

COUNCIL MINUTES

April 3, 2023

The City Council of the City of Mesa met in a Study Session in the lower-level meeting room of the Council Chambers, 57 East 1st Street, on April 3, 2023, at 4:30 p.m.

COUNCIL PRESENT

John Giles
Francisco Heredia
Jennifer Duff
Mark Freeman
Alicia Goforth
Scott Somers
Julie Spilsbury

COUNCIL ABSENT

None

OFFICERS PRESENT

Christopher Brady
Holly Moseley
Jim Smith

Mayor Giles conducted a roll call.

1. Review and discuss items on the agenda for the April 3, 2023, Regular Council meeting.

All of the items on the agenda were reviewed among Council and staff and the following was noted:

Conflict of interest: None

Items removed from the consent agenda: None

In response to a question from Councilmember Somers regarding Item 4-g, **(Dollar Limit Increase to the Term Contract for Herbicide Application and Vegetation Removal Services for the Transportation Department (Citywide))**, on the Regular Council meeting agenda, Transportation Director RJ Zeder replied that as the City enters into new Intergovernmental Agreements (IGA) with the Arizona Department of Transportation (ADOT) for a variety of projects, the City will assume some basic maintenance responsibilities.

In response to a question from Councilmember Goforth regarding Item 5-a, **(Approving and authorizing the City Manager to enter into an Intergovernmental Agreement/Memorandum of Understanding with Maricopa Association of Governments (MAG) and various Arizona cities, towns, tribal governments, and political subdivisions regarding the engagement of a full-time Urban Water Ambassador in connection with the Rio Reimagined Urban Waters Federal Partnership and river revitalization for the Rio Salado. Each participating governmental agency will partially reimburse MAG for the cost of the Urban Water Ambassador's compensation; the City will contribute \$15,000 annually for four years, for a total contribution of \$60,000.)**, on the Regular Council meeting agenda, City Manager Christopher Brady replied that after long discussions and collaborations, the Rio Reimagined

project is ready to hire a representative. He emphasized the funding allows the City of Mesa (COM) to participate with other communities to benefit from the development of the Rio Salado area.

In response to a question from Councilmember Goforth, Development Services Department Director Nana Appiah clarified that based on the Statement of Intent (SOI) approved in 2018, this is the first time that an IGA will specifically hire a representative to coordinate other communities in a collaborative effort. He explained the duration of the project is four years; at the end of that time, the project will be evaluated in order to determine the next steps.

2-a. Hear a presentation, discuss, and provide direction on the Transportation Department budget.

Transportation Director RJ Zeder introduced Deputy Transportation Director Erik Guderian and Deputy Transportation Director Orlando Otero, and displayed a PowerPoint presentation. **(See Attachment 1)**

Mr. Zeder discussed the mission statement, as well as the priorities and objectives for the Transportation Department. He noted a plan reviewer is assigned to the Department to review new developments and redevelopments for traffic impacts and the Department collaborates with Development Services. He stated the City's performance measures for the pavement condition index (PCI) has been consistent with an overall average PCI score of 80.5 out of 100. He reviewed the status for the conversion of the City's existing high pressure sodium system streetlights to light-emitting diode (LEDs). He reported the City is ahead of schedule, and half of the 45,000 streetlights have been converted to LEDs. (See Pages 2 through 5 of Attachment 1)

In response to multiple questions from Councilmember Goforth, Mr. Zeder explained that the City aims to achieve an average PCI score of 70 and has scored in the 80s. He added a PCI score of 100 represents a new street, and mentioned a street becomes eligible for resurfacing when its score falls below 50.

Mr. Zeder reported that the City's goal is to remove graffiti within one business day following notification. He indicated the various ways to report graffiti removal and advised a second graffiti abatement employee will be added. (See Page 6 of Attachment 1)

Mr. Zeder presented the Expenditure Summary and explained the increase from the revised budget FY 22/23 of \$72.6 million to the proposed budget for FY 23/24 of \$73.9 million is primarily due to staff additions. (See Page 7 of Attachment 1)

In response to a request for clarification from Mr. Brady, Mr. Zeder stated that approximately 90% of the budget is split between two funding sources: Highway User Revenue funds, which is a mix of license fees, gas, taxes or registration fees; and three-tenths of one cent local street tax that the voters approved, which is dedicated to street maintenance.

Mr. Brady clarified that if the City is unable to spend all the funds on street overlays in one year, the funds will roll over to the following year. He remarked the City's goal is to continue increasing the number of lane miles for street overlays, which will result in a higher PCI score.

Mr. Zeder explained that although the City increased its street maintenance budget by \$10 million, this does not equate to an increase in lane miles due to higher costs.

Mr. Zeder reviewed the budget adjustments and pointed out that the City currently uses a single contractor for all concrete repairs and day-to-day maintenance; it does not include construction of new roadways or sidewalks. He commented that the contractor can take up to 30 days for repairs and the proposal for six full-time employees and equipment is for the City to create an in-house crew to reduce the time on safety-related repairs, if funding is available. (See Page 8 of Attachment 1)

In response to a question from Councilmember Spilsbury, Mr. Brady shared the funds will be sourced from the Transportation Sales tax.

Mr. Zeder described the budget adjustment for paving equipment is a one-time request to purchase larger equipment for in-house staff to perform asphalt projects. He commented on the purpose of the budget adjustment for signals equipment; due to supply chain issues, it has been difficult to obtain new equipment and parts for existing equipment. He explained the addition of a bucket truck will allow the City to conduct signal repairs, which are directly safety related. (See Pages 9 and 10 of Attachment 1)

Assistant Economic Development Director Jaye O'Donnell provided some history on the branding and launch process of the Asian District to revitalize West Mesa. She mentioned in addition to leading the branding effort, the Office of Economic Development has also been responsible for leading other branding initiatives, including the Falcon District, and is currently working on the Broadway Corridor. (See Page 11 of Attachment 1)

Ms. O'Donnell described the unveiling of the Asian District's new brand in January of 2020, the relaunch in 2022, and the successful promotion of the Asian District to new visitors and customers. She noted, as a result of a public-private partnership with property owners, a fourth large-scale mural was added in 2022 to the district. She presented an image of the Asian District logo that symbolizes the coming together of different Asian cultures in the district while still maintaining their individuality. She outlined the location of the monument signs and provided an image of the proposed signs. She mentioned the City is seeking the private sector to contribute to additional signage in the future, and reported the two signs that are being proposed by the City would be at a one-time cost of \$180,000. She stated similar signage was implemented for the Falcon District. (See Pages 13 and 14 of Attachment 1)

Vice Mayor Heredia commented that he has received positive feedback and support on the features of the signage that announce the Asian District. He mentioned the City has received a great amount of media attention and has good traction all around the restaurants and grocery options that enhance the Asian District area.

Mr. Zeder concluded with a summary of the total budget adjustment costs. (See Page 15 of Attachment 1)

In response to a question from Vice Mayor Heredia, Mr. Zeder replied that the Council authorized joining the Southwest Asphalt Consortium that is being led by Arizona State University (ASU). He stated the main objective in joining the Consortium is to review pavement designs from a cost-effectiveness standpoint with a goal to increase pavement life.

Mayor Giles thanked staff for the presentation.

2-b. Hear a presentation, discuss, and provide direction on the Transit Service Department budget including an update on the Transit Master Plan.

Transit Services Director Jodi Sorrell displayed a PowerPoint presentation. **(See Attachment 2)**

Ms. Sorrell reviewed the public purpose, priorities and objectives for the Transit Services Department. She stated the City received \$800,000 from the federal government for bus shelters and the City will match that with the \$400,000 in this year's budget to add approximately 40 new micro shelters. (See Pages 2 and 3 of Attachment 2)

Ms. Sorrell presented a map and discussed the phases of the Rio East/Dobson Streetcar extension. She outlined the Transit Oriented Development (TOD) study area boundaries which consist of two different studies and overlap each other. (See Page 4 of Attachment 2)

Ms. Sorrell summarized the opportunities and challenges for the Transit Service Department. She discussed the performance metrics which are all ridership driven. She commented light rail ridership and fixed route bus ridership is beginning to increase post COVID; however, the Park and Ride usage has not bounced back from COVID and is indicative of Mesa's express ridership trips. She explained the goal of having more RideChoice trips than Paratransit trips since RideChoice is a more flexible service for residents and is less expensive per trip for the City. (See Pages 5 through 7 of Attachment 2)

Ms. Sorrell provided a budget summary and highlighted a number of items that received COVID stimulus funds between fiscal year (FY) 21/22 through 23/24. She noted approximately \$47 million of federal funding was received by the City to offset Transit's \$30 million that would otherwise have been funded by the General Fund. She stated after this year, the COVID money will not be available. (See Page 8 of Attachment 2)

In response to a question from Councilmember Duff, Ms. Sorrell explained how the one-time COVID stimulus fund received in FY 21/22 was used to offset the City's costs for transit. She noted accessible transit has enough funds through the course of Proposition 400 to fund both Paratransit and RideChoice without having to request any General Fund funds, as in the past.

Ms. Sorrell advised that in July, Broadway Road will transition from being funded by the City's General Fund to being funded by Proposition 400. She added that in October, the City will extend Route 48 in Tempe into Riverview to grow transit ridership in that corridor to support the street car project. (See Page 9 of Attachment 2)

Ms. Sorrell provided a summary of the estimated total net costs for the City's contracted services. She commented that Proposition 400 is important to the City of Mesa and how the City funds its Transit Services. (See Page 10 of Attachment 2)

Ms. Sorrell provided an update on the Bus Stop Shade Program. She reported two years ago that the City received budget funds to design micro shelters, and she presented an image of the shelters and their modularity to allow expansion as bus ridership increases, allowing the City to maximize the use of its resources. (See Page 11 of Attachment 2)

Mayor Giles thanked staff for the presentation.

3. Acknowledge receipt of minutes of various boards and committees.

3-a. Sustainability and Transportation Committee meeting held on March 9, 2023.

It was moved by Councilmember Spilsbury, seconded by Councilmember Somers, that receipt of the above-listed minutes be acknowledged.

Upon tabulation of votes, it showed:

AYES – Giles–Heredia–Duff–Freeman–Goforth–Somers–Spilsbury

NAYS – None

Carried Unanimously.

4. Current events summary including meetings and conferences attended.

Mayor Giles and Councilmembers highlighted the events, meetings and conferences recently attended.

5. Scheduling of meetings.

City Manager Christopher Brady stated that the schedule of meetings is as follows:

Thursday, April 6, 2023, 7:30 a.m. – Study

6. Convene an Executive Session.

It was moved by Councilmember Freeman, seconded by Councilmember Spilsbury, that the Council adjourn the Study Session at 5:29 p.m. and enter into an Executive Session.

Upon tabulation of votes, it showed:

AYES – Giles-Heredia-Duff-Freeman-Goforth-Somers-Spilsbury

NAYS – None

Carried Unanimously.

6.a Discussion or consultation for legal advice with the City Attorney. (A.R.S. §38-431.03A (3))
Discussion or consultation with the City Attorney in order to consider the City's position and instruct the City Attorney regarding the City's position regarding pending or contemplated litigation or settlement discussions conducted in order to avoid or resolve litigation. (A.R.S. §38-431.03A (4))

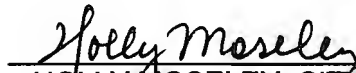
1. *Violeta D'Silva v. City of Mesa*

Maricopa County Superior Court, Case No. CV2021-007414

7. Adjournment.

Without objection, the Study Session adjourned at 5:49 p.m.

ATTEST:



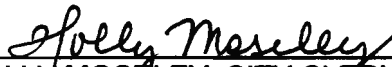
HOLLY MOSELEY, CITY CLERK





JOHN GILES, MAYOR

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the City Council of Mesa, Arizona, held on the 3rd day of April 2023. I further certify that the meeting was duly called and held and that a quorum was present.



HOLLY MOSELEY, CITY CLERK

lr
(Attachment – 2)

Transportation Department

Monday Study Session April 3, 2023

Presented by:

RJ Zeder, Transportation Director

Erik Guderian, Transportation Deputy Director

Orlando Otero, Transportation Deputy Director

Fiscal Year 2023/24

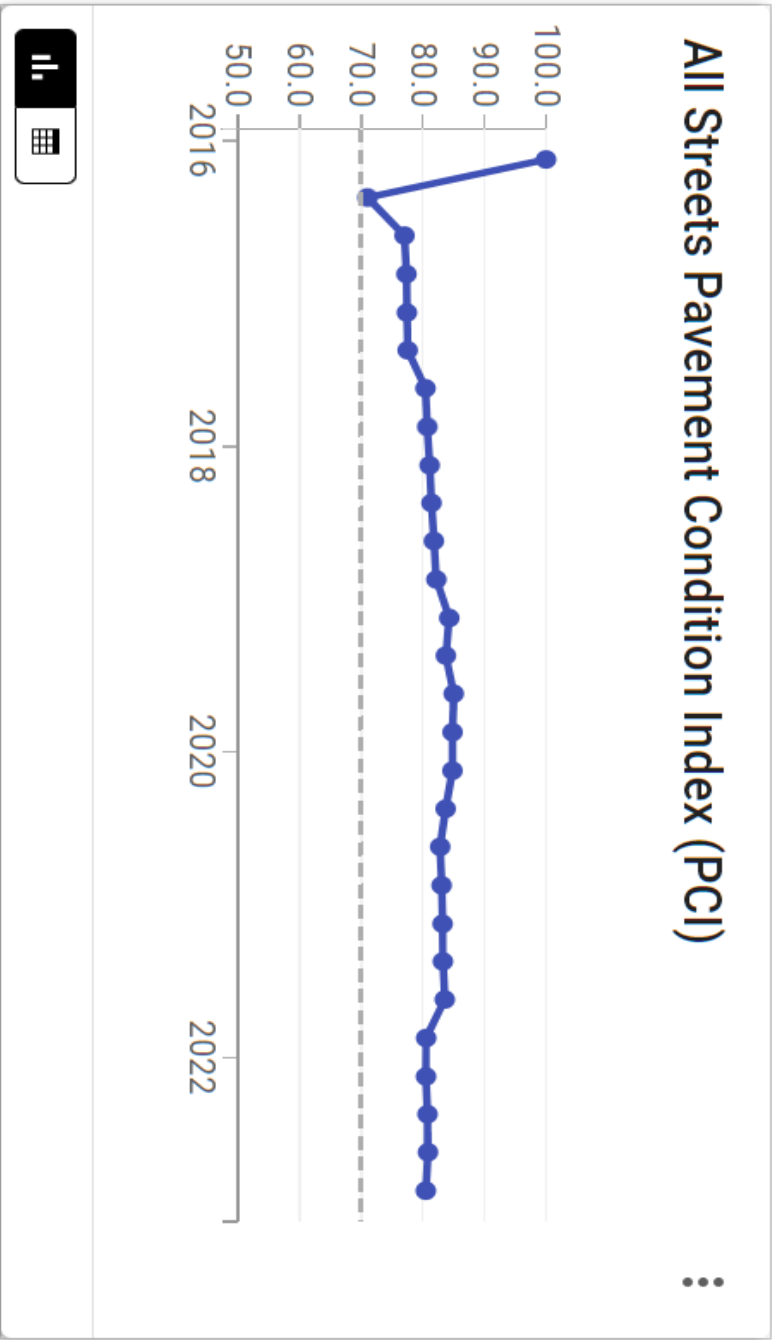
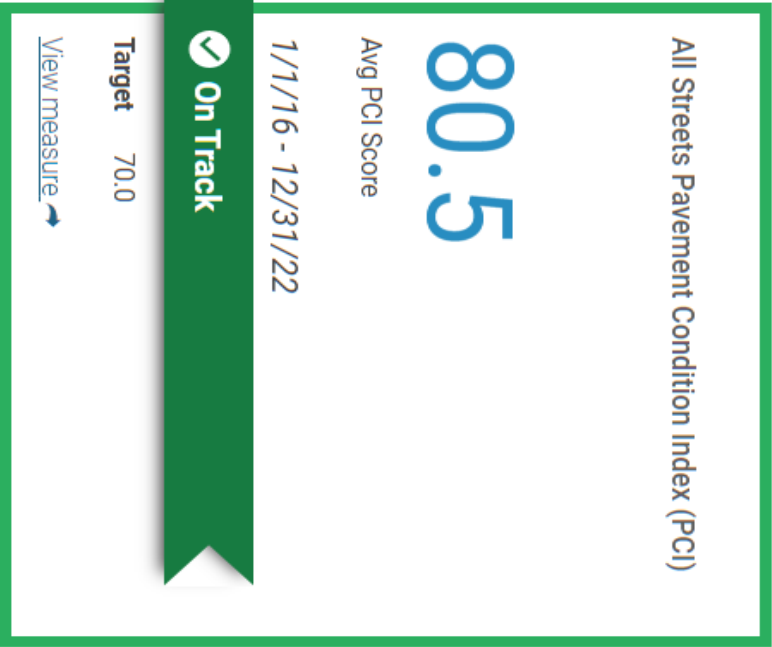
Public Purpose

The mission of the Transportation Department is to serve the public by planning, designing, operating and maintaining a high quality, multi-modal transportation system for the City of Mesa so that residents and visitors can move safely, effectively, and efficiently through the transportation network.

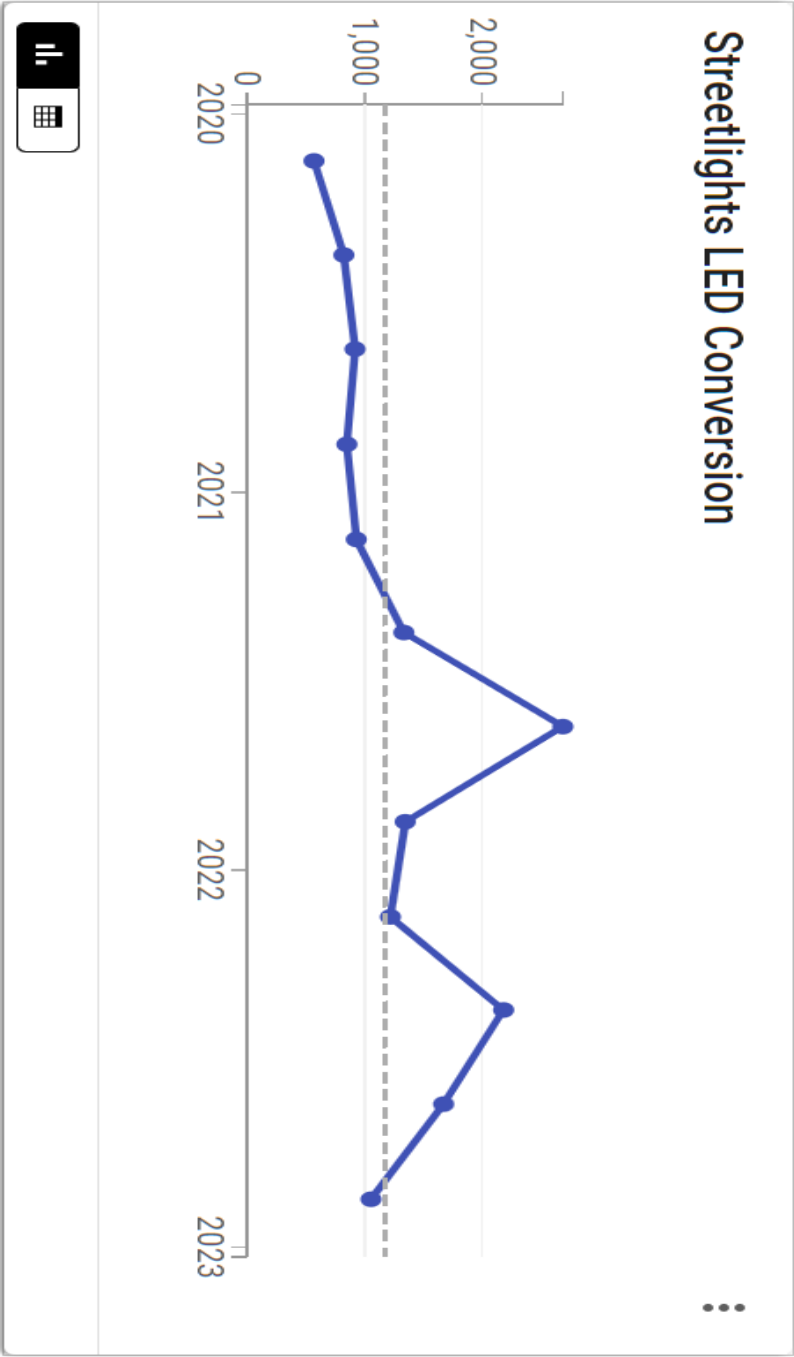
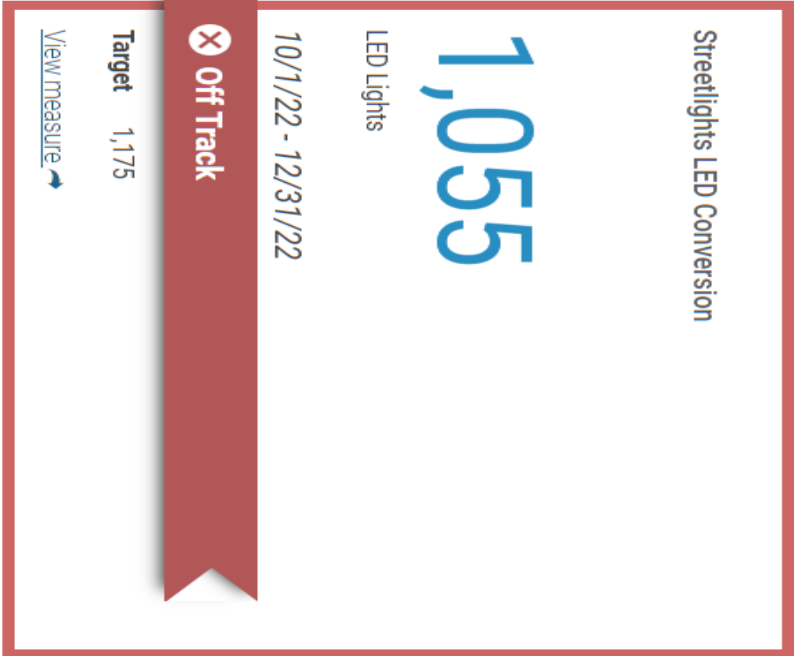
rities/Objectives

- Maintain existing transportation system
- Monitor and address safety
- Keep up with development

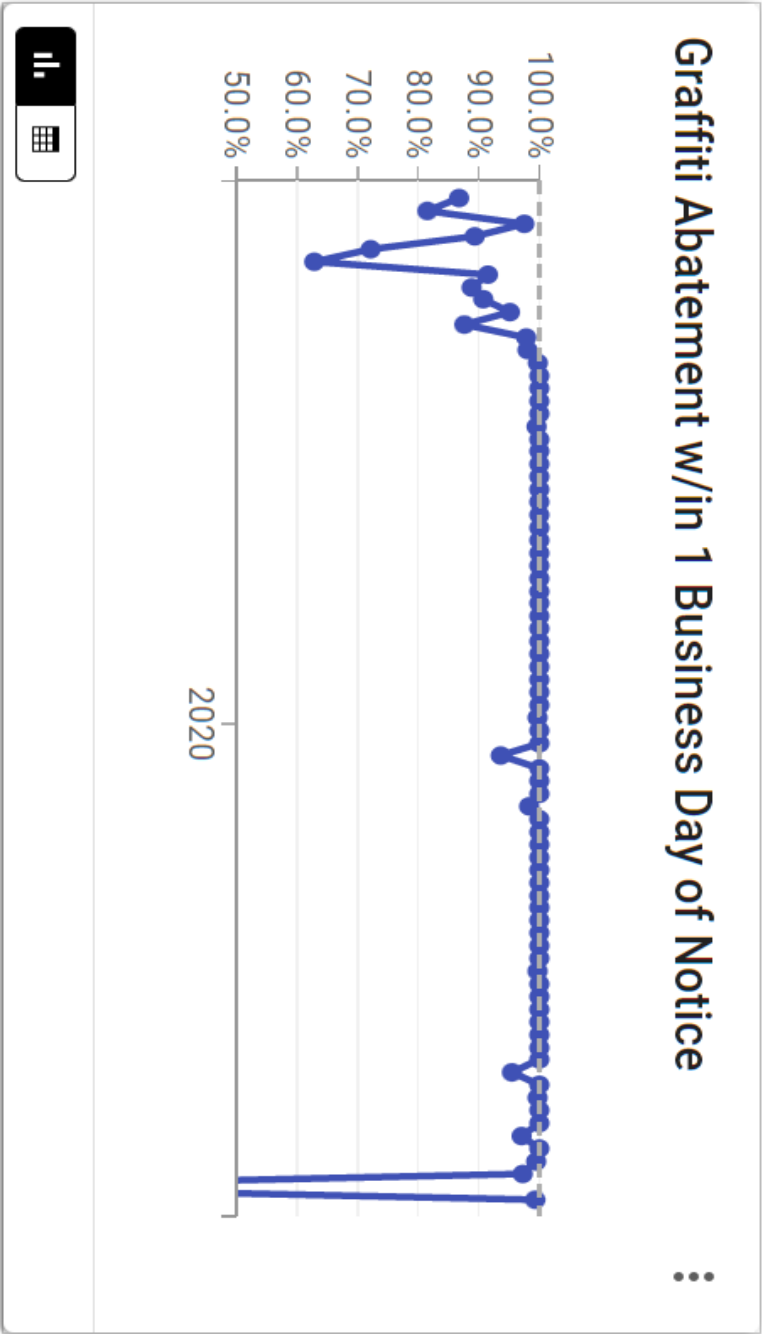
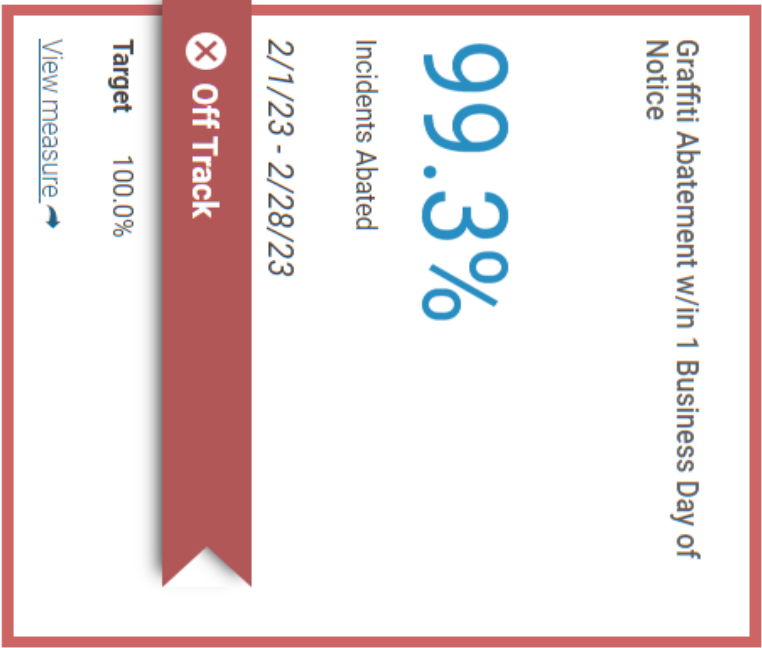
Performance Measure for Pavement



Performance Measure for Streetlights



Performance Measure for Graffiti:



Expenditure Summary

Core Business Process (or Service Level)	FY 21/22 Year End Actuals	FY 22/23 Revised Budget	FY 22/23 Year End Estimate	FY 23/24 Proposed Budget
Field Operations	\$33.80	\$44.43	\$40.21	\$45.70
Traffic Engineering	\$ 6.80	\$ 8.17	\$ 7.34	\$ 8.20
Streets Overlays	\$ 5.70	\$20.00	\$20.00	\$20.00
Total	\$46.30	\$72.60	\$67.55	\$73.90

* Dollars in millions

Increasing Pedestrian Access - Budget Adjustment (1 of 4)

- In-house Concrete Crew (6 FTE and Equipment) - \$1.63M
 - Recruit a Foreman, Equipment Operator II, Equipment Operator I, and three Field Workers for an in-house crew
 - Equipment: ready-mix truck, backhoe, dump truck and two stake-bed trucks
 - Commodities: Concrete Materials at \$110,000 annually
 - Reduce response time to repair safety hazards to 15 days or less from 30 days with increase pedestrian access
 - Current contractor not able to meet scheduling demands
 - Promote safe and efficient multi-modal Transportation System

get Adjustment (2 of 4)

- Paving Equipment - \$1.38M
 - Asphalt paver, compaction roller, dump truck, heavy-haul trailer
 - For use with full width street repairs and large patch maintenance (requiring over 100 tons asphalt)
 - Current equipment does not meet the specifications for large scale projects
 - Having proper equipment promotes safety for workers on the job
 - Short-term rentals not available for specialty equipment
 - Promote safe and efficient multi-modal system

Signal Adjustment (3 of 4)

- Signals Equipment - \$410K
 - Aerial Bucket Truck and Utility Truck
 - Attain the proper spare ratio for the traffic signal equipment to meet maintenance demands and improve the response time
 - Due to an aging Fleet, of the five Aerial Lift Trucks available, four were recently turned in for repair at around the same time
 - Promote a safe and efficient multi-modal system

get Adjustment (4 of 4)

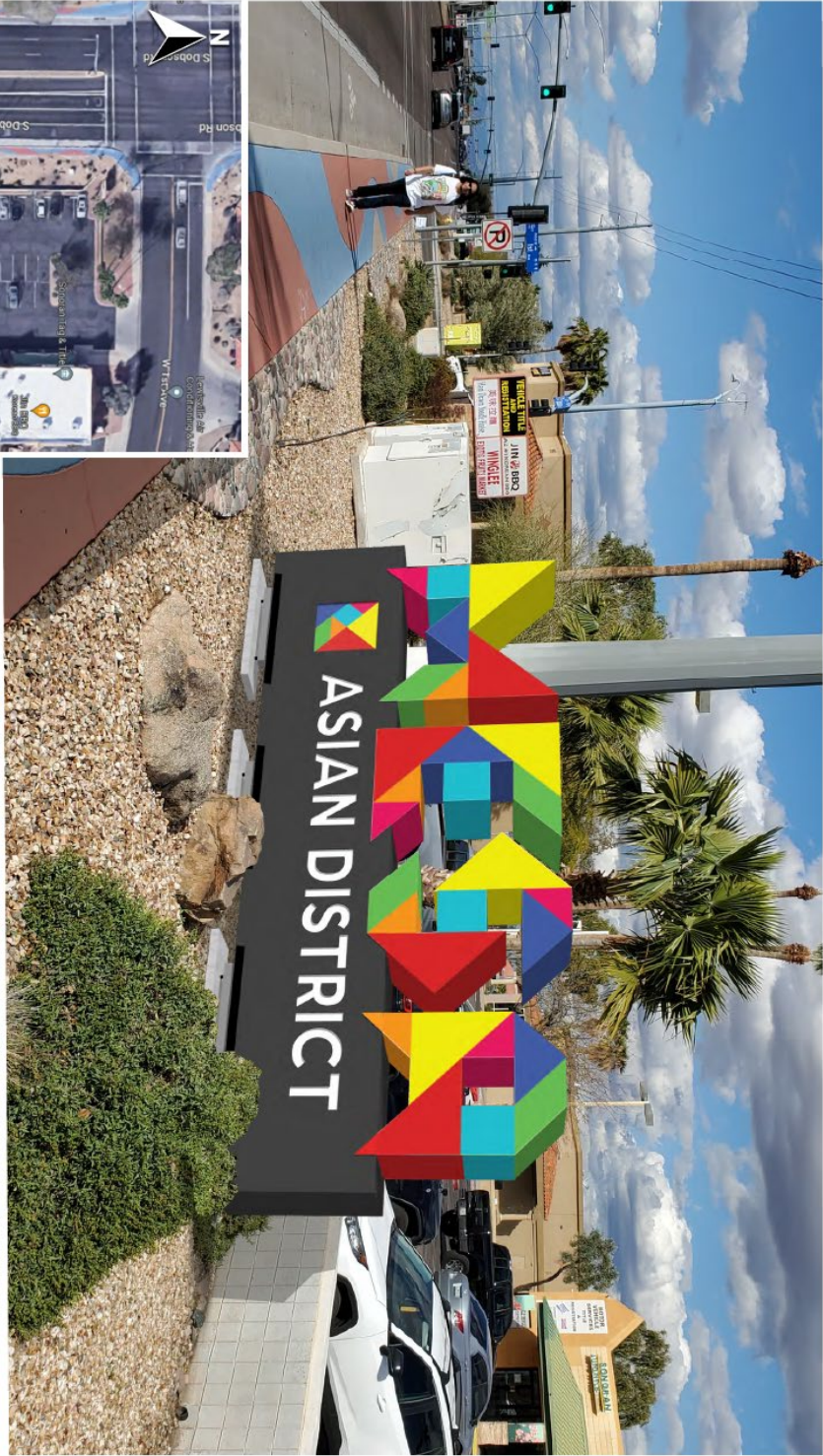
- Asian District Monument Signage - \$180K
 - Install two distinctive “Mesa” signs along Dobson Road
 - Design based on the tangram: a seven-piece Chinese geometric puzzle
 - One time cost of \$180,000
 - Leveraging public investment with private support
 - Placemaking for the community at large

Asian District Monument Sign (1 of 3)



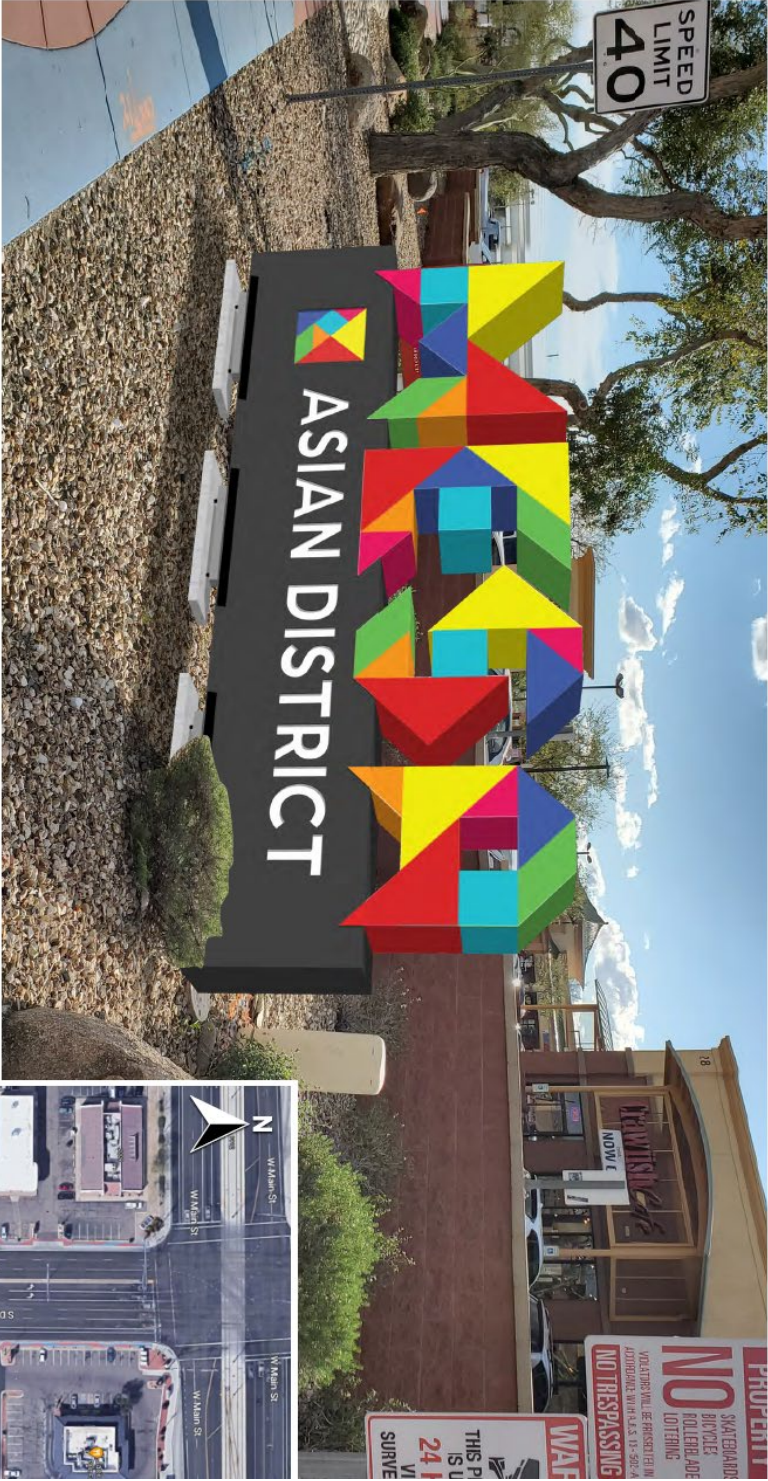
Asian District Monument Sign (2 of 3)

APPROXIMATE PROPOSED INSTALL LOCATION #1 | TRAVELING NORTH ON DOBSON
RELATIVE SCALE: 1/4" = 1'-0"



Asian District Monument Sign (3 of 3)

APPROXIMATE PROPOSED INSTALL LOCATION #2 | TRAVELING SOUTH ON DOBSON
RELATIVE SCALE: 1/4" = 1'-0"



23/24 Budget Adjustment Summary

Adjustment	FTE	One-Time	Ongoing	Council Strategic Priorities
In House Concrete Crew	6	\$985,000	\$640,340	Neighborhoods & Placemaking, Community Health and Safety
Pavement Equipment	0	\$1,380,000		Neighborhoods & Placemaking, Community Health and Safety
Signals Equipment	0	\$410,000		Community Health and Safety. Thriving Economy
Asian District Monument Signage	0	\$180,000		Strong Community Connections, Neighborhoods & Placemaking
Total	6	\$2,955,000	\$640,340	

research.n



HURF and Local Streets Fund Forecast

	FY 21/22 Actuals	FY 22/23 Year End Estimate	FY 23/24 Forecast	FY 24/25 Forecast	FY 25/26 Forecast	FY 26/27 Forecast	FY 27/28 Forecast
Estimated Beginning Fund Balance	\$79.65	\$112.48	\$97.10	\$77.65	\$54.14	\$52.92	\$53.50
Total Revenues (HURF + Local Streets Fund)	\$98.61	\$96.08	\$88.84	\$90.52	\$93.65	\$95.71	\$97.88
Operating Expenses							
Department Operating Costs	\$36.99	\$41.11	\$49.04	\$50.12	\$51.30	\$52.61	\$54.01
Other Department Indirect Costs	\$6.03	\$10.41	\$13.80	\$9.72	\$10.15	\$10.56	\$10.68
Total Operating Costs	\$43.02	\$51.52	\$62.83	\$59.84	\$61.45	\$63.17	\$64.68
Project Costs	\$10.37	\$48.13	\$33.66	\$42.53	\$29.32	\$27.89	\$28.51
HURF Debt Service Fund Transfer	\$12.39	\$11.81	\$11.80	\$11.67	\$4.10	\$4.06	\$(-)
Total Project Costs and Transfers Out	\$22.76	\$59.94	\$45.46	\$54.20	\$33.42	\$31.95	\$28.51
Total Expenses	\$65.78	\$111.46	\$108.29	\$114.04	\$94.86	\$95.12	\$93.19
Net Uses and Sources	\$32.83	\$(15.38)	\$(19.45)	\$(23.51)	\$(1.22)	\$0.59	\$4.69
Estimated Ending Fund Balance	\$112.48	\$97.10	\$77.65	\$54.14	\$52.92	\$53.50	\$58.20

*Dollars in millions

Transit Services

April 3, 2023

Presented by:

Jodi Sorrell, Transit Director

Fiscal Year 2023/24

Public Purpose

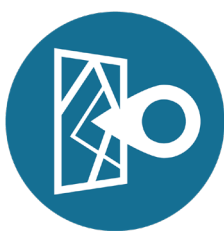
Provide transit options that support mobility, accessibility, and economic vitality for the City of Mesa.



**Thriving
Economy**



**Sustainable
Environment**



**Neighborhoods &
Placemaking**

rities/Objectives

Priorities

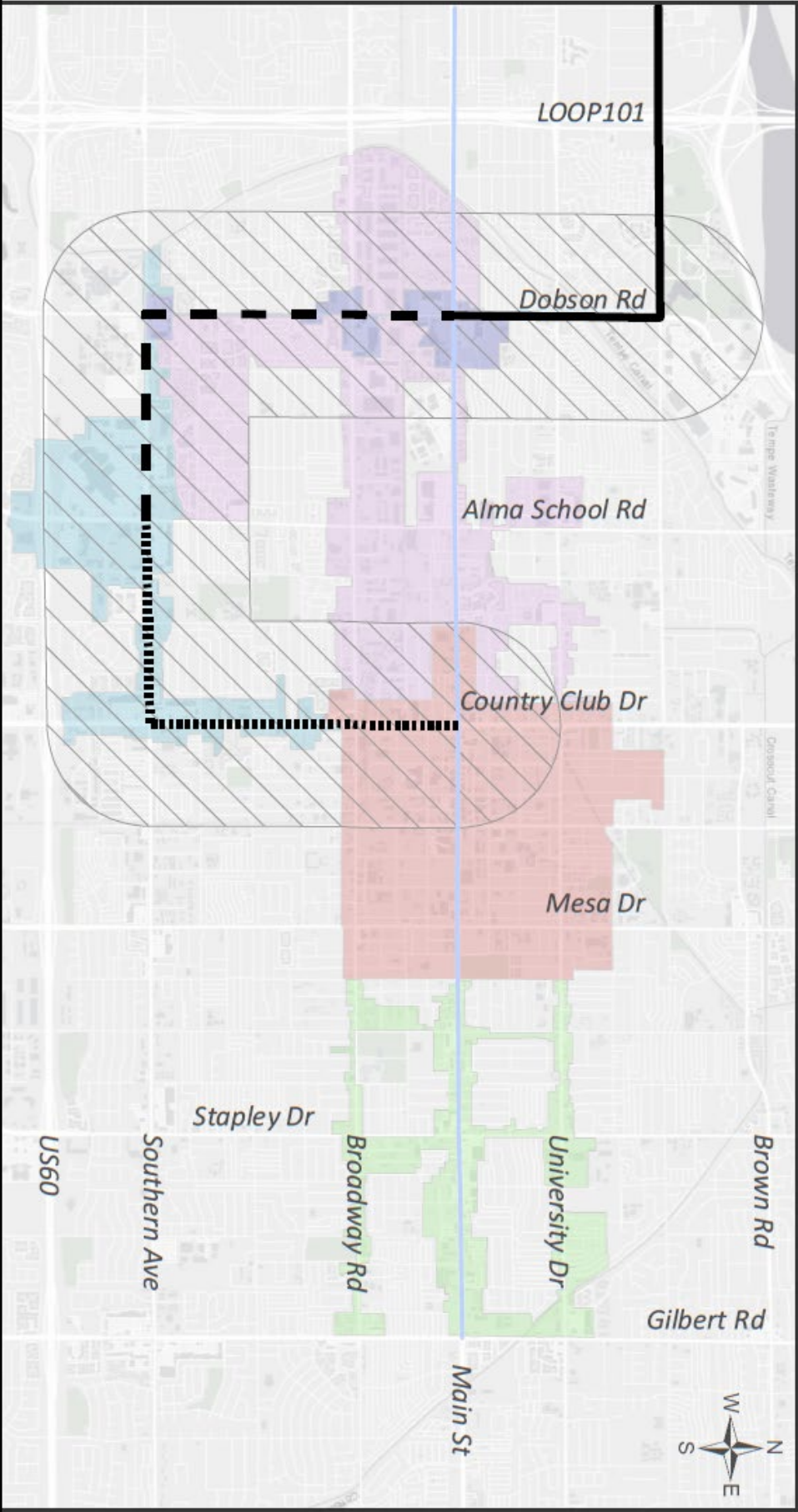
- Transit Master Plan
- Federally Funded Shelters
- Rio East/Dobson Streetcar Study
- Mesa CONNECTED TOD Study

Opportunities

- Increasing trees around transit stops and reduce turf at our facilities and in our projects to reduce urban heat.
- Install microshelters to provide shade along bus routes
- Use outcome from Transit Master Plan to increase transit ridership

Challenges

- Regional funding status is uncertain after 12/31/2025
- Staffing



Legend

 Study Area (1/2 MI)

 Light Rail

Streetcar Routes

 Phase 1 Rio Salado East/Dobson Streetcar Extension

 Phase 2 Streetcar Extension

 Phase 3 Potential Streetcar Extension

Economic Development Redevelopment Areas (RDA)

 Mesa Town Center RDA

 Asian District RDA

 East RDA

 West RDA

 Southwest RDA

rities/Objectives

Priorities

- Transit Master Plan
- Federally Funded Shelters
- Rio East/Dobson Streetcar Study
- Mesa CONNECTED TOD Study

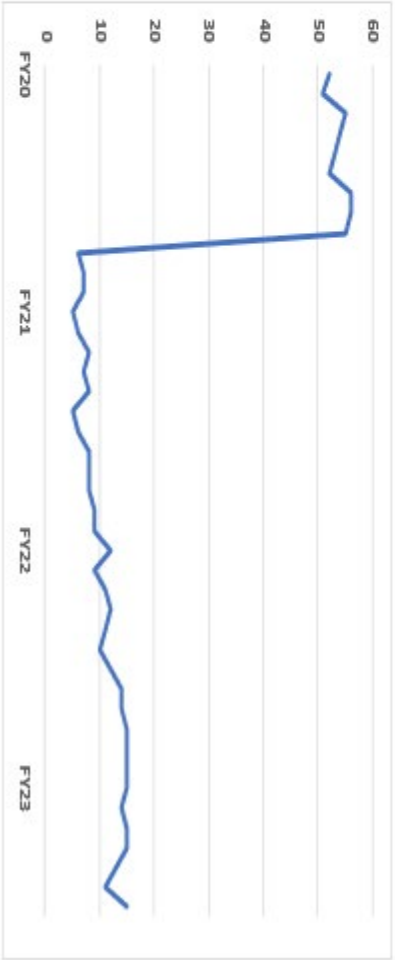
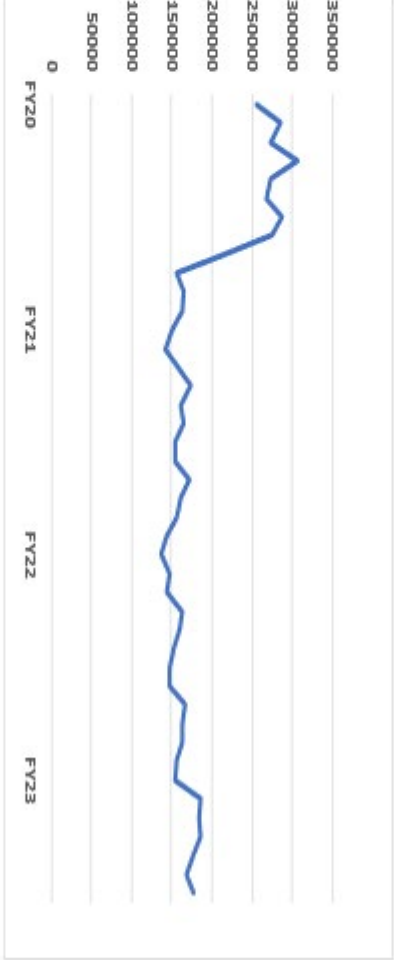
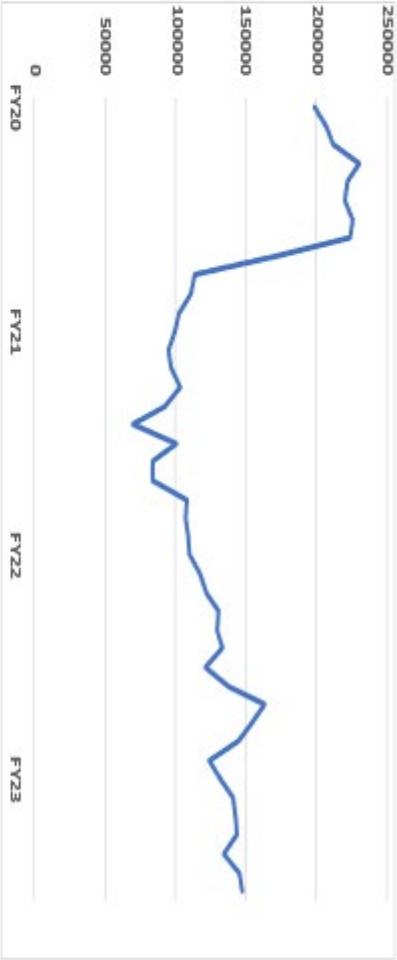
Opportunities

- Increasing trees around transit stops and reduce turf at our facilities and in our projects to reduce urban heat.
- Install microshelters to provide shade along bus routes
- Use outcome from Transit Master Plan to increase transit ridership

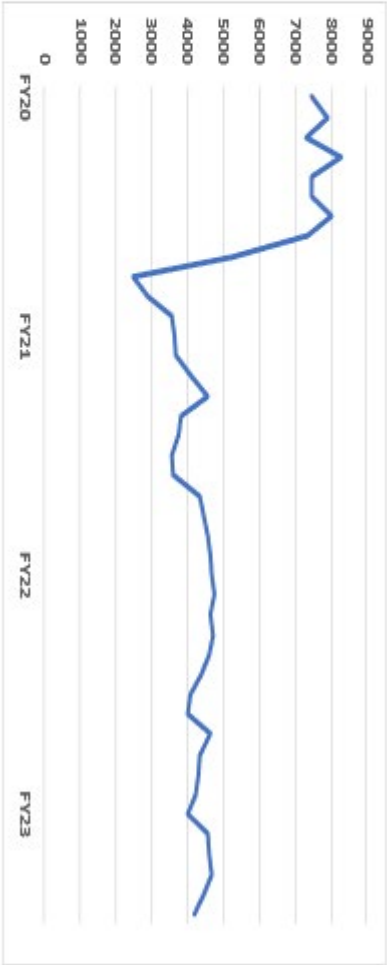
Challenges

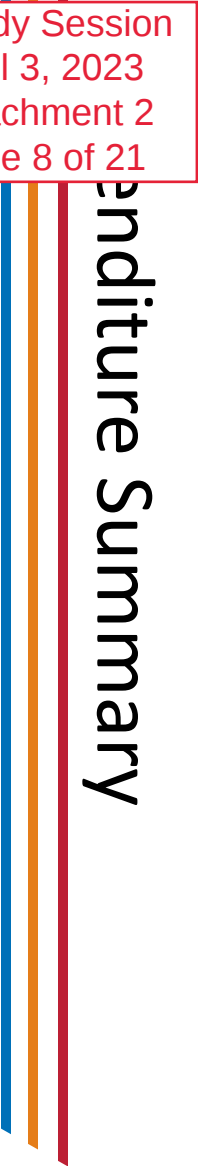
- Regional funding status is uncertain after 12/31/2025
- Staffing

Performance Metrics



Performance Metrics





Expenditure Summary

Core Business Process	FY 21/22		FY 22/23		FY 22/23		FY 23/24
	Year End Actuals		Revised Budget		Year End Estimate		
	Transit Fund	COVID stimulus funds received by the City	Transit Fund	COVID stimulus funds received by the City	Transit Fund	COVID stimulus funds received by the City	Proposed Budget
Administration	\$0.5		\$2.6		\$2.6		\$1.0
Light Rail	\$5.7	\$7.3	\$10.0	\$6.2	\$10.0	\$6.2	\$17.3
Fixed-Route Bus	\$1.9	\$3.2	\$5.2		\$5.6		\$4.2
Accessible Transit	\$0.0	\$1.6	\$0.0		\$0.0		\$0.0
Facility O&M	\$0.6		\$1.0		\$1.0		\$0.8
Total	\$8.7	\$12.1	\$18.8	\$6.2	\$19.2	\$6.2	\$23.3
Light Rail Revenue	\$1.7		\$1.3		\$1.8		\$1.7
Advertising/Other	\$0.5		\$1.0		\$1.4		\$0.1
Total	\$2.2		\$2.3		\$3.2		\$1.8



3/24 Prop. 400 Service Enhancements

July 2023

Route 45 (Broadway Road) transitions from being locally funded to Proposition 400 funding (*FY24 estimated cost of \$3.2M*)

October 2023

Route 48 (48th Street) will extend on Rio Salado from current end of line at Tempe Marketplace to Riverview. This extension will be funded by Proposition 400 (*FY24 estimated cost of \$230K*)



Contracted Services Estimates (in estimated net costs after VM adjustments)

Service	Prop 400 Funded	Locally Funded	Total
Light Rail		\$15.7	\$15.7
Fixed-Route Bus	\$23.2	\$4.2	\$27.4
Paratransit	\$3.3		\$3.3
RideChoice	\$1.9		\$1.9
Total	\$28.4	\$19.9	\$48.3

Dollars in Millions

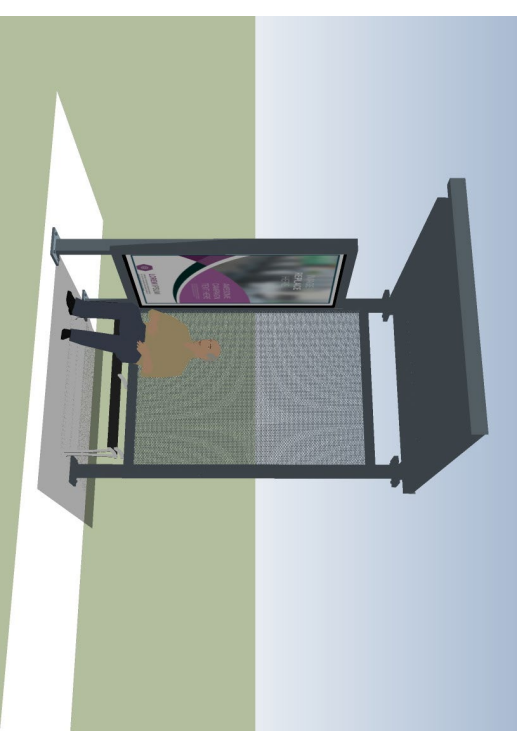
Stop Shade Program Update

Shade Study

- 350 bus stops evaluated
- 192 were shaded from another source
 - Adjacent Building
 - Vegetation
 - Tree
 - Wall

Micro shelter

Federal Grant





Transit Master Plan Update





What is Transit?

A public service that helps people move around if they don't have access to a car or want to skip the drive.



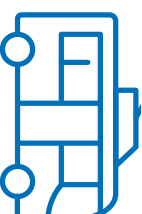
Light Rail



Streetcar



Local & Express Bus



Neighborhood Circulator



Microtransit



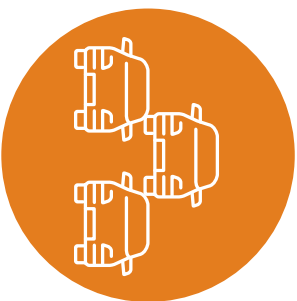
Paratransit

Why is Transit Important?

Besides being especially helpful for people without access to a car or who are unable to drive, transit can help more people at one time and help reduce congestion and pollution.



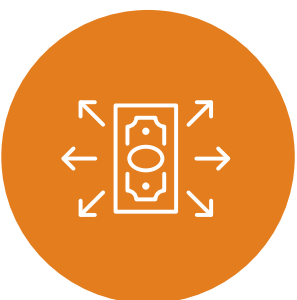
Improves
Quality of Life



Reduces Traffic
Congestion



Social Equity
Resource



Economic
Growth



Sustainable
Future



Mesa's Transit Today

In 2022, Mesa's transit services provided more than **3.4 million** rides.



Mesa Transit Snapshot



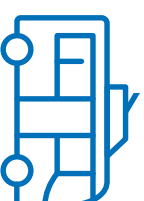
Light Rail

5.5 Miles
7 Stations in Mesa



Local & Express Bus

19 Routes in Mesa
700 Bus Stops
4 Park and Rides
3 Transit Centers



BUZZ Circulator

2 Neighborhood Routes
Downtown BUZZ & Fiesta BUZZ



Paratransit & RideChoice

Door-to-Door / Curb-to-Curb
Service for People with Disabilities

Mesa's Transit Master Plan

Enhances existing transit services and explores innovative transit programs for Mesa

- Creates a road map to reach Mesa's short-term (2030) and long-term (2050) transit goals



Community Outreach



Review Existing Transit Conditions



Understands Future Needs



Transportation Master Plan & General Plan Coordination



Service Development



Implementation Strategies

We Are Here



Community Outreach

Feedback will be used to understand Mesa community's needs and vision for transit services and developments.

In-Person Engagement Activities

- Leadership Interviews (Mayor and Councilmembers)
- Bus Operator Outreach
- Hacktivate Mesa
- Asian Festival 
- Mayor's Youth Committee
- Mesa Human Relations Advisory Board Meeting 
- I Love Mesa Day 



In coordination with General Plan and Transportation Master Plan



Public Survey

Feedback will be used to understand Mesa community's needs and vision for transit services and developments.

47 Hacktivate Mesa Live Polling responses received

876 Transit Master Plan Online Survey responses received *(as of 3/22/23)*

Other Ongoing Outreach Activities

- Stakeholder Interviews
- Valley Metro Transportation Coordinator Outreach
- Bus Rider Surveys



Pinnacle Prevention

Coordinated outreach efforts have been used to connect with west and central Mesa residents and community groups.



Strengthening Access and Connection In Mesa Through Transit-oriented Solutions

- Maricopa County Department of Public Health grant
- Led by Pinnacle Prevention - a non-profit organization
- Project will help Mesa residents use transit to gain access to food and community services.

Engagement Activities

- Pinnacle Prevention Community Advisory Board
- Stakeholder Interviews and community conversations

Transit Master Plan Next Steps

1. Assessment of needs (demographics, employment, and land use).
2. Develop vision, goals, and objectives.
3. Develop preliminary transit solutions.
4. Continue project coordination efforts.
5. Launch Transit Master Plan Survey 2 (May/June).

research.n

