



Agenda

Transportation, Infrastructure, and Planning Subcommittee

Wednesday, April 17, 2024

10:00 AM

City Council Chambers

OPTIONS TO ACCESS THIS MEETING

Virtual Request to speak at a meeting:

- **Register online** by visiting the City Council Meetings page on phoenix.gov **at least 2 hours prior to the start of this meeting**. Then, click on this link at the time of the meeting and join the Webex to speak:
<https://phoenixcitycouncil.webex.com/phoenixcitycouncil/onstage/g.php?MTID=ea9ae777f0f6001aa3adda8532546de29>

- **Register via telephone** at 602-262-6001 **at least 2 hours prior to the start of this meeting**, noting the item number. Then, use the Call-in phone number and Meeting ID listed below at the time of the meeting to call-in and speak.

In-Person Requests to speak at a meeting:

- Register in person at a kiosk located at the City Council Chambers, 200 W. Jefferson St., Phoenix, Arizona, 85003. Arrive **1 hour prior to the start of this meeting**. Depending on seating availability, residents will attend and speak from the Upper Chambers, Lower Chambers or City Hall location.

- Individuals should arrive early, 1 hour prior to the start of the meeting to submit an in-person request to speak before the item is called. After the item is called, requests to speak for that item will not be accepted.

At the time of the meeting:

- **Watch** the meeting live streamed on phoenix.gov or Phoenix Channel 11 on Cox Cable, or using the Webex link provided above.

- **Call-in** to listen to the meeting. Dial 602-666-0783 and Enter Meeting ID 2554 317 1758# (for English) or 2557 779 1167# (for Spanish). Press # again when prompted for attendee ID.

- **Watch** the meeting in-person from the Upper Chambers, Lower Chambers or City Hall depending on seating availability.

- Members of the public may attend this meeting in person. Physical access to the meeting location will be available starting 1 hour prior to the

meeting.

Para nuestros residentes de habla hispana:

- **Para registrarse para hablar en español**, llame al 602-262-6001 **al menos 2 horas antes del inicio de esta reunión** e indique el número del tema. El día de la reunión, llame al 602-666-0783 e ingrese el número de identificación de la reunión 2557 779 1167#. El intérprete le indicará cuando sea su turno de hablar.

- **Para solamente escuchar la reunión en español**, llame a este mismo número el día de la reunión (602-666-0783; ingrese el número de identificación de la reunión 2557 779 1167#). Se proporciona interpretación simultánea para nuestros residentes durante todas las reuniones.

- **Para asistir a la reunión en persona**, vaya a las Cámaras del Concejo Municipal de Phoenix ubicadas en 200 W. Jefferson Street, Phoenix, AZ 85003. Llegue 1 hora antes del comienzo de la reunión. Si desea hablar, regístrese electrónicamente en uno de los quioscos, antes de que comience el tema. Una vez que se comience a discutir el tema, no se aceptarán nuevas solicitudes para hablar. Dependiendo de cuantos asientos haya disponibles, usted podría ser sentado en la parte superior de las cámaras, en el piso de abajo de las cámaras, o en el edificio municipal.

- Miembros del público pueden asistir a esta reunión en persona. El acceso físico al lugar de la reunión estará disponible comenzando una hora antes de la reunión.

CALL TO ORDER

MINUTES OF MEETINGS

1 Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting

Page 10

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on Feb. 21, 2024 for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee.

THIS ITEM IS FOR POSSIBLE ACTION.

Responsible Department

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

CONSENT ACTION (ITEMS 2-9)

**2 Intergovernmental Agreement with Valley Metro to transition City's
Alternative Transportation Program Page 20**

Request the Transportation, Infrastructure and Planning Subcommittee to recommend City Council approval to enter into an Intergovernmental Agreement (IGA) with Valley Metro to transition the City's Alternative Transportation Programs to Valley Metro's RideChoice Program.

THIS ITEM IS FOR CONSENT

Responsible Department

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

**3 Phoenix Bus Rapid Transit Program Planning Support Services
Contract Amendment Page 22**

Request the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to execute amendments to the Phoenix Bus Rapid Transit Planning Support Services Contracts with HDR Engineering, Inc. (Contract 149143) and AECOM Technical Services, Inc. (Contract 149145) to extend the terms of both contracts by 36 months, additional funding is not needed at this time.

THIS ITEM IS FOR CONSENT

Responsible Department

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

4 **Fiscal Year 2024-25 Assessment for Water Industry Research and Partnerships**

Page 25

This report provides the Transportation, Infrastructure and Planning Subcommittee with a summary of the annual membership dues and fees for the City's participation in water industry-related research programs and memberships and requests the Subcommittee recommend City Council approval of continued participation in these programs and memberships for Fiscal Year 2024-25 at a total cost of \$415,087.

THIS ITEM IS FOR CONSENT ACTION

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

5 **Fiscal Year 2024-25 Assessments for the Arizona Municipal Water Users Association**

Page 28

This report provides the Transportation, Infrastructure, and Planning Subcommittee with a projection of the Arizona Municipal Water Users Association 2024-25 annual assessment and requests the Subcommittee recommend City Council approval of continued participation as a member of Arizona Municipal Water Users Association in Fiscal Year 2024-25, at a total cost estimated at \$501,600.

THIS ITEM IS FOR CONSENT ACTION

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

6 Request to Issue Terminal 4 Lobby Retail Revenue Contract Solicitation and Extend Current Retail Contract

Page 30

This item requests the Transportation, Infrastructure, and Planning Subcommittee to recommend City Council approval to issue a Revenue Contract Solicitation (RCS) for a single Terminal 4 Lobby Retail Space at Phoenix Sky Harbor International Airport, and to extend Lease No. 116300 with NewsWatch & Partners @ PHX, LLC f.k.a. NewsWatch, Inc./ a.k.a Delstar Companies, Inc. on a month-to-month basis until the new contract is awarded.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

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

7 Approval of Phil Gordon Threatened Building Grant - First Baptist Church - 302 W Monroe St.

Page 32

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of a Phil Gordon Threatened Building Grant of up to \$137,000 to assist with the rehabilitation of the historically designated First Baptist Church located at 302 W. Monroe St.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

8 **Approval of Phil Gordon Threatened Building Grant - Yaun Ah Gim Groceries - 1002 S 4th Ave.** **Page 46**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of a Phil Gordon Threatened Building Grant of up to \$200,000 to assist with the rehabilitation of the historic Yaun Ah Gim Groceries located at 1002 S. 4th Ave.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

9 **2024 Membership with the National Association of City Transportation Officials** **Page 48**

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of the 2024 annual membership with the National Association of City Transportation Officials for an amount not to exceed \$33,125.

THIS ITEM IS FOR CONSENT ACTION.

Responsible Department

This item is submitted by Deputy City Managers Alan Stephenson and Mario Paniagua, and the Street Transportation and Public Transit departments.

INFORMATION ONLY (ITEMS 10-11)

10 **Water Services Department's Financial Plan Update** **Page 50**

This report provides the Transportation, Infrastructure and Planning Subcommittee with an update on the Water Services Department's financial plans for Fiscal Years 2024-29.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

11 Street Transportation Department Capital Improvement Program for Fiscal Years 2023-24 Through 2028-29 **Page 54**

This report provides the Transportation, Infrastructure, and Planning Subcommittee with an update on the Street Transportation Department's proposed Fiscal Years 2023-24 through 2028-29 Capital Improvement Program and an update on the Capital Improvement Program projects for Fiscal Year 2023-24.

THIS ITEM IS FOR INFORMATION ONLY.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.

INFORMATION AND DISCUSSION (ITEMS 12-13)

12 Text Amendment Work Program Update **Page 62**

Staff will provide an overview and update to the Transportation, Infrastructure and Planning Subcommittee regarding the Planning and Development Department's Text Amendment Work Program.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.

13 Parks and Recreation Aquatics Update **Page 63**

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the Parks and Recreation Department (Department) 2024 Aquatic Season.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department

This item is submitted by Deputy City Manager John Chan and the Parks and Recreation Department.

CALL TO THE PUBLIC

FUTURE AGENDA ITEMS

ADJOURN

For further information or reasonable accommodations, please call the City Council Meeting Request line at 602-262-6001. 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:

Vice Mayor Debra Stark, Chair
Councilwoman Kesha Hodge Washington
Councilwoman Ann O'Brien
Councilwoman Laura Pastor



City of Phoenix

Transportation, Infrastructure, and Planning Subcommittee

Report

Agenda Date: 4/17/2024, Item No. 1

Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting

This item transmits the minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting on Feb. 21, 2024 for review, correction or approval by the Transportation, Infrastructure and Planning Subcommittee.

THIS ITEM IS FOR POSSIBLE ACTION.

The minutes are included for review as **Attachment A**.

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 Planning Subcommittee Summary Minutes Wednesday, Feb. 21, 2024

City Council Chambers
200 W. Jefferson St.
Phoenix, Ariz.

Subcommittee Members Present

Vice Mayor Debra Stark, Chair
Councilwoman Kesha Hodge Washington
Councilwoman Ann O'Brien
Councilwoman Laura Pastor

Subcommittee Members Absent

CALL TO ORDER

Chairwoman Stark called the Transportation, Infrastructure, and Planning Subcommittee to order at 10:04 a.m. with Councilwoman Kesha Hodge Washington, Councilwoman Ann O'Brien, and Councilwoman Laura Pastor present.

MINUTES OF MEETINGS

1. Minutes of the Transportation, Infrastructure and Planning Subcommittee Meeting

Councilwoman O'Brien made a motion to approve the minutes of the Jan. 31, 2024, Transportation, Infrastructure, and Planning meeting. Councilwoman Hodge Washington seconded the motion which passed unanimously, 4-0.

CONSENT ACTION (ITEMS 2-3)

2. West Transit Facility Request for Proposals

Consent only. No Councilmembers requested additional information.

3. Taxi Services Contract Extension

Consent only. No Councilmembers requested additional information.

4. Native American Graves Protection and Repatriation Act Program Grant

Consent only. No Councilmembers requested additional information.

Councilwoman O'Brien made a motion to approve items 2, 3, and 4. Councilwoman Pastor seconded the motion which passed unanimously, 4-0.

INFORMATION ONLY (ITEMS 5-7)

5. Parks and Recreation Five-Year Capital Improvement Program

Councilwoman Pastor asked if Steele Indian Park was included in the Five-Year Capital Improvement Program due to community interest in revitalizing the park, particularly the renovation of the old dining hall.

Parks and Recreation Director Cynthia Aguilar confirmed that approximately \$2 million would be allocated for general improvements to Steele Indian Park in the FY 2025-26 budget.

6. Aviation Annual Capital Improvement Program FY 2025-29

Information only. No Councilmembers requested additional information.

7. Public Works Capital Improvement Program FY 2024-29

Information only. No Councilmembers requested additional information.

DISCUSSION/POSSIBLE ACTION (ITEMS 8-9)

8. Updated Air Service Incentive Plan

Deputy City Manager Mario Paniagua, along with Director of Aviation Services Chad Makovsky, Assistant Director and Chief Revenue Officer Roxann Favors, and Air Service Development Manager Alexandria Van Haren, presented an updated incentive plan to boost Sky Harbor International Airport's air services, aiming to attract new airlines and destinations.

Ms. Van Haren highlighted the necessity for airlines to invest heavily to initiate services, mentioning an incentive plan compliant with Federal Aviation Administration (FAA) guidelines, updated in February 2023. After Aviation staff submitted feedback with concerns, the FAA issued final guidelines on December 7, 2023, which addressed concerns and required all United States (U.S.) airports to update air service incentive plans, making them public for 30 days before finalizing any new contracts.

Councilwoman Pastor asked what prior concerns Aviation staff had with the FAA.

Ms. Van Haren responded that feedback provided to the FAA included clarification on some of the terminology within the guidelines and concerns with proposed changes to the program administration that would have been costly and overly burdensome. The FAA resolved these concerns in the final guidelines.

Councilwoman Pastor asked if the FAA's changed guidelines impact airport traffic patterns.

Mr. Makovsky responded that the changes do not impact traffic patterns.

Councilwoman O'Brien sought clarification on FAA regulations for airport-generated funds.

Mr. Makovsky responded that the airport operates as a self-sustaining Enterprise Fund within the City and adheres to strict FAA guidelines on airport funding. All generated revenue must remain within the airport for reinvestment. The airport does not utilize local taxpayer funds.

Councilwoman O'Brien asked if the airport received any General Funds from the City.

Mr. Makovsky confirmed that the airport does not receive General Funds.

Councilwoman O'Brien sought confirmation that the airport's revenue is derived solely from airport services, such as travelers and patrons dining at the airport.

Mr. Makovsky confirmed that revenues from airport services contribute a portion of the airport's funds. These revenues are then reinvested into the airport.

Councilwoman Hodge Washington asked about similar incentive programs at other regional airports and the program's competitiveness.

Ms. Van Haren responded that competing airports have incentive plans, indicating that their revised plan is compliant and competitive with those of peer airports.

Chairwoman Stark opened the floor to public comment.

Leslie Shepard expressed opposition, criticizing the policy of allocating \$5 million for nonstop international flights as inequitable and benefiting a few, urging reconsideration in favor of addressing local needs like homelessness.

Councilwoman O'Brien asked staff to explain why Aviation proposals are presented to the Council or Subcommittee for approval or recommendation.

Mr. Makovsky responded that as a self-sustaining enterprise and a department of the City governed by the City Council, their contracts with business partners necessitate Council approval. This request seeks authorization for a program enabling contract agreements with airlines.

Councilwoman Pastor noted the airport's role as a major economic force in the state. She stated that it contributes to attracting international airlines and boosting local and state economies through passenger spending and taxes. She emphasized the importance of enhancing airport usage for the broader economic benefit of both the City and the state.

Vice Mayor Stark asked about annual visitor spending.

Ms. Van Haren stated that international visitors tend to stay longer and spend more, contributing to the airport's \$38 billion annual economic impact on the state.

Councilwoman Hodge Washington emphasized the airport's role in supporting 59,000 jobs and stressed the importance of recognizing investments within regulatory constraints. She advocated for clarity on the self-sustained Enterprise Fund's spending limits, especially in balancing support for unsheltered individuals.

Mr. Makovsky clarified that airport revenues, primarily from user fees distributed by the FAA for grants, must be used exclusively for airport services due to regulations, emphasizing that spending outside these parameters could jeopardize future grants and incur penalties.

Councilwoman Hodge Washington appreciated the clarification, emphasizing the airport's significant role in generating jobs and operating within regulatory constraints. She underscored the small investment's importance considering the economic impact and called for further explanation on the Enterprise Fund's expenditure restrictions to ensure compliance while supporting the community.

Councilwoman O'Brien inquired if tickets for international flights are subsidized by the people flying back and forth.

Ms. Van Haren clarified that the program does not subsidize international flights for passengers but aims to support airlines in establishing their operations in Phoenix, thereby attracting tourism and business.

Mr. Makovsky explained the program aims to sustain routes and promote the community by allocating funds with airlines for marketing Phoenix in international locations like Paris, enhancing community benefits.

Chairwoman Stark stated she echoed the benefits of economic impact of the airport.

Councilwoman O'Brien made a motion to approve Item 8. Councilwoman Pastor seconded the motion which passed unanimously, 4-0.

9. Large Water Users Ordinance Change

Deputy City Manager Alan Stephenson, Director of Water Services Troy Hayes, and Deputy Director of Water Services Dr. Max Wilson presented a Large Water Users Ordinance Change to recommend City Council approval of a new Large Water Users Ordinance in Code 37.

Chairwoman Stark asked about the outreach to significant water users.

Mr. Stephenson discussed a meeting with developers and large water users like Greater Phoenix Economic Council (GPEC) and Taiwan Semiconductor Manufacturing Company (TSMC) to discuss the ordinance, receiving questions on implementation but no opposition.

Chairwoman Stark expressed satisfaction with the thoroughness of outreach efforts.

Councilwoman Pastor explained that she reviewed water use data up to 2021, anticipated higher usage in 2024, and called for updated figures to inform decisions, noting challenges in obtaining current data.

Mr. Hayes stated the population is about 1.7 million, daily water use per person has dropped below 100 gallons, and confirmed Water Services staff can update this data in a chart.

Councilwoman Pastor requested clarification on unsustainable water usage thresholds and sought current data, given how Phoenix's growth can imply higher consumption. She anticipated staff's reliance on specific data points but suggested alternative means for obtaining figures.

Mr. Hayes detailed their planning process, matching water supply with projected demand over 50 to 70 years. He discussed how the Colorado River's reliability poses a challenge, requiring assumptions for future projections regarding available resources.

Councilwoman Pastor clarified her question, asking for the specific population number at which Phoenix's growth becomes unsustainable for water resources.

Mr. Hayes responded that sustainability concerns are not solely based on population numbers but on water demand and usage. He mentioned they could provide updated charts showing future water demand projections.

Councilwoman Pastor further revised her question to ask about the specific water demand or usage threshold indicating when Phoenix's growth becomes unsustainable, expressing interest in knowing the exact figure for planning purposes.

Mr. Hayes said he could get that number.

Councilwoman Pastor stressed the need for public awareness of water sustainability, highlighting the Council's role in balancing water resources for current and future Phoenix residents and businesses.

Mr. Hayes agreed with Councilwoman Pastor, noting the ordinance aims for growth that adheres to the sustainable desert city policies for water sustainability.

Councilwoman Pastor sought details on water use efficiency and how water conservation plans are approved, asking about criteria and who makes decisions. She stressed getting accurate information to balance attracting businesses with safeguarding water for all residents.

Mr. Hayes said users that consume over 250,000 gallons daily must create a conservation plan showing their use and savings compared to industry standards. He used cooling towers as an example of technology reducing water use, stating plans are checked with water supply forecasts to protect the system and secure water for all future customers.

Dr. Wilson noted that few users exceed 250,000 gallons daily and usually have detailed water plans. He advocated for a flexible, collaborative approach to address their specific needs.

Councilwoman Pastor questioned how the effectiveness of water plans is measured and what happens if there is a deviation from these plans.

Mr. Hayes described an annual review of water permits, noting that exceeding usage by over 20 percent could lead to reassessment and fines to ensure compliance.

Mr. Stephenson stated that if water use exceeds projections by over 20 percent, they first check if it's a one-off or a new trend, requiring plan updates. Non-compliance leads to increasing fines, making it expensive not to follow rules.

Councilwoman Pastor called for strong enforcement and fines for water misuse, highlighting water's value and the need for conservation. She noted past issues with accountability and suggested more ambitious targets than the current 30 percent reduction for large users.

Mr. Hayes said the 30 percent reduction goal comes from companies like TSMC, showing it's reachable. He mentioned the Council could raise this target, allowing for more ambitious conservation aims.

Dr. Wilson stated that the ordinance's conservation plans go beyond current City rules, requiring entities to increase water savings as standards tighten. He noted this keeps the policy flexible and effective, evolving with new regulations to enhance water conservation.

Councilwoman Pastor asked if companies grandfathered under old rules will follow new conservation standards if they expand, essentially resetting their water usage compliance.

Mr. Hayes said that grandfathered companies must follow the new rules if they expand or use more water, requiring them to re-plan under the new ordinance.

Councilwoman Pastor expressed concern about more water use from future expansions and asked how economic benefits affect meeting the 30 percent reduction goal, seeking clarity on its significance.

Mr. Stephenson explained that the ordinance provides flexibility, allowing the Water Services Director to evaluate and accommodate instances where economic benefits justify a deviation from the strict 30 percent water reduction target. This flexibility, in consultation with key City departments and officials, aims to balance the introduction of economically beneficial projects with water conservation, even if such projects can achieve a 25 percent reduction in water usage rather than the standard 30 percent, provided they are making maximal efforts within their industry to conserve water.

Councilwoman Hodge Washington stated that she agreed with Councilwoman Pastor on water conservation's importance and praised efforts to encourage smart water use among residents. She asked about motivating large water users lacking incentives to meet new conservation standards for better efficiency.

Mr. Hayes explained that the City is engaging with large water users through a designated group, which conducts outreach and dialogue informally to encourage water usage reduction. Despite the lack of a formal mechanism for such discussions, businesses have shown openness to reducing water consumption as it aligns with cost savings and environmental responsibility. He highlighted initiatives like the Blue Bank and rebate programs for turf and toilets, supported by the council, to assist commercial and industrial entities in adopting water-efficient technologies. Mr. Hayes emphasized the focus on sectors like manufacturing and cooling, where significant water savings could be achieved.

Dr. Wilson further delved into the City's strategic approach to implementing new incentive programs like the Blue Bank and grass replacement initiatives. These programs require large water users to undergo an efficiency checkup, essentially forming a conservation plan, as a condition for funding eligibility. This process ensures that potential beneficiaries are aligned with the City's water conservation goals from the outset, fostering a collaborative effort towards more sustainable water usage practices.

Councilwoman Hodge Washington agreed that new incentives work, but staff should also consider rules for significant water users who would not change voluntarily. She said fines should vary based on how much someone breaks the rules to make a difference. She also asked if staff were measuring how well the rules work and suggested setting clear goals to cut water use among significant users to improve the rules.

Mr. Hayes responded that there is no specific goal set for existing large water users under the new ordinance. The focus is primarily on future actions, aiming to manage or reduce potential water usage by establishing a benchmark of a 30 percent reduction for incoming large water users, based on anticipated usage levels as they join or expand within the City.

Councilwoman Hodge Washington suggested that the Council set clear goals for significant water users to ensure they are helping save water in the City. She stated everyone in Phoenix should follow

the same rules for cutting water use and having a clear target would help see if we're making progress in saving water.

Mr. Stephenson assured the Subcommittee that staff would explore establishing specific goals for water conservation and present them to full Council. He detailed the proposed ordinance's penalty structure for water usage violations, emphasizing a progressively severe fine system starting at 200 percent of water charges for initial non-compliance and escalating to 500 percent, 1,000 percent, and then 2,000 percent for subsequent violations. This structure was designed to impose significant financial consequences on significant water users exceeding their allocated usage, deterring non-compliance, and encouraging adherence to water conservation measures.

Councilwoman Hodge Washington asked for clarification on the fine structure for water usage violations. She questioned whether the penalties for water charges applied monthly or related to one month's or the entire year's water bill, aiming to ensure an accurate comprehension of the ordinance's penalty system.

Mr. Hayes responded that the ordinance and its corresponding evaluation of water usage, including the imposition of fines for violations, are conducted on an annual basis.

Councilwoman Pastor sought to ensure clarity and understanding of the ordinance's workings amongst all present. She expressed a desire to revisit why current large users had yet to be more directly informed or engaged with the ordinance's requirements, indicating an interest in ensuring these stakeholders are aware of and comply with the City's water conservation goals.

Mr. Hayes explained that previously, there was no established mechanism for directly addressing water conservation requirements with existing large water users. The City's approach involved staff making informal contact with these users to encourage compliance. He acknowledged the need for a more formalized method to engage existing users in compliance efforts, indicating that this is an area the City could further develop.

Councilwoman Pastor asked Mr. Hayes to confirm if they would explore ways to get significant water users to follow the rules before discussing the topic with the full Council.

Mr. Hayes agreed to provide the requested additional information.

Councilwoman O'Brien asked for more details about how much the fines could cost people under the new rules. She wanted to know approximate numbers to understand what the penalties might mean for different water users, like those using 150,000 gallons compared to 500,000 gallons. She said having specific examples would help everyone understand what the fines could mean.

Mr. Hayes agreed to provide the requested additional information.

Chairwoman Stark suggested creating a reward program for big water users, like the ones for regular users. She mentioned successful programs for highways as examples. She thinks we should talk about giving incentives and changing rules for using water wisely, which she sees as important for the future.

Councilwoman O'Brien made a motion to approve Item 9. Councilwoman Hodge Washington seconded the motion which passed unanimously, 4-0.

CALL TO THE PUBLIC

Chairwoman Stark opened the floor to public comment.

Jerry Van Gasse highlighted the urgent need for The Americans with Disabilities Act (ADA)-compliant restrooms at Papago Park due to inadequate facilities and lack of accessibility.

Erik Nissen proposed growing Phoenix's Job Corps to enhance Housing First, stressing the value of wraparound services and offering to help run a new site near Lincoln.

Leslie Shepherd voiced concerns over airport employees' grievances regarding pay and promotions, advocated for restroom facilities for people experiencing homelessness, and urged caution in passing agenda items without assurance of compliance, particularly regarding water usage regulations and affiliations with the World Economic Forum.

Tom Arnold questioned if the Council could reverse decisions after expressing concern over unanswered questions and the importance of satisfactory answers before unanimous approvals.

Councilwoman O'Brien and Councilwoman Pastor asked Mr. Paniagua for confirmation that the matter passed would go to the Council, highlighting the need to use the interim to answer questions and refine the ordinance.

Mr. Paniagua confirmed that the meeting's decision was a recommendation for the full Council and assured time to address Council members' questions before final presentation, stressing the need for thorough information for approval.

Councilwoman Pastor stated that when this item comes to the full Council for action, they could vote no on the ordinance if it failed to meet their expectations or answer their questions.

Mr. Paniagua confirmed Councilwoman Pastor's statement.

Councilwoman Pastor noted the option to amend the motion with previously unaddressed components at the full Council session and issue directives for their inclusion in the final decision.

Councilwoman Pastor highlighted the ability to add unaddressed elements to the motion during the full Council session and direct staff to include them in the final decision.

Mr. Paniagua agreed with Councilwoman Pastor's statement.

Mr. Arnold inquired about the possibility of reversing decisions already made, understanding that there might be provisions within the policy allowing for such actions.

Chairwoman Stark stated that Council could not have direct dialogue with the Public during Public Comment.

Chief Assistant City Attorney Deryck Lavelle clarified that the Council would have the authority to review the ordinance comprehensively and implement any necessary changes during full Council session.

Chairwoman Stark expressed caution on following guidelines for call to the public noting that public meetings often come under scrutiny from the Attorney General.

Roger Lindquist expressed the importance of accurately measuring household water consumption based on the number of occupants rather than household.

James Gordon expressed concern about the ongoing issue of excessive airplane noise in his community in Goodyear and urged for regulatory measures to address safety and noise concerns.

FUTURE AGENDA ITEMS

None.

ADJOURNMENT

Chairwoman Stark adjourned the meeting at 11:21 a.m.

Respectfully submitted,

Kat Consador
Management Fellow



Intergovernmental Agreement with Valley Metro to transition City's Alternative Transportation Program

Request the Transportation, Infrastructure and Planning Subcommittee to recommend City Council approval to enter into an Intergovernmental Agreement (IGA) with Valley Metro to transition the City's Alternative Transportation Programs to Valley Metro's RideChoice Program.

THIS ITEM IS FOR CONSENT

Summary

In addition to fixed-route (bus and light rail) and paratransit services (Dial-a-Ride), the City of Phoenix's Public Transit Department (PTD) provides Alternative Transportation Programs (ATP) for Phoenix senior citizens and residents with disabilities through its multiple subsidy programs. ATP allows flexibility for seniors and Americans with Disabilities Act (ADA)-certified individuals to plan taxi-based trips based on their individual needs. ATP services include:

- ADA Cab: Allows ADA-certified individuals to schedule trips at their convenience and to locations of their choice.
- Senior Cab: Provides individuals 65 and older flexible transportation at their convenience and to locations of their choice.
- Jobs and Employment Transportation: Supports travel to and from jobs or employment training programs for residents with disabilities.
- Repetitive Medical Trips: Supports travel to and from repetitive medical appointments, such as dialysis treatment.

Summary

Last year, PTD issued a Request for Proposals for ATP and received no bids. As a result, PTD negotiated with the incumbent contractor, MV Transportation, and received City Council authority to extend services through June 30, 2024. During the one-year extension, PTD has been working to seamlessly transition Phoenix users of ATP to Valley Metro's similar RideChoice Program.

Effective July 1, 2024, RideChoice will serve eligible participants' transportation needs,

making it easy to access a larger network of rideshare transportation providers, including Uber, Lyft, local taxicabs, and other wheelchair-accessible vehicles. Like ATP, RideChoice will offer continued flexibility to eligible Phoenix residents to plan trips based on their unique schedules.

RideChoice provides alternative travel options for ADA-certified individuals and seniors (age 65 and above). Program features include on-demand travel, no requirements to book ahead, and no need for shared rides. Currently, RideChoice costs \$3 for each one-way trip up to eight miles, with additional miles costing \$2 each. Wheelchair-accessible services are also available, at no additional charge. Currently, the ATP has approximately 600 active users.

Phoenix Dial-a-Ride service is not affected by this transition.

Contract Term

The IGA term will be effective from July 1, 2024, through June 30, 2034, with one option to extend the agreement's term an additional 10 years, if an extension is in the City's best interests.

Financial Impact

Based on ATP's FY22-23 trip counts and current costs of the RideChoice program, staff estimates first year program costs at \$956,000. Although costs to operate the service will adjust annually based on the number of trips used by program participants, staff estimates a not-to-exceed price of \$12 million for the first 10 years of the program. As with the current ATP program, the new service will be funded with federal grant funds and T2050 funds.

Responsible Department

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



Phoenix Bus Rapid Transit Program Planning Support Services Contract Amendment

Request the Transportation, Infrastructure, and Planning Subcommittee recommend City Council approval to execute amendments to the Phoenix Bus Rapid Transit Planning Support Services Contracts with HDR Engineering, Inc. (Contract 149143) and AECOM Technical Services, Inc. (Contract 149145) to extend the terms of both contracts by 36 months, additional funding is not needed at this time.

THIS ITEM IS FOR CONSENT

Summary

In 2015, Phoenix voters approved Proposition 104, creating the 35-year street and transit plan known as Transportation 2050 (T2050) which identified Bus Rapid Transit (BRT) as a key component to continue expanding the city's high-capacity transit network. BRT is a high-capacity bus service that focuses on improved speed, reliability, convenience, and the overall transit experience. There are common recurring elements found in successful BRT systems, such as: advanced fare collection, enhanced stations, the potential for dedicated lanes, custom buses, transit spot improvements, and unique branding.

In 2019, the Phoenix BRT team was tasked by the CTC and City Council with reevaluating the BRT corridors as originally outlined in the T2050 plan. The reevaluation was sought as the result of the passage of time since the development of the T2050 plan, whereby Phoenix has experienced significant changes in residential and commercial developments, population growth and density, in addition to ongoing regional efforts to identify additional BRT corridors that may travel through Phoenix.

Based on a robust technical analysis and community education and engagement efforts, in 2021, the initial BRT corridor of 35th Avenue/Van Buren Street was approved by the Citizens Transportation Commission, the Transportation, Infrastructure, and Planning (TIP) Subcommittee, and City Council.

The overall structure of the BRT Program includes two contract packages to provide transportation planning services:

- Package A was awarded to HDR Engineering Inc. (HDR), to focus on project management, transit planning, and community education and engagement services. In March 2022, the contract with HDR was extended through March 14, 2025 and in May 2023 City Council approved additional professional services and funding with HDR to continue robust community education and engagement and engineering oversight.
- Package B was awarded to AECOM Technical Services, Inc. (AECOM), to focus on conducting an alternatives analysis, developing conceptual designs and the 15 percent preliminary engineering design plans. In April 2022, City Council approved an extension and additional funding to AECOM's contract through Sept. 6, 2024, to further develop and design the approved BRT corridor.

Currently, the BRT Program is conducting an Alternatives Analysis process, developing conceptual designs for the corridor, strategizing BRT funding sources, and coordinating with correlating projects and agencies to develop feasible design options to support all transportation modes to comply with recent state legislation (S.B. 1102) and continuing phases of community and business engagement. These efforts are in advance of the continuing coordination and design efforts with ongoing and correlating projects along the corridor, preparing efforts for Phase 3 of community and business engagement and the completion of the 15 percent design plans.

Contract Term

The Package A contract with HDR, started March 15, 2019, and expires March 14, 2025. The Package B contract with AECOM, started Sept. 6, 2019, and expires on Sept. 6, 2024. Both contracts would be extended for an additional 36 months.

Financial Impact

These time-only amendments do not require additional funds to the existing contract amounts of \$8.5 million with HDR and \$4.35 million with AECOM.

Concurrence/Previous Council Action

In October 2018, the City Council approved the initial agreements with HDR and AECOM.

The most recent contract extension with AECOM was approved by:

- Citizens Transportation Commission on Febr. 24, 2022, by a vote of 11-1.
- The City Council on April 20, 2022, by a vote of 8-1.

The most recent contract extension with HDR was approved by:

- Citizens Transportation Commission on April 27, 2023, by a vote of 11-0.
- The Transportation, Infrastructure and Planning Subcommittee on May 17, 2023, by a vote of 4-0.
- The City Council on May 31, 2023, by a vote of 9-0.

Responsible Department

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



Fiscal Year 2024-25 Assessment for Water Industry Research and Partnerships

This report provides the Transportation, Infrastructure and Planning Subcommittee with a summary of the annual membership dues and fees for the City's participation in water industry-related research programs and memberships and requests the Subcommittee recommend City Council approval of continued participation in these programs and memberships for Fiscal Year 2024-25 at a total cost of \$415,087.

THIS ITEM IS FOR CONSENT ACTION

Summary

The Water Services Department participates in and benefits from the research endeavors of the Water Research Foundation (WaterRF). The focus of this research covers all aspects of drinking water treatment and distribution, wastewater collection and treatment, watershed quality, and non-potable water aspects such as reclaimed and reused water. Participation in these research programs allows the City to access a variety of resources and information to address drinking water, wastewater, water reclamation, watershed quality and stormwater issues. Without these resources, the Water Services Department (WSD) staff would be required to research and develop solutions without the benefit of the larger water community and at a much higher cost.

Additionally, WSD participates in several water industry professional associations: Western Urban Water Coalition (WUWC), and National Association of Clean Water Agencies (NACWA). These organizations provide a host of benefits to the City including assistance to improve day-to-day operations, industry standards, metrics and benchmarks, professional development opportunities for staff, public outreach collaboration, and ongoing updates to keep staff informed about regulatory issues well in advance of action being taken.

Some of the resources available from these memberships/programs include:

- Publications - Standards, operator training manuals, books, and monthly publications focused on today's operational and engineering challenges. Updates of all AWWA Design Standards are included with the yearly fee;
- Training - A variety of training opportunities including specialty conferences and

online training classes;

- **Public Communications Tools** - Public advisories are sent out to all utilities to keep them informed about water-related news that generates media attention. These public advisories often include suggested language or strategies to help Phoenix respond to media inquiries. Utility alerts are provided periodically throughout the year to ensure timely updates on regulatory issues;
- **Research Reports** - The City is entitled to a free copy of all final products (reports, software, online interactive tools), and has unlimited access to PDF versions of all final reports, workshop proceedings, and online communities of practice;
- **Webcasts** - Each research organization offers free webinars to subscribers based on current research projects, which allows for timely access to research results, direct interaction with the researchers and the opportunity for professional educational development credits;
- **Expert Assistance** - Internal and external subject matter experts are available to aid subscribers in acquiring up-to-date information to address issues;
- **Research Participating Utility and Project Advisory Committee** - The City participates in research projects by providing data to be included in the research or by being used as a case study to validate the research; in some cases, City staff has been invited to participate on a Project Advisory Committee due to the City's expertise in an area; and
- **Tailored Collaboration** - Tailored Collaboration Programs allow subscribers to submit a specific research project proposal for funding. These research projects are more specialized or regional in nature. The City has used this program on several occasions in the past to further local water and wastewater research.

Attachment A provides a listing of each membership, its cost, and a brief description of the organization's purpose.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.

Attachment A
Water Industry Membership Costs by Line Item

FY2425 Assessments for Water Industry Memberships/Research Programs	Focus Area	Cost
Water Research Foundation (WaterRF)	Drinking water research	\$300,346
Western Urban Water Coalition (WUWC)	Promotion of Western cities' water supply needs and challenges	\$44,000
National Association of Clean Water Agencies (NACWA)	Training and technical assistance	\$70,741

Total: \$415,087



Fiscal Year 2024-25 Assessments for the Arizona Municipal Water Users Association

This report provides the Transportation, Infrastructure, and Planning Subcommittee with a projection of the Arizona Municipal Water Users Association 2024-25 annual assessment and requests the Subcommittee recommend City Council approval of continued participation as a member of Arizona Municipal Water Users Association in Fiscal Year 2024-25, at a total cost estimated at \$501,600.

THIS ITEM IS FOR CONSENT ACTION

Summary

The Arizona Municipal Water Users Association (AMWUA) is a non-profit corporation that was formed in 1969 to advance and protect the interests of its municipal members on policy and regulatory issues affecting water. AMWUA provides a forum through which its member cities and towns cooperate to drive effective development and use of water resources within the State of Arizona. Additionally, AMWUA helps position cities and towns in the forefront of water resource policy development and planning. The ten AMWUA member cities and towns are Avondale, Chandler, Gilbert, Glendale, Goodyear, Mesa, Peoria, Phoenix, Scottsdale, and Tempe. The City of Phoenix has been a member of AMWUA since its inception.

AMWUA advocates for its members at the Arizona Legislature, the Governor's Office, the U.S. Bureau of Reclamation, the Arizona Department of Water Resources, other state agencies, the Central Arizona Project, and the Greater Phoenix Chamber of Commerce. AMWUA works collaboratively with other water stakeholders to devise practical solutions to water problems to ensure sustainable growth for Arizona while protecting its members' interests.

The AMWUA Board of Directors is currently working through its budget process and has not yet approved the Fiscal Year 2024-25 budget. The historical timeline for budget approval is May 2024. The projected costs for Phoenix's total membership is estimated to be \$501,600, of which \$139,260 is Phoenix's share of the third party administrative services in support of the Multi-City Sub Regional Operating Group (SROG) partnership agreement.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.



Request to Issue Terminal 4 Lobby Retail Revenue Contract Solicitation and Extend Current Retail Contract

This item requests the Transportation, Infrastructure, and Planning Subcommittee to recommend City Council approval to issue a Revenue Contract Solicitation (RCS) for a single Terminal 4 Lobby Retail Space at Phoenix Sky Harbor International Airport, and to extend Lease No. 116300 with NewsWatch & Partners @ PHX, LLC f.k.a. NewsWatch, Inc./ a.k.a Delstar Companies, Inc. on a month-to-month basis until the new contract is awarded.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The goal of the RCS is to optimize sales and revenue over the term of the lease, provide quality and unique retail merchandise to passengers, emphasize local culture in the design of the facility and merchandise offerings, and select a respondent with experience operating successful retail concessions in the United States and/or abroad.

This 1,715 square foot pre-security location will provide essential merchandise as a convenience, news, and gift store including reading materials, sundries, pre-packaged snacks, bottled/canned beverages, high tech accessories, souvenirs, gifts, and other miscellaneous merchandise.

The new solicitation is scheduled to be issued on or about May 2024, with an estimated award in January 2025. The retail contract for this location is currently with NewsWatch & Partners @ PHX, LLC a.k.a. NewsWatch, Inc./ a.k.a Delstar Companies, Inc. (now owned by Paradies Lagardere) and will expire before the completion of the new solicitation and new lease execution. Extending the contract will ensure retail merchandise is available to airport passengers as well as continue to provide revenue to the Aviation Department.

Procurement Information

The Aviation Department intends to conduct an RCS to select a vendor for the contract.

Responsive and Responsible Respondents will be evaluated according to the following criteria:

- Proposed Concept and Merchandise Plan
- Design and Quality of Tenant Improvements
- Management, Marketing, Operations, and Technology Plans
- Experience and Qualifications of respondent and partners (if any)
- Proposed Business Plan
- Financial Return to the City

The highest ranked Respondent will be recommended for the concession lease award. The Aviation Department intends to issue this solicitation on or about May 2024, with an estimated contract award in January 2025. The City's Transparency Policy will be in effect with the release of the RCS and throughout the process.

Contract Term

The term will be 10 years with no renewal options.

The extension of the current lease with NewsWatch will be month-to-month and terminate upon the new lease execution through the solicitation process.

Financial Impact

Rent will be the Minimum Annual Guarantee (MAG) or percentage of annual gross sales, whichever is greater. After the first year, MAG will be established at 85 percent of the prior year's annual rent or 100 percent of the MAG for the first year, whichever is greater. Rent shall not be less than the first year's MAG.

Concurrence/Previous Council Action

The Business Development Subcommittee recommended this item for approval on March 7, 2024, by a vote of 3-0.

The Phoenix Aviation Advisory Board recommended the item for approval on March 21, 2024, by a vote of 9-0.

Public Outreach

This process will include all standard and required outreach efforts and conduct targeted outreach efforts to attract interest.

Location

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road
Council District: 8

Responsible Department

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



Approval of Phil Gordon Threatened Building Grant - First Baptist Church - 302 W Monroe St.

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of a Phil Gordon Threatened Building Grant of up to \$137,000 to assist with the rehabilitation of the historically designated First Baptist Church located at 302 W. Monroe St.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The First Baptist Church was constructed in 1929, and dedicated in 1930. It was listed in the National and Phoenix historic property registers for its architectural significance as an example of the Italian Gothic Style with Moderne overtones as applied to religious architecture. Although the building was originally of substantial construction with high quality materials, finishes, and detailing, it suffered serious damage in 1984 when a fire broke out in the building. The roof structure over the west wing remained intact, while the bell tower's hipped tile roof was damaged such that it was eventually determined hazardous, and its tiles had to be removed. Water damage from fighting the fire also caused additional damage and loss of the building's features and ornamentation.

Previous rehabilitation work on the property includes the following:

- 1984 - Emergency stabilization after the fire and the erection of temporary bracing
- 1992 - City-mandated work in accordance with a stabilization plan to reduce the hazardous conditions and remove bracing from the public rights-of-way
- 1999 - AZ Heritage Fund grant project (No. 649404) rehabilitating the south facade features, fixtures and ornamentation and the window and doors of the church
- 2014-2015 - Installation of interior steel supports connected to exterior masonry to meet City structural requirements
- 2019-2023 - Repair of the historic stucco and plaster and reconstruction of the historic doors and windows

In 2015, the City provided a Demonstration Project grant in the amount of \$82,156 to repair the portions of the roof that remain on the building and to reimburse for

structural engineering expenses. In exchange for the grant funds, the City received a 25-year conservation easement on the exterior of the building.

In 2019, the Community and Economic Development Department provided a Demonstration Project grant in the amount of \$200,000 for stucco and plaster repairs and reconstruction of doors and windows. In exchange for the grant funds, the City received an additional 30-year conservation easement that will terminate in 2071.

The applicant is requesting additional funding to continue rehabilitation of the historic building. The proposed work includes the repair of the rose window and the columns which once held the proscenium arch, courtyard plaster, exterior stucco, as well as repair of broken brickwork (**Appendix A**). The larger rehabilitation project is being undertaken as a federal Historic Preservation Tax Credit project, so all work will conform to the Secretary of the Interior's Standards for Rehabilitation, as well as the City of Phoenix General Design Guidelines for Historic Properties.

The cost of the proposed work is estimated to be \$387,809 (**Appendix B**). If approved, the grant funds will be disbursed to the applicant on a reimbursement basis. The applicant will be required to provide evidence of a dollar-for-dollar match.

Financial Impact

The requested amount is \$137,000. In exchange for the grant funds, the City will add 25 years to the term of the existing conservation easement, providing protection for the building through Jan. 15, 2096. The other terms of the easement will remain the same.

Concurrence

The Historic Preservation Commission recommended approval of this item on Feb. 12, 2024, by a 7-0 vote.

Location

302 W. Monroe St.
Council District: 7

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.



City of Phoenix

PLANNING & DEVELOPMENT DEPARTMENT
HISTORIC PRESERVATION OFFICE

Phil Gordon Threatened Building Grant Program Application

In completing the application, please be as concise as possible, read all questions before answering to avoid repetition and write legibly in pen or type. You may include continuation sheets if needed. All required supplemental information must be included and be unbound.

I. APPLICANT COVER LETTER

Please include a cover letter from the property owner or authorized person submitting on behalf of the owner summarizing the request for grant funds. Briefly describe the overall project purpose and the eligible work items. Indicate the total project budget, dollar amount for eligible work items, the total amount requested, and the match that will be provided.

II. APPLICANT AND PROPERTY INFORMATION

Applicant: Abbey Historic Restoration Limited Partnership

Legal Name of Property Owner: Abbey Historic Restoration Limited Partnership

Mailing Address: 502 West Roosevelt, Phoenix, Az 85003

Phone: 602-258-5521 Email Address: terrygoddardaz@gmail.com

Property Address: 302 West Monroe, Phoenix, Az 85003

Historic District (or name of individually-listed/eligible building): First Baptist Church

Current Use of Property: vacant

Is Property Vacant? ☒ Yes ☐ No If Yes, Length of Time Vacant? Since 1972

Date Current Owner Purchased Property: 2015

Historic Preservation Office Use Only:

Historic Status:

- ☐ Individually Designated
☐ Eligible / Not Currently Designated
☐ Designation in Progress

- ☐ Contributor to an Historic District
☐ Non-contributor with Potential
☐ Non-contributor without Potential

III. HISTORIC PROPERTY INFORMATION

- 1. Historical/Architectural Significance. Briefly describe the historical and/or architectural significance of your property, including the date of construction, architect/builder if known, construction method, original use of property, and subsequent uses over the years.**

Constructed in 1929, the First Baptist Church was listed on the NRHP in 1982 for its architectural significance. Its Italian Gothic style with Moderne overtones was selected by the national office of the American Baptist Mission Society as an appropriate style for its location in Phoenix. Its progressive design, with an auditorium for religious events instead of a sanctuary, a stage with a proscenium arch and curtains instead of a formal altar was reflective of the changing religious practices of churches in the early twentieth century. It was designed by George Merrill of New York, Fitchugh and Byron were the local architects.

Historically, First Baptist is significant as one of the few surviving examples of the major buildings which characterized Phoenix as the town evolved into a city during the 1920s. The church's substantial size and form and its architectural excellence is representative of the best of the commercial, public and institutional buildings of this period. It was a central feature of the church row on the north border of Phoenix in the early 1900s, where major church structures stood on West Monroe Street, facing south. The building was constructed on the site of a former Baptist church built in 1903. The 1929 building was brick with exterior stucco.

For more information or for a copy of this publication in an alternate format, contact Planning & Development at (602) 262-7811 voice / (602) 534-5500 TTY.

- 2. Property Description.** Briefly describe the primary exterior features of your property, including information on style and materials of exterior siding/finishes, roof, doors/windows, porches, and any decorative or unique features of the property. For these features, indicate whether they are original or altered/replaced, and if they were altered/replaced when this occurred (if known).

(from the NRHP description) The First Baptist Church is four-story building with a square 105' bell tower at its southeast corner. The structure is divided into two parts: the main building and a two-story 1949 addition on the west. The east side of the building had a three-story symmetrical central mass framed by the bell tower to the south and a three-and-a-half story projecting wing on the north. The roofs of the main building and the southern portion of the west addition were gabled and sheathed with red clay Spanish tiles. The bell tower has a hipped Spanish tile roof. The roof of the east side of the central mass is flat and was originally intended for use as a roof garden. The main facade of the building raised to a gable with a stepped parapet. The primary building entrance is provided through three pointed-arch doorways flanked by stepped cast stone pilasters decorated with Italian Gothic motifs. Above the doorway is a triforium composed of three sets of pointed arches and above it is a central clerestory flanked on each side by sets of recessed quatrefoils. A large cast stone pointed arch is centered on the facade above the clerestory windows which contains a rose window. The building is masonry construction, two to five bricks wide, covered with stucco, originally with a tinted lime wash. Most of the building's exterior features have remained intact.

A major fire in 1983 destroyed the roof and much of the central sanctuary.

- 3. Historic Property Inventory Form.** Attach a copy of the Historic Property Inventory Form (if available from the City of Phoenix HP Office) for your property.
- 4. Photographs.** Attach color photographs showing overall site, street views, all exterior facades and close-up views of original/decorative features, and areas where work is to be performed. Include interiors if the request includes interior work. Label views (i.e., north façade, east wood casement window).
- 5. Property Condition.** Describe the overall condition of the property, providing descriptive information on areas that are deficient or deteriorated. If an architectural or structural assessment has been performed, please attach. All requests for structural work need to include a structural assessment.

Although the building was constructed using with high-quality materials, finishes and detailing, it suffered serious damage in 1984 when a fire broke out in the building while it was awaiting rehabilitation as a certified rehabilitation project. The pre-dawn fire on January 5, 1984 caused \$650,000 of damage and destroyed a number of significant interior features. Starting in a second floor corridor, the fire quickly moved upward to the main auditorium attic resulting in its Spanish tile roof collapsing into the sanctuary. The roof structure over the west wing remained intact. The bell tower's hipped tile roof was damaged but has been restored. Water damage from fighting the fire caused additional damage and loss of the building's features and ornamentation. Over the past decades, exposure to the sun and rain has caused the interior features to continue to deteriorate. To address the safety issues resulting from a damaged and compromised structure, an extensive system of steel structural beams has been installed.

- 6. Previous Rehabilitation Work.** Briefly describe previous rehabilitation work you have already completed on your property as well as work that you are aware of that was conducted by previous owners. List the major work items and the year work was done.

1984 - Emergency stabilization after the fire and the erection of temporary bracing

1992 - City-mandated work in accordance with a stabilization plan to reduce the hazardous conditions and remove bracing from the public rights-of-way

1999 - AZ Heritage Fund grant project (No. 649404) rehabilitating the south facade features, fixtures and ornamentation and the window and doors of the church

2005 - City - Bell Tower Re-roof 2014-15

2015-17 - Installation of interior steel supports connected to exterior masonry to meet City structural requirements

2023 - Restoration of the courtyard and west portion of the building.

IV. PROJECT INFORMATION

- 1. Project Purpose. Describe the primary purpose and objectives for the proposed project for which grant funds would be expended, and the proposed use of the building. Will the property be occupied at the end of the project, and if so, with what use?**

Threatened building funds will be used to restore the plaster walls for the former Sanctuary (now the Courtyard) and to have historically appropriate expert restoration of the significant features of the columns which supported the proscenium arch and the rose window. If funds are available, the restoration of the three remaining historic pews would be a priority and the equipping of the four south facing doors with the required emergency exit hardware.

The project intends to make the restored portion of the property available for public use. Projected uses include, public gatherings and entertainment in the Courtyard, a restaurant in the former Chapel with an adjoining kitchen, a catering kitchen and a dining room on the second floor for public functions including weddings, lectures and entertainment.

- 2. Contribution to Community Goals. Describe how the project contributes to community values, city economic development goals, and/or (where applicable) to the city downtown vision. If you have coordinated with neighborhood or community associations (highly encouraged), please describe and attach documentation (letters of support).**

The restored building, to be known as the Monroe Street Abbey, will become an important part of downtown Phoenix. This significant building should be a "must see" attraction featuring aspects of Phoenix' historic past that have been largely forgotten. It will be a major contributor to the emerging downtown arts and entertainment district. The Abbey will provide a much needed connection with the area's history and the tradition of architecturally significant buildings. The commercial tenants in the Abbey will be encouraged to employ residents of the adjoining low income housing. Over the past several years, the project has been presented to the Phoenix Historic Preservation Commission, the Roosevelt Neighborhood Association and, most recently, to the Downtown Voices Coalition to an enthusiastic response.

- 3. Project Plan. Describe how the proposed project fits into an overall plan to rehabilitate the building.**

Of necessity, most of the rehabilitation budget has focused the steel internal structure and the improvements necessary for hosting public functions (kitchen facilities, restrooms and a service elevator). The important details of historic preservation have been left out of the equation for financial reasons. Hiring EverGreene Architectural Arts Inc from New York to guide the restoration and preservation of the Rose Window and the columns which once held the proscenium arch will be an important part of preserving and presenting the building's historic aspects in the most authentic way. This concern is also true of restoring and reinforcing the stucco in the Courtyard (tricky since the wall stucco was intended to be on interior walls which are now exterior) and the Narthex (entrance area) on the south side of the building. Restoration of the historic pews for eventual public use is also highly desirable.

- 4. Project Work Scope, Budget and Time Schedule.**

- a.) Cost estimates.** Cost estimates for all work items must be provided by licensed contractors, a construction estimator or other qualified individuals. Please attach actual estimates to the application. At least one cost estimate is required for each work item. The city HP Office solely determines if the estimates are adequate. If multiple bids are received, the applicant does not need to pick the lowest bid.
- b.) Itemized budget.** Include an itemized project list and budget for entire proposed project (including items not to be funded with Historic Preservation grant funds) using the form in Appendix A. The applicant must demonstrate that the project items he/she is funding independently are equal or greater in dollar amount than those items in the grant request.

6. Drawings/Building Assessments. Please attach:

- a.) **Scaled site plan** showing location of main buildings, all outbuildings, existing & proposed fences and walls, and property lines. (This can be hand drawn or professionally drawn) If additions, demolitions or other site changes are proposed, please indicate on site plan. Indicate all areas of proposed work on the site plan (Note: Historic Preservation grant funds cannot be used for site work, new additions, or demolitions of historic building fabric).
- b.) **Conceptual Architectural plans or elevations** drawn to scale showing all building facades on which work is to be performed, with notes depicting locations/description of specific work items. Include roof plan when structural roof work is proposed. Color elevations are strongly encouraged. The HP Officer can agree to waive plans and elevations on a case-by-case basis depending on project circumstances and scope of work.
- c.) **Structural or architectural building assessments** that have already been completed for this building(s) where applicable.

V. INFORMATION ON PRIMARY LIENHOLDERS

The city's purchase of the Conservation Easement requires the consent of all lienholders. A title report will be obtained by the City to verify all information provided. Accuracy of this information is critical. Consent from the lienholder(s) must be received prior to disbursement of any funds.

- 1. Primary mortgage company: Local Initiatives Support Corporation (LISC)
Contact person: Yan Jiang
Correspondence address: 28 Liberty Street, 34th Floor, New York, NY 10005
(Note: This is usually different than the payment address) _____

Company telephone number: 212.455.9827
Company fax number: _____
Loan number: _____
- 2. Secondary mortgage company: Arizona Community Foundation
Contact person: Sarah Liguori
Correspondence address: 2201 E. Camelback Road, Suite 405B, Phoenix, Arizona 85016
(Note: This is usually different than the payment address) _____

Company telephone number: 602.381.1400
Company fax number: _____
Loan number: _____

VI. SIGNATURE

I declare that I have reviewed the Program requirements, including the Program Summary and all sample legal agreements, and am submitting this application in accordance with those requirements. All information submitted is true to the best of my knowledge and belief. I acknowledge that any error may affect its review and approval. I understand that if I wish to change any aspect of the project after it has been approved, I must obtain the written consent of the city Historic Preservation Office. I also understand that I will be required to obtain a Consent Agreement from my lienholder(s), and will sign and abide by the terms of the Deed of Conservation Easement and the Program Agreement. I understand and agree that the city Historic Preservation Office staff can perform necessary site visits on my property at mutually agreed upon times to facilitate their review of this proposal.



Property Owner Signature

Date

Property Owner Signature

Date

An electronic submittal of the complete application packet (including all attachments) should be E-mailed to the assigned staff member or to the following address:

historic@phoenix.gov

File sizes that exceed 25 MB must be sent in separate emails. Links to download files from cloud storage services may be provided, although please note that city access to some sites may be blocked, so please verify with staff that all materials were received.









Appendix B

First Baptist Church 302 W Monroe Street

1

Eligible Project Construction Items:

EverGreene Archetectural Arts to restore/preserve the columns and Rose Window	\$ 178,809.00
Sun Valley Masonry to repair broken brickwork	\$ 157,000.00
Sun Valley Masonry to repair courtyard plaster	\$ 29,000.00
Sun Valley Masonry to repair exterior stucco	\$ 9,000.00

Eligible Architectural/Structural Expenses:

jones studio design and project management	\$ 14,000.00
% of request	4%

TOTAL \$ 387,809.00

Possible additional project items

install emergency open hardware to south (historic) doors	\$ 6,500.00
acquire period appropriate doors for ballroom and entry from Courtyard	\$ 82,000.00
finish carpentry for Ballroom	\$ 35,000.00
restore three remaining church pews	\$ 7,500.00

TOTAL \$ 131,000.00

A. Total Eligible Expenses

a. \$ 387,809.00

B. Total Ineligible Construction work to be Funded by Other Sources.

Air Conditioning	\$ 434,000.00
electrical	\$ 720,000.00
Plumbing	\$ 544,000.00
structural steel	\$ 454,000.00
grease trap	\$ 75,000.00
windows	\$ 220,000.00
landscaping street and courtyard	\$ 215,000.00
roll up door to alley	\$ 12,000.00
concrete paving in alley	\$ 65,000.00
finish carpentry	\$ 25,000.00

elevator		\$ 262,000.00
commercial kitchen		\$ 153,230.00
site utilities, storm		
drains and water		
harvesting		\$ 300,000.00
fire alarm		\$ 60,000.00
Misc	\$ (523,000.00)	\$ 523,000.00
	TOTAL	\$ 4,062,230.00

- B. Total Ineligible Work Items:
- a. \$ 4,062,230.00
- C. Total Project Cost (A + B)
- a. \$ 4,450,039.00
- D. Percent Overmatch
- a. 10%



Approval of Phil Gordon Threatened Building Grant - Yaun Ah Gim Groceries - 1002 S 4th Ave.

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of a Phil Gordon Threatened Building Grant of up to \$200,000 to assist with the rehabilitation of the historic Yaun Ah Gim Groceries located at 1002 S. 4th Ave.

THIS ITEM IS FOR CONSENT ACTION.

Summary

Located at the southwest corner of 4th Avenue and Tonto Street in the Grant Park Neighborhood, Yaun Ah Gim Groceries is a rare, Chinese-owned, commercial and multi-unit residential complex dating to the 1920s. The property was listed in the National Register of Historic Places in 1984 and is currently being listed on the Phoenix Historic Property Register, with City Council approval scheduled for May 1, 2024.

The buildings have been vacant for several decades and are currently in poor condition. Portions of the brick wall of the store have crumbled, and the roof of the duplex has collapsed. The fourplex also has serious issues, with gaps in the walls. A significant amount of repair will be required to bring the buildings back to productive use.

Given the state of the property, the owner, Omar Fabian, who purchased the property in September 2023, has indicated his desire to apply for an historic preservation threatened building grant.

To help gain a better understanding of the work that will be required to rehabilitate the property, the Historic Preservation (HP) Office has contracted for a building condition assessment report. This report will provide an overview of the most critical items that need to be addressed and will provide cost estimates for rehabilitation. It will also consider possible new uses for the store, duplex, and fourplex, as well as code considerations.

At this time, the HP Office has \$200,000 in threatened building grant funds available that need to be encumbered prior to the end of the current fiscal year on June 30, 2024. Staff recommends allocating those funds to this project, even though the building condition assessment report is not finished yet. Once the report is completed, staff will develop a scope of work for the grant project that is consistent with the report recommendations and grant program guidelines. It will likely consist of foundation repairs, roof repairs and replacement, structural reinforcement, masonry repair and mortar repointing, door and window repair and replacement, and repainting.

If approved, the grant funds will be disbursed to the applicant on a reimbursement basis. The applicant will be required to provide evidence of a dollar-for-dollar match.

Financial Impact

The requested amount is \$200,000. In exchange for the grant funds, the City will receive a 30-year conservation easement. The easement will require that the property be preserved and that it be insured and maintained in good repair once rehabilitation is completed.

Concurrence

The Historic Preservation Commission recommended approval of this item on March 18, 2024, by a 8-0 vote.

Location

1002 S. 4th Ave.
Council District: 8

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.



2024 Membership with the National Association of City Transportation Officials

This report requests the Transportation, Infrastructure and Planning Subcommittee recommend City Council approval of the 2024 annual membership with the National Association of City Transportation Officials for an amount not to exceed \$33,125.

THIS ITEM IS FOR CONSENT ACTION.

Summary

The Street Transportation Department has been a member of the National Association of City Transportation Officials (NACTO) for more than a decade. NACTO is an association of 98 major North American cities and transit agencies formed to exchange transportation ideas, insights, practices, and cooperatively approach national transportation issues. The core of NACTO's mission is to build a strong network of peers and foster open communication and collaboration between cities. NACTO provides its members valuable technical assistance, peer-to-peer learning opportunities, and forums for sharing best practices. Through its annual Designing Cities conference, on-the ground Cities for Cycling Road Shows, targeted street design workshops, and virtual design charrettes, NACTO offers its member cities opportunities to showcase new projects, receive feedback from their peers, explore common challenges, and learn from shared experiences. NACTO offers its members valuable interaction with other cities on best practices. Member benefits include:

- Best Practices - A forum to share best practices in street design, network planning, and transportation practices from around the U.S., and for peer-to-peer exchange of innovative policies and ideas;
- Communication - Improved communication and dialogue between City staff working on a variety of transportation issues;
- Membership on Review Committees - Including those for the Urban Street, and Transit Street Design Guides;
- Participation in NACTO's Standing Policy Committee on National Transportation Issues - This committee reviews NACTO's federal transportation strategy and meets annually with the Secretary of Transportation in Washington, DC; and
- Connection - Regular updates on NACTO projects and events.

NACTO is a 501(c)(3) non-profit organization that represents large cities on transportation issues of local, regional and national significance. NACTO views the transportation departments of major cities as effective and necessary partners in regional and national transportation efforts, promoting their interests in federal decision-making. They facilitate the exchange of transportation ideas, insights and best practices among large cities, while fostering a cooperative approach to key issues facing cities and metropolitan areas.

NACTO's member cities include: Atlanta, Austin, Baltimore, Boston, Charlotte, Chicago, Columbus, Dallas, Denver, Detroit, Houston, Los Angeles, Minneapolis, New York, Orlando, Philadelphia, Phoenix, Pittsburgh, Portland, Sacramento, San Antonio, San Diego, San Francisco, San Jose, Seattle, and Washington, DC. International NACTO member cities include: Calgary, Halifax, Hamilton, Toronto, and Vancouver. The cost for full membership to NACTO is \$33,125. This rate is for core cities in U.S. metropolitan regions with two million or more residents.

Contract Term

This request is for a one-year membership with NACTO for 2024.

Financial Impact

The membership fee is \$33,125 for 2024. The Street Transportation Department will pay 80 percent of the fee, and the Public Transit Department will pay 20 percent. Funding is available in the Street Transportation and Public Transit departments' operating budgets.

Responsible Department

This item is submitted by Deputy City Managers Alan Stephenson and Mario Paniagua, and the Street Transportation and Public Transit departments.



Water Services Department's Financial Plan Update

This report provides the Transportation, Infrastructure and Planning Subcommittee with an update on the Water Services Department's financial plans for Fiscal Years 2024-29.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Water Services and Finance departments have prepared the five-year financial plans for both the City's water and wastewater utilities. The plans reflect the financial requirements needed to operate and maintain the water and wastewater utilities. The financial requirements include funding the Capital Improvement Program (CIP), which allows for rehabilitation and/or replacement of critical infrastructure.

The City Council has taken the necessary actions to meet the needs of a rapidly growing city, maintain the infrastructure for existing residents, and meet federal standards for safe drinking water and wastewater effluent.

Ongoing and upcoming plans include:

- Delivery of necessary resources for Water and Wastewater to continue to operate efficiently and effectively;
- Maintaining rates that assure safe and reliable water services delivery and provide affordability for water and wastewater customers;
- Restoring and upgrading the Cave Creek Water Reclamation Plant (CCWRP) to augment the City's water resources by taking the region's generated wastewater and treating it to potable water standards; and
- Continuing to encourage water conservation efforts with outreach and education.

The following sections outline the financial requirements for the water and wastewater utilities to meet its current debt obligations, as well as its forecasted Operations & Maintenance (O&M) and CIP expenditures.

Impacts to O&M Budgets

The Water Services Department continues to experience significant growth to its O&M budget. Major factors impacting the increase include:

Salaries and Benefits - The City of Phoenix implemented salary increases related to the recent class and compensation study. The proposed financial plan includes costs associated with further labor increases over the next two years. Additionally, health insurance benefit costs continue to rise.

Colorado River Water Shortages

Water Services is looking ahead for ways to provide safe, clean, drinking water in response to the current and unpredictable drought. Water scarcity is driving the need for “new” water sources and turning wastewater into potable water is a way to provide a sustainable source of water. To minimize the impact of the continued shortage occurring on the Colorado River, Water Services is preparing for significant treatment upgrades to the currently offline CCWRP to augment the existing water resources portfolio. The City believes Advanced Water Purification (AWP) facilities will play a large role in offsetting some of the future losses of surface water supplies. Upgrading the CCWRP is the first step in the City’s overall AWP plan.

Additionally, Water Services is currently in the planning stages of acquiring additional capacity for water storage behind a newly constructed Bartlett Dam. This could result in an additional supply to be delivered to areas currently served by Colorado River supplies.

O&M and CIP Budgets

Given the impact of the Colorado River shortage, the Water and Wastewater O&M and CIP budgets were carefully developed to minimize costs in the current fiscal year while upholding the Department’s mission to provide safe and reliable drinking water and wastewater services that meet or exceed regulatory requirements.

As submitted to the Transportation, Infrastructure, and Planning Subcommittee on Nov. 15, 2023, the approved Fiscal Year (FY) 24 and proposed FY 25 through 29 CIPs for water and wastewater are \$2.84 billion and \$2.06 billion respectively. The capital programs are a reflection of the necessary infrastructure investments needed, based upon ongoing condition assessments and prioritization of both utilities to ensure safe, reliable water and wastewater services. Both the water and wastewater Capital Programs experience inflationary increases associated with construction/rehabilitation of infrastructure.

Water and Wastewater Financial Plan

The financial plans forecast inflationary adjustments that are necessary to support

future O&M costs. The plans also address the ongoing impacts of the Colorado River shortage by investing in the conversion of the CCWRP to an AWP Treatment Facility thereby augmenting Phoenix's potable water supplies. In addition, the plans incorporate projected bond debt for near-term CIP investment.

Based on Water Services projected O&M and CIP needs, the Finance Department has developed a financial plan to determine the forecasted revenue requirements. Information on operating costs and capital needs were examined and forecasted to determine required bond issuance amounts and timing to determine future rate revenue requirements.

The forecasted water rate revenue increases, as compared to the last financial forecast, are summarized in the table below.

Water Rate Revenue Increase - Percentages are from January 2024 proforma.

<u>Calendar Year of increase</u>	<u>Previous Financial Plan</u>	<u>Proposed Rate Revenue Increase</u>
2024	6.5%	6.5%
2025	13%	13%
2026	5%	5%
2027	5%	5%
2028	5%	7%
2029	Not Forecasted	7%

Wastewater Rate Revenue Increase - Percentages are from January 2024 proforma.

<u>Calendar Year of increase</u>	<u>Previous Financial Plan</u>	<u>Proposed Rate Revenue Increase</u>
2024	6.5%	6.5%
2025	7%	7%
2026	9%	9%
2027	9%	9%
2028	9%	12%
2029	Not Forecasted	12%

Previous Council Action

On June 28, 2023, the City Council adopted to amend Phoenix City Code to adjust water and wastewater service rates and components as follows:

- Water rate revenue increases of 6.5 percent effective October 2023, 6.5 percent

effective March 2024, and 13 percent effective March 2025

- Wastewater rate revenue increases of 6.5 percent effective October 2023, 6.5 percent effective March 2024, and 7 percent effective March 2025.

Responsible Department

This item is submitted by Deputy City Manager Ginger Spencer and the Water Services Department.



Street Transportation Department Capital Improvement Program for Fiscal Years 2023-24 Through 2028-29

This report provides the Transportation, Infrastructure, and Planning Subcommittee with an update on the Street Transportation Department's proposed Fiscal Years 2023-24 through 2028-29 Capital Improvement Program and an update on the Capital Improvement Program projects for Fiscal Year 2023-24.

THIS ITEM IS FOR INFORMATION ONLY.

Summary

The Street Transportation Department (Streets) regularly provides the Transportation, Infrastructure, and Planning (TIP) Subcommittee with information about the condition of the City's streets, including an overview of programs, funding sources, and challenges, as well as a report on future capital infrastructure needs.

Streets' funding sources include State of Arizona Highway User Revenue Funds (HURF), Transportation 2050 (T2050), Federal and Local Aid, Capital Construction Funds, and Development Impact Fees. The passage of Proposition 104/T2050 in August 2015 provided an additional funding source for street improvement projects starting Jan. 1, 2016. City staff has worked with the Citizens Transportation Commission, TIP Subcommittee, and City Council to identify, program, and execute projects that meet the goals of T2050 and set priorities for projects moving forward. In November 2023, Phoenix residents approved a General Obligation (GO) bond initiative that will add another funding source to the Capital Improvement Program (CIP) over the next five years.

Streets utilizes five major areas to guide capital funding investments:

1. Pavement Maintenance.
2. Major New and Expanded Streets.
3. Mobility/ADA Improvements.
4. Technology/Safety Enhancements.
5. Storm Water Improvements.

These prioritized areas are designed to assist Streets to best address public expectations, support traffic and travel demands, facilitate commercial and residential development, advance transportation safety improvements for all road users, and work on local and regional drainage needs throughout the City.

The Fiscal Year (FY) 2023-24 preliminary expenditure estimate for the Streets' CIP is approximately \$194,352,942. The final preliminary expenditure estimate for FYs 2023-24 through 2028-29 are estimated at \$1,240,852,218.

Project Overview

Some of the major transportation projects currently underway and/or programmed within the CIP include:

Pavement Maintenance

The pavement maintenance portion of the CIP includes major maintenance activities, including pavement restoration and refurbishment, bridge rehabilitation and inspection, and other major activities focused on keeping the City's street transportation network in a state of good repair. Projects programmed for maintenance in the FYs 2023-24 through 2028-29 CIP include the pavement preservation program (crack seal, slurry/micro seal, and asphalt overlay), bridge preventive maintenance (rehabilitation, maintenance, and inspection), cool pavement program, cool corridors, alley dust proofing, street sweeper equipment purchases, landscape maintenance and upgrades, and storm damage repairs.

Major New and Expanded Streets

The following Major New and Expanded Streets projects are anticipated to begin design and construction in the years noted below. The goal is to build streets out to their ultimate cross-sections (widths) with the following types of improvements where applicable or feasible: pavement rehabilitation; curb, gutter, sidewalk, and bridge improvements; bicycle infrastructure enhancements; landscaping improvements; and traffic signal, intersection, and storm drain improvements.

- Van Buren Street: 7th to 24th streets - Design in progress and construction planned for FY 2025-26.
- Dobbins Road: SR 202L to 27th Avenue - Design planned for FY 2024-25.
- Happy Valley Road: 67th to 35th avenues - Construction planned for FY 2024-25.
- 35th Avenue: I-10 to Camelback Road (Better Utilizing Investments to Leverage Development [BUILD] grant) - Design in progress and construction planned for FY 2025-26.
- Highway Safety Improvement Program (HSIP) Streetlights at 13 locations - Design

in progress with construction planned for FY 2025-26.

- American Rescue Plan Act (ARPA) Shade Structures - Design in progress with construction planned for FY 2025-26.
- 64th Street: Mayo Boulevard south 1,400 feet - Design in progress with construction planned for FY 2025-26.
- 43rd Avenue: Dove Valley Road to Carefree Highway - Design in progress with construction planned for FY 2025-26.
- Buckeye Road: 67th to 59th avenues - Design in progress and construction planned for FY 2025-26.
- Lower Buckeye Road: 27th to 19th avenues - Design in progress and construction planned for FY 2026-27.
- Re-visioning Indian School Road (Safe Streets and Roads for All [SS4A] grant): 91st to 37th avenues - Design planned for FY 2024-25 and construction planned for FY 2027-28.

Also included in the Major New and Expanded Streets portion of the CIP is the following partnership project with the Maricopa County Department of Transportation:

- Southern Avenue: 51st to 37th avenues - Design in progress with construction planned for FY 2025-26.

Mobility Improvements

Recognizing the multimodal use of the City's roadways, pedestrian and bicycle mobility projects support efforts to increase the safety, mobility, and accessibility of City streets for all users. The term active transportation has evolved to encompass alternative modes of transportation that typically were referred to as bicycle and pedestrian modes to reach expanding multimodal users on the City's public roadways.

The Mobility Improvements portion of the CIP includes projects focused on moving the City towards delivery of more active transportation projects that create a connected low-stress and low-volume bicycle and pedestrian network. Some of these projects, listed below, are also leveraging other local and federal funding.

- 32nd Street: Cheryl Drive to Cholla Street - Design complete and construction planned for FY 2024-25.
- Villa/Fillmore Bike Boulevard - Design in progress and construction to be programmed.
- Colter Street: 15th Avenue to 20th Street - Design in progress and construction planned for Phase 1 (15th Avenue to 7th Street) for FY 2025-26.
- Western Canal: 4th Avenue to 24th Street - Design nearing completion and

construction planned for FY 2024-25.

- Grand Canal Phase III: 75th to 47th avenues - Construction underway FY 2024-25.
- Grand Canal Multi-Use Trail: Indian School Road to 16th Street - Design in progress and construction planned for FY 2025-26.
- Durango Street Mobility/Low Impact Design - Design in progress and construction planned for FY 2025-26.
- North Park Central Streetlights - Design in progress and construction planned for FY 2024-25.
- Broadway Heritage Streetlights - Design in progress and construction planned for FY 2024-25.
- 16th Street: Dobbins Road to South Mountain Avenue - Construction planned for FY 2023-24.
- 56th Street: Thomas to Camelback roads - Design in progress and construction for Phase 1 (Thomas to Indian School roads) planned for FY 2025-26. Construction for Phase 2 (Indian School to Camelback roads) planned for FY 2026-27.
- 20th Street: Grand Canal to Highland Avenue - Design in progress and construction planned for FY 2025-26.
- Van Buren Street: 7th to 24th streets - Design in progress and construction planned for FY 2023-24.
- Rio Reimagined Bicycle and Pedestrian Bridge - Design planned for FY 2022-23 and construction planned for FY 2025-26.
- Consolidated Railroad Infrastructure and Safety Improvements (CRISI): Railroad crossing improvements at 19th Avenue and McDowell Road, and 43rd Avenue and Camelback Road - Design planned for FY 2024-24 and construction planned for FY 2026-27.
- 3rd Street: Rio Salado to Jefferson Street - Design planned for FY 2024-25 and construction to be programmed.

In addition to projects, the following mobility programs are included in the CIP:

- Americans with Disabilities Act (ADA) Compliance Improvements: This program installs, replaces, or improves ADA ramps Citywide that are non-existent or in need of upgrades to meet ADA requirements. Ramp improvements will lead to a more accessible transportation system for persons with disabilities. Funds are programmed for ramps in all years of the FYs 2023-24 through 2028-29 CIP. To better report and monitor these improvements, the City is initiating an ADA Transition Plan that is set to kick off next year in FY 2024-25, funded with the ADA Ramp 12-Year Retrofit Program.
- Active Transportation Plan Update: With Council approval of the Active

Transportation Plan in 2023, staff is engaged in a multi-year implementation phase of the Phoenix Connected Active Neighborhoods (PhxCAN) program. A robust public engagement process is underway with two village boundary areas: Central City and South Mountain, prioritizing active transportation infrastructure including sidewalk, ADA ramps, landscape and shade, and bicycle infrastructure among other mobility improvements. Staff is gearing up for the next two village boundary areas: Alhambra and Maryvale. The PhxCAN has had a great inaugural year. Staff is working with the Office of Environmental Programs to leverage federal funding under the Environmental Climate and Community Change (EJCC) Grant through the Environmental Protection Agency (EPA).

Technology Enhancements

Technology Enhancement projects are intended to implement technology solutions to improve traffic operations and safety, while achieving efficiencies in the operation and maintenance of the City's street network.

Some of the major technology enhancement projects currently underway and/or programmed within the proposed CIP include:

- **Intersection Technology:** Signal system upgrades involve the latest technology tools needed to support the City's growing traffic signal technology and infrastructure, which include signal controllers and cabinets, software, cameras, message boards, wireless radios, servers, and other related devices necessary to support and improve the traffic signal network and the Traffic Management Center (TMC). With the increased emphasis on utilizing real-time data analytics from field devices, these upgrades are critical to improve the efficiency and monitoring of the 1,187 traffic signals. Use of the data provides additional support for special events, traffic management, and other traffic improvement initiatives. Program funding is included in the Streets' CIP, allowing for the upgrade of three to five intersections per year.
- **Advanced Detection:** Two recent grants will 1) add technology to Indian School Road from 91st Avenue to 37th Avenue (SS4A grant), and 2) add advanced detection for bicycles and pedestrians along the Grand Canal and include enhancements at 20 intersections bounded by Bethany Home Road to Northern Avenue, and 7th Avenue to SR 51 (Strengthening Mobility and Revolutionizing Transportation [SMART] grant). This program is augmented by the investments in the CIP under the Intelligent Transportation Systems (ITS) Advanced Detection Program that add similar advancements to selected small segment arterial corridors across Phoenix based on funding availability. Other CIP projects and a recent federal BUILD grant are funding the conversion of the legacy TransSuite Advanced Traffic Management System (ATMS) to a state-of-the-art KITS ATMS that more fully

integrates with the technologies being deployed at new signals and signal rebuilds.

- Fiber Communications/Enhanced Program: Fiber communications is integral to data communication citywide. Expanding fiber enhances operations at intersections and allows signals to be managed more efficiently by staff at the TMC. The CIP budget provides federal match funding for fiber projects funded through the Federal Highway Administration (FHWA). Recent projects near completion included 12 miles of fiber on both Indian School and Baseline roads. Additional federal funding has been received to install fiber on 7th Street from Deer Valley Road to Paradise Lane and on 91st Avenue, extending existing fiber at 83rd Avenue and I-10 west to 91st Ave and south on 91st Avenue to Lower Buckeye Road. Both of these projects are in design with an anticipated construction in late 2025 or early 2026.

Storm Water Improvements

Storm water projects in the City of Phoenix aim to reduce and mitigate the risk of flooding by constructing regional and local facilities such as basins and storm drain pipes. These projects generally are implemented in partnership with the Flood Control District of Maricopa County (FCDMC), the CIP, and the Small Project Assistance Program (SPAP). Typically, the City of Phoenix and the FCDMC share the cost of these projects as detailed in a project-specific Intergovernmental Agreement. The County requires 35 percent City matching funds for these projects.

In addition to regional projects, the Floodplain Management Group also manages several other program funds, including projects funded with ARPA, Local Drainage Mitigation, 2023 General Obligation Bonds, including the Hohokam Drainage Program and the Laveen Flood Mitigation Program, the Storm Drain Replacement program, and Local Drainage Solutions program.

Several capital projects are currently underway and programmed within the FYs 2024-25 through 2028-29 CIP, and they are listed below:

- 27th and Olney Avenues Storm Drain: This project is in partnership with FCDMC. The project construction began in October 2022 and is estimated to be completed in spring 2024.
- Rawhide Wash Flood Hazard Mitigation Project: This project is in partnership with the FCDMC and the City of Scottsdale. Construction began in October 2022 and completion is anticipated in summer 2024.
- 19th Avenue and Dobbins Road Storm Drain Project: This project is in partnership with FCDMC and the Water Services Department. The project design is nearing completion, and construction is expected to start in fall 2024 with completion anticipated in spring 2025.

- **Paradise Ridge Channel:** This project is in partnership with FCDMC. It is currently at the Intergovernmental Agreement (IGA) development stage. Design is expected to start winter 2024, construction planned to start winter 2024 and completion anticipated summer 2026.
- **The ARPA Local Drainage Mitigation Program:** This program, made possible by ARPA, is a significant step in our efforts to address storm-related flood complaints by Phoenix residents. It provides the City with the opportunity to invest federal funding into 13 separate local drainage mitigation projects throughout the City. The City identified and verified these locations, and the mitigation projects include adding drainage ditches, storm drain lines, catch basins, inlets, and other flood mitigating structures. The designs are complete, and construction is planned for summer 2024 with completion anticipated in fall 2025.
- **3rd Avenue and Thomas Road Drainage Improvements:** This project is in partnership with FCDMC's SPAP and Dignity Health. The project is under design with completion expected in winter 2024 and construction completion anticipated in summer 2025.
- **35th Avenue and Dobbins Road Storm Drain:** This project is in partnership with the FCDMC. It is currently in the IGA development stage and expected to start design in winter 2024 with construction anticipated in winter 2026.
- **20th Street and Lookout Mountain Storm Drain:** This project is in partnership with FCDMC SPAP. It is under design with completion expected in winter 2024 and construction completion anticipated in summer 2025.
- **2023 GO Bond Program (GBP):** These projects are in partnership with the FCDMC. GBP will provide 35 percent funding to implement several components of the Hohokam Area Drainage Master Plan Study and the Laveen Area Drainage Feasibility Study. These studies, which were created in collaboration with the FCDMC, will involve the design and construction of eight storm water mitigation projects in the Hohokam area with four projects in Laveen.
- **Local Drainage Solutions Program:** Consists of several projects and studies to investigate flooding concerns by local residents.

Challenges

Several current and ongoing funding challenges include:

- HURF is the primary funding source for Streets' CIP. The effectiveness and long-term sustainability of this fund has, and is expected to continue to be, diminished over time as a result of increased electric vehicle utilization, improved vehicle fuel efficiencies, use of alternate modes of transportation, and lack of any fuel tax increase since 1991. At the same time, Phoenix is responsible for growing a number of street network miles, and its existing street inventory ages, which results

in increasing maintenance costs. Although HURF revenues are trending in a positive direction, the impacts of inflation are clearly evident with significantly rising labor and materials costs.

- Capital Construction Fund is a telecommunications-based revenue source related to the use of City right-of-way. This fund has been declining for several years due to shifts in telecommunications technology to activities that are not taxable under current law. This fund continues to decrease and is expected to decline further in future years.

Opportunities

Streets continues to pursue all funding opportunities whenever solicitations are made through the local regional transportation organization, state agency, or federal agency when notice of funding and/or call for projects are announced that align well with the City's transportation goals and objectives. This past year, Streets submitted several competitive grant applications and was successful in securing close to \$25 million in funding for planning, design, and/or construction of transportation projects that help leverage City dollars programmed in Streets' CIP.

Streets continues to be excited about the Bipartisan Infrastructure Law, and staff is monitoring grant funding opportunities and will pursue them as they are made available through this historical funding platform. These opportunities will increase the City's ability to start and complete more transformative transportation projects that benefit the growing community needs, including projects that improve safety, technology, active transportation, resiliency and equity.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Street Transportation Department.



Text Amendment Work Program Update

Staff will provide an overview and update to the Transportation, Infrastructure and Planning Subcommittee regarding the Planning and Development Department's Text Amendment Work Program.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

Staff from the Planning and Development Department will present an overview and update to the Transportation, Infrastructure and Planning Subcommittee on the Planning and Development Department's Text Amendment Work Program. There are several pending text amendments to address Council policy initiatives regarding the Housing Phoenix Plan, Transportation Electrification Action Plan, Climate Action Plan, vacant storefront improvement efforts and updates to the Downtown Code.

Responsible Department

This item is submitted by Deputy City Manager Alan Stephenson and the Planning and Development Department.



Parks and Recreation Aquatics Update

This report provides the Transportation, Infrastructure and Planning Subcommittee an update on the Parks and Recreation Department (Department) 2024 Aquatic Season.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary

During a typical aquatic season, City of Phoenix pools welcome more than 463,000 visitors to the aquatics facilities. The Parks and Recreation Department has provided programming to include over 2,700 swim lesson classes, swim and dive recreational teams, water basketball teams and water safety classes with over 20,000 participants. Approximately 650 staff were typically hired each year to operate and provide services at all 29 aquatics facilities.

Due to the COVID-19 pandemic, all swimming pools were closed in 2020. As a result, the Department lost the majority of its aquatic workforce and, like cities across the country, has continued to face aquatic staffing shortages. In 2021, the Department opened 12 pools with limited programming. In 2022, 14 pools were open for the entire summer. During 2023, 12 pools were open all summer with 6 additional pools being open in only June or July, therefore providing the public with 15 pools open at once.

The Department's goal for 2024 was to open 23 of 29 pools. Eastlake Park Pool is under renovation and expected to open in 2025. Additionally, there are a total of 5 pools that will be repurposed into neighborhood splash pads as part of the voter-approved General Obligation Bond program.

The aquatics team works year-round recruiting and training lifeguards and swim lesson instructors due to the large number of seasonal aquatics staff needed each year. Staff continue to utilize a variety of methods to promote aquatic job opportunities including cashiers, lifeguards, swim lesson instructors, assistant managers and pool managers. Recruiting methods include visiting high schools with direct interaction during lunch hours, physical education classes and career fairs, as well as sporting events. Staff also distribute information to colleges through job fairs, participation at community events and through social media.

To further assist with recruitment efforts, the Department increased hourly wages for all certified aquatics positions and is offering a \$3,000 hiring and retention incentive for pool managers and a \$2,000 hiring and retention incentive for assistant managers, swim lesson instructors and lifeguards. The incentive has assisted in attracting returning and new candidates. As a result of these efforts, 79 percent of the aquatics staff from 2023 have indicated they plan to return for the 2024 season.

Additionally, in 2023 the Department implemented a new Shallow Water Lifeguard position. This position was established to support individuals aspiring to become lifeguards but whose swimming abilities fell short of the prerequisites for guarding deep water. Previously, such individuals were denied entry to certification courses. Now, they have the chance to enhance their swimming skills and obtain certification at a water depth of four feet, in contrast to the standard certification, which requires proficiency in waters of 12 feet or deeper.

To promote future lifeguard opportunities, the Department offers Junior Lifeguard and Lifeguard Academy programs for youth ages 14 to 17 in June through August. These programs teach water safety, teamwork, and leadership skills. For those successfully completing the Lifeguard Academy, they will obtain Lifeguard and CPR certifications.

To enhance recruitment efforts for assistant pool managers and pool managers, the Department hosted 11 additional training sessions in 2023 for assistant pool managers to better prepare them for opportunities of advancement in 2024. In addition, staff continued the hands-on Accelerated Assistant Manager Training program by identifying and training lifeguards interested in promoting to the assistant manager position for the 2024 season. While the Department has seen positive results due to recruitment efforts for lifeguard positions, the number of assistant pool managers and pool managers is still below the number needed to open the goal of 23 pools in 2024.

In an effort to open as many pools possible, the Department reviewed plans to have pool managers oversee more than one pool along with two assistant managers at each site. Considerations also included having some pools open in only June or July. Decisions were made on which pools will be open in 2024 based on geographic location and pool attendance to ensure communities across the City have access to a public pool. The following 16 pools listed will be open during the entire 2024 Aquatic season:

- Coronado • Maryvale
- Cortez • Paradise Valley
- Deer Valley • Pecos

- El Prado
- Encanto
- Falcon
- Harmon
- Madison
- Perry
- Roosevelt
- Starlight
- Sunnyslope
- Washington

The following two pools will be open for one month during the 2024 Aquatic season:

- Cielito (May 25 to June 27)
- David C. Uribe (July 1 to July 28)

The Department will continue with restoring aquatics programming, offering youth swim lessons at all open pools, as well as adult swim lessons and water exercise at select pools. Additionally, six recreation swim teams will be added at select sites this year.

Youth swim lessons are for participants ages six months to 12 years old and will be held June 3 through July 25. Each session consists of eight, 30-minute classes. Due to the Department's commitment to ensure programs are affordable and accessible to everyone, each session is \$15, which equates to \$1.88 per class. These prices are the lowest in comparison to other nearby municipalities. Also, thanks to a generous donation of \$10,000 from the Arizona Diamondbacks, over 800 swim lesson spaces across all open pools will be discounted to \$3 and will be available on a first-come, first-served basis.

A total of 15 open pools will also be designated Kool Kids pools that allow kids 17 years and younger to swim for free. The Kool Kids donations this year include \$60,388 from the Milwaukee Brewers and \$10,000 from Salt River Project. Admission for open swim at non-Kool Kids locations is \$1 for kids and seniors, and \$3 for adults. The 2024 pool season runs Memorial Day weekend through the end of July, with select pools open through Labor Day. Registration for June swim lessons and water exercise classes will begin on April 25, 2024; and registration for July swim lessons and water exercise classes will begin on June 14, 2024. Registration will be ongoing throughout the summer as space is available.

The 2024 Aquatics Plan was reviewed by the Parks and Recreation Board on March 28, 2024.

Responsible Department

This item is submitted by Deputy City Manager John Chan and the Parks and Recreation Department.