



City of Avondale

City Council Meeting

Monday, April 7, 2025

Mayor and Council

Mike Pineda, Mayor

Curtis Nielson, Vice Mayor

Tina Conde, Councilmember | Jeannette Garcia, Councilmember

Gloria Solorio, Councilmember | Shari Weise, Councilmember

Max White, Councilmember

Administration

Ron Corbin, City Manager

Tracy Stevens, Assistant City Manager | Katie Gregory, Assistant City Manager

Dale Nannenga, Deputy City Manager | Nicholle Harris, City Attorney

Marcella Sarmiento, City Clerk

City Council Chamber

11465 West Civic Center Drive

Avondale, AZ 85323

Watch a City Council Meeting Online

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<https://www.avondaleaz.new.swagit.com/views/540/>

Please note, the live stream will not be monitored by staff; therefore, anyone wishing to address the City Council shall appear in person to speak.



City Council Meeting Notice & Agenda Monday, April 7, 2025

CITY COUNCIL CHAMBER | 11465 WEST CIVIC CENTER DRIVE | AVONDALE AZ, 85323

Request to Speak: Anyone wishing to address the Council regarding items listed on the agenda or under unscheduled public appearance should submit a Request to Speak online at <http://www.avondaleaz.gov/requesttospeak> prior to consideration of that agenda item.

REGULAR MEETING

5:30 PM

Physical Access to the Council Chambers will be available 30 minutes prior to the meeting.

CALL TO ORDER BY MAYOR PLEDGE OF ALLEGIANCE & MOMENT OF REFLECTION

1. ROLL CALL BY THE CITY CLERK

2. PRESENTATION ITEMS (DISCUSSION ONLY)

a. AVONDALE FIRE AND MEDICAL CITIZEN'S ACADEMY

The 2025 Fire and Medical Citizen's Academy graduates will be recognized for completion of the program. This item is for discussion only.

b. PROCLAMATION - MONTH OF THE MILITARY CHILD

City Council will present a proclamation recognizing April 2025 as the Month of the Military Child to celebrate and recognize City of Avondale employees who have served or are currently serving our nation as a member of our military while also being a parent or who have a partner who is serving or has served. This item is for discussion only.

c. PROCLAMATION - NATIONAL CRIME VICTIMS' RIGHTS WEEK

City Council will present a proclamation recognizing April 6th - 12th, 2025 as National Victims' Rights Week, focusing on the theme of "Kinship" to promote victim support and healing. This item is for discussion only.

d. PROCLAMATION - NATIONAL LIBRARY WEEK AND 2025 BOOKMARK CONTEST

City Council will present a proclamation recognizing April 6th - 12th, 2025 as National Library Week, celebrating the valuable role libraries, librarians, and library workers play in transforming lives and strengthening our communities. Additionally, City Council will recognize the three winners of the 2025 Bookmark Contest. This item is for discussion only.

e. PROCLAMATION - WEEK OF THE YOUNG CHILD

City Council will present a proclamation to Valley of the Sun United Way, First Things First, and Arizona Association of Education of Young Children recognizing April 5 - 11 as the Week of the Young Child. The Week of the Young Child is an annual celebration that focuses public attention on the needs of young children and their families and recognizes the early childhood programs and services that meet those needs. This item is for discussion only.

f. PROCLAMATION - NATIONAL PUBLIC SAFETY TELECOMMUNICATORS WEEK

City Council will present a proclamation recognizing April 13th - 19th, 2025 as National Public Safety Telecommunicators Week to honor and celebrate the crucial work of public safety telecommunicators, individuals who serve as the first point of contact for citizens during times of crisis. This item is for discussion only.

g. PROCLAMATION - COURT APPOINTED SPECIAL ADVOCATES VOLUNTEER WEEK

City Council will present a proclamation recognizing April 5 - 11, 2025 as CASA Volunteer Week honoring Court Appointed Special Advocates (CASA) who are trained volunteers, appointed by a judge to advocate for the best interests of children living in foster care, ensuring their voices are heard, and their needs are met in court proceedings, placement decisions, and other critical areas. This item is for discussion only.

3. UNSCHEDULED PUBLIC APPEARANCES (Time is limited per person. Please state your name.)

4. CONSENT AGENDA

Items on the consent agenda are of a routine nature or have been previously studied by the City Council at a work session. They are intended to be acted upon in one motion. Council members may pull items from consent if they would like them considered separately.

a. MINUTES

City Council will consider a request to approve the March 4, 2025 and March 5, 2025 City Council meeting minutes. The Council will take appropriate action.

b. RESOLUTION 1015-0425 - FIRST AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF GLENDALE, THE CITY OF PEORIA, THE CITY OF SURPRISE, THE CITY OF AVONDALE, THE CITY OF EL MIRAGE, AND MARICOPA COUNTY COMMUNITY COLLEGE DISTRICT FOR THE GLENDALE REGIONAL PUBLIC SAFETY TRAINING CENTER

City Council will consider a request to adopt Resolution 1015-0425, approving the first amendment to the Intergovernmental Agreement amongst the City of Glendale, the City of Peoria, the City of Surprise, the City of Avondale, and the Maricopa County Community College District, which adds the City of El Mirage to the partnership for the management of the Glendale Regional Public Safety Training Center and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

c. RESOLUTION 1016-0425 - PARKS AND RECREATION ADVISORY BOARD BYLAW CHANGES

City Council will consider a request to adopt Resolution 1016-0425, amending the bylaws of the Parks and Recreation Advisory Board to update meeting frequency requirements and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

d. RESOLUTION 1017-0425 - TITLE VI IMPLEMENTATION PLAN RELATING TO PUBLIC TRANSPORTATION SERVICES

City Council will consider a request to approve Resolution 1017-0425, adopting the City of Avondale Title VI Implementation Plan relating to public transportation to ensure compliance with the applicable requirements and be entitled to receive federal funds for the transit program, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

- e. **ORDINANCE 2011-0425 - AMENDMENT OF AVONDALE CITY CODE, CHAPTER 21, ARTICLE I, SECTION 21-2 - RELATING TO OBSTRUCTION OF STREETS OR SIDEWALKS**
City Council will consider a request to adopt Ordinance 2011-0425, amending Avondale City Code, Chapter 21 (Streets and Sidewalks), Article I (In General), Section 21-2 (Obstruction of Streets or Sidewalks) which will allow for enforcement of urban camping restrictions in public spaces and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.
- f. **ORDINANCE 2012-0425 - AMENDMENT OF AVONDALE CITY CODE, CHAPTER 15, ARTICLE I, SECTION 15-11 - C.4 - RELATING TO NOISE AND PETS**
City Council will consider a request to adopt Ordinance 2012-0425, amending Avondale City Code, 15-11 C.4 Noise (Pets) and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.
- g. **ORDINANCE 2013-0425 – ACQUISITION OF REAL PROPERTY FOR PUBLIC USE – PUBLIC PARK**
City Council will consider a request to adopt Ordinance 2013-0425 authorizing the acquisition of real property by Quiet Title, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.
- h. **ORDINANCE 2014-0425 – ACQUISITION OF REAL PROPERTY FOR PUBLIC USE – FIRE STATION AND A PUBLIC SAFETY FACILITY**
City Council will consider a request to adopt Ordinance 2014-0425, authorizing the acquisition of real property by Quiet Title, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.
- i. **ORDINANCE 2015-0425 - REAL ESTATE PURCHASE FOR WATER SYSTEM IMPROVEMENTS**
City Council will consider a request to adopt Ordinance 2015-0425, authorizing the acquisition of real property for water system use as a water production, treatment, storage and pressure boosting pump station site; authorize the necessary award authority, budget transfers, and the creation of a capital improvement project; and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.
- j. **MAP OF DEDICATION FOR PRIME DATA CENTER – SIERRA ESTRELLA AVONDALE BOULEVARD – APPLICATION PL-24-0304**
City Council will consider a request by William Ziegler of Olsson, Inc., on behalf of 11753 Lower Buckeye Property LLC, for approval of Application PL-24-0304, a Map of Dedication for Prime Data Center – Sierra Avondale Boulevard located generally north of Broadway Road and west of Avondale Boulevard, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

5. REGULAR AGENDA

- a. **RESOLUTION 1018-0425 - AVONDALE GENERAL OBLIGATION BOND ELECTION 2025 - RESOLUTION ORDERING AND CALLING ELECTION**
City staff will present the Citizen Bond Committee's recommendation and City Council will consider a request to approve the Citizen Bond Committee's recommendation and adopt Resolution 1018-0425, ordering and calling a special bond election to be held on November 4, 2025 and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

b. PUBLIC HEARING AND ORDINANCE 2016-0425 - SJ ACQUISITIONS INDUSTRIAL DEVELOPMENT REZONE- APPLICATION PL-24-0201

City Council will hold a public hearing and consider a request to adopt Ordinance 2016-0425, approving a request by Wendy Riddell of Berry Riddell, LLC, to rezone approximately six and a half (6.59) gross acres located west of the northwest corner of 4th Street and Lower Buckeye Road and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The rezoning would modify the existing General Industrial (A-1) zoning that limits the use to a mini-storage warehouse with ancillary recreational vehicle (RV) storage to A-1 zoning with revised conditions to allow for a light industrial development. The Council will take appropriate action.

c. PRESENTATION AND DISCUSSION OF THE CITY MANAGER'S RECOMMENDED BUDGET

City Council will receive a general overview of the City Manager's proposed budget for fiscal year 2026 (FY2026). This item is for discussion only.

6. SUMMARY OF CURRENT EVENTS FROM MAYOR, VICE MAYOR, AND COUNCILMEMBERS

(5 minutes)

7. ADJOURNMENT

Councilmembers of the City of Avondale will attend either in person or by telephone or video conference call. Individuals with special accessibility needs, including sight or hearing impaired, large print, or interpreter, should contact the City Clerk at 623-333-1200 or TDD 623-333-0010 at least two business days prior to the Council Meeting.

Los miembros del Concejo de la Ciudad de Avondale participaran ya sea en persona o por medio de llamada telefonica o por video. Personas con necesidades especiales de accesibilidad, incluyendo personas con impedimentos de vista u oido, o con necesidad de impresion grande o interprete, deben comunicarse con la Secretaria de la Ciudad at 623-333-1200 o TDD 623-333-0010 cuando menos dos dias habiles antes de la junta del Concejo.

ITEM NUMBER: 2.a.

SUBJECT: Avondale Fire and Medical Citizen's Academy

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Larry Rooney, Fire Chief

THROUGH: Dale Nannenga, Deputy City Manager, (623) 333-1017

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Public Health and Safety - Avondale is a city where all people feel safe and secure, relying on trusted public and community-based resources.
-

PURPOSE:

The 2025 Fire and Medical Citizen's Academy graduates will be recognized for completion of the program. This item is for discussion only.

BACKGROUND:

Avondale's Fire and Medical (AFM) Citizen Academy is a program designed for citizens of Avondale, surrounding communities, and members of the business community to provide an inside look at the Avondale Fire and Medical Department. This is an 8-class program hosted by AFM Administration where participants will earn certificates in CPR and Stop-The-Bleed.

DISCUSSION:

The Avondale Fire and Medical Citizen's Academy participants will be recognized for their civic engagement through participation in the program.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

This item is for information only.

Contact person for document distribution: n/a

ITEM NUMBER: 2.b.

SUBJECT: Proclamation - Month of the Military Child

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Andy Mesquita, HR Director

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Connected Community - Avondale will work directly and closely with our communities to develop programs and infrastructure that connect residents to the city's resources, the region, and each other.
-

PURPOSE:

City Council will present a proclamation recognizing April 2025 as the Month of the Military Child to celebrate and recognize City of Avondale employees who have served or are currently serving our nation as a member of our military while also being a parent or who have a partner who is serving or has served. This item is for discussion only.

BACKGROUND:

This April during the Month of the Military Child (MOMC) join us in recognizing our military-connected children. The life of a military kid is a blend of unique adventures and challenges. It's important to keep in mind that they serve our country too, as part of a military family... not just in April, but all year long. Celebrate the challenges and triumphs of our military-connected children. These amazing kids selflessly sacrifice for our country and are brave, proud, and strong.

We would like to celebrate and recognize our City of Avondale employees who have served or are currently serving our nation as a member of our military while also being a parent or who have a partner who is serving or has served.

DISCUSSION:

Please read the proclamation for the Month of the Military Child.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

This item is for presentation only.

*Contact person for document distribution: Andy Mesquita, HR Director
Liana Bell, Organizational Development / Training Manager
Whitney Castro, Management Analyst*



PROCLAMATION

MONTH OF THE MILITARY CHILD – APRIL 2025

Whereas, since 1986, the Department of Defense has recognized military children during the month of April. Because of their service, commitment, and sacrifice to supporting the military's mission, it is important to honor and celebrate our military's youngest heroes; and

Whereas, April 2025 Month of the Military Child theme is "Celebrating Military Children and Youth: Building Stronger Character and Relationships." Military children show bravery, fearlessness, and resiliency by adapting and meeting adversity head on in an ever-changing environment; and

Whereas, the children of military service members and veterans face unique challenges and experiences due to their parents' service, including frequent moves, changing schools, and the emotional impact of deployments, reintegration, or an injured or fallen parent, and

Whereas, the Month of the Military Child highlights our commitment to providing excellent education, childcare, and youth services to support military children and help them overcome the challenges they face; and

Whereas, the City of Avondale honors and appreciates the military-connected children and families in our community for their positivity, resilience, and the sacrifices they make. We also recognize the dedication of military parents who serve while raising their families.

Whereas, the City of Avondale is proud to be home to many military-connected families, particularly staff members who continue to serve and residents stationed at Luke Air Force Base, one of the largest and most important military installations in the country. Our community has strong ties to the base, and we recognize the sacrifices and resilience of both the military children and the families who serve our nation from this vital installation; and

NOW, THEREFORE BE IT RESOLVED, I, Mike Pineda, by virtue of the authority vested in me as Mayor of the City of Avondale, Arizona, proclaim April 2025 as the Month of the Military Child and call upon the residents of Avondale to celebrate the challenges and triumphs of our military-connected children.

Proclaimed this 7th day of April 2025.

Attest:

Mayor

City Clerk

ITEM NUMBER: 2.c.

SUBJECT: Proclamation - National Crime Victims' Rights Week

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Memo Espinoza, Chief of Police

THROUGH: Dale Nannenga, Deputy City Manager

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Connected Community - Avondale will work directly and closely with our communities to develop programs and infrastructure that connect residents to the city's resources, the region, and each other.
-

PURPOSE:

City Council will present a proclamation recognizing April 6th - 12th, 2025 as National Victims' Rights Week, focusing on the theme of "Kinship" to promote victim support and healing. This item is for discussion only.

BACKGROUND:

Crime deeply impacts individuals and communities, and the theme of "KINSHIP" highlights the strength found in connection, support, and shared resilience. For the city of Avondale, kinship is vital in building peer networks, fostering healing, and creating lasting change through collective action and trauma-informed care.

The City of Avondale is dedicated to supporting crime victims through two Victim Advocates, providing essential care and resources to help individuals heal and rebuild their lives. One advocate is stationed at the Southwest Family Advocacy Center, while the other is assigned to the Police Department.

DISCUSSION:

Please read the Month of National Crime Victims' Rights Week proclamation.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

This item is for presentation only.

Contact person for document distribution: Jenny Chavez



PROCLAMATION

National Crime Victims' Rights Week

April 6 – 12, 2025

Whereas, crime affects individuals, families, and communities in profound and varied ways, often leaving lasting physical, emotional, and social challenges;

Whereas, the concept of kinship underscores the connections that build bridges to support, services, and shared strength among survivors, advocates, and communities;

Whereas, kinship is the foundation of victim advocacy, inspiring trauma-informed care that meets survivors where they are;

Whereas, through kinship, we build peer networks and community alliances that empower survivors, foster resilience, and offer pathways to healing;

Whereas, KINSHIP reminds us of the strength that comes from connection, the importance of listening to every voice, and the power we have to create lasting change when we work together;

NOW, THEREFORE, I, Mike Pineda, by virtue of the authority vested in me as Mayor of the City of Avondale, Arizona, do hereby proclaim the week of April 6-12, 2025, as Crime Victims' Rights Week. This proclamation reaffirms our dedication to building connections, standing in kinship with survivors, and creating a future where healing and hope are within reach for everyone.

Proclaimed this 7th day of April 2025.

Attest:

Mayor

City Clerk

ITEM NUMBER: 2.d.

SUBJECT: Proclamation - National Library Week and 2025 Bookmark Contest

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Corey Larriva, Parks and Recreation Director

THROUGH: Tracy Stevens, Assistant City Manager, (623) 333-1014

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Areas:

Innovative Program and Service Delivery - Avondale will continue to serve as a model of innovative, efficient, and responsive government.

Diverse Recreation and Entertainment Opportunities - Avondale provides residents with the ability to connect with amenities, businesses, and their community, enhancing the opportunity to live, work, and enjoy a healthy, active, and affordable lifestyle.

PURPOSE:

City Council will present a proclamation recognizing April 6th - 12th, 2025 as National Library Week, celebrating the valuable role libraries, librarians, and library workers play in transforming lives and strengthening our communities. Additionally, City Council will recognize the three winners of the 2025 Bookmark Contest. This item is for discussion only.

BACKGROUND:

National Library Week is celebrated April 6th - 12th with a proclamation and themed days recognizing how libraries enrich lives, foster lifelong learning, and strengthen the community through access to information, resources, and services. National Library Week, observed annually in April and sponsored by the American Library Association (ALA), is a nationwide celebration of libraries and their contributions to education, literacy, and community engagement.

Libraries serve as vital community hubs, providing access to books, technology, programs, and services that support lifelong learning and personal growth.

This week also recognizes the dedication of librarians and library staff who play a critical role in connecting individuals with knowledge and resources. By celebrating National Library Week, we acknowledge the impact of our local libraries in fostering informed, empowered, and connected communities.

The 2025 Bookmark Contest was open to Avondale students in grades Kindergarten through 12th, and the winning bookmarks will be professionally printed and distributed at the libraries.

DISCUSSION:

Specific 2025 events and topics to be discussed during the week include:

- Monday, April 7th: Right to Read Day, a day for readers, advocates, and library lovers to take action to protect, defend, and celebrate the right to read.
- Tuesday, April 8th: National Library Workers Day, a day for library staff, users, administrators, and friends groups to recognize the valuable contributions made by all library workers.
- Wednesday, April 9th: National Library Outreach Day, a day to celebrate library outreach and the dedicated library professionals who are meeting their patrons where they are.
- Thursday, April 10th: Take Action for Libraries Day, a day to rally advocates to support libraries.

BUDGET IMPACT:

Not Applicable

RECOMMENDATION:

This item is for discussion only.

Contact person for document distribution: Stacy Swainston



PROCLAMATION

National Library Week 2025

Whereas, libraries spark creativity, fuel imagination, and inspire lifelong learning, offering a space where individuals of all ages can explore new ideas and be drawn to new possibilities;

Whereas, libraries provide free and equitable access to books, digital tools, and innovative programming, ensuring that all individuals—regardless of background—have the support they need to learn, connect, and thrive;

Whereas, libraries partner with schools, businesses, and organizations, connecting the dots to maximize resources, increase efficiency, and expand access to essential services, strengthening the entire community;

Whereas, libraries nurture young minds through storytimes, STEAM programs, and literacy initiatives, fostering curiosity and a love of learning that lasts a lifetime;

Whereas, libraries serve as vibrant community hubs, connecting people with knowledge, technology, and resources while fostering civic engagement, critical thinking, and lifelong learning;

Whereas, dedicated librarians and library workers provide welcoming spaces that inspire discovery, collaboration, and creativity for all;

NOW, THEREFORE BE IT RESOLVED, I, Mike Pineda, by virtue of the authority vested in me as Mayor of the City of Avondale, Arizona, do hereby proclaim April 6 – 12, 2025, as National Library Week. During this week, I encourage all residents to visit their library, explore its resources, and celebrate all the ways that the library draws us together as a community.

Proclaimed this 7th day of April 2025.

Attest:

Mayor

City Clerk

ITEM NUMBER: 2.e.

SUBJECT: Proclamation - Week of the Young Child

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Corey Larriva, Parks and Recreation Director

THROUGH: Tracy Stevens, Assistant City Manager, (623) 333-1014

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Areas:

- Diverse Recreation and Entertainment Opportunities - Avondale provides residents with the ability to connect with amenities, businesses, and their community, enhancing the opportunity to live, work, and enjoy a healthy, active, and affordable lifestyle.
-

PURPOSE:

City Council will present a proclamation to Valley of the Sun United Way, First Things First, and Arizona Association of Education of Young Children recognizing April 5 - 11 as the Week of the Young Child. The Week of the Young Child is an annual celebration that focuses public attention on the needs of young children and their families and recognizes the early childhood programs and services that meet those needs. This item is for discussion only.

BACKGROUND:

Week of the Young Child™ (WOYC) is an annual celebration hosted by the National Association for the Education of Young Children (NAEYC) and Arizona Association of Education of Young Children. WOYC celebrates early learning, young children, their teachers, and families.

This week-long celebration was established in 1971 by NAEYC to recognize the importance of early care and education.

DISCUSSION:

The City of Avondale would like to take this opportunity to thank First Things First, Arizona Association for the Education of Young Children, Read On Avondale, Read On Southwest Valley, and other community organizations, in conjunction with the National Association for the Education of Young Children, for working to improve early learning opportunities that provide a strong start for children in Avondale.

Join us to celebrate at the annual KidFest special event, bringing the community together on Saturday, April 12th, 2025 at Friendship Park from 9 a.m. to 1 p.m.

BUDGET IMPACT:

Not Applicable

RECOMMENDATION:

This item is for discussion only.

Contact person for document distribution: Stacy Swainston



PROCLAMATION

Week of the Young Child

Whereas, all young children deserve quality early learning environments that support them as lifelong learners; and

Whereas, nurturing parenting and quality accessible childcare build strong brains during the critical years from birth to age five; and

Whereas, Valley of the Sun United Way, First Things First, Arizona Association for the Education of Young Children, Read On Avondale, Read On Southwest Valley, and other community organizations, in conjunction with the National Association for the Education of Young Children, are celebrating the 54th anniversary of the Week of the Young Child; and

Whereas, these organizations are working to improve early learning opportunities that provide a strong start for children in Avondale; and

Whereas, early childhood educators and childcare providers who make a difference in the lives of young children deserve to be well-supported and well-compensated for their important work; and

Whereas, public policies that support early learning for all young children are crucial to the success of Arizona's families, communities, and economy.

NOW, THEREFORE BE IT RESOLVED, I, Mike Pineda, by virtue of the authority vested in me as Mayor of the City of Avondale, Arizona, do hereby proclaim April 5 – 11 as Week of the Young Child, and encourage all citizens to support investments in early childhood education in our community.

Proclaimed this 7th day of April 2025.

Attest:

Mayor

City Clerk

ITEM NUMBER: 2.f.

SUBJECT: Proclamation - National Public Safety Telecommunicators Week

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Memo Espinoza, Chief of Police

THROUGH: Dale Nannenga, Deputy City Manager

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Public Health and Safety - Avondale is a city where all people feel safe and secure, relying on trusted public and community-based resources.
-

PURPOSE:

City Council will present a proclamation recognizing April 13th - 19th, 2025 as National Public Safety Telecommunicators Week to honor and celebrate the crucial work of public safety telecommunicators, individuals who serve as the first point of contact for citizens during times of crisis. This item is for discussion only.

BACKGROUND:

National Public Safety Telecommunicators Week (NPSTW), recognized annually during the second week of April, is a time to honor and celebrate the crucial work of public safety telecommunicators—individuals who serve as the first point of contact for citizens during times of crisis. These professionals are an essential part of the emergency response system, providing a lifeline to those in urgent need of help.

Public safety telecommunicators include dispatchers, call takers, and emergency service coordinators who handle 911 calls, provide life-saving instructions, dispatch first responders, and ensure effective communication during emergencies. Their role requires exceptional skills, including critical thinking, quick decision-making, multitasking under pressure, and empathy. Often, they deal with high-stress situations, all while remaining calm, collected, and professional.

NPSTW was started in 1981 by Patricia Anderson of the Contra Costa County Sheriff's Office in California. In 1994, President William J. Clinton signed Presidential Proclamation 6667, declaring the second week of April as NPSTW.

DISCUSSION:

Please read the proclamation for National Safety Telecommunicators Week April 13-19, 2025.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

This item is for presentation only.

*Contact person for document distribution: Memo Espinoza
Jenny Chavez*



PROCLAMATION

National Public Safety Telecommunicators Week April 13 – 19, 2025

Whereas, emergencies that require police, fire or emergency medical services can occur at any time; and

Whereas, when an emergency occurs the prompt response of police officers, firefighters and paramedics is critical to the protection of life and preservation of property; and

Whereas, the safety of our police officers, firefighters and paramedics is dependent upon the quality and accuracy of information obtained from citizens who call the Avondale Police Department Communications Center; and,

Whereas, Public Safety Telecommunicators are the first and most critical contact our citizens have with emergency services; and

Whereas, Public Safety Telecommunicators are the single vital link for our police officers, firefighters, and paramedics by monitoring their activities by radio, providing them information and ensuring their safety; and

Whereas Public Safety Telecommunicators of the Avondale Police Department have contributed substantially to the apprehension of criminals; and

Whereas, each dispatcher has exhibited compassion, understanding and professionalism during the performance of their job in the past year.

NOW, THEREFORE, I, Mike Pineda, by virtue of the authority vested in me as Mayor of the City of Avondale, Arizona, do hereby proclaim the week of April 13-19, 2025, as National Public Telecommunicators Week in Avondale, in honor of the men and women whose diligence and professionalism keep our city and citizens safe.

Mayor Pineda

Attest: _____
City Clerk

ITEM NUMBER: 2.g.

SUBJECT: Proclamation - Court Appointed Special Advocates Volunteer Week

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Whitney Castro, Management Analyst

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Connected Community - Avondale will work directly and closely with our communities to develop programs and infrastructure that connect residents to the city's resources, the region and each other.
-

PURPOSE:

City Council will present a proclamation recognizing April 5 - 11, 2025 as CASA Volunteer Week honoring Court Appointed Special Advocates (CASA) who are trained volunteers, appointed by a judge to advocate for the best interests of children living in foster care, ensuring their voices are heard, and their needs are met in court proceedings, placement decisions, and other critical areas. This item is for discussion only.

BACKGROUND:

VOICES for CASA Children is a non-profit organization that supports the all-volunteer Court Appointed Special Advocates (CASA). CASA volunteers are Court Appointed Special Advocates, who are trained volunteers, appointed by a judge to advocate for the best interests of children living in foster care. This invaluable service builds a trusted relationship with their appointed youth, ensuring their voices are heard, and their needs are met in court proceedings, placement decisions and help the child hold on to their own dreams and thrive now and in the future.

DISCUSSION:

Please read the proclamation for CASA Volunteer Week, April 5-11, 2025.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

This item is for presentation only.

Contact person for document distribution: Whitney Castro



PROCLAMATION

CASA (Court Appointed Special Advocates) Volunteer Week

Whereas, Arizona's children are among our state's most precious resources, their health, safety, and well-being are fundamental to the state, sharing the same basic needs, desires, hopes, and dreams of every child; and

Whereas, each year, thousands of Arizona children enter the child welfare system due to abuse or neglect; experiencing uncertainty, instability, and a lack of consistent support during a challenging time in their young lives; and

Whereas, a Court Appointed Special Advocate (CASA) is a trained volunteer, appointed by a judge to advocate for the best interests of children living in foster care, ensuring their voices are heard and their needs are met in court proceedings, placement decisions, and other critical areas; and

Whereas, CASA volunteers provide an invaluable service; build trusted relationships with their appointed youth, advocate for stability, promote positive outcomes, and help the child hold on to their own dreams and thrive; and

Whereas, in Arizona, CASA volunteers work diligently in partnership with judges, attorneys, social workers, and community partners to ensure these children have support, resources, and opportunities, now and in the future; and the work of CASA volunteers has a profound and lasting impact on the lives of vulnerable children, providing them with a consistent, compassionate presence to help restore a more hopeful future; and

Whereas, CASA Volunteer Week provides an opportunity to recognize and honor the dedication of CASA volunteers, raise awareness about the urgent need for more individuals to step forward, and make a difference in the lives of children in foster care.

NOW, THEREFORE BE IT RESOLVED, I, Mike Pineda, by virtue of the authority vested in me as Mayor of the City of Avondale, Arizona, do hereby proclaim the week of April 5 – 11, 2025, as CASA Volunteer Week and applaud the extraordinary contributions of CASA volunteers.

Proclaimed this 7th day of April 2025.

Attest:

Mayor

City Clerk

ITEM NUMBER: 4.a.

SUBJECT: Minutes

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Marcella Sarmiento, City Clerk

THROUGH: Tracy Stevens, Assistant City Manager, (623) 333-1014

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area: Connected Community - Avondale will work directly and closely with our communities to develop programs and infrastructure that connect residents to the city's resources, the region, and each other. The approval of this agenda item provides residents with access to a previous meeting's minutes. The meeting minutes provide another outlet for residents to connect with the City Council.

PURPOSE:

City Council will consider a request to approve the March 4, 2025 and March 5, 2025 City Council meeting minutes. The Council will take appropriate action.

BACKGROUND:

Pursuant to Arizona Revised Statute § 38-431.01(B), the City must provide written minutes of all City Council meetings.

DISCUSSION:

City Council held a meeting and the attached minutes have been prepared for approval.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

Staff recommends City Council approve the March 4, 2025 and March 5, 2025 City Council meeting minutes.

Contact person for document distribution: Chris Pierson

WORK SESSION MINUTES OF THE AVONDALE CITY COUNCIL

CITY OF AVONDALE, ARIZONA

CITY COUNCIL CHAMBER

March 04, 2025

A **Work Session Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 West Civic Center Drive in open and public session at 8:10 a.m.

Members Present: Mayor Mike Pineda; Councilmembers Tina Conde, Jeannette Garcia, Gloria Solorio, Shari Weise, and Max White.

Members Absent: Vice Mayor Curties Nielson

Other Municipal Officials Present: Ron Corbin, City Manager; Tracy Stevens, Assistant City Manager; Katie Gregory, Assistant City Manager; Dale Nannenga, Deputy City Manager; Nicholle Harris, City Attorney; Marcella Sarmiento, City Clerk; Liz Barker Alvarez, Intergovernmental Affairs Administrator; Kirk Beaty, Public Works Director; Barbara Coppage, City Auditor; Memo Espinoza, Police Chief; Joel Evans, Facilities Director; Craig Jennings, Judge; Corey Larriva, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Andy Mesquita, Human Resources Director; Kimberly Moon, Engineering Director; Jodie Novak, Development Services Director; Abril Ruiz-Ortega, Court Administrator; Larry Rooney, Fire Chief; Jeffrey Scheetz, Chief Information Officer; Pier Simeri, Marketing and Public Relations Director; Jennifer Stein, Economic Development Director; and Renee Weatherless, Finance and Budget Director.

Audience: No members of the public were present.

1. ROLL CALL BY THE CITY CLERK

2. WELCOME AND INTRODUCTIONS

The Mayor, City Staff, and the Strategic Plan Consultant provided a welcome and instructions. This item was for discussion only.

3. PANEL DISCUSSIONS

City Council participated in the following panel discussions. This item was for discussion only.

Economic Development / Housing Panel

- Moderator: Jen Stein, Economic Development Director, City of Avondale
Provided an introduction noting the City of Avondale would not be successful without the strategic partners who help advance projects. Ms. Stein introduced the panelist who will provide an overview of their entity, role, obstacles, priorities, and the landscape.
- Jonathan Robles, Interim Associate Vice President for Community Alumni and Foundation Relations at Estrella Mountain Community College (EMCC) and has been there since 2009 where he manages fundraising for scholarships for students. Regarding

background information related to EMCC, the Community College system is uniquely American and there is no other open access system for higher education like it in the World. EMCC is thirty-three years old, being the youngest of the ten Community Colleges within the Maricopa Community College District and serves six municipalities.

The college builds partnerships within the community, welcomes opportunities to engage with municipalities, and other strategic partners. Priorities for the college include producing a workforce that serves the cities and economic development. Student retention is a main priority with a goal of increasing the number of completers to 1,300 by 2026. A focus on fundraising for students includes the recently launched EmpowerED three-year campaign with a goal of raising \$500,000. There is a potential of acquiring some State funding for the STEM, nursing, and teacher programs.

Working with multiple municipalities and their environments can be a challenge but rewarding at the same time as the college helps with their economic growth and workforce development. Ensuring students and their families have food to eat continues to be a challenge but there is a Basic Needs Taskforce in the district EMCC is working with to address basic needs. Transportation is always a challenge for students which Avondale's Micro Transit helps many of the students with. Opportunities for EMCC include Bachelor degree programs in Nursing, Business, IT, and Cyber Security coming within the next two years. There are seventy acres of undeveloped land that have had multiple ideas presented on how to develop through public and private relationships.

Key programs at EMCC and notable partnerships and awards include, Nursing, which is the second in the State with a 100 percent passing rate. Cyber Security which was formally designated as a National Centers of Academic Excellence in Cyber Security Defense by the National Security Agency and Department of Homeland Security. Artificial Intelligence program that partners as a Microsoft Data Center Academy and they provide \$100,000 in annual scholarships, Business program that is creating a small Business Development Center with actual office space. The dual enrollment program for high school students increased 102 percent. In 2022 EMCC received the Governors Innovation Award for Academia.

- Eric Tune, Senior Vice President with Brookfield Residential, a large-scale master plan developers and home builders. The primary business in Arizona is master plan development with three large scale communities one of which is in Avondale, called Alamar. Mr. Tune has been in master plan development for over twenty-five years.

Major struggles are workforce, supply chain, and costs. An example of the benefit of the public and private partnerships was creating an amenity which was a 50/50 split that benefited all of Avondale. The most important thing to focus on is skilled labor, which is a big struggle. It is imperative to find ways to entice the youth to enter the construction, engineering, and master plan development. There are also land constraints experienced in Phoenix. Continuing the partnership between the State Land Department and local agencies is a major part of this business.

- Jeff Campos, President, Southwest Valley Chamber of Commerce (SVCC) a nonprofit 501(c) (6) organization that represents six cities in the Southwest Valley where he has been for four years. The SVCC helps businesses grow by advocating for the members on economic interest through networking, collaborating, and community engagement. They also bring in new businesses that support community efforts using economic development referrals.

Along with advocating and representing the best interest of local businesses the SVCC share lobbyist with other chambers in the West Valley called the West Valley Chamber Alliance. The alliance meets weekly to discuss issues benefiting businesses and the cities. SVCC is having success using networking to connect with members, organizations, advance initiatives, and foster relationships between businesses. Training, educational, and mentorship programs, as well as access to market research are offered through SVCC for small businesses. They also promote tourism for the cities they represent.

The main goal is to promote and highlight existing community strengths to assist in getting others to gain interest in participating in the West Valley. A challenge is the growth that has occurred over the last four years with memberships and cities, which is a matter of having controlled growth and working more efficiently to deliver services as an organization.

- Clark Princell, President and Chief Executive Officer, Valley Partnership a thirty-eighty year old business that advocates for responsible and sustainable development within Maricopa County. The vast membership and the development segments they represent differentiate them from other development groups.

There are many good problems they are facing; the economy is diversified, there is a lot of uncertainty at the national level and the macro level related to goods, the price of goods, and potential impacts on labor. Valley Partnership works with community colleges and the trades to ensure an effective and stable workforce moving forward; however, the cost of financing and stable labor has increased leaving uncertainty. Locally there are three issues to point out.

1. Resources cut at the State level - work with cities to develop infrastructure and actively working with State partners to regain the resources necessary to build infrastructure and create communities.
2. Lack of power - working with utilities to obtain reliable power for the next project, while acknowledging how important Data Centers are.
3. Water – balancing needs and working with public jurisdictions and water providers to create certainty moving forward.

The goal is to obtain certainty going forward to attract capital and make investments in a region. Knowing those investments can derive value to pay back creditors in decades to come is vitally important.

- Sintra Hoffman, President and Chief Executive Officer, Westmarc an organization that has served the West Valley community for over 35 years in economic development support and public policy. Over the last nine years the key focus has been on workforce development, a key component to attracting businesses. Partnerships have been developed with EMCC and SVCC on their workforce development efforts, but there is still a challenge with construction workers.

Westmarc created a 501(c)(3) with their own board of directors that is dedicated to workforce development. Engaging with the business community to understand their needs and working closely with the education community to create programs that address the needs and graduate immediately employable students. A lead partner with Aqua Fria's Academies of the Southwest that serves the community by creating pathways for students to explore in high demand careers.

Westmarc works with all communities to bring them together as a region, which allows brokers to view the West Valley region. They will be supporting Avondale and eight other communities with a Health Care Investment forum later this month. Avondale has experienced quality growth and become a community of opportunity, within a region of opportunity with perception. Westmarc created a new strategic plan focusing on five pillars.

1. Marketing the region – working with community development partners
2. Supporting business growth – with investment forums
3. Supporting infrastructure – SR-30 and the opportunities it will bring to the City of Avondale, West Valley Region, and State of Arizona
4. Public policy – a delicate balance between the business and city needs provided there is funding support.
5. Regional data dashboard – working with ASU to build a regional dashboard that will provide resources for the West Valley.

The Mayor and Councilmembers were given an opportunity to commend and ask questions.

- ▶ Councilmember White commented on the common theme of “workforce development” and inquired how the City could attract residents and create a balance within the community. Ms. Hoffman recommended the business community open their doors to students to learn about the variety and multitude of career opportunities through internships or virtual meetings, because you must get them early on. Mr. Robles discussed internships through the Center for Workforce Development at EMCC, but not enough businesses participate. The Blackstone Charitable Foundation provides funding to businesses that hire students. It is important to provide this information to the businesses and helpful to the college. Mr. Lane noted exposure should begin in elementary school and instead of forcing a four-year college degree show them what they can do with a trade. The craft and trade group are aging out and no one is back filling.
- ▶ Councilmember Weise inquired if there are any apprenticeship programs in the trades for high school students to build skills and obtain an entry level job upon graduating. Ms. Hoffman provided an overview of the Academies of the Southwest opportunities that include marketing, health care, and construction. Ms. Stein explained the Economic Development Target Sectors for the City of Avondale that will be discussed later are in alignment with existing workforce or the future pipeline being created. Industry partners

are providing core competencies and necessary skills that can be incorporated into a curriculum and integrated into high school or earlier programs.

- ▶ Councilmember Solorio commented on the transportation barriers. Ms. Hoffman explained that is the top issue all schools are struggling with. A West Valley Pipeline 2.0 was created that focuses on social needs such as transportation, childcare, housing, and others. It continues to be worked on, but the major setback is funding. Mr. Corbin explained the City consistently looks for ways to address these issues through development and other programs to bring the training to where the people are. In this situation WeRide is flexible and available to bring students to and from school.

- ▶ Mr. Corbin inquired if EMCC has plans to create a skills program, HVAC, or engineering programs. Mr. Robles noted it would be a great example of building a partnership with the industry, but they have been advised a construction program was too expensive to get started, but South Mountain Community College and Gateway Community College offer that program.

- ▶ Councilmember Garcia commented on the key points raised being opportunity, partnership, and community. Avondale is a community of opportunities and a new perception that attracts businesses and workers. The missing piece is that many residents don't know about the many opportunities within the community, and it is up to the Council and all of us to let them know.

- ▶ Mayor Pineda spoke about agility and listening to stakeholders and partners to develop ideas to address community needs and demands and being innovative in response. Communication allows residents to become aware of opportunities that exist because of these connections and responses to needs. This Council has a desire to make things happen and be as competitive as possible. Everyone wants residents to stay here, go to school here, work here, play here, and have dining and entertainment opportunities. Councilmember Weise inquired if Class A office space is needed. Ms. Hoffman advised it is something that should be looked at as the need is increasing. Mr. Campos advised there are businesses and individuals seeking high-end office space and housing.

- ▶ Councilmember White shared an experience from Beachwood, Ohio and commented To model a community as a space and place for affluent growth, it must be reinvested in. Everyone can sit at the same table, be in the same space, be at the same place, and enjoy nice things together.

- ▶ Mr. Corbin inquired what the leaders can encourage or set as priorities to help bring housing, jobs, and people to the community. Ms. Hoffman recommended multifamily housing, controlling where it goes and using design guidelines to control what it looks. Mr. Lane recommended being flexible because the developer must be diversified in the housing they provide and flexible in how it is developed. Multifamily housing helps provide affordable housing, but density is the key. Ms. Hoffman noted the importance of efficient and effective processes.

Healthcare Panel

- Moderator: Cheryl Covert, Assistant Economic Development Director, City of Avondale provided an introduction and introduced the panelist who will provide an overview of their entity, role, obstacles, priorities, and the landscape.

- Clifford Lew, Vice President of Strategy, Phoenix Children's Hospital where he has

been for three years and the previous five years were at Packard Children's Hospital at Stanford. There are over one million children in Phoenix and Avondale who deserve access to health care and Phoenix Children's Hospital embraces that. In 2013, the five hundred bed hospital was built downtown on the Thomas Campus with a full-service emergency department and multiple specialty care sites. Additional sites include Arrowhead Campus, East Valley, and Dignity Health. The hospital engages with community leadership on what community needs and how to help in a meaningful way as the only true pediatric provider in the State.

- Dr. Christina Conrad, DO, Medical Director, Phoenix Children's Emergency Department, Avondale, which opened in July 2023 to provide local emergency services. The hospital has forty rooms and physicians 24/7 as well as the same services as a large hospital offers, that serve a need in the community. In 2024, the first full year in service, over 50,000 children were seen.
- Martha Smith, Arizona Complete Health's Plan President and CEO, Arizona Complete Health and has been there for twenty-nine years. There is a long-standing partnership between Avondale and the Resource Center that cover approximately 600,000 lower income Arizona residents through the Medicaid program Access, Market Place programs, and Medicare programs. Arizona Complete Health is also the regional behavioral health authority in both the northern and southern parts of the state and provide services to the Serious Mental Illness population and those in critical need of mental health services. The organization was recently awarded the long-term care contract for the state of Arizona.

Potential federal funding cuts to Medicaid and subsidies are potential obstacles that could create a budget shortfall of \$2 billion, leaving fewer individuals with medical coverage and a burden to the health care delivery system. It is important for everyone to interact with our representatives and encourage them to focus on making sure those budget cuts don't occur. An Individual Coverage Health Reimbursement Arrangement (ICHRA) is a new program coming in 2026 that is closely tied to the Market Place supported through small businesses. This is a great opportunity for communities like Avondale that have many small businesses in their community.

- Tony Houston, Dignity Health Arizona Market President, Dignity Health and has been there for over ten years. This is the largest Catholic Health Care Company in America with over one hundred and sixteen hospitals among twenty-four states. Dignity Health has eight Acute Care Hospitals, fourteen standalone Emergency Departments, and 15,000 care givers that work every day with a special preference for the vulnerable populations. Dignity Health has ownership in a Medicaid plan, a pledge to be advocates of social justice, and partner with organizations in the community that do the same. There is a long-standing relationship with Phoenix Children's Hospital.

Creighton University is a medical school in Phoenix that offers a multitude of medical programs which is one way to focus on building the next generation of health care providers, but more are needed, and it will take a collective approach to think about how to perpetuate that next generation of the work force. In relation to economics, inflation

affects health care costs and labor costs when trying to retain talent. It is difficult to attract the workforce and maintain affordable health care.

The Mayor and Councilmembers were given an opportunity to commend and ask questions.

- ▶ Councilmember Weise inquired if there is a shortage of beds for long-term care and if so, can we meet that need. Ms. Smith explained there is a need and a shortage; however, the program's goal is to not institutionalize people and support them living independently in the community. There is a critical need for Assisted Living and Supported Facilities in the community. Mr. Houston explained there is a need for over 3,000 beds to meet the demand in Arizona, but even if we grew as fast as possible that need would still be there. The way care is delivered is evolving in home care or through technology.
- ▶ Councilmember White asked for a forecast on what could be done to transition Avondale to a Blue Zone. Dr. Conrad responded, stating to start young, kids should be engaging in their community. Have things accessible for all types of children to keep them active, access nutritious foods, and engage with the community. It must be a lifestyle to change their course. Ms. Smith explained partnerships are critical, such as fitness programs, food pantries and other organizations provide an opportunity move towards a blue zone concept. Mr. Houston recommended walking every evening after dinner encouraging friends and family to join.
- ▶ Mayor Pineda commented on the opportunities and benefits of the trail system and sports programs for residents.
- ▶ Councilmember Conde shared a positive personal experience with Phoenix Children's Hospital. Many community members strive to do things with their children including utilizing the Parks and Rec programs.
- ▶ Ms. Covert commented on the programming offered at the Sport Center. She inquired about how the health care systems, local government, and the community can work together to tackle opioid addiction and chronic conditions. Mr. Houston explained clinicians are using nerve blocks instead of opioids for procedures. Recognizing and removing the stigma that comes with mental health and substance use disorders, which allows individuals to access programs available to them. At the same time educating the community on what this means is important. Dr. Conrad spoke about overdoses in the teenage population and a grant that allows them to offer Narcan to take home. In addition, the physicians do continue education on opioid abuse and addiction and opioids are not used for pain in children either. Mr. Lew spoke about the Bridge Clinic for children who are discharged from the emergency department with behavioral health concerns without a behavioral health provider. Behavioral Health Therapist are starting to be provided to the network of pediatricians within their offices
- ▶ Mr. Corbin inquired about what the city can do to get more access for residents to health care, behavioral care, and others. What can the City do to bring more facilities here, get more staffing, providers, and more care. Arizona has a significant lack of behavioral health care. Mr. Houston discussed the shortage of mental health caregivers across the Country and starting as early as possible to encourage children to think about health care as a career. Having affordable housing available for caregivers to live where they work is critical. Continue to be creative with combining resources. A discussion ensued regarding affordable housing and longevity. Ms. Smith spoke about support roles in the medical field and developing programs in the community colleges and high schools

to get people ready to work in the healthcare system. Foundation Grants have been provided to community colleges to develop or expand programs to support the needs of the community.

► Councilmember Garcia spoke about being able to offer peer coaches and different types of health care paths where people don't have to medicate themselves are important. Promoting exercise, healthy eating, and going outside for mental health is huge. Dr. Conrad commented on the recently developed Integrative Health Clinic for kids who have chronic complaints such as pain, that promotes other avenues for a full and active life. Ms. Smith spoke about the importance of peer support which is required by the Medicaid program in Arizona. Arizona Complete Health offers a robust peer and family support program for substance use disorder and other challenges that ensure someone can get back to a more productive space.

Human Services / Non-Profit Panel

- Chris Lopez, Neighborhood and Family Services Director, City of Avondale
Noted the panel members are all long-time supporters of the Resource Center and Avondale who will share information about their organization, trends in the community, and how they envision us working together in the future.

- Kathy DiNolfi, Chief Program Officer, A New Leaf, a large human service organization where she has been there for twenty-eight years. A New Leaf is based in Glendale and provides services through Faith House, a Domestic Violence Shelter and have been partnering with Avondale for approximately nine years. They offer forty programs that address housing, domestic violence, foster care, community behavior health, among others. There is a need for stability in funding that is eight-five percent government funded. Another area of focus is addressing the challenging continuum of homelessness and potential resources.

- Sam Leyvas, Vice President, Corporate Relations & Social Responsibility, United Way and has been there for three years but in the nonprofit sector for many years prior. United Way who has been strong partners with Avondale, will celebrate their 100th anniversary in fall 2025. They partner with four hundred organizations, cities, for profit organizations, and companies to connect with the needs of the community and align goals with real issues. After COVID and new leadership a reassessment was conducted which created the Mighty Changed Agenda 2026 with four key areas.

1. Education, specific focus on young children and keenly on third grade literacy rates and how to make better progress and outcomes.
2. Workforce development, breaking intergenerational poverty or cycles of poverty is access to gainful employment. The focus is on job training and workforce development.
3. Food Insecurity, children and seniors regularly go hungry and there is a need to work with community partners to close that gap.
4. Housing and homelessness, there are approximately 9,000 residents every night in Maricopa County that experience a form of homelessness. Will require partnerships with nonprofit organizations and community organizations.

- Delaney Russell, Regional Director, First Things First is the state's first and only Early

Childhood agency supporting early childhood. The program has 30,000 children birth to age five and approximately 7,100 reside in Avondale. Programs such as family support, parenting education, professional development, and others are offered. They have been a core partner at Arizona Complete Health, Avondale Resource Center since 2010, which is the busiest and most state-of-the-art centers.

The Mayor and Councilmembers were given an opportunity to commend and ask questions.

- ▶ Councilmember Weise inquired about the need for childcare. Ms. Russell discussed the need that is present across the state that is related to affordability and accessibility. The average cost of childcare for an infant average more than the cost of tuition for a university. The increasing cost was exacerbated by COVID.
- ▶ Mr. Corbin inquired about what the City and Council can do to help. Ms. Russell provided an example of Phoenix providing \$4.5 million in childcare scholarships to employees. That example is a drastic measure but subsidizing the cost, working with businesses, there are many creative solutions, and if you are interested a feasibility study can be conducted. Mr. Leyvas discussed childcare being an example of a public-private partnership and coming together to rely on respective strengths to create a solution.
- ▶ Councilmember White spoke about providing family support while caring for the kid in the community, which is becoming more challenging. Ms. Russell noted the City is already doing it through the Resource Center which is built around the five protective factors; parent resiliency, understanding of child development, understanding of social emotional development, concrete support, and social connection. The need has and continues to grow and there will be a potential need for more investments and expansion.
- ▶ Mr. Leyvas commented on expanding opportunities to resources and vocalizing priorities for the community help partners know where the leaders stand, which is helpful in facilitating action, collaboration, and leveraging resources.
- ▶ Councilmember Solorio shared positive and intriguing feedback from the Small Cities Council.
- ▶ Councilmember Garcia inquired on how to get available resources out to all of Avondale. Ms. Russell suggested the use of AviWise, word of mouth, and social media. First Things First can provide the most relevant information, but this might be an area for some brainstorming on how to get the most accurate information out about accessible resources. Ms. DiNolfi noted word of mouth is the best referral source they have. The Resource Center not only provides resources but assist with navigating additional resources.
- ▶ Mr. Lopez inquired what the emerging trends are, what are the big needs on the horizon to be aware of and working to address. Ms. DiNolfi noted affordable housing, childcare, and transportation. The Resource Center is focused on support services once individuals become housed because there is still a need for support, connecting, and navigating other resources. Mr. Leyvas discussed United Ways specific focus is on supporting shelter emergency transition while still focusing on housing and homelessness. Additionally, keeping an eye on the potential impacts of the federal, state, and local policy implications on resource availability. Mr. Russell discussed an increased need and dependency on social services and financial assistance, such as SNAP, WIC, and TANF.
- ▶ Mr. Lopez inquired if workforce development needs with a shortage of human service

workers and how can Avondale support nonprofit organizations to hire qualified personnel. Mr. Russel spoke about the Academies of the Southwest Valley through Aqua Fria District and how human service jobs are low paying. The City could provide incentives for roles in the social service, show support and rally behind the providers.

- ▶ Mr. Lopez asked what actions cities can take to address behavioral health needs in the community to ensure residents, especially the most vulnerable, are being served.
- ▶ Ms. DiNolfi discussed removing the stigma around mental health needs and services and lean on providers that have resources and can help navigate the system to acquire timely and effective interventions.
- ▶ Mr. Lopez where Avondale prides itself on being an innovative City, are there any innovative human service practices or models coming the City should look at. Mr. Leyvas discussed partnering with literacy hubs, particularly at the third-grade level, because they are hyper focused on bringing the best to the community through evidence informed practices.

Natural Resources Panel

- Moderator: Kirk Beaty, Public Works Director, City of Avondale discussed natural resources and the vital role they play in our lives, the economy, water supplies, clean air, land and open spaces, healthy wildlife and other elements of nature. The panel represents a cross section of natural resources affecting Avondale. Hopefully after learning about these resources a broader discussion can be had about how the resources connect and interact with each other and how the community can protect such resources responsibly and to responsibly use them to influence and support economic development, housing, and health and human services.
- Warren Tenney, Executive Director, Arizona Municipal Water Users Association (AMWUA) which has been around since 1969 and was established for water security, maintaining water, and water rights. Avondale is a member of AMWUA and one of the ten municipalities that provides water to 3.7 million residents, businesses, and industries that are key to the economy. Water security is knowing residents will have water for a long time because water is the foundation to the economy and Arizona has strong water policies. Water requires a lot of planning and investing, which never stops. One of the challenges is the Colorado River is producing less water, ground water has reached limits on the aquifer, and we must keep investing in supplies
- Matthew Poppen, Environmental Director, Maricopa Association of Governments (MAG) which is the regional planning agency where Mayors and City agencies come together to make policy decisions on topics that need regional coordination, such as environmental topics. MAG is the lead air quality planning agency for Maricopa County and Pinal County. Regional plans are developed and submitted to EPA on how the stringent National Air Quality Standards will be met. With the PM2.5 EPA standard, Avondale is not in compliance due to residential wood burning and consumer fireworks activity, which are two of the unhealthiest activities. The ozone layer will be studied this summer by ASU to understand what is really happening and bring real science back to policy makers.

- Bobby Lamoureux, Land Specialist, Arizona Game and Fish Department spoke about open spaces and reviewing long-term plans such as the 2040 General Plan for early identification of open spaces. Forming relationships early on with private landowners, creating incentivized programs for them to do treatment, and providing educational opportunities has been beneficial
- Tice Supplee, MS, CWB, retired biologist, Arizona Game and Fish Department National Audubon Society discussed big picture planning which is critical. One area to consider is the sand and gravel operations that are full of open water sites. Think about remediation of the sites as a water resource, natural area, and natural open space when those operations are gone. Another consideration is collaborating with the flood control district to create natural infrastructure solutions for flood management instead of hard scape, which could save money in the long term and provide natural open space. Implement a setback along SR-30 for industrial development from the river corridor. Maintain farmlands or agricultural zoned property near the river corridor.

Mr. Beaty these discussions shed light on the fact that these resources, water, air, open space, and wildlife are interconnected and impactful to everything that is done within the City with housing and economic development, which is in turn impactful on water and natural resources. The idea is to always think forward and collaborate on these issues for the benefit of the City.

City Council recessed the Work Session at 11:35 a.m.

City Council reconvened the Work Session at 12:33 p.m.

**Councilmember Solorio was not present when City Council reconvened; however, her arrival to the meeting is noted below.*

4. ECONOMIC DEVELOPMENT UPDATE

City Council received a presentation from Jen Stein, Economic Development Director, City of Avondale regarding an economic development update.

The strategic plan is fluid and will be constantly monitored and evaluated every six to twelve months. The plan should align and implement the Council's vision. Economic development is building the City for future generations, and we have one shot to get it right, engage with the right development partners in the community to make sure we are delivering smart, intentional, quality development that will deliver jobs and amenities residents expect and deserve.

Looking at the numbers tells potential businesses why Avondale is right for them, but they also tell a story about the growth the City has experienced. Ms. Stein discussed trade areas and how they are working on creating a trade area. From a transportation corridor standpoint, Avondale is in the middle of semiconductor activity and with the TSMC expansion announcement, it makes sense to create a supplier tech park to house semiconductor suppliers.

The team has been working hard to entice and bring in businesses, but if we don't have the product, we are unable to accommodate and support them. Rates have increased or remained steady, which shows competitiveness, and we are in a good place for recruitment. It was clarified that there is sufficient class A office space in the valley but there is not enough submarket office space.

The vision was read into the record. The priorities were reviewed

1. Job Creation – to increase head of household incomes they need quality head of household jobs, which are aggressively being pursued.
2. Revenue Generation through Redevelopment – Avondale is ninety percent built out, so redevelopment is critical and infill parcels.
3. Workforce Development and Strategic Alliances – this is the number one factor when determining if a business is coming into the community, is there enough workforce to support their operations.
4. Tourism Development and Destination Branding – increasing hotel and hospitality assets and partnership opportunities and program activation with Phoenix Raceway and other entities.

Economic development goals –

1. Create 200 Jobs Per Year in Target Sectors – A healthy number based on the available product is one thousand jobs over five years. The objectives were reviewed and discussed.
 2. Redevelop an Additional 3% of Avondale Infill Land – There is an active RFP for the BLVD for a mixed-use development partner and there has been a lot of interest. Cooper's Hawk Restaurant is going through the process now, which is a game changer and a catalyst. Future land will be unlocked by SR-30 and auto district expansion
- In response to Councilmember White's question, Ms. Stein explained they can pursue luxury car dealers and have already had conversations with Lexus and BMW. Currently, Kia is not willing to sell their old OEM dealership.
 - Mr. Corbin discussed land in the BLVD area that Council had previously imposed strict development restrictions upon and inquired if those restrictions should be changed and how does the City ensure that gets developed. Ms. Stein discussed the lack of amenities, lifestyle centers, high-quality sit-down centers, and want to be strategic in the type of development.

Old Town Priority Sites – the City of Avondale now owns 518 E Western and is working on conceptual site plans, and have engaged with stakeholders, businesses, developers, and brokers. Initial feedback from the development community is it would cost more to remodel than to demolish and start new. At this time Council feedback is sought on the RFP that will potentially include demolition.

Council Discussion:

Councilmember comments included demolishing the existing structure, rebuilding something the community can use, such as small office spaces, be mindful of and maintain the culture, maintain the one level structure, take it to the next level, invest in walkability, and there is a concern with ingress and egress traffic.

3. Address Workforce Gaps with Two New Workforce Development Initiatives / Events Per year – forming strategic alliances is where the focus is. The City will be working with Women in Manufacturing for Workforce Development Panel and Avondale's Got Talent with EMCC
4. Boost Tourism to Achieve a 3% Increase in Bed Tax and Occupancy – Avondale has the highest consistent hotel occupancy rates in the west valley that are helping to advance the City to the next level. Recruiting mega and nationally acclaimed events to draw people into Avondale.
5. Long-Term Economic Development Vision – identifying key development sites through land assembly. The tech park will be occupied by R&D Advanced Manufacturing Suppliers.

Strategic plan achievements to date that are in alignment with the Strategy and Outcomes were read into the record.

Economic development key priorities – Council feedback requested on anything to be added or taken away.

- ▶ Councilmember Garcia noted the priorities aligned with her vision and was pleased to learn that developer's plans can be denied if they don't align with the strategic plan.

**Councilmember Solorio arrived at the meeting at 1:23 p.m.*

- ▶ Councilmember Conde stated the City is on target and everyone is talking about job creation, workforce development, and tourism.
- ▶ Councilmember White spoke about the aspect of financial literacy and a mechanism for creating wealth in Avondale that is missing from the priorities.
- ▶ Councilmember Weise noted the discussion about the restaurants from Bell Road down and from Loop 303 was insightful.
- ▶ Councilmember Solorio discussed The Small Cities Council meeting and economic development other communities asked for. Avondale has reached an area where they look big. Keep doing what you are doing because it is great to see the things that are coming and the level of business.
- ▶ Mayor Pineda spoke about residents wanting to spend time, money, live, and work in the BLVD and wanting to keep the development process to a higher standard is what they deserve. These are legacy projects that will stand the test of time.

Mr. Corbin followed up noting that one of the guiding principles is to say a no and yes in the right places to make sure the community has the resources they need. There are continued efforts to get a bank on the lower side of the community. Another guiding principle is making sure the community and residents have what they need to be successful and have a great quality of life. Everything Ms. Stein and her team do is strategic. The number one priority is job creation that will lead to generational wealth and residents growing up here and staying here.

- ▶ Councilmember Solorio discussed affordable housing that should really be attainable housing that brings in another level of individuals who add to the workforce, spend time and money here.

Mr. Corbin assured the Council all that is being worked on to find solutions for the community, including Veteran's housing in Old Town and potential project on Broadway Road.

5. ECONOMIC UPDATE

Luis Cordova, Senior VP & COO, Rounds Consulting provided and discussed an economic update that covered the broader U.S. economy, the status of the market, inflation, and the risk of recession. An overview of the State economy and what it means for Avondale will also be provided.

The U.S. economy at the end of 2024 was in good shape but recent projections on GDP are worrisome with negative growth projected due to uncertainty. Companies and manufacturers are holding off on capital investments and federal cuts and layoffs will impact spending on the economy. The job growth was above average at the end of 2024, but the federal cuts and layoffs can create a ripple effect and impact jobs across the Country. Prior to 2025 the unemployment rate was almost a record low, which grew wages and contributed to inflation, that spiked after the pandemic. To stop inflation the growth rate needs to be zero.

There are many factors that contribute to inflation, such as supply and demand, one major factor is the amount of money the federal government put into the economy during the pandemic lockdown that ended up in consumers' pockets, low interest rates left in place too long, and increased spending after the pandemic. The outlook on inflation takes into consideration federal spending, geopolitical activity, monetary tightening, interest rates, and tariff and trade wars. Economists provide projections not predictions but when looking at the risk of a recession there are many factors to take into consideration such as job growth, GDP growth, the stock market, yield curve conversion and many of them show signs of increased risk.

Arizona's economy has continued, steady growth in population and employment. There are challenges relating to the affordability and attainability of housing due to a shortage of housing causing increased cost of housing and rentals. Federal policies and budget cuts impact Arizona's economy such as the potential Medicaid cuts could have a \$7.5 billion devastating financial and humanity impact. Avondale has seen and will continue to see steady growth in population and jobs. There has been an increase in building permits

for multifamily housing in Avondale, which is important for diversifying housing. Statistics show that ninety percent of Avondale residents work outside of the city. A goal should be to look for opportunities to stop that leakage and bring high wage industries to Avondale.

With uncertainty and many things happening quickly at the state and local levels, there should always be a focus on investments and economic and community development which help with job stability and resilience for the workforce. Also, municipal budgeting and planning properly with a continuous eye on what is happening in the Country and State.

In response to questions, Mr. Cordova reluctantly predicted there will be a recession towards the end of this calendar year. The tariff wars and companies pulling back from investing create uncertainty and higher risk of a recession. When budgeting, keep an eye on the one-time revenue sources and plan for a normal year and a normal year with a possible recession.

6. CLOSING REMARKS

The Mayor, City Staff, and the Strategic Plan Consultant provided closing remarks. This item was for discussion only.

- Mayor Pineda spoke about the significant benefit of this experience of being able to hear from the partners together as an organization. As policy makers the Council makes their decisions rooted in favor of the residents. Unfortunately, as discussed today there are many variables that make it difficult to predict the best decision. The strategic plan will set the goals and objectives and how to meet them within any constraints. The administration, department heads, and the professionals here today will guide the Council to be creative and innovative in tackling the challenges they face.
- Tracey Stevens, Assistant City Manager, commented on take-a-ways from the day being, creating opportunities for all, attainable housing, creating wealth, workforce development, job creation, and a health care system for residents. Tomorrow these issues will be discussed further to develop new or reshaped strategic outcomes.
- Nancy (?) commented on the powerful and inspired focus on the future that the topics resonated. Many discussions addressed core issues and opportunities. The next session will elaborate on the present and future success.

7. ADJOURNMENT

There being no further business before the Council, Councilmember Garica moved to adjourn the Work Session Meeting; Councilmember White seconded the motion.

Upon vote, the motion was carried unanimously 7 to 0.

Councilmember Conde	Aye
Councilmember Garcia	Aye
Councilmember Solorio	Aye
Councilmember Weise	Aye
Councilmember White	Aye
Vice Mayor Nielson	Aye
Mayor Pineda	Aye

The meeting was adjourned at 2:10 p.m.

Mike Pineda, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Work Session Meeting of the Council of the City of Avondale held on the 4th day of March 2025. I further certify that the meeting was duly called and held, and that the quorum was present.

Marcella Sarmiento, City Clerk

Date Approved by City Council

WORK SESSION MINUTES OF THE AVONDALE CITY COUNCIL

CITY OF AVONDALE, ARIZONA

CITY COUNCIL CHAMBER

March 05, 2025

A **Work Session Meeting** of the City Council of the City of Avondale, Arizona was convened at 11465 West Civic Center Drive in open and public session at 8:04 a.m.

Members Present: Mayor Mike Pineda; Councilmembers Tina Conde*, Jeannette Garcia, Gloria Solorio, Shari Weise, and Max White.

Members Absent: Vice Mayor Curtis Nielson

Other Municipal Officials Present: Ron Corbin, City Manager; Tracy Stevens, Assistant City Manager; Katie Gregory, Assistant City Manager; Dale Nannenga, Deputy City Manager; Nicholle Harris, City Attorney; Marcella Sarmiento, City Clerk; Liz Barker Alvarez, Intergovernmental Affairs Administrator; Kirk Beaty, Public Works Director; Barbara Coppage, City Auditor; Memo Espinoza, Police Chief; Joel Evans, Facilities Director; Craig Jennings, Judge; Corey Larriva, Parks and Recreation Director; Chris Lopez, Neighborhood and Family Services Director; Andy Mesquita, Human Resources Director; Kimberly Moon, Engineering Director; Jodie Novak, Development Services Director; Abril Ruiz-Ortega, Court Administrator; Larry Rooney, Fire Chief; Jeffrey Scheetz, Chief Information Officer; Pier Simeri, Marketing and Public Relations Director; Jennifer Stein, Economic Development Director; and Renee Weatherless, Finance and Budget Director.

Audience: No members of the public were present.

1. ROLL CALL BY THE CITY CLERK

2. WELCOME AND INTRODUCTIONS

Councilmember Solorio shared the opportunity and experience of throwing out the first pitch at the Cincinnati Reds v Los Angeles Dodgers game on March 4, 2025.

City Manager Corbin discussed the importance of the strategic plan that is used to guide daily decisions, assign funding, assign priorities to projects, determine how tasks will get done, among other things. The strategic plan is the unifying document from the Council to the City Manager that provides a clear statement of work and expectations.

Ms. Hetrick reviewed resources provided that contribute to and assist Council with the work before them today as they reflect and engage as a body develop the strategic plan

Councilmember's shared observations and reflections and commented on yesterday's work session, including hearing how everything ties together with stakeholders, partners and the City, uncertainty in things out of the City's control as it relates to the economy, the importance of having staff that are able to pivot and look for new opportunities, and always looking to see what can be done better.

Ms. Hetrick spoke about the strategic planning process and the importance of knowing where the organization is and where it wants to go. Take advantage of opportunities that arise while recognizing something may take longer to accomplish than others depending on the circumstances. A recession could or could not happen. Be alert, have cohesion of the elected body, have good practices, and don't rest on your laurels. Continue looking to the future and relying on the competence of the staff and available resources to make informed decisions.

Economic Development is a "team sport" that incorporates many players like everyone in the room and key stakeholders. Focusing on that and knowing no individual can conquer everything will allow things to come together with a focus on Avondale and what needs to be achieved for the community and how the City can support it.

An overview of the agenda and preview of the day was provided. An overview of the "Basic Norms" for the meeting was provided including listening with respect, being bold, strive for consensus, and have fun. Ideas, topics, or issues that require more information or follow up will be captured on the "bike rack".

Councilmembers participated in an icebreaker activity where in six words they described something they hope has been achieved by the City by March 5, 2030.

3. BUDGET UPDATE

Renee Weatherless, Finance and Budget Director, presented and discussed the budget update that covered the FY 2025 status, financial forecast, and the budget process for FY26.

Revenue through January 2025 shows all sales tax revenues are above the forecast and last year. The enterprise funds show water above forecast and last year, while sewer and solid waste are slightly trending down. The proposed rate changes have been factored into the calculations and assumptions. The general fund revenue is less than last year with the loss of residential rental sales tax revenue effective January 1, 2025. State shared revenues are down from last year due to changes in income tax revenue that were planned for. An increase in development revenue from permitting is increasing the license revenues. Property sales are down from last year due to property being sold.

An overview of sales tax over the last five years has been holding steady. Regarding questions about a recession, it is possible, but the city follows retail sales that for the most part have been holding strong. Contracting sales tax revenue has been carrying the sales tax revenue in Avondale for a few years, which is great, but it is one-time revenue.

Year to date the budget is five percent over last year and eleven percent over budget which will continue to be monitored going forward.

A review of the operating expenses shows the general funds over last year but under budget by \$5 million due to FTE vacancy savings, same as public safety, and the enterprise funds have the new rates incorporated.

A review of the general fund forecast included an overview of the assumptions currently in the forecast such as salary increases, benefit costs, the police department's take home vehicle program, loss of residential rental tax, and contracting sales returning to base levels, but it does not account for the impact of a recession. The loss of the residential rental sale tax had a \$2 million impact, and the city will need to be strategic with ongoing expenses. The thirty-five percent stabilization funds are set aside per the financial forecast and another \$5 million is set aside for capital reserve for any capital projects that have unanticipated changes or cost. The balances show FY2024 with \$99 million down to \$30.6 million in FY2030

The following economic indicators were shared with Council.

- Average hourly earnings - national average is \$35.85 compared to the state at \$33.40. For several years Avondale was outpacing the average but is now even.
- Inflation - national average is 2.9 percent compared to Phoenix metro at 1.6 percent. Another area, Avondale, was outpacing the national average a couple years ago.
- Single-family permits – they tend to be cyclical, but Avondale follows the trend
- Median listing home price as of December 2024 – national average was over \$402,000 and Phoenix metro area was just under \$500,000

The budget process that is under way was discussed noting the goal is to have a structurally balanced budget and all salaries and the cost of doing business every day is covered in the five-year forecast. Part of that process is to target a ten percent fund balance above stabilization, look ahead at operating expenses and capital expenses for the five-year forecast, and continue working on cash flowing expenses. Compensation assumptions that are built into the budget include the five percent salary increases, any changes based on the market study, and changes to the costs of benefits.

The Citizen Bond Committee task and status was reviewed noting they will be making a recommendation to Council next month. The timeline was reviewed noting that the preliminary budget will be presented at the end of March, the City Manager's Recommended Budget will be presented in April, the tentative budget adoption will be presented in May, and final budget adoption will be in June.

In response to Councilmember questions, Mr. Corbin explained the status of HCR2021 regarding sales tax on grocery items, which has been amended to a capped rate of two percent. The measure passed the House and is in the Senate, if it passes the Senate it will go to the voters in November 2026. Ms. Weatherless confirmed the potential increase in utility rates was included in the budget.

4. STRATEGIC PLANNING PROCESS

Ms. Hetrick discussed the planning process that included revisiting of the process, an overview of strategic plan, elements of strategic plan, and a summary of stakeholder input that occurred within the last couple of months.

The strategic plan should answer three questions; What is going well, Where do you want to go, and how are you going to get there. The strategic plan is a three-to-five-year plan that informs all the work the organization is prioritizing and funding through the budget and other work avenues.

Key components of the strategic framework are vision, strategic outcomes, and strategies. Other elements of the current strategic plan include core purpose being the organizational mission statement, and core values.

Councilmembers engaged in an information gathering activity, "*True Today, True in 10 Years*", where they shared three things that are true today about Avondale that they hope will still be true in ten years. They also shared three things that are not true today about Avondale, but they hope will be true in ten years. Ms. Hetrick and Ms. Janick compiled and aligned the notes by category of themes that stood out that were reviewed and discussed with Council.

- Connected and Engaged Community
- Economic Development
- Transportation
- Programming
- Core Purpose – not a category or theme, but overarching purpose
- Safety
- Housing
- Effective Government
- Natural Resources

Councilmember White discussed concerns from the panelist session related to the safety of the water and air quality and the potential need for more controls related to them. A discussion brief discussion ensued.

Mayor Pineda commented on how the ideas presented are a true representation of the current Council.

5. REVIEW STAKEHOLDER INPUT

Janae Janik, Management and Strategy Consultant, presented and discussed an overview of the stakeholder input that occurred over the last several months. This included stakeholder engagements, meetings with department heads, and community meetings. Avondale Connect and social media channels were also available for comments. This information will be used in forming the strategic plan.

Topics highlighted included key engagement themes, what the stakeholders and residents' vision is for Avondale, what do they want to see in the future, what do they want the community to be about, review of strengths, values, and purpose. There are

also challenges in community engagement with a need to bridge the gap between engagement and getting involved. Responsiveness is a strength that becomes an expectation and a challenge with constrained resources. Balancing growth amongst uncertainty and a lack of prioritization. Take advantage of the opportunities that present themselves, such as economic development, using assets and natural resources, engaging and connecting community members in person, and cultivating partnerships

Councilmembers were given an opportunity to share and discuss their thoughts.

- Councilmember Garcia noted the importance of seeing the challenges because that is what they will be looking at to do better. With staff providing great customer service now it will be interesting to see what can be done better.
- Councilmember Weise commented on being part of a family that is seen and felt by new employees and residents through the core values. It was surprising to hear residents feel that Council is not prioritizing City needs. Ms. Janick noted the response was a combination of residents, stakeholders, and staff.
- Mayor Pineda commented on opportunities being ways to improve and as those become clear and gaps are identified a new mission will be developed.

6. VISION FOR AVONDALE

Ms. Hetrick provided an overview of the purpose of the Vision and transitioned into facilitating a conversation with the Council to revise or affirm the vision statement regarding the future of Avondale.

The vision statement is the North Star, a directional statement. Councilmember White read the current vision statement into record.

Ms. Hetrick shared feedback received about the current vision statement during engagement activities. Overall, it was liked and supported, some felt it was more descriptive than aspirational, they did not like the outcome areas, but residents did feel a sense of pride being a driven City ready to take on the future. What you want to develop is a Vision that you connect to and reflects where you want to go. It should be memorable and concise like the core purpose and values. The Vision should include the things that must be held onto and elevated as well as envisioning future things to be created.

- Councilmember Conde spoke about incorporating opportunity into the vision statement, because there are so many opportunities in Avondale, and it should be a focus on what can be rather than what was.
- Councilmember White spoke about Avondale's brand of Aspire, Achieve, and Accelerate and tying the Vision to it. Noting words matter and discussing the direction of the federal government having perceptual impacts on Avondale and needing to be a friendly location that the federal government to other municipalities feel they can work with. Ms. Hetrick responded that words do matter but sometimes less is more because you want to be clear and intentional.

Ms. Hetrick proposed three vision statements for discussion, acknowledging the suggested elements.

Mayor Pineda suggested *“In Avondale, we embrace the future with confidence, by fostering, innovation, and empowering all residents and businesses to aspire, achieve, and accelerate to reach their full potential”*, which took pieces from all three recommendations. Councilmember White recommended adding the three A’s.

Discussion ensued among the Council and Ms. Hetrick. The discussion resumed upon completion of discussion on strategies. Councilmember White recommended adding the three A’s. It was noted that a neighboring City has a similar vision statement. This will be further discussed when the draft is brought for review.

7. STRATEGIC OUTCOME AREAS

Ms. Hetrick reviewed the purpose of strategic outcomes and facilitated a conversation regarding the City’s strategic outcome areas. Strategies within each area were reviewed, revised or affirmed.

Strategic outcomes are the focus for the organization, what the City Manager and team will use to prepare a budget. They are longer horizon activities that will be focused on and progress over time.

Ms. Hetrick recommended that, based on conversations with the panels to not try to refine the previous outcome but start fresh with what Avondale is today. Proposed strategic outcomes were reviewed including the ingredients for each element and discussed.

1. Economic growth and prosperity
2. Community well being
3. Connected and engaged community
4. Resilient Infrastructure and natural resources
5. Innovative and effective government

The Council engaged in feedback discussions highlighting the following.

- ▶ Attainable housing and generational wealth
- ▶ Child development
- ▶ Workforce creation, workforce preparation and development
- ▶ Education
- ▶ Innovative programs and recreation
- ▶ Create opportunities for residents to create wealth

A discussion ensued regarding natural resources and open spaces. When asked what the focus would be, it was noted that it would require coordination among the many agencies and municipalities, which can be a barrier. The concern is if specific and

deliberate development plans are not in the plan they will not occur. Mr. Corbin further defined natural resources which include water and air quality as well as other amenities.

Ms. Hetrick reviewed the ideas and statements for each strategic outcome that were informed by the economic development presentation. Discussion was facilitated with the Council and staff.

Economic Growth and Development

- ▶ Missing high quality entertainment, food, and retail, as well as workforce development.
- ▶ Be bold and use bold language
- ▶ Achieve a full-service city that includes amenities
- ▶ Quality over quantity
- ▶ Attainable diverse housing opportunities

What does success look like in the five-year time frame. Councilmembers discussed indicators of success.

- ▶ Collaboration colleges and programming that is building a workforce
- ▶ Homes in variable price ranges
- ▶ Building out the BLVD
- ▶ Increase tourism
- ▶ High quality entertainment and restaurant amenities
- ▶ Thriving Old Town

Community Well-Being

- ▶ Outdoor space, parks and recreation amenities
- ▶ Physical, mental, and emotional aspects
- ▶ All residents have access
- ▶ Reducing the barriers to employment
- ▶ Capture recreation
- ▶ A resource conscious community
- ▶ Building a lifestyle of wellness or Access to amenities to achieve a lifestyle that promotes wellness
- ▶ Promote open space in river basins and riverbeds as an asset to promote economic development.
- ▶ Preservation of natural resources beyond open space, being resilient and smart.

Indicators of success.

- ▶ More active and engaged community, education programs on well-being,
- ▶ Connected trail system, new parks with ADA components and fences around playgrounds
- ▶ Compliance with regulatory requirements for natural resources

- ▶ Implementation of sustainability plan
- ▶ Reduction in people experiencing homelessness in Avondale
- ▶ Presence of a micro hospital
- ▶ Veteran housing/ seen
- ▶ Renewal of designated shared water supply

Mr. Corbin commented on the process, noting today is a workshop to capture thoughts and feelings to be put into words that fit into a draft strategic plan.

Connected and Engaged Community

- ▶ Informs, prepares, and engages
- ▶ Ensures access to resources, more than programs
- ▶ Creation of opportunities for connection
 - City Ambassadors (strategy)
 - Connecting to the community through digital outlets. (strategy)

Indicators of Success

- ▶ Increased participation rates in surveys, community programs, events, and visiting facilities
- ▶ Increased voter turnout
- ▶ Informed community
- ▶ More people have downloaded the AviWise App

Resilient Infrastructure and Transportation

- ▶ No traffic, connected lighted trails, high speed transit – light rail, multi-modal, access by walking trails, free transportation around the city (from sticky notes)
- ▶ Avondale invests in its infrastructure including regional planning and development, development and maintenance of sustainable infrastructure including roads, water, sewer, air, and regional transit system

Indicators of Success

- ▶ Transportation options
- ▶ Walkable community
- ▶ Safer streets, reduction in accidents
- ▶ Road condition

Innovative and Effective Government

The Council and staff worked on developing the statement for this element. Avondale's elected leaders, strategic partners, and employees collaborate to be a model of innovation, efficiency, and responsiveness.

**Councilmember Conde departed the meeting at 11:41 a.m.*

Indicators of Success

- ▶ Positive outcomes of grant awards
- ▶ Continued responsiveness to residents
- ▶ Continue to see national certified departments and individual employees
- ▶ Industry leading or maintaining accreditation practices and processes that put Avondale on the map.
- ▶ High response rates to surveys
- ▶ Winning awards
- ▶ Budget outcomes for efficiencies
- ▶ Demonstrated independent thinkers and collaborative doers.
- ▶ Other municipalities replicate implemented innovations
- ▶ Lower turnover rate and lower vacancy rate
- ▶ Maintaining Avondale as an employer of choice
- ▶ Innovative in streamlining, creating enhancements, having unique processes or ways of customer service or plan review.
- ▶ Customer focused

City Council recessed the Work Session at 11:51 a.m.

City Council reconvened the Work Session at 12:30 p.m.

STRATEGIC STRATEGIES

Ms. Hetrick provided an introduction into the next step of the process which is to review and develop strategies for each focus area. An overview of the proposed strategies was provided noting they reflect on the goals in the economic strategic plan. A discussion among the Council and staff was facilitated.

1. Economic growth and prosperity
 - a. Create, generate, and market tourism opportunities
 - b. Plan and invest in infrastructure that supports economic development activity
 - c. Expand workforce development
 - d. Plan for State Route 30 development
2. Community well being
 - a. Promoting healthy lifestyles and providing access to recreational activities and amenities for all ages
 - b. Add education on how to live a healthy lifestyle under bullet #4
 - c. Maintain the safety of residents in the community, including police, fire, emergency management, among others
 - d. Meeting the needs of all our community residents regardless of their need
 - e. Code enforcement and continued beautification of the City
3. Connected and engaged community
 - a. Artificial intelligence
 - b. Host community events that create opportunities for connection
 - c. Council prioritizes the creation of multi-modal connections

- d. Investing in facilities that promote engagement
- e. Creating spaces for connection
- 4. Resilient Infrastructure and natural resources
 - a. Building infrastructure for pedestrians
 - b. Aviation for drones
 - c. Collaboration with stakeholders
 - d. The council is investing annually in road maintenance
- 5. Innovative and effective government
 - a. Attract, retain, and develop a highly competent workforce that reflects our community
 - b. Leveraging technology to the best of our ability, to streamline our processes internally
 - c. Encouraging innovation in delivering efficient and effective services
 - d. Empowering people to find better ways to do things
 - e. Transparency, accuracy, accountable
 - f. Pursue nontaxpayer resources to fund things

8. CLOSING AND NEXT STEPS

Ms. Hetrick provided an overview of the next steps up to and including the presentation of the final comprehensive strategic plan for adoption by the Council in June.

Mayor Pineda and Councilmembers shared their gratitude for this experience, recognizing alignment among the Council that goes towards making the City better.

Mr. Corbin thanked Ms. Hetrick and Ms. Janik for their work, recognized Anisa and her team, and thanked the Council for taking time out of their work schedules to participate in this process.

9. ADJOURNMENT

There being no further business before the Council, Councilmember Garcia, moved to adjourn the Work Session Meeting; Councilmember White seconded the motion.

Upon vote, the motion was carried unanimously 7 to 0.

Councilmember Conde	Aye
Councilmember Garcia	Aye
Councilmember Solorio	Aye
Councilmember Weise	Aye
Councilmember White	Aye
Vice Mayor Nielson	Aye
Mayor Pineda	Aye

The meeting was adjourned at 01:45 p.m.

Mike Pineda, Mayor

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Work Session Meeting of the Council of the City of Avondale held on the 5th day of March 2025. I further certify that the meeting was duly called and held, and that the quorum was present.

Marcella Sarmiento, City Clerk

Date Approved by City Council

ITEM NUMBER: 4.b.

SUBJECT: Resolution 1015-0425 - First Amendment to the Intergovernmental Agreement Between the City of Glendale, the City of Peoria, the City of Surprise, the City of Avondale, the City of El Mirage, and Maricopa County Community College District for the Glendale Regional Public Safety Training Center

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Dale Nannenga, Deputy City Manager

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Public Health and Safety - Avondale is a city where all people feel safe and secure, relying on trusted public and community-based resources.
-

PURPOSE:

City Council will consider a request to adopt Resolution 1015-0425, approving the first amendment to the Intergovernmental Agreement amongst the City of Glendale, the City of Peoria, the City of Surprise, the City of Avondale, and the Maricopa County Community College District, which adds the City of El Mirage to the partnership for the management of the Glendale Regional Public Safety Training Center and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

Since 2006, the City of Avondale has partnered with four other agencies to manage and operate GPSTC, which includes classrooms, a driving track, a firearms range, and police and fire training equipment. In 2019, the Avondale Fire and Medical Department transferred its partnership in the training center to the Avondale Police Department. In November 2024, the Council approved a new Intergovernmental Agreement with the partners at the training center. In that agreement, each partner's Pro Rata Share formula was changed to factor in each partner's number of sworn positions. The City of Avondale's share of costs, both one-time and ongoing, at GRPSTC increased from 3.9% to 11.5%.

DISCUSSION:

Recently, the City of El Mirage Police Department joined the partnership at GRPSTC. Per the Pro Rata Share formula in the new Intergovernmental Agreement, each partner's share of the costs for the training center has

been adjusted. With the addition of the El Mirage Police Department, the City of Avondale's percentage for the costs and expenses at GRPSTC will be adjusted from 11.5% to 10.43 %, and the City of El Mirage city staff will be added to the partnership committees that govern the training center.

BUDGET IMPACT:

The new amendment, which will add the El Mirage Police Department to the GRPSTC partnership, does not incur an additional cost. Avondale's fiscal responsibility for costs and expenses are actually reduced. Avondale's share of the cost is included in the FY2026 budget.

RECOMMENDATION:

Staff recommends that the City Council approve the request to adopt a Resolution approving the first amendment to the Intergovernmental Agreement amongst the City of Glendale, the City of Peoria, the City of Surprise, the City of Avondale, and the Maricopa County Community College District, which adds the City of El Mirage to the partnership for the management of the regional public safety training facility known as the Glendale Regional Public Safety Training Center (GPSTC) and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

Contact person for document distribution: Dale Nannenga

RESOLUTION NO. 1015-0425

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, APPROVING AMENDMENT NO. 1 TO THE INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF GLENDALE, ARIZONA FOR COOPERATIVE PUBLIC SAFETY TRAINING OPERATIONS.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. Amendment No. 1 to the Intergovernmental Agreement with the City of Glendale for cooperative Public Safety training operations (the “Agreement”) is hereby approved in substantially the form and substance attached hereto as Exhibit A and incorporated herein by reference.

SECTION 2. The Mayor, the City Manager, the City Clerk, and the City Attorney are hereby authorized and directed to take all steps necessary to cause the execution of the Amendment and to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1015-0425

[Amendment No. 1]

See following pages.

AMENDMENT NO. 1
GLENDALE REGIONAL PUBLIC SAFETY TRAINING CENTER
INTERGOVERNMENTAL AGREEMENT BETWEEN AND AMONG THE CITY OF
GLENDALE, THE CITY OF PEORIA, THE CITY OF SURPRISE, THE CITY OF
AVONDALE, THE CITY OF EL MIRAGE, AND THE MARICOPA COUNTY
COMMUNITY COLLEGE DISTRICT.
 (Contract No. C24-1231)

This Amendment No. 1 ("Amendment") to the Glendale Regional Public Safety Training Center Intergovernmental Agreement ("Agreement") is made this _____ day of _____, 2025, ("Effective Date"), by and between the City of Glendale, an Arizona municipal corporation ("City") and the City of Peoria ("Peoria"), the City of Surprise ("Surprise"), the City of Avondale ("Avondale"), the City of El Mirage ("El Mirage") (Individually a "Partnering Agency", collectively "Partnering Agencies" and the Maricopa County Community College District ("MCCCD").

RECITALS

- A. Partnering Agencies previously entered into the Glendale Regional Public Safety Training Center Intergovernmental Agreement ("Agreement") between and among the respective entities regarding the operation, maintenance and funding of the Glendale Regional Public Safety Training Center ("GRPSTC") for use by federal, state, county and municipal public safety agencies, as well as an Emergency Operations Center ("EOC").
- B. The Partnering Agencies wish to modify and amend the Agreement to include the City of El Mirage Police Department, and strictly in accordance with the terms of this Amendment.

AGREEMENT

In consideration of the mutual promises set forth herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Partnering Agencies hereby agree as follows:

1. That the title of the Agreement be amended to include the City of El Mirage, and that by agreement of the existing Partnering Agencies and the City of El Mirage that the City of El Mirage become an additional Partnering Agency subject to all the terms and conditions of the Agreement and this Amendment.
2. That the City of El Mirage Police Department participate in the training opportunities and cost sharing; and governance responsibilities as set forth in the Agreement.
3. Section 3.2.3 of the Agreement is amended to strike the table currently therein and substitute the table presented below:

Agency	Authorized Sworn Employees	Pro Rata Share
City of Glendale PD	459	32.20%
City of Glendale FD	268	18.80%
City of Surprise FD	200	12.64%
City of Peoria FD	205	12.95%
City of Avondale PD	165	10.43%
City of El Mirage PD	63	3.98%
MCCCD - GCC	122	9%
TOTAL	1482	100%

4. Section 5.1 of the Agreement is amended to include the El Mirage City Manager as a member of the Executive Board.
5. Section 6.1 of the Agreement is amended to include the El Mirage Police Chief as a member of the Chief's Board.
6. Section 7.1 of the Agreement is amended to add the El Mirage Police Department representatives as a member of the Operations Committee.
7. All other provisions of the Agreement remain the same.

{SIGNATURES OF THE RESPECTIVE PARTNERING AGENCIES AND MCCCD ARE SET FORTH ON FIVE SEPARATE PAGES FOLLOWING THIS PAGE}

CITY OF GLENDALE

BY: _____

ITS: _____

DATE: _____

ATTEST:

GLENDALE CITY CLERK

CERTIFICATION BY LEGAL COUNSEL

The foregoing regional public safety training center intergovernmental agreement between City of Glendale, City of Peoria, City of Surprise, City of Avondale, City of El Mirage, and Maricopa County Community College District is in proper form and is within the powers and authority of the City of Glendale granted under the laws of the state of Arizona.

APPROVED AS TO FORM AND AUTHORITY:

GLENDALE CITY ATTORNEY

CITY OF PEORIA

BY: _____

ITS: _____

DATE: _____

ATTEST:

PEORIA CITY CLERK

CERTIFICATION BY LEGAL COUNSEL

The foregoing regional public safety training center intergovernmental agreement between City of Glendale, City of Peoria, City of Surprise, City of Avondale, City of El Mirage, and Maricopa County Community College District is in proper form and is within the powers and authority of the City of Peoria granted under the laws of the state of Arizona.

APPROVED AS TO FORM AND AUTHORITY:

PEORIA CITY ATTORNEY

CITY OF SURPRISE

BY: _____

ITS: _____

DATE: _____

ATTEST:

SURPRISE CITY CLERK

CERTIFICATION BY LEGAL COUNSEL

The foregoing regional public safety training center intergovernmental agreement between City of Glendale, City of Peoria, City of Surprise, City of Avondale, City of El Mirage, and Maricopa County Community College District is in proper form and is within the powers and authority of the City of Surprise granted under the laws of the state of Arizona.

APPROVED AS TO FORM AND AUTHORITY:

SURPRISE CITY ATTORNEY

CITY OF AVONDALE

BY: _____

ITS: _____

DATE: _____

ATTEST:

AVONDALE CITY CLERK

CERTIFICATION BY LEGAL COUNSEL

The foregoing regional public safety training center intergovernmental agreement between City of Glendale, City of Peoria, City of Surprise, City of Avondale, City of El Mirage, and Maricopa County Community College District is in proper form and is within the powers and authority of the City of Avondale granted under the laws of the state of Arizona.

APPROVED AS TO FORM AND AUTHORITY:

AVONDALE CITY ATTORNEY

MARICOPA COUNTY COMMUNITY COLLEGE DISTRICT

BY: _____

ITS: _____

DATE: _____

ATTEST:

BOARD CITY CLERK

CERTIFICATION BY LEGAL COUNSEL

The foregoing regional public safety training center intergovernmental agreement between City of Glendale, City of Peoria, City of Surprise, City of Avondale, City of El Mirage, and Maricopa County Community College District is in proper form and is within the powers and authority of the Maricopa County Community College District granted under the laws of the state of Arizona.

APPROVED AS TO FORM AND AUTHORITY:

MCCC DISTRICT GENERAL COUNSEL

CITY OF EL MIRAGE

BY: _____

ITS: _____

DATE: _____

ATTEST:

EL MIRAGE CITY CLERK

CERTIFICATION BY LEGAL COUNSEL

The foregoing regional public safety training center intergovernmental agreement between City of Glendale, City of Peoria, City of Surprise, City of Avondale, City of El Mirage, and Maricopa County Community College District is in proper form and is within the powers and authority of the City of Surprise granted under the laws of the state of Arizona.

APPROVED AS TO FORM AND AUTHORITY:

EL MIRAGE CITY ATTORNEY

ITEM NUMBER: 4.c.

SUBJECT: Resolution 1016-0425 - Parks and Recreation Advisory Board Bylaw Changes

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Corey Larriva, Parks, Recreation & Libraries Director

THROUGH: Tracy Stevens, Assistant City Manager, (623) 333-1014

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Connected Community - Avondale will work directly and closely with our communities to develop programs and infrastructure that connect residents to the city's resources, the region, and each other.
-

PURPOSE:

City Council will consider a request to adopt Resolution 1016-0425, amending the bylaws of the Parks and Recreation Advisory Board to update meeting frequency requirements and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

On February 12, 2025, the Parks and Recreation Advisory Board held a meeting and recommended approval of the Board's bylaws, revising meeting frequency.

DISCUSSION:

Instead of meeting monthly, the Board recommends they hold their meetings on a bi-monthly basis. This change will allow the board to have more in-depth bi-monthly meeting agendas, instead of the previous brief monthly meetings.

BUDGET IMPACT:

This item has no budget impact.

RECOMMENDATION:

Staff recommends City Council adopt a Resolution to amend the bylaws of the Parks and Recreation Advisory Board to update meeting frequency requirements and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: *Dominic DeCono, Brittany Garcia, Corey Larriva*

RESOLUTION NO. 1016-0425

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, ADOPTING THE CITY OF AVONDALE PARKS AND RECREATION ADVISORY BOARD BYLAWS.

NOW THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The City of Avondale Audit Committee Bylaws (the “Bylaws”) are hereby adopted in substantially the form and substance attached hereto as Exhibit A and incorporated herein by this reference.

SECTION 2. The Mayor, the City Manager, the City Attorney and the City Clerk are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1016-0425

[Parks and Recreation Advisory Board Bylaws
Amended and Restated April 7, 2025]

See following pages.

AMENDED AND RESTATED
APRIL 7, 2025
CITY OF AVONDALE
PARKS AND RECREATION ADVISORY BOARD BYLAWS

I. **Name.** The name of this organization shall be the City of Avondale Parks and Recreation Advisory Board (the "Board").

II. **Powers and Duties of the Board.** The Board shall advise the City Council and City staff on matters and issues pertaining to the quality of life for Avondale residents and visitors, particularly relating to parks and recreation. The Board shall also promote and advocate for park and recreation services. This includes, but is not limited to:

A. Parks and Recreation:

i. Plan future neighborhood, community, and regional parks and modifications to existing facilities.

ii. Promote the interest and foster closer relations between City recreation programs, communities, and schools in Avondale.

B. Tree Board: Serve as the designated Avondale Tree Board in accordance with the requirements of the City of Avondale Tree City USA designation.

III. **Membership and Composition.**

A. Number of Board Members. The Board shall be composed of seven regular members (collectively, the "Members"). The Board shall also have one alternate member ("Alternate Member") who shall attend and may participate in Board meetings but shall not vote in any Board meeting, except as provided in Section V(E) below.

B. Membership Eligibility and Appointment. Each of the Members and the Alternate Member shall be Avondale residents and shall meet all eligibility criteria as outlined in the City Council Rules of Procedure. Appointment of Members and the Alternate Member shall be conducted according to the City Council Rules of Procedure.

C. Term. Unless appointed to fill a vacancy mid-term, each Member's or Alternate Member's term of office shall be three years, unless the Member or Alternate Member resigns sooner or is removed from his or her position.

D. Term Limits. No Member may serve more than two consecutive terms; provided, however, that a Member appointed to fill a vacancy may serve two consecutive terms after the conclusion of the unexpired term to which he or she was appointed.

E. Vacancy. Any vacancy on the Board shall be filled for the unexpired term by the Alternate Member if one has been appointed by the City Council pursuant to the established

procedures. If an Alternate Member has not been appointed, the position shall remain vacant until a new Member is appointed by the City Council to fill the vacancy. In cases of a vacancy due to the expiration of a Member's term, the Member shall remain seated until a successor is appointed.

F. Attendance. All Members and the Alternate Member are required to attend all Board meetings unless excused by the Chairperson. Three consecutive unexcused or unexplained absences from any regular or special meeting shall result in a vacancy in the position and the Member shall be grounds for removal as outlined in Section G below.

G. Removal. Any Member or Alternate Member may be removed upon a vote of not less than five City Council members for any cause as determined by the City Council; provided, however, that in the case of removal of a Member or Alternate Member due to excessive absences, it shall be assumed that said Member or Alternate Member has chosen to forfeit his or her seat on the Board. The Board may vote to remove said Member or Alternate Member upon a seven-day notification to the Member or Alternate Member of the Board's intent to vote on his or her removal,

H. Statement of Ethics. Members and the Alternate Member shall observe the Statement of Ethics, attached hereto as Appendix A and incorporated herein by reference.

IV. **Board Officers and Staff.**

A. Chairperson and Vice-Chairperson. At the first regularly scheduled Board meeting of each calendar year, the Board shall elect a Chairperson and Vice-Chairperson from among the Members. The Chairperson and Vice-Chairperson shall assume Responsibilities at the next scheduled meeting. The term of the Chairperson and Vice-Chairperson shall be for one year. Any Member serving as Chairperson or Vice-Chairperson shall be eligible for re- election; provided, however, that each Member may serve no more than two terms per office.

B. Duties of the Chairperson and Vice-Chairperson. The Chairperson shall (i) preside at all Board meetings, (ii) decide all points of order and procedure, (iii) appoint committees if necessary and coordinate the work of the committees, (iv) serve as a representative of the Board to other governmental units on such matters as have been approved and designated by the Board and (v) perform any duties as required by law, ordinance or these Bylaws. The Chairperson shall have the right to vote on all matters before the Board and shall have the right to make or second motions in the absence of a motion or a second. The Vice-Chairperson shall act as an aid to the Chairperson and shall perform the duties of the Chairperson in his or her absence or inability to serve. In the absence of the Chairperson and the Vice Chairperson, the City Staff Liaison shall call the meeting to order, and a simple majority of the Members then present shall select an acting Chairperson for the meeting. If the Members present are unable to select an acting Chairperson, the City Staff Liaison shall act as the Chairperson for the meeting

but without voting privileges,

C. Vacancy. A vacancy in the office of Chairperson shall be filled by the Vice-Chairperson. A vacancy in the office of Vice-Chairperson shall be filled by a simple majority vote of the Members then present at the next meeting of the Board.

D. Removal. The Chairperson or Vice-Chairperson may be removed from office at any time at a Board meeting by an affirmative vote of a three-fourths majority of the Members then present.

E. City Staff Liaison. The City of Avondale Parks and Recreation Director or authorized designee shall serve as the City Staff Liaison to furnish support to the Board as requested or as required to advise and furnish professional and technical advice.

F. Legal Counsel. The Board may request that the Avondale City Attorney or authorized designee provide legal advice on points of order, procedure, or other matters related to the Board's duties.

V. Board Meetings.

A. Frequency. Board meetings shall be held bimonthly at the City of Avondale Civic Center, Avondale, Arizona, unless posted differently at least 24 hours in advance.

B. Additional Board Meetings. Additional Board meetings may be held (i) on the call of the Chairperson, (ii) by the request of two or more Members or (iii) by giving notice to all the Members and the Alternate Member by electronic, telephone or personal delivery or by verbal comment during a regular meeting. All notices shall be given, and posted according to the Arizona Open Meeting Law, at least 24 hours before the meeting.

C. Participation by the Public. Board meetings shall be open to the public. For any matter under consideration, any person may submit written comments and, if attending in person, may speak to the issue upon being recognized by the Chairperson and stating his or her name and, if applicable, the names of any person or organization on whose behalf he or she is appearing.

D. Quorum. A Board meeting where a majority of its Members are present shall constitute a quorum. A majority vote of those Members present shall be required to take official action. No action shall be taken at any meeting in absence of a quorum, except to adjourn the meeting to a subsequent date.

E. Alternate Member Quorum. At a Board meeting where a majority of the Members are not present and the Alternate Member is present, the Alternate Member may be counted to constitute a quorum to conduct the meeting. The Alternate Member may also vote at the meeting. At a Board meeting where a majority of the Members are present to constitute a quorum, the Alternate Member will not count towards the quorum and may not vote at the meeting.

F. Agenda. The agenda shall be prepared by the City Staff Liaison, reviewed by the Chairperson, and posted no less than 24 hours before the Board meeting in accordance with the Arizona Open Meeting Law.

G. Minutes. Minutes of the proceedings shall be retained and filed with the City Clerk's Department who will, in turn, file and post the minutes according to applicable law.

H. Open Meeting Law. The Board is subject to the Arizona Open Meeting Law.

VI. Standing and Special Committees.

A. Standing Committees. The Board may create standing committees at the beginning of each calendar year as it deems necessary to carry on the work of the Board. The term shall be for the remainder of the calendar year or until terminated by a vote of the Board at a regular meeting.

B. Special Committees. The Board may create special committees for specific purposes as it deems necessary. Such committees shall automatically dissolve when their work is completed and after their final report has been accepted by the Board.

VII. Amendments. Recommendations for amendments to these Bylaws must be approved by the affirmative vote of a majority of the Members then present. The Board will then forward the recommendations for amendments to the Bylaws to the City Council for its approval.

APPENDIX A
TO
CITY OF AVONDALE
PARKS AND RECREATION ADVISORY BOARD BYLAWS

[Statement of Ethics]

See following page.

STATEMENT OF ETHICS

Board Members must promote a high level of service while observing ethical standards.

Board Members must avoid situations in which personal interests might be served.

It is incumbent upon any Board Member to immediately disqualify himself or herself whenever an actual conflict of interest exists or the appearance of a conflict of interest exists.

Board Members must distinguish clearly in their actions and statements between their personal philosophies and attitudes and those of the organization, acknowledging the formal position of the Board even if they personally disagree.

A Board Member must respect the confidential nature of Board business while being aware of and in compliance with applicable laws governing freedom of information.

A Board Member may not represent the Board in any official capacity except as provided for in the Bylaws or as such authority is granted and approved by the Board at a regular or special meeting of the Board.

A Board Member shall not receive a salary or other compensation for services as a Board Member.

ITEM NUMBER: 4.d.

SUBJECT: Resolution 1017-0425 - Title VI Implementation Plan Relating to Public Transportation Services

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Kirk Beaty, Public Works Director

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

- Innovative Program and Service Delivery - Avondale will continue to serve as a model of innovative, efficient, and responsive government.

Avondale and its public transit partners are responsible for providing efficient and effective public transit programs for any and all people without discrimination. The Title VI Implementation Plan will continue to provide the community with access to transit and transit amenities without regard to race, color, or national origin.

PURPOSE:

City Council will consider a request to approve Resolution 1017-0425, adopting the City of Avondale Title VI Implementation Plan relating to public transportation to ensure compliance with the applicable requirements and be entitled to receive federal funds for the transit program, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

The Civil Rights Act of 1964 prohibits discrimination based on race. Section 601 of Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The City of Phoenix is the designated recipient of federal funds for the region. The City of Avondale is a sub-recipient of federal funds from Phoenix and has used the funds to provide transit services in the city. As a sub-recipient, Avondale is required to submit an updated Title VI Implementation Plan for transit services every three years to the City of Phoenix. Avondale previously submitted a Title VI update to the City of Phoenix in 2022.

The City of Phoenix and Valley Metro provide local and express transit services within the City of Avondale.

Both Valley Metro and City of Phoenix developed their updated Title VI plans which were approved by their respective Boards and Council in late 2024. Member cities of Valley Metro, which include Avondale, adopt sections of these approved Phoenix and Valley Metro plans for adoption into our own Title VI plan for regional consistency purposes.

DISCUSSION:

It is the responsibility of applicants, recipients, and subrecipients of Federal Transit Administration (FTA) assistance to distribute transit services and related benefits in a manner consistent with Title VI. As a subrecipient of federal funds from the City of Phoenix, and to ensure compliance with the requirements of Title VI, the City of Avondale is required to implement a Title VI Plan and submit updates to the City of Phoenix every three years as part of the Triennial Review.

Ensuring fair and equitable access to transit service is a key priority for the City, as mobility is a quality-of-life issue for residents and visitors. This plan update provides guidelines to ensure service is planned, developed, and implemented in a non-discriminatory manner. Furthermore, the City will take reasonable steps to provide meaningful access to services for persons with limited English proficiency, as outlined in the Language Assistance Plan portion of the Title VI Implementation Plan.

A significant change in this Title VI Implementation Plan update is the inclusion of the WeRIDE microtransit service, which partially replaced the Zoom fixed-route neighborhood circulator in October 2022 and fully replaced the Zoom service in October 2023. WeRIDE offers more flexible, on-demand transportation within a designated 22-square-mile zone in Avondale, allowing passengers to book trips via smartphone app or call center and be picked up at virtual stops within a 10-minute walk from their location. This service enhancement improves accessibility for all residents including those in protected classes under Title VI.

Major elements of the Title VI Implementation Plan include the Notice to the Public, which is Avondale's notice to the public that we will operate our transit programs and services without regard to race, color, national origin, or disability. This notice is posted in both English and Spanish on the City's website and in public areas within the City. The Complaint Procedures section of the report states that any person who believes she or he has been discriminated against on the basis of race, color, or national origin by Valley Metro or our WeRIDE transit service provider may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form or by calling Valley Metro's Customer Service. This complaint form is available on the City's website in both English and Spanish.

The Public Participation Plan states that the City of Avondale and Valley Metro are engaging the public in its planning and decision-making processes, as well as its marketing and outreach activities. This plan was developed and updated by Valley Metro in 2024 and will be adopted as part of Avondale's plan. The City of Avondale will adopt Valley Metro's Limited English Proficiency (LEP) Plan (Language Assistance Plan -- August 2024) for this update. Title VI of the Civil Rights Act and Executive Order 13166 (2000), defines the need to include persons with Limited English Proficiency in the provision of full transit access. By federal definition, an LEP person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.

Valley Metro conducted a thorough LEP four-factor analysis and the resulting Language Assistance Plan will be utilized by all Valley Metro member agencies. This Language Assistance Plan, as set forth, will be utilized by the City of Avondale to ensure compliance with its obligations to Limited English Proficiency persons under Title VI. The City of Avondale will provide language assistance to LEP persons in a competent and effective manner that will help ensure that our services are safe, reliable, convenient, and accessible to those persons.

BUDGET IMPACT:

There is no budget impact.

RECOMMENDATION:

Staff recommends that City Council approve Resolution 1017-0425 adopting the City of Avondale Title VI Implementation Plan relating to public transportation to ensure compliance with the applicable requirements

and be entitled to receive federal funds for the transit program, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: Harold Siguenza, Matthew Dudley

RESOLUTION NO. 1017-0425

A RESOLUTION OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, APPROVING AND ADOPTING THE CITY OF AVONDALE TITLE VI IMPLEMENTATION PLAN RELATING TO PUBLIC TRANSPORTATION SERVICES.

WHEREAS, the Federal Transit Administration (“FTA”) provides financial assistance to local transit to develop new transit systems and improve, maintain and operate existing systems; and

WHEREAS, the FTA is responsible for ensuring that its grant funding recipients fully comply with Title VI of the Civil Rights Act of 1964, as amended, which prohibits discrimination based on race, color, national origin or disability; and

WHEREAS, the City of Phoenix is the primary recipient of FTA grant funding and distributes said funds to the City of Avondale for public transportation programs; and

WHEREAS, the City of Avondale, as a sub-recipient, must develop, update and submit a Title VI Implementation Plan to the City of Phoenix to assist the City of Phoenix with its Title VI compliance requirements.

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The City of Avondale Title VI Implementation Plan, dated February 2025-January 2028 (the “Plan”) is hereby approved in substantially the form and substance attached hereto as Exhibit A and incorporated herein by reference.

SECTION 2. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to cause the execution of the Plan and to take all steps necessary to carry out the purpose and intent of this Resolution.

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1017-0425

[Plan]

See following pages.

Avondale



TITLE VI IMPLEMENTATION PLAN



Compliance Procedures
February 2025 - January 2028

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DESCRIPTION OF PROGRAMS & SERVICES

WeRIDE provides on-demand microtransit transportation within a designated zone in Avondale, Arizona. Launched in October 2022, WeRIDE replaced the Zoom fixed-route neighborhood circulator to offer more flexible, efficient service. WeRIDE received federal and local funding through the FTA Section 5307 and Section 5310 Programs

Service operates Monday through Friday (6am-8pm) and Saturday (8am-5pm). Similar to rideshare services, passengers book trips via smartphone app or call center and are picked up at virtual stops within a 10-minute walk from their location. All trips must start and end at virtual stops within the service zone. Vehicles accommodate up to five passengers for shared rides with a portion of the fleet being wheelchair equipped for passengers requesting these vehicles.

The general public fare is \$2.00 per trip, with reduced fares of \$1.00 available for seniors, veterans, students, & persons with disabilities. Passengers 12 and under ride free but must be accompanied by a fare-paying passenger. Connections to Valley Metro routes cost \$1.00.

WeRIDE connects to several Valley Metro bus routes serving Avondale, including Route 3 on Van Buren Street, Route 17 on McDowell Road, Route 28 on Lower Buckeye Road, Route 41 on Indian School Road, Express Routes 562 and 563, and Rural Route 685 serving Ajo/Gila Bend.

Service is not provided on New Year's Day, Martin Luther King Jr. Day, Presidents Day, Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving, Day After Thanksgiving, and Christmas Day.

The City of Avondale Transit Manager oversees the WeRIDE contract with the current contractor, Transdev, within the Public Works Department, while City of Phoenix and Valley Metro manage the fixed-route contracts within Avondale.



TITLE VI POLICY STATEMENT

The City of Avondale policy assures full compliance with Title VI of the Civil Rights act of 1964 and related statutes and regulations in all programs and activities. Title VI states that “no person shall on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination” under any City of Avondale sponsored program or activity, including all transit services such as WeRIDE microtransit and regional fixed routes. There is no distinction between the sources of funding.

City of Avondale also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies and activities on minority and low-income populations. This applies to all transit services operated directly by or contracted through the City of Avondale, including the WeRIDE microtransit service operated by Transdev and regional fixed routes.

Furthermore, City of Avondale will take reasonable steps to provide meaningful access to services for persons with limited English proficiency.

When City of Avondale distributes Federal-aid funds to another entity/person, City of Avondale will ensure all sub-recipients fully comply with City of Avondale Title VI Nondiscrimination Program requirements. The City Manager has delegated the authority to Matthew Dudley, Transit Manager, to oversee and implement FTA Title VI requirements.

Ron Corbin, City Manager

TITLE VI NOTICE TO THE PUBLIC

Notifying the Public of Rights Under Title VI

CITY OF AVONDALE/VALLEY METRO

The City of Avondale/Valley Metro operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the City of Avondale/Valley Metro.

For more information on the City of Avondale/Valley Metro's civil rights program, and the procedures to file a complaint, contact Matthew L. Dudley (623) 333-4458, (TTY (623)333-0010); email mdudley@avondaleaz.gov; or visit our administrative office at 11465 W. Civic Center Drive; Avondale, AZ 85323. For more information, visit www.avondaleaz.gov

A complainant may file a complaint directly with the City of Phoenix Public Transit Department or the Federal Transit Administration (FTA) by filing a complaint directly with the corresponding offices of Civil Rights: City of Phoenix Public

Transit Department: ATTN: Title VI Coordinator, 302 N. 1st Ave., Suite 900, Phoenix AZ 85003 FTA: ATTN: Title VI Program Coordinator, East Building, 5th Floor-TCR 1200 New Jersey Ave., SE Washington DC 20590

If information is needed in another language, contact 1-800-752-6906.

Para información en Español llame: 1-800-752-6096.

The above notice is posted in the following locations:

City of Avondale Civic Center, 11465 W. Civic Center Dr., Avondale, AZ 85323

City of Avondale Transit Center, 925 N. 114th Ave., Avondale, AZ 85323

WeRIDE Administrative Offices, 1300 S. Litchfield Rd.; Suite 310-H, Goodyear, AZ 85338

This notice is posted online at

<https://www.avondaleaz.gov/government/departments/public-works/transit-services>



TÍTULO VI AVISO AL PÚBLICO

Aviso al Público Sobre los Derechos Bajo el Título VI CITY OF AVONDALE/VALLEY METRO

City of Avondale/Valley Metro (y sus subcontratistas, si cualquiera) asegura cumplir con el Título VI de la Ley de los Derechos Civiles de 1964. El nivel y la calidad de servicios de transporte serán provehidos sin consideración a su raza, color, o país de origen.

Para obtener más información sobre la City of Avondale/Valley Metro's programa de derechos civiles, y los procedimientos para presentar una queja, contacte Matthew L. Dudley (623)333-4458, (TTY (623)333-0010); o visite nuestra oficina administrativa en 11465 W. Civic Center Drive; Avondale, AZ 85323. Para obtener más información, visite www.avondaleaz.gov.

El puede presentar una queja directamente con City of Phoenix Public Transit Department o Federal Transit Administration (FTA) mediante la presentación de una queja directamente con las oficinas correspondientes de Civil Rights: City of Phoenix Public Transit Department: ATTN Title VI Coordinator 302 N. 1st Ave., Suite 900, Phoenix AZ 85003 FTA: ATTN Title VI Program Coordinator, East Building, 5th Floor –TCR 1200 New Jersey Ave., SE Washington DC 20590

Este Aviso se public el los siguientes lugares:

City of Avondale Civic Center, 11465 W. Civic Center Dr., Avondale, AZ 85323

City of Avondale Transit Center, 925 N. 114th Ave., Avondale, AZ 85323

WeRIDE Administrative Offices, 1300 S. Litchfield Rd.; Suite 310-H, Goodyear, AZ 85338

Este aviso esta publicado en línea en

<https://www.avondaleaz.gov/government/departments/public-works/transit-services>



TITLE VI COMPLAINT PROCEDURES

What is Title VI?

Title VI is a section of the Civil Rights Act of 1964 which requires that “no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Title VI complaint procedures integration for WeRIDE service

While the City of Avondale’s WeRIDE microtransit service operates independently from Valley Metro’s regional transit system, the City recognizes the importance of maintaining consistent Title VI complaint procedures across all transit services in the region. To ensure thorough documentation and investigation of any Title VI complaints related to WeRIDE service, the City of Avondale has integrated its WeRIDE Title VI complaint procedures with the existing regional Customer Assistance System (CAS) through the following process:

1. Complaint Receipt and Documentation

- All WeRIDE vehicles display Valley Metro’s standard Title VI notice, directing complainants to Valley Metro’s Customer Service for filing Title VI complaints
- Complaints received through any channel (Valley Metro Customer Service, direct contact with City of Avondale, or through WeRIDE contractor Transdev) will be entered into the regional CAS system
- City of Avondale and Transdev staff will receive access and training on the CAS system to ensure proper documentation and tracking

2. Investigation Process

- Upon receipt of a Title VI complaint through CAS, Transdev (as the WeRIDE operator) will follow the established regional “Five Federal Investigative” steps while adhering to the 30-day investigation timeline
- Investigations will include thorough documentation of interviews, data collection, and policy review following regional standards
- City of Avondale Transit staff will maintain oversight of the investigation process and ensure compliance with federal requirements

3. Resolution and Reporting

- Complaint resolutions will be documented in CAS using the standard regional categories (valid, invalid, or undeterminable)
- All corrective actions and resolutions will be tracked within the regional system
- Complainants retain the same appeal rights and external filing options as with regional service complaints

TITLE VI COMPLAINT PROCEDURES (CONTINUED)

This integration ensures that WeRIDE Title VI complaints receive the same level of attention and documentation as regional transit services while maintaining consistency with established Valley Metro and City of Phoenix procedures. The process provides transparency and accountability through shared regional tracking while acknowledging the unique operational characteristics of the WeRIDE microtransit service.

How do I file a complaint?

Any person who believes that he or she has been excluded from participation in, been denied the benefits of, or otherwise subjected to unlawful discrimination under any Valley Metro or City of Phoenix service, program or activity, and believes the discrimination is based upon race, color or national origin, may file a formal complaint with Valley Metro Customer Service or directly with the City of Phoenix. This anti-discrimination protection also extends to the activities and programs of Valley Metro's and City of Phoenix's third-party Transit Service Provider (TSP) contractors. Valley Metro and the City of Phoenix use the Customer Assistance System (CAS) to capture all complaints received for the regional transit system. Any such complaint must be filed within 180 days of the alleged discriminatory act (or latest occurrence).

To submit a complaint online, complete the online complaint form at the following link:

www.valleymetro.org/form/title-vi-complaint-form

Complaints can also be submitted in writing using the Title VI complaint form, or by calling Customer Service at (602) 253-5000, TTY: (602) 251-2039.

Completed and signed forms should be mailed to:

Regional Public Transportation Authority

4600 East Washington Street, Suite 101

Phoenix, AZ 85034

Email: csr@valleymetro.org

Phone: (602) 253-5000

TTY: (602) 251-2039

The compliant form is located on our website:

<https://www.valleymetro.org/about/civil-rights>

To file a complaint directly with the City of Phoenix:

Attention: Title VI Coordinator

City of Phoenix Public Transit Department

302 N. 1st Avenue, Suite 900

Phoenix, AZ 85003

TITLE VI COMPLAINT PROCEDURES (CONTINUED)

Email: PHXTransitEO@phoenix.gov

Phone: (602) 262-7242

<https://www.phoenix.gov/publictransit/title-vi-notice>

Individuals may also file complaints directly with the Federal Transit Administration (FTA) within the 180-day time-frame:

Federal Transit Administration (FTA)

Attention: Title VI Coordinator

East Building, 5th Floor –TCR

1200 New Jersey Avenue, SE

Washington, D.C. 20590

Customer Service

Complaints received by Valley Metro Customer Service representatives or by the City of Phoenix Title VI Coordinator will be documented and assigned to the appropriate Transit Service Provider (TSP) (operator or administrator of the service) responsible for investigation in accordance with federal standards (28 CFR Part 35 and FTA Circular 4702.1B). The TSP has 30 days to investigate each complaint. If more information is needed to resolve the case, the TSP may contact the complainant and request additional information. Complainants must provide additional information within 10 days of the request or the complaint may be deemed indeterminable and will be administratively closed. Cases may also be administratively closed if a complainant informs Valley Metro or the City of Phoenix that they no longer wish to pursue the complaint. Requests to close a complaint can be requested by phone, email or in writing (see contact information above). Complaints may be administratively closed for non-responsiveness by the complainant.

Following the investigation, all complaints shall be concluded with a determination entered in the CAS system. The determination entry shall state the investigation determined the complaint was valid¹, invalid², or undeterminable³. If the investigation determines the alleged Title VI complaint violations of race, color or national origin discrimination are valid, a detailed corrective resolution to remedy the situation shall be provided to the complainant. If the investigation results determine there was no alleged Title VI discrimination based on race, color or national origin, the case will be closed. The complainant shall be notified of the investigation results in the manner identified (email or phone). A complainant can appeal the decision within 60 days of notification of the investigation results. Appeals must be submitted to Valley Metro or the City of Phoenix.

All Title VI complaints and investigations are reviewed by Valley Metro, the Customer Service Administrator (CSA), and City of Phoenix staff.

TITLE VI COMPLAINT PROCEDURES (CONTINUED)

For more information on Valley Metro's Title VI Program and procedures by which to file a complaint, contact the Title VI Coordinator at (602) 322-4514.

For more information on the City of Phoenix's Civil Rights Program and the procedures by which to file a complaint, contact the Title VI Coordinator at (602) 262-7242.

1. Valid: fact based, binding, acceptable, enforceable
2. Invalid: null and void, unacceptable, unenforceable
3. Indeterminable: incapable of being decided, settled, or fixed; not determinable

Requesting Information

Note: To request information in alternative formats, please contact Customer Service at csr@valleymetro.org or phone: (602)253-5000 or City of Phoenix (602) 262-7242, TTY: (602) 251-2039.

Tracking a Title VI Complaint

As complaints are received, they are logged into the CAS system. Within 24 to 48 hours of logging the complaint, Valley Metro CSA assigns the complaint to the appropriate TSP for investigation and documentation.

The TSP has 30 days to complete their investigation, including obtaining additional information needed from the complainant to investigate or to resolve the case. The investigator will follow the complaint process, and once the investigation is concluded, the case resolution will be documented in the CAS.

The CAS system is programmed to notify the CSA if a complaint has not been responded to within the required time frame. Upon system notification, the CSA will send out a reminder notice to the appropriate TSP that the case is not yet resolved or closed out.

Once the case has been resolved the complainant will receive a response in the manner identified.

Valley Metro and the City of Phoenix monitors the process monthly to ensure Title VI complaints are fully investigated, adequately documented, and that the complainant was responded to in the manner requested. Should an inaccuracy be found, Valley Metro and/or the City of Phoenix will work with CSA and the appropriate TSP to reopen the complaint for further investigation until resolution or completion.

TITLE VI COMPLAINT PROCEDURES (CONTINUED)

Investigating a Title VI Complaint

Each documented Title VI investigative report must address each of the “Five Federal Investigative” steps found in 28 CFR, Part 35 and FTA Circular 4702.IA. The seven steps are:

Step One:

The TSP will review the complaint information entered into CAS by Valley Metro Customer Service staff. Any new issues identified during the investigation should also be documented in CAS.

Step Two:

Interviews and collections of facts.

- TSP identifies respondents to interview, if needed.
- TSP interviews respondents identified and documents details from the interviews in CAS.
- Investigate every “issue” (stated in the “statement of issues noted in step one).
- Separate facts from opinions.

“Respondent” is not confined to the transit vehicle operator. “Respondent” is defined as any source of information that can contribute to the investigation, such as:

- Complainant
- Operator
- Radio/Dispatch/OCC reports
- Maintenance staff
- City Transit staff
- Witnesses
- Other transit employees

The TSP identified, collects, and reviews other information and/or documents that provide facts for the investigation.

Any applicable information is to be documented in CAS. Documents to review can include:

- GPS tracking software and programs
- Maintenance records
- Spotter reports
- Video (camera) and/or audio recordings
- Courtesy cards
- Incident reports (supervisor, transit police, fare/security inspectors)

TITLE VI COMPLAINT PROCEDURES (CONTINUED)

Step Three:

TSP documents pertinent regulations, rules, policies, and procedures that apply to the investigation in CAS under the case number assigned.

Pertinent regulations, rules, policies, and procedures may include:

- Title VI requirements
- Company rules and procedures
- Valley Metro and City of Phoenix policies and service standards
- Contractual requirements

Step Four:

Complaint Determination.

- TSP compares each fact from “findings of fact” to the list of regulations, rules, etc.
- TSP makes a fact-based determination of alleged violation(s).

Step Five:

Description of resolution for each valid violation.

- TSP describes specific corrective actions for each violation found
- TSP documents follow-up action, if applicable
- TSP documents the complaint resolution in CAS

TSP Complaint Resolution(s):

- Must include specific complaint resolutions for each valid violation noted.
- Document a follow-up action plan, where applicable.
- If no valid violations are found, note policies, procedures, etc. Reviewed during the investigation and with transit operator.
- Documented complaint information should always include staff initials, title, and dates.

Response to Customer

TSP will respond to the Customer in the manner identified and will document the response provided in CAS under the case number assigned.

PROCEDIEMIENTOS DE QUEJAS DEL TÍTULO VI

¿Qué es el Título VI?

El Título VI es una sección del Decreto de los Derechos Civiles de 1964 que requiere que “ninguna persona en los Estados Unidos deberá, basándose en su raza, color u origen nacional, ser excluida de participar en, ser denegada de los beneficios de, o verse sujeta a discriminación bajo cualquier programa o actividad recibiendo asistencia financiera federal.”

Procedimientos de integración de quejas del título vi para el servicio WeRIDE

Aunque el servicio de microtránsito WeRIDE de la Ciudad de Avondale opera independientemente del sistema de tránsito regional de Valley Metro, la Ciudad reconoce la importancia de mantener procedimientos consistentes de quejas del Título VI en todos los servicios de tránsito en la región. Para asegurar la documentación e investigación exhaustiva de cualquier queja del Título VI relacionada con el servicio WeRIDE, la Ciudad de Avondale integrará sus procedimientos de quejas con el Sistema de Asistencia al Cliente (CAS) regional existente a través del siguiente proceso:

1. Recepción y Documentación de Quejas

- Todos los vehículos de WeRIDE muestran el aviso estándar del Título VI de Valley Metro, dirigiendo a los denunciantes al Servicio al Cliente de Valley Metro para presentar quejas del Título VI
- Las quejas recibidas a través de cualquier canal (Servicio al Cliente de Valley Metro, contacto directo con la Ciudad de Avondale, o a través del contratista WeRIDE Transdev) serán ingresadas en el sistema CAS regional
- El personal de la Ciudad de Avondale y Transdev recibirá acceso y capacitación en el sistema CAS para asegurar la documentación y el seguimiento adecuado

2. Proceso de Investigación

- Al recibir una queja del Título VI a través de CAS, Transdev (como operador de WeRIDE) seguirá los “Cinco Pasos Federales de Investigación” establecidos mientras se adhiere al plazo de investigación de 30 días
- Las investigaciones incluirán documentación exhaustiva de entrevistas, recopilación de datos y revisión de políticas siguiendo los estándares regionales
- El personal de Tránsito de la Ciudad de Avondale mantendrá la supervisión del proceso de investigación y asegurará el cumplimiento de los requisitos federales

3. Resolución e Informes

- Las resoluciones de quejas serán documentadas en CAS usando las categorías regionales estándar (válida, inválida o indeterminable)
- Todas las acciones correctivas y resoluciones serán rastreadas dentro del sistema regional
- Los denunciantes mantienen los mismos derechos de apelación y opciones de presentación externa que con las quejas del servicio regional

PROCEDIEMIENTOS DE QUEJAS DEL TÍTULO VI (CONTINUADO)

Esta integración asegura que las quejas del Título VI de WeRIDE reciban el mismo nivel de atención y documentación que los servicios de tránsito regionales mientras mantienen la consistencia con los procedimientos establecidos de Valley Metro y la Ciudad de Phoenix. El proceso proporciona transparencia y responsabilidad a través del seguimiento regional compartido mientras reconoce las características operativas únicas del servicio de microtránsito WeRIDE.

¿Cómo registro una queja?

Cualquier persona que crea que ha sido excluida de la participación en, se le hayan denegado los beneficios de, o de otra manera se haya visto sujeta a discriminación ilegal bajo cualquier servicio, programa o actividad de Valley Metro o de la Ciudad de Phoenix, y crea que la discriminación se basa en raza, color u origen nacional, puede registrar una queja formal con el Servicio al Cliente de Valley Metro o directamente con la Ciudad de Phoenix. Esta protección antidiscriminatoria también se extiende a las actividades y los programas de los contratistas terceros Proveedores de Servicios de Transporte (TSP por sus siglas en inglés) de Valley Metro y la Ciudad de Phoenix. Valley Metro y la Ciudad de Phoenix usan el Sistema de Asistencia al Cliente (CAS por sus siglas en inglés) para capturar todas las quejas recibidas por el sistema regional de transporte. Cualquier queja de este tipo debe registrarse dentro de los 180 días del presunto acto discriminatorio (o de la última vez que haya ocurrido).

Para enviar una queja en línea, llene la forma de quejas en línea en el siguiente enlace:

www.valleymetro.org/form/title-vi-complaint-form

Las quejas también se pueden registrar por escrito usando la forma de quejas del Título VI, ó llamando a Servicio al Cliente al (602) 253-5000, TTY: (602) 251-2039.

Las formas llenas y firmadas se deben enviar por correo postal a:

Regional Public Transportation Authority

4600 East Washington Street, Suite 101

Phoenix, AZ 85034

Correo electrónico: csr@valleymetro.org

Teléfono: (602) 253-5000

TTY: (602) 251-2039

La forma de la queja se encuentra en nuestro sitio web:

<https://www.valleymetro.org/about/civil-rights>

PROCEDIEMIENTOS DE QUEJAS DEL TÍTULO VI (CONTINUADO)

Para registrar una queja directamente con la Ciudad de Phoenix:

Attention: Title VI Coordinator

City of Phoenix Public Transit Department

302 N. 1st Avenue, Suite 900

Phoenix, AZ 85003

Correo electrónico: PHXTransitEO@phoenix.gov

Teléfono: (602) 262-7242

<https://www.phoenix.gov/publictransit/title-vi-notice>

Los individuos también pueden registrar quejas directamente con la Administración Federal de Transporte (FTA por sus siglas en inglés) dentro de un período de tiempo de 180 días:

Federal Transit Administration

(FTA) Attention: Title VI Coordinator

East Building, 5th Floor –TCR 1200 New Jersey Avenue, SE

Washington, D.C. 20590

Servicio al Cliente

Las quejas recibidas por los representantes de Servicio al Cliente de Valley Metro o por el Coordinador del Título VI de la Ciudad de Phoenix serán documentadas y asignadas al Proveedor de Servicios de Transporte (TSP por sus siglas en inglés) (operador o administrador del servicio) apropiado responsable de la investigación en conformidad con los estándares federales (28 CFR Parte 35 y Circular 4702.1B de la administración FTA). El proveedor TSP tiene 30 días para investigar cada queja. Si se necesita más información para resolver el caso, el proveedor TSP puede ponerse en contacto con el/la reclamante y solicitar información adicional. Los reclamantes deben proporcionar la información adicional dentro de los 10 días posteriores a la solicitud o la queja puede considerarse indeterminable y se cerrará administrativamente. Los casos también se pueden cerrar administrativamente si un/a reclamante informa a Valley Metro o a la Ciudad de Phoenix que ya no desea continuar con la queja. Las solicitudes para cerrar una queja se pueden hacer por teléfono, por correo electrónico o por escrito (vea arriba la información de contacto). Las quejas se pueden cerrar administrativamente si el/la reclamante falle en responder.

Después de la investigación, todas las quejas deberán ser concluidas con una determinación ingresada al sistema CAS. La entrada de la determinación deberá indicar que la investigación determinó que la queja era válida¹, inválida² ó indeterminable³.

PROCEDIEMIENTOS DE QUEJAS DEL TÍTULO VI (CONTINUADO)

Si la investigación determina que las presuntas infracciones de la queja bajo el Título VI de discriminación por raza, color u origen nacional son válidas, se deberá proveer al/la reclamante una resolución correctiva detallada para remediar la situación. Si los resultados de la investigación determinan que no hubo una presunta discriminación bajo el Título VI basada en raza, color u origen nacional, el caso se cerrará. El/la reclamante deberá ser notificado/a de los resultados de la investigación en la forma identificada (correo electrónico o teléfono). Un/a reclamante puede apelar la decisión dentro de los 60 días siguientes a la notificación de los resultados de la investigación. Las apelaciones se deben enviar a Valley Metro o a la Ciudad de Phoenix.

Todas las quejas e investigaciones del Título VI son revisadas por Valley Metro, el Administrador de Servicio al Cliente (CSA por sus siglas en inglés), y el personal de la Ciudad de Phoenix. Para más información sobre el Programa del Título VI de Valley Metro y los procedimientos para registrar una queja, llame al Coordinador del Título VI al (602)322- 4514.

Para más información sobre el Programa de Derechos Civiles de la Ciudad de Phoenix y los procedimientos para registrar una queja, llame al Coordinador del Título VI al (602)262-7242.

1. Válida: basadas en los hechos, vinculante, aceptable, ejecutable
2. Inválida: nula e inválida, inaceptable, inejecutable
3. Indeterminable: incapaz de llegar a una decisión, asentada, o solucionada; no es determinable

Solicitando Información

Nota: Para solicitar información en formatos alternativos, por favor comuníquese con Servicio al Cliente en csr@valleymetro.org o por teléfono: (602) 253-5000 ó con la Ciudad de Phoenix al (602) 262-7242, TTY: (602) 251-2039.

Rastreando Una Queja del Título VI

A medida que se van recibiendo las quejas, éstas son ingresadas al sistema CAS. Dentro de 24 a 48 horas de registrar la queja, el administrador CSA de Valley Metro asigna la queja al proveedor TSP apropiado para su investigación y documentación.

El proveedor TSP tiene 30 días para completar su investigación, incluyendo la obtención de la información adicional necesaria del/la reclamante para investigar o para resolver el caso. El investigador seguirá el proceso de quejas, y una vez que concluya la investigación, la resolución del caso se documentará en el sistema CAS.

El sistema CAS está programado para notificarle al administrador CSA si una queja no ha sido contestada dentro del plazo requerido. Tras la notificación del sistema, el administrador CSA enviará un aviso de recordatorio al proveedor TSP correspondiente de que el caso aún no se ha resuelto o cerrado.

PROCEDIEMIENTOS DE QUEJAS DEL TÍTULO VI (CONTINUADO)

Una vez resuelto el caso, el/la reclamante recibirá una respuesta en la forma identificada.

Valley Metro y la Ciudad de Phoenix monitorean el proceso mensualmente para asegurar que las quejas del Título VI se investiguen a fondo, se documenten adecuadamente, y se le conteste al/la respondiente de la manera solicitada. En caso de que se encuentre un error, Valley Metro y/o la Ciudad de Phoenix trabajarán con el administrador CSA y el proveedor TSP apropiado para volver a abrir la queja para una investigación adicional hasta su resolución o finalización.

Investigando Una Queja del Título VI

Cada reporte de investigación documentado del Título VI debe abordar cada uno de los “Cinco Pasos de Investigaciones Federales” que se encuentran en 28 CFR, Parte 35 y la Circular 4702.IA de la administración FTA. Los siete pasos son:

PASO UNO:

El proveedor TSP revisará la información de la queja ingresada al sistema CAS por el personal de Servicio al Cliente de Valley Metro. Cualquier nuevo asunto identificado durante la investigación también se debe documentar en el sistema CAS.

PASO DOS:

Entrevistas y recolecciones de los hechos.

- El proveedor TSP identifica a los respondientes a ser entrevistados, si es necesario.
- El proveedor TSP entrevista a los respondientes identificados y documenta los detalles de las entrevistas en el sistema CAS.
- Se investiga cada “asunto” (indicado en la declaración de asuntos que se indica en el paso uno).
- Se separan los hechos de las opiniones.

El/la “respondiente” no se limita al/la conductor/a del vehículo de transporte. El/la “respondiente” se define como cualquier fuente de información que pueda contribuir a la investigación, tal como:

- Reclamante
- Conductor/a
- Reportes de radio/despacho/OCC
- Personal de mantenimiento
- Personal de Transporte de la Ciudad
- Testigos
- Otros empleados de transporte

PROCEDIEMIENTOS DE QUEJAS DEL TÍTULO VI (CONTINUADO)

El proveedor TSP identifica, recopila, y revisa otra información y/o documentos que provean los hechos para la investigación. Cualquier información aplicable se debe documentar en el Sistema CAS. Los documentos por revisar pueden incluir:

- Software y programas de rastreo GPS
- Registros de mantenimiento
- Reportes de observador “Spotter”
- Grabaciones de video (cámara) y/o audio
- Tarjetas de cortesía
- Reportes de incidentes (supervisor, policía de transporte, inspectores de pasajes/seguridad)
- Historial de la ruta
- Otros documentos que el proveedor TSP considere apropiados

PASO TRES:

El proveedor TSP documenta las regulaciones, reglas, normas, y procedimientos pertinentes que sean aplicables a la investigación en el sistema CAS bajo el número de caso asignado. Las regulaciones, reglas, normas y procedimientos pertinentes pueden incluir:

- Requerimientos del Título VI
- Reglas y procedimientos de la compañía
- Normas y estándares de servicio de Valley Metro y la Ciudad de Phoenix
- Requerimientos contractuales

PASO CUATRO:

Determinación de la queja

- El proveedor TSP compara cada hecho de “hallazgos de hechos” con la lista de regulaciones, reglas, etc.
- El proveedor TSP hace una determinación basada en hechos de la/s presunta/s infracción/es.

PASO CINCO:

Descripción de la resolución para cada infracción válida.

- El proveedor TSP describe las acciones correctivas específicas para cada infracción que haya sido encontrada
- El proveedor TSP documenta la acción de seguimiento, si es aplicable
- El proveedor TSP documenta la resolución de la queja en el sistema CAS

PROCEDIEMIENTOS DE QUEJAS DEL TÍTULO VI (CONTINUADO)

Resolución/es de Quejas del Proveedor TSP:

- Debe incluir resoluciones específicas a las quejas para cada infracción válida anotada.
- Documentar un plan de acción de seguimiento, cuando sea aplicable.
- Si no se encuentran infracciones válidas, anotar las normas, los procedimientos, etc. revisados durante la investigación y con el/la conductor/a de transporte.
- La información documentada de la queja siempre debe incluir las iniciales del personal, el título, y las fechas.

Respuesta al/la Cliente

El proveedor TSP le contestará al/la Cliente de la manera identificada y documentará la respuesta provista en el sistema CAS bajo el número de caso asignado.

TITLE VI COMPLAINT FORMS

TITLE VI COMPLAINT FORM

Any person who believes that he or she has been discriminated against by Valley Metro or City of Phoenix or any of its service providers and believes the discrimination was based upon race, color or national origin, may file a formal complaint with Valley Metro Customer Service.

Please provide the following information to process your complaint. Alternative formats and languages are available upon request. You can reach Customer Service at 602.253.5000 (TTY: 602.251.2039) or via email at csr@valleymetro.org.

SECTION 1: CUSTOMER INFORMATION

First Name: _____ Last Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Home Phone: _____ Cell Phone: _____
Email: _____ Preferred method of contact: ☐ Phone ☐ Email

SECTION 2: INCIDENT INFORMATION

Date of Incident: _____ Time of Incident: _____ AM PM City: _____
Incident Location: _____ Direction of Travel: _____
Route #: _____ Bus/Light Rail/Streetcar #: _____
Service Type: ☐ Local Bus ☐ Express/RAPID ☐ Circulator/Connector ☐ Light Rail ☐ Streetcar ☐ Dial-a-Ride
Operator Name: _____
Operator Description: _____
What was the discrimination based on (Check all that apply): ☐ Race ☐ Color ☐ National Origin ☐ Other _____

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known), as well as names and contact information of any witnesses. If more space is needed, please use the back of this form. You may also attach any written materials or other information relevant to your complaint.

Have you filed this complaint with the Federal Transit Administration (FTA)? Yes No
If yes, please provide information about a contact person at the FTA where the complaint was filed:

Name: _____ Title: _____
Address: _____ Phone: _____

Have you previously filed a Title VI complaint with this agency? Yes No
Signature and date required below:

Signature: _____
Date: _____



FORMA DE RECLAMACIÓN BAJO EL TÍTULO VI

FORMA DE RECLAMACIÓN BAJO EL TÍTULO VI

Cualquier persona que crea que ha sido discriminada por Valley Metro o la Ciudad de Phoenix o por cualquiera de sus proveedores de servicios y cree que la discriminación fue basada en su raza, color u origen nacional, puede registrar una queja formal ante el Servicio al Cliente de Valley Metro.

Por favor provea la siguiente información para procesar su queja. Hay formatos e idiomas alternativos disponibles si se solicitan. Usted se puede comunicar con el Servicio al Cliente llamando al 602.253.5000 (TTY: 602.251.2039) ó por correo electrónico a csr@valleymetro.org.

SECCIÓN 1: INFORMACIÓN DEL CLIENTE

Nombre: _____ Apellido: _____
Domicilio: _____
Ciudad: _____ Estado: _____ Código Postal: _____
Teléfono del Hogar: _____ Teléfono Celular: _____
Correo Electrónico: _____ Método preferido de contacto: Teléfono Correo Electrónico

SECCIÓN 2: INFORMACIÓN SOBRE EL INCIDENTE

Fecha del Incidente: _____ Hora del Incidente: _____ AM PM Ciudad: _____
Ubicación del Incidente: _____ Dirección del Viaje: _____
Ruta #: _____ Autobús/Tren Ligero/Tranvía #: _____
Tipo de Servicio ☐ Autobús Local ☐ Express/RAPID ☐ Circulación Conector ☐ Tren Ligero ☐ Tranvía ☐ Dial-a-Ride
Nombre del/la Operador/a: _____
Descripción del/la Operador/a: _____
¿En qué se basó la discriminación? (Marque todo lo que sea aplicable):
☐ Raza ☐ Color ☐ Origen Nacional ☐ Otro _____

Explique lo más claramente posible lo que sucedió y por qué cree usted que se le discriminó. Describa a todas las personas que estuvieron involucradas. Incluya el nombre y la información de contacto de la/s persona/s que le discriminó/aron (si los conoce), así como los nombres y la información de contacto de cualquier testigo. Si se necesita más espacio, por favor use el reverso de esta forma. Usted también puede adjuntar cualquier material por escrito u otra información relevante a su queja.

¿Ha usted registrado esta queja ante la Administración Federal de Transporte (FTA por sus siglas en inglés)? ☐ Sí ☐ No
Si contestó Sí, por favor provea información sobre una persona de contacto en la administración FTA donde se registró la queja.

Nombre: _____ Título: _____
Domicilio: _____ Teléfono: _____

¿Ha usted registrado previamente una queja bajo el Título VI ante esta agencia? ☐ Sí ☐ No

Firma y fecha requeridas abajo:

Firma _____
Fecha _____



TITLE VI INVESTIGATIONS, COMPLAINTS & LAWSUITS

This form will be submitted annually. If no investigations, lawsuits, or complaints were filed, a blank form will be submitted.

Description/ Name	Date (Month, Day, Year)	Summary (Include basis of complaint: race, color, national origin or disability)	Issue Status	Action(s) Taken (Final Findings?)
Investigations				
1.				
2.				
Lawsuits				
1.				
2.				
Complaints				
1.				
2.				

☒
City of Avondale has not had any Title VI complaints, investigations, or lawsuits in 2021-2024.



PUBLIC PARTICIPATION PLAN

City of Avondale & Valley Metro
February 2025 - January 2028



PUBLIC PARTICIPATION PLAN

The City of Avondale implements a comprehensive two-tiered approach to public participation addressing both regional fixed-route and local microtransit services. This dual approach ensures appropriate engagement strategies for each service while maintaining consistent Title VI compliance. Regional fixed-route services (Routes 3, 17, and 41) follow Valley Metro's established Title VI Public Participation Plan, while WeRIDE microtransit service follows enhanced local engagement procedures specific to on-demand service.

REGIONAL TRANSIT SERVICES (Valley Metro Fixed Routes)

For regional fixed-route services operated by Valley Metro within Avondale, the City adheres to Valley Metro's established public participation procedures. Public meetings are scheduled to maximize stakeholder attendance, which may require non-traditional business hours or multiple meetings at different times. When meetings focus on specific geographic areas or routes, they are held within those areas to ensure community access. All public meetings are held in locations accessible to people with disabilities and, when possible, near transit routes.

LOCAL MICROTRANSIT SERVICES (WeRIDE)

The WeRIDE microtransit service requires specialized engagement strategies designed for on-demand service. The City conducts an annual comprehensive spring survey to gather resident feedback, which serves as the cornerstone of our public engagement efforts. This systematic approach provides consistent yearly data to track service satisfaction and identify emerging needs.

A key component of our local engagement is the WeRIDE Community Ambassador program. This full-time bilingual position serves as a direct link between the service and community, engaging with current and potential riders through on-board interactions and local outreach. The Ambassador conducts regular visits to businesses, schools, and community centers while managing feedback received through the mobile app and phone system.

If public meetings were held for WeRIDE, it will focus on maximizing community participation through strategic scheduling and location selection. Meetings would be held at various times, including evenings and weekends, to accommodate diverse schedules. Meeting locations would be selected within the Avondale WeRIDE service zone and near key community gathering points, ensuring convenient access for affected residents.

SHARED ENGAGEMENT PRINCIPLES

All public participation activities maintain core standards regardless of service type. These include ensuring physical accessibility of facilities, providing language assistance services for our WeRIDE call center, and offering multiple communication channels for public input through email, call center, or smartphone app. The City maintains

PUBLIC PARTICIPATION PLAN (CONTINUED)

comprehensive documentation of all engagement activities through our WeRIDE Ambassador Program, including engagement records, survey results, and actions taken in response to public input.

Language access remains a priority, with materials provided in both English and Spanish. Translation services are available as needed, and multilingual staff participate in public events. For major service changes, the City provides at least 30 days' notice through multiple communication channels.

The City of Avondale regularly evaluates the effectiveness of these engagement strategies, tracking participation and adjusting methods as needed. This integrated approach ensures comprehensive public engagement while acknowledging the distinct characteristics of both regional fixed-route and local microtransit services.

PLANNED PUBLIC PARTICIPATION ACTIVITIES (2025-2028)

The City of Avondale maintains a consistent schedule of public participation activities centered around our WeRIDE microtransit service. The cornerstone of our engagement strategy is the comprehensive Spring Customer Satisfaction Survey, which collects vital feedback on service quality, coverage, hours, customer service, and accessibility needs through our WeRIDE app. This annual assessment is complemented by consistent community engagement events at key locations including the Avondale Libraries, Estrella Mountain Community College, and the Avondale Resource Center, where staff provide hands-on assistance with the WeRIDE mobile app and collect real-time public feedback. Our full-time WeRIDE Ambassador Program ensures daily community presence, providing one-on-one rider assistance and maintaining strong relationships with local businesses, senior centers, healthcare facilities, and schools.

LIMITED ENGLISH PROFICIENCY PLAN

Valley Metro has conducted a thorough LEP 4 factor analysis and resulting Language Access Plan to be utilized by all Valley Metro member agencies. This Language Access Plan, as set forth below, will be utilized by the City of Avondale to ensure compliance with its obligations to Limited English Proficiency (LEP) persons under Title VI.

To specifically address language assistance needs for the WeRIDE microtransit service, the City of Avondale has implemented comprehensive language access measures across all service touchpoints. The WeRIDE mobile application interface through RideCo is available in multiple languages commonly spoken in the service area, ensuring that LEP persons can effectively schedule, track, and manage their rides. For customers who prefer phone booking, the WeRIDE call center provides several bi-lingual (English/Spanish) call center agents and will be further implementing an “AI Agent” through RideCo in 2025 which is a phone system option that has the capability to provide multi-language booking for all residents with a “virtual” call-center agent.

WeRIDE vehicle operators who are fluent in Spanish wear pins on their ID badges identifying that they can speak Spanish to facilitate essential communication with LEP passengers during their trips. Additionally, all WeRIDE marketing materials, including service information, outreach, and promotional materials, are produced in Spanish based on the demographic analysis of the Avondale WeRIDE service area.

These microtransit-specific language assistance measures complement Valley Metro’s broader Language Access Plan while ensuring that LEP persons have meaningful access to this new mobility option. The effectiveness of these measures will be regularly evaluated through customer feedback and service utilization data to identify any necessary adjustments or improvements.

NON-ELECTED COMMITTEES MEMBERSHIP TABLE

A sub recipient who selects the membership of transit-related, non-elected planning boards, advisory councils, or committees must provide a table depicting the membership of those organizations broken down by race. Sub-recipients also must include a description of the efforts made to encourage participation of minorities on these boards, councils, and committees.

Table Depicting Membership of Committees, Councils, Broken Down by Race

Body	Caucasian	Latino	African American	Asian American	Native American
Population	% amount	% amount	% amount	% amount	% amount
Name of Committee	% amount	% amount	% amount	% amount	% amount
Name of Committee	% amount	% amount	% amount	% amount	% amount
Name of Committee	% amount	% amount	% amount	% amount	% amount



City of Avondale does NOT select the membership of any transit-related committees, planning boards, or advisory councils.

MONITORING FOR SUBRECIPIENT TITLE VI COMPLIANCE

The City of Avondale does NOT currently have subrecipients and therefore does NOT monitor sub-recipients for Title VI compliance. In the event sub-recipients come under the control of the City of Avondale, the City will adopt and implement a policy and procedure which ensures that all sub-recipients comply with their obligations under Title “VI and any other applicable federal and state laws, regulations, and rules.

TITLE VI EQUITY ANALYSIS

A sub-recipient planning to acquire land to construct certain types of facilities must not discriminate on the basis of race, color, or national origin, against persons who may, as a result of the construction, be displaced from their homes or businesses. “Facilities” in this context does not include transit stations or bus shelters, but instead refers to storage facilities, maintenance facilities, and operation centers.

There are many steps involved in the planning process prior to the actual construction of a facility. It is during these planning phases that attention needs to be paid to equity and non-discrimination through equity analysis. The Title VI Equity Analysis must be done before the selection of the preferred site.

Note: Even if facility construction is financed with non-FTA funds, if the sub recipient organization receives any FTA dollars, it must comply with this requirement.

The City of Avondale has no current or anticipated plans to develop new transit facilities covered by these requirements.

REGIONAL SYSTEM WIDE STANDARDS & POLICIES

The City of Avondale maintains a consistent schedule of public participation activities centered around our WeRIDE microtransit service. The cornerstone of our engagement strategy is the comprehensive Spring Customer Satisfaction Survey, which collects vital feedback on service quality, coverage, hours, customer service, & accessibility needs through our WeRIDE app. This annual assessment is complemented by consistent community engagement events at key locations including the Avondale Libraries, Estrella Mountain Community College, and the Avondale Resource Center, where staff provide hands-on assistance with the WeRIDE mobile app and collect real-time public feedback. Our full-time WeRIDE Ambassador Program ensures daily community presence, providing one-on-one rider assistance and maintaining strong relationships with local businesses, senior centers, healthcare facilities, and schools.

Phase I

The first phase in the plan establishes service provision goals to guide the development of Valley Metro's TSPM. This phase established standardized transit service types, operating characterized for each service type and bus stop spacing standards.

Phase II

The second phase focuses on the development of transit service performance measures, transit service thresholds, application principles and implementation standards for new service.

Phase III

The third phase establishes standard and performance measures for regionally funded transit vehicles such as buses and lightrail vehicles and transit facilities including bus stops and park-and-ride facilities. As of February 2022, the City of Avondale has all of their service provided by Valley Metro and will follow their Regional System Wide Standards and Policies. Please see Attachment C for a copy of their policy.

The only part of their policy that will not apply is the Distribution of Transit Amenities. The City of Avondale will use the following policy.

Transit Amenities refer to fixed items of comfort & convenience available to the general riding public such as shelter placement, signage, benches and trash can placement. Generally, individual municipalities are responsible for the provision, monitoring and maintenance of shelters, bus stop signs, benches and other amenities. The following sections briefly summarize the City's policies or standards that govern the deployment of amenities on the City's transit system. Avondale policy is to review and ensure amenities are placed within the City without regard to race, color, national origin, or income considerations.

Shelter Placement

City of Avondale continues to use ridership as the primary criterion for determining shelter placement. A variety of bus shelter shapes and sizes are available to address site restrictions, opportunities, and ridership needs.

The following criteria should be used as a guide in the placement of customer shelters:

REGIONAL SYSTEM WIDE STANDARDS & POLICIES (CONTINUED)

- Shelters should be placed at all established park and ride lots.
- A shelter should “aesthetically fit” its surroundings where economically feasible
- Shelters can be standardized to some degree for possible cost effectiveness via quantity purchase prices, for maintenance purposes or to maintain aesthetic continuity
- Shelters should be installed at major transfer points between routes
- Shelters should include amenities such as display space for route maps and schedules, benches, trash cans and lighting.

Signage

All bus stops shall feature signs mounted in a uniform manner to identify the area as a stop and provide readable and accurate information.

Benches

Ridership figures are used to determine seating requirements while the built environment often dictates seating options.

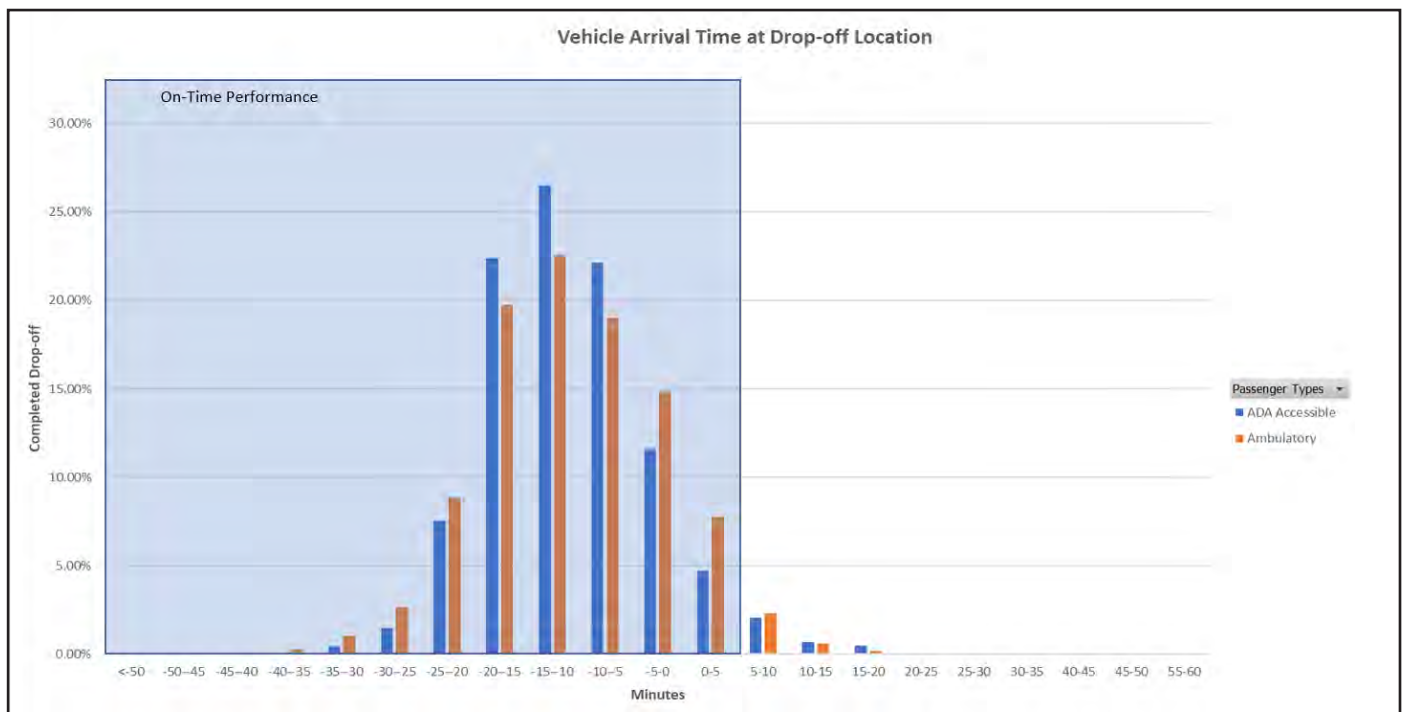
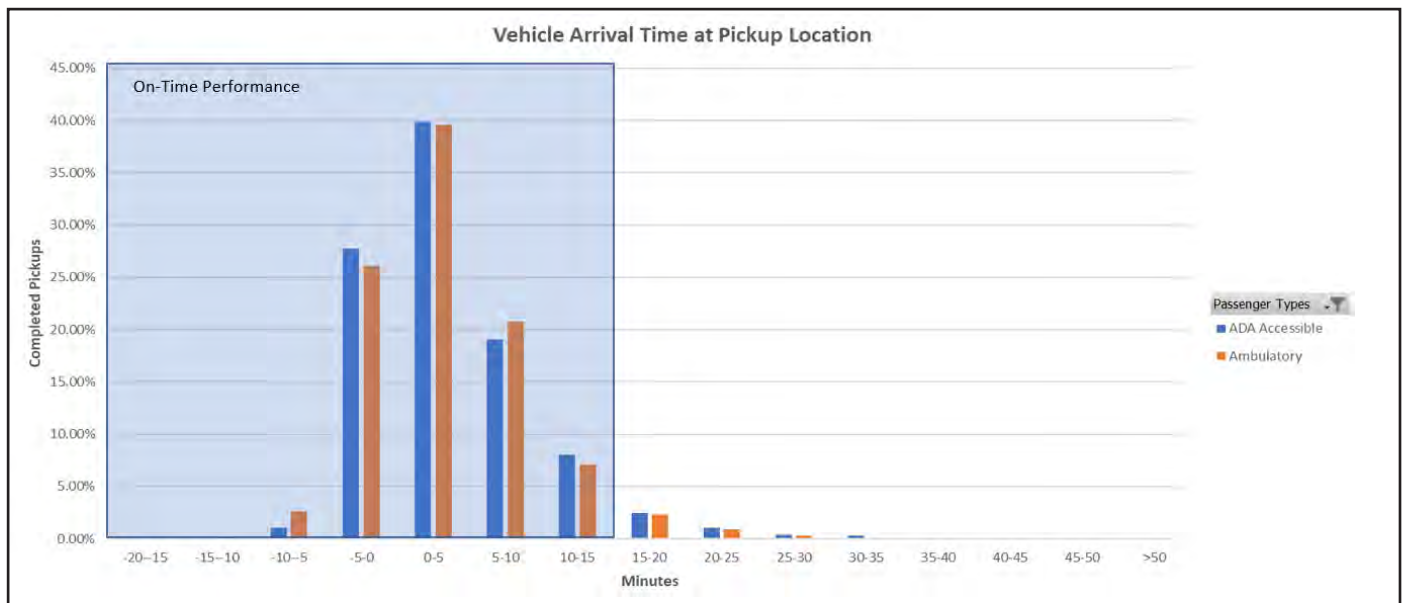
Trash Can Placement

Trash cans are only placed at sheltered bus stops with high ridership and must not infringe upon the ADA pad or Pedestrian pathway.

LOCAL MICROTRANSIT (WeRIDE) STANDARDS & POLICIES

WeRIDE service is a completely demand-response service. There will be no discrimination in terms of span of service, response times or service availability to all areas within the service zone of Avondale. All residents are provided a means of getting information, purchasing ride credits, and booking trips regardless of their access to smart phones, cash-only passengers, credit/debit cards, etc.

Only 1/3 of the vehicles are wheelchair accessible however pickup and dropoff performance is comparable between ADA and ambulatory passengers and is tracked on a quarterly basis by city staff. The graph below show that both pickup and dropoff on-time performance are comparable between October 2023 to September 2024.



SERVICE & FARE POLICY CHANGES

The City of Avondale has not implemented any major service changes since 2018. If a major service change were to occur, Valley Metro on behalf of the City of Avondale would conduct a number of public outreach events and solicit public comment throughout the region.



TITLE VI IMPLEMENTATION PLAN APPENDICES

City of Avondale & Valley Metro
February 2025 - January 2028





PLEASE SEE APPENDIX A FOR VALLEY METRO'S PUBLIC PARTICIPATION PLAN

PUBLIC PARTICIPATION PLAN

City of Avondale & Valley Metro
February 2025 - January 2028



APPENDIX A (VALLEY METRO PUBLIC PARTICIPATION PLAN - 2021)

See the following page for Attachment A

Valley Metro Public Participation Plan 2021

Introduction

The regional transit public input/outreach process is conducted by Valley Metro for various transit-related activities and actions. Throughout the year, Valley Metro conducts public outreach activities related to capital projects, transit service changes, fare changes, and other transit-related events. This Title VI Public Participation Plan was established to ensure inclusion of the public throughout the Phoenix metropolitan community in accordance with the content and considerations of Title VI of the Civil Rights Act of 1964. Federal regulations state that recipients of federal funding must “promote full and fair participation in public transportation decision-making without regard to race, color or national origin.” Valley Metro uses this Plan to ensure involvement of low-income, minority and limited English proficient (LEP) populations, following guidance from the Title VI Requirements and Guidelines for Federal Transit Administration Recipients Circular¹ (Circular).

Involving the public in Valley Metro practices and decision-making processes provides helpful information to improve the transit system to better meet the needs of the community. Although public participation methods and extent may vary with the type of plan, program and/or service under consideration, as well as the resources available, a concerted effort to involve all affected parties will be conducted in compliance with this Plan along with federal regulations. To include effective strategies for engaging low-income, minority and LEP populations, the Circular suggests that the following may be considered:

- Scheduling meetings at times and locations that are convenient and accessible for minority and LEP communities.
- Employing different meeting sizes and formats.
- Coordinating with community- and faith-based organizations, educational institutions and other organizations to implement public engagement strategies that reach out specifically to members of affected minority and/or LEP communities.
- Considering transit information in publications and through communication channels that serve LEP populations.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.

¹ United States Department of Transportation, Federal Transit Administration, Circular 4702.1B.

Valley Metro currently practices all these strategies, in compliance with federal regulations, so that minority, low-income and LEP populations have ready access to information and meaningful opportunities to engage in planning activities and provide input as part of the decision-making process.

Typical Public Participation Opportunities

Valley Metro provides opportunities to share information or receive public input through a variety of methods for public participation utilized to engage low-income, minority and LEP populations through many outlets.

Meeting Planning: For planning efforts, including fare and service changes, public meeting locations are held at a centralized location near the affected route or project area and bilingual staff is available. Public notices and announcements are published in minority-focused publications— some examples include: the *Arizona Informant* (African American community), *Asian American Times* (Asian American community), *La Voz* and *Prensa Arizona* (Hispanic community). Press releases are also sent to these media sources regarding fare changes, service changes and other programs. All printed materials are available in English and Spanish and translated, as requested, in any other languages.

Rider Satisfaction Survey: A key participation effort, the Rider Satisfaction Survey, is conducted approximately every two years. This survey is administered on transit routes across the region, reaching transit riders living in minority and/or low-income communities. The survey, administered in English and Spanish, measures rider satisfaction with transit services and captures comments for improvements.

Valley Metro Customer Service: Throughout the year, minority, low-income and LEP populations have access to information through the Valley Metro Customer Service. Valley Metro Customer Service is open 5 a.m. - 10 p.m., Monday through Friday; 6 a.m. - 8 p.m. on Saturdays; and 8 a.m. - 5 p.m. on Sundays and designated holidays. Customer Service staff is multilingual.

Website: Information including meeting announcements, meeting materials and other program information is available on valleymetro.org in both English and Spanish. If users would like information in another language, Valley Metro features Google Translate on its website. This allows Valley Metro to reach citizens in five languages with information on transportation services, proposed service changes and other programs.

Public Participation Methods

Valley Metro uses several specific public involvement techniques to ensure that minority, low-income and LEP persons are involved in transit decisions. Using public involvement, media outlets and print or electronic materials, Valley Metro disseminates information regarding planning efforts. These efforts include the activities described below.

A full list of potential outreach methods is found in Appendix A.

Common Best Practices:

- Public meetings, hearings and open houses are held regularly at community-familiar and centralized locations with public transportation access and at convenient times, in collaboration with city partners. These meetings provide an opportunity to meet with citizens and receive their comments and questions on proposed service changes and other programs. For each program, Valley Metro varies its meeting format to best engage the targeted population.
- Valley Metro has staff available at public meetings, hearings, events and open houses to answer questions and receive comments in both English and Spanish. Valley Metro also uses court reporters to record verbal comments at public hearings.
- Outreach for biannual service changes and other programs are conducted at or near the affected area— for example, along an affected bus route or at an affected transfer location— thus targeting the population that may be most affected by proposed changes to service or routes. Often, these efforts are also executed at transit stops, community centers, civic centers or major transfer locations.
- Coordination with community- and faith-based organizations, educational institutions and other organizations occurs regularly. These coordination efforts assist Valley Metro in executing public engagement strategies that reach out to members of the population that may be affected.
- All public meeting notices for biannual service changes and other programs are translated to Spanish. Notices regarding Valley Metro projects and programs are widely distributed to the public through multiple methods as established by the project team. A full list of potential outreach methods is found in Appendix A.
- Valley Metro publishes advertisements of any proposed service or fare change in minority publications to make this information more easily available to minority populations. Additionally, Valley Metro sends press releases regarding service changes and other programs to Spanish-language media. Depending on the level of impact, a formal media/communications plan can be developed to coordinate overall messaging across multiple stakeholders.
- Valley Metro offers online participation via social media, webinar and email input as an alternative opportunity for comment. Online meetings or hearings are recorded and uploaded to the Valley Metro YouTube channel and/or website.
- Major surveying efforts are conducted in both English and Spanish to ensure that the data collected is representative of the public.
- Valley Metro Customer Service is multilingual.

- All comments are documented in a centralized database. Comment summary information is provided to Valley Metro's city partners for review and is also presented to the Valley Metro Board of Directors for consideration when acting upon proposed service changes.
- A public hearing is a formal presentation to the public on specific proposal or subject. Public testimony is recorded into the official record. The rules governing a public hearing are more formal than that of a public meeting, where a variety of tools and techniques may be used to gather feedback from the public. A public hearing may take place in-person, via teleconference, or online. Public comment must be recorded and transcribed, either via electronic means or a court reporter.

A public hearing is required during:

- The development of an Environmental Impact statement.
- A Major Service Change, as defined by the Major Service Change & Service Equity Policy.

Conclusion

Valley Metro conducts public outreach throughout the year to involve the public with agency activities and transit planning processes. Using a variety of communication techniques such as facilitating meetings at varied times and locations, using multiple formats, placing print and digital materials across multiple channels and providing opportunities via phone and online to share or collect input, Valley Metro ensures that outreach efforts include opportunities for minority, low-income and LEP populations who may be impacted by the activity or transit planning process are integrated into the decision-making process. Valley Metro will continue to involve all communities to be inclusive of all populations throughout the metropolitan Phoenix area and to also comply with federal regulations. Valley Metro will continue to monitor and update this Inclusive Public Participation Plan as part of the Title VI Program, which is updated triennially.

Appendix A

Valley Metro reviews public outreach needs with the project/initiative team as part of the initial development of the designated Public Involvement Plan. Major tactics are outlined to develop the overall timeline. Depending upon the scope of the project, program or announcement, public participation methods are customized to ensure that the public is involved in the decision-making process.

A list of commonly used outreach tools, as well as their definition and associated Valley Metro standard of best practice, is listed below.

Outreach Tool	Definition and Best Practices
Public Hearing	A formal meeting with a set agenda during which a presentation is given, and public testimony/feedback is heard and recorded. Can take place in-person, via teleconference, or online. For public hearings, adequate notice to the public is defined as a minimum of 30 days to the hearing date. A hearing is advertised with an appropriate outreach tactic at least four times within 30 days of the meeting date. Public comment must be recorded and transcribed, either via electronic means or via a court reporter.
Public Meeting	A meeting during which material is presented and public comment is heard and recorded. The material may be offered via a presentation, workshop or “open house.” Can take place in-person, via teleconference, or as a webinar online. For public meetings, adequate notice to the public is defined as a minimum of 15-days prior to the meeting date. A meeting is advertised at least twice via an appropriate outreach tactic within 15 days of the meeting date.
Display Ads in Print Media	A paid advertisement in the newspapers or other print media to alert readers about an upcoming event or action.
Website/Online Social Media	Information on projects or initiatives located on the Valley Metro website or Valley Metro social channels (Instagram, Facebook, Twitter)
Stakeholder meetings	Information provided to local, targeted individuals or groups particularly affected by project. The presentation may be formal, a workshop or in “open house” style. Typically, stakeholder meetings are invitation-only and so do not need to be publicly advertised beforehand. Can take place in-person, via teleconference, or as a webinar online.

Mobile Device Alerts	Electronic push notifications to alert customers to important information on projects or service changes via Valley Metro-owned mobile apps (AlertVM, ConstructVM, mobile fare app).
Signs	Signs on buses, bus stop locations, transit centers or other locations frequented by stakeholders. This includes temporary signs, A-frames or kiosk posters.
Rider Alerts	Notifications regarding immediate rider information on impacts to frequency, routing or schedule. Rider Alerts may be web-based, printed on signs and/or submitted as a memo to Customer Service & Operations.
Direct Mailings	Mail sent to an affected group or area to educate, notify, or request input.
Surveys	A list of questions to solicit opinions or preferences by a selected group of individuals. The survey mechanism may be electronic and/or in-person. The survey population may be intercepted or self-selected. For surveys, the feedback collection period is defined as a minimum of 15 days.
Static Display	Table or sign display at a trafficked event or area in an identified area where a targeted stakeholder group may be present. The display may be manned or unmanned and will have specific information on the project/initiative. This may also include a feedback mechanism, such as comment cards.
Door Hanger/Flyer Canvassing	Print notice distributed to local businesses and residents in project/affected area.
E-mail/E-blast	Digital messaging to an established Valley Metro email list. Stakeholders may opt-in or out of this list based on their needs.



PLEASE SEE APPENDIX B FOR VALLEY METRO'S LANGUAGE ASSISTANCE PLAN

LIMITED ENGLISH PROFICIENCY PLAN

City of Avondale & Valley Metro
February 2025 - January 2028



APPENDIX B (VALLEY METRO LANGUAGE ASSISTANCE PLAN - AUGUST 2024)

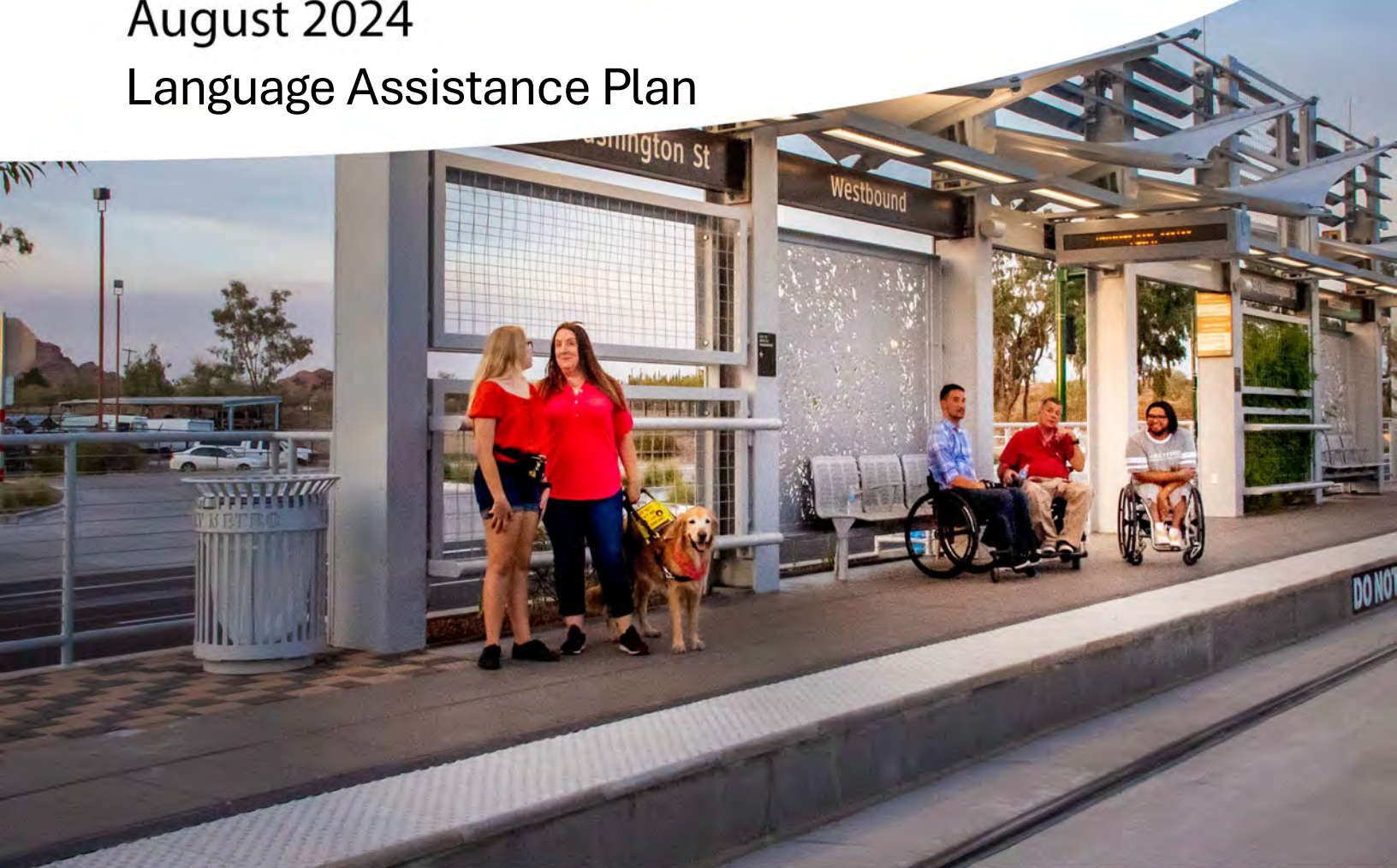
See the following page for Attachment B

VALLEY METRO

Title VI Program

August 2024

Language Assistance Plan



AUGUST 2024



1.0 INTRODUCTION

In 1993, the Valley Metro Regional Public Transportation Authority (RPTA) board adopted the name “Valley Metro” as the identity for the regional transit system in the Phoenix metropolitan area. Under the Valley Metro brand, local governments joined to fund the Valley-wide transit system that serves more than 36 million rides annually. Valley Metro provides fixed-route bus service, light rail service, streetcar service and complementary paratransit service across the region. Valley Metro provides services with and distributes transit funds from the countywide transit sales tax to its member agencies including Maricopa County and the cities of Tempe, Mesa, Glendale, Phoenix, Buckeye, Tolleson, Wickenburg, Surprise, Peoria, Chandler, Gilbert, El Mirage, Avondale, Goodyear, Scottsdale, Fountain Hills, Queen Creek, and Youngtown. For the most part, Valley Metro and its member agencies use private service providers for the operation of bus, light rail and paratransit services. The Cities of Glendale, Scottsdale, Peoria and Phoenix contract some of their service directly to service providers.

Currently, fixed-route transit service in the metropolitan area is operated by the City of Phoenix, Valley Metro, Scottsdale and Glendale. There is a total of 872 fixed-route buses, 61 light rail vehicles and 6 streetcar vehicles operating in the region.

The regional transit system has 61 local bus routes that consist of the following: 45 local bus routes, 15 key local bus routes and 1 limited-stop peak route. The region also has 19 Express/RAPID routes, 17 community circulator routes, 1 rural connector route, 1 light rail line and one streetcar line. Valley Metro customers made over 36.8 million boardings during fiscal year 2023.

Four entities in the region provide Dial-a-Ride service for seniors and persons with disabilities, as well as Americans with Disabilities Act (ADA) paratransit service for those who are unable to use fixed-route bus service. Annual regional ridership for ADA paratransit and regional ridership for non-ADA general Dial-a-Ride was over 900,000

In addition, Valley Metro’s Commute Solutions team supports Valley organizations in the mandatory Maricopa County Travel Reduction Program. Toward that goal, the team provides a multipurpose platform at www.ShareTheRide.com that allows commuters to search for carpools, vanpools, transit and bike buddies. In addition to providing this multimodal support, it provides pollution and commute information. In an ongoing effort to educate, the team also provides online training, informational webinars, special promotions for the general public and transportation coordinators.

In 2002, Valley Metro Rail, Inc., a nonprofit agency, was created and charged with the design, construction, and operation of the region’s 57-mile high-capacity transit system. Valley Metro Rail Board member cities include Phoenix, Tempe, Mesa and Chandler. The Board establishes overall policies and provides general oversight of the agency and its responsibilities.

In November 2004, Maricopa County voters passed Proposition 400, which provides funding from a portion of a half-cent sales tax to fund transit projects in the Regional

Transportation Plan. The 20-mile light rail starter line (Central Phoenix/East Valley) became operational within the cities of Phoenix, Tempe and Mesa on December 27, 2008. Since 2008, the completion of four light rail extensions have increased the length of the light rail system to 30 miles. The Mesa Dr/Main St. extension, a 3.1-mile project that brought light rail into downtown Mesa, began operations in 2015. In March 2016, the 19th Ave/Dunlap extension in Phoenix opened—adding 3.2 miles to the system. The Gilbert Road Extension, a 1.9-mile project on Main Street to Gilbert Road in Mesa, began operations in 2019. And the Northwest Phase II extension, a 1.6-mile project extending the system northwest from 19th Ave/Dunlap to Metro Center, opened in January 2024. In addition, Valley Metro and the City of Tempe opened a 3-mile streetcar project in May 2022, running through Downtown Tempe and the Arizona State University-Tempe campus. Valley Metro and the City of Phoenix are progressing construction of the South Central Extension/Downtown Hub, a 5.5-mile extension of light rail on Central Avenue to Baseline Road, which is expected to open in mid-2025.

Valley Metro and the region support the goal of the U.S. Department of Transportation (USDOT) limited English proficient (LEP) guidance to provide meaningful access to its services by LEP persons. The Federal Transit Administration (FTA) notes that transit agencies that provide language assistance to LEP persons in a competent and effective manner will help ensure that their services are safe, reliable, convenient, and accessible to those persons. These efforts may attract riders who would otherwise be excluded from using the service because of language barriers and, ideally, will encourage riders to continue using the system after they are proficient in English and/or have more transportation options.

1.1 Regulatory Guidance

Title VI of the Civil Rights Act of 1964, provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal financial assistance.

Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” issued on August 11, 2000, directs each federal agency to publish guidance for its respective recipients to assist with its obligations to LEP persons under Title VI. The Executive Order states that recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons. Providing English-only services may constitute national origin discrimination in violation of Title VI and its implementing regulations.

The FTA Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients”, issued in October 2012 reiterates this requirement. Chapter III states that “...FTA recipients must take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (page III-6).”

In the Phoenix Metropolitan Area, there are more than sixty different languages identified in households where English is not the predominate language. Using the “Four Factor Analysis” prescribed by FTA, this plan was developed to ensure that all transit providers effectively communicate with all users of the public transportation agency’s services provided.

1.2 Four Factor Analysis

FTA Circular 4702.1B identifies four factors that recipients of federal funds should follow when determining what reasonable steps should be taken to ensure meaningful access for LEP persons.

The four-factor analysis involves the following:

1. Identify the number or proportion of LEP persons eligible to be served or likely to be encountered with transit service.
2. Determine the frequency with which LEP individuals come in contact with transit service.
3. Determine the nature and importance of transit service provided to LEP individuals.
4. Assess the resources available to the recipient for LEP outreach, as well as costs associated with that outreach.

This document describes Valley Metro’s four-factor analysis and summarizes its LEP efforts, including staff training, followed by a description of how the plan will be monitored and updated.

2.0 LIMITED ENGLISH PROFICIENT POPULATION (FACTOR 1)

Factor 1 assesses the number and proportion of persons with limited English speaking proficiency likely to be encountered within the region's service area, which is defined as a three-quarter mile radial buffer around all fixed route services and a three-mile buffer around park-and-ride and transit facilities for express bus service. The LEP population is those individuals who reported to the Census Bureau that they speak English "less than very well."

2.1 Evaluation Methods and Data Source

In accordance with FTA's policy guidance, the initial step for providing meaningful access to services for LEP persons and maintaining an effective LEP program is to identify LEP populations in the service area and their language characteristics through an analysis of available data. The presence of LEP populations in the regional service area was determined by analyzing the U.S. Census Bureau, 2022 American Community Survey (ACS) 5-year Sample.

2.2 LEP Population Identification

FTA describes LEP persons as having a limited ability to read, write, speak, or understand English. For this LEP analysis, those who reported to the Census Bureau that they speak English "less than very well" were used to tabulate the LEP population for the regional service area.

2.3 American Community Survey

The ACS is a continuous nationwide survey conducted monthly by the U.S. Census Bureau to produce annually updated estimates for the same small area (census tracts and block groups) formerly surveyed through the decennial census long-form survey. It is intended to measure changing socioeconomic characteristics and conditions of the population on a recurring basis. It is important to note that the ACS does not provide official counts of the population between each decennial census, but instead provides weighted population estimates. This analysis uses the 2022 ACS 5-Year data (2018 to 2022).

ACS data include the number of persons ages five and above who self-identified their ability to speak English as "very well," "well," "not well," and "not at all." **Figure 1** depicts Valley Metro's service area. **Table 1** shows the number of LEP people within Valley Metro's service area in comparison to Maricopa County. There are over 4 million residents in Maricopa County, and 3.5 million reside within Valley Metro's service area. The incidence of LEP persons within Valley Metro's service area is slightly higher than in the county. 8.3 percent of residents in Maricopa County speak English less than "very well," while 9.3 percent of residents within Valley Metro's service area speak English less than "very well."

FIGURE 1: VALLEY METRO SERVICE AREA

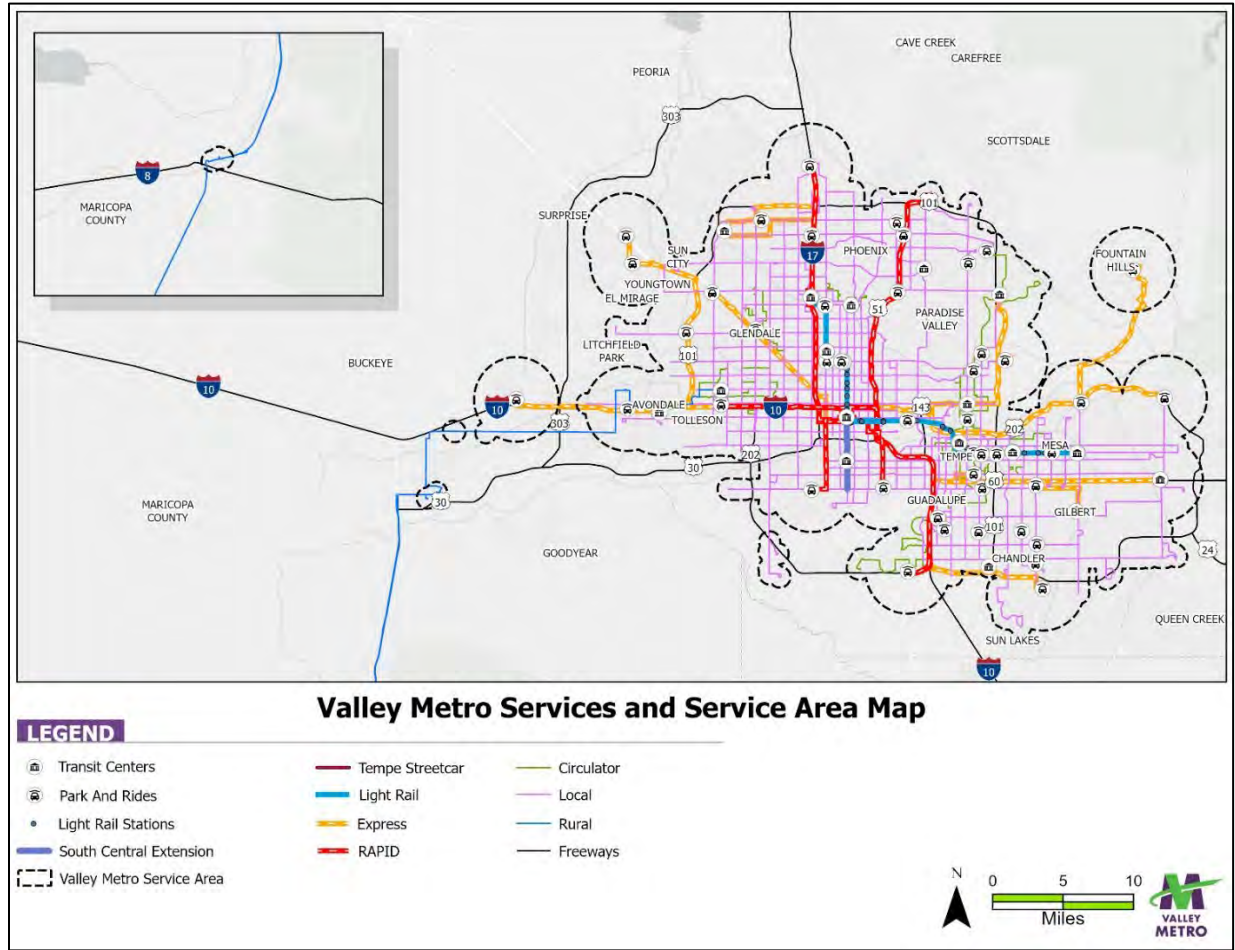


TABLE 1: 2022 ACS DATA, BY LOCATION

County or Area	Total Population Age 5 and Over	Speaks English Only	Speaks English		Percentage Less than Very Well
			Very Well	Less than Very Well	
Maricopa County	4,171,400	3,068,856	756,667	345,877	8.29
Census tracts within service area ^a	3,418,601	2,420,722	678,529	319,350	9.34

^a Service area is defined as a ¾-mile buffer within local fixed-route service and a 3-mile buffer within park-and-ride and transit facilities for express bus service.

Table 2 shows English proficiency for the census tracts within the service area population age five years and above by the linguistic categories identified by the U.S. Census Bureau. This includes English, Spanish, Indo-European, Asian or Pacific Islander, and all other languages. The 2022 ACS data show the population self-identified as speaking English less than “very well” was predominantly the Spanish-language group, encompassing 251,891 people, or 7.37 percent of the total population age five years and

over. Indo-European, Asian or Pacific Islander, and all other languages groups account for 67,459 people, or 1.9 percent of the population. Of all those speaking English less than “very well,” the Spanish group makes up 79 percent of the total population over age five with limited English proficiency.

TABLE 2: 2022 ACS DATA, BY LANGUAGE CATEGORY

Language Category	Total Population Age 5 and Over	Speaks English				Percentage Less than Very Well
		Very Well	Well	Not Well	Not At All	
Total	3,418,601	678,529	148,286	115,239	55,825	9.34
English	2,420,722	—	—	—	—	—
Spanish	774,086	522,195	104,440	96,515	50,936	7.37
Asian or Pacific Islander	88,365	55,237	20,420	9,973	2,735	0.97
Indo-European	84,788	65,337	13,667	4,844	940	0.57
All other languages	50,640	35,760	9,759	3,907	1,214	0.44

The 2022 ACS data also provide information on linguistically isolated households: “A linguistically isolated household is one in which no member 14 years old and over (1) speaks only English and (2) speaks a non-English language and speaks English ‘very well.’ In other words, all members 14 years old and over have at least some difficulty with English” (ACS 2022). In total, the 2022 ACS data identified 1,448,742 households to be linguistically isolated. The entire membership of a linguistically isolated household would be considered LEP. **Table 3** details those data for linguistically isolated and non-linguistically isolated households by language category within the service area.

TABLE 3: 2022 ACS DATA, BY LINGUISTICALLY ISOLATED HOUSEHOLDS

Language Category	Total Households	Isolated Households	Non-isolated Households	Percentage Isolated Households
Census tracts in service area	1,448,742	58,003	365,330	4
English	1,007,048	—	—	—
Spanish	301,679	38,366	263,313	2.6
Asian or Pacific Islander	45,200	7,767	37,433	0.54
Indo-European	71,129	4,745	43,983	0.33
All other languages	23,686	7,125	20,601	0.49

Within the transit service area, 4 percent of households are considered linguistically isolated. Again, these are predominantly Spanish households, making up 2.6 percent of the total. Remaining languages make up 1.36 percent of households that are classified as linguistically isolated.

Figure 2 shows concentrations of linguistically isolated households in census tracts within the service area. Most areas throughout the region are mixed, although a few pockets of census blocks have concentrations of linguistically isolated households, thus identified as persons with limited English proficiency.

Figure 3 shows the ACS 2022 census tracts within the three-quarter mile buffer of local fixed-route service and a three-mile buffer around park-and-ride and transit facilities for express bus service. Census tracts encapsulated within this area are included in the estimates, although they may not be within one-quarter mile of a fixed route.

FIGURE 2: CENSUS TRACTS WITH LINGUISTICALLY ISOLATED HOUSEHOLDS

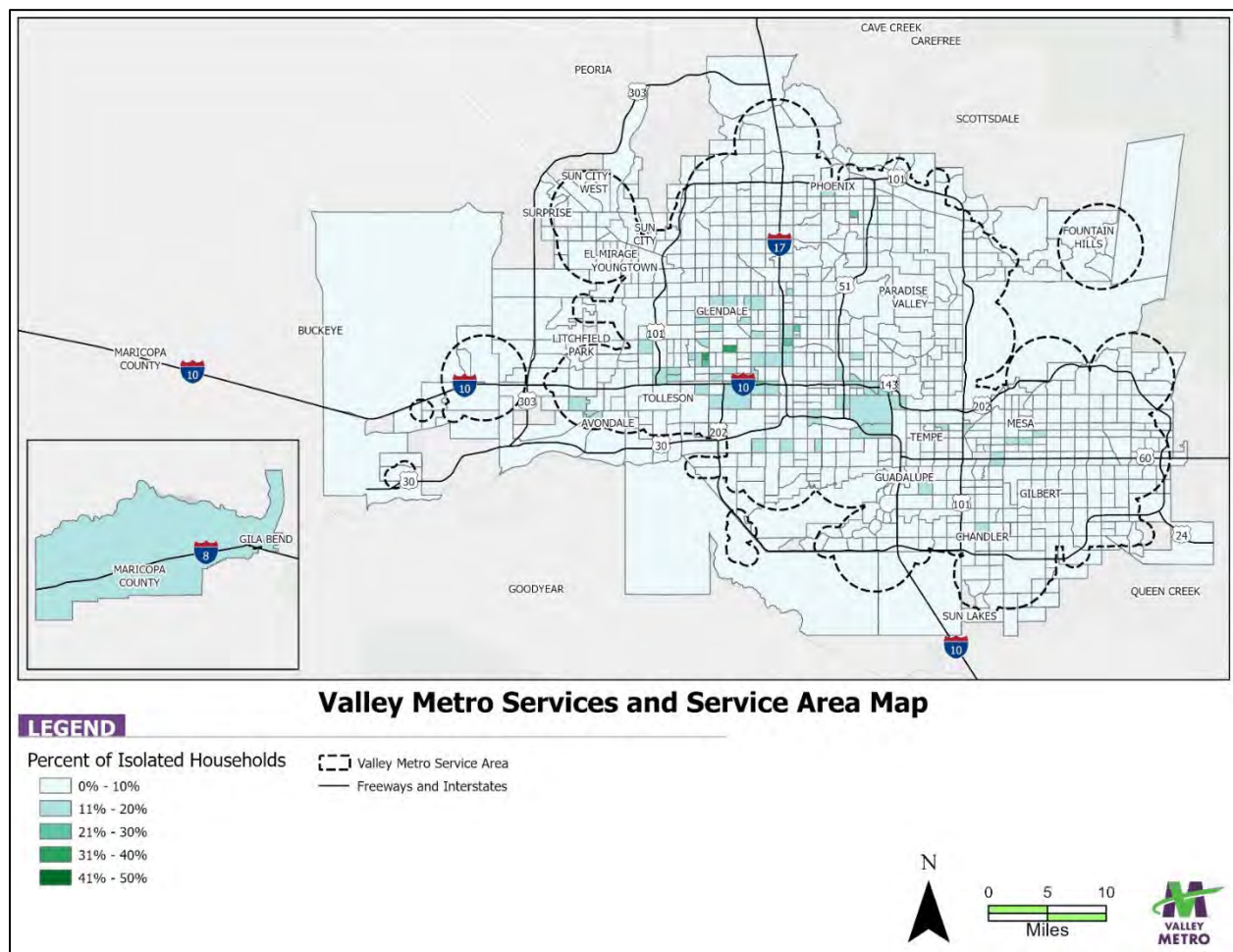
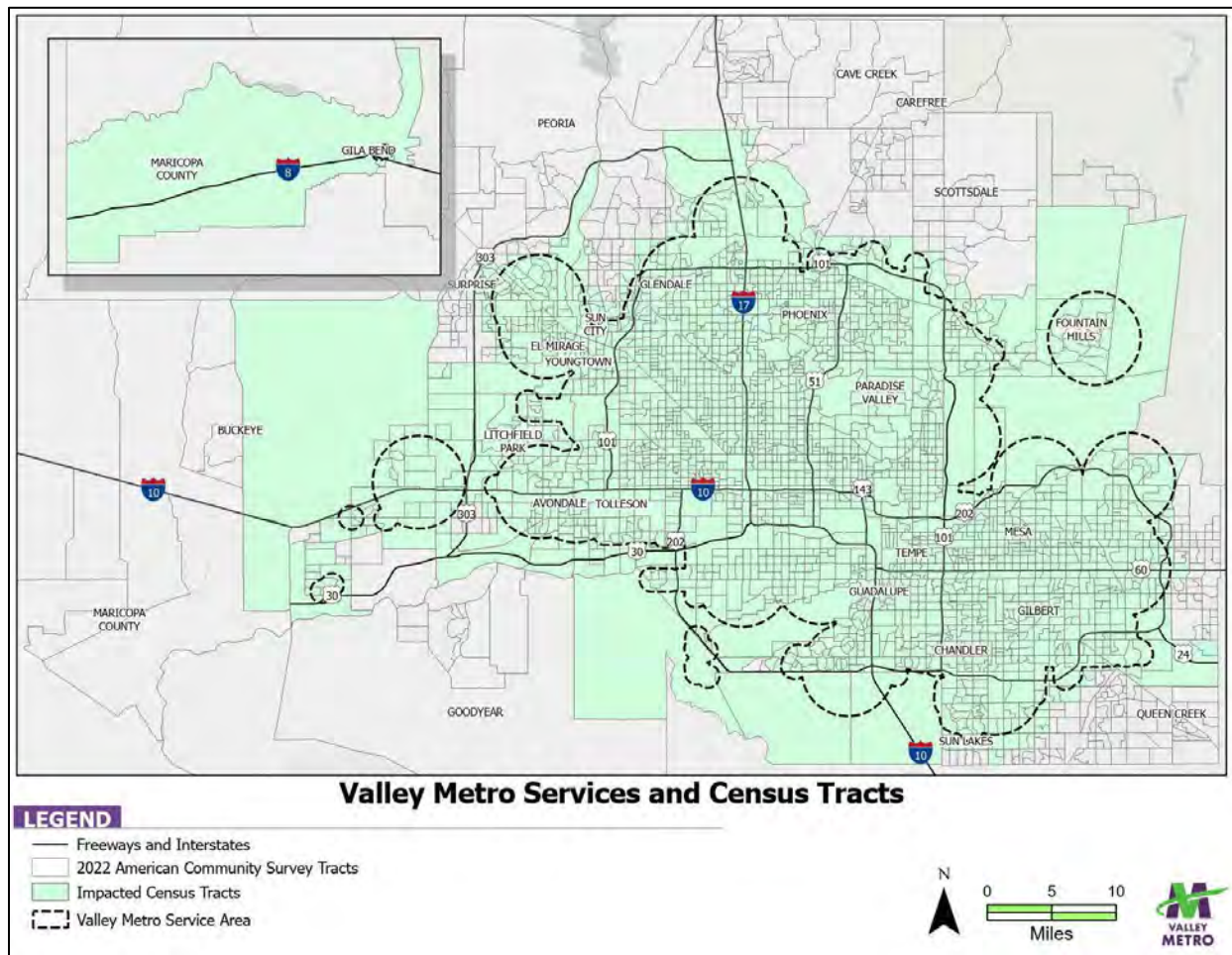


FIGURE 3: CENSUS TRACTS WITHIN SERVICE AREA



The 2022 ACS data show 12 languages or language groups with 1,000 or more LEP persons. Only one LEP population exceeds both the 1,000 or more individuals and the five percent of the total population of persons eligible to be served or likely encountered. **Table 4** shows the populations that meet either of these thresholds using ACS 2022 population by language and ability, sorted by percentage of LEP population.

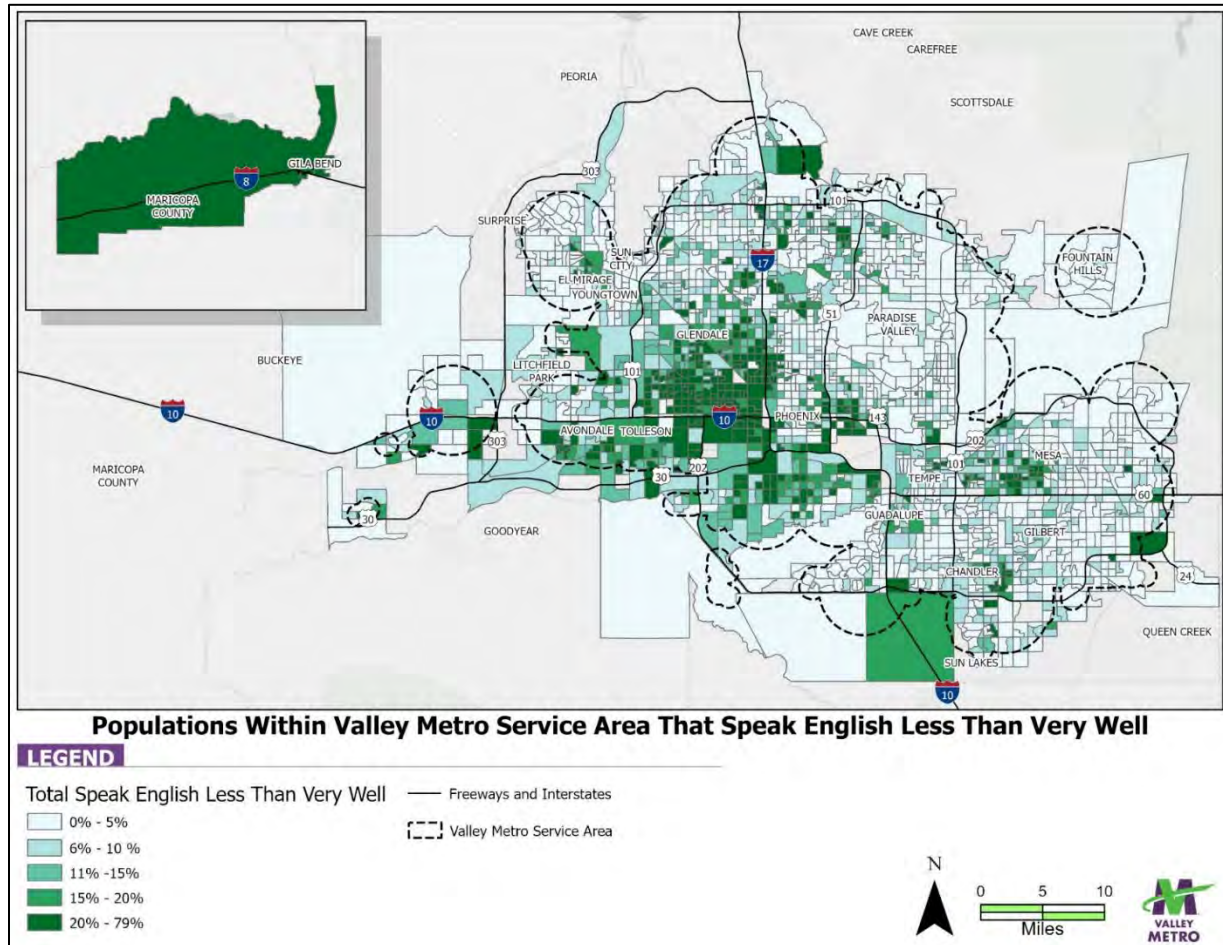
Within the service area, the majority of the 2022 LEP populations is the Spanish-speaking population; this is the only language group to exceed both 1,000 individuals and five percent of the LEP population. The Spanish LEP population consists of 251,606 individuals within the service area. The other Indo-European, Mandarin Chinese, and other and unspecified speaking populations followed with 3.90 percent, 3.06 percent and 2.76 percent respectively. The Vietnamese, other Asian and Pacific Island and Arabic speaking populations follow with 2.51 percent, 3.02 percent and 1.90 percent, respectively. This is followed by Russian and Filipino with 1.37 percent and 1.08 percent, respectively, and then by Korean (0.8 percent), French (0.7 percent) and German (0.2 percent).

TABLE 4: 2022 ACS DATA, BY LANGUAGE WITHIN ONE-HALF MILE OF FIXED-ROUTE SERVICE

Language	Speak English		Total Population	Percentage of Language LEP of Total LEP Population
	Less Than Very Well	Very Well		
All languages	319,427	—	—	100
Spanish	251,606	522,128	773,734	78.77
French, Haitian or Cajun	2,072	8,077	10,149	0.65
German	692	8,819	9,511	0.22
Russian, Polish or Other Slavic	4,370	12,051	16,421	1.37
Other Indo-European languages	12,462	36,475	48,937	3.90
Korean	2,425	2,995	5,420	0.76
Mandarin Chinese	9,785	11,285	21,070	3.06
Vietnamese	8,023	7,458	15,481	2.51
Filipino	3,463	10,932	14,395	1.08
Other Asian Pacific Island	9,648	22,228	31,876	3.02
Arabic	6,080	10,820	16,900	1.90
Other and unspecified languages	8,801	24,971	33,772	2.76

Figure 4 shows concentrations of populations speaking English less than very well throughout the service area. Most areas throughout the region are mixed, although there are a few pockets of Census blocks with concentrations of persons with limited English proficiency.

FIGURE 4: POPULATION SPEAKING ENGLISH “LESS THAN VERY WELL”



3.0 FREQUENCY OF CONTACT WITH LIMITED ENGLISH PROFICIENT POPULATION (FACTOR 2)

The first step of the four-factor LEP needs assessment revealed that the largest language group is overwhelmingly Spanish, followed by the ACS language categories of other Indo-European, Mandarin Chinese and other and unspecified. Factor 2 is intended to assess the frequency with which LEP persons interact with Valley Metro programs, activities or services. The DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons (2005) advises that:

Recipients should assess, as accurately as possible, the frequency with which they have or should have contact with LEP individuals from different language groups seeking assistance, as the more frequent the contact, the more likely enhanced language services will be needed (emphasis added). The steps that are reasonable for a recipient that serves an LEP person on a one-time basis will be very different than those expected from a recipient that serves LEP persons daily.

The frequency of use was evaluated by assessing current resources, available data and a short survey of transit employees.

3.1 Evaluation Methods and Data Sources

To determine the frequency with which LEP persons interact with Valley Metro, both quantitative and qualitative methods were used to analyze access to services. Anecdotal information regarding interactions with LEP persons, garnered through conversations with Valley Metro employees, is also included in this section. More structured analysis is included using several sources of information:

- Transit employee surveys
- Customer Service Interactive Voice Response (IVR) call log
- Transit education program
- Valley Metro website translation data
- Together, these sources provide a picture of the interaction of LEP persons with programs, activities or services provided by the agency.

3.2 Frequency of Contact Analyses

Valley Metro recognizes the value of providing convenient and efficient information to transit riders. Understanding how often LEP persons are using services will assist in serving customers better in the future with quality services, programs and activities.

Customer Service Interactive Voice Response Call Log

The Customer Service Center updated its automated phone system in mid-2014 to establish the IVR feature. With this expansion, the system is able to provide a log listing the frequency with which line callers have requested to be transferred. Available are five topic categories, each in English and Spanish, for ten total options. The topics available include:

- Americans with Disabilities Act (ADA)
- Customer Relations (CR)
- Light Rail
- Lost and Found
- Transit Information (TI)

This system allows Spanish-speaking callers to be automatically transferred to a bilingual representative, reducing the time it takes to be served in the preferred language. Currently, eight bilingual customer service representatives are employed by Valley Metro. The phone system prioritizes selection of Spanish calls received. **Table 5** shows the distribution of calls by option selected, followed by the sum of calls by language for calendar year 2022.

TABLE 5: 2022 CUSTOMER SERVICE CALL LOG

Call	Total Calls	% of Total Calls
ADA – English	328	0.38
ADA – Spanish	934	1.08
CR – English	8,522	9.89
CR – Spanish	135	0.15
Light Rail – English	8	0.01
Light Rail – Spanish	0	0.00
Lost and Found – English	259	0.30
Lost and Found – Spanish	0	0.00
TI – English	69,124	80.28
TI – Spanish	6,685	7.76
English (Total)	78,339	91.00
Spanish (Total)	7,754	9.99
Total Calls	86,095	100.00

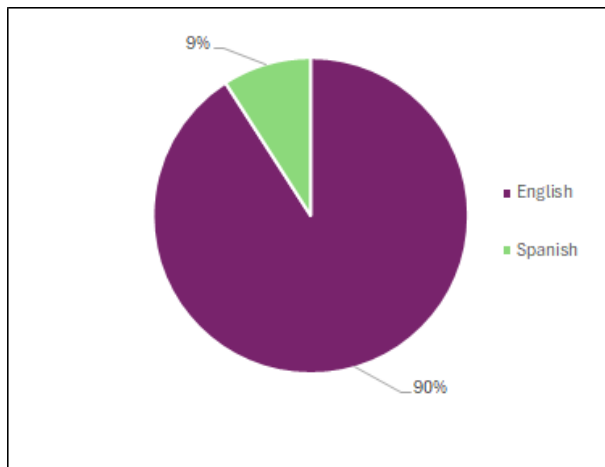
FIGURE 5: CUSTOMER SERVICE CALLS BY LANGUAGE

Figure 5 shows a pie chart of the calls by language. Approximately 90 percent of calls were for English and nine percent of calls were for Spanish. At the time of this report, 24 Customer Service representatives were on staff; of these, six were bilingual (25 percent). When evaluating the Customer Service call logs, the bulk of calls received are through the English phone lines, with a small portion (9 percent) selecting a Spanish option.

Transit Education Program

Valley Metro has a Transit Education program that presents information to various groups to teach about public transit, benefits of transit and how to use the system. Staff members visit schools, businesses, social service agencies and present to new residents and refugee groups, senior citizens and persons with disabilities. Additionally, transit information and assistance are provided at community or special events including environmental advocacy events, transportation or vehicle days, career days and more. This team also conducts general presentations by request to any group who wants to learn more about Valley Metro services.

The many Spanish-speaking passengers are accommodated because much of the transit information is available in Spanish. Additionally, a bilingual Valley Metro staff member will generally give the transit education presentation in Spanish upon request. Prior to the COVID-19 pandemic, the transit education staff would also conduct monthly presentations with refugee resettlement groups. Given the varied backgrounds of refugee

groups, the hosting organizations would generally provide the necessary interpreters. Valley Metro staff members have developed training materials that are mostly images to help bridge the language issues.

Website Translation

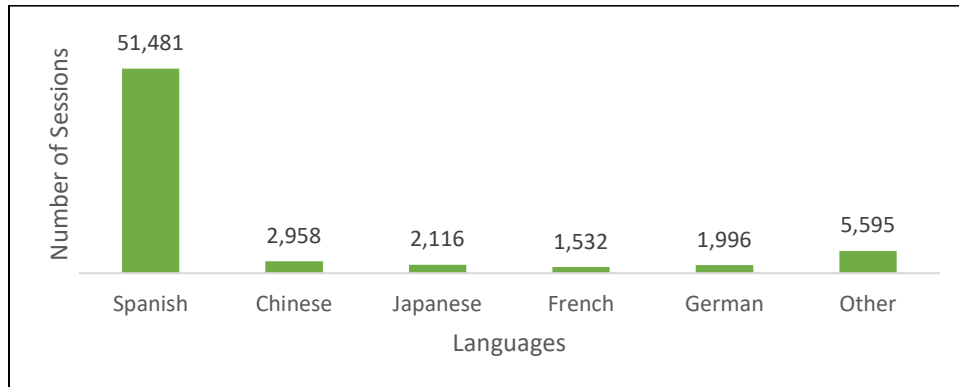
Apart from accessing information from transit employees—whether by phone, email, in person or another method—many customers use the www.valleymetro.org website for information. The website is equipped with the Google Translate feature, which allows translation into over 100 languages. As of 2024, users have translated the Valley Metro website into over 80 different languages using this feature. Approximately 99 percent of interactions with the Valley Metro website used the default English setting. Note only partial statistics are available for 2023 due to an error in the Google content management system responsible for collecting this data. In **Table 6**, the following data from 2022 offers a complete insight into the languages translated and the percentage of sessions in 2022. Note that only those languages accounting for at least 0.01 percent of the total sessions are included.

TABLE 6: 2022 WEBSITE SESSIONS, BY LANGUAGE

Language	Number of Sessions	Percentage of Total Sessions
English	2,792,742	97.59
Spanish	51,481	1.80
Chinese	2,958	0.07
Japanese	2,116	0.10
French	1,532	0.06
German	1,996	0.07
Korean	1,148	0.04
Portuguese	550	0.02
Russian	816	0.03
Dutch	406	0.01
Italian	429	0.01
Other	5,595	0.2

Once again, Spanish was overwhelmingly the most widely used language with the website translation service, accounting for 1.80 percent of sessions, followed by Chinese (0.10 percent), Japanese (0.07 percent), German (0.07 percent), Korean (0.04 percent), French (0.04 percent), Russian (0.03 percent), Portuguese (0.02 percent and Other (0.20 percent). **Figure 6** shows the number of translated sessions by language.

FIGURE 6: NUMBER OF TRANSLATED WEBSITE SESSIONS, BY LANGUAGE (EXCLUDING ENGLISH)



Historically, the website has been translated to over 80 other languages that collectively accounted for 0.2 percent of all sessions. These languages include:

- Afrikaans
- Arabic
- Bulgarian
- Catalan
- Croatian
- Czech
- Danish
- Farsi
- Filipino
- Finnish
- Greek
- Hebrew
- Hindi
- Hungarian
- Indonesian
- Latin
- Norwegian
- Polish
- Romanian
- Samoan
- Serbian
- Slovak
- Slovenian
- Swedish
- Telugu
- Thai
- Tonga
- Ukrainian
- Vietnamese

Many documents on Valley Metro’s website are translated into Spanish since they are disseminated as paper materials to the public. Individuals may use these documents without translating the website into Spanish. Some of these documents include project updates, route maps and schedules, instructions and applications for a Reduced Fare ID, service change information, policies, brochures and forms.

Conclusion

The Factor 2 analysis revealed that there is regular contact between the LEP population and Valley Metro personnel. The Customer Service call log showed that nine percent of customers used one of the five Spanish options. Information from the Transit Education

team qualitatively identified Spanish as the main language group. Finally, translation data from the Valley Metro website indicated 2.4 percent of sessions were translated—most of which were translated to Spanish. Historically, the website has been translated to over 80 different languages. Overall, there is broad diversity in the Phoenix region population that accesses regional transit services; however, most people using the Valley Metro system speak English or Spanish.

4.0 NATURE AND IMPORTANCE OF THE PROGRAM, ACTIVITY OR SERVICE PROVIDED (FACTOR 3)

The third step in the four-factor LEP needs assessment is an evaluation of the importance of Valley Metro services to persons with limited English proficiency. The first component of the Factor 3 analysis was to identify critical services. Next, input from community organizations was used to identify ways to improve these services for LEP populations. The DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons (2005) advises that:

The more important the activity, information, service, or program, or the greater the possible consequences of the contact to the LEP individuals, the more likely language services are needed. The obligations to communicate rights to an LEP person who needs public transportation differ, for example, from those to provide recreational programming. A recipient needs to determine whether denial or delay of access to services or information could have serious or even life-threatening implications for the LEP individual . . . providing public transportation access to LEP persons is crucial. An LEP person's inability to utilize effectively public transportation may adversely affect his or her ability to obtain health care, education, or access to employment.

With assistance from Valley Metro's Community Relations and Marketing departments, a list of services provided was prepared and prioritized. Input from community organizations and LEP persons was incorporated to ensure views of the importance of services provided are adequately prioritized.

4.1 Services Provided

In cooperation with Valley Metro's Communications and Operations departments, services currently provided to LEP persons were queried. All printed materials are translated into Spanish, and materials in both English and Spanish are available on both bus and light rail services. Below is a list of available materials and services in Spanish that includes bus- and light rail-specific services:

- Press releases
- Public materials including, but not limited to:
 - Route Scout (announcements on buses and light rail)
 - Ride Guide and Destinations Guide
 - Service changes materials
 - Transit Book
 - Website
 - COVID-19 updates
 - Project updates

- Title VI forms
 - Large special events materials (for example, Super Bowl public materials)
- Direct mailers or door hangers for targeted outreach
- Ticket vending machines (Spanish and Braille)
- Bilingual Customer Service staff
- Email list messages
- Bus-specific services:
 - Car cards (on-board advertisements)
 - Bus signage (priority seating, caution signs, entry/exit, etc.)
 - Variable message sign (VMS)⁶ that displays audio announcements on buses
- Light rail-specific services:
 - Light rail transit (LRT) vehicle signage, including priority seating, code of conduct, and other train information
 - VMS¹ announcements on vehicles and at stations
 - System maps and auxiliary information
 - Operator call boxes on trains
 - Emergency call box at stations
 - Safe place notices

4.2 Critical Services

Public transit is a key means of mobility for persons with limited English proficiency. Of those services identified above, a subset of critical services was prioritized to ensure that those services imperative to use Valley Metro public transportation options are available to all users.

Basic trip information is available both printed and electronically in Spanish, including service hours, tickets, trip planning, airport and transit connections, parking, bicycles and services for persons with disabilities. Also available in Spanish is information regarding how to use transit, acceptable user conduct, priority seating, caution signs and exit locations on vehicles. Ticket vending is available in both Spanish and Braille. Many documents are available in Braille upon request. Emergency notification measures are also translated, including audio VMS announcements on vehicles (bus and rail), operator call boxes, emergency call boxes and safe place notices.

Bilingual Customer Service representatives are available during regular call center hours. Representatives use the same procedures for comments and note that the inquiry was in Spanish so that a bilingual representative is assigned in any follow-up response if needed. Outside of Customer Service hours, the website is available for translation to most languages at any time. For public meetings and hearings, a Spanish translator is usually available; additional translators are available upon request or in the appropriate context. Typically, additional translation services requested are provided for American Sign Language through an on-call contract.

¹ Variable message signs are audio announcements that occur on transit services to inform riders of relevant information and updates. Light rail stations and vehicles are equipped with VMS announcements; most fixed-route vehicles are also equipped with VMS capabilities.

5.0 CURRENT RESOURCES AVAILABLE AND THE COSTS TO PROVIDE LANGUAGE ASSISTANCE SERVICES (FACTOR 4)

The final step of the four-factor LEP analysis was an evaluation of the current and projected financial and personnel resources available to meet the current and future needs for language assistance. The first component of the Factor 4 analysis was to identify current language assistance measures and associated costs. The next step was to determine what additional services may be needed to provide meaningful access. The DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons (2005) advises that:

A recipient's level of resources and the costs imposed may have an impact on the nature of the steps it should take in providing meaningful access for LEP persons. Smaller recipients with more limited budgets are not expected to provide the same level of language services as larger recipients with larger budgets. In addition, 'reasonable steps may cease to be reasonable where the costs imposed substantially exceed the benefits.

Valley Metro has a strong commitment to reducing the barriers encountered by LEP persons in accessing its services and benefits, to the extent resources are available. Valley Metro currently does not break down all cost expenditures related to providing language assistance; however, language assistance costs are evaluated on a triennial basis to include in Title VI reporting.

5.1 Current Measures and Costs

Costs incurred by Valley Metro for the language assistance measures currently being provided include:

- Translation of materials
- Printing, advertising or other marketing costs
- Interpretation services
- Staff costs associated with Title VI efforts in adhering to language assistance measures

Typically, an amount is embedded into the project costs by activity (logged under printing or other direct expenses) for translation and production of any materials. Agency-wide, there is an on-call contract for any interpretation needs. Any production costs are included in printing and public meetings budgets. Furthermore, bilingual employees provide intermittent language assistance needs as part of their other duties. The Valley Metro community outreach team hires with a preference towards bilingual speakers, especially for projects where LEP residents are prominent. Multiple employees in the community outreach team are fluent in Spanish. These employees may be assigned to prepare press releases or media events with Spanish-speaking publications in addition to their typical duties. These costs are not tracked, although most of the formal interpretation services are contracted.

Interpreters are contracted on a case-by-case basis for public meetings or hearings to ensure that any language assistance needs are met so that public relations staff can focus on facilitating the event. All hearings are staffed with interpreters while public meetings are staffed depending on the anticipated number of persons reached and upon request.

Valley Metro provides headsets to those wishing to hear the presentation in the translated language. To accommodate Spanish speakers, Valley Metro has held some events fully in Spanish, with an English translator. Those wishing to listen to the presentation in English used headphones and printed materials in English.

Valley Metro currently contracts for interpreters at public meetings. In FY24 the cost for language interpreter services at public meetings in total was \$20,545. Costs for translating and producing written materials such as meeting notices, display boards, news releases and project update sheets are also budgeted annually. In FY24 the cost for this service was \$25,502. The total for all translation services therefore in FY24 was \$48,853.

Additional costs include other staff time used on an ad hoc or regular basis to provide translation or interpretive services. Exactly 25 percent of Customer Service representatives are bilingual, assisting both Spanish- and English-speaking customers. Being bilingual is a preferred qualification when hiring Customer Service staff, although not required. Bilingual employees also may assist on an informal, ad hoc basis to communicate with LEP individuals in other departments.

5.2 Cost-effective Practices

Valley Metro will continue to evaluate ways to improve the cost-effectiveness and the quality of its language services. Additional strategies for saving costs or improving quality may include developing internal and external language services, with the opportunity to coordinate across multiple agencies in the region. Current measures to ensure services are cost-effective include:

- Bilingual staff trained to act as interpreters and translators
- Shared Customer Service center and other information for combined translation and interpretation resources
- Some standardized common documents with transit and other public agencies
- Using the free Google Translate service on the Valley Metro website
- Translated vital documents currently posted on www.valleymetro.org
- Strategies for consolidating the regional language assistance measures to achieve efficiencies may include:
 - Further development of a LEP information center for Valley Metro employees
 - Surveying Valley Metro staff to determine any additional existing multilingual resources
 - Conducting outreach to various community organizations to secure volunteers for translation and interpretation services that are currently contracted or completed in-house
 - Consolidating contract services for oral and written translation to secure the most cost-effective rates

Valley Metro continues to use qualified translators and interpreters to uphold the quality of language assistance measures. Valley Metro strives to provide basic informational training for volunteer staff on its language assistance measures.

5.3 Additional Services and Budget Analysis

Valley Metro is committed to reducing the barriers encountered by LEP persons in accessing its services to the extent funding is available. While Valley Metro currently does break down contracted cost expenditures related to providing language assistance, expenditures of efforts for translation and interpretation completed in-house are less well-documented. As part of the Language Assistance Plan, Valley Metro will better monitor efforts in the future. Valley Metro will further evaluate how to consolidate its language assistance measures to deliver the most cost-effective services.

The information received from community organizations provided some insight on additional services that may ease access for LEP persons to regional transit services. Services requested were centered on service expansions that included increased frequencies and later services at night. However, these would be improvements for consideration and prioritization of the system rather than specific services for LEP persons. Therefore, they were excluded here and assigned to the general public process for service requests.

Other requests included using more symbols to depict messaging and system routes. Audio messaging using VMS could potentially show messaging in another language as well. The light rail system VMS currently shows messages in English and Spanish. Bus messaging is typically location data and in close proximity, depending on stop locations. Some audio messages on buses are announced in Spanish. The feasibility and helpfulness of VMS translation should be evaluated.

As applicable and through the annual budget process, additional services requested or identified may be considered for implementation. In 2015, Valley Metro shifted to a zero-based budget that is approved by two boards of directors: Valley Metro Rail Board and the Valley Metro RPTA Board. The budgets are developed and approved annually as appropriate to the unique needs and demands of each agency at that point in time.

5.4 Projected Costs

With a commitment to providing reasonable language assistance measures, Valley Metro would assess current symbols used on vehicles, at station locations and elsewhere to determine the sort of improvements that could be made so that the system is more easily understood visually. Biannually, in coordination with the service changes, updated system maps are produced.

Other improvements would be considered after analyzing the staff costs, third-party contract costs and costs related to volunteer or community organization coordination. These would be evaluated in comparison with anticipated benefits to the LEP population. Other considerations may include operational issues and implementation time.

6.0 LANGUAGE ASSISTANCE MEASURES

Valley Metro is committed to full compliance with Title VI and Executive Order 13166 to provide meaningful access and reduce barriers to services and benefits for persons with limited English proficiency.

6.1 Current Language Assistance Measures

Spanish Language Assistance

As discussed earlier, Valley Metro currently provides both oral and written language assistance in Spanish. Oral language assistance includes bilingual customer service representatives, speaking Spanish. Additionally, Spanish interpreters are available at public meetings. On vehicles and at stations, VMS announcements are provided in Spanish.

Written Spanish language assistance includes signs, press releases, list serve messages, service change materials, Title VI complaint forms, policies and procedures. Additional translation of some vital documents is provided, such as schedules, maps, Ride and Destination Guides, route scouts and more. Meeting notices and public input surveys at public meetings are translated.

Notices to the public of language assistance measures are typically provided side-by-side with an English version of the document. For example, Ride Guide documents are provided in both English and Spanish and are available together wherever disseminated. Where available, documents are printed on both sides with an English version and a Spanish version on each side of the paper. When calling into the Customer Service line, the interactive voice response system will automatically ask if Spanish is the preferred language prior to being connected with a representative.

Languages Other Than Spanish

Valley Metro provides oral and written translations into other languages when applicable. For written translations, the Valley Metro website is equipped with the Google Translate feature, which allows translation into over 100 languages. For oral translations, the agency uses an existing contract that can provide translations into all languages identified in the Language Assistance Plan, as well as American Sign Language. Translators under this contract are used for public meetings, canvassing and other community outreach as needed. Valley Metro also provides sign language interpreters for public meetings when requested, and provides Braille translations on fare vending machines and for printed documents upon request.

As the region grows and diversifies the agency will translate vital documents into languages other than English and Spanish as practicable for language populations over 1,000 that speak English less than very well. These vital documents include:

- Title VI Notice to the Public
- Title VI complaint forms
- Title VI procedures
- Notices to public
- Service and Fare Changes
- Bus and Rail Schedules

These items are currently translated into Spanish as well as English. The agency will continue to monitor the demographics of the region as these printed offerings are expanded to meet federal requirements.

6.2 Staff Training

Specific policies and procedures for interacting with LEP persons are not formally adopted on a stand-alone basis. These policies and procedures are, in essence, for all customers and have been embedded into multiple documents (including the Title VI Plan, trainings, instructions, etc.).

Using the Customer Service Center as an example, Spanish calls are assigned directly to a Spanish-speaking representative through the phone system. In the CAS, a note is made that the customer speaks Spanish so that if Customer Service cannot respond to the query immediately, any future response is assigned to a bilingual representative. This training is integrated into general customer assistance staff training to ensure cost-effective practices and efficient use of training resources. Title VI is distributed to new Customer Service employees and, where applicable, employees are expected to know how to file discrimination claims based on race, color or national origin. Additionally, there are related trainings available including quarterly Civil Rights Workshops, training sessions for conducting complaint investigations according to federal guidelines and streamlining the complaint investigative process.

Training for employees who regularly encounter the public may also include:

- Type of language services available
- How staff and/or LEP customers can obtain these services
- How to respond to LEP callers
- How to respond to correspondence from LEP customers
- How to respond to LEP customers in person
- How to document LEP needs

Valley Metro continues to consider opportunities to provide quality services for LEP persons throughout the service area.

6.3 Future Language Assistance Services

With the development of subsequent Language Assistance Plans, the monitoring, evaluation and update process would identify additional services to be considered for feasibility of implementation. Valley Metro strives to serve LEP populations adequately with an equal opportunity to use transportation options available. Section 7 provides more information about the plan's monitoring and update process.

7.0 MONITORING AND UPDATING THE LANGUAGE ASSISTANCE PLAN

Triennially, Valley Metro will review, monitor and update the language assistance plan. Feedback from agency staff and community members will be accepted throughout the year at the email address: TitleVICoordinator@ValleyMetro.org. Additional community feedback may be elicited during the update process. Internal monitoring will be conducted using the template provided from the FTA handbook Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited

English Proficient (LEP) Persons (2007). Using this checklist, stations, vehicles, Customer Service, community outreach and public relations are periodically monitored.

Using this information, changes may be made to the language assistance plan recognizing any cost implications and resources available. Depending on cost and resource evaluation, language assistance measures may be expanded, modified or eliminated based on their effectiveness.

As the transit service area is modified through service changes, the demographics served will be reviewed to ensure that those areas with high concentrations of LEP persons are reflected accurately in an effort to provide language assistance measures to areas with expanded transit services.

Throughout the monitoring period, Valley Metro will continue to follow the recommendations and use the resources provided by Executive Order 13166, FTA Circular 4702.1B, the DOT's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons (2005), and the FTA handbook Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons (2007). Valley Metro will be better able to apply the DOT LEP guidance's four-factor framework and will continue to determine an appropriate mix of language assistance in the preparation of language assistance implementation plans.



PLEASE SEE APPENDIX C FOR STANDARDS & PERFORMANCE MEASURES

VALLEY METRO TRANSIT STANDARDS & PERFORMANCE MEASURES

City of Avondale & Valley Metro

February 2025 - January 2028



APPENDIX C (VALLEY METRO REGIONAL SYSTEM WIDE STANDARDS & POLICIES)

See the following page for Attachment C

TRANSIT STANDARDS AND PERFORMANCE MEASURES

Procedures Guide



SEPTEMBER 2019





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Introduction

Valley Metro's Transit Standards and Performance Measures (TSPM) process was initiated for multiple purposes, including the necessity of developing a performance-based public transportation system consistent with federal and state (including Transit Life Cycle Program) requirements. Transit standards and performance measures are intended to assess the effectiveness of transit operations in achieving the adopted service provision goals and help identify whether performance improvement actions taken to enhance performance and productivity are effective. The Fixing America's Surface Transportation (FAST) Act furthered several important transportation goals, including safety, state of good repair, performance and program efficiency. The act established performance-based planning requirements that align federal funding with key goals and tracks progress towards those goals.

In coordination with representatives from member agencies, Valley Metro initiated a process to establish agency transit service and capital standards and performance measures. The initial scope of Valley Metro's TSPM effort required the completion of the process through multiple phases. The initial phase, adopted by the Valley Metro Regional Public Transportation Authority (RPTA) Board of Directors and Valley Metro Rail (VMR) Board of Directors in November 2013, considered elements critical to the establishment of transit service standards including the identification of service provision goals, defining service types (including minimum operating standards for each), preliminary performance measures and the process for evaluating and recommending service changes. The second phase, adopted by the RPTA and VMR Boards of Directors in December 2014, focused on the development of transit service performance measures, transit service thresholds, application principles and implementation standards for new service. The third phase, adopted by the RPTA and VMR Boards of Directors in June 2016, focused on defining the process for the development of performance thresholds, the establishment of service design standards, and the development of a regional fleet prioritization process for existing and expansion fleet needs. The Final Reports for each phase are provided in the Appendices A-C of this document. Adoption of TSPM included the stipulation that TSPM would be reviewed every two years and updated regularly as appropriate to ensure they are consistent with Valley Metro's evolving goals.

This document serves as the first comprehensive update to the adopted TSPM policies and defined procedures associated with the administration of evaluating the performance of the region's transit services and capital assets. Rather than independent TSPM sections, this update consolidates all previous TSPM phases into the TSPM Procedures Guide and incorporates the updates undertaken through collaborative discussions with member agencies/regional partners in the Transit Standards and Performance Measures Working Group (TSPMG) and Service Planning Working Group (SPWG) from August 2018 to May 2019.

The TSPM Procedures Guide is considered to be a "living" document and is intended to refine existing standards and establish any new elements (such as emerging technologies and service models) as necessary to advance the goals and objectives of the Valley Metro Regional TSPM program. As a result of the review process, there were several additions, deletions, and modifications to various TSPM elements. The document is organized into the following seven distinct sections:

- 100 – TSPM Program Overview
- 200 – Transit Service Standards
- 300 – Transit Service Performance Measures and Evaluation Process
- 400 – Bus Stop Optimization Process
- 500 – Regional Fleet Prioritization Process
- 600 – Transit Center and Park-and-Ride Classification
- 700 – Mobility Enhancement Uses

100 – TSPM Program Overview

Regional transit standards and performance measures were established to assist Valley Metro and member agencies in developing and maintaining a performance-based approach to managing the region's transit investments. This section of the TSPM Procedures Guide documents the four elements that comprise the foundation of the TSPM program. These elements include:

- 110 – Valley Metro Transit System Goals and Objectives
- 120 – Applicability of TSPM
- 130 – TSPM Process Overview
- 140 – TSPM Update Process

110 – Valley Metro Transit System Goals and Objectives

Transit system goals were developed by Valley Metro and member agencies to establish a common framework for developing transit standards and performance measures; a total of five transit service provision goals were adopted by the RPTA and VMR Boards. The adopted transit service provision goals and objectives are provided in **Table 1**.

Table 1: Adopted Transit Service Provision Goals and Objectives

Adopted Goals	Adopted Objectives
Implement services in the Regional Transportation Plan (RTP) in consideration of a performance-based system.	▪ Meet or exceed ridership levels as determined by ridership thresholds established by applicable service mode ▪ Meet or exceed farebox recovery levels as determined by Valley Metro's adopted target for farebox recovery by applicable service mode

Adopted Goals	Adopted Objectives
Give high priority to services that focus on the transit-dependent population.	▪ Serve low-income, zero-auto households, elderly, youth, and persons with mobility disabilities (as determined by the established thresholds for service area measures)
As a secondary priority, provide transit service that is desirable as an alternate mode to automobile travel.	▪ Provide transit services that offer reliable travel times and transfer connections (Definition: Reliability is determined by the current established threshold for on-time performance) ▪ Provide transit service options that offer travel times (bus stop to destination) competitive with single occupied vehicle travel ▪ Provide secure transit services (Definition: Security is determined by the current established threshold for the number of public safety incidents per 100,000 miles of revenue service) ▪ Provide comfortable passenger trips through adequate seating availability (Definition: Comfort is determined by the current established threshold for peak load factor)
Improve Valley Metro's overall performance and promote the long-term financial stability of the agency.	▪ Meet or exceed ridership levels as determined by ridership thresholds established by applicable service mode ▪ Meet or exceed Valley Metro's adopted target for farebox recovery
Promote expansion that builds existing services to meet standards and focuses new services in key areas (higher population density, limited auto availability, low income, major activity centers).	▪ Meet regional transit service standards as adopted by Valley Metro Boards ▪ Serve low-income or zero-auto households ▪ Provide regional connectivity ▪ Serve population and employment areas (transit service demand)

120 – Applicability of TSPM

The applicability of the TSPM to transit investments in the region is defined as follows:

120.1 Services Subject to TSPM

All transit services that are or will be funded (all or in part) by Arizona Legislature-approved Valley Metro regional transit funding sources (currently the Public Transportation Fund and Arizona Lottery Fund) are subject to the board-adopted regional TSPM. Local jurisdictions that fully fund and operate transit services are encouraged to adopt the regional TSPM for locally funded transit investments.

120.2 Relationship to Transit Life Cycle Program

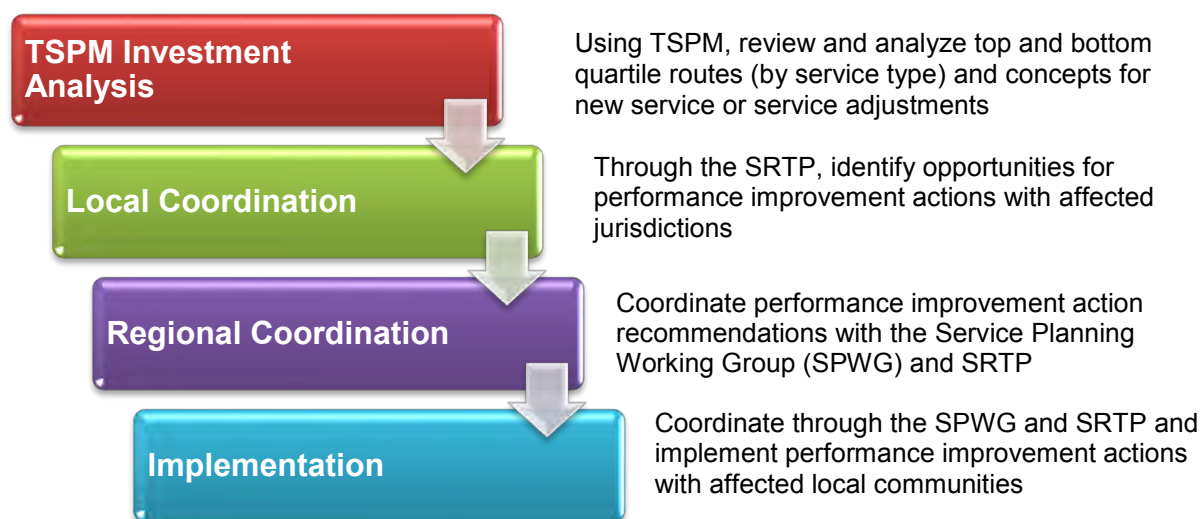
The application of the regional TSPM will be consistent with, and adhere to, the Valley Metro Board-adopted Transit Life Cycle Program (TLCP) policies. Should a discrepancy arise between the application of the regional TSPM and the TLCP policies¹ shall take precedent.

130 – TSPM Process Overview

Valley Metro will conduct an annual transit performance evaluation consistent with the procedures established within this guide and in coordination with other adopted processes such as TLCP updates, Short-Range Transit Program (SRTP), and individual evaluations requested by member agencies.

The annual transit performance evaluation process includes an assessment of all existing transit services in the region (locally funded and regionally funded) by service and facility type. Four primary steps are included in the performance evaluation process: TSPM investment analysis, local coordination, regional coordination, and implementation. **Figure 1** provides an overview of the process.

Figure 1: TSPM Process Overview



140 – TSPM Update Process

Regional transit standards and performance measures, including the procedures documented in the guide, will be updated regularly as appropriate to ensure that the adopted transit standards, performance measures, and associated processes are consistent with Valley Metro's evolving goals and objectives. The Valley Metro regional transit standards and performance measures will be reviewed approximately every two years and updated as required.

¹ Valley Metro's TLCP policies can be found on their website at <https://www.valleymetro.org/transit-life-cycle-program>

Table 2 provides a high-level overview of the changes made to the TSPM in this 2019 update, with all changes elaborated on greater detail within in each subsection.

Table 2: Summary of TSPM Changes

Change	Section	Description
Addition	Section 210 – Transit Service Types	Incorporated streetcar and bus rapid transit (BRT) as transit service types.
Addition	Section 220 – Transit Service Standards	Incorporated streetcar and BRT service standards.
Addition	Section 240.6 – Local Service Planning Support	Developed support request form to better document and assist member agencies with evaluating their services and improve the SRTP process.
Modification	Section 240.9 – Transit Propensity Tool	Modified the propensity tool methodology to include additional variables that make the model better reflect the region's context.
Addition	Section 250.0 – Frequency Assessment Standards for Transit (FAST)	Developed a planning tool to evaluate the existing transit network for opportunities to increase frequency.
Addition	Section 310 – Transit Service Performance Measures and Planning Tools	Added eight new planning tools including boarding to peak fleet ratio, employed and student population, weekday average boardings, percent time point dwelling, average dwell per time point, peak speed, off-peak/peak speed ratio, and FAST
Deletion	Section 310 – Transit Service Performance Measures and Planning Tools	Removed boardings per revenue hour as a Transit Standard Performance Measure ² .
Addition	Section 310 – Transit Service Performance Measures and Planning Tools	Adopted Frequent Service (Local and Express Services) and Late Night (Local Service) Maps to recognize routes that exceed performance standards.
Addition	Section 320.1 – Fixed Route Benchmarks	Adopted Transit Performance Report (TPR) benchmarks (boarding per year, revenue miles per year, boardings/revenue mile) to track overall system health as part of the TSPM process.
Addition	Section 400 – Bus Stop Optimization Process	Adopted a process for evaluating the existing transit network's bus stop spacing for the possibility of stop consolidation or elimination.
Modification	Section 510 – SRTP Methodology	Adjusted the five-year program's production years to be years 1-3 and development years to be years 4-5.
Addition	Section 600 – Transit Center and Park-and-Ride Classification	Adopted a classification matrix with general facility features to improve regional consistency and meet customer expectations.
Addition	Section 700 –Mobility Enhancement Uses	Incorporated a coordination effort to create a database of regional Mobility Enhancement Uses (MEUs) pilots.

² See page 21 for explanation as to why this measure was eliminated.

200 – Transit Service Standards

Transit service standards include the definition of transit service types and the standard operating characteristics of each. This section provides a description of the adopted Valley Metro transit service types and their associated standards and is organized as follows:

- 210 – Transit Service Types
- 220 – Transit Service Standards
- 230 – Transit Service Design Standards
- 240 – Transit Service Standards Procedures

210 – Transit Service Types

Transit service types are used to define and classify the different modes of transit service operated in the region. By classifying transit services into different types, routes can be more equitably compared to one another within the same service type and performance expectations can be better managed. For example, a commuter express bus route that operates a limited number of peak-period one-way inbound and outbound trips would not be expected to perform similarly to a local bus route that operates in densely populated areas with moderate to high frequency service throughout the day. Transit service types also serve as a tool for understanding what type of service may be most appropriate for a specific area or location. Ten service types were established as part of the original TSPM efforts and include vanpool, demand response/flex route, rural connector, community circulator, local bus, key local bus, limited stop peak, limited stop all-day, commuter express, and light rail transit. As a result of the evolving regional transit system, two additional service types have been incorporated as part of this update: streetcar and bus rapid transit (BRT). With every update, new service types may be added to the TSPM. A description of each adopted service type is provided in **Table 3**.

Table 3: Transit Service Types

Service Type ³	Description
Vanpool	Serves groups of 6 to 15 persons that travel to a common destination. Provides a commuter express-type option for limited-demand worksites not necessarily located within major regional employment centers.
Demand Response/Flex Route	Serves low-density (four DU/Acre or lower) and low-demand areas not currently capable of sustaining fixed-route transit service or other available basic mobility options. Potentially more cost-effective than traditional fixed-route transit service based on total cost to operate and may be implemented to connect community members to essential local destinations including, but not limited to, grocery stores/pharmacies, medical facilities, education campuses, and work sites.

³ Fare structure varies between service types. Information on Valley Metro fares can be found at <https://www.valleymetro.org/fares>.

Service Type³	Description
Rural Connector	Provides rural areas with connections to urban services. Service typically operates in “flex” mode to meet ADA requirements for curb to curb service within 0.75 miles of the route alignment. Passenger stops may be fixed by location or offered on a “flag” or “hail” basis.
Community Circulator	Generally operates in neighborhoods or activity centers (i.e. central business district, historic town center, etc.) providing connectivity to local area resources /amenities, providing area circulation, or connecting to fixed local route service. Routes are typically short in length and may offer circuitous routing to provide direct connections to local area destinations. Passenger stops may be fixed by location or offered on a “flag” or “hail” basis.
Local Bus	Traditional fixed-route transit bus service that generally operates on arterial roadways. Except where there is limited development, passenger stops are typically posted on frequent intervals to maximize passenger access. The Valley generally operates on a grid system (north-south/east-west routes) that facilitates transfers to reach destinations.
Key Local Bus	Similar to local bus service, but located in corridors that are expected to meet a higher level of performance based on proximity to transit dependent populations (low-income and low-auto ownership) and demonstrated performance. New local routes should be classified as a local bus, until performance at the Key Local Bus level is demonstrated. Please see an expanded description in the Key Local Bus Qualifications Section.
Limited Stop Peak	Limited stop peak service generally operates on arterial roadways during peak periods with a limited or infrequent number of passenger stops. The limited stop configuration provides for increased operating speeds. This service type can be operated as an overlay service within a corridor or roadway that is served by one or more other service types.
Limited Stop All-Day	Characterized by limited stop, high frequency, all-day service. Generally operates on arterial roadways with a limited or infrequent number of passenger stops. The limited stop configuration provides for increased operating speeds. This service can be operated as an overlay service within a corridor or roadway that is served by one or more other service types as demonstrated by service-demand studies.
Commuter Express	Transit service designed to serve commuter markets. Typically operates during peak periods with a limited number of inbound passenger stops (express), connecting residential areas or suburbs/cities with regional employment centers. This service uses park-and-ride facilities as primary inbound passenger access points and freeway high occupancy vehicle lanes (HOV) or other fixed/semi-exclusive guideways where available.
Streetcar	Streetcar is an electric-powered rail technology that could operate in either shared or exclusive lanes. Streetcar vehicles are smaller and usually travel shorter distances than light rail vehicles. It serves high density urban areas, such as downtowns and major employment centers.
Bus Rapid Transit (BRT)	Rapid mode of transportation that can provide the quality of rail transit and the flexibility of buses. This often includes a high degree of performance (especially speed and reliability), ease of use, ITS elements, integrated system of facilities, enhanced equipment / services / operations / amenities, and careful attention to aesthetics and comprehensive planning.

Service Type ³	Description
Light Rail Transit	A high capacity rail transit technology operating on a fixed or semi-exclusive guideway. Generally serves moderate to high density urban/suburban areas providing connections to regional employment centers and other major activity centers.

220 – Transit Service Standards

Transit service standards represent the operating characteristics of a service including frequency, span of service, and days of operation and assist in the general design of services. They also provide for a more consistent and reliable regional transit system for passengers. Transit service standards, which have been adopted for each service type, are based on anticipated demand (ridership), markets served (e.g. all day travel market versus commuter market), and proven industry practices employed by peer regions. For example, routes identified as Key Local Bus routes have higher demand; therefore, they have a higher minimum recommended standard for frequency (every 15 minutes during peak and 30 minutes off-peak) compared to Local Bus routes (every 30 minutes all day) which have lower general demand. Service standards for each service type, as well as the two new service types, are provided in **Table 4**.

Table 4: Service Standards by Service Type

Service Type	Minimum Headway or Daily Trips ¹	Minimum Span Week / Sat / Sun	Minimum Operating Days
Dial-a-Ride (ADA)	NA	ADA service shall be available throughout the same hours and days as fixed route service	
Vanpool	NA	NA	NA
Demand Response/Flex Route	NA	NA	NA
Rural Connector	4 trips inbound / 4 trips outbound	NA	Mon – Fri
Community/Circulator	30 min	12 hrs / 0 hrs / 0 hrs	Mon – Fri
Local Bus	30 min ²	16 hrs / 14 hrs / 12 hrs	Mon – Sun
Key Local Bus	15 min peak / 30 min base	16 hrs / 14 hrs / 12 hrs	Mon – Sun
Limited Stop Peak	4 trips AM / 4 trips PM	NA	Mon – Fri
Limited Stop All-Day	Headways same as LRT, up to 2X Peak	16 hrs / 14 hrs / 12 hrs (Same as LRT)	Mon – Fri
Commuter Express	4 trips AM / 4 trips PM	NA	Mon – Fri
Light Rail Transit	12 min all day / 20 min base	18 hrs / 14 hrs / 12 hrs	Mon – Sun
Streetcar³	12 min all day / 20 min base	18 hrs / 14 hrs / 12 hrs	Mon – Sun
Bus Rapid Transit³	12 min all day / 20 min base	18 hrs / 14 hrs / 12 hrs	Mon – Sun

¹ Standards require service to be bi-directional unless otherwise noted

² 60 minute frequency during off-peak hours (before 6:00 AM and after 6:00 PM)

³ New Service Type

Passenger stops and stations are categorized as transit capital facilities and the spacing of each facility has a direct impact on transit service operations by affecting travel time and passenger access. Transit service types that provide localized operations typically have passenger stops more frequently spaced in contrast with limited stop services, where passenger stops are located at greater distances. Minimum passenger stop spacing, which is provided in **Table 5**, has been adopted for the applicable transit

service types. Passenger stop spacing standards represent minimum spacing distances; however, where development patterns are of higher or lower density than typical within the region, an exception to the adopted standard may be warranted (e.g. closer stops spacing in downtown areas).

Table 5: Minimum Passenger Stop Spacing

Service Type	Base*
Vanpool	NA
Demand Response/Flex Route	NA
Rural Connector	NA
Community/Circulator**	1/4 Mile
Local Bus	1/4 Mile
Key Local Bus	1/4 Mile
Limited Stop Peak	1 Mile
Limited Stop All-Day	1 Mile
Commuter Express	4 Maximum Inbound Stops
Light Rail Transit	1 Mile
Streetcar***	1/4 Mile
Bus Rapid Transit***	1/3 - 1 Mile

*There can be stops spaced up to 1/8 of a mile in High Density Areas

**Some circulators have flag stops; therefore, spacing may vary

*** New transit service type

230 – Transit Service Design Standards

Service design standards provide a consistent structure for planning new services or modifying existing services. This section provides a description of the service design standards for route deviations, route duplication, and revenue-service end-of-line vehicle turnarounds.

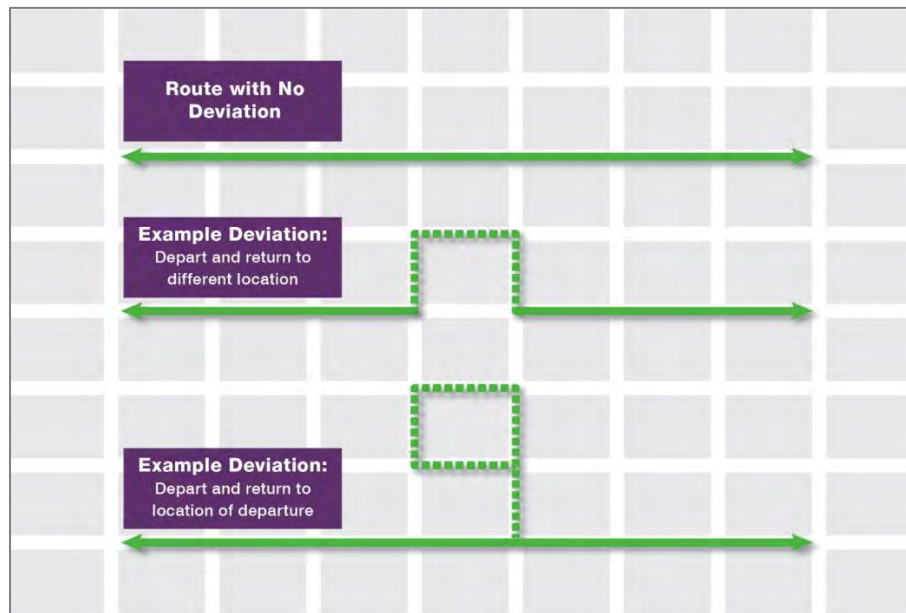
230.1 Route Deviation Standards

A route deviation is defined as any departure from the primary corridor of a route's operation. Route deviations typically occur between a route's termini using one of the following methods:

1. Depart from and return to the primary corridor at the same location, or
2. Depart from and return to the primary corridor at a different location.

Figure 2 below depicts what is meant by route deviation.

Figure 2: Examples of Route Deviation



To maintain the integrity of the regional transit system's grid architecture and optimize route and system-level performance, new deviations on any existing regionally funded route or any new regionally funded route (local, key local, limited stop peak, and limited stop all-day) shall be avoided; however, a route deviation may be warranted if it is no greater than 1-mile or 5-minutes one-way (2-mile or 10-minutes round trip), results in no more than a total of two deviations per route, does not require additional fleet (unless additional fleet has been prioritized for the service), and one or more of the following conditions are met:

- Connects to a light rail station
- Connects to a regional transit center
- Connects to an inter-modal transportation facility (i.e. passenger airport, greyhound terminal, etc.)
- Connects to another transit service at the route's end-of-line location
- Projected performance of deviation does not negatively impact the overall performance of the route under consideration

Other considerations for route deviations include:

- Determine if service delivery alternatives can effectively meet the purpose of the requested/desired fixed-route deviation. Examples include implementation of formal carpooling and/or vanpooling programs at employer sites or capital improvements such as pedestrian facility upgrades to better accommodate pedestrians between existing passenger stop locations and the targeted location for a potential fixed-route deviation.
- If a route is closer than one mile to a desired deviation, connecting the route with the shortest deviation required should be given consideration.
- Limit deviations by time of day or day of week to maximize transit efficiency and effectiveness.

- Avoid circulating through areas with potentially non-compatible land uses such as single-family residential areas that have homes facing the street. More compatible land uses include multi-family residential, government, commercial and industrial.
- Avoid circulating through or laying-over on private property unless other options are inefficient (excess circulation) or undesirable (incompatible land uses, inconvenient to rider). An agreement with the property owner and/or manager is required prior to the commencement of operations on private property.
- Operate on arterial and collector streets with sufficient lane width to accommodate a full-size transit bus travelling in each direction at the posted speed.
- Left turns at unsignalized intersections should be avoided.

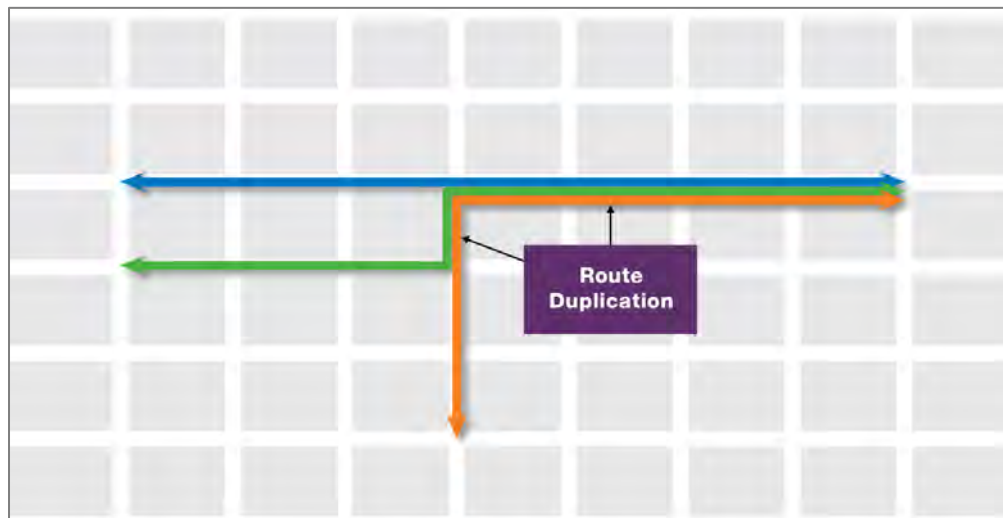
230.2 Route Duplication Standards

Route duplication is defined as the operation of two or more routes or services along the same street segment or on closely parallel streets (within one-quarter mile of each other) and is depicted in

Figure 3: Examples of Route Duplication. Regionally funded transit services shall avoid route duplication; however, under the following conditions, route duplication may be warranted:

- Availability of a designated transit corridor (HOV lane, business access and transit (BAT) lanes, transit guideway, etc.);
- Access and egress to park-and-ride facilities, transit centers, rail stations, or inter-modal transportation facility;
- If duplicative routes provide enhanced frequency in a corridor or corridor segment where the performance of the individual routes can be maintained at a performing level;
- If duplicative routes have different stop spacing characteristics (for example, local bus and light rail operating within the same corridor provide access and egress at different intervals, which may be necessary to conveniently transport passengers to and from their desired origin/destination).

Figure 3: Examples of Route Duplication



230.3 Revenue Service End-of-Line Vehicle Turnarounds

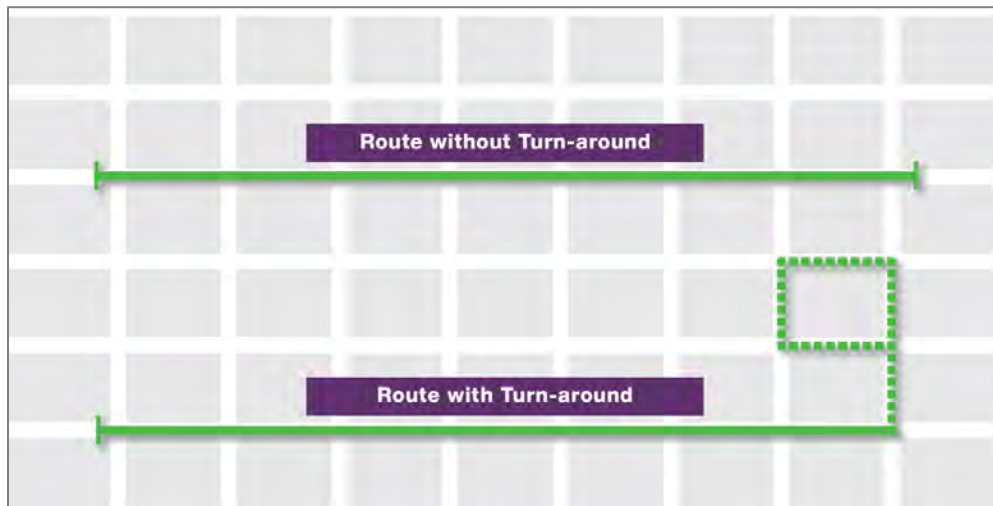
Revenue-service vehicle turnarounds should avoid excessive circulation to maintain the transit system's grid architecture and minimize operating costs. However, without a facility to accommodate turnarounds at a route's terminus, excessive circulation may be necessary to maneuver vehicles into the proper position/location for return trips.

To minimize potential impacts to surrounding land uses and maximize operations and cost efficiencies, the shortest path of travel for revenue-service end-of-line turnarounds is desired. The following considerations are applied for the design of revenue-service end-of-line vehicle turnarounds on new regionally funded transit services or existing regionally funded transit services where the end-of-line location is being modified:

- Is there a dedicated transit facility (e.g. park-and-ride or transit center) within one mile of the designated route terminus that can accommodate off-street transit vehicle circulation and has the capacity to stage the quantity of vehicles being planned for the new service or service modification? If yes, the route shall be extended to the transit facility.
- If no dedicated transit facility exists to accommodate the end-of-line layover, the following considerations should be utilized to define a route's revenue-service end-of-line turnaround(s).
 - Operate on arterial and collector streets with sufficient lane width to accommodate a full-size transit bus travelling in each direction at the posted speed;
 - Avoid circulating through areas with potentially non-compatible land uses such as single-family residential areas that have homes facing the street. More compatible land uses include multi-family residential, government, commercial, and industrial;
 - Avoid circulating through private property unless other options are inefficient (excess circulation) or undesirable (incompatible land uses). An agreement between Valley Metro and the property owner and/or manager, obtained in cooperation with requesting member agency, is required prior to the commencement of operations on private property;
 - Consider routing that provides opportunities to accommodate interlining between transit routes, where possible, to reduce non-revenue miles (and turnaround segments).

Figure 4 below depicts what is meant by end-of-line turnaround.

Figure 4: Example of End-of-Line Turnaround



240 – New Transit Service Standards and Planning Procedures

Procedures defining transit service standards have been adopted by the Valley Metro Board as TSPM application principles (see **Appendix B: TSPM Phase II Final Report**). This section outlines the procedures for new transit services and how they are prioritized.

240.1 New Transit Service Definition

New transit services include routes not currently in operation or any material service change (defined in the adopted TLCP policies as a 25% or greater change in a route's service level). As concepts for new services are identified, the process for assessing performance potential shall be applied to determine the recommended transit service type for implementation.

240.2 Regionally Funded Transit Services

New services are expected to meet the Board-adopted transit service standards upon implementation; however, exceptions shall be considered for weekend service levels. A new service may have limited weekend demand; therefore, weekend service standards may be relaxed until there is reasonable and sufficient demand to support weekend service above the lower performance threshold.

240.3 Locally Funded Transit Services

Consistency with adopted transit service standards as defined in **Table 4** above is recommended for all locally funded transit services; however, this is at the discretion of the local funding agency.

240.4 Relationship to TLCP

The implementation of all new services shall be consistent with the adopted TLCP policies, including jurisdictional equity, and the TSPM procedures identified herein.

240.5 Planning Process

New transit services identified by Valley Metro member agencies and Valley Metro staff shall be considered in coordination with the regional transit service planning process, which includes the following:

- Annual transit service performance review initiated through the SPWG;
- Annual update of the Valley Metro Five-year Short Range Transit Program, Fleet Management Plan and TLCP.

240.6 Local Service Planning Support

Valley Metro will provide planning support for locally funded/operated services at the request of the local jurisdiction. Upon request from a member agency, Valley Metro will review selected routes and/or proposed service changes to ensure the service request(s) adhere to the member agency's goals and TSPM standards. This review process will take place during SRTP production years (i.e. years one through three of the five-year SRTP). To help document the process, a request form has been produced so member agencies can clearly denote which services and changes they would like support evaluating. The request form is provided in **Appendix D: Local Service Planning Support Request Form**.

Using TSPM planning tools, route performance and optimization analyses will be conducted for the review. The results of the service change(s) analysis will be presented to the member city in the form of a short summary report that includes:

1. Name of requesting agency
2. Service assessment request
3. Description of proposed services
4. Performance review (TSPM quartiles)
5. Applicable transit tool evaluation and route optimization (for alignment and segment)
6. Summary of observations and recommendations.

Similar to Transit Implementation Studies, member agencies can elect to advance or decline the assessment results/recommendations. Should the member agency elect to advance the service change(s), the SRTP list of recommendations will be updated.

240.7 Prioritization of New Transit Services

In the event that the number of requests for new service exceeds the amount of regional funding and/or capital support infrastructure (revenue vehicles) available, implementation of services shall be prioritized as follows:

1. First, consistent with adopted TLCP policies, determine if there is available jurisdictional equity within the communities to be served by the proposed new service. This information is available from and maintained by Valley Metro.
2. The second level of evaluation includes determining if the proposed new service is included in the RTP (consistent with adopted TLCP policies and TSPM Service Provision Goal #1).
3. The third level of evaluation includes an assessment of potential performance using the planning tools associated with TSPM Service Provision Goals #2 and #5. These tools include

transit service connectivity, population density, employment density and activity centers served, zero-auto households, low-income population, elderly persons, youth (under the age of 16), and people with mobility disabilities. See **Table 9** for a complete list of planning tools. The performance potential assessment for each proposed service improvement will be conducted collaboratively with the affected local jurisdictions to be used as a decision-making aid.

240.8 Implementation Standards for New Transit Services

Implementation standards or thresholds are to be used to classify the service type of any proposed new transit service. Implementation standards use performance-based quantitative and qualitative measures to classify potential services planned or programmed to be implemented within five years. A brief description of the implementation standards for each service type is summarized in **Table 6**. A complete description of the implementation standards for new services is provided in **Appendix B: TSPM Phase II Final Report**.

Table 6: Implementation Standards (Thresholds) for New Transit Service

Service Type	Thresholds for New Services
Vanpool	- Serves groups of 6 to 15 persons with a common destination - Provides a commuter express-type option for limited-demand worksites not necessarily located within one of the top 10 regional employment centers
Demand Response/Flex Route	- Serves low-density (4 DU/Acre or lower) areas without fixed-route transit service or other available transit service options - Can help build future demand for local transit market
Rural Connector	- Connect a rural community into the regional transit network - Based on market demand
Community Circulator	- Based on market demand - Routing structure connects neighborhoods to local or regional activity centers and resources - Proposed new routes that are generally less than 10 miles in length that fall below the projected boardings per revenue mile for local service would be a candidate for community circulator standard of service, to help build a future market for transit use
Local	Projected boardings/revenue mile > 90% of bottom quartile threshold
Key Local	Projected boardings/revenue mile > 90% of bottom quartile threshold
Limited Stop Peak	- Key local service operating in corridor has boardings/revenue mile $\geq$ top quartile threshold - Demand exceeding capacity on existing services in corridor OR - Existing commuter-based market on a non-freeway corridor - Estimated 6,400 person trips in market - Corridor greater than 8 miles in length - Serve top 10 regional employment center

Service Type	Thresholds for New Services
Limited Stop All Day	- Key local service operating in corridor has boardings/revenue mile $\geq$ top quartile threshold - Demand exceeding capacity on existing services in corridor
Commuter Express	- Must serve a top ten employment district - Existing commuter-based market on a freeway corridor - Estimated 6,400 person trips in market - Corridor greater than eight miles in length
Streetcar	Determined through the completion of corridor-specific transit planning studies and through incorporation into the Regional Transportation Plan
Bus Rapid Transit	Determined through the completion of corridor-specific transit planning studies and through incorporation into the Regional Transportation Plan
Light Rail	Determined through the completion of corridor-specific transit planning studies and through incorporation into the Regional Transportation Plan

240.9 Transit Propensity Tool Modification

In an effort to improve route outcome forecasting capabilities Valley Metro has undergone a retooling of its current propensity model, which is used to model performance of new transit service. The previous three coefficient based model served well to provide a relative comparison of prospective success for realignments and future routes, however alternative statistical methods allow for fewer errors in predictions.

The current model estimates ridership by comparing total population, low income population and no-car household counts to ridership in a corridor. Estimates from this system inform efforts to improve underperforming routes, and rank proposals for funding among other uses. This proved useful for the relative comparison of routes/proposals in an effort to gauge a proposal's worthiness for funding, but needed greater accuracy to predict absolute ridership in a route.

In an effort to improve the model, staff reviewed a new methodology proposed by Harvard doctoral students. Using their proposed methodology of multivariate linear regression on corridor specific demographics Valley Metro experimented with several iterations of a model and designed a new tool. The new methodology uses several variables and more granular data to produce ridership predictions with significantly greater accuracy. Additionally, this methodology allows for the flexibility of adding and removing variables to increase predictive capacity over time as new data sources come online or regional dynamics change. Going forward this tool will be used in predicting ridership for route additions, realignments and SRTF Fleet priority ranking. The annual SRTF reports display the propensity tool methodology with the latest variables, should the model be updated between now and the next TSPM update. Details of the methodology can be found in **Appendix E: Transit Propensity Tool Methodology Update Memo**.

241.0 - Frequency Assessment Standards for Transit (FAST)

While the transit propensity tool is useful in forecasting new transit service performance, an additional planning tool has been developed to evaluate routes and corridors in the existing network that may warrant higher frequency. Frequency Assessment Standards for Transit (FAST) offers a set of

thresholds and guidelines that can be used to assess individual transit corridors that are the best candidates for Frequent Service span and headway investments, as well as a snapshot of how a set of corridors could function together as a Frequent Service network.

The FAST model framework is similar to the propensity tool framework and considers eight inputs as part of the analysis. **Table 7** shows the inputs, its source, corresponding route catchment area, a 1/2-mile buffer around each route, or the study area, and the factor used in the model. The data was chosen based on its correlations with ridership on a route level. The data chosen had highest correlation with ridership and was well supported by academic literature. For complete details on how the FAST tool was developed please reference **Appendix F: Frequency Assessment Standards for Transit Final Report**.

Table 7: FAST Model Framework

Factor	Study Area	Data Source	Output
Population	1/2 mile of route	U.S. Census Bureau, ACS 2016, Block Groups	Population/ Square Mile
Jobs	1/2 mile of route	U.S. Census Bureau, ACS 2016, Block Groups	Jobs/ Square Mile
Low Income Jobs	1/2 mile of route	U. S. Census Bureau, Longitudinal Employer Household Dynamics Data	% of Total Jobs
Network Connectivity	Route connections	Valley Metro	Sum of weekday route miles of each route crossed, normalized by their length
Low Income Population	1/2 mile of route	U.S. Census Bureau, ACS 2016, Census Tracts	% of Total Population
Minority Population	1/2 mile of route	U.S. Census Bureau, ACS 2016, Block Groups	% of Total Population
Boardings Per Revenue Mile	Each route	Valley Metro	Average boardings per revenue mile
Zero Vehicle Households	1/2 mile of route	U.S. Census Bureau, ACS 2016, Census Tracts	% of Total Population

Table 8 below shows how the inputs are normalized and the resulting percentage that essentially ranks routes amongst each other according to these inputs. Routes scoring below the service area average are given 5 points, routes scoring between 100 and 149% of the service area average are given 10 points, and routes that score 150% and above are given 20 points. For each of the routes, their scores are ranked by productivity, transit equity, and finally a composite of the two (productivity and transit equity) combined. The productivity category is determined by the following factors: population, jobs, network connectivity and boardings per revenue mile. The transit equity is determined by the following factors: low income jobs, low income population, zero-vehicle households, and minority population.

The composite ranking has all eight of these factors weighted equally.⁴ Routes are then ranked by their scores, from highest to lowest.

Table 8: FAST Normalized Inputs

Factor	Calculation	Point System
Population	$(\text{Population/Square Mile}) / (\text{Service Area Average of Population/Square Mile for 60 Local Bus Routes}) = [0 \text{ to } 150+] \%$	Between 0 and 99% = 5pts Between 100 and 149% = 10 pts More than 150% = 20pts
Jobs	$(\text{Jobs/ Square Mile}) / (\text{Service Area Average of Jobs/Square Mile for 60 Local Bus Routes}) = \%$	
Low Income Jobs	$(\text{Low Income Jobs/Total Number of Jobs}) / (\text{Service Area Average of Low-Income Jobs/Total Number of Jobs for 60 Local Routes}) = \%$	
Network Connectivity	$(\text{Sum of weekday route miles of each route crossed, normalized by their length}) / (\text{Service Area Average for all 60 routes}) = \%$	
Low Income Population	$(\text{Low Income Population} / \text{Total Population}) / (\text{Service Area Average of Low Income Population} / \text{Total Population for all 60 Bus Routes}) = \%$	
Minority Population	$(\text{Minority Population/ Total Population}) / (\text{Service Area Average of Minority Population/ Total Population for all 60 Bus Routes}) = \%$	
Boardings Per Revenue Mile	$(\text{12-month average boardings per revenue mile}) / (\text{Service Area Average for all 60 routes}) = \%$	
Zero Vehicle Households	$(\text{Zero Vehicle Households/ Total Number of Households}) / (\text{Service Area Average of Zero Vehicle Households for all 60 Bus Routes}) = \%$	

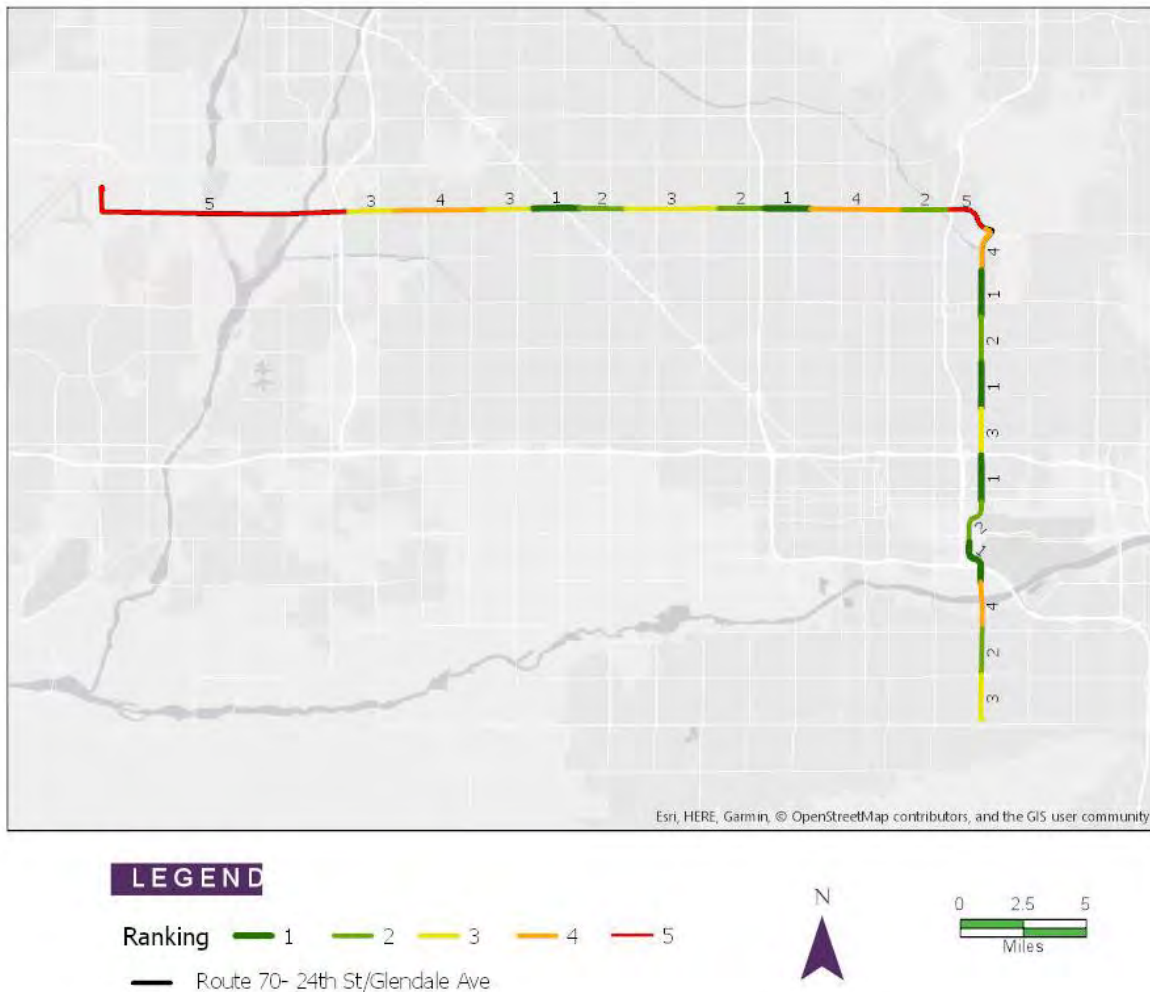
It is likely that some of the top ranking routes identified by FAST analysis will already have frequent service. Since these routes are already frequent, there will likely not be a compelling reason to recommend them for frequency increases; however, future higher demand could change that. At this time, these routes should be omitted from further analysis.

⁴ Several different weighting criteria, based on peer research, were discussed with the TSPM working group. The criteria fell into two categories for the variables: those measuring route productivity and those measuring equity/need. After looking at model run outcomes for current routes (for these two categories) and seeing which outcomes mapped best onto our understanding of the transit system and of what warranted more service, there ended up being very little variation on the model runs, with the exception of one or two routes. The variations were partially a product of the correlation between variables across the categories, like high population areas also often having high minority and low income populations simply because there are more people there. Because the variation was minimal, instead of having people assign weights based on local preference, it was decided to keep weighting neutral for all variables.

As it may not be appropriate to increase the entire length of a route to frequent service, FAST analysis on the corridor level for the remaining identified routes is recommended. A corridor level analysis evaluates a single route broken down into roughly one-mile long segments. It involves the same methodology described above except that network connectivity is removed from the model, as this is a route level measure and should be used for entire routes. As depicted in

Figure 5, the corridor segments for Route 70 are ranked amongst themselves and there is no comparison to other routes in the network.

Figure 5: Route 70 Corridor Analysis



300 – Transit Service Performance Measures and Evaluation Process

Transit service performance measures gauge how well a transit service is meeting Valley Metro's adopted transit service provision goals and objectives (see Section 110). This section provides a description of the adopted Valley Metro transit service performance measures and performance evaluation process and is organized into the following subsections:

- 310 – Transit Service Performance Measures and Planning Tools
- 320 – Transit Service Performance Measures Thresholds
- 330 – Transit Service Performance Measures Procedures

310 – Transit Service Performance Measures and Planning Tools

Transit service performance measures are intended to assess the effectiveness of transit operations in achieving the adopted service provision goals, and help identify whether performance improvement actions taken to enhance performance and productivity are effective. The Board-adopted transit service performance measures are intended to be applied separately for each transit service type (see Section 210). In addition to the Board-adopted transit service performance measures, planning tools have been developed to assist with detailed evaluation of existing services/operations or to assess the potential performance of new or expanded services being contemplated. The adopted transit service performance measures and planning tools are listed in **Table 9**.

Table 9: Transit Service Performance Measures and Planning Tools

Performance Measures	Planning Tools
▪ Boardings/revenue mile ▪ Boardings/revenue trip* ▪ Farebox recovery rate ▪ On-time performance	▪ Boardings by stop ▪ Boardings by time of day ▪ Service connectivity ▪ Subsidy per boarding ▪ Zero-auto households served ▪ Low-income households served ▪ Elderly persons served ▪ Youth served ▪ People with mobility disabilities served ▪ Peak load factor ▪ Headways/trips ▪ Service span ▪ Operating days ▪ Population density ▪ Employment density ▪ Activity centers served ▪ <i>Boarding to peak fleet ratio**</i> ▪ <i>Employed and student population**</i>

Performance Measures	Planning Tools
	▪ <i>Weekday average boardings**</i> ▪ <i>Percent time point dwelling**</i> ▪ <i>Average dwell per time point**</i> ▪ <i>Peak speed**</i> ▪ <i>Off-peak/peak speed ratio**</i> ▪ <i>FAST Route Analysis**</i>
<i>*For commuter express and limited stop peak services only</i>	<i>**New planning tool</i>

As part of this TSPM update, the boardings per revenue hour metric has been removed from the list of performance measures. The TSPM Technical Advisory Group (TAG) reviewed and evaluated potential replacement metrics, but ultimately decided to remove the metric without a replacement at this time. Reasons for removing the boardings per revenue hour metric include:

1. Fixed route transit operations contracts Valley-wide are per vehicle revenue mile and not pre revenue hour.
2. The boardings per revenue hour key performance measure is duplicative of boardings per vehicle revenue mile.
3. Given the breadth of service hours in the region per vehicle revenue hour analysis is more applicable as a planning tool and not key performance measure.

In addition to the FAST tool described in Section 250.0, potential replacement metrics that are instead being adopted as additional planning tools include:

- **Boardings to peak fleet ratio** – Calculated as the number of average weekday boardings divided by the fleet required by route during weekday peak.
- **Employed and student population** – Calculated using American Census Survey data, with a 1/2 mile buffer at the block group level around route. Proportions not used, only whole block groups.
- **Weekday average boardings** – Calculated using Valley Metro ridership data.
- **Percentage of time point dwelling** – Calculated using Valley Metro monthly on-time performance data. Counts percentage of time points where a vehicle arrives more than a minute early than its scheduled time.
- **Average dwell per time point** – Calculated at the total amount of dwell time at all route time points divided by the number of all time point arrivals.
- **Peak speed** – Calculated using General Transit Feed Specification (GTFS) data and schedule times by dividing the revenue miles and hours in peak periods.
- **Off-peak/peak speed ratio** – Calculated as the ratio between the average peak speeds and the average speed during mid-day.

Table 10 below provides an overview of the focus categories to which the additional planning tools are applicable. Those categories are “system,” as in system-wide evaluation; “route optimization,” referring to the evaluation of a particular route; and “customer,” referring to tools that are focused on customer satisfaction.

Table 10: Focus Categories for Additional Planning Tools

Additional Planning Tools	Focus Categories		
	System	Route Optimization	Customer
Boarding to Peak Fleet Ratio	X		
Employed & Student Population	X		X
Weekday Average Boarding	X		
Percent Time Point Dwelling			X
Average Dwell at Time Point			X
Ridership by Peak Fleet Ratio		X	
Peak Period Speed			X
Peak vs. Off-peak Speed	X	X	X
FAST	X		X

310.1 Frequent and Late Night Service Maps

In addition to the planning tools outlined above, two new corridor designations have been established in this update. In previous phases, TSPM concerned itself with setting minimum standards and codifying procedures for targeted improvement. These new designations, Late Night and Frequent Service, are distinct in that they dictate a service standard that is exceptional rather than minimal. From a public perspective, navigating multiple schedules and maps to deduce broader network characteristics can be quite difficult, so producing simplified outputs addressing concerns of convenience, reliability and span would be useful marketing tools. This is especially true for a large system such as ours.

Frequent and Late Night Service Maps highlight corridors providing exemplary service either for their span, or their frequency. They are not a baseline, and routes will *never* be penalized for not being designated in either category. These designations signify a high level of service and provide a regional standard for improving routes already meeting minimum standards. Beyond their value as a planning tool to visualize the growing robustness of the network, they will serve as excellent marketing materials for choice riders and those requiring late night services to show the extent of late or frequent service beyond their familiar neighborhood.

Due to the difference in transit service types, Frequent Service maps were developed for local/circulator bus routes as well as Express/Commuter Routes. For local and circulator bus routes, Frequent Service is defined as routes with headways of 15 minutes or less from at least 6 a.m. – 6 p.m. on weekdays. Frequent Express/Rapid Service is provided by commuter routes with 8 or more inbound trips and 8 or more outbound trips on weekdays. Finally, Late Night Service is defined as any service running at least one full trip in both directions after midnight Monday through Friday. **Figure 6** and

Figure 7 demonstrate the Frequency Service maps by service type and **Figure 8** depicts the Late Night Service map.

Figure 6: Local and Circulator Bus Frequent Service Map (October 2018 Bid)

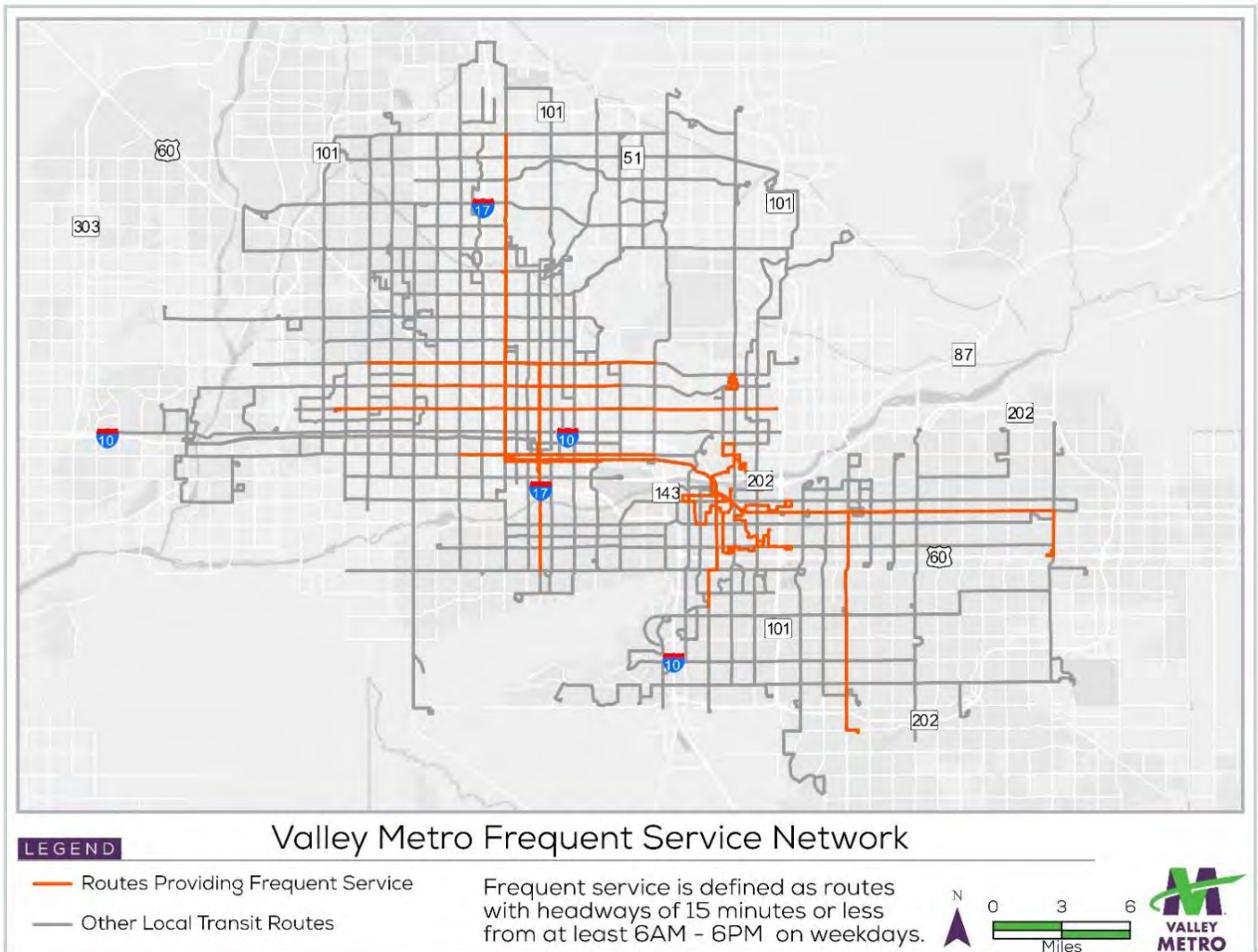


Figure 7: Express/Rapid Frequent Service Map (October 2018 Bid)

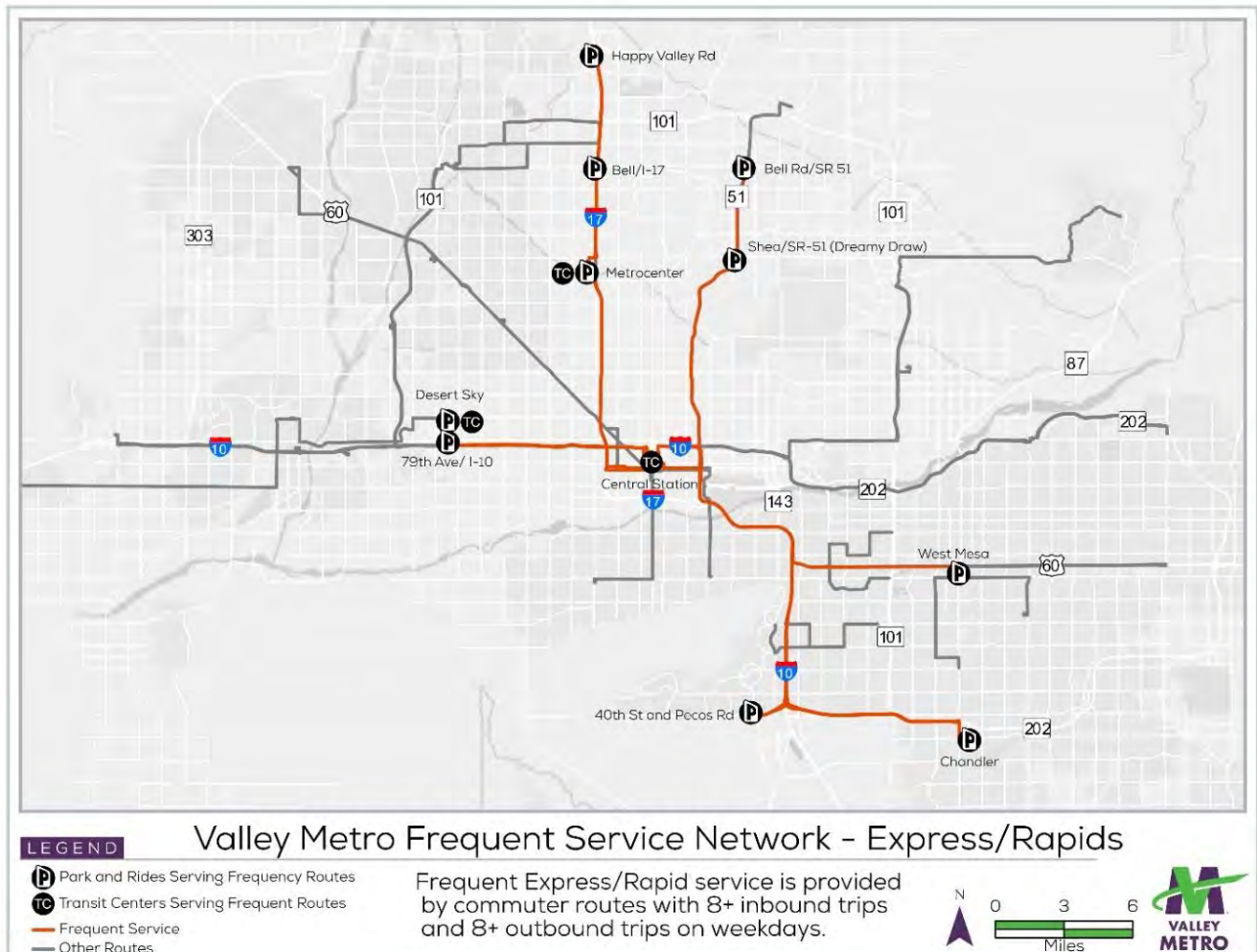
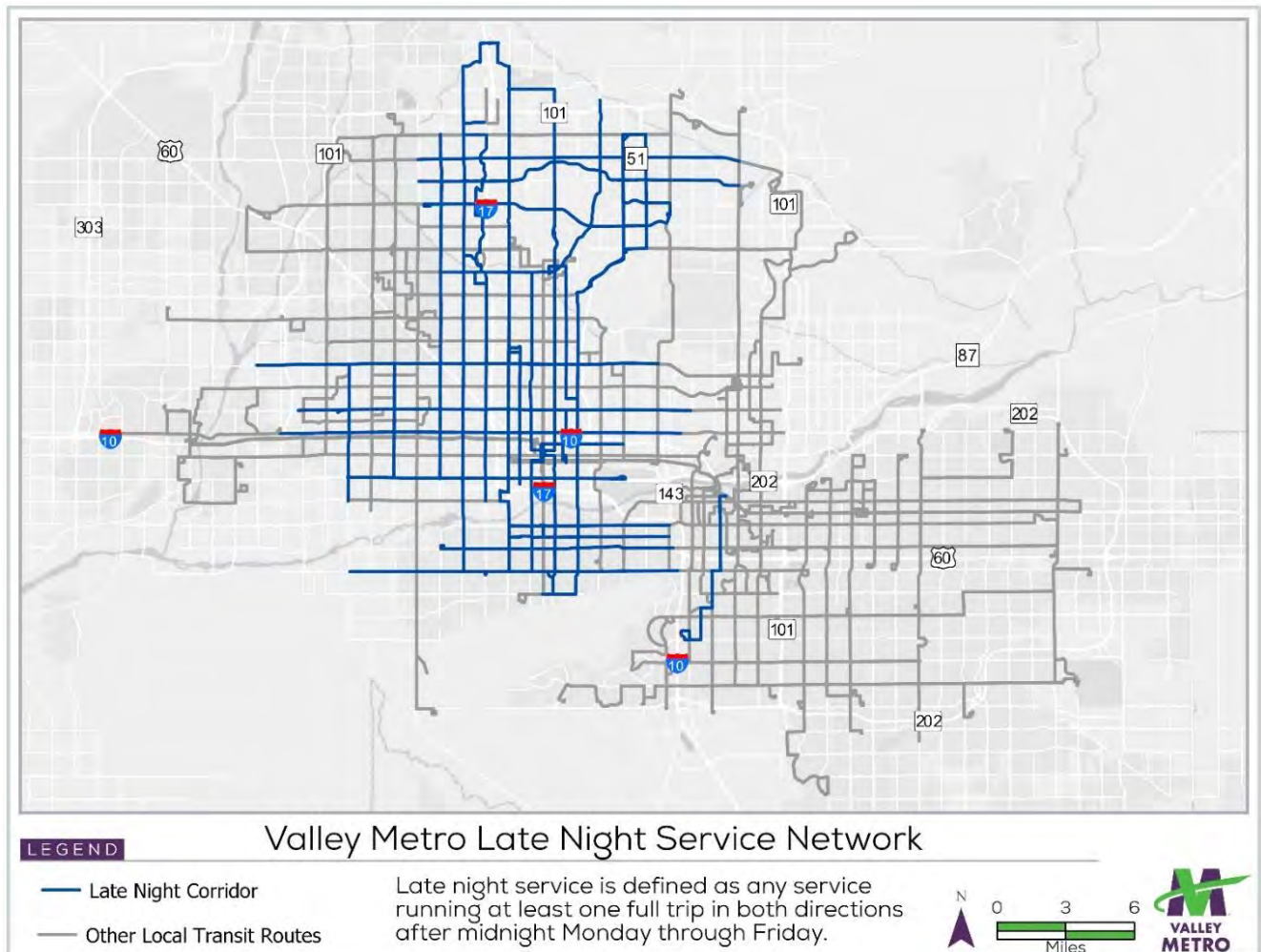


Figure 8: Late Night Service Map (October 2018 Bid)



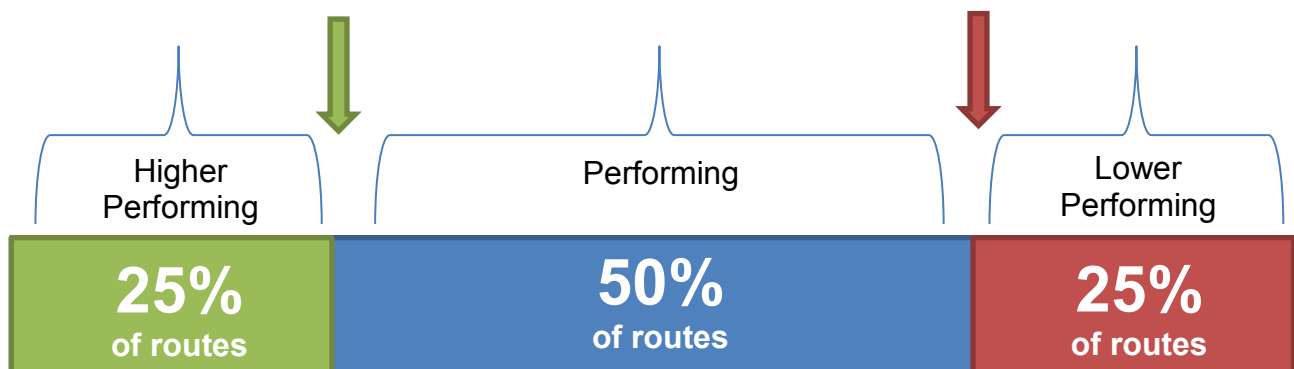
310.2 Fixed Route Benchmarks

As a high-level measure of system-wide performance and as part of the TSPM process, Valley Metro will review and report on the overall health of transit in the region through metrics used in the Transit Performance Reports (TPR). The metrics include boardings per year, revenue miles per year, and boardings/revenue mile. Used as benchmarks, the metrics will help measure year to year changes on a network level and bring attention to larger regional trends. Boardings per capita, miles traveled per capita, and the growth of the Late Night and Frequent Service maps can also be used as planning tools to support the system-wide review. Taking a system-wide perspective can in turn help Valley Metro and its member agencies evaluate how regional changes to policies, funding, economic health, service delivery models, etc. may be impacting the system.

320 – Transit Service Performance Measures Thresholds

Transit service thresholds serve as a tool for comparing and measuring the relative performance of individual services/operations by transit service type. The transit service performance thresholds developed by Valley Metro rely on a numerical ranking of each performance measure for each route or service within their respective service type category. Thresholds are established at quartile breakpoints for each transit service type to identify the top 25% and bottom 25% performers. **Figure 9** illustrates the quartile-based performance thresholds.⁵

Figure 9: Transit Service Performance Thresholds



330 – Transit Service Performance Measures Procedures

Procedures for the application of regional transit services performance measures that have been adopted by the Valley Metro Board are summarized in the subsections below.

⁵ The route performance analysis is published in the annual Short Range Transit Program (S RTP) available at <https://www.valleymetro.org/short-range-transit-program>

330.1 Performance Evaluation Frequency

All routes or services operated within the region, regardless of operating agency or funding source, shall be reviewed annually using the three performance measures and performance thresholds.

330.2 Applicable Services to be Evaluated

Locally operated and funded transit services, regardless of funding source used for fleet procurement, shall be included in the performance measurement process, but the development and implementation of local performance improvement actions are the sole discretion of the associated local jurisdiction. However, all light rail service adjustments are subject to action by the Valley Metro Rail Board of Directors, even though the operation is funded by the local jurisdictions.

330.3 Definition of “Performing” Transit Service

A route is designated as “performing” if it has no more than one performance measure ranked in the bottom quartile by service type.

330.4 Performance Attainment for New Services

New services or material service changes (as defined in the adopted TLCP policies) to an existing route are expected to attain a “performing” level within three years of implementation. If the service has not attained a “performing” level within the first three years of operation, performance improvement actions shall be identified and applied to help improve service performance for one or more measurements. A new service will not be eliminated based on performance level within the first two years of operation.

If after three years from initial implementation, the service has still not achieved “performing” status or showing improvement, Valley Metro and staff from the affected jurisdiction(s) shall work together to determine if the route will be further modified, eliminated, or remain in service. If it is agreed that the service will be eliminated, Valley Metro and the affected local jurisdiction(s) staff shall identify alternative uses within said jurisdiction(s) for any funding saved by eliminating the route.

Services that do not achieve a “performing” level after three years of continuous operation, but are showing improvement in one or more performance-measurement category, shall continue to be monitored and evaluated to determine if there are any additional performance improvement actions that can be implemented.

330.5 Performance Attainment for Existing Services

Existing services that do not meet service standards, but are “performing”, are not required to be modified to become compliant with the established service standards.

330.6 Determination of Service Evaluation

Routes or services that are operated by Valley Metro and/or funded, all or in part, by legislatively authorized Valley Metro regional transit funds (currently includes the Public Transportation Fund and Arizona Lottery Fund) that are within the top 25% or bottom 25% (by service type) of any two of the three performance measures identified in **Table 9** (Section 310.0) will be further evaluated using the

planning tools (also identified in **Table 9**) or other relevant qualitative or quantitative metrics (e.g. service evaluation by day of week).

330.7 Data Accuracy

Prior to conducting additional performance evaluations of the top 25% or bottom 25% routes (by service type), the performance data shall be reviewed for accuracy. If further review of the data identifies that it is inaccurate and the route is, in fact, “performing,” then no additional evaluation shall be conducted for that service.

330.8 Determination of Performance Improvement Action

Based on the additional evaluation of the higher performing and lower performing routes/services, potential performance improvement actions shall be identified cooperatively with all affected jurisdictions/agencies, and later, discussed with the Valley Metro SPWG. As applicable, performance improvement actions are submitted for Valley Metro Board approval through the bi-annual service change process and annual Transit Life Cycle Program (TLCP) update process.

330.9 Types of Performance Improvement Actions

Performance improvement actions may include targeted marketing, schedule adjustments, frequency, service span and days of operation adjustments, and rerouting (including route extensions and route segment terminations).

330.10 Unsuccessful Performance Improvement Actions

If performance improvement actions prove to be unsuccessful (i.e. they did not improve performance in one or more performance measurement category), potential reinvestment of resources into other services within the same jurisdiction(s) shall be collaboratively explored with the affected jurisdiction(s) to maintain jurisdictional equity as defined by the adopted TLCP policies, and if agreed to, submitted to the Valley Metro Rail Board of Directors (if applicable) and/or the Valley Metro RPTA Board of Directors for possible action.

400 – Bus Stop Optimization Process

The Valley Metro bus network consists of over 7,650 bus stop stops dispersed over 1,140 square miles. The stops vary greatly by size, design, and amenities included. According to the 2015 Origin and Destination (O&D) Survey, 89.2% of bus riders accessed the system by walking, 5.4% drove to or were dropped off at the stop, and 3.6% accessed the system by bike⁶. The O&D survey also found that 83% of bus riders that walk reported walking up to two blocks to get to transit. Optimizing bus stop locations is not only essential for maintaining and improving system accessibility, but also because stop locations have capital maintenance cost and vehicle speed impact implications that impacts the customer experience.

⁶ https://www.valleymetro.org/sites/default/files/uploads/event-resources/2014-2015_onboard_survey_final.pdf

The stop spacing standards contained within this document (Section 220) categorize stop spacing by transit service type to better guide member agencies in their stop placement decision-making process. Transit service types that provide localized operations typically have passenger stops more frequently spaced in contrast with limited stop services, where passenger stops are provided at greater distances. Minimum passenger stop spacing, which were outlined in Section 220 (**Table 5**), has been adopted for the applicable transit service types. Passenger stop spacing standards represent minimum spacing distances; however, where development patterns are of higher or lower density than typical within the region, an exception to the adopted standard may be warranted.

Furthermore, Valley Metro's Bus System Handbook is being updated to identify key areas where stops should be provided, noting places such as employment and retail centers, education centers, and major medical centers with out-patient care. The guidelines will outline general stop spacing based on population densities and the distance a person has to travel to access a bus stop. Please refer to the 2019 Bus System Handbook for specific details.

While the guidelines provide a foundation for identifying bus stop locations, they lack parameters to optimize existing stops. As a result, a more in-depth process for optimizing bus stop locations has been developed as part of this update.

Bus stop optimization involves a careful evaluation of the distance between *existing* stops and the purpose, quality, and effectiveness of them. If stops are placed too far apart, it reduces the ability of patrons to access the system. If stops are too close together, it slows down travel for those already on the bus. Thus, stop optimization is about finding the balance between access to service and service speed.

In order to develop a bus stop optimization process, Valley Metro conducted peer research and undertook a collaborative engagement process with the SPWG. The primary agency Valley Metro reviewed for guidance on developing an agency-specific process was the Maryland Transit Administration (MTA). MTA defines bus stop optimization as an on-going process that analyzes the placement and design of all bus stops in the network and includes the following actions:

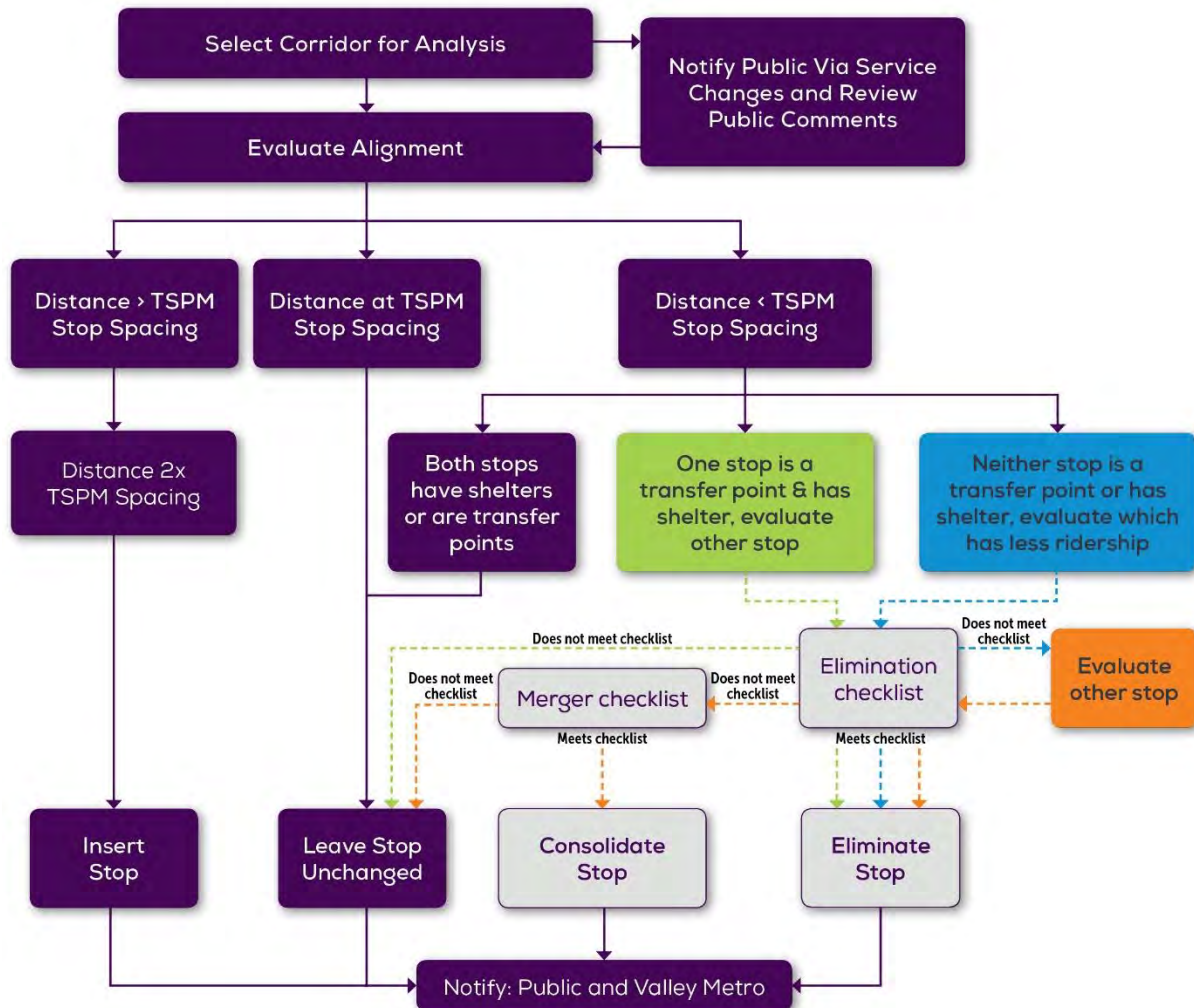
1. Consolidating (removing) existing, redundant bus stops,
2. Adding new bus stops where needed, and
3. Relocating existing stops for safety and operational improvements⁷

Stop optimization is intended to improve the quality and reliability of bus service while still providing adequate access to riders. Safety, utilization, transfer points, and site conditions are all important factors to consider throughout the optimization process.

The Bus Stop Optimization Process specifically developed for Valley Metro and its member agencies is depicted in **Figure 10** below. It starts with selecting a corridor for analysis and notifying the public for comments. The first level of evaluating the alignment looks at the distance of stop spacing as compared to the TSPM Stop Spacing Standard. For stops greater than twice the standard, a new stop should be inserted between the two. If stops are closer than the recommended TSPM Spacing Standard, stops are evaluated on whether they have a shelter and/or are transfer points. If a stop does not have a shelter and is not a transfer point, it is considered for elimination.

⁷ <https://mta.maryland.gov/content//bus-stop-optimization>

Figure 10: Valley Metro Bus Stop Optimization Process



At this point, two evaluation checklists are built-in to the Optimization process to help determine if a stop should be removed. The Merger Checklist and Elimination Checklist depicted in **Figure 11** provides a series of criteria questions that if are answered affirmatively make a stop eligible for elimination. The checklists include criteria related to the TSPM Spacing Standard, access and ADA guidelines, ridership, transfer opportunities, and trip generators. Once a stop has been evaluated through these checklists, it is either eliminated or consolidated and the public is notified of any change.

Figure 11: Merger and Elimination Checklists⁸

Merger Checklist	Elimination checklist
Yes answer to all criteria makes a stop eligible for merging:	Yes answer to all criteria makes a stop eligible for elimination:
• Does the new stop location meet ADA guidelines or can it reasonably modified to meet ADA guidelines? • Does the new stop location have pedestrian access? • Does the new stop location meet TSPM spacing requirements? • Will transfer opportunity be retained at the new/merged stop or at an adjacent stop along the line? • Do the stops not under consideration for merging not serve 20% or more of the entire routes the route's daily ridership? • Is the stop being considered for merging not serve key community services such as schools, hospital, senior center, and public service offices (e.g. AZ DES)	• Do the remaining/adjacent stops meet TSPM spacing? • Can the remaining/adjacent stops absorb additional ridership? • Does the stop not provide direct access to connecting transit routes, or do adjacent stops provide same connection to transit routes? • Does the stop not meet ADA guidelines, and the remaining/ adjacent stops meet ADA guidelines? • Does the stop serve less than 10% of the route's daily ridership? • Does the stop not serve key community services such as schools, hospital, senior center, and public service offices (e.g. AZ DES)?

500 – Regional Fleet Prioritization Process

Transit services are adjusted and service expansion proposals are submitted through the Short Range Transit Program (SRTP). However, given the finite quantity of vehicles available in the region and the length of time required to procure expansion vehicles, not all service adjustments or expansion needs may be accommodated with available fleet in a particular year. As such, prioritization processes have been identified for existing and expansion fleet should requests for vehicles exceed the quantity available. This section describes these processes and is organized into the following subsections:

- 510 – SRTP Methodology (Modified)
- 510 – Prioritization Process for Existing Fleet
- 520 – Prioritization Process for Expansion Fleet
- 530 – Fleet Procurement and Programming Process

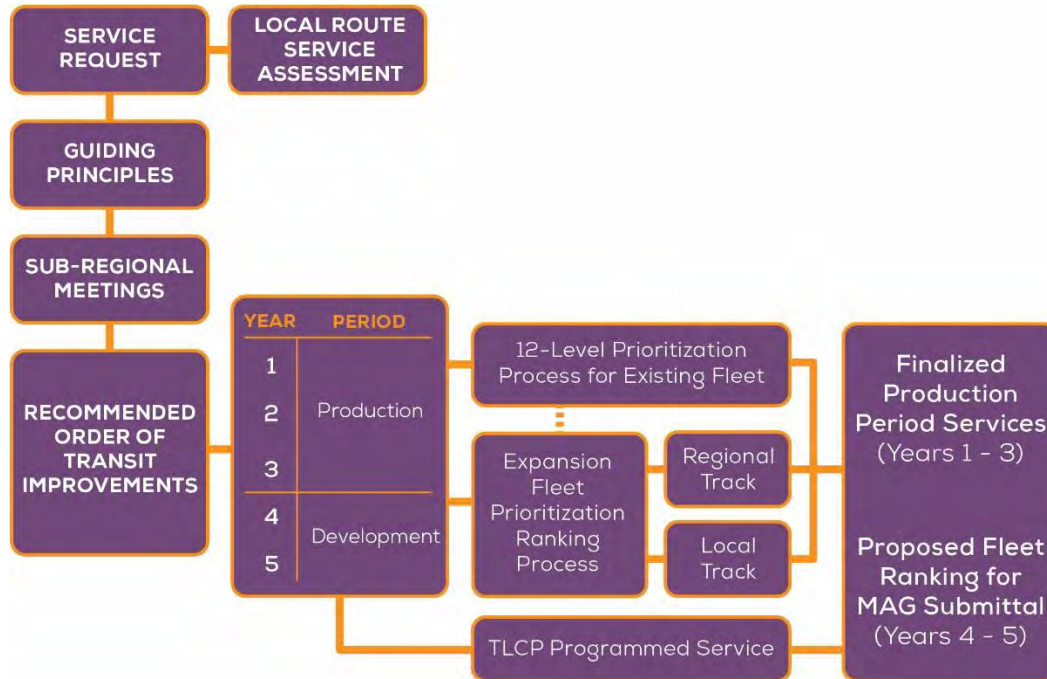
510 – SRTP Methodology

The SRTP is a five-year program aimed at the regional coordination of locally and regionally funded transit service changes. It has previously been divide into two phases identifying production phase as years 1-2, and development phase as years 3-5. In order to better understand required fleet needs, minimize confusion on immediate fleet needs, and to better coordinate the fleet prioritization process with the regional TIP, the production phase has been expanded to occur in years 1-3 and the development phase will occur in years 4-5 of the STRP process. A funding commitment letter will still be required on locally funded services that require new fleet, the commitment letter signed by the city's City Manager or Transit/Transportation Department Director must be provided subsequent to the sub-regional SRTP meetings.

⁸ Valley Metro's Bus Stop Design Guidelines discuss in greater detail the placement of bus stops and applicability of bus pullouts, transfer points, etc.

Figure 12 depicts the modified SRTP process, which includes the change in production and development years, and addition of the Local Route Service Assessment form and process (described in Section 240.6).

Figure 12: Modified SRTP Process



510 – Prioritization Process for Existing Fleet

Service adjustments in the production years (1-3) of the SRTP are ranked using the 12-level prioritization process for existing fleet. The 12-levels apply priorities to elements such as funding source, type of service adjustment and purpose of the service adjustment. The 12-level prioritization process for existing fleet is summarized in

Figure 13 below.

Figure 13: 12-Level Prioritization Process for Existing Fleet

Service Adjustment	Purpose	Rank Level
Implement TLCP-programmed service as scheduled	Implement TLCP-programmed service	1
Early implementation of programmed service as scheduled in TLCP	Addresses performance-based fleet need (high ridership or running-time adjustment)	2
	Will enhance regional transit connectivity (connect one or more routes)	3
	Will reach potential ridership generator	4
Implement TLCP-planned service	Implement TLCP-planned service	5
Locally funded expansion of an existing route funded through the TLCP	Existing service with performance-based fleet need (high ridership or insufficient schedule)	6
	Will reach potential ridership generator	7
Implementation of service adjustment on existing locally funded service	Addresses performance-based fleet need (e.g. running-time adjustment)	8
	Will enhance regional transit connectivity (connect one or more routes)	9
	Will reach potential ridership generator	10
Implementation of new locally funded service	Will enhance regional transit connectivity (connect one or more routes)	11
	Will reach potential ridership generator	12

Note: If multiple adjustment requests have same rank, the Transit Propensity Tool is used. The service adjustment with highest Transit Propensity Index will receive priority.

510.1 Tie Break Methodology

If multiple service requests receive the same rank level in the same planning year, the transit propensity tool, which estimates boardings by revenue mile, is used as a tiebreaker. For additional information regarding the transit propensity tool, refer to the Section 240.9 above or Valley Metro's TSPM Phase II Final Report in **Appendix B: TSPM Phase II Final Report** for a detailed explanation of the methodology.

520 – Prioritization Process for Expansion Fleet

Service adjustments in the development years (4-5) of the SRTP that require expansion fleet are ranked using the prioritization process for expansion fleet, which evaluates the service adjustments and assigns points based on their funding characteristics, compliance with established TSPM standards, and regional connectivity. The more points a service earns, the higher it is prioritized in the list of fleet requests submitted to the Board for their consideration and possible recommendation to Maricopa Association of Governments (MAG). The prioritization process for expansion fleet is summarized in

Figure 14.

Figure 14: Prioritization Process for Expansion Fleet

PRIORITIZATION PROCESS FOR EXPANSION FLEET		
Category	Metric	Points
Funding Characteristics	Is there between 2 and 3 years of funding committed for the service improvement? OR Is there more than 3 years of funding committed for the service improvement?	1
	Is the service improvement a TLCP-planned service?	2
	Is the service improvement a TLCP-planned service?	1
TSPM Compliance	Does the service improvement meet weekday service standards?	0.5
	Does the service improvement meet Saturday service standards?	0.25
	Does the service improvement meet Sunday service standards?	0.25
	Does the service improvement meet the current transit propensity threshold? (Note: only applicable to local/key local service improvements greater than 1 mile)	1
	Does the service improvement remove/modify an under-performing route deviation, thereby requiring at least one less vehicle for operation?	1
Regional Connectivity	Does the service improvement serve multiple jurisdictions?	1
	Does the service improvement connect to other transit route alignments?	0.25 per connection (2 points maximum)

520.1 Tie Break Methodology

In the event of a tie, each service improvement is further evaluated to determine its compliance with TSPM service and performance standards and to quantify its regional connectivity. The tie break methodology is summarized in

Figure 15 below.

Figure 15: Prioritization Process for Expansion Fleet Tie Break Methodology

PRIORITIZATION PROCESS FOR EXPANSION FLEET - TIEBREAK		
Category	Metric	Points
TSPM Compliance	Are weekend service standards met?	1
	If existing route, is weekday performance above the performance threshold for two or more performance measures?	1
Regional Connectivity	How many jurisdictions are served?	1 Per Jurisdiction Served

520.2 Regional and Local Tracks

Based on the outcome of the prioritization process for expansion fleet, proposed service improvements are placed on one of two tracks: a regionally-supported track and a local track. Services that rank favorably through the expansion fleet prioritization process fall into the regionally-supported track. Those services that rank less favorably but are still priorities for the submitting jurisdiction fall into the local track. If a jurisdiction still wishes to pursue implementation of services in the local track, they must support Valley Metro or the City of Phoenix Transit Department⁹ throughout the entire fleet grant application process. Upon procurement, vehicles must be provided to Valley Metro or Phoenix if either agency will be operating the service. For efficient fleet management purposes, vehicles are then assigned at the operators' discretion.

520.3 Applicability

The prioritization process for expansion fleet is applied to all services in the development years of the SRTP requiring expansion fleet with two notable exceptions. The first exception is for programmed TLCP projects. As these improvements are programmed in the RTP, they are automatically given top priority. The second exception is for services that ranked well in the production years of the SRTP but the fleet requirements exceeded vehicle availability. In these cases, the service is given priority in the next development year, secondary only to TLCP projects. All other service improvements requiring expansion fleet in the development years will be prioritized using the expansion fleet prioritization process.

530 – Fleet Procurement and Programming Process

Regional transit fleet procurement and programming occur through a multi-agency integrated process that includes local jurisdictions, Valley Metro and MAG. The planned procurement and programming process is as follows: a request for service adjustment is made through the SRTP and fleet availability

⁹ The City of Phoenix purchases and owns their own vehicle fleet; including many vehicles that operate within other jurisdictions but which are Phoenix-operated routes.

is determined. If fleet is unavailable for the service adjustment, Valley Metro identifies and submits a list of prioritized service adjustments approved by the Board to MAG for consideration in the federal funds programming process. The MAG Transit Committee discusses programming options for all federal funds. The MAG Transit Committee then recommends a Program of Projects and Five-Year Transportation Improvement Program (TIP) to Regional Council for approval. Once MAG approval is obtained, the City of Phoenix, with MAG concurrence, submits grants to the Federal Transit Administration for approval. The fleet is then procured by the appropriate agency.

Figure 16 illustrates the primary steps associated with the transit fleet procurement and programming process.

Figure 16: Fleet Procurement and Programming Process



600 – Transit Center and Park-and-Ride Classification

Transit centers and park-and-ride facilities are crucial features of a transit system that improve network access by facilitating transfers between routes and transportation modes. As part of this TSPM update, regional facilities were reviewed to identify similarities and differences between sites, with the goal of creating a more clear delineation of the operational and rider expectations at such facilities. Additionally, while Valley Metro’s recently updated Light Rail Design Criteria Manual outlines construction codes and the recommended features of the system’s built environment (landscaping, security, parking, etc.), it is specific to the design of the light rail system and does not explicitly define the features and placement of bus transit centers or park-and-rides. As such, it is the intent of this update to provide a classification structure for transit centers and park-and-rides in order to help integrate TSPM and the agency’s current and future design criteria manuals. Given the nature of the different planning processes between light rail and bus facilities, this TSPM update effort focused strictly on bus facilities.

The classification process started with an understanding that the most fundamental difference between facilities are those that are publicly owned versus those that are shared with another facility, whether publicly or privately owned (i.e. library, recreation center, strip mall, Walmart, fast food chain, etc.). Using MAG's Designing Transit Accessible Study (2013)¹⁰ as a guide, the classification process then sought to incorporate the surrounding built environment into the framework because of its connection to the types of services provided. For example, there are fewer transit service types and routes on the suburban edge of the Valley, where population density is lower as compared to the urban core, which is served by numerous routes of several transit service types. The three built environment settings as established by MAG and incorporated in this classification matrix include urban core, outer urban, and suburban. **Table 11** outlines MAG's built environment definitions and extrapolated regional examples (the original study focused only on Phoenix).

Table 11: Built Environments around the Valley

From MAG Transit Accessible Communities Study			Extrapolated Examples	
	Definition	Phoenix Example	Tempe Example	Mesa Example
Urban Core	Within the heart of the city center; high employment and residential density	16th St/Thomas	Mill/University	Mesa/Center
Outer Urban	Between urban core and suburbs; medium employment and residential density	117/Dunlap Ave	Southern/Rural	Southern/Gilbert Rd.
Suburban	Beyond outer urban; low employment and residential density	75th Ave/Bell Rd	Elliot/Priest	Power/Brown

With these three features classified, a review of regional facilities was conducted and additional classification features were identified. The TSPM Working Group participated and provided input on the identified classification features, which were incorporated into the final classification matrix presented in **Figure 17**. The critical features include:

1. **Service Type** – Refers to the transit modes accessible at the location.
2. **Bike and Pedestrian Facilities** – Looks at the accessibility of the location via bicycle lanes and connected sidewalks. Bicycle parking at the facility is also considered. Fully accessible facilities have dedicated bicycle lanes, bicycle parking, and connected sidewalks. Limited accessibility means that either bicycle or pedestrian infrastructure is provided, but not both.
3. **Bus Stop Placement** – Considers how stops are positioned on or off the roadway for the boarding/alighting of passengers. Has safety and route speed implications.
4. **Freeway Proximity** – Refers specifically to commuter route services and the distance they travel from the freeway to a park-and-ride. Has route speed implications.

¹⁰ https://www.phoenix.gov/streetssite/Documents/MAG_Designing-Transit-Accessible-Communities-Study-Final-Report.pdf

5. **Deviation from Route** – Refers primarily to local routes and the distance they deviate from their alignment to access a transit center or park-and-ride. Has network connectivity and route speed implications.
6. **Central Business District (CBD) Direction of Travel Placement** – Considers the placement of the stop to locate in the direction of travel and on the far side of an intersection. Has route speed and operational implications.
7. **HOV Access** – Consideration of facility location given route accessibility to a HOV entry/exit ramp.
8. **Local Bus Level of Service (LOS)** – Refers to the minimum frequencies of routes serving the facility.
9. **Commuter Bus LOS** – Refers to the minimum number of daily AM and PM peak trips serving the facility.
10. **Number of Transit Connections** – Considers the types of services and number of transfer that are available at the facility.
11. **Kiss-and-Ride** – Refers to park-and-ride facilities having a designated area for quick pedestrian pick-up and drop-off that does not conflict with bus operations or obstruct the flow of vehicular traffic.
12. **Ticket Vending Machines (TVMs)** – This considers the availability of ticket vending machines in station areas to help expedite the boarding process. This has implications for customer experience and route speed.

Note that all newly constructed facilities are expected to meet ADA requirements. Examples of other facility features that should be considered and which are elaborated on in the design criteria manual include:

- Safety and security (CCTV cameras, emergency call boxes)
- Shade (via landscaping or structures)
- Operator facilities (i.e. restrooms)
- Real time information
- Lighting
- Amenities such as benches, trash receptacles, water fountains, etc.

To optimize the placement of transit centers and park-and-rides in the regional transit network, it is encouraged that member agencies involve Valley Metro as early in the planning process as possible. It is recommended that member agencies wanting to implement a transit center or park-and-ride include that information during the annual SRTP update process.

Figure 17: Transit Center and Park-and-Ride Classification Matrix

	PUBLICLY OWNED				SHARED-USE FACILITY			
	Urban Core	Outer Urban		Suburban	Urban Core	Outer Urban		Suburban
	TC	TC/P	P	P	TC	TC/P	P	P
 Service Type	Commuter Express / Local Bus	Local Bus	Commuter Express	Commuter Express / Local Bus	Commuter Express / Local Bus	Local Bus	Commuter Express	Commuter Express / Local Bus
 Bike/Ped Facilities	Fully Accessible	Fully Accessible	Limited Access	Limited Access	Fully Accessible	Fully Accessible	Limited Access	Limited Access
 Bus Stop Placement	Off-street docking; serves as end of line (Express); designated bus entry	Off-street docking; designated bus entry	Off-street docking; designated bus entry	Off-street docking; serves as end of line (Express); designated bus entry	Off-street docking; serves as end of line (Express); shared bus/auto entry	On-street docking	Off-street docking	On-street docking; serves as end of line (Express)
 Freeway Proximity	NA	NA	<0.5 Miles	<1 Mile	NA	NA	<0.5 Miles	<1.5 Miles
 Deviation from Route	On alignment	On alignment	0.5 miles or less	0.5 miles or less	On alignment	On alignment	0.5 miles or less	0.5 miles or less
 CBD Direction of Travel Placement (far side)	✓	✓	✓	✓	✓	✓		
 HOV Access Preferred			✓	✓			✓	✓
 Local Bus LOS	10-30 minutes	30 minutes or better	30-60 minutes	30-60 minutes	10-30 minutes	30 minutes or better	30-60 minutes	30-60 minutes
 Commuter Express LOS (Peak Trips)	6+ AM Trips 6+ PM Trips	4+ AM Trips 4+ PM Trips	4+ AM Trips 4+ PM Trips	4+ AM Trips 4+ PM Trips	6+ AM Trips 6+ PM Trips	4+ AM Trips 4+ PM Trips	4+ AM Trips 4+ PM Trips	4+ AM Trips 4+ PM Trips
 Number of Transit Connections	5+; serves light rail and / or express	3+; serves light rail and / or express	3+	2+	5+; serves light rail and / or express	3+; serves light rail and / or express	3+	2+
 Ticket Vending Machines	✓	✓	✓	✓	✓			
 Kiss & Ride	✓	✓	✓	✓	✓			

- TC Transit Center
- TC/P Transit Center with Park-and-Ride
- P Park-and-Ride

700 – Mobility Enhancement Uses

From the sharing economy to autonomous vehicles, technology and new service delivery models are changing the transportation industry. Bike-share, e-scooters, and on-demand transportation network companies (TNCs) such as Uber and Lyft are just some examples of expanding modes and service delivery models that enhance mobility. Often owned and operated by private companies, when coordinated appropriately with a transit agency, the technologies and services can play a vital role in supporting public transit networks. Referred to here as **mobility enhancement uses** (MEUs), the term involves a transit authority coordinating outside of transit service delivery models to improve network connectivity and improve travel options, such as employing Transportation Network Companies (TNCs), working with micromobility, car shares, carpools and vanpools.

Around the Valley, jurisdictions are experiencing an on surge of services, particularly bike shares and e-scooters, and many areas are partnering with TNCs and/or piloting new vehicle technologies as well. The purpose of integrating these MEU efforts into TSPM is to help improve coordination with the public transit network and improve knowledge sharing between member agencies. As part of this process, VM Capital and Service Development (CSD) staff will work with key staff from member agencies to create a database of MEUs (mobility offered, company name, contact information). Key staff from member agencies will assist by:

- Enabling data sharing
- Providing up to date transit planning documents
- Reporting mobility goals and objectives of current partnerships
- Presenting to the SPWG to learn more on MEUs

Staff will help coordinate regional grant support, if applicable and report annually, at a minimum, on MEUs in the region, recent partnerships, and lessons learned.

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Appendix A: TSPM Phase I Final Report

Appendix B: TSPM Phase II Final Report

Appendix C: TSPM Phase III Final Report

Appendix D: Local Service Planning Support Request Form

Appendix E: Transit Propensity Tool Methodology Update Memo

Appendix F: Frequency Assessment Standards for Transit Final Report



PLEASE SEE APPENDIX D FOR BOARD MINUTES

AVONDALE CITY COUNCIL APPROVAL MINUTES

City of Avondale & Valley Metro
February 2025 - January 2028



BOARD APPROVAL FOR TITLE VI PROGRAM

See Appendix D for Board Minutes

ITEM NUMBER: 4.e.

SUBJECT: Ordinance 2011-0425 - Amendment of Avondale City Code, Chapter 21, Article I, Section 21-2 - Relating to Obstruction of Streets or Sidewalks

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Memo Espinoza, Chief of Police

THROUGH: Dale Nannenga, Deputy City Manager, (623) 333-1017

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

Strategic Outcome Area: Public Health and Safety

PURPOSE:

City Council will consider a request to adopt Ordinance 2011-0425, amending Avondale City Code, Chapter 21 (Streets and Sidewalks), Article I (In General), Section 21-2 (Obstruction of Streets or Sidewalks) which will allow for enforcement of urban camping restrictions in public spaces and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

In 2018, the 9th Circuit Court of Appeals ruled that cities can no longer enforce laws against homelessness if there was no adequate shelter. This ruling came in the case *Martin v. Boise*, which struck down ordinances in Boise, Idaho, that allowed police to arrest or fine people for sleeping on public property. To comply with the ruling, the City of Avondale modified the Avondale City Code, Chapter 21 (Streets and Sidewalks), Article I (In General), Section 21-2 (Obstruction of Streets or Sidewalks), which suspended the enforcement of camping in any alley, sidewalk, or any other public property within the city, except in designated shelters and facilities. Enforcement of this subsection was suspended any time there was no space or beds available in regional homeless shelters.

DISCUSSION:

In 2024, the Supreme Court effectively overturned *Martin v. Boise* in its [City of Grants Pass v. Johnson](#) decision, denying the extension of cruel and unusual punishment to anti-camping ordinances. This allows cities to enforce camping on public property within the city.

Staff's mission of providing resources first to those in need will continue; however, when needed to maintain public safety, staff will have the capability of enforcing urban camping restrictions in public spaces by utilizing Avondale City Code, Chapter 21 (Streets and Sidewalks), Article I (In General), Section 21-2 (Obstruction of Streets or Sidewalks).

BUDGET IMPACT:

Not applicable

RECOMMENDATION:

Staff recommends that the City Council adopt an ordinance authorizing the revision of Avondale City Code, Chapter 21 (Streets and Sidewalks), Article I (In General), Section 21-2 (Obstruction of Streets or Sidewalks), which will allow for enforcement of urban camping restrictions in public spaces and authorize the Mayor, or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: Jenny Chavez

ORDINANCE NO. 2011-0425

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AMENDING THE AVONDALE CITY CODE, CHAPTER 21 (STREETS AND SIDEWALKS), ARTICLE I (IN GENERAL), SECTION 21-2 (OBSTRUCTION OF STREETS OR SIDEWALKS) RELATING TO URBAN CAMPING.

SECTION 1. The Avondale City Code, Chapter 21 (Streets and Sidewalks), Article I (In General), Section 21-2 (Obstruction of Streets or Sidewalks), subsection (d) is hereby amended to read as follows:

21-2 Obstruction of streets or sidewalks.

.....

(d) It shall be unlawful to camp on any alley, sidewalk, or any other public property within the city, except in designated shelters and facilities or as otherwise permitted by the city in writing. ~~Enforcement of this subsection shall be suspended any time there is no space or beds available in regional homeless shelters that accept patrons from the city, to the extent such available space or beds are required by law.~~

.....

SECTION 2. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason to be held invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

SECTION 3. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Ordinance.

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

ITEM NUMBER: 4.f.

SUBJECT: Ordinance 2012-0425 - Amendment of Avondale City Code, Chapter 15, Article I, Section 15-11 - C.4 - Relating to Noise and Pets

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Memo Espinoza, Chief of Police

THROUGH: Dale Nannenga, Deputy City Manager, (623) 333-1017

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

Strategic Outcome Area: Public Health and Safety

PURPOSE:

City Council will consider a request to adopt Ordinance 2012-0425, amending Avondale City Code, 15-11 C.4 Noise (Pets) and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

The existing wording of the Avondale City Code, 15-11 C.4.e Noise (Pets) requires that at least two unrelated complaints from separate residences and with independent knowledge of the acts, have signed a complaint. This restrictive language prevents enforcement of chronic offenders of this City's Noise Ordinance where there are no other residences nearby or other nearby residents do not desire to be involved in the matter or other residents do not wish to be identified as willing victims.

DISCUSSION:

Modifying Avondale City Code, 15-11 C.4.e Noise (Pets) by adding an exception to the current requirements of the ordinance which required at least two willing victims, will allow law enforcement to address unique and chronic violations by waving the requirement based on circumstances and evidence that otherwise supports grounds for enforcement.

BUDGET IMPACT:

There is no impact on the budget

RECOMMENDATION:

Staff recommends that the City Council adopt an ordinance amending Avondale City Code, 15-11 C.4.e Noise (Pets), which will create an exception to the current requirements of the ordinance which require at least two willing victims and authorize the Mayor, or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

Contact person for document distribution: Jenny Chavez

ORDINANCE NO. 2012-0425

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AMENDING THE AVONDALE CITY CODE, CHAPTER 15 (MISCELLANEOUS PROVISIONS AND OFFENSES), ARTICLE 1 (IN GENERAL), SECTION 15-11 (NOISE)) TO CLARIFY COMPLAINANT REPORTING REQUIREMENTS FOR VIOLATIONS RELATING TO BARKING DOGS.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The Avondale City Code, Chapter 15 (Miscellaneous provisions and offenses), Article 1 (In general), Section 15-11 (Noise), subsection (e) is hereby replaced and restated as follows:

15-11 Noise.

...

~~(e) — An action for the violation of this section 15-11 with respect to the acts set forth in subsection (c)(4) shall not be commenced unless at least two (2) unrelated complainants from separate residences and with independent knowledge of the acts have signed a complaint. No person shall be found guilty of a misdemeanor for violating the provisions of this section 15-11 with respect to the acts set forth in subsection (c)(4) unless such complainants have made themselves available to testify in any court proceedings related to the complaint.~~

(e) An action for the violation of this section 15-11 with respect to the acts set forth in subsection (c)(4) shall not be commenced unless:

- (1) At least two (2) unrelated complainants who:
 - (A) provide a written signed complaint; and
 - (B) reside in separate residences; and
 - (C) have independent knowledge of the acts that violate section 15-11(c)(4); and
 - (D) are willing to testify in any court proceedings related to the complaint, or
- (2) An Avondale police officer, animal control officer, park ranger or community services officer observes circumstances and collects evidence that supports grounds for the commencement of an action.

SECTION 2. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason to be held invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

SECTION 3. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

ITEM NUMBER: 4.g.

SUBJECT: Ordinance 2013-0425 – Acquisition of Real Property for Public Use – Public Park

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Kimberly Moon, Director, Engineering Department

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Creative and Sustainable Community Development - Avondale is committed to creating a sense of place, a community of residents and local businesses unified by pride and common values.

The approval of this agenda item will maintain and expand quality infrastructure and improve connectivity to City amenities.

PURPOSE:

City Council will consider a request to adopt Ordinance 2013-0425 authorizing the acquisition of real property by Quiet Title, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

Dessie Lorenz Park is a +/- 3.38-acre linear park located along the north side of MC 85/Buckeye Road between 4th Street and Central Avenue. In 1935, the Arizona Department of Transportation (ADOT) was granted an easement for this site for use as a public highway and all incidents. The easement also included a provision that, if at any time ADOT abandoned the easement, the land would revert to the owners or subsequent owners of the property.

On March 1, 1975, ADOT entered into a lease agreement with the City that allowed for the City to lease a state-owned rest area and improvements on the subject site for 25 years. Dessie Lorenz Park was established on the site on March 1, 1976, via Resolution 262.

On November 24, 1999, ADOT's Transportation Board adopted a resolution to abandon its interest in the easement to the City because it was no longer needed for state highway purposes.

DISCUSSION:

The Dessie Lorenz Park Improvements Project (P0389) will remove existing amenities and replace with low maintenance gardens and amenities to improve the aesthetics of the park and maintenance for the site. In connection with this project, Staff determined the City does not have ownership of the property. Title to the property is with a business that is no longer in existence. The City must file a quiet title action to obtain clear title and ownership to the property. The City will utilize an outside law firm to represent the City on this matter.

BUDGET IMPACT:

An independent state-certified appraiser appraised the land as a remnant interest in the amount of \$100. Sufficient budget capacity exists in the Dessie Lorenz Park Improvements Project (P0389) to cover all costs associated with the quiet title action.

RECOMMENDATION:

Staff recommends City Council adopt an Ordinance authorizing the acquisition of real property by quiet title, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: Yulonda Moore



Vicinity Map



 Subject Property

Not to Scale



ORDINANCE NO. 2013-0425

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AUTHORIZING THE ACQUISITION BY QUIET TITLE OF REAL PROPERTY FOR PUBLIC USE.

WHEREAS, Article I, Section 3 of the Avondale City Charter authorizes the City of Avondale (the “City”) to acquire real property in fee simple or any lesser interest, inside or outside its corporate limits for any City purpose, as the City’s interest may require; and

WHEREAS, in 1935, the Arizona Department of Transportation (“ADOT”) was granted an easement for the real property located along the north side of MC 85/Buckeye Road between 4th Street and Central Avenue for use as a public highway and all incidents (the subject “Site”); and

WHEREAS, the subject Site included a provision that, if at any time, ADOT abandoned the subject Site, the land would revert to the owners or subsequent owners of the property; and

WHEREAS, on March 1, 1975, ADOT entered into a lease agreement with the City of Avondale (the “City”) that allowed for the City to lease a state-owned rest area and improvements on the subject Site, for 25 years; and

WHEREAS, on March 1, 1976, the City Council of the City of Avondale (the “City Council”), by Resolution No. 262, authorized the naming of the subject Site as “Dessie Lorenz Park”; and

WHEREAS, on November 24, 1999, ADOT’s Transportation Board adopted a Resolution to abandon its interest in the subject Site to the City when they determined that the subject Site was no longer needed for state highway purposes; and

WHEREAS, while embarking on the Dessie Lorenz Park Enhancements Project (P0389), which will remove amenities on the subject Site and replace them with low-maintenance gardens and amenities to improve the aesthetics and maintenance of the subject Site, the City determined it was not the owner of the subject Site; and

WHEREAS, the City determined that title to the subject Site rests with a business that no longer exists and that a quiet title action is required to obtain clear title and ownership to the subject Site; and

WHEREAS, the City Council desires to authorize the acquisition of the subject Site through a quiet title action.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The acquisition by quiet title of real property totaling ± 3.38 acres, generally located along the north side of MC 85/Buckeye Road between 4th Street and Central Avenue, as depicted and described in and attached hereto as Exhibit A, is hereby authorized.

SECTION 3. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps and to execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2013-0425

[Legal Description and Map]

See following pages.

EXHIBIT "A"
IN MARICOPA COUNTY, STATE OF ARIZONA

A Parcel of Land in the North Half (N 1/2) of Section Fifteen (15), Township One (1) North, Range One (1) West, of the Gila & Salt River Meridian, Maricopa County, Arizona and being more particularly described as follows:

Commencing at a found brass cap in hand hole at the intersection of Western Avenue and Central Avenue also being the North Quarter Corner (N 1/4) of section 15 from which a found Brass Cap in Hand Hole at the Northeast Corner (NE) of said Section 15, at the intersection of Dysart Road and Western Avenue, bears South 89°44'19" East, a distance of 2,634.01 feet (M) 2634.05 (R) based on the Amended Results of Survey, Street Monument Inventory drawing recorded in book 1145, Page 18 of the Maricopa County Recorder's Office;

THENCE South 01 degrees 23 minutes 22 seconds East, a distance of 2060.38 feet, to a point along the centerline of Central Avenue and the **point of Beginning**;

THENCE Departing said Centerline, North 56 degrees 12 minutes 50 seconds East, a distance of 1318.88 feet, along the South Right of Way of the Union Pacific Railroad;

THENCE Departing said Right of Way South 89 degrees 53 minutes 09 seconds East a distance of 179.29 feet;

THENCE South 56 degrees 12 minutes 50 seconds West a distance of 1578.50 feet;

THENCE North 01 degrees 21 minutes 42 seconds West a distance of 118.47 feet;

THENCE North 56 degrees 12 minutes 50 seconds East a distance of 47.29 feet to the **Point of Beginning**;

Containing 147,231.62 sqft or 3.38 acres more or less

Prepared by:
Thomas Lavalette, RLS.
AZ # 37258
Engineering Alliance, Inc.
1423 S. Higley Rd., Suite 121, Building 9
Mesa, Arizona 85206
Phone: (602) 757-6032
Email: tlavalette@eaincglobal.com

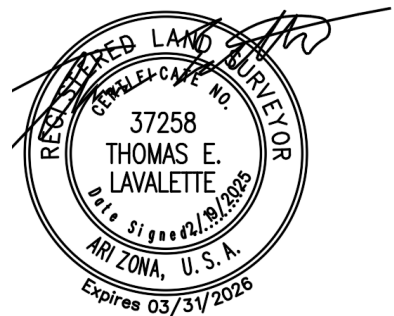
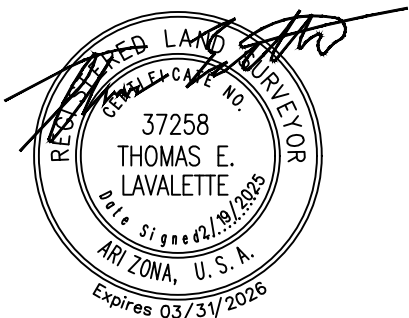
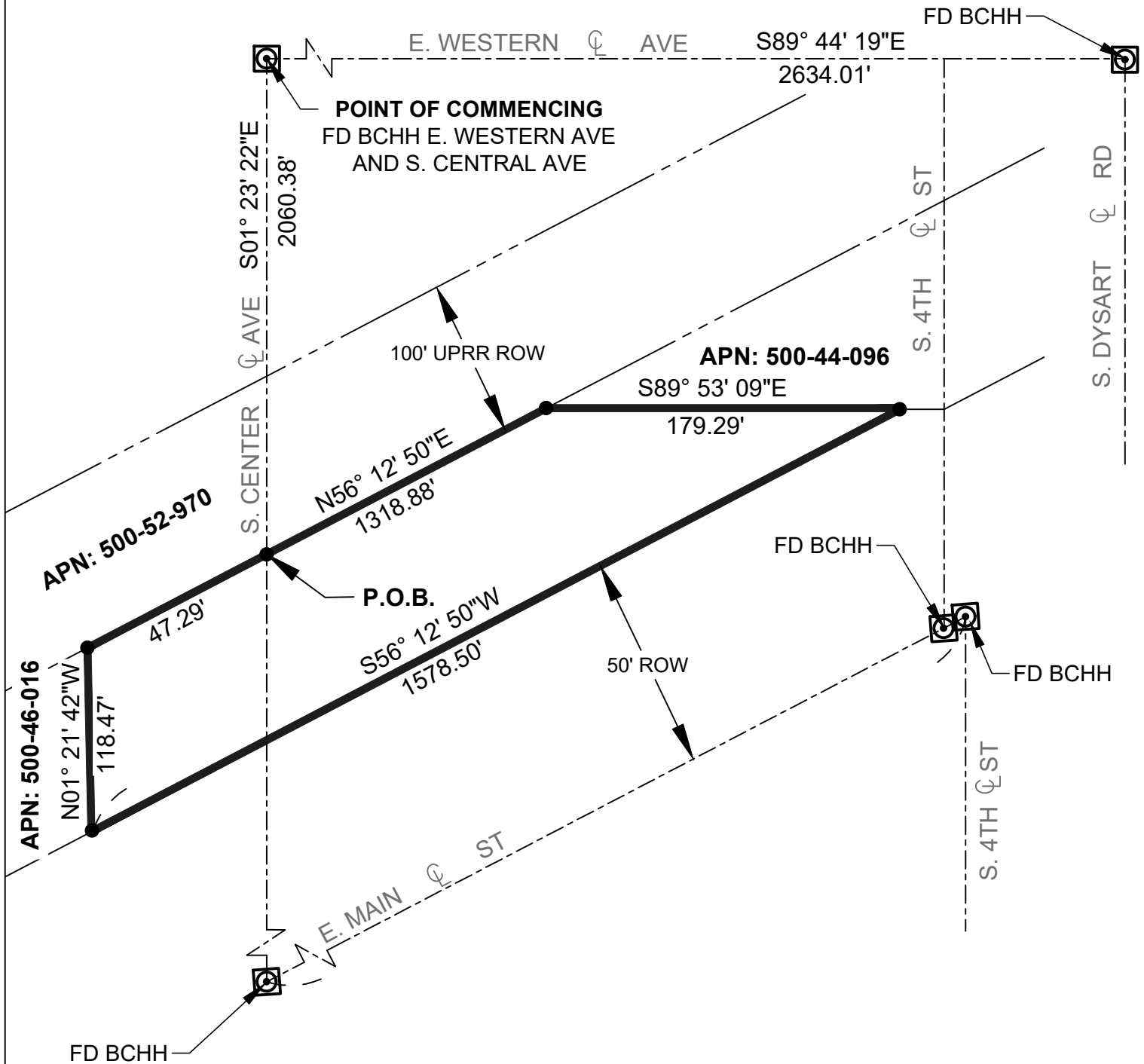


EXHIBIT "A"



SCALE:
NTS
T1N R1W



ENGINEERING ALLIANCE
INC

PROJECT: 2024-M-089	
DATE: 02-19-2025	CHKD BY: TL
DRN BY: BL	SCALE: N.T.S.
TITLE:	
SUBJECT PROPERTY	
SHEET NO: 1 OF 1	

ITEM NUMBER: 4.h.

SUBJECT: Ordinance 2014-0425 – Acquisition of Real Property for Public Use – Fire Station and a Public Safety Facility

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Kimberly Moon, Director, Engineering Department

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Creative and Sustainable Community Development - Avondale is committed to creating a sense of place, a community of residents and local businesses unified by pride and common values.

The approval of this agenda item will maintain and expand quality infrastructure and improve connectivity to City amenities.

PURPOSE:

City Council will consider a request to adopt Ordinance 2014-0425, authorizing the acquisition of real property by Quiet Title, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

Fire Station 172 and the Public Safety Facility are located on a +/-3.45-acre site located north of McDowell Road and east of 107th Avenue. The property is part of the “Final Plat of Fire Station 172” that was approved by City Council on February 9, 2009, and recorded in Book of Maps 1025, Page 5 of the Maricopa County Recorder’s Office. The plat abandoned 66-feet in width of 107th Avenue right-of-way, which was to be incorporated into the overall City-owned property. During research for the site, it was discovered that a private individual, who is deceased, has an interest in a portion of the property.

DISCUSSION:

To obtain clear title and ownership of the property, the City must file a quiet title action. The City will utilize an outside law firm to represent the City in this matter.

BUDGET IMPACT:

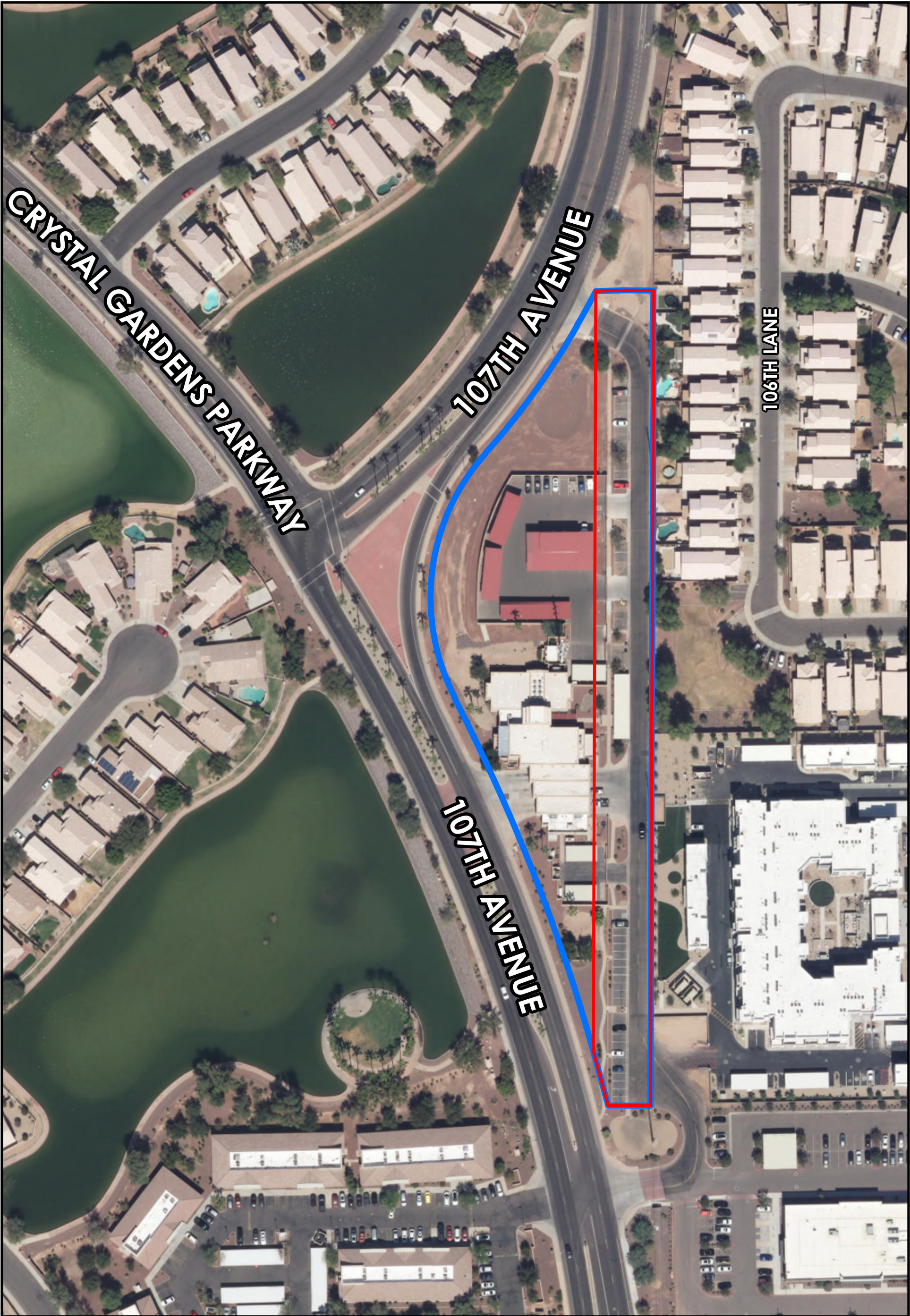
An independent state-certified appraiser appraised the land as a remnant interest in the amount of \$100.

Sufficient budget capacity exists in the Engineering Department's operating budget to cover all costs associated with the quiet title action.

RECOMMENDATION:

Staff recommends City Council adopt an Ordinance authorizing the acquisition of real property by quiet title, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: Yulonda Moore



Vicinity Map



 Existing Parcel

 Subject Property

Not to Scale



ORDINANCE NO. 2014-0425

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AUTHORIZING THE ACQUISITION BY QUIET TITLE OF REAL PROPERTY FOR PUBLIC USE.

WHEREAS, Article I, Section 3 of the Avondale City Charter authorizes the City of Avondale (the “City”) to acquire real property in fee simple or any lesser interest, inside or outside its corporate limits for any City purpose, as the City’s interest may require; and

WHEREAS, on February 9, 2009, the City Council of the City of Avondale (the “City Council”) approved the Final Plat of Fire Station 172 (the “Plat”) which encompasses ± 3.45 acres of real property generally located north of McDowell Road and east of 107th Avenue, in Avondale (the “Real Property”) and is recorded in the Book of Maps 1025, Page 5 in the Maricopa County Recorder’s Office; and

WHEREAS, the Final Plat of Fire Station 172 abandoned a sixty-six-foot width of 107th Avenue right-of-way (the “Abandoned Right-of-Way”) for incorporation into the City-owned property; and

WHEREAS, the City has determined that a portion of the Abandoned Right-of-Way, approximately ± 0.70 acres, is owned by a deceased individual and that a quiet title action is required to obtain clear title and ownership of that portion of the Real Property; and

WHEREAS, the City Council desires to authorize the acquisition of the unowned ± 0.70 acre portion of the Real Property through a quiet title action.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The acquisition of real property by quiet title action totaling ± 0.70 acres, generally located north of McDowell Road and east of 107th Avenue, in Avondale, Arizona, as depicted and described in and attached hereto as Exhibit A, is hereby authorized.

SECTION 3. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps and to execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona, April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 2014-0425

[Legal Description and Map]

See following pages.

EXHIBIT "A"
Description of Real Estate
IN MARICOPA COUNTY, STATE OF ARIZONA

A Parcel of Land in the Southeast Quarter (SE 1/4) of Section Thirty-One (31), and the Southwest Quarter (SW 1/4) of Section Thirty-Two (32), Township Two (2) North, Range One (1) East, of the Gila & Salt River Meridian, Maricopa County, Arizona and being more particularly described as follows:

Commencing at the Southeast Corner (SE) of section 31 from which the East Quarter Corner (E 1/4) of said Section 31, bears North 00°12'23" East, a distance of 2,636.05 feet.

THENCE along said Section Line North 00 degrees 12 minutes 23 seconds East, a distance of 635.25 feet to the point of Beginning;

THENCE Departing said Line North 89 degrees 47 minutes 37seconds West a distance of 15.96 feet, to the beginning of a non-Tangent, Counterclockwise curve, having a Radius of 2,230.00 feet and whose Center bears South 75 degrees 42 minutes 49 seconds West from the last point described;

THENCE Northwesterly along the arc of said Curve, through a Central Angle of 01 degrees 39 minutes 25 seconds, With an Arc Length of 64.49 feet,

THENCE North 00 degrees 12 minutes 23 seconds East, a distance of 872.74 feet;

THENCE South 89 degrees 39 minutes 16 seconds East a distance of 33.00 feet;

THENCE South 00 degrees 12 minutes 23 seconds West a distance of 934.86 feet to the **Point of Beginning**;

Containing 30,314.00 sqft or 0.70 acres more or less

Prepared by:
Thomas Lavalette, RLS. AZ # 37258
Engineering Alliance, Inc.
1423 S. Higley Rd., Suite 121, Building 9
Mesa, Arizona 85206
Phone: (602) 757-6032
Email: tlavalette@eaincglobal.com



EXHIBIT "A"

FND BCF
107TH AVE AND
HARBOR SHORES

N. CRYSTAL GARDENS

N. 107TH AVE

N. 107TH AVE

APN: 102-30-959

FND BCF
107TH AVE AND
CRYSTAL GARDENS

LINE TABLES

LINES	LENGTHS	BEARING
L1	635.25'	N00° 12' 23"E
L2	15.96'	N89° 47' 37"W
L3	2230.00'	S75° 42' 49"W
L4	33.00'	S89° 39' 16"E

CURVE TABLES

CURVE	LENGTHS	RADIUS	DELTA
C1	64.49'	2230.00'	01° 39' 25"

RADIAL BEARING

POINT OF COMMENCING
FND CITY OF AVONDALE BCHH
SE CR SEC 31
MCDOWELL RD AND 107TH AVE

C1

872.74'

L3

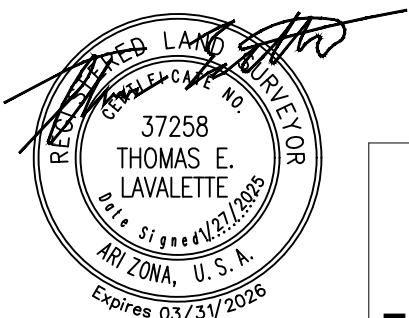
L2

L1

P.O.B.

SECTION LINE
N00° 12' 23"E 2636.05'

BASIS OF BEARING



SCALE:
NTS
T2N, R1E



ENGINEERING ALLIANCE
INC

PROJECT: 2024-M-23

DATE: 1/27/2025

CHKD BY: TL

DRN BY: BL

SCALE: N.T.S.

TITLE:

SUBJECT PROPERTY

SHEET NO: 1 OF 1

ITEM NUMBER: 4.i.

SUBJECT: Ordinance 2015-0425 - Real Estate Purchase for Water System Improvements

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Kirk Beaty, Public Works Director

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Areas:

- Public Health & Safety – Avondale is a city where all people feel safe and secure, relying on trusted public and community-based resources.

Clean drinking water is paramount to the health and safety of the Avondale community.

- Innovative Program and Service Delivery – Avondale will continue to serve as a model of innovative, efficient, and responsive government.

Advanced planning of water system improvements ensures regulatory compliance using cost effective solutions.

PURPOSE:

City Council will consider a request to adopt Ordinance 2015-0425, authorizing the acquisition of real property for water system use as a water production, treatment, storage and pressure boosting pump station site; authorize the necessary award authority, budget transfers, and the creation of a capital improvement project; and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

The Garden Lakes Community Association owns three (3) fee simple parcels along the north side of Thomas Road west of Avondale Boulevard (see attached Location Map) and incorporated within Avondale city limits. These parcels are identified as APN 501-73-017G; APN 501-73-016M; and APN 501-73-016H (collectively termed the Garden Lakes Parcels). The City intends to purchase these parcels for water system improvements to ensure the City's water system remains compliant with federal drinking water regulations.

The total Gross Site Area of these three parcels is 4.92 Acres (+/-).

DISCUSSION:

On April 10, 2024, the United States Environmental Protection Agency (USEPA) announced a final National Primary Drinking Water Regulation (NPDWR) for six PFAS compounds. A subsequent evaluation of the City's water quality determined that 70% of the City's total water production capacity exceeds the April 2024 NPDWR maximum contaminant levels (MCLs) and that additional water treatment processes are necessary to keep the City's water in compliance with federal guidelines.

The combined parcels APN 501-73-017G, APN 501-73-016M and APN 501-73-016H, the Garden Lakes Parcels, located at the southwest corner of the Garden Lakes Community, were identified as one of several locations within the City where the installation of the required PFAS treatment infrastructure is needed to comply with federal guidelines.

This site was selected because it is adjacent to City-owned parcel APN 501-73-017F, a parcel which is identified in the City's 2018 Integrated Utility Master Plan (IUMP) as the location for a future well (Well 27). After finalization of the EPA's 2024 NPDWR, the existing City-owned parcel intended for Well 27 is not large enough to accommodate the well and the associated PFAS treatment infrastructure. The three Garden Lakes Parcels combined with the existing City-owned parcel will provide a site large enough to accommodate the future water production well, treatment, storage and pressure boosting equipment, including the equipment necessary for PFAS treatment for another nearby well, all at a geographically advantageous location in the City. The purchase and use of the three Garden Lakes Parcels will yield an approximate \$8 Million savings to the City across the full scope of the PFAS treatment project. As the project design proceeds, efforts will be made to use the available land in the most efficient means possible, which may result in a portion of the land becoming available for a future use not related to water (see attached conceptual site plan). This is just one of the projected four locations where PFAS treatment equipment will be installed. Future land acquisitions will be contemplated in Fiscal Year 2026 subject to continued detailed development and design of the PFAS treatment project.

The Garden Lakes Community Association wishes to sell these parcels as soon as possible. Therefore, it is recommended to move forward with purchasing the Garden Lakes Parcels at this time while they are available.

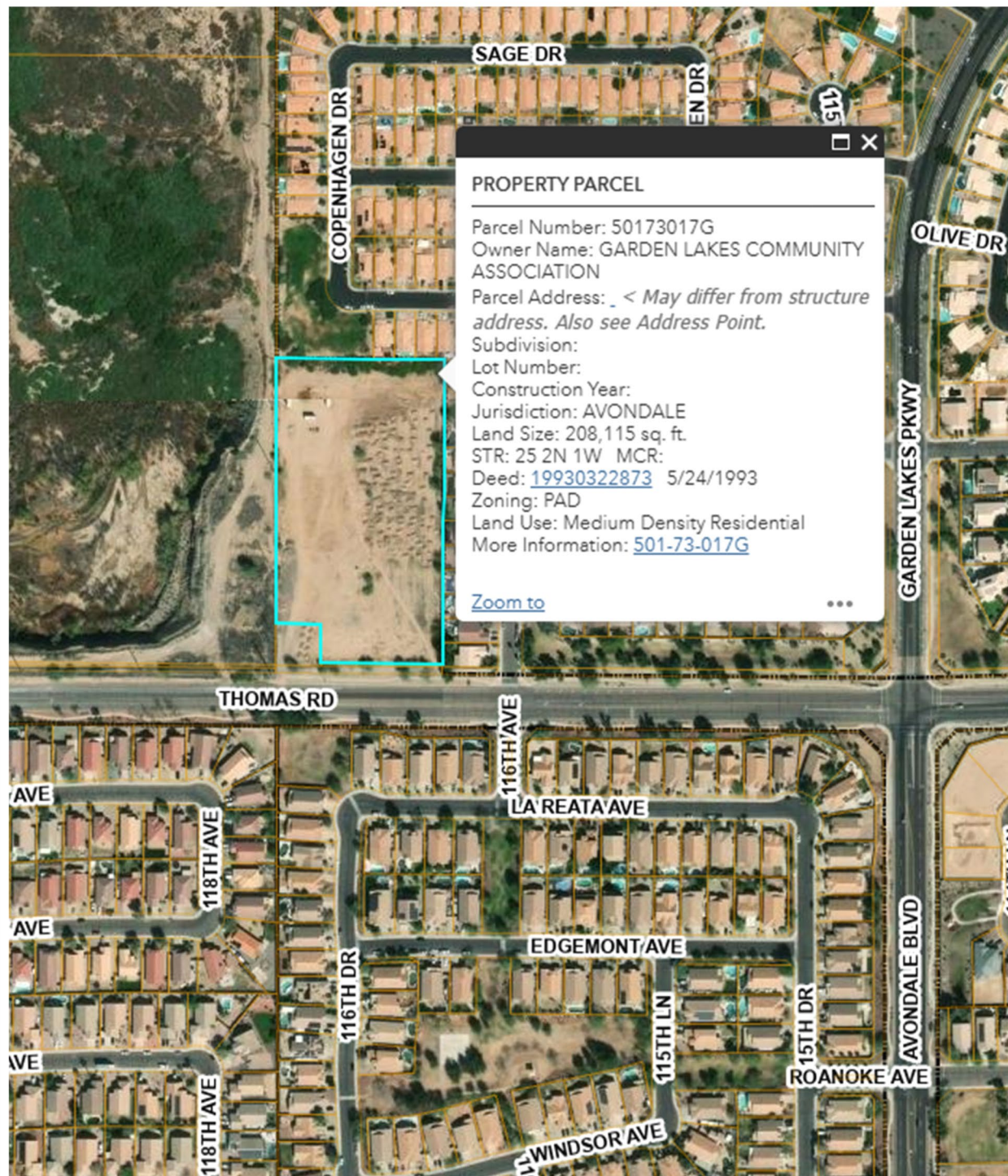
BUDGET IMPACT:

Purchase of Parcels APN 501-73-017G, APN 501-73-016M and APN 501-73-016H for an amount not to exceed \$2,150,000.00 plus the anticipated closing and transaction costs for an amount not to exceed \$35,000. This requires a budget transfer from the city's contingency appropriations. The resources necessary to cover this expense are included in the proposed water rate increases on the May 5th Council Agenda.

RECOMMENDATION:

Staff recommends that City Council adopt Ordinance 2015-0425, authorizing the acquisition of real property for water system use as a water production, treatment, storage and pressure boosting pump station site; authorize the necessary award authority, budget transfers, and the creation of a capital improvement project; and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: Eric V. Bay, Public Works Assistant Director



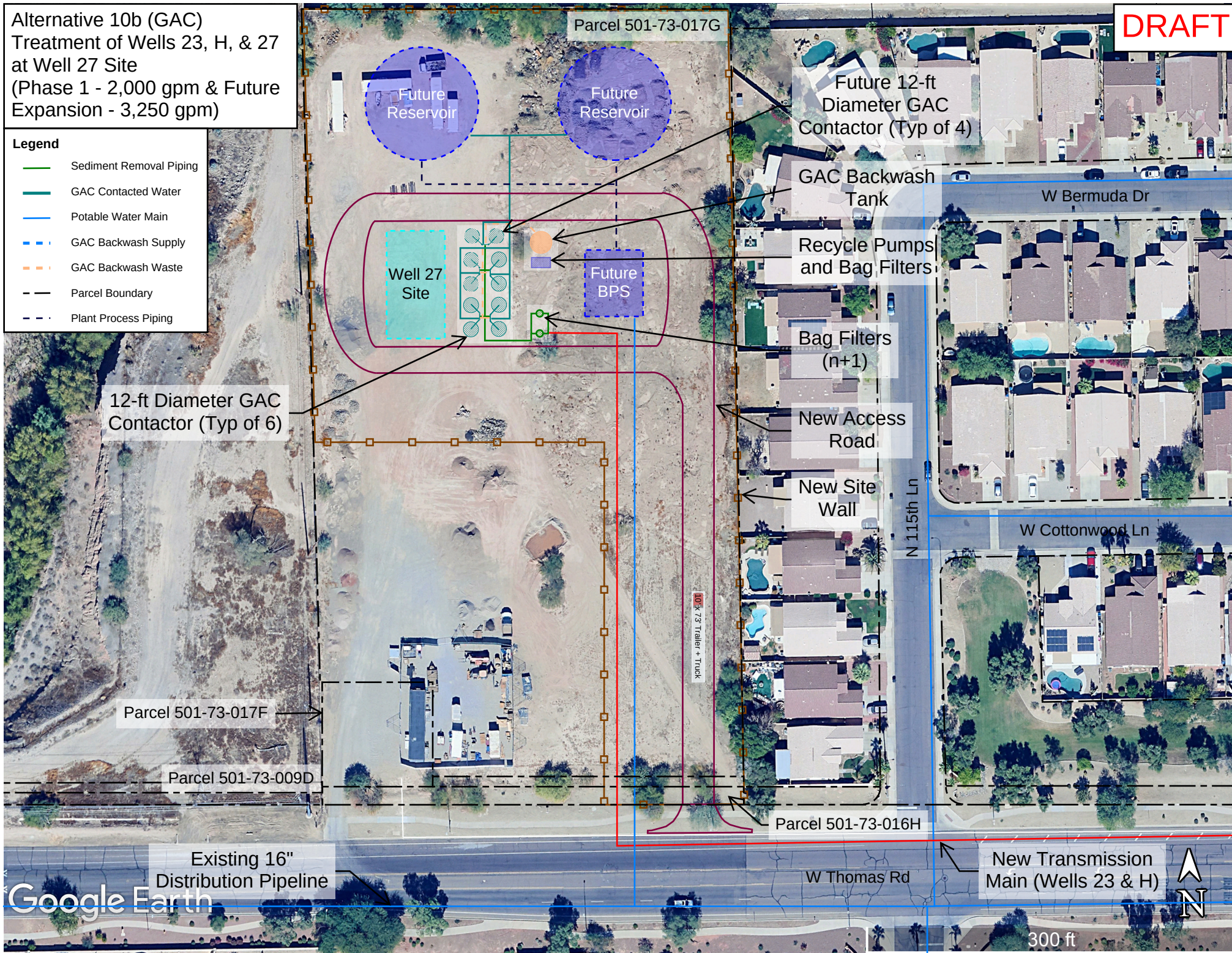
Garden Lakes 'Parcel 8'
Location Map

Alternative 10b (GAC)
Treatment of Wells 23, H, & 27
at Well 27 Site
(Phase 1 - 2,000 gpm & Future
Expansion - 3,250 gpm)

Legend

- Sediment Removal Piping
- GAC Contacted Water
- Potable Water Main
- GAC Backwash Supply
- GAC Backwash Waste
- Parcel Boundary
- Plant Process Piping

DRAFT



ORDINANCE NO. 2015-0425

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AUTHORIZING THE ACQUISITION OF REAL PROPERTY FOR PUBLIC USE AS A WELL SITE AND FOR WATER SYSTEM FACILITIES.

WHEREAS, Article I, Section 3 of the Avondale City Charter authorizes the City of Avondale (the “City”) to acquire real property in fee simple or any lesser interest or estate, inside or outside its corporate limits, for any City purpose as the City’s interests may require; and

WHEREAS, the City Council desires to authorize the acquisition of certain real property generally located north of Thomas Road and west of 115th Avenue and assigned Maricopa County Assessor’s Parcel Numbers 501-73-016H, 501-73-016M and 501-73-017G for public use as a well site and for water system facilities.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The acquisition, by purchase, condemnation or dedication of real property generally located north of Thomas Road and west of 115th Avenue, consisting of three parcels, (i) totaling $\pm$ 0.12 acres for Parcel Number 501-73-016H as more particularly depicted and described on Exhibit 1, (ii) $\pm$ 0.03 acres for Parcel Number 501-73-016M as more particularly depicted and described on Exhibit 2, and (iii) $\pm$ 4.78 acres for Parcel Number 501-73-016G as more particularly depicted and described on Exhibit 3, and as attached hereto and incorporated herein by reference, is hereby authorized.

SECTION 3. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps and to execute all documents necessary to carry out the purpose and intent of this Ordinance.

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

Nicholle Harris, City Attorney

EXHIBIT 1
TO
ORDINANCE NO. 2015-0425

[Legal Description and Map]

See following pages.

EXHIBIT "A"
IN MARICOPA COUNTY, STATE OF ARIZONA

A Parcel of Land in the Southeast Quarter (SE 1/4) of Section Twenty-Five (25), Township Two (2) North, Range One (1) West, of the Gila & Salt River Meridian, Maricopa County, Arizona and being more particularly described as follows:

Commencing at a found brass cap in Hand Hole at the Southeast Corner (SE) of said Section Twenty-Five (25) and the intersection of Avondale Boulevard and Thomas Road, from which along the Centerline of Thomas road to the South Quarter Corner (S 1/4) of said Section 25, bears North 89°21'59" West, a distance of 2610.00 feet (R) 2609.94 (M) based on the "Garden Park Final Plat", recorded in book 405, Page 48 of the Maricopa County Recorder's Office;

THENCE along said line North 89 degrees 21 minutes 59 seconds West, a distance of 964.46 feet;

THENCE Departing said line, North 00 degrees 38 minutes 01 seconds East, a distance of 55.00 feet, to the **Point of Beginning**;

THENCE North 89 degrees 21 minutes 59 seconds West a distance of 341.09 feet;

THENCE North 00 degrees 04 minutes 42 seconds East a distance of 15.00 feet;

THENCE South 89 degrees 21 minutes 59 seconds East a distance of 341.24 feet;

THENCE South 00 degrees 38 minutes 01 seconds West a distance of 15.00 feet to the **Point of Beginning**;

Containing 5,118 sqft or 0.12 acres more or less

Prepared by:
Thomas Lavalette, RLS.
AZ # 37258
Engineering Alliance, Inc.
1423 S. Higley Rd., Suite 121, Building 9
Mesa, Arizona 85206
Phone: (602) 757-6032
Email: tlavalette@eaincglobal.com

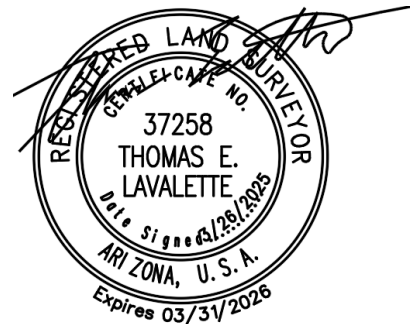
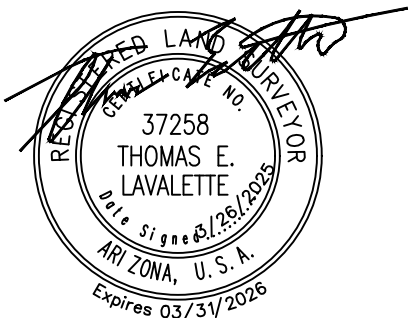
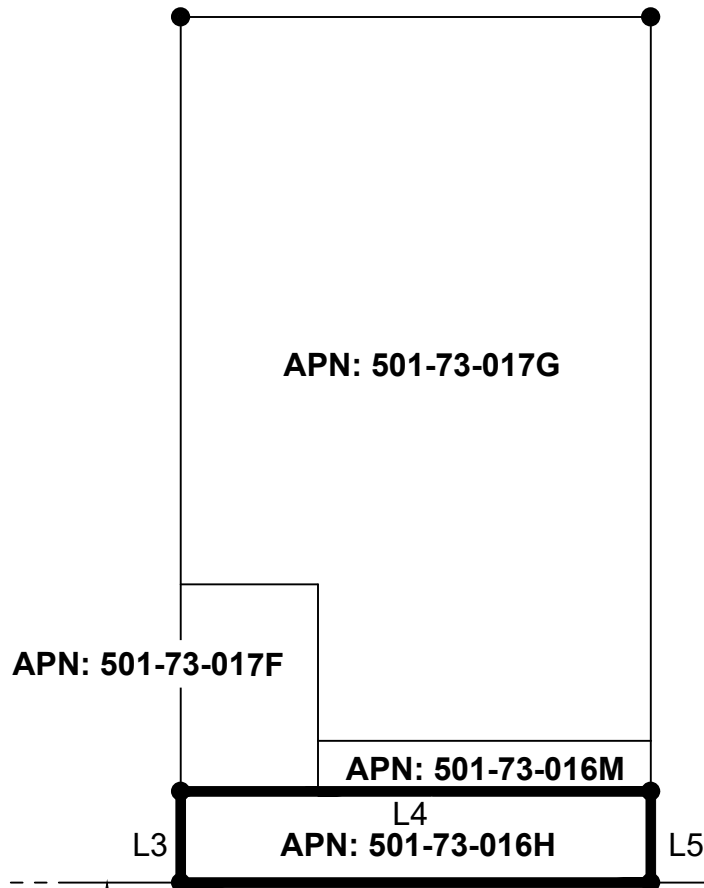


EXHIBIT "A"

LINE TABLES		
LINES	LENGTHS	BEARING
L1	55.00'	N00° 38' 01"E
L2	341.09'	N89° 21' 59"W
L3	15.00'	N00° 04' 42"E
L4	341.24'	S89° 21' 59"E
L5	15.00'	S00° 38' 01"W



SCALE:
NTS
T2N R1W



ENGINEERING ALLIANCE
INC

PROJECT: 2025-M-018	
DATE: 03-26-2025	CHKD BY: TL
DRN BY: BL	SCALE: N.T.S.
TITLE:	

APN: 501-73-016H

SHEET NO: 1 OF 1

EXHIBIT 2
TO
ORDINANCE NO. 2015-0425

[Legal Description and Map]

See following pages.

EXHIBIT "A"
IN MARICOPA COUNTY, STATE OF ARIZONA

A Parcel of Land in the Southeast Quarter (SE 1/4) of Section Twenty-Five (25), Township Two (2) North, Range One (1) West, of the Gila & Salt River Meridian, Maricopa County, Arizona and being more particularly described as follows:

Commencing at a found brass cap in Hand Hole at the Southeast Corner (SE) of said Section Twenty-Five (25) and the intersection of Avondale Boulevard and Thomas Road, from which along the Centerline of Thomas road to the South Quarter Corner (S 1/4) of said Section 25, bears North 89°21'59" West, a distance of 2610.00 feet (R) 2609.94 (M) based on the "Garden Park Final Plat", recorded in book 405, Page 48 of the Maricopa County Recorder's Office;

THENCE along said line North 89 degrees 21 minutes 59 seconds West, a distance of 964.46 feet;

THENCE Departing said line, North 00 degrees 38 minutes 01 seconds East, a distance of 70.00 feet, to the **Point of Beginning**;

THENCE North 89 degrees 21 minutes 59 seconds West a distance of 251.23 feet;

THENCE North 00 degrees 04 minutes 42 seconds East a distance of 5.00 feet;

THENCE South 89 degrees 21 minutes 59 seconds East a distance of 251.28 feet;

THENCE South 00 degrees 38 minutes 01 seconds West a distance of 5.00 feet to the **Point of Beginning**;

Containing 1,256 sqft or 0.03 acres more or less

Prepared by:
Thomas Lavalette, RLS.
AZ # 37258
Engineering Alliance, Inc.
1423 S. Higley Rd., Suite 121, Building 9
Mesa, Arizona 85206
Phone: (602) 757-6032
Email: tlavalette@eaincglobal.com

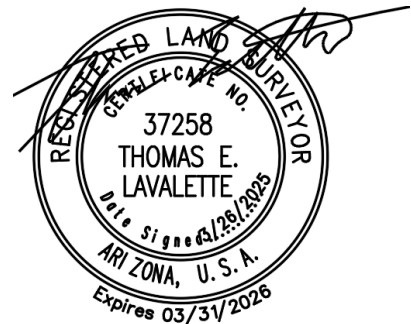
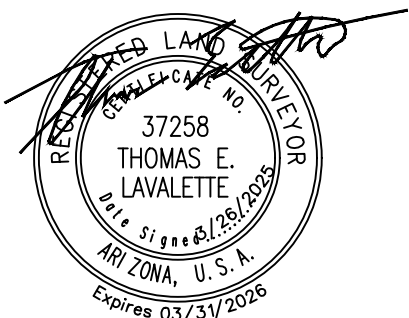
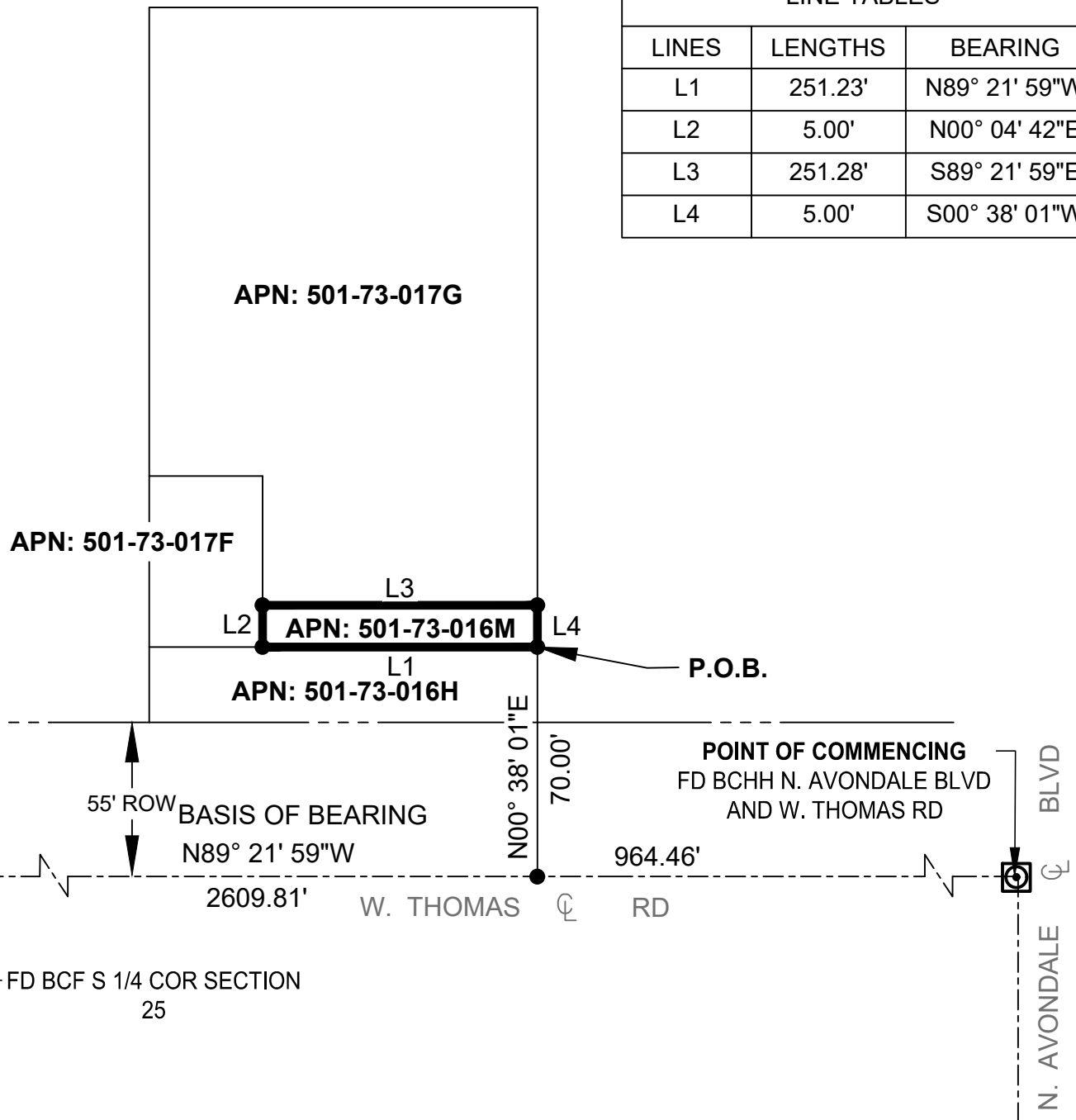


EXHIBIT "A"

LINE TABLES		
LINES	LENGTHS	BEARING
L1	251.23'	N89° 21' 59"W
L2	5.00'	N00° 04' 42"E
L3	251.28'	S89° 21' 59"E
L4	5.00'	S00° 38' 01"W



SCALE:
NTS
T2N R1W



ENGINEERING ALLIANCE
INC

PROJECT: 2025-M-018	
DATE: 03-26-2025	CHKD BY: TL
DRN BY: BL	SCALE: N.T.S.
TITLE:	
APN: 501-73-016M	
SHEET NO: 1 OF 1	

EXHIBIT 3
TO
ORDINANCE NO. 2015-0425

[Legal Description and Map]

See following pages.

EXHIBIT "A"
IN MARICOPA COUNTY, STATE OF ARIZONA

A Parcel of Land in the Southeast Quarter (SE 1/4) of Section Twenty-Five (25), Township Two (2) North, Range One (1) West, of the Gila & Salt River Meridian, Maricopa County, Arizona and being more particularly described as follows:

Commencing at a found brass cap in Hand Hole at the Southeast Corner (SE) of said Section Twenty-Five (25) and the intersection of Avondale Boulevard and Thomas Road, from which along the Centerline of Thomas road to the South Quarter Corner (S 1/4) of said Section 25, bears North 89°21'59" West, a distance of 2610.00 feet (R) 2609.94 (M) based on the "Garden Park Final Plat", recorded in book 405, Page 48 of the Maricopa County Recorder's Office;

THENCE along said line North 89 degrees 21 minutes 59 seconds West, a distance of 964.46 feet;

THENCE Departing said line, North 00 degrees 38 minutes 01 seconds East, a distance of 75.00 feet, to the **Point of Beginning**;

THENCE North 89 degrees 21 minutes 59 seconds West a distance of 251.28 feet;

THENCE North 00 degrees 04 minutes 42 seconds East a distance of 80.00 feet;

THENCE North 89 degrees 21 minutes 59 seconds West a distance of 90.00 feet;

THENCE North 00 degrees 04 minutes 42 seconds East a distance of 545.02 feet;

THENCE South 89 degrees 21 minutes 59 seconds East a distance of 347.34 feet;

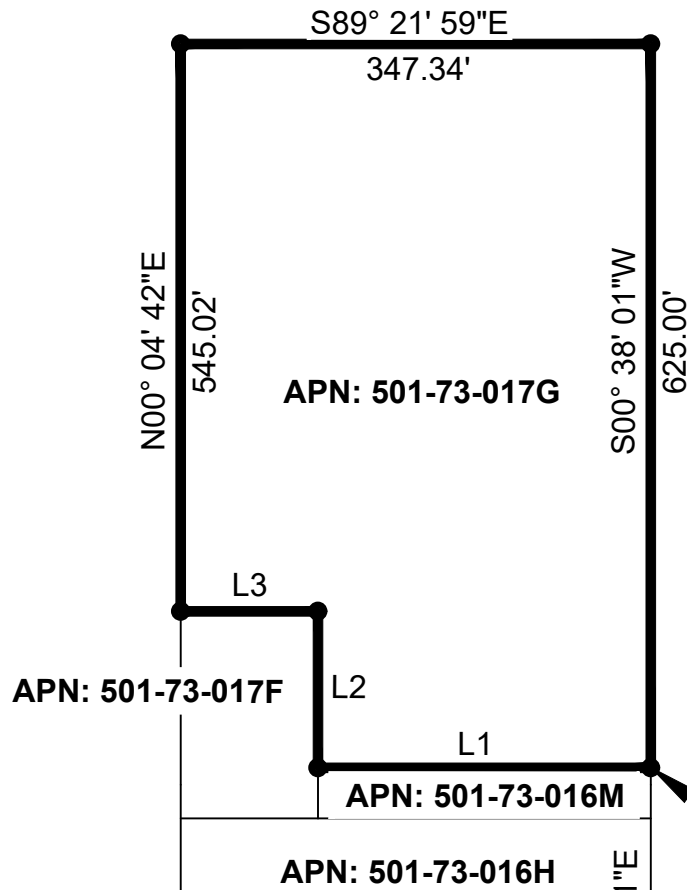
THENCE South 00 degrees 38 minutes 01 seconds West a distance of 625.00 feet to the **Point of Beginning**;

Containing 207,996 sqft or 4.78 acres more or less

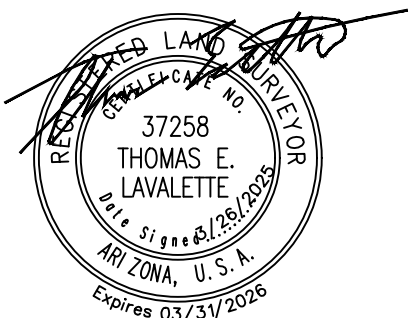
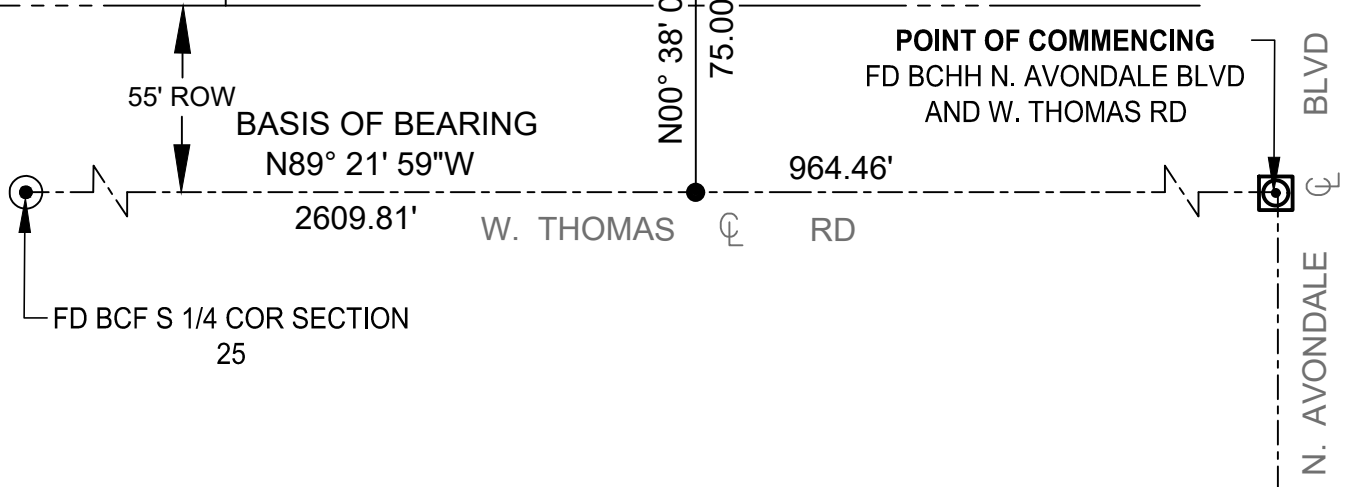
Prepared by:
Thomas Lavalette, RLS.
AZ # 37258
Engineering Alliance, Inc.
1423 S. Higley Rd., Suite 121, Building 9
Mesa, Arizona 85206
Phone: (602) 757-6032
Email: tlavalette@eaincglobal.com



EXHIBIT "A"



LINE TABLES		
LINES	LENGTHS	BEARING
L1	251.28'	N89° 21' 59"W
L2	80.00'	N00° 04' 42"E
L3	90.00'	N89° 21' 59"W



SCALE:
NTS
T2N R1W



ENGINEERING ALLIANCE
INC

PROJECT: 2025-M-018	
DATE: 03-26-2025	CHKD BY: TL
DRN BY: BL	SCALE: N.T.S.
TITLE:	

APN: 501-73-017G

SHEET NO: 1 OF 1

ITEM NUMBER: 4.j.

SUBJECT: Map of Dedication for Prime Data Center – Sierra Estrella Avondale Boulevard – Application PL-24-0304

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Kimberly Moon, Director, Engineering Department

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Creative and Sustainable Community Development - Avondale is committed to creating a sense of place, a community of residents and local businesses unified by pride and common values.

The approval of this agenda item will maintain and expand quality infrastructure and improve connectivity to City amenities.

PURPOSE:

City Council will consider a request by William Ziegler of Olsson, Inc., on behalf of 11753 Lower Buckeye Property LLC, for approval of Application PL-24-0304, a Map of Dedication for Prime Data Center – Sierra Avondale Boulevard located generally north of Broadway Road and west of Avondale Boulevard, and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

11753 Lower Buckeye Property, LLC (Applicant), owns property located approximately 1,700 feet north of Broadway Road and west of Avondale Boulevard and is currently identified by Maricopa County Assessor's Parcel Number (APN) 500-66-005G. On January 23, 2023, City Council adopted Ordinance 2006-0123, amending the City's zoning atlas for the subject site from Diamond P Ranch Planned Area Development (PAD) to Hermosa Ranch Technology Campus – South PAD to allow a data center and related employment uses.

On October 23, 2023, City Council approved "Minor Land Division Map for Sierra Estrella", which was recorded in Book of Maps 1766, Page 17 of the Maricopa County Recorder's Office. The map did the following:

1. Created two lots, the subject property and a property owned by Sierra Estrella Energy Storage, LLC (currently identified as APN 500-66-005H).

2. Dedicated 17 feet of additional right-of-way in Avondale Boulevard along with an adjacent 8-foot public utility easement (PUE).
3. Dedicated an access easement to the City's existing pressure reducing valve (PRV) site.
4. Established a 40' x 15' tract for the City's PRV site.

DISCUSSION:

The applicant is requesting approval of a Map of Dedication to dedicate 2,775 square feet of right-of-way and an 8-foot PUE containing 1,852 square feet for a new southbound deceleration lane into the development.

The proposed Map of Dedication has been reviewed by the City's contracted Registered Land Surveyor (R.L.S.) and the document has been confirmed as geometrically accurate and in conformance with Arizona Statutes governing the subdivision of real property.

Approval of the Map of Dedication is necessary to serve the future development of the property.

Approval of the Map of Dedication conforms to the boundaries of the Map of Dedication certified by the R.L.S. dated March 11, 2025.

BUDGET IMPACT:

There is no impact to the budget for this action.

RECOMMENDATION:

Staff recommends City Council approve Application PL-24-0304, Map of Dedication for Prime Data Center – Sierra Estrella Avondale Boulevard and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: Yulonda Moore, Mark Ivanich, Terry Dorschied



Vicinity Map



Proposed Parcel Boundary

Existing Parcel Boundary



Proposed PUE

Proposed ROW Dedication

Not to Scale





BROADWAY ROAD

AVONDALE BOULEVARD

Vicinity Map



Proposed Parcel Boundary

Existing Parcel Boundary



Proposed PUE

Proposed ROW Dedication

Not to Scale



UWC: F:\2024\00001\024-00190\40-Design\Survey\SRV\Xref\V_MCD-ROW_02400190.dwg USER: bzieler
DATE: Mar 11, 2025 11:26am XREFS: V_XTOP0_02400190 V_XALLPTS_02400190 V_XIMAGE_02400190
1896 -- SITE 1896.02 -- SITE



EASEMENT LINE TABLE		
LINE ID	DIRECTION	LENGTH (FT)
E1	S00°13'46"E	125.49
E2	S89°46'14"W	10.00
E3	S00°13'46"E	76.00
E4	N89°46'14"E	12.00
E5	S00°13'46"E	8.00
E6	S89°46'14"W	20.00
E7	N00°13'46"W	92.00
E8	N89°46'14"E	10.00
E9	N00°13'46"W	117.53
E10	S89°56'52"E	8.00

DETAIL "A" (1" = 30')

E10 1.6

N89°56'52"W 50.00'

10.00'

8.00'

PUBLIC UTILITIES EASEMENT
(DEDICATED HEREIN)
±1.852 SQUARE FEET
±0.043 ACRES

E8 E2 1.4

PUBLIC RIGHT-OF-WAY
(DEDICATED HEREIN)
±2.775 SQUARE FEET
±0.064 ACRES

8.00'

20.00'

E6 1.2

DETAIL "B" (1" = 50')

6' P.U.E.
DOC. 23-0564109

A.U.E.A.
DOC. 23-0479889

6' P.U.E.
DOC. 23-0564109

PVC SITE PARCEL
DOC. 11-0908492

TRACT 7A

TCE
DOC. 23-0479889

ITEM NUMBER: 5.a.

SUBJECT: Resolution 1018-0425 - Avondale General Obligation Bond Election 2025 - Resolution Ordering and Calling Election

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Renee Weatherless, Finance and Budget Director

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

This agenda item supports the following Avondale Strategic Outcome Area:

- Diverse Recreation and Entertainment Opportunities - Avondale provides residents with the ability to connect with amenities, businesses, and their community, enhancing the opportunity to live, work, and enjoy a healthy, active, and affordable lifestyle.
 - Public Health and Safety - Avondale is a city where all people feel safe and secure, relying on trusted public and community-based resources.
-

PURPOSE:

City staff will present the Citizen Bond Committee's recommendation and City Council will consider a request to approve the Citizen Bond Committee's recommendation and adopt Resolution 1018-0425, ordering and calling a special bond election to be held on November 4, 2025 and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The Council will take appropriate action.

BACKGROUND:

On September 9, 2024, City Council adopted Resolution 1092-0924, approving the creation of the Avondale Citizen Bond Committee. The Committee was created to obtain citizen input on capital improvement needs for the future and to evaluate bond financing options.

General obligation bonds are typically issued to finance capital improvements benefiting the City as a whole. These obligations, backed by the "full faith and credit of the city", are secured by a tax levy on all the taxable property within the City (secondary property taxes). Arizona Revised Statutes, Section 35-452 requires the City to obtain approval from the voters to issue general obligation bonds. The last bond election was held on May 15, 2007, and the City asked the voters to approve a \$70.0 million bond program.

DISCUSSION:

The Citizen Bond Committee met four times between December 2024 and March 2025. Staff presented to the

committee information on General Obligation bonds, property tax, and the needs in the areas of Park, Recreation, and Libraries and Public Safety. On March 11, 2025, the Committee approved a recommendation to City Council to recommended an election to be held in November 2025 to ask the voters of Avondale two separate questions:

- \$68 million dedicated to projects related to Parks, Recreation, and Library improvements:
 - Design, construct, improve, and acquire new and existing community and neighborhood parks and facilities, including shade structures, water conservation, bike and pedestrian paths and bridges, trails, recreational facilities, open space preservation, and library buildings.
- \$55 million dedicated to projects related to Public Safety and Court improvements
 - Design, acquire, equip, and construct fire, emergency, and police facilities for the purposes of public safety and training. Design, acquire, and construct City Court facilities and improvements

The current combined tax rate is \$1.4592 (approximately \$0.6241 for primary and \$0.8351 for secondary) per \$100 of assessed valuation. Based on staff's analysis, the City will be able to issue approximately \$123M in general obligation bonds over the next 11 years and still maintain the existing combined property tax rate.

Per Arizona Revised Statutes, Section 35-452, General Obligation bond elections must occur at the November general election. July 9, 2025, will be the deadline to submit arguments for the Publicity Pamphlet.

BUDGET IMPACT:

Based on Staff's detailed analysis, the City can issue approximately \$123M of general obligation bonds over the next 11 years, within the existing tax rate. If the bond election is not successful, the CIP would have to be reevaluated, projects would have to be postponed and/or additional revenue sources identified.

RECOMMENDATION:

Staff recommends City Council adopt a Resolution, ordering and calling a special bond election to be held on November 4, 2025 and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents.

Contact person for document distribution: Marcella Sarmiento; Robert Baer; Renee Weatherless

RESOLUTION NO. 1018-0425

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AVONDALE, ARIZONA, ORDERING AND CALLING A SPECIAL ELECTION TO BE HELD ON NOVEMBER 4, 2025, IN AND FOR THE CITY OF AVONDALE, ARIZONA, TO SUBMIT TO THE QUALIFIED ELECTORS THEREOF TWO QUESTIONS WITH RESPECT TO SELLING AND ISSUING BONDS PAYABLE FROM SECONDARY (AD VALOREM) PROPERTY TAXES.

WHEREAS, the Mayor and Council of the City of Avondale, Arizona (the “City”), determine that certain, future capital needs of the City can be financed best through the issuance and sale of bonds of the City, the debt service with respect to which shall be paid through the levy of secondary (ad valorem) property taxes; and

WHEREAS, pursuant to Section 35-452, Arizona Revised Statutes, the Mayor and Council of the City must order an election to determine whether such indebtedness shall be authorized (the “Election”);

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AS FOLLOWS:

Section 1. (A) That the Election, in and for the City, be and the same is hereby ordered and called to be held on November 4, 2025, at which time there shall be submitted to the qualified electors of the City two questions with respect to authorizing the sale and issuance of bonds of the City in the aggregate principal amounts and for the purposes set forth in the official ballot for the Election (the “Official Ballot”).

(B) That the aggregate principal amount of the bonds to be authorized at the Election shall be \$123,000,000; the maximum rate of interest to be paid thereon shall be not more than nine percent (9%) per annum; the minimum and maximum number of years bonds of any issue or series authorized at the Election may run from their date shall be one (1) year and twenty-five (25) years, respectively; the purposes for which the money derived from the sale of the bonds will be expended shall be as more fully set forth in the Official Ballot; the City currently has \$49,675,000 aggregate principal amount of general obligation tax debt outstanding and the constitutional debt limit of the City as of the date of adoption of this resolution is \$376,840,626, being twenty-six percent (26%) of the net assessed full cash value of the taxable property in the City, which debt limit is based on an estimated value provided by the assessor of Maricopa County, Arizona (the “County”) for 2025/2026.

Section 2. That the Official Ballot shall be in substantially the form attached as Exhibit A hereto.

Section 3. (A) That notice of the Election shall be given by mailing an informational pamphlet (the “Informational Pamphlet”) to each household with the City that contains a registered voter not less than thirty-five (35) days before the date of the Election.

(B) That the Informational Pamphlet shall be prepared by the Clerk of the City, and the Clerk of the City is hereby authorized and directed to cause the Informational Pamphlet to be provided as and under the circumstances described herein in the form she deems acceptable.

(C) That, pursuant to Section 35-454, Arizona Revised Statutes, the City hereby sets the date of July 9, 2025, at the hour of 5:00 p.m., as the deadline to submit arguments “for” and “against” the authorization to issue the bonds.

(D) That the Clerk of the City is hereby authorized to request arguments “for” and “against” the subject matter of the Election by providing notice in the form and by the means attached as Exhibit B hereto (the “Request for Arguments”). The Clerk of the City is authorized to revise the Request for Arguments as necessary to comply with all applicable laws.

Section 4. That the Informational Pamphlet shall contain the information required by Section 35-454, Arizona Revised Statutes, and a sample of the Official Ballot, and shall be in a form the Clerk of the City deems acceptable.

Section 5. That the Clerk of the City is hereby authorized and directed to have the Official Ballot printed, delivered to the appropriate locations and then forwarded to the qualified electors of the City offering to vote at the Election.

Section 6. That in order to comply with the Voting Rights Act of 1965, the following materials pertaining to the Election shall be translated into Spanish and mailed or distributed in each instance where mailing or distributing of such materials is required, to-wit: Request for Arguments, Informational Pamphlet, Official Ballot, Absentee/Early Voting Materials and Voting Instructions.

Section 7. (A) That the Election shall be held, conducted and canvassed in conformity with the provisions of the general election laws of the State of Arizona, except as otherwise provided by law, and only such persons shall be permitted to vote at the Election who are qualified electors of the City.

(B) That absentee/early voting with respect to the Election shall be permitted in accordance with the provisions of Title 16, Chapter 4, Article 8, Arizona Revised Statutes.

(C) That the Election may be conducted (i) using either electromechanical or electronic vote recording and ballot counting equipment or paper ballots, or (ii) as a mailed ballot election as provided in Section 16-409, Arizona Revised Statutes, in each case as shall be determined to be in the best interests of the City by the Clerk of the City.

(D) That the Clerk of the City is authorized and directed, if necessary, to enter into a contract with the County Recorder of the County to obtain precinct registers for the Election and to enter into an agreement with the Elections Department of the County to conduct the Election for the City.

(E) That all expenditures as may be necessary to order, notice, hold and administer the Election are hereby authorized, which expenditures shall be paid from current operating funds of the City.

(F) That the Clerk of the City is hereby authorized to take all necessary action to facilitate the Election.

Section 8. (A) That the official returns from the Election shall be made to the Mayor and Council of the City within twenty (20) days from the date of the Election and the Election shall be canvassed and the results thereof certified by the Mayor and Council of the City at a meeting to be held within twenty (20) days after the date of the Election, as provided by law.

(B) That the Clerk of the City on behalf of the Mayor and Council of the City shall file and record in the office of the County Recorder of the County a certificate disclosing with respect to the Election the purpose of the Election, the total number of votes cast and the total number of votes for and against creating the indebtedness and stating whether or not the indebtedness is ordered.

PASSED and ADOPTED by the Council of the City of Avondale, Arizona, April 7, 2025.

.....
Mike Pineda, Mayor

ATTEST:

.....
Marcella Sarmiento, City Clerk

APPROVED AS TO FORM:

.....
Nicholle Harris, City Attorney

CERTIFICATION

I hereby certify that the foregoing Resolution No. 1018-0425 was duly passed and adopted by the Mayor and the Council of the City of Avondale, Arizona, at a regular meeting held on the 7th day of April 2025, and the vote was ayes and nays and that the Mayor and Councilmembers were present thereat.

.....
Marcella Sarmiento, City Clerk

EXHIBIT A

FORM OF OFFICIAL BALLOT

QUESTION NO. 1

PURPOSE: PARKS, RECREATION AND LIBRARY PROJECTS

AMOUNT: \$68,000,000

Shall the City of Avondale, Arizona be authorized to issue and sell general obligation bonds in the principal amount of up to \$68,000,000 to provide funding for parks, recreation and library projects, including, but not limited to:

- Designing, constructing, improving, and acquiring new and existing community and neighborhood parks and facilities, including shade structures, water conservation, bike and pedestrian paths and bridges, trails, recreational facilities, open space preservation, and library buildings?

Generated funds will be used to pay for all necessary design, construction, reconstruction, improvement, repair, renovation, equipment, and associated costs, including the acquisition of land or interests necessary for such purposes, all legal, financial, consulting, and other costs and fees in connection therewith. Such bonds will be issued in one or more series as tax-exempt or taxable bonds and may be sold at prices that include premiums not greater than permitted by law. Such bonds may have principal payable not later than 25 years from the date of issuance of each series. Such bonds will be issued as general obligations bonds, and the issuance of these bonds will result in a property tax increase sufficient to pay the annual debt service on the bonds.

A “yes” vote shall authorize the governing body of the City to issue and sell up to \$68,000,000 of general obligation bonds of the City to be repaid with secondary property taxes.

A “no” vote shall not authorize the governing body of the City to issue and sell such bonds of the City.

BOND APPROVAL, YES	☐
BOND APPROVAL, NO	☐

QUESTION NO. 2

PURPOSE: PUBLIC SAFETY PROJECTS

AMOUNT: \$55,000,000

Shall the City of Avondale, Arizona be authorized to issue and sell general obligation bonds in the principal amount of up to \$55,000,000 to provide funding for public safety projects, including but not limited to:

- Designing, acquiring, equipping, and constructing fire, emergency, and police facilities for the purposes of public safety and training; and
- Designing, acquiring, and constructing City Court facilities and improvements?

Generated funds will be used to pay for all necessary design, construction, reconstruction, improvement, repair, renovation, equipment, and associated costs, including the acquisition of land or interests necessary for such purposes, all legal, financial, consulting, and other costs and fees in connection therewith. Such bonds will be issued in one or more series as tax-exempt or taxable bonds and may be sold at prices that include premiums not greater than permitted by law. Such bonds may have principal payable not later than 25 years from the date of issuance of each series. Such bonds will be issued as general obligations bonds, and the issuance of these bonds will result in a property tax increase sufficient to pay the annual debt service on the bonds.

A “yes” vote shall authorize the governing body of the City to issue and sell up to \$55,000,000 of general obligation bonds of the City to be repaid with secondary property taxes.

A “no” vote shall not authorize the governing body of the City to issue and sell such bonds of the City.

BOND APPROVAL, YES	☐
BOND APPROVAL, NO	☐

EXHIBIT B

FORM OF REQUEST FOR ARGUMENTS

REQUEST FOR ARGUMENTS FOR AND AGAINST THE
AUTHORIZATION OF SALE AND ISSUANCE OF BONDS
PAYABLE FROM A SECONDARY (AD VALOREM)
PROPERTY TAX BY THE CITY OF AVONDALE, ARIZONA
TO BE CONSIDERED BY THE VOTERS OF THE CITY AT AN
ELECTION TO BE HELD ON NOVEMBER 4, 2025.

Pursuant to Resolution No. 1018-0425 adopted by the Mayor and Council of the City of Avondale, Arizona (the “City”), on April 7, 2025 (the “Resolution”), a special election in and for the City was ordered and called to be held on November 4, 2025 (the “Election”).

Notice of the Election will be given by mailing an informational pamphlet. Such informational pamphlet is to include arguments for and against the authorization of the issuance of bonds payable from a secondary (ad valorem) property tax by the City to be considered at the Election. (The text of the questions to be considered at the Election is included in the Resolution which is available at the Office of the City Clerk at 11465 W. Civic Center Dr., Avondale, Arizona 85323.) Any person interested in providing any such argument(s) is hereby requested to provide the same to the City Clerk in electronic format at cityclerk@avondaleaz.gov, before 5:00 p.m., Arizona Time, on July 9, 2025.

Each argument filed shall not exceed 300 words and, in accordance with Arizona Revised Statutes, shall contain the sworn statement of each person sponsoring it; if the argument is submitted by an organization, it shall contain the sworn statement of two executive officers of the organization or if submitted by a political committee it shall contain the sworn statement of the committee’s chairman or treasurer. If the argument is submitted by an individual and not on behalf of an organization, a political committee or any other group, the person shall submit the argument with a sworn, notarized statement. Each argument filed shall also be submitted in electronic format to the City Clerk’s Office at cityclerk@avondaleaz.gov. The person or persons signing the argument shall identify themselves by giving their residence address and a telephone number, which shall not appear in the informational pamphlet. Any argument that is submitted that does not comply with the above requirements may not be included in the informational pamphlet.

If you have any questions about the foregoing, please contact the City Clerk at 623-333-1000.

/s/ Marcella Sarmiento

.....
Clerk, City of Avondale, Arizona

[This Request for Arguments (along with the Spanish translation thereof) should be posted at all places at which notices of meetings of the Mayor and Council of the City are posted and will be published in a newspaper of general circulation in the jurisdiction of the City of Avondale.]

ITEM NUMBER: 5.b.

SUBJECT: Public Hearing and Ordinance 2016-0425 - SJ Acquisitions Industrial Development
Rezone- Application PL-24-0201

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Jodie Novak, Development Services Director

THROUGH: Katie Gregory, Assistant City Manager, (623) 333-1015

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

STRATEGIC OUTCOME: Innovative program and Service Delivery

STRATEGY: Attract, retain, and develop a diverse and competitive workforce to meet the needs to the residents and business community.

PURPOSE:

City Council will hold a public hearing and consider a request to adopt Ordinance 2016-0425, approving a request by Wendy Riddell of Berry Riddell, LLC, to rezone approximately six and a half (6.59) gross acres located west of the northwest corner of 4th Street and Lower Buckeye Road and authorize the Mayor or City Manager, City Attorney and City Clerk to execute the necessary documents. The rezoning would modify the existing General Industrial (A-1) zoning that limits the use to a mini-storage warehouse with ancillary recreational vehicle (RV) storage to A-1 zoning with revised conditions to allow for a light industrial development. The Council will take appropriate action.

BACKGROUND:

The approximately six-and-a-half (6.59) acre subject property (Exhibits A and B) is located west of the northwest corner of 4th Street and Lower Buckeye Road, APN No. 500-56-043. The property was annexed into the City on March 7, 1960 (Ordinance No. 111). The site was previously used for agricultural purposes and zoned Manufactured Home Park (MH). The site was rezoned on February 20, 2018 (Ordinance No. 1645-218) to A-1 with stipulations that limit development to a mini-storage warehouse with ancillary RV storage with approval of a Conditional Use Permit (CUP). A Conditional Use Permit for a mini-storage warehouse was approved on February 20, 2018, under application No. PL-17-0210; however, the CUP has expired. The property underwent a minor land division (MLD) to create three lots in July 2018 with the subject site as Lot 3. The prior A-1 rezoning in 2018 included two additional parcels with existing homes. These two homes are not a part of the current rezoning request and, in the future, may be dealt with separately to address zoning.

The General Industrial (A-1) zoning classification accommodates warehousing, wholesaling, assembly, and heavy manufacturing of an intensive nature, often involving open uses and/or storage, large-scale machinery, and structures. The site is designated Industrial on the General Plan 2030 Land Use Map (Exhibit C). The industrial land-use category is intended to provide employment opportunities for heavy manufacturing within enclosed or partially enclosed structures. This category is typically characterized by uses that may need special consideration

and may include refining, assembly, fabrication of products, demolition, solar, or wholesaling. The areas designated for industrial uses have adequate transportation and activity access with an emphasis on minimal conflict with existing adjacent land uses.

The property is within the Historic Avondale Infill area. The purpose of this district is to promote and facilitate the development and redevelopment of vacant, underutilized, or abandoned properties within the city's revitalization areas. In addition, the property is located within the Specific Area Plan for Old Town, Cashion, and Las Ligas/Rio Vista. The goals of the Plan include incorporating a mix of uses and varying scales of intensity to assist in the revitalization and investment in the subject area.

The property has direct street frontage on Lower Buckeye Road to the south. Elm Lane is a local neighborhood street to the north.

The existing uses and zoning of surrounding properties include:

North: Two (2) single-family homes zoned A-1, a single-family residential subdivision known as Lynne Estates, zoned Urban Residential (R1-6), and the Mountain View Public Park zoned R1-6.

South: Avondale Municipal Operations Center (MOSC) zoned Agricultural (AG).

West: A single-family residential subdivision zoned R1-6.

East: Single-family residential lots zoned R1-6.

SUMMARY OF REQUEST:

The applicant is requesting to rezone the property with modifications to the use restrictions and stipulations as previously approved in Ordinance No.1645-218. The purpose of the rezone is to permit the site to be developed with a single light industrial building in conformance with the A-1 zoning regulations and the General Plan designation of Industrial (Exhibit D).

The conceptual site plan proposes a fifty-one thousand and two-hundred (51,200) square-foot industrial building, with a maximum height limitation of forty-five (45) feet, on approximately six and a half (6.59) gross acres (Exhibit E). The building will adhere to the City of Avondale's Zoning Ordinance and the Commercial and Industrial Design Manual. See Exhibit F for the conceptual architectural character.

The proposed rezoning will prohibit the following incompatible uses:

- Emissions testing facility
- Garages for repair of trucks, buses, and heavy equipment
- Manufacturing of hazardous materials or processing
- Manufacturing and assembly, heavy
- Mining or drilling operations
- Mixing plant for cement or paving
- Processing of meats, fats, or oils
- Recycling facility, metals collecting and crushing.
- Sexually oriented businesses
- Truck and trailer fueling, dispatch and weighing stations.

Planned infrastructure improvements will include half-street improvements along Lower Buckeye Road as well as sewer and water connections. The conceptual site plan will be accessed through the development of two (2) driveways along Lower Buckeye Road. The westernmost driveway is designed with full-access vehicular movement. The eastern driveway will have right-in, right-out movement that will be controlled by a driveway median. No vehicular access will be provided from Elm Lane unless required for emergency access only. Internal circulation for truck traffic is to the rear of the building to access the two (2) docking bays. Customer and employee parking will be provided in front of the building along Lower Buckeye Road.

The site will include eight (8) foot-tall, solid block walls along the west, north, and east property lines. The required land-use buffer walls screen the industrial activity adjacent to residential uses. In addition, thirty-five (35) foot landscape use buffers will be required along the property lines abutting the residential properties. All landscaping will be in accordance with A-1 zoning standards and the City of Avondale's Zoning Ordinance, Article 12.

All powerlines less than 69kV along Lower Buckeye Road and along the west property line will need to be

undergrounded.

CERTIFICATE OF ADEQUATE SCHOOL FACILITIES:

The rezoning request proposes light industrial uses, so this provision related to residential uses does not apply.

PUBLIC PARTICIPATION:

A neighborhood meeting to discuss the proposal with neighboring property owners and other interested parties was held on February 11, 2025. An overview of the discussion topics is outlined in the Neighborhood Meeting Summary, attached as Exhibit G. In addition to City Staff and the applicant's team, two (2) citizens attended the in-person neighborhood meeting. General questions were raised regarding future improvements along Lower Buckeye Road. After the neighborhood meeting, one (1) comment in opposition was made via phone. The neighbor was in opposition to the industrial use and was concerned that the perimeter screen wall would block her property's view of the Sierra Estrella mountains.

All required notifications for the Planning Commission and City Council public hearings have been completed.

Through the City's Avondale Connect, the public was also able to comment on the proposed development. To date, no comments have been received through the digital platform.

PLANNING COMMISSION ACTION:

On March 19, 2025, the Planning Commission conducted a public hearing on the rezone request. The Commission asked about the definition of light industrial and what type of activities would occur in the north portions of the parcel. Staff responded that light industrial typically involves manufacturing and assembly of prepared materials as opposed to working with raw materials. The conceptual site plan does not show buildings in the north portions, but they might be used for outdoor storage. The Commission passed a motion (5-0 vote) to recommend approval to City Council.

ANALYSIS:

The current zoning of A-1, through Ordinance No.1645-218, limits the uses of the property to a mini-storage warehouse with ancillary RV storage with approval of a Conditional Use Permit. The CUP has expired and an MLD was recorded. The property has remained undeveloped over the last seven (7) years. The applicant's request is to allow for a wider range of light industrial uses in a single building anticipated to provide flexibility and marketability to facilitate future development of the site.

Light industrial uses for this site are supported by the General Plan designation of Industrial. The project proposes a light manufacturing, warehousing, and distribution center. To ensure compatibility with the adjacent residential properties, special consideration has been taken within the applicant's project narrative and the development plan to prohibit incompatible uses. In addition, potential traffic conflicts have been addressed in the conceptual plan through the removal of vehicular access from Elm Lane and providing two (2) driveways off of Lower Buckeye Road. Potential visual and acoustic impacts will be addressed with landscape buffers and CMU walls along the west, north, and east property lines that abut residential properties.

The proposal also supports the General Plan's Quality-of-Life Theme for commercial and industrially designated properties. Goal 4 (A) and (C) encourage new development that is urban, rather than suburban, in character and that is suitable with the community character, while utilizing building materials that are durable and contextual to the neighborhood. The site will be designed to create a unique sense of arrival and place, with buildings that reflect a modern, Class A office, urban, aesthetic. The conceptual renderings incorporate a mix of durable materials on the elevations, which include stone, metal, stucco, and extensive glazing. The buildings will also integrate visual relief and articulation on the vertical and horizontal planes. The result is a fresh, urban design that enhances the neighborhood while complementing the Municipal Operations Service Center (MOSC) site and other industrial developments in the area.

The proposed rezone will allow the property owner to develop a project that will assist the local economy by providing additional jobs that support local employment for Avondale citizens and increasing tax revenues for the City. Goal 1 of the Economic Element of the General Plan encourages the growth and diversification of the City's economy with the development of new employment centers that offer local employment which expand the City's tax base. Permitting a wider range of industrial opportunities for the site increases the chances of the site developing to its highest and best economic use.

The proposed rezone also upholds the City's long-term goals for infill sites in the city. The Economic Vitality Theme,

Goal 1 (F) supports incentivizing infill properties to develop, thus promoting business development that will maintain and enhance the fiscal viability of the city. Rezoning the property to allow additional industrial uses, an underutilized, vacant, infill, site may develop, and will encourage job creation, support the local economy, and forward the city's goals for infill development.

DISCUSSION:

- The proposed rezoning conforms to the General Plan Land Use Map designation of Industrial. The proposed rezoning supports the City's goals regarding the revitalization of vacant, infill properties in the Historic Avondale Infill District and Old Town Specific Area Plan.
- The proposed rezoning will result in compatible land use relationships.
- Adequate public infrastructure to support the proposed development either presently exists or will be constructed by the developer.
- The recommended conditions of approval are reasonable to ensure conformance with the provisions of the Zoning Ordinance and all other applicable City codes, ordinances, and policies.

BUDGET IMPACT:

No budget impact.

RECOMMENDATION:

The City Council will conduct a public hearing and **ADOPT** Ordinance 2016-0425, approving application PL-24-0201, SJ Acquisitions Industrial, a request to rezone approximately six and a half (6.59) gross acres located west of the northwest corner of 4th Street and Lower Buckeye Road. The rezoning would modify the existing General Industrial (A-1) zoning that limits the use to a mini-storage warehouse with ancillary recreational vehicle (RV) storage to A-1 zoning with revised conditions to allow for a light industrial development, subject to the following seven (7) conditions of approval:

1. Development and use of the site shall conform to the SJ Acquisitions Industrial Development Project Narrative date stamped January 29, 2025, including a list of prohibited uses, and the Conceptual Site Plan date stamped February 18, 2025, except as modified by these stipulations.
2. All development shall be completed in accordance with the City of Avondale General Engineering Requirements (GER) Manual and the City of Avondale Supplement to MAG Uniform Specifications and Details unless a standards deviation has been approved.
3. All required off-site improvements shall be completed in the first phase of development and prior to issuance of a Certificate of Occupancy or Certificate of Completion.
4. Adjacent to Elm Lane, streetlights shall be installed, and all existing driveways must be removed and replaced with a vertical curb, gutter, and sidewalk in the first phase of development.
5. No access to the site shall be allowed from Elm Lane except for a secondary point strictly for emergency access. The emergency access must be gated with a knox box available for use by emergency vehicles only.
6. Power lines less than 69kV shall be converted underground in the first phase of development and prior to issuance of a Certificate of Occupancy or Certificate of Completion.
7. The development shall be subject to the requirements of Zoning Ordinance Section 11, Required Public Art for New Planned Area Developments (PAD), Commercial, Office, Employment and Municipal Construction.

Contact person for document distribution: Christina LaVelle, Senior Planner

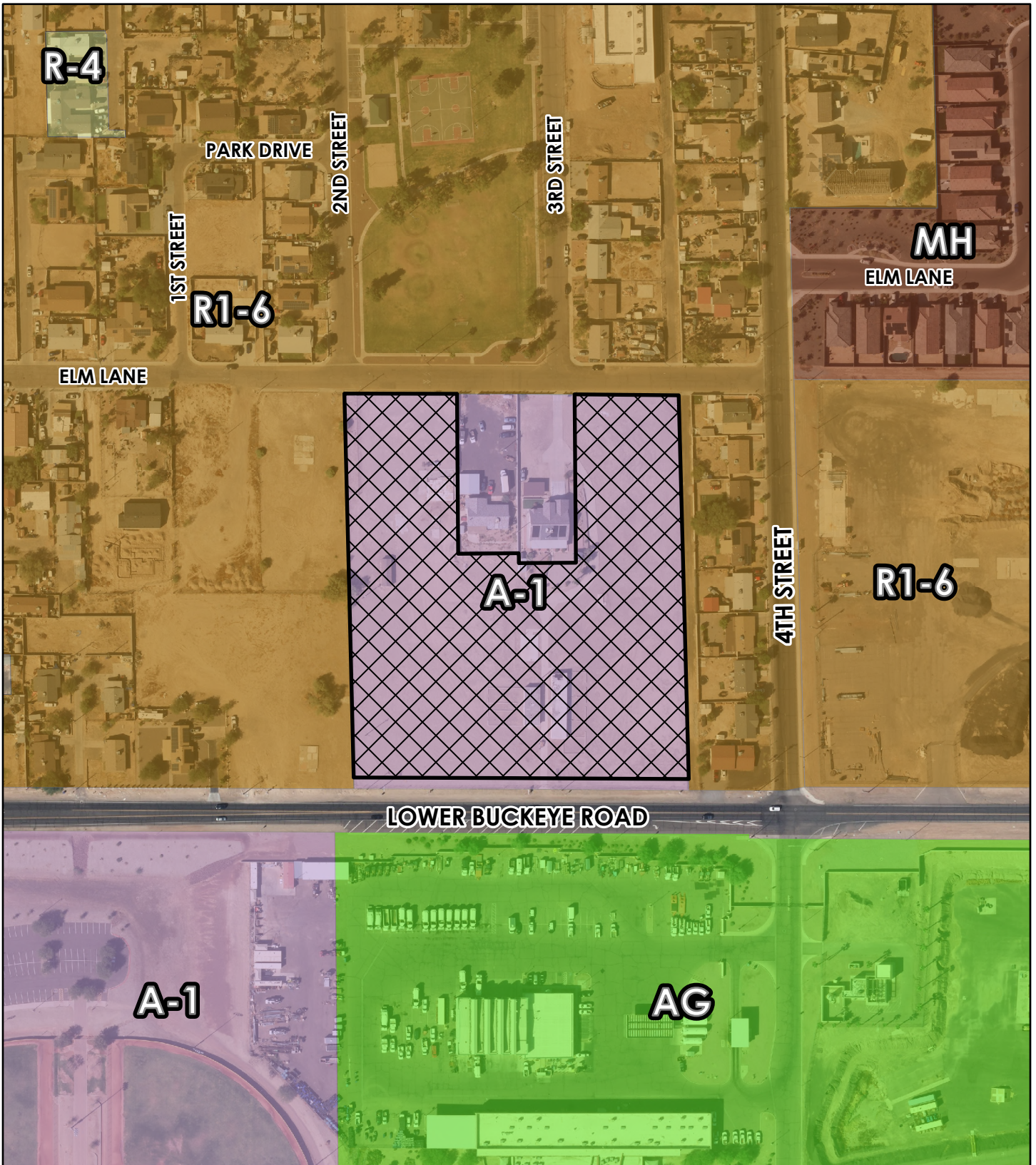


Aerial Map



Subject Property



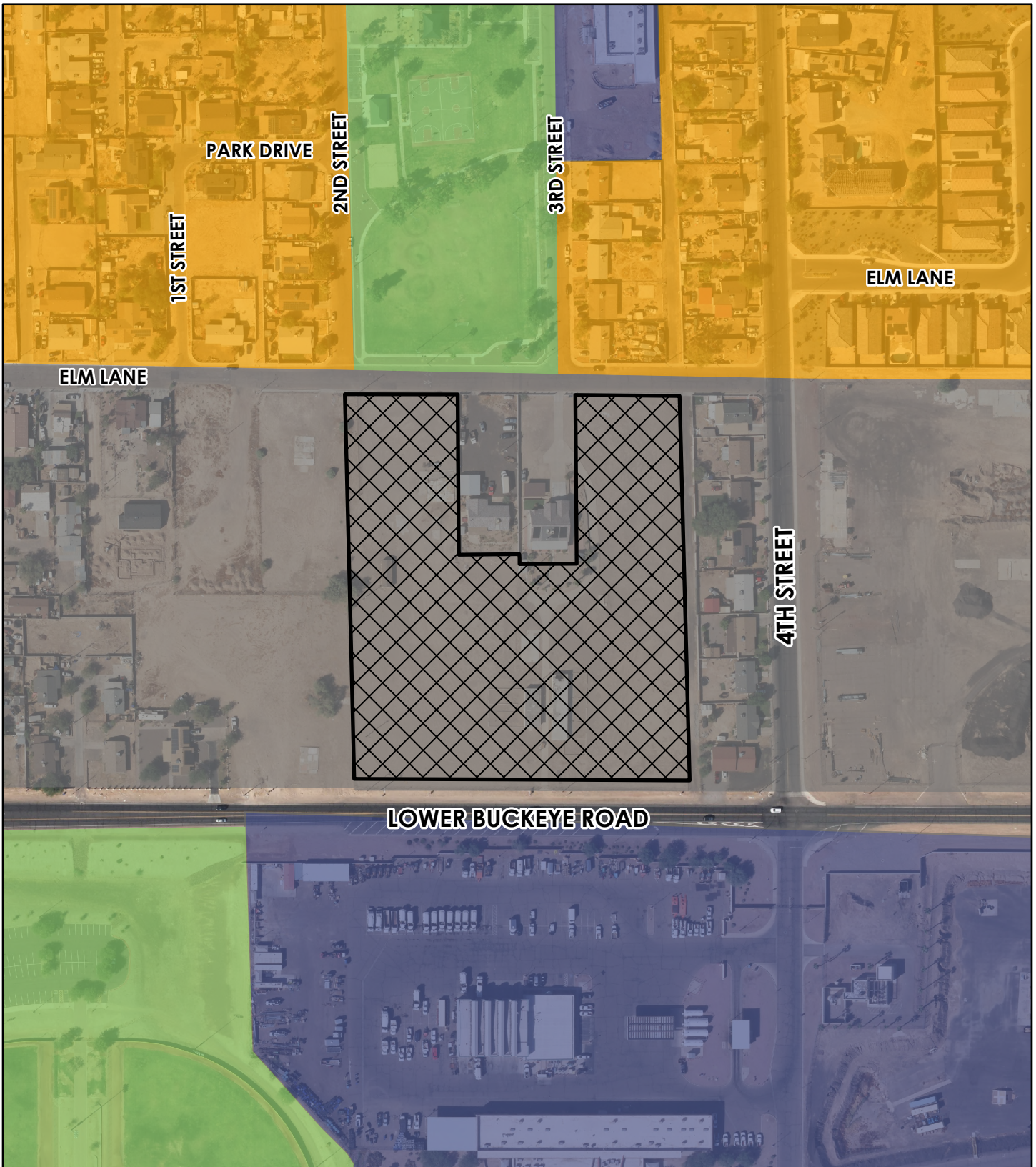


Zoning Vicinity



Subject Property





General Plan Land Use



- Medium Density Residential
- Industrial
- Open Space and Parks
- Public/Civic



Subject Property



Project Narrative

SJ Acquisitions Industrial Development

**390 East Lower Buckeye Road
Avondale, AZ**

Pre-Application Number: PL-23-0374

1st Submittal: August 8, 2024
2nd Submittal: November 21, 2024
3rd Submittal: TBD

Prepared for:

AZ Valley Acquisitions LLC
Steve Addison

Prepared by:

Berry Riddell LLC
Wendy Riddell, Esq.
Elyse DiMartino, Planner
6750 East Camelback Road,
Suite 100
Scottsdale, Arizona 85251

REQUEST

The purpose of this request is to seek a rezoning for a proposed light industrial, multi-tenant development on an approximately 6-net-acre (6.59-gross-acre) property addressed as 390 East Lower Buckeye Road, located west of the northwest corner of Lower Buckeye Road and 4th Street in the jurisdiction of Avondale, Arizona (the “Site”). The Site is comprised of a single platted parcel (APN 500-56-043) and is largely undeveloped. The Site is presently zoned A-1 (General Industrial) with Stipulations and is designated for Industrial land uses on the City of Avondale 2030 Land Use Map within the City of Avondale 2030 General Plan (the “General Plan”). The proposed rezoning request is needed to remove all stipulations tied to a previously approved A-1 zoning case that are no longer applicable with the proposed development. The proposed zone district will remain A-1 (General Industrial) and the future land uses will align with the zone district and General Plan.

Context Aerial



The proposed rezoning seeks to remove all the previously approved stipulations because they were applicable to a previous application. Additionally, the property owner at the time owned all three parcels including the Site and the two single-family residences along Elm Lane. Since then, each property has been sold individually making certain stipulations impossible to comply with under the new ownership configuration.

The subject request to remove all stipulations from the zone district is an appeal to start with a “clean slate” while acknowledging there still will be new stipulations to, for example, improve Lower

Buckeye Road and bury the overhead powerlines.

BACKGROUND

The subject property was rezoned to A-1 (General Industrial) in 2018 to accommodate a proposed recreational vehicle and self-storage facility. The accompanying staff report describes the property's history as follows:

"The [property] was annexed into the City of Avondale corporate limits in December 1959 and was subsequently zoned R-5 (Multi-Family Residence). At the time, the R-5 district allowed for commercial, industrial and residential uses. Upon adoption of the City's new Zoning Ordinance in 1990, the R-5 district was amended to only allow for development of manufactured home parks. In 2009, the R-5 District was renamed to the MH (Manufactured Home Park) district to better reflect the uses allowed in the zone. ... The property was used for agricultural purposes until the late 1970s, when a greyhound kennel, three single-family homes, and three mobile homes were erected on the property. The mobile homes were removed from the property prior to 1986 and the kennel ceased operation and was partially demolished in 2013. Today, three single-family homes (two occupied, one vacant) and disused remnants of the kennel remain."

The request to rezone the property was approved by the City Planning Commission and City Council (Ordinance No. 1645-218). This ordinance contains stipulations that are specific to the proposal for recreational vehicle and self-storage facility which are not applicable to the current application. At the time, all three parcels including the Site and the two single-family residences along Elm Lane were owned by one entity. Since then, each property has been sold individually making certain stipulations impossible to comply with under the new ownership configuration. The single-family parcels residences are not a part of this application.

SITE CONTEXT

The Site is largely vacant but contains three abandoned out-buildings that had previously been used as a shed and for raising greyhounds. The existing building on the Site will be demolished to allow the Site to develop with a multi-tenant light industrial development. The Site is relatively flat and does not contain any major variations in grade but has a slight natural slope toward the southeast corner. This natural grade is altered near the existing single-family home where the homesite was raised and retaining walls were constructed outside of the property lines. The Site contains little vegetation with no notable species, and, overall, contains no significant natural features.

This property is west of the Agua Fria River and is within Zone X (Shaded) according to 100-year FEMA Floodplain Maps. Zone X is described as having "0.2% annual chance flood," and Zone X (Shaded) is described as having reduced risk due to the existence of a nearby levee.

The property contains eight-foot public utility easements along the north and south property lines, and an easement for electric lines along the western property line. Overhead electric lines bifurcate

the property bringing electricity to the abandoned outbuildings near Lower Buckeye Road. These lines within the Site will be removed with the proposed development.

The Site has frontage along two rights-of-way—Elm Street and Lower Buckeye Road. The proposed development seeks to gain two access points to Lower Buckeye Road and closing access points to Elm Street.

There are no obvious physical constraints to the development of the subject property.

RELATIONSHIP TO SURROUNDING PROPERTIES

The Site is bordered by Elm Street along the northern property line and Lower Buckeye Road along the southern property line. The R1-6 (Urban Residential) zone district borders the Site's north, east, and west property lines and is an established single-family neighborhood. Across Elm Street, is Mountain View Park.

The City of Avondale's Municipal Operations Service Center (MOSC) is located to the south of the subject site and is zoned AG (Agriculture). The MOSC is a public facility housing the City's Public Works Department. The 2018 staff report further describes, "the nature of the work occurring at the facility is mostly industrial in nature and includes heavy vehicle storage, vehicle repair, fueling stations, and other components related to operations of the City's streets, water, and sewer systems." The MOSC also contains administrative offices.

As previously mentioned, the Site is designated for Industrial land uses on the 2030 Land Use Map. According to the 2018 staff report, "this Industrial land use designation was applied to the site in order to both complement the industrial character of the City's Municipal Operations Service Center, located directly across Lower Buckeye Road, and also provide additional sites for industrial operations benefitting from the Goodyear Airport, located less than a mile west of the subject site."

The proposed rezoning to remove all stipulations will not alter staff's analysis or findings from 2018 when the zone district change was approved. Additionally, according to the staff report, public comments were largely in favor of the proposed rezoning stating that new businesses in Avondale would be beneficial for the City.

THE PROPOSED DEVELOPMENT

The intent is to develop the Site with a light industrial development. Because of the Site's proximity to the existing single-family residential uses, the conceptual site plan has been carefully planned to remain respectful to the surrounding context. The conceptual site plan proposes to develop an approximate 54,200-square-foot multi-tenant building and associated surface parking. The Site is oriented with its most intense uses toward Lower Buckeye Road to buffer the single-family homes to the north and create an impressive street presence along Lower Buckeye Road. Significant building setbacks will be provided on all sides of the development, along with landscape setbacks, which will serve as a buffer between the proposed development and residential.

The Site will be accessed via two driveways along Lower Buckeye Road, which serves as the southern property line. The eastern driveway will function as a right-in, right-out access point, while the western driveway will permit full traffic movement. These driveways will guide vehicles to the main parking area located at the front of the building, while larger vehicles and trucks will be directed to the rear of the building to access the truck docks. No access will be provided where the Site abuts residential property.

Additionally, the development proposes an 8-foot tall solid CMU wall along the perimeter property lines and a 3.5-foot tall solid CMU wall on the south, along Lower Buckeye Road. The CMU walls will serve to provide an aesthetic update on the Site and will provide additional screening for the two single-family homes adjacent to the development. Further, there will be no vehicular access to the Site from Elm Lane or the alleyway to the east, limiting impacts to the adjacent the existing residential.

Permitted Land Uses:

Permitted land uses shall be per the A-1 zoning district in the City of Avondale Zoning Ordinance, except as modified below.

Prohibited Land Uses:

- Emissions Testing Facility
- Garages for repair of trucks, buses and heavy equipment
- Manufacturing of hazardous materials or processing
- Manufacturing and assembly, heavy
- Marijuana Establishment/ Dispensary
- Mining or Drilling Operations
- Mixing Plant for Cement or Paving
- Processing of meats, fats or oils
- Recycling Facility, metals collecting and crushing
- Sexually oriented businesses
- Truck and trailer fueling, dispatch and weighing stations

The proposed structure will showcase clear articulation through the use of recessed and protruding façade elements, creating depth and visual interest. The alternating planes and varying wall heights break the monotony, lending the structure a dynamic appearance. The roofline features subtle variations with parapet heights that enhance the building's silhouette. These height changes help distinguish different sections of the façade, giving the impression of distinct but cohesive units. Thoughtful placement of windows will break up the massing of the structure and help identify entryways.

The proposed development will incorporate the following elements:

- A minimum of three (3) colors
- A minimum of two (2) building materials

The structure features two docking bays located on the east and west sides, oriented toward the northern property line. These bays will be screened from public view with a wall or a combination of berming and landscaping.

INFRASTRUCTURE

As required, preliminary water, drainage, and sewer reports have been prepared and submitted with this application. A traffic impact statement was prepared and concludes, “the additional traffic generated by the proposed 390 East Lower Buckeye development is anticipated to result in minimal traffic related impacts to the existing roadway network and the surrounding area.”

Full half-street offsite improvements will be made along the Lower Buckeye Road frontage. This includes new driveways, curb, gutter, sidewalk, and landscaping.

GENERAL PLAN

The General Plan was originally adopted and ratified in 2012, and re-ratified in 2022, with a vision of continuing to develop as a *“city of variety, vitality, and values, whose citizens pursue an active role in molding a great place to live, work, and play, in a manner respectful of the City’s rich history, growing culture, and invaluable natural resources.”*

The Site is designated as Industrial on the 2030 Land Use Map and is included in the Old Town Infill Incentive District/Revitalization Area meaning the area is further described in the Specific Area Plan for Old Town, Cashion, Las Ligas, Rio Vista. In review of this area plan, there does not appear to be any contradictory statements to the General Plan. Therefore, it is our judgement that the proposal is compliant with the General Plan (as further discussed below) and the Specific Area Plan for Old Town, Cashion, Las Ligas, Rio Vista.

Below are statements, goals, and policies from the General Plan that support the proposed development:

“While still heavily reliant upon outside communities for jobs as well as some retail needs, Avondale has grown into a much more self-sustaining community than it was in 1990. ... The 2002 Plan represented an enormous leap towards Avondale becoming a more important member of the metropolitan Phoenix economy. The Land Use Map recommended as part of the 2002 Plan no longer reserved any land for agricultural use. Furthermore, it substantially increased the amount of land planned for residential, retail, and employment/industrial development. **These changes in planned land use reflected Avondale’s desire to transition from a rural bedroom community to a more self-sufficient city** where people would have the opportunity to live, **work**, recreate, and shop within Avondale rather than fulfilling those needs in Phoenix or other surrounding municipalities. ... The City’s targeted job-to-population ratio is 0.50 jobs for every resident. The current job-to-population ratio of 0.28 indicates **that there is a strong untapped workforce available within Avondale. Achieving diverse types and intensities of commercial and industrial development in Avondale and providing employment opportunities for residents is one of the City’s most important goals and is vital to the long-term fiscal viability**

and economic health of the City of Avondale. To increase the employment base and provide the economic diversity necessary to protect Avondale from shifts in the economy, a variety of employment (including small business) while retaining a business friendly image is necessary. ... **The City also values industrial and office uses and feels there is a place for both within its incorporated limits.”** (Emphasis added.)

Land Use Element Goal #3: Promote a strong balance of high quality residential, employment, recreation, and educational land uses.

Policy D: Ensure adequate transitions and/or buffers are provided when adjacent land uses vary in character and intensity.

Response: As mentioned previously, the Site is surrounded largely by an existing residential neighborhood. However, the greater surrounding context is beginning to develop with a diverse mix of land uses. To the east and south of the Site are properties owned by the City of Avondale and are either developed or presently being developed with recreational and civic services. To the north of the Site sits a community center and park, also owned by the City of Avondale. Finally, to the west, is the Phoenix-Goodyear Airport and industrial properties.

The proposed development responds to the changes in the surrounding context but remains respectful to the adjacent residential homes by offering a small-scale industrial development. The proposed development will seamlessly transition with adjacent residential through large building setbacks, landscaped buffers, and screening.

Land Use Element Goal #4: Ensure all land use decisions meet the long-term social and economic goals of the community.

Policy B: Require all new development to participate in the required infrastructure enhancements including, but not limited to, street widening and connecting to City water and sewer systems.

Response: The conceptual site plan illustrates the development’s intention to provide curb, gutter, sidewalk, and landscaping along Lower Buckeye Road. The landscaping within the right of way will be maintained by the property owner.

Economic Element Goal #3: Enhance and market Avondale’s business climate.

Policy D: Support new development that accommodates business attraction opportunities.

Response: The proposed development offers another opportunity to attract businesses to the Avondale area and increase opportunity for employment to the citizens of Avondale. Transforming an underutilized piece of infill land into a high quality small-scale industrial development will create new job opportunities, thereby attracting new residents to the area and furthering economic and business investment in the surrounding context.

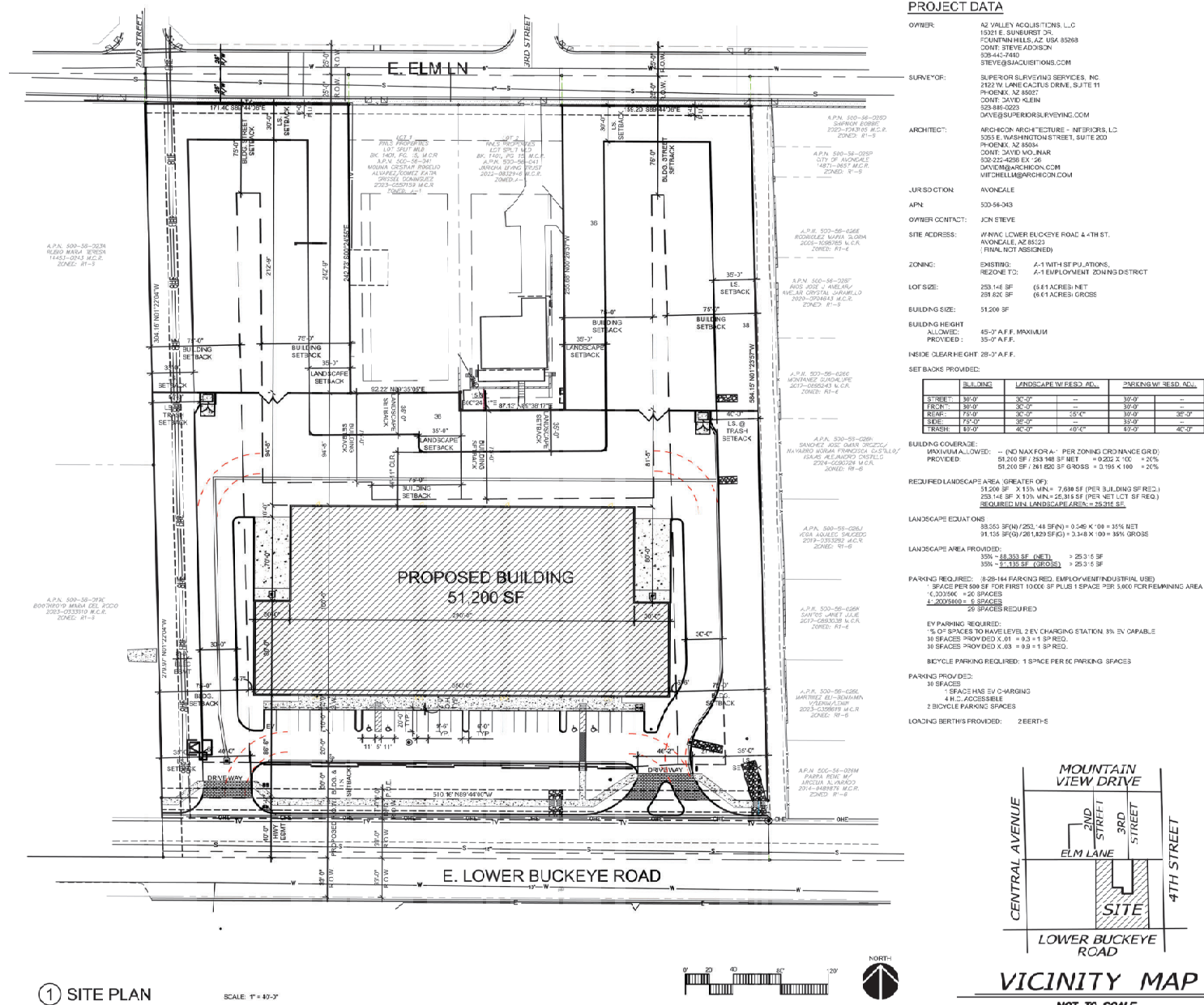
CONCLUSION

The proposed request aligns with the goals and furthers the policies of the General Plan. Additionally, the 2030 Future Land Use Map designates this site for industrial land uses. The request

for light industrial development also complies with the base zone district's allowances. The development shall be harmonious and compatible with the adjacent land uses—providing a landscape buffer along the property lines next to single-family homes and providing a less-intense industrial land use across from the City's Public Works Facility.

Again, this is a rezoning from A-1 to A-1 which will continue the allowance of light-industrial uses. This rezoning is necessary to remove stipulations found in Ordinance 1645-218, because they are exclusively tied to the layout and design of the former proposal and are reliant on the previous ownership's configuration. This is a request for a fresh start for the current proposal to be reviewed on its own merit. This request will not alter the intent of the base zone district which allows for the proposed land uses, and is consistent with the recently approved General Plan.

Exhibit E Conceptual Site Plan



① SITE PLAN

SCALE: 1" = 40'-0"



PROJECT DATA

OWNER: AZ VALLEY ACQUISITIONS, L.C.
15001 E. SUNBURST ST.
SCOTTSDALE, AZ 85258
CONTACT: STEVE ADISON
520-443-7480
STEVE@SIACQUISITIONS.COM

SURVEYOR: SUPERIOR SURVEYING SERVICES, INC.
2122 W. LANE CACTUS DRIVE, SUITE 11
PHOENIX, AZ 85027
CONTACT: DAVID KLEIN
602-441-0222
DAVID@SUPERIOR-SURVEYING.COM

ARCHITECT: ARCHICON ARCHITECTURE + INTERIORS, L.C.
3095 E. WASHINGTON STREET, SUITE 200
PHOENIX, AZ 85034
CONTACT: DAVID MOJINAR
602-222-4268 EX. 26
DAVID@ARCHICON.COM
MITCHELL@ARCHICON.COM

JURISDICTION: AVONDALE

APN: 500-56-043

OWNER CONTACT: JON STEVE

SITE ADDRESS: 390 E. LOWER BUCKEY ROAD & 4TH ST.
AVONDALE, AZ 85323
(RURAL NOT ASSIGNED)

ZONING: EXISTING: A-1 EMPLOYMENT
REZONE TO: A-1 EMPLOYMENT (DOWNS DISTRICT)

LOT SIZE: 253,146 SF (5.41 ACRES) NET
281,826 SF (6.41 ACRES) GROSS

BUILDING SIZE: 51,200 SF

BUILDING HEIGHT: 45'-0" A.F.F. MAXIMUM
ALLOWED: 35'-0" A.F.F.

INSIDE CLEAR HEIGHT: 28'-0" A.F.F.

BLDG LINE	LANDSCAPE W/ FESC. 60'	PARKING W/ FESC. 60'
STREET	30'-0"	30'-0"
FRONT	30'-0"	30'-0"
REAR	30'-0"	30'-0"
SIDE	30'-0"	30'-0"
TRAIL	30'-0"	30'-0"

BUILDING COVERAGE:
MAXIMUM ALLOWED: -- (NO MAX FOR A-1 PER ZONING ORDINANCE GRD.)
PROVIDED: 51,200 SF / 553,948 SF NET = 0.0222 = 2.22%
51,200 SF / 241,600 SF GROSS = 0.166 = 16.6%

REQUIRED LANDSCAPE AREA GREATER OF:
51,200 SF X 15% MIN = 7,680 SF (PER BUILDING SF REQ.)
233,146 SF X 15% MIN = 34,972 SF (PER NET LOT SF REQ.)
REQUIRED MIN. LANDSCAPE AREA = 34,972 SF

LANDSCAPE EQUATIONS:
38,553 SF (N) / 253,448 SF (N) = 0.1546 X 100 = 15.46% NET
31,135 SF (S) / 241,600 SF (S) = 0.1289 X 100 = 12.89% GROSS

LANDSCAPE AREA PROVIDED:
35% = 18,333 SF (NET) > 25,316 SF
35% = 12,135 SF (GROSS) > 25,316 SF

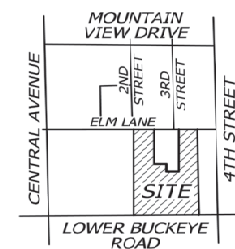
PARKING REQUIRED: 8,28-144 PARKING REQ. (EMPLOYMENT INDUSTRIAL USE)
"SPACE PER 100 SF FOR FIRST 1000 SF PLUS 1 SPACE PER 300 SF FOR REMAINING AREA"
1,303,946 = 20 SPACES
1,303,946 = 8 SPACES
20 SPACES REQUIRED

EV PARKING REQUIRED:
% OF SPACES TO HAVE LEVEL 2 EV CHARGING STATION: 3% EV CAPABLE
30 SPACES PROVIDED X 0.03 = 0.9 = 1 SP REQ.
30 SPACES PROVIDED X 0.03 = 0.9 = 1 SP REQ.

BICYCLE PARKING REQUIRED: 1 SPACE PER CYCLING SPACES

PARKING PROVIDED:
30 SPACES
1 SPACE HAS EV CHARGING
4 B.C. ACCESSIBLE
2 BICYCLE PARKING SPACES

LOADING BERTHS PROVIDED: 2 BERTHS



VICINITY MAP
NOT TO SCALE

ARCHICON
ARCHITECTURE + INTERIORS, L.C.
5035 E. WASHINGTON STREET, SUITE 200
PHOENIX, AZ 85034
TEL: 602-222-4268
FAX: 602-274-4381
WWW.ARCHICON.COM

SJ ACQUISITIONS
NEW INDUSTRIAL DEVELOPMENT
390 E LOWER BUCKEY ROAD
AVONDALE, AZ 85323

PROJECT NUMBER:
PROJECT MANAGER:
DRAWN BY:
CHECKED BY:

NO.	REVISION	DATE

SHEET DESCRIPTION:
DEVELOPMENT SITE PLAN



SHEET NO.

PA-02A

ISSUE DATE: 25.2.17

Concept Architectural Character



Neighborhood Meeting Summary

SJ Acquisitions Industrial Development

**390 East Lower Buckeye Road
Avondale, AZ**

Case Number: PL-24-0201

Submitted: March 6, 2025

Prepared for:

AZ Valley Acquisitions LLC

Prepared by:

Berry Riddell LLC, Wendy Riddell, Esq.
Elyse DiMartino, Planner
6750 East Camelback Road,
Suite 100
Scottsdale, Arizona 85251

REQUEST

The purpose of this request is to seek a rezoning for a proposed light industrial, multi-tenant development on an approximately 6-net-acre (6.59-gross-acre) property addressed as 390 East Lower Buckeye Road, located west of the northwest corner of Lower Buckeye Road and 4th Street in the jurisdiction of Avondale, Arizona (the “Site”). The Site is comprised of a single platted parcel (APN 500-56-043) and is largely undeveloped. The Site is presently zoned A-1 (General Industrial) with Stipulations and is designated for Industrial land uses on the City of Avondale 2030 Land Use Map within the Avondale 2030 General Plan (the “General Plan”). The proposed rezoning request is needed to remove all stipulations tied to a previously approved A-1 zoning case that are no longer applicable with the proposed development. The proposed zone district will remain A-1 (General Industrial) and the future land uses will align with the zone district and General Plan.

PUBLIC PARTICIPATION

A. Door-to-Door Outreach

Door-to-door outreach was conducted in both English and in Spanish starting in November 2024. It took place at various times during the weekdays and on weekends, in an attempt to contact as many people as possible. The surrounding community was extremely appreciative of the dialogue and transparency from the development team with what was being proposed on the Site.

There was a wide range of long-time homeowners of nearly 50 years, as well as newer families to the community, who had varying knowledge on the history of the proposed property and why the rezoning was necessary. The majority of the community members were supportive and appreciated that the use would bring jobs, and were just happy to see the Site was finally going to be developed. We also received a couple of questions about next steps in the rezoning process.

No significant opposition was heard during the door-to-door outreach phase or after. The development team has remained and will continue to remain available throughout the application process to hear any feedback on the proposal and answer any questions.

B. Neighborhood Open House

A neighborhood open house was held on February 11, 2025, at 6pm in the Library of Agua Fria High School. The development team including Steve Addison, Wendy Riddell, Elyse DiMartino, Sarah Sawyer, and Tom Bilsten, attended the neighborhood meeting in addition to two neighbors. Christina Lavelle, planner for the City of Avondale, also attended the meeting. Both neighbors expressed their support for the project. Their questions centered around traffic on Lower Buckeye Road and whether the City had plans to install stop lights. The applicant has provided Christina with the neighbor’s contact information and will reach out to them with more information.

To notify the public of the neighborhood open house, the applicant posted a sign to the property and sent out letters to neighbors within 1,000 feet of the property on January 27, 2025. A publication was also made in the West Valley Republic newspaper on January 27, 2025. All three notices included information about the Site, the proposed development, as well as the date, time,

and location of the neighborhood open house and future public hearing information.

ORDINANCE NO. 2016-0425

AN ORDINANCE OF THE COUNCIL OF THE CITY OF AVONDALE, ARIZONA, AMENDING THE OFFICIAL ZONING ATLAS OF THE CITY OF AVONDALE FOR ± 6.58 ACRES GENERALLY LOCATED WEST OF THE NORTHWEST CORNER OF 4TH STREET AND LOWER BUCKEYE ROAD, AS SHOWN IN APPLICATION PL-24-0201 AND REZONING SUCH PROPERTY FROM GENERAL INDUSTRIAL (A-1) WITH CONDITIONS LIMITING DEVELOPMENT TO A MINI-STORAGE WAREHOUSE ONLY TO GENERAL INDUSTRIAL (A-1) WITHOUT LIMITING CONDITIONS TO ALLOW FOR THE DEVELOPMENT OF A BUILDING FOR LIGHT INDUSTRIAL USES.

WHEREAS, the Council of the City of Avondale (the “City Council”) desires to amend the City of Avondale Zoning Atlas (the “Zoning Atlas”), pursuant to ARIZ. REV. STAT. § 9-462.04, to change the zoning description for ± 6.58 acres generally located west of the northwest corner of 4th Street and Lower Buckeye Road, as shown in application PL-24-0201, from General Industrial (A-1) with conditions limiting development to a mini-storage warehouse only to General Industrial (A-1) without limiting conditions to allow for the development of a building for light industrial uses (the “Zoning Atlas Amendment”); and

WHEREAS, all due and proper notices of the public hearings on the Zoning Atlas Amendment held by the City of Avondale Planning Commission (the “Commission”) and by the City Council were given in the time, form and substance provided by ARIZ. REV. STAT. § 9-462.04; and

WHEREAS, on March 19, 2025, the Commission held a public hearing on the Zoning Atlas Amendment, after which hearing the Commission recommended approval; and

WHEREAS, the City Council held an additional public hearing regarding the Zoning Atlas Amendment on April 7, 2025; and

WHEREAS, in accordance with Article II, Sections 1 and 2 of the Arizona Constitution, the City Council has considered the individual property rights and personal liberties of the residents of the City before adopting this Ordinance; and

WHEREAS, the City Council has considered the probable impact of the Zoning Atlas Amendment on the cost to construct housing for sale or rent and finds that the proposed Zoning Atlas Amendment will have no probable impact on the cost to construct housing for sale or rent.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVONDALE as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The Zoning Atlas Amendment, is hereby approved, for $\pm$ 6.58 acres generally located west of the northwest corner of 4th Street and Lower Buckeye Road as more particularly described and depicted on Exhibit 1 attached hereto and incorporated herein by reference, subject to the City of Avondale adopted codes, requirements, standards and regulations, and the following stipulations:

1. Development and use of the site shall conform to the SJ Acquisitions Industrial Development Project Narrative date stamped January 29, 2025, including a list of prohibited uses, and the Conceptual Site Plan date stamped February 18, 2025, except as modified by these stipulations.

2. All development shall be completed in accordance with the City of Avondale General Engineering Requirements (GER) Manual and the City of Avondale Supplement to MAG Uniform Specifications and Details unless a standards deviation has been approved.

3. All required off-site improvements shall be completed in the first phase of development and prior to issuance of a Certificate of Occupancy or Certificate of Completion.

4. Adjacent to Elm Lane, streetlights shall be installed, and all existing driveways must be removed and replaced with a vertical curb, gutter, and sidewalk in the first phase of development.

5. No access to the site shall be allowed from Elm Lane except for a secondary point strictly for emergency access. The emergency access must be gated with a knox box available for use by emergency vehicles only.

6. Power lines less than 69kV shall be converted underground in the first phase of development and prior to issuance of a Certificate of Occupancy or Certificate of Completion.

7. The development shall be subject to the requirements of Zoning Ordinance Section 11, Required Public Art for New Planned Area Developments (PAD), Commercial, Office, Employment and Municipal Construction.

SECTION 3. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct and independent of all other provisions and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to execute all documents and take all steps necessary to carry out the purpose and intent of this Ordinance.

[SIGNATURES ON FOLLOWING PAGE]

PASSED AND ADOPTED by the Council of the City of Avondale, Arizona,
April 7, 2025.

Mike Pineda, Mayor

ATTEST:

Marcella Sarmiento, City Clerk

APPROVED:

Nicholle Harris, City Attorney

EXHIBIT 1
TO
ORDINANCE NO. 2016-0425

[Legal Description and Map]

EXHIBIT "A"

DESCRIPTION OF NEW ZONING DESIGNATION AREA

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 3-INCH MARICOPA COUNTY HIGHWAY DEPARTMENT BRASS CAP IN HANDHOLE (0.95' DOWN) MARKING THE SOUTH QUARTER CORNER OF SAID SECTION 15 FROM WHICH A 3-INCH CITY OF AVONDALE BRASS CAP IN HANDHOLE MARKING THE SOUTHEAST CORNER OF SAID SECTION 15 BEARS SOUTH 89 DEGREES 44 MINUTES 00 SECONDS EAST 2640.49 FEET, SAID DESCRIBED LINE BEING THE BASIS OF BEARINGS FOR THIS DESCRIPTION;

THENCE SOUTH 89 DEGREES 44 MINUTES 00 SECONDS EAST 660.04 FEET ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHERLY PROLONGATION OF THE WEST LINE OF LOT 3 OF "MINOR LAND DIVISION—LOT SPLIT FOR RNLS PROPERTIES," BOOK 1401 OF MAPS, PAGE 15, RECORDS OF MARICOPA COUNTY, ARIZONA AND THE POINT OF BEGINNING;

THENCE NORTH 01 DEGREES 22 MINUTES 04 SECONDS WEST 659.16 FEET ALONG SAID WEST LINE TO THE MONUMENT LINE OF ELM LANE;

THENCE SOUTH 89 DEGREES 44 MINUTES 06 SECONDS EAST 171.82 FEET ALONG SAID MONUMENT LINE TO THE NORTHERLY PROLONGATION OF THE WEST LINE OF LOT 1 OF SAID "MINOR LAND DIVISION—LOT SPLIT FOR RNLS PROPERTIES";

THENCE SOUTH 00 DEGREES 24 MINUTES 55 SECONDS EAST 267.73 FEET ALONG SAID WEST LINE TO THE SOUTH LINE OF SAID LOT 1;

THENCE NORTH 89 DEGREES 35 MINUTES 05 SECONDS EAST 92.22 FEET ALONG SAID SOUTH LINE TO THE WEST LINE OF LOT 2 OF SAID "MINOR LAND DIVISION—LOT SPLIT FOR RNLS PROPERTIES";

THENCE SOUTH 00 DEGREES 24 MINUTES 41 SECONDS EAST 15.00 FEET ALONG SAID WEST LINE TO THE SOUTH LINE OF SAID LOT 2;

THENCE NORTH 89 DEGREES 38 MINUTES 17 SECONDS EAST 87.13 FEET ALONG SAID SOUTH LINE TO THE EAST LINE OF SAID LOT 2;

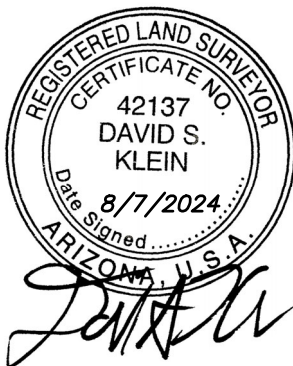
THENCE NORTH 00 DEGREES 26 MINUTES 37 SECONDS WEST 280.68 FEET ALONG SAID EAST LINE TO THE MOUNUMENT LINE OF SAID ELM LANE;

THENCE SOUTH 89 DEGREES 44 MINUTES 06 SECONDS EAST 158.78 FEET ALONG SAID MONUMENT LINE TO THE NORTHERLY PROLONGATION OF THE EAST LINE OF SAID LOT 3;

THENCE SOUTH 01 DEGREES 23 MINUTES 57 SECONDS EAST 659.18 FEET ALONG SAID EAST LINE TO THE SOUTH LINE OF SAID SOUTHEAST QUARTER;

THENCE NORTH 89 DEGREES 44 MINUTES 00 SECONDS WEST 510.18 FEET ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING.

COMPRISING 286,921 SQUARE FEET MORE OR LESS




SUPERIOR
SURVEYING SERVICES, INC.

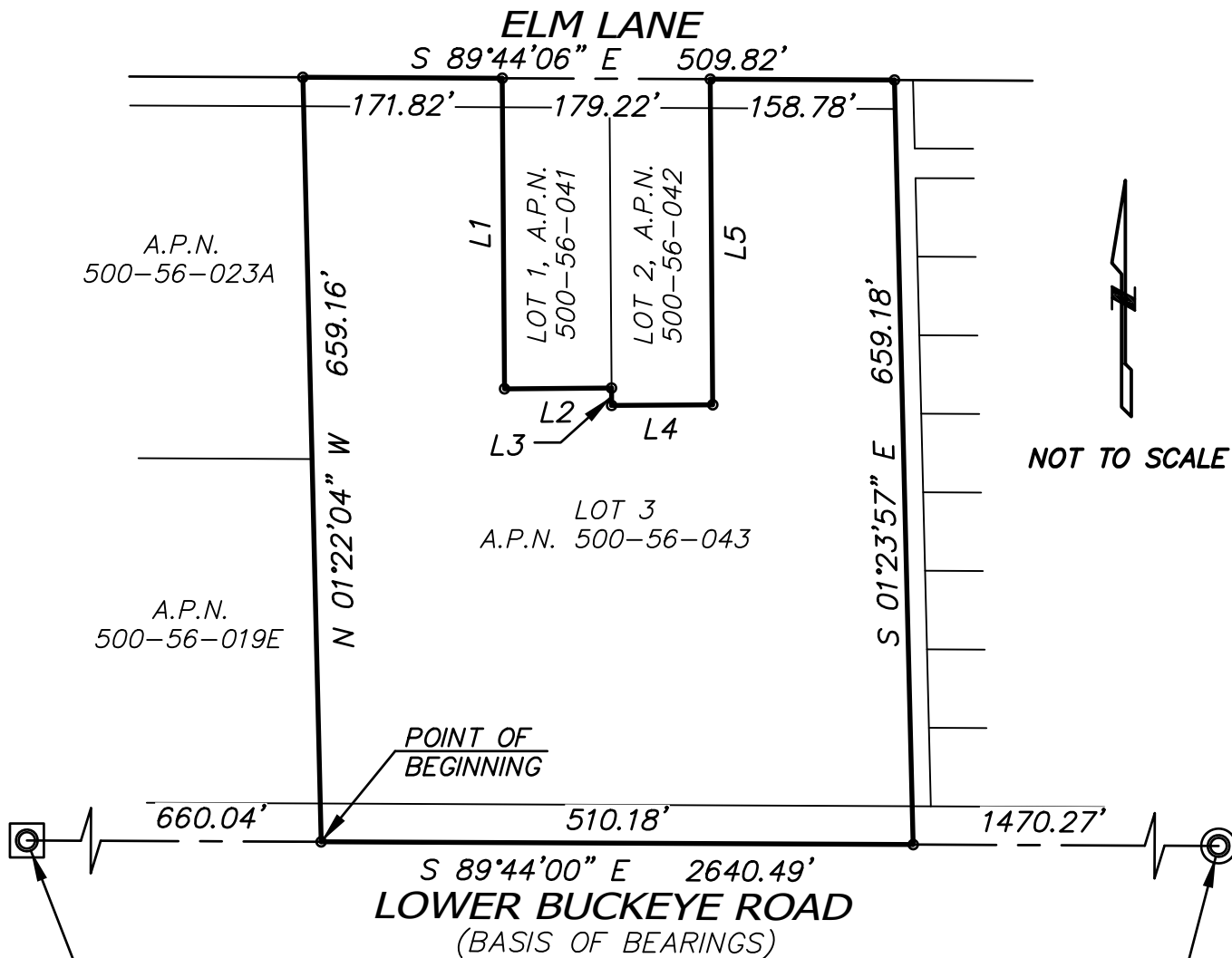
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info@superiorsurveying.com

DATE: 8/7/2024

JOB NO.: 202405032-EX

EXHIBIT "B"

DEPICTION OF NEW ZONING DESIGNATION AREA



SOUTH 1/4 CORNER, SECTION 15, T-4N, R-2E
FOUND 3" MARICOPA COUNTY HIGHWAY
DEPARTMENT BRASS CAP IN HANDHOLE
(0.95' DOWN) POINT OF COMMENCEMENT

SOUTHEAST CORNER
SECTION 15, T-4N, R-2E,
FOUND 3" CITY OF AVONDALE
BRASS CAP IN HANDHOLE

LINE	BEARING	DIST.
L1	S 00°24'55" E	267.73'
L2	N 89°35'05" E	92.22'
L3	S 00°24'41" E	15.00'
L4	N 89°38'17" E	87.13'
L5	N 00°26'37" W	280.68'




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info@superiorsurveying.com

DATE: 8/7/2024

JOB NO.: 202405032-EX

ITEM NUMBER: 5.c.

SUBJECT: Presentation and Discussion of the City Manager's Recommended Budget

MEETING DATE: 4/7/2025

TO: Mayor and Council

FROM: Renee Weatherless, Finance and Budget Director

THROUGH: Ron Corbin, City Manager, (623) 333-1011

REVIEWED: Ron Corbin, City Manager, (623) 333-1011

STRATEGIC PLAN:

The budget supports all areas of the Strategic Plan, as it aligns resources with the strategic priorities of City Council.

PURPOSE:

City Council will receive a general overview of the City Manager's proposed budget for fiscal year 2026 (FY2026). This item is for discussion only.

BACKGROUND:

The Avondale City Charter requires the City Manager to submit an estimate of the budget for the upcoming fiscal year before June 1st. This estimate shall be in compliance with state law and shall contain an estimate of the revenues needed to meet the projected expenditures for the next fiscal year. The City Manager's Recommended Budget and Estimates are delivered in this presentation and a companion document which is published on the City's website.

In preparation for this stage in the budget development, the Council received presentations and information throughout the process, including discussions in January and March. Each of these presentations is designed to solicit feedback and give policy direction to staff on the development of the FY2026 budget beginning on July 1, 2025.

DISCUSSION:

The information presented will lead to discussions in order to finalize the FY2026 budget. These discussions will assist the Mayor and Council in making informed decisions regarding the City's operations and capital improvement program (CIP). Staff will then prepare the Tentative FY2026 Budget for Council consideration on May 5. The Tentative Budget, which is the first step in the formal adoption process establishes the expenditure ceiling for the next fiscal year.

BUDGET IMPACT:

The information presented is intended to encourage discussion which will lead the development of the FY2026 budget.

RECOMMENDATION:

The information presented is intended to encourage discussion which will lead the development of the FY2026 budget.

Contact person for document distribution: