

MINUTES OF THE SPECIAL MEETING OF THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, held on Monday, January 6, 2014 in the Council Conference Room, 88 E. Chicago Street, Chandler, Arizona.

The meeting was called to order by Mayor Tibshraeny at approximately 5:08 p.m.

The following members were present:

Jay Tibshraeny	Mayor
Jack Sellers	Vice Mayor
Jeff Weninger	Councilmember
Nora Ellen	Councilmember
Trinity Donovan	Councilmember
Rick Heumann	Councilmember
Kevin Hartke	Councilmember

Mayor Tibshraeny explained there were two items for the Special meeting. One is an item to allow the Council to recess into an Executive Session and the other is a Transportation Update by staff. He said the Council will first vote to adjourn into Executive Session.

SET AN EXECUTIVE SESSION FOR THE PURPOSE OF:

1. Personnel Matters, A.R.S. § 38-431.03(A)(1) – Possible discussion or consideration by the public body of one or more of the candidates for appointment to the position of City Attorney.

MOVED HARTKE, SECONDED BY HEUMANN to adjourn to an Executive Session. MOTION CARRIED UNANIMOUSLY (7-0)

RECESS: The City Council recessed to Executive Session at 5:08 p.m.

RECONVENE: The Mayor reconvened the Special meeting at 5:56 p.m.

TRANSPORTATION UPDATE:

Transportation and Development Director R.J. Zeder introduced T&D staff Jason Crampton, and Rex Hartmann and consultant Jeff Martin.

Mr. Dan Cook, Transportation Manager, said existing transit services serve mostly north Chandler. South and east routes are primarily in the evening hours or special trips. He displayed a map showing the Chandler Transit Routes.

Mr. Cook reviewed the transit funding in Chandler

- Public Transportation Fund (Proposition 400 funding) is \$135 million over 20 years. In 2013-14 - \$5.7 million.
- Arizona Lottery Fund (formerly LTAF) is \$700,000 yearly. Funds non-ADA Dial a Ride, and some bus service

- Chandler General Fund \$517,000 per year. Funds fixed route, RideChoice and local O&M.
- Advertising Revenue - \$90,000 per year for O&M and Contingency Reserve.

He showed a graph displaying a “Comparison of Transit All Funding in Other Valley Cities”.

He then reviewed the Future Transit Options:

New/Extended Bus Routes

*Ray Rd. Local Bus / \$750k year – 30 min. headways

*Rural Rd. LINK/BRT \$155k year

To Downtown Chandler

6 AM peak hour trips

6 PM peak hour trips

Dependent on Tempe Service

*Chandler Blvd. LINK/BRT

\$1.1 m / year

Future service, Phoenix to Williams Gateway Airport

Downtown / Mall Circulator

Cost \$730,000 per year. 6 a.m. to 9 p.m. approx. 30 min. headways / 60 min on weekends.

Transit in Southeast Chandler

Restore Route 96 (Dobson) \$330,000 year

Route 136 \$430,000 year (Gilbert Rd)

Route 112 (Az Avenue) \$240,000 year

Queen Creek Road \$690,000 year

Enhanced Service on Existing Routes

- Route 156 (Chandler Blvd) Peak Service Improvement \$330,000 year.

- Enhanced Az Avenue LINK Service \$820,000 year, 30 min. to 12 –min peak / 60 min. to 24 min. off peak

High Capacity Transit on Arizona Avenue

Light Rail

Street Car

Fixed Guideway BRT

The Planned Regional Rail System map was reviewed.

Mr. Cook reviewed the listing showing the “Other Regional High Capacity Transit Projects Competing for Prop 500 Funding”.

Map Potential Arizona Avenue alignments

Steps to Move Toward High Capacity Transit

*Conduct HCT Long Range Study – Completed

*Conduct HCT Project Development Plan

- Work with City of Mesa

Complete the Plan in advance of next RTP

Positions the AZ Ave. Corridor for Prop 500

*Land Use Planning

Update land use policies to better promote high density, transit oriented development (TOD) This is essential to receive federal funding

***Enhanced Transit**

Improve transit routes connecting to Arizona Avenue

Timeline for HCT Study to Prop 500

Complete HCT Project Development Plan, 12-18 months

Complete Revised RTP 12-18 months

Complete Final Prop 500 Program of projects 12 month

Need to start our Chandler HCT Study 3-4 years in advance of determining the Prop 500 program of projects

Mr. Cook reviewed the need to Complete the HCT Project Development Plan to position Chandler for HCT on Arizona Avenue to be included in the next Regional Transportation Plan (RTP) and Prop 500. The need to promote transit-oriented development along Arizona Avenue to have successful light rail line.

CHANDLER FREEWAYS

Reviewed the remaining freeway improvements.

***Price L101 General Purpose Lanes**

Currently in Preliminary Design, Programmed for 2019-26, borrow funding from South Mountain Freeway to advance construction

***Santan L202 General Purpose Lanes**

Planned for 2019-26, construct Price L101 to Gilbert Road FIRST, advance funding from I-17 Spine Project.

Capital Improvement Program – Arterial Street in Southeast Chandler

Displayed a map showing arterial street improvement projects in southeast Chandler.

Construction Funding: ALCP Funding is about \$55 Million available for southeast Chandler . City Transportation Bonds, remaining voter approved authorization is \$125 million, about \$50 million available for Southeast Chandler.

MCDOT Contribution: estimated at \$8 million,. Other Grant funding (MCDT, State, Federal): TBD, potential to reserve some HURF funding.

Total: \$113 million plus other grants.

Street Maintenance and Rehabilitation

Mr. Cook noted there are over 2000 miles in the current street inventory. One half were done in the 1980s and 1990s. The use of additional \$700,000 one-time monies in FY2013-14 produced 66 lane miles. The Pavement Quality Index (PQI) 1-100 is used to determine maintenance needs. 70 is breakpoint for slurry seal. 40-20 is mill & overlay. 20 is rebuild. He showed examples of street conditions using the PQI.

Mr. Cook reviewed the cost of one mile maintenance. Chandler Boulevard, Alma School Road to Arizona Avenue. The current maintenance practice is a 50 year life cycle. This would include 2 TRMSS, 4 Slurry Seals, 1 Mill & Overlay at a cost of \$1,125,000.

If Pavement Replacement was done over the 50 year life cycle, it would have been 2 Full Pavement Replacements at a cost of \$3,670,000. It would be 3.26 times more expensive to replace than to maintain.

In summary, Mr. Cook reported the street maintenance goal is to maintain the citywide pavement quality index between 56 and 70. The slurry seal and micro seal program needs additional one-time funding of \$500,000 to \$1 million per year. Also needed is additional capital funding for mill and overlay/re-paving program in about \$2 million per year for the next several years to maintain the new roads from the 1990's and 2000's.

Mayor Tibshraeny adjourned the meeting at 7:26 p.m.

ATTEST:

City Clerk

Mayor

Approval Date of Minutes: January 8, 2015

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 January 6, 2014. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this _____ day of January 2015

City Clerk