

MINUTES OF SPECIAL MEETING OF THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, held in the Council Conference Room, 88 E. Chicago Street, on Monday, November 17, 2014.

THE MEETING WAS CALLED TO ORDER BY MAYOR TIBSHRAENY AT 5:30 p.m.

The following members were present:	Jay Tibshraeny	Mayor
	Rick Heumann	Vice-Mayor
	Trinity Donovan	Councilmember
	Nora Ellen	Councilmember
	Kevin Hartke	Councilmember
	Jack Sellers	Councilmember
	Jeff Weninger	Councilmember

Also in attendance: Rich Dlugas, City Manager; Marsha Reed, Assistant City Manager; Nachie Marquez, Assistant City Manager; Kay Bigelow, City Attorney; Marla Paddock, City Clerk; RJ Zeder, Transp. & Dev. Director; Dan Cook, Transportation Manager; Matt Burdick, CAPA Director; Patrice Kraus, Intergovernmental Affairs Coord.; Jeff Kurtz, Planning Administrator; David Bigos, Mayor & City Council Asst; Ann Marie Riley, Transit Services Coordinator.

Councilmember elects: Terry Roe and Rene Lopez

1. Review of Transit Services Recommendations
 - a. **High-Capacity Transit Studies**
 - b. **Existing Transit Service & Needs**
 - c. **Recommended 5-year Transit Enhancement Plan**

CITY MANAGER Rich Dlugas introduced Transit Services Coordinator Jason Crampton who would be presenting the information on Chandler's transit services.

Mr. Crampton announced that ridership has increase by approximately 20% over the last 5 years, while the level of service has remained constant.

In 2012, a study was completed to determine if light rail would be a feasible transportation option on Arizona Avenue. While the study indicated light rail would be a viable option, there would need to be a few updates to the transit network that feeds into Arizona Avenue. Improvements would need to be made around the transit landings, and this would consist of High Density Development/Redevelopment to create that urban lifestyle and create the ability for riders to walk to the landings.

He stated in the near future they will be starting the Fiesta Downtown Chandler Transit Corridor Study. This is a more in depth study that will look at light rail on Arizona Avenue as well as modeling bus rapid transit and various route alignments to connect up with light rail in the City of Mesa. The Study would include short, mid and long-term recommended improvements to aid in the development of the corridor over time.

At the end of the Study, Chandler and Mesa City Council's will select a preferred alignment and mode for the future high capacity transit.

After the preferred alignment is chosen, and Council decides to take the next step, an Environmental Study would need to be conducted. Chandler's share of the ES would be approximately \$1 million. This would be paid for by the state shared lottery funds, previously known as LTAF, which Chandler has in savings and can only be used on transit projects. This study is required because of the Federal funds that would be applied for and used for the project. Looking at operational costs, Chandler's corridor length would be 4.5 – 6.0 miles with a cost of \$940,000 per mile in FY 15-16. The annual operating cost estimate is \$4.2 - \$5.6 million, with a savings of approximately \$600,000 by eliminating the "Link." The net operating cost estimate for the light rail/bus rapid transit would be \$3.6 - \$5.0 million.

In response to a question from Councilmember Weninger regarding cost offset by riders, Mr. Crampton stated the offset is already factored into the net operating cost and light rail usually sees a higher share of revenues – about 35% return, than bus at about 20-25%. In response to a comment from Councilmember Donovan, Mr. Crampton said the goal valleywide is to get a 25% fare recovery and typically the fare is raised as needed to achieve the 25%. On average, the fare is raised every third year. Mr. Crampton provided maps depicting ridership along the North/South corridor and the East/West corridors, along with estimates on future models of the various transit components. Mr. Crampton noted north Chandler is well served especially with routes in the north/south direction. In the east/west direction there is a major gap of service between Elliot and Chandler Boulevard. As talks progress about building up Arizona Avenue, there will need to be discussions on feeding riders into Arizona Avenue with the east/west connections. He said there have been talks about a Ray or Warner Road route.

In response to a question from Councilmember Sellers, Mr. Crampton said that Route 96 and Route 81 expansions are options.

Discussion was held regarding existing transit services and future enhancement needs. The discussion also included alternative route options, cost saving measures, increasing ridership, various stop locations, and servicing large employers such as Wells Fargo. Mr. Crampton stated all of the topics Council mentioned could be considered during the studies.

Mr. Crampton then addressed various proposals for enhancing the transit network over the next 5 years. The first step would be in 2016-17 would be to enhance Route 112 and Link on Arizona Avenue. In 2017-18, add a new route on Ray Road which would be approximately a 30 minute ride. There is a large gap between Chandler Blvd. and Elliot Rd., and if the service on Ray Rd. is implemented, it would narrow that gap.

He explained Arizona Avenue currently has 2 bus routes Link and 112. They each run at a 30 minute frequency. The proposal is to change the frequency to 24 minutes, giving a 12 minute interval between buses in the corridor and that is the same time frequency the light rail is running. The ongoing cost estimate is \$440,000 per year. Three buses would need to be purchased with a cost estimate from Chandler's local match in the amount of \$240,000 as a match to Federal funding, which will be applied for.

He said this would require partnership with the City of Mesa and Valley Metro Transit. The City of Mesa would like to add more connecting service to Light Rail. In response to questions from the Councilmembers, Mr. Crampton stated the cost estimates mentioned, assume that the City

of Mesa will pay for the mileage in their city and run at the same frequency intervals. There has been some discussions with the City of Mesa related to their expectations for improvements to the Arizona Avenue corridor, and they have indicated they would work with the recommendation from Valley Metro for a regional improvement to the route, but at this time, there is no clear sense at what level of service they are looking for.

He explained the next proposed improvement would be on Ray Rd., currently there is no service. They are proposing a weekday fixed bus route service on a 30 minute frequency, and later add weekend service at 30 minute frequency. Cost for this service would be \$1 million per year, and this cost assumes Chandler will pay some of the mileage in Tempe, since it is a shared border. For this improvement there is a one-time cost for fleet and bus stops estimated at \$1.2 million. The local match for 5 buses would be approximately \$400,000 and \$800,000 for the bus stops, using lottery funds.

Councilmember Donovan said the City has done a great job positioning to get ready and plan in the event funds are received.

Mr. Crampton then reviewed the timeline and financial obligations through the years up to 2020. He provided various possible future improvements:

- Along Chandler Blvd. - Offer peak hour service with 15-minute intervals –
 - Costs associated with this option - \$340,000/ year ongoing service and \$400,000 as a one-time fleet purchases.
- Price Rd. Bus Service – Extend Rt. 81 (McClintock) down Price Rd. to Intel
 - Costs associated with this option - \$480,000/ year ongoing service and \$1.2 million for one-time fleet purchases, bus stops, sidewalks, and traffic signals.
- McQueen Rd. – Extend Rd. 120 to Frye Rd. after Gilbert and Mesa extend the route to Chandler's northern border
 - Costs associated with this option - \$210,000/ year ongoing service and \$420,000 for one-time fleet purchases and bus stop improvements.
- Express Route 542 – Add one round-trip to and from downtown Phoenix
 - Cost associated with this option \$75,000/year ongoing service.
- Evening Service – Extend evening service by 30 minutes on Routes 81 (McClintock) and 96 (Dobson) and by 2 hours on Route 136 (Gilbert)
 - Costs associated with this option \$65,000/year ongoing services.

In response to a question from Vice Mayor, City Manager Dlugas said based on current revenues it appears there will be discretionary dollars, although there is some reservation as the legislative session will soon begin.

Adjournment: The meeting was adjourned at approximately 6:25 p.m.

ATTEST: _____
City Clerk

Mayor

Approved: December 8, 2014

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the special meeting of the City Council of Chandler, Arizona, held on the 17th day of November 2014. I further certify that the meeting was duly called and held and that a quorum was present.

DATED this _____ day of December, 2014.

City Clerk