

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**Through:** Paul Basha, Transportation Director  
**From:** Julie Rees, Volunteer Member of  
Committee on Future of Phoenix Transportation  
**Subject:** Phoenix Transportation Tax  
**Meeting Date:** April 16, 2015

## ITEM IN BRIEF

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**Action:** Information

### **Purpose:**

Provide Transportation Commission information of an adjacent community's proposed approach to transportation funding.

### **History:**

The Phoenix City Council appointed a 34-member citizen group chaired by former United States Secretary of Transportation, Mary Peters. The Committee on the Future of Phoenix Transportation purpose was to develop community priorities for citywide transportation improvements.

The committee met eleven times from August 26, 2014 through February 4, 2015. The Committee also conducted ten public open houses throughout the City of Phoenix from January 14, 2015 through February 5, 2015. Approximately 100 events occurred involving approximately 3,500 residents. Also, approximately 1,000 people have participated in the online survey at [transitsurvey.phoenix.gov](http://transitsurvey.phoenix.gov).

The City of Phoenix currently has a 0.40 sales tax that was approved by voters in 2000, and expires in 2020. At the March 3, 2015 Phoenix City Council meeting, the City Council approved, by a 6 to 3 vote, to allow a citywide election to consider a 0.70 sales tax (70 cents per \$100 purchase). The proposed tax would begin January 1, 2016 and would extend for 35 years.

At their April 15, 2015 meeting, the Phoenix City Council will consider a call for the election to occur on August 25, 2015.

Attached to this memorandum are two documents prepared during the Committee on the Future of Phoenix Transportation deliberations. The first is a two-page fact sheet pertaining to the Phoenix Comprehensive Transportation Plan. The second is titled "2015 Transportation Priorities".



# Proposed Comprehensive Transportation Plan

Phoenix Public Transit and Street Transportation Departments

MARCH 2015

## A New Approach to Transit and Streets

### WHAT WE LEARNED:

Public transit and street conditions are interdependent. The Citizens Committee on the Future of Phoenix Transportation has determined addressing street infrastructure needs and funding is necessary.

### HOW WE IMPROVED:

The original transit plan and T2000 tax primarily funded transit service. Now broader and more comprehensive, the transit plan has become a transportation plan with additional emphasis on street needs from street maintenance to new pavement, bike lanes, sidewalks and ADA accessibility.

## What has been accomplished so far?

Since 2001, ridership has increased by 42% and....

- **20 miles** of light rail was constructed (**14.3 million** boardings in 2013)
- **\$7 billion** in economic development activities generated along light rail
- Local bus service with **extended hours** on weekdays, weekends, and holidays
- RAPID service carried almost **1 million** riders in 2013
- **5** neighborhood circulators are running
- Dial-A-Ride service is **7** days a week
- Other improvements included more than **300** bus pullout bays, **234** miles of bike lanes, and **330** left turn arrows at intersections
- Passenger security and facility maintenance are upgraded
- The **Citizens Transit Commission** was created to oversee how the tax is spent

### Serving a growing population

Population in Phoenix is projected to grow by 45% from 1,501,300 residents in 2010 to 2,198,000 residents in 2040. — *Maricopa Association of Governments*

### Reducing traffic congestion growth and keeping Phoenix green and clean

For urban areas with rail, traffic congestion grows at a rate 42% lower than in similar urban areas without rail slowing the rate of congestion. — *Mobility Planning Associates*

### Connecting destinations

35% of all transit trips either began or ended at work. Among those seeking work, one-third (33%) indicated that they could not have completed their trip without public transit services.

— *Valley Metro, 2010-11 Transit On-Board Survey*

### Advancing the economy

To date in metro-Phoenix, the total development investment made along the current light rail line is approximately \$7 billion dollars — *Valley Metro*

In large urban areas, a 10 percent increase in regional congestion reduced employment growth by 4 percent. — *Texas Transportation Institute*

### Saving you money

The average household spends 16 cents of every dollar on transportation, and 94% of this goes to buying, maintaining, and operating cars, the largest expenditure after housing.

— *American Public Transportation Association*



## PHOENIX— *A Livable City*

One where walking, bicycling, and transit are safe, comfortable, and convenient modes of travel.

- Walkable streets that connect to transit
- Mobility choices
- Enhanced Dial-A-Ride service
- Better alternative transportation services for seniors
- Technology upgrades to provide real-time information

## What Will The New Plan Do For Me?

- Triple current light rail miles
- \$40 billion estimated economic return on light rail investment
- Increase bus frequency by 70%
- Transit hours of operation increase by 20%
- Enhanced ADA/Dial-A-Ride service
- New asphalt for more than 750 miles of streets
- More than 1,150 bicycle lane miles and 170 miles of new sidewalks
- 2,000 new streetlights
- \$280 million for new roads and bridges

# Proposed Comprehensive Transportation Plan



## Maintain Current Service & Bus Expansion

- Extend bus service hours to match rail service hours
- Provide 15 minute peak frequency on majority of bus routes
- Extend and add bus service to unserved major streets
- Extend and add new RAPID service
- Add new circulator service



## High Capacity Transit (Rail, Bus Rapid Transit, or Streetcar)

- **Capitol/I-10 W Phase 1 & 2** — Rail Connect existing rail to the Capitol and to the 79th Avenue Park-n-Ride.
- **South Central Avenue Rail** — Connect existing rail to Baseline Road.
- **Northwest Phase 2 Rail** — Connect existing rail to Metrocenter.
- **Northwest ASU West Extension** — Connect Metrocenter to ASU West Campus.
- **Camelback Road Phase 1** — Connect 19th Avenue and 43rd Avenue at Grand Canyon University.
- **Northeast Extension** — Connect existing rail to Paradise Valley Mall.
- **Downtown Streetcar** — Connect major commercial and employment destinations in downtown Phoenix.



## Bus Rapid Transit

- **19th Avenue or 35th Avenue BRT** — 19th Avenue is the 3rd highest ridership route and 35th Avenue is the 6th highest ridership route. Both routes provide a north to south connection in west Phoenix.
- **Thomas Road BRT** — Connect 44th Street to 107th Avenue, the highest ridership bus route in the region.
- **Bell Road BRT** — Connect Scottsdale Road to 51st Avenue.
- **Baseline Road West BRT** — Connect Central Avenue to 59th Avenue and potential Loop 202.
- **Baseline Road East BRT** — Connect Central to Interstate 10.
- **24th Street BRT** — Connect Biltmore Fashion Park to Baseline Road, 4th highest ridership route.



## Street Improvements

- **Enhanced Citywide Street Improvements** — Street upgrades focused on maintenance/repair and accessibility **INCLUDING** street overlay on 750 miles of roadway, a 30 year maintenance cycle for arterial streets, 1,150 new bicycle lane miles and 170 miles of new sidewalk.



## Facility & Infrastructure Improvements

- All bus stops shaded, new facilities, customer service technology upgrades (reloadable cards, wi-fi, real-time trip planning), accessibility upgrades, security improvements, and compressed natural gas fuel infrastructure and solar installation.



# Let's talk transit!

## 2015 Transportation Priorities



**City of Phoenix**  
PUBLIC TRANSIT DEPARTMENT

*Talk*Transportation.org

A blurred light rail train is moving along a track in an urban setting. In the foreground, a modern transit station platform is visible, featuring a digital display that reads "Valley Metro 5:25 PM". Several people are standing on the platform, and a bicycle is parked nearby. The background shows tall city buildings, including one with a "Wells Fargo" sign. The sky is clear and blue.

# Planning for Phoenix's Transportation Future

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# Let's talk transit!

Thank you for taking the time to learn more about the Citizens Committee on the Future of Phoenix Transportation, and the results of its months-long process to plan for the future of Phoenix. What follows is a list of citywide transportation improvements, presented to gather public feedback and help determine the city's priorities for service and infrastructure over the next 30 years.

The committee, a 34-member group appointed by the Phoenix City Council, developed these priorities for more bus service, expanded light rail, street improvements and long-term infrastructure, based on public feedback. Comments at more than 80 public meetings and events, and discussions with over 3,000 people identified several key elements that participants felt were important to address, including:

- Expanded bus and light rail service that connects more of the city
- Shade at all city bus stops
- ADA service improvements for people with disabilities
- Improved street infrastructure that makes neighborhoods more walkable and bikeable

Phoenix transit services are currently funded through a variety of sources, including a 4/10ths of a cent sales tax passed by Phoenix voters in 2000. The current tax is set to expire in 2020.

Based on public input on plan elements, the included public transit and street improvements could be funded by a new transportation sales tax that would replace the city's current transit tax.

Your feedback is key to determining the future of Phoenix Transportation. Please share this information, and let us know what you're thinking by visiting [talktransportation.org](https://talktransportation.org), emailing [talktransportation@phoenix.gov](mailto:talktransportation@phoenix.gov) or by calling 602-262-7242



# CORE PRIORITIES



## Existing Service

Bus, Rail, Technology

Bus & Dial-a-Ride	Continue currently provided service, maintenance, and federally-required Dial-a-Ride
Light Rail	Continue currently provided service and maintenance
Technology upgrades and replacements	Maintain fare collection system, scheduling, and other technology systems in a state of good repair
TOTAL	\$13.95 (in billions)





# Bus Service

Span, Frequency  
and Expansion

Bus matches light rail service	Provide service for early morning or late night travelers
15 minute peak frequency on 60% of bus routes	Decreases wait times and improves connectivity on some routes
Add bus service on new major streets with 60% of new routes at 15 minute peak frequency	Provide connectivity to new areas of the city:  91st Avenue Deer Valley Road 56th Street 40th Street Dobbins Road 99th Avenue Happy Valley Road
New RAPID service	Provide additional commuter bus service
New Circulator service	Add new circulator service
TOTAL	\$4.41 (in billions)







# Light Rail

Council-approved Initiatives  
17.7 miles of new light rail

Capitol/I-10 West Phase 1 Light Rail	Connect existing rail to the State Capitol (3 mi.)
Capitol/I-10 West Phase 2 Light Rail (have to complete Phase 1)	Connect the Capitol to the 79th Ave Park-n-Ride (8 mi.)
South Central Avenue Light Rail	Connect existing rail to Baseline Road (5 mi.)
Northwest Phase 2 Light Rail	Connect existing rail to Metrocenter (1.7 mi.)
TOTAL	\$3.05 (in billions)





# High Capacity Transit

89 miles of new HCT

(Mode to be determined as bus rapid transit, streetcar or light rail)

Camelback Road Phase 1	Connect 19th Ave. to 43rd Ave. and Grand Canyon University along the 8th highest ridership bus route (3 mi.)
Northeast Extension	Connect existing light rail to Paradise Valley Mall (13 mi.)
Northwest / ASU West Extension	Connect Metrocenter Mall to ASU West (5.5 mi.)
19th Avenue or 35th Avenue	Provide high capacity transit on either 19th Ave. or or 35th Ave. (20 mi.)
Thomas Road (Funded as BRT)	Connect 44th St to 91st Ave. along the city's highest-ridership bus route (18.5 mi.)
Bell Road (Funded as BRT)	Connect Scottsdale Rd to 51st Ave (15 mi.)
Baseline Road West (Funded as BRT)	Connect Central Ave to 59th Ave and proposed Loop 202 South Mountain Freeway (8.5 mi.)
Baseline Road East (Funded as BRT)	Connect Central Ave to I-10 (5.5 mi.)
TOTAL	\$4.4 (in billions)





## Infrastructure Improvements

Shade at all bus stops	Add shade shelter at all bus stops to provide protection from heat and weather
Customer service technology upgrades	Reloadable cards (most popular talktransportation.org idea), wi-fi, digital signs, real-time data trip planning
ADA enhancements	More convenient ADA access, and vehicle and facility improvements
Security improvements	Increased security at transit facilities and on vehicles
CNG fuel infrastructure and solar installation	Reduce air pollution and operating costs
New Northwest bus operation and maintenance facility	Storage and maintenance necessary for increased bus service
<b>TOTAL</b>	<b>\$268 (in millions)</b>



# Street Improvements

## Street Improvements

Maintenance and accessibility improvements in major corridors, including new pavement and striping, bicycle lanes, sidewalks, street lighting, landscaping, and traffic signal enhancements

TOTAL

\$1.48 (in billions)





# ADDITIONAL SERVICE

## Expanded Priorities

Upgrade or add High Capacity Transit (HCT) along 24 new miles

Camelback Road Phase 2	Connect 43rd Ave. to 83rd Ave. WestGate, and University of Phoenix Stadium, along the city's 8th highest ridership bus route (5 mi)
Baseline Road East (Funded as light rail)	Connect Central Ave. to I-10 (5.5 mi)
Baseline Road West (Funded as light rail)	Connect Central Ave. to 59th Ave. and the potential future Loop 202 (8.5 mi.)
Tatum Extension	Connect Paradise Valley Mall to the Loop 101, Mayo Clinic, and Desert Ridge Marketplace (5 mi).
Additional Street Improvements	Funding for major maintenance and transportation projects, mobility improvements and technology enhancements.
TOTAL	\$5.62 (in billions)

## Enhanced Priorities

Funding for two additional High Capacity Transit (HCT) Corridors

Downtown Streetcar or other High Capacity Transit mode	Connect major commercial and employment centers with a form of high-capacity transit
24th Street	Connect Biltmore Fashion Park to Baseline Road, along the city's 4th highest ridership route
TOTAL	\$2.89 (in billions)

# PROJECTED COSTS

## Current Funding

**\$3.83 billion**

Tax rate = .4% over 20 years  
(Expires in 2020)

## Core Priorities

**\$27.56 billion**

Tax rate = .63% over 30 years

## Expanded Priorities

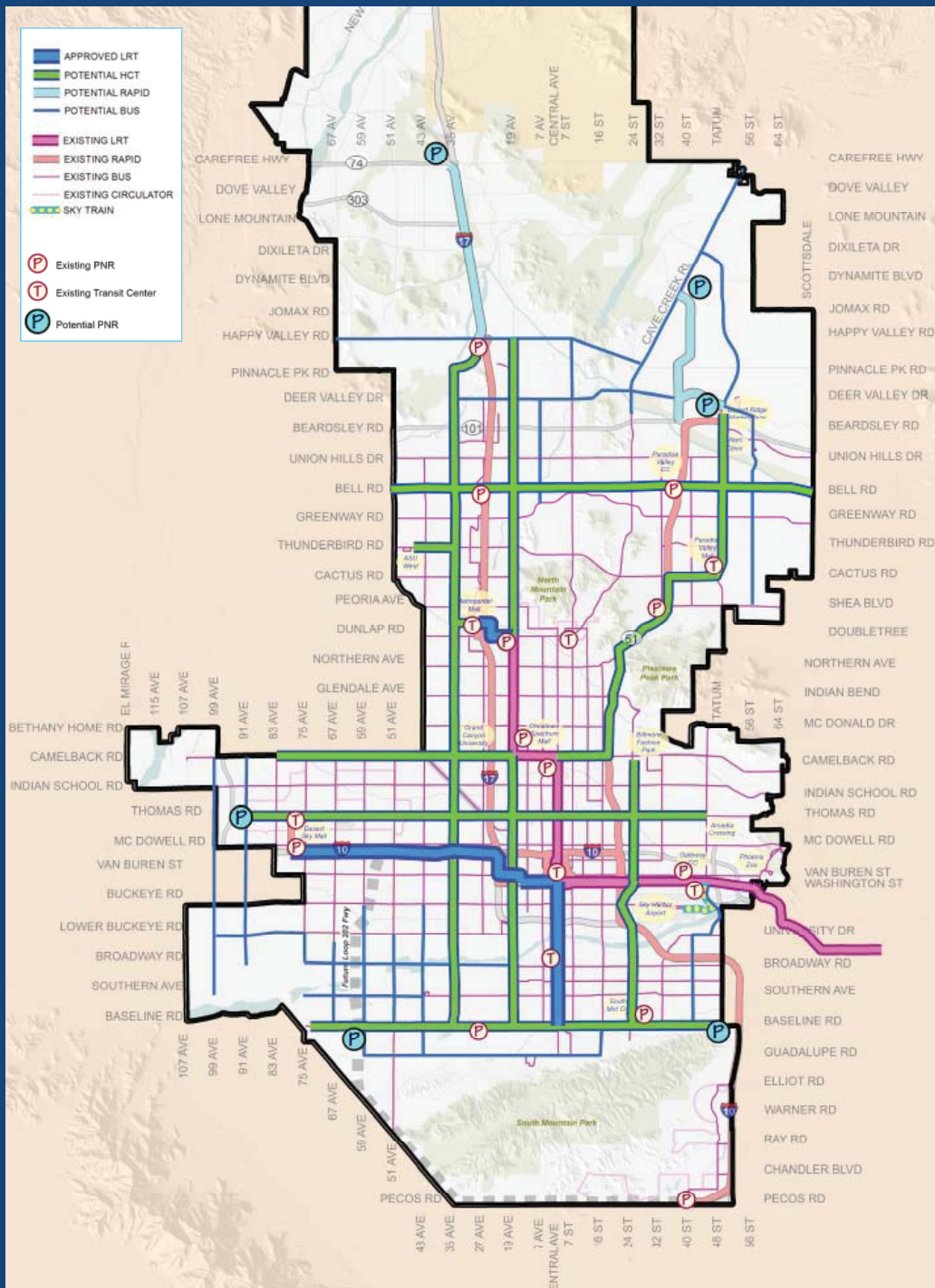
**\$33.028 billion**

Tax rate = .8% over 30 years

## Enhanced Priorities

**\$35.914 billion**

Tax rate = .85% over 30 years



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Let's Talk Transit



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