



City of Phoenix

**Agenda**  
**Transportation and Infrastructure**  
**Subcommittee**

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

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Tuesday, March 13, 2018

9:00 AM

First Floor Assembly Rooms A, B & C

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**CALL TO ORDER**

**MINUTES OF MEETINGS**

- 1 **For Approval or Correction, the Minutes of the Transportation and Infrastructure Meeting on Feb. 13, 2018** **Page 6**

**Responsible Department**

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

**CONSENT ACTION (ITEMS 2-3)**

- 2 **Alternative Transportation Programs Contract Award** **Page 16**

This report requests the Transportation and Infrastructure Subcommittee recommend approval for City Council to award the Alternative Transportation Services contract to Total Transit Enterprises. This contract provides transit services to senior citizens and residents with disabilities through its multiple subsidy programs. The total estimated five-year contract award for July 1, 2018 to June 30, 2023 is \$14,242,000.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

**3 Authorization to Apply for, Accept and Disburse Federal Funding for Transportation Projects in Federal Fiscal Years 2019, 2021, and 2022 \*\*\*Item Added\*\*\* Page 20**

This report requests the Transportation and Infrastructure Subcommittee recommend City Council approval to apply for, accept and if awarded, enter into agreements for disbursement of federal transportation funding through grant applications to the Maricopa Association of Governments. The funding supports three different program areas including: Achieving Transit Accessibility Now, Safe Routes to School Non-Infrastructure Projects, and Highway Safety Improvement Program.

**THIS ITEM IS FOR CONSENT ACTION.**

**Responsible Department**

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

**INFORMATION ONLY (ITEMS 4-6)**

**4 Metro, Regional Public Transportation Authority, and Maricopa Association of Governments Meetings Page 23**

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

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**5 Citizens Transportation Commission Meetings Page 25**

This report provides the Transportation and Infrastructure Subcommittee with copies of past and/or upcoming meeting agendas/summaries for the

Citizens Transportation Commission.

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**6 Transportation 2050 Maintenance of Pavement for Arterial and Major Collector Streets and Bicycle Facilities for the Five-Year Pavement Maintenance Plan**

**Page 26**

This report provides the Transportation and Infrastructure Subcommittee information on the proposed citywide arterial and major collector streets pavement maintenance program and related Bicycle Facilities for fiscal year (FY) 2022. Staff will request Subcommittee recommend City Council approval of the FY2022 pavement maintenance program at the April 18, 2018 Transportation and Infrastructure Subcommittee meeting.

**THIS ITEM IS FOR INFORMATION ONLY.**

**Responsible Department**

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

**DISCUSSION AND POSSIBLE ACTION (ITEM 7)**

**7 Key Corridors Master Plan**

**Page 51**

This report provides information to the Transportation and Infrastructure Subcommittee about the Key Corridors Master Plan that is being initiated to help define the function of the City's major roadways. Further, staff requests that the Subcommittee recommend City Council approval to enter into an agreement with Jacobs Engineering Group, Inc., at a cost not to exceed \$450,000, to provide transportation planning services in support of the Key Corridors Master Plan project.

**THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

**Responsible Department**

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

**INFORMATION AND DISCUSSION (ITEMS 8-9)**

- 8 Maintenance and Crime Prevention Plan for Grand Canalscape Project Page 55**

This report provides information about the maintenance and crime prevention plans for the design and operation of the Grand Canalscape project.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

**Responsible Department**

This item is submitted by Assistant City Manager Milton Dohoney, Jr., Deputy City Manager Mario Paniagua, and the Street Transportation and Police departments.

- 9 South Mountain Freeway Construction Update Page 58**

This report provides information to the Transportation and Infrastructure Subcommittee about the South Mountain Freeway construction project.

**THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

**Responsible Department**

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

## **CALL TO THE PUBLIC**

## **FUTURE AGENDA ITEMS**

## **ADJOURN**

For further information, or for reasonable accommodations, please call Kacie Howard, Management Assistant II, City Manager's Office, at 602-262-7684. 7-11 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 602-262-6811.

### **Members:**

Councilwoman Thelda Williams, Chair  
Vice Mayor Laura Pastor  
Councilwoman Debra Stark  
Councilman Daniel Valenzuela



**For Approval or Correction, the Minutes of the Transportation and Infrastructure Meeting on Feb. 13, 2018**

**Summary**

This item transmits the minutes of the Transportation and Infrastructure Meeting on Feb. 13, 2018 for review, correction or approval by the Transportation and Infrastructure Subcommittee.

The minutes are attached.

**Responsible Department**

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

**Phoenix City Council  
Transportation and Infrastructure Subcommittee  
Summary Minutes  
Tuesday, Feb. 13, 2018**

City Council Subcommittee Room  
Phoenix City Hall, Assembly Rooms A, B and C  
200 W. Washington St.  
Phoenix, Ariz.

Subcommittee Members Present  
Councilwoman Thelda Williams, Chair  
Vice Mayor Laura Pastor  
Councilwoman Debra Stark  
Councilman Daniel Valenzuela

Subcommittee Members Absent  
None

**Call to Order**

Chairwoman Williams called the Transportation and Infrastructure Subcommittee meeting to order at 9:05 a.m., with Councilwoman Stark and Vice Mayor Pastor present.

**Call to the Public**

None.

**10. Public Notification and Permitting of Planned Right-of-Way Construction During Holidays, Weekends and After Hours**

\*Item taken out of order.

Deputy City Manager Mario Paniagua discussed the need for improvements in the public involvement policies for afterhours right-of-way construction. He explained that recently, when a large sign pole structure went up at 7<sup>th</sup> Avenue and Vista Avenue, gaps in the streets department's public involvement policies came to light. This resulted in City residents being surprised about a new, large sign structure that had been installed overnight near their homes. None of those residents, nor the Mayor or Council members should have been surprised about the installation, therefore staff is working to fix that and ensure it does not happen again.

He then introduced Street Transportation Director Maria Hyatt and City Engineer Kini Knudson.

Councilman Valenzuela arrived at 9:07 a.m.

Ms. Hyatt went over the current policies and procedures in place pointing out the city code, the Traffic Barricade Manual and the MAG Standard Specification. She stated there was a problem with the current public involvement and notification policies and immediate efforts needed to be made to address the issue. She discussed looking at the established processes in the Planning and Development department. She went over

the proposed new policy which included a centralized review and approval, council office notification, public notification, permit requirement, and consistency. She spoke about the importance of stakeholder outreach commenting on the public also being a stakeholder. She stated policy changes for street transportation-managed projects had already been implemented and said the next steps would be to request T&I subcommittee approval to move forward with stakeholder outreach and to return in March or April for recommended approval of the final policy.

Jim Drake stated the policy needed to be more detailed, needed to include communities in the stakeholder outreach, and needed to have internal review. He showed a picture taken of a large sign installed in front of a home and stated he did not understand how it was approved through the design and review process.

Vice Mayor Pastor asked if the resident of the pictured home was notified when the sign was installed. Mr. Drake stated he did not know and asked a Mr. Abernathy in the audience who was the homeowner. Mr. Abernathy stated he did not believe so.

Chairwoman Williams spoke about the good response in improving the process. She discussed the importance of community input and of coordinated efforts between external and internal processes. She stated she believed these messaging signs should only be placed near commercial areas and not residential.

Councilwoman Stark suggested when Council offices were notified, the Mayor's office also be notified.

Vice Mayor Pastor asked about the involvement of the Planning and Development department and referenced the effectiveness of their public notification processes. She also pointed out the involvement of other departments such as Water Services and needing a collective approach. Ms. Hyatt discussed the Planning and Development department's process and how it worked effectively. She stated it would be a basis to work off of, but modifications would be needed. Chairwoman Williams clarified the process would not go through Planning and Development, but would rather take their process and adapt it. Ms. Hyatt confirmed.

Vice Mayor Pastor asked about overlapping processes within various departments and the overall masterplan for projects within the City. Mr. Paniagua stated the next step in the process would work to ensure silos were broken down and internal and external stakeholders work to have consistent processes that reflected best practices.

Vice Mayor Pastor asked about coordination efforts reflecting on street closures she had experienced. Ms. Hyatt stated the larger coordinated efforts would be part of the second phase and the current step would build a solid starting point on internal and external communication.

Councilman Valenzuela thanked staff for recognizing an opportunity to improve. He thanked the residents in the neighborhood for their participation and their patience and



asked for the City's quick response to be indicative of how the City would continue to work with the community.

Councilwoman Stark voiced her appreciation for the residents and stated she believed the process would be good for resolving problems in the future.

Councilwoman Stark made a motion to approve the item. Vice Mayor Pastor seconded the motion.

Chairwoman Williams thanked everyone and asked for confirmation from staff that everything was on hold until Phase II was complete. Ms. Hyatt confirmed.

Motion passed unanimously 4:0

**1. For Approval or Correction, the Minutes of the Downtown, Aviation, Economy and Innovation Subcommittee Meeting on Jan. 9, 2018**

Vice Mayor Pastor made a motion to approve the minutes of the Transportation and Infrastructure Subcommittee Meeting on Jan. 9, 2018. Councilwoman Stark seconded the motion which passed 4:0.

**2. Arizona Blue Stake Annual Membership**

**3. Membership with the National Association of City Transportation Officials**

**4. Intergovernmental Agreement with the Flood Control District of Maricopa County for the 19th Avenue and Dobbins Road Project**

**5. Intergovernmental Agreement with the Flood Control District of Maricopa County for the 27th Avenue and Olney Avenue Storm Drain Project**

Patti Trites who was unable to attend the meeting submitted commentary for public comment on items 4 and 5. She was in favor of the intergovernmental agreement for both projects. In her commentary, she described her home as well as several other homes in the community being flooded and spoke about the large cost to repair the damages. She stated the recommended solutions would greatly assist the homeowners in future rain events.

Vice Mayor Pastor made a motion to approve items 2-5. Councilwoman Stark seconded the motion which passed 4:0.

**6. Metro, Regional Public Transportation Authority, and Maricopa Association of Government Meetings**

Information only. No Councilmember requested additional information.

**7. Citizen Transportation Commission Meetings**

Information only. No Councilmember requested additional information.

**8. Public Transit Department Capital Improvement Program**

Information only. No Councilmember requested additional information.

### **9. Street Transportation Department Five-Year Capital Improvement Program (CIP) Update**

Information only.

Councilwoman Stark asked about integration of certain streets identified by Council offices to be added to the City pavement maintenance plan. Deputy City Manager Mario Paniagua stated the additional street maintenance locations would be part of the five-year CIP. City Engineer Kini Knudson stated the additional pavement maintenance locations would be listed separately by location.

Vice Mayor asked to be provided a list of the items stating she believed Grand Canal should have been completed by now as the money needed to be spent by 2019. Mr. Paniagua stated Grand Canal had two phases and the second phase was currently progressing. He added staff would provide an update on the progress of the project.

### **11. Solid Waste Equipment Operator Apprenticeship Program Update**

Deputy City Manager Mario Paniagua introduced the item and the presenters: Public Works Director Ginger Spencer, Deputy Public Works Director Felipe Moreno, Deputy Human Resources Director Dave Matthews, and LIUNA 777 Recording Secretary Jennifer Grondahl.

Ms. Spencer introduced current apprentice John Lovell and stated the program was a partnership between two City departments and the union partner LIUNA Local 777.

Mr. Moreno discussed the apprenticeship program and the importance of highlighting underrepresented populations. He spoke about the history of the program stating the first class launched in March of 2017 which was a pilot with internal City staff totaling seven apprentices from various departments.

Mr. Matthews discussed the timing and learning expectations of the program. He explained the program was some 12 months and described the different phases. In months 1-3 he stated the focus was on orientation and CDL preparation and training. In months 4-12 the focus was on job specific requirements such as safety, policies and procedures, solid waste operations and customer service.

Mr. Moreno discussed the class of 2018 stating they had all successfully earned their CDL and mastered solid waste practices. He stated the class would graduate in February of 2018 and currently the apprentices were doing training routes independently. He discussed the outreach efforts for the next phase which would open externally, highlighting efforts done with My Brother's Keeper, the Department of Economic Security, Arizona@Work and the City's Human Resources department. He stated outreach was successful and they had received over 300 applications for the 2018-19 recruitment. He stated the next class would be another class of seven, interviews were scheduled for the following week and the class was planned to begin in

March. He discussed the informational nights they held at the Employee Driver Training Academy in which people were invited to speak to City staff and current apprentices, see the equipment and learn more about the program.

Ms. Grondahl spoke about the LIUNA partnership and involvement. She discussed the importance of the underrepresented populations such as veterans and women. She highlighted how the program was the first of its kind in the country and was creating jobs and enhancing skills. She stated the program was reflective of the great partnership between them and hoped to replicate the program in other departments.

John Lavell spoke about his experience completing the program and how he was exposed to new skills. He stated the team was very supportive and thanked the Subcommittee and staff for the opportunity stating the program meant a lot to him and his family.

Chairwoman Williams spoke about the program's success and the importance of being a leader in the country. She asked Mr. Paniagua if the Streets department was considering doing a similar program. Mr. Paniagua confirmed and stated discussions were currently underway.

Councilwoman Stark thanked Mr. Lavell for going through the program and spoke about the importance of his job.

Councilman Valenzuela thanked everyone and highlighted the efforts of Ms. Grondahl and LIUNA 777. He discussed the difference the program made in the community and commended Ms. Spencer and the Public Works team for their efforts in making the program a success.

Vice Mayor Pastor spoke about the legacy of Mayor Lee and his role in making the program happen in Phoenix. She discussed the importance of working families being trained in quality jobs. She spoke about the partnership with the labor unions and being able to work together. She thanked everyone involved in the success of the program and spoke about the program being a model for other departments.

Ms. Spencer thanked the Subcommittee members and the team for their work.

### **Call to the Public**

Erick Nielsen with Downtown Phoenix Computer spoke about his company's involvement in political consulting. He stated the City should consider advertising on buses and spoke about Phoenix stakeholders.

### **Future Agenda Items**

None.

### **Adjournment**

Chairwoman Williams adjourned the meeting at 9:55 a.m.

Respectfully submitted,  
Sarah Moratto  
Management Intern

PHOENIX CITY COUNCIL  
 PARKS, ARTS, EDUCATION, AND EQUALITY SUBCOMMITTEE  
 Wednesday, January 24, 2018  
 Assembly Rooms A, B, C  
**PLEASE SIGN-IN**

	Name	Title	Department / Organization
1.	John Irwin		Concerned Citizens for Los Olivos Park
2.	JAMES Ramsey		Concerned Citizens for Los Olivos Park
3.	Robert Schoeneman	Dr	Concerned Citizens for Los Olivos Park
4.	Bren K. Stanley		Concerned Citizens for Los Olivos Park
5.	BARB HOLZAPFEL	Parks PIO	
6.	Gress Bail		
7.	Anna Stanfield	Mgt Asst II	Budget + Research
8.	Lita Dunlinton	City Librarian	LIT
9.	Karie Howard	NATE	CMU
10.	Resie S. Smith		Devonshire Center
11.	Alexandry K-Johnson		
12.	Jerry Van Cesse	Public	
13.			
14.	ELIZABETH FLEMMER		
15.	Molly Powell	Admin Asst	Park Lover
16.	Jesus Gonzalez	student	ASU
17.	Liliana Zaccaria	Student	ASU
18.	ZACH WALKER		DISC GOLF DOWD
19.	JAMES ORLOSKI	PARKS DEPT MAIL	LOIP
20.	Stephanie Watney	Urban Planner	SPRETTUMMER LLP.
21.	Melanie Fierros		Human Services
22.	Trey Laice		Farm @ Los Olivos
23.	Trin Delany	Public Service trainer	PARKS + REC
24.	Arre Mei		Greenbelt Flux

PHOENIX CITY COUNCIL  
 PARKS, ARTS, EDUCATION, AND EQUALITY SUBCOMMITTEE  
 Wednesday, January 24, 2018  
 Assembly Rooms A, B, C

**PLEASE SIGN-IN**

	Name	Title	Department / Organization
25.	Reto Furrer		Farm @ Los Olivos
26.	Bravey Ingram		Farm @ Los Olivos
27.	Ashley Andrews		Farm @ Los Olivos
28.	JON WEG		Jon4.wesco@hoover.gov
29.	Tom Steaps		
30.	Scott Walker	Asst Fire Chief	Fire
31.	Marchelle Franklin	Interim Director	HUMAN SVCS.
32.	ASHLEY NYE		NORRIS DESIGN
33.	Sarah Cabijan	<del>Exec</del> Edu. Program Manager	Keep Phx Beautiful
34.	Feder Chavez		
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PHOENIX CITY COUNCIL  
 PARKS, ARTS, EDUCATION, AND EQUALITY SUBCOMMITTEE  
 Wednesday, January 24, 2018  
 Assembly Rooms A, B, C  
**PLEASE SIGN-IN**

	Name	Title	Department / Organization
48.	Evelyn C. Brumfield	Education Director	Keep Phoenix Beautiful
49.	Cindy Moss	Program Director	Keep Phoenix Beautiful
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## Alternative Transportation Programs Contract Award

This report requests the Transportation and Infrastructure Subcommittee recommend approval for City Council to award the Alternative Transportation Services contract to Total Transit Enterprises. This contract provides transit services to senior citizens and residents with disabilities through its multiple subsidy programs. The total estimated five-year contract award for July 1, 2018 to June 30, 2023 is \$14,242,000.

### **THIS ITEM IS FOR CONSENT ACTION.**

#### **Summary**

In addition to fixed route (bus and light rail) and paratransit services (Dial-a-Ride), the City of Phoenix provides alternative transportation for senior citizens and residents with disabilities through its multiple subsidy programs, some of which have been in place since 1983. Alternative Transportation programs allow flexibility for Phoenix seniors or individuals who have obtained paratransit certification for the Americans with Disabilities Act (ADA), allowing them to plan trips based on their needs. These programs provide a valuable service to 8,500 registered users per year, with 180,000 passenger boardings served during the last fiscal year. The various alternative transportation programs include, and were listed in the department's Request for Proposals, as follows:

#### Group I

- ADA Cab: An alternative to reservation-based ADA Dial-a-Ride service, allowing ADA paratransit certified individuals to schedule flexible transportation at their convenience to locations of their choice.
- Senior Cab: Provides individuals age 65 and older flexible transportation at their convenience to locations of their choice.
- Employment and Employment Training: 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.

#### Group II (General Fund Senior Center Transportation)

- Senior Center Shuttle: Provides registered members of the Human Services Department's senior centers flexible transportation between their personal



residence and their nearest senior center.

- Senior Center Group Trips: Provides transportation for senior center-planned group trips. Such trips are not serviceable by taxis and are instead provided by coordinating multiple buses.

### **Procurement Information**

The Public Transit Department issued a Request for Proposals on Nov. 17, 2017, to award an agreement for Alternative Transportation Programs from July 1, 2018 to June 30, 2023. The contract consists of a three-year base agreement with two optional one-year extensions, to be exercised only if it is in the City's best interest to do so and the contractor has performed satisfactorily during the base period. An evaluation committee was appointed to conduct detailed evaluations of the proposals, establish a competitive range, and select the proposer to receive the contract award. The committee consisted of qualified staff from the City of Phoenix's Public Transit and Human Services Departments, and staff from the City of Avondale. Public Transit staff was also available during the evaluation committee's review of the proposals received in support of any technical questions that arose.

Evaluation criteria categories included:

- Understanding the work scope (25 percent)
- Management structure and personnel (20 percent).
- Qualifications and past performance of the firm (15 percent).
- Total price for known costs such as program administration and group trips (40 percent). The actual transportation costs are tracked separately by the provider and passed on to the city, whereby such costs are reimbursed to the service provider based on documentation (trip vouchers, electronic payment receipts, etc.) of actual trips provided.

A pre-proposal conference was held on Nov. 29, 2017, whereby City staff provided an overview of the procurement and answered questions. On Dec. 15, 2017, the City received three proposals from the following firms: Cashless Transport, LLC; MV Transportation, Inc.; and Total Transit Enterprises.

On Dec. 18, 2017, the proposal from Cashless Transport was deemed nonresponsive for failure to include required documentation in its proposal submission by the due date and time. Cashless Transport was notified of the non-responsiveness determination on Dec. 18, 2017 and filed a protest on December 19. The protest was denied on December 28 and was not appealed by the deadline of Jan. 4, 2018.

In accordance with the solicitation, City staff reviewed and scored the price proposals.

The proposals of MV Transportation, Inc., and Total Transit Enterprises were deemed responsive at this stage.

Evaluation committee meetings were held on Jan. 25 and 29, 2018. The evaluation committee members discussed each proposal and their merits. Once discussions concluded, the committee then determined a consensus score for each evaluation criterion except cost. The points for cost were then added to the technical proposal scores to establish aggregate scores.

Total Transit Enterprises proposed a total five year cost of \$3,723,806 for program administration and group trip service and received a total score of 900 out of 1000 maximum points. MV Transportation, Inc., proposed a total five year cost of \$3,824,289 for program administration and group trip service and received a total score of 784 out of 1000 maximum points.

The total five-year costs evaluated as part of the proposals were for known service costs, and did not include reimbursable taxi trip costs, as these costs vary based on usage.

The evaluation committee recommends awarding the contract to Total Transit Enterprises. The proposal from Total Transit Enterprises received the highest overall score based on the evaluation criteria. It was also the lowest priced offer to the City.

Based on evidenced marketplace competition, the pricing is determined to be fair and reasonable. Public Transit staff concurs with the evaluation committee's decision and recommends awarding the contract for Alternative Transportation Programs to Total Transit Enterprises as the best overall proposal and best value to the City based on the evaluation criteria.

### **Financial Impact**

Inclusive of program administration costs, group trips, and reimbursable taxi trip costs, the total estimated five-year contract award for July 1, 2018 to June 30, 2023 is \$14,242,000, of which \$5,876,000 is for the Group I public transit programs and \$8,366,000 is for Group II. The first-year amount is estimated to be \$2,700,000 - \$1,100,000 Group I and \$1,600,000 Group II, based on the total projected number of trips. Annual costs for administering the programs, delivering group trips, and reimbursable taxi trip costs increase slightly from year to year. T2050 sales tax revenues, federal funds, and General Funds are available in the Public Transit Department's proposed operating budget for the 2018-19 contract amount.

### **Concurrence/Previous Council Action**

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On Feb. 22, 2018, the Citizens Transportation Commission, by a vote of 10-0, recommended Transportation and Infrastructure Subcommittee and City Council approval to award the Alternative Transportation Services contract to Total Transit Enterprises.

**Responsible Department**

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



**Authorization to Apply for, Accept and Disburse Federal Funding for Transportation Projects in Federal Fiscal Years 2019, 2021, and 2022**

This report requests the Transportation and Infrastructure Subcommittee recommend City Council approval to apply for, accept and if awarded, enter into agreements for disbursement of federal transportation funding through grant applications to the Maricopa Association of Governments. The funding supports three different program areas including: Achieving Transit Accessibility Now, Safe Routes to School Non-Infrastructure Projects, and Highway Safety Improvement Program.

**THIS ITEM IS FOR CONSENT ACTION.**

**Summary**

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

1. Achieving Transit Accessibility Now (ATAN) - The MAG Regional Council has approved \$840,536 of transit funds to improve accessibility at transit stops in the MAG region. Applications from local jurisdictions are evaluated on a "rolling-application" cycle every six months. This is the third application cycle. The ATAN program will contribute a maximum of \$40,000 per location, with a limitation that no single agency can be awarded more than 70 percent of available funding. The Street Transportation Department has 11 shovel ready projects that meet the application requirements, and plans to request \$440,000 as part of a comprehensive grant application.
2. Safe Routes to School (SRTS) Non-Infrastructure Projects for Federal Fiscal Year (FFY) 21 and FFY 22 - MAG sent a formal call for Safe Routes to School grant applications to all school districts and charter schools in Maricopa County. A total of \$93,103 is available in FFY 21, and a total of \$163,309 is available in FFY 22. Applicants are required to submit grants through the city or town where the school is located. Only one school district in Phoenix expressed interest. The Street Transportation Department plans to request between \$25,000 and \$100,000 on behalf of the Wilson Elementary School District for traffic studies that will focus on parking and accessibility. As part of the FAST (Fixing America's Surface

Transportation) Act, the City is required to receive Federal Highway (FHWA) grant monies on behalf of participating schools. An Intergovernmental Agreement (IGA) will be drafted between the City and the Wilson Elementary School District that details the requirements to use the grant funds in order to receive reimbursement from the City.

3. Highway Safety Improvement Program (HSIP) for FFY 2021 and FFY 2022 - The goal of HSIP is to improve safety and reduce fatalities. A total of \$23 million is available through MAG in FFY 2021 and \$32 million in FFY 2022, of which a maximum of \$2 million may be requested per project. The Street Transportation Department plans to submit up to three project applications for locations where there have been a high number of fatalities or serious injuries, totaling up to \$6 million combined for FFY 21 and 22.

The Street Transportation Department aims to pursue federal funding whenever solicitations are made by MAG that align with the City's Transportation goals and objectives. These three funding programs are opportunities to leverage City dollars while increasing the City's ability to complete more transportation related projects that enhance the community. Each program funding has its own competitive review and ranking process that will happen under the MAG purview. For HSIP funding, the projects are first evaluated at the regional level and then compete for funding at the State level.

Between now and the application due dates, staff will continue to refine the locations, cost and scope of each grant submittal to be competitive with local and regional submittals. The only exception is the ATAN application which is nearly complete.

### **Financial Impact**

ATAN requires local jurisdictions to contribute a minimum 20 percent match towards the eligible project costs per project (up to \$50,000 federal participation per location). This equates to a \$10,000 local match per project site, or a total of \$110,000 for the 11 shovel ready projects. The total cost for these projects is estimated to be just under \$1.8 million. These projects have already been programmed using Transportation 2050 (T2050) funds. If awarded, this will free up \$440,000 to be used for other T2050 projects.

There is no cost to the City for the SRTS submittal. The Wilson Elementary School District will be responsible for contributing the local match if funding is awarded.

For HSIP projects, the maximum federal participation rate is 94.3 percent of the total construction cost, while local agencies are required to contribute 5.7 percent of local

funding for construction. The current regional process for federal funding allows the awarded dollars to be used for the construction phase only. If all three HSIP applications are awarded, the City of Phoenix will need to contribute \$342,000. Funding is available in the Street Transportation Department's Capital Improvement Program budget.

**Responsible Department**

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



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

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

### **THIS ITEM IS FOR INFORMATION ONLY.**

#### **Summary**

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

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

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

The Maricopa Association of Governments (MAG): MAG is a Council of Governments that serves as the regional agency for the metropolitan Phoenix area. When MAG was formed in 1967, elected officials recognized the need for long-range planning and

policy development on a regional scale. Issues such as transportation, air quality, and human services affect residents beyond the borders of individual jurisdictions. MAG is the designated metropolitan planning organization (MPO) for transportation planning in the Maricopa County region. Mayor Stanton serves as Phoenix's representative.

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

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

**Responsible Department**

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





## **Citizens Transportation Commission Meetings**

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

### **THIS ITEM IS FOR INFORMATION ONLY.**

#### **Summary**

The Citizens Transportation Commission will advance transparency, public input, and government accountability by reviewing appropriations provided by Transportation 2050, as approved by the voters on Aug. 25, 2015.

The Commission will review T2050 appropriations and program recommendations of the Public Transit Department and the Street Transportation Department; annually review the revenues and expenditures of Transportation 2050 funds as well as funding from other sources; conduct public meetings; and formulate and present recommendations to the Phoenix City Council related to revenues, expenditures, projections, programs and major projects as called for by Transportation 2050.

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

#### **Responsible Department**

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



## **Transportation 2050 Maintenance of Pavement for Arterial and Major Collector Streets and Bicycle Facilities for the Five-Year Pavement Maintenance Plan**

This report provides the Transportation and Infrastructure Subcommittee information on the proposed citywide arterial and major collector streets pavement maintenance program and related Bicycle Facilities for fiscal year (FY) 2022. Staff will request Subcommittee recommend City Council approval of the FY2022 pavement maintenance program at the April 18, 2018 Transportation and Infrastructure Subcommittee meeting.

### **THIS ITEM IS FOR INFORMATION ONLY.**

#### **Summary**

On Aug. 25, 2015, City of Phoenix voters approved the passage of Proposition 104 (T2050) which funds citywide transportation projects, including the construction and maintenance of City streets. Collection of T2050 sales tax began on Jan. 1, 2016.

The proposed five-year arterial and major collector streets pavement maintenance program funded with T2050 funds (Attachments A and B) was developed and prioritized using the Street Transportation Department's existing Pavement Management System (PMS).

#### Phoenix's Street Network

Phoenix has a comprehensive roadway network of more than 4,860 miles of public streets. Phoenix's roadway network is made up of arterial, collector and local streets. Arterials are major streets, which are typically the major north/south and east/west transportation corridors spaced at each mile. Collectors are important mid-level transportation corridors, which are generally on the 1/2 mile north/south and east/west streets between the arterial streets. Local streets are typically in residential areas, and provide connectivity between the collectors and arterials for local traffic.

The arterial and major collector streets pavement maintenance program is funded by T2050, while the minor collector and local streets pavement maintenance program is funded by Arizona Highway User Fund Revenues (AHUR).

The City's public transit system primarily utilizes the arterial and major collector streets for its bus and rail lines, and T2050 funds allocated to the Street Transportation Department are an essential part of proper pavement maintenance along these transit corridors.

Table 1 (Attachment C) shows the citywide distribution of the various street classifications, and which street classifications are eligible for resurfacing projects using T2050 and AHUR funding. Table 2 (Attachment C) illustrates the distribution of street classification types across the City's eight council districts.

#### Pavement Maintenance System and Pavement Condition Index

Street Transportation is tasked with planning, programming and executing the City's street maintenance program. The department developed and implemented the PMS to determine the condition of roadways. The data provided by PMS allows the department to establish priorities of streets to receive maintenance treatments and pavement overlays. The foundation of PMS is field data obtained using a high-tech pavement management vehicle, which measures and records the condition of roads, evaluating them on surface roughness, environments stresses and structural condition. Based on the resulting pavement condition index (PCI) rating, which is tracked and mapped in a database, staff uses these objective measurements of roadway conditions to develop an initial list of roads to receive an asphalt overlay. Using the most recently recorded PCI data, only 61 percent of City streets are classified in good condition, while 29 percent are in fair condition and 10 percent are in poor or very poor condition. The average PCI rating citywide is 72.4.

Once the pavement maintenance list is developed, the initial list of roads is put through a rigorous coordination review, which is summarized in Figure 1 (Attachment C) and includes evaluating the following:

- Americans with Disabilities Act compliance.
- Conflicts with other city projects.
- Right of way concerns.
- Environmental issues.
- Utility issues or conflicts.
- Field visual inspections.
- Pavement age.
- Roadway traffic volumes.
- Alternate pavement treatments.

Staff may also consider adjacent or related economic development opportunities in

developing the recommended pavement maintenance project list in addition to the standard evaluation criteria.

### Pavement Treatment Types

Based on the final pavement treatment location list and the respective PCI data for each street, the appropriate pavement treatments are then determined. Table 3 (Attachment C) outlines and describes the four main types of pavement maintenance treatments, including whether roadway striping activities are included.

### Comprehensive Pavement Preservation Program

The economic downturn significantly impacted the City's ability to provide a consistent pavement maintenance program prior to 2015, which resulted in a more rapid deterioration of the pavement condition and a higher number of roads in poor or failing conditions. The program only consisted of overlay treatments, which significantly limited the effectiveness and reach of the pavement maintenance program. A pavement overlay is the most complete maintenance treatment option available, but is also the most expensive at a cost per mile of approximately \$880,000 (Table 4, Attachment C).

Voter approval of additional resources through T2050 enabled expanded options for the pavement maintenance program, including the following pavement maintenance treatments: crack seal, tire rubber modified surface seal (TRMSS) and microsurfacing. The use of these treatments provides multiple benefits to the pavement preservation program, including:

- Lower cost of treatment per mile initially, and over the pavement life cycle.
- Increased quantity of roadways that receive treatments annually.
- Higher number of roadway miles maintained in fair to very good condition.
- Increased number of roadway miles maintained appropriately, extending pavement life cycle.

The comprehensive pavement preservation program will allow T2050 funded arterials and major collectors to be treated approximately every 10 years with the current budget projections. Arizona Highway User Revenue (AHUR) funded minor collectors and local streets will be treated approximately every 10-12 years based on state funding levels.

### Pavement Maintenance Goals and Budgets

With the pavement maintenance funding (AHUR and T2050) for the City's street network allocated based on the street classification type, the miles of roadway treated

on an annual basis should be reported and evaluated in the same manner. Table 5 (Attachment C) shows the number of roadway miles scheduled to be treated through the recommended FY 2022 program.

### Bicycle Facility Implementation

The City's Bicycle Program is a multi-faceted, yet coordinated effort to ensure the City establishes a well-connected citywide bicycle network, and implements the overarching goals of the T2050 program. Implementation of the bicycle program will come from six distinct, yet collaborative work efforts of different divisions in the Street Transportation Department, including the pavement maintenance program. Table 6 (Attachment C) shows a summary of the bicycle facilities currently planned to be implemented through the five-year pavement maintenance program.

### Funding

T2050 is anticipated to provide more than \$2.3 billion to maintain existing City streets and to build and improve the roadway network to better support public transit, bicycling, and pedestrian activities. To meet the T2050 goal of treating 680 miles of arterial and major collector streets, Street Transportation will propose roadways under the comprehensive pavement maintenance program using its existing PMS to prioritize locations. Street Transportation will focus its existing non-T2050 pavement maintenance budget (approximately \$25-\$30 million per year from AHUR) generally on the City's minor collector and residential streets. Table 7 (Attachment C) shows the budget and number of roadway miles of projects funded with planned T2050 and AHUR funds for the five-year pavement maintenance program.

Attachment A lists the proposed locations and overall totals for each treatment for the FY 2022 Pavement Maintenance Program funded by T2050 and AHUR. Attachment B provides a map showing locations of all proposed pavement maintenance projects FY 2022. Attachment C contains tables and figures for the Pavement Maintenance Program and lists the projects identified for new bicycle facilities as it relates to the Pavement Maintenance Program for FY 2022.

### **Concurrence/Previous Council Action**

On Feb. 22, 2018, the Citizens Transportation Commission, by a vote of 10-0, recommended Transportation and Infrastructure Subcommittee and City Council approval of the proposed citywide pavement maintenance program for FY 2022.

### **Responsible Department**

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

**Attachment A**  
**Proposed Locations of T2050 and AHUR Projects**  
**FY 2022 Pavement Maintenance Program**

**2022 Resurfacing Programs**

**Programs Summary**

<u>Program</u>	<u>Miles</u>	<u>Funding</u>	<u>Program Budget</u>
2022 Arterial Crack Seal	22.27	T2050	\$902,200.00
2022 Arterial Micro Seal	14.83	T2050	\$4,164,000.00
2022 Arterial Overlay	15.27	T2050	\$10,929,500.00
2022 Arterial TRMSS	21.76	T2050	\$1,353,300.00
2022 Major Collector Crack Seal	2.00	AHUR	\$72,729.00
2022 Major Collector Micro Seal	2.53	AHUR	\$559,450.00
2022 Major Collector Overlay	2.24	AHUR	\$1,491,868.00
2022 Major Collector TRMSS	3.41	AHUR	\$206,996.00
2022 Residential & Industrial FAST	12.10	AHUR	\$1,941,534.00
2022 Residential & Minor Collector Crackseal	43.66	AHUR	\$805,209.00
2022 Residential & Minor Collector Mill & Overl	69.79	AHUR	\$20,976,093.00
2022 Residential & Minor Collector PMM	27.78	AHUR	\$2,415,626.00
2022 Residential & Minor Collector Slurry Seal	65.91	AHUR	\$4,026,043.00
<b>Grand Total</b>	<b>303.55</b>		<b>\$49,844,548.00</b>

**2022 Arterial Crack Seal**

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
16 ST	S/S RIVERVIEW DR	S/O BUCKEYE RD	8	1.17	2022	T2050
17 AVE	S/O JEFFERSON ST	S/O VAN BUREN ST	7	0.30	2022	T2050
19 AVE	MARICOPA FRWY	N/S BUCKEYE RD	7	0.26	2022	T2050
19 AVE	MARICOPA FRWY	N/S BUCKEYE RD	8	0.26	2022	T2050
32 ST	N/O BASELINE RD	N/O SOUTHERN AVE	8	1.00	2022	T2050
35 AVE	N/O CARVER RD	N/O DOBBINS RD	8	0.98	2022	T2050

2022 Arterial Crack Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
43 AVE	S/O BASELINE RD	N/O SOUTHERN AVE	7	0.99	2022	T2050
48 ST	N/O ELLIOT RD	S/O GUADALUPE RD	6	1.10	2022	T2050
51 AVE	N/O THUNDERBIRD RD	N/O GREENWAY RD	1	0.99	2022	T2050
51 AVE	N/O HAPPY VALLEY RD	N/O 55 AVE	1	0.63	2022	T2050
51 AVE	N/O GREENWAY RD	N/O BELL RD	1	0.96	2022	T2050
55 AVE	N/O HAPPY VALLEY RD	N/O 51 AVE	1	0.63	2022	T2050
7 AVE	N/O SALT RIVER BRIDGE	MARICOPA FRWY	7	0.62	2022	T2050
7 ST	PIMA FRWY	S/O DEER VALLEY RD	1	0.50	2022	T2050
7 ST	PIMA FRWY	S/O DEER VALLEY RD	2	0.50	2022	T2050
83 AVE	S/O INDIAN SCHOOL RD	E/O CAMELBACK RD	5	1.00	2022	T2050
BASELINE RD	E/O 7 ST	E/O 16 ST	8	1.00	2022	T2050
BASELINE RD	W/O CENTRAL AVE	E/O 7 ST (N BND)	7	0.25	2022	T2050
BASELINE RD	W/O CENTRAL AVE	E/O 7 ST (N BND)	8	0.25	2022	T2050
BELL RD	W/O 16 ST	W/O CAVE CREEK RD	3	1.00	2022	T2050
BLACK MOUNTAIN BLVD	END OF ROAD	DEER VALLEY RD	2	0.40	2022	T2050
BROADWAY RD	E/O 71 AVE	W/O 63 AVE	7	1.00	2022	T2050
BUCKEYE RD	E/O 16 ST	E/O 24 ST	8	0.76	2022	T2050
BUCKEYE RD	W/O 27 AVE	BLACK CANYON FRWY	7	0.50	2022	T2050
CACTUS RD	E/O SR-51	E/O 40 ST	3	0.76	2022	T2050
CAMELBACK RD	W/O 7 AVE	E/O CENTRAL AVE	4	0.50	2022	T2050
ELLIOT RD	W/O 44 ST	MARICOPA FRWY	6	0.79	2022	T2050
INDIAN SCHOOL RD	E/O I-17	E/O 19 AVE	4	0.73	2022	T2050
MCDOWELL RD	W/O CENTRAL AVE	E/O 7 ST	7	0.12	2022	T2050

2022 Arterial Crack Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
MCDOWELL RD	W/O CENTRAL AVE	E/O 7 ST	8	0.13	2022	T2050
MCDOWELL RD	W/O CENTRAL AVE	E/O 7 ST	4	0.25	2022	T2050
SHEA BLVD	W/O 56 ST	W/O 64 ST	2	0.95	2022	T2050
SOUTHERN AVE	W/O 27 AVE	E/O 19 AVE	8	0.99	2022	T2050
				Program Miles	22.27	

2022 Arterial Micro Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
19 AVE	S/O DOBBINS RD	S/O BASELINE RD	8	1.02	2022	T2050
24 ST	N/O THOMAS RD	N/O INDIAN SCHOOL RD	8	0.25	2022	T2050
24 ST	N/O THOMAS RD	N/O INDIAN SCHOOL RD	6	0.25	2022	T2050
24 ST	N/O I-10 MARICOPA FRWY	S/O BUCKEYE RD	8	0.83	2022	T2050
24 ST	N/O THOMAS RD	N/O INDIAN SCHOOL RD	4	0.50	2022	T2050
43 AVE	N/O VAN BUREN ST	PAPAGO FRWY	7	0.32	2022	T2050
43 AVE	N/O VAN BUREN ST	PAPAGO FRWY	4	0.32	2022	T2050
43 AVE	N/O MCDOWELL RD	N/O THOMAS RD	4	1.00	2022	T2050
51 AVE	N/O BROADWAY RD (W/BND)	S/O LOWER BUCKEYE RD	7	0.74	2022	T2050
55 AVE	N/O PINNACLE PEAK RD	S/O HAPPY VALLEY RD	1	1.01	2022	T2050
7 ST	S/O GREENWAY PKWY	S/O UNION HILLS DR	3	0.60	2022	T2050
7 ST	S/O GREENWAY PKWY	S/O UNION HILLS DR	2	0.60	2022	T2050
BEARDSLEY RD	W/O 32 ST	E/O CAVE CREEK RD	2	0.99	2022	T2050
DEER VALLEY RD	E/O 40 ST	W/O TATUM BLVD	2	0.74	2022	T2050



2022 Arterial Micro Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
DEER VALLEY RD	E/O 19 AVE	E/O 7 AVE	1	0.98	2022	T2050
DIXILETA DR	N/O TATUM BLVD	E/O 56 ST	2	1.24	2022	T2050
INDIAN SCHOOL RD	W/O 51 AVE	E/O 43 AVE	4	0.50	2022	T2050
INDIAN SCHOOL RD	W/O 51 AVE	E/O 43 AVE	5	0.50	2022	T2050
PEORIA AVE	W/O BLACK CANYON FRWY	W/O 19 AVE	3	0.96	2022	T2050
THOMAS RD	BLACK CANYON FRWY	E/O 19 AVE	7	0.47	2022	T2050
THOMAS RD	W/O 99 AVE	W/O AGUA FRIA FRWY	5	0.54	2022	T2050
THOMAS RD	BLACK CANYON FRWY	E/O 19 AVE	4	0.47	2022	T2050

Program Miles 14.83

2022 Arterial Overlay

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
19 AVE	S/O BUCKEYE RD	N/O VAN BUREN ST	7	0.75	2022	T2050
19 AVE	S/O BUCKEYE RD	N/O VAN BUREN ST	8	0.25	2022	T2050
27 AVE	N/O BETHANY HOME RD	N/O GLENDALE AVE	5	1.00	2022	T2050
43 AVE	S/O UNION HILLS DR	S/O BEARDSLEY RD	1	1.00	2022	T2050
91 AVE	S/O BROADWAY RD	N/O LOWER BUCKEYE RD	7	1.01	2022	T2050
ADAMS ST	E/O I-17 BLACK CANYON HWY	W/O 19 AVE	7	0.44	2022	T2050
BASELINE RD	W/O 61 AVE	E/O 51 AVE	8	1.31	2022	T2050
CACTUS RD	E/O CAVE CREEK RD	E/O 32 ST	3	1.00	2022	T2050
DUNLAP AVE	W/O 35 AVE	BLACK CANYON FRWY	1	0.95	2022	T2050
GREENWAY PKWY	W/O 64 ST	W/O SCOTTSDALE RD	2	1.06	2022	T2050

2022 Arterial Overlay

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
GREENWAY RD	W/O 43 AVE	E/O 35 AVE	1	1.00	2022	T2050
LOWER BUCKEYE RD	W/O 75 AVE	E/O 71 AVE	7	0.50	2022	T2050
PYRAMID PEAK PKWY / 63 AVE	S/O JOMAX RD (W/BND)	N/O DYNAMITE BLVD (W/BND)	1	1.34	2022	T2050
SOUTHERN AVE	E/O 19 AVE	E/O 7 AVE	7	0.99	2022	T2050
SOUTHERN AVE	W/O 51 AVE	E/O 43 AVE	7	0.85	2022	T2050
UNION HILLS DR	E/O BLACK CANYON HWY	E/O 19 AVE	1	0.82	2022	T2050
VAN BUREN ST	W/O 51 AVE	E/O 43 AVE	7	1.00	2022	T2050
				Program Miles	15.27	

2022 Arterial TRMSS

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
107 AVE	N/O INDIAN SCHOOL RD	N/O CAMELBACK RD	5	1.00	2022	T2050
19 AVE	BASELINE RD	SOUTHERN AVE	8	0.25	2022	T2050
19 AVE	BASELINE RD	SOUTHERN AVE	7	0.25	2022	T2050
35 AVE	BASELINE RD	SOUTHERN AVE	7	0.50	2022	T2050
35 AVE	S/O INDIAN SCHOOL RD	N/O CAMELBACK RD	5	0.49	2022	T2050
35 AVE	N/O CAMELBACK RD	N/O BETHANY HOME RD	5	1.00	2022	T2050
35 AVE	BASELINE RD	SOUTHERN AVE	8	0.50	2022	T2050
35 AVE	S/O INDIAN SCHOOL RD	N/O CAMELBACK RD	4	0.49	2022	T2050
40 ST	N/O THUNDERBIRD RD	S/O ACOMA DR	3	0.25	2022	T2050
40 ST	N/O THUNDERBIRD RD	S/O ACOMA DR	2	0.25	2022	T2050
56 ST	DIXLETA DR	MONTGOMERY RD	2	0.50	2022	T2050

2022 Arterial TRMSS

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
BLACK MOUNTAIN PKWY	S/O DESERT FOREST TRL	S/O CAREFREE HWY	2	1.70	2022	T2050
BROADWAY RD	W/O 19 AVE	W/O 7 AVE	7	1.01	2022	T2050
BROADWAY RD	E/O 16 ST	E/O 24 ST	8	1.01	2022	T2050
BROADWAY RD	W/O 7 AVE	E/O 7 ST	7	1.01	2022	T2050
BUCKEYE RD	E/O 35 AVE	W/O 27 AVE	7	1.00	2022	T2050
CENTRAL AVE	S/O MINERAL RD	S/O BASELINE RD	8	1.50	2022	T2050
DEER VALLEY RD	16 ST	CAVE CREEK RD	2	1.99	2022	T2050
DEER VALLEY RD	7 AVE	7 ST	2	1.00	2022	T2050
DOBBINS RD	W/O 43 AVE	W/S 33 AVE	7	1.01	2022	T2050
GLENDALE AVE	SR51	E/O 24 ST	6	1.54	2022	T2050
GREENWAY RD	W/O 51 AVE	E/O 43 AVE	1	1.00	2022	T2050
NORTERRA PKWY	N/O HAPPY VALLEY RD	S/O JOMAX RD	1	1.10	2022	T2050
NORTH VALLEY PKWY	N/O CAREFREE HWY	N/O 33 LN (N/BND)	2	0.55	2022	T2050
UNIVERSITY DR	E/O 40 ST	HOHOKAM FRWY	8	0.86	2022	T2050
				Program Miles	21.76	

2022 Major Collector Crack Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
52 ST	N/W MCDOWELL RD	N/O THOMAS RD	6	1.00	2022	AHUR
ROSE GARDEN LN	W/O 32 ST	E/O CAVE CREEK RD	2	1.00	2022	AHUR
				Program Miles	2.00	

2022 Major Collector Micro Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
31 AVE / 27 AVE	S/O PEORIA AVE	N/O DUNLAP	1	1.52	2022	AHUR
POCONO WAY	750' N/O HACKAMORE DR	33 AVE	1	1.01	2022	AHUR
Program Miles 2.53						

2022 Major Collector Overlay

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
BEARDSLEY RD	20 ST	W/O CAVE CREEK RD	2	0.38	2022	AHUR
GRANT ST	E/O BLACK CANYON FRWY	W/O 19 AVE	7	0.44	2022	AHUR
PARADISE VILLAGE PKWY (W)	W/O TATUM BLVD	W/O TATUM BLVD	3	1.42	2022	AHUR
Program Miles 2.24						

2022 Major Collector TRMSS

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
95 AVE / ENCANTO BLVD	N/O MCDOWELL RD	W/O 93 AVE	5	0.66	2022	AHUR
DESERT WILLOW PKWY (E)	N/O DIXILETA DR	E/O CAVE CREEK RD	2	1.15	2022	AHUR
METRO PKWY (E)	29 AVE	28 DR	1	0.78	2022	AHUR
METRO PKWY (W)	29 AVE	28 DR	1	0.82	2022	AHUR
Program Miles 3.41						

2022 Residential & Industrial FAST

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
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2022 Residential & Industrial FAST

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
10-33	WASHINGTON ST/ VAN BUREN ST	24 ST/28 ST	8	1.24	2022	AHUR
11-23	VAN BUREN ST / ROOSEVELT ST	27 AVE / 23 AVE	7	0.66	2022	AHUR
1-28	BASELINE ST / VINEYARD RD	CENTRAL AVE / 7 ST	7	1.27	2022	AHUR
15 AVE	BROADWAY RD	1100' N/O BROADWAY RD	7	0.20	2022	AHUR
27-36/28-36	CHOLLA LN / SHEA BLVD	36 ST / 40 ST	3	3.36	2022	AHUR
46-16	ALAMEDA RD / HAPPY VALLEY RD	55 AVE / 51 AVE	1	5.37	2022	AHUR

Program Miles 12.10

2022 Residential & Minor Collector Crackseal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
012-29	PECOS RD / LIBERTY LN	GLENHAVEN DR / 14 ST	6	1.76	2022	AHUR
01-30	SOUTH MOUNTAIN AVE / BASELINE RD	12 ST / 16 ST	8	2.73	2022	AHUR
1-18	BASELINE RD / VINEYARD RD	47 AVE / 43 AVE	7	5.93	2022	AHUR
14-17	ENCANTO BLVD / THOMAS RD	51 AVE / 47 AVE	4	5.37	2022	AHUR
17-30	INDIAN SCHOOL RD/ CAMPBELL AVE	12 ST / 16 ST	4	1.97	2022	AHUR
20-38	STANFORD DR / MCDONALD DR	44 ST / TATUM BLVD	6	1.31	2022	AHUR
24-22	ORANGEWOOD AVE / NORTHERN AVE	31 AVE / 27 AVE	5	1.77	2022	AHUR
28-28	MOUNTAIN VIEW RD / PEORIA AVE	CENTRAL AVE / 7 ST	3	1.22	2022	AHUR

2022 Residential & Minor Collector Crackseal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
32-41-	EMILE ZOLA AVE / THUNDERBIRD RD	56 ST / 60 ST	2	2.38	2022	AHUR
33-23	THUNDERBIRD RD / ACOMA DR	I-17 BLACK CANYON FRWY / 23 AVE	3	2.45	2022	AHUR
3-35	SOUTHERN AVE / ROESER RD	32 ST / 36 ST	8	0.97	2022	AHUR
3-37	SOUTHERN AVE / ROESER RD	40 ST / 44 ST	8	1.92	2022	AHUR
37-26	BELL RD / GROVERS AVE	15 AVE / 7 AVE	2	3.34	2022	AHUR
45-15	PINNACLE HILL DR / ALAMEDA RD	61 AVE / 55 AVE	1	3.40	2022	AHUR
46-13/46-14	ALAMEDA RD / HAPPY VALLEY RD	67 AVE / 61 AVE	1	2.91	2022	AHUR
5-15	BROADWAY RD / ELWOOD ST	59 AVE / 55 AVE	7	1.83	2022	AHUR
5-6	BROADWAY RD / ELWOOD ST	95 AVE / 91 AVE	7	2.40	2022	AHUR
				Program Miles	43.66	

2022 Residential & Minor Collector Mill & Overlay

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
02-29	DOBBINS RD / SOUTH MOUNTAIN AVE	7 ST / 12 ST	8	4.84	2022	AHUR
10-25	JACKSON ST / VAN BUREN ST	19 AVE / 15 AVE	7	1.40	2022	AHUR
13-25	MCDOWELL RD / ENCANTO BLVD	19 AVE / 15 AVE	4	2.00	2022	AHUR
13-31	MCDOWELL RD / OAK ST	16 ST / 20 ST	4	4.95	2022	AHUR
13-34	MCDOWELL RD / ENCANTO BLVD	28 ST / 32 ST	8	3.55	2022	AHUR
14-31	OAK ST / THOMAS RD	16 ST / 20 ST	4	3.89	2022	AHUR

2022 Residential & Minor Collector Mill & Overlay

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
14-36	OAK ST / THOMAS RD	36 ST / 40 ST	8	2.87	2022	AHUR
19-25	CAMELBACK RD / MISSOURI AVE	19 AVE / 15 AVE	4	2.04	2022	AHUR
23-21	GLENDALE AVE / ORANGEWOOD AVE	35 AVE / 31 AVE	5	3.16	2022	AHUR
24-23	ORANGEWOOD AVE / NORTHERN AVE	27 AVE / 23 AVE	5	2.82	2022	AHUR
25-21	NORTHERN AVE/ BUTLER DR	35 AVE / 31 AVE	5	2.20	2022	AHUR
28-29	MOUNTAIN VIEW RD / PEORIA AVE	7 ST / 12 ST	3	2.54	2022	AHUR
31-20	CACTUS RD / SWEETWATER AVE	39 AVE / 35 AVE	1	4.39	2022	AHUR
32-40	SWEETWATER AVE / THUNDERBIRD RD	52 ST / 56 ST	3	2.46	2022	AHUR
33-38	THUNDERBIRD RD / ACOMA DR	44 ST / 48 ST	2	3.72	2022	AHUR
35-42	GREENWAY RD / PARADISE LN	60 ST / 64 ST	2	4.91	2022	AHUR
36-17	PARADISE LN / BELL RD	51 AVE / 47 AVE	1	3.71	2022	AHUR
37-32	BELL RD / GROVERS AVE	20 ST / CAVE CREEK RD	3	3.81	2022	AHUR
37-40	BELL RD / GROVERS AVE	52 ST / 56 ST	2	5.35	2022	AHUR
43-22+	DEER VALLEY RD / WILLIAMS DR	31 AVE / 27 AVE	1	3.90	2022	AHUR
KNOX RD	44 ST	48 ST	6	1.00	2022	AHUR
MARYLAND AVE	18 ST	20 ST	6	0.28	2022	AHUR
				Program Miles	69.79	

2022 Residential & Minor Collector PMM

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
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2022 Residential & Minor Collector PMM

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
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010-37	CHANDLER BLVD/ THISTLE LANDING DR	RANCH CIRCLE E/ 43 ST	6	4.47	2022	AHUR
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012-37/012-38	PECOS RD / FRYE RD	40 ST / 48 ST	6	6.16	2022	AHUR
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11-26	VAN BUREN ST / ROOSEVELT ST	15 AVE / 7 AVE	7	2.76	2022	AHUR
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17-9	83 AVE / 79 DR	INDIAN SCHOOL RD / CAMPBELL AVE	5	5.12	2022	AHUR
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26-26	BUTLER DR / DUNLAP AVE	15 AVE / 7 AVE	3	4.07	2022	AHUR
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29-22+	PEORIA AVE/ CACTUS RD	31 AVE/ I-17	1	5.20	2022	AHUR
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Program Miles 27.78

2022 Residential & Minor Collector Slurry Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
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07-35	KNOX RD / AHWATUKEE DR	MOUNTAIN PRESERVE / 36 ST	6	3.08	2022	AHUR
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09-30/010-30	THISTLE LANDING DR / DESERT FLOWER LN	DESERT FOOTHILLS PRKWY / 14 PL	6	2.04	2022	AHUR
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103 AVE	LOWER BUCKEYE RD	DURANGO ST	7	0.50	2022	AHUR
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12 ST	BELL RD	UNION HILLS DR	3	1.00	2022	AHUR
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15-27	THOMAS RD / OSBORN RD	7 AVE / CENTRAL AVE	4	1.81	2022	AHUR
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15-9	THOMAS RD / OSBORN RD	83 AVE / 79 AVE	5	5.83	2022	AHUR
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16-40/17-39	OSBORN RD / LAFAYETTE BLVD	ARCADIA DR / 56 ST	6	4.69	2022	AHUR
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17-37	INDIAN SCHOOL RD / CAMPBELL AVE	40 ST / 44 ST	6	3.81	2022	AHUR
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17-40	LAFAYETTE BLVD / CAMELBACK RD	RUBICON AVE / 56 ST	6	2.70	2022	AHUR
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2022 Residential & Minor Collector Slurry Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
17-41/16-41	CALLE CAMELIA / CAMELBACK RD	56 ST / JOKAKE RD	6	4.53	2022	AHUR
18 ST	BETHANY HOME RD	MARYLAND AVE	6	0.51	2022	AHUR
18-33	CAMPBELL AVE / CAMELBACK RD	24 ST / 28 ST	6	2.86	2022	AHUR
18-4	CAMPBELL AVE / CAMELBACK RD	103 AVE / 99 AVE RD	5	5.05	2022	AHUR
20 ST	CAMELBACK RD	BETHANY HOME RD	6	1.00	2022	AHUR
20 ST	VAN BUREN ST	ROOSEVELT ST	8	0.50	2022	AHUR
23 AVE	ENCANTO BLVD	THOMAS RD	7	0.51	2022	AHUR
24-32	ORANGEWOOD AVE / BELMONT AVE	20 ST / 24 ST	6	2.24	2022	AHUR
36 ST	MCDOWELL RD	THOMAS RD	8	1.00	2022	AHUR
39 AVE	VAN BUREN ST	MCDOWELL RD	4	1.00	2022	AHUR
44 ST	GREENWAY RD	BELL RD	2	0.99	2022	AHUR
47 AVE	OSBORN RD	INDIAN SCHOOL RD	4	0.50	2022	AHUR
48 ST	THOMAS RD	INDIAN SCHOOL RD	6	1.00	2022	AHUR
51 ST	ELLIOT RD	PIEDMONT RD	6	0.82	2022	AHUR
52 ST	THUNDERBIRD RD	GREENWAY RD	2	1.00	2022	AHUR
71 AVE	CAMPBELL AVE	CAMELBACK RD	5	0.44	2022	AHUR
ARCADIA DR	N/O LAFAYETTE BLVD	VALLE VISTA RD	6	0.87	2022	AHUR
BUTLER DR	7 ST	12 ST	6	0.25	2022	AHUR
BUTLER DR	7 ST	12 ST	3	0.25	2022	AHUR
CAMPBELL AVE	24 ST	28 ST	6	0.50	2022	AHUR

2022 Residential & Minor Collector Slurry Seal

<u>Street or Quarter Section</u>	<u>From</u>	<u>To</u>	<u>Council District</u>	<u>Miles</u>	<u>Fiscal Year</u>	<u>Funding</u>
CENTRAL AVE	BELL RD	UNION HILLS DR	3	1.00	2022	AHUR
CORAL GABLES DR	7 AVE	7 ST	3	1.00	2022	AHUR
DOBBINS RD	G.R.I.C. BOUNDARY	59 AVE	7	1.26	2022	AHUR
DOBBINS RD	7 ST	16 ST	8	1.36	2022	AHUR
ENCANTO BLVD	59 AVE	51 AVE	4	1.00	2022	AHUR
MARKETPLACE WY (SE)	DESERT FOOTHILLS PKWY	CHANDLER BLVD	8	0.45	2022	AHUR
MARYLAND AVE	7 ST	16 ST	6	1.01	2022	AHUR
MARYLAND AVE	27 AVE	23 AVE	4	0.47	2022	AHUR
OAK ST	20 PL	24 ST	8	0.46	2022	AHUR
OLYMPIC DR / JESSE OWENS PKWY	CENTRAL AVE / BASELINE RD	JESSE OWENS PKWY / 7 ST	8	0.66	2022	AHUR
ORANGEWOOD AVE	CENTRAL AVE	7 ST	6	0.50	2022	AHUR
RANCH CIRCLE (S)	MOUNTAIN PKWY	RAY RD	6	1.01	2022	AHUR
ROESER RD	32 ST	40 ST	8	1.00	2022	AHUR
ROOSEVELT ST	43 AVE	35 AVE	4	1.00	2022	AHUR
ROOSEVELT ST	35 AVE	27 AVE	4	0.99	2022	AHUR
ROOSEVELT ST	59 AVE	51 AVE	8	1.00	2022	AHUR
VINEYARD RD	16 ST	19 PL	8	0.46	2022	AHUR

Program Miles 65.91

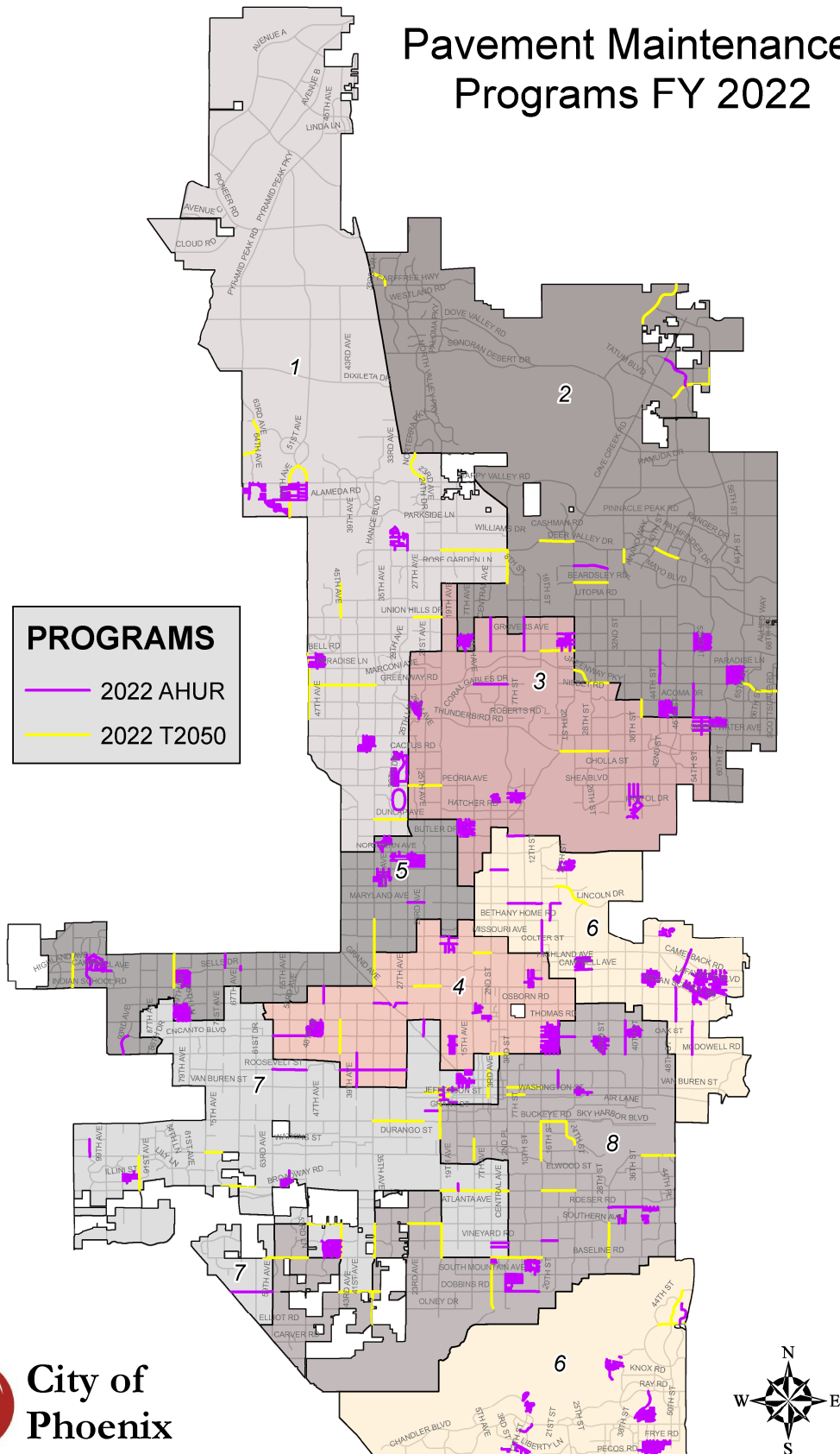
N/O = North of  
S/O = South of  
E/O = East of  
W/O = West of

TRMSS = Tire Rubber Modified Surface Seal  
PMM = Polymer Modified Masterseal

NOTE: The accuracy of this report is valid as of the date and time at which the report was generated. The resurfacing schedule is subject to change at any time due to changes in budgets, funding levels, the condition of the pavement after the next data collection cycle as compared to similar roads in the network, and conflict review results.

# Attachment B

## Pavement Maintenance Programs FY 2022



## Attachment C – Tables and Figures

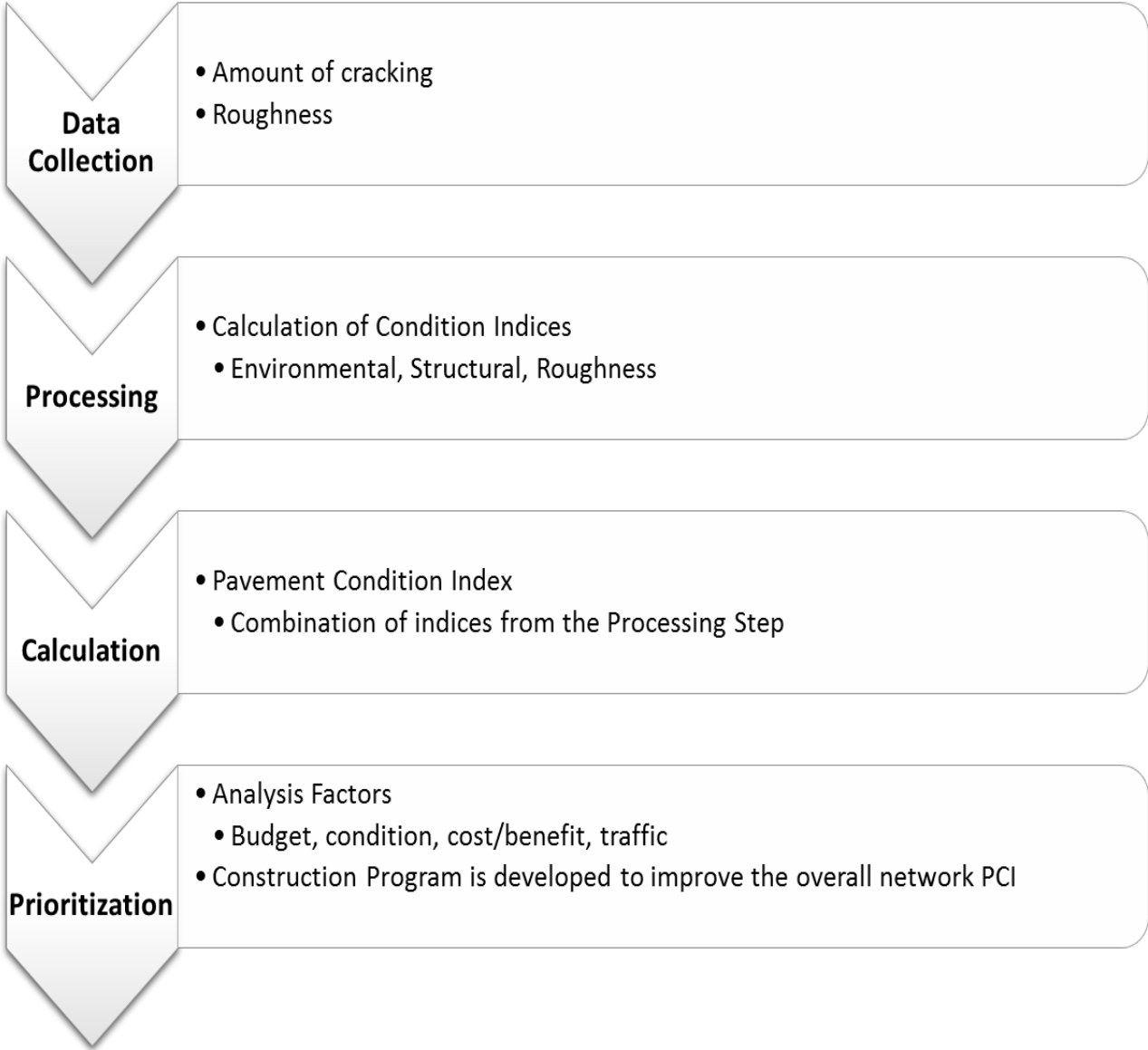
**Table 1: Street Classification Distribution**

Street Classification	Total Miles	Funding
Arterial	729	T2050
Major Collector	140	T2050
Minor Collector	491	AHUR
Local	3,503	AHUR
<b>TOTAL</b>	<b>4,863</b>	

**Table 2: Street Classification Centerline Miles by Council District**

	Council District							
	1	2	3	4	5	6	7	8
Arterial	94	130	64	61	54	87	121	118
Collector	18	20	12	18	6	24	16	29
Minor	75	67	71	35	51	55	64	72
Local	502	488	439	363	352	471	428	459
<b>Total</b>	<b>689</b>	<b>705</b>	<b>585</b>	<b>477</b>	<b>463</b>	<b>637</b>	<b>629</b>	<b>678</b>

**Figure 1: PCI Calculation and Prioritization**



**Table 3: Types of Maintenance Treatments**

<b>Name</b>	<b>Description</b>	<b>Are Roadway Striping Activities Included?</b>
Overlay	Milling the existing pavement surface in fair to poor condition and installing a layer of hot polymer modified asphalt rubber mix over the existing base layer to provide a new wearing surface.	Yes
Microsurfacing	Application of coarse sand aggregate and a polymer modified emulsion mixture, on arterial and collector streets that are in fair to good conditions to provide a new wearing surface.	Yes
Crack Seal	Filling cracks in the pavement with modified asphalt rubber on streets in relatively good condition.	No
Tire Rubber Modified Surface Sealant (TRMSS)	Thin spray of emulsified asphalt that is used to rejuvenate pavement that is starting to oxidize. Adds a small amount of binder to the top of the asphalt to help hold pavement together.	No

**Table 4: Characteristics of City of Phoenix Arterial Streets Pavement Treatment**

<b>Treatment Name</b>	<b>Cost per Mile</b>	<b>Average Life of Treatment (years)</b>	<b>% Cost per Mile of Treatment, Compared to Overlay</b>	<b>Miles Treated Per Cost of One Mile of Overlay</b>	<b>Ideal Applicability</b>
Overlay	\$880,000	11	100%	1	For Pavement in Fair to Poor Condition
Microsurfacing	\$401,000	7.5	45.6%	2.2	For Pavement in Good to Fair Condition to extend life cycle of street
TRMSS	\$79,000	5	8.99%	11.1	For Pavement in Good Condition to extend life cycle of street
Crack Seal	\$42,000	4	4.78%	20.9	For Pavement in Good to Very Good Condition to extend life cycle of street with cracks



**Table 5: FY2022 Scheduled Roadway Miles**

Funding and Treatment Types	Fiscal Year
	2022
<b>AHUR</b>	<b>Miles Treated</b>
Overlay	72.0
PMM	27.8
Slurry Seal	65.9
Crack Seal	45.7
FAST	12.1
Microsurfacing	2.5
TRMSS	3.4
<b>Sub-Total</b>	<b>229.4</b>
<i>Total Minor Collector and Local Street Mileage = 3,993 miles</i>	
<i>Average for 10-year Treatment Cycle = 399.3 miles</i>	
Funding and Treatment Types	Fiscal Year
	2022
<b>T2050</b>	<b>Miles Treated</b>
Overlay	15.3
Microsurfacing	14.8
Crack Seal	22.3
TRMSS	21.7
<b>Sub-Total</b>	<b>74.1</b>
<i>Total Arterial and Major Collector Street Mileage = 869 miles</i>	
<i>Average for 10-year Treatment Cycle = 86.9 miles</i>	

**Table 6: Bicycle Facilities Implemented in PMP for FY2018-2022**

	Fiscal Year				
	2018	2019	2020	2021	2022
<b>New Facility Miles</b>	4.00	9.75	13.94	5.93	14.12
<b>New Facility Miles (bi-directional)</b>	8.00	19.5	27.88	11.86	27.48

**Table 7: T2050 & AHUR Budgets and Miles for FY 2018 – FY 2022**

Budget & Planned Miles for T2050 and AHUR Projects	Fiscal Year				
	2018	2019	2020	2021	2022
<b>Budget (Millions of Dollars)</b>					
<b>T2050</b>	\$14.8	\$15.5	\$16.3	\$17.1	\$17.3
<b>AHUR</b>	\$25.8	\$26.1	\$30.5	\$31.2	\$32.5
<b>Planned Miles</b>					
<b>T2050</b>	86.2	101.8	71.09	72.77	74.1
<b>AHUR</b>	314.2	314.2	249.86	235.50	229.4



## Key Corridors Master Plan

This report provides information to the Transportation and Infrastructure Subcommittee about the Key Corridors Master Plan that is being initiated to help define the function of the City's major roadways. Further, staff requests that the Subcommittee recommend City Council approval to enter into an agreement with Jacobs Engineering Group, Inc., at a cost not to exceed \$450,000, to provide transportation planning services in support of the Key Corridors Master Plan project.

### **THIS ITEM IS FOR DISCUSSION AND POSSIBLE ACTION.**

#### **Summary**

The City of Phoenix does not have a transportation corridor function policy that identifies the desired operational focus of specific roads. In the absence of this classification, it is difficult to define the types of corridor improvements that will benefit the transportation network as a whole. For instance, if a corridor is designated as a vehicle commuter corridor, it would likely be difficult to repurpose vehicle travel lanes to create or improve bicycle facilities to accommodate increased bicycle use. To preserve vehicle commuter corridors, it is important to identify and designate adjacent or alternative corridors to accommodate high pedestrian and bicycle use. Similar concerns surround the identification and designation of transit corridors.

A Key Corridors Master Plan (KCMP) will analyze the City's arterial and collector streets to help identify and define their primary and secondary corridor functions. This allows the City to better address design decisions that impact transportation corridors and the transportation modes that utilize them. Good examples of a functional roadway network that considers each transportation corridor type within the City core include: 7th Street and 7th Avenue as vehicle commuter corridors; Central Avenue as a transit corridor; and 3rd Street and 3rd Avenue as emerging bicycle and pedestrian corridors. The KCMP will serve as a guiding document to define opportunities for specific transportation studies, as well as the development and programming of corridor improvement projects. Development of defined functional roles will ensure these corridors are developed and improved in a manner that does not conflict with the desired functional characteristics of the road, preserving roadway functionality in addition to neighborhood character. The KCMP guidelines will be applied to specific

focus areas in the City. Although these focus areas have not been specifically selected, they will include identifying factors such as the location of employment centers (Attachment A - Employment Centers Map).

In conjunction with other key City documents including the future Street Transportation Planning and Design Guidelines, Comprehensive Bicycle Master Plan, T2050 Transportation Plan, Neighborhood Services Department plans, Phoenix General Plan, and Planning and Development Department plans, the KCMP will provide the Street Transportation Department with corridor-specific guidance and transportation improvement priorities that will influence the prioritization of Capital Improvement Program projects.

Development of the KCMP will include an assessment of the existing Street Transportation Department Street Classification Map, with a focus on potential modifications to the map and roadway cross-sections to more effectively use the ultimate right-of-way. As an example, this assessment could develop alternatives for using the same right-of-way width in different ways to better accommodate the transportation modes appropriate to a particular corridor or area of the City.

### **Procurement Information**

Jacobs Engineering Group, Inc., was chosen for this project using a qualifications-based selection process according to section 34-603 of the Arizona Revised Statutes (A.R.S.). Pursuant to A.R.S. title 34, the City is not to release the scoring of firms until a contract has been awarded. Five firms submitted proposals. The three top rankings follow:

Jacobs Engineering Group, Inc.: Ranked 1  
Kimley-Horn and Associates, Inc.: Ranked 2  
Burgess & Niple, Inc.: Ranked 3

### **Contract Term**

The term of the contract is for one year. Contract work scope identified and incorporated into the contract prior to the end of the contract term may be agreed to by the parties, and work may extend past the termination of the contract. No additional contract work scope changes may be executed after the end of the contract term.

### **Financial Impact**

The total fee for contract services will not exceed \$450,000, including all subconsultant and reimbursable costs. Funding is available in the Street Transportation Department's Capital Improvement Program budget. Contract payments may be made up to contract limits for all rendered contract services, which may extend past the contract

termination.

**Concurrence/Previous Council Action**

On Feb. 22, 2018, the Citizens Transportation Commission, by a vote of 10-0, recommended Transportation and Infrastructure Subcommittee and City Council approval to enter into an agreement with Jacobs Engineering Group, Inc.

**Responsible Department**

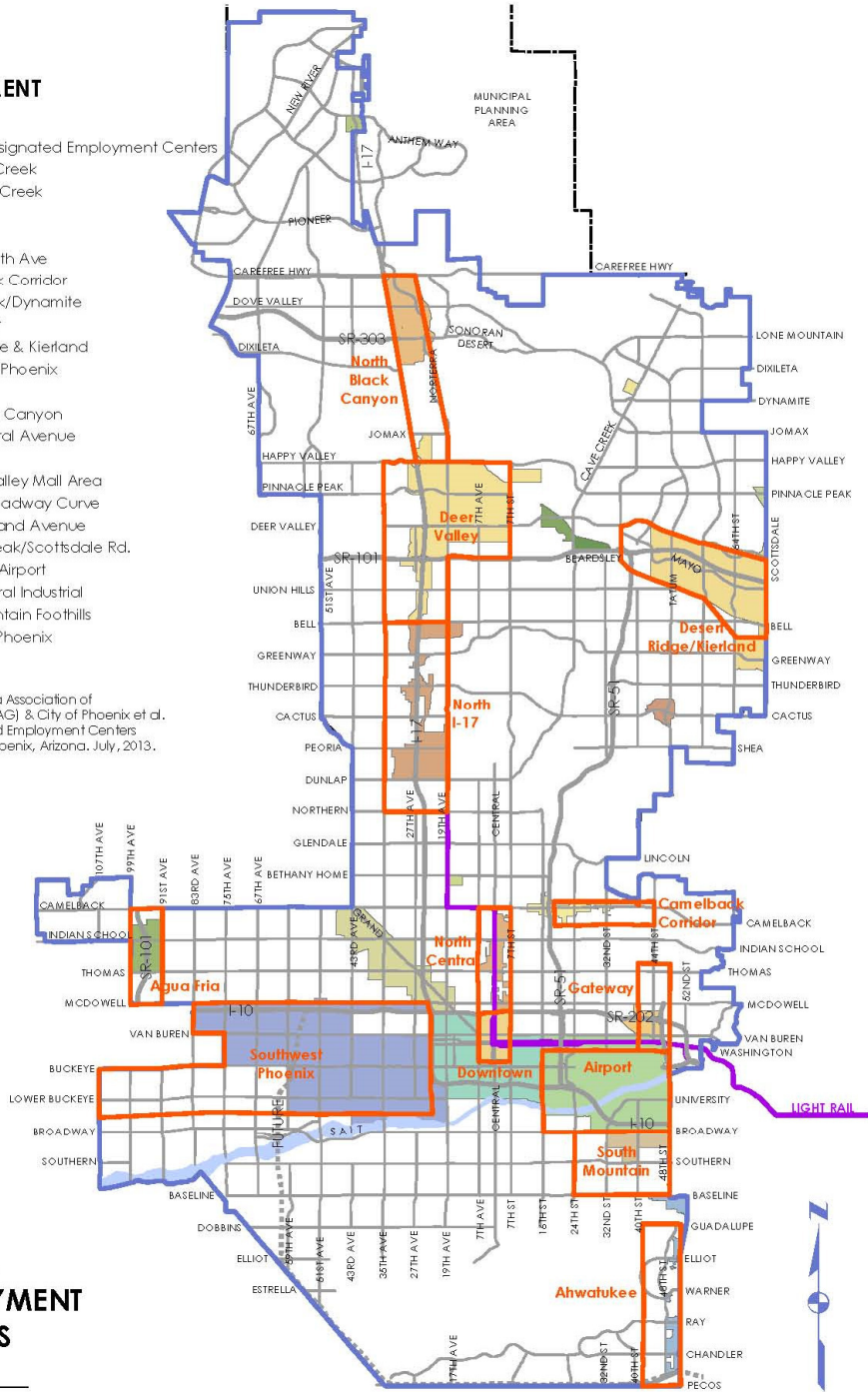
This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

# Attachment A

## MAJOR EMPLOYMENT CENTERS

- Phoenix Designated Employment Centers
- 101/Cave Creek
- 16th/Cave Creek
- Algodon
- Anthem
- Bethany/19th Ave
- Camelback Corridor
- Cave Creek/Dynamite
- Deer Valley
- Desert Ridge & Kierland
- Downtown Phoenix
- Gateway
- North Black Canyon
- North Central Avenue
- North I-17
- Paradise Valley Mall Area
- Phoenix Broadway Curve
- Phoenix Grand Avenue
- Pinnacle Peak/Scottsdale Rd.
- Sky Harbor Airport
- South Central Industrial
- South Mountain Foothills
- Southwest Phoenix

Source: Maricopa Association of Governments (MAG) & City of Phoenix et al. "MAG Designated Employment Centers GIS Shapefile." Phoenix, Arizona, July, 2013.



## MAJOR EMPLOYMENT CENTERS FIGURE



## **Maintenance and Crime Prevention Plan for Grand Canalscape Project**

This report provides information about the maintenance and crime prevention plans for the design and operation of the Grand Canalscape project.

### **THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

#### **Summary**

The Grand Canal is operated by Salt River Project (SRP) and its primary function is to provide irrigation water to Phoenix and surrounding communities, but it also serves as a non-vehicular transportation corridor. The Street Transportation Department is currently managing the design and construction of the Grand Canalscape project which will include pedestrian and bicycle improvements along the canal banks from Interstate 17 to the Phoenix-Tempe border. These improvements are funded in large part by a Transportation Investment Generating Economic Recovery (TIGER) grant from the United States Department of Transportation. Prime design considerations for this project included minimizing long-term maintenance costs and maximizing the crime prevention opportunities on the Grand Canal.

#### Maintenance Considerations

The current pathway surface is native soil. The new pathway will be made of concrete to meet the needs of pedestrians, cyclists and other non-vehicular forms of transportation. This new concrete pathway will be thicker than normal sidewalks to handle heavy loads from vehicles crossing it for SRP canal maintenance or City contractors maintaining the new landscape and removing trash. The landscape design will feature low-water use plants and a water-efficient drip irrigation system. The plant material installed will enhance the neighborhood character and fit the site conditions to reduce the need for frequent trimming. Site lighting will include energy efficient LED fixtures and poles, maximize longevity of the system and reduce costs related to vandalism.

Once the improvements are completed, the project area landscape will be maintained three times each year in accordance with approved citywide maintenance levels, and trash collection will occur weekly. The estimated annual cost to maintain the Grand Canalscape project area, including landscape maintenance, trash collection, water and

electricity, is \$120,000.

### Crime Prevention Considerations

The Street Transportation and Phoenix Police departments strategized on the best design practices for the Grand Canalscape project to reduce the likelihood of crime in the project area. The current conditions along the project area include no lighting, reduced site lines/visibility along the path due to overgrown trees and shrubs, and the existence of homeless encampments in some locations between residences and the canal banks. Working with Police, City staff and the design team analyzed all the existing conditions and developed the following recommendations which have been incorporated into the design plans and construction of the Grand Canalscape project:

- Lighting must not be intrusive into adjacent neighborhoods and residences, but cast enough light onto the pathway to increase visibility into and out of the area.
- Public amenities such as seating, irrigation components, light poles/fixtures will include features to reduce the likelihood of theft and vandalism.
- Existing landscape that is overgrown and creates an unsafe situation for the new pathway, creates hiding places, and in some cases provides easier access into residential backyards will be substantially trimmed or removed entirely, as determined on a case-by-case basis.
- New landscape material will be carefully considered to ensure the appropriate trees and shrubs are selected for the growing space available, to reduce conflicts with the new pathway and adjacent properties, and to minimize hiding spaces for criminal activities.

The Grand Canalscape project runs through the Desert Horizon and Mountain View Police Precincts. The Police Department will work through patrol squads and the Neighborhood Enforcement Teams for any necessary concentrated patrol efforts. The Desert Horizon Bike Squad will also be used for additional enforcement as needed. Police will reach out to the Human Services Department to provide outreach services for unsheltered individuals who may utilize the canal as an area of congregation. Additionally, the Phoenix Police Department will monitor crime statistics from the Crime Analysis Research Unit to determine if there are any increases in criminal activity along the canal and adjacent properties. Community Action Officers assigned to the precincts will continue to work with residents, community groups and property management companies around this project to determine new hot spots or criminal locations and respond accordingly. The Police Department will also monitor the construction locations to provide service to workers during the construction period.

The Street Transportation and Police departments will continue to evaluate conditions and activities along the Grand Canalscape after the project is completed.



**Financial Impact**

Funds for maintenance are available in the Street Transportation Department budget.

**Location**

Grand Canal from Interstate 17 to the Phoenix-Tempe border.

Council District(s): 4, 6, and 8

**Responsible Department**

This item is submitted by Assistant City Manager Milton Dohoney, Jr., Deputy City Manager Mario Paniagua, and the Street Transportation and Police departments.



## **South Mountain Freeway Construction Update**

This report provides information to the Transportation and Infrastructure Subcommittee about the South Mountain Freeway construction project.

### **THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

#### **Summary**

The Loop 202 freeway, also known as the South Mountain Freeway, is the last piece in completing the Loop 202 system. The 22-mile South Mountain Freeway will run east and west along Pecos Road and then north and south between 55th and 63rd avenues, connecting with Interstate 10 on each end. The entire freeway is within the City of Phoenix.

This project has been a critical part of the Maricopa Association of Governments Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County Voters in 1985. The freeway is also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

The Arizona Department of Transportation (ADOT) entered a public-private partnership (P3) contract with Connect 202 Partners (C202P) on Feb. 26, 2016. C202P is responsible for design, construction, and maintenance of the freeway for 30 years. City of Phoenix staff are embedded with ADOT and C202P to ensure coordination of all construction activities with City departments.

Construction began in early 2017. As of March 2018, the project is 40 percent complete - this includes design, right-of-way, utility relocation and construction. The South Mountain Freeway is scheduled to open November 2019

#### **Responsible Department**

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