CITY OF SURPRISE
Regular City Council Work Session
16000 N. Civic Center Plaza
Surprise, AZ 85374
Tuesday, September 6, 2022 @ 4:00 PM
COUNCIL CHAMBERS

A. Call To Order

B. Roll Call

C. Pledge of Allegiance

D. Proclamation and Community Acknowledgements

E. City Manager Report

F. City Clerk Report

G. Call To The Public

INSTRUCTIONS: In order to address the City Council, you will need to fill out a Call to the Public Form available at the front counter, and then turn it in to the City Clerk before the meeting begins.
Download the Call to the Public form (PDF download requires Adobe Acrobat Reader)
Fill out the Call to the Public form online If submitting form electronically, please submit to City Clerk at least one hour before the meeting start time.
The Call to the Public form is also available at the front counter.

Note: A.R.S. 38-431.01(H)- During this time members of the public may address City Council only on issues within the jurisdiction of the City Council which are not an item on the agenda. At the conclusion of the open call, City Council may respond to criticism, may ask staff to review the matter or may ask that the matter be put on a future agenda. No discussion or action shall take place on any item raised.

Approval of items on the Consent Agenda – all items with an asterisk (*) are considered to be routine matters and will be enacted by one motion and one roll call vote to the City Council. There will be no separate discussion on these items unless a Councilmember requests, in which event the item will be removed from the consent agenda and considered in its normal sequence on the agenda.

Please be aware that Council Members may not discuss or respond to matters raised during call to the public that are not specifically identified on the agenda. Council Members may however, in their discretion, discuss or respond to relevant matters raised during a noticed public hearing or agenda item.

H. Regular City Council Work Session Agenda

CONSENT AGENDA:

REGULAR AGENDA ITEM - PUBLIC HEARING:

REGULAR AGENDA ITEM - NON-PUBLIC HEARING:

1.	Citywide	Presentation and discussion pertaining to the Proposition 400 Extension.	None Jodi Tas City Manager Office
2.	Citywide	Presentation and discussion regarding an update on the City's water resources.	None Michael Boule Water Resource Management

3. Citywide Presentation and discussion regarding the City Trail System. Holly Osborn Parks and Recreation

I. Other Business and Future Agenda Items

J. City Council Reports

K. Executive Session

For information Purposes; Upon a public majority vote of a quorum of the City Council, the Council may hold an executive session, which will not be open to the public, but for only the following purposes:

- discussion or consideration of personnel matters (A.R.S. §38-431.03 (A)(1));
- discussion or consideration of records exempt by law from public inspection (A.R.S. §38-401.03 (A)(2));

L. Adjournment

SHERRY ANN AGUILAR, CITY CLERK, MMC

POSTED: 09/01/2022 at 12:10 pm

SPECIAL NOTE: PERSONS WITH SPECIAL ACCESSIBILITY NEEDS, INCLUDING LARGE PRINT MATERIALS OR INTERPRETER, SHOULD CONTACT THE CITY CLERK'S OFFICE @ 623.222.1200 OR TTY 623.222.1002, BY NO LATER THAN 24 HOURS IN ADVANCE OF THE REGULAR SCHEDULED MEETING TIME.

CITY OF SURPRISE
Regular City Council Work Session

Council Meeting Date: September 6, 2022

Contact Person: Jodi Tas, MNGMNT ANALYST - SR

Submitting Department: City Manager Office

District: Citywide

Staff Recommendations: None

Consent: No | Regular: Yes | Public Hearing: No | Report/Discussion: Yes

Agenda Wording:

Presentation and discussion pertaining to the Proposition 400 Extension.

Motion:

N/A

Background:

Prop 400 was approved by voters in 2004 and extended the half cent sales tax for transportation by 20 years. It is set to expire in 2025. To keep continuity, MAG TPC and MAG Regional Council worked together to formulate a plan with our respective jurisdiction's priority projects for inclusion in the Prop 400 Extension. The extension passed through the legislature, however, Governor Doug Ducey vetoed the bill in July which leaves our regional transportation in a precarious position.

Objective Analysis:

To provide a realistic overview of the impacts of the veto and the potential ramifications if this Proposition does not continue.

Policy Compliant:

Yes

Financial Impact:

N/A

Budget Impact:

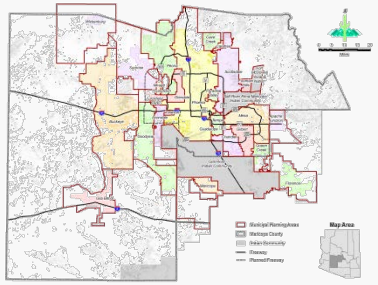
N/A

FTE Impact:

N/A

ATTACHMENTS:

1. RC-2022-07-27-Agenda-Presentations-Combined
2. 20220906 City of Surprise Council Veto



Special Joint Meeting
Regional Council and Transportation Policy Committee

July 27, 2022

Agenda Item 2

- **Pledge of Allegiance**

Agenda Item 3

- **Call to the Audience**

- An opportunity is provided to members of the public to provide input through written comment to the Regional Council and Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or on items on the agenda for discussion but not for action.

ITEM #4: POTENTIAL PROJECT AND PROGRAM IMPACTS OF THE HB 2685 VETO

Preliminary Overview

MARICOPA ASSOCIATION of GOVERNMENTS

SUMMARY

- On Wednesday, July 6, 2022, Governor Ducey vetoed HB 2685.

- HB 2685 would have authorized Maricopa County to call a ballot for the continuation of the dedicated half-cent sales tax for transportation in Maricopa County that, if approved by voters, would have extended the tax through December 31, 2050.

This presentation is in response to direction provided at the July 8, 2022, MAG Regional Council Executive Committee meeting.

  - Presents initial assessment of potential impacts and risk to the current Proposition 400 program.
  - Illustrates we now have more questions than answers.

PRESENTATION OVERVIEW

1. Background

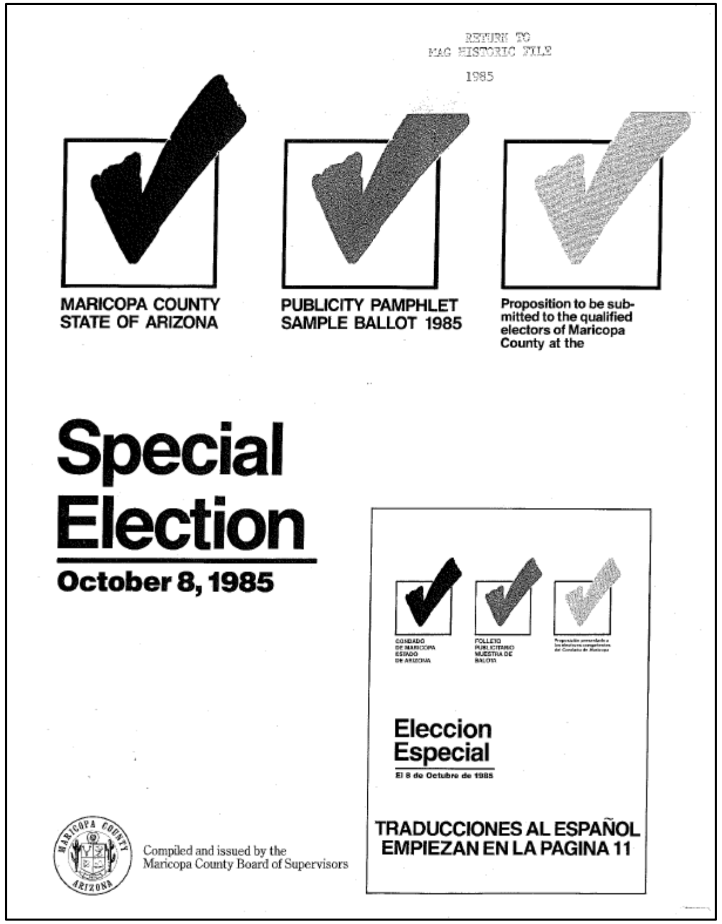
2. Investment Plan Overview

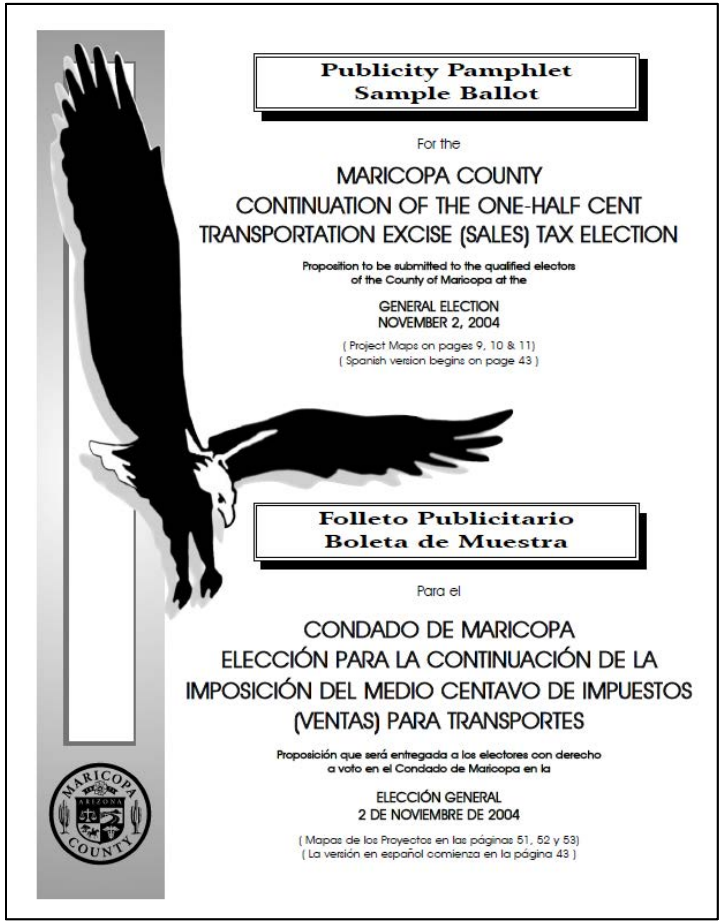
3. Program Impacts
    - Arterial Impacts
    - Transit Impacts
    - Freeway Impacts

4. Next Steps and Key Takeaways

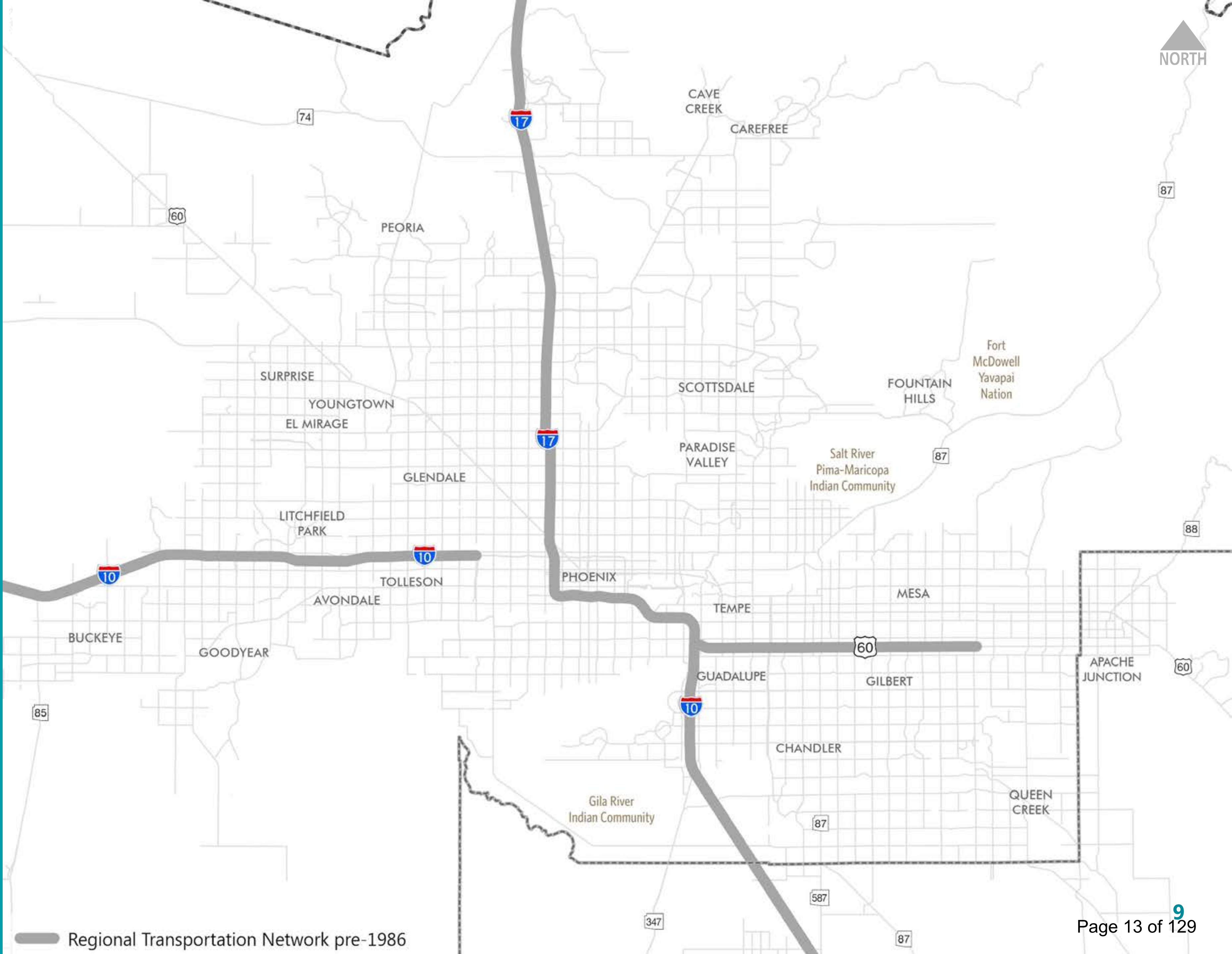
BACKGROUND

40-YEAR LEGACY OF REGIONAL TRANSPORTATION INVESTMENTS

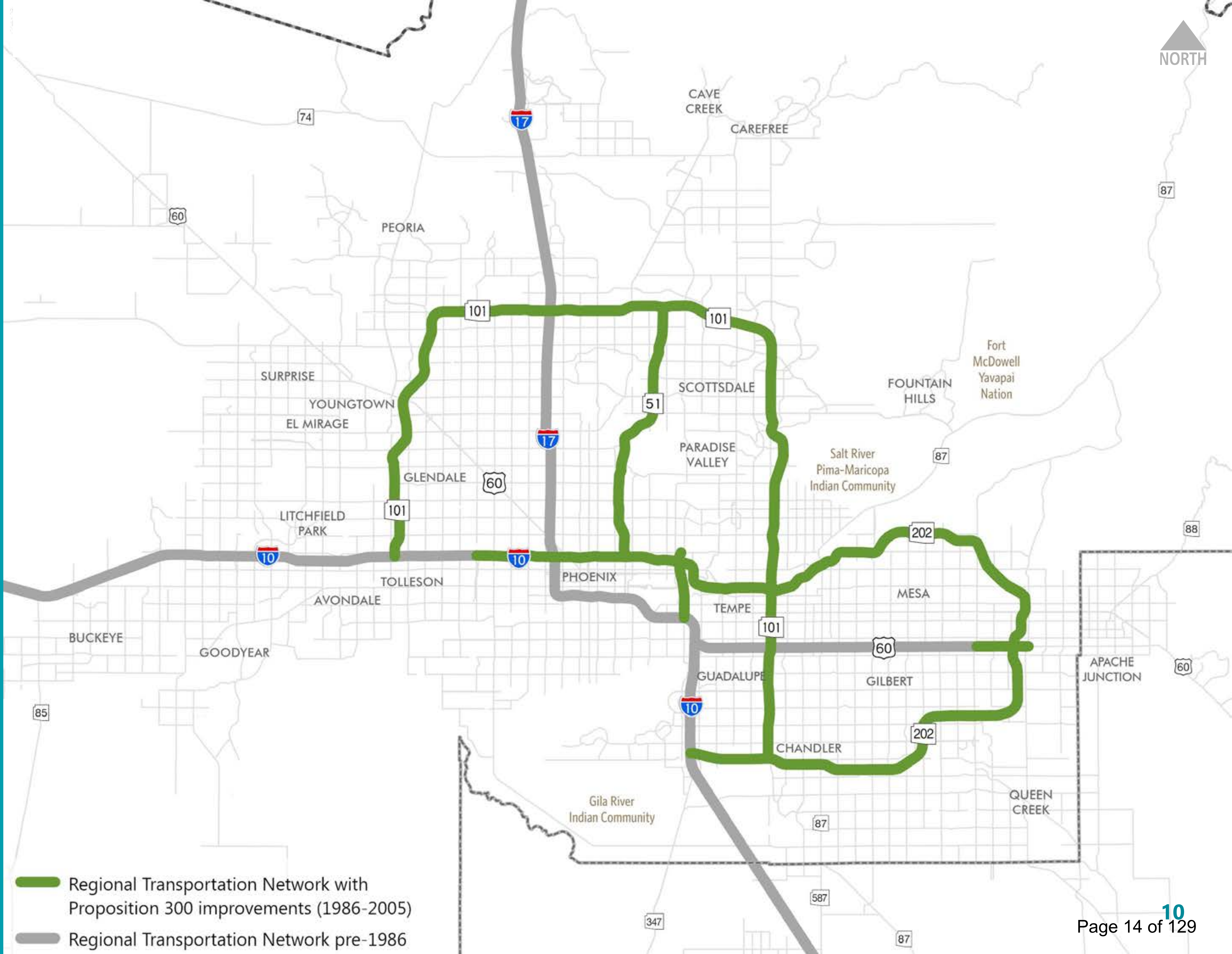




REGIONAL TRANSPORTATION NETWORK:
PRE-1986



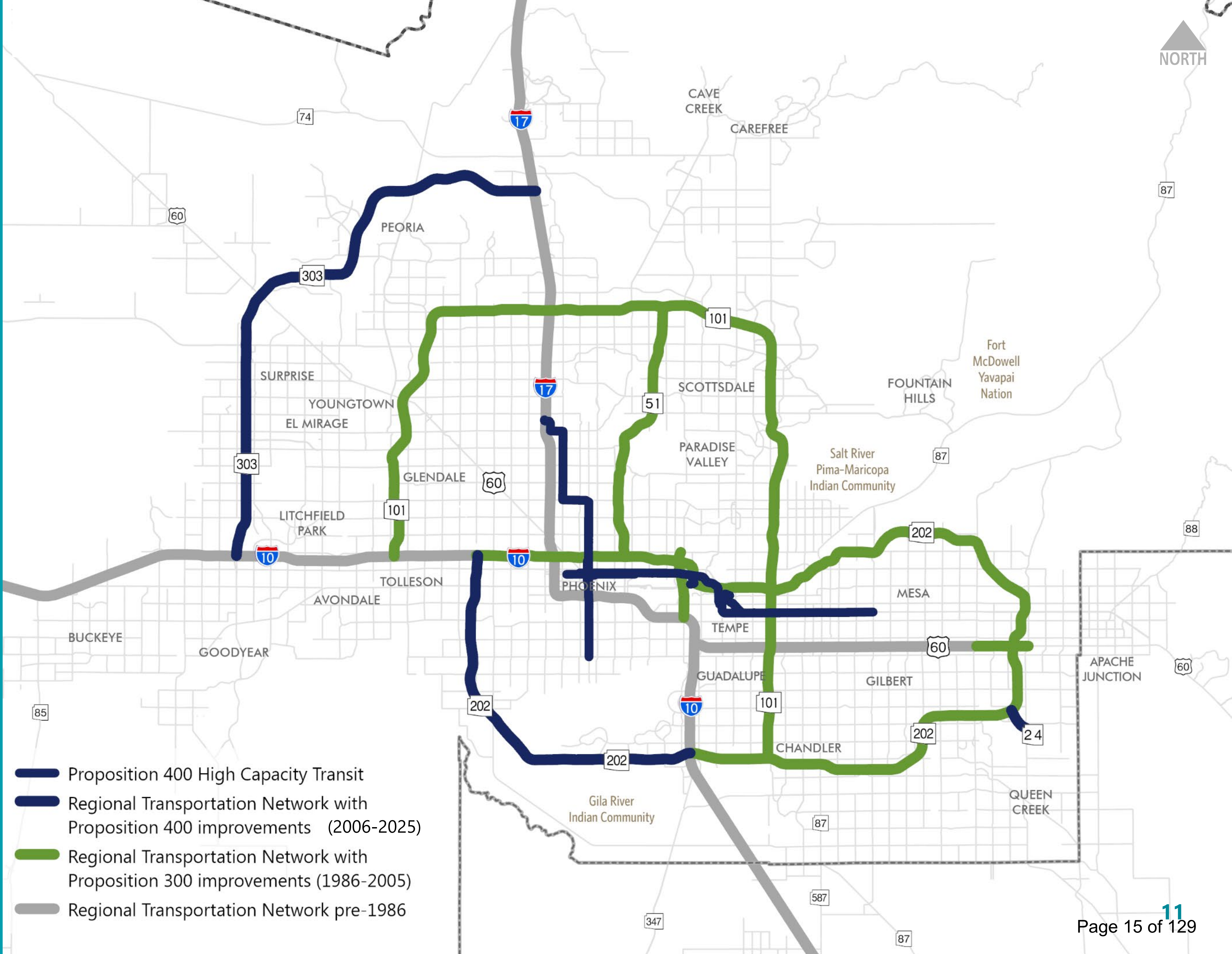
REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 300 (1986 – 2005)*



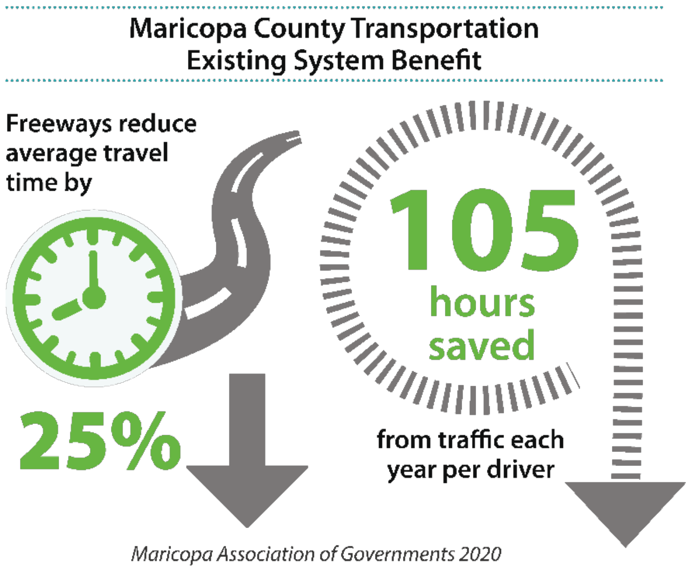
REGIONAL TRANSPORTATION NETWORK:
PROPOSITION 400 (2006 – 2025)

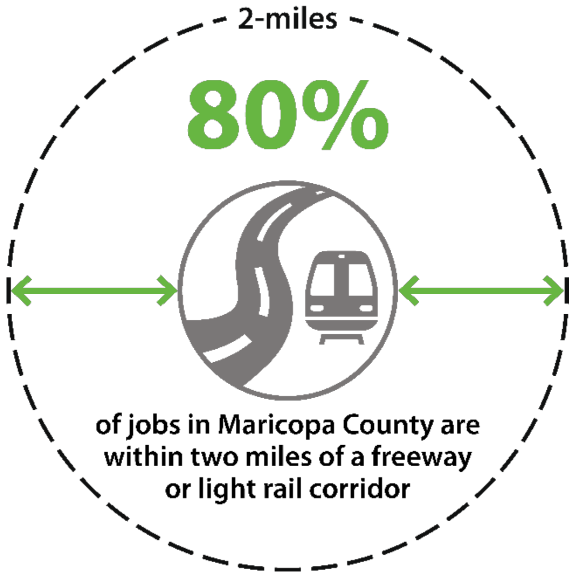
ADDITIONAL INVESTMENTS:

- 252 miles of new/improved roads
- 7.6 million bus transit revenue miles in FY 2022
- Funding for ADA Paratransit
- Widened/improved freeways
- Improvements in active transportation (bicycle/pedestrian), signal technology, and air quality improvements

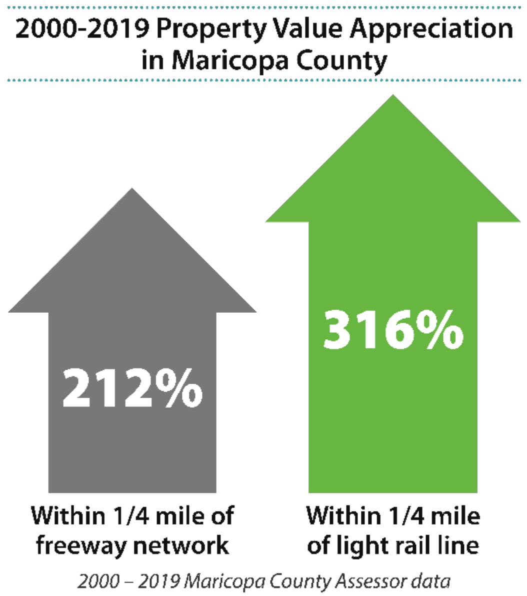


WHY DOES IT MATTER: ECONOMIC IMPACTS

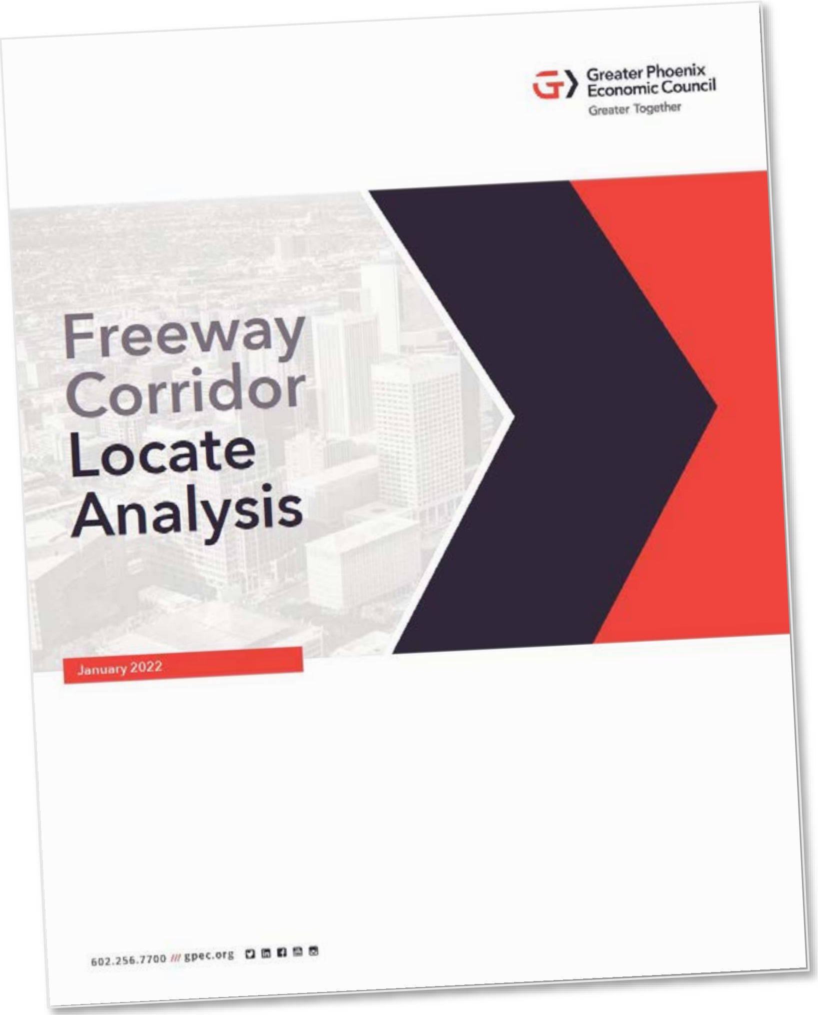




2019 MAG Socioeconomic Projections



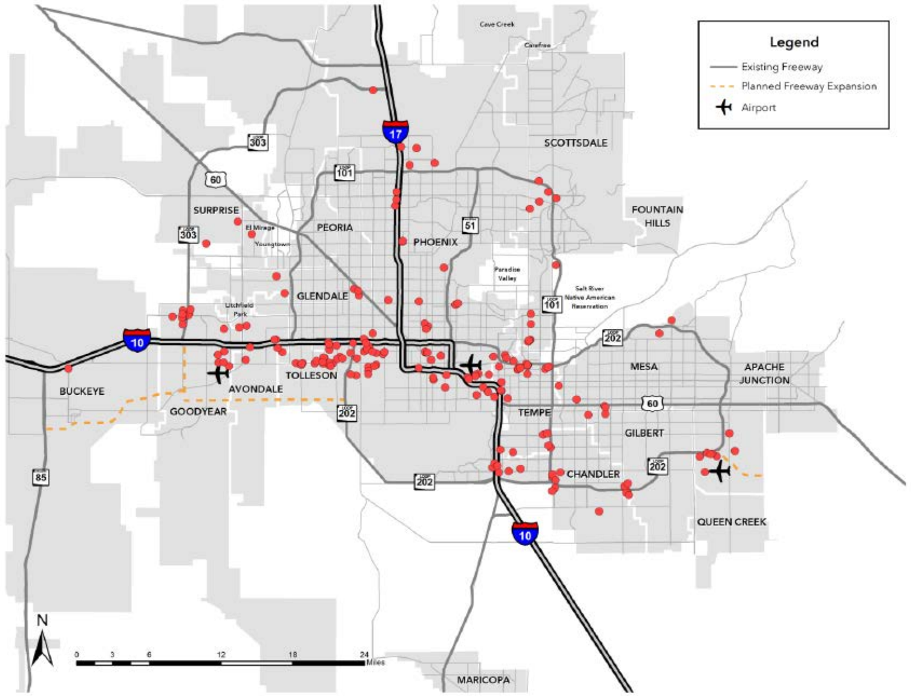
WHY DOES IT MATTER: ECONOMIC OPPORTUNITY



Locate Analysis

GPEC Locates Near Freeway Corridors – FY17-FY21

The map below shows the freeway systems in Greater Phoenix and companies that located within 2-miles of them from FY17-FY21.



WHY DOES IT MATTER: COMMUNITY FEEDBACK

"**I agree that investing in regional transportation is a very important priority for the region**. Especially in a large city, transportation affects daily life of everyone. Not only is it important for safety while traveling, but also to limit frustration by maintaining the flow of traffic."

-Jayme S.

"I've been to and lived in places that have a poor regional transportation system. It ends up costing more in the long run because of accidents, the need for greater safety patrol, more freeway closures to fix roads, insurance rate increases etc. **I'll put my tax dollars in regional transportation to make our roads more desirable and safer.**"

-Chris G.

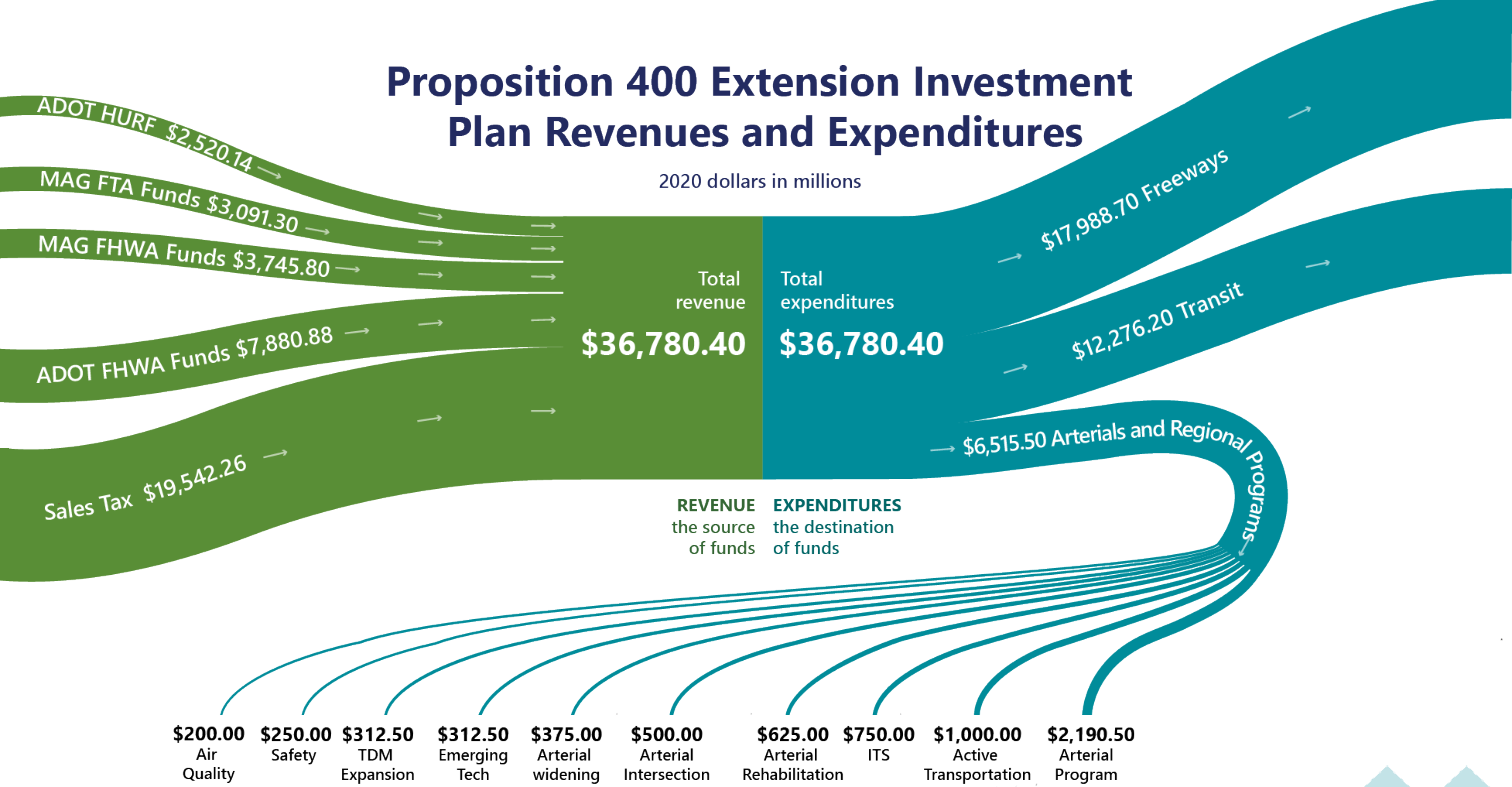
"Consistency is key because it **gives me confidence to not drive to work some days and take alternate means of transportation**. If transportation was not consistent I wouldn't even consider any other options except driving my car in each day. I have a 9-5 so being on time is very important and consistency in the schedules gives me comfort that I can use it and I will get where I need to be when I need to be there."

-Denzel B.

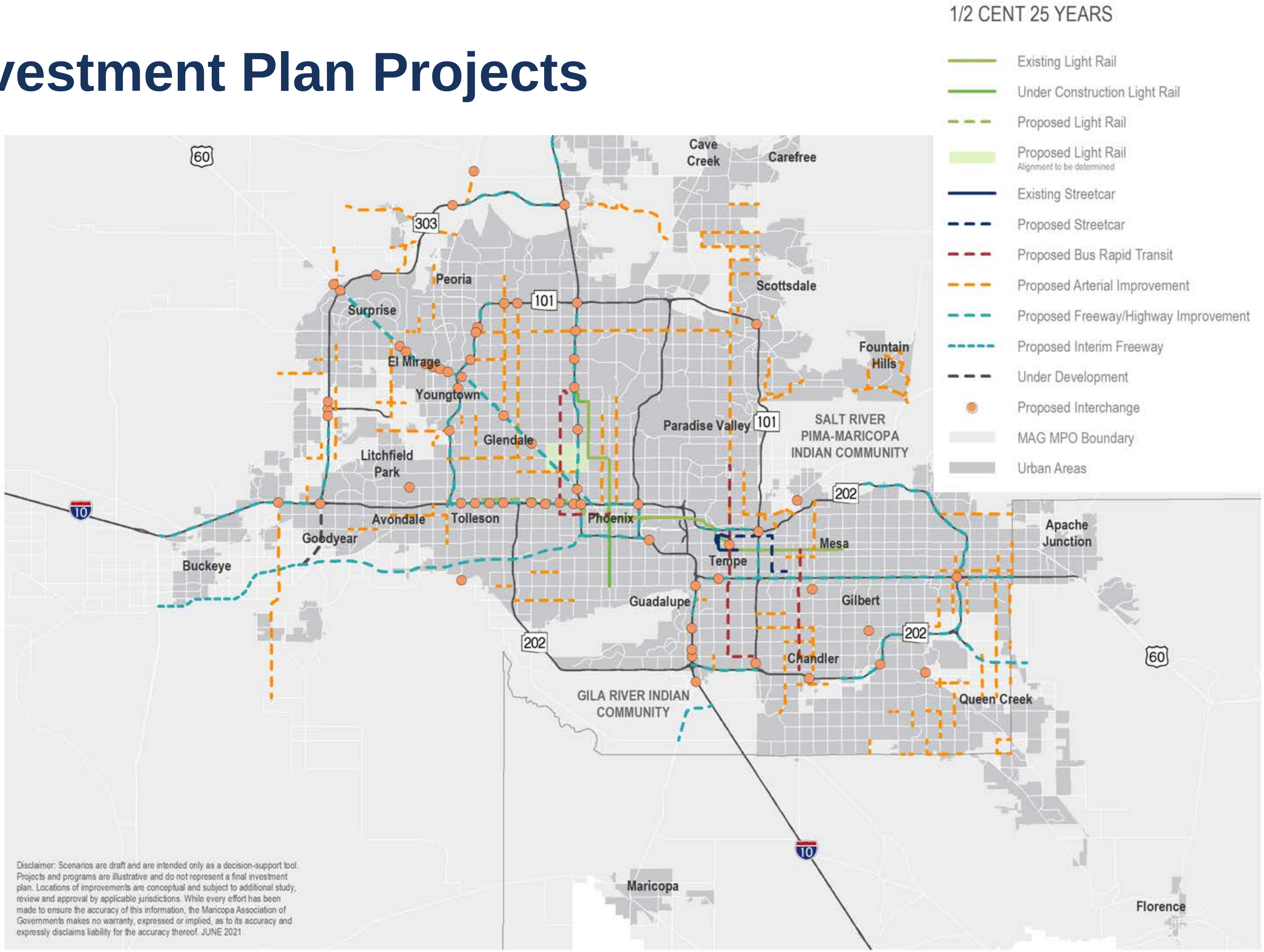
WHERE DO WE GO FROM HERE: INVESTMENT PLAN OVERVIEW

Proposition 400 Extension Investment Plan Revenues and Expenditures

2020 dollars in millions



Investment Plan Projects



Proposed Investment Plan: By the Numbers

367 new freeway/ highway lane miles

186 new HOV lane miles

1,300 new or improved arterial lane miles

45 new or improved traffic interchanges

12 new DHOV or system interchange DHOV ramps

4 new or improved system interchanges

11.9 miles of new light rail

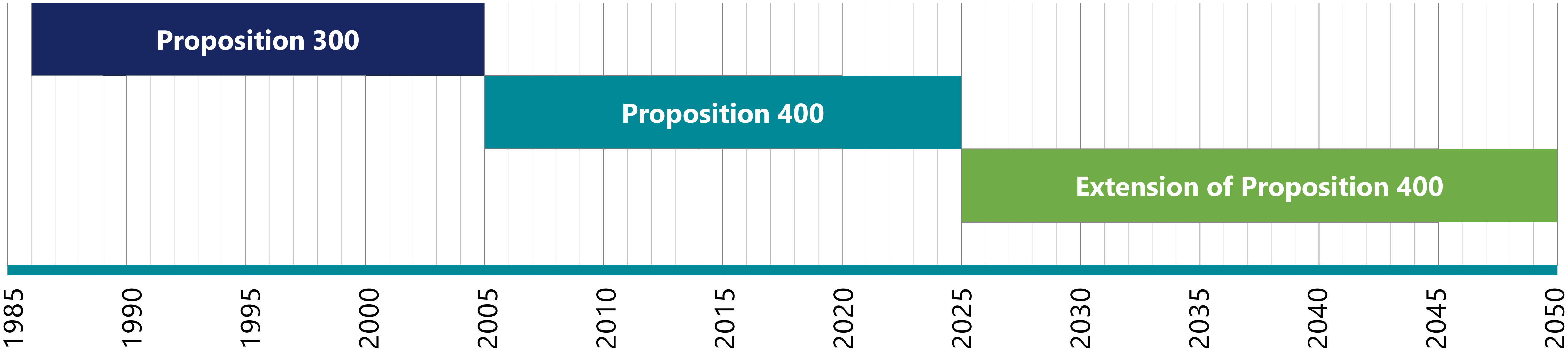
36.8 miles of BRT (bus rapid transit)

6.9 miles of new streetcar

Program Investments	
Active Transportation	$1,000,000,000
Air Quality	$200,000,000
Arterial Intersection	$500,000,000
Arterial Rehabilitation	$625,000,000
Arterial Widening	$375,000,000
Emerging Tech	$312,500,000
ITS	$750,000,000
Safety	$250,000,000
TDM Expansion	$312,500,000

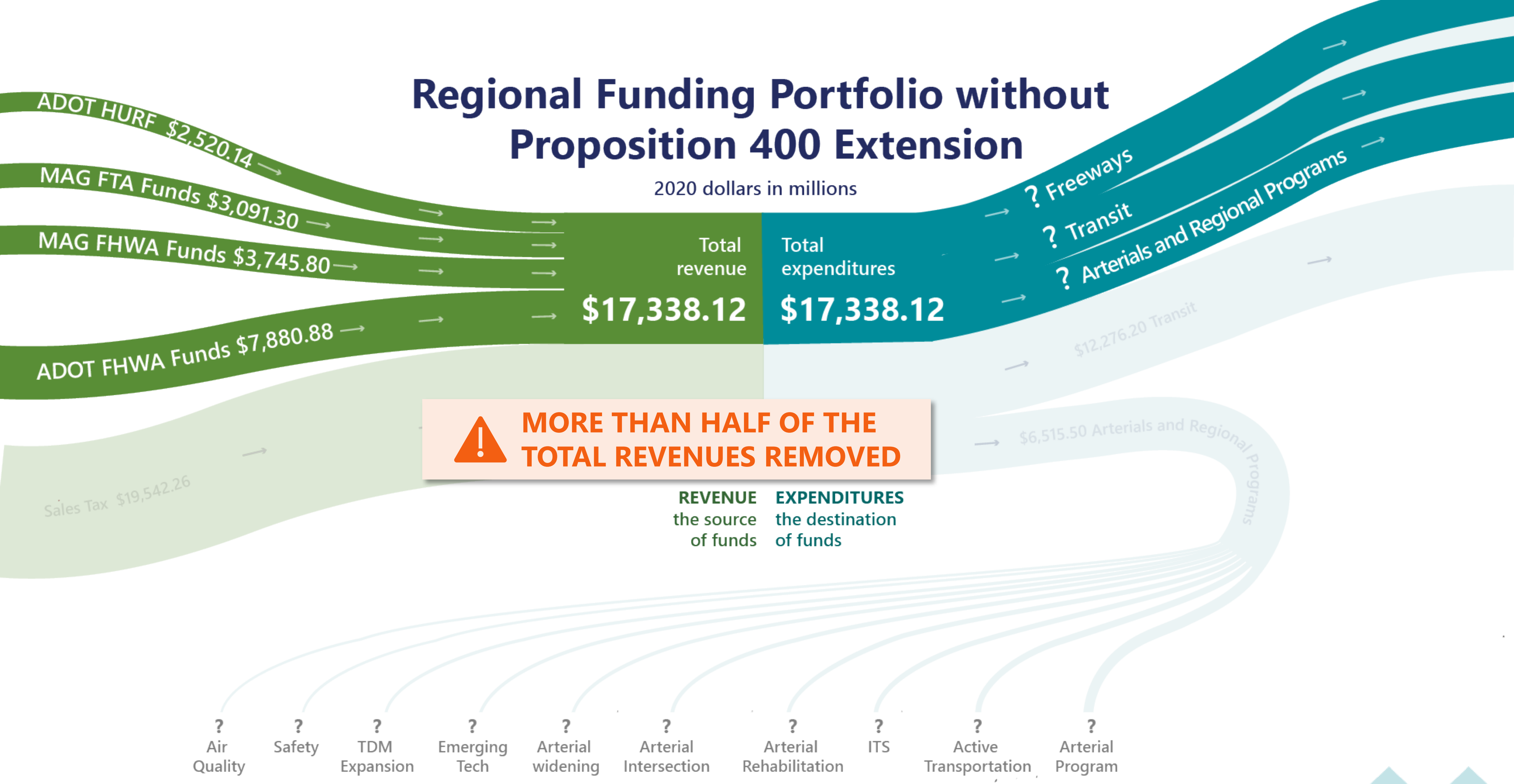
Funding Source	25 years
Sales Tax (1/2 Cent)	**$19.5 b**
ADOT HURF	$2.5 b
MAG FHWA Formula Funds	$3.7 b
MAG FTA Formula Funds	$3.1 b
ADOT FHWA Formula Funds	$7.9 b
Total	**$36.7 b**

REGIONAL INVESTMENT PROGRAM HISTORY



Regional Funding Portfolio without Proposition 400 Extension

2020 dollars in millions



PLANNING AND PROGRAM MANAGEMENT

MORE DESIRABLE

Assumed Extension

- Assumed continuation of the sales tax
- Priorities identified and ready
- Projects identified and ready

Uncertainty

- Sales tax funding only through the end of 2025
- Priorities need to be reassessed
- Projects need to be reassessed

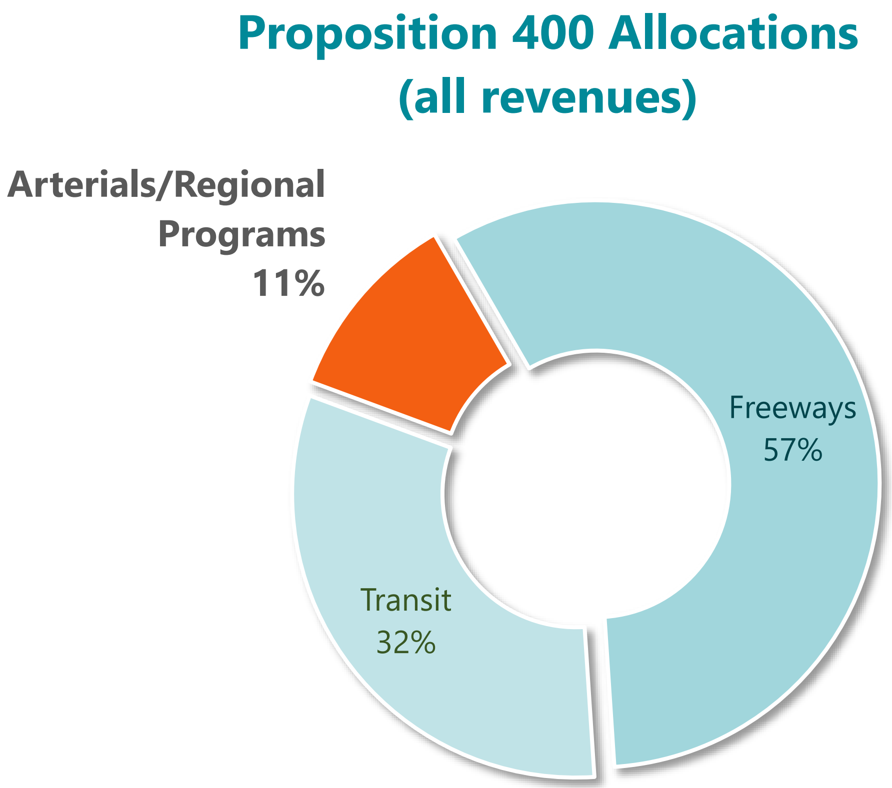
No Extension

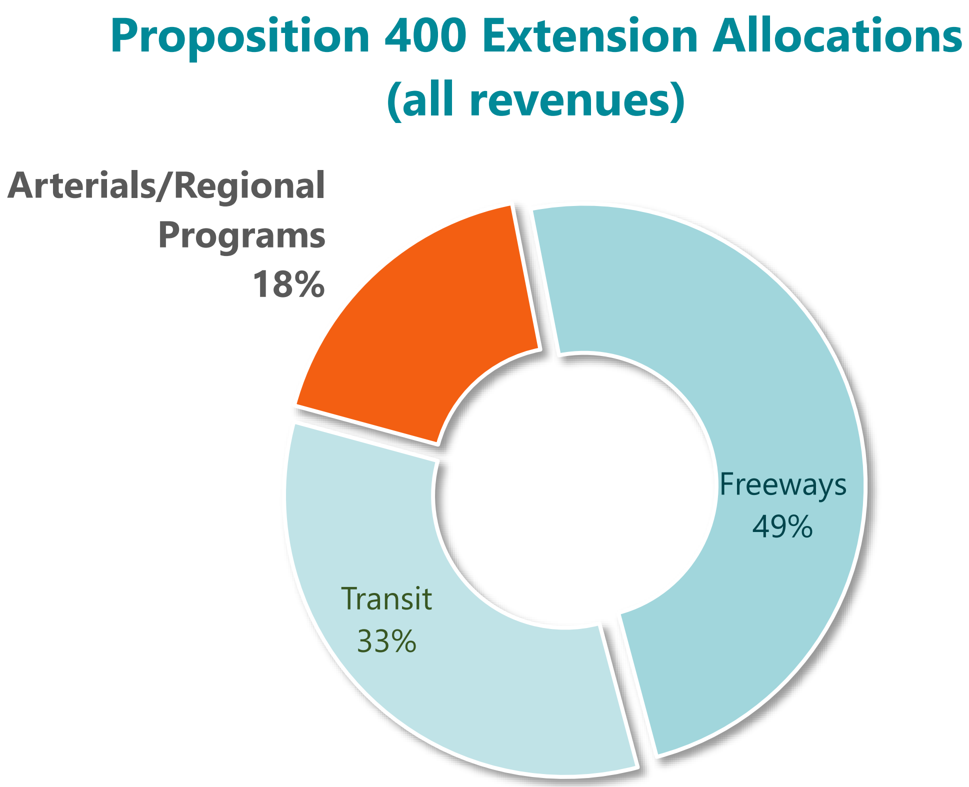
- No sales tax funding, revenue insufficient to keep up with growth and maintain after 2025
- Priorities focused on maintenance and meeting federal performance targets
- Projects need to be reassessed

LESS DESIRABLE

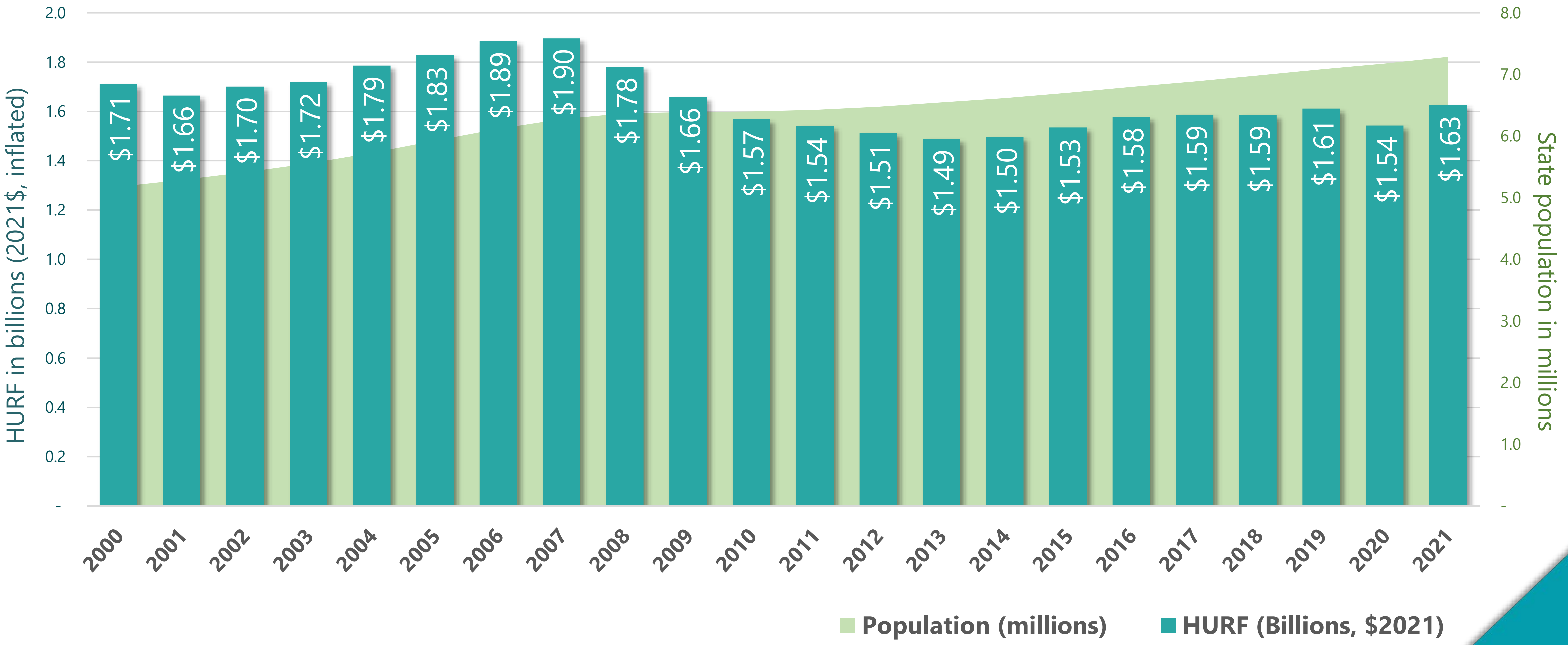
POTENTIAL IMPACTS: ARTERIAL PROGRAM

ARTERIAL INVESTMENTS





POPULATION GROWTH OUTPACES HIGHWAY USER REVENUE FUND (HURF)



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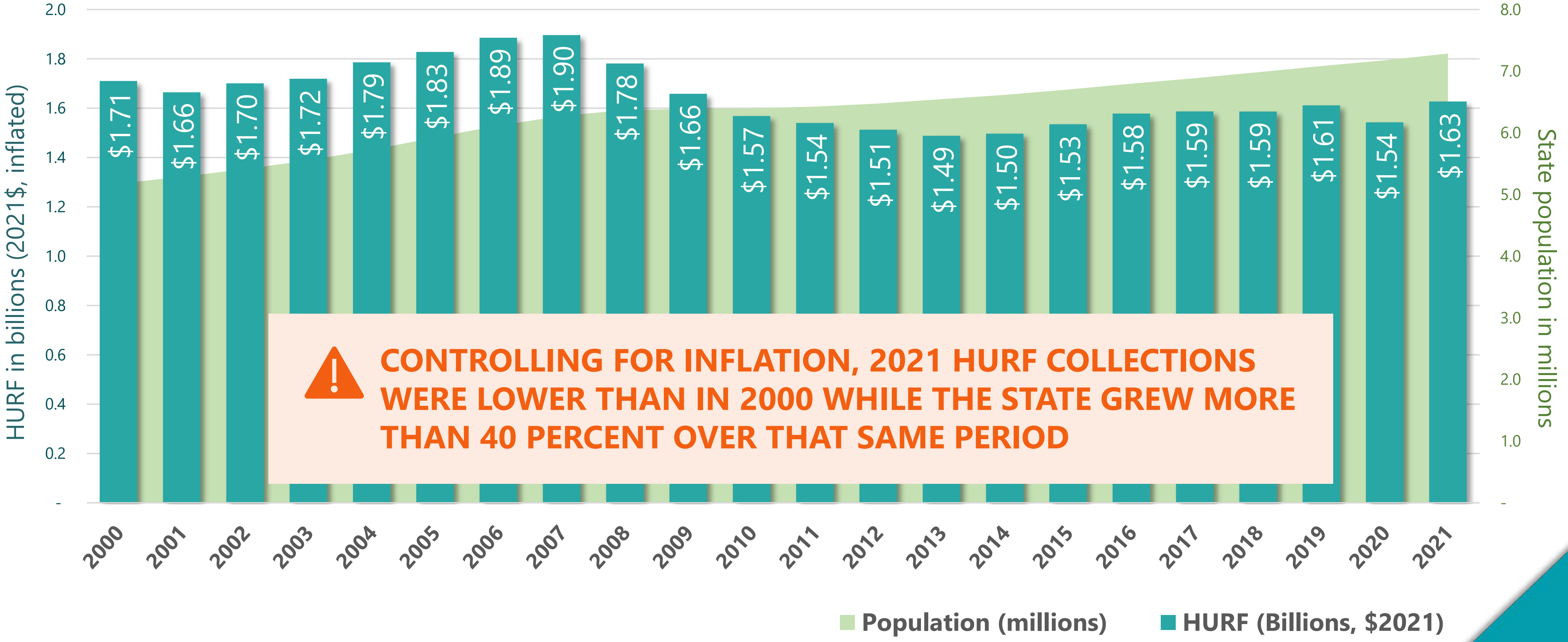


MARICOPA ASSOCIATION of GOVERNMENTS

ARTERIAL IMPACTS

- **The Proposition 400 extension investment plan increases the total allocation to arterials/regional programs,** reflective of:
  - Diminishing HURF revenues
  - Changes in regional transportation priorities
  - Importance of these projects to the quality of life for residents.

- A failure to extend Proposition 400 will **result in regionwide impacts to arterial roadways**, including:
  - Fewer new and improved roadways.
  - Limitations in agency’s ability to respond to economic development opportunities.
  - Decaying condition and operational effectiveness of the region’s roadways.

ARTERIAL PROGRAM: OPEN QUESTIONS

How should the region position the Proposition 400 arterial program for the end of the current sales tax and uncertainty of the future?

How do we program FY 2026 federal highway administration formula funding allocated directly to the MAG region?

Despite our uncertain future, should we initiate planned future investment programs that were slated to be funded through federal revenue streams?

POTENTIAL IMPACTS: TRANSIT PROGRAM

TRANSIT FUNDING OVERVIEW

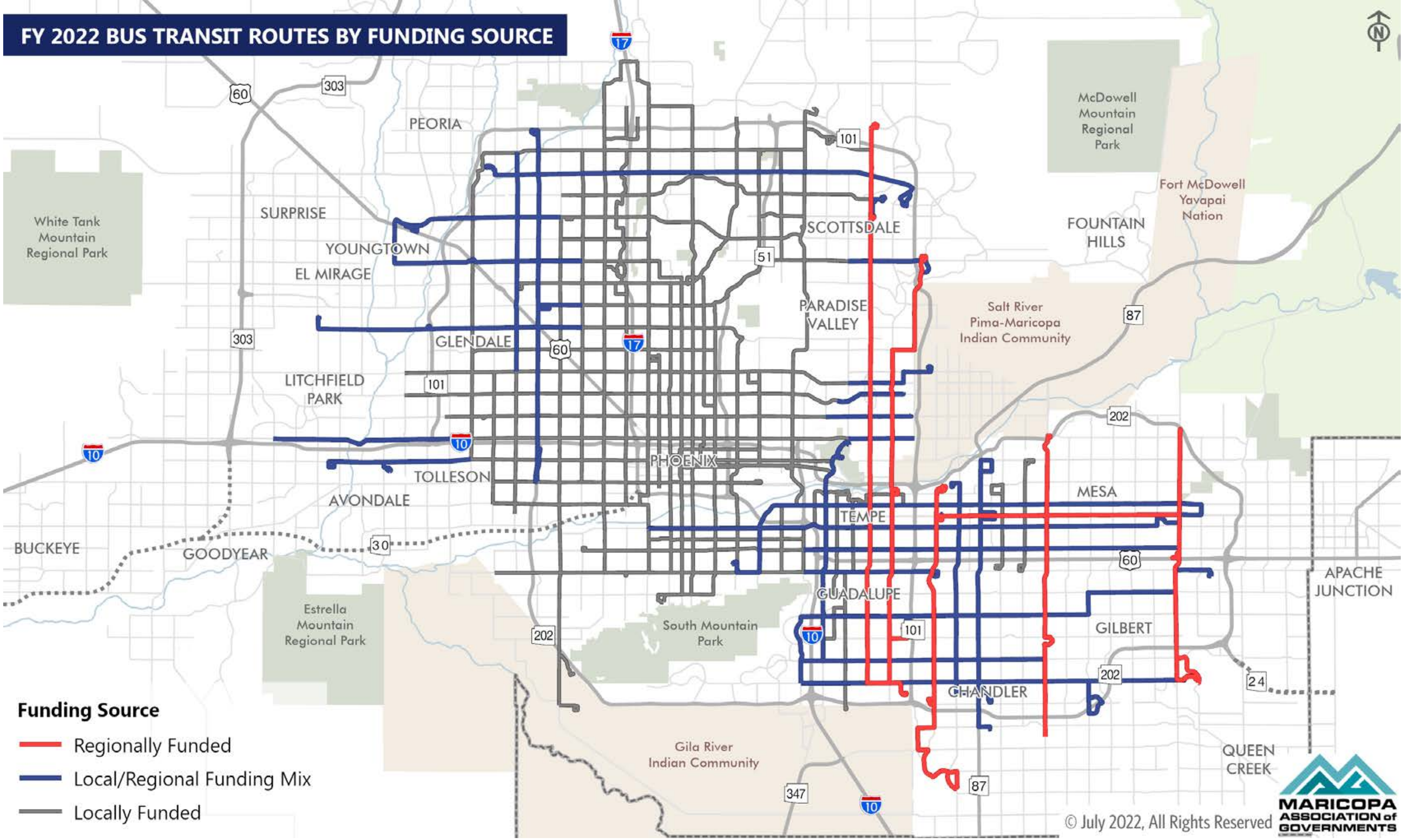
- Transit in the region is funded through a combination of local, regional, and federal resources.

- Significant demand was expressed for improved and expanded bus transit as part of the plan development process.

- Total planned allocation for bus transit operations in the Proposition 400 extension investment plan was increased to reflect this demand.

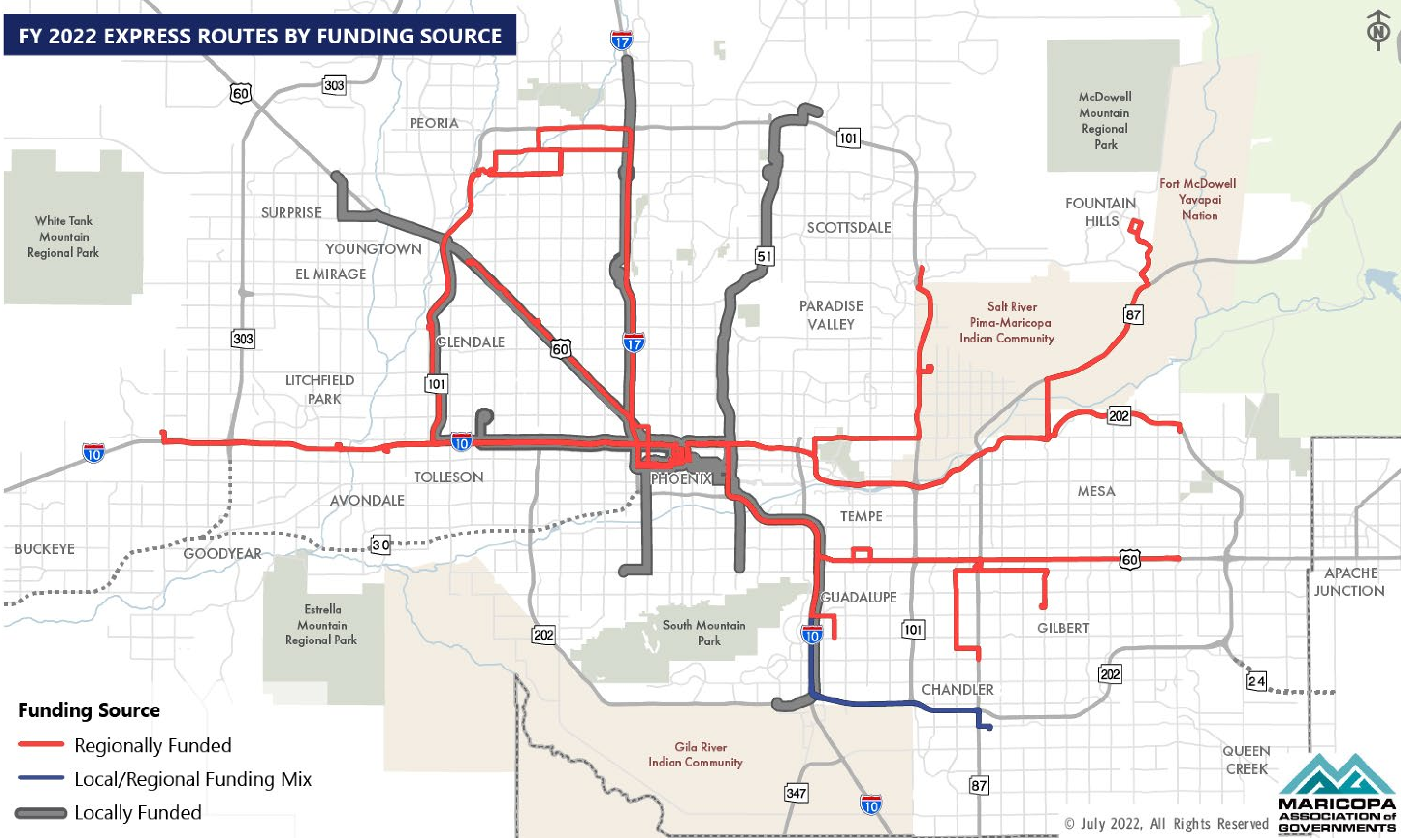
- The veto puts at risk transit service that is currently operating today.

FY 2022 BUS TRANSIT ROUTES BY FUNDING SOURCE



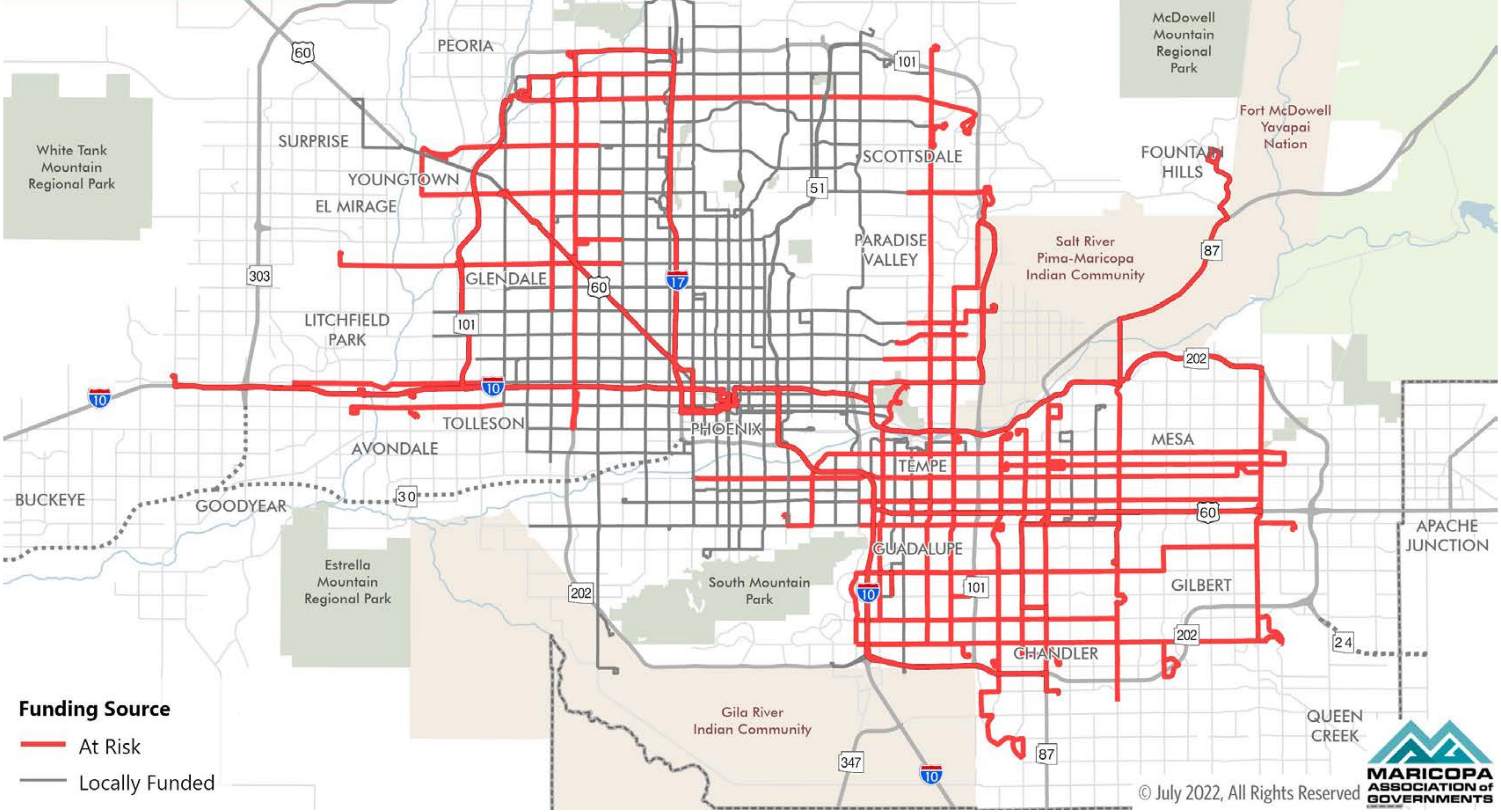
MARICOPA ASSOCIATION of GOVERNMENTS

FY 2022 EXPRESS ROUTES BY FUNDING SOURCE

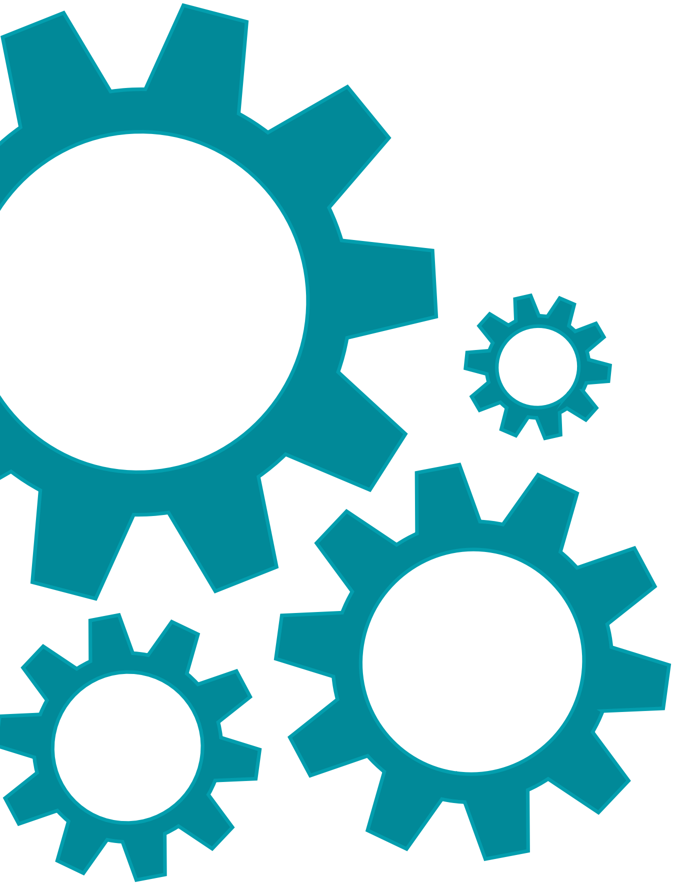


TRANSIT ROUTES AT RISK

Routes that are Currently Operating

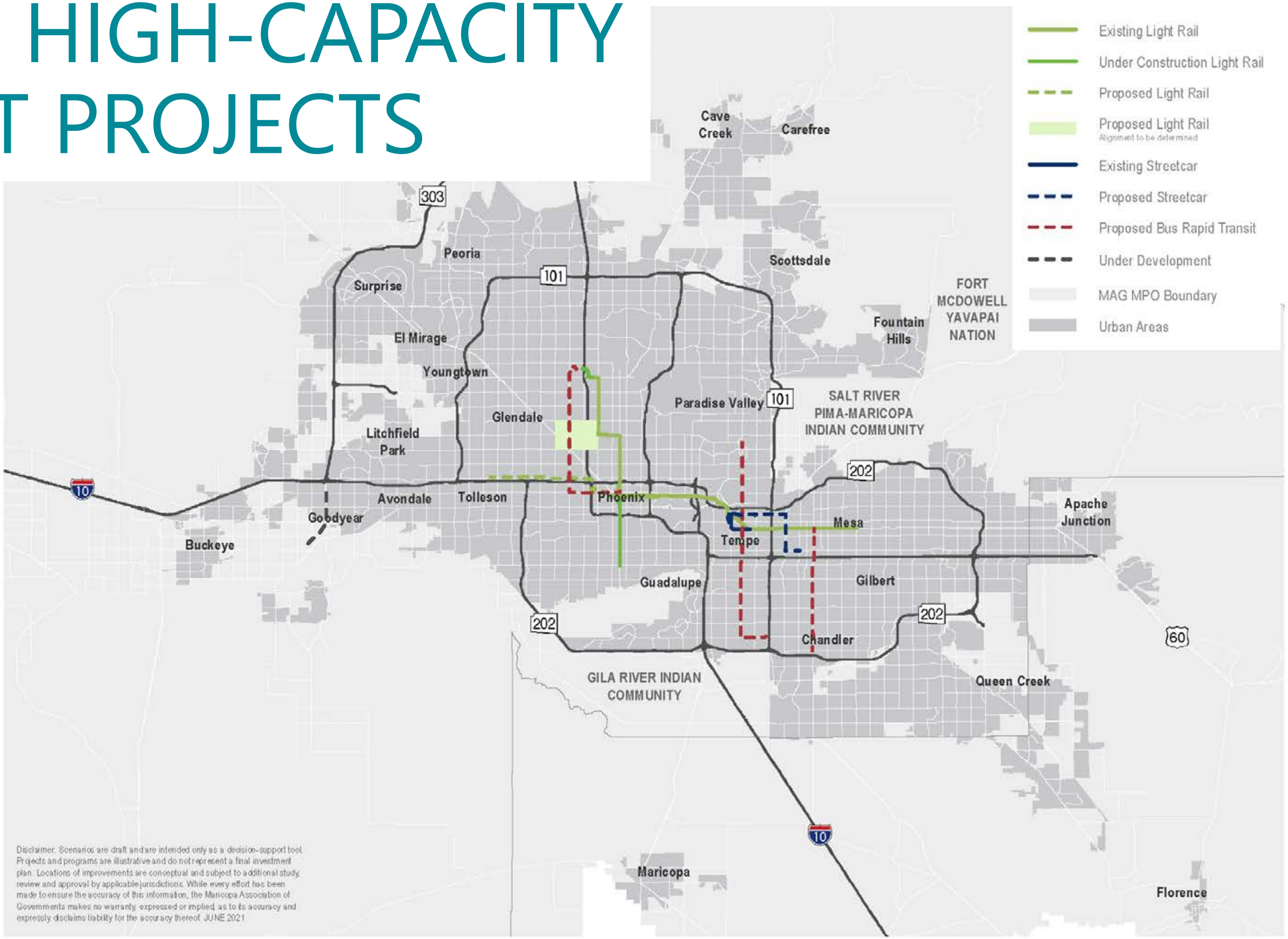


ADDITIONAL IMPACTS



- Reductions to transit service quality and coverage, *not* expansion.
- Discontinuation of funding for federally required ADA Paratransit Service.
- Limited opportunity for transit service expansions in the future unless funded wholly locally.

FUTURE HIGH-CAPACITY TRANSIT PROJECTS



MARICOPA ASSOCIATION of GOVERNMENTS

TRANSIT PROGRAM: OPEN QUESTIONS

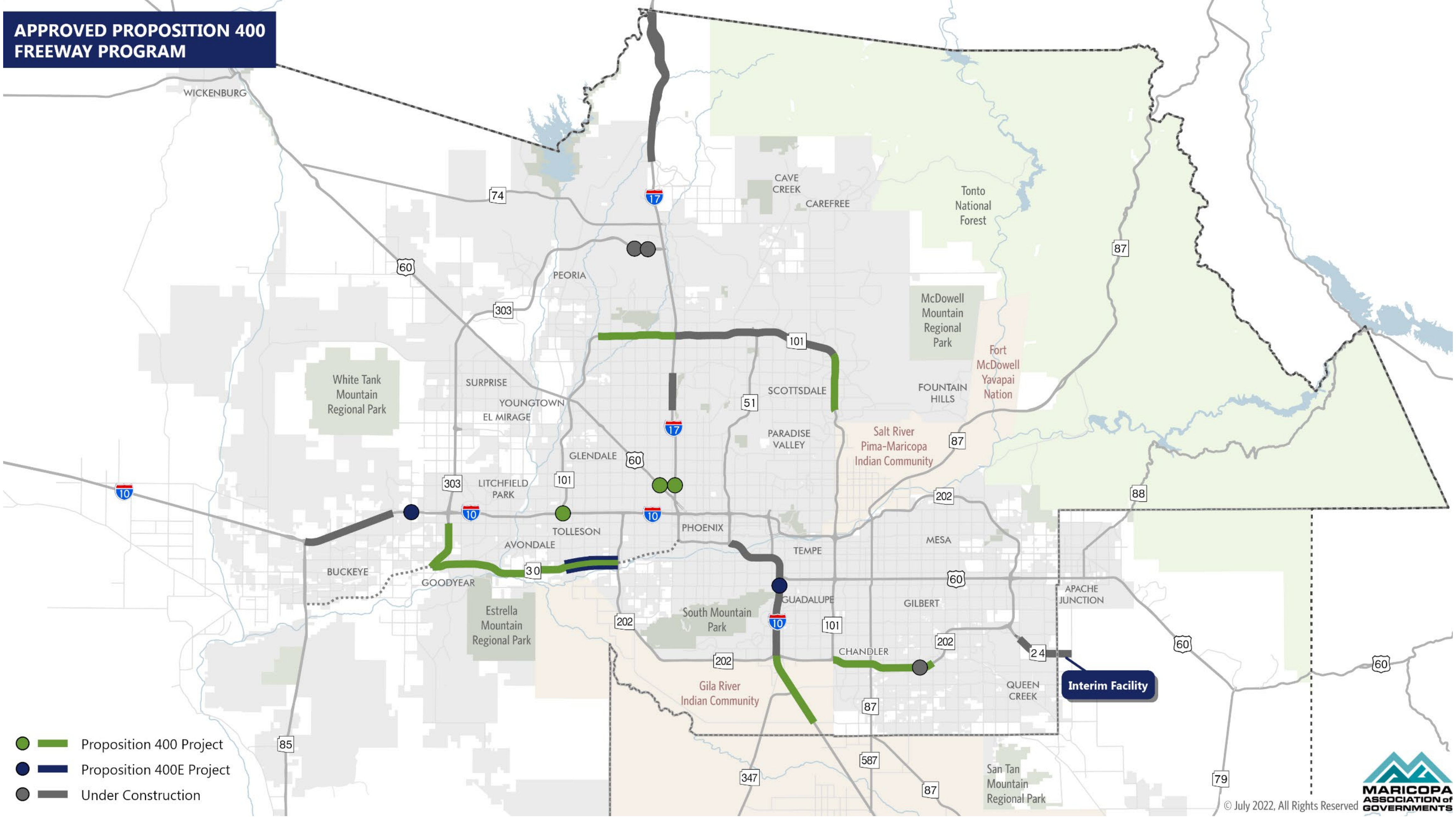
How should the region approach fixed-route bus service moving forward?

Should the region continue with near-term planned route expansions?

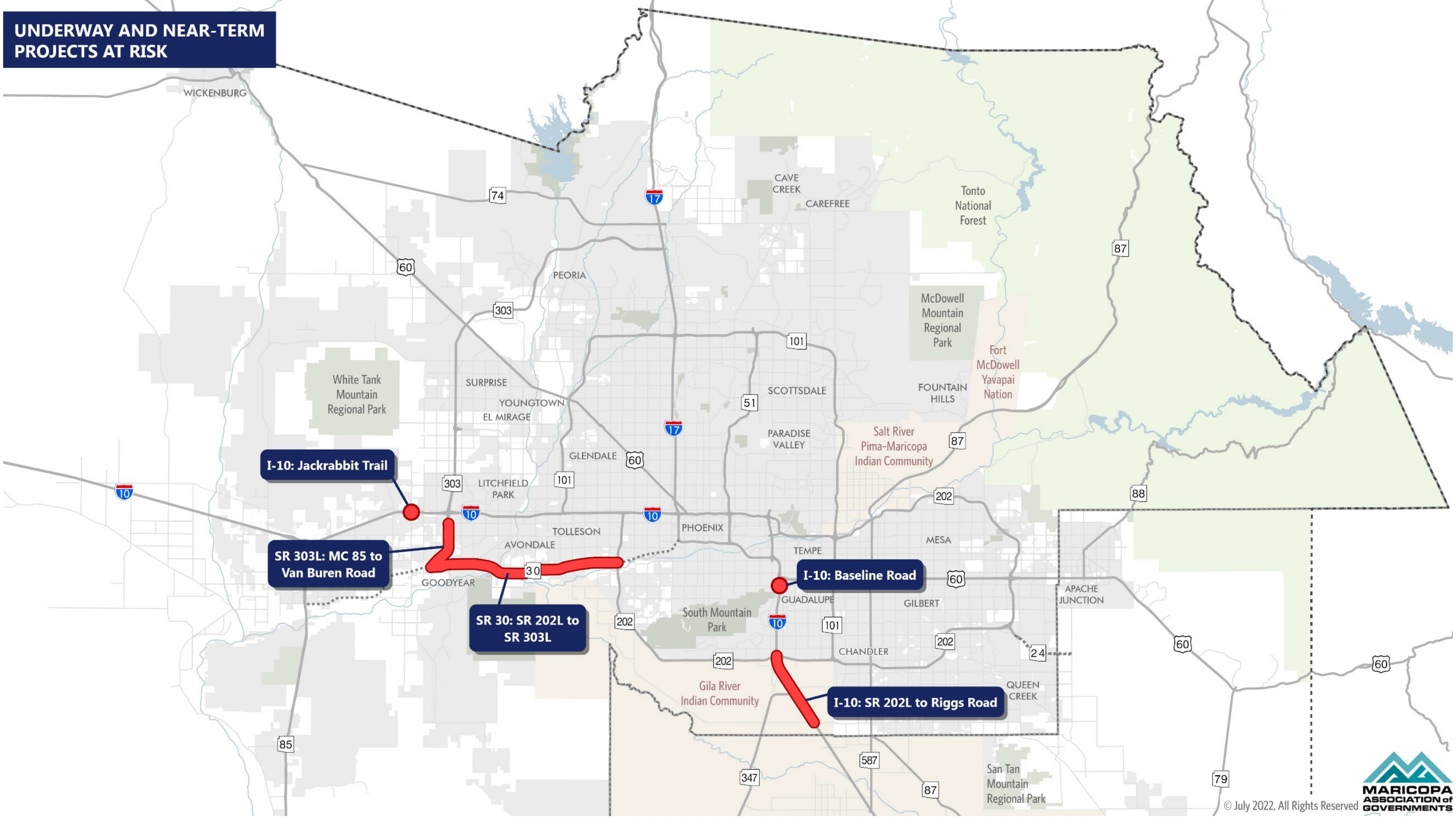
How does the region plan for development activities associated with future high-capacity transit corridors?

POTENTIAL IMPACTS: FREEWAY PROGRAM

APPROVED PROPOSITION 400 FREEWAY PROGRAM

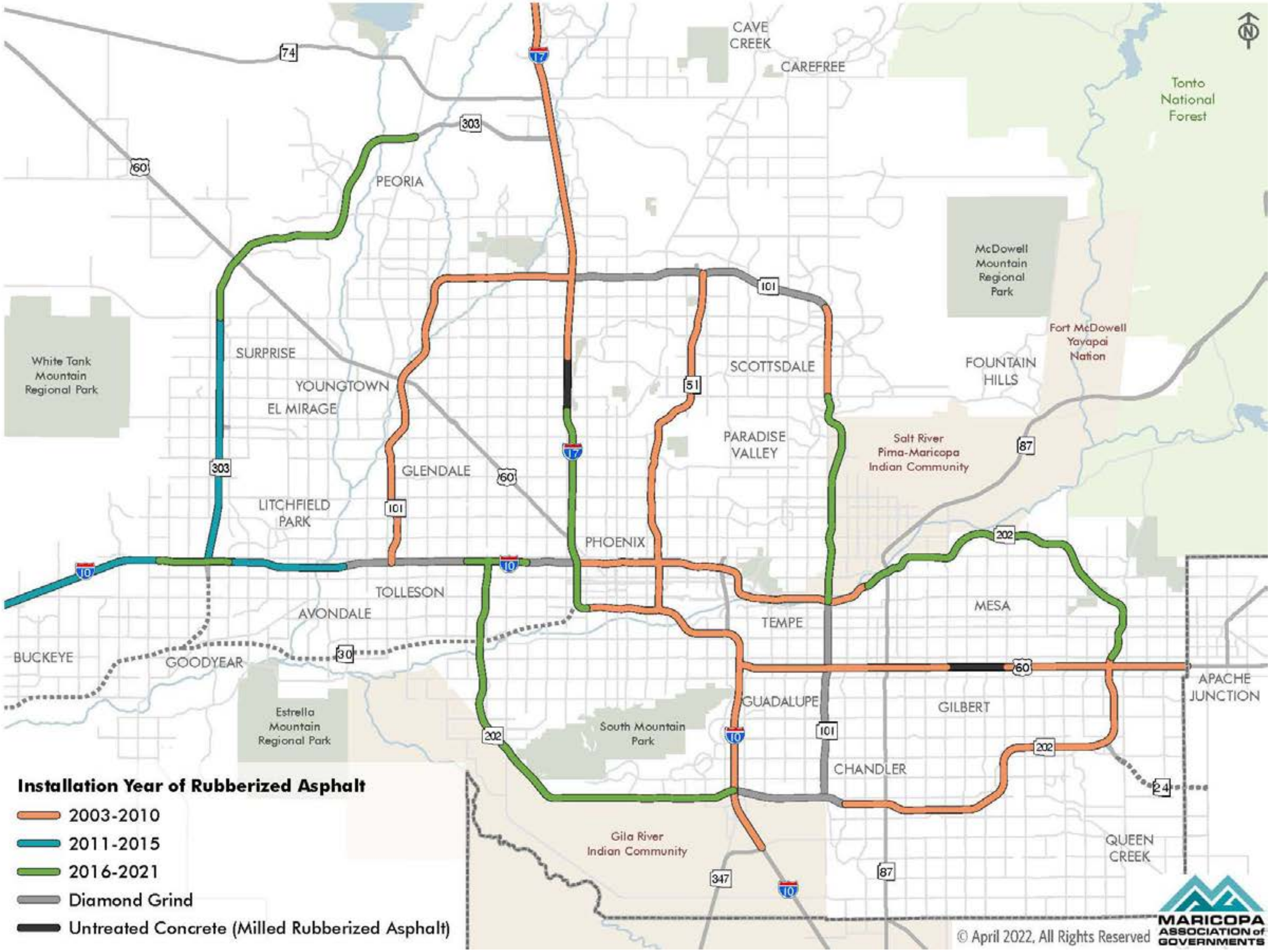


UNDERWAY AND NEAR-TERM PROJECTS AT RISK



PROP 400E SELECT FREEWAY PROJECTS AT RISK

OTHER IMPACTS: FREEWAY PAVEMENT CONDITION



NO SALES TAX: THE FUTURE OF FREEWAY EXPANSION

- The future of freeways in Maricopa County without an extension of the dedicated half-cent sales tax is bleak.
- Funding would be focused on existing infrastructure to meet federal performance targets.
- The region will be unable to build new freeways.
- There will be limited or no expansion on existing facilities.
- State and federal resources by themselves are insufficient relative to need.

NEW FREEWAYS WITHOUT THE DEDICATED HALF-CENT SALES TAX: AN EXAMPLE

NEW FREEWAYS WITHOUT THE DEDICATED HALF-CENT SALES TAX: AN EXAMPLE

- SR 30 center section and Loop 303 (Estrella Freeway) southern extension construction costs: $2.5 billion.

- Contrast that cost to:
  - 25-year projection of HURF allocated to the regional freeway program: $2.52 billion.
  - MEGA grant funding: $1 billion *nationally*
    - Local funding a consideration in grant viability; federal discretionary requests under 40 percent are reasonably competitive.
    - Funding unlikely to be allocated to the same state for the same project in sequential years.
    - Project compete not just nationally, but against other regional and statewide priorities.
  - Long-awaited I-10 widening state appropriation: $400 million.

MARICOPA ASSOCIATION of GOVERNMENTS

FREEWAY PROGRAM: OPEN QUESTIONS

How should we reposition the current program now that the future is much less certain?

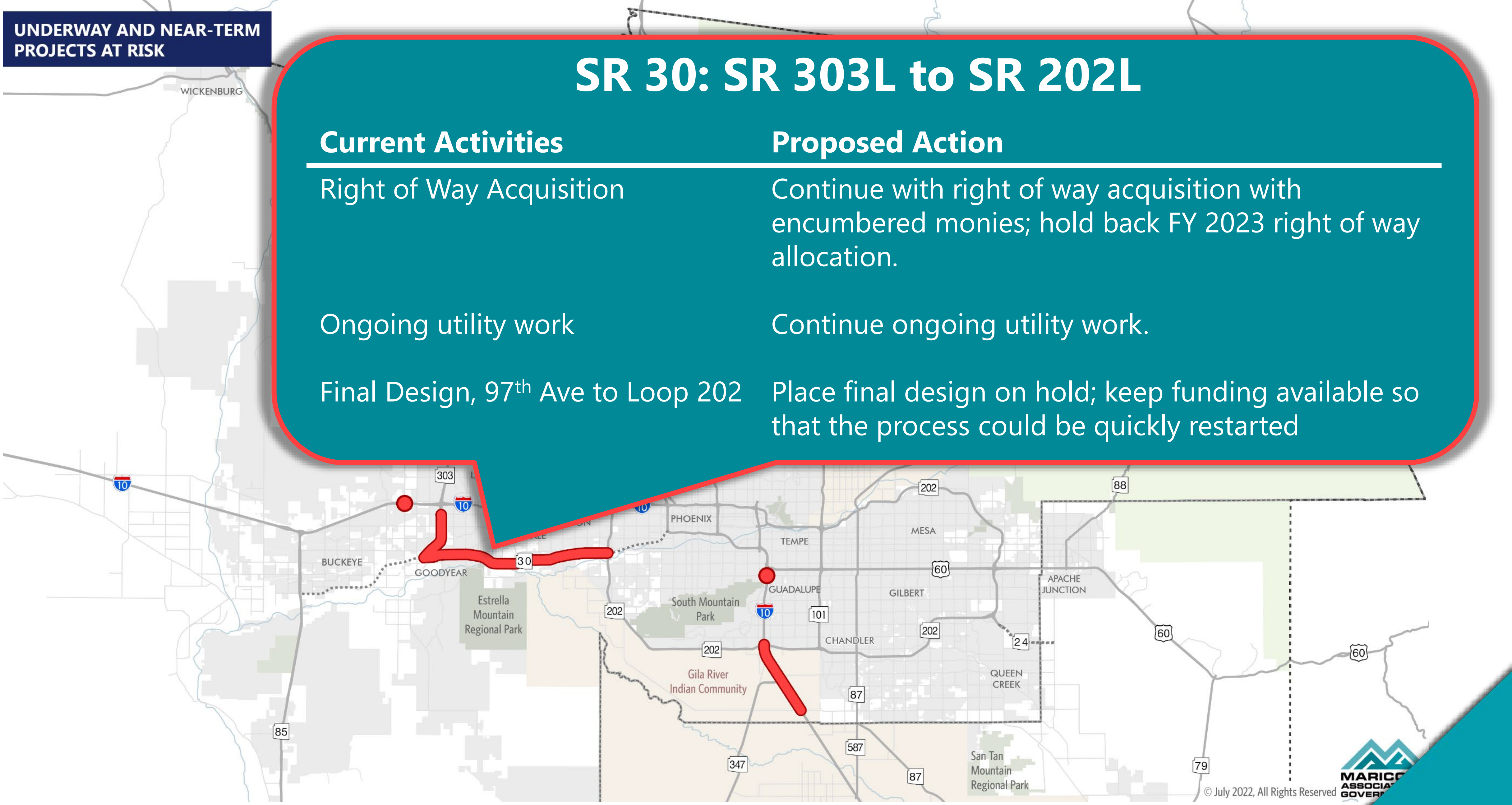
Should we reprioritize and rescope projects?

Should we slow project development activities?

Should we proceed with preliminary design activities currently underway for future funded projects?

SR 30: SR 303L to SR 202L

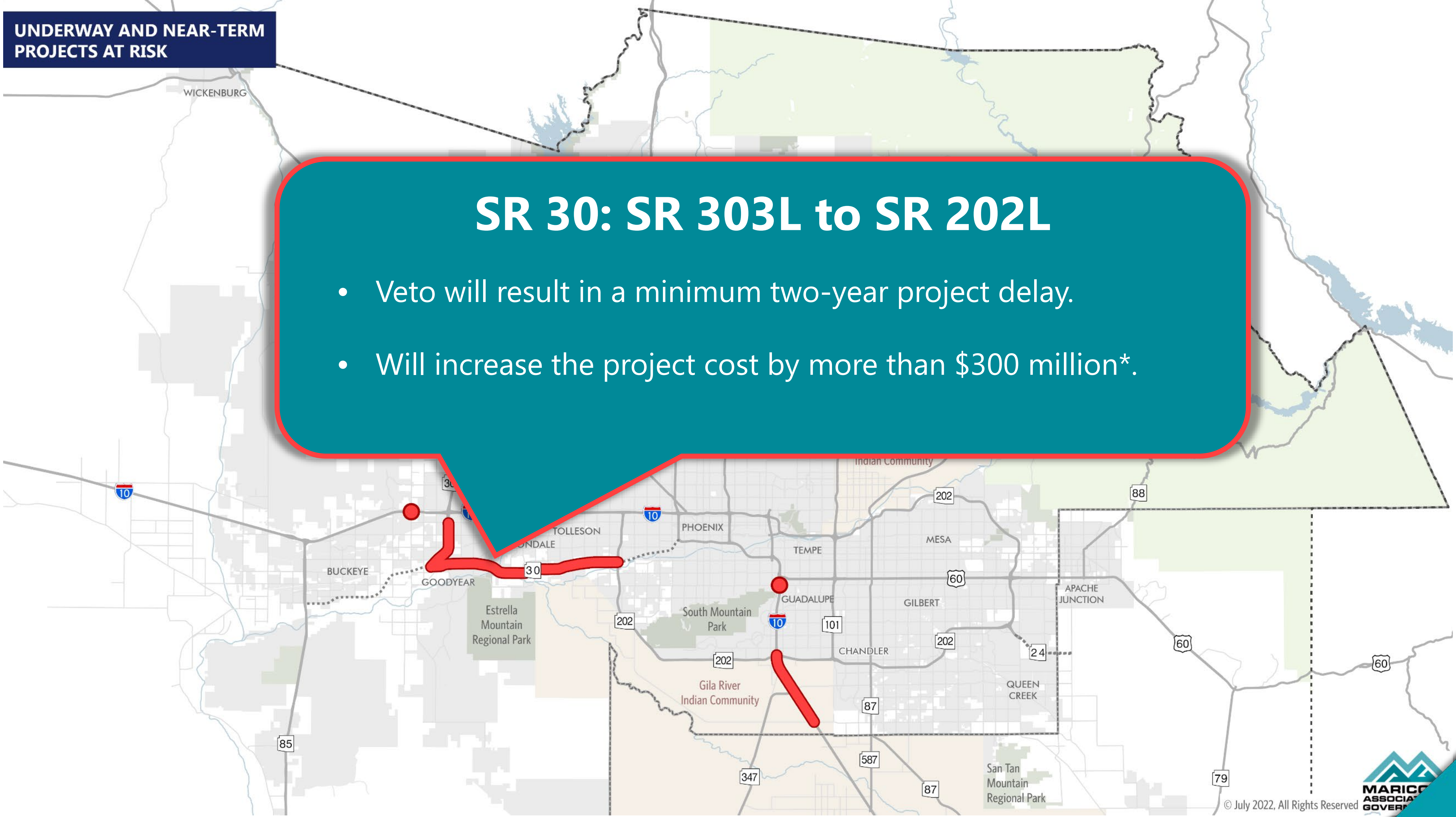
Current Activities	Proposed Action
Right of Way Acquisition	Continue with right of way acquisition with encumbered monies; hold back FY 2023 right of way allocation.
Ongoing utility work	Continue ongoing utility work.
Final Design, 97th Ave to Loop 202	Place final design on hold; keep funding available so that the process could be quickly restarted



UNDERWAY AND NEAR-TERM PROJECTS AT RISK

SR 30: SR 303L to SR 202L

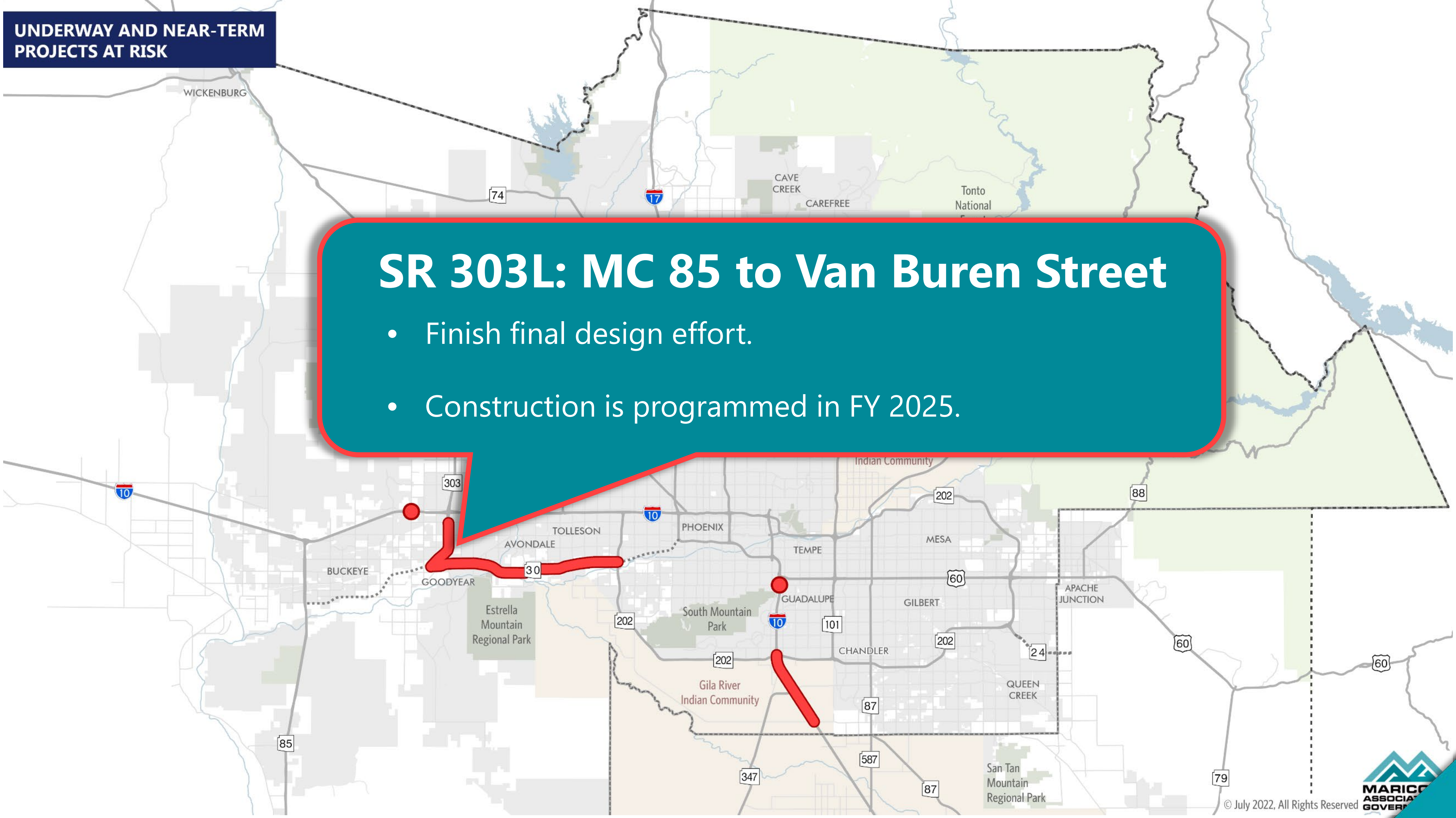
- Veto will result in a minimum two-year project delay.
- Will increase the project cost by more than $300 million*.



*based on a 7 percent annual inflation rate

SR 303L: MC 85 to Van Buren Street

- Finish final design effort.
- Construction is programmed in FY 2025.



*based on a 7 percent annual inflation rate

UNDERWAY AND NEAR-TERM PROJECTS AT RISK

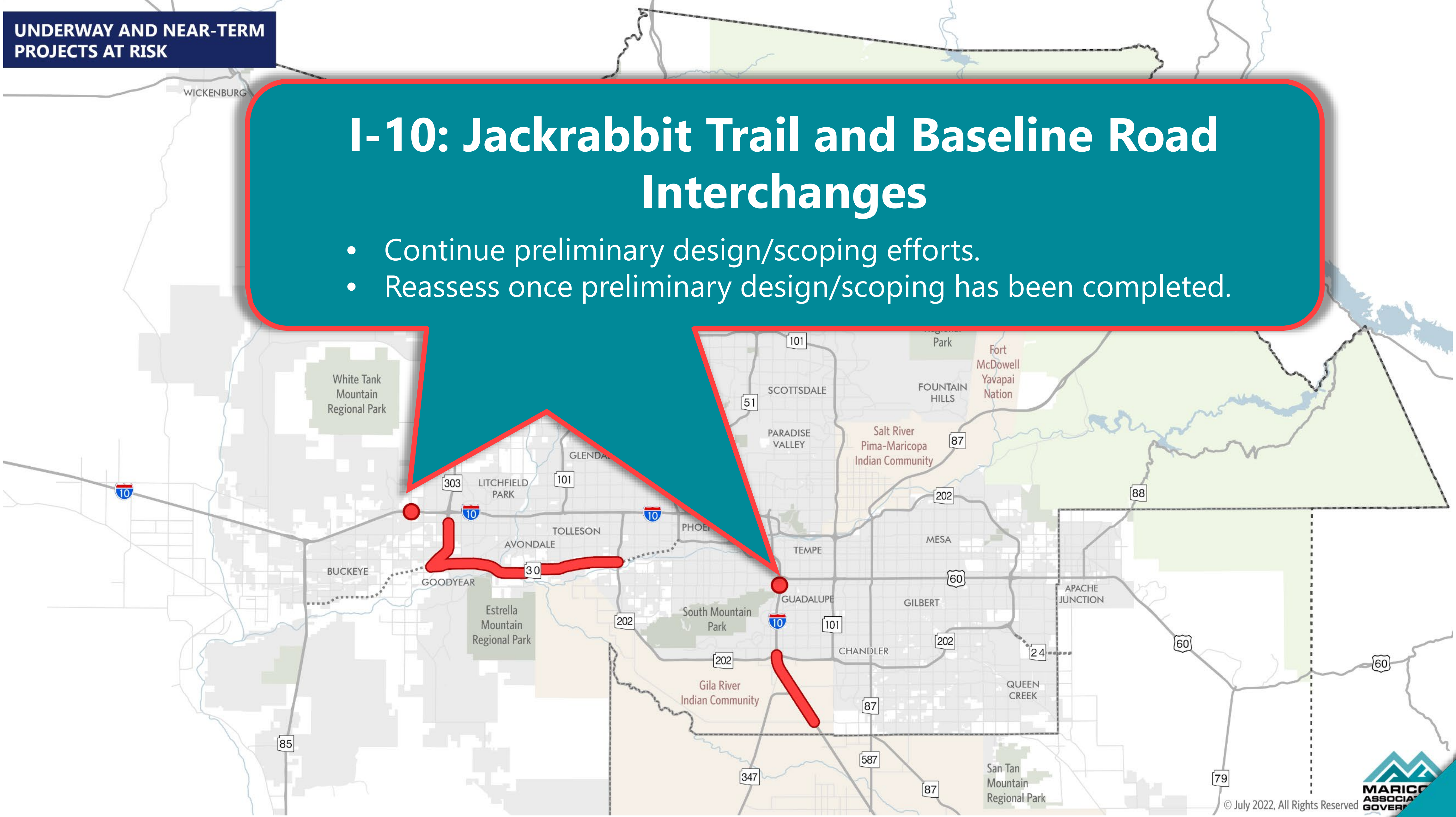
I-10: SR 202L to Riggs Road

- $220 million of regional funding allocated toward the larger I-10: Loop 202 to SR 387 project.
- Propose continuing project development activities.
- Await the outcome of the MEGA grant application; reassess once application outcome is known.

*based on a 7 percent annual inflation rate

I-10: Jackrabbit Trail and Baseline Road Interchanges

- Continue preliminary design/scoping efforts.
- Reassess once preliminary design/scoping has been completed.



*based on a 7 percent annual inflation rate

OPEN QUESTIONS: SELECT STATE APPROPRIATIONS

Project	Phase	Amount	Note
I-10: SR 85 to Citrus Widening	Design, right of way, and construction	$64.2 m	Appropriation requires $10 m contribution from MAG (P400E) and $3 m from the City of Buckeye.
Loop 101/91st Avenue connector	Undefined	$25.0 m	Funding only covers a portion of total costs; project is being scoped as part of the current Prop 400 funded project.
SR 303 at I-17	Design	$19.0 m	--
SR 303: I-17 to Lake Pleasant Pkwy	Design	$4.0 m	--
SR 347: Maricopa City to I-10	Design	$19.0 m	A portion of the project is in Pinal County.
SR 74 at Lake Pleasant Pkwy	Predesign	$5.0 m	--

Note: The above list is not inclusive of all state appropriations in the MAG region

MARICOPA ASSOCIATION of GOVERNMENTS

STATE APPROPRIATIONS: PROPOSED NEXT STEPS

- Identify which projects can move forward without required matching funds.
- Work with ADOT to determine an appropriate sequence for the design solicitations.
- Stagger project initiations throughout the fiscal year giving priority to lower risk projects.

NEXT STEPS AND KEY TAKEAWAYS

NEXT STEPS

1

Continue with a more robust evaluation of the current programs and projects.

2

Assess project cost impacts of delay.

3

Conduct an economic impact study on the Proposition 400 extension investment plan.

NEXT STEPS (CONTINUED)

4

Work with member agencies and implementing partners to assess opportunities.

5

Educate the public and stakeholders on the importance of the extension of Proposition 400.

6

Research and explore all potential opportunities to bring the extension of Proposition 400 for the consideration of Maricopa County voters as quickly as possible.

KEY TAKEAWAYS

- The veto will have impacts to regional projects and programs.
- Project costs will increase by hundreds of millions as a result of the delay.
- Inaction will lead to a greater cost burden being placed on the state and local agencies.
- The loss of the dedicated half-cent sales tax will be detrimental to the region's transportation network:
  - The region will be unable to keep up with current and future growth, and struggle to modernize existing infrastructure.
  - There will be significant impacts to economic prosperity and quality of life.
- **It is more important than ever to reaffirm the region's commitment to the plan and continue to pursue an extension of Proposition 400.**

Agenda Item 5

- **Resolution in Response to Governor Ducey's HB 2685 Veto**
  - **Action Requested by the Transportation Policy Committee:**
    - Recommend approval of the resolution in response to the veto of HB 2685.
  - **Action Requested by the MAG Regional Council:**
    - Approval of the resolution in response to the veto of HB 2685.

MARICOPA ASSOCIATION of GOVERNMENTS

RESOLUTION IN RESPONSE TO THE VETO OF HB 2685

A RESOLUTION in response to the Governor's veto of HB 2685.

WHEREAS, through a unanimous vote of the Transportation Policy Committee and MAG Regional Council, a forward-focused, balanced and fiscally responsible 25-year transportation plan was approved in 2021 that required approval of Maricopa County voters to extend the longstanding half-cent transportation sales tax; and

WHEREAS, the extension of the tax would have enabled a plan supported by elected officials representing all the cities, counties, towns, and Native nations in the region and that was forged through compromise, thoughtful discussion, and countless hours of input from the public and stakeholders; and

WHEREAS, bipartisan legislation was introduced in the 55th Arizona Legislature, Second Regular Session that proposed to authorize Maricopa County voters to exercise their choice of whether to extend the existing half-cent transportation sales tax; and

WHEREAS, HB 2685 would have allowed the voters of Maricopa County a choice to continue the important legacy of transportation investment that first began nearly 40 years ago with the passage of Proposition 300 in 1985 and subsequent extension with Proposition 400 in 2004; and

WHEREAS, the dedicated half-cent sales tax is responsible for Maricopa County's world-class transportation system that has created economic prosperity for the region and state and has greatly improved the quality of life for its residents; and

WHEREAS, Maricopa County is the only county in Arizona required to seek legislative approval for such a measure being put before voters; and

WHEREAS, on June 24, 2022, the Arizona State Legislature passed HB 2685, legislation authorizing Maricopa County to place on a March 2023 ballot the consideration of the continuation of the dedicated half-cent sales tax; and

WHEREAS, this critical legislation was vetoed by the Governor, effectively denying Maricopa County voters the opportunity to decide the region's future transportation investments and corresponding benefits on the economy and quality of life; and

WHEREAS, the impacts of the veto are generational and will slow development on critically important projects such as State Route 30 in the Southwest Valley, State Route 24 in the Southeast Valley, and many other road and highway projects; risk ongoing bus transit and paratransit service; and jeopardize the economic vitality of our state;

NOW THEREFORE,

BE IT RESOLVED that the members of the MAG Regional Council express our renewed commitment to seek voter approval as soon as possible in order to grow and maintain our region's world-class transportation system for future generations.

PASSED AND ADOPTED BY THE MAG REGIONAL COUNCIL THIS 27TH DAY OF JULY 2022.

Mayor Kenneth Weise, Chair, MAG Regional Council

ATTEST:

Eric J. Anderson, MAG Executive Director

Agenda Item 6

- **Request for Future Agenda Items**

Agenda Item 7

- **Comments from the Council**

EXTENSION OF PROPOSITION 400: HB 2685 VETO AND THE NEED FOR ENABLING LEGISLATION

City of Surprise Council

September 6, 2022

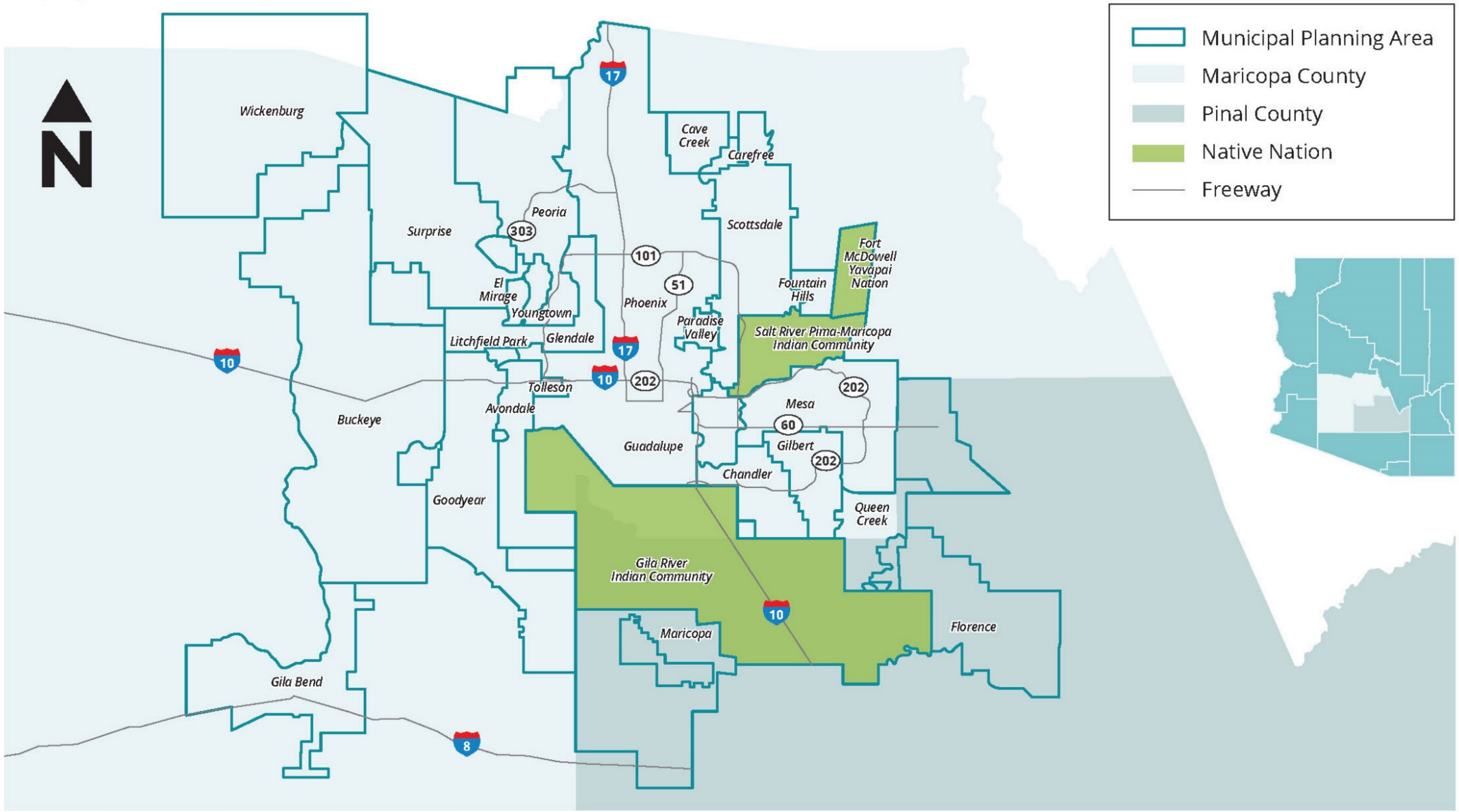
MARICOPA ASSOCIATION of GOVERNMENTS

PRESENTATION OVERVIEW

1. Background
2. Investment Plan Overview
3. Program Impacts
   - Arterial Impacts
   - Transit Impacts
   - Freeway Impacts
4. Next Steps and Key Takeaways

BACKGROUND

Map of MAG Member Agencies



MAG region by the numbers:

27 cities and towns

3 Native nations

2 counties

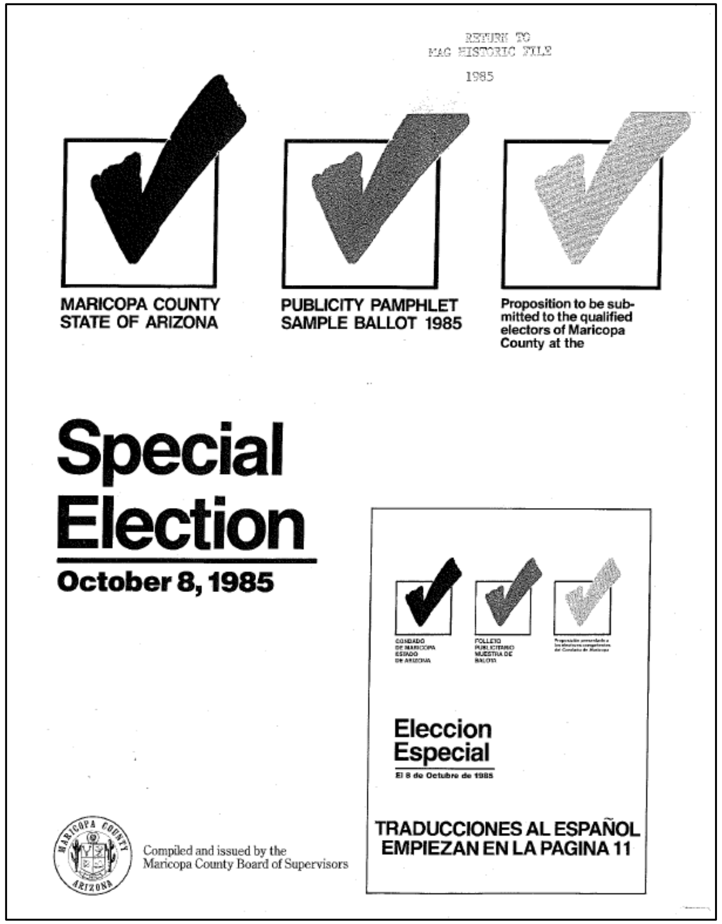
10,600 square miles

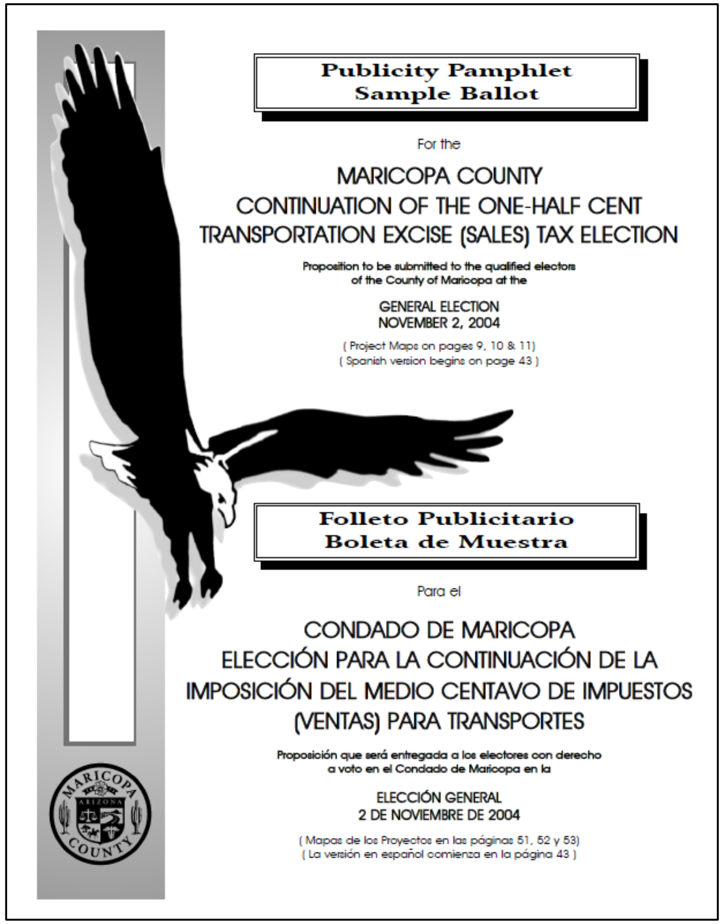
Currently **4,735,000** residents

By **2055**, about **7,595,100** residents

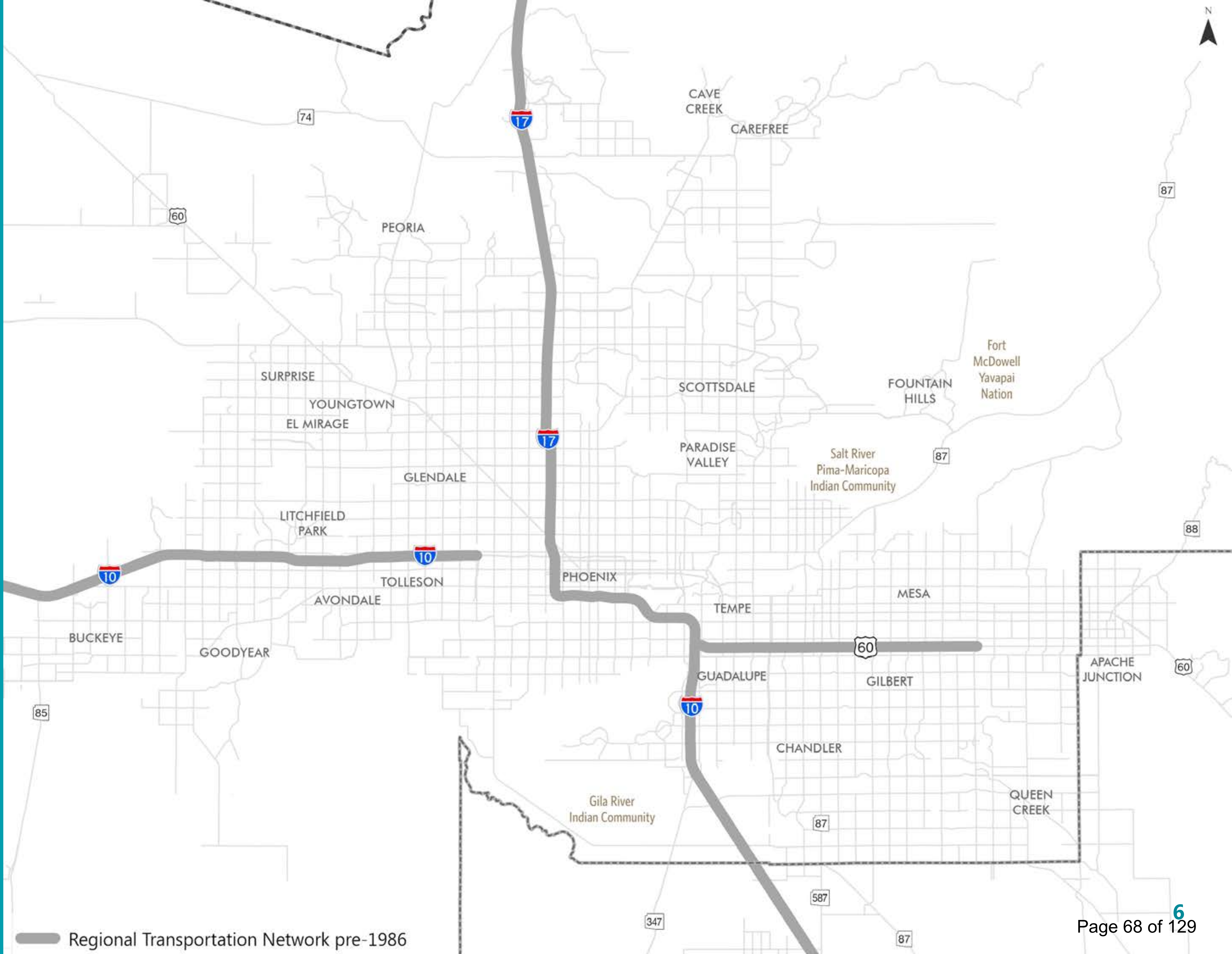
42% are under the age of **30**

40-YEAR LEGACY OF REGIONAL TRANSPORTATION INVESTMENTS

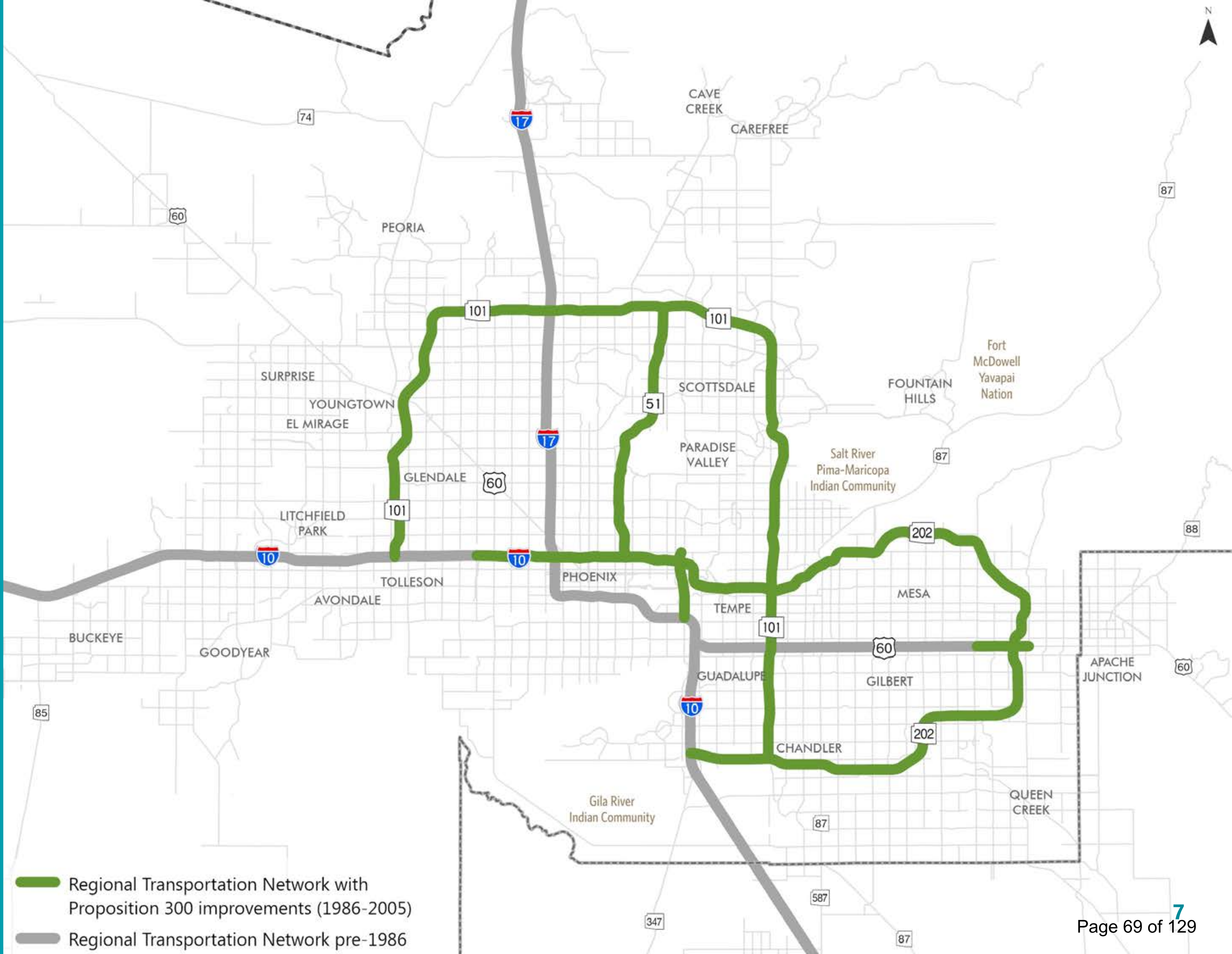




REGIONAL TRANSPORTATION NETWORK:
PRE-1986



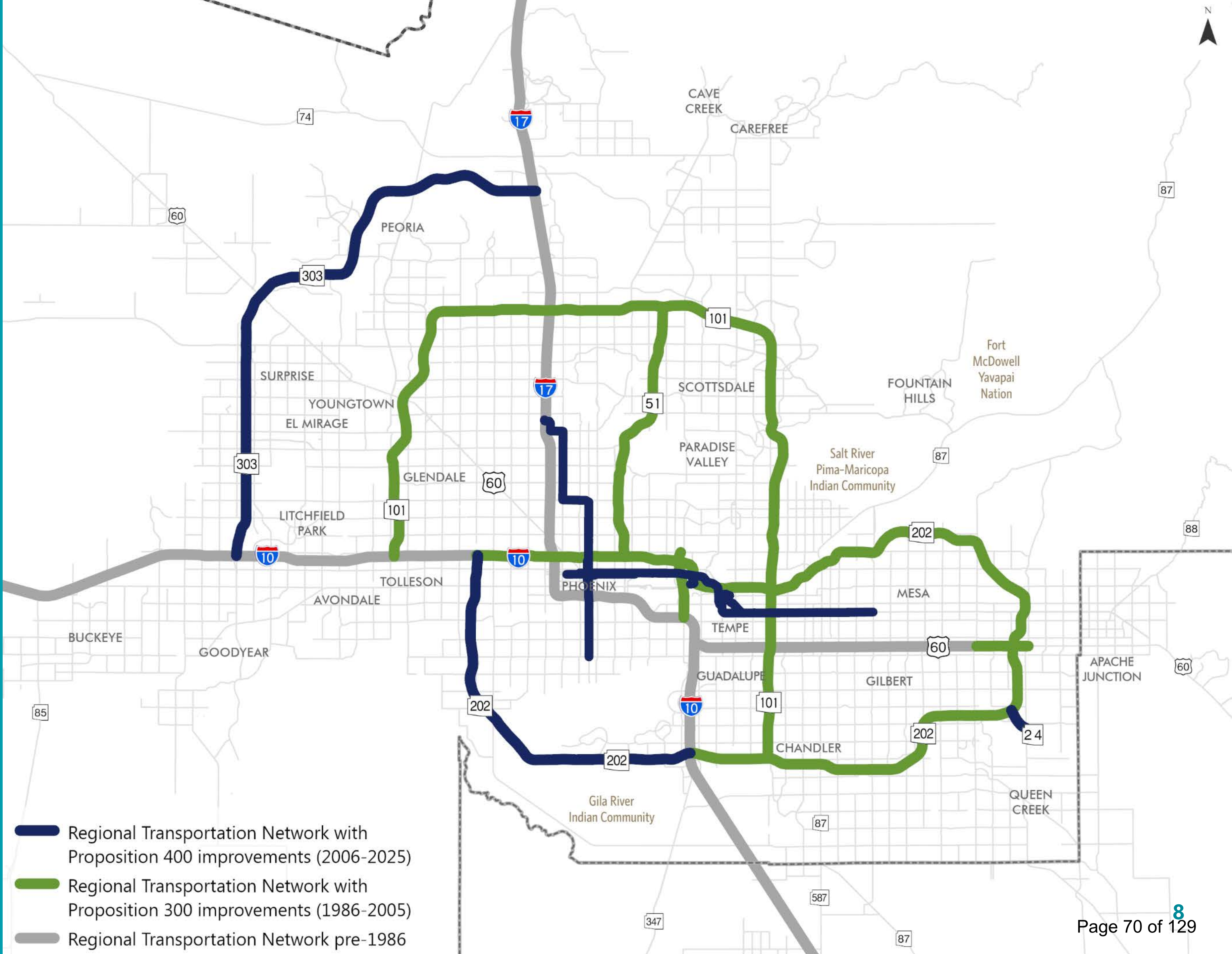
REGIONAL TRANSPORTATION NETWORK:
PROPOSITION 300 (1986 – 2005)



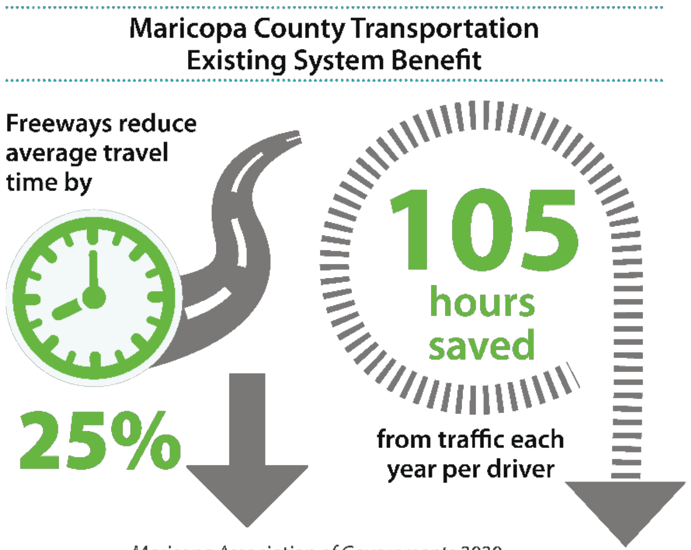
REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 400 (2006 – 2025)*

ADDITIONAL INVESTMENTS:

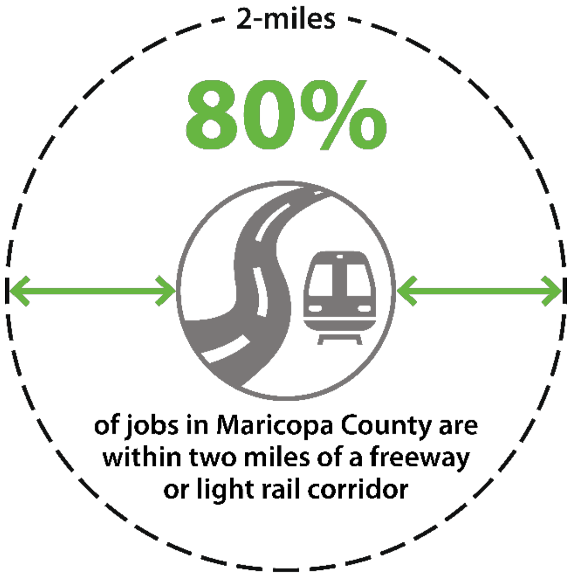
- 252 miles of new/improved roads
- 7.6 million bus transit revenue miles in FY 2022
- Funding for ADA Paratransit
- Widened/improved freeways
- Improvements in active transportation (bicycle/pedestrian), signal technology, and air quality improvements



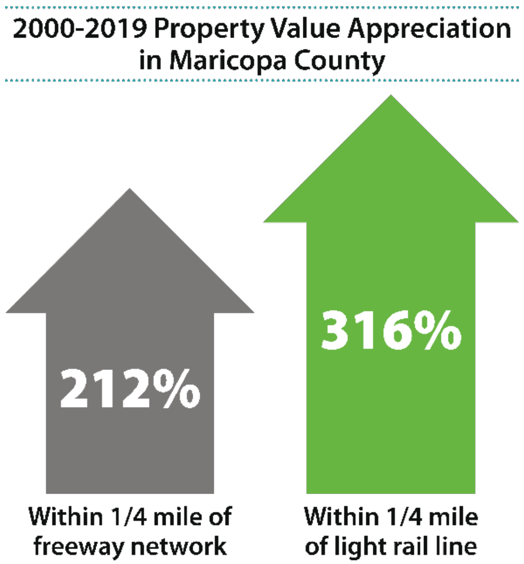
WHY DOES IT MATTER: ECONOMIC IMPACTS



Maricopa Association of Governments 2020

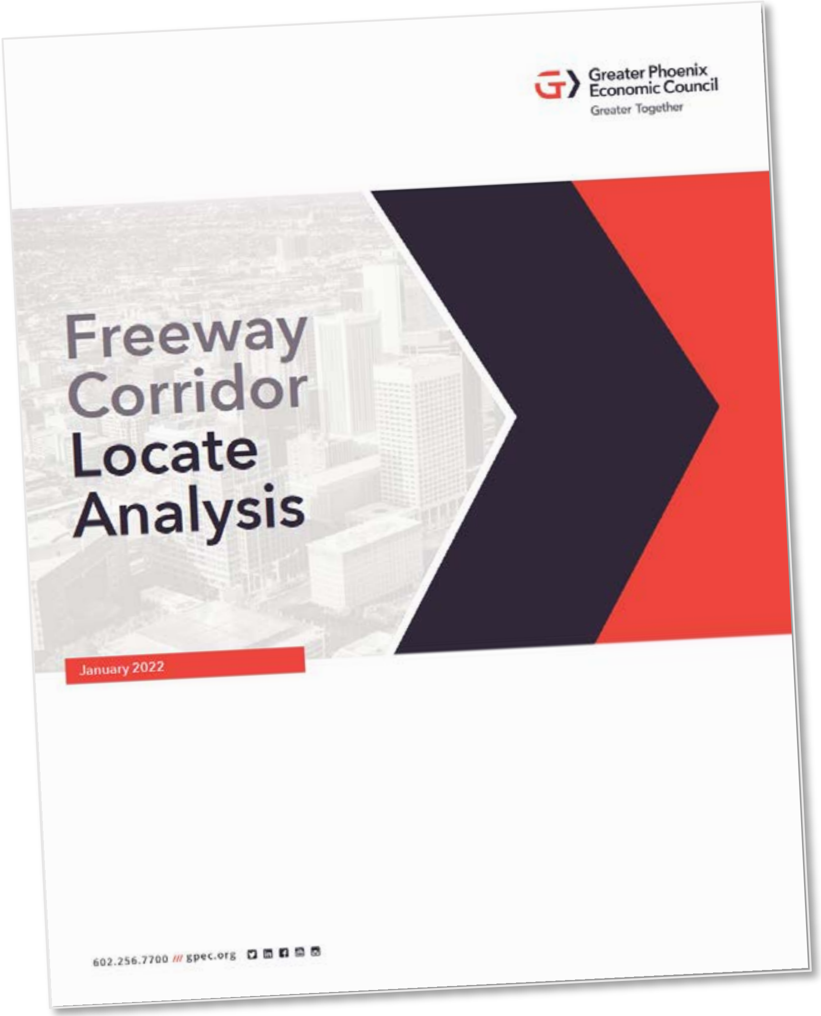


2019 MAG Socioeconomic Projections



2000 – 2019 Maricopa County Assessor data

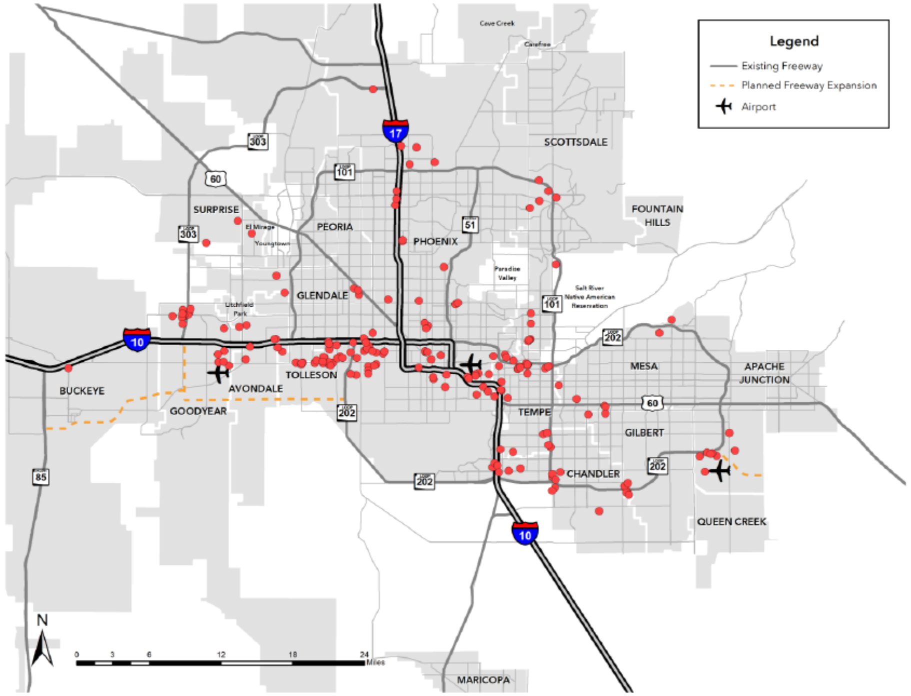
WHY DOES IT MATTER: ECONOMIC OPPORTUNITY



Locate Analysis

GPEC Locates Near Freeway Corridors – FY17-FY21

The map below shows the freeway systems in Greater Phoenix and companies that located within 2-miles of them from FY17-FY21.



WHY DOES IT MATTER: COMMUNITY FEEDBACK

"**I agree that investing in regional transportation is a very important priority for the region**. Especially in a large city, transportation affects daily life of everyone. Not only is it important for safety while traveling, but also to limit frustration by maintaining the flow of traffic."

-Jayme S.

"I've been to and lived in places that have a poor regional transportation system. It ends up costing more in the long run because of accidents, the need for greater safety patrol, more freeway closures to fix roads, insurance rate increases etc. **I'll put my tax dollars in regional transportation to make our roads more desirable and safer.**"

-Chris G.

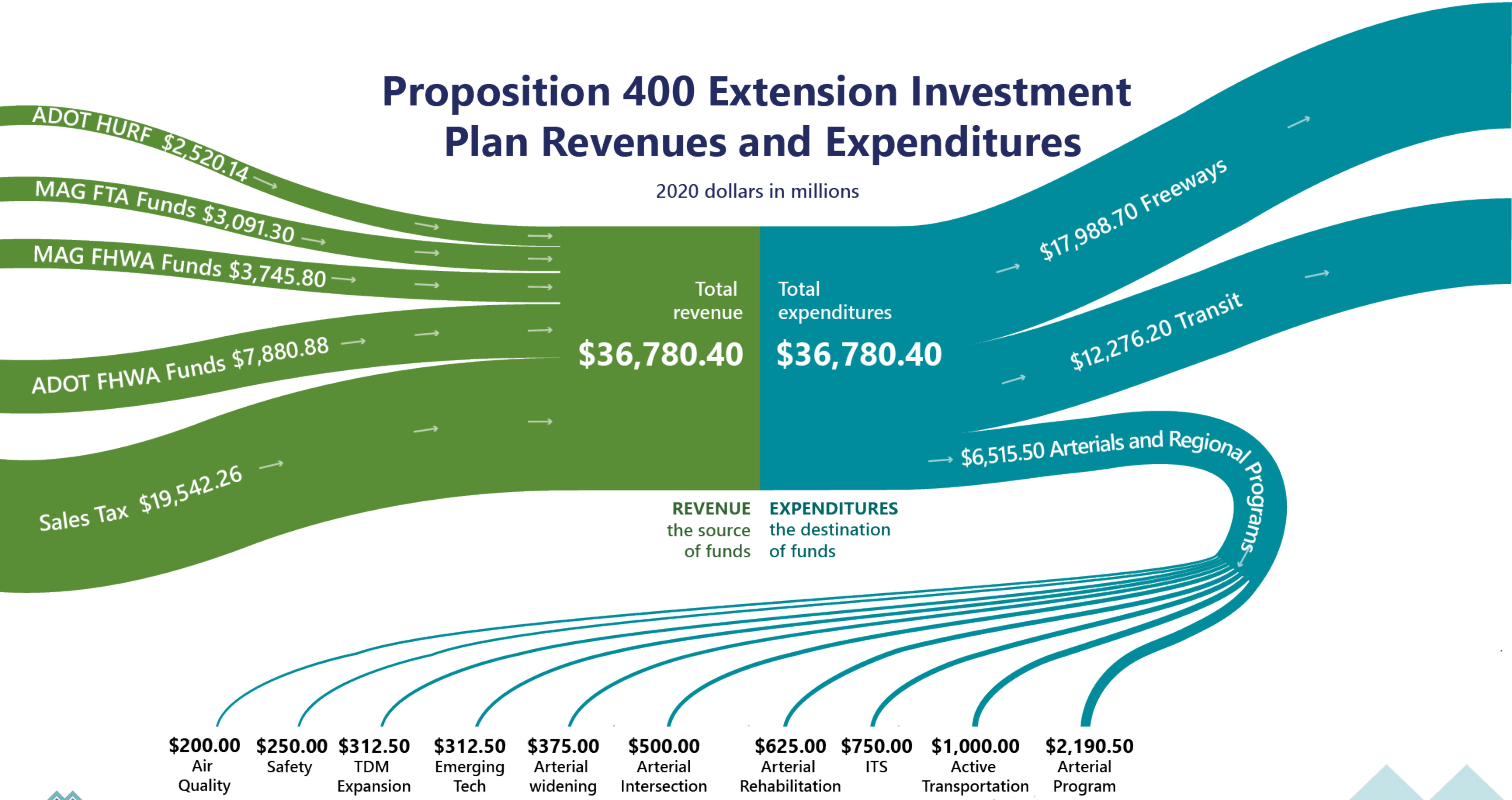
"Consistency is key because it **gives me confidence to not drive to work some days and take alternate means of transportation**. If transportation was not consistent I wouldn't even consider any other options except driving my car in each day. I have a 9-5 so being on time is very important and consistency in the schedules gives me comfort that I can use it and I will get where I need to be when I need to be there."

-Denzel B.

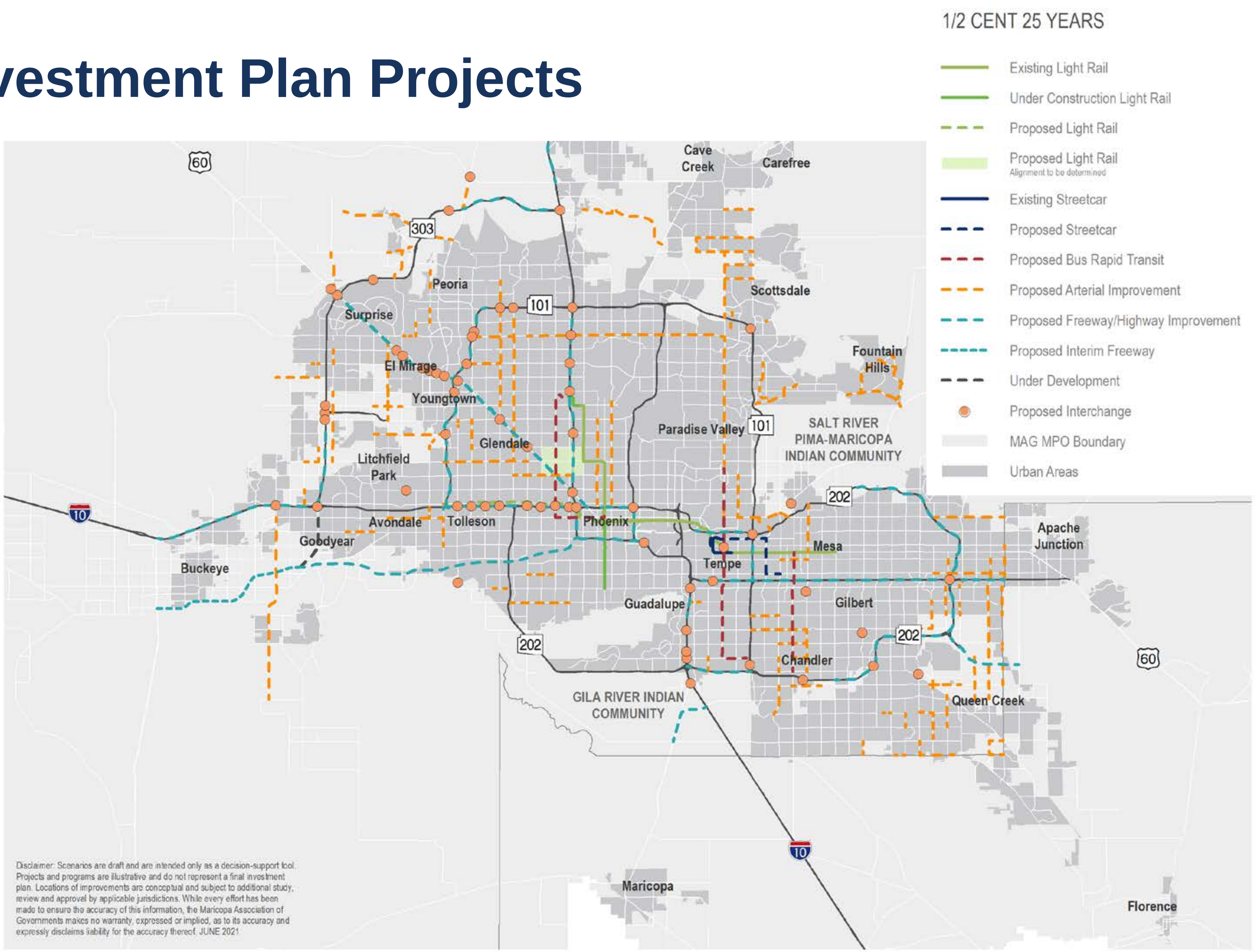
WHERE DO WE GO FROM HERE: INVESTMENT PLAN OVERVIEW

Proposition 400 Extension Investment Plan Revenues and Expenditures

2020 dollars in millions



Investment Plan Projects



Proposed Investment Plan: By the Numbers

367 new freeway/ highway lane miles

186 new HOV lane miles

1,300 new or improved arterial lane miles

45 new or improved traffic interchanges

12 new DHOV or system interchange DHOV ramps

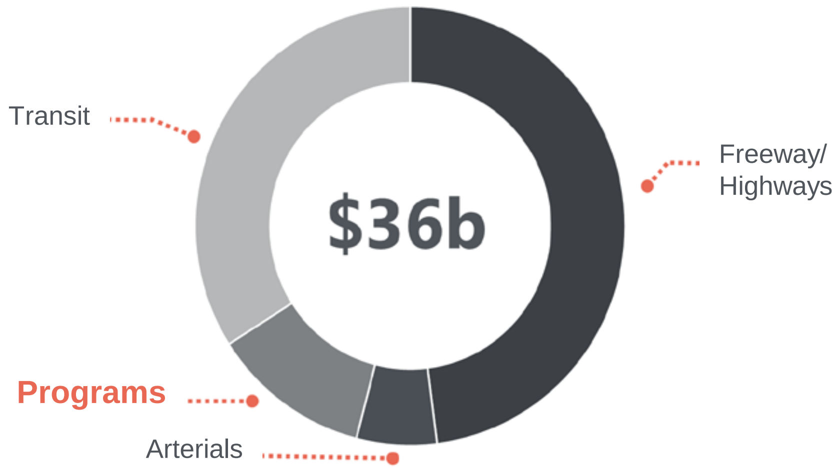
4 new or improved system interchanges

11.9 miles of new light rail

36.8 miles of BRT (bus rapid transit)

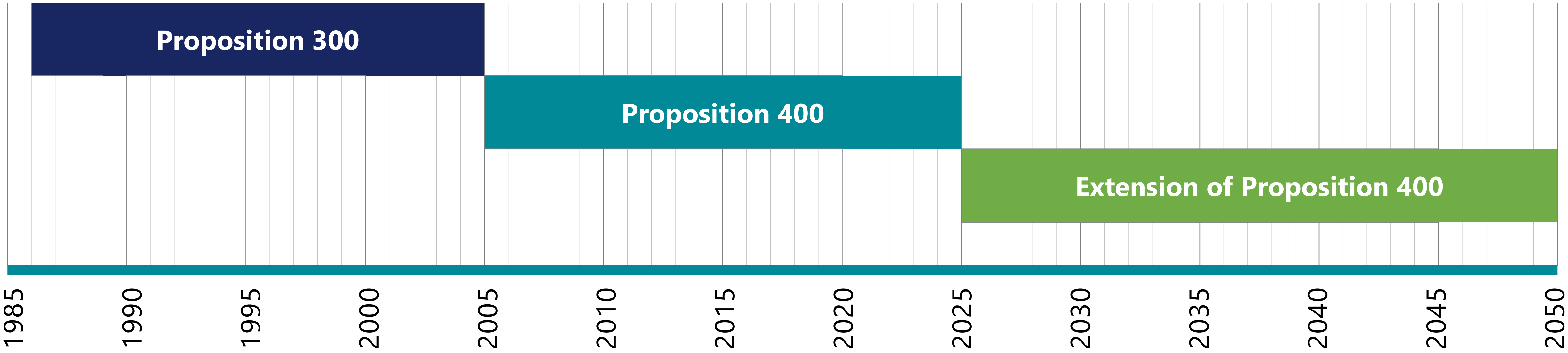
6.9 miles of new streetcar

Program Investments	
Active Transportation	$1,000,000,000
Air Quality	$200,000,000
Arterial Intersection	$500,000,000
Arterial Rehabilitation	$625,000,000
Arterial Widening	$375,000,000
Emerging Tech	$312,500,000
ITS	$750,000,000
Safety	$250,000,000
TDM Expansion	$312,500,000



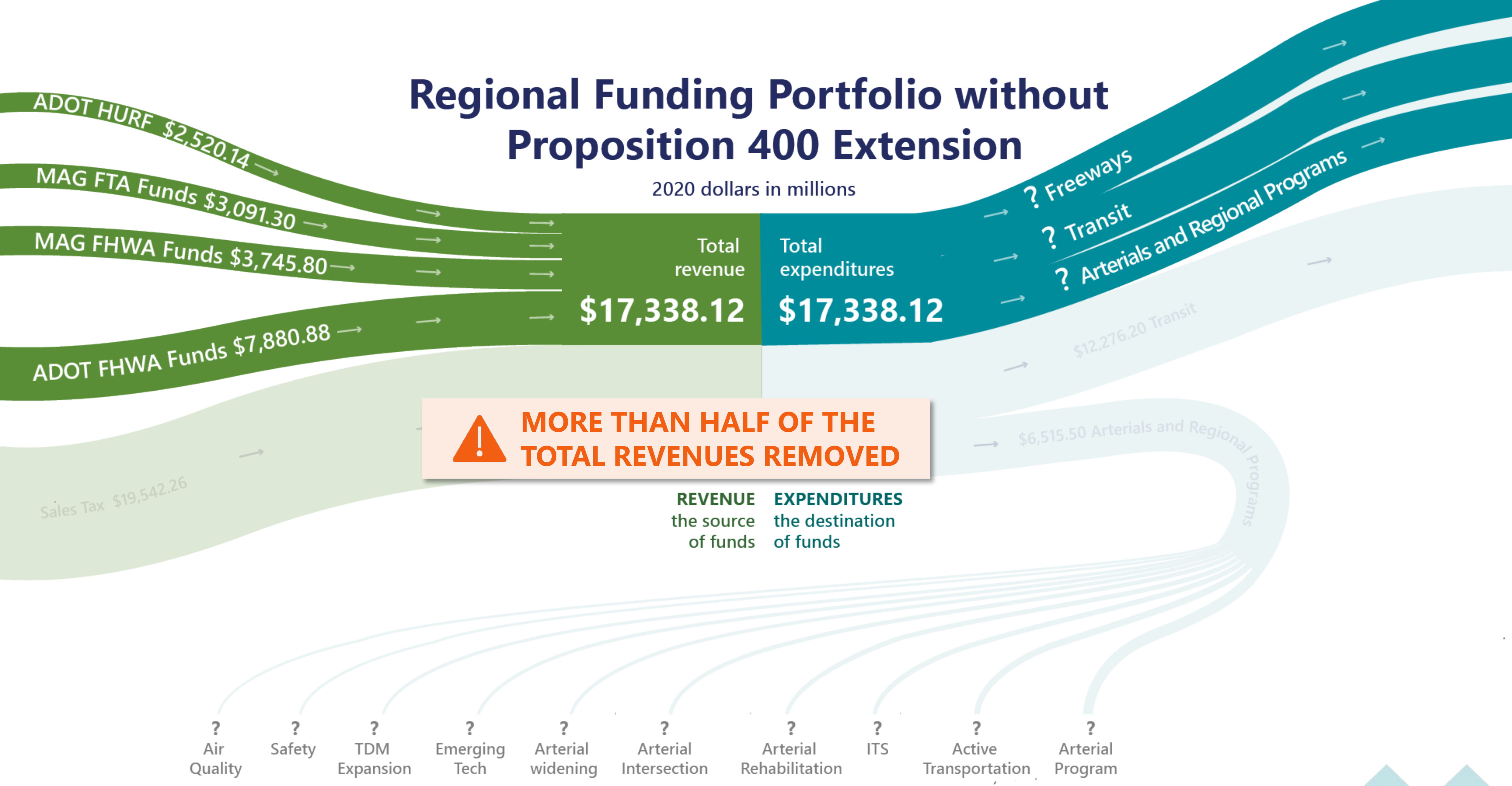
Funding Source	25 years
Sales Tax (1/2 Cent)	**$19.5 b**
ADOT HURF	$2.5 b
MAG FHWA Formula Funds	$3.7 b
MAG FTA Formula Funds	$3.1 b
ADOT FHWA Formula Funds	$7.9 b
Total	**$36.7 b**

REGIONAL INVESTMENT PROGRAM HISTORY



Regional Funding Portfolio without Proposition 400 Extension

2020 dollars in millions



PLANNING AND PROGRAM MANAGEMENT

MORE DESIRABLE

LESS DESIRABLE

Assumed Extension

- Assumed continuation of the sales tax
- Priorities identified and ready
- Projects identified and ready

Uncertainty

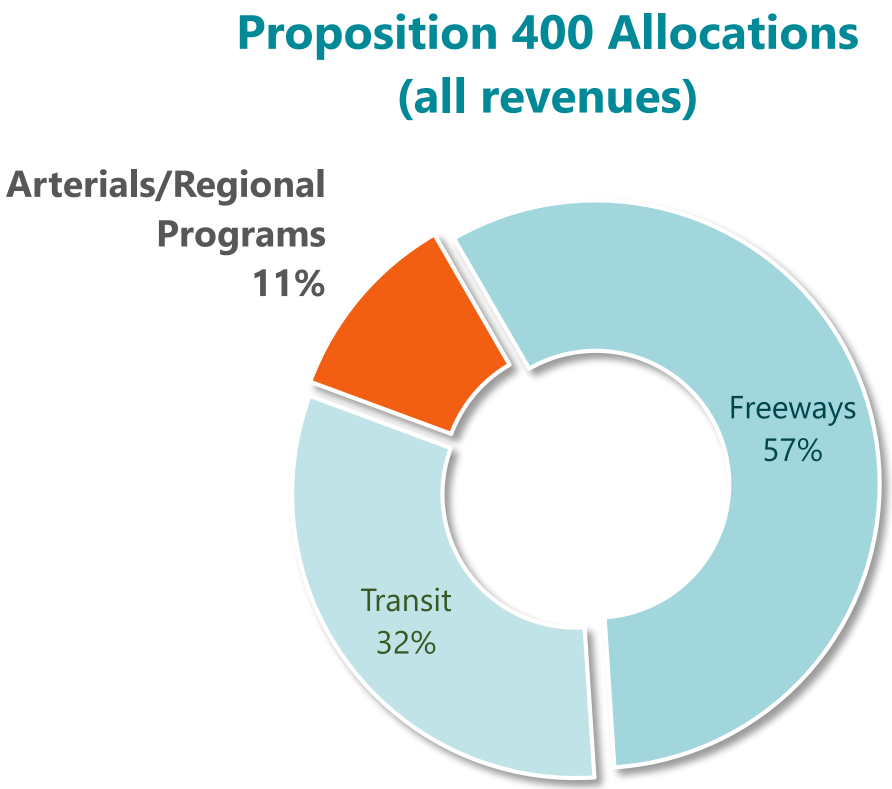
- Sales tax funding only through the end of 2025
- Priorities need to be reassessed
- Projects need to be reassessed

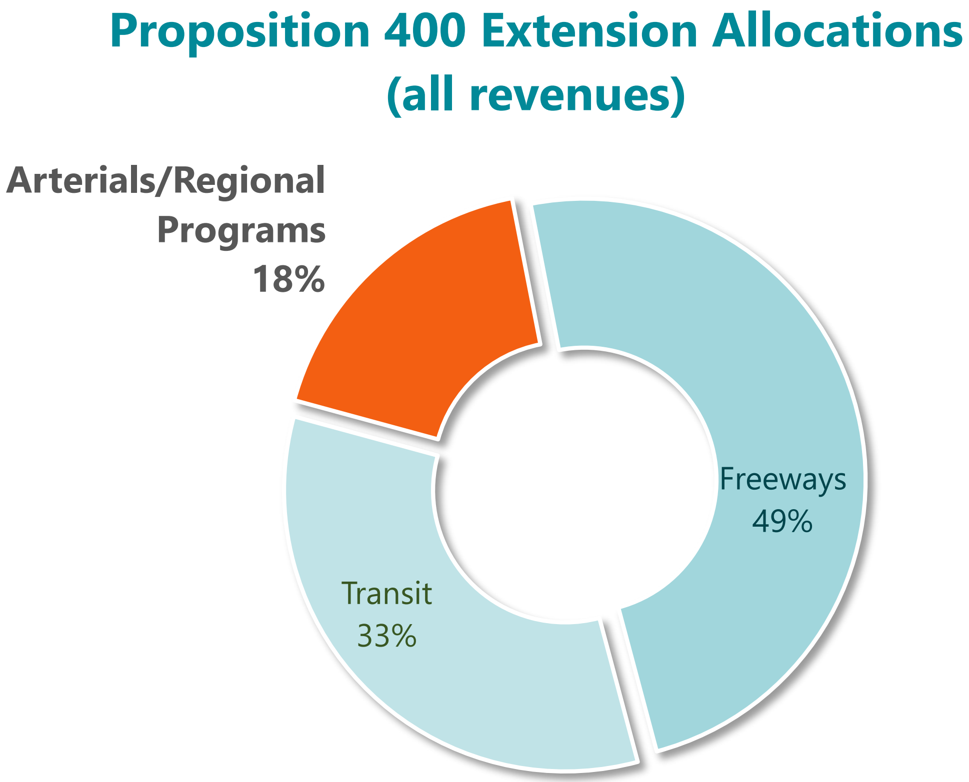
No Extension

- No sales tax funding, revenue insufficient to keep up with growth and maintain after 2025
- Priorities focused on maintenance and meeting federal performance targets
- Projects need to be reassessed

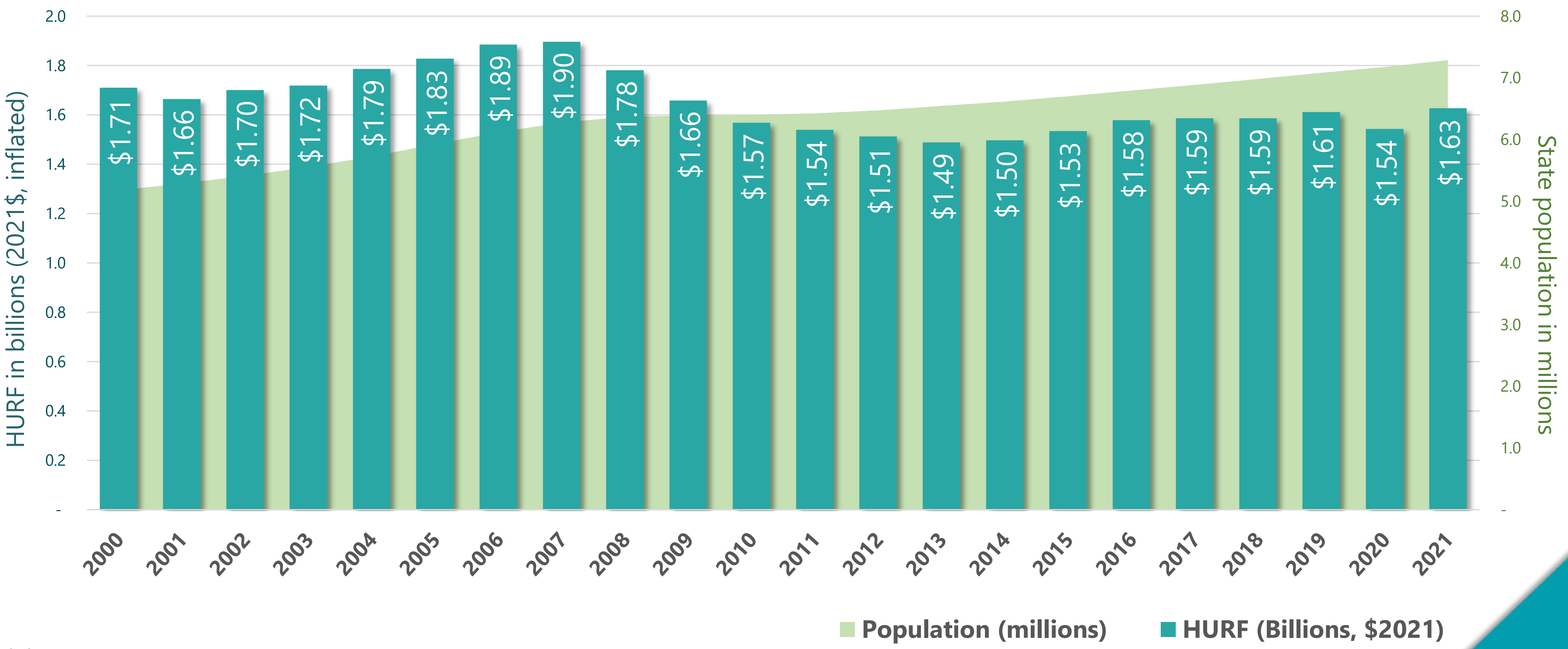
POTENTIAL IMPACTS: ARTERIAL PROGRAM

ARTERIAL INVESTMENTS

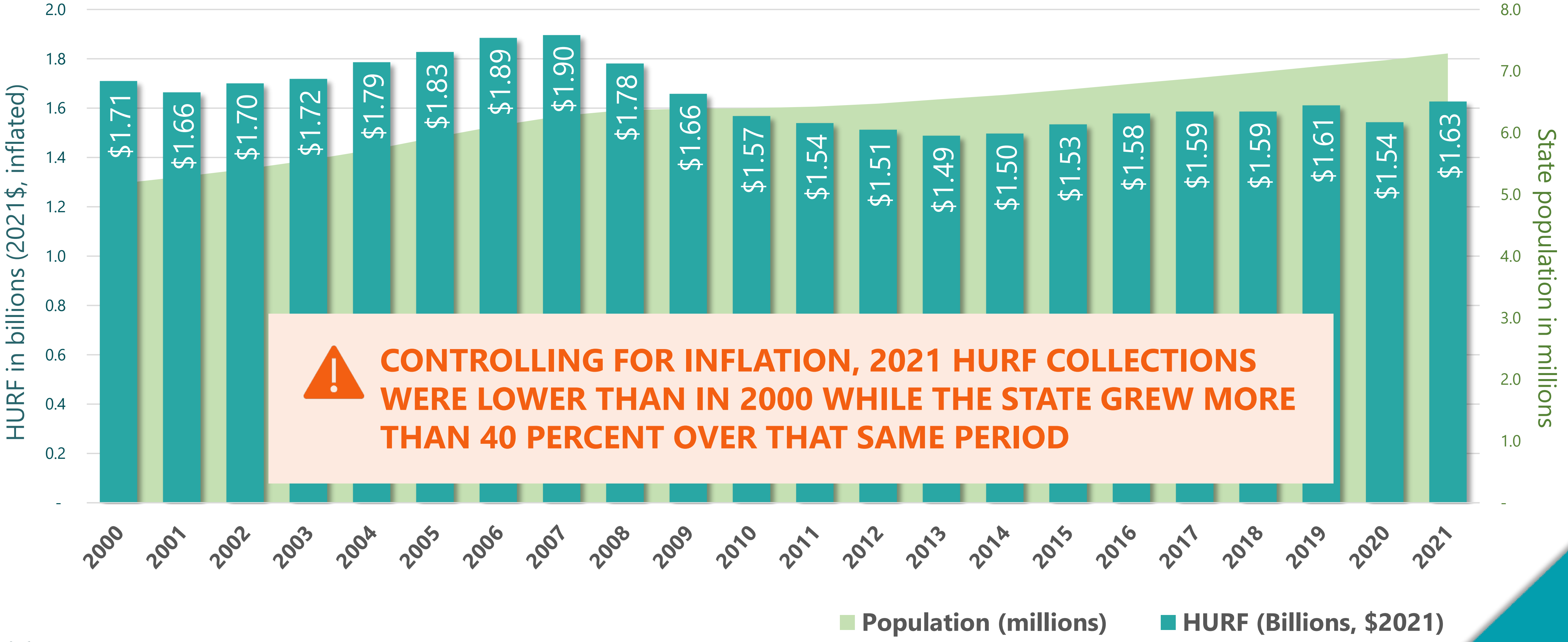




POPULATION GROWTH OUTPACES HIGHWAY USER REVENUE FUND (HURF)



POPULATION GROWTH OUTPACES HIGHWAY USER REVENUE FUND (HURF)



CONTROLLING FOR INFLATION, 2021 HURF COLLECTIONS WERE LOWER THAN IN 2000 WHILE THE STATE GREW MORE THAN 40 PERCENT OVER THAT SAME PERIOD

ARTERIAL IMPACTS

- **The Proposition 400 extension investment plan increases the total allocation to arterials/regional programs,** reflective of:
  - Diminishing HURF revenues
  - Changes in regional transportation priorities
  - Importance of these projects to the quality of life for residents.

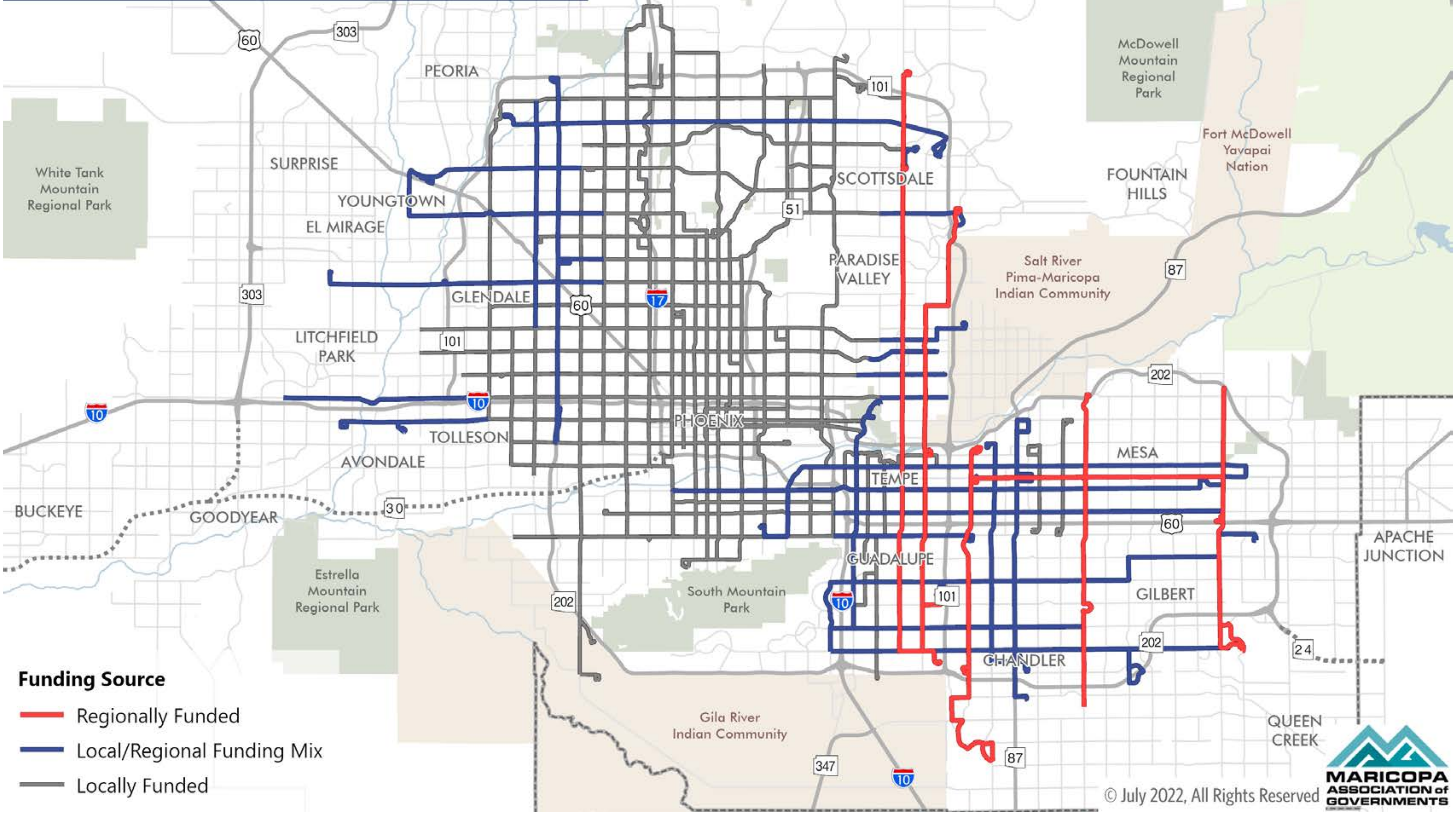
- A failure to extend Proposition 400 will **result in regionwide impacts to arterial roadways**, including:
  - Fewer new and improved roadways.
  - Limitations in agency's ability to respond to economic development opportunities.
  - Decaying condition and operational effectiveness of the region's roadways.

POTENTIAL IMPACTS: TRANSIT PROGRAM

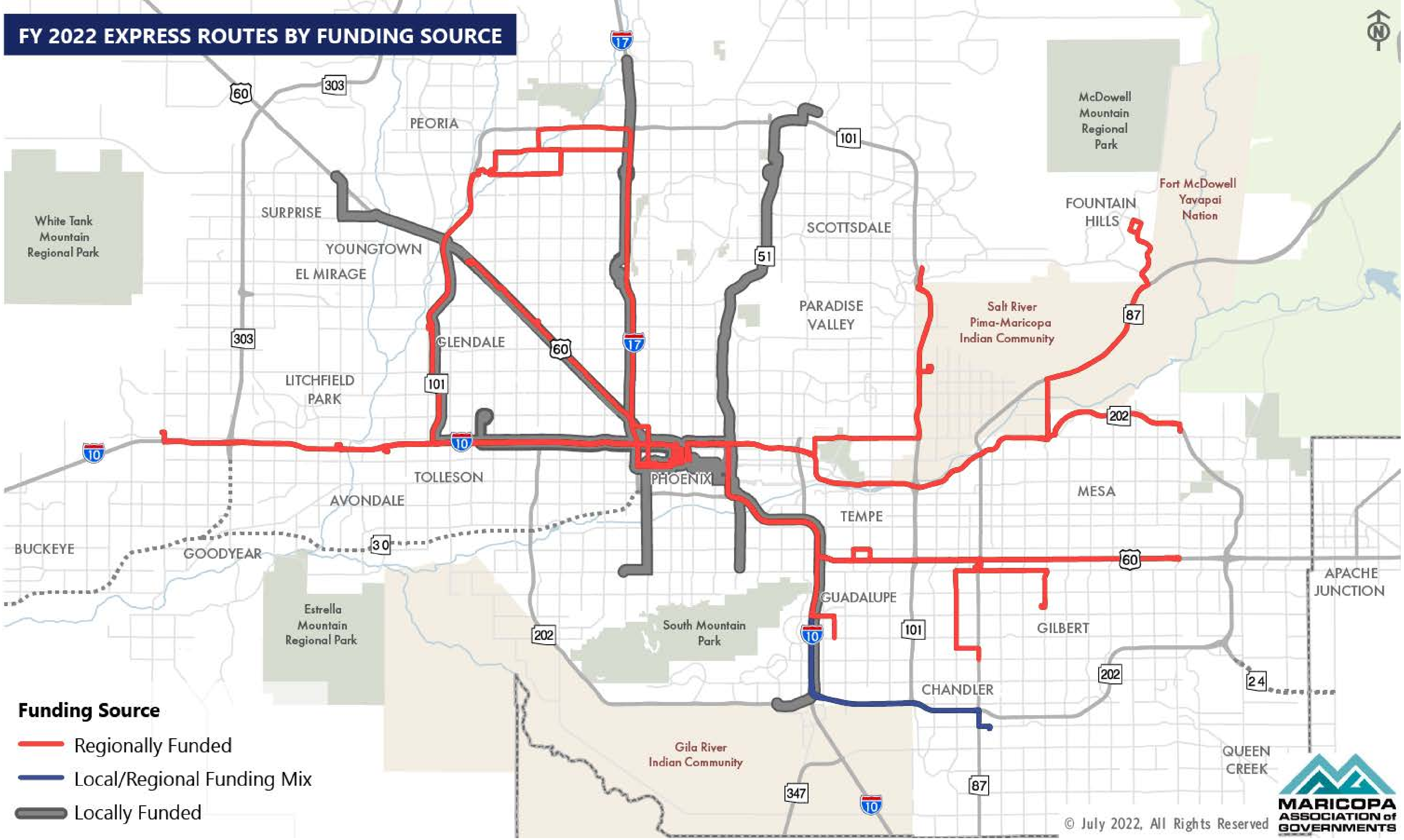
TRANSIT FUNDING OVERVIEW

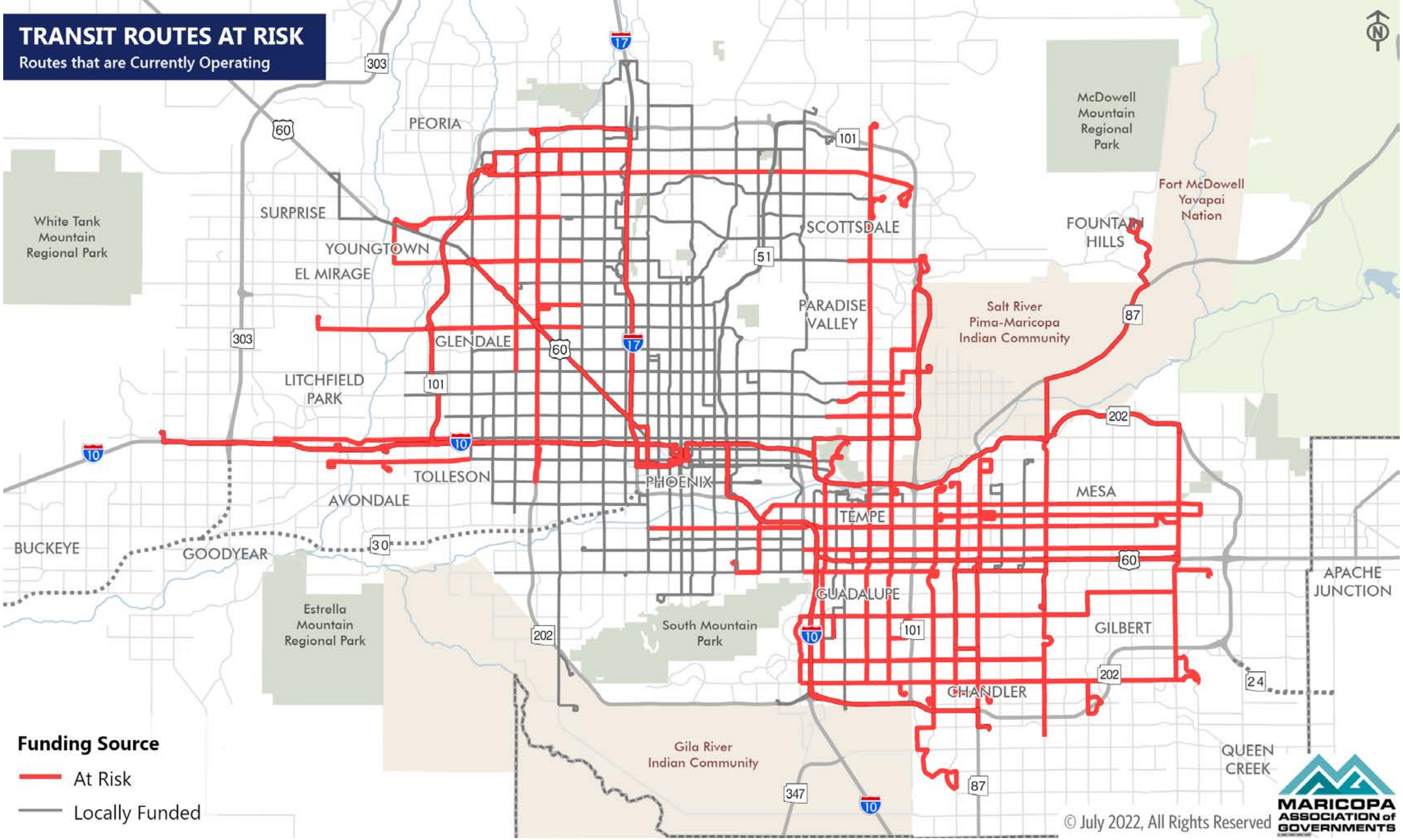
- Transit in the region is funded through a combination of local, regional, and federal resources.
- Significant demand was expressed for improved and expanded bus transit as part of the plan development process.
- Total planned allocation for bus transit operations in the Proposition 400 extension investment plan was increased to reflect this demand.
- The veto puts at risk transit service that is currently operating today.

FY 2022 BUS TRANSIT ROUTES BY FUNDING SOURCE



FY 2022 EXPRESS ROUTES BY FUNDING SOURCE




TRANSIT ROUTES AT RISK
Routes that are Currently Operating
PEORIA
SURPRISE
YOUNGTOWN
EL MIRAGE
White Tank Mountain Regional Park
GLENDALE
LITCHFIELD PARK
TOLLESON
AVONDALE
BUCKEYE
GOODYEAR
PHOENIX
SCOTTSDALE
PARADISE VALLEY
McDowell Mountain Regional Park
Fort McDowell Yavapai Nation
FOUNTAIN HILLS
Salt River Pima-Maricopa Indian Community
MESA
TEMPE
GUADALUPE
GILBERT
CHANDLER
APACHE JUNCTION
QUEEN CREEK
Estrella Mountain Regional Park
South Mountain Park
Gila River Indian Community
Funding Source
At Risk
Locally Funded
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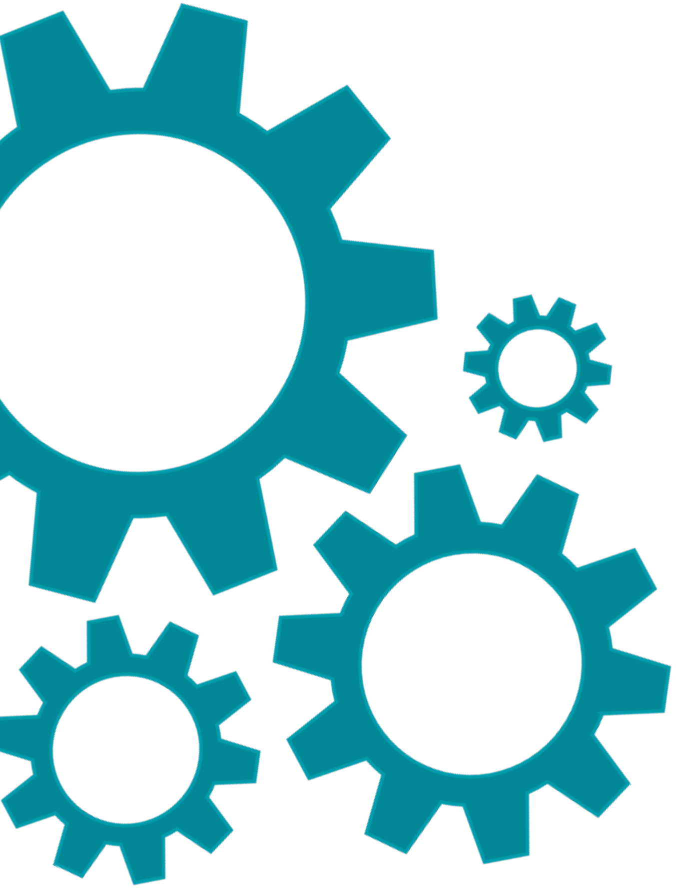
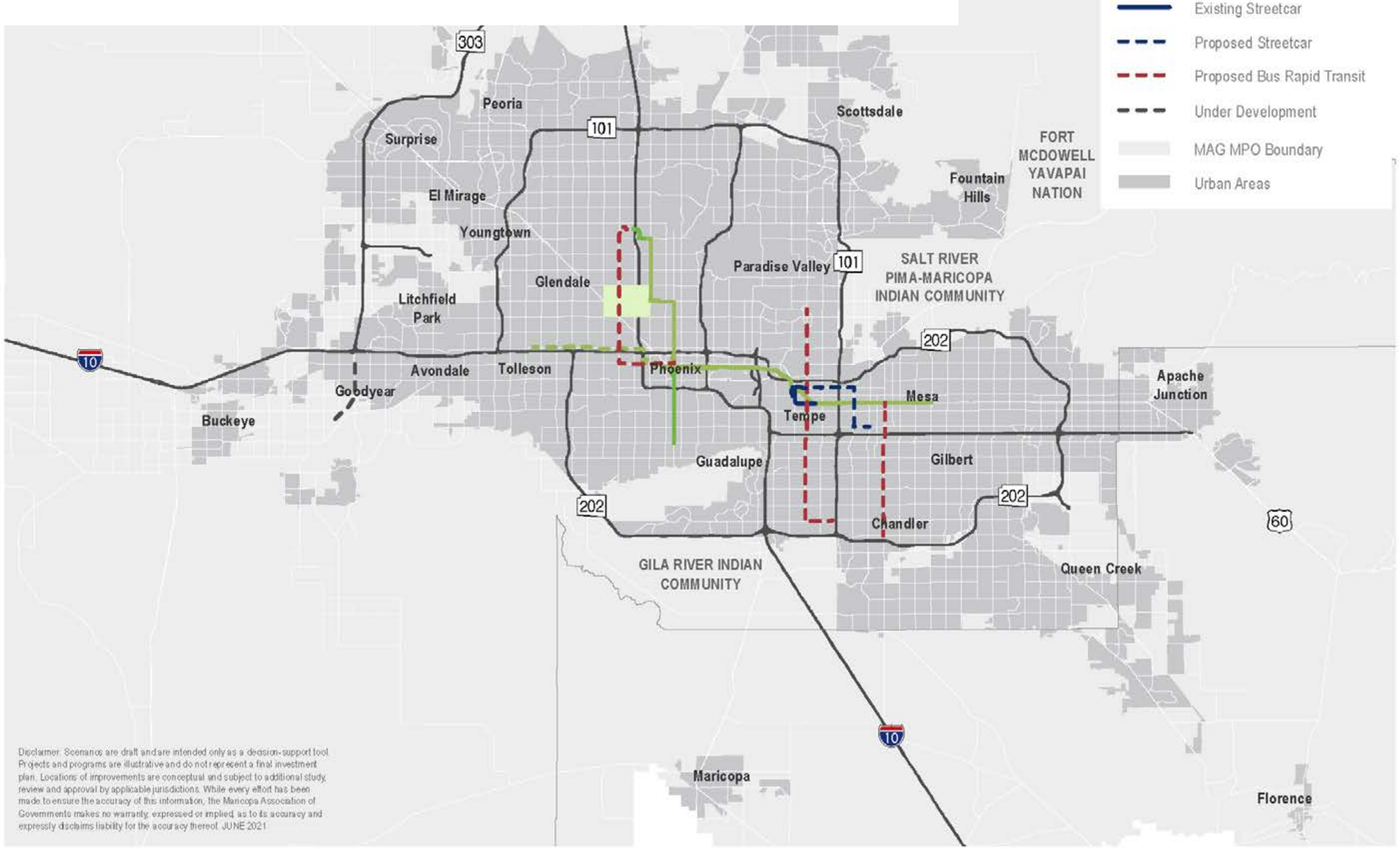
MARICOPA ASSOCIATION of GOVERNMENTS

ADDITIONAL IMPACTS



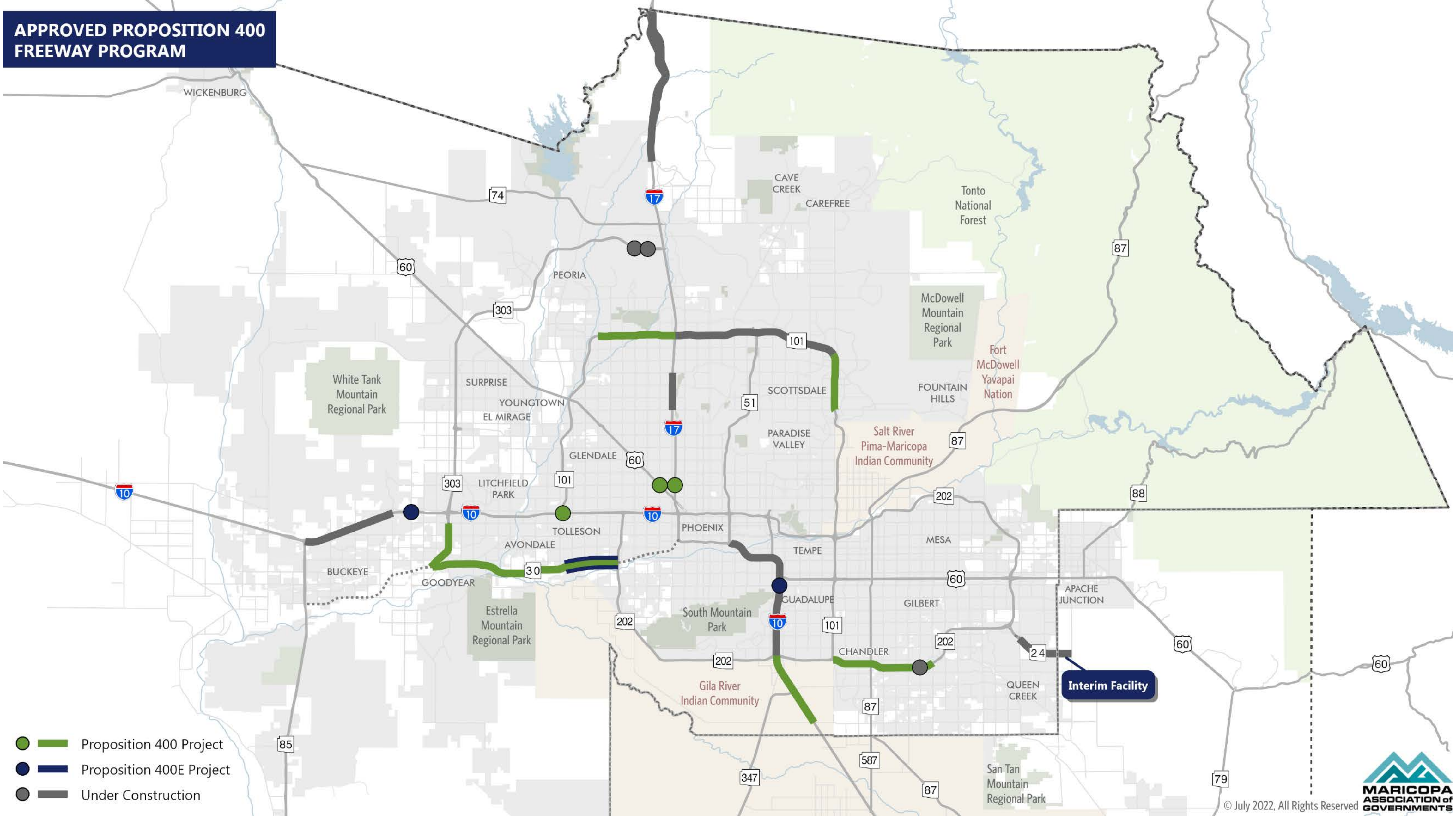
- Reductions to transit service quality and coverage, *not* expansion.
- Discontinuation of funding for federally required ADA Paratransit Service.
- Limited opportunity for transit service expansions in the future unless funded wholly locally.

FUTURE HIGH-CAPACITY TRANSIT PROJECTS

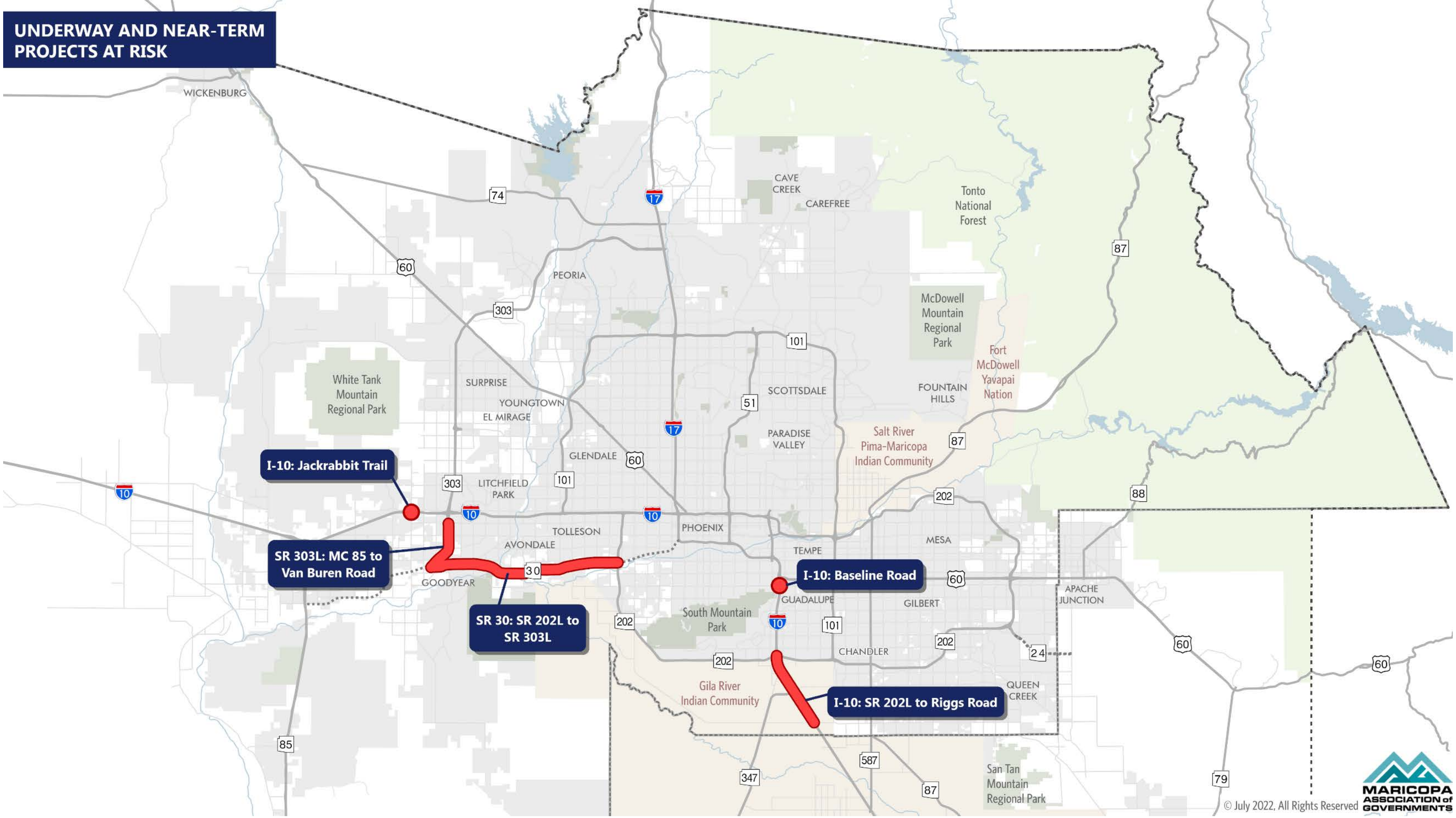


POTENTIAL IMPACTS: FREEWAY PROGRAM

APPROVED PROPOSITION 400 FREEWAY PROGRAM



UNDERWAY AND NEAR-TERM PROJECTS AT RISK




PROP 400E
SELECT FREEWAY PROJECTS AT RISK
Loop 303 (Estrella) Completion
Loop 101 (Agua Fria) Widening
I-17 Reconstruction
Loop 101 (Price) Bottleneck Improvements
I-10 Improvements
US 60 (Superstition) Optimization
SR 30: SR 85 to I-17
SR 24 (Gateway) Completion
Loop 303 Commercial Corridor
Price Road Corridor
Gateway Commercial Corridor
TSMC
CAVE CREEK
CAREFREE
Tonto National Forest
PEORIA
McDowell Mountain Regional Park
Fort McDowell Yavapai Nation
FOUNTAIN HILLS
SCOTTSDALE
PARADISE VALLEY
Salt River Pima-Maricopa Indian Community
White Tank Mountain Regional Park
SURPRISE
YOUNGTOWN
EL MIRAGE
GLENDALE
PHOENIX
TOLLESON
AVONDALE
BUCKEYE
GOODYEAR
TEMPE
GUADALUPE
APACHE JUNCTION
CHANDLER
QUEEN CREEK
Estrella Mountain Regional Park
Gila River Indian Community
San Tan
San Tan Mountain Regional Park
MARICOPA ASSOCIATION of GOVERNMENTS
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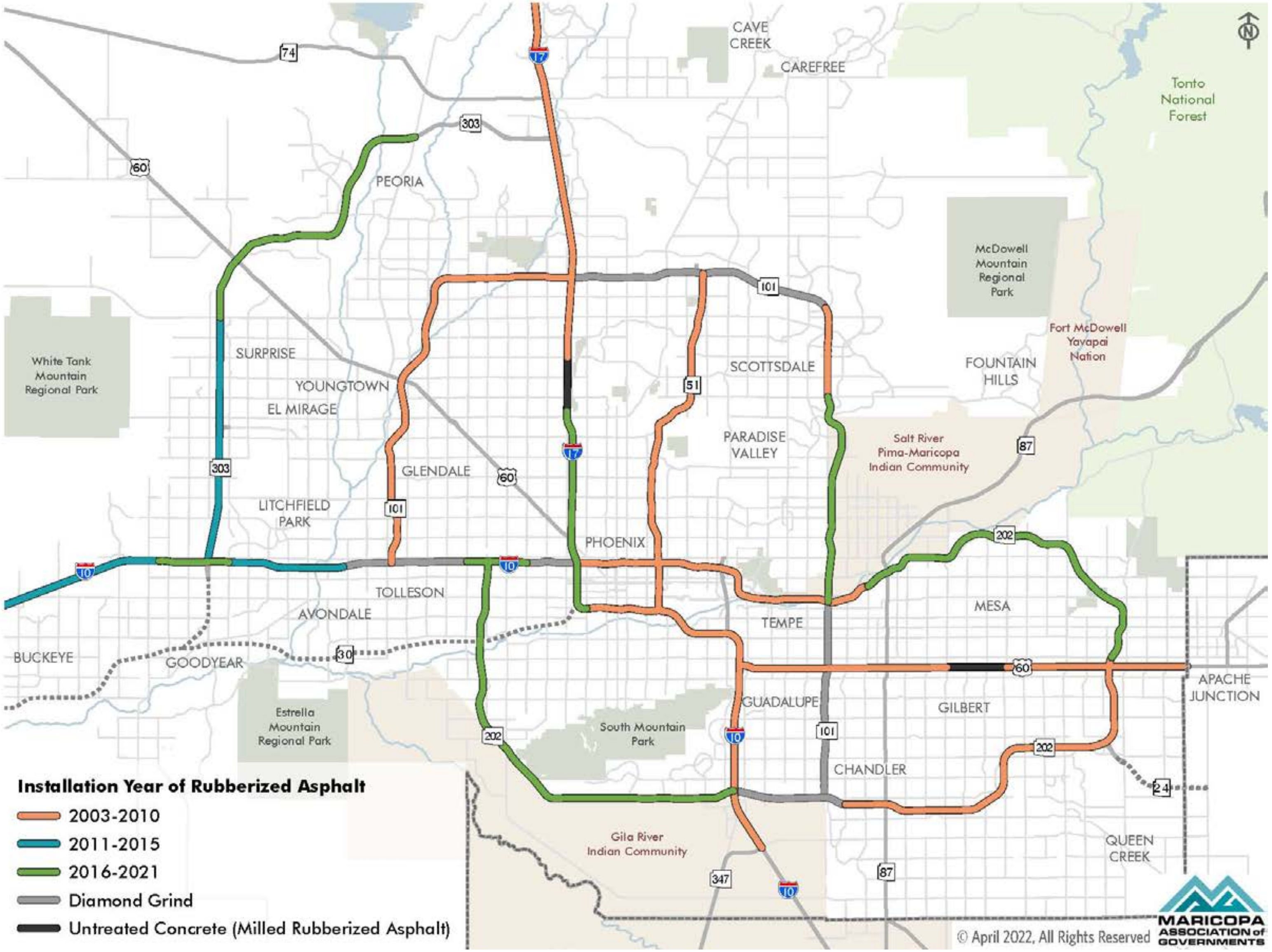
OTHER IMPACTS: FREEWAY PAVEMENT CONDITION



NO SALES TAX: THE FUTURE OF FREEWAY EXPANSION

- The future of freeways in Maricopa County without an extension of the dedicated half-cent sales tax is bleak.
- Funding would be focused on existing infrastructure to meet federal performance targets.
- The region will be unable to build new freeways.
- There will be limited or no expansion on existing facilities.
- State and federal resources by themselves are insufficient relative to need.

NEW FREEWAYS WITHOUT THE DEDICATED HALF-CENT SALES TAX: AN EXAMPLE

NEW FREEWAYS WITHOUT THE DEDICATED HALF-CENT SALES TAX: AN EXAMPLE

- SR 30 center section and Loop 303 (Estrella Freeway) southern extension construction costs: $2.5 billion.

- Contrast that cost to:

  - 25-year projection of HURF allocated to the regional freeway program: $2.52 billion.

  - MEGA grant funding: $1 billion *nationally*
    - Local funding a consideration in grant viability; federal discretionary requests under 40 percent are reasonably competitive.
    - Funding unlikely to be allocated to the same state for the same project in sequential years.
    - Project compete not just nationally, but against other regional and statewide priorities.

  - Long-awaited I-10 widening state appropriation: $400 million.

UNDERWAY AND NEAR-TERM PROJECTS AT RISK

KEY TAKEAWAYS

FAILURE TO EXTEND PROPOSITION 400: WHAT DOES IT MEAN TO SURPRISE?

- Funding will not be available to complete the transportation network
  - No funding to complete the Loop 303/US 60 (Grand Avenue) Interchange
  - No funding to widen Loop 303 and build the I-17 system interchange
  - No new interchanges along Loop 303
  - Congestion along US 60 (Grand Ave), Loop 101 (Agua Fria), and Interstate 10
- Little opportunity for regional transit service expansion
- No funding to respond/react to economic development opportunities
- Catastrophic impacts to regional mobility

KEY TAKEAWAYS

- The veto will have impacts to regional projects and programs.

- Project costs will increase by hundreds of millions as a result of the delay.

- Inaction will lead to a greater cost burden being placed on the state and local agencies.

- The loss of the dedicated half-cent sales tax will be detrimental to the region’s transportation network:
  - The region will be unable to keep up with current and future growth, and struggle to modernize existing infrastructure.
  - There will be significant impacts to economic prosperity and quality of life.

- **The region has reaffirmed its commitment to the plan and aggressive pursuit of an extension of Proposition 400.**

CITY OF SURPRISE
Regular City Council Work Session

Council Meeting Date: September 6, 2022

Submitting Department: Water Resource Management

Staff Recommendations: None

Contact Person: Michael Boule, ASST DIRECTOR-UTILITY OPERATION

District: Citywide

Consent: No | Regular: No | Public Hearing: No | Report/Discussion: Yes

Agenda Wording:
Presentation and discussion regarding an update on the City's water resources.

Motion:
N/A

Background:
The purpose of the Work Session item is to continue a dialog regarding the City's water resources. The presentation will focus on the regional drought conditions and the projected 2023 Colorado River Status. The discussion will include a representative from EPCOR Water, the City's largest water provider.

Objective Analysis:
Brief City Council and our residents on the ongoing efforts related to securing Surprise's water future.

Policy Compliant:
This item is policy compliant and is consistent with the Water Resource Management Policies along with established Municipal Code

Financial Impact:
N/A

Budget Impact:
N/A
FTE Impact:
N/A

ATTACHMENTS:
1. Council update September 6 2022_Draft

SURPRISE
ARIZONA

Water Resource Update

September 6, 2022

City Council Work Session

Water in Arizona

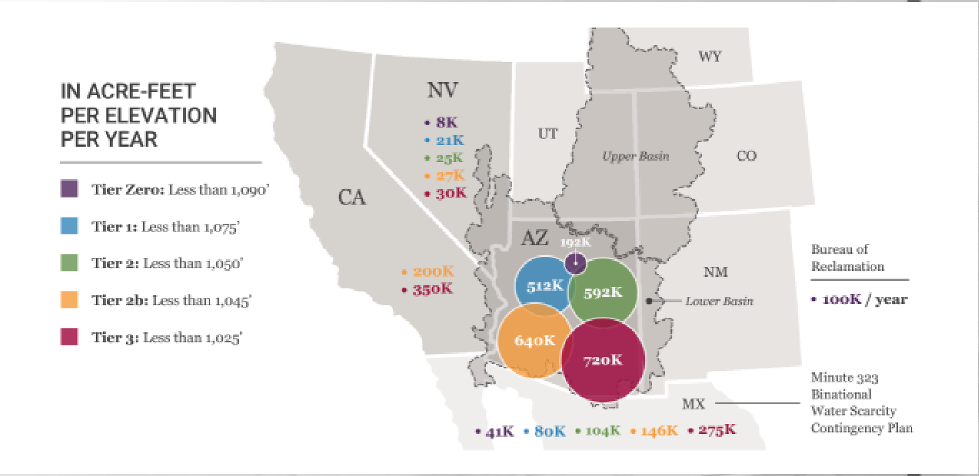
- U.S. Bureau of Reclamation: Management of the Colorado River System
- CAP: Update from Vineetha Kartha
- City of Surprise: Tools for Management
- Surprise WRM & EPCOR: Supply and Demand Management
- Q&A

Bureau of Reclamation 24-Month Study

The Colorado River Basin August 24-Month Study sets the annual operations for Lake Powell and Lake Mead

__Key Determinations from the August 2022 24-Month Study:__

- Lake Mead will operate in a Tier 2A Shortage Condition (Elevation less than 1,050')
- The Bureau of Reclamation will continue to implement the 2007 Colorado River Interim Guidelines, Minute 323, and the 2019 Drought Contingency Plan*



*The DCP provides a plan for how Arizona will share Colorado River water supplies during shortages, while honoring the existing priority system

Bureau of Reclamation 24-Month Study

Additional cuts are needed above and beyond the Tier 2A status

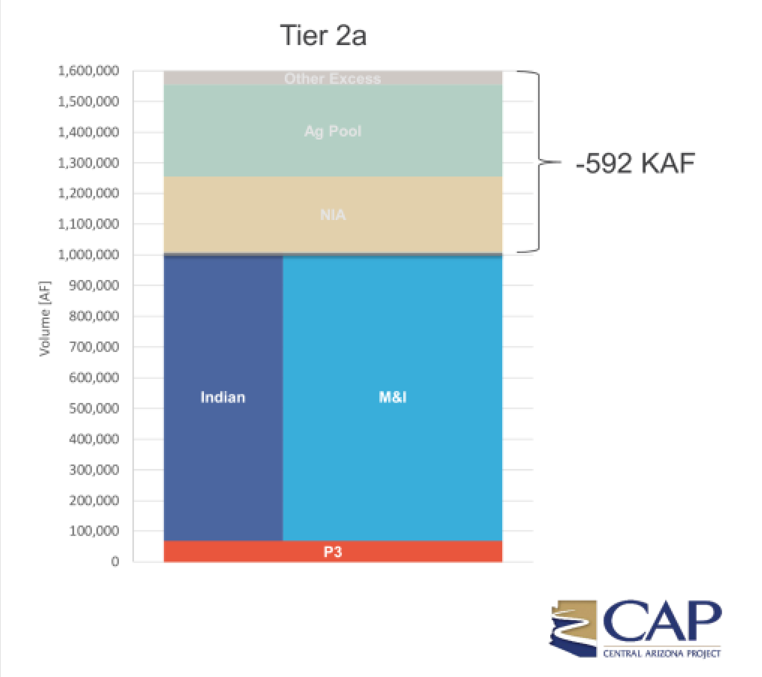
Commissioner Touton announced an additional 2-4 million acre-feet of conservation will be necessary to prevent the reservoirs from falling to critically low elevations that would threaten water deliveries and power production

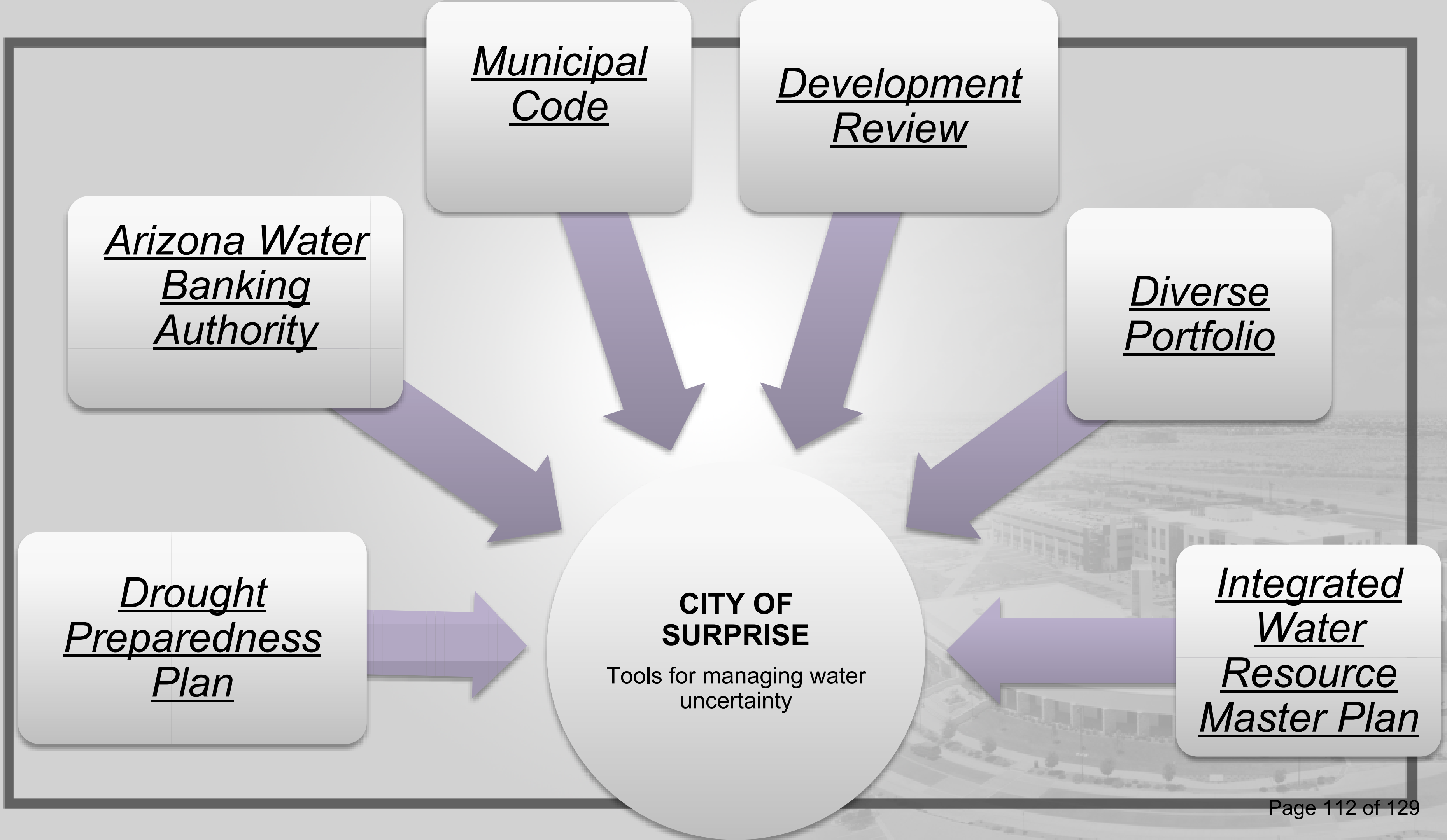
Municipal and Industrial users will likely experience a reduction in Colorado River deliveries as a result

Stakeholder conversations are ongoing

Lake Mead – Las Vegas Review Journal

PLACEHOLDER: CAP UPDATE




Municipal Code
Development Review
Arizona Water Banking Authority
Diverse Portfolio
Drought Preparedness Plan
CITY OF SURPRISE
Tools for managing water uncertainty
Integrated Water Resource Master Plan

CITY OF SURPRISE

Tools for managing water uncertainty

- *Drought Preparedness Plan*
- *Arizona Water Banking Authority*
- *Municipal Code*
- *Development Review*
- *Diverse Portfolio*
- *Integrated Water Resource Master Plan*

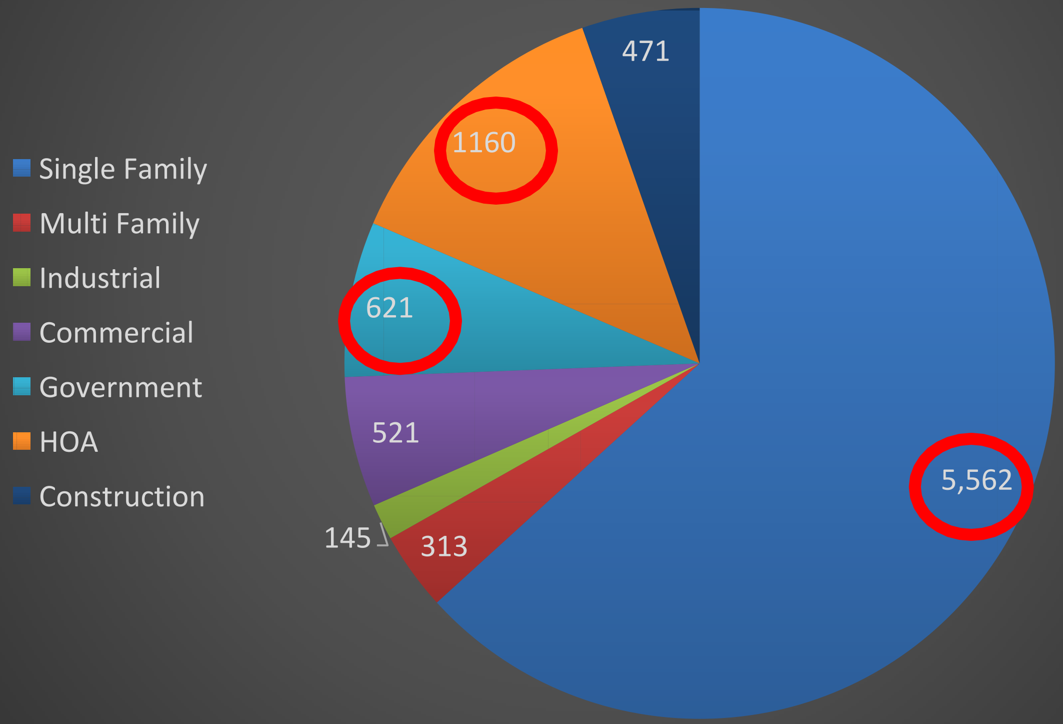
City of Surprise

Water Supply Status

- Groundwater levels are stable
- Able to continue replenishing more water back into the ground than we withdraw to meet the demands of our customers
- Continuously seeking and acquiring additional resources (LTSC's or wet water)

Portfolio components			Volume (AF)
Renewable supply	CAP entitlement		10,249
	Effluent Production		10,000
		Total	**20,249**
Water credit balances	LTSCs		95,257
	ECs		24,916
		Total	**125,803**
2021 Net Growth	CAP LTSCs		11,650.55
	Effluent LTSCs		8,651
	ECs		381
	SCG Sale		(342)
	Replenishment Obligation		(7,954)
		Total	**152,808.55**

2021 Water Use by Category (AF)
1 AF = 325,851 Gallons



FY23 Conservation efforts will focus on reducing consumption in these categories

City of Surprise

Conservation across Departments

- Replacing 3 water-cooled hydrotherapy pools at Surprise Stadium (projected 22.5 MG savings per year)
  - 1st of 4 coolers replaced in Aug '21
  - Aug '20-Aug '21 (9.24 MG) | Aug '21-Aug '22 (1.72 MG)
- Improved Pump to Waste Production (projected 9 MG savings per year)
  - (Improved production well purging process)
- Utility Billing/WaterSmart Leak Notifications

  2022 Field Report:
  - XX Home Leak Investigations
  - XX Leak Resolutions

City of Surprise

Conservation

- Introduced a new turf removal rebate for single-family residents, allowing for more water savings from our largest group of water users.
- Developed a Water Budget and Water Audit process for HOA and SFR
- Seeking funding opportunities to increase conservation rebate program

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Thank you for allowing the City of Surprise to inspect your property today. We will be conducting a water audit to determine the efficiency of your irrigation and indoor water use. Here is what you can expect:

Pre-Audit Information:

- High water use plant coverage: 6125 ft^2, 40% coverage (0.14 acres)
- Desert area: 6793 ft^2, 25% coverage (0.16 acres)
- Turf size: 9,846 ft^2 (0.23 Acres)
- Pool: Yes [X] No [ ]
- Review of WaterSmart historical usage

Determining if a leak exists:

- Begin at the meter box, explain the AMI metering process (if needed)
- Shut off all water to the house to check for leaks

Customer Name

CITY OF SURPRISE LANDSCAPE WATER BUDGET
MONTHLY WATER BUDGET ESTIMATE (2011 ETo)

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	Sq. Footage	% of Area	Plant Density	Acreage
TURF AREA	9,846	59.2%	100%	0.2
DESERT AREA	6,793	40.8%	25%	0.2
TOTAL AREA	16,639	TOTAL ACREAGE		0.4

Tier 1 Rate (Kgal)	Tier 2 Rate (Kgal)	Tier 3 Rate (Kgal)	Non Potable Rate (Kgal)
	10	20	
$2.38	$4.68	$5.44	$1.89
TIERED			

		TURF			DESERT LANDSCAPE						
Month	ETo (Inches)	Kc	Water Budget (Kgal)	Cost Per Month	Kc	Water Budget (Kgal)	Cost Per Month	2021 Actual Usage (Kgal)	2021 Cost	Budgeted Usage (Kgal)	Budgeted Usage Cost
January	2.93	0.7	12.59	$35.91	0.3	0.93	$2.21	55.00	$261.00	13.52	$38.12
February	3.69	0.7	15.85	$51.19	0.3	1.17	$2.79	27.00	$108.68	17.02	$53.98
March	6.02	0.7	25.86	$102.49	0.3	1.91	$4.55	23.00	$86.92	27.77	$107.04
April	7.99	0.7	34.33	$148.53	0.3	2.54	$6.04	89.00	$445.96	36.86	$154.57
May	9.90	0.7	42.53	$193.17	0.3	3.14	$7.48	74.00	$364.36	45.68	$200.66
June	10.51	0.7	45.15	$207.43	0.3	3.34	$7.94	92.00	$462.28	48.49	$215.37
July	9.82	0.7	42.19	$191.30	0.3	3.12	$7.42	140.00	$723.40	45.31	$198.73
August	9.16	0.7	39.35	$175.88	0.3	2.91	$6.92	111.00	$565.64	42.26	$182.80
September	7.46	0.7	32.05	$136.15	0.3	2.37	$5.64	91.00	$456.84	34.42	$141.79
October	5.68	1.0	34.86	$151.44	0.3	1.80	$4.29	83.00	$413.32	36.66	$155.73
November	3.09	0.7	13.28	$39.13	0.3	0.98	$2.34	66.00	$320.84	14.26	$41.46
December	2.10	0.7	9.02	$21.47	0.3	0.67	$1.59	81.00	$402.44	9.69	$23.06
ANNUAL TOTALS	78.35		347.06	$1,454.10		24.88	$59.22	932.00	$4,611.68	371.94	$1,513.32
						Percent of Budget Used		250.6%			

PLACEHOLDER: EPCOR WATER

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QUESTIONS OR COMMENTS?

Thank You

https://www.surpriseaz.gov/3867/Drought-Resiliency-Preparedness

CITY OF SURPRISE
Regular City Council Work Session

Council Meeting Date: September 6, 2022

Contact Person: Holly Osborn, DIRECTOR-PARKS & REC

Submitting Department: Parks and Recreation

District: Citywide

Staff Recommendations:

Consent: No   Regular: Yes   Public Hearing: No   Report/Discussion: No

Agenda Wording:
Presentation and discussion regarding the City Trail System.

Motion:
Discussion only.

Background:
Discussion on the Parks and Recreation Master Plan and city trail system.

Objective Analysis:
Presentation on the citywide trail plan and the current trails in Surprise.

Policy Compliant:
This item is Policy compliant.

Financial Impact:
None

Budget Impact:
None

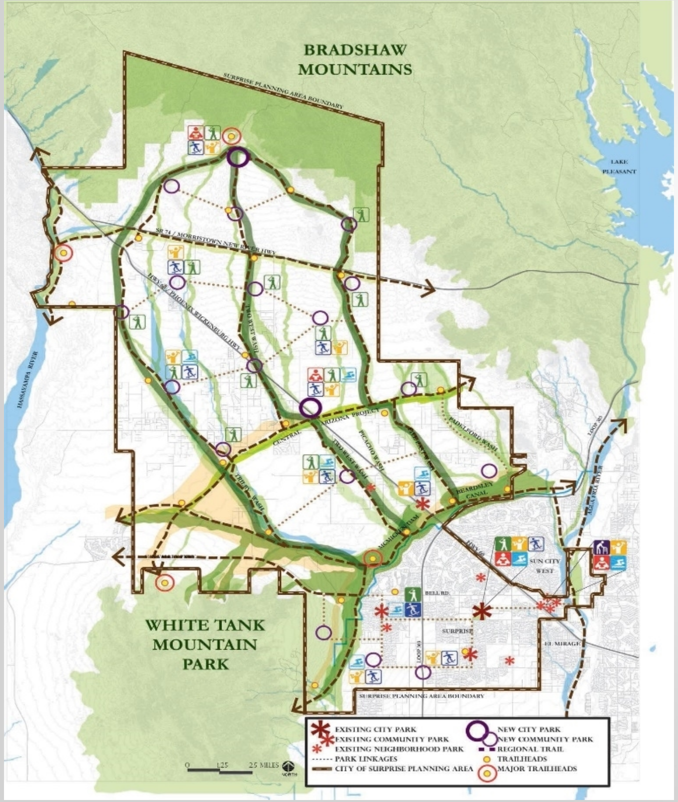
FTE Impact:
None

ATTACHMENTS:
1. Trails 090622

Trails and Pathways

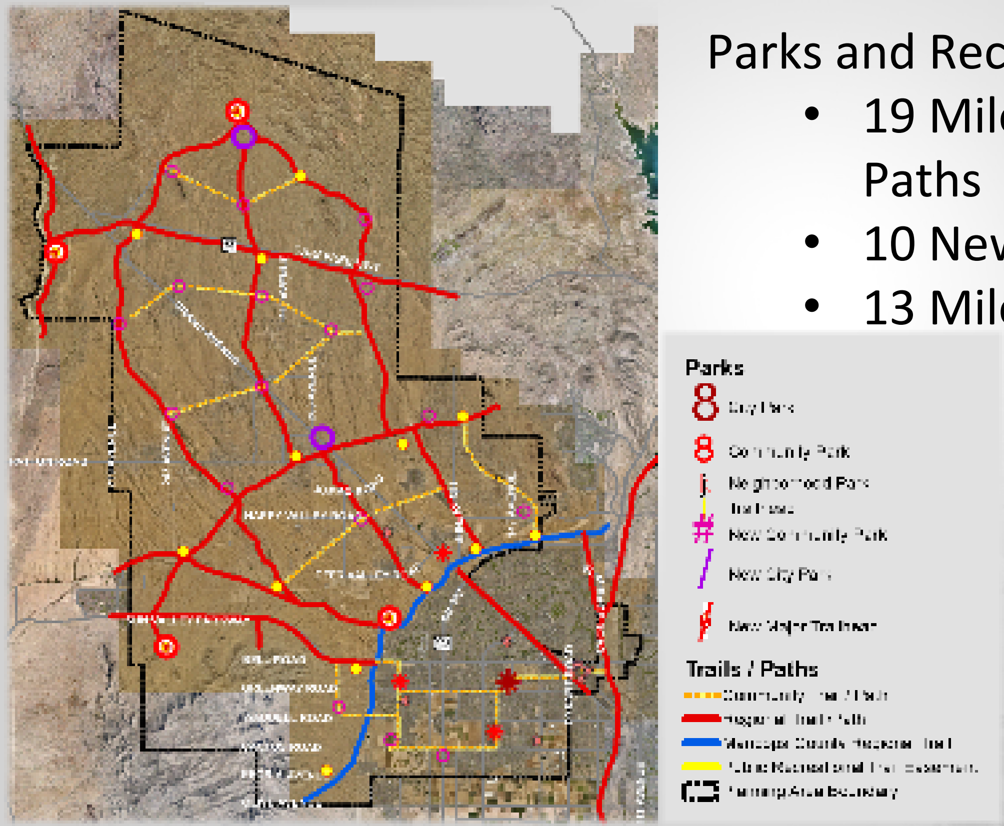
Parks and Recreation

General Plan 2035



- Estimated 120.59 Miles
- Large circulating plan connecting Surprise with the rest of the Valley
  - White Tanks Trails & Maricopa Tra

Parks Master Plan Trails Map



Parks and Recreation Master Plan 2015:

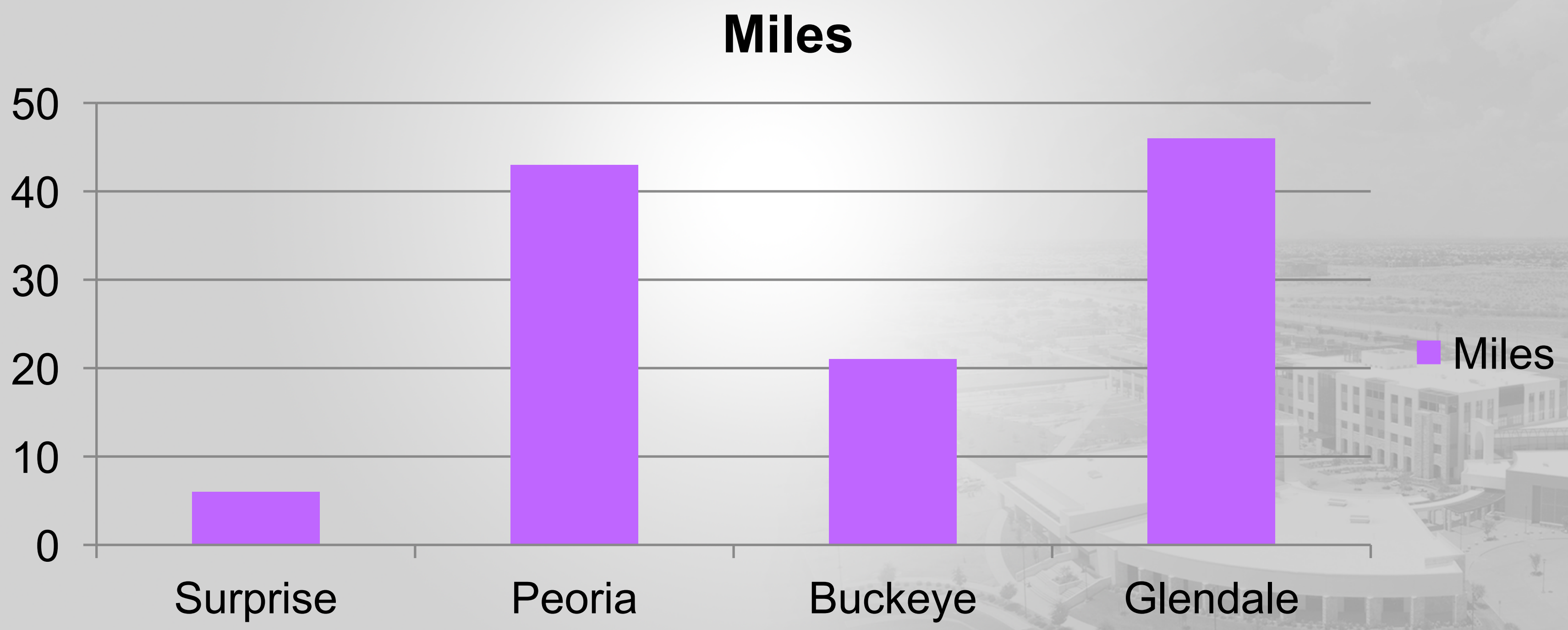
- 19 Miles of Improved Surface Paths
- 10 New Trailheads
- 13 Miles of Natural Surface

CURRENT COMMUNITY TRAILS

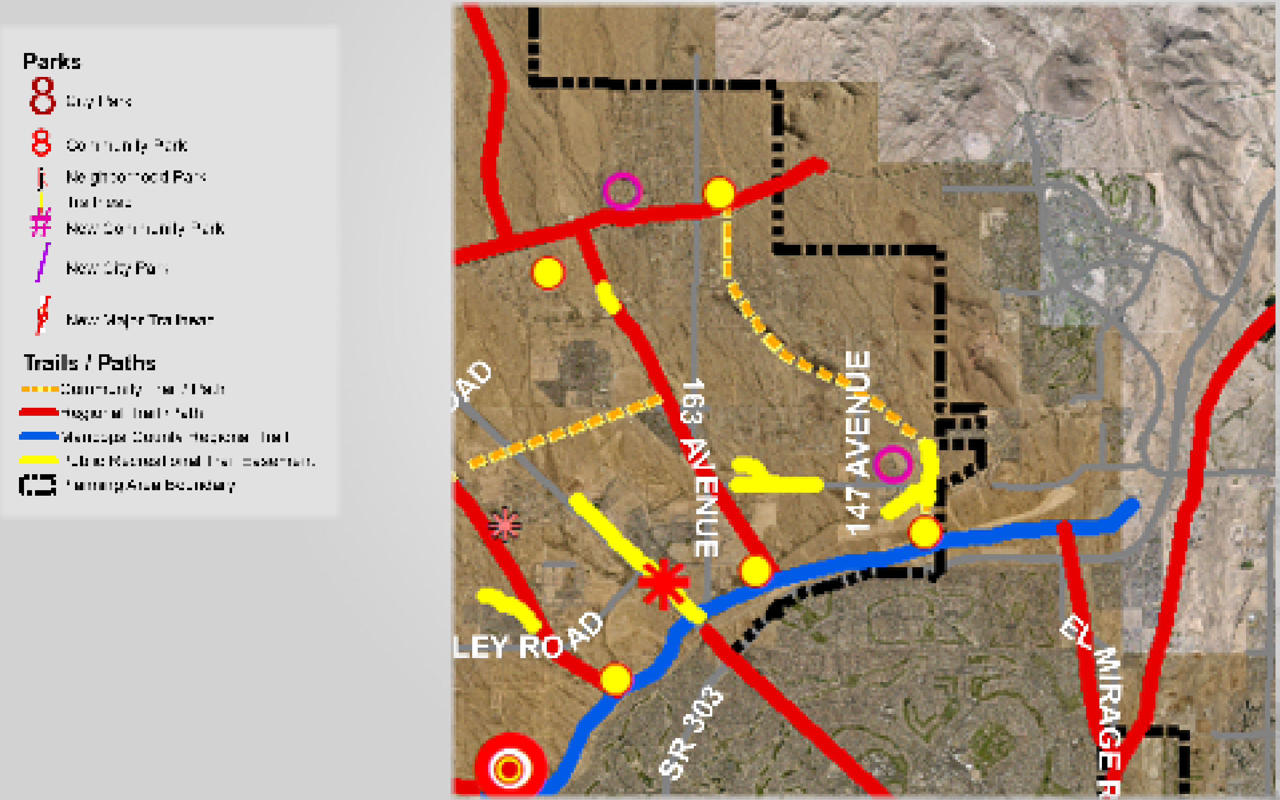
There is currently 6.14 Miles of public recreational easement access from developers

- Community Development works with developers to provide Public recreational easement per city general plan
- Not connected and not maintained by the city

Current City Trails/Paths Comparisons



Parks Master Trails Map



How do we get there?

Utilize the General Plan

- Protect and secure Trilby Wash, 2 West Wash and Whitman for continuous corridors to create signature trails and a linear park system
- Work with various entities and conservancies to identify and secure open spaces for use.
- Provide connected road system that can provide continuous open space while crossings can integrate into multiuse corridors to link open spaces.

Trail Design

Sustainability and Trail Design

- Trail building goals should be to create a long-term relationship between humans and nature
- Trail design is the critical connection to make a trail sustainable, to reduce impacts to the natural environment, and to minimize future trail maintenance.
- The design of a trail must reflect the intended recreation experience for that area.

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QUESTIONS OR COMMENTS?

Thank You