



CITY COUNCIL AGENDA

CITY COUNCIL CHAMBERS . 11465 WEST CIVIC CENTER DRIVE . AVONDALE, AZ 85323

WORK SESSION
July 13, 2009
6:00 PM

CALL TO ORDER BY MAYOR ROGERS

1 ROLL CALL BY THE CITY CLERK

2 ENVIRONMENTAL AFFAIRS COMMISSION UPDATE

City Council will receive an update regarding the activities of the Environmental Affairs Commission since its creation in October 2008. For information, discussion and direction only.

3 TRANSIT PROGRAM UPDATE

The purpose of this report is to update the Council on the status of the transit program, its funding challenges and obtain policy direction.

4 FIRE DEPARTMENT ISSUES UPDATE

City Council will receive an update regarding several fire department related items and seek direction. For information, discussion and direction.

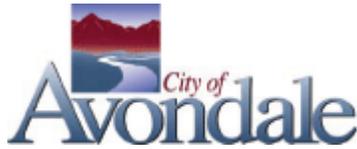
5 ADJOURNMENT

Respectfully submitted,

A handwritten signature in cursive script that reads "Carmen Martinez".

Carmen Martinez
City Clerk

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.



CITY COUNCIL REPORT

SUBJECT:
Environmental Affairs Commission Update

MEETING DATE:
July 13, 2009

TO: Mayor and Council
FROM: Daniel Davis, Director of Parks, Recreation & Libraries (623)333-2411
THROUGH: Charlie McClendon, City Manager

PURPOSE:

Staff will provide Council with an update regarding the activities of the Environmental Affairs Commission since its creation in October 2008.

BACKGROUND:

The Environmental Affairs Commission has been meeting since January 2009 and is pleased to present its work developed since that time. Membership on the Committee currently stands at 13 of 13 positions with the recent appointment of the final three members which included one (1) youth member.

Since its initial meeting in January, the Commission has worked to develop goals which will guide the work of the Commission and City staff. In developing these goals, the Commission chose to prioritize the list into 1st, 2nd and 3rd priority goals. The priority list was based those that were of the greatest interest to Commission members. The Commission is very interested in hearing from the City Council as to their thoughts on these goals. It is the intent of the Commission that the goals be a "living" document that can be modified as the priorities of the City grow and change at it relates to sustainability. The Priority Goals of the Commission are attached.

RECOMMENDATION:

No action is necessary as this report is for information purposes only.

ATTACHMENTS:

Click to download

 [EAC Goals 2009](#)

Environmental Affairs Commission Commission Goals

1st Priority Goals

1. Continue and elevate programs informing citizens on recycling
 - Review City produced collateral recycling material to ensure it is up-to-date and consistent between all messages
 - Review existing education programs and develop new strategies where necessary to improve educational efforts for school children
 - Evaluate placement of permanent recycling bins in City parks for big events and residents (apt or business) who want to recycle
 - Explore City-operated commercial recycling program for apartments and businesses not currently served and/or promote opportunities for businesses/offices to recycle and share information about commercial haulers who provide recycling services
2. Review existing building codes for energy efficiency standards for new residential and commercial buildings and suggest modifications to encourage use of energy efficient lighting, insulation, windows, etc
3. Evaluate the possibility of promoting the construction of environmentally friendly businesses in Avondale
 - Promote the location of “green” businesses which sell recyclable products to consumers
4. Explore possibility of gray water recovery\storage onsite for residential and commercial sites (e.g., for landscaping use)
5. Promote water conservation throughout city. Develop programs for distributing low water use products (e.g. showerheads, toilets, use car wash, no winter grass, ADWR list)
6. Evaluate partnership opportunities with Estrella Mountain Community College and ASU to develop “green jobs” training and educational curriculum
7. Explore costs and feasibilities of LED fixtures for streetlights, business and development signs, and consider a pilot program
8. Promote or provide incentives for energy efficiency modifications in existing buildings (residential and commercial) and for LEED certification in new residential and commercial buildings.
9. Review existing codes and ordinances to recommend a possible amendment to be in compliance with dark skies initiative

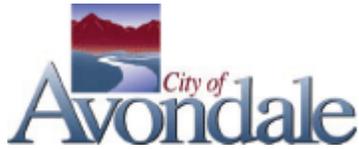
2nd Priority Goals

1. Encourage green hotel development
2. Review City ordinances and determine whether City policy discourages the establishment of “dirty” industries to Avondale. Recommend ordinance amendments if necessary
3. Encourage HOA awareness of water conservation opportunities available through the City
4. Ensure encourage new City facilities are LEED certified that model energy efficiency and promote the use of recycled or cutting-edge materials
5. Evaluate the pick up household hazardous waste at the same time as bulk trash. Alternatively schedule regular monthly drop-off sites
6. Investigate range of existing energy efficiency programs current available through state and federal governments, utility corporations, and private foundations
7. Evaluate replacing existing City vehicles used for non-construction or maintenance activities with an electric or hybrid vehicles through City’s planned replacement process
8. Evaluate existing plans and ensure inclusion of multi-modal connectivity in new and existing developments (especially pedestrian and bike paths)
9. Explore a solar project partnership which would generate electricity for ~~PIR~~ or other commercial customers
10. Explore and promote partnership with Avondale Automall dealers to offer incentives to residents who purchase an alternative fuel/hybrid automobile
11. Encourage local businesses to utilize electric operated trucks/vehicles for short hauls
12. Explore opportunities for future use of reclaimed water within new neighborhoods, commercial, and City property (e.g., water for turf, wash cars, groundwater recharge, etc)
13. Understand source water protection. Investigate the distribution and use of septic systems and other potential risks in the City. Develop strategies to mitigate
14. Evaluate City fleet conversion to hybrid or other Energy Policy Act (EPA) alternative fuel
15. Investigate and initiate energy efficiency programs for low-income homeowners
16. Explore household battery recycling opportunities
17. Create and interpret permanent recycling displays at City Hall and libraries

3rd Priority Goals

1. Investigate using landscaping or large displays for aerial advertising
2. Encourage the location of a waste cooking oil/grease recycler/biodiesel processor to Avondale and encourage Avondale restaurants to recycle cooking oil or grease, if they currently do not
3. Partner with Avondale truck stops to address trucks idling for long periods of time
4. Promote use of pool covers to conserve water and improve toddler safety
5. Understand water banking plans and explore incorporating into a park in south Avondale
6. Promote the use of ADWR plants in existing residential or commercial properties
7. Explore developing a public “buy-in” process for City’s green policies and projects
8. Investigate creating a City program to divert green waste from the landfill and into mulch. Encourage use of mulch on city properties, sell, or make available to residents
9. Research and analyze City policies which might discourage the use of alternate energy efficiency building materials in construction (foam blocks, straw bales, rammed earth, adobe, underground, etc). Recommend modifications where necessary
10. Explore the feasibility of converting solid waste created at the Water Reclamation facility into energy pellets

Date – June 24, 2009



CITY COUNCIL REPORT

SUBJECT:
Transit Program Update

MEETING DATE:
July 13, 2009

TO: Mayor and Council
FROM: Rogene Hill, Assistant City Manager (623)333-1012
THROUGH: Charlie McClendon, City Manager

PURPOSE:

The purpose of this report is to update the Council on the status of the transit program, its funding challenges and obtain policy direction.

BACKGROUND:

The 2000 Census designated Avondale, Goodyear and Litchfield Park as the Avondale Small Urbanized Area (UZ). The combined populations formed a urban cluster with population over 50,000 and under 200,000, and at that time the area was not contiguous with Phoenix.

Avondale commissioned a transit study to qualify for Urbanized Area Federal Transit Authority (FTA) Funds, known as 5307 Funds. The 5307 Funds awarded each year are published in the January Federal Register. The study recommended using these funds to initiate transit service in Avondale and Goodyear along the Supergrid routes. In addition, 5307 Funds go to the START Route 131 that provides local service in both communities, and provides Para Transit services as required by federal law. After the 2010 Census, the Avondale UZ will no longer qualify for these formula funds, because Avondale will be contiguous with Phoenix. Staff has requested that the Avondale UZ be given a two year extension as a period of funding transition. This request has been submitted to FTA.

The Avondale UZ contracts with the City of Phoenix for Start Route 131, Para Transit Dial-A-Ride and the following Supergrid routes:

- Route 41 - Indian School Road
- Route 29 - Thomas Road
- Route 3 - Van Buren Street
- Route 17 - McDowell Road

The Prop 400 Transit Life Cycle Plan (TLCP) was slated to also include additional Supergrid routes:

- Buckeye Road
- Dysart Road
- 99th Avenue

The City of Phoenix pays the required 20% operating match, with Goodyear and Tolleson paying a proportionate share according to a negotiated formula using mileage weighted by population. In addition, the UZ often receives Job Access and Reverse Commute (JARC) grant funds. Prior to the present state budget crisis Lottery Funds also augmented the transit fund. However, these funds may not be available to cities for transit purposes, depending on the State Legislature's actions.

In November 2004, the voters passed Proposition 400 authorizing the collection of a ½ cent sales tax which began in January 2005, with the first distribution to fund transit in 2006. The Transit Life Cycle Plan (TLCP) was developed by representatives from each of the MAG cities and Valley Metro RPTA staff as a spending plan for the twenty year life of Prop 400 from 2006-2026.

In the initial TLCP the Supergrid routes were to begin being funded by Prop 400 as early as 2011, shortly after the 2010 census, when Avondale would no longer qualify for FTA funding. Prop 400 currently funds these Routes that service the Avondale UZ:

- Route 560 Express to Desert Sky Mall
- Route 685 Gila Bend to Desert Sky Mall
- Route 562 Goodyear/Avondale Express to Phoenix

As the economy slowed and Prop 400 revenues began to drop, the TLCP was revised and funding for the Supergrid routes was delayed with routes starting in 2014 and some routes not being picked up by the TLCP until 2021.

The City Council approved a measure to be placed on the September 2, 2008 ballot that would allow transit to receive funds from the local dedicated ½ cent sales tax. Another ballot measure asked that the tax cap on items over \$5,000 be removed. The voters approved the language allowing transit to receive funds from the locally collected ½ cent sales tax. However the voters did not approve removing the tax cap to increase revenues collected into that fund. In January 2009 service cuts were put into place to help balance the transit budget as costs continued to rise and FTA allocations decreased or remained flat. Changes to the Paratransit Program and elimination of service stops after 8:00 p.m. on Supergrid and START 131 Routes helped to balance the current year's budget. However, further service reductions will be necessary and the City's transit strategy has been revised.

DISCUSSION:

For the past six months, staff has been working with various RPTA committees that have been wrestling with the ongoing and growing deficits in funding the TLCP. The current deficit is \$3 B, requiring further cuts and or delays in providing the transit service once promised by the TLCP. Staff has also been in consultation with other West Valley Cities on the issues raised by the choices that face our cities, in an attempt to provide a united voice representing the needs of the West Valley.

Phoenix and the East Valley cities have more mature and stable transit systems in place and their expectations from Prop 400 were for enhancements, major capital project upgrades and expansion of basic services, while West Valley Cities were expecting Prop 400 to provide basic transit grid service extensions into the West Valley. These opposing expectations were very apparent in the choices that were presented to the RPTA Board for final adoption in June 2009.

After many sessions the final choice for adoption by the RPTA Board was between two options. Option # 1, which gives priority to transit service and deletes or delays capital projects, and Option #5 that keeps capital projects in place forcing initiating grid service to the end or beyond the end of Prop 400's life cycle. Only two SW Valley Routes will be initiated within the twenty year Prop 400 life cycle under Option #5.

Route	Option #1	Option #5
Avondale Express	2024	2038
Buckeye Express	2017	2020
McDowell (17)	2014	2026
Dysart (131)	2015	2029

Van Buren (3)	2020	2038
Buckeye Road	2021	2038
Loop 303 Express	2026	2039
Litchfield Road	2026	2040
Indian School Road	2020	2038

Option #5 was passed by the RPTA Board (8 yes-6 no) as a place holder with negotiations to be ongoing over the next six months to tweak Option #5 to be more acceptable. It may require each jurisdiction to select its highest priority item(s) and negotiate for that priority. Keeping McDowell Route 17 at 2014 would be the staff recommendation, if only one route can be salvaged. In addition, supporting the Buckeye Express is another high priority.

New Strategy:

There are three key elements of a new transit strategy. The first is to build a Park N Ride, Transit Center in the City Center to take advantage of Express Service that is funded by Prop 400 and can stop in Avondale. The second is to consider the feasibility of a neighborhood circulator service that collects residents and deposits them to the Phoenix Grid bus service or to light rail when the West Extension is completed. The third is to continue consideration of further extensions of Light Rail and the feasibility of Commuter Rail, as alternatives to standard bus grid service.

With the support of MAG Staff, the preliminary study funded at \$200,000 for an Avondale Park N Ride and a circulator study funded at \$150,000 are now underway. MAG agreed to fund these two studies since the ARRA Urbanized Area funds could not be used for this purpose. Rather than return these funds to the State or Federal Government, the funds were awarded to Goodyear for construction of the Park N Ride at Dysart and I-10. Keeping these ARRA funds in the MAG region was important to MAG staff.

The Commuter Rail study also funded by MAG will be completed by January 2010. And, if Goodyear is successful in obtaining a further extension of Light Rail, Avondale will probably be asked to participate in some as yet to be determined way.

Some important considerations over the next two years will be evaluating the effectiveness of Prop 400 for providing transit services through an extension of the ½ cent sales tax, in its current form. The present “Last In - First Out” method of balancing the TLCP in an era of declining revenues does not bode well for Avondale or the West Valley. The current system pits the needs of young growing cities against the needs of the more populous older cities without a truly neutral arbiter who can advocate for the good of the entire transit system.

Another issue will be where to seek capital funding for the Park N Ride and possible Light Rail extension. The next Transportation Reauthorization Bill is rumored to provide additional funding for public transportation infrastructure. This prospect makes it even more imperative that Avondale have the foundation study documents completed so that funding for construction or other capital needs can be justified and obtained as funding opportunities are announced.

Finally how should Avondale raise local public transit operating funds in the future? Voters might support the removal of the tax cap on items over \$5,000, if they understood exactly what transit services might be gained, such as a more user friendly circulator service or, operating funds for light rail or commuter rail.

Staff could also model a reconfiguration of the Water/Sewer/Streets fund to incorporate transit, or include that modeling in the next rate study. As the transit studies are concluded by year's end, staff will have more information and be better able to bring back more detailed and specific recommendations.

Recommendation:

In the near term, service cuts are necessary to continue to balance the transit budget, since the ballot issue failed and costs continue to rise. This is the first year that FTA 5307 funds don't cover the Supergrid Routes. Current estimates indicate a shortfall in FTA funding for the Supergrid Routes of \$484,528 in FY 2010-2011. However, the transit budget is balanced for FY 2009-2010.

A decision will be made by the end of 2010 by the FTA to either approve or deny the request to extend funding for the Avondale UZ another two years. If the request is denied then all Supergrid service will end in FY 2011-2012.

The staff recommended service cuts are to eliminate Route 41 Indian School, which serves the least number of Avondale residents and no Goodyear residents, for annual savings estimated at \$102,511. Staff also recommends eliminating overlapping miles by ending Route 131 at the Civic Center and increasing the frequency from 70 minutes to 60 minutes.

To continue a direct connection to Desert Sky Mall and the Phoenix grid, staff recommends that the Van Buren Route 3 travel to 75th and north to Desert Sky Mall rather than have it continue on Van Buren to 67th Ave. This is a reduction of 8% of the mileage. The total dollar savings generated by these cuts is estimated at \$97,738. More service cuts may be necessary, if Goodyear and Tolleson cannot pay their share of the funding deficit. Other changes under consideration include elimination of all Saturday service, for a savings of \$139,621. Discussions with Goodyear and Tolleson are ongoing.

In addition to billing both Goodyear and Tolleson for their share of the unfunded grid service, staff expects to obtain JARC grant funds of approximately \$150,000. Avondale budgets an annual General Fund Transfer into the Transit Fund of \$480,000, to keep the fund solvent

The soonest these service cuts could be implemented would be December 2009. A period of public notification and comment would have to be initiated followed by a Public Hearing before the service cuts are finalized with Phoenix in October 2009.

BUDGETARY IMPACT:

For discussion and direction.

RECOMMENDATION:

For review, discussion and direction.

ATTACHMENTS:

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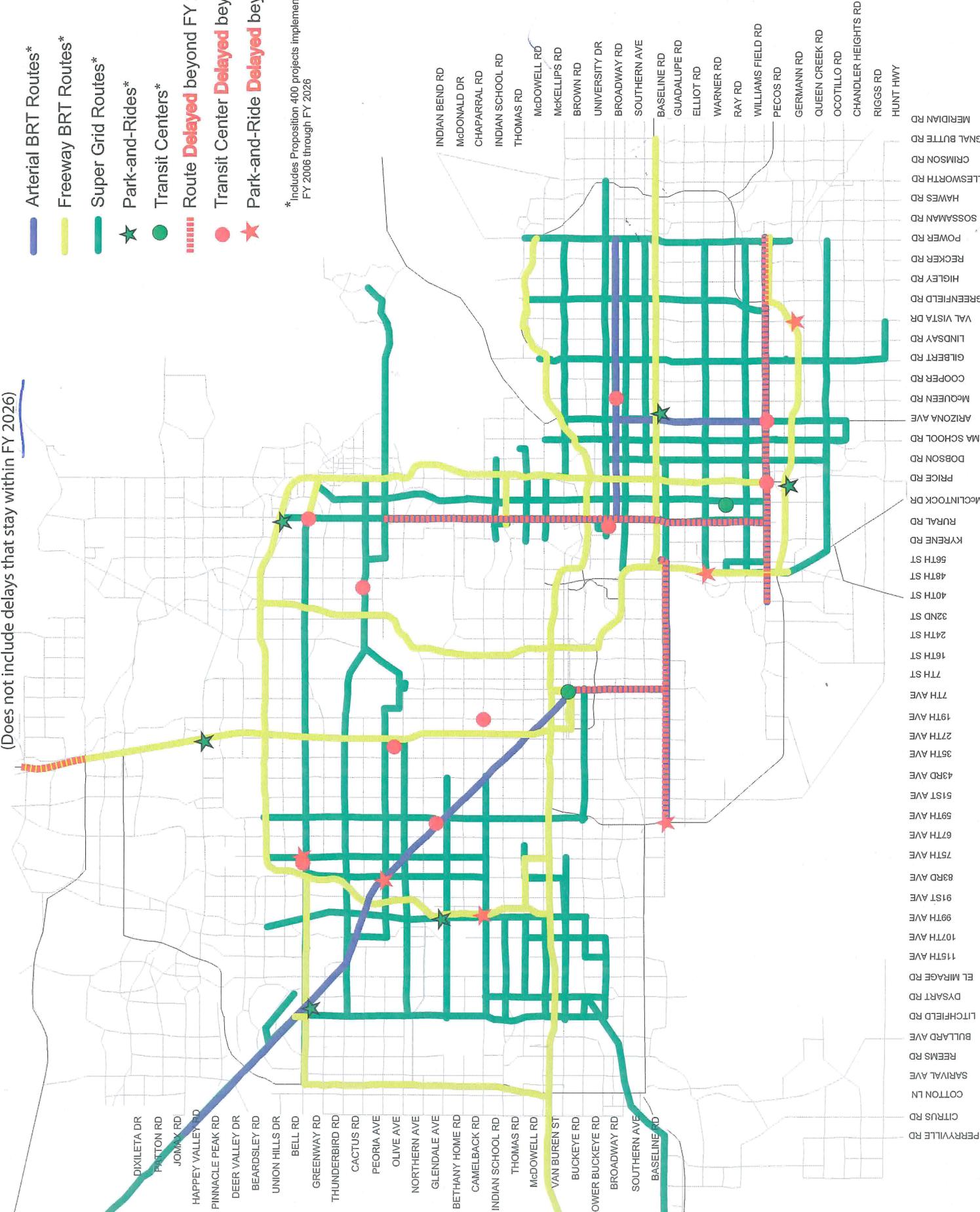
 [Option 1vs3vs5](#)

PROPOSITION 400 FUNDED BUS PROJECTS-OPTION 1

(Does not include delays that stay within FY 2026)

- Arterial BRT Routes*
- Freeway BRT Routes*
- Super Grid Routes*
- ★ Park-and-Rides*
- Transit Centers*
- - - - - Route **Delayed** beyond FY 2026
- Transit Center **Delayed** beyond FY 2026
- ★ Park-and-Ride **Delayed** beyond FY 2026

* Includes Proposition 400 projects implemented and planned FY 2006 through FY 2026



DIXILETA DR
 PATTON RD
 JOMAX RD
 HAPPY VALLEY RD
 PINNACLE PEAK RD
 DEER VALLEY DR
 BEARDSLEY RD
 UNION HILLS DR
 BELL RD
 GREENWAY RD
 THUNDERBIRD RD
 CACTUS RD
 PEORIA AVE
 OLIVE AVE
 NORTHERN AVE
 GLENDALE AVE
 BETHANY HOME RD
 CAMELBACK RD
 INDIAN SCHOOL RD
 THOMAS RD
 McDOWELL RD
 VAN BUREN ST
 BUCKEYE RD
 LOWER BUCKEYE RD
 BROADWAY RD
 SOUTHERN AVE
 BASELINE RD

INDIAN BEND RD
 McDONALD DR
 CHAPARRAL RD
 INDIAN SCHOOL RD
 THOMAS RD
 McDOWELL RD
 McKELLIPS RD
 BROWN RD
 UNIVERSITY DR
 BROADWAY RD
 SOUTHERN AVE
 BASELINE RD
 GUADALUPE RD
 ELLIOT RD
 WARNER RD
 RAY RD
 WILLIAMS FIELD RD
 PECOS RD
 GERMANN RD
 QUEEN CREEK RD
 OCOTILLO RD
 CHANDLER HEIGHTS RD
 RIGGS RD
 HUNT HWY

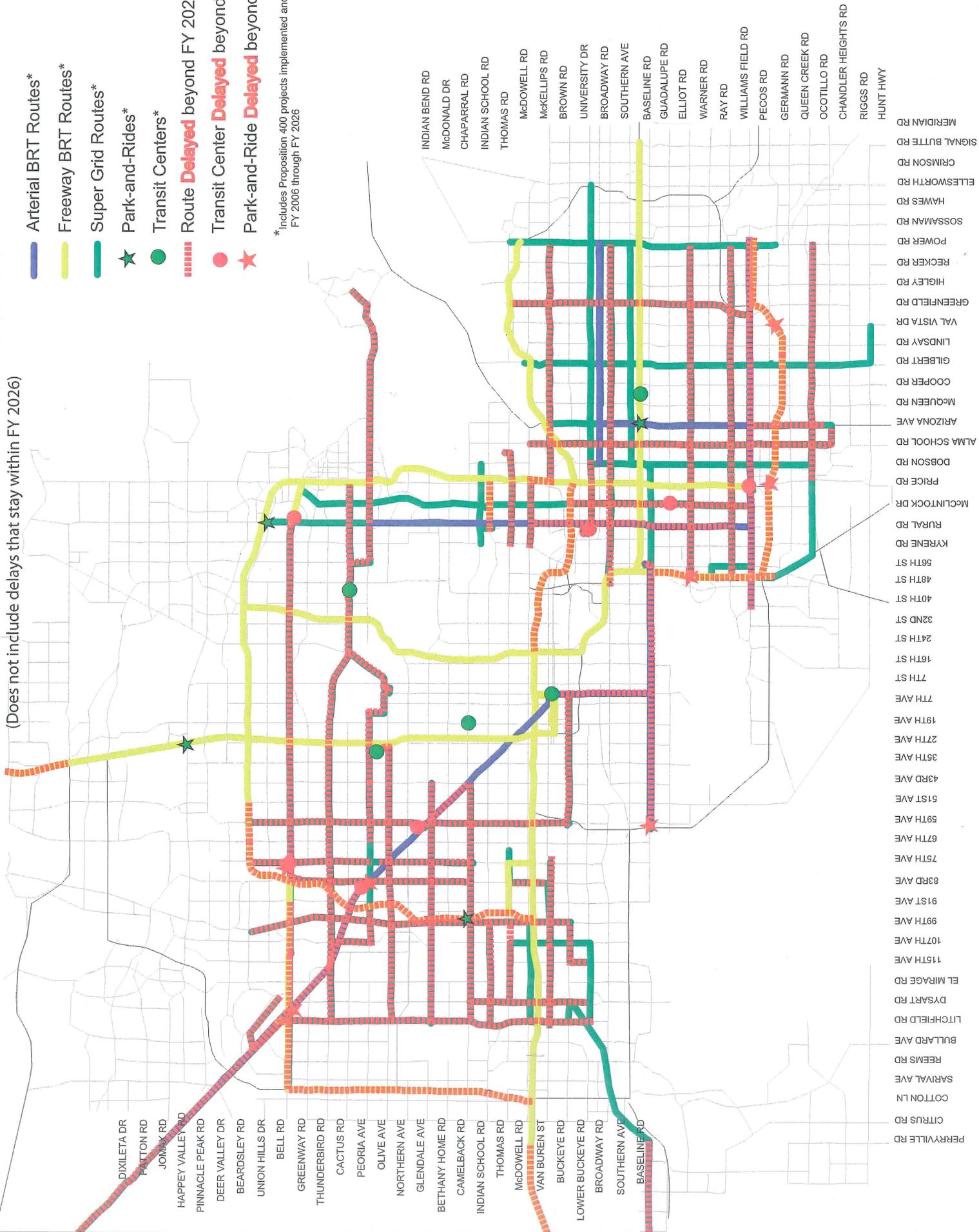
PERRYVILLE RD
 CITRUS RD
 COTTON LN
 SARIVAL AVE
 REEMS RD
 BULLARD AVE
 LITCHFIELD RD
 DYSART RD
 EL MIRAGE RD
 115TH AVE
 107TH AVE
 99TH AVE
 91ST AVE
 83RD AVE
 75TH AVE
 67TH AVE
 59TH AVE
 51ST AVE
 43RD AVE
 35TH AVE
 27TH AVE
 19TH AVE
 7TH AVE
 16TH ST
 24TH ST
 32ND ST
 40TH ST
 48TH ST
 56TH ST
 KYRENE RD
 RURAL RD
 McCLINTOCK DR
 PRICE RD
 DOBSON RD
 ALMA SCHOOL RD
 ARIZONA AVE
 McQUEEN RD
 COOPER RD
 GILBERT RD
 LINDSAY RD
 VAL VISTA DR
 GREENFIELD RD
 HIGLEY RD
 RECKER RD
 POWER RD
 SOSSAMAN RD
 HAWES RD
 ELLESWORTH RD
 CRIMSON RD
 SIGNAL BUTTE RD
 MERIDIAN RD

PROPOSITION 400 FUNDED BUS PROJECTS-OPTION 3

(Does not include delays that stay within FY 2026)

- Arterial BRT Routes*
- Freeway BRT Routes*
- Super Grid Routes*
- ★ Park-and-Rides*
- Transit Centers*
- - - - Route **Delayed** beyond FY 2026
- Transit Center **Delayed** beyond FY 2026
- ★ Park-and-Ride **Delayed** beyond FY 2026

*Includes Proposition 400 projects implemented and planned FY 2006 through FY 2026

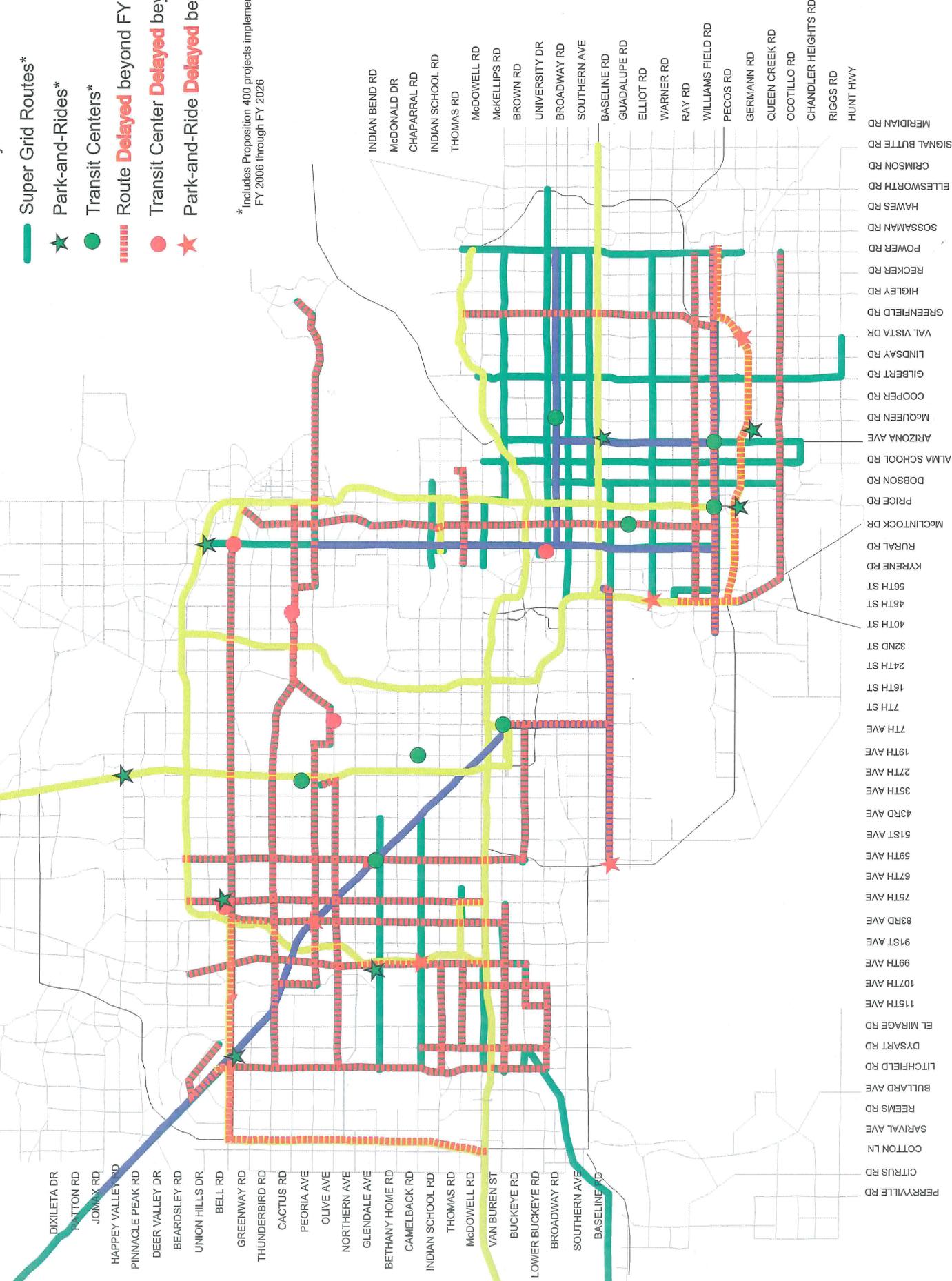


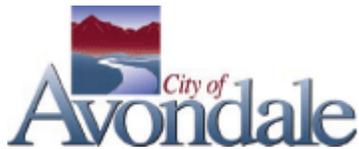
PROPOSITION 400 FUNDED BUS PROJECTS-OPTION 5

(Does not include delays that stay within FY 2026)

- Arterial BRT Routes*
- Freeway BRT Routes*
- Super Grid Routes*
- ★ Park-and-Rides*
- Transit Centers*
- - - - - Route **Delayed** beyond FY 2026
- Transit Center **Delayed** beyond FY 2026
- ★ Park-and-Ride **Delayed** beyond FY 2026

* Includes Proposition 400 projects implemented and planned FY 2006 through FY 2026





CITY COUNCIL REPORT

SUBJECT:
Fire Department Issues Update

MEETING DATE:
July 13, 2009

TO: Mayor and Council
FROM: Paul Adams, Fire Chief (623)333-6100
THROUGH: Charlie McClendon, City Manager

PURPOSE:

To update and seek direction from the Mayor and Council relating to several fire department related items.

BACKGROUND:

In December 2007 Avondale entered into an agreement to provide fire and EMS services to Litchfield Park and a land lease agreement with Estrella Mountain Community College which would allow Avondale to construct a public safety facility to serve the northwest portion of the community. The need for additional fire and EMS coverage in this area had long been identified as a goal for the city but the lack of available land and insufficient funding had made the project impractical to this point. At the time Council approved this project it was an excellent multi-jurisdictional approach to improving service and provided a benefit to all parties.

Design of the facility was completed by the Dick and Fritchse Design Group and FCI Constructors was retained to construct the project. The facility was to be approximately 18,000 square feet and provide space for fire, police and EMCC with a total budget of \$6.5 million. The initial project goal was to open in January 2010. Due to a number of budget adjustments the project was delayed and a new date of January 2011 was set to complete the construction and hiring necessary to open the facility.

DISCUSSION:

While the northwest public safety facility was an excellent approach at the time it was approved, changes in the economy and resulting changes in the long term budget outlook now make the project as originally proposed impractical. The capital funding originally projected to be received from Litchfield Park is no longer available and Avondale does not have sufficient capital funding to complete the fire station portion of the facility on its own. It is also doubtful that there will be sufficient funding at any point in the next several years to hire the 15 firefighters necessary to staff the fire station due to the slow economic recovery that is expected, erosion of income tax revenues, uncertainty of future state budget impacts and the need to replace items deferred from the 2009/10 budget. The 5-year cost analysis to open and operate the fire station portion of the project is estimated to be \$7,030,910, which included Litchfield Park's capital contribution. Even with the potential of some grant support for staffing and construction the 5-year projected cost for the fire station would be \$5,413,870.

In an effort to help offset staffing costs Avondale applied for a Staffing for Adequate Fire and Emergency Response (SAFER) grant. The City received notification of grant award in March of this year, which would provide \$867,040 over 5 years, but has a deadline of September 19 to hire the 8 personnel approved through the grant. Unfortunately the first year matching costs to Avondale would be approximately \$403,000 which were not included in the 2009/10 budget.

As part of the economic stimulus package Congress appropriated \$210 million to support fire station construction. Each project is limited a maximum \$5 million in grant funding. The application deadline was July 10 and an application was submitted for the Avondale project. Obviously the grant process will be extremely competitive. The grant stipulations would increase the cost of the project and may require the city to conduct a new construction bid process. Grant awards are expected to be made beginning in October and the grant does not provide any funding for operating costs.

With the above issues in mind staff felt that it was appropriate to explore other alternatives, with the primary goal of improving fire and EMS service delivery to the northwest area. Our options were to find additional capital funding within Avondale's budget to construct the station - which still did not address the lack of long term funding to staff the station; delay the project until funding from the station construction grant or Litchfield Park became available - which still did not address the lack of long term funding for staffing; or explore a facility use agreement with Goodyear for joint use of Station 183 (Litchfield Road, just north of Thomas). The IGA option with Goodyear would allow Avondale to hire the 8 personnel using SAFER grant funding and move forward with the Police and College portions of the construction project. Avondale, Goodyear and Litchfield Park would all benefit from this arrangement which would reduce capital costs and improve service delivery to the area. This arrangement would reduce costs to Avondale by approximately \$4 million over a 5-year period.

The key points of the IGA include use of a portion of Station 183 by Avondale at no cost beginning in January 2010; staffing of a 2-person medic unit by Avondale to operate from Station 183; provision of fire and EMS service to Litchfield Park from Station 183 in July 2010; two-thirds of the revenue to be received from the Avondale / Litchfield Park service agreement would be passed through to Goodyear; the Fire Chiefs would develop appropriate operating guidelines; a steering committee and other appropriate committees would be established to conduct a Joint Powers Agreement / Fire Authority feasibility analysis; a determination would be made as to the interest of other jurisdictions in participating in the feasibility analysis; and other interim joint operational or administrative activities would be explored as appropriate.

As a potential next step staff felt that it would be worth exploring the potential of developing a joint powers agreement (JPA) that would create an independent fire authority as has been done in several parts of the country over the years. Notable examples of this approach include the Orange County Fire Authority in California, Poudre Fire Authority in Ft. Collins Colorado and the Unified Fire Authority surrounding Salt Lake City Utah.

This approach is provided for in current Arizona Statutes (§11.952) and would create a separate entity which provide fire and EMS service to participating jurisdictions through a contractual arrangement. Governance would be provided by an independent Board which would be appointed from, and by, the participating jurisdictions' elected bodies. Exact make up of the Board would be determined through the JPA. Staff feels that the JPA is the next logical step in the automatic aid process with the west valley as an ideal candidate with the potential of 12 participating jurisdictions.

There are a number of advantages to a JPA including economies of scale, future cost avoidance, and a more efficient administrative structure. There are also a number of issues to be considered as part of the process to include the amount of "front end" work necessary to ensure that the new entity would remain viable over the long term, perception of a loss of the "community fire department" and the greater management burden that would be placed on fire service administrators.

A well thought out approach to conducting the feasibility analysis would be a key to the success of the project. This would include a systematic approach to the research, identification of critical benchmarks, evaluation of existing systems and a reporting system that would keep everyone informed throughout the process.

West valley fire chiefs have been discussing this concept in general terms since March and have had information gathering discussions with both Orange County and Poudre Fire Authorities. A west valley labor / management informational presentation and discussion is scheduled for July 22.

At this point it is staff's recommendation that we take the following steps:

- Move forward with the joint facility use IGA with Goodyear.
- Take the steps necessary to hire the 8 firefighters through the SAFER grant.
- Review the feasibility of constructing the Police and College portions of the northwest public safety facility.
- Take the steps necessary, to include potentially obtaining consulting services, to begin a comprehensive Joint Powers Agreement / Fire Authority feasibility study.
- Explore other interim joint administrative and/or operational activities as may be appropriate.

BUDGETARY IMPACT:

A 5-year comparative analysis of various options is attached.

RECOMMENDATION:

This item is for information, discussion and staff direction.

ATTACHMENTS:

Click to download

[5-Year Cost Comparison Slides](#)

5 Year Cost Analysis Avondale Station

original plan

Staffing – 15	\$ 6,251,450
Operations	\$ 947,580
Construction	\$ 4,500,000
Start Up	\$ 220,260
Total	\$11,928,290
SAFER Grant	(\$ 0)
Litchfield Share	(\$ 4,897,380)
Avondale Share	\$ 7,030,910

with grant support

Staffing – 15	\$ 6,251,450
Operations	\$ 947,580
Construction	\$ 4,500,000
Start Up	\$ 220,260
Total	\$11,928,290
Construction Grant	(\$ 3,000,000)
SAFER Grant	(\$ 867,040)
Litchfield Share	(\$ 2,647,380)
Avondale Share	\$ 5,413,870

A 5-year comparison of the current plan (opening January 2011). The original plan includes the Litchfield Park capital contribution (not presently available) and no grant support. The chart indicating grant support assumes award of the construction grant, no Litchfield Park capital support and hiring of 8 firefighters through the SAFER grant (which would have to be done by September 19, 2009). The additional cost for personnel from September 2009 to January 2011 are not included.

5 Year Cost Comparison

Avondale Station

Staffing – 15	\$ 6,251,450
Operations	\$ 947,580
Construction	\$ 4,500,000
Start Up	\$ 220,260
Total	\$11,928,290
SAFER Grant	(\$ 0)
Litchfield Share	(\$ 4,897,380)
Avondale Share	\$ 7,030,910

Joint Station

Staffing – 8	\$ 4,218,630
Operations	\$ 76,930
Construction	\$ 0
Start Up	\$ 134,840
Total	\$ 4,430,400
SAFER Grant	(\$ 867,040)
Litchfield Share	(\$ 644,350)
Avondale Share	\$2,919,010

A 5-year comparison between an independent Avondale station (hiring 15 personnel) and the joint station with Goodyear (hiring 8 personnel). For comparison purposes the Avondale station assumes a capital contribution from Litchfield Park (not presently available).

5 Year Cost Comparison

Avondale Station

Staffing – 15	\$ 6,831,740
Operations	\$ 959,980
Construction	\$ 4,500,000
Start Up	\$ 229,260
Total	\$12,520,980
Construction Grant	(\$ 3,000,000)
SAFER Grant	(\$ 867,040)
Litchfield Share	(\$ 2,647,380)
Avondale Share	\$ 6,006,560

Joint Station

Staffing – 8	\$ 4,218,630
Operations	\$ 76,930
Construction	N / A
Start Up	\$ 134,840
Total	\$ 4,430,400
Construction Grant	N / A
SAFER Grant	(\$ 867,040)
Litchfield Share	(\$ 644,350)
Avondale Share	\$2,919,010

A 5-year comparison between an independent Avondale station (hiring 15 personnel) and the joint station with Goodyear (hiring 8 personnel). For comparison purposes the Avondale station assumes hiring under the SAFER grant and receipt of a station construction grant.