proposition 106 prevents the City from enhancing the programs that support families and neighborhoods – and could force some of those programs to go away. Please vote "no" to preserve Phoenix's future.

Submitted By:
DIANE HALLER
Board Chair, Phoenix Community Alliance

JON BRODSKY
Executive Director, Phoenix Community Alliance

Opposition to Proposition 106

Whereas we wholeheartedly support the concept of responsible governing, it is our concern that Prop 106 will place prohibitive and potentially unconstitutional financial constraints on the City of Phoenix. Phoenix is still re-emerging from one of the worst fiscal crises in recent history. For this reason, it is vitally important for Phoenix to actively manage its fiscal affairs with prudent governance as opposed to a restrictive initiative. Prop 106 circumvents the democratic process and our elected officials' ability to effectively manage our city. We also fear Prop 106 will result in a likely reduction of city services and infrastructure that our citizens cannot afford to endure. For these reasons, the United Phoenix Firefighters encourage a "NO" vote for Prop 106.

Submitted By:
STEVE BEUERLEIN
President, United Phoenix Fire Fighters Association

BRYAN WILLINGHAM
United Phoenix Fire Fighters

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 106

La Alianza Comunitaria de Phoenix (PCA) se opone a la Proposición 106 en la boleta por que estrictamente limitaría los gastos futuros para muchas cosas que aumentan la calidad de vida en el Centro de Phoenix y por todo el alrededor de la Municipalidad. La iniciativa va a detener el increíble progreso que ha logrado la Municipalidad y en la comunidad en los programas claves como los parques, las bibliotecas, los centros para personas mayores, de artes y culturas, los servicios para las personas sin hogar y más.

La PCA es una organización de 36 años de edad líder de empresas y de defensa con más de 260 miembros, incluyendo negocios, asociaciones sin fines de lucro y vecinales. Nosotros les urgimos que voten “no” en la Proposición 106.

En el Centro de Phoenix, la iniciativa dañaría a los grandes lugares e instituciones que hacen a nuestra comunidad vibrante – cosas como los Primeros Viernes, eventos en los parques Centrales, mantenimiento y programación para las joyas culturales en el parque Hance Park, la Sinfonía, el Balet, la Opera, el Museo de los Niños y el Museo de Artes. La Proposición impediría a la ciudad de invertir cualquier ingreso nuevo más allá de una inflación, y de una fórmula ajustada en base a la población, en cualquier cosa con la excepción de la deuda de la pensión y en la seguridad pública. Esas áreas también son cruciales, pero ya toman la mayoría del presupuesto de la Municipalidad. Desatender al resto del presupuesto para aumentar los gastos en esas áreas en particular sería desastroso para los programas que hacen a Phoenix un gran lugar para vivir.

Otros motivos para oponerse a la iniciativa son que la Proposición 106:

- está mal escrita, confusa y probablemente terminaría en la corte, desperdiciando tiempo y dinero
- forzaría a la Municipalidad adoptar prácticas de contabilidad inexactas y peligrosas cuales no son utilizadas en ningún otro lugar alrededor del país
- conduciría en un futuro a costos más elevados y aumentos de impuestos

El punto final es que la Proposición 106 impide a la Municipalidad mejorar los programas que apoyan a las familias y a las vecindades – y podría forzar a algunos de esos programas a que desaparezcan. Por favor voten “no” para preservar el futuro de Phoenix.

Presentado Por:

DIANE HALLER

Presidenta del Consejo, Alianza Comunitaria Phoenix

JON BRODSKY

Director Ejecutivo, Alianza Comunitaria Phoenix

Oposición a la Proposición 106

Mientras que nosotros apoyamos de todo corazón el concepto de gobernar responsablemente, es nuestra preocupación que la Prop 106 pondrá limitaciones financieras prohibitivas y potencialmente inconstitucionales a la Municipalidad de Phoenix. Phoenix todavía está reemergiendo de una de las peores crisis fiscales en la historia reciente. Por esta razón, es vitalmente importante para Phoenix que activamente gestione sus asuntos fiscales con una gobernación prudente en lugar de una iniciativa restrictiva. La Prop 106 elude el proceso democrático y la habilidad de nuestros oficiales electos de gestionar eficazmente a nuestra municipalidad. Nosotros también tememos que la Prop 106 resultará en una probable reducción de los servicios municipales y de la infraestructura que nuestros ciudadanos no pueden mantener ni padecer. Por esas razones, los Bomberos Unidos de Phoenix animamos a votar “NO” para la Prop 106.

Presentado Por:

STEVE BEUERLEIN

Presidente, de la Asociación de Bomberos Unidos de Phoenix

BRYAN WILLINGHAM

Bomberos Unidos de Phoenix

ARGUMENTS IN OPPOSITION OF PROPOSITION 106

Prop 106 hampers Phoenix's ability to invest in our future. Mayor Kate Gallego urges you to vote no on Prop 106.

Make no mistake about it, if prop 106 passes it will force the city to stop investing in our parks, our libraries, our educational programs, and other urgent community needs such as combatting homelessness and serving our growing population of seniors.

Prop 106 is reckless and simply goes too far, puts too much at risk, and creates more problems than it solves. It was crafted without a public process and is poorly written.

Proposition 106 puts a spending limit on the city of Phoenix until we hit funding levels on the city's pension that we will not be able to achieve for many years. We are the fastest growing city in the country, and it is dangerous to put an artificial cap on our ability to plan for our city's future.

Please join me in voting no on Prop 106 so that we can continue to invest in the future of our great city.

Submitted By:
KATE GALLEGO
Phoenix Mayor

Future Phoenixians deserve our investment

I have led the city of Phoenix through different decades, different Mayors and different Councils, but I have always found one thing to hold true, we are a city that looks forward, that places importance on the future and what our return on investment will be for the next generation. A No Vote on Prop 106 means that we can continue to have this bend towards the future and lay the foundation for our leaders of tomorrow.

Throughout my years of service, I have been a strong proponent of our first responders and have also come to understand the complexity of our pension obligation to them. I, along with these same first responders, agree that this proposition is not the way to solve the issue of pension liability. We cannot shortchange future Phoenixians by ensuring they receive less investment.

This investment cap doesn't just hurt these future leaders, it hurts everyone. If services like libraries, after school programs and parks are cut, it means the quality of life in our community is diminished. Small issues that go unfunded will then become large burdens that we pass on to future generations of Phoenixians. We cannot let that happen.

Invest in our future, please vote No on Prop 106.

Submitted By:
THELDA WILLIAMS
Councilmember

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 106

La Prop 106 traba la habilidad de Phoenix de invertir en nuestro futuro. La Alcaldesa Kate Gallego les urge a ustedes que voten no a la Prop 106.

No se equivoquen con esto, si la prop 106 pasa, forzará a la municipalidad a dejar de invertir en nuestros parques, nuestras bibliotecas, nuestros programas educacionales, y otras necesidades comunitarias urgentes como combatir el que hayan personas sin hogar y servir a nuestra creciente población de personas mayores.

La Prop 106 es imprudente y simplemente va demasiado lejos, pone demasiado en riesgo, y crea más problemas de lo que soluciona. Esta fue elaborada sin un proceso público y está pobremente escrita.

La Proposición 106 pone un límite en los gastos de la municipalidad de a Phoenix hasta que nosotros logremos los niveles de fondos en la pensión de la municipalidad que nosotros no vamos a poder lograr por muchos años. Nosotros somos la municipalidad de más rápido crecimiento en el país, y es peligroso colocar un límite artificial en nuestra habilidad de planificar el futuro de nuestra municipalidad.

Por favor únanse conmigo en votar no a la Prop 106 para que podamos continuar invirtiendo en el futuro de nuestra gran municipalidad.

Presentado Por:
KATE GALLEGO
Alcaldesa de Phoenix

Los futuros Fenicios merecen nuestra inversión

Yo he liderado a la municipalidad de Phoenix por varias décadas, con diferentes Alcaldes y diferentes Concejos, pero yo siempre he encontrado una cosa cierta, nosotros somos una municipalidad que ve hacia a delante, que le pone importancia al futuro y a lo que será nuestro retorno de inversión para la próxima generación. Un Voto de No en la Prop 106 significa que nosotros podemos continuar teniendo esta curva hacia el futuro y colocar la fundación para nuestros líderes de mañana.

Durante mis años de servicio, yo he sido una fuerte proponente de nuestros respondientes de primeros auxilios y he llegado a entender la complejidad de nuestra obligación de las pensiones para ellos. Yo, junto con estos mismos respondientes de primeros auxilios, estamos de acuerdo que esta proposición no es la manera para resolver el problema con la responsabilidad de las pensiones. No podemos quitarles el futuro a los Fenicios al asegurar que ellos reciban menos inversiones.

Este límite de inversión no solamente lastima a estos líderes del futuro, lastima a todos. Si los servicios como las bibliotecas, los programas después de la escuela y los parques son cortados, significa que ha disminuido la calidad de vida en nuestras comunidades. Los temas pequeños que no son financiados se convertirán en un peso grande que pasaremos a nuestras generaciones futuras de Fenicios. Nosotros no podemos permitirlo.

Invierta en nuestro futuro, por favor vote No en la Prop106.

Presentado Por:
THELDA WILLIAMS
Miembro del Concejo

ARGUMENTS IN OPPOSITION OF PROPOSITION 106

Prop 106 will hinder our ability to creatively address homelessness. Vote no on Prop 106.

Phoenix needs to address homelessness on many fronts, including neighborhood impacts and the humanitarian crisis that homelessness represents. It is vital that the City has the ability to fund flexible, evolving and nimble homeless programs. Homelessness does not have a "one size fits all" solution.

As the region's active advocate and largest service provider for homeless services, there is great concern that ballot proposition 106 will greatly hinder our community's ability to continue to creatively address homelessness and implement new solutions. The City of Phoenix is the single most important funder of homeless solutions.

We cannot arrest our way out of homelessness. The neighborhood impacts of and solutions to homelessness require shelters and case managers, job, housing specialists, neighborhood cleanups, drug and alcohol services, the active park rangers, neighborhood intervention specialists, mental health specialists, trash pickup, emergency medical workers, and many other City-based efforts.

The City of Phoenix Mayor, Council and management have been at the forefront of addressing homelessness through innovation and best practices. However, we are dangerously close to a tipping point where homelessness becomes the dominant issue facing our City and our neighborhoods. Look to Seattle, San Diego, Los Angeles, and most other Western cities to see how much further down we can go if homelessness is not dealt with now while creative solutions are still within our reach.

Homelessness is not just a public safety issue. Shelters with services are critical. Affordable housing is critical.

New, evolving, and creative city interventions are the future. Prop 106 will greatly hinder the City's ability to develop and fund these forward-thinking solutions.

Submitted By:
CRAIG TRIBKEN
Director of Business Development and Mission Advancement (CASS)

UMOM opposes Ballot Proposition 106, which would be a direct blow to the ability to fund and provide human services and shelter in Phoenix.

UMOM has been providing services to the less fortunate in our community since 1964. From shelter for women experiencing homelessness, to services for families and disadvantaged youth, to affordable housing for veterans, our work has provided a critical safety net for thousands of Phoenix residents. Proposition 106 would have the effect of limiting the City of Phoenix' ability to help fund these services.

The Proposition would prohibit the City from investing available budget funds beyond a set formula on anything other than pensions and public safety. While those are important priorities for the City, Proposition 106 limits spending on all other priorities, which means that funding for social services will either not be able to be expanded to meet growing needs, or even worse, would be subject to serious cuts.

Proposition 106 prevents the City from enhancing the programs that support families in need and prevent homelessness and could force some of those programs to be eliminated. Please vote "no" to help save the safety net for those most in need.

Sincerely,

Submitted By:
DARLENE NEWSOM
CEO, UMOM New Day Centers

ARGUMENTOS EN CONTRA DE LA PROPOSICIÓN 106

Prop 106 impedirá nuestra habilidad para creativamente abordar el tema de personas sin hogar. Vote no en la Prop 106.

Phoenix necesita abordar el tema de las personas sin hogar en varios aspectos, incluyendo impactos a los vecindarios y la crisis humanitaria que representa el no tener hogar. Es vital que la Municipalidad tenga la habilidad de financiar programas flexibles, evolucionen y sean ágiles para personas sin hogar. El tema de personas sin hogar no tiene una solución de "una talla para todos."

Como el defensor activo de la región y el proveedor más grande de servicios para personas sin hogar, existe una gran preocupación que la proposición 106 en la boleta va a impedir de forma grande la habilidad de nuestra comunidad de continuar abordando el tema de las personas sin hogar creativamente e implementar nuevas soluciones. La Municipalidad de Phoenix es la única y más importante financiera con soluciones para personas sin hogar.

No podemos arrestar nuestra salida a que hayan personas sin hogar. Los impactos a los vecindarios y las soluciones para las personas sin hogar requieren refugios y asistentes sociales, trabajos, especialistas de viviendas, limpiezas en los vecindarios, servicios para drogas y alcohol, guarda parques activos, especialistas de intervención en los vecindarios, especialistas de salud mental, recolección de basura, trabajadores médicos de emergencia, y muchas otras iniciativas con base Municipal.

La Alcaldesa de la Municipalidad Phoenix, el Concejo y la administración han estado al frente abordando el tema de las personas sin hogar por medio de innovación y buenas practicas. Sin embargo, estamos peligrosamente cerca de un punto de inclinación donde el tema de las personas sin hogar se puede convertir en un problema dominante para la Municipalidad y los vecindarios. Mire a las ciudades de Seattle, San Diego, Los Ángeles, y a la mayoría de las ciudades occidentales para ver qué tan más abajo nosotros podemos ir si no abordamos el tema de las personas sin hogar ahora mientras soluciones creativas todavía están a nuestro alcance.

El tema de las personas sin hogar no es solamente un problema de seguridad pública. Refugios con servicios son críticos. Viviendas económicas son críticas.

Intervenciones nuevas, que evolucionan, y son creativas son el futuro. Prop 106 impedirá en gran parte la habilidad de la Municipalidad para desarrollar y financiar estas soluciones de pensamientos progresistas.

Presentado Por:
CRAIG TRIBKEN
Director de Desarrollo Económico y Progreso de Misión (CASS)

UMOM se opone a la Proposición 106 en la boleta, cual sería un golpe directo a la habilidad de financiar y proporcionar servicios humanitarios y refugio en en Phoenix.

UMOM ha estado proporcionando servicios a los menos afortunados en nuestra comunidad desde 1964. Desde refugios para mujeres sin hogar, a servicios para las familias y jóvenes desventajados, a viviendas económicas para los veteranos, nuestro trabajo ha proporcionado una red critica de seguridad para miles de residentes en Phoenix. La Proposición 106 tendría el efecto de limitar la habilidad de la Municipalidad de Phoenix de ayudar a financiar estos servicios.

La Proposición le prohibiría a la Municipalidad invertir fondos disponibles en el presupuesto por encima de una fórmula establecida en cualquier otra cosa que no sea las pensiones y la seguridad pública. Mientras que esas cosas son prioridades importantes para la Municipalidad, la Proposición 106 limita los gastos para todas las otras prioridades, cual significa que el financiamiento de servicios sociales no se podrían hacer o expandir para cumplir con las necesidades crecientes, o aún peor, serían sujetos a serios recortes.

La proposición 106 le impide a la Municipalidad mejorar los programas que apoyan a las familias en necesidad y prevenir el desamparo y podría forzar a que algunos de esos programas sean eliminados. Por favor vote "no" para ayudar a salvar la red de seguridad para aquellos que más necesitan ayuda.

Presentado Por:
DARLENE NEWSOM
Directora General, UMOM Centros Nuevo Día

NOTES / NOTAS

NOTES / NOTAS

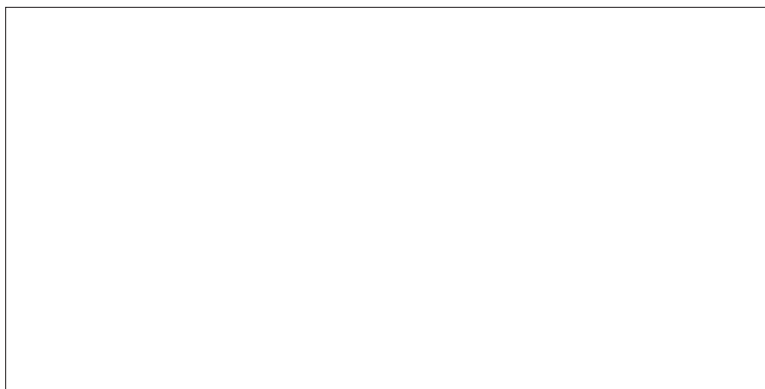


City of Phoenix

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IMPORTANT NOTICE REGARDING VOTING CENTERS

THE CITY OF PHOENIX USES VOTING CENTERS INSTEAD OF POLLING PLACES. PLEASE SEE IMPORTANT INFORMATION REGARDING VOTING CENTERS ON PAGES 7, 9 AND 11.

AVISO IMPORTANTE CON RESPECTO A LUGARES DE VOTACIÓN

LA MUNICIPALIDAD DE PHOENIX UTILIZA CENTROS DE VOTACIÓN EN VEZ DE LUGARES DE VOTACIÓN. FAVOR DE CONSULTAR LA INFORMACIÓN IMPORTANTE SOBRE LOS CENTROS DE VOTACIÓN EN LAS PÁGINAS 8, 10 Y 11.

OFFICIAL VOTING MATERIAL

ONLY ONE PUBLICITY PAMPHLET HAS BEEN MAILED TO EACH NAMED HOUSEHOLD IN WHICH A REGISTERED VOTER RESIDES. PLEASE MAKE IT AVAILABLE TO ALL REGISTERED VOTERS IN THE HOUSEHOLD. A PAMPHLET WAS MAILED UNLESS ALL VOTERS IN THE HOUSEHOLD REQUESTED TO OBTAIN THE PAMPHLET ELECTRONICALLY.

MATERIAL OFICIAL DE VOTACIÓN

SE HA ENVIADO SOLAMENTE UN FOLLETO PUBLICITARIO A CADA DOMICILIO NOMBRADO DONDE RADICA UN VOTANTE INSCRITO. POR FAVOR HÁGALO DISPONIBLE A TODOS LOS VOTANTES INSCRITOS EN EL DOMICILIO. SE ENVIÓ UN FOLLETO POR CORREO A MENOS QUE TODOS LOS VOTANTES EN EL DOMICILIO HUBIERAN SOLICITADO OBTENER EL FOLLETO ELECTRÓNICAMENTE.

CERTIFICATE OF ELECTION

The City Council of the City of Phoenix, Arizona, does hereby certify that a Special Election was held in the City of Phoenix on Tuesday, August 27, 2019, for the purpose of referring two ballot measures, Propositions 105 and 106, to the qualified electors for their approval or rejection.

We further certify that the Voting Center Signature Rosters and Certificates of Performance were duly filed in our office within 24 hours after said election; that we find that as a result of said election that the whole number of votes cast were as follows:

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**CITYWIDE SUMMARY -
BALLOTS CAST**

	EARLY BALLOTS CAST	% TOTAL BALLOTS CAST	VOTING CENTER BALLOTS CAST	% TOTAL BALLOTS CAST	TOTAL BALLOTS CAST	# OF REGISTERED VOTERS	% VOTER TURNOUT
BALLOTS CAST - DISTRICT 1	23,770	95.42%	1,142	4.58%	24,912	105,934	23.52%
BALLOTS CAST - DISTRICT 2	32,990	96.26%	1,282	3.74%	34,272	119,845	28.60%
BALLOTS CAST - DISTRICT 3	30,809	95.06%	1,601	4.94%	32,410	103,375	31.35%
BALLOTS CAST - DISTRICT 4	17,650	93.07%	1,314	6.93%	18,964	74,931	25.31%
BALLOTS CAST - DISTRICT 5	13,818	94.45%	812	5.55%	14,630	76,995	19.00%
BALLOTS CAST - DISTRICT 6	39,583	95.39%	1,914	4.61%	41,497	120,280	34.50%
BALLOTS CAST - DISTRICT 7	10,932	93.68%	737	6.32%	11,669	77,900	14.98%
BALLOTS CAST - DISTRICT 8	17,210	92.86%	1,323	7.14%	18,533	85,393	21.70%
TOTAL	186,762	94.86%	10,125	5.14%	196,887	764,653	25.75%

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**CITYWIDE SUMMARY -
RESULTS BY RACE**

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				(WITH 125 OF 125 PRECINCTS COUNTED)
YES	68,927	3,825	72,752	37.14%
NO	116,859	6,276	123,135	62.86%
TOTAL	185,786	10,101	195,887	
PROPOSITION 106				(WITH 125 OF 125 PRECINCTS COUNTED)
YES	59,776	3,277	63,053	33.20%
NO	120,147	6,734	126,881	66.80%
TOTAL	179,923	10,011	189,934	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**DISTRICT SUMMARY
DISTRICT 1**

PRECINCTS COUNTED (OF 14) 14
REGISTERED VOTERS 105,934
BALLOTS CAST - 24,912
VOTER TURNOUT- 23.52%

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				
YES	10,319	557	10,876	43.86%
NO	13,336	584	13,920	56.14%
TOTAL	23,655	1,141	24,796	
PROPOSITION 106				
YES	8,871	476	9,347	38.90%
NO	14,025	659	14,684	61.10%
TOTAL	22,896	1,135	24,031	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**DISTRICT SUMMARY
DISTRICT 2**

PRECINCTS COUNTED (OF 15) 15
REGISTERED VOTERS 119,845
BALLOTS CAST - 34,272
VOTER TURNOUT- 28.60%

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				
YES	14,019	595	14,614	42.83%
NO	18,821	685	19,506	57.17%
TOTAL	32,840	1,280	34,120	
PROPOSITION 106				
YES	12,117	510	12,627	38.17%
NO	19,696	761	20,457	61.83%
TOTAL	31,813	1,271	33,084	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**DISTRICT SUMMARY
DISTRICT 3**

PRECINCTS COUNTED (OF 17) 17
REGISTERED VOTERS 103,375
BALLOTS CAST - 32,410
VOTER TURNOUT- 31.35%

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				
YES	12,193	712	12,905	39.98%
NO	18,483	887	19,370	60.02%
TOTAL	30,676	1,599	32,275	
PROPOSITION 106				
YES	10,225	603	10,828	34.45%
NO	19,616	983	20,599	65.55%
TOTAL	29,841	1,586	31,427	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**DISTRICT SUMMARY
DISTRICT 4**

PRECINCTS COUNTED (OF 15) 15
REGISTERED VOTERS 74,931
BALLOTS CAST - 18,964
VOTER TURNOUT- 25.31%

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				
YES	3,851	281	4,132	21.90%
NO	13,710	1,029	14,739	78.10%
TOTAL	17,561	1,310	18,871	
PROPOSITION 106				
YES	3,578	257	3,835	20.88%
NO	13,484	1,045	14,529	79.12%
TOTAL	17,062	1,302	18,364	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**DISTRICT SUMMARY
DISTRICT 5**

PRECINCTS COUNTED (OF 15) 15
REGISTERED VOTERS 76,995
BALLOTS CAST - 14,630
VOTER TURNOUT- 19.00%

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				
YES	4,574	277	4,851	33.40%
NO	9,138	533	9,671	66.60%
TOTAL	13,712	810	14,522	
PROPOSITION 106				
YES	3,863	232	4,095	29.34%
NO	9,290	571	9,861	70.66%
TOTAL	13,153	803	13,956	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**DISTRICT SUMMARY
DISTRICT 6**

PRECINCTS COUNTED (OF 20) 20
REGISTERED VOTERS 120,280
BALLOTS CAST - 41,497
VOTER TURNOUT- 34.50%

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				
YES	13,916	700	14,616	35.36%
NO	25,503	1,211	26,714	64.64%
TOTAL	39,419	1,911	41,330	
PROPOSITION 106				
YES	12,820	634	13,454	33.36%
NO	25,610	1,268	26,878	66.64%
TOTAL	38,430	1,902	40,332	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**DISTRICT SUMMARY
DISTRICT 7**

PRECINCTS COUNTED (OF 14) 14
REGISTERED VOTERS 77,900
BALLOTS CAST - 11,669
VOTER TURNOUT- 14.98%

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				
YES	3,848	257	4,105	35.45%
NO	7,002	474	7,476	64.55%
TOTAL	10,850	731	11,581	
PROPOSITION 106				
YES	3,218	198	3,416	30.62%
NO	7,218	521	7,739	69.38%
TOTAL	10,436	719	11,155	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**DISTRICT SUMMARY
DISTRICT 8**

PRECINCTS COUNTED (OF 15) 15
REGISTERED VOTERS 85,393
BALLOTS CAST - 18,533
VOTER TURNOUT- 21.70%

	EARLY VOTES CAST	VOTING CENTER VOTES CAST	TOTAL VOTES CAST	% TOTAL VOTES CAST
PROPOSITION 105				
YES	6,207	446	6,653	36.17%
NO	10,866	873	11,739	63.83%
TOTAL	17,073	1,319	18,392	
PROPOSITION 106				
YES	5,084	367	5,451	31.00%
NO	11,208	926	12,134	69.00%
TOTAL	16,292	1,293	17,585	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 1**

	Early Votes	Voting Center Votes	Total	% of Total Votes
0011 ACACIA-MAGGIE-WOOD	Registered Voters - 9515		Ballots Cast - 2171	Turnout Percent - 22.82%
PROPOSITION 105				
YES	848	60	908	42.04%
NO	1190	62	1252	57.96%
Total Votes	2038	122	2160	
PROPOSITION 106				
YES	744	48	792	37.73%
NO	1233	74	1307	62.27%
Total Votes	1977	122	2099	
0131 ADOBE-BLACKHAWK	Registered Voters - 5979		Ballots Cast - 1154	Turnout Percent - 19.30%
PROPOSITION 105				
YES	482	29	511	44.63%
NO	602	32	634	55.37%
Total Votes	1084	61	1145	
PROPOSITION 106				
YES	406	30	436	39.28%
NO	645	29	674	60.72%
Total Votes	1051	59	1110	
1151 BISCUIT FLAT-DESERT SAGE-NEW RIVE	Registered Voters - 8546		Ballots Cast - 2347	Turnout Percent - 27.46%
PROPOSITION 105				
YES	975	24	999	42.80%
NO	1309	26	1335	57.20%
Total Votes	2284	50	2334	
PROPOSITION 106				
YES	854	24	878	38.58%
NO	1373	25	1398	61.42%
Total Votes	2227	49	2276	

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**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 1**

	Early Votes	Voting Center Votes	Total	% of Total Votes
2171 CHOLLA-METRO-ROSE	Registered Voters - 11251		Ballots Cast - 2409	Turnout Percent - 21.41%
PROPOSITION 105				
YES	842	48	890	37.10%
NO	1427	82	1509	62.90%
Total Votes	2269	130	2399	
PROPOSITION 106				
YES	738	42	780	33.48%
NO	1462	88	1550	66.52%
Total Votes	2200	130	2330	
2831 CORTEZ-ECHO-MANZANITA-MARIGOLD	Registered Voters - 7782		Ballots Cast - 1616	Turnout Percent - 20.77%
PROPOSITION 105				
YES	585	32	617	38.37%
NO	938	53	991	61.63%
Total Votes	1523	85	1608	
PROPOSITION 106				
YES	537	23	560	35.87%
NO	939	62	1001	64.13%
Total Votes	1476	85	1561	
2951 CREEDANCE-MOHAWK	Registered Voters - 6498		Ballots Cast - 1460	Turnout Percent - 22.47%
PROPOSITION 105				
YES	631	36	667	45.78%
NO	768	22	790	54.22%
Total Votes	1399	58	1457	
PROPOSITION 106				
YES	551	30	581	41.12%
NO	804	28	832	58.88%
Total Votes	1355	58	1413	

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**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 1**

	Early Votes	Voting Center Votes	Total	% of Total Votes
3131 DAHLIA-DAISY-SUNBURST	Registered Voters - 6122		Ballots Cast - 1455	Turnout Percent - 23.77%
PROPOSITION 105				
YES	615	43	658	45.41%
NO	766	25	791	54.59%
Total Votes	1381	68	1449	
PROPOSITION 106				
YES	556	40	596	42.82%
NO	768	28	796	57.18%
Total Votes	1324	68	1392	
3201 DANBURY-JULIE-LINDNER	Registered Voters - 10253		Ballots Cast - 2398	Turnout Percent - 23.39%
PROPOSITION 105				
YES	1028	58	1086	45.55%
NO	1251	47	1298	54.45%
Total Votes	2279	105	2384	
PROPOSITION 106				
YES	884	42	926	39.97%
NO	1329	62	1391	60.03%
Total Votes	2213	104	2317	
3311 DEER VALLEY 1-ROSE GARDEN	Registered Voters - 4623		Ballots Cast - 881	Turnout Percent - 19.06%
PROPOSITION 105				
YES	373	14	387	44.18%
NO	458	31	489	55.82%
Total Votes	831	45	876	
PROPOSITION 106				
YES	306	13	319	37.53%
NO	499	32	531	62.47%
Total Votes	805	45	850	

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**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 1**

	Early Votes	Voting Center Votes	Total	% of Total Votes
4691 HAPPY VALLEY-PYRAMID PEAK	Registered Voters - 10757		Ballots Cast - 3215	Turnout Percent - 29.89%
PROPOSITION 105				
YES	1469	53	1522	47.53%
NO	1626	54	1680	52.47%
Total Votes	3095	107	3202	
PROPOSITION 106				
YES	1241	45	1286	41.75%
NO	1733	61	1794	58.25%
Total Votes	2974	106	3080	
5411 JUNIPER-PHELPS	Registered Voters - 3902		Ballots Cast - 1071	Turnout Percent - 27.45%
PROPOSITION 105				
YES	461	46	507	47.38%
NO	543	20	563	52.62%
Total Votes	1004	66	1070	
PROPOSITION 106				
YES	374	38	412	39.58%
NO	601	28	629	60.42%
Total Votes	975	66	1041	
5591 KIMBERLY-LIBBY-SUNRISE	Registered Voters - 7920		Ballots Cast - 1916	Turnout Percent - 24.19%
PROPOSITION 105				
YES	803	43	846	44.39%
NO	1015	45	1060	55.61%
Total Votes	1818	88	1906	
PROPOSITION 106				
YES	676	41	717	39.03%
NO	1073	47	1120	60.97%
Total Votes	1749	88	1837	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 1**

	Early Votes	Voting Center Votes	Total	% of Total Votes
5651 KINGS-MANDALAY	Registered Voters - 6853		Ballots Cast - 1580	Turnout Percent - 23.06%
PROPOSITION 105				
YES	657	39	696	44.16%
NO	830	50	880	55.84%
Total Votes	1487	89	1576	
PROPOSITION 106				
YES	559	35	594	39.00%
NO	876	53	929	61.00%
Total Votes	1435	88	1523	
7091 SHADY GLEN-TARO	Registered Voters - 5933		Ballots Cast - 1239	Turnout Percent - 20.88%
PROPOSITION 105				
YES	550	32	582	47.32%
NO	613	35	648	52.68%
Total Votes	1163	67	1230	
PROPOSITION 106				
YES	445	25	470	39.10%
NO	690	42	732	60.90%
Total Votes	1135	67	1202	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 2**

	Early Votes	Voting Center Votes	Total	% of Total Votes
0492 ANNETTE-SUNNYSIDE-VILLA RITA	Registered Voters - 6453		Ballots Cast - 1947	Turnout Percent - 30.17%
PROPOSITION 105				
YES	788	47	835	43.02%
NO	1060	46	1106	56.98%
Total Votes	1848	93	1941	
PROPOSITION 106				
YES	674	37	711	37.82%
NO	1113	56	1169	62.18%
Total Votes	1787	93	1880	
0672 ASTER-ORANGE TREE-SANDPIPER	Registered Voters - 6220		Ballots Cast - 2153	Turnout Percent - 34.61%
PROPOSITION 105				
YES	916	54	970	45.18%
NO	1136	41	1177	54.82%
Total Votes	2052	95	2147	
PROPOSITION 106				
YES	819	48	867	41.82%
NO	1160	46	1206	58.18%
Total Votes	1979	94	2073	
0792 AVIANO-DYNAMITE	Registered Voters - 7046		Ballots Cast - 2020	Turnout Percent - 28.67%
PROPOSITION 105				
YES	801	25	826	41.11%
NO	1146	37	1183	58.89%
Total Votes	1947	62	2009	
PROPOSITION 106				
YES	645	24	669	34.20%
NO	1249	38	1287	65.80%
Total Votes	1894	62	1956	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 2**

	Early Votes	Voting Center Votes	Total	% of Total Votes
1272 BLUEFIELD 2-GROVERS 2-ROCKWOOD- Registered Voters - 6820			Ballots Cast - 1477	Turnout Percent - 21.66%
PROPOSITION 105				
YES	608	39	647	43.89%
NO	766	61	827	56.11%
Total Votes	1374	100	1474	
PROPOSITION 106				
YES	504	39	543	37.79%
NO	834	60	894	62.21%
Total Votes	1338	99	1437	
1402 BUFFALO RIDGE-DESERT BELL 2-LOLA Registered Voters - 6806			Ballots Cast - 1859	Turnout Percent - 27.31%
PROPOSITION 105				
YES	743	32	775	41.87%
NO	1033	43	1076	58.13%
Total Votes	1776	75	1851	
PROPOSITION 106				
YES	651	28	679	37.49%
NO	1087	45	1132	62.51%
Total Votes	1738	73	1811	
1992 CAVE BUTTES-CIELO GRANDE-DEER V Registered Voters - 7200			Ballots Cast - 1761	Turnout Percent - 24.46%
PROPOSITION 105				
YES	690	24	714	40.73%
NO	1008	31	1039	59.27%
Total Votes	1698	55	1753	
PROPOSITION 106				
YES	564	20	584	34.62%
NO	1069	34	1103	65.38%
Total Votes	1633	54	1687	

9/4/2019

**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 2**

	Early Votes	Voting Center Votes	Total	% of Total Votes
2292 CLEARVIEW-JACKRABBIT	Registered Voters - 6769		Ballots Cast - 2195	Turnout Percent - 32.43%
PROPOSITION 105				
YES	854	34	888	40.66%
NO	1245	51	1296	59.34%
Total Votes	2099	85	2184	
PROPOSITION 106				
YES	728	28	756	35.46%
NO	1318	58	1376	64.54%
Total Votes	2046	86	2132	
2472 CONTENTION MINE-JANICE-PALOMINO-	Registered Voters - 10346		Ballots Cast - 2338	Turnout Percent - 22.60%
PROPOSITION 105				
YES	958	53	1011	43.50%
NO	1255	58	1313	56.50%
Total Votes	2213	111	2324	
PROPOSITION 106				
YES	818	43	861	38.15%
NO	1328	68	1396	61.85%
Total Votes	2146	111	2257	
2892 COYOTE BASIN-QUAIL RUN-SIESTA	Registered Voters - 8802		Ballots Cast - 2572	Turnout Percent - 29.22%
PROPOSITION 105				
YES	1045	33	1078	42.13%
NO	1423	58	1481	57.87%
Total Votes	2468	91	2559	
PROPOSITION 106				
YES	899	33	932	37.35%
NO	1507	56	1563	62.65%
Total Votes	2406	89	2495	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
3252 DEADMAN WASH-DOVE VALLEY-TRAM	Registered Voters - 8168		Ballots Cast - 2036	Turnout Percent - 24.93%
PROPOSITION 105				
YES	947	24	971	47.95%
NO	1030	24	1054	52.05%
Total Votes	1977	48	2025	
PROPOSITION 106				
YES	817	21	838	43.24%
NO	1074	26	1100	56.76%
Total Votes	1891	47	1938	
3492 DIXILETA-LONE MOUNTAIN-RANCHO PA	Registered Voters - 12082		Ballots Cast - 3908	Turnout Percent - 32.35%
PROPOSITION 105				
YES	1707	60	1767	45.41%
NO	2067	57	2124	54.59%
Total Votes	3774	117	3891	
PROPOSITION 106				
YES	1558	53	1611	42.73%
NO	2096	63	2159	57.27%
Total Votes	3654	116	3770	
4092 EVANS-HILLERY 2-HILLVIEW	Registered Voters - 6488		Ballots Cast - 2294	Turnout Percent - 35.36%
PROPOSITION 105				
YES	965	64	1029	45.01%
NO	1199	58	1257	54.99%
Total Votes	2164	122	2286	
PROPOSITION 106				
YES	776	48	824	37.32%
NO	1311	73	1384	62.68%
Total Votes	2087	121	2208	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
5352 HORIZON-JUSTINE	Registered Voters - 7414		Ballots Cast - 2542	Turnout Percent - 34.29%
PROPOSITION 105				
YES	989	57	1046	41.34%
NO	1444	40	1484	58.66%
Total Votes	2433	97	2530	
PROPOSITION 106				
YES	877	47	924	37.64%
NO	1481	50	1531	62.36%
Total Votes	2358	97	2455	
6432 NORTERRA	Registered Voters - 7260		Ballots Cast - 1698	Turnout Percent - 23.39%
PROPOSITION 105				
YES	738	17	755	44.75%
NO	906	26	932	55.25%
Total Votes	1644	43	1687	
PROPOSITION 106				
YES	641	16	657	39.91%
NO	962	27	989	60.09%
Total Votes	1603	43	1646	
7152 SIERRA PASS-TATUM	Registered Voters - 11971		Ballots Cast - 3472	Turnout Percent - 29.00%
PROPOSITION 105				
YES	1270	32	1302	37.64%
NO	2103	54	2157	62.36%
Total Votes	3373	86	3459	
PROPOSITION 106				
YES	1146	25	1171	35.07%
NO	2107	61	2168	64.93%
Total Votes	3253	86	3339	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
0303 AMBER-MUMMY MOUNTAIN	Registered Voters - 5351		Ballots Cast - 1887	Turnout Percent - 35.26%
PROPOSITION 105				
YES	734	45	779	41.66%
NO	1029	62	1091	58.34%
Total Votes	1763	107	1870	
PROPOSITION 106				
YES	607	36	643	35.23%
NO	1113	69	1182	64.77%
Total Votes	1720	105	1825	
0373 ANDERSON-BLUEBIRD-DESERT BELL 3-	Registered Voters - 12579		Ballots Cast - 2874	Turnout Percent - 22.85%
PROPOSITION 105				
YES	1146	59	1205	42.07%
NO	1570	89	1659	57.93%
Total Votes	2716	148	2864	
PROPOSITION 106				
YES	997	53	1050	37.96%
NO	1621	95	1716	62.04%
Total Votes	2618	148	2766	
0433 ANDORA-INDIAN BEND	Registered Voters - 5268		Ballots Cast - 1267	Turnout Percent - 24.05%
PROPOSITION 105				
YES	487	29	516	40.95%
NO	705	39	744	59.05%
Total Votes	1192	68	1260	
PROPOSITION 106				
YES	413	24	437	35.62%
NO	747	43	790	64.38%
Total Votes	1160	67	1227	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
1213 BLACK CANYON-SHAW BUTTE	Registered Voters - 9067		Ballots Cast - 1792	Turnout Percent - 19.76%
PROPOSITION 105				
YES	704	28	732	41.05%
NO	999	52	1051	58.95%
Total Votes	1703	80	1783	
PROPOSITION 106				
YES	629	20	649	37.41%
NO	1028	58	1086	62.59%
Total Votes	1657	78	1735	
1333 BLUEFIELD 3-GROVERS 3-TURF PARAD	Registered Voters - 4715		Ballots Cast - 982	Turnout Percent - 20.83%
PROPOSITION 105				
YES	406	17	423	43.30%
NO	534	20	554	56.70%
Total Votes	940	37	977	
PROPOSITION 106				
YES	328	18	346	36.38%
NO	586	19	605	63.62%
Total Votes	914	37	951	
1513 CALAVEROS-GOLD DUST	Registered Voters - 3041		Ballots Cast - 1336	Turnout Percent - 43.93%
PROPOSITION 105				
YES	473	35	508	38.08%
NO	797	29	826	61.92%
Total Votes	1270	64	1334	
PROPOSITION 106				
YES	409	31	440	33.79%
NO	829	33	862	66.21%
Total Votes	1238	64	1302	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
1693 CANTERBURY-MOON VALLEY-WILLOW Registered Voters - 7681 Ballots Cast - 3136 Turnout Percent - 40.83%				
PROPOSITION 105				
YES	1196	54	1250	40.04%
NO	1783	89	1872	59.96%
Total Votes	2979	143	3122	
PROPOSITION 106				
YES	964	49	1013	33.22%
NO	1942	94	2036	66.78%
Total Votes	2906	143	3049	
2533 COPPER HILLS-HILLERY 3-OAKHURST Registered Voters - 4798 Ballots Cast - 1673 Turnout Percent - 34.87%				
PROPOSITION 105				
YES	733	38	771	46.31%
NO	858	36	894	53.69%
Total Votes	1591	74	1665	
PROPOSITION 106				
YES	577	31	608	37.44%
NO	973	43	1016	62.56%
Total Votes	1550	74	1624	
3373 DESERT COVE-SHEENA Registered Voters - 5249 Ballots Cast - 1969 Turnout Percent - 37.51%				
PROPOSITION 105				
YES	689	22	711	36.33%
NO	1205	41	1246	63.67%
Total Votes	1894	63	1957	
PROPOSITION 106				
YES	614	23	637	33.42%
NO	1230	39	1269	66.58%
Total Votes	1844	62	1906	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
3683 DREAMY DRAW-HATCHER-NORTON	Registered Voters - 5386		Ballots Cast - 1607	Turnout Percent - 29.84%
PROPOSITION 105				
YES	528	54	582	36.35%
NO	946	73	1019	63.65%
Total Votes	1474	127	1601	
PROPOSITION 106				
YES	448	41	489	31.43%
NO	983	84	1067	68.57%
Total Votes	1431	125	1556	
4023 ESCOBAR-FOXWOOD-SHEA	Registered Voters - 5078		Ballots Cast - 1651	Turnout Percent - 32.51%
PROPOSITION 105				
YES	683	55	738	44.78%
NO	862	48	910	55.22%
Total Votes	1545	103	1648	
PROPOSITION 106				
YES	532	43	575	35.85%
NO	971	58	1029	64.15%
Total Votes	1503	101	1604	
4333 GLENN-SPRUCE-SUNNY HIGH 3-SUNNY	Registered Voters - 8201		Ballots Cast - 3130	Turnout Percent - 38.17%
PROPOSITION 105				
YES	1065	75	1140	36.52%
NO	1899	83	1982	63.48%
Total Votes	2964	158	3122	
PROPOSITION 106				
YES	911	68	979	32.21%
NO	1970	90	2060	67.79%
Total Votes	2881	158	3039	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
4573 GREENWAY-VISTA	Registered Voters - 6636		Ballots Cast - 2074	Turnout Percent - 31.25%
PROPOSITION 105				
YES	820	59	879	42.55%
NO	1143	44	1187	57.45%
Total Votes	1963	103	2066	
PROPOSITION 106				
YES	655	48	703	34.98%
NO	1255	52	1307	65.02%
Total Votes	1910	100	2010	
6373 MONTE CRISTO-MOUNTAIN SKY	Registered Voters - 8496		Ballots Cast - 3129	Turnout Percent - 36.83%
PROPOSITION 105				
YES	1201	56	1257	40.31%
NO	1791	70	1861	59.69%
Total Votes	2992	126	3118	
PROPOSITION 106				
YES	1018	51	1069	35.19%
NO	1894	75	1969	64.81%
Total Votes	2912	126	3038	
6563 ONYX-YUCCA	Registered Voters - 4473		Ballots Cast - 1883	Turnout Percent - 42.10%
PROPOSITION 105				
YES	596	42	638	34.03%
NO	1165	72	1237	65.97%
Total Votes	1761	114	1875	
PROPOSITION 106				
YES	501	33	534	29.16%
NO	1216	81	1297	70.84%
Total Votes	1717	114	1831	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
6853 PONDEROSA-PORT ROYALE	Registered Voters - 4763		Ballots Cast - 976	Turnout Percent - 20.49%
PROPOSITION 105				
YES	346	26	372	38.19%
NO	580	22	602	61.81%
Total Votes	926	48	974	
PROPOSITION 106				
YES	309	16	325	34.17%
NO	594	32	626	65.83%
Total Votes	903	48	951	
7033 SHADOW ROCK	Registered Voters - 2593		Ballots Cast - 1044	Turnout Percent - 40.26%
PROPOSITION 105				
YES	386	18	404	38.88%
NO	617	18	635	61.12%
Total Votes	1003	36	1039	
PROPOSITION 106				
YES	313	18	331	32.68%
NO	664	18	682	67.32%
Total Votes	977	36	1013	

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DISTRICT 4**

	Early Votes	Voting Center Votes	Total	% of Total Votes
0074 ACUNA-LYNWOOD-RIVERSIDE 4	Registered Voters - 6953		Ballots Cast - 847	Turnout Percent - 12.18%
PROPOSITION 105				
YES	272	6	278	33.21%
NO	545	14	559	66.79%
Total Votes	817	20	837	
PROPOSITION 106				
YES	245	6	251	31.06%
NO	543	14	557	68.94%
Total Votes	788	20	808	
1574 CAMBRIDGE-NORTH HIGH	Registered Voters - 3459		Ballots Cast - 1203	Turnout Percent - 34.78%
PROPOSITION 105				
YES	130	19	149	12.41%
NO	965	87	1052	87.59%
Total Votes	1095	106	1201	
PROPOSITION 106				
YES	146	16	162	13.75%
NO	926	90	1016	86.25%
Total Votes	1072	106	1178	
2054 CENTRAL HIGH-XAVIER	Registered Voters - 5794		Ballots Cast - 1447	Turnout Percent - 24.97%
PROPOSITION 105				
YES	306	22	328	22.78%
NO	1036	76	1112	77.22%
Total Votes	1342	98	1440	
PROPOSITION 106				
YES	272	18	290	20.85%
NO	1021	80	1101	79.15%
Total Votes	1293	98	1391	

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DISTRICT 4**

	Early Votes	Voting Center Votes	Total	% of Total Votes
3074 CULVER-MARIVUE	Registered Voters - 5845		Ballots Cast - 835	Turnout Percent - 14.29%
PROPOSITION 105				
YES	268	24	292	35.22%
NO	511	26	537	64.78%
Total Votes	779	50	829	
PROPOSITION 106				
YES	214	17	231	29.46%
NO	521	32	553	70.54%
Total Votes	735	49	784	
3964 ENCANTO-WILSHIRE 4	Registered Voters - 4952		Ballots Cast - 2481	Turnout Percent - 50.10%
PROPOSITION 105				
YES	287	22	309	12.49%
NO	2004	160	2164	87.51%
Total Votes	2291	182	2473	
PROPOSITION 106				
YES	295	24	319	13.10%
NO	1958	158	2116	86.90%
Total Votes	2253	182	2435	
4454 GRANADA-MADRID	Registered Voters - 6219		Ballots Cast - 902	Turnout Percent - 14.50%
PROPOSITION 105				
YES	305	13	318	35.57%
NO	546	30	576	64.43%
Total Votes	851	43	894	
PROPOSITION 106				
YES	273	9	282	32.49%
NO	552	34	586	67.51%
Total Votes	825	43	868	

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DISTRICT 4**

	Early Votes	Voting Center Votes	Total	% of Total Votes
4814 HAYDEN HIGH-ISAAC-LEWIS	Registered Voters - 5283		Ballots Cast - 710	Turnout Percent - 13.44%
PROPOSITION 105				
YES	245	17	262	37.32%
NO	418	22	440	62.68%
Total Votes	663	39	702	
PROPOSITION 106				
YES	202	14	216	32.05%
NO	436	22	458	67.95%
Total Votes	638	36	674	
5244 HOLMES	Registered Voters - 3777		Ballots Cast - 478	Turnout Percent - 12.66%
PROPOSITION 105				
YES	152	12	164	34.89%
NO	294	12	306	65.11%
Total Votes	446	24	470	
PROPOSITION 106				
YES	144	5	149	33.56%
NO	276	19	295	66.44%
Total Votes	420	24	444	
5834 LOMA LINDA	Registered Voters - 3381		Ballots Cast - 918	Turnout Percent - 27.15%
PROPOSITION 105				
YES	214	20	234	25.63%
NO	624	55	679	74.37%
Total Votes	838	75	913	
PROPOSITION 106				
YES	205	22	227	25.48%
NO	611	53	664	74.52%
Total Votes	816	75	891	

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DISTRICT 4**

	Early Votes	Voting Center Votes	Total	% of Total Votes
5954 LUKE 4-RANCHO 4-SOLANO 4	Registered Voters - 6536		Ballots Cast - 2296	Turnout Percent - 35.13%
PROPOSITION 105				
YES	477	34	511	22.38%
NO	1662	110	1772	77.62%
Total Votes	2139	144	2283	
PROPOSITION 106				
YES	472	29	501	22.53%
NO	1609	114	1723	77.47%
Total Votes	2081	143	2224	
6014 MADISON PARK	Registered Voters - 3853		Ballots Cast - 1102	Turnout Percent - 28.60%
PROPOSITION 105				
YES	216	17	233	21.18%
NO	810	57	867	78.82%
Total Votes	1026	74	1100	
PROPOSITION 106				
YES	193	18	211	19.54%
NO	812	57	869	80.46%
Total Votes	1005	75	1080	
6254 MCDOWELL 4-WHITTIER	Registered Voters - 2749		Ballots Cast - 906	Turnout Percent - 32.96%
PROPOSITION 105				
YES	127	7	134	14.79%
NO	713	59	772	85.21%
Total Votes	840	66	906	
PROPOSITION 106				
YES	111	11	122	13.75%
NO	710	55	765	86.25%
Total Votes	821	66	887	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
6734 PARADA-TURNEY	Registered Voters - 6518		Ballots Cast - 2050	Turnout Percent - 31.45%
PROPOSITION 105				
YES	314	26	340	16.63%
NO	1556	148	1704	83.37%
Total Votes	1870	174	2044	
PROPOSITION 106				
YES	320	26	346	17.46%
NO	1489	147	1636	82.54%
Total Votes	1809	173	1982	
6794 PARK CENTRAL	Registered Voters - 4872		Ballots Cast - 1717	Turnout Percent - 35.24%
PROPOSITION 105				
YES	264	19	283	16.55%
NO	1307	120	1427	83.45%
Total Votes	1571	139	1710	
PROPOSITION 106				
YES	226	21	247	14.68%
NO	1319	117	1436	85.32%
Total Votes	1545	138	1683	
7214 SILVERADO	Registered Voters - 4740		Ballots Cast - 1072	Turnout Percent - 22.62%
PROPOSITION 105				
YES	274	23	297	27.78%
NO	719	53	772	72.22%
Total Votes	993	76	1069	
PROPOSITION 106				
YES	260	21	281	27.15%
NO	701	53	754	72.85%
Total Votes	961	74	1035	

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DISTRICT 5**

	Early Votes	Voting Center Votes	Total	% of Total Votes
0255 ALHAMBRA-ROADRUNNER	Registered Voters - 2833		Ballots Cast - 409	Turnout Percent - 14.44%
PROPOSITION 105				
YES	132	8	140	34.83%
NO	249	13	262	65.17%
Total Votes	381	21	402	
PROPOSITION 106				
YES	117	3	120	31.09%
NO	248	18	266	68.91%
Total Votes	365	21	386	
0735 AUGUSTA-NIOLET	Registered Voters - 3830		Ballots Cast - 886	Turnout Percent - 23.13%
PROPOSITION 105				
YES	316	23	339	38.57%
NO	503	37	540	61.43%
Total Votes	819	60	879	
PROPOSITION 106				
YES	246	21	267	31.79%
NO	535	38	573	68.21%
Total Votes	781	59	840	
1815 CARL-HOLIDAY GARDENS-MINNEZONA	Registered Voters - 6516		Ballots Cast - 887	Turnout Percent - 13.61%
PROPOSITION 105				
YES	265	11	276	31.47%
NO	576	25	601	68.53%
Total Votes	841	36	877	
PROPOSITION 106				
YES	239	9	248	29.42%
NO	570	25	595	70.58%
Total Votes	809	34	843	

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DISTRICT 5**

	Early Votes	Voting Center Votes	Total	% of Total Votes
2695 CORDONIZ-MARIPOSA-VILLA DE PAZ	Registered Voters - 7840		Ballots Cast - 1200	Turnout Percent - 15.31%
PROPOSITION 105				
YES	404	21	425	35.59%
NO	730	39	769	64.41%
Total Votes	1134	60	1194	
PROPOSITION 106				
YES	351	22	373	33.10%
NO	717	37	754	66.90%
Total Votes	1068	59	1127	
2775 CORDOVA-LUKE 5-SEVILLA	Registered Voters - 6721		Ballots Cast - 1041	Turnout Percent - 15.49%
PROPOSITION 105				
YES	375	17	392	37.87%
NO	608	35	643	62.13%
Total Votes	983	52	1035	
PROPOSITION 106				
YES	310	11	321	32.33%
NO	632	40	672	67.67%
Total Votes	942	51	993	
3795 EL CARO-TOWNLEY	Registered Voters - 6457		Ballots Cast - 1177	Turnout Percent - 18.23%
PROPOSITION 105				
YES	358	26	384	33.02%
NO	726	53	779	66.98%
Total Votes	1084	79	1163	
PROPOSITION 106				
YES	293	23	316	28.39%
NO	741	56	797	71.61%
Total Votes	1034	79	1113	

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DISTRICT 5**

	Early Votes	Voting Center Votes	Total	% of Total Votes
4755 HARMONT	Registered Voters - 4610		Ballots Cast - 991	Turnout Percent - 21.50%
PROPOSITION 105				
YES	400	23	423	42.90%
NO	540	23	563	57.10%
Total Votes	940	46	986	
PROPOSITION 106				
YES	307	22	329	35.04%
NO	586	24	610	64.96%
Total Votes	893	46	939	
5115 HOLIDAY PARK-MARYVALE	Registered Voters - 6903		Ballots Cast - 1093	Turnout Percent - 15.83%
PROPOSITION 105				
YES	316	12	328	30.23%
NO	712	45	757	69.77%
Total Votes	1028	57	1085	
PROPOSITION 106				
YES	283	10	293	28.09%
NO	703	47	750	71.91%
Total Votes	986	57	1043	
5535 KEIM	Registered Voters - 3311		Ballots Cast - 761	Turnout Percent - 22.98%
PROPOSITION 105				
YES	270	21	291	38.49%
NO	441	24	465	61.51%
Total Votes	711	45	756	
PROPOSITION 106				
YES	191	17	208	28.30%
NO	499	28	527	71.70%
Total Votes	690	45	735	

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**PRECINCT DETAIL
DISTRICT 5**

	Early Votes	Voting Center Votes	Total	% of Total Votes
5895 LONESOME-WELDON	Registered Voters - 4602		Ballots Cast - 566	Turnout Percent - 12.30%
PROPOSITION 105				
YES	166	5	171	30.70%
NO	373	13	386	69.30%
Total Votes	539	18	557	
PROPOSITION 106				
YES	157	2	159	29.07%
NO	372	16	388	70.93%
Total Votes	529	18	547	
6135 MARLETTE 5-MARYLAND-SOLANO 5	Registered Voters - 6093		Ballots Cast - 1862	Turnout Percent - 30.56%
PROPOSITION 105				
YES	458	45	503	27.12%
NO	1257	95	1352	72.88%
Total Votes	1715	140	1855	
PROPOSITION 106				
YES	403	35	438	24.37%
NO	1254	105	1359	75.63%
Total Votes	1657	140	1797	
6495 OCOTILLO-STELLA	Registered Voters - 4472		Ballots Cast - 780	Turnout Percent - 17.44%
PROPOSITION 105				
YES	247	17	264	34.11%
NO	481	29	510	65.89%
Total Votes	728	46	774	
PROPOSITION 106				
YES	224	15	239	31.87%
NO	480	31	511	68.13%
Total Votes	704	46	750	

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**PRECINCT DETAIL
DISTRICT 5**

	Early Votes	Voting Center Votes	Total	% of Total Votes
6615 ORANGEWOOD-SUNNY HIGH 5	Registered Voters - 3580		Ballots Cast - 1459	Turnout Percent - 40.75%
PROPOSITION 105				
YES	385	25	410	28.18%
NO	991	54	1045	71.82%
Total Votes	1376	79	1455	
PROPOSITION 106				
YES	358	22	380	26.82%
NO	981	56	1037	73.18%
Total Votes	1339	78	1417	
6975 ROMA	Registered Voters - 4967		Ballots Cast - 831	Turnout Percent - 16.73%
PROPOSITION 105				
YES	263	9	272	33.05%
NO	526	25	551	66.95%
Total Votes	789	34	823	
PROPOSITION 106				
YES	221	12	233	29.68%
NO	530	22	552	70.32%
Total Votes	751	34	785	
7335 STARLIGHT-TREVOR BROWNE	Registered Voters - 4260		Ballots Cast - 687	Turnout Percent - 16.13%
PROPOSITION 105				
YES	219	14	233	34.21%
NO	425	23	448	65.79%
Total Votes	644	37	681	
PROPOSITION 106				
YES	163	8	171	26.68%
NO	442	28	470	73.32%
Total Votes	605	36	641	

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DISTRICT 6**

		Early Votes	Voting Center Votes	Total	% of Total Votes
0196	AHWATUKEE-GRDN GRVS 6-S MTN PRK	Registered Voters - 7864		Ballots Cast - 2853	Turnout Percent - 36.28%
PROPOSITION 105					
	YES	990	45	1035	36.43%
	NO	1716	90	1806	63.57%
	Total Votes	2706	135	2841	
PROPOSITION 106					
	YES	943	46	989	35.46%
	NO	1711	89	1800	64.54%
	Total Votes	2654	135	2789	
0556	ARCADIA-KACHINA	Registered Voters - 6397		Ballots Cast - 2263	Turnout Percent - 35.38%
PROPOSITION 105					
	YES	637	55	692	30.67%
	NO	1495	69	1564	69.33%
	Total Votes	2132	124	2256	
PROPOSITION 106					
	YES	585	47	632	28.82%
	NO	1486	75	1561	71.18%
	Total Votes	2071	122	2193	
0916	BETHANY-MADISON HEIGHTS	Registered Voters - 3526		Ballots Cast - 1691	Turnout Percent - 47.96%
PROPOSITION 105					
	YES	584	33	617	36.55%
	NO	1039	32	1071	63.45%
	Total Votes	1623	65	1688	
PROPOSITION 106					
	YES	515	30	545	33.19%
	NO	1062	35	1097	66.81%
	Total Votes	1577	65	1642	

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DISTRICT 6**

	Early Votes	Voting Center Votes	Total	% of Total Votes
1096 BILTMORE-COLONNADE	Registered Voters - 5493		Ballots Cast - 2097	Turnout Percent - 38.18%
PROPOSITION 105				
YES	642	37	679	32.50%
NO	1340	70	1410	67.50%
Total Votes	1982	107	2089	
PROPOSITION 106				
YES	640	31	671	32.92%
NO	1292	75	1367	67.08%
Total Votes	1932	106	2038	
1636 CAMELOT-ROCKLEDGE-SMP2	Registered Voters - 8818		Ballots Cast - 3305	Turnout Percent - 37.48%
PROPOSITION 105				
YES	1283	61	1344	40.73%
NO	1891	65	1956	59.27%
Total Votes	3174	126	3300	
PROPOSITION 106				
YES	1168	53	1221	37.92%
NO	1927	72	1999	62.08%
Total Votes	3095	125	3220	
2236 CITRUS-LAMAR-MARLETTE 6-ROVEY-S	Registered Voters - 7781		Ballots Cast - 3065	Turnout Percent - 39.39%
PROPOSITION 105				
YES	898	51	949	31.15%
NO	1963	135	2098	68.85%
Total Votes	2861	186	3047	
PROPOSITION 106				
YES	779	46	825	27.58%
NO	2027	139	2166	72.42%
Total Votes	2806	185	2991	

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DISTRICT 6**

	Early Votes	Voting Center Votes	Total	% of Total Votes
2356 CLIFFVIEW-PALMAIRE-SIMIS	Registered Voters - 5392		Ballots Cast - 2134	Turnout Percent - 39.58%
PROPOSITION 105				
YES	597	29	626	29.43%
NO	1439	62	1501	70.57%
Total Votes	2036	91	2127	
PROPOSITION 106				
YES	530	29	559	26.94%
NO	1453	63	1516	73.06%
Total Votes	1983	92	2075	
2416 CLUB WEST	Registered Voters - 4968		Ballots Cast - 1641	Turnout Percent - 33.03%
PROPOSITION 105				
YES	644	26	670	41.10%
NO	922	38	960	58.90%
Total Votes	1566	64	1630	
PROPOSITION 106				
YES	625	27	652	40.90%
NO	906	36	942	59.10%
Total Votes	1531	63	1594	
3856 EL DOMINGO-WILDER	Registered Voters - 5507		Ballots Cast - 2278	Turnout Percent - 41.37%
PROPOSITION 105				
YES	748	47	795	34.98%
NO	1418	60	1478	65.02%
Total Votes	2166	107	2273	
PROPOSITION 106				
YES	650	39	689	31.22%
NO	1450	68	1518	68.78%
Total Votes	2100	107	2207	

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DISTRICT 6**

	Early Votes	Voting Center Votes	Total	% of Total Votes
4156 Foothills-SMP1	Registered Voters - 4638		Ballots Cast - 1494	Turnout Percent - 32.21%
PROPOSITION 105				
YES	663	17	680	45.76%
NO	785	21	806	54.24%
Total Votes	1448	38	1486	
PROPOSITION 106				
YES	655	18	673	46.22%
NO	763	20	783	53.78%
Total Votes	1418	38	1456	
4216 Gardens-Monroe 6-Papago Park-S	Registered Voters - 6447		Ballots Cast - 1292	Turnout Percent - 20.04%
PROPOSITION 105				
YES	339	33	372	28.99%
NO	838	73	911	71.01%
Total Votes	1177	106	1283	
PROPOSITION 106				
YES	331	33	364	29.03%
NO	816	74	890	70.97%
Total Votes	1147	107	1254	
4396 Glenrosa-Mayflower 6-Oaktree-R	Registered Voters - 11067		Ballots Cast - 3631	Turnout Percent - 32.81%
PROPOSITION 105				
YES	1004	49	1053	29.11%
NO	2423	141	2564	70.89%
Total Votes	3427	190	3617	
PROPOSITION 106				
YES	936	44	980	28.03%
NO	2371	145	2516	71.97%
Total Votes	3307	189	3496	

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DISTRICT 6**

	Early Votes	Voting Center Votes	Total	% of Total Votes
4636 HALL-RANCHO 6	Registered Voters - 5543		Ballots Cast - 1971	Turnout Percent - 35.56%
PROPOSITION 105				
YES	523	26	549	28.01%
NO	1335	76	1411	71.99%
Total Votes	1858	102	1960	
PROPOSITION 106				
YES	476	25	501	26.24%
NO	1335	73	1408	73.76%
Total Votes	1811	98	1909	
5296 HOPI-KIVA-LOOKOUT RIDGE	Registered Voters - 5618		Ballots Cast - 2113	Turnout Percent - 37.61%
PROPOSITION 105				
YES	786	38	824	39.22%
NO	1239	38	1277	60.78%
Total Votes	2025	76	2101	
PROPOSITION 106				
YES	716	28	744	36.26%
NO	1260	48	1308	63.74%
Total Votes	1976	76	2052	
5476 KAIBAB-PICADILLY	Registered Voters - 4543		Ballots Cast - 1548	Turnout Percent - 34.07%
PROPOSITION 105				
YES	478	41	519	33.72%
NO	961	59	1020	66.28%
Total Votes	1439	100	1539	
PROPOSITION 106				
YES	446	39	485	32.18%
NO	960	62	1022	67.82%
Total Votes	1406	101	1507	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
5696 KOKOPELLI	Registered Voters - 4797		Ballots Cast - 1285	Turnout Percent - 26.79%
PROPOSITION 105				
YES	506	17	523	40.83%
NO	727	31	758	59.17%
Total Votes	1233	48	1281	
PROPOSITION 106				
YES	453	14	467	37.15%
NO	756	34	790	62.85%
Total Votes	1209	48	1257	
5776 LAKEWOOD	Registered Voters - 4037		Ballots Cast - 1349	Turnout Percent - 33.42%
PROPOSITION 105				
YES	512	14	526	39.08%
NO	791	29	820	60.92%
Total Votes	1303	43	1346	
PROPOSITION 106				
YES	457	13	470	35.77%
NO	814	30	844	64.23%
Total Votes	1271	43	1314	
6076 MAGIC STONE	Registered Voters - 5451		Ballots Cast - 1543	Turnout Percent - 28.31%
PROPOSITION 105				
YES	564	23	587	38.24%
NO	901	47	948	61.76%
Total Votes	1465	70	1535	
PROPOSITION 106				
YES	511	21	532	35.37%
NO	924	48	972	64.63%
Total Votes	1435	69	1504	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
6316 PINTO-SANDIA-SMP3	Registered Voters - 6001		Ballots Cast - 2295	Turnout Percent - 38.24%
PROPOSITION 105				
YES	924	28	952	41.63%
NO	1300	35	1335	58.37%
Total Votes	2224	63	2287	
PROPOSITION 106				
YES	850	28	878	39.21%
NO	1326	35	1361	60.79%
Total Votes	2176	63	2239	
7456 WINDMERE	Registered Voters - 6392		Ballots Cast - 1649	Turnout Percent - 25.80%
PROPOSITION 105				
YES	594	30	624	37.96%
NO	980	40	1020	62.04%
Total Votes	1574	70	1644	
PROPOSITION 106				
YES	554	23	577	36.18%
NO	971	47	1018	63.82%
Total Votes	1525	70	1595	

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**PRECINCT DETAIL
DISTRICT 7**

	Early Votes	Voting Center Votes	Total	% of Total Votes
0977 BETHUNE 7- HARRISON-HIDALGO 7-RO	Registered Voters - 3631		Ballots Cast - 384	Turnout Percent - 10.58%
PROPOSITION 105				
YES	142	6	148	38.85%
NO	215	18	233	61.15%
Total Votes	357	24	381	
PROPOSITION 106				
YES	103	6	109	30.19%
NO	234	18	252	69.81%
Total Votes	337	24	361	
1467 BURGESS-CHEATHAM 7-LAVEEN-OLNE	Registered Voters - 9005		Ballots Cast - 1554	Turnout Percent - 17.26%
PROPOSITION 105				
YES	509	31	540	35.06%
NO	947	53	1000	64.94%
Total Votes	1456	84	1540	
PROPOSITION 106				
YES	442	20	462	31.09%
NO	961	63	1024	68.91%
Total Votes	1403	83	1486	
1757 CAPITOL SCHOOL-DUNBAR 7	Registered Voters - 3286		Ballots Cast - 638	Turnout Percent - 19.42%
PROPOSITION 105				
YES	130	10	140	22.08%
NO	445	49	494	77.92%
Total Votes	575	59	634	
PROPOSITION 106				
YES	103	12	115	18.58%
NO	457	47	504	81.42%
Total Votes	560	59	619	

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DISTRICT 7**

	Early Votes	Voting Center Votes	Total	% of Total Votes
1937 CASHION	Registered Voters - 5700		Ballots Cast - 680	Turnout Percent - 11.93%
PROPOSITION 105				
YES	197	5	202	29.84%
NO	462	13	475	70.16%
Total Votes	659	18	677	
PROPOSITION 106				
YES	174	4	178	27.38%
NO	459	13	472	72.62%
Total Votes	633	17	650	
2117 CHAVEZ-HOPE	Registered Voters - 5426		Ballots Cast - 1167	Turnout Percent - 21.51%
PROPOSITION 105				
YES	604	63	667	57.75%
NO	442	46	488	42.25%
Total Votes	1046	109	1155	
PROPOSITION 106				
YES	419	43	462	41.81%
NO	579	64	643	58.19%
Total Votes	998	107	1105	
2597 CORA-PENA	Registered Voters - 4276		Ballots Cast - 538	Turnout Percent - 12.58%
PROPOSITION 105				
YES	166	9	175	32.65%
NO	346	15	361	67.35%
Total Votes	512	24	536	
PROPOSITION 106				
YES	161	7	168	32.18%
NO	338	16	354	67.82%
Total Votes	499	23	522	

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DISTRICT 7**

	Early Votes	Voting Center Votes	Total	% of Total Votes
2657 CORDES-SANTA MARIA-SENNIA VISTA	Registered Voters - 6661		Ballots Cast - 840	Turnout Percent - 12.61%
PROPOSITION 105				
YES	271	13	284	34.05%
NO	520	30	550	65.95%
Total Votes	791	43	834	
PROPOSITION 106				
YES	240	7	247	30.84%
NO	518	36	554	69.16%
Total Votes	758	43	801	
3437 DESERT SKY-WESTRIDGE	Registered Voters - 6222		Ballots Cast - 664	Turnout Percent - 10.67%
PROPOSITION 105				
YES	224	13	237	35.96%
NO	407	15	422	64.04%
Total Votes	631	28	659	
PROPOSITION 106				
YES	198	12	210	33.39%
NO	405	14	419	66.61%
Total Votes	603	26	629	
3557 DOBBINS RANCH 7-LAVEEN MEADOWS	Registered Voters - 5111		Ballots Cast - 887	Turnout Percent - 17.35%
PROPOSITION 105				
YES	290	14	304	34.43%
NO	541	38	579	65.57%
Total Votes	831	52	883	
PROPOSITION 106				
YES	275	8	283	33.61%
NO	516	43	559	66.39%
Total Votes	791	51	842	

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DISTRICT 7**

	Early Votes	Voting Center Votes	Total	% of Total Votes
4997 HLTN 7-LWLL 7-MCDWLL 7-MNR 7-WST Registered Voters - 4289 Ballots Cast - 1280 Turnout Percent - 29.84%				
PROPOSITION 105				
YES	163	14	177	13.92%
NO	996	99	1095	86.08%
Total Votes	1159	113	1272	
PROPOSITION 106				
YES	176	17	193	15.44%
NO	961	96	1057	84.56%
Total Votes	1137	113	1250	
5177 HOLLYHOCK-MONTE VISTA-TUMBLEWE Registered Voters - 8827 Ballots Cast - 946 Turnout Percent - 10.72%				
PROPOSITION 105				
YES	310	18	328	35.16%
NO	568	37	605	64.84%
Total Votes	878	55	933	
PROPOSITION 106				
YES	246	16	262	29.37%
NO	591	39	630	70.63%
Total Votes	837	55	892	
6917 RIVERSIDE 7 Registered Voters - 2676 Ballots Cast - 307 Turnout Percent - 11.47%				
PROPOSITION 105				
YES	112	6	118	38.69%
NO	180	7	187	61.31%
Total Votes	292	13	305	
PROPOSITION 106				
YES	89	7	96	32.11%
NO	197	6	203	67.89%
Total Votes	286	13	299	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
7277 SOUTHERN 7-SUNLAND	Registered Voters - 6509		Ballots Cast - 1181	Turnout Percent - 18.14%
PROPOSITION 105				
YES	540	52	592	50.47%
NO	539	42	581	49.53%
Total Votes	1079	94	1173	
PROPOSITION 106				
YES	408	34	442	39.53%
NO	620	56	676	60.47%
Total Votes	1028	90	1118	
7397 STUMP	Registered Voters - 6281		Ballots Cast - 603	Turnout Percent - 9.60%
PROPOSITION 105				
YES	190	3	193	32.22%
NO	394	12	406	67.78%
Total Votes	584	15	599	
PROPOSITION 106				
YES	184	5	189	32.53%
NO	382	10	392	67.47%
Total Votes	566	15	581	

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DISTRICT 8**

	Early Votes	Voting Center Votes	Total	% of Total Votes
0618 ARDMORE-EUCLID-SOUTH MTN PARK 8	Registered Voters - 7363		Ballots Cast - 2557	Turnout Percent - 34.73%
PROPOSITION 105				
YES	907	59	966	37.94%
NO	1481	99	1580	62.06%
Total Votes	2388	158	2546	
PROPOSITION 106				
YES	686	40	726	29.69%
NO	1606	113	1719	70.31%
Total Votes	2292	153	2445	
0858 BALSZ-HOLLY	Registered Voters - 5537		Ballots Cast - 818	Turnout Percent - 14.77%
PROPOSITION 105				
YES	230	12	242	29.84%
NO	540	29	569	70.16%
Total Votes	770	41	811	
PROPOSITION 106				
YES	212	12	224	28.32%
NO	539	28	567	71.68%
Total Votes	751	40	791	
1038 BETHUNE 8-DUNBAR 8	Registered Voters - 1915		Ballots Cast - 206	Turnout Percent - 10.76%
PROPOSITION 105				
YES	78	2	80	39.41%
NO	114	9	123	60.59%
Total Votes	192	11	203	
PROPOSITION 106				
YES	55	3	58	31.69%
NO	117	8	125	68.31%
Total Votes	172	11	183	

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	Early Votes	Voting Center Votes	Total	% of Total Votes
1878 CARVER-LASSEN-OLNEY 8	Registered Voters - 7430		Ballots Cast - 2215	Turnout Percent - 29.81%
PROPOSITION 105				
YES	948	75	1023	46.48%
NO	1086	92	1178	53.52%
Total Votes	2034	167	2201	
PROPOSITION 106				
YES	729	60	789	37.70%
NO	1203	101	1304	62.30%
Total Votes	1932	161	2093	
3008 CREIGHTON-RUBY 8	Registered Voters - 4817		Ballots Cast - 1129	Turnout Percent - 23.44%
PROPOSITION 105				
YES	268	28	296	26.36%
NO	743	84	827	73.64%
Total Votes	1011	112	1123	
PROPOSITION 106				
YES	231	24	255	23.48%
NO	745	86	831	76.52%
Total Votes	976	110	1086	
3618 CHEATHAM 8-DOBBINS RANCH 8-LAVE	Registered Voters - 7263		Ballots Cast - 1577	Turnout Percent - 21.71%
PROPOSITION 105				
YES	550	30	580	37.16%
NO	931	50	981	62.84%
Total Votes	1481	80	1561	
PROPOSITION 106				
YES	473	22	495	33.22%
NO	938	57	995	66.78%
Total Votes	1411	79	1490	

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DISTRICT 8**

	Early Votes	Voting Center Votes	Total	% of Total Votes
3738 EDISON-MCDOWELL 8-WESTWARD HO	Registered Voters - 5179		Ballots Cast - 1029	Turnout Percent - 19.87%
PROPOSITION 105				
YES	180	6	186	18.27%
NO	740	92	832	81.73%
Total Votes	920	98	1018	
PROPOSITION 106				
YES	168	11	179	18.19%
NO	720	85	805	81.81%
Total Votes	888	96	984	
3918 ELWOOD-GARDEN GROVES 8-VINEYAR	Registered Voters - 8976		Ballots Cast - 2011	Turnout Percent - 22.40%
PROPOSITION 105				
YES	621	44	665	33.37%
NO	1253	75	1328	66.63%
Total Votes	1874	119	1993	
PROPOSITION 106				
YES	564	37	601	31.29%
NO	1238	82	1320	68.71%
Total Votes	1802	119	1921	
4278 GATEWAY-MONROE 8	Registered Voters - 5472		Ballots Cast - 838	Turnout Percent - 15.31%
PROPOSITION 105				
YES	200	17	217	26.02%
NO	561	56	617	73.98%
Total Votes	761	73	834	
PROPOSITION 106				
YES	208	17	225	28.30%
NO	514	56	570	71.70%
Total Votes	722	73	795	

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DISTRICT 8**

	Early Votes	Voting Center Votes	Total	% of Total Votes
4518 GREENFIELD-SOUTH MTN HIGH	Registered Voters - 5458		Ballots Cast - 1030	Turnout Percent - 18.87%
PROPOSITION 105				
YES	442	58	500	48.88%
NO	471	52	523	51.12%
Total Votes	913	110	1023	
PROPOSITION 106				
YES	342	42	384	39.67%
NO	521	63	584	60.33%
Total Votes	863	105	968	
4878 HERMOSA-SIERRA VISTA	Registered Voters - 7169		Ballots Cast - 1500	Turnout Percent - 20.92%
PROPOSITION 105				
YES	573	36	609	40.90%
NO	812	68	880	59.10%
Total Votes	1385	104	1489	
PROPOSITION 106				
YES	419	28	447	31.97%
NO	879	72	951	68.03%
Total Votes	1298	100	1398	
4938 HIDALGO 8-ROESER 8-SOUTHERN 8	Registered Voters - 7966		Ballots Cast - 1493	Turnout Percent - 18.74%
PROPOSITION 105				
YES	549	37	586	39.49%
NO	838	60	898	60.51%
Total Votes	1387	97	1484	
PROPOSITION 106				
YES	420	28	448	31.50%
NO	905	69	974	68.50%
Total Votes	1325	97	1422	

9/4/2019

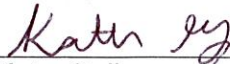
**CITY OF PHOENIX
SPECIAL ELECTION
AUGUST 27, 2019
OFFICIAL RESULTS**

**PRECINCT DETAIL
DISTRICT 8**

	Early Votes	Voting Center Votes	Total	% of Total Votes
5058 HILTON 8-LOWELL 8	Registered Voters - 2030		Ballots Cast - 367	Turnout Percent - 18.08%
PROPOSITION 105				
YES	131	10	141	39.06%
NO	202	18	220	60.94%
Total Votes	333	28	361	
PROPOSITION 106				
YES	117	8	125	36.55%
NO	198	19	217	63.45%
Total Votes	315	27	342	
6198 MAYFLOWER 8-PERRY PARK-PIERCE	Registered Voters - 6009		Ballots Cast - 1429	Turnout Percent - 23.78%
PROPOSITION 105				
YES	397	29	426	30.06%
NO	917	74	991	69.94%
Total Votes	1314	103	1417	
PROPOSITION 106				
YES	353	28	381	28.06%
NO	902	75	977	71.94%
Total Votes	1255	103	1358	
6678 PALMDALE	Registered Voters - 2809		Ballots Cast - 334	Turnout Percent - 11.89%
PROPOSITION 105				
YES	133	3	136	41.46%
NO	177	15	192	58.54%
Total Votes	310	18	328	
PROPOSITION 106				
YES	107	7	114	36.89%
NO	183	12	195	63.11%
Total Votes	290	19	309	

The City Council therefore finds and hereby certifies and declares that said results of the Special Election show that the qualified electors of the City of Phoenix rejected Propositions 105 and 106.

IN WITNESS WHEREOF, the Council of the City of Phoenix hereby declares the attached results to be the official results of said Special Election, this 4th day of September, 2019.



Kate Gallego
Mayor



City Clerk
SEAL

