



City of Phoenix

Agenda

Transportation, Infrastructure and Innovation Subcommittee

Meeting Location:
Phoenix City Hall
200 W. Washington St.
Phoenix, AZ 85003

Wednesday, October 2, 2019

9:00 AM

First Floor Assembly Rooms A, B and C

CALL TO ORDER

CALL TO THE PUBLIC

MINUTES OF MEETINGS

- 1 **For Approval or Correction, the Minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Sept. 4, 2019** **Page 8**

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.

CONSENT ACTION (ITEMS 2-6)

- 2 **Authorization to Amend Lease to Extend Term for the Transit Center and Park-and-Ride at Metrocenter Mall** **Page 17**

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to amend Contract 104427 with Carlyle ER Metro, LLC to extend the lease term by one five-year period for the transit center and park-and-ride at Metrocenter Mall. The aggregate contract value, including all option years, will not exceed \$300,000 (excluding taxes).

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit and Finance departments.

***3**

Acquisition of Real Property for South Central Extension/Downtown Hub (SCE/DH) and Northwest Phase II (NWEII) Light Rail Extension Projects *Item Revised*****

Page 19

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval for the acquisition of real property for the South Central Extension/Downtown Hub (SCE/DH) Project and Northwest Phase II Light Rail Extension (NWEII) Project (collectively, Projects). The budget for real estate acquisition, including right-of-way, land, and restoration of existing or new improvements, is included in each Project's budget. The estimated acquisition costs are approximately \$66 million for the SCE/DH Project and approximately \$30 million for the NWEII Project.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit and Finance departments.

4

Pedestrian Safety Improvements

Page 43

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval for the Street Transportation Department Office of Pedestrian Safety recommended pedestrian safety improvements for FY 2019-2020 (**Attachment A**).

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

5 **Planning, Zoning, Plan Review, Permitting and Inspections** **Page 49**
Application - Shape PHX Contract Award

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval for Accenture LLP to be accepted as the awarded contractor, in addition to recommending approval to purchase associated required software licenses from a software reseller. The Request for Proposals (RFP) process was conducted with the technical assistance of the consulting firm, Gartner, and was conducted in accordance with Administrative Regulation 3.10. The total estimated cost for this project is \$31.6 million over seven years.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua, Acting Deputy City Manager Toni Maccarone, and the Planning and Development and Information Technology Services departments.

6 **Air National Guard Joint Use Agreement** **Page 53**

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to enter to enter a Joint Use Agreement with the United States of America, acting by and through Chief, National Guard Bureau, and the State of Arizona, acting by and through the Adjutant General (collectively known as Air National Guard (ANG)) at Phoenix Sky Harbor International Airport (PHX). The term of this Agreement will be for five years. ANG's proportionate share of operating and maintaining the jointly used facilities will be between \$10,000 and \$15,000 per year.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Assistant City Manager Deanna Jonovich and the Aviation Department.

INFORMATION ONLY (ITEMS 7-9)

7 Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings Page 55

This report provides the Transportation, Infrastructure and Innovation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority (RPTA), and the Maricopa Association of Governments.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

8 Citizens Transportation Commission Meetings Page 57

This report provides the Transportation, Infrastructure and Innovation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

9 Freeway Program Update Page 58

This report provides the Transportation, Infrastructure and Innovation Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.

DISCUSSION AND POSSIBLE ACTION (ITEMS 10-12)

10 South Central Extension/Downtown Hub Project Funding Agreement Amendment ***Item Revised**

Page 63

This report requests the Transportation, Infrastructure, and Innovation Subcommittee recommend City Council approval of an amendment to the current funding agreement for the South Central Extension/Downtown Hub (SCE/DH) Project with Valley Metro Rail (VMR) for an additional amount not-to-exceed \$159 million to fund continued progress toward completion of professional design, construction services, and associated activities.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

11 Northwest Extension Phase II Funding, Design and Construction Agreement Amendment ***Item Revised**

Page 68

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval of an amendment to the current funding agreement with Valley Metro Rail (VMR) for an additional amount not-to-exceed \$79.4 million for the Northwest Extension Phase II (NWEII) Project to fund continued progress toward the completion of professional design, construction services, and associated activities.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

12 **City Code Amendment Related to Commercial Ground
Transportation Trip Fees, Parking Rate Cap, and Unattended
Vehicle Civil Penalties** **Page 72**

This report requests that the Transportation, Infrastructure, and Innovation Subcommittee recommend City Council to amend the City Code to increase commercial ground transportation trip fees and parking-rate caps consistent with market and industry norms, establish a process for adjusting trip fees and parking-rate caps, clarify short-term parking rates, and increase civil penalties for unattended vehicles left along the curb of any terminal.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Responsible Department

This item is submitted by Assistant City Manager Deanna Jonovich and the Aviation Department.

INFORMATION AND DISCUSSION (ITEM 13)

13 **Water Services Department Drought Resiliency Infrastructure
Program Update** **Page 74**

This report provides the Transportation, Infrastructure and Innovation Subcommittee an update on the Water Services Department's (WSD) Drought Resiliency Infrastructure Program.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department

This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.

CALL TO THE PUBLIC

FUTURE AGENDA ITEMS

ADJOURN

For further information or reasonable accommodations, please call Kacie Howard, Management Assistant II, City Manager's Office at 602-262-7684. 7-1-1 Friendly.

Persons paid to lobby on behalf of persons or organizations other than themselves must register with the City Clerk prior to lobbying or within five business days thereafter, and must register annually to continue lobbying. If you have any questions about registration or whether or not you must register, please contact the City Clerk's Office at 602-534-0490.

Members:

Councilwoman Thelda Williams, Chair
Councilwoman Betty Guardado
Councilwoman Laura Pastor
Councilwoman Debra Stark



City of Phoenix

Transportation, Infrastructure and Innovation
Subcommittee

City Council Report

Agenda Date: 10/2/2019, Item No. 1

For Approval or Correction, the Minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Sept. 4, 2019

Summary

This item transmits the minutes of the Transportation, Infrastructure and Innovation Subcommittee Meeting on Sept.4, 2019 for review, correction or approval by the Transportation, Infrastructure and Innovation Subcommittee.

The minutes are attached.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.

Attachment A

Phoenix City Council Transportation, Infrastructure and Innovation Subcommittee Summary Minutes Wednesday, September 4, 2019

City Council Subcommittee Room
Phoenix City Hall, Assembly Rooms A, B and C
200 West Washington Street
Phoenix, Arizona

Subcommittee Members Present

Councilwoman Thelda Williams, Chair
Councilwoman Debra Stark
Councilwoman Laura Pastor
Councilwoman Betty Guardado

Subcommittee Members Absent

Call to Order

Chairwoman Williams called the Transportation, Infrastructure and Innovation Subcommittee to order at 9:31 a.m. with Councilmembers Stark, Pastor and Guardado present.

Call to the Public

None.

1. For Approval or Correction, the Minutes of the Aviation and Transportation Subcommittee Meeting on June 25, 2019

Chairwoman Williams inquired about the request for funding included on this afternoon's City Council Formal meeting agenda related to the e-scooter downtown pilot program as she had the understanding that this program was being implemented at no cost to the City.

Deputy City Manager Mario Paniagua explained today's Council Formal meeting agenda item is to award a contract for a retrieval company to pick up improperly parked scooters. This will be a cost recovery program as a fee will be collected from the appropriate vendors for each scooter picked-up.

Councilwoman Stark made a motion to approve the minutes of the June 25, 2019 Aviation and Transportation Subcommittee. Chairwoman Williams seconded the motion which passed unanimously, 4-0.

2. For Approval or Correction, the Minutes of the Water, Wastewater, Infrastructure and Sustainability Subcommittee Meeting on June 5, 2019

Councilwoman Stark made a motion to approve the minutes of the June 5, 2019 Water, Wastewater, Infrastructure and Sustainability Subcommittee. Councilwoman Pastor seconded the motion which passed unanimously, 4-0.

Items 3-6 were for consent action. No presentations were planned but staff was available to answer questions.

Councilwoman Pastor made a motion to approve consent items 3-6. Councilwoman Stark seconded the motion which passed unanimously, 4-0.

3. Authorization to Apply for, Accept, and Disburse Grant Funds from the Catena Foundation

4. Executive Hangar Lease with Salt River Project Agricultural Improvement and Power District at Phoenix Sky Harbor Airport

5. Amendment to Lease 140605-4 with RSW Group, LLC at Deer Valley Airport

6. 2019 Navigator Volunteer Appreciation Lunch

7. Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings

Information only. No Councilmember requested additional information.

8. Citizens Transportation Commission Meetings

Information only. No Councilmember requested additional information.

9. Phoenix Food Day and Healthfest 2019

Director of Environmental Programs Nancy Allen introduced Environmental Programs Coordinator Rosanne Albright.

Ms. Albright presented on the 7th Annual Phoenix Food Day on Oct. 26, 2019 at the Cartwright Community Garden. Ms. Albright shared the day will include: food themed activities and games, a mini baseball clinic hosted by the Milwaukee Brewers, the Apple Crunch, cooking and gardening demos, live music and prizes.

Ms. Albright shared this year's Phoenix Food Day will be combined with the Junior League of Phoenix's Healthfest. She introduced Junior League President Wendy Brooks to present on Healthfest.

Ms. Brooks explained that partnering with Healthfest brings free health screenings to Phoenix Food Day, including: dental, vision, blood pressure and diabetes screenings, as well as follow-up care. Furthermore, the Junior League of Phoenix would provide the necessary volunteers to expand the event.

Ms. Albright requested approval to enter into a Memorandum of Understanding (MOU) with the Junior League of Phoenix and accept \$11,900 toward various expenses for the 2019 Phoenix Food Day and Healthfest.

Councilwoman Guardado thanked the Junior League of Phoenix and all the event partners for their efforts, as well as offered her Office's support and assistance.

Councilwoman Pastor suggested partnering with the Phoenix College dental and nursing programs for additional student volunteers.

Councilwoman Guardado made a motion to approve the item. Councilwoman Pastor seconded the motion which passed unanimously, 4-0.

10. Apprenticeship Agreements with State of Arizona

Human Resources Director Lori Bays, Deputy Human Resources Director David Mathews, Deputy Public Works Director Felipe Moreno, LIUNA Local 777 Representative Jennifer Grondahl and Solid Waste Apprentice Shelia Griggs presented on the City's apprenticeship programs.

Mr. Mathews began by providing an overview of the City's three apprenticeship programs. He shared the City established the Solid Waste Equipment Operator (SWEO) and Gardener Apprenticeship Programs in 2016 and a Street Maintenance Worker Apprenticeship Program in 2019.

Mr. Moreno presented on the benefits to the City from apprenticeship programs. These benefits include: developing a pipeline of engaged and diverse workers, widening recruitment to include women, veterans and the youth, gaining properly trained and licensed employees and heightening employee retention.

Ms. Grondahl from LIUNA Local 777 presented on the benefits of apprenticeships to employees. Apprenticeships provide employees with a career path, paid training, a livable wage and benefits.

Ms. Griggs shared how the SWEO Apprenticeship Program has positively benefited her life.

Ms. Bays asked for the Subcommittee's recommendation to Council for approval to enter into apprenticeship agreements with the State of Arizona for the Gardener, SWEO and the Street Maintenance Worker Apprenticeship Programs. Ms. Bays further requested the Subcommittee recommend Council to authorize the City Manager to create a full-time equivalent coordinator position to oversee and coordinate the City's apprenticeship programs.

Chairwoman Williams inquired if this would increase the number of participants. Ms. Bays confirmed having a coordinator will allow the City to expand the number of participants.

Councilwoman Pastor asked for clarification regarding the number of trainees currently in the program and asked how many opportunities there would be in the future. Mr. Mathews responded the class size of the SWEO Program is currently four to six students and the class size of the Gardener Program is two students. He shared with the recent addition of the Street Maintenance Worker Program these numbers will increase.

Councilwoman Stark asked for clarification regarding the role of the Apprenticeship Coordinator. Ms. Bays clarified this position would help grow the City's apprenticeship programs by working with Budget and Research Department to determine how to grow these programs at a sustainable rate, help apprentices with career progression, recruit to develop a pipeline of qualified individuals and help retain employees.

Councilwoman Stark made a motion to approve the item. Councilwoman Pastor seconded the motion which passed unanimously, 4-0.

11. Water Services Department Capital Improvement Program Website

Water Services Director Kathryn Sorensen introduced Deputy Water Services Director Darlene Helm to present an update on the Water Services Capital Improvement Program (CIP) website.

Ms. Helm started by sharing the goal of the website is to raise public awareness on critical water and wastewater infrastructure improvements. While displaying the website, she pointed out its key features including: contact information, bill pay, background information on infrastructure improvements, the CIP and other City Department projects, funding and the active water and wastewater CIP map.

Ms. Helm proceeded to focus on the active water and wastewater CIP map by demonstrating how residents can use it to better understand construction projects in their neighborhood. Once a project is selected on the map, information on the construction start and end dates, the project type, the project budget, resident impacts and the construction notice appears.

Ms. Helm announced there will be a soft launch of the website next week to gather feedback from Councilmembers and stakeholders. The official go-live date will be determined after corrections are made.

Councilwoman Stark requested clarification regarding if outreach to residents affected by CIP projects will continue outside of the website. Ms. Sorensen responded the Water Services Department has an extensive outreach program, that includes going door to door of those affected, and this will continue in addition to the website launch.

Councilwoman Pastor inquired if there is background information regarding the inclusion and prioritization of projects in the CIP on the website. Ms. Sorensen responded there is a formal process of inclusion and prioritization and they could include this on the website.

Councilwoman Stark asked how the Water Services Department is coordinating CIP projects with Street Transportation Department projects.

Ms. Sorensen confirmed the Water Services and Street Transportation Departments coordinate extensively, share CIPs and have team meetings to determine the best timing of projects so they are cost effective and painless to customers using the roads.

12. Pedestrian Safety Update

Street Transportation Director Kini Knudson introduced Pedestrian Safety Coordinator Mailen Pankiewicz to provide an update on the City's pedestrian safety efforts and to share the proposed fiscal year (FY) 2019-20 pedestrian safety improvements.

Ms. Pankiewicz explained the Office of Pedestrian Safety has been working toward their goal of reducing pedestrian fatalities by utilizing data analysis, focusing on school and traffic safety and implementing planning improvements. Through data analysis of risk factors, the role of design, countermeasures and pedestrian activity, her team has identified hotspots. These hotspots allow her office to target their education and engineering efforts.

Ms. Pankiewicz shared the City recently celebrated the activation of its 50th High-Intensity Activated Crosswalk (HAWK). There are 18 more activations planned for 2019 with a total of 45 HAWK activations through 2022. Her team has also applied for two grants, the 2019 Highway Safety Improvement Grant Program and the U.S. Department of Transportation BUILD Grant to update street lighting, medians and intersections and install additional HAWKs.

Regarding education efforts, Ms. Pankiewicz shared her office has partnered with local schools to host Walk to School Days, presented at community meetings and conducted internal safety meetings with City field staff. They are also conducting a Maryvale pilot program to utilize data and community input to create area specific solutions and safety campaigns. Finally, Ms. Pankiewicz shared that her office has created and printed 20,000 copies of a pedestrian safety activity book to be distributed to local students.

Councilwoman Guardado asked if the activity book would be printed in Spanish. Ms. Pankiewicz responded they are currently in the process of developing a Spanish version.

Ms. Pankiewicz shared the proposed spending for the FY 2019-20 pedestrian safety improvements. The proposed spending includes: \$350,000 for street lighting, \$150,000 for medians, \$600,000 for HAWKs, \$660,000 for crosswalk upgrades, \$50,000 for pedestrian safety research, \$75,000 for community education and engagement and \$115,000 for unanticipated needs.

Councilwoman Pastor inquired about the proposed street lighting on 27th Avenue and requested a comprehensive plan detailing lighting and safety improvements on 27th Avenue.

Councilwoman Stark questioned if pedestrian fatalities in Phoenix are related to drivers running red lights. Mr. Knudson responded that the Pedestrian Safety Task Force evaluates every incident and while some are caused by individuals running red lights, every case varies.

Councilwoman Stark asked if the Street Transportation Department is looking into new crosswalk techniques in downtown, such as pedestrian scrambles. Ms. Pankiewicz responded that they would look into the feasibility of such techniques.

Councilwoman Pastor asked how the Street Transportation Department is educating motorists on HAWKs. Mr. Knudson responded that a new educational video has been created to teach motorists about HAWKs and it will be available via Phx 11, social media and any other feasible options to distribute it to as many people as possible.

Chairwoman Williams inquired about the process to increase the number of red light cameras. Mr. Knudson shared the number of red light cameras is limited by prior Council action. All Subcommittee members showed interest in exploring the installation of additional red light cameras.

Mr. Knudson requested the Subcommittee's input on the proposed spending for FY 2019-20 pedestrian safety improvements with the intention of coming back to the Subcommittee next month for approval.

Call to the Public

None.

Future Agenda Items

Councilwoman Stark requested information on red light photo enforcement and an update on the Gated Alley Program.

Councilwoman Pastor requested information on water bill payment and at what point service is turned off.

Adjournment

Chairwoman Williams adjourned the meeting at 11:05 a.m.

Respectfully submitted,
Jennifer Hackelman
Management Intern

PHOENIX CITY COUNCIL
 Transportation, Infrastructure & Innovation Subcommittee
 Wednesday, September 4, 2019
 Assembly Rooms A, B, C
PLEASE SIGN-IN

	Name	Title	Department / Organization
1.	Marta Fawcett	Principal Planner	Streets
2.	Joe Grindice	Assistant Director	Public Works
3.	Laurel Arnold	Planner	Public Environment
4.	Patrick Barnett	Account Exec	High Ground
5.	Dave Sabers	Arizona Area Manager	CA Group
6.	JASON FORT	WATER MGR	HDR
7.	JESUS SAPIEN	PTD DIRECTOR	PTD
8.	Ravi MORA	APRIL	AVN.
9.	Marsha Miller		HDR
10.	Terry Gruver		HDR
11.	JASON FORT		HDR
12.	Jennifer Grandale		UUNA 777
13.	Ginger Spencer	PWD DIRECTOR	Public Works
14.	David Salinas	Rep. Liana	Public Works
15.	Ryan Leith	Pedestrian Lead	Urban Phoenix Project
16.	Mark Gled	DEPUTY STREET TRANS. DIR	STREETS
17.	Albert Casapio	Deputy Transit Director	PTD
18.	Markus Coleman	UCT Administrator	CMO
19.	Felisa Valenzuela	PWD ASST DIR	
20.			
21.	Brenda Yanez	PTD	Public Transit
22.			
23.	Heather Murphy	CPET	Street Transp
24.			

PHOENIX CITY COUNCIL
 Transportation, Infrastructure & Innovation Subcommittee
 Wednesday, September 4, 2019
 Assembly Rooms A, B, C
PLEASE SIGN-IN

	Name	Title	Department / Organization
25.	Chris Ewell	Deputy Dir - STR	STR - COP
26.	Nancy Allen	env prog. mg	COP - DEP
27.	Julie Rodriguez	Deputy - ANN-PR	COP-ANN
28.	Julie Moreno	Deputy PW	COP
29.	Sheila Griggs	SWEO	COP
30.	David Mathis	Deputy HR Director	HR
31.	Bob REDENBACH	LUNA ???	
32.	Loren Polk	Acting Deputy Parks Rec	Parks
33.	DAVID RABLES	LUNA - UNIT	LABOR/ MANAGEMENT REP.
34.	Donalda Stoller	OPS MGR	PWD/SWFS
35.	Audrey Carrillo	sw Foreman	PWD/SWFS
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Authorization to Amend Lease to Extend Term for the Transit Center and Park-and-Ride at Metrocenter Mall

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to amend Contract 104427 with Carlyle ER Metro, LLC to extend the lease term by one five-year period for the transit center and park-and-ride at Metrocenter Mall. The aggregate contract value, including all option years, will not exceed \$300,000 (excluding taxes).

THIS ITEM IS FOR CONSENT ACTION.

Summary

In 2003, the City of Phoenix leased approximately 113,163 square feet of land located at the southwest corner of the Metrocenter Mall property for public transit purposes. The leased premises contain two functional areas: (1) a transit center with a bus shelter and related improvements and passenger waiting areas, and (2) a park-and-ride with 200 non-exclusive parking spaces. The City is in the final year of the final option period for the lease. The current lease contract expires Dec. 31, 2019. The Public Transit Department desires to continue operating the transit center and park-and-ride at this location to coincide with the construction and future operations of the Northwest Extension Phase II light rail project, which will serve the Metrocenter Mall area.

The lease will be amended to extend the term for one five-year period. Base rent during the extended term will remain at \$60,000 per year (plus applicable taxes), which is deemed reasonable by the Finance Department's Real Estate Division. The lease will also be amended to include a mutual cancellation provision. The extension allows for sufficient time to coincide with future light rail operations as well as the requirement for the City to demolish and remove the currently constructed transit improvements and return the site to its original condition. All other terms and conditions of the current lease will remain in effect.

Contract Term

The extended contract term is one five-year period, expiring Dec. 31, 2024. The contract may be cancelled by either party with 360 days written notice.

Financial Impact

Base rent will be \$60,000 per year, plus applicable taxes, over the five-year extension period.

Concurrence/Previous Council Action

The current contract was authorized by Ordinance S-29487, adopted Oct. 16, 2002.

Location

Along N. Metro Parkway West, across from W. Mission Lane, within a portion of property identified by Maricopa County Assessor parcel number 149-16-005A
Council District: 1

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit and Finance departments.



Acquisition of Real Property for South Central Extension/Downtown Hub (SCE/DH) and Northwest Phase II (NWEII) Light Rail Extension Projects

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval for the acquisition of real property for the South Central Extension/Downtown Hub (SCE/DH) Project and Northwest Phase II Light Rail Extension (NWEII) Project (collectively, Projects). The budget for real estate acquisition, including right-of-way, land, and restoration of existing or new improvements, is included in each Project's budget. The estimated acquisition costs are approximately \$66 million for the SCE/DH Project and approximately \$30 million for the NWEII Project.

THIS ITEM IS FOR CONSENT ACTION.

Summary

As with previous light rail projects, the City requires additional land to accommodate project construction of public improvements including rail, stations, curbing, gutter, sidewalks, and landscape for light rail extensions. The Phoenix City Charter requires submission of all real property acquisitions to the City Council for approval by ordinance. The City acquires property through (1) donation, (2) purchase within the City's appraised value, (3) purchase at an amount settled by mediation (and determined by the City Manager or designee to be reasonable under the circumstances), or (4) eminent domain. The City also provides relocation assistance and benefits as federally mandated to those who qualify.

The City's Real Estate Division has considerable experience in the land acquisition process and will acquire all real property necessary for implementation of the Projects within project schedules and budget constraints, in strict compliance with any applicable laws, regulations, and guidelines for real property acquisition. Particularly, the City's adherence to the federal Uniform Relocation and Real Property Acquisition Act (Uniform Act) may affect schedule and budget constraints because of individuals' property rights. The Uniform Act requires that property owners be treated fairly and consistently, and without coercion. Property owners are given 30 days to consider an offer, and the Uniform Act requires that property owners and displaced tenants are provided a minimum 90-day notice to vacate.

To ensure compliance with the Uniform Act and Federal Transit Administration (FTA) Circular 5010.1E ("Award Management Requirements"), the property acquisition process takes an average 12 to 18 months to complete for each parcel. The City further recognizes that the acquisition process is complex and difficult for many property owners and tenants, so it is important to allow a reasonable time to work with those impacted while balancing the needs of each Project's schedule. The City will give utmost consideration to the needs of property owners and tenants directly impacted by the Projects. The City makes every effort to negotiate or mediate a settlement before initiating a condemnation filing. Based on the number of acquisitions for the Projects combined with the construction schedule, the property acquisition process should commence soon.

South Central Extension/Downtown Hub

Table 1 in **Attachment A** provides a summary of land needed for the SCE/DH Project. Acquisition is currently scheduled from October 2019 through October 2021 based on Valley Metro's project schedule. While preliminary acquisition activities have begun (such as title work and planning), an ordinance authorizing acquisition, FTA approval of the environmental evaluation, and final legal descriptions are required before Real Estate staff and consultants begin engaging with property owners.

The total land necessary for acquisition on the SCE/DH Project is less than 2 percent of the total square footage of the land impacted. An additional 2.8 percent of the impacted land is required for temporary construction easements (TCEs). Temporary construction easements are needed to facilitate construction, with the land reverting to the property owner upon completion of construction.

Based on the current design, staff estimates that 414 Maricopa County Assessor Parcel Numbers (APNs) will be impacted by this Project. For purposes of acquisition, parcels are combined based on contiguity, ownership, and use. After combining APNs, staff estimates that there will be a total of 250 acquisitions from private property owners for the SCE/DH Project. The City also evaluates impacts using federal criteria to determine the complexity of the acquisition, which is then classified as either "simplistic" or "moderate to complex." "Simplistic" generally involves acquisition of narrow land strips of land or TCEs alone. "Moderate to complex" typically includes the acquisition of whole parcels or partial acquisitions that impact real property improvements such as walls, signs, parking lots improvements, and/or buildings. Staff estimates that 42 percent of this Project's acquisitions will be "simplistic," while 58 percent will be "moderate to complex."

Northwest Phase II Light Rail Extension

Table 2 in **Attachment A** provides a summary of land needed for the NWEII Project. Acquisition is currently scheduled from October 2019 through October 2021 based on Valley Metro's project schedule. While preliminary acquisition activities have begun (such as title work and planning), an ordinance authorizing acquisition and final legal descriptions are required before Real Estate staff and consultants begin engaging with property owners.

The total land necessary for acquisition on the NWEII Project is less than 3 percent of the total square footage of the land impacted. An additional 0.4 percent of the impacted land is required for temporary construction easements (TCEs).

Based on the current design, staff estimates 33 APNs will be impacted by this Project. For purposes of acquisition, parcels are combined based on contiguity, ownership, and use to determine the number of acquisitions. After combining APNs, staff estimates that there will be a total of 29 acquisitions from private property owners for the NWEII Project. The City also evaluates impacts using federal criteria to determine the complexity of the acquisition, which is then classified as either "simplistic" or "moderate to complex." "Simplistic" generally involves acquisitions of narrow land strips or TCEs alone. "Moderate to complex" typically includes acquisitions of whole parcels or partial acquisitions that impact real property improvements such as walls, signs, parking lots improvements, and/or buildings. Staff estimates that 10 percent of this Project's acquisitions will be "simplistic," while 90 percent will be "moderate to complex."

Exclusions

The acquisition summaries above do not include acquisition for third-party utilities, as those needs continue to be determined as each project's design progresses and staff works with utility companies to make such determinations. It is not uncommon for the number of parcels and impacts to change slightly during final design and construction. Valley Metro will work with the City to update any changes during the acquisition process to acquire only what is needed for each Project. The budget for acquisition is a preliminary estimate. The City will update the budget periodically throughout the Projects as costs are incurred. A condensed project schedule may cause costs to increase.

Financial Impact

FTA and T2050 funds will be used for the Projects.

Concurrence/Previous Council Action

This item is scheduled to be heard by the Citizens Transportation Commission on Oct. 1, 2019.

Location

- See **Attachment B** for maps showing full and partial takes for both projects
- See **Attachment C** for a list of parcel APNs for both projects

Council Districts: 1, 3, 5, 7 and 8

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit and Finance departments.

ATTACHMENT A

Table 1: South Central/Downtown Hub Light Rail Extension Acquisition Summary

Land Impacted					
# APN's	Whole Parcel (SF)	Land to be acquired (SF)	% Land to be acquired	Temporary Construction Easement (TCE)	% TCE
414	20,915,699	344,547	1.6%	415,753	2.0%

TYPES OF ACQUISITION	#	%
Full	7	3%
Partial	191	76%
TCE only	52	21%
Total	250	100%

TYPES OF IMPACTS	#	%
Simplistic	106	42%
Moderate to Complex	144	58%

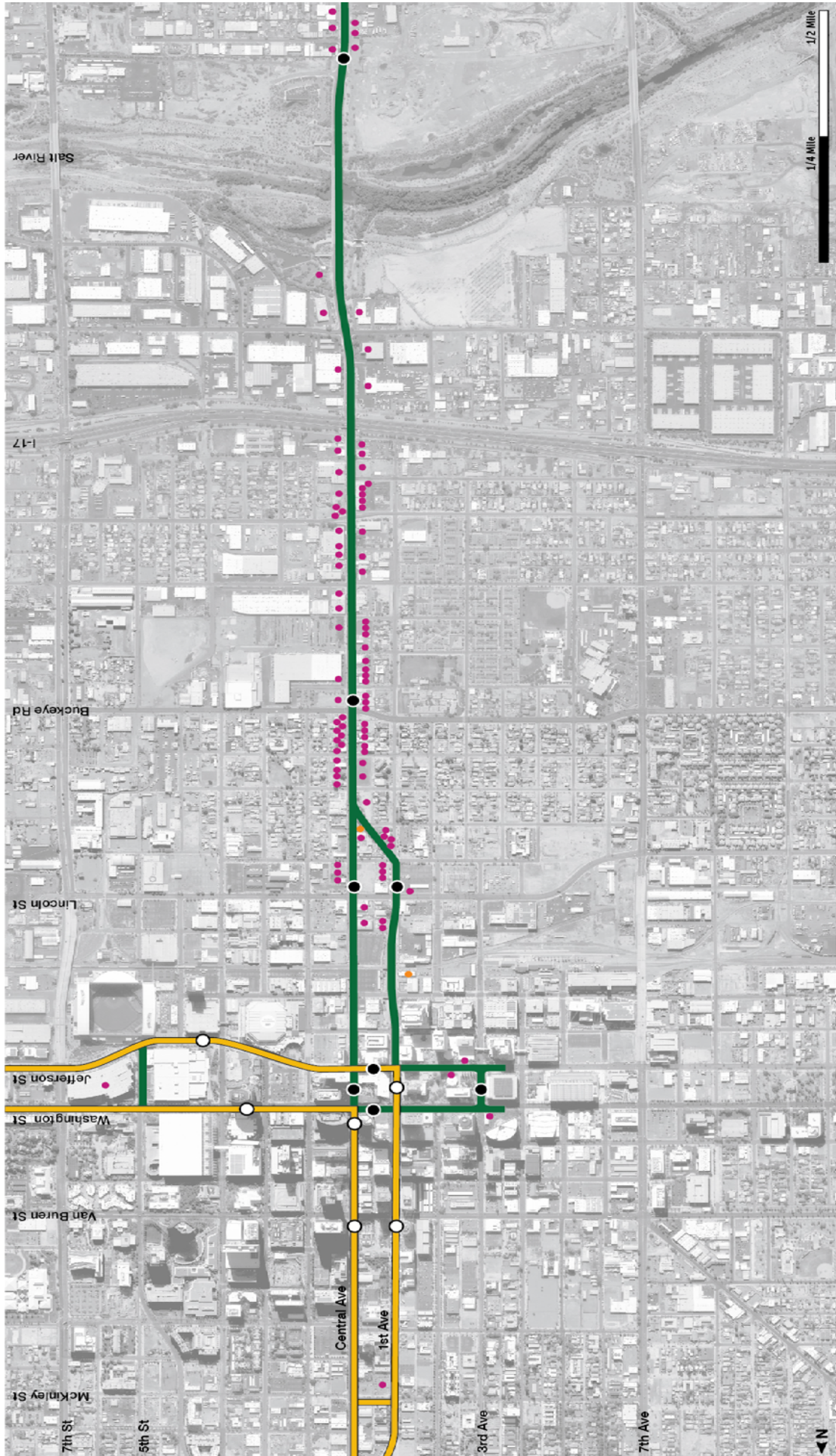
Table 2: Northwest Phase II Light Rail Extension Acquisition Summary

Land Impacted					
# APN's	Whole Parcel (SF)	Land to be acquired (SF)	% Land to be acquired	Temporary Construction Easement (TCE)	% TCE
33	12,171,622	339,704	2.8%	28,189	0.2%

TYPES OF ACQUISITION	#	%
Full	1	3%
Partial	28	97%
TCE only	0	0%
Total	29	100%

TYPES OF IMPACTS	#	%
Simplistic	3	10%
Moderate to Complex	26	90%

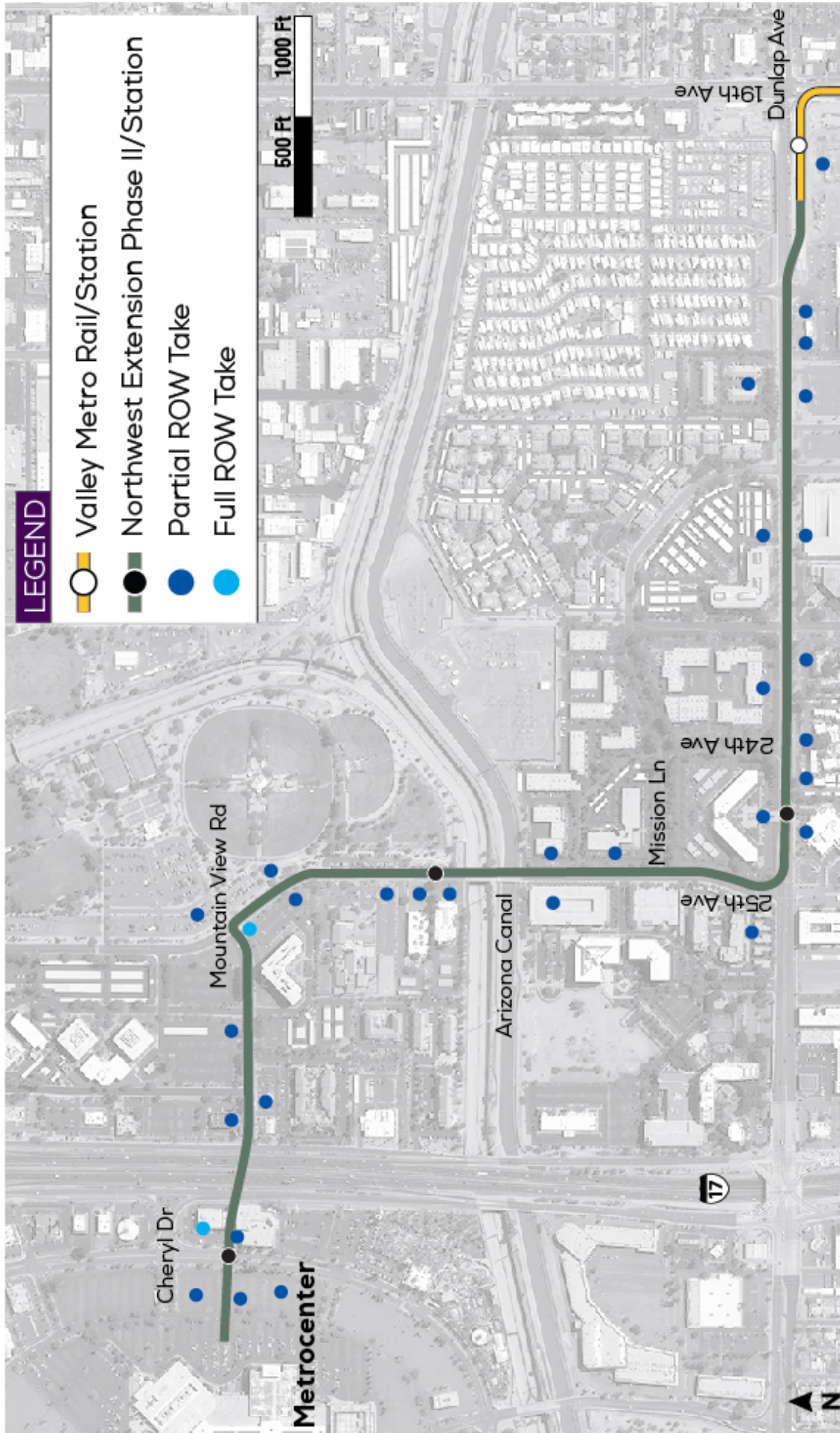
Attachment B Full and Partial Takes - South Central Extension - North Section



Attachment B Full and Partial Takes - South Central Extension - South Section



Attachment B Full and Partial Takes - Northwest Extension II



Attachment C

Property Identification - SCE / DH

City of Phoenix Light Rail Extension Project - PT00320999

South Central Extension / Downtown Hub (SCE / DH)

The following improved and/or unimproved parcels affected by acquisition, easement, license, dedication and/or agreement and included in this request are identified by the Project Parcel #, Maricopa County Assessor's parcel number (APN) and the address or location.

Project Parcel #	APN	Address / Location
SCE-1100	111-43-128A	817 N. Central Ave.
SCE-1102B	111-45-043A	622 N. 1st St.
SCE-2001	112-21-086	2 N. Central Ave.
SCE-2002	112-22-107A	1 W. Washington St.
SCE-2003	112-22-105A	125 S. 1st Ave.
SCE-2004	112-24-217A	132 S. Central Ave.
SCE-2005	112-22-036	1 W. Madison St.
SCE-2006	112-22-037A	10 W. Jackson St.
SCE-2007	112-22-970A	1 W. Jackson St.
SCE-2008, SCE-9104	112-23-082A	401 S. 1st Ave.
SCE-2008, SCE-9104	112-23-082B	NWC of S. Central Avenue and W. Buchanan Street
SCE-2009, SCE-9105	112-23-002	501 S. 1st Ave.
SCE-2009, SCE-9105	112-23-003A	45 W. Buchanan St.
SCE-2009, SCE-9105	112-23-004	505 S. 1st Ave.
SCE-2010	112-23-007	514 / 522 S. Central Ave.
SCE-2011	112-23-016	SWC of S. Central Avenue and W. Lincoln Street
SCE-2011	112-23-018	adjacent to the SWC of S. Central Avenue and W. Lincoln Street
SCE-2011	112-23-020	adjacent to the SWC of S. Central Avenue and W. Lincoln Street

Project Parcel #	APN	Address / Location
SCE-2011	112-23-022	adjacent to the SWC of S. Central Avenue and W. Lincoln Street
SCE-2011	112-23-024	adjacent to the SWC of S. Central Avenue and W. Lincoln Street
SCE-2011	112-23-026A	NWC of S. Central Avenue and E. Grant Street
SCE-2011	112-23-026B	NWC of S. Central Avenue and E. Grant Street
SCE-2013, SCE 9111A	112-23-052A	SEC of Grant Street and 1st Avenue
SCE-2013, SCE 9111A	112-23-061	714 S. Central Ave.
SCE-2013, SCE 9111A	112-23-062	706 / 714 S. Central Ave.
SCE-2013, SCE 9111A	112-23-063	706 S. Central Ave.
SCE-2015	112-23-059	718 S. Central Ave.
SCE-2015	112-23-060	150' south of W. Grant Street
SCE-2016	112-23-058	722 S. Central Ave.
SCE-2017	112-24-008B	810 S. Central Ave.
SCE-2018	112-24-062B	901 S. 1st Ave.
SCE-2018	112-24-062C	901 S. 1st Ave.
SCE-2019	112-24-113	1004 S. Central Ave.
SCE-2019	112-24-114	1004 S. Central Ave.
SCE-2020, SCE-2021	112-24-110	1010 S. Central Ave.
SCE-2020, SCE-2021	112-24-111	1010 S. Central Ave.
SCE-2020, SCE-2021	112-24-112	1010 S. Central Ave.
SCE-2022	112-24-108	1020 S. Central Ave.
SCE-2022	112-24-109	1020 S. Central Ave.
SCE-2100	112-28-132	1 N. Central Ave
SCE-2101	112-27-975	1 E. Washington St.
SCE-2102, SCE-2103	112-27-059A	10 E. Madison St.

Project Parcel #	APN	Address / Location
SCE-2102, SCE-2103	112-27-060A	101 S. Central Ave.
SCE-2104	112-27-071	201 S. Central Ave.
SCE-2113	112-26-054	501 S. Central Ave.
SCE-2115	112-26-073A	90 E. Grant St.
SCE-2115	112-26-074A	90 E. Grant St.
SCE-2116	112-26-162	609 / 613 S. Central Ave.
SCE-2117	112-26-077A	617 S. Central Ave.
SCE-2117	112-26-078A	621 S. Central Ave.
SCE-2118	112-26-163	711 S. Central Ave.
SCE-2119	112-25-001	725 S. Central Ave.
SCE-2120	112-25-003	729 S. Central Ave.
SCE-2120	112-25-005	801 S. Central Ave.
SCE-2120	112-25-007	805 S. Central Ave.
SCE-2120	112-25-009	809 S. Central Ave.
SCE-2120	112-25-011	813 S. Central Ave.
SCE-2120	112-25-013	813 S. Central Ave.
SCE-2123	112-25-015	823 S. Central Ave.
SCE-2124	112-25-054C	901 S. Central Ave.
SCE-2124	112-25-058	905 S. Central Ave.
SCE-2125	112-25-060	909 S. Central Ave.
SCE-2125	112-25-062	913 S. Central Ave.
SCE-2125	112-25-064	915 S. Central Ave.
SCE-2126	112-25-066	921 S. Central Ave.
SCE-2127	112-25-084	1001 S. Central Ave.
SCE-2128	112-25-086	1005 S. Central Ave.
SCE-2129	112-25-088	1009 S. Central Ave.
SCE-2130	112-25-090	1013 S. Central Ave.
SCE-2130	112-25-092	1017 S. Central Ave.
SCE-2131	112-25-094	10 E. Buckeye Road
SCE-2131	112-25-096	10 E. Buckeye Road
SCE-2131	112-25-098	10 E. Buckeye Road
SCE-3000	112-24-163B	1112, 1114, 1118 and 1122 S. Central Ave.
SCE-3000	112-24-163C	1112, 1114, 1118 and 1122 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-3000	112-24-163D	1112, 1114, 1118 and 1122 S. Central Ave.
SCE-3000	112-24-164B	1112, 1114, 1118 and 1122 S. Central Ave.
SCE-3001	112-35-012	1202 S. Central Ave.
SCE-3001	112-35-013	1202 S. Central Ave.
SCE-3002	112-35-011A	along the west side of S. Central Avenue, 155' north of W. Yuma Street
SCE-3003	112-35-079	1220 / 1222 S. Central Ave.
SCE-3004	112-35-023	1310 S. Central
SCE-3004	112-35-024	1306 S. Central Ave.
SCE-3004	112-35-025	1302 S. Central Ave.
SCE-3005	112-35-020	1314 / 1322 S. Central Ave.
SCE-3005	112-35-021	1314 / 1322 S. Central Ave.
SCE-3005	112-35-022	1314 / 1322 S. Central Ave.
SCE-3006	112-35-078	1402 S. Central Ave.
SCE-3007	112-38-049	49 W. Pima St.
SCE-3008	112-38-050	1524 S. Central Ave.
SCE-3009	112-38-077	1600 S. Central Ave.
SCE-3010	112-38-061	1722 S. Central Ave.
SCE-3010	112-38-062	1720 S. Central Ave.
SCE-3010	112-38-063	1716 S. Central Ave.
SCE-3010	112-38-064	1712 S. Central Ave.
SCE-3010	112-38-065	1706 S. Central Ave.
SCE-3011	112-38-066	1801 S. 1st Ave.
SCE-3012	112-43-034A	1830 S. Central Ave.
SCE-3013	112-43-029B	2025 S. 1st Ave.
SCE-3013	112-43-035A	2032 S. Central Ave.
SCE-3013A	112-43-029C	2029 S. 1st Ave.
SCE-3013B	112-43-027A	102 W. Maricopa Freeway
SCE-3014	112-43-089	2202 S. Central Ave.
SCE-3015	112-43-041A	2254 S. Central Ave.
SCE-3016	112-46-009A	2410 S. Central Ave.
SCE-3100	112-34-017A	1111 S. Central Ave.
SCE-3101	112-34-016C	111 E. Buckeye Road
SCE-3102	112-34-018D	1315 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-3103	112-34-019D	1401 S. Central Ave.
SCE-3103	112-34-019G	1401 S. Central Ave.
SCE-3104	112-39-093	1637 S. Central Ave.
SCE-3104	112-39-094	1625 S. Central Ave.
SCE-3104	112-39-096B	1625 S. Central Ave.
SCE-3104	112-39-971	1613 S. Central Ave.
SCE-3105	112-39-074	1701 S. Central Ave.
SCE-3105	112-39-076	1707 S. Central Ave.
SCE-3105	112-39-078	1709 S. Central Ave.
SCE-3106	112-39-087A	1713 S. Central Ave.
SCE-3107	112-39-086	1755 S. Central Ave.
SCE-3108	112-42-001D	1831 S. Central Ave.
SCE-3109	112-42-002A	1835 S. Central Ave.
SCE-3110	112-42-005D	2125 / 2235 S. Central Ave.
SCE-3111	112-42-047A	115 E. Watkins St.
SCE-3112	112-47-002D	2439 S. Central Ave.
SCE-3112	112-47-002M	2439 S. Central Ave.
SCE-3112	112-47-002N	2439 S. Central Ave.
SCE-4000	113-01-003B	along west side of S. Central Avenue, approximately .25 mile south of W. Watkins Street
SCE-4000	113-01-005C	along west side of S. Central Avenue, approximately .40 mile south of W. Watkins Street
SCE-4000	113-01-006B	along west side of S. Central Avenue, approximately .30 mile south of W. Watkins Street
SCE-4001	113-01-008C	3209 S. 7th Ave.
SCE-4001	113-01-008D	3205 S. 7th Ave.
SCE-4002	113-03-081D	3242 S. Central Ave.
SCE-4003	113-03-081E	Along west side of Central Avenue, at E. Victory Street alignment
SCE-4003	113-03-081G	3402 S. Central Ave.
SCE-4003	113-03-082	3412 / 3418 S. Central Ave.
SCE-4003	113-03-083	3404 S. Central Ave.
SCE-4003	113-03-087	3412 S. Central Ave.
SCE-4004	113-03-086	3418 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-4005	113-03-001B	18 W. Forest Grove Ave.
SCE-4005	113-03-084A	3422 S. Central Ave.
SCE-4007	113-03-001A	3428 S. Central Ave.
SCE-4008	113-03-061	3502 S. Central Ave.
SCE-4009	113-03-062	3510 S. Central Ave.
SCE-4010	113-03-063	3512 S. Central Ave.
SCE-4011	113-03-064	3514 S. Central Ave.
SCE-4011	113-03-065	3520 S. Central Ave.
SCE-4013	113-06-074	3602 S. Central Ave.
SCE-4014	113-06-075E	3620 S. Central Ave.
SCE-4015	113-06-001A	3626 S Central Ave.
SCE-4016	113-06-017	3716 S. Central Ave.
SCE-4017	113-06-035	3802 S. Central Ave.
SCE-4018	113-06-036	3812 S. Central Ave.
SCE-4019	113-06-037	3820 S. Central Ave.
SCE-4020	113-06-038	3902 S. Central Ave.
SCE-4021	113-06-040	3906 S. Central Ave.
SCE-4022, SCE-4023	113-06-039	3906 / 3910 S. Central Ave.
SCE-4022, SCE-4023	113-06-057	3910 S. Central Ave.
SCE-4024	113-06-058	3920 S. Central Ave.
SCE-4025	113-07-086	4002 S. Central Ave.
SCE-4025	113-07-088	4006 S. Central Ave.
SCE-4026	113-07-089	4016 S. Central Ave.
SCE-4027	113-07-118	4108 S. Central Ave.
SCE-4027	113-07-119	4108 S. Central Ave.
SCE-4028	113-07-018	4118 S. Central Ave.
SCE-4029	113-07-019	10 W. Riverside St.
SCE-4030, SCE-4031	113-07-020	4122 S. Central Ave.
SCE-4030, SCE-4031	113-07-021	4208 S. Central Ave.
SCE-4030, SCE-4031	113-07-022	along west side of Central Avenue, 110' south of W. Riverside Street
SCE-4032	113-07-122	4216 S. Central Ave.
SCE-4033	113-07-121A	4302 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-4034	113-07-056C	10 W. Broadway Road
SCE-4034	113-07-123	10 W. Broadway Road
SCE-4100	113-08-002B	along east side of Central Avenue, approximately .30 mile south of W. Watkins Street
SCE-4100	113-08-002E	along east side of Central Avenue, approximately .30 mile south of W. Watkins Street
SCE-4100	113-08-002F	along east side of Central Avenue, approximately .40 mile south of W. Watkins Street
SCE-4101A	113-08-001J	along east side of Central Avenue, 165' north of E. Pioneer Street
SCE-4102	113-09-001	24 E. Pioneer St.
SCE-4103	113-09-007B	3225 S. Central Ave.
SCE-4104	113-09-008	3333 S. Central Ave.
SCE-4105	113-09-082A	5 E. Victory St.
SCE-4106	113-09-020	3411 S. Central Ave.
SCE-4107	113-09-080A	3443 S. Central Ave.
SCE-4108	113-09-079G	3443 S. Central Ave.
SCE-4109	113-09-079L	3501 S. Central Ave.
SCE-4110	113-09-079C	3443 S. Central Ave.
SCE-4110	113-09-079H	3443 S. Central Ave.
SCE-4110	113-09-079K	3443 S. Central Ave.
SCE-4111, SCE-4112	113-11-057	3601 / 3605 S. Central Ave.
SCE-4111, SCE-4112	113-11-058	3605 S. Central Ave.
SCE-4113	113-11-059	3615 S. Central Ave.
SCE-4113	113-11-060	3615 S. Central Ave.
SCE-4114	113-11-093	3701 S. Central Ave.
SCE-4115	113-11-094	3705 S. Central Ave.
SCE-4115	113-11-095	3709 S. Central Ave.
SCE-4116	113-11-096	3713 S. Central Ave.
SCE-4116	113-11-097	3713 S. Central Ave.
SCE-4117	113-11-021	3713 / 3801 S. Central Ave.
SCE-4118	113-11-022	3901 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-4119	113-11-023	3909 S. Central Ave.
SCE-4120	113-11-024	3917 S. Central Ave.
SCE-4121	113-11-001	3919 S. Central Ave.
SCE-4121	113-11-002	3923 S. Central Ave.
SCE-4121	113-11-003	3927 S. Central Ave.
SCE-4122	113-13-026	4001 S. Central Ave.
SCE-4122	113-13-027	4007 S. Central Ave.
SCE-4123	113-13-028	4009 S. Central Ave.
SCE-4124	113-13-029	4013 S. Central Ave.
SCE-4124	113-13-030	4019 S. Central Ave.
SCE-4124	113-13-031	4021 S. Central Ave.
SCE-4125	113-13-066	4101 S. Central Ave.
SCE-4126	113-13-067	4105 S. Central Ave.
SCE-4127	113-13-024	4115 S. Central Ave.
SCE-4127	113-13-068	4109 S. Central Ave.
SCE-4128	113-13-025A	4121 S. Central Ave.
SCE-4129	113-13-003	4201 S. Central Ave.
SCE-4129	113-13-004	4201 S. Central Ave.
SCE-4130	113-13-085F	4221 S. Central Ave.
SCE-4131	113-13-085H	4245 S. Central Ave.
SCE-5000	113-30-002D	4402 S. Central Ave.
SCE-5001	113-30-003A	4410 S. Central Ave.
SCE-5001	113-30-006A	4422 S. Central Ave.
SCE-5002	113-30-024	4502 S. Central Ave.
SCE-5002	113-30-025	4504 S. Central Ave.
SCE-5002	113-30-026	4506 S. Central Ave.
SCE-5003	113-30-027	4516 S. Central Ave.
SCE-5003	113-30-028	4520 S. Central Ave.
SCE-5004	113-30-056	4602 S. Central Ave.
SCE-5005	113-30-060	4616 S. Central Ave.
SCE-5006	113-30-061	4626 S. Central Ave.
SCE-5007	113-30-065	4732 S. Central Ave.
SCE-5008	113-31-044A	4810 S. Central Ave.
SCE-5009	113-31-042	4832 S. Central Ave.
SCE-5010	113-31-049A	4834 S. Central Ave.
SCE-5011	113-31-050	4848 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-5012, SCE-5014	113-31-040B	5024 S. Central Ave.
SCE-5012, SCE-5014	113-31-048	5004 S. Central Ave.
SCE-5013	113-31-046	5010 S. Central Ave.
SCE-5016	113-31-015	5040 S. Central Ave.
SCE-5017	113-31-014	5044 S. Central Ave.
SCE-5018, SCE-5109	113-31-012	5050 S. Central Ave.
SCE-5018, SCE-5109	113-31-013	5046 S. Central Ave.
SCE-5020	113-41-135A	5202 S. Central Ave.
SCE-5020	113-41-136A	5202 S. Central Ave.
SCE-5020	113-41-137	5202 S. Central Ave.
SCE-5021	113-41-139A	5220 / 5222 S. Central Ave.
SCE-5022	113-41-141	5236 S. Central Ave.
SCE-5022	113-41-142	5403 S. 1st Ave.
SCE-5022	113-41-143	5240 S. Central Ave.
SCE-5022	113-41-144	5250 S. Central Ave.
SCE-5023	113-41-028	5406 S. Central Ave.
SCE-5023	113-41-029	5402 S. Central Ave.
SCE-5024	113-41-026	5416 S. Central Ave.
SCE-5024	113-41-027	5410 S. Central Ave.
SCE-5025	113-41-024	5424 S. Central Ave.
SCE-5025	113-41-025	5420 S. Central Ave.
SCE-5026	113-41-023	5430 S. Central Ave.
SCE-5027	113-41-022	5436 S. Central Ave.
SCE-5028	113-41-021	5442 S. Central Ave.
SCE-5029	113-41-020	5448 S. Central Ave.
SCE-5030	113-40-014A	5602 S. Central Ave.
SCE-5030A	113-40-015	105 W. Sunland Ave.
SCE-5031	113-40-011B	5610 S. Central Ave.
SCE-5032	113-40-009	5644 S. Central Ave.
SCE-5032	113-40-010	5630 S. Central Ave.
SCE-5033	113-40-008	5644 S. Central Ave.
SCE-5034	113-40-029	5800 S. Central Ave.
SCE-5035	113-40-005A	5812 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-5036	113-40-006A	5814 S. Central Ave.
SCE-5037	113-40-003B	5818 S. Central Ave.
SCE-5038	113-40-004A	5818 S. Central Ave.
SCE-5039	113-40-002A	5834 S. Central Ave.
SCE-5040	113-40-001A	5850 S. Central Ave.
SCE-5100	113-33-001A	4401 S. Central Ave.
SCE-5100	113-33-002	4409 S. Central Ave.
SCE-5100	113-33-006A	4409 S. Central Ave.
SCE-5101	113-33-015D	4501 S. Central Ave.
SCE-5102	113-33-095C	4615 S. Central Ave.
SCE-5103	113-33-088A	4621 S. Central Ave.
SCE-5104	113-33-089E	4635 S. Central Ave.
SCE-5104	113-33-091	4635 S. Central Ave.
SCE-5104	113-33-096	4635 S. Central Ave.
SCE-5104	113-33-098A	4635 S. Central Ave.
SCE-5107	113-34-008	4801 S. Central Ave.
SCE-5108	113-34-018	4813 S. Central Ave.
SCE-5108	113-34-026	4624 S. 2nd St.
SCE-5109	113-34-025	4823 S. Central Ave.
SCE-5110	113-34-013	5001 S. Central Ave.
SCE-5110	113-34-015D	5001 S. Central Ave.
SCE-5111	113-34-001	5017 S. Central Ave.
SCE-5111	113-34-003	5015 S. Central Ave.
SCE-5111	113-34-004	5025 S. Central Ave.
SCE-5112	113-34-017	NEC of S. Central Avenue and E. Roeser Road
SCE-5113	113-42-032	5207 S. Central Ave.
SCE-5113	113-42-035	5207 S. Central Ave.
SCE-5114	113-42-047L	5233 S. Central Ave.
SCE-5115	113-42-034B	5239 S. Central Ave.
SCE-5116	113-42-043	5255 S. Central Ave.
SCE-5117	113-42-049A	5403 S. Central Ave.
SCE-5118	113-42-049B	5409 S. Central Ave.
SCE-5119	113-42-041R	5419 S. Central Ave.
SCE-5120	113-42-041D	5419 S. Central Ave.
SCE-5121	113-42-041S	5425 S. Central Ave.
SCE-5122	113-42-077D	5433 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-5123	113-43-037A	5609 S. Central Ave.
SCE-5123	113-43-037B	5609 S. Central Ave.
SCE-5124	113-43-043A	5615 S. Central Ave.
SCE-5125	113-43-044	5621 S. Central Ave.
SCE-5126, SCE-5127A	113-43-038	5639 S. Central Ave.
SCE-5126, SCE-5127A	113-43-040B	12 E. Hidalgo Ave.
SCE-5126, SCE-5127A	113-43-055G	5625 S. Central Ave.
SCE-5127	113-43-051	5647 S. Central Ave.
SCE-5127	113-43-052	5647 S. Central Ave.
SCE-5127	113-43-061	5647 S. Central Ave.
SCE-5127B	113-43-060	40 E. Hildago Ave.
SCE-5128	113-43-056H	5829 / 5837 S. Central Ave.
SCE-5128	113-43-056J	5817 S. Central Ave.
SCE-5128	113-43-056K	5835 S. Central Ave.
SCE-5128B	113-43-045	43 E. Hidalgo Ave.
SCE-5129	113-43-056B	5847 S. Central Ave.
SCE-6000	114-03-002E	6034 / 6060 S. Central Ave.
SCE-6001	114-03-120A	6200 S. Central Ave.
SCE-6002	114-03-120C	6240 S. Central Ave.
SCE-6003	114-06-049	6402 S. Central Ave.
SCE-6004	114-06-058	6412 S. Central Ave.
SCE-6004	114-06-062	6410 S. Central Ave.
SCE-6005	114-06-066	6416 S. Central Ave.
SCE-6006	114-06-050	6420 S. Central Ave.
SCE-6007	114-06-044	6520 S. Central Ave.
SCE-6008	114-06-043M	6600 S. Central Ave.
SCE-6009	114-06-063B	6622 S. Central Ave.
SCE-6010	114-06-063J	6648 / 6650 S. Central Ave.
SCE-6011	114-11-019	6808 S. Central Ave.
SCE-6011	114-11-020C	6810 S. Central Ave.
SCE-6013	114-11-004	6826 S. Central Ave.
SCE-6013	114-11-005	6832 / 6834 S. Central Ave.
SCE-6014	114-11-036	6840 S. Central Ave.
SCE-6015	114-11-021D	7004 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-6015	114-11-022	7014 S. Central Ave.
SCE-6016	114-11-032	7026 S. Central Ave.
SCE-6017	114-11-035	7050 S. Central Ave.
SCE-6018	114-14-001A	29 W. Fremont Road
SCE-6019	114-14-002B	7216 S. Central Ave.
SCE-6020	114-14-003	7236 S. Central Ave.
SCE-6021	114-14-004	7246 S. Central Ave.
SCE-6021	114-14-012C	7246 S. Central Ave.
SCE-6022	114-14-012B	7252 S. Central Ave.
SCE-6023	114-14-006	7424 S. Central Ave.
SCE-6023	114-14-007B	7428 S. Central Ave.
SCE-6024	114-14-008C	7436 S. Central Ave.
SCE-6025	114-14-005C	7444 S. Central Ave.
SCE-6025A	114-14-008B	14 W. Baseline Road
SCE-6025B	114-14-014C	44 W. Baseline Road
SCE-6025C, SCE-6025D	114-14-014A	48 W. Baseline Road
SCE-6025C, SCE-6025D	114-14-014D	48 W. Baseline Road
SCE-6100	114-02-077A	6005 S. Central Ave.
SCE-6101	114-02-078	6021 S. Central Ave.
SCE-6102	114-02-018A	6045 S. Central Ave.
SCE-6103	114-02-037E	6049 S. Central Ave.
SCE-6104	114-02-037F	6207 S. Central Ave.
SCE-6105	114-02-052	6217 S. Central Ave.
SCE-6106	114-02-053	6219 S. Central Ave.
SCE-6106	114-02-054A	6219 S. Central Ave.
SCE-6107	114-02-054B	6231 S. Central Ave.
SCE-6107	114-02-055	6233 S. Central Ave.
SCE-6108	114-02-056	6237 S. Central Ave.
SCE-6108	114-02-057	6241 S. Central Ave.
SCE-6108	114-02-058	6245 S. Central Ave.
SCE-6108	114-02-059	6249 S. Central Ave.
SCE-6109	114-07-102	6413 S. Central Ave.
SCE-6110	114-07-001	7 E. St. Catherine Ave.
SCE-6111	114-07-002	6427 S. Central Ave.
SCE-6112	114-07-015B	6437 S. Central Ave.

Project Parcel #	APN	Address / Location
SCE-6113	114-07-016B	6443 S. Central Ave.
SCE-6114	114-07-031	6601 S. Central Ave.
SCE-6114	114-07-032	6607 S. Central Ave.
SCE-6115	114-07-045	6611 S. Central Ave.
SCE-6115	114-07-046	6617 S. Central Ave.
SCE-6116	114-07-061	6629 S. Central Ave.
SCE-6117	114-07-062	6645 S. Central Ave.
SCE-6118	114-07-110	6651 S. Central Ave.
SCE-6119	114-10-001F	6801 S. Central Ave.
SCE-6120	114-10-001G	6807 S. Central Ave.
SCE-6121	114-10-003A	6811 S. Central Ave.
SCE-6122	114-10-006	6831 S. Central Ave.
SCE-6123	114-10-010A	6845 S. Central Ave.
SCE-6124	114-10-010B	6851 S. Central Ave.
SCE-6125	114-10-011	6901 S. Central Ave.
SCE-6126	114-10-014A	7009 S. Central Ave.
SCE-6127	114-10-015	7027 S. Central Ave.
SCE-6128	114-10-018	7035 S. Central Ave.
SCE-6130	114-16-002D	7217 S. Central Ave.
SCE-6131	114-16-002F	7227 S. Central Ave.
SCE-6132	114-16-010C	26 E. Baseline Road
SCE-6133	114-16-011G	20 E. Baseline Road
SCE-7000	300-41-100C	7602 S. Central Ave.
SCE-7001	300-41-100E	1 W. Baseline Road
SCE-7100	300-42-001	7601 S. Central Ave.
SCE-7101	300-42-014	7617 S. Central Ave.
SCE-8101	111-40-052	801 N. 1st Ave.
SCE-9000	112-21-014D	100 W. Washington St.
SCE-9001	112-22-075A	125 W. Washington St.
SCE-9002	112-22-049B	101 W. Jefferson St.
SCE-9004	112-22-002	330 S. 1st Ave.
SCE-9004A	112-22-005A	305 S. 2nd Ave.
SCE-9005	112-22-088	241 S. 2nd Ave.
SCE-9007	112-23-936A	SWC of S. 1st Avenue and W. Lincoln Street
SCE-9007	112-23-938A	502 S. 2nd Ave.
SCE-9008	112-23-039D	610 S. 1st Ave.

Project Parcel #	APN	Address / Location
SCE-9101	112-24-216A	11 W. Jefferson St.
SCE-9106	112-23-008A	513 S. 1st Ave.
SCE-9107, SCE-9108	112-23-009	517 S. 1st Ave.
SCE-9107, SCE-9108	112-23-010	521 S. 1st Ave.
SCE-9109	112-23-017	601 S. 1st Ave.
SCE-9109	112-23-019	adjacent to 601 S. 1st Ave.
SCE-9109	112-23-021	adjacent to 601 S. 1st Ave.
SCE-9110	112-23-023	adjacent to the NEC of S. Central Avenue and E. Grant Street
SCE-9110	112-23-025	adjacent to the NEC of S. Central Avenue and E. Grant Street
SCE-9110	112-23-027	NEC of S. Central Avenue and E. Grant Street
SCE-9112	112-23-053B	723 S. 1st Ave.
SCE-9112	112-23-054B	723 S. 1st Ave.
SCE-9112	112-23-055B	723 S. 1st Ave.
SCE-9112	112-23-056	723 S. 1st Ave.
SCE-9112	112-23-057	723 S. 1st Ave.
SCE-D001	112-30-123	95 S. 3rd St.
SCE-D002	112-30-128E	401 E. Jefferson St.
SCE-D100	112-29-090	501 E. Monroe St.
SCE-D101	112-30-127	601 E. Washington St.
SCE-E000	112-20-115	300 W. Washington St
SCE-E001	112-19-113	305 W. Washington St.
SCE-E100	112-21-087	200 W. Washington St.
SCE-E101	112-22-074A	251 W. Washington St.

Notes:

*List updated on 9/27/2019 based on information from Valley Metro

**Parcels listed are located along the alignment and may have minor impacts that are currently undetermined

***Parcel list is subject to change during final and post design

Attachment C
Property Identification - NWII

City of Phoenix Light Rail Extension Project: PT00260999

Northwest Extension Phase II (NWII)

The following improved and/or unimproved parcels affected by acquisition, easement, license, dedication and/or agreement and included in this request are identified by the Project Parcel #, Maricopa County Assessor's parcel number (APN) and the address or location.

Project Parcel #	APN	Address / Location
NW.2000	149-11-011C	2050 W. Dunlap Ave.
NW.2001	158-05-033G	1961 W. Dunlap Ave.
NW.2001	158-05-088	1923 W. Dunlap Ave.
NW.2001	158-05-089	1939 W. Dunlap Ave.
NW.2002	149-11-008K	2102 W. Dunlap Ave.
NW.2003	158-05-029	2149 W. Dunlap Ave.
NW.2004	149-11-043	2220 W. Mission Lane
NW.2005	158-05-037	2233 W. Dunlap Ave.
NW.2006	149-11-034C	2222 W. Dunlap Ave.
NW.2007	158-02-006A	2301 W. Dunlap Ave.
NW.2007	158-02-006D	8920 N. 23rd Ave.
NW.2008	149-12-009	9013 N. 24th Ave.
NW.2009	158-02-004	2415 W. Dunlap Ave.
NW.2009	158-02-005	2323 W. Dunlap Ave.
NW.2010	149-12-008	2440 W. Dunlap Ave.
NW.2011	158-02-014	2423 W. Dunlap Ave.
NW.2012	149-12-007B	9201 N. 25th Ave.
NW.2013	158-01-009E	2501 W. Dunlap Ave.
NW.2014	149-12-007A	2440 W. Mission Lane
NW.2015	149-12-022A	2506 W. Dunlap Ave.
NW.2016	149-09-007E	10425 N. 25th Ave.
NW.2016	149-12-004T	9625 N. 25th Ave.
NW.2017	149-12-022B	2510 W. Dunlap Ave.
NW.2018	149-09-001R	9802 N. 25th Ave.
NW.2019	Unassessed	9412 N. 25th Ave.
NW.2020	149-09-005D	9801 N. Black Canyon Highway

Project Parcel #	APN	Address / Location
NW.2021	149-12-004K	9414 N. 25th Ave.
NW.2022	149-16-083D	9825 N. Metro Parkway
NW.2023	149-12-004Q	9414 N. 25th Ave.
NW.2025	149-12-004H	9424 N. 25th Ave.
NW.2027	149-12-004G	9440 N. 25th Ave.
NW.2029	149-09-001U	9849 N. Black Canyon Highway
NW.2029	149-12-004P	9630 N. 25th Ave.
NW.2030	149-16-005A	9817 N. Metro Parkway
NW.2031	149-12-004S	9631 N. Black Canyon Highway
NW.2032	149-16-001E	9813 N. Metro Parkway
NW.2033	149-12-004R	9645 N. Black Canyon Highway
NW.2035	149-16-083C	9801 N. Metro Parkway
NW.2039	149-16-001A	9801 N. Metro Parkway



Pedestrian Safety Improvements

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval for the Street Transportation Department Office of Pedestrian Safety recommended pedestrian safety improvements for FY 2019-2020 (**Attachment A**).

THIS ITEM IS FOR CONSENT ACTION.

Summary

Preliminary numbers from the Arizona Department of Transportation (ADOT) show the City of Phoenix experienced 112 pedestrian fatalities on its roads in 2018. These preliminary numbers represent a dramatic increase of 67 percent over the last five years and more than 200 percent over the last 10 years.

However, so far in 2019 Phoenix has seen a decrease in pedestrian fatalities compared to a year ago. For the first six months of 2019, the Phoenix Police Department Vehicular Homicide Unit (VHU) reported fatalities show a reduction to 37 fatalities from 49 fatalities in 2018, a 24 percent decrease in pedestrian fatalities.

The Office of Pedestrian Safety has continued to seek funding for pedestrian related grant opportunities, providing increased educational outreach to neighborhood groups and residents, collecting data on our existing pedestrian safety infrastructure, increasing collaboration with outside agencies, and prioritizing capital improvement projects with an emphasis on pedestrian safety. The Office of Pedestrian Safety leads and participates in the interdepartmental staff Pedestrian Safety Task Force, created by the City Manager's Office in April 2018. The Pedestrian Safety Task Force includes representatives of the Street Transportation and Police Departments, the Communications Office, and the City Manager's Office.

The Office of Pedestrian Safety utilizes the four "E"s of traffic safety to enhance pedestrian safety in Phoenix: Evaluation, Engineering, Enforcement and Education. The following items provide an overview of the activities undertaken by the Office of Pedestrian Safety to date.

Evaluation

A collaborative review team that includes the City Manager's Office, Police Department Vehicular Homicide and Motor Enforcement Units, and the Street Transportation Department has been evaluating pedestrian fatalities occurring on Phoenix streets. The review team meets at least monthly to evaluate the circumstances and location of each pedestrian fatality to analyze potential actions to help prevent future collisions at these specific locations.

As part of our evaluation efforts, the Street Transportation Department has partnered with the Design Studio for Community Solutions at Arizona State University (ASU). This partnership aims to create a multi-pronged, interdisciplinary, and solutions-oriented engagement between both institutions on the issue of curtailing pedestrian fatalities and serious injuries in the City of Phoenix. This collaboration will involve a variety of expert researchers from ASU who will conduct statistical and spatial analyses of collision data, land use design issues in pedestrian collision hotspot areas, and other available information to provide relevant mitigation strategies for pedestrian collisions.

Engineering

In May 2019, the City activated its 50th HAWK. Citywide data shows that activation of HAWK signals in the City have increased significantly each year, especially recently.

In June 2019, the Street Transportation Department submitted a grant application for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program from the US Department of Transportation. The application was created to improve infrastructure conditions along 35th Avenue from I-10 to Camelback Road. The proposed project will use grant funds leveraged with local funds to implement improvements that target existing pedestrian and vehicular safety concerns along this portion of 35th Avenue. If awarded, the 35th Avenue corridor grant will be a comprehensive infrastructure improvement project that will transform the corridor into a safe and efficient route for students and commuters. The US Department of Transportation must award BUILD grants by Nov. 12, 2019. The submitted application aims to prioritize pedestrian safety by applying for funds to incorporate the following measures to improve pedestrian safety:

- Mid-block HAWK Signals.
- Additional street lighting on the west side of 35th Avenue.
- Center medians.
- Full intersection rebuilds of traffic signals.
- Fiber optic cableline installation to increase preparedness for future technologies that would optimize traffic signal timing to alleviate traffic congestion.

In order to mitigate roadway hazards that may lead to unsafe conditions, the Street Transportation Department's new Right of Way Specialists will proactively address traffic safety issues and conduct night time inspections citywide to address street light outages, with special emphasis being placed on pedestrian collision hotspot areas.

Education

In recent months, the Office of Pedestrian Safety has attended four community meetings to provide education and outreach to internal and external stakeholders; providing information and safety tips, and addressing community concerns.

In July 2019, the Office of Pedestrian Safety provided 12 presentations to approximately 400 Street Transportation employees working in our City's right-of-way to increase awareness of pedestrian safety concerns.

The Office of Pedestrian Safety continues to work with the approximately 500 schools in the Phoenix area to increase awareness of pedestrian safety issues. Between Sept. 23 thru Nov. 1, 2019, the Safe Routes to School Coordinator will work with the Police Department and approximately 30 schools in Phoenix to host "Walk to School Day" events, which occur annually and many schools take part in. The Street Transportation Department is heavily involved in the planning efforts for these events and will use this year's events to provide information to school-age children on the importance of being safe in and around Phoenix's streets.

The partnership between the City of Phoenix and ASU will include a pilot program for community engagement and outreach in specific neighborhoods where pedestrian collision hotspot areas exist. The Design Studio for Community Solutions at ASU, will specialize in community-generated problem solving, will assist the City of Phoenix in partnering with a variety of community organizations in the Maryvale area to develop effective public messages and campaign strategies that truly resonate with the public. ASU will also assist the City of Phoenix in gathering and collecting feedback and input that leads to a variety of effective messaging strategies that can be expanded citywide. Potential community partners for the portion of the work include school districts, youth groups, block watches, hospitals, and public health organizations.

In May 2019, the Street Transportation Department received a grant from the Governor's Office of Highway Safety to create and print 10,000 copies of a Pedestrian Safety Activity Book for children in grades three to six. The book features engaging activities that teach children about the importance of walking safety. Street Transportation Department staff has been working with designers from the City's Printing and Design Shop to create the book's content. The activity book will also be

translated into Spanish and an additional 10,000 copies printed. The activity book will be ready at the end of September 2019 and distribution will be prioritized to schools within the City's pedestrian collision hotspot areas.

Enforcement

For the 2018-2019 fiscal year, the Police Department received \$80,000 from the Governor's Office of Highway Safety to conduct pedestrian and bicycle safety education and enforcement. The Governor's Office of Highway Safety indicated that they will not award pedestrian and bicycle safety education and enforcement to Phoenix for the 2019-2020 fiscal year.

Pedestrian Safety Funding

To address the increase in pedestrian fatalities throughout the City of Phoenix, City Council authorized the Street Transportation Department to allocate \$2 million in ongoing, annual Capital Improvement Project (CIP) funding to the Office of Pedestrian Safety to continue to implement pedestrian improvements. Fiscal year 2019-2020 is the first year that these funds will be used. The funds are proposed to be allocated to the following areas (**Attachment A: Recommended Pedestrian Safety Improvements**):

- Improve pedestrian visibility by adding street lights on both sides of street where only side lighting exists.
- Address gaps in street lighting by adding single street lights at existing crosswalks or in roadway segments.
- Add four HAWK signals at high pedestrian activity and/or collision locations.
- Installation of raised medians at arterial hot spot locations with the highest pedestrian activity.
- Fund research through Arizona State University to analyze the variety of factors leading to the increasing pedestrian collision in Phoenix.
- Leverage a \$15,000 grant from the Governor's Office of Highway Safety to create and print Pedestrian Safety Activity Book for children in grades three to six in English and Spanish.
- Purchase a variety of safety related and age appropriate items to conduct educational outreach to schools.
- Upgrade all mid-block, unsignalized arterial and select collector road crosswalks to high-visibility crosswalk standards.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

Attachment A Recommended Pedestrian Safety Improvements

Engineering

Street Lighting half mile, single sided segment, \$250,000

In 2018, 84 percent of pedestrian fatalities in Phoenix occurred during the dark hours of the day. The Office of Pedestrian Safety is recommending to install street lighting along 27th Ave from Bethany Home to Maryland. In the last 5 years there has been a total of 5 pedestrian fatalities and 6 incapacitating injuries that have occurred during the night at this location.

Street Lighting, single lights, \$100,000

The Traffic Services Division often receives requests for crosswalks that cannot be installed until the appropriate lighting is in place. These single street lights can help make future crosswalks safer and can add additional illumination at problematic locations.

HAWKs, \$600,000

HAWKs significantly reduce pedestrian collisions. The Traffic Services Division evaluates each request for HAWK signals and prioritizes pedestrian signal installations following national traffic safety standards in locations where significant pedestrian crossings occur and safety concerns exist based on pedestrian collision data. For fiscal year 2019-2020 the Office of Pedestrian Safety is proposing the installation of 4 HAWKs. This is in addition to the HAWKs installed through the resident request process.

Medians, \$150,000

The installation of raised medians allows pedestrians to cross one direction of traffic at the time. The Office of Pedestrian Safety is proposing the installation of three, 25 feet long medians at arterial hot spot locations with the highest pedestrian activity.

Crosswalk Upgrades, \$660,000

The Office of Pedestrian Safety will upgrade and standardize 31 mid-block, unsignalized arterial road crosswalks and 24 collector road crosswalks throughout the city. These upgrades include pedestrian warning signs, supplemental warning plaques, installation of high-visibility crosswalks and installation of ADA ramps if the existing ramps are missing or damaged.

Evaluation

Arizona State University Research, up to \$50,000

Arizona State University would like to fund research students to conduct data analysis on the variety of factors leading to the increase in pedestrian collisions in Phoenix.

Evaluation

Pedestrian Safety Activity Book Design and Printing, \$25,000

In May 2019, the Street Transportation Department received a \$15,000 grant from the Governor's Office of Highway Safety to create and print a Pedestrian Safety Activity Book for children in grades 3 to 6. The Office of Pedestrian Safety would like to translate and print the book in Spanish as well. The \$25,000 will cover a portion of the printing of 10,000, 22-page books in English and an additional 10,000 books in Spanish.

Pedestrian Safety Promotional Items, \$50,000

The Office of Pedestrian Safety will purchase a variety of safety related and age appropriate items to conduct outreach to schools. Examples of these items include reflective gear, flashing lights, or backpacks that can be worn to increase visibility when walking. In addition to these items, through school outreach, the Office of Pedestrian Safety will conduct contests and offer prizes that would be funded with this money allocation.

Additional Pedestrian Safety Funding for Unanticipated Needs, \$115,000

This amount of funds will be initially set aside to address additional pedestrian safety needs that will likely come up during the fiscal year.



Planning, Zoning, Plan Review, Permitting and Inspections Application - Shape PHX Contract Award

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval for Accenture LLP to be accepted as the awarded contractor, in addition to recommending approval to purchase associated required software licenses from a software reseller. The Request for Proposals (RFP) process was conducted with the technical assistance of the consulting firm, Gartner, and was conducted in accordance with Administrative Regulation 3.10. The total estimated cost for this project is \$31.6 million over seven years.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The Kiva application currently tracks development citywide, including Plan Review, Permitting, Inspections and Historic Preservation activity. Planweb is a separate application that currently tracks general planning, rezoning and zoning adjustment activity. Kiva and Planweb support over 400 staff in the Planning and Development Department (PDD) responsible for all zoning and permitting in the City of Phoenix. This staff work supported nearly 118,000 visitors to the Development Center, over 44,000 permits, 260,000 inspections, and over \$4.7 billion in construction permit valuation during the last fiscal year. Kiva is also utilized by additional City departments including Fire, Water Services and Street Transportation. There are approximately 800 city staff who utilize or access Kiva as part of their work activities.

The Kiva system is more than 25 years old, has no vendor support and has been highly customized. Additional applications have been developed to compliment the core applications. Planweb is over 15 years old and developed in-house with limited scope. Support for Kiva and Planweb is currently provided in-house by PDD staff. There is no integration between the Kiva and Planweb applications, requiring dual entries and resulting in inefficiencies in business processes. Ensuring availability and security of these old customized applications has become more difficult over time. In addition, it is challenging to modify old applications to implement process improvements and respond to changes in customer and constituent demands.

This proposed contract supports the Shape PHX Project which will replace the PDD land management applications, including Kiva, PlanWeb, and other supporting applications. This multi-year project will consolidate existing applications into one modern enterprise system that provides a single source for land management information. The new system will result in improved data quality, a better performing, fully supported and secure business application. It will also allow future opportunities to streamline processes and the ability to quickly adapt to changes. In addition, the proposed system offers scalability to potentially support business processes in other City departments (i.e. business licensing, zoning code enforcement), integrates with existing City systems (financial, Geographic Information Systems), and reduces the number of independent systems PDD currently supports. Modern systems also provide more transparent and timely access to information to residents, development professionals, and other external customers. The project includes a significantly improved easy to use self-service portal, enhanced Electronic Plan Review, and supports availability of more information through My Community Map and other internet applications not possible under the current system.

Preparation Efforts

PDD has dedicated significant resources to prepare for the replacement of Kiva, Planweb, and other associated applications. PDD staff in coordination with Finance Procurement and Information Technology Services (ITS) staff completed a request for information (RFI) to research the industry and identify capabilities of software. PDD staff also surveyed 67 cities and counties throughout the nation to learn from their similar efforts. Key themes identified were the importance of up front work including complete business requirements, a comprehensive staff resource plan, and addressing data quality issues. PDD also engaged Gartner Consulting to assist with preparation and provide procurement support. Gartner was selected due to their significant experience with other similar complex projects and their dedicated Land Management Center for Excellence.

Initial support from Gartner included a readiness assessment to identify risk areas; development of solutions alternatives to identify scope, data to be converted, and procurement strategy; and development of technical and business requirements for a request for proposals (RFP) process. Based on issues identified in the assessment, PDD continued engagement with Gartner for data management and conversion planning, gap analysis and business process mapping, and organizational change management (OCM) planning. PDD has a contract with Gartner for project assurance for the first year of the project and may request an extension to cover the duration of project implementation.

All preparation efforts emphasized the importance of assigning adequate staff

resources to the project. PDD received City Council approval to create a team that will be fully dedicated to the project. The Shape PHX team includes 5.5 full-time staff members to ensure successful development and implementation of this project.

Procurement Information

RFP 19-019 (KFT) Planning, Zoning, Plan Review, and Permitting Applications Requirements Contract was conducted in accordance with Administrative Regulation 3.10 and issued on Sept. 25, 2018. Seven offers were received on Dec. 14, 2018. The proposals were reviewed by a five member evaluation team representing each of the PDD major divisions and ITS. The evaluation committee participated in two days of moderated review sessions to determine a consensus score.

The offers were scored on the following criteria: Functional and Technical requirements (300 points), Implementation Services (250 points), Infrastructure, Support and Maintenance (200 points), Experience and Qualifications (150 points), and Pricing (100 points). The evaluation committee determined that three proposals were within the competitive range, and those proposers were invited to participate in vendor demonstrations to the evaluation committee. At the completion of three days of vendor demonstrations, all proposals within the competitive range moved forward to the Best and Final Offer (BAFO) process. After reviewing the BAFO responses, it was the consensus of the evaluation committee to recommended awarding the contract to Accenture LLP, which included an option to purchase the required software licenses from a software reseller.

The Finalists and their scores are listed below:

Accenture LLP: 729.9 points

Computronix: 653.7 points

GCom: 421.6 points

The Deputy Finance Director recommends the offer from Accenture LLP be accepted as the highest scored, responsive and responsible offeror that is most advantageous to the City. It is also recommended that the City Council approve an exception of liability provision in City Code 42-18 (a) and (B) to reflect the liability will be no more than three times the contract value. The Finance Director further recommends approval to purchase associated required software licenses from a software reseller.

Project Vendor and Solution

The proposal from Accenture is to implement the Salesforce BasicGov software solution. Accenture is a global management consulting, technology, services company with extensive government experience. Salesforce is an enterprise cloud computing software solution that services more than 1000 government agencies. The primary

Salesforce application will be the BasicGov Planning, Zoning, Plan Review, and Permitting software application. A 31-month implementation timeframe is estimated for this project.

Financial Impact

The total estimated cost for this project is \$31.6 million dollars over seven years, which includes software licensing, implementation services, application hosting, and maintenance. The value of the contract with Accenture will not exceed \$20 million. The cost of the associated software licenses will not exceed \$11.6 million dollars. The contract and software licenses will be funded through the Development Services Fund. No General Funds will be impacted.

Concurrence/Previous Council Action

The Planning and Development Director and the Chief Information Officer CIO both concur with these recommendations.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua, Acting Deputy City Manager Toni Maccarone, and the Planning and Development and Information Technology Services departments.



Air National Guard Joint Use Agreement

This report requests the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval to enter to enter a Joint Use Agreement with the United States of America, acting by and through Chief, National Guard Bureau, and the State of Arizona, acting by and through the Adjutant General (collectively known as Air National Guard (ANG)) at Phoenix Sky Harbor International Airport (PHX). The term of this Agreement will be for five years. ANG's proportionate share of operating and maintaining the jointly used facilities will be between \$10,000 and \$15,000 per year.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The Joint Use Agreement allows the ANG use of PHX facilities that are open to the public, which includes, but is not limited to: runways, taxiways, lighting systems, navigational aids, markings, and appurtenances. The Aviation Department (AVN) is responsible for maintaining all public facilities at PHX. The ANG will be responsible for any damages to public facilities at PHX, if such damage is caused solely by the ANG. The current Joint Use Agreement with ANG will expire on Sept. 30, 2019.

Contract Term

The term will be five years with no options to extend.

Financial Impact

ANG's proportionate share of operating and maintaining the jointly used facilities will be between \$10,000 and \$15,000 per year. The proportionate share is determined by calculating a number of factors such as: base year actual costs, increase for inflation, the number of military landings (local and civil operations), and ANG's annual share of costs. Currently, the annual payment required equals \$10,525.

Concurrence/Previous Council Action

This item was recommended for approval by the Phoenix Aviation Advisory Board on Sept. 19, 2019 by a vote of 9-0.

Location

Phoenix Sky Harbor Airport, 3400 E. Sky Harbor Blvd.
Council District: 8

Responsible Department

This item is submitted by Assistant City Manager Deanna Jonovich and the Aviation Department.



Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings

This report provides the Transportation, Infrastructure and Innovation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for METRO light rail, Valley Metro/Regional Public Transportation Authority (RPTA), and the Maricopa Association of Governments.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

Within Maricopa County, there are several agencies with different charges relating to public transit and transportation planning.

Valley Metro/RPTA: In 1993, the Regional Public Transportation Authority Board adopted the name Valley Metro as the identity for the regional transit system in metropolitan Phoenix. Under the Valley Metro brand, local governments fund the transit system which the public sees on Valley streets today. Valley Metro Board member agencies include Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix Queen Creek, Scottsdale, Surprise and Tempe.

METRO: METRO is the brand name for Valley Metro Rail Inc., a nonprofit, public corporation charged with the design, construction and operation of the light rail system. The cities that participate financially in the light rail system each have a representative on the METRO Board of Directors. Cities on the board include Chandler, Glendale, Mesa, Phoenix and Tempe. METRO is structured on a "pay to play basis," with voting power allocated based on investment in the system.

The Maricopa Association of Governments (MAG): MAG is a council of governments that serve as the regional agency for the metropolitan Phoenix area. When MAG was formed in 1967, elected officials recognized the need for long-range planning and policy development on a regional scale. Issues such as transportation, air quality and human services affect residents beyond the borders of individual jurisdictions. MAG is the designated metropolitan planning organization (MPO) for transportation planning in

the Maricopa County region.

The goal of staff is to provide the Transportation, Infrastructure and Innovation Subcommittee with agendas for future meetings of these bodies. At times, meeting dates do not coincide and agendas are not available until close to the meeting date. However, prior to reach each Board of Directors meeting, most agenda items are reviewed by staff committees which include City of Phoenix members.

Meeting agendas and/or additional information for previous and upcoming METRO, RPTA and MAG meetings will be distributed to Transportation, Infrastructure and Innovation Subcommittee members at the meeting.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.



Citizens Transportation Commission Meetings

This report provides the Transportation, Infrastructure and Innovation Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the Citizens Transportation Commission.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Citizens Transportation Commission advances transparency, public input, and government accountability by reviewing appropriations provided by the Phoenix Transportation 2050 plan (T2050), as approved by the voters on Aug. 25, 2015.

The Commission reviews T2050 appropriations and program recommendations of the Public Transit Department and the Street Transportation Department; annually review the revenues and expenditures of T2050 funds, as well as funding from other sources; conducts public meetings; and formulates and presents recommendations to the Phoenix City Council related to revenues, expenditures, projections, programs and major projects as called for by T2050.

Meeting agendas and/or additional information for previous and upcoming Citizens Transportation Commission meetings will be distributed to Transportation, Infrastructure and Innovation Subcommittee members at each Subcommittee meeting.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.



Freeway Program Update

This report provides the Transportation, Infrastructure and Innovation Subcommittee updates on the Arizona Department of Transportation (ADOT) freeway program within the City of Phoenix.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Maricopa Association of Governments (MAG) Regional Transportation Plan reflects numerous freeway construction projects and studies underway within the City of Phoenix. These projects are funded from the voter approved priorities in the Proposition 400 half-cent sales tax as well as from state and federal revenue sources. City of Phoenix staff are embedded with ADOT on these major construction projects to ensure coordination of all construction activities with City departments. This report is an overview of the current major freeway projects. A monthly report will be provided to the Transportation, Infrastructure and Innovation Subcommittee reflecting project changes as well as new projects.

South Mountain Freeway

The South Mountain Freeway is the last piece in completing the Loop 202 system. The 22-mile South Mountain Freeway will run east and west along Pecos Road and then north and south between 55th and 63rd avenues, connecting with Interstate 10 (I-10) on each end. This is the single largest freeway project in Arizona history - built at one time. The entire freeway is within the City of Phoenix.

Key elements of this project are:

- 40 bridge structures
- 15 traffic interchanges
- 11 miles of soundwalls
- 5 multi-use crossings
- 4.5 miles of improvements at I-10
- 6-mile shared use path
- Pedestrian bridge

Construction began in early 2017 and is scheduled for completion in December 2019.

Interstate 17 - Pinnacle Peak and Happy Valley Road

This project is rebuilding the traffic interchanges on Interstate 17 (I-17) at Happy Valley and Pinnacle Peak roads to improve safety and traffic flow as population growth and development in this area continues.

The bridge reconstruction at Pinnacle Peak Road will have two through lanes in each direction, bicycle lanes and pedestrian walkways. The bridge reconstruction at Happy Valley Road will remove the existing roundabouts and construct a Diverging Diamond traffic interchange with three through lanes in each direction, bicycle lanes and pedestrian walkways.

Construction began in November 2018 and is scheduled for completion in fall 2020.

Loop 101 - Interstate 17 to Pima Road

This project is widening and improving the Loop 101 (Pima Freeway) from I-17 in Phoenix east to Pima Road in Scottsdale. The improvements are needed to address growing traffic demands in the northeast Valley and relieve traffic congestion on the Loop 101 during the morning and evening peak travel periods.

The major elements of this project include adding one general purpose lane in each direction between I-17 and Pima Road, adding an auxiliary lane in each direction between Seventh Street and Cave Creek Road, and modifying freeway ramps and frontage road connections at 11 interchanges. Additional components include construction of noise or retaining walls where warranted, improvements to drainage and new rubberized asphalt resurfacing and pavement markings.

Construction began in February 2019 and is scheduled for completion in spring 2021.

Interstate 17 Frontage Road Drainage Improvement

This project will be constructing improvements to the cross-street drainage system along the I-17 frontage road between Greenway Road and Dunlap Avenue. The purpose of the project is to improve the drainage facilities that remove storm runoff from the Greenway, Thunderbird, Cactus, and Peoria cross streets, helping to reduce the potential for flooding at the I-17 overpasses.

The improvements will include a new, gravity-powered storm drain system, utilizing various sizes of concrete pipes and new drainage basins at Thunderbird Road, and the removal of the existing pump stations from the cross streets.

Construction is scheduled to begin in winter 2019.

Interstate 17 - Indian School Traffic Interchange Study

ADOT is conducting a study to improve traffic flow and safety at I-17 and Indian School Road. The study area encompasses Indian School Road between 19th and 31st avenues and I-17 from approximately one-half mile south and one-half mile north of Indian School Road

Approximately 50,000 vehicles use east- and westbound Indian School Road at I-17 per day. This volume is 40 percent higher than on Thomas Road at I-17 (one mile south) and 25 percent higher than on Camelback Road at I-17 (one mile north). Traffic congestion levels on Indian School Road at I-17 are projected to continue increasing.

After evaluating options for a new traffic interchange in this location, a three-level diamond interchange was advanced as the Recommended Build Alternative. This interchange would include:

- Flyover bridge along Indian School Road to allow east-west through traffic to bypass the intersections at the I-17 ramps and frontage roads
- New roadways approaching the flyover bridge with embankments and retaining walls
- Reconstructed and widened Indian School Road to accommodate the flyover bridge and new approaches
- Two new pedestrian bridges - one north and one south of Indian School Road - to allow pedestrians to cross I-17 safely

Construction is scheduled to begin in late 2020.

Interstate 10 - Broadway Curve

ADOT is studying concepts for proposed improvements to the I-10 Broadway Curve area between I-17 (Split) and Loop 202 (Santan Freeway). ADOT is drafting an Environmental Assessment (EA) that will evaluate the proposed improvements as compared to the no-build alternative which is the condition that would exist if the project was not built.

This 11-mile stretch of roadway is a key commerce corridor for the state and has seen increasing levels of traffic over the past few years, especially during the heavily traveled morning and evening peak hours.

The proposed improvements being studied include:

- Adding general purpose and high occupancy vehicle (HOV) lanes
- Adding a collector-distributor road system to reduce the number of lane changes on the freeway
- Improving connections between I-10 and the State Route 143 and Broadway Road to improve HOV lane connections
- Improving connections of I-10 and US 60 (Superstition Freeway)
- Constructing new bridges to accommodate new interchange facilities and additional lanes
- Building retaining and sound walls
- Constructing pedestrian bridge crossings to improve pedestrian access across the freeway

Construction is scheduled to begin in fall 2020.

Interstate 10 Deck Park (Hance Park) Tunnel Repair

The Deck Park Tunnel is an underpass that carries the I-10 freeway beneath downtown Phoenix between 3rd Avenue and 3rd Street. The tunnel consists of a series of nineteen side-by-side bridge structures. Construction of the facility began in 1983 and opened to traffic on Aug. 10, 1990. The tunnel carries approximately 230,000 vehicle trips per day and provides a critical link for regional connectivity and mobility.

Leaks in the ceiling structure of the Deck Park Tunnel have occurred in the past and continue to appear. The water infiltration caused by the leaks can lead to deterioration of the tunnel infrastructure and impacts the ventilation and electrical systems, which left unaddressed could force a future closure of the tunnel to traffic. There is also concern that any further future damage could result in a need for repairs that would require excavation of Margaret T. Hance Park, which is undergoing a major, \$100 million revitalization expected to begin in March 2020.

ADOT, MAG and the City of Phoenix initiated an I-10 Deck Park Tunnel Waterproofing Study in May 2019 because of concern with the integrity of the tunnel. The goal of the study was to evaluate the current water-tightness of the tunnel structure and provide recommendations that minimize the potential for significant leak-related problems for the next 25 years.

The study concluded in August 2019 and recommended that all joints that have not been repaired in the last five years be replaced, which comprises 15 of the 19 total joints. ADOT intends on working closely with the City of Phoenix to coordinate construction activities of the joint work with the Hance Park revitalization project to minimize cost and public disturbance.

Construction is scheduled to begin in March 2020.

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.



South Central Extension/Downtown Hub Project Funding Agreement Amendment

This report requests the Transportation, Infrastructure, and Innovation Subcommittee recommend City Council approval of an amendment to the current funding agreement for the South Central Extension/Downtown Hub (SCE/DH) Project with Valley Metro Rail (VMR) for an additional amount not-to-exceed \$159 million to fund continued progress toward completion of professional design, construction services, and associated activities.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

The SCE/DH Project is a 5.5-mile light rail project extending south from Jefferson Street to Baseline Road along Central Avenue, and it includes the creation of a rail transfer hub in downtown Phoenix (see **Attachment A**). This Project will include nine new light rail stations and two park-and-rides: one at the existing Ed Pastor Transit Center along Central Avenue and Broadway Road, and one end-of-line facility at the northwest corner of Central Avenue and Broadway (see **Attachment B**).

In May 2014, the VMR Board of Directors approved Light Rail Transit on Central Avenue as the preferred transit mode and alignment for the South Central Corridor. In September 2014, the City of Phoenix was awarded a Transportation Investment Generating Economic Recovery (TIGER) Grant from the United States Department of Transportation (USDOT) to conduct environmental assessment and preliminary engineering for the project. In December 2015, VMR entered into an agreement with the City of Phoenix to fund activities associated with this effort. The agreement totaled \$3.2 million, with the USDOT (by TIGER Grant) and the City of Phoenix (by T2050 Funds) each providing \$1.6 million. In August 2015, Phoenix voters approved Proposition 104, moving the multi-modal Transportation 2050 Plan forward. In November 2015, the Federal Transit Administration (FTA) officially approved inclusion of the SCE/DH Project into the Project Development Phase under the Capital Investment Grant (CIG) New Starts Program.

In January 2016, following voter approval of Proposition 104, City Council took action

to accelerate project completion and approved an amendment to the original funding agreement for an additional \$1.5 million. This amendment was needed to complete several grant/project readiness items required by FTA to demonstrate the project's technical, financial, and legal readiness for construction.

On Jan. 6, 2017, the FTA granted project environmental clearance with a Finding of No Significant Impact (FONSI) ruling, which made activities in the agreement eligible for FTA reimbursement. In February 2017, City Council approved an amendment to the funding agreement with VMR in the amount of \$50 million to provide initial funding to implement professional design and construction services for the SCE/DH Project.

On April 15, 2019, the FTA granted project approval to enter the engineering phase of the CIG New Starts Program. A portion of the FTA grant is anticipated for the SCE/DH Project in late 2020, with annual grant funding allocations anticipated for the project over multiple years. To keep this Project on schedule in the meantime, the FTA has provided pre-award authority for design, land acquisition, utility relocations, long-lead procurement items (such as light rail vehicles and special track work), and construction activities. This pre-award authority allows VMR to utilize Phoenix's and VMR's funds to advance the project. The FTA will then reimburse its funding share (after the federal grant is approved) on an annual basis.

The additional funding needed at this time by VMR to advance the design, construction services, and associated activities is estimated at \$159 million. This funding also covers: final design services (such as preparation of legal descriptions of right-of-way, permits, insurance, and other legal documentation) as required; archaeology data testing and recovery; plan reviews by third parties; community relations support through design; business assistance; and other surveys, testing, and inspections.

Upon receiving City Council authorization, the City of Phoenix will amend its agreement with VMR to provide an additional \$159 million to advance the SCE/DH Project. And because the schedule for the disbursement of federal funding is based on a reimbursement process and is expected to exceed the project construction schedule, a future amendment to the agreement will be required to advance the necessary additional funding to VMR for project completion. The future amendment will be requested after the City receives authorization for the financing needed to cover costs that will be later reimbursed through federal CIG funding.

Financial Impact

The estimated total cost to advance the professional design, construction services, and associated activities at this time is \$159 million. These activities will be funded with the City of Phoenix's T2050 revenues, which are eligible for federal

reimbursement by the FTA.

Concurrence/Previous Council Action

This item is scheduled to be heard at the Oct. 1, 2019 Citizens Transportation Commission meeting.

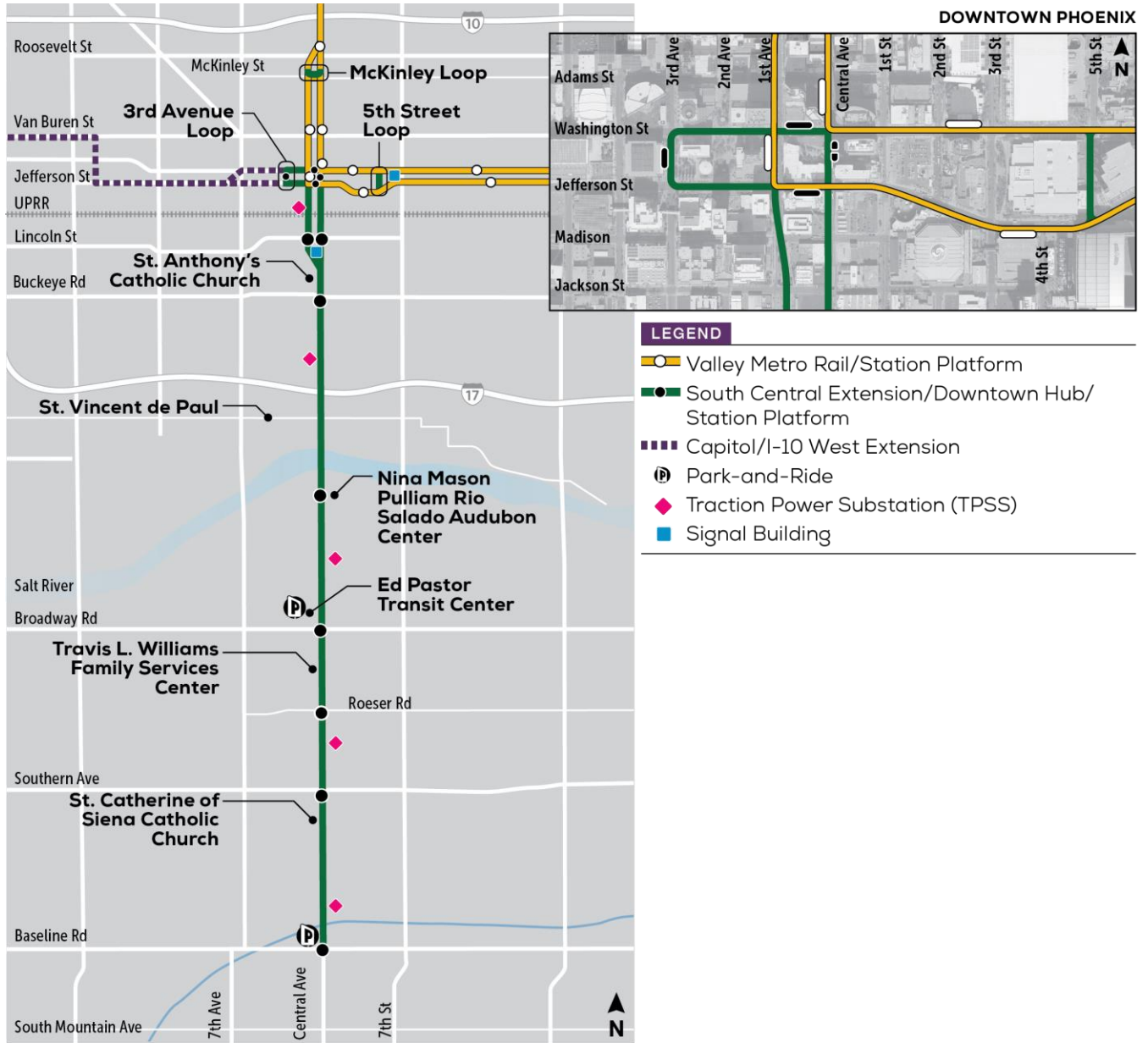
Location

Central Avenue from Jefferson Street to Baseline Road (see **Attachment A**).
Council Districts: 7, 8

Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

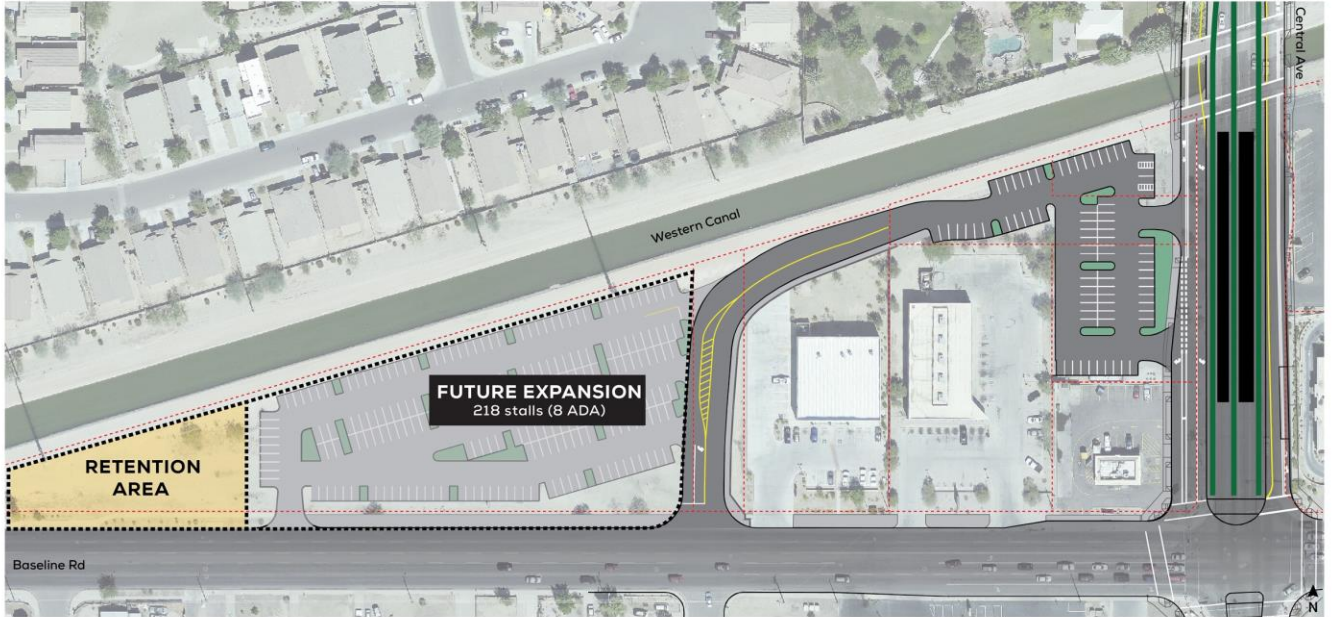
Attachment A South Central Extension/Downtown Hub



Attachment B South Central Extension/Downtown Hub End of Line Park and Ride



JUNE 19, 2019





Northwest Extension Phase II Funding, Design and Construction Agreement Amendment

This report requests that the Transportation, Infrastructure and Innovation Subcommittee recommend City Council approval of an amendment to the current funding agreement with Valley Metro Rail (VMR) for an additional amount not-to-exceed \$79.4 million for the Northwest Extension Phase II (NWEII) Project to fund continued progress toward the completion of professional design, construction services, and associated activities.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

The NWEII Project is a 1.5-mile light rail project extending west on Dunlap Avenue from 19th Avenue to 25th Avenue, then northward to Mountain View Road, then to a terminus west of Interstate 17 adjacent to the Metrocenter Mall (see **Attachment A**). This project will include an elevated structure over Interstate 17 and will terminate just west of the freeway. The Project will include three new stations, a shared parking location at Rose Mofford Park, and an end-of-line park-and-ride facility that includes a relocated and expanded Metrocenter Transit Center (see **Attachment B**).

In January 2016, the Phoenix City Council approved accelerating segments of the future high capacity/light rail transit system, including the NWEII Project. In June 2017, the Federal Transit Administration (FTA) approved VMR's request to enter the Project Development phase under the Capital Investment Grant (CIG) New Starts Program. The initial Environmental Assessment (EA) and preliminary engineering have been completed, and a submittal to enter the engineering phase of the CIG New Starts Program was made to the FTA in July 2019. A re-evaluation of the EA and final design are currently underway and are expected to be completed by fall of 2020.

VMR awarded a contract for pre-construction services on the NWEII Project to Kiewit-McCarthy Joint Venture in September 2017. A systems design contract to support this project was awarded to PGH Wong Engineering in September 2017. VMR also awarded seven public art services contracts in November 2017. In April of 2018, City Council approved a funding agreement with VMR in the amount of \$25 million to begin

professional design and pre-construction services for the NWEII Project.

The additional funding needed by VMR for Phoenix's share of the costs to advance the professional design, construction services, and associated activities is estimated at \$79.4 million. This also covers: final design services, preparation of legal descriptions for right-of-way, permits, insurance, and other legal documentation as required; archaeology data testing and recovery; plan reviews by third parties; community relations support through design; business assistance; and other surveys, testing, and inspections.

Upon receiving City Council authorization, the City of Phoenix will amend its agreement with VMR to provide an additional \$79.4 million to advance the NWEII Project. And because the schedule for the disbursement of federal funding is based on a reimbursement process and is expected to exceed the project construction schedule, a future amendment to the agreement will be required to advance the necessary additional funding to VMR for project completion. The future amendment will be requested after the City receives authorization for financing needed to cover costs that will be later reimbursed through federal CIG funds.

Financial Impact

The estimated total cost for professional design, construction services, and associated activities is \$79.4 million. These activities will be funded with City of Phoenix T2050 revenues, which are eligible for federal reimbursement by the FTA.

Concurrence/Previous Council Action

This item is scheduled to be heard at the Oct. 1, 2019 Citizen Transportation Commission meeting.

Location

Extends west on Dunlap Avenue from 19th Avenue, then north on 25th Avenue and west on Mountain View Road, then to a terminus west of Interstate 17 adjacent to the Metrocenter Mall (see **Attachment A**).

Council Districts: 1,3 and 5







Responsible Department

This item is submitted by Deputy City Manager Mario Paniagua and the Public Transit Department.

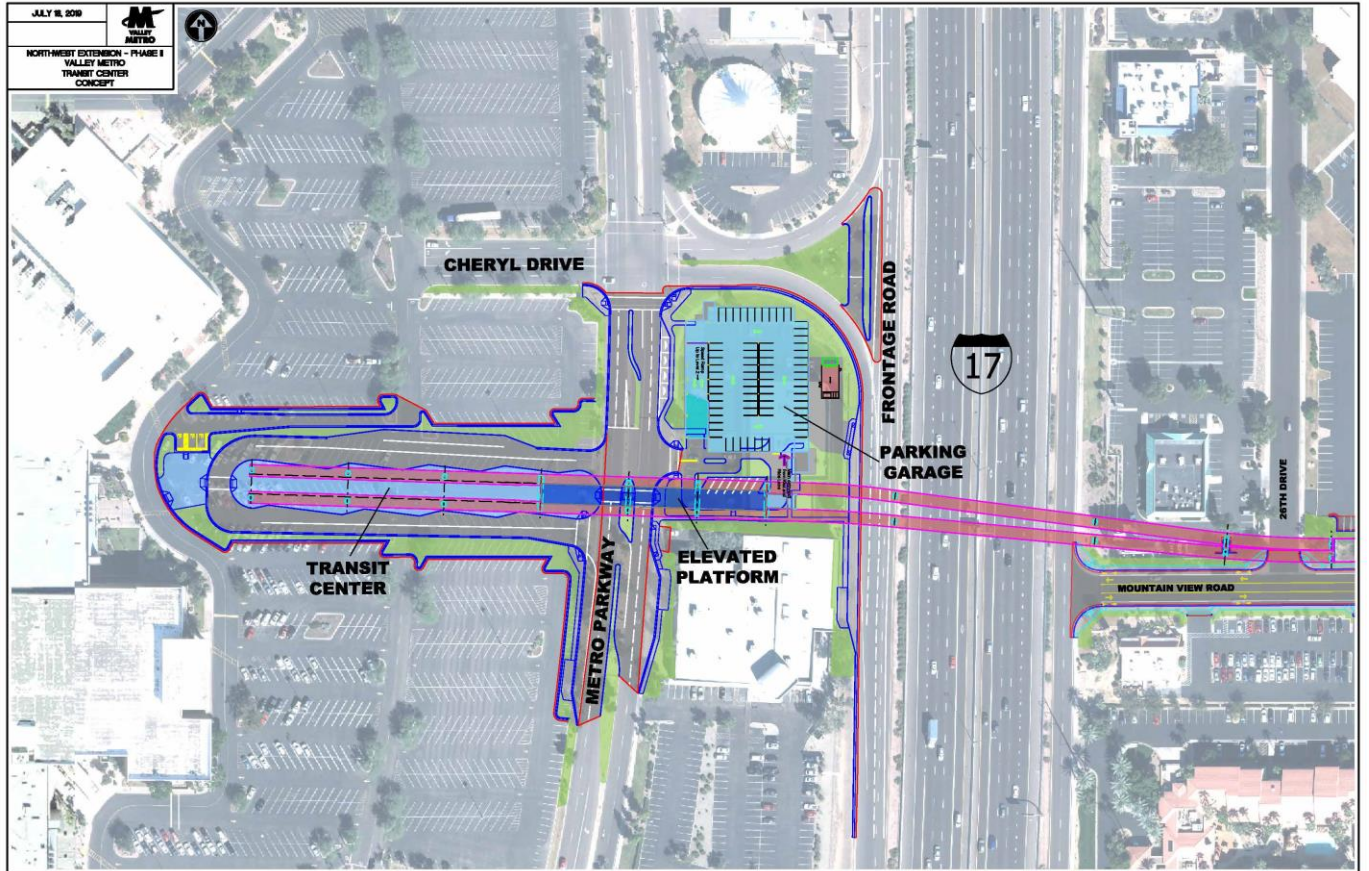
Attachment A Northwest Extension Phase II



LEGEND

-  Valley Metro Rail/Station
-  Northwest Extension Phase II/Station
-  Existing Transit Center
-  Existing Park-and-Ride
-  Relocated Transit Center
-  Proposed Park-and-Ride

Attachment B Northwest Extension End of Line Station/Transit Center





City Code Amendment Related to Commercial Ground Transportation Trip Fees, Parking Rate Cap, and Unattended Vehicle Civil Penalties

This report requests that the Transportation, Infrastructure, and Innovation Subcommittee recommend City Council to amend the City Code to increase commercial ground transportation trip fees and parking-rate caps consistent with market and industry norms, establish a process for adjusting trip fees and parking-rate caps, clarify short-term parking rates, and increase civil penalties for unattended vehicles left along the curb of any terminal.

THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.

Summary

Commercial ground transportation trip fees and annual increases

City Code requires that by Jan. 1, 2020, staff will conduct a study of peer airport commercial ground transportation (GT) trip fees and that GT stakeholders will participate in the selection of the consultant and this review. Beginning in the fall of 2018, staff and GT stakeholders started the process of scoping and studying peer airport trip fees. Through the summer of 2019, staff conducted monthly meetings with GT stakeholders, and in total, facilitated over 15 large and small group GT stakeholder meetings. The completed study reviewed peer airport GT revenue collection in comparison to Phoenix Sky Harbor International Airport (PHX) revenue. PHX consistently collects less GT revenue compared to its peers. The proposal seeks to increase trip fees for permitted GT providers, establish drop-off trip fees for providers, and provide for predictable, administrative annual trip-fee rate increases.

Parking-rate caps, short-term rate clarification, and future amendment process

City Code sets rate caps that establish the maximum amounts that can be charged for public, employee, and special-event parking. These caps have not been modified in over 10 years. The proposal is to increase parking-rate caps in accordance with CPI growth since the last rate-cap increase in 2008. To prevent this problem from recurring in the future, the proposal also includes an automatic annual rate-cap increase of 3 percent or the annual CPI change, whichever is less. Finally, the proposal clarifies implementation of existing short-term parking rates but does not change the short-term rate.

Unattended vehicle civil penalties

City Code regulates vehicle parking at an airport and imposes a civil penalty for parking violations. The proposal is to amend City Code to regulate leaving a vehicle unattended in violation of posted signs along the curbside areas of a terminal. The civil penalty will be the maximum allowed by state law. In addition, the City Code provides that an unattended vehicle in violation of posted signs adjacent to or near a terminal is a threat to public health, safety, and welfare and constitutes a public nuisance. The City Code will also now provide a civil penalty for this public nuisance.

Financial Impact

The City Code proposal will have a positive financial impact.

Concurrence/Previous Council Action

The Phoenix Aviation Advisory Board recommended approval of this item on Sept. 19, 2019 by a 9-0 vote.

Public Outreach

Extensive stakeholder outreach was conducted during the peer-review of commercial ground transportation fees as well as stakeholder review of the proposed City Code amendment.

Location

Phoenix Sky Harbor International Airport, 3400 E. Sky Harbor Blvd.
Council District: 8

Responsible Department

This item is submitted by Assistant City Manager Deanna Jonovich and the Aviation Department.



Water Services Department Drought Resiliency Infrastructure Program Update

This report provides the Transportation, Infrastructure and Innovation Subcommittee an update on the Water Services Department's (WSD) Drought Resiliency Infrastructure Program.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

The Colorado River is over-allocated and may not be able to supply water adequate to meet demands in the future. Lake Mead, Arizona's main reservoir, has been experiencing alarmingly low water levels entering into the 20th year of drought.

Over many decades, Phoenix Water Services has acquired water supplies from the Salt and Verde Rivers that can be used to meet demands in areas of Phoenix normally served with Colorado River water. However, the Phoenix water system lacks the infrastructure to move Salt and Verde River water to the northern area of Phoenix that is currently supplied by Colorado River water. Major upgrades to the water system are necessary to ensure safe and reliable drinking water to our customers during times of severe shortage on the Colorado River and to provide water system resiliency. The new infrastructure improvements will allow water to be moved from the 24th Street and Deer Valley Water Treatment Plants to the areas of Phoenix currently dependent on Colorado River water.

The improvements will include 12 miles of new pipelines, 4 booster stations to transport and boost clean water throughout the water distribution system, and pressure-reducing-valve stations to regulate and maintain safe water pressure to provide better water distribution. The cost of this infrastructure is approximately \$300 million.

Design of the improvements began in early 2019. Construction is anticipated to start in January 2020 and continue through the end of 2022. Construction is segmented into three main pipeline projects and two pump station projects:

Pipeline Project 1

Installation of new 66-inch water main along with a 48-inch water main in the area of

the Phoenix Mountain Preserve and nearby neighborhoods from 20th Street and Maryland to 32nd Street and Shea Boulevard. Design and construction of a 60 million-gallons-per-day (mgd) booster pump station at the 24th Street Water Treatment Plant. Project 1 is currently in the 30% design process. Construction in neighborhoods begins January 2020. Construction in the Mountain Preserve is scheduled for May 2021.

Pipeline Project 2

Installation of a new 66-inch water main in the area of 32nd Street from Shea Boulevard to Bell Road. Design and construction of a 60 mgd booster pump station near 32nd Street and Bell Road. Project 2 is currently in the 30% design process. Construction is scheduled for September 2020.

Pipeline Project 3

Installation of a new 42-inch water main in the area of 35th Avenue from Thunderbird Road to Grovers Avenue. Project 3 is currently in the 30% design process. Construction is scheduled for September 2020.

Deer Valley Water Treatment Plant Booster Pump Station

Design and construction of a 40 mgd booster pump station. This project is currently in the 30 percent design process. Construction is scheduled for September 2020.

Central and Deer Valley Road Booster Pump Station

Installation of a new 60-inch pipeline at Central and Deer Valley Road. Design and construction of a 60 mgd booster pump station on Central Avenue south of Deer Valley Road. This project is currently in the 30% design process. Construction is scheduled for September 2020.

The project team began reaching out to schools and stakeholders in all affected areas in May 2019 to introduce the project and receive customer input. Staff is presenting to Phoenix Sonoran Preserve and Mountain Parks/Preserves Committee in September and to the Phoenix Mountains Preservation Council in October.

The project team has also created a public outreach program to inform and educate residents, businesses, community groups, organizations, schools, faith groups, and recreational groups about the impact of the infrastructure upgrades in their community. The public outreach program includes a hotline project phone number, project email address, community meetings, business meetings, mountain preservation group meetings, fire and police coordination, press releases, direct mail, door hangers, social media platforms, newsletters, City Council engagement, youth activities in schools, a public art project, coordination with City departments, WSD website, traffic signage,

park & trails signage, community groups (HOA/Block Watch/Village meetings) and other community events.

Responsible Department

This item is submitted by Deputy City Manager Karen Peters and the Water Services Department.