

Transportation Commission Regular Meeting

May 15, 2024 | 4 p.m.

Chandler City Hall
4th Floor, Large Conference Room
175 S. Arizona Ave, Chandler, AZ
or via [Webex](#) access code 2664 801 0611



Commission Members

Chair John Repar
Vice Chair David Heineking
Dean Brennan
Dan Henderson
Luis Heredia
David Lucas
Molly Olsen

Pursuant to Resolution No. 4464 of the City of Chandler and to A.R.S. § 38-431.02, notice is hereby given to the members of the Transportation Commission and to the general public that the Transportation Commission will hold a REGULAR MEETING open to the public on Wednesday, May 15, 2024, at 4:00 p.m., at City Hall 4th Floor Large Conference Room, 175 S. Arizona Ave., Chandler, AZ or via [Webex](#) access code 2664 801 0611. One or more Commission Members may be attending via Webex or telephone.

Persons with disabilities may request a reasonable modification or communication aids and services by contacting the City Clerk's office at (480) 782-2181(711 via AZRS). Please make requests in advance as it affords the City time to accommodate the request.

Agendas are available in the Office of the City Clerk, 175 S. Arizona Avenue.

Transportation Commission

Regular Meeting Agenda - May 15, 2024

Call to Order/Roll Call

Scheduled/Unscheduled Public Appearances

Members of the audience may address any item not on the agenda. State Statute prohibits the Board or Commission from discussing an item that is not on the agenda, but the Board or Commission does listen to your concerns and has staff follow up on any questions you raise.

Action Agenda

1. **Election of Officers**
2. **April 17, 2024 Transportation Commission Minutes**
Move Transportation Commission to approve the Transportation Commission meeting minutes of the regular meeting of April 17, 2024.
3. **Amendment to the Intergovernmental Agreement Between the Regional Public Transportation Authority (RPTA) and the City of Chandler to Provide Fixed Route Bus, Paratransit and RideChoice service for Fiscal Year 2024-25, for an estimated amount of \$759,523**
Recommend approval of an amendment to the Intergovernmental Agreement between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide fixed route bus, paratransit and RideChoice service for Fiscal Year 2022-23 for an estimated amount of \$759,523

Briefing Item

4. **Pedestrian Connectivity Study Update**
Pedestrian Connectivity Study Update presentation by Keith Koprowski, Project Manager, Y2K Engineering, LLC.
5. **Arizona Ave Shared Use Path Study Update**
Arizona Ave Shared Use Path presentation by Keith Koprowski, Project Manager, Y2K Engineering, LLC.
6. **Ashley and Paseo Trail Update**
Pedestrian Connectivity Study Update presentation by Keith Koprowski, Project Manager, Y2K Engineering, LLC.

7. **Transit Services Update**

Transit Services Update presentation by Raistlin Snow, Transportation Policy Division Intern.

Information Items

8. **May 2024 Project Status Update**

Information only.

Member Comments/Announcements

Calendar

9. The next scheduled meeting will be held on Wednesday, July 17, 2024.

Adjourn



**Transportation Commission Government Relations & Transportation
Policy Memo No.**

Date: 05/15/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Election of Officers



**Transportation Commission Government Relations & Transportation
Policy Memo No.**

Date: 05/15/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: April 17, 2024, Transportation Commission Minutes

Proposed Motion:

Move Transportation Commission to approve the Transportation Commission meeting minutes of the regular meeting of April 17, 2024.

Attachments

Transportation Commission Meeting Minutes April 17, 2024

**MINUTES OF THE TRANSPORTATION COMMISSION MEETING
City of Chandler, Webex Meeting**

Wednesday, April 17, 2024, at 4:00 p.m.

CALL TO ORDER / ROLL CALL

Chair Repar called the meeting to order at 4:00 p.m. Ms. Sheri Passey completed roll call. Quorum present.

Members in Attendance:

Chair John Repar

Vice Chair David Heineking

Commissioner Dean Brennan

Commissioner Dan Henderson

Commissioner David Lucas

Commissioner Molly Olsen – arrived at 4:09 p.m.

Members Absent:

Commissioner Luis Heredia

Staff Members Present:

Jason Crampton, Transportation Planning Manager

Nancy Jackson, Transportation Planning Program Coordinator

Hezequias Rocha, Transportation Planning Program Coordinator

Raistlin Snow, Intern, Transportation Policy

Sheri Passey, Recording Secretary, Management Assistant

Ryan Peters, Strategic Initiative Director

John Knudson, Public Works Director

Daniel Haskins, Principal Engineer

John McFarland, Transportation Manager

Lauren Koll, Downtown Redevelopment Program Manager

Tawn Kao, Assistant City Attorney

Others Present

Chris Milner, Principal Project Manager, TYLin, Presenter

Dan Ricketts, Resident

SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES

None

Chair Repar Called the meeting to order and requested Roll Call.

Mr. Jason Crampton stated - Mr. Chairman before we move forward with the agenda, I would like to introduce our new Transportation Program Planning Coordinator, Hezequias Rocha. We are excited to have him on the team.

Chair Repar Reminded the commission that if you wish to speak, address the chair and I will acknowledge you. Introduce yourself and go ahead with your comments to help keep things moving. With that, has everyone had a chance to read the Transportation Commission minutes from January 17th? Are there any questions or corrections? Could I have a motion to approve the Minutes?

CONSENT AGENDA

- 1. Approval of the Minutes of the Transportation Commission Regular Meeting of January 17, 2024.**

Commissioner Henderson So moved.

Vice Chair Heineking Seconded the motion.

Chair Repar All in favor say I. Any opposed? None.

Motion passes 5-0 by **all Commissioner** members present. Minutes approved.

ACTION AGENDA

No items.

BRIEFINGS

Chair Repar With no action agenda we will go straight to Briefing item the Frye Road Protected Bike Lanes Update.

- 2. Frye Road Protected Bike Lanes Update**

Mr. Jason Crampton Mr. Chairman, we have Chris Milner with TYlin. He is our lead consultant on this project helping with the redesign. The Commission has discussed this project multiple times. The design was completed last year and advertised to the construction industry for the competitive bidding process. The first bid process was unsuccessful as we did not receive any bids. The project was advertised a second time with an extended construction duration. Only one bid was received and exceeded the construction budget and engineers estimate by 70%. We decided to re-envision the constructability issues of the project. Constructability issues included too much labor intensive (hand) work which made it challenging for the local construction industry to build. We kept the overall scope of the project consistent with our established goals. I will turn the time over to Chris.

Consultant Chris Milner Thanks, Jason. Appreciate the Commission having me here today to present about this project. Wish I could be here talking to you about a construction update, but as Jason mentioned, the contract documents weren't quite in alignment with our goals.

When we talked about some of the revisions to the design, all these objectives remain in place (listed on the slide presentation). These are non-negotiables to the project and have been retained to provide a comfortable facility connecting all the schools and parks along the corridor in a manner that is safe and comfortable and in alignment with the feedback received during the 2019 Transportation Master Plan process. Public art will continue to be incorporated in the project. Some landscaping will be subdued from the original design but will still create a great aesthetic element with some great entryways.

The schedule: The project was advertised last summer, and we started redesign this spring. Plans were submitted last week, and we are working towards getting back to construction. We feel confident the redesign has addressed the constructability concerns and able to start construction this fall.

These renderings hold true at the west end of the project limit, which is by the San Marcos heading east into downtown. This creates a great gateway and accomplishes the objectives of reducing speed of motor vehicle travel, providing a safe, comfortable, and protected facility for children accessing the schools, and the public art aspect and monuments. At the east end of the Paseo Trail, there is a monumentation being provided for pathway users and additional wayfinding that will be incorporated to help guide users not only to downtown but to all the adjoining parks within this corridor.

One of the major changes is incorporating precast curbs. We are working with city staff to identify different colors, textures, and patterns of the precast curbs to integrate the themes of downtown as the project gets closer to downtown and moving away from downtown, using City branding guidelines and the city logo. We are considering the use of paints or sandblasting for these details to ensure the product can meet the functional needs while also meeting the aesthetic goals of the project.

Mr. Crampton Mr. Chairman. If I can just add... the colors are great, but we may need to work through our internal team of engineers to ensure we comply with all the appropriate regulations as far as what colors can go in a roadway. The final product could be a little less brightly colored, but right now we are exploring all of our options.

Mr. Milner Continued his presentation. Throughout the two-lane sections of the corridor, we have precast curbs providing comfort and safety to users. Along the two-lane corridor this slide gives you a detailed sense of what it could look like as well as public art that would be incorporated on the side of the road. This section view shows what we are looking to incorporate, predominantly east of Arizona Ave. where we have two-lanes. The next slide – the three-lane view is a rendering of what the facility will look like with the precast curbs. The beautiful sections with the landscaping shown at the start at the west end gateway. As we taper closer to downtown, we have the precast curb.

Art elements: Jason and his team have done a great job getting into the classroom, getting the students excited by having them develop art that will be a part of this project. There are several different locations throughout the project that will integrate art into the corridor - stops within the street and at all the schools. A public artist will also be deployed. These are pictures of an art installation from Charlotte, NC and gives you a sense of a real-life installation. This is what it can look like pairing student artwork with the public artist. Eight different designs that can be incorporated throughout the corridor on the art panels. This is going to bring a unique aspect for this project. I'll take any questions.

Commissioner Brennan Asked. The first bidding opportunity, there was one bidder?

Mr. Milner Responded. Zero bidders on the first bid.

Commissioner Brennan Asked. I thought Granite Construction bid?

Mr. Milner Responded. That was the second bid.

Commissioner Brennan Asked. You have already been through two bids, correct? I'm trying to understand why the Engineer's Estimate was \$7 million and the bid was what \$12 or \$14 million? And why was there that much discrepancy?

Mr. Milner Responded. When we put together engineers estimate we look at historical bid prices. That model has been problematic over the last couple of years because as engineers we don't price it up the same way a contractor does. We look at historical prices, but unfortunately, we have seen prices do this in the last couple of years (indicating increase gesture). Looking at the most recent bids we could find to identify what we thought the unit cost per linear foot of curb was going to be. That came in a lot higher than we thought because this is going to be all hand formed work. You can't just use a machine to extrude all that curb. Labor costs were much higher than we ever have estimated because you have to hand form and hand finish it all.

Commissioner Brennan Asked. There's not a better way or different way to do that without having to that?

Mr. Crampton Responded. Mr. Chairman, part of the constraints in the previous design was with the landscape median. You have to allow for cuts in the curb every 30 feet to allow for drainage, and then there's a confined space in the roadway. Once you build one side of the road, you have a little bit of space to work with but then the roadway narrows when you build the other median on the other side of the roadway, creating a very confined space. Traffic control is very challenging and the limited space to be able to get machinery in there is extremely challenging. It becomes hand formed work that the amount of labor required skyrockets.

Commissioner Brennan Asked. Are there other construction companies that have experience constructing separated bike lanes in Arizona that worked on projects in communities that have separated bike lanes? My understanding there's was only one bid and that was from Granite. Aren't there other contractors? And if not, then what happens this time when you go out for bid again. You're going to be dealing with primarily one contractor?

Mr. Haskins Responded. Mr. Chair and the commission, when we received the bid analysis, we reached out to other contractors to find out what we could do better.

We have to change some things in the scope that benefits the project and bring it back into budget. We reached out to different contractors and part of them stated you can't use a slip form machine, so it becomes a very slow process. With the slip form machine there are too many pick up, put down, so it was very labor intensive. Many also stated with construction all over the city and state, it wasn't feasible to pull some of the best crews that you would need for this type of work. Trying to put an estimate together to actually work on this product and bid against everyone else, they decided not to bid knowing that it was a very risky project with a lot of new elements and a lot of long difficult work. Changing to precast opens it up to a lot of other companies. More contractors can pick up a piece of concrete, mill and overlay. We are hoping to get more bidders, but again there are no guarantees with the economy.

Vice Chair Heineking Asked. Is there a minimum number of contractors that have to bid for you to accept for work?

Mr. Haskins Responded. Through the chair and the commission, we can move forward with one bidder. What we would like to see is at least three bids, so when we are doing our bid analysis, we're comparing conflicts to contractors. Then it gives us a price range that are in realistic expectations for that type of work and makes it easy to do good analysis. But technically speaking we can move forward with one.

Commissioner Lucas Asked. Is this the primary change to the project going to be these precast curbs? And if so, is there a sufficient price reduction to have some assurance for more than one bid so we are not doing this again in the future?

Mr. Crampton Responded. Mr. Chairman, Commissioner Lucas. Yes, that is the primary change. We are confident that we will be able to construct the project within the budget. Additionally, while going through the redesign process, we obtained an additional \$6 million in grant funds to allow us to construct a more expensive project which will include a complete mill and overlay of the entire roadway whereas previously we were only resurfacing the bike lane. To be able to accomplish the repaving with the project creates a great benefit as repaving will be challenging once the bike lanes are in place. We think we can do that within the budget. It's a difficult project with inflation, rising construction costs and the longer we wait, there are more unknowns, but we do anticipate that we'll be able to fit it all.

Commissioner Lucas Asked. Mr. Chair, a follow-up question. To your point, it's going to be more challenging to do future roadway preservation work once these are in place. Has that been taken into account and are there others that have had to work with these impacts on future maintenance costs?

Mr. Crampton Responded. Mr. Chairman, Commissioner Lucas. Yes, there will be challenges. The precast modules will be bolted into the roadway so they can be removed to allow for a repaving. It's an extra step so when we have a contractor come in and do the repaving, we'll have to add a line item to remove the separated bike lane features, and then reinstall the precast curb at the end. There will be an added cost to do that, but the work can still be done. John McFarland, our transportation manager, is here if he wanted to add anything.

Mr. John McFarland Responded. Mr. Chair, there are added maintenance costs. Part of the process is buying a small sweeper and that's challenging. They are small and slow so you must dedicate more resources. Some of the striping and landscape make it more challenging for the general work we do on streetlights and other maintenance so there will be additional cost on the maintenance side.

Chair Repar Asked. Any other questions?

Commissioner Brennan Asked. A couple more questions about the design. It appears that the primary change is the median will no longer have landscaping. But are all the other improvements that were included in the original design, will those be part of this design? For example, other landscaping, areas for the monuments, and the art elements? Are there going to be drinking fountains and seating areas? What kind of shade will be provided, are there going to be any structural shaders or is it going to primarily be trees?

Mr. Milner Responded. Mr. Chair and members of the commission. The primary changes are the precast curb. As far as the landscaping at the west end, there will be gateway with significant amount of landscaping. The east end there will be landscaping beyond those two areas there is not a significant amount of landscaping proposed for the project. As far as mechanical shade elements no, those were not included in this project.

Commissioner Brennan Asked. Any natural shade that might be provided?

Mr. Milner Responded. Beyond the west end there is not.

Mr. Crampton Responded. This is correct. Mr. Chairman, Commissioner Brennan, we are primarily looking at the area between curb to curb and without adding the medians, there really is not an opportunity to add landscaping throughout the project other than at the western end. Where we are adding the median at the eastern end we are making some improvements to that area.

Chair Repar Asked. When I listen to the presentation, there is the economic driver from inflation driving the costs up. But I'm sensing it's also due to the design complexity that is also adding to the cost. How is that decision being made to add into the design complexity, increasing the costs plus everything costs more period. Are there design elements that are particularly expensive that are driving all of this, and if so, what's driving that design to be at that level?

Mr. Crampton Responded. Yes, Mr. Chairman, there certainly are. The landscape medians were probably the number one factor driving that cost. We have removed all of those except for at the western end of that entry point. There will still be a small segment of that more expensive area to construct. There are also bus stops along the corridor that we have to provide pedestrian access through the protected bike lane. Those are a little bit of a challenge to construct and could be more expensive. Removing most of that landscape median throughout the corridor, replacing that with the precast concrete curb should accomplish what we're looking for.

Chair Repar Asked. For this part of the design the inflationary cost have been the biggest driver?

Mr. Crampton Responded. Yes, and that's what's difficult to project because we have actual bid cost numbers from the previous bid that we received. We know what those median areas should cost based on that one bid. But of course, between last summer and this summer there's a bit more inflation, so those could go up further.

Commissioner Olsen Stated. I have a lot of experience with many of these construction companies bidding on these types of projects, and I just want to add it's the workforce shortage too. Like was mentioned earlier, that was a primary reason we didn't get many bids because it would take so many men. Even on super large projects that everyone's starting to work on, there is workforce shortages. So,

there's an added layer of inflationary cost with certain industries - construction being one of them right now.

Chair Repar Any other questions?

Vice Chair Heineking Stated. Redoing all of the road at the same time is going to make this a really exciting project. It will be great to see all the road done with new protected bike paths opportunities for kids going to school. It's going to be the first protected bike lane area. I hope as other roads are being resurfaced opportunities are being looked at to have more of these.

Commissioner Brennan Stated. I think it's really neat to have the kids involved with the schools.

Chair Repar Any other questions?

Mr. Crampton Mr. Chairman, there was one member of the public that came as we were getting to the end of the presentation. If you would like, it could be an opportunity to ask for public input at your discretion.

Chair Repar Would you like to make a comment?

Resident. I'm a taxpayer and a bicycle advocate. I push bicycle safety at all different levels. I'm a biker myself. I've been following this project for several years. In fact, I invited transportation people to our HOA because I'm on the HOA of The Springs which is just east of here on the south side of Frye Road, east of Cooper, north of Pecos and comes up to McQueen a little bit. Frye Road Protected Bike Lane would be right at the front of the Bologna School. I don't get too sympathetic with pricing. I don't care because this is about people and lives. Every week I hear and see somebody getting slaughtered on a bike. I urge all of you to do what you can do. Chandler is behind the curve on bike lanes, particularly protected bike lanes and we need to address that as a community. There are very few things I pick on in the City of Chandler. This is a great city and I've lived here 40 years but on the bike side we need to push this forward and do whatever it takes because it's people, children, and lives. This will promote the goodwill of the city, makes us look better and it must get it done. You've got other projects going on with roads. I encourage you to incorporate as much as you can on these fronts. I'm from Boston, if you want to see protected bike lanes, go to the City of Boston. They have cars parked and then the bike lanes on the other side of the cars (between the sidewalk and the

cars). They spent the money and did what they needed to do. The City of Boston is a very congested city, but they have found the space and funds to do it. If they can do it, we can too.

Recording Secretary Sheri Passey Asked. Mr. Chairman, can you please ask him to state his name for the record, please?

Resident Responded. Dan Ricketts.

Chair Repar Any other questions? Next item.

3. **Downtown Chandler Project Update**

Mr. Crampton Mr. Chairman. Briefing item number three on the agenda is the Downtown Chandler Project Update. We have Lauren Koll, Downtown Redevelopment Program Manager to provide an update on the downtown projects.

Ms. Koll Presented. Good evening, everyone. Thank you for having me. We have a lot of projects going on in our downtown right now. We are focused mostly on our historic square, but our downtown goes from Chandler Blvd. to Pecos, and is surrounded by a bunch of different neighborhoods. We are part of the entertainment district, have commercial corridors and part of the enhanced Municipal Services District (MSD), which is anything above and beyond typical city services and we work collaboratively with the Downtown Chandler Community Partnership (DCP).

One major upcoming project is the Boston Street Improvements, and will start at San Marco Place and go to California St. Construction will start in May and includes new asphalt and widening the sidewalks on the west side. We're going to be adding a ride share drop off and cleaning up that street. One-way vehicular access and 100% pedestrian access will be available through the duration of project.

Next project is the City Hall parking lot, which is the north parking lot of City Hall. Project will include new asphalt in the parking lot and the alleyway in between Serrano's and Soho and a trash enclosure for all those businesses. This project will start in June.

The Wall Street Project is a phased project. We are wrapping up the underground phase, which is all the utility lines, and we are coming on Phase II. This will include all the aesthetics by adding new asphalt, some lighting, and pedestrian and vehicle

access. As part of Phase I we are also implementing the wayfinding signage. This project will incorporate stamped asphalt, festoon lighting, seating, and some areas will have planter boxes that can be moved to shut down the area for events. It will include monument signage and will now be one-way from Frye to Chicago Street.

The Wayfinding Signage, Phase II: We completed the study back in September 2022. We worked with various city staff and key stakeholders and are ready to implement. We have approximately 42 signs from the Phase I and that's going to be a lot of the parking signage. We have five free parking garages and adding additional directional signage specifically for vehicle parking but also for pedestrians.

New Downtown Neighbors: Some of our new neighbors in downtown include Buquibichi Brewing, Crispy Cones, and EC Heights, that recently opened Phase I. We also have Elliott's Steakhouse, Jake's Sweet Shoppe, Maple House, and Spin the Bottle. Other businesses include Born and Bred, Lolas Liquors and Pinnacle.

New developments coming to downtown: New Square Phase 2 (renderings not yet approved), is going to be the expansion of the Hilton Garden Inn that will include conference space and additional rooms. DC Heights Phase Two, on the backside of DC Heights along Colorado St. will have roughly 79 units. On Core Chandler by the railroad tracks, we have 208 units. A lot of multi-family housing will surround our downtown.

One Chandler development is being built on the corner of Arizona Ave and Buffalo Street (project will wrap around the Jack-in-the-Box) and will be seven stories with 290 multi-family units. The first floor will offer 16,000 square feet of restaurant and retail space. The second floor will have 13,000 square feet of office and floor three through seven will be multi-family housing.

Food Hall: The Food Hall (Oregon St. and Chicago St.) will be two stories. The concept will have a bar in the middle with 6 to 12 restaurants surrounding it – a one-stop-shop. They are currently in the RFP process, which typically takes about six to eight 8 months. We are really excited about these projects within the next year. Do you all have any questions?

Commissioner Brennan Asked. Across the street on the corner and going to the south, there are trees that have been removed. Are those going to be replaced on the west side?

Ms. Koll Responded. I will check on that.

Commissioner Brennan Stated. The trees make it really nice and make it a pleasant walking environment. Downtown would be nice.

Ms. Koll Responded. Sure, we are trying to add that circulation and connectivity for all pedestrians and vehicles. That is something that we'll do.

Chair Repar Any other comments or questions?

Vice Chair Heineking Asked. Are you going to have enough parking? Five 5 parking garages is a lot but, you are adding a lot. I have driven around trying to find parking and I didn't know there were five parking garages. I'm wondering, is there going to be enough?

Ms. Koll Responded. Through the Chair, Commissioner. We recently completed a parking study to determine all our parking needs with the coming developments and to evaluate sustainability and growth. The need is growing, but we are currently good. We will revisit this in the near future, but currently the five parking garages and surface parking are sufficient.

Commissioner Olsen Commented. Mr. Chair, it is great to see the expansion of downtown, but it would be great if in the future that we don't need as much parking and designated more public transit for downtown like the micro transit or light rail. The light rail is probably not going to come down here. But added accessibility for folks that don't have a car or don't feel like driving their car down here and hunting for parking is something to think about going forward.

Vice Chair Heineking Asked. How are the scooter doing?

Mr. Crampton Responded. Mr. Chairman, Commissioner Heineking, I will pass it over to Hezequias to answer.

Mr. Hezequias Rocha Responded. Yes, we've had a little bit of a growth. We did not have any scooters for a few months, but they started servicing our region again. We have seen a little growth in the amount of people using the scooters since March.

Chair Repar Asked. Is volume an issue? The demand for the scooters is it teetering, growing or decreasing?

Mr. Hezequias Rocha Responded. Mr. Chairman, the volume is growing a little bit but isn't substantial because they just started. We are seeing more people are aware now that they're using it. We haven't noticed there are too many and we haven't received complaints about volume.

Chair Repar Asked. How many scooters do we have and in circulation now?

Mr. Crampton Responded. It changes every day. Approximate 50 or so. Last year, there was a period we almost went an entire year without Spears and Bird providing scooters in Chandler. They went through some challenges as a business and decided that Chandler's market wasn't quite primed for it. They just now returned. Prior to that around a 100 to 250 daily. Upon their returned, they have scaled it back. The demand is picking up again now that people are seeing them again. The supply may increase as demand picks up.

Chair Repar Stated. The demand is going to drive the market, which is actually pretty low.

Chair Repar Asked. Any other questions?

Mr. Crampton Mr. Chairman, moving on briefing item #4 Title VI. We have a joint team presentation on Title VI. I will present the overview and then will turn it over to Tawn Kao, Assistant City Attorney who will provide background information looking at federal law, and how it applies to the City of Chandler, and the Commission's role. Hezequias will talk about our FTA, Federal Transit Administration Title VI plan and Dan Haskins, Capital Projects Manager, will present about our FH WA Federal Highways Administration, Title VI plan. I will turn it over to Tawn.

Ms. Tawn Kao Presented. Thank you. I'm with the city attorney's office and am one of the assistant city attorneys and I am also assigned to provide advice to transit.

Title VI is a federal law from the Civil Rights Act of 1964, which prevents discrimination in the federal-aid programs.

The law covers a lot of programs and has been expanded. It's not just federally funded programs, but if you are federally funded as an agency, it includes all parts of what you do, and public transportation has been important piece for this Commission. All Federal Transit Administration (FTA) grantees must comply with the Title VI, and must provide a Title VI Program Plan to the FTA every three years and is subject to approval by the federal oversight agency. The Transportation Department of the city is a sub-recipient of funds from ADOT, and a Title VI program plan must be provided to ADOT on a yearly basis, and that one does not need to be approved by City Council. But it covers lot of the same things that Title VI and the FTA does.

The coverage you might see in a Title VI document are items such as disability or age discrimination. Those things are there because ADOT has extended the protections for other civil rights, and they are an oversight agency. ADOT can take complaints and monitor the city's compliance with Title VI, and that's coming from the US Department of Transportation regulations. The purpose Title VI is to make sure everyone has access to federally assisted programs and to encourage participation of minorities and members advisory committees, boards, bodies, any non-elected body in the city. We are required under the Title VI regulations to make our efforts and to keep track of the representation of minorities on our non-elected boards and commissions that work with federally funded departments.

We are also prohibited from discriminatory activity in a facility that was built in all or in part by federal funds and we are required to provide an LEP program. What is prohibited? Two types of discrimination. One is Disparate Treatment (intentional discrimination) intentionally deny someone benefits or services that are federally funded based on race, color, or national origin. The second type is Disparate Impact. This may not be direct or intentional, but disparate impact questions which person does this policy or practice apply or affect. Common examples are locating a landfill in a highly populated minority community without any consideration. Title VI requires us to consider those things and to look at that landscape. Limited English Proficiency (LEP) has become very prevalent. We have a policy on the city's website that addresses LEP, but we have always provided interpretation services available by phone. We are working on a more real time solution with tablets to provide interpretive services. But Title VI requires us to provide interpretation services for public meetings, for our publications, and providing our Title VI plan in multiple languages. The Department of Transportation and the Federal Transportation Administration requires us to publicize our Notice of Rights under Title VI. We have to inform them of their rights, we must have a written process or procedure and a complaint form. The Title VI coordinator will track any complaints, and investigations

and report those to our oversight agencies. We must have a Public Participation Plan which is the public decision making on our federally funded LEP Plan and provide the racial breakdown of our non-elected advisory councils.

For our city we don't have to address sub recipient monitoring (we don't have sub recipients). The Title VI Coordinator has the authority to administer the program, is trained on Title VI and is a member of your planning agency.

Consequences of not complying. Suspension or termination of Federal financial funding or refusal to grant or continue funding. Noncompliance is reported to the U.S. Department of Justice. Private individuals may sue to address allegations of intentional discrimination, not Disparate Impact. Only a federal enforcement agency (i.e. DOJ) can bring forward Disparate Impact issues (example of the landfill). For intentional discrimination a private individual can bring a suit against the city, town or state.

What's the intersection between Transportation Commission and Title VI? The regulations are very light. The city must make reasonable efforts to encourage participation/representation of minorities on non-elected advisory boards. There is no requirement for the Commission to be trained. You are part of the outreach and as Chandler residents you provide insight, understanding, and feedback on the decision-making process for the city. It is on the city and city staff to handle the clients, train, LEP and provide information on Title VI.

Mr. Rocha Presented. We are going to go look at how Title VI requirements just covered are related to our transit services. For transit services related to the Title VI Plan are covered by Valley Metro. They receive the complaints; they investigate and close the complaints. Complaints or comments we receive come through Valley Metro. We provide public outreach as part of our efforts to comply with our Title VI Plan. These include public meetings, online surveys, surveys done at our events, and posting notices. Valley Metro also helps providing notices for our programs and projects. Some examples of outreach programs included the Price Road Flexible Transit Study, the Transportation Master Plan Update, Arizona Ave. Alternative Analysis and many other projects. We also have the LEP on our transit services to help identify steps to provide language assistance. For LEP persons within the City of Chandler, we go through US DOT 4-Factor LEP analysis. That analysis is based on the share of population. We have limited English proficiency and what their primary languages are - the one that we must provide written notice is in Spanish. All notices and outreach are done in both English and Spanish.

Based on our present population we have other languages but don't have enough population, based on that US DOT 4-Factor Analysis, to grant notices in those languages. However, other languages can be supported upon request.

Our Title VI Plan is required to be updated, based on our recipient, the City of Phoenix, is required to be update every three years. It was last updated in 2021 and we anticipate update by the fall of 2024.

Mr. Crampton Added. Mr. Chair, our Transit Title VI Plan we are sub recipients to the City of Phoenix. A lot of what we do with our Title VI Plans and compliance is based off of direction from City of Phoenix because they are the recipient of funds and responsible to the federal government for compliance. While our Title VI Plan is three years old and typically required to be updated every three years, we follow the City of Phoenix's guidance for the timing of those updates.

Mr. Haskins Presented. I'm Dan Haskins, CIP Division Manager and the Title VI Coordinator for Federal Highway projects for City of Chandler. This is what we get from ADOT for our Title VI. Unlike transit, we are required to update ours every year. Every August we submit our plan and complete a report. After we have to submit that and we have training seminars and then submit the plan and reports again.

Typical outreach for federal projects. These changes depending on what kind of project we're doing. Major roadway projects we do public outreach during the design phase, which includes mailers to residents, stakeholders and businesses in the area notifying them of the project and any upcoming meetings. We do WES memos to update mayor and council on project information and scheduled public meetings. Public meetings, when needed, are held at 30% and 90% design completion and continuous web page project updates (until design completion). We also send something to the Commission letting you know public meetings for building projects.

Typical Public Outreach for Federal Projects - Construction Phase: We do the bids and bid open/review. Council memos and Exhibits of the Bid results on our website. We send mailers to residents, stakeholders, businesses to notify them of the upcoming construction schedule. We issued a Notice to Proceed and again the web page is updated throughout the entire life of the project and verbal message boards go up. Resident attending public meeting, show interest, call the hotline call or calls the city inquiring about any project, are provided the ability to sign up for

email blasts or directed to the website. Static project information boards are posted for each project. The contractor is mobilized with weekly meetings and email blasts. Other public relations include ongoing reports on the projects, impact in localized areas to stakeholders, mailers, door hangers, calls, emails. Public meetings on real estate issues, landscape issues, hardscape issues, access issues and utility disruptions.

Major Roadway Products: We hold a kickoff public meeting and after the contractor is awarded the contract by Council to present the contractor to the public and the project schedule. LEP includes English, Spanish and Mandarin. Any questions?

Commissioner Brennan Stated. You mentioned that you send notices out to the Commission member about public meetings.

Mr. Haskins Responded. The last public meeting we had was the Alleyway Rehab meeting. I believe the Commission did get notification of that public meeting.

Commissioner Brennan Stated. Yes, we got that. That's the first notice I have received for a public meeting.

Mr. Haskins Responded. You will get them from here on out.

Commissioner Brennan Asked. You said that the Title VI Plan is updated every year. As of this morning, the plan online was from 2021. It might be good to have any current plan online. I also had a question about the Title VI Annual Report. Where can we access that?

Mr. Haskins Responded. I don't know if that one is made public. I can check on that and follow-up. There are two separate sections for the Title VI. One is the CIP, the other is the Federal Compliance.

Commissioner Brennan Responded. I just went to your Public Works website. I found the implementation plan.

Mr. Haskins Responded. I thought we did, but I will verify. If we didn't I will get that corrected.

Commissioner Brennan Asked. Are all of the projects on this list that we have reviewed that are federally funded subject to Title VI requirements? There should be a public meeting for all those?

Mr. Haskins Responded. Yes, five are for traffic signal projects that we did not hold public meetings before. Others we did mailers and if we don't get any responses and nobody asked any questions, we have not had public meetings. We are trying to do more public meetings. In the future we have Lindsey Rd. We will have one before construction on Chandler Heights, and before construction on Chandler and Dobson. The Dobson project we will hold direct meetings with the businesses because of the impacted by the project. Those will be held first.

Commissioner Brennan Asked. What about the neighborhood on the southwest corner?

Mr. Haskins Responded. After we get to 60%, we will probably hold a public meeting for the neighborhood. But first we want to find out what the business needs are and make sure we are adhering to their needs first. Again, depending on the dynamics of the project, we want to make sure we are listening to the people directly impacted and ensure notification.

Chair Repar Asked. Any other questions, Commissioners? That completes the presentations. Thank you for your presentations.

Mr. Crampton Added. Mr. Chairman. The project status report is in your packet. There will not be a presentation, but are there any questions?

Chair Repar Asked. Any other items?

Commissioner Brennan Asked. The Arizona Ave. Shared Use Path Study - have there been any public meetings on that or is it too early in the process?

Mr. Crampton Responded. Mr. Chairman, Commissioner Brennan, it is early in the process of that study. We anticipate bringing an update to the Commission next month at our May meeting. You will hear more about that project, including any public outreach.

Chair Repar Asked. Any further questions?

MEMBER COMMENTS/ANNOUNCEMENTS

CALENDAR

Mr. Crampton Stated. The next meeting is scheduled for Wednesday, May 15, 2024, same time and place.

Chair Repar With that, I adjourn the meeting.

Meeting was adjourned.

John Repar, Chairman

Sheri Passey, City of Chandler



**Transportation Commission Government Relations & Transportation
Policy Memo No.**

Date: 05/15/2024
To: Transportation Commission
From: Hezequias Rocha, Transportation Planning Program Coordinator
Subject: Amendment to the Intergovernmental Agreement Between the Regional Public Transportation Authority (RPTA) and the City of Chandler to Provide Fixed Route Bus, Paratransit and RideChoice service for Fiscal Year 2024-25, for an estimated amount of \$759,523

Proposed Motion:

Recommend approval of an amendment to the Intergovernmental Agreement between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide fixed route bus, paratransit and RideChoice service for Fiscal Year 2022-23 for an estimated amount of \$759,523

Background/Discussion

This is the sixth of six annual amendments by RPTA for the provision of transit services. Each year, an amendment is made to adjust operating costs and service levels. The current amendment will run through June 30, 2025.

This Agreement covers fixed route bus, paratransit and RideChoice services. The City relies on four different funding sources to pay for these services:

- City General Fund
- Arizona Lottery Fund – Proceeds from Powerball revenues, distributed to cities for use on public transportation
- Public Transportation Funds (PTF) – Maricopa County ½ cent sales tax approved through Proposition 400
- Federal Grants – The City received a \$58,696 federal grant for RideChoice service.

Service levels and costs included in this agreement for Fiscal Year 2024-25 are as follows:

Fixed Route Bus Service: Twelve bus routes operate within the City of Chandler, including 11 local fixed routes and one express route to downtown Phoenix.

For Fiscal Year 2024-25 approximately 1,326,856 service miles will be funded with regional funds (PTF). The estimated total local cost for fixed route bus service is \$0 (see Table 1 for details).

Paratransit: Provides door-to-door, shared-ride public transportation services (provided in vans or taxicabs) for senior citizens and persons with disabilities. In FY 2024-25, it is estimated that approximately 25,803 trips will be provided. The estimated local cost for Paratransit services is \$0 (see Table 1 for details).

RideChoice: The RideChoice program offers additional transportation options for seniors and persons with disabilities. This program offers participating residents more flexibility and helps contain the City’s Paratransit cost by providing service at a much lower cost per trip. The RideChoice program utilizes transportation networking companies (Lyft, Uber, etc.), taxi services and medical transportation as potential service providers. In FY 2024-25, it is estimated that approximately 36,000 trips will be provided. The estimated local cost for RideChoice services is \$759,523 (see Table 1 for details).

TABLE 1: Service Funding Information, Fiscal Year 2024-25

	Local Funding Sources		Other Funding Sources		Totals
	Arizona Lottery Fund (ALF)	City General Fund	Federal Grant	Public Transportation Fund (PTF)	
Fixed Route Bus	\$0	\$0	\$0	\$12,406,049	\$12,406,049
Paratransit	\$0	\$0	\$0	\$1,915,588	\$1,915,588
RideChoice	\$500,000	\$259,523	\$58,696	\$458,586	\$1,276,805
Total	\$500,000	\$259,523	\$58,696	\$14,780,223	\$15,598,442
TOTAL	\$759,523		\$14,838,919		

This Amendment represents a local funding increase of \$293,770 over Fiscal Year 2023-24 (\$465,753).

Attachments

FY24 VM IGA presentation

Valley Metro IGA 2024-25

FY2024 – FY2025 Amendment to the Intergovernmental Agreement with Valley Metro

Transportation Commission
May 15, 2024



Amendment Terms

- This is the 6th of 6 Annual Amendments to the FY2019 – 2025 IGA with Valley Metro.
- The proposed amendment will run through June 30, 2025.
- For FY24-25, the local funding amount for fixed route, paratransit, and RideChoice is \$759,523.



Services Provided



Fixed Route Bus Service



Paratransit



RideChoice

Funding Sources

The City relies on four different funding sources to pay for these services:

- Public Transportation Funds (PTF)
- Arizona Lottery Fund (ALF)
- Federal Grants
- City General Fund



Funding Sources

	Local Funding Sources		Other Funding Sources		
	Arizona Lottery Fund (ALF)	City General Fund	Federal Grant	Public Transportation Fund (PTF)	Totals
Fixed Route Bus	\$0	\$0	\$0	\$12,406,049	\$12,406,049
Paratransit	\$0	\$0	\$0	\$1,915,588	\$1,915,588
RideChoice	\$500,000	\$259,523	\$58,696	\$458,586	\$1,276,805
Sub-Total	\$500,000	\$259,523	\$58,696	\$14,780,223	\$15,598,442
Total	\$759,523		\$14,838,919		

Proposed Motion

Recommend approval of an amendment to the Intergovernmental Agreement between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide fixed route bus, paratransit and RideChoice service for Fiscal Year 2024-25 for an estimated amount of \$759,523.

Thank you!



Questions?

Backup Slides

Funding Sources: FY21-24

Table 1: Service Funding Information, Fiscal Year 2021-22

	Local Funding Sources		Other Funding Sources		Totals
	Arizona Lottery Fund (ALF)	City General Fund	Federal Grant	Public Transportation Fund (PTF)	
Fixed Route Bus	\$128,531	\$660,499	\$6,641,498	\$1,185,377	\$8,615,905
Paratransit	\$0	\$0	\$912,123	\$1,169,972	\$2,082,095
Ride Choice	\$0	\$0	\$41,000	\$248,748	\$289,748
Totals	\$128,531	\$660,499	\$7,594,621	\$2,604,097	\$10,987,748
TOTAL	\$789,030		\$10,198,718		

This Amendment represents a local funding decrease of \$701,1383 or 53% over Fiscal Year 2020-21(\$1,490,168). The decrease is primarily due to the availability of CRRSAA and ARPA federal funding.

Table 1: Service Funding Information, Fiscal Year 2022-23

	Local Funding Sources		Other Funding Sources		Totals
	Arizona Lottery Fund (ALF)	City General Fund	Federal Grant	Public Transportation Fund (PTF)	
Fixed Route Bus	\$370,410	\$1,484,982	\$0	\$7,791,163	\$9,646,555
Paratransit	\$0	\$0	\$0	\$1,978,790	\$1,978,790
Ride Choice	\$0	\$296,767	\$35,518	\$70,839	\$403,124
Totals	\$370,410	\$1,781,749	\$35,518	\$9,840,792	\$12,028,469
TOTAL	\$2,152,159		\$9,876,310		

This Amendment represents a local funding increase of \$1,363,129 over Fiscal Year 2022-21 (\$789,030). The increase is primarily due to the CRRSAA and ARPA federal funding no longer in place.

	LOCAL FUNDING SOURCES		OTHER FUNDING SOURCES		Totals
	Arizona Lottery Fund (ALF)	City General Fund	Federal Grant	Public Transportation Fund (PTF)	
Fixed Bus Route	\$0	\$0	\$0	\$10,905,986	\$10,905,986
Paratransit	\$0	\$0	\$0	\$2,078,217	\$2,078,217
RideChoice	\$465,753	\$0	\$58,696	\$323,893	\$848,162
Totals	\$465,753	\$0	\$58,696	\$13,308,096	\$13,832,365
TOTAL	\$465,753		\$13,366,792		

TRANSIT SERVICES AMENDMENT
BETWEEN
THE CITY OF CHANDLER
AND
THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
CONTRACT # 118-75-2025-06-00

This Amendment dated July 1, 2024, amends the following items of the Intergovernmental Agreement #118-75-2024 (“Agreement”) entered into between the City of Chandler and the Regional Public Transportation Authority dated the 1st day of July 2018, as amended July 1, 2019, July 1, 2020, July 1, 2021, July 1, 2022, and July 1, 2023 (collectively, the “Agreement”).

The following Schedules replace and supersede those Schedules of the Agreement entered into July 1, 2023.

The attached Schedule A replaces and supersedes Schedule A entered into July 1, 2023.

The attached Schedule B replaces and supersedes Schedule B entered into July 1, 2023.

The attached Schedule C replaces and supersedes Schedule C entered into July 1, 2023.

The attached Schedule D replaces and supersedes Schedule D entered into July 1, 2023.

The attached Schedule E replaces and supersedes Schedule E entered into July 1, 2023.

All other terms of the Agreement dated July 1, 2018, remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the Parties have each executed this Agreement as of the date first set forth above.

REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA)

By: _____

Jessica Mefford-Miller, Chief Executive Officer

APPROVED AS TO FORM:

By: _____

Michael Wawro, Chief Legal Officer

CITY OF CHANDLER

By: _____

Kevin Hartke, Mayor

By: _____

Dana DeLong, City Clerk

APPROVED AS TO FORM:

By: _____

Kelly Schwab, City Attorney

SCHEDULE “A” REGIONALLY FUNDED FIXED ROUTE BUS SERVICE

Sources of Project Operating Budget

Regionally Funded Fixed Route Bus Service **\$12,406,049** (including express)

The above line represents the value of transit service paid for with regional Public Transportation Funds to the benefit of the City of Chandler. The calculation to derive this figure is daily revenue miles of service x number of service days x cost per revenue mile of service.

Funding HASTUS		PTF Chandler						
				Bus				
Level	Route	Miles	Gross Cost	Fare	Advertising	PM	Net Costs	
56	W	8,347	\$ 88,754	\$ (3,981)	\$ (649)	\$ (6,073)	\$	78,052
56	S	1,513	16,086	(722)	(118)	(1,101)		14,146
56	H	1,829	19,438	(872)	(142)	(1,331)		17,093
66	W	20,608	219,131	(9,830)	(1,601)	(14,993)		192,707
66	S	4,320	45,945	(2,061)	(336)	(3,143)		40,405
66	H	4,819	51,212	(2,299)	(374)	(3,506)		45,033
72	W	82,029	872,256	(39,129)	(6,373)	(59,680)		767,074
72	S	10,964	116,599	(5,230)	(852)	(7,977)		102,540
72	H	9,360	99,468	(4,464)	(727)	(6,810)		87,466
81	W	40,490	430,553	(19,314)	(3,146)	(29,458)		378,634
81	S	3,911	41,591	(1,866)	(304)	(2,845)		36,576
96	W	130,212	1,384,688	(62,113)	(10,117)	(94,735)		1,217,724
96	S	12,404	131,911	(5,917)	(964)	(9,025)		116,005
104	W	98,940	1,052,083	(47,196)	(7,687)	(71,984)		925,216
104	S	3,124	33,874	(1,493)	(243)	(2,273)		29,865
108	W	54,624	580,843	(26,056)	(4,244)	(39,741)		510,801
108	S	5,031	53,496	(2,400)	(391)	(3,660)		47,046
108	H	5,210	55,369	(2,485)	(405)	(3,791)		48,688
112	W	200,201	2,130,831	(95,506)	(15,555)	(145,655)		1,874,115
112	S	22,748	242,233	(10,853)	(1,767)	(16,550)		213,063
112	H	19,357	205,705	(9,233)	(1,504)	(14,083)		180,886
136	W	23,540	250,569	(11,230)	(1,829)	(17,126)		220,384
136	S	3,760	40,029	(1,794)	(292)	(2,735)		35,208
140	W	155,888	1,657,633	(74,360)	(12,112)	(113,415)		1,457,746
140	S	27,815	295,797	(13,268)	(2,161)	(20,237)		260,131
156	W	250,501	2,666,083	(119,502)	(19,463)	(182,251)		2,344,867
156	S	30,635	325,778	(14,613)	(2,380)	(22,288)		286,497
156	H	28,691	304,905	(13,685)	(2,229)	(20,874)		268,116
542	W	65,988	688,848	(30,873)		(48,009)		609,966
Grand Total		1,326,856	\$ 14,101,707	\$ (632,344)	\$ (97,965)	\$(965,348)		\$ 12,406,049

SCHEDULE “B” – CITY FUNDED FIXED ROUTE BUS SERVICE COST ESTIMATE

For the period from July 1, 2024 through June 30, 2025, the Regional Public Transportation Authority estimates the City of Chandler will pay RPTA a total of **\$0** for the provision of fixed route bus services. A final invoice will occur once the final recon has been completed after our year end close. This final invoice and payment may be adjusted based on the extent to which the actual cost of service is higher than the budgeted amount for service. The final invoice will be due and payable within thirty (30) calendar days of the receipt of that invoice from RPTA.

FY25 Fixed Route Bus Estimate

RPTA Operated in the City of Chandler
Chandler Funded

Funding	Chandler
HASTUS	Chandler
None	

SCHEDULE “C” – ADA-MANDATED PARATRANSIT SERVICE

For the period from July 1, 2024 through June 30, 2025, the Regional Public Transportation Authority estimates the City of Chandler will pay RPTA a total of **\$0** for the provision of paratransit services. A final invoice will occur once the final recon has been completed after our year end close. This final invoice and payment may be adjusted based on the extent to which the actual cost of service is higher than the budgeted amount for service. The final invoice will be due and payable within thirty (30) calendar days of the receipt of that invoice from RPTA.

FY25 Paratransit Service Funded by City of Chandler

	<u>Paratransit</u>
Trips:	
Paratransit Trips	25,803
Total Trips	25,803
Cost:	
Contractor Transportation Cost	\$1,739,051
RPTA Salaries, Fringes & OHD	\$274,072
Total Gross Program Cost	\$2,013,123
Total Fare Revenue	(\$97,535)
Total Net Program Cost Before PTF	\$1,915,588
PTF Balance Available	\$2,374,174
PTF Applied	\$1,915,588
Member City Contribution	
Paratransit Service	\$0
Total Member City Contribution	\$0

SCHEDULE “D” – RIDE CHOICE

For the period from July 1, 2024, through June 30, 2025, the City of Chandler will pay the Regional Public Transportation Authority a total of **\$759,523.00** for the provision of ridechoice services. This payment will be broken into monthly installments of **\$63,293.58**, which shall be due and payable within thirty (30) calendar days of the receipt of an invoice from RPTA. IGA billings will be processed for the full fiscal year based on the above referenced installments. A final invoice will occur once the final recon has been completed after our year end close. This final invoice and payment may be adjusted based on the extent to which the actual cost of service is higher than the budget amount for service.

FY25 RideChoice Service	
Funded by City of Chandler	
	RideChoice
Trips:	
Ride Choice ADA trips	26,841
Ride Choice non ADATrips	9,159
Total Trips	36,000
Cost:	
Contractor Transportation Cost	\$1,280,880
RPTA Salaries, Fringes & OHD	\$127,685
Total Gross Program Cost	\$1,408,565
Total Fare Revenue	(\$131,760)
Federal Funding	(\$58,696)
Total Net Program Cost before PTF	\$1,218,109
Cost for ADA Service	\$908,202
Cost for Non-ADA Service	\$309,907
PTF Balance Available	\$458,586
PTF Applied	\$458,586
Member City Contributions without contingency:	
RideChoice ADA Costs	\$449,616
Non-ADA Costs	\$309,907
Total Member City Contribution	\$759,523

**SCHEDULE “E” – AMERICANS WITH DISABILITIES ACT (ADA)
PUBLIC TRANSPORTATION FUNDS (PTF) AVAILABILITY**

For the period July 1, 2024 to June 30, 2025 the maximum amount of Public Transportation Funds (PTF) available for the City of Chandler is **\$2,374,174.00**. The PTF will pay actual costs for ADA trips and other trips taken by ADA certified individuals using the RideChoice program up to the maximum amount. A final reconciliation at fiscal year-end will be performed and adjustments, if necessary, will be made using actual ADA eligible costs.

Any remaining ADA PTF funds not used up to the maximum reimbursements may be requested by City for other ADA certified rider eligible expenses and certified by the City’s chief financial officer or designee. RPTA will reimburse City within thirty (30) business days based upon availability of funds. City may request that reimbursements be made electronically. Wire transfers must be pre-arranged through the RPTA Finance Department.

Maximum amount: **\$2,574,174.00**



**Transportation Commission Government Relations & Transportation
Policy Memo No.**

Date: 05/15/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Pedestrian Connectivity Study Update

Background/Discussion

Pedestrian Connectivity Study Update presentation by Keith Koprowski, Project Manager, Y2K Engineering, LLC.

Attachments

Pedestrian Connectivity Study



TRANSPORTATION COMMISSION

Citywide Pedestrian Connectivity Study

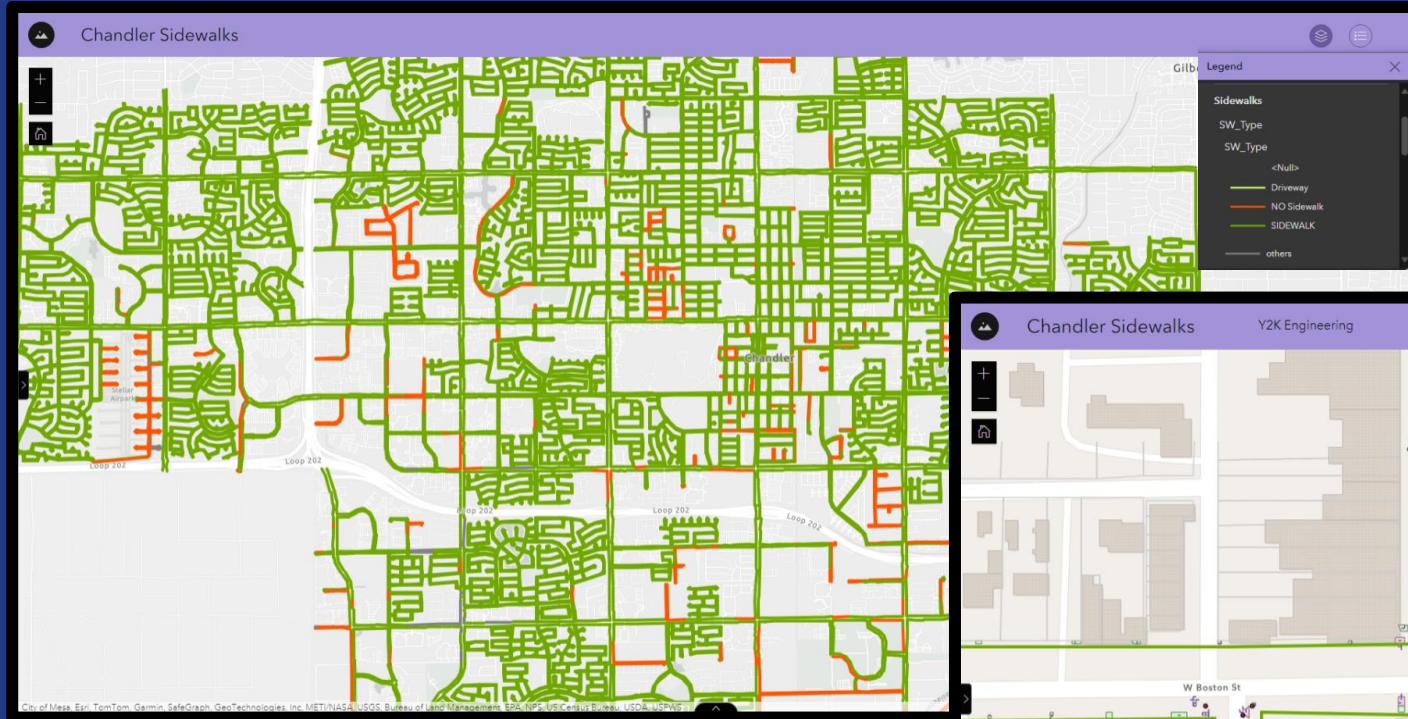
Arizona Avenue Shared-Use Path

Ashley Trail Connection Project

May 15, 2024

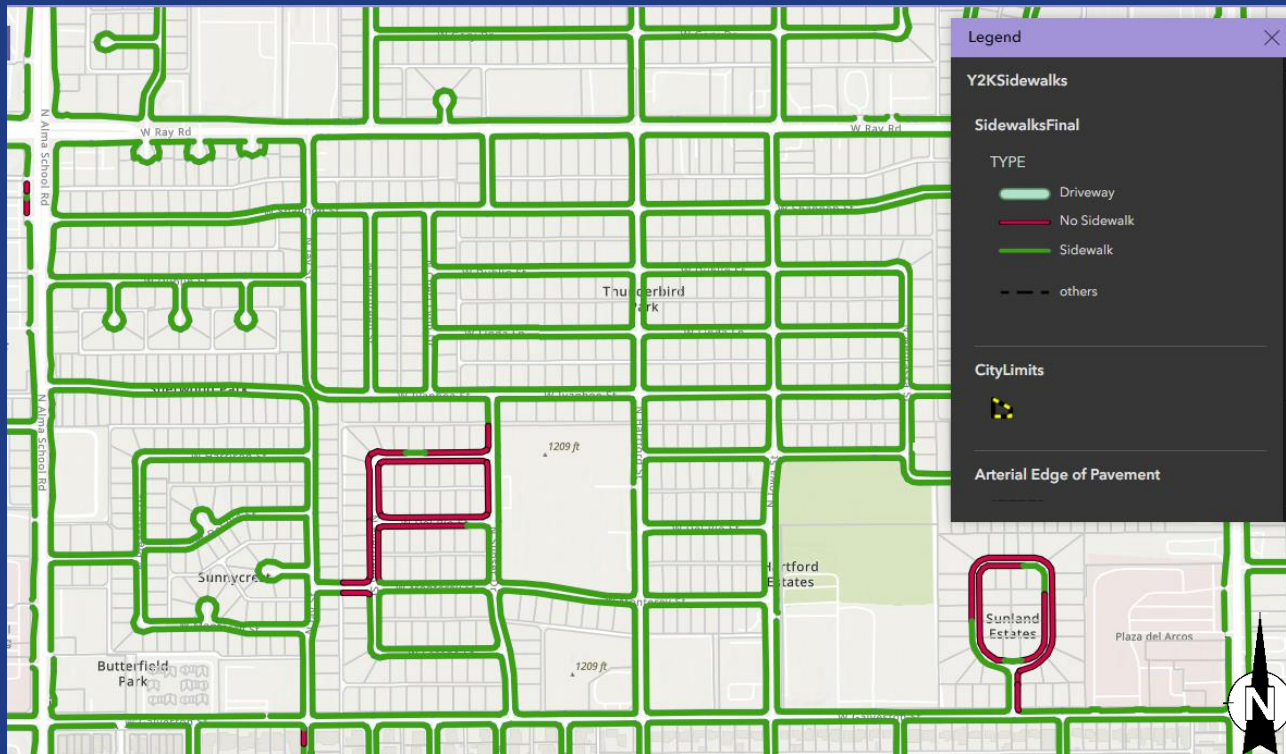


Pedestrian Connectivity Study



PROJECT OVERVIEW

- Purpose: Identify Gaps in the Sidewalk Network Citywide
- Deliverable: GIS Database Tool Utilized to Prioritize Opportunities for Improvements



Key Points – Citywide Pedestrian Connectivity Study

WHY

- Enhance sidewalk connectivity or potentially construct shared-use paths.
- Develop an inventory of existing sidewalks and gaps.
- Develop a prioritization strategy.
- Engage public feedback to help identify areas that need enhancements.

ANALYSIS

- GIS symbology and other public GIS datasets to create graphics.
- Assist the public and the City to visualize current infrastructure and gaps.

ANTICIPATED COMPLETION

- Connectivity analysis, prioritization memo, and GIS dataset completed by July 2024





**Transportation Commission Government Relations & Transportation
Policy Memo No.**

Date: 05/15/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Arizona Ave Shared Use Path Study Update

Background/Discussion

Arizona Ave Shared Use Path presentation by Keith Koprowski, Project Manager, Y2K Engineering, LLC.

Attachments

Arizona Ave Shared Use Path

Arizona Avenue Shared-Use Path



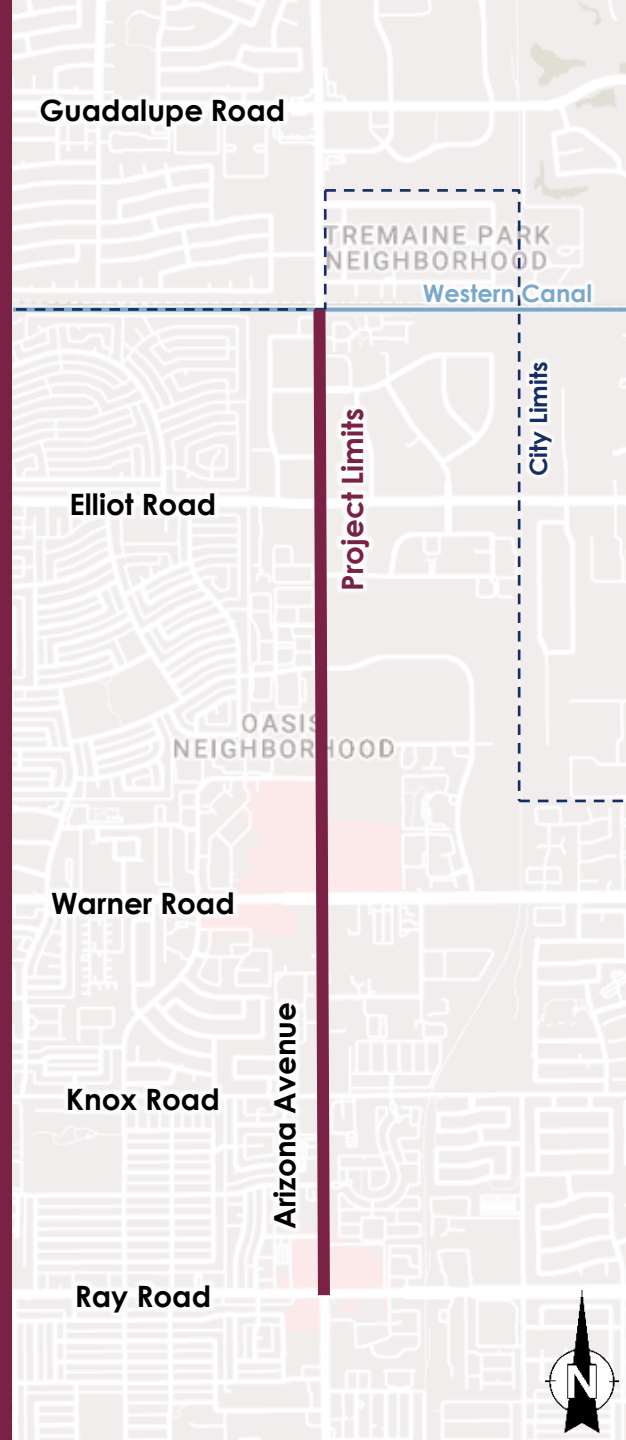
Arizona Avenue Corridor Study Project Overview

Corridor Limits – Ray to Western Canal ~
Approximately 2.5 Miles

Feasibility Study/Assessment of Existing
Sidewalk Infrastructure

Goal: Enhancements to Existing
Infrastructure

Make Connections from Western Canal,
Downtown Chandler, Neighboring Cities



Arizona Avenue Corridor Study

Corridor Existing Conditions



Segment 1



Segment 2

Legend



Bus Stop



School



Restaurant



Shopping



Shared use path

Arizona Avenue Corridor Study



Segment 3



Segment 4

Legend



Bus Stop



School



Restaurant



Shopping



Shared use path


Arizona Avenue Corridor Study



PATH FEASIBILITY LOW

PATH FEASIBILITY MODERATE

PATH FEASIBILITY HIGH



RIGHT-OF-WAY UNLIKELY

RIGHT-OF-WAY POTENTIAL

RIGHT-OF-WAY AVAILABLE



Key Points - Arizona Avenue Corridor Study

WHY

- Arizona Avenue is identified as a future high-capacity transit corridor for bus rapid transit (BRT) in the 2050 MAG Regional Transportation Plan.
- Shared-use path provides greater access to the regional transit network
- Shared-use path enhances accessibility for multi-modal users.

RIGHT-OF-WAY / UTILITIES

- Utility and infrastructure conflicts are anticipated along the path alignment.
- Path may be narrowed near challenging areas.

ANTICIPATED COMPLETION

- 15% Design Plans and a PA report will be completed by July 2024



**Transportation Commission Government Relations & Transportation
Policy Memo No.**

Date: 05/15/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Ashley and Paseo Trail Update

Background/Discussion

Pedestrian Connectivity Study Update presentation by Keith Koprowski, Project Manager, Y2K Engineering, LLC.

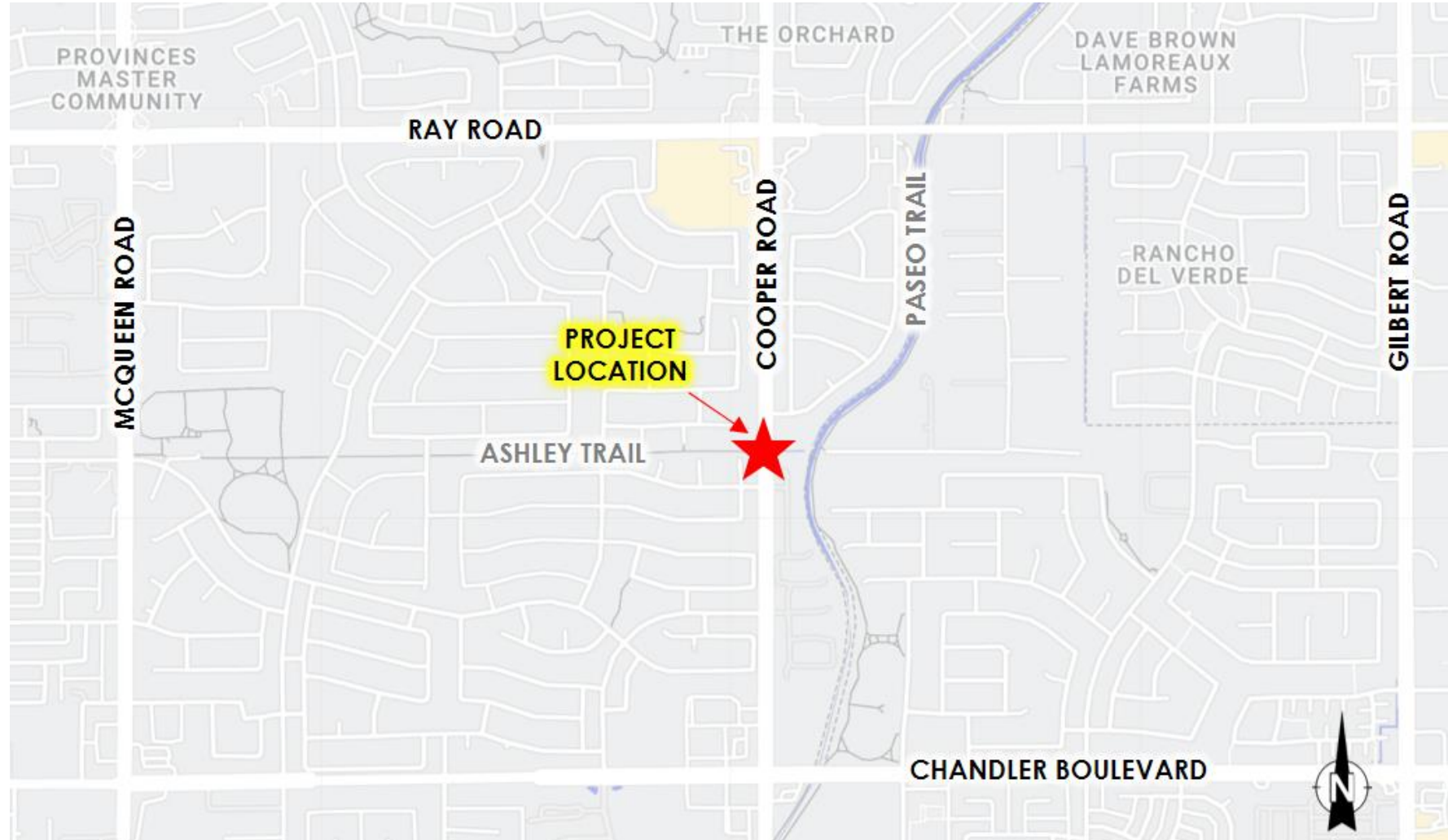
Attachments

Ashely and Paseo Trail Update

Ashley and Paseo Trail Connection



Project Location

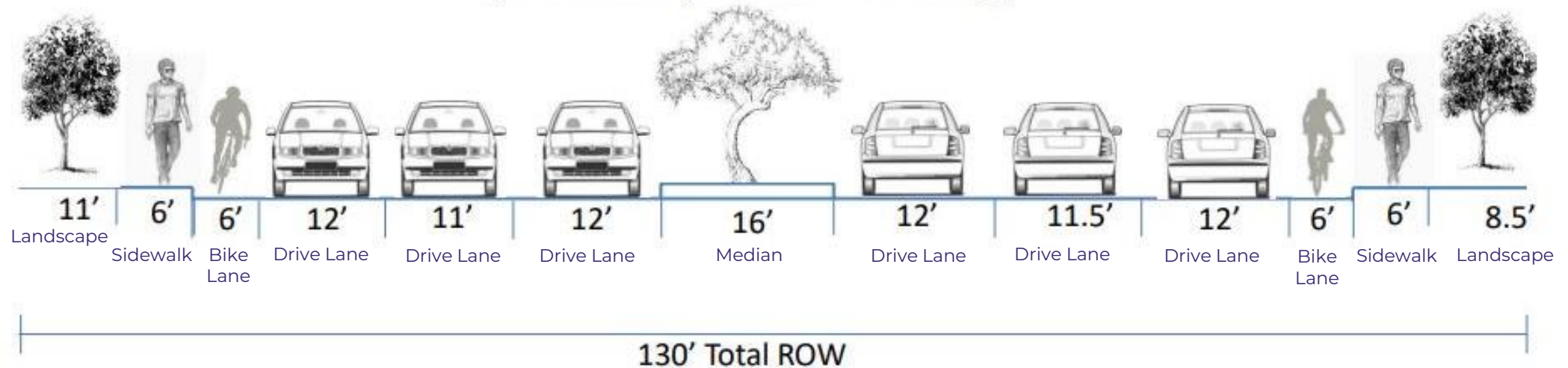


Existing Conditions



Cooper Road Lane Configuration at Ashley Trail Crossing

Cooper Rd. Cross Section (At Ashley Trail Crossing)



Notes: ROW widths and lane widths vary throughout the project area. Bike lane widths include gutter.

West of Cooper Rd
SRP ROW
62 feet from centerline

East of Cooper Rd
Westbank HOA ROW
62 feet from centerline

Existing Conditions



Ashley Trail is proposed to have a signalized crossing of Cooper Road and then **connect to Paseo Trail with a 10-foot-wide concrete multi-use path.**

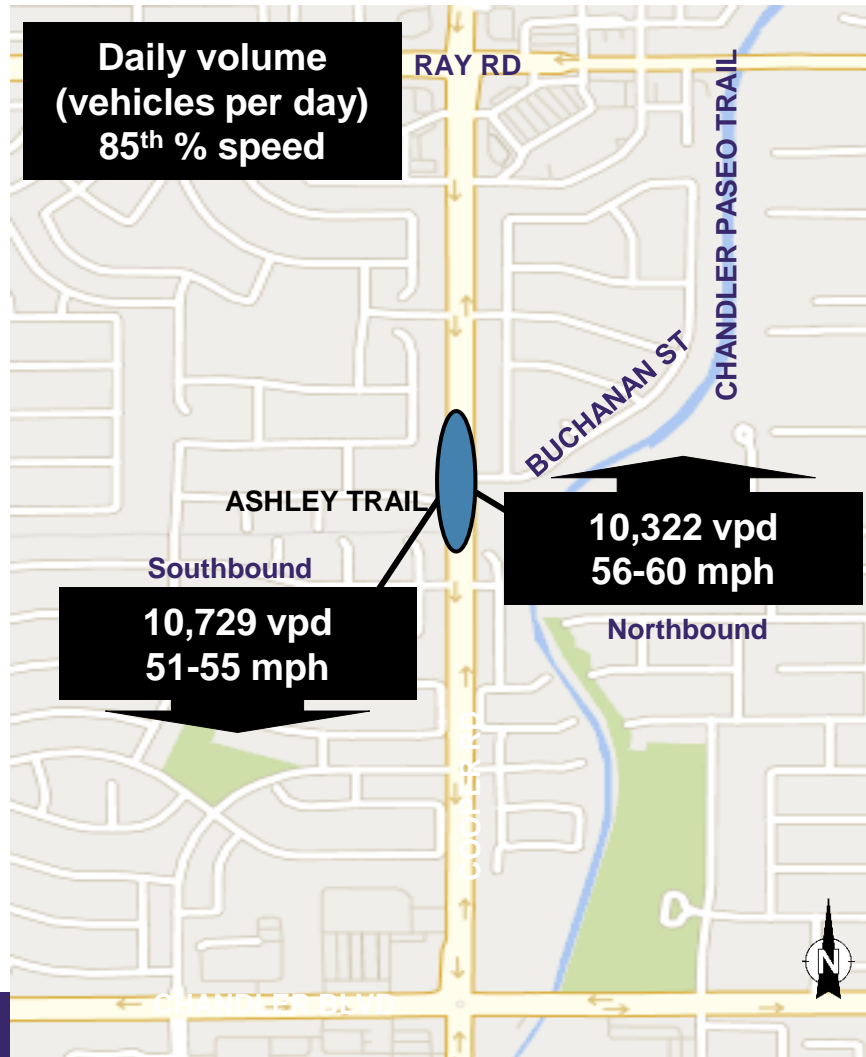
Open channel to remain.

Traffic Data

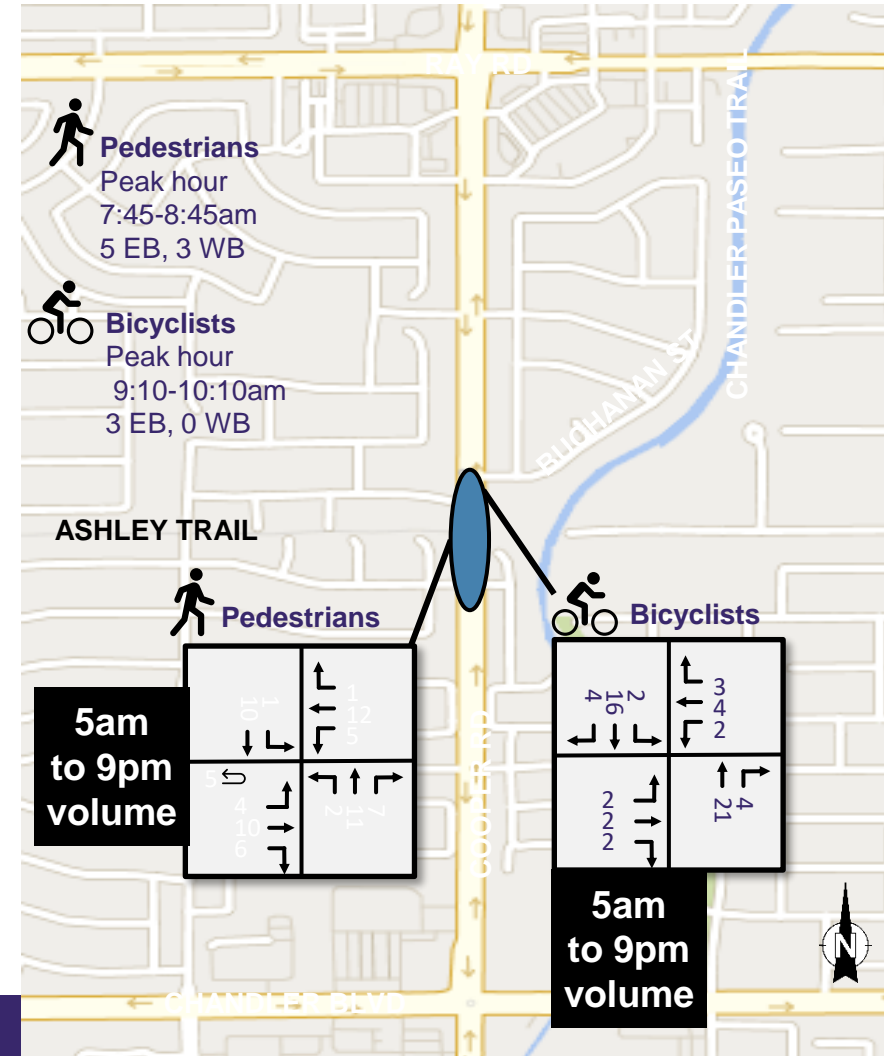
Motor Vehicles

85th % (percentile) speed:
85% of vehicles in that direction were at the speed category indicated, or slower.

Note: No crashes were reported within 150 feet of the Ashley Trail crossing on Cooper Road from 2016 to 2020.



Pedestrians and Bicyclists



Proposed Improvements



Reasoning for Improvements

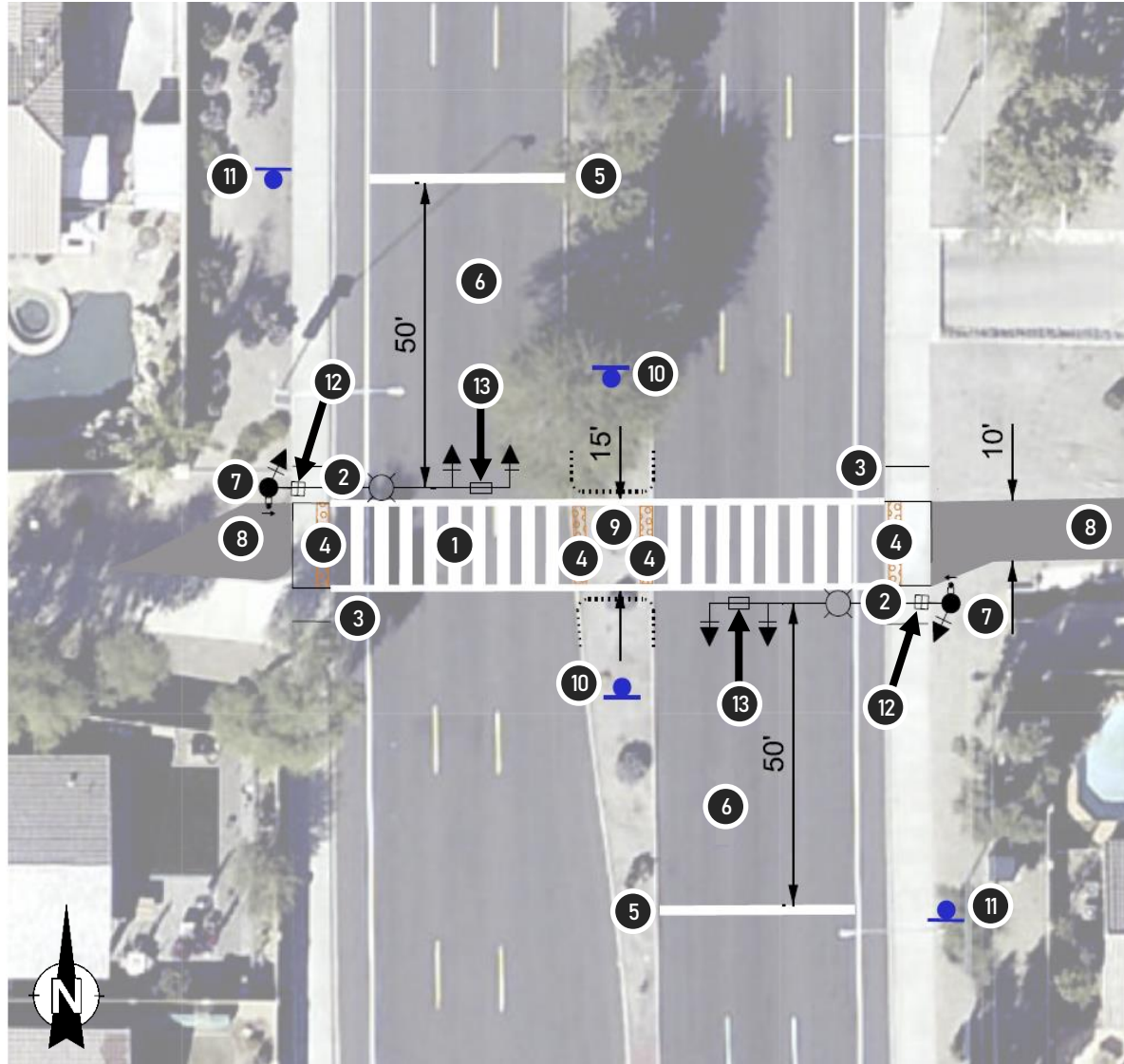
Signalized Pedestrian Crossing

- High Speeds on Cooper
- Multi-Lane Crossing
- ½ Mile to Nearest Signal (1-mile total detour)
- Enhances Connection to Paseo Trail



Proposed Crossing Improvements – Cooper Road and Ashley Trail

Pedestrian Hybrid Beacon



1 Install high-visibility crosswalk

2 Install pedestrian hybrid beacon with luminaires

3 Install ADA curb ramps

4 Install truncated dome tactile strips

5 Install stop bars

6 Remove existing lane lines between the stop lines and crosswalk

7 Install pedestrian push button

8 Install new sidewalk and connect to existing sidewalk

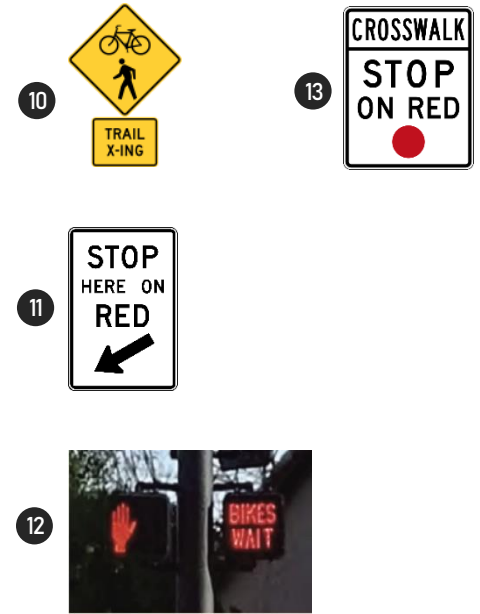
9 Remove existing median

10 Install bicycle and pedestrian trail crossing sign (W11-15P)

11 Install sign "STOP HERE ON RED" (R10-6)

12 Install pedestrian and bicyclist sign indications (BIKE WAIT)

13 Install sign "CROSSWALK, STOP ON RED" (R10-23AZ)



Initial Outreach



August 2022

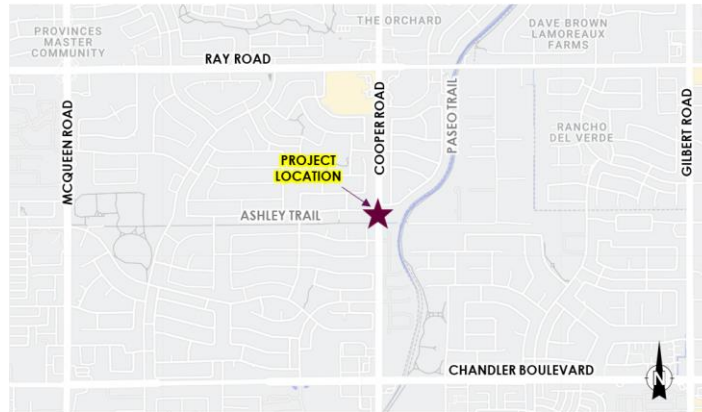
Ashley Trail/Paseo Trail Connection City of Chandler, Arizona

PROJECT SUMMARY:

The City of Chandler, in partnership with the Maricopa Association of Governments, is working on creating safer trail connections across major roads in the city. The purpose is to increase the safety of pedestrians, bicyclists, as well as drivers.

The Ashley Trail crossing on Cooper Road was identified as a near-term bicycle and pedestrian need in the Chandler Transportation Master Plan 2019 Update. The project will include extending the Ashley Trail eastward to connect with the Chandler Paseo Trail and installing a Pedestrian Hybrid Beacon (PHB) on Cooper Road. The PHB will allow pedestrians to cross Cooper Road safely and access the extended Ashley Trail on the east side of the roadway.

PROJECT LOCATION:



SCHEDULE:

The project is currently in the preliminary design phase, and it is expected to be constructed in the year 2025.

- Design is scheduled to begin in 2023.
- Construction is scheduled to begin in 2025.

CONTACT INFORMATION:

If you have any questions or concerns regarding this project, please contact Transportation Planning Department of the City of Chandler at Jason.Crampton@ChandlerAZ.gov or 480-782-3402.



Ashley Trail/ Paseo Trail Connection

City of Chandler, Arizona



How to use a Pedestrian Hybrid Beacon

Educational graphic source: City of Phoenix
Streets Transportation Department

PEDESTRIANS		DRIVERS	
SEE THIS	DO THIS	SEE THIS	DO THIS
	PUSH THE BUTTON		DRIVE Always look for people who plan to cross.
	STOP & WAIT for the WALK signal.		SLOW DOWN A person has activated the push button.
	START CROSSING Always watch for cars.		PREPARE TO STOP
	FINISH CROSSING		STOP for pedestrians. (Go with any school bus means STOP)
			STOP FIRST Proceed with caution if no people are present.




A meeting was held with the Westbank HOA.

A two-page project information sheet and letter was sent to the homes south of the canal.

Initial Outreach

Ashley Trail Study



CHANDLER
arizona
Community of Innovation

Study Info

The City of Chandler is working on creating safer trail connections across major roads in the city. The purpose is to increase the safety of pedestrians, bicyclists, as well as drivers. The Ashley Trail crossing on Cooper Road was identified as a near-term bicycle and pedestrian need in the Chandler Transportation Master Plan 2019 Update. The project will include extending the Ashley Trail eastward to connect with the Chandler Paseo Trail and installing a signalized crossing on Cooper Road. This signal will allow pedestrians and cyclists to cross Cooper Road safely and access the extended Ashley Trail on the east side of the roadway.




Figure 1: Proposed Trail Extension Location




Figure 2: Area proposed for trail extension






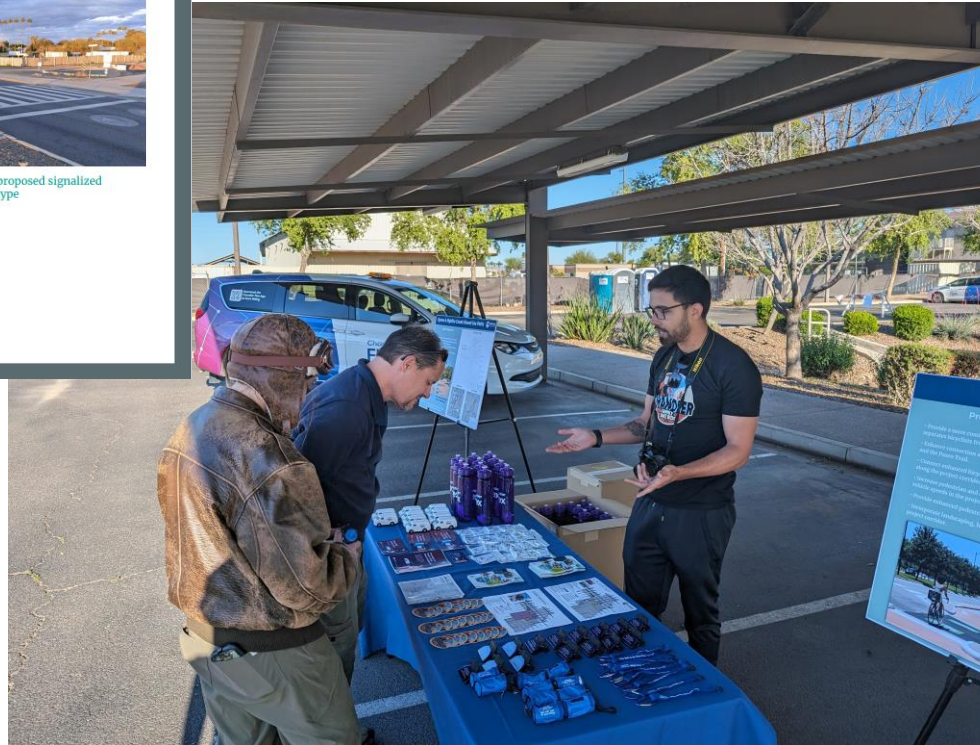
Figure 3: Example of the proposed signalized crossing type

Need more information or want to provide your input on the project? Please contact Hezequias Rocha at hezequias.rocha@chandleraz.gov

The study is funded by the Maricopa Association of Governments Design Assistance Program with Y&K Engineering serving as the study consultant.



- Family Bike Ride Booth
- Mailers
- Social Media



Cost Estimate and Funding

60% Design Phase Cost Estimate: \$700,000

Estimate includes cost for:

- Construction
- Traffic Signal Improvements
- Contingency
- Construction Management
- Traffic Control

CIP Construction Budget: \$817,000

Project Schedule

Study:	2022
Design Start:	Early 2023
Design Completion:	Late 2024
Construction Start Date:	Est. Early/ Mid 2025
Construction Completion:	Est. Late 2025



Questions/ Comments?



**Transportation Commission Government Relations & Transportation
Policy Memo No.**

Date: 05/15/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Transit Services Update

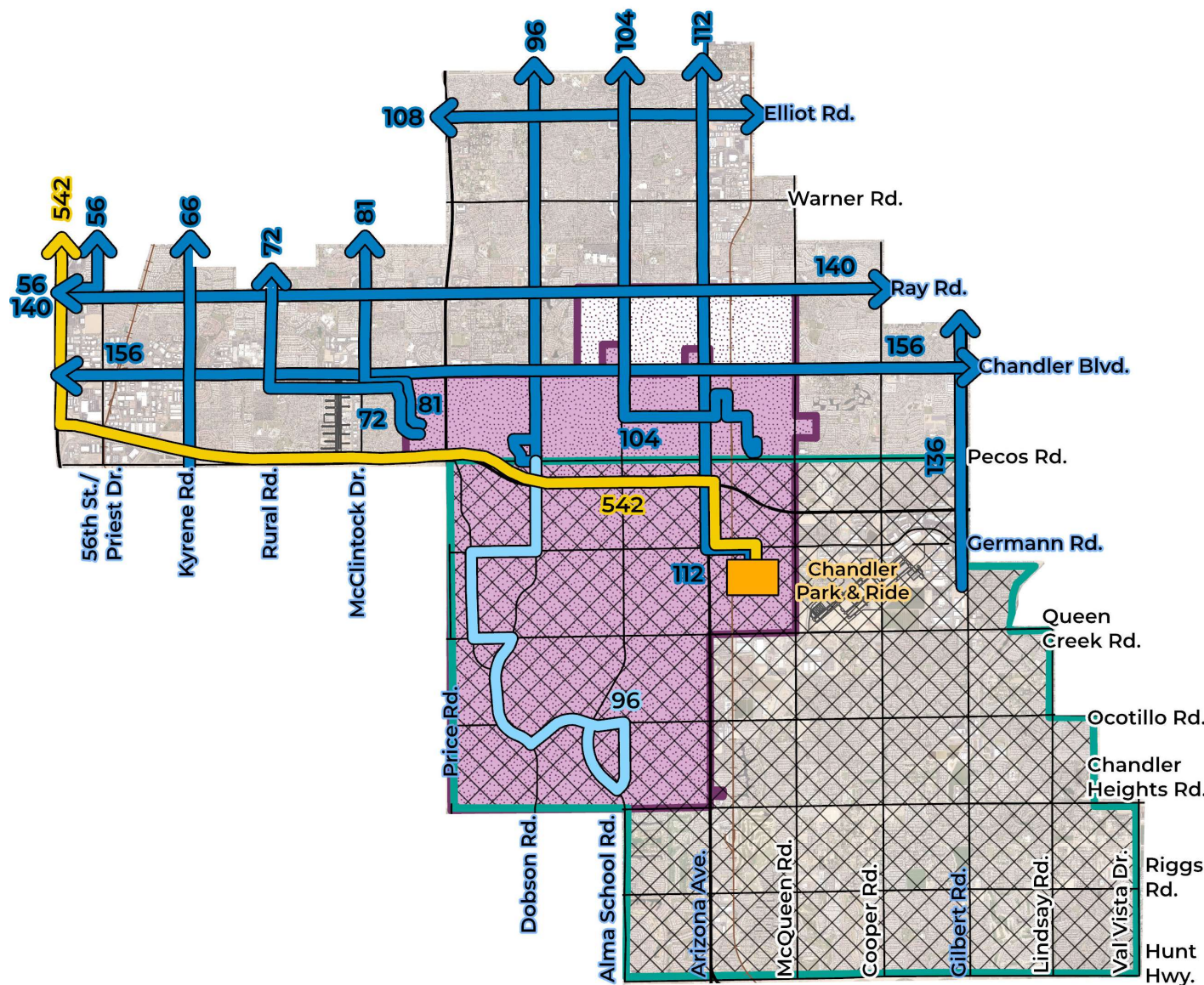
Background/Discussion

Transit Services Update presentation by Raistlin Snow, Transportation Policy Division Intern.

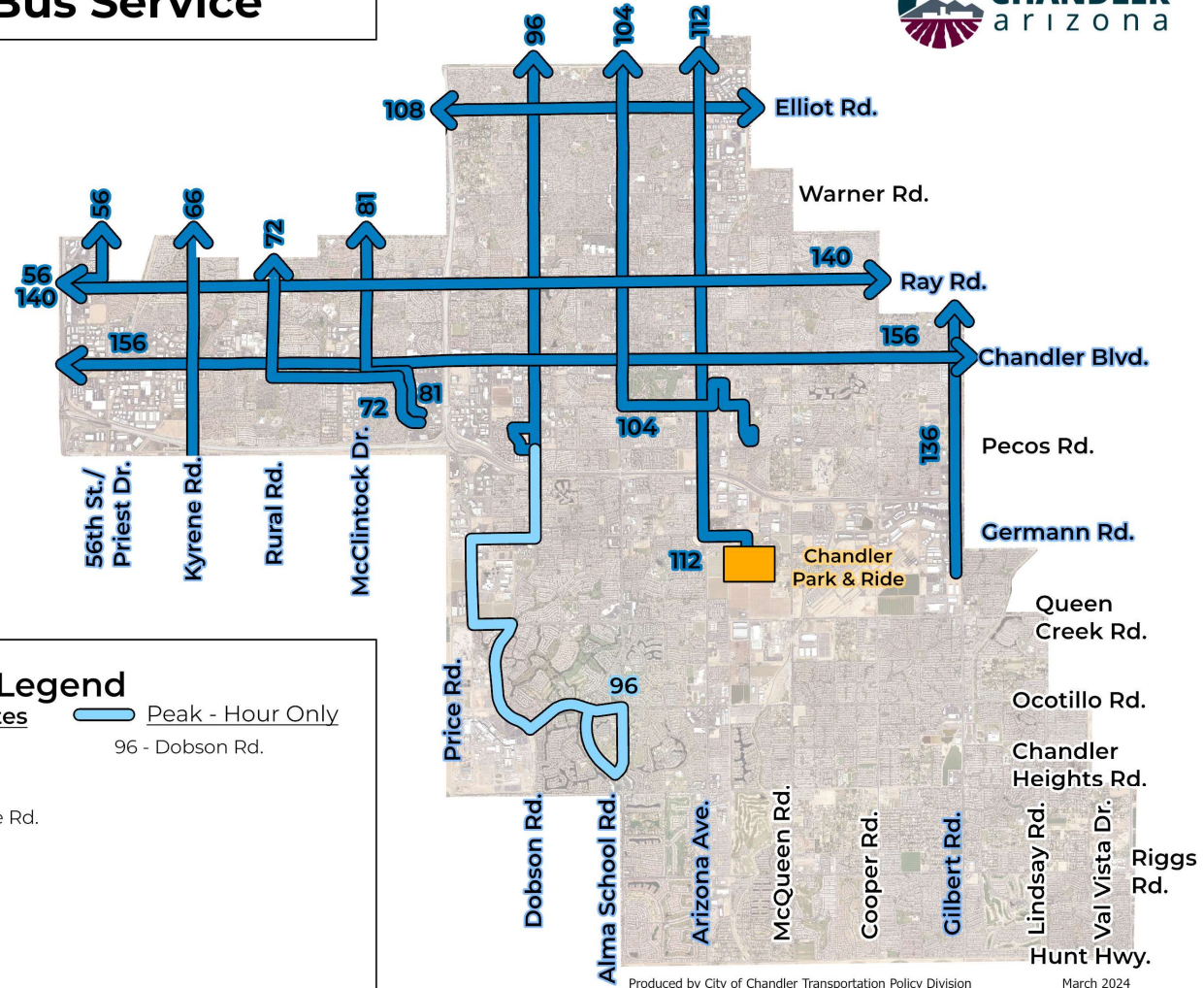
Attachments

Transit Services Update

Chandler Transit Services Update



Local Bus Service



Legend

- **Local Bus Routes**
- **Peak - Hour Only**
- 56 - 56th St./ Priest Dr.
- 66 - Kyrene Rd.
- 72 - Rural Rd.
- 81 - McClintock Dr./ Price Rd.
- 96 - Dobson Rd.
- 104 - Alma School Rd.
- 108 - Elliot Rd.
- 112 - Arizona Ave.
- 136 - Gilbert Rd.
- 140 - Ray Rd.
- 156 - Chandler Blvd.

Local Bus Service

Ridership

- 590,000 annual boardings
- 1,800 bus boardings each weekday
- 77% of riders are employed, 16% are students and, 6% are retired*
- Over 50% of trips are to or from work or school

Fast Facts

- One of the most affordable public transportation options for daily commuters and city residents
- Highest annual ridership

* Figures from Valley Metro's 2023 Origin and Destination Study



Local Bus Service

There are 11 local bus routes on arterial streets in Chandler. Chandler bus routes extend to adjacent cities and make connections to other bus routes and light rail.

Service Details:

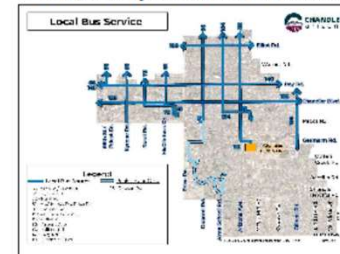
- Most service runs: M-F, 5:30 a.m. – 9:00 p.m. and Sat., 7:00 a.m. – 9:00 p.m. Limited Sunday service.
- Most buses run on 30-minute schedules
 - Arizona Ave. (weekday) and Chandler Blvd. (peak hours) run every 15 minutes
- Bus stops every ¼ mile on average

Fares:

- Full Fare (Ages 19–64)
 - 1-Day \$4.00
 - 1-Ride \$2.00

Ridership:

- 590,000 annual boardings
- 1,800 bus boardings each weekday
- 77% of riders are employed, 16% are students and, 6% are retired
- Over 50% of trips are to or from work or school



Key Highlights of Local Bus Transit:

- High capacity; reliable service
- Set routes and schedules; predictable
- Limited flexibility for on-demand travel

Local Bus Routes –

56 – 56th St. / Priest Dr.	108 – Elliot Rd.
66 – Kyrene Rd.	112 – Arizona Ave.
72 – Rural Rd.	136 – Gilbert Rd.
81 – McClintock Dr. / Price Rd.	140 – Ray Rd.
96 – Dobson Rd.	156 – Chandler Blvd.
104 – Alma School Rd.	



Express Bus Service



- Legend**
-  Express Bus Route
542 - Chandler Express
 -  Past Express Bus Route
542 - Chandler/ Mesa Express



Express Bus Service

Ridership

- 14,000 annual boardings
- 55 bus boardings each weekday
- Most passengers are commuting to work or school (ASU DTPHX Campus)

Fast Facts

- Chandler Park & Ride to Downtown Phoenix 28-mile direct trip
- Targets commuters
- Offers limited stops compared to Local Bus services



Express Bus Service

There is one express bus route in Chandler, Route 542. It travels 28 miles, nonstop from the Chandler Park and Ride directly to Downtown Phoenix.

Service Details:

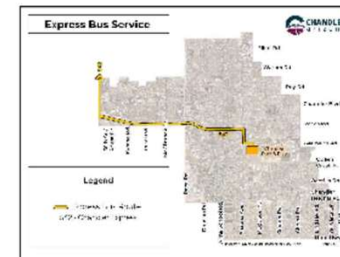
- Monday-Friday: 6:00 – 8:00 a.m. to Phoenix; 3:30 – 5:30 to Chandler
- Departs every 15–20 minutes
- The trip takes 45–55 minutes

Fare:

- Full Fare (Ages 19–64)
 - 1-Day \$6.50
 - 1-Ride \$3.25

Ridership:

- 14,000 annual boardings
- 55 bus boardings each weekday
- Most passengers are commuting to work or school (ASU DTPHX Campus)



Key Highlights of Express Bus Transit:

- Direct and fast commutes to downtown Phoenix
- Higher cost than standard bus service; value in time savings
- Limited service hours and destinations, focused on peak commute times to and from downtown Phoenix

Express Bus Route –
542 – Chandler Park and Ride to DTPHX



First-Mile, Last-Mile Program



Overview

Receive a 50% discount on Lyft trips to and from eligible bus stops in service area.

Activate Pass:

To activate your Chandler & Lyft: First-Mile, Last-Mile Program Pass, please follow these steps:

- Open the Lyft app on your mobile device.
- Tap the menu icon ☰
- Select Payment
- Scroll down and select Add Lyft Pass
- Enter the code: **ChandlerTransit**

Program Rules

Either the trip origin or destination must be within 1/4 mile of one of the eligible bus stops.

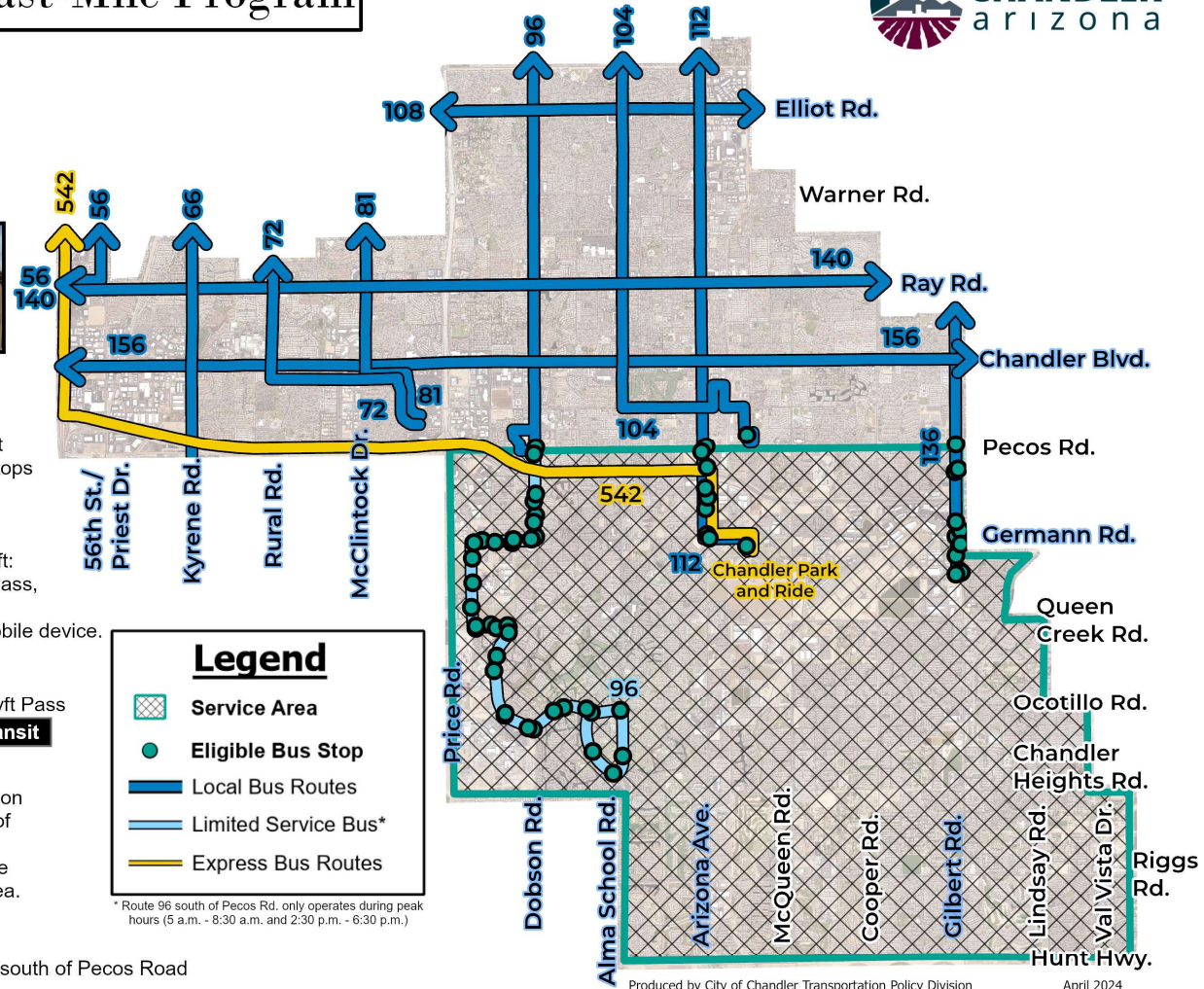
The other end of the trip may be anywhere within the service area.

Eligible Bus Stops:

-All City of Chandler bus stops south of Pecos Road

-Bus stops on the northeast corners of Pecos and Dobson, Pecos and Arizona, and Pecos and Gilbert

-Bus stop on Morelos Street at Hamilton (southernmost stop on Route 104)



First Mile, Last Mile

Ridership

- 10,000 annual trips
- 24,000 total completed trips
- 420 total unique riders

Fast Facts

- Addresses the lack of public transit in South Chandler
- Inexpensive city cost per trip
- City pays other 50% trip cost



First Mile, Last Mile

Riders receive a 50% discount on Lyft trips to and from designated bus stops within the service area (south of Pecos Road).

First mile, last mile was created to help riders who live a sizable distance from the closest bus stop making it difficult to access transit. FMLM offers an affordable way to connect to the regional transit system.

Service Details:

- Lyft operates 24/7 365 days a year
- Availability dependent on independent contractor driver availability
- Curb-to-curb service

Fare:

- Average trip cost \$5.47

Ridership:

- 7,000 annual trips
- Over 22,000 trips taken since implementation
- 40% of FMLM trips were located within the Chandler flex area



Key Highlights of First Mile, Last Mile:

- Cost-effective connections to bus routes with 50% off Lyft rides
- Enhances access to public transit in south Chandler, where bus availability is limited
- Designed for convenience with easy transfer to major bus lines

To activate your Chandler & Lyft: First-Mile, Last-Mile Program pass, please follow these steps:

Open the Lyft app on your mobile device.

Tap the menu icon ☰

Select Payment

Scroll down and select Add Lyft Pass

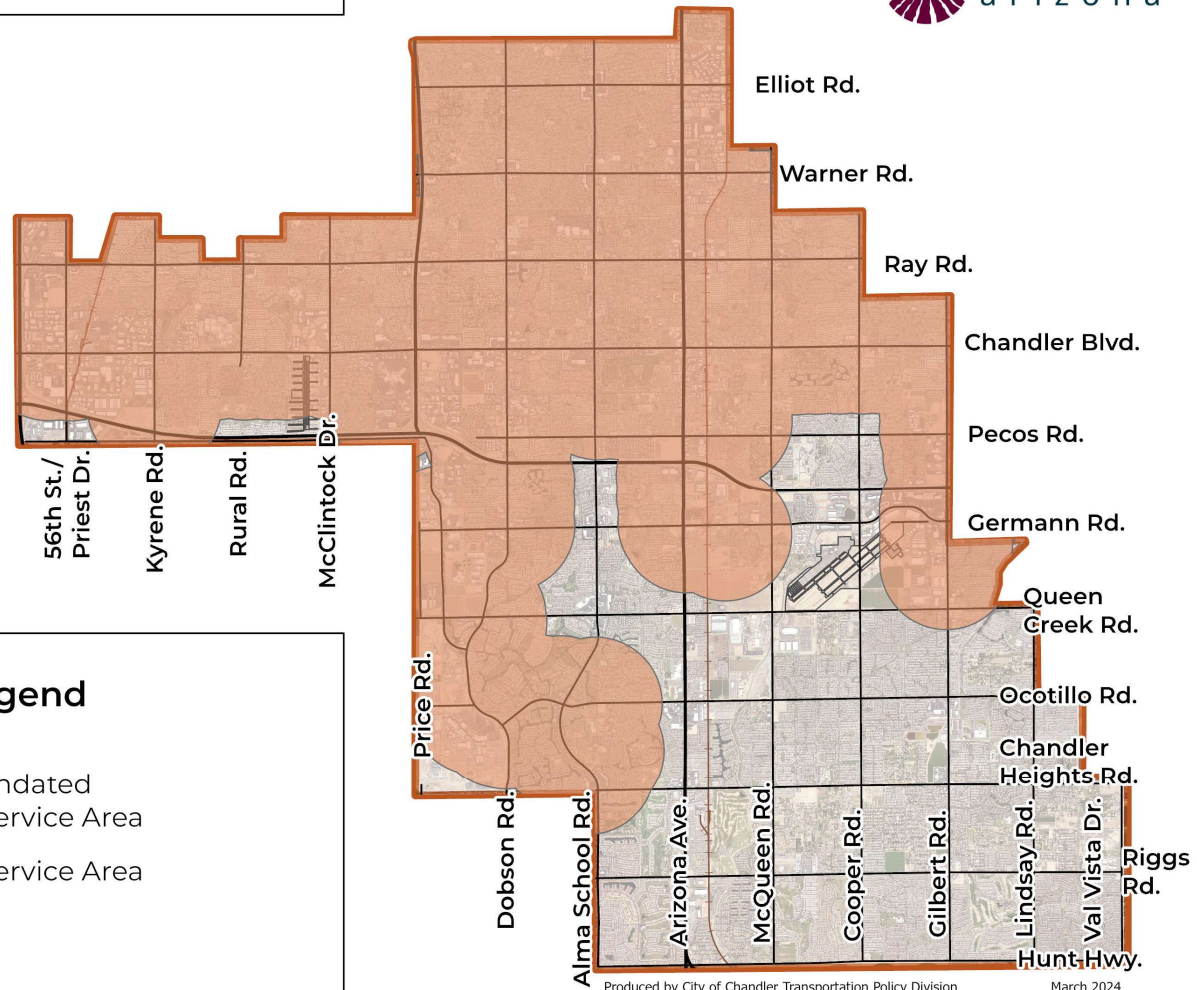
Enter the code: ChandlerTransit



Paratransit



- Legend**
- Federally Mandated Paratransit Service Area
 - Paratransit Service Area



Produced by City of Chandler Transportation Policy Division

March 2024

Paratransit

Ridership

- 26,000 annual trips
- 145 unique riders per month
- ADA Certification Required

Fast Facts

- Federally mandated within $\frac{3}{4}$ mile of all fixed-route bus service
- Serves people with disabilities
- Highest city cost per trip



Paratransit

ADA Paratransit is a shared ride, door-to-door service. This service is provided to people with disabilities who are unable to use fixed-route buses.

ADA Paratransit is federally mandated within $\frac{3}{4}$ mile of fixed bus routes. Chandler goes beyond this requirement by providing citywide service.

Service Details:

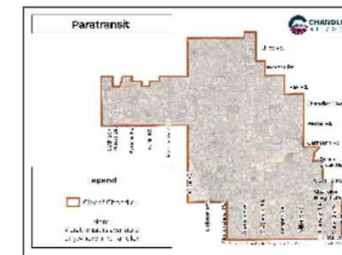
- Monday-Sunday 4:00 am to 1:00 am
- Door-to-door service
- Shared rides
- Reservations must be booked 1 to 14 days in advance

Fare:

- \$4.00 per trip

Ridership:

- 25,000 annual trips
- 145 unique riders per month
- These riders are required to go through Valley Metro's process for determining ADA eligibility.



Key Highlights of Paratransit:

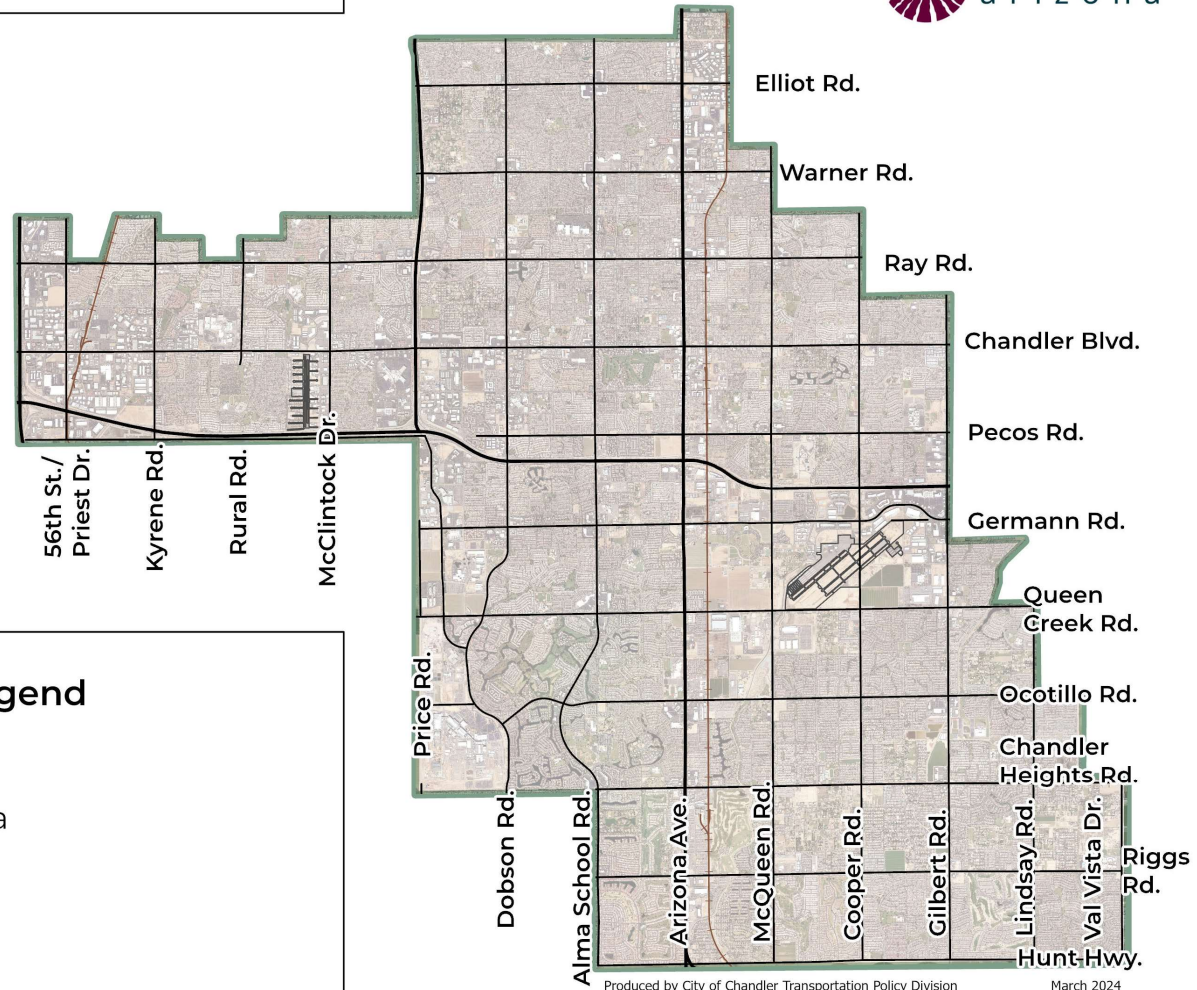
- Door-to-door service for individuals with disabilities
- ADA-compliant; ensures accessibility
- Requires eligibility verification
- Flexible scheduling within service areas

Eligibility application process:

1. Fill out an ADA Paratransit application found on <https://www.valleymetro.org/accessibility/ada-paratransit/eligibility> or call (602) 716-2100 to request an application.
2. Complete the application and mail it with the signed Release of Information form, using the provided envelope.
3. Valley Metro will verify your disability with the listed professional(s).
4. Upon verification, you'll be contacted to schedule an in-person evaluation.
5. Free round-trip transportation to the evaluation is available if needed.



RideChoice



Legend

 RideChoice Service Area

RideChoice

Ridership

- 24,000 trips annually
- 170 unique riders per month
- Service is available to:
 - ADA Certified people with disabilities (78% of users)
 - Seniors age 65+ (22% of users)

Fast Facts

- Available for ADA-certified people with disabilities and seniors age 65+
- Lower cost per trip than Paratransit



RideChoice

RideChoice is for residents of Chandler who are ADA Paratransit certified with disabilities that prevent them from using fixed-route services and seniors age 65+.

RideChoice provides trips through providers such as Uber, Lyft, taxis, and wheelchair-accessible vehicles.

Service Details:

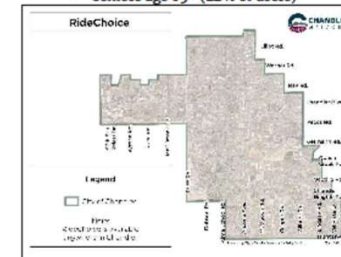
- 24 hours / 365 days a year
- Curb-to-curb service
- Non shared rides
- Same-day reservations accepted

Fare:

- \$3.00 for each trip up to 8 miles
- \$2.00 for any additional miles

Ridership:

- 24,000 trips annually
- 170 unique riders per month
- Service is available to:
 - ADA Certified people with disabilities (78% of users)
 - Seniors age 65+ (22% of users)



Key Highlights of RideChoice:

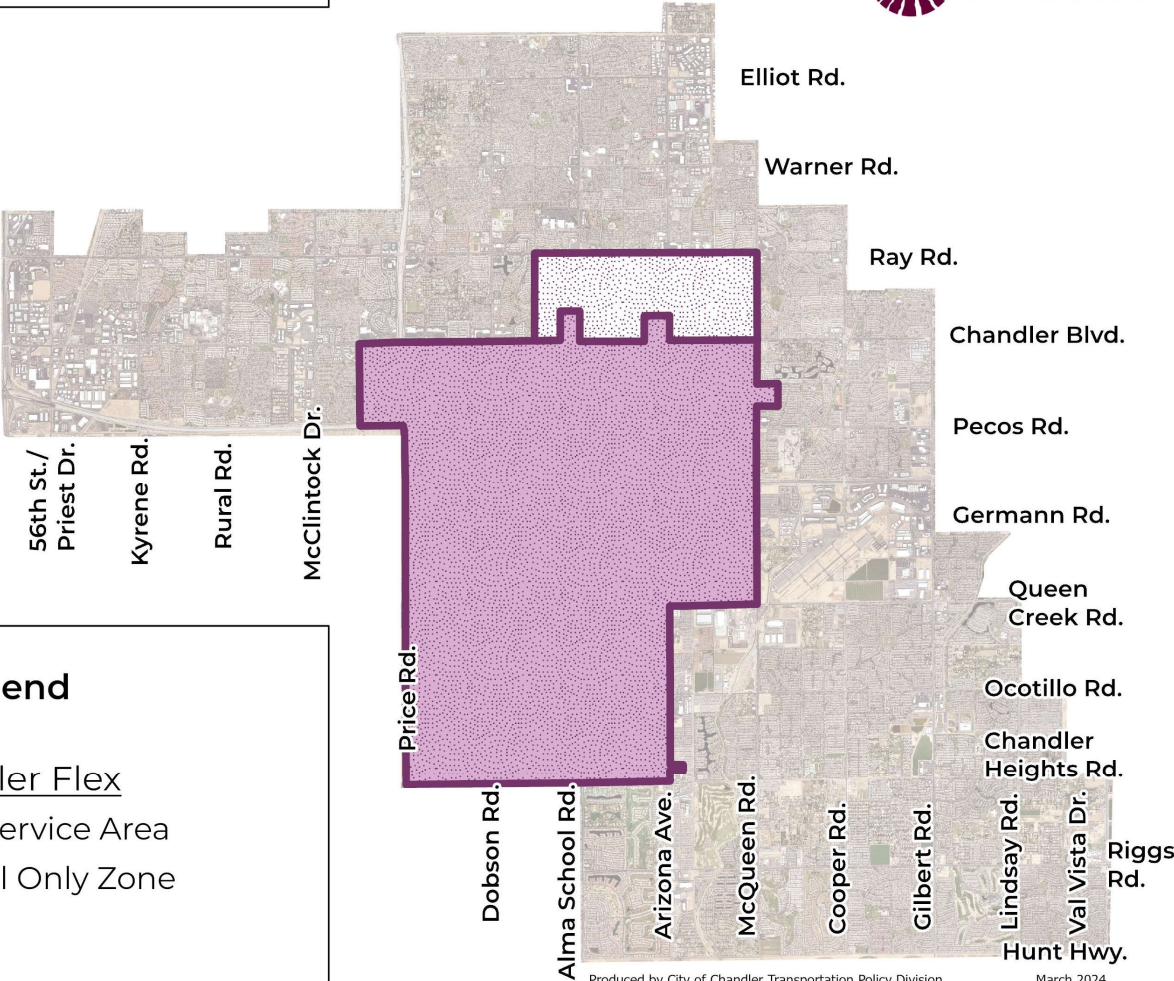
- Door-to-Door Service
- For ADA-certified residents and seniors 65+
- Direct trips on providers such as Uber
- 24/7 service, flexible booking, up to 20 trips/month.

Once you are eligible, call
(602) 716-2111



for all your RideChoice needs. The RideChoice Call Center and service are available 24 hours per day, every day of the year, including holidays.



Chandler Flex



Legend

- Chandler Flex
-  Core Service Area
 -  School Only Zone

Chandler Flex

Ridership

- 36,000 annual trips
- 22,000 total unique riders
- 165 average daily riders
- 43% of trips begin or end at school

Fast Facts

- On-demand microtransit
- Second-highest annual ridership



Chandler Flex

Chandler Flex was launched in July of 2022 and is the city's on-demand shared ride service.

Chandler Flex aims to bridge a gap between other public services such as the local bus, paratransit, and ride choice. It achieves this by providing a quick and affordable public transportation alternative.

Service Details:

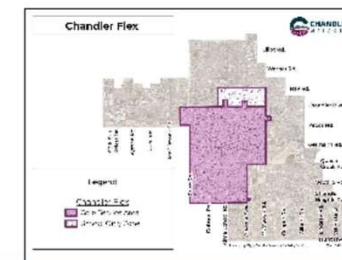
- Monday – Friday 5:30 am to 9:00 pm
- 15-minute average wait time

Fare:

- \$2.00 per ride
- Free for students (to and from school)

Ridership:

- 36,000 annual trips
- 22,000 total unique riders
- 167 average daily riders
- 43% of trips begin or end at school



Key Highlights of Chandler Flex:

- On-demand shared public transportation service.
- Book rides via mobile app or phone call.
- Ideal for commuting and accessing activities within the service zone.

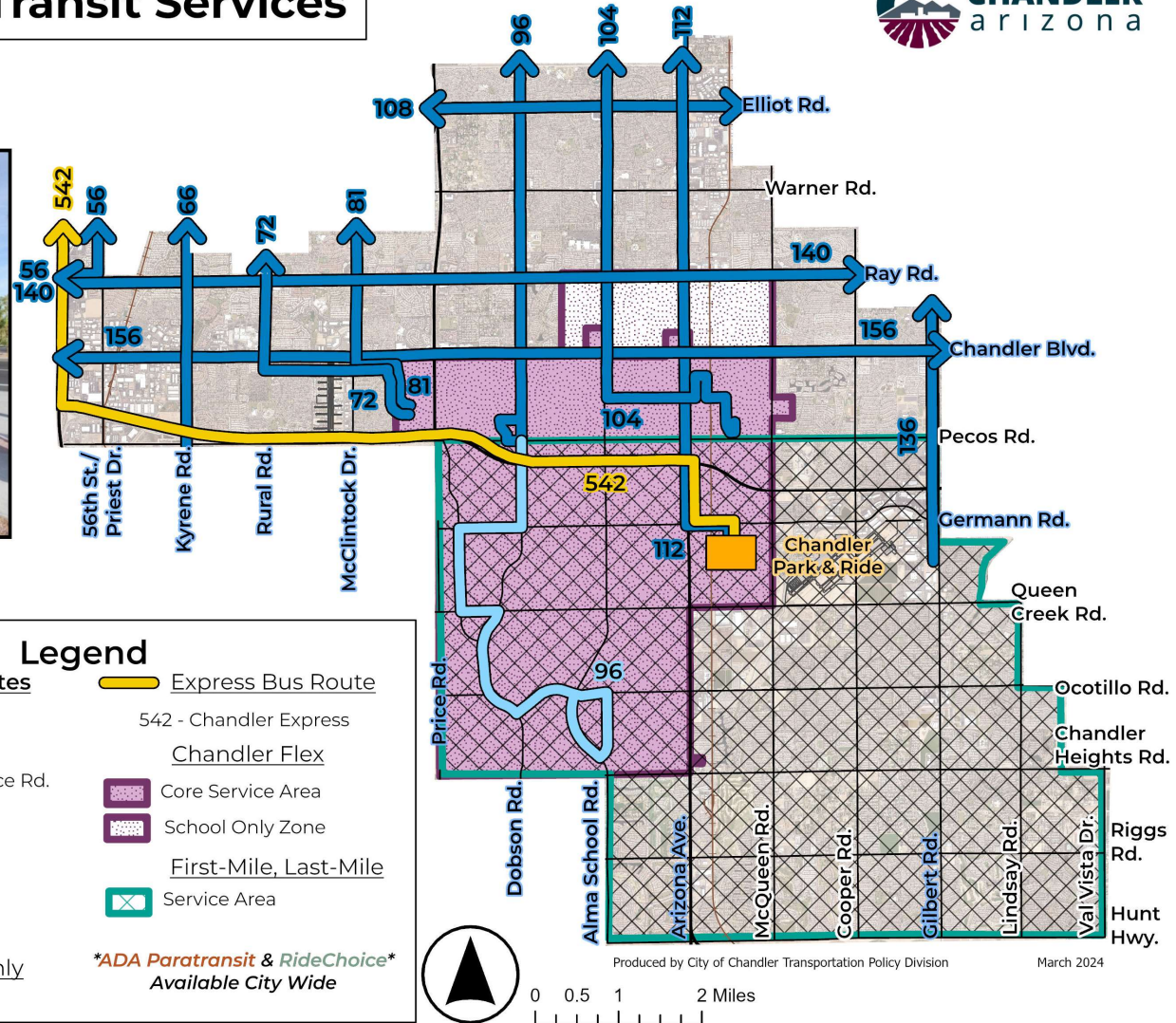
Scan to Download the Mobile app:



Or Call 602-932-0291 to book a ride!



Chandler Transit Services



Questions?



**Transportation Commission Government Relations & Transportation
Policy Memo No.**

Date: 05/15/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: May 2024 Project Status Update

Background/Discussion

Information only.

Attachments

Project Status Updade May 2024

Transportation Project Status -May 2024					
ROADWAY AND TRAFFIC PROJECTS	Designer	Contractor	Status	Comments	PROJECT COST ESTIMATE (\$MILLIONS)
ST1614, Chandler Heights Road Improv. [McQueen Road to Gilbert Road for two through lanes each direction]	Kimley-Horn	Granite Construction Company	Construction underway. Completion scheduled for Fall 2024.	Federal funds	\$20.90
ST1616, Ocotillo Road Improv. [Gilbert Road to 148th Street for two through lanes each direction]	Ritoch-Powell	Haydon Companies, LLC	Construction complete and in closeout.	Federal funds	\$8.40
ST1804, Chandler Heights Road Improv. [Gilbert Road to Val Vista Drive for two through lanes each direction]	Kimley-Horn	tbd	Design in progress. Bid scheduled for Spring 2024	Federal funds	\$20.90
ST2001, Lindsay Road Improv. [Ocotillo Road to Hunt Highway for two through lanes in each direction]	Kimley-Horn	tbd	Design in progress. Bid scheduled for Spring 2025.	Federal funds	\$27.20
ST2007, Hamilton Street Improv. [Appleby Road to Carob Drive]	Nfra Consultants	Redpoint	Construction underway.		\$5.20
ST2009, Dobson Road Improv. at Intel Driveways #1 and #4 [Price Rd / Market Pl to Chaparral Way]	Premier	DCS Contracting	Construction in progress. Completion date extended to coordinate with other projects. Completion scheduled for Winter 2024.	Funded by 20% from Intel and 80% from State TPT per ARS 42-5032.02	\$0 City Cost (Intel Funded)
ST2012, Arterial Congestion Monitoring [Install data collection devices at major intersections, and use data to map traffic congestion and mobility.]	Y.S. Mantri & Assoc.	CS Construction	Construction underway. Completion scheduled for Spring 2024.	Grant funds	\$1.30
ST2103, Intersection Improv. at Ray Road and Dobson Road	Kimley Horn	tbd	Design underway. Construction anticipated Fall 2026.	Grant funds & local funds	\$11.85
ST2112, Alley Rehab PM10 Dust Emissions Reduction 2 (FMA Areas 16, 25, 39, and 40)	Premier / Olsson	Cactus Asphalt	Construction underway.	Federal funds	\$2.4 (tbc)
ST2110, Chandler Video Detection Cameras	Y.S. Mantri & Assoc.	TCI	Construction complete.	Federally Funded	\$1.7(tbc)
ST2209, Chandler Local Detection and Communication Systems (Replaces existing video detecting cameras with new video cameras)	Kimley-Horn and Associates	CS Construction	Construction in Progress.	Federally Funded	\$0.50
ST2210, Chandler ICM Detection and Communication Systems (Replaces existing video detecting cameras near freeways with new video cameras)	Kimley-Horn and Associates	CS Construction	Construction in Progress.	Federally Funded	\$0.60
ST2301 Armstrong Way and Hamilton Street Improvement (Improves the south half of Armstrong Way and the west half of Hamilton Street)	EPS Group, Inc.	tbd	Design underway. Construction tentatively scheduled Summer/Fall 2024.		\$2.00
ST2303 Cooper Road - Insight Loop Extension (Connects Cooper Road to Insight Way & Emmett Dr intersection)	Aztec	tbd	Design underway.		\$9.30
PEDESTRIAN, BICYCLE, AND TRANSIT PROJECTS	Designer	Contractor	Status	Comments	PROJECT COST ESTIMATE (\$MILLIONS)
ST2106, Frye Road Protected Bike Lanes [Paseo Trail to San Marcos Elementary School]	TY Lin	tbd	Study completed by Y2K. Redesign underway. Construction in early 2025.	\$13.5 Million grant awarded for construction and \$650,000 for design.	\$14.00
TP2202, Kyrene Branch and Highline Canal Shared Use Paths	Kimley-Horn	tbd	Study completed by Kimley-Horn. Design underway. Construction in mid-late 2025.	Federal grants have been awarded to fund study, design and construction.	\$4.50
Ashley and Paseo Trails Connection	Y2K Engineering	tbd	Study completed by Y2K. Design underway. Construction in 2025.	Study was federally funded. Construction and design are locally funded.	\$1.00
Hunt Highway Bicycle Improvements and Traffic Calming Study	Rick Engineering	tbd	Study complete.	Federally funded study, looking at a potential shared use path or separated bike lanes along with recommendations for traffic calming between Cooper Rd. and Val Vista Dr.	\$0.10
Arizona Avenue Shared Use Path Study	Y2K Engineering	tbd	Study analyzing feasibility of expanding 4'-6' sidewalks to a 10'-12' shared use path on Arizona Avenue between Ray Road and the Western Canal.	Federally funded study.	\$0.10
Pedestrian Connectivity Study	Y2K Engineering	tbd	Study to create a sidewalk inventory and develop a plan to address gaps in sidewalks.	Locally funded study.	\$0.10
Chandler Flex	NA	Via	Initial study completed in collaboration with Valley Metro. New study underway, analyzing potential to serve the airport area and other parts of Southeast Chandler/ South Gilbert. Operations began July 11, 2022.	Awarded \$2 Million grant for project startup and two years of operations. Awarded \$1 Million congressionally-directed spending grant to continue operations	\$2.10