Transportation Commission Regular Meeting

September 17, 2025 | 4 p.m.

Public Works and Development Services Building
Saguaro Conference Room
215 E. Buffalo St., Chandler, AZ
or via Webex access code 2661 750 4984



Commission Members

Chair David Heineking
Vice Chair Molly Olsen
Dean Brennan
Dan Henderson
Dianne Kresich
Luis Heredia
Timothy Johnson

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, September 17, 2025, at 4:00 p.m., at the Public Works and Development Services Building, Saguaro Conference Room, 215 E. Buffalo St., Chandler, AZ. One or more Commission Members may be attending via Webex.

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 - September 17, 2025

Call to Order/Roll Call

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.

Consent Agenda

Items listed on the Consent Agenda may be enacted by one motion and one vote. If a discussion is required by members of the Board or Commission, the item will be removed from the Consent Agenda for discussion and determination will be made if the item will be considered separately.

Action Agenda

1. **May 21, 2025, Transportation Commission Meeting Minutes**

   Move Transportation Commission approve the Transportation Commission meeting minutes of the regulation meeting of May 21, 2025.

2. **Intergovernmental Agreement between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide Fixed Route Bus, Paratransit and RideChoice services in Fiscal Year 2025-26.**

   Move to recommend that City Council authorize an Intergovernmental Agreement (IGA) between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide Fixed Route Bus, Paratransit and RideChoice services in Fiscal Year 2025-26.

3. **Maricopa Association of Governments Project Overview Agreement for Improvements to Kyrene Road from Loop 202 to Chandler Blvd.**

   Move to recommend that the City Council approve a Project Overview Agreement with the Maricopa Association of Governments for the reimbursement of $13,816,338 in fiscal years 2026 ($1,381,634), 2027 ($4,144,901), 2028 ($8,289,803) of Proposition 479 funds for improvements to Kyrene Road (Loop 202 to Chandler Boulevard).

Briefing

4. **Paseo Trail - Riggs Road Crossing Update - Presentation by Anne DeBoard, Kimley-Horn**

5. **Warner Road Improvement Project From Price Rd to Dobson Rd - Presentation by Ray Dovalina, Engineer**

6. **Chandler Blvd. Improvement Project From Price Road to Dobson Road - Presentation by Ray Dovalina, Engineer**

Information Items

7. **MAG Active Transportation Plan - Information provided by Hezequias Rocha, Transportation Program Planning Coordinator**

8. **September 2025 Project Status Update List**

Member Comments/Announcements

Calendar

Adjourn

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Community of Innovation

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

Date: 09/17/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: May 21, 2025, Transportation Commission Meeting Minutes

Proposed Motion:

Move Transportation Commission approve the Transportation Commission meeting minutes of the regulation meeting of May 21, 2025.

Attachments

May 21, 2025, TC Meeting Minutes

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

Wednesday, May 21, 2025, at 4:00 p.m.

CALL TO ORDER / ROLL CALL

Chair Heineking called the meeting to order at 4:02 p.m. Ms. Sheri Passey completed roll call. Quorum present.

Members in Attendance:
Chair David Heineking
Commissioner Dan Henderson
Commissioner Molly Olsen
Commissioner Timothy Johnson
Commissioner Dianne Kresich

Members Absent:
Commissioner Dean Brennan
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, Transportation Planning Assistant
Sheri Passey, Recording Secretary, Management Assistant
Warren White, Assistant CIP City Engineer
Daniel Haskins, Capital Projects Manager
Matthew Dunbar, Budget and Policy Director

Webex Attendee's:
Ana Santos, Via General Manager
Nicolas Marin, Via Partner Success Manager
George Wilson, Via Field Manager
Joe Martin, Via Partner Success Director
Daniele Bourne, Via Territory Lead Arizona
Dorothy Mitchell, Via West Coast Partner Success Principal

Public Attendee's:
Jason Kaczkowski, Strand Associates, Inc., Consultant

Chair David Heineking: Do we have any members of the public present? No.

SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES

None.

CONSENT AGENDA

None.

ACTION AGENDA

1. Election of Officers

Chair Heineking: The first item is the election of officers. Do we do the chair first and then vice chair or together as a package?

Mr. Jason Crampton, Transportation Planning Manager: Responded. You can do one at a time or as a package, it's up to you.

Chair Heineking: I will nominate myself to continue as chair for another year unless someone else would like to self-nominate or nominate anyone else?

Commissioner Dan Henderson: I will second.

Chair Heineking: We will move to vice chair. David Lucas who was vice chair, is no longer with the commission. Does anyone want to throw their name in the hat?

Commissioner Molly Olsen: I will self-nominate.

Mr. Crampton: You can do a motion in a second for the pair.

Chair Heineking: I motion I get re-elected as chair and Commissioner Olsen as vice-chair. Is there a second?

Commissioner Henderson: I will second.

Chair Heineking: All in favor say aye. Any opposed? None. Motion passed.

Motion passes unanimously 5-0.

2. Approval of the Minutes of the Transportation Commission Regular Meeting of April 2, 2025.

Chair Heineking: Has everyone had an opportunity to look over the minutes? Any corrections?

Commissioner Henderson: Motioned to approve the April 2, 2025, Transportation Commission minutes.

Commissioner Olsen: I will second.

Chair Heineking: All in favor of approving the minutes say aye. Any opposed? None. Minutes approved.

Motion passes unanimously 5-0.

BRIEFINGS

Chair Heineking: Next up are the briefings. I will turn the time over you (Mr. Jason Crampton).

3. Bond Election Update

Mr. Crampton: Thank you, Mr. Chairman. We have a presentation by Matthew Dunbar from the budget office to provide an update on what is happening with the bond election.

Mr. Matthew Dunbar, Budget and Policy Director: I was here five or six months ago when we were determining whether to kick off a bond election. We are at a point where we can provide another update.

The Mayor and Council decided they wanted a resident bond exploratory steering committee to talk about the bond process, so they directed staff to start the steering committee. We had a seven-member steering committee, and each steering committee had four sub-committees. Each sub-committee had six members on it. A total of 31 residents of Chandler participated in the committees.

They started in September (2024) and worked through several different processes including tours of different facilities throughout the city, meeting with staff representatives from the different areas that are requesting Bond Funding, and they met with the finance team. In April (2025) the steering committee made a recommendation to the Mayor and Council. The council agreed with the recommendations of the steering committee and called for a bond election in November (2025). The ballot language is given to Maricopa County in June. The pros and cons can start to be filed with the Clerk's office in August, and the informational pamphlet will be mailed out on September 23, 2025, with the election to be held on November 4, 2025.

While working through the process the Mayor and Council directed staff to ensure there was a lot of communication available to the public. Therefore, all the presentations, all the information from every meeting and the final recommendation packet to the Mayor and Council were posted on Chandleraz.gov/bondelection. Social media and news articles were posted to get the word out prior to calling for the election to make sure if there were any concerns from residents, they had the opportunity to voice those concerns. We did not have any concerns voiced so the Mayor and Council moved forward with the recommendation to move forward with the recommended bond funding project list in several different categories.

Thirty-seven (37) bond projects with an estimated value of about $728 million were considered. Those projects were prioritized and taken to residents. The final recommendation was for twenty-four (24) projects, with a total value of $475 million bond requests in four categories. If approved the $475 million is a recommendation and would not increase the secondary property tax rate. Our secondary property tax rate is $0.087, and all the recommended projects fit within that tax rate that should take us through another eight years of projects. It was important to the Mayor and Council to bring recommendations back to them that did not cause the tax rate to increase.

The Parks and Recreation Subcommittee recommended ten projects in the amount of $158 million but also included a list of projects for future bond elections by project name and financing amount. The top priority was on maintaining existing parks. There are many city parks that were built in the eighties, nineties or early 2000's. These parks need new amenities added as the needs of the residents in the area have changed. The same focus was applied to community and recreation centers, repairs and improvements. The next priority was A.J. Chandler Park improvements/renovations. When public meetings were held many residents indicated they had never heard of that park, which is part of the problem. It's our downtown park which is separated by Arizona Avenue and where special events are held. The space doesn't lend itself to a park-like setting. So, we need to reimagine what that looks like, especially using the new stage area and creating a downtown destination. Folley Pool was the next priority. Folley Pool was built in the early 1980's and is a traditional design – lap lanes and diving well. Other pools offer those amenities but also provide amenities for play. Most residents in that area don't have the same amenities as pools in south and west Chandler. Mesquite Groves Park, which is in southeast Chandler has been promised for many years. We are building Phase I. The bond will include Phase II, but you will notice that Phase III has been shifted out. That gets us Phases I and II completed and provides an opportunity to consider new preferences. For example, when Mesquite Groves was initially designed pickleball wasn't on anybody's radar, yet today it's one of the top amenities requested.

The Fire Subcommittee recommended four of five projects for a total of $88 million in bonds. The fifth project, which is a little more than $2.9 million, was shifted to the general fund. The $2.9 will pay for the remodel of the Public Safety Training Building A. The four recommended projects include rebuilding Fire Station #4, Fire Station #2 Loan Bond Issuance, Fire Emergency Vehicle Replacements and Fire Support Fleet Facility.

The Police Subcommittee recommended three projects for a total of $46 million and focused on prioritizing facilities to meet the changing needs. Those projects include the Main (downtown) Station Renovations, Radio Communication Equipment and Emergency Vehicle Replacement. The Main Station renovations will be needed as we are currently planning for a new forensic facility which will remove that group from the second-floor space and into their own facility.

The Public Works Subcommittee recommended seven projects totaling $183 million but they also shifted six projects for future bond elections and costs. Street repaving was the number one request. The Mayor and Council have dedicated additional funding over two years and committed future general fund money in five years to help supplement re-paving projects to ensure an increase to our QI or Paver Quality Index and the committee focused on fixing or maintaining what exists today.

Other recommended projects include Street Construction of Various Improvements, Traffic Signal Improvements, Collective Street Improvements, Kyrene Rd (Chandler Blvd to San Tan 202) including the intersection, Arizona Ave/Warner Rd Intersection, and McQueen Rd (Warner Rd to Ray Rd Phase 1). Because we don't have a design for McQueen Rd Phase 1 and we aren't exactly sure what we need, Phases 2 and 3 were shifted outside the bond election package which allows us time without adding to the bond authorization request to our residents. Also shifted outside this bond request is Warner Rd (Price Rd to Arizona Ave), Ray Rd/Kyrene Intersection, Ocotillo Shared Use Path (grant funding potentially available) and Washington St. Improvements (moved to be paid by General Fund).

And the last subcommittee was Facility, Sustainability and Technology. Some of their projects overlapped with the other subcommittees because they were building or facility related. For example, Fire Station #4, was discussed, prioritized and ultimately decided it needed to remain with fire in their question. The same decision applied to the Police Main (downtown) Renovation. The Irrigation System/Water Conservation Program will be funded through the general fund and shifted to parks. The Sports Field LED Lighting Conversion was also shifted to Parks or other subcommittees. Citywide Fiber Upgrades and Existing City Building Renovations & Repairs totaling $20.7 million will be funded by the general fund so this

subcommittee is not asking for any bond funding.

Financial Considerations – The City of Chandler maintains a AAA bond rating by all three rating agencies which correlates to lower taxes and utility rates for residents. We are only one of three cities in Arizona with that rating. That rating gets us the lowest bond rate. When a million dollars of bonds are authorized, and the city uses half a million dollars of that authorization it doesn't come back once it is paid back. State Law requires cities to obtain voter approval for general obligation laws.

This slide shows our property tax rate in comparison to other valley cities. It is a combination of our current primary and secondary tax rates. Posting a next budget year to reduce the price. The primary will go down slightly leaving the secondary tax rate flat so we can maintain our capital projects. The comparison to other Valley cities is a difficult comparison because Mesa and Gilbert don't have a primary property tax, only a secondary tax. Scottsdale's tax rate is low, but their home values are much higher than Chandler, so it takes a lower percentage to generate as much tax revenue in their areas. The City of Chandler only gets about $0.11 of every dollar that residents pay in property taxes. Authority goes to our public schools, community colleges and Maricopa County.

Next steps, on June 7, we are waiting for our ballot language to go out. July and August we will look for engagement for pros and cons to be filed with the clerk's office which is a pamphlet that will be sent out and then we can call for the election by November 24. Any questions about the bond process? (None).

Mr. Crampton: Mr. Chairman, I would like to switch the next two items on the agenda (item #5 was moved ahead of item #4).

Chair Heineking: Agreed.

5. Willis Road Capital Project

Mr. Crampton: We have the Willis Road project coming up and it will be a little unique. I will turn the time over to our Capital Projects group and their consultant.

Mr. Jason Kaczkowski, Strand Associates, Inc.: Thank you. My name is Jason Kaczkowski with Stand Associates. We are the design consultants on this improvement project.

Willis Road is just south of Loop 202 and the project focus area is between Alma School Road and Arizona Ave. with the main project limits in the center of that stretch. The west (towards Alma School) and east ends (towards Arizona Ave.) of our project area, the street widens to a full collector street. The center section of

the project area is only a single lane in each direction, with no two-way middle turn lane and no curb or sidewalk on the south side. The project is focused on building that gap and providing connectivity.

The project was identified as part of the Transportation Master Plan Update completed in 2019 and part of the collector street improvements throughout the city. In February of 2024, Strand was selected as the design consultant, and we are currently at 90% design. The construction estimate is between $2.0 and $2.4 million dollars with construction anticipated for late 2025.

The Willis Road design elements include widening the street (middle segment), adding curb, gutter and sidewalk on the south side of street, signing, stripping and utility relocations. The final project will be a finished collector street with 5ft wide sidewalks, bike lanes on both sides of the street, the center left turn lane with additional elements of a small median to establish some driver awareness, pedestrian crossing and a Chicane. The Chicane separates the road from the bike and sidewalk and curves towards the center of the roadway. In this section of the Chicane the two-way left turn length is eliminated. Dan will talk about public involvement.

Mr. Daniel Haskins, Capital Projects Manager: Most CIP projects we try and get public involvement. For this project because we don't really touch a lot of residents and we are not in the neighborhood we are going to do a project website and when we are impacting residents and businesses in the area we will talk to them individually and explain what is happening with the property. We are taking a drainage easement to the HOA's and residents. On the website we will be accepting comments. Depending on the number of comments received we may need more public outreach. Potentially returning to the Commission after the public outreach. Are there any questions or comments?

Chair Heineking: Asked. Are there driveways on the street as it relates to the Chicane?

Mr. Kaczkowski: Responded. There currently are not any driveways. There is access to the neighborhoods, but at 180th Way there is a small neighborhood which will have access but there is not a need to add driveways directly off Willis.

Mr. Crampton: Added. There are driveways outside the project workspace which is why those elements are confined to a short space. We wanted to have a longer median but there are too many driveways elsewhere on the roadway. We added these visual elements to create driver awareness since this is a one-mile collector street with no curves or stop signs. There was also nowhere for pedestrians to cross except for at Arizona Ave. or Alma School Road so we needed to provide a

safe location for pedestrians to cross at the half mile.

Chair Heineking: Asked. Is the crosswalk signalized?

Mr. Crampton: Responded. No, just a marked crossing.

Chair Heineking: Next briefing Item number four – Flex update.

4. Chandler Flex Update

Mr. Crampton: Thank you, Mr. Chairman. I appreciate your patience. I expected this item to take more time, that is why I requested to push it back. Online is our Chandler Flex contractor team provided by Via. They help us provide this wonderful service. The transit staff meet with the Flex staff every week to review the service, discuss integrations, how things are working, and discuss changes/improvements. Once each quarter we have a quarterly business review for a more in-depth look at the service, establishing goals and new initiatives to improve the service. Rather than having an internal staff meeting we thought we would bring our quarterly meeting to the commission. Our goal is to provide a closer look at Chandler Flex, provide an update on how things have been going, and what types of opportunities are available in the near future. I will turn the time over to Joe and he will introduce the Flex team and kick off the presentation.

Mr. Joe Martin, Partner Success Director: Thank you for having us here today. We will be presenting an update on Chandler Flex, the results we have seen, metrics, performance and we will look at some of the ideas we are exploring for the service in the months ahead. I want to make this presentation engaging so if you have questions, please interrupt throughout.

My name is Joe Martin. I lead our partnership teams across the southwest and have been working with the Chandler transit team since 2022 when we first launched the service. If I can have the Flex team do a quick introduction and their role.

Ms. Ana Santos, General Manager: My name is Ana Santos. I am the general manager of the Chandler Flex service. I work closely with the City of Chandler team to manage the day-to-day operations with the service and make sure it runs as expected and is a successful program.

Ms. Dorothy Mitchell, Partner Success Principal (West coast): My name is Doroty Mitchell. I am part of Via's west coast partner success team to work with a lot of cities and agencies around the west coast to make sure their deployments and use of the software and services are successful. I am newer to working with the

Chandler team.

Mr. George Wilson, Field Manager: I am George Wilson, the field manager for Chandler Flex. I'm responsible for driver scheduling and communication and fleet management.

Ms. Daniele Bourne, Territory Lead Arizona: I am Daniele Bourne. I am new to the Chandler account and to Via. I will be a territory lead out west working alongside Joe and Dorothy. Arizona will be a key part of what we are working on. Moving forward I will be pretty involved working with Chandler.

Mr. Nicolas Marin, Partner Success Manager: My name is Nicolas Marin. I have been working with the City of Chandler for about a year.

Mr. Martin: We have been working with the city for over three years. Chandler Flex has grown, and Via has grown and changed as a company. Via continues to be a global leader in transit solutions. We have over 800 partnerships worldwide, which benefits Chandler. Learning from other services across the country and world and using the lessons and best practices to help Chandler.

Via's focus when we started with Chandler was being a micro-transit company and delivering those services across the country. We have grown to provide elements of a power micro-transit network.

Micro-transit complements the broader fixed route and transit ecosystem in each city or area. We want micro-transit services to feed the transit needs overall, not be a silo. I will turn the time over to Ana who will discuss the successes of Chandler Flex, priorities for the service moving forward and ideas for improvements.

Ms. Santos: One of the most exciting milestones for the service was in February 2025, we provided 100,000 rides since its launch indicating significant service growth and community engagement. Other milestones include in August of 2024 the City celebrated receiving the earmark check of a one-million-dollar grant. In January 2025 school areas opened to all services hours, plus the expanded service to the east and Via started its effort to make Chandler Flex FTA complaint due to the federally fund grant.

Chandler is one of our biggest growing services that we operate across the US. There has been significant growth in riders on a quarterly basis. The first quarter of 2025 has been our biggest quarter in terms of ridership, especially this school year with a strong student ridership.

The service maintains a high satisfaction rate of 4.9 based on feedback from regular riders. Ninety-five percent of riders would be disappointed to lose access to this service and 63% of riders lack access to a personal car. Our top priority is to provide excellent customer service, making sure drivers are prepared to serve the community.

Via and Chandler have worked together to identify strategies to grow demand and increase efficiency. Those measures included expanding the service zone (adding new high-traffic POI's). The first expansion was launched in July of 2024. The removal of morning and evening booking limitations for school trips to improve demand patterns, which was completed. And opened the "school-only": zone to all

riders, again to improve demand patterns, which was also completed. These strategies provided positive productivity for completed rides/vehicle revenue hours. In the first quarter of 2024 that metric was 3.3 and increased to 3.8 in the first quarter of 2025. Recent growth, enabled by supply plan adjustments, helped us respond better to demand peaks and increased efficiency, despite increases in demand.

The July 2024 expansion included opening a specific area (north) initially considered “school-only” zones which were outside the of the service area where only students could book rides in those areas. That zone was open to all riders. A new zone was opened, expanding the service to the east focusing on shopping and entertainment in that area. Approximately ten percent of our demand is going to these new locations. The expansion has resulted in an overall growth of ridership of 25%.

Mr. Crampton: Added some background. When we first started Chandler Flex we were focused on students because the transportation grant was through the state. Providing so much student transportation resulted in a few hours of the day with a high demand and the rest of the day we did not have enough trips to keep the vehicles full. We needed to attract non-student riders in the middle of the day who needed rides to doctors’ appointments or shopping to make the service more efficient.

Commissioner Kresich: Asked. I have a lot of questions about how the system works. Who owns the vehicles – the city or Via?

Ms. Santos: Responded. We provide the vehicles through a vehicle partner (BGM) which are rented on an hourly basis. All vehicles are branded with the Chandler Flex logo.

Commissioner Kresich: Asked. Are the drivers employed by Via or the city?

Ms. Santos: Responded. They are independent contractors. Via provides the drivers directly.

Mr. Crampton: Added clarification. Commissioner Kresich, the service we designed with Via is called a turn-key service. The contractor (Via) provides everything for the city which includes the software, drivers, and vehicles, and they help with marketing and customer service. The city staff provides oversight, guidance and planning but Via provides the project manager and full operations.

Commissioner Kresich: Asked. Briefly, how is the contract arranged? Is it per hour of service provided?

Mr. Crampton: Responded. Yes, per hour of service. We have a new contract with Via as of July 1, 2025. We procured a new contract because we were awarded a federal grant that will pay 50% of the service. That new contract must comply with FTA requirements and there will be a few improvements to the service and new vehicles provided.

Commissioner Kresich: Asked. What is the cost of the service? Jason mentioned it costs much less to provide this service than buses.

Mr. Crampton: Responded Mr. Chairman, Commissioner Kresich, we budget approximately $1.3 million for this service per year which covers a 22 square mile area. If we expand the service in the future that budget will need to be increased.

Mr. Martin: Added. Micro-transit is a more cost-effective way to provide transit service in suburban areas as opposed to urban areas/centers. The bus is the best way to service riders in urban areas due to the concentration of the demand and destinations.

Commissioner Kresich: Asked. You stated your company is monitoring in real time the usage and the need for drivers. Is that correct?

Mr. Martin: Responded. Exactly. On a weekly basis Ana and her team look at the service demand and adjust the supply plan to put drivers on the road when needed or remove them when not needed.

Commissioner Kresich: Stated. Thank you. Very interesting.

Ms. Santos: Continued her presentation. We have discussed (with the city) ways to ensure the demand patterns are more sustainable and we are running a sufficient service. It is key not to have a volatile or seasonal demand pattern, which is something that happens with student riders. We pushed to attract other riders during those low student demand patterns (start and end of school and during school breaks). We have been monitoring this metric and have made great progress ensuring we have diverse ridership, especially during those low student demand patterns.

As Jason mentioned, we have a new contract starting July 1. We have been working very closely with the team to make sure we are fully compliant with all the FTA requirements and the additional requirements from the new RFP and the new contract.

I will stop there and pass it back to Joe to discuss some additional ideas for success.

Mr. Martin: This is a summary of improvement ideas being explored with the team. We are working on managing overflow management by putting drivers on the road during high demand times but also exploring other ways to meet the demand more effectively like using taxi or robot taxi providers, Lyft or Waymo if the system is over capacity. The other idea is the demand or request for further expansion throughout Chandler. The Chandler Airport Flexible Transit Study was completed looking at flexible transit around Chandler airport and to the east.

Leveraging our services across the world and planning tools we have been able to build some models that estimate, if we were to expand the service, to include the airport, what level of job access, demand and how many resources would be needed. We have also put together some different expansion scenarios. Do you have any questions on those two items? We would like to hear from you, for example what priorities do you have in mind for the service?

Commissioner Kresich: Asked. What is the fare or cost for the rider?

Mr. Martin: Responded. Two ($2) dollars a ride and one dollar ($1) for students and for students traveling to or from school the ride is free.

Commissioner Kresich: Asked. Is that per ride and regardless of the zone?

Mr. Martin: Responded. Yes, that is correct.

Commissioner Henderson: Asked through the Chair. I see the expansion and think about the different schools, primarily at grade schools not high schools. Did you see the opportunity for the high schools being incorporated into this program?

Mr. Crampton: Responded. That is a request frequently received to include other high schools in the proposed service area. My goal would be, if funding allows, to incorporate ACP high school. That would be a great service the community would enjoy but the challenge is funding. Adding a school like that is going to really increase the demand during peak times and is probably going to be the most expensive to add. It would be the most valued item by the community but with Proposition 479 in its infancy we are trying to monitor how our transit funding sits regionally, which influences what we can do with our local funding.
Our local funding covers things like Paratransit, RideChoice and bus services because the regional funding isn't providing as much as we thought.

Commissioner Henderson: Asked. Is the Chandler Unified School District a financial partner in this?

Mr. Crampton: Responded. No, they are not a financial partner. We work with them in terms of marketing outreach to students and any operational issues that may arise on their campuses, but they are not a funding partner.

Chair Heineking: Asked. As you are thinking about downtown and building out the business and redoing the park, would there be any opportunity to provide a Saturday evening service? Can that be considered?

Mr. Crampton: Responded. We do operate until 9:00 p.m. on Friday evenings, which is not late enough to serve the bars. But that is something we need to keep in mind. We had a council member who had a similar request to provide service later on Friday nights. Saturday service until 5:00 p.m. wouldn't be too expensive to add but if we added a long-time span until midnight or 11:00 p.m. that would be more expensive.

Chair Heineking: Asked/stated. Similar to Commissioner Henderson's question, are there opportunities for shared funding? I don't know if there is a downtown association or group of businesses or schools, it is an amenity and opportunity for the folks who are able to benefit from this that they would want to participate in to make it accessible more often.

Mr. Crampton: Responded. We have looked into a partnership with the school district. A couple of challenges, one is school buses are very efficient at carrying 30-40 students per trip whereas Chandler Flex carries maybe five at a time. The cost per trip per student is a lot higher. I think CUSD tries to be more efficient with their funding, so they encourage more bus use. The other challenge is if we were to partner, they may want to dictate some of the operations and/or characteristics of the program and we don't want to give up, especially if the partnership funding is less than 50%.

Chair Heineking: Asked. Can you access the service on the website?

Mr. Crampton: Responded. There is a Chandler Flex app available on the App Store or Google Play store, or you can call into a number on our website, if you don't have a smartphone.

Commissioner Kresich: Asked. Do any adjacent cities have this service? I understand Glendale has the service.

Mr. Crampton: Responded. No city adjacent to us. Yes, Glendale has a service with Via, however, other valley cities such as Avondale and Goodyear have a service with another micro transit provider and Surprise's service is called WeRide.

Commissioner Kresich: Asked. Do any of the services on the west side cross city boundaries?

Mr. Crampton: Responded. Yes, Avondale crosses approximately a ½ mile into the another city. However, if the rider wishes to go further into that other city they must transfer to their service.

Mr. Martin: Asked. Aside from questions about the service, are there other priorities or things that the group would want to see from the service in the next three to six months?

Commissioner Kresich: Asked. Do you know of any improvements, expansions or

enhancements the city has heard from riders that need or should be addressed? For example, has something been presented from the end user?

Mr. Crampton: Responded. I would say the expansion is a big one, but also consistency in terms of reliability. Right now, we are operating with seven vehicles operating during the peak demand. When a vehicle goes down for maintenance it gets difficult during the peak time for people to get a ride. In fact, right now we have two vehicles down. More consistently, having vehicles available all the time is a big demand.

With the new service we will have eight (8) vehicles and if we expand, we will add more vehicles. The other issue, which Joe talked about, was that overflow provider which will help with this too. If we can get Lyft or Waymo and put people on those services, it would help to make sure people are transported where they need to go. The challenge is that you have to be 18 or over to use Waymo or Lyft. Lyft might be looking at some reductions of age to 16. Providing an overflow provider would allow us to enhance the service.

Commissioner Kresich: Asked. Would they still contact or use the Flex app?

Mr. Crampton: Responded. Yes, the app would send them to Waymo or another overflow provider. Joe, do you want to talk about how that would work?

Mr. Martin: Responded. Yes, we would work with the city and set rules for when people get moved to overflow, but that experience would happen within the Chandler Flex app. They would be able to book with Waymo or Lyft without switching from the Chandler Flex app.

Commissioner Henderson: Asked. Through the Chair, would increasing the cost (hypothetically) from $2 to $3, would that create a funding source to expand the service? Are you looking at playing with those dollars to figure out a way to grow?

Mr. Crampton: Responded. That's a great thought. We haven't looked too closely at that because right now the fare mirrors the bus fare. We are trying to keep that similar although this is more of a luxury transit service than the bus so there is a logical reason to charge more. However, the additional fare revenue wouldn't go very far to provide much. What it would do is it would help curb demand. We would consider adding a student fare to and from school of $1 to curb the demand. The fare helps us control the demand. If we controlled the demand, we could have a bigger service area.

Mr. Martin: Added. We could bring in some case studies because we have seen circumstances where if the fare increased too much, the total demand dropped so much the total revenue collected from the service actually decreased. So, it is a bit of a balance to find a sweet spot for managing the demand.

Commissioner Kresich: Asked. What is the minimum age a person can be to ride? Do you

take kindergarteners?

Mr. Crampton: Responded. You have to be 13 years of age to ride (junior high or older). Under 18 you are supposed to get parental consent to use the service, and anybody can ride with an adult.

Commissioner Kresich: Asked. What kind of vehicle is used? Is it a minivan?

Mr. Crampton: Responded. Yes, they are minivans and three of them are wheelchair accessible. Thank you for the presentation.

Mr. Martin: Responded. Thank you all for having us here today. We are happy to do something like this again in the future.

Chair Heineking: Moving on to Information Items, the project status update.

Information Items

6. May 2025 Project Status Update List

Mr. Crampton: Every other month you will receive a spreadsheet that shows all the different capital projects going on related to transportation in the city. You can review that in your packet.

MEMBER COMMENTS/ANNOUNCEMENTS

Ms. Sheri Passey, Recording Secretary: You have been provided with a gift bag from the Commissioner Breakfast held back in April, thanking all current and former commission members for their services. We also provided some Flex swag.

Chair Heineking: Other announcements? Calendar. Do we know when the next meeting is scheduled?

CALENDAR

Chair Heineking: There is an upcoming event unless anybody else has anything else. There is the Boards and Commissions appreciation event. Please let Sheri or the City Clerk's office know. Do we know when the next meeting will be?

Ms. Passey:: Responded. July 16, 2025.

Chair Heineking: Okay. Thank you. Meeting adjourned.

The meeting was adjourned at 5:23 p.m.

_____ _____

David Heineking, Chairman Sheri Passey, City of Chandler

Transportation Commission Government Relations & Transportation Policy Memo No. TP26-04

Date: 09/17/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Intergovernmental Agreement between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide Fixed Route Bus, Paratransit and RideChoice services in Fiscal Year 2025-26.

Proposed Motion:

Move to recommend that City Council authorize an Intergovernmental Agreement (IGA) between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide Fixed Route Bus, Paratransit and RideChoice services in Fiscal Year 2025-26.

Background/Discussion

The City of Chandler and the Regional Public Transportation Authority (RPTA) have developed a new Master Transit Services Agreement to govern the provision of transit services beginning July 1, 2025. This agreement establishes a five-year framework for Chandler's participation in regional transit programs and replaces the previous IGA that concluded its sixth and final amendment in Fiscal Year 2024-25. The new agreement sets forth responsibilities, funding arrangements, and service schedules for Fiscal Year 2025-26 and allows for annual amendments to update service levels and costs.

The agreement covers fixed route bus, paratransit, and RideChoice services, along with ADA-related programs supported through Public Transportation Funds (PTF). It also defines procedures for annual reconciliation of costs, program oversight, and performance reporting. The City relies on multiple funding sources to pay for these services, including:

- City General Fund
- Arizona Lottery Fund (ALF) – proceeds from Powerball revenues, distributed to cities for public transportation

- Public Transportation Funds (PTF) – Maricopa County ½ cent sales tax approved through Propositions 400 and 479
- Federal Grants

Service levels and costs included for Fiscal Year 2025–26 are as follows:

Fixed Route Bus Service: Twelve bus routes operate within Chandler, including 11 local fixed routes and one express route to downtown Phoenix. For FY 2025–26, approximately 1,301,000 service miles will be funded with regional PTF, with an estimated cost of $12,442,321 that will be entirely paid through regional PTF.

Paratransit Service: Provides door-to-door, shared-ride transportation for seniors and persons with disabilities. Approximately 25,000 trips are projected for FY 2025–26, with an estimated cost of $2,127,853 that will be entirely paid through PTF.

RideChoice Service: Offers flexible transportation options for seniors and persons with disabilities using rideshare companies, taxis, and medical transport providers. Approximately 39,000 trips are projected for FY 2025–26, with an estimated total cost of $1,157,125; $532,917 of which will be paid with PTF, and $624,208 of which will be paid with general fund and ALF. Additionally, the agreement allows for an additional $200,000 contingency that will only be paid if paratransit and RideChoice ridership exceeds projections.

	Arizona Lottery Fund (ALF)	City General Fund	Federal Grant	Public Transportation Fund (PTF)	TOTALS
Fixed Route Bus	$0	$0	$0	$12,442,321	**$12,442,321**
Paratransit	$0	$0	$0	$2,127,853	**$2,127,853**
RideChoice	$0	$624,208	$58,696	$523,917	**$1,206,821**
TOTALS	**$0**	**$624,208**	**$58,696**	**$14,780,223**	**$15,463,127**

Financial Implications:
Funding for this agreement is provided through a combination of funding sources. For Fiscal Year 2025–26, the City's estimated cost is $624,208 for transit services with an additional $200,000 contingency, for a total not-to-exceed amount of $824,208. All required local expenditures (general fund and ALF) are included in

the adopted FY 2025–26 budget.

Attachments

VM IGA Presentation
Valley Metro RPTA Agreement

FY2025 – FY2026 Intergovernmental Agreement (IGA) with Valley Metro



Transportation Commission
September 17, 2025

CHANDLER arizona

Agreement Terms

- This is the new IGA with Valley Metro following the last amendment from the FY2019 – 2025 agreement.
- The agreement will run through June 30, 2030.
- For FY25-26, the local funding amount for fixed route, paratransit, and RideChoice is $624,208.





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	$12,442,321	**$12,442,321**
Paratransit	$0	$0	$0	$2,127,853	**$2,127,853**
RideChoice	$0	$624,208	$58,696	$523,917	**$1,206,821**
Total	$0	$624,208	$58,696	$14,780,223	**$15,463,127**
TOTAL	**$624,208**		**$15,094,091**		

Proposed Motion

Move to recommend that City Council authorize an Intergovernmental Agreement (IGA) between the Regional Public Transportation Authority (RPTA) and the City of Chandler to provide fixed route bus, paratransit and RideChoice services in Fiscal Year 2025-26.

Thank you!



Questions?

MASTER TRANSIT SERVICES AGREEMENT

BETWEEN

THE CITY OF CHANDLER

AND

THE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

CONTRACT # 118-75-2026-00

THIS MASTER TRANSIT SERVICES AGREEMENT ("Agreement") is entered into effective on July 1, 2025 (the "Effective Date"), between the City of Chandler, a legal entity duly organized and existing under the laws of the State of Arizona ("Member") and the Regional Public Transportation Authority, a political subdivision of the state of Arizona ("RPTA") (each individually, a "Party" and collectively the "Parties").

RECITALS

WHEREAS, Member has charter authority to provide transit services and charter and statutory authority to enter into agreements with other entities within Maricopa County to provide transit services under A.R.S. Section 11-951, et seq.;

WHEREAS, RPTA is a political subdivision of the State of Arizona, established for the purpose of planning and providing public transportation services under A.R.S. Section 48-5121 and A.R.S. Section 48-5101, et seq.;

WHEREAS, as a political subdivision of the State of Arizona, RPTA "may contract and enter into stipulations of any nature to do all acts necessary and convenient for the full exercise of" its powers granted under A.R.S. Section 48-5101, et seq., including entering into intergovernmental agreements with other governmental entities under A.R.S. Section 11-951, et seq.;

WHEREAS, transit activities are one of those types of activities authorized pursuant to the aforementioned statutory and other authority, and;

WHEREAS, RPTA is willing to provide, and Member is willing to purchase or receive transportation services as detailed in this Agreement.

AGREEMENT

NOW, THEREFORE, for and in consideration of the mutual covenants and considerations

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contained in this Agreement, it is agreed by the Parties as follows:

SECTION 1. EFFECTIVE DATE

This Agreement shall take effect only after it has been approved by Member's Council, approved by the RPTA Board of Directors, executed by the duly authorized officials of each of the Parties, approved by the Parties' respective counsel and filed with the Member's Clerk.

SECTION 2. TERM OF AGREEMENT

This Agreement shall be effective for a period of five (5) years from the Effective Date. This Master Agreement shall be amended on an annual basis to accommodate changes in service levels, funding changes, costs and revenues. In addition, the Parties acknowledge that Prop 400 expires December 31, 2025, and Prop 479 takes effect on January 1, 2026. Although Prop 400 Rules, Policies and Guidelines shall remain in effect until July 1, 2026, the Parties acknowledge and agree that this Agreement may have to be amended to accommodate any new Rules, Polices and Guidelines promulgated by the new Prop 479.

SECTION 3. OBLIGATIONS AND SCHEDULING

3.1 The Parties' obligations and program schedules are identified in an Annual Service Agreement (Attached to and incorporated as Attachment A) and the Incorporated Schedules, (Attached to and incorporated as Attachment B). Obligations may be related to responsibilities including, but not be limited to, fixed route bus, paratransit/ RideChoice brokerage services, or other transit services. The Annual Service Agreement and Incorporated Schedules are designed to be amended annually in coordination with RPTA's adopted fiscal year budget process. The Annual Service Agreement and Incorporated Schedules may be modified as needed and as agreed to in writing by both Parties as provided in this Agreement and any modifications shall be made a part of this Agreement as though fully set forth herein. Attachments may include but not be limited to:

Attachment A – ANNUAL SERVICE AMENDMENT
Attachment B – INCORPORATED SCHEDULES

Schedule "A" Regionally Funded Fixed Route Bus Service (RPTA Funded)

Schedule "B" Member Funded Fixed Route Bus Service

Schedule "C" Paratransit Service

Schedule "D" Ride Choice Program

Schedule "E" Americans with Disabilities Act (ADA) Public Transportation Fund (PTF)

Schedule "F" ADA Platinum Pass Program

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Schedule “G” Place Holder - Park and Ride/Transit Center - N/A

Schedule “H” Place Holder - Various Capital Projects - N/A

Schedule “I” Place Holder - Bus Stop Improvements – N/A

3.2 Within 90 days after the close of each fiscal year, RPTA will conduct an annual program reconciliation to determine the actual number of trips or mileage which are billable to the Member for each program. The reconciliation will occur for all programs, including but not limited to paratransit, RideChoice and fixed route transit services. RPTA will use this analysis to determine whether Member has overpaid or underpaid based on the service provided. In the event either Party owes the other Party, RPTA will either pay the Member or invoice the Member for the amount due to RPTA within 30 calendar days after acceptance of the final reconciliation by both Parties. In the event underpaid, Member shall have 30 days from the date of receipt of the invoice to pay the invoice.

SECTION 4. RECORDS AND AUDIT

Pursuant to A.R.S. Sec. 35-214, all books, accounts, reports, files and other records relating to this Agreement under the custody or control of RPTA or its contractors shall be subject, at all reasonable times, to inspection and audit by Member, FTA, and the City of Phoenix, for five (5) years after completion of this Agreement. Such records shall be produced at RPTA offices when requested by Member.

SECTION 5. COVENANT AGAINST CONTINGENT FEES

The Parties warrant that no person has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage or contingent fee; and that no member of the Member’s city council or the RPTA Board of Directors, and no officer, agent, or employee of the Member or RPTA has any interest, financially or otherwise, in this Agreement.

SECTION 6. ALTERATION IN CHARACTER OF WORK

Minor alterations in the character of work shall be authorized in writing by Member and acknowledged by RPTA by letter.

SECTION 7. TERMINATION AND CHANGES IN SERVICE

7.1 The Parties hereby agree to full performance of the covenants and obligations contained in this Agreement, except that each reserves the right, at its option and sole discretion, to terminate or abandon the service provided for in this Agreement, or any portion thereof.

7.2 Termination of this Agreement may be at any time and for any reason, with or

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without cause, upon providing one hundred eighty (180) calendar days prior written notice. Termination shall be effected by delivery of a notice of termination ("Notice of Termination") specifying the extent to which performance of work under the Agreement is terminated, and the date upon which such termination becomes effective.

7.3 Upon termination, RPTA shall calculate actual expenses incurred up to and including the date of termination and (if termination was at the election of Member) any penalty or costs whatsoever. If Member has paid RPTA sums in excess of the termination costs, RPTA shall refund the excess; if Member has paid RPTA an amount less than the termination costs, then Member shall pay to RPTA an amount equal to the difference between the termination costs and the amount that Member already has paid under this Agreement (the "Final Invoice").

7.4 Upon termination of this Agreement, all property used in connection with this Agreement will be promptly returned to the Party holding title thereto, not considering any state or federal funding.

7.5 Final payment shall be made within thirty (30) calendar days after receipt of the Final Invoice following the termination of service.

SECTION 8. AGREEMENT NON-ASSIGNABLE

RPTA may not assign or otherwise transfer any of its rights or obligations hereunder to a third party without the express prior written consent of Member, which may be granted or withheld by Member in its sole and absolute discretion. Any assignment or transfer without such prior written consent shall be void.

SECTION 9. INDEMNIFICATION

9.1 RPTA (as "Indemnitor") agrees to indemnify, defend, and hold harmless Member (as "Indemnitee") from and against any and all claims, losses, liability, costs, or expenses, including reasonable attorney's fees ("Claims"), but only to the extent that such Claims are caused by or arise out of the act, omission, negligence, misconduct, or other fault of the Indemnitor, its officers, officials, agents, employees, or volunteers.

9.2 RPTA shall require all contractors providing services under this Agreement (each an "Additional Indemnitor") to indemnify, defend, save, and hold harmless Member from and against any and all Claims caused, or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of the Additional Indemnitor and persons for whom they are vicariously liable.

SECTION 10. INSURANCE REQUIREMENTS

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10.1 RPTA, at its expense, shall maintain in force the required insurance coverage and provisions listed below with insurance companies having a Best's Rating of A-VII or better. RPTA is responsible for paying any deductibles or self-insured retentions and they shall be disclosed on the certificates of insurance. These deductibles or self-insured retentions shall not be applicable with respect to coverage afforded to Member under these policies.

10.2 All coverage shall be evidenced on a certificate of insurance provided to the Member prior to commencement of this contract. Member shall be named as an additional insured on the certificate(s) of insurance and/or formal endorsements and shall provide a waiver of subrogation against Member. Failure of Member to demand such certificates or other evidence of full compliance with these insurance requirements or failure of Member to identify a deficiency from the evidence provided shall not be construed as a waiver of RPTA's obligation to maintain such insurance.

10.3 Each insurance policy shall not be subject to lapse, cancellation, or material change in coverage unless prior written notice is provided to Member.

10.4 RPTA's insurance shall be primary insurance to Member, and any insurance or self-insurance maintained by Member shall not contribute to it.

10.5 RPTA's contracts with any contractors providing service under this Agreement shall specify that all contractors and subcontractors of every tier shall provide insurance at the same minimum limits and coverages as requested by the Member, in amounts not to exceed the coverages required in this Agreement.

10.6 Commercial General Liability. RPTA shall maintain in force the following minimum commercial general liability insurance: $2,000,000 per occurrence with a $4,000,000 aggregate for bodily injury, death, and property damage, personal and advertising injury, and products/completed operations.

10.7 Commercial Automobile Liability. RPTA shall maintain the following minimum business auto liability insurance limits: $1,000,000 combined single limit per accident. Coverage shall be for "any auto," which includes all owned autos, hired and leased autos, and non-owned autos.

10.8 Workers' Compensation and Employers' Liability Insurance. RPTA shall maintain:

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10.8.1 Minimum workers' compensation coverages and statutory limits to cover obligations imposed by federal and state statutes having jurisdiction of any contractor's employees engaged in the performance of services; and

10.8.2 Employer's liability insurance of not less than $1,000,000 for each accident, $1,000,000 for disease for each employee and $1,000,000 disease policy limit.

10.9 Excess Liability Insurance Requirements. RPTA shall maintain the minimum limits of excess liability limits over the commercial general liability limits, auto liability limits, and employers' liability limits as required by the State of Arizona's licensing requirements for the service types respective to this Agreement.

SECTION 11. DEFAULT

Either Party shall be deemed in default under this Agreement upon the failure of such Party to observe or perform any material covenant, condition or agreement on its part to be observed or performed hereunder, and the continuance of such failure for a period of thirty (30) days after written notice by the other Party, as required herein. Such notice shall specify the failure and request it be remedied, unless the Party giving notice agrees in writing to an extension of the time period prior to its expiration. However, if the failure stated in the notice cannot be corrected within the applicable period, it will not give rise to a default hereunder if corrective action is instituted within the applicable period and diligently pursued until the failure is corrected. In the event of a default hereunder, the non-defaulting Party may have a breach of contract claim and remedy against the other in addition to any remedy provided or permitted by law; provided, however, that no remedy that would have the effect of amending any provisions of this Agreement shall become effective without the formal amendment of this Agreement.

SECTION 12. ISSUE RESOLUTION

Any dispute arising out of the interpretation of any provision of this Agreement, any policy matter or the determination of an issue of fact, which dispute is not resolved at staff level, shall be referred to RPTA's Chief Executive Officer and a representative designated by Member. If, after good faith negotiations aimed at reaching an amicable solution, a dispute cannot be resolved to the satisfaction of both parties, the dispute may be brought before a court of competent jurisdiction in Maricopa County, Arizona.

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SECTION 13. NOTICE

Any notice, consent or other communication ("Notice") required or permitted under this Agreement shall be in writing and either delivered in person, sent by email as PDF, deposited in the United States mail, postage paid, registered or certified mail, return receipt requested, or deposited with any commercial air courier or express service addresses as follows:

If intended for RPTA:

Regional Public Transportation Authority
Attention Chief Legal Officer
101 N. 1st Avenue, Suite 1300
Phoenix, AZ 85003

If intended for Member:

City of Chandler, Arizona
Attention: City Manager
Mail Stop 605
P.O. Box 4008
Chandler AZ 85044-4008

And a copy to:

Attention: Transportation Planning Manager
P.O. Box 4008
Mail Stop 412
Chandler AZ 85044-4008

Attention: City Attorney
P. O. Box 4008
Mail Stop 602
Chandler AZ 85044-4008

Notice shall be deemed received at the time it is personally served or, on the day it is received by e-mail PDF, on the second day after its deposit with any commercial air courier or express service, if mailed, ten (10) days after the notice is deposited in the United States mail as provided. Any time period stated in a Notice shall be computed from the time the Notice is deemed received. Either Party may change its mailing address, e-mail address or the person to receive notice by notifying the other Party as provided in this Section.

Notice sent by e-mail PDF shall also be sent by regular mail to the recipient at the above address. The requirement for duplicate notice is not intended to change the effective date of the Notice sent by e-mail PDF.**SECTION 14. AMENDMENT**

This Agreement and the Annual Service Agreement may be modified or amended only by a written document executed by both RPTA and Member, approved as to form by the Member

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Attorney, and may be filed with the Member's Clerk. Such document shall expressly state that it is intended by the Parties to amend specifically identified terms and conditions of this Agreement.

SECTION 15. INTEGRATION

This Agreement represents the entire agreement of the Parties, and all prior agreements with respect to the subject matter of this Agreement are revoked and superseded by this Agreement, and no representations, warranties, inducements or oral agreements have been made by any of the Parties except as expressly set forth herein, or in other contemporaneous written agreements. This Agreement may not be changed, modified or rescinded except in writing, signed by the Parties, and any attempt at oral modification of this Agreement shall be void and of no effect.

SECTION 16. APPLICABLE LAW AND VENUE

This Agreement shall be governed by, and construed in accordance with, the laws of the State of Arizona. Any litigation between the Parties arising from this Agreement shall be litigated in an appropriate court located in Maricopa County, Arizona.

SECTION 17. NON-WAIVER

No covenant or condition of this Agreement may be waived by any Party, unless done in writing. Forbearance or indulgence by any Party in any regard whatsoever shall not constitute a waiver of the covenants or conditions to be performed by the other Party.

SECTION 18. SEVERABILITY

Any provision of this Agreement that is prohibited or unenforceable under the laws or regulations of the United States of America or the State of Arizona shall be ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof.

SECTION 19. BENEFIT AND BINDING EFFECT

The terms and provisions of this Agreement shall inure to the benefit of and are binding on RPTA and Member and their respective successors and permitted assigns.

SECTION 20. SURVIVAL

The indemnifications and limitations on liability provided in this Agreement shall have full force and effect notwithstanding any other provisions of this Agreement and shall survive any termination or expiration thereof.

SECTION 21. FURTHER ASSURANCES

The Parties hereto shall execute such other documents and take such other actions as may be reasonably necessary or proper to achieve the intent and purposes hereof.

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SECTION 22. CONFLICTS OF INTEREST

The Parties hereto acknowledge that this Agreement is subject to cancellation pursuant to the provisions of Arizona Revised Statutes Sec. 38-511.

SECTION 23. RELATED AGREEMENTS

This Agreement, together with the exhibits, instruments and other documents required to be executed and delivered in connection herewith is intended to be read in conjunction with any and all prior agreements and understandings of the Parties with regard to the subject matter hereof.

SECTION 25. THIRD-PARTY BENEFICIARIES

This Agreement is intended to benefit the corporate and municipal interests of RPTA and Member alone, and no other person shall claim any implied right, benefit or interest in such services. The Parties do not intend to create rights in or remedies to any third party as a beneficiary of this Agreement or of any duty, covenant, obligation or undertaking established under this Agreement.

SECTION 26. POLICE POWER

The Parties acknowledge the right vested in Member pursuant to general law to exercise its police power for the protection of the health, safety and welfare of its constituents and their properties. Nothing in this Agreement shall be construed as precluding Member from exercising such powers in connection with the subject matter hereof.

SECTION 27. COMPLIANCE WITH THE IMMIGRATION REFORM AND CONTROL ACT OF 1986 (IRCA) AND A.R.S. SEC. 23-211 THROUGH 23-214

RPTA understands and acknowledges the applicability of IRCA and of Arizona Revised Statutes Sec. 23-211 through 23-214 to this Agreement. RPTA shall comply with IRCA and with Arizona Revised Statutes Sec. 23-211 through 23-214 in performing under this Agreement. To ensure that RPTA and its subcontractors comply with the provisions of this Section, Member shall have the right to inspect the personnel and related records and papers of RPTA and of its contractors pertaining to individuals performing work under this Agreement. Further, Member is prohibited by Arizona Revised Statute Sec. 41-4401 from awarding an Agreement to any contractor who fails, or whose subcontractors fail, to comply with Arizona Revised Statute Sec. 23-214(A). For this reason, RPTA shall ensure that both it and each of its contractors are in compliance with the requirements of Arizona Revised Statute Sec. 23-214(A). In addition, both RPTA and each of RPTA's contractors shall warrant their compliance with all federal immigration laws and regulations that relate to their employees and their compliance with Arizona Revised

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Statutes Sec. 23-214(A). A breach of any of the provisions of this section shall be deemed a material breach of this Agreement and is subject to penalties up to and including termination of the Agreement.

SECTION 28. COMPLIANCE WITH THE E-VERIFY PROGRAM

28.1 Warranty of Compliance. Under the provisions of Arizona Revised Statute Sec. 41-4401, the Parties warrant that they will comply with all Federal immigration laws and regulations that relate to their employees and that each complies with the E-Verify Program under Arizona Revised Statute Sec. 23-214(A).

28.2. Breach of Warranty. A breach of this warranty will be considered a material breach of this Agreement and may subject the breaching Party to penalties up to and including termination of this Agreement.

28.3 Right to Inspect. The Parties retain the legal right to inspect the papers of any employee who works under this Agreement or subcontract to provide services under this Agreement to ensure compliance with the warranty made in subsection 28.1 of this Agreement.

28.4 Random Verification. Either Party may conduct a random verification of the employment records of the other to ensure compliance with the warranty made in subsection 28.1 of this Agreement.

28.5 Federal Employment Verification Provisions; No Material Breach. Neither Party will be considered in material breach of this Agreement if it establishes that it has complied with the employment verification provisions prescribed by 8 USCA Sec. 1324(a) and (b) of the Federal Immigration and Nationality Act and the E-Verify requirements prescribed by Arizona Revised Statute Sec. 23-214(A).

28.6 Inclusion of Article in Other Contracts. The provisions of this section must be included in any contract either Party enters into with any and all of its contractors or subcontractors that provide services under this Agreement.

SECTION 29. CIVIL RIGHTS

The Parties agree that as a condition of this Agreement they will each comply with all applicable civil rights laws and regulations, in accordance with applicable Federal directives, except to the extent that the Federal government determines otherwise in writing. These include, but are not limited to, those provisions of Section 12 of that certain United States of America Department of Transportation Federal Transit Administration Master Agreement, dated October 1, 2009, as may be amended from time to time, which provisions are incorporated by reference.

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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

APPROVED AS TO FORM:

By: _____
Kelly Schwab, City Attorney

FILED:

By: _____
Dana DeLong, City Clerk

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ATTACHMENT A - ANNUAL SERVICE AGREEMENT

The Annual Service Agreement outlines the specific obligations of the Parties and provides the Program Schedules that the Member participates in for Fiscal Year 2026, beginning July 1, 2025, and ending June 30, 2026. The specific obligations will be identified below in Section 1: Member Obligations and Section 2: RPTA Obligations. Section 3: Program Schedules summarizes the Programs that RPTA provides for Member.

SECTION 1. RPTA'S OBLIGATIONS:

1.1 With respect to the services provided in this Agreement, RPTA shall:

1.1.1 Negotiate and coordinate the implementation of operating agreements;

1.1.2 Provide Fixed Route Bus, Paratransit and RideChoice brokerage services and/ or other transit services, administrative services, equipment, personnel and management services directly or through contractors, as provided in this Agreement. RPTA shall ensure that the contractor(s) are duly qualified, licensed, trained, and have adequate equipment to perform services under this Agreement. RPTA shall provide performance oversight to ensure contractors are fully compliant with contract provisions and performance requirements;

1.1.3 Provide regional marketing and merchandising of regional services in coordination with Member's local marketing and merchandising of local service and projects;

1.1.4 Plan for, prepare changes, and amend service specifications in coordination with and with agreement from Member;

1.1.5 Invoice Member on a monthly basis for service(s) provided to Member;

1.1.6 Determine, set, and amend as necessary the fare structure for services provided by RPTA or under contract. Collaborate with Member and coordinate the Non-ADA Fare Structure for services provided by RPTA for paratransit/ RideChoice Services, or under contract;

1.1.7 Convene a steering committee, consisting of representatives from Member, other participating Members, and RPTA to coordinate and monitor service and service planning, address service and contractual performance issues, and monitor the adopted service budget(s);

1.1.8 Provide professional staff as necessary to partner with Member to

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plan for, develop, contract for, monitor, and adjust service;

1.1.9 Provide a customer complaint resolution process;

1.1.10 Provide monthly reports by the 25th day of the following month with the previous month's data on ridership, revenue collected, and applicable performance standards;

1.2 RPTA and Member may conduct service and financial audits, as required, of any services provided in this Agreement.

1.3 RPTA shall provide performance data reports on a monthly basis. The data will be posted on the Valley Metro website at www.valleymetro.org or within its extra-net site. The paratransit reports shall include at a minimum: ADA ridership versus non-ADA (65+) ridership; revenue miles operated, as well as performance indicators by which Member and RPTA can evaluate whether the service provider is meeting policies; and service standards. Fixed route bus reports shall include the following monthly performance statistics for Member (all statistics will be reported by route except fuel efficiency and vehicles which will be reported per day): boardings by Member and other members; wheelchair boardings by Member and other members; vehicle revenue miles by Member and other members; operating days by Member; average number of passengers by revenue mile of service; operating costs; passenger revenue by jurisdiction; percentage on-time performance; service interruptions; vehicle breakdowns; fuel efficiency by fleet type; wheelchair lift/ramp breakdowns; accidents; vehicle accidents; passenger accidents; passenger security incidents; total customer complaints and compliments; and crimes reported.

1.4 RPTA shall provide Member with a detailed written budget estimate for the provision of transit, including the expected sources and amounts of funding for the next fiscal year. If Member approves the budget estimate, RPTA shall prepare an amendment to this Agreement for Member approval.

1.5 When practicable, within 60 minutes of occurrence, RPTA shall notify Member of any transit related collision, fire, major security incident, or media coverage occurring within Member's jurisdiction.

SECTION 2. MEMBER'S OBLIGATIONS:

2.1 With respect to the services provided in this Agreement, Member shall;

2.1.1 Provide RPTA with funding to pay for the services included in this Agreement:

2.1.2 Reimburse RPTA within 30 days for its costs monthly to monitor,

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manage, and generally administer the services provided to Member under this Agreement;

2.1.3 Provide funding adequate to finance any additional services added to this Agreement;

2.1.4 Provide for local complaint resolution with citizens of the Member when the complaint is under control of Member, such as bus stop issues, service geography or span of service;

2.1.5 At Member's election, participate in all meetings, deliberations, and decisions of any steering committee for services provided in this Agreement;

2.1.6 Provide traffic control and transit priority measures such as turning movements, on Member streets on regular routes for services provided in this Agreement;

2.1.7 Purchase and install bus stop signs and associated amenities;

2.1.8 Provide direction to and partner with RPTA in the preparation and amendment of service plans and levels (i.e. frequency, hours, etc.).

2.2 If the Parties are not able to agree upon renewal terms for this Agreement prior to the expiration of the term of this Agreement, Member shall make the payments required to be paid under this Agreement on or before July 1st of the new fiscal year and thereafter for a period of one hundred eighty (180) days unless the Parties agree upon renewal terms prior to the expiration of the one hundred eighty (180) day period. For example, if there is a disagreement with the proposed rate for the new fiscal year, or if a renewal agreement is not signed, for any reason, RPTA shall continue providing service at the level provided under the Agreement and Member shall make payments at the previous year's rate until such time that a new agreement is executed.

2.3 Member does hereby agree to participate in the RPTA program(s) defined in Member's annual agreement.

2.4 Member shall provide a written ninety (90) calendar day notice for major service changes.

2.5 Transit Life Cycle. Member shall comply with all applicable laws, ordinances, regulations and codes of the federal, state and local governments. In performing hereunder, Member shall adhere to RPTA's Transit Life Cycle Program and its approved policies, as they may be amended from time to time, (collectively referred to as the "TLCP").

SECTION 3: SCHEDULES

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Section 3 outlines the programs currently provided by RPTA and the attached schedules provide the schedule for each program. If Member does not currently participate in a program, the schedule will state "Intentionally Omitted." If Member decides to participate in or terminate participation in a program at a later date, Section 3 and Attachment B can be amended, in writing, to ratify the change. The attached schedules may be amended on an annual basis to accommodate changes in service levels, costs, and revenues. The schedules listed below and attached as Exhibit B are incorporated into the Annual Service Agreement.

Schedule "A"	Place Holder - Regionally Funded Fixed Route Bus Service (RPTA Funded)
Schedule "B"	Place Holder - Member Funded Fixed Route Bus Services
Schedule "C"	Place Holder -Paratransit Services
Schedule "D"	Place Holder - Ride Choice Program
Schedule "E"	Place Holder - Americans with Disabilities Act (ADA) Public Transportation Fund (PTF)
Schedule "F"	Place Holder - ADA Platinum Pass Program
Schedule "G"	Place Holder - Park and Ride/Transit Center – Intentionally Omitted
Schedule "H"	Place Holder - Various Capital Projects – Intentionally Omitted
Schedule "I"	Place Holder - Bus Stop Improvements – Intentionally Omitted

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ATTACHMENT B – INCORPORATED SCHEDULES

SCHEDULE "A" - REGIONALLY FUNDED FIXED ROUTE BUS SERVICE

Sources of Project Operating Budget

Regionally Funded Fixed Route Bus Service **$12,442,321** (including express)

The above line represents the value of transit service paid for by RPTA to the benefit of Member. The calculation to derive this figure is daily revenue miles of service x number of service days x cost per revenue mile of service.

FY26 Fixed Route Bus Estimate
RPTA Operated in the City of Chandler
PTF Funded

Funding	PTF
HASTUS	Chan

Level	Route	Miles	Gross Cost	Fare	Bus Advertising	PM	Net Costs
56	W	8,347	$ 90,670	$ (4,011)	$ (630)	$ (6,111)	$ 79,918
56	S	1,513	16,433	(727)	(114)	(1,107)	14,484
56	H	1,829	19,858	(879)	(138)	(1,339)	17,502
66	W	20,608	223,860	(9,903)	(1,555)	(15,087)	197,316
66	S	4,320	46,937	(2,076)	(326)	(3,163)	41,371
66	H	4,819	52,319	(2,316)	(364)	(3,528)	46,112
72	W	82,029	891,080	(39,419)	(6,190)	(60,053)	785,419
72	S	10,964	119,114	(5,269)	(827)	(8,027)	104,991
72	H	9,360	101,619	(4,498)	(706)	(6,852)	89,562
81	W	40,490	439,845	(19,458)	(3,055)	(29,643)	387,690
81	S	3,911	42,488	(1,879)	(295)	(2,863)	37,450
96	W	131,286	1,426,294	(63,089)	(9,906)	(96,114)	1,257,185
96	S	12,404	134,757	(5,961)	(936)	(9,081)	118,779
104	W	98,940	1,074,788	(47,546)	(7,466)	(72,434)	947,344
108	W	54,624	593,379	(26,249)	(4,122)	(39,990)	523,018
108	S	5,031	54,651	(2,417)	(380)	(3,683)	48,171
108	H	5,210	56,566	(2,504)	(393)	(3,814)	49,855
112	W	190,697	2,071,539	(91,639)	(14,389)	(139,608)	1,825,902
112	S	21,209	230,412	(10,192)	(1,600)	(15,527)	203,092
112	H	19,357	210,153	(9,302)	(1,461)	(14,171)	185,220
136	W	22,308	242,328	(10,720)	(1,683)	(16,331)	213,594
136	S	3,539	38,450	(1,701)	(267)	(2,591)	33,891
140	W	155,888	1,693,408	(74,912)	(11,763)	(114,124)	1,492,609
140	S	27,815	302,179	(13,367)	(2,099)	(20,363)	266,350
156	W	239,161	2,598,004	(114,929)	(18,046)	(175,088)	2,289,941
156	S	30,635	332,807	(14,721)	(2,312)	(22,427)	293,347
156	H	28,691	311,498	(13,788)	(2,165)	(21,005)	274,541
542	W	66,017	702,703	(31,724)	(4,981)	(48,331)	617,666
Grand Total		**1,301,000**	**$ 14,118,139**	**$ (625,195)**	**$ (98,168)**	**$ (952,455)**	**$ 12,442,321**

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SCHEDULE "B" – MEMBER FUNDED FIXED ROUTE BUS SERVICE COST ESTIMATE

For the period from July 1, 2025 through June 30, 2026, RPTA estimates Member will pay RPTA a total of **$0.00** 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.

FY26 Fixed Route Bus Estimate

RPTA Operated in the City of Chandler

Chandler Funded

Funding	**Chan**
HASTUS	**Chan**

None

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SCHEDULE "C" PARATRANSIT SERVICE

For the period from July 1, 2025, through June 30, 2026, Member will pay RPTA a total of **$0.00** for the provision of paratransit services. This payment will be broken into monthly installments of **$0.00**, 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.

FY26 Paratransit Service
Funded by City of Chandler

	Paratransit
Trips:	
Paratransit Trips	25,000
Total Trips	25,000
Cost:	
Contractor Transportation Cost	$2,072,688
RPTA Salaries, Fringes & OHD	$149,665
Total Gross Program Cost	$2,222,353
Total Fare Revenue	($94,500)
Total Net Program Cost Before PTF	$2,127,853
PTF Balance Available	$2,660,770
PTF Applied	$2,127,853
Member City Contribution	
Paratransit Service	$0
Total Member City Contribution	**$0**

ADA certified and ADA eligible visitors

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SCHEDULE "D" – RIDECHOICE SERVICE

For the period from July 1, 2025 through June 30, 2026, Member will pay RPTA a total of **$624,208.00** for the provision of ridechoice services. This payment will be broken into monthly installments of **$52,017.33,** 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.

FY26 RideChoice Service
Funded by City of Chandler

	RideChoice
Trips:	
RideChoice ADA trips	30,537
RideChoice non ADATrips	8,463
Total Trips	39,000
Cost:	
Contractor Transportation Cost	$1,263,725
RPTA Salaries, Fringes & OHD	$92,496
Total Gross Program Cost	$1,356,221
Total Fare Revenue	($140,400)
Federal Funding	($58,696)
Total Net Program Cost before PTF	$1,157,125
Cost for ADA Service	$906,029
Cost for Non-ADA Service	$251,096
PTF Balance Available	$532,917
PTF Applied	$532,917
Member City Contributions without contingency:	
RideChoice ADA Costs	$373,112
Non-ADA Costs	$251,096
Total Member City Contribution	$624,208

Eligible residents of Incorporated Chandler who are ADA certified and/or seniors 65 years of age or older

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SCHEDULE "E" – AMERICANS WITH DISABILITIES ACT (ADA)
PUBLIC TRANSPORTATION FUNDS (PTF) AVAILABILITY

For the period July 1, 2025, to June 30, 2026, the maximum amount of Public Transportation Funds ("PTF") available to Member is **$2,660,770.00.** PTF will pay actual costs for ADA trips and other trips taken by ADA certified individuals using non-ADA service or 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 Member for other ADA certified rider eligible expenses and certified by Member's Chief Financial Officer or designee. RPTA will reimburse Member within thirty (30) business days based upon availability of funds. Member may request that reimbursements be made electronically. Wire transfers must be pre-arranged through the RPTA Finance Department.

Maximum amount: **$2,660,770.00**

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SCHEDULE "F" –ADA PLATINUM PASS PROGRAM

The ADA Platinum Pass Program is designed to encourage people with disabilities to use Valley Metro's accessible bus and light rail services rather than ADA paratransit whenever they are able to do so. The program enables any ADA paratransit eligible resident of a participating community to use an unlimited amount of bus and light rail service, using a Platinum Pass which is provided by RPTA. This program is funded entirely with regional Public Transportation Funds ("PTF"), so there is no cost to the rider or to the participating community.

Member agrees to participate in the RPTA ADA Platinum Pass Program specified in this schedule. The Platinum Pass Program allows ADA certified customers to travel on fixed-route services at no cost to the customer. PTF funds 100 percent of the fare due (reduced fare for local service; full fare for express service) and will be allocated as a regional service without allocation to the Member or subregional jurisdictional equity, if applicable. Participation in the ADA Platinum Pass Program is voluntary by Member and may be cancelled by Member by providing a ninety (90) calendar day written notice to RPTA. This program provides cost avoidance for both the participating city and the customer. Each eligible ADA certified passenger that opts to participate will receive a reduced fare ADA Platinum Pass to be used at rail fare vending machines and at bus fare boxes for the payment of fare, as defined by the Valley Metro RPTA Board approved fare policy in effect. Current fare information can be found at http://www.valleymetro.org/paying_your_fare/fare_options/.

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CHANDLER arizona
Community of Innovation

Transportation Commission Government Relations & Transportation Policy Memo No. TP26-05

Date: 09/17/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Maricopa Association of Governments Project Overview Agreement for Improvements to Kyrene Road from Loop 202 to Chandler Blvd.

Proposed Motion:

Move to recommend that the City Council approve a Project Overview Agreement with the Maricopa Association of Governments for the reimbursement of $13,816,338 in fiscal years 2026 ($1,381,634), 2027 ($4,144,901), 2028 ($8,289,803) of Proposition 479 funds for improvements to Kyrene Road (Loop 202 to Chandler Boulevard).

Background/Discussion

This Project Agreement is for reimbursement of $13,816,338 in fiscal years 2026 ($1,381,634), 2027 ($4,144,901), and 2028 ($8,289,803) of Proposition 479 funds for improvements to Kyrene Road (Loop 202 to Chandler Boulevard).

This project involves the potential street widening improvements to Kyrene Road from San Tan Freeway/Loop 202 to Chandler Boulevard. The segment is proposed to be widened from 4-thru lanes to 6-thru lanes. Improvements may include additional lanes, median improvements, bus pads, streetlights, additional pedestrian facilities, landscaping, right-of-way acquisition, and utility relocations. The overall project will use Proposition 479 regional funds. The effort will also conduct an update of the previous project assessment that was completed in 2020.

These proposed improvements are based on the City's Transportation Master Plan Update (January 2020).

Attachments

Kyrene Rd Project Overview Agreement
Kyrene Rd Project Presentation

ARTERIAL LIFE CYCLE PROGRAM

Project Narrative

KYRENE ROAD: NORTH OF CHANDLER BOULEVARD TO LOOP 202

CHN-20-RTP-060

CITY OF CHANDLER

DATE: 09-04-2025

General Project Information

Project Location:	KYRENE ROAD: NORTH OF CHANDLER BOULEVARD TO LOOP 202			
ALCP #:	CHN-20-RTP-060	**Project Type**		
Agency:	CITY OF CHANDLER	☒ Arterial	☐ Bridge	☐ Implementation Study

Contact Information
(Fill in project partners if Multi-Jurisdictional Project)

Agency	Contact Name	Phone Number	Email

Intergovernmental Agreement with Project Partners (if applicable)			
☒ Not Required	☐ Needed for Project	☐ In Process	☐ Signed and Effective
Estimated Approval Date:		Effective Date:	

Project Scope and Data

Project Scope: Insert description of Project here. At minimum, this section should address the number of lanes, bicycle, pedestrian, and transit related upgrades.

Kyrene Road is currently a four-lane arterial roadway that provides two lanes in each direction, separated by a raised median with protected left turn pockets. Kyrene Road supports commuting traffic to and from the Loop 202 Santan Freeway as well as local traffic associated with homes and businesses between the Loop 202 Santan Freeway and Chandler Boulevard. Due to access restrictions on the existing freeway network, Kyrene Road is the only Loop 202 Santan Freeway westbound exit ramp between the Loop 101 interchange and the I-10 Interchange. Motorists using this exit experience high levels of congestion during the weekday peak travel hours.

Improvements may include additional lanes, median improvements, bus pads, streetlights, additional pedestrian facilities, landscaping, right-of-way acquisition, and utility relocations. The design will be locally funded, but construction will use 479 RARF ALCP funds.

This project was in the 2019 Transportation Master Plan as an Arterial Mid-Term Recommended project. The city also performed a study at this location on February 27, 2020, which assessed different possible options for the city to improve traffic flows.

The scope of work is to provide services including data collection, utility coordination, facilitate progress meetings, project management, survey, cost estimates, conceptual pre-design, project assessment reports, public and stakeholder meetings, right of way coordination, geotechnical services, environmental services, permitted plans including phasing plans, specifications, bid schedule with a final cost estimate, and bidding assistance.

RSTIIP Goals: How will the project align with the goals stated in the RSTIIP including improving safety, mobility, prosperity, responsiveness, livability, and/or preservation?

The purpose of this project is to re-evaluate mobility and safety concerns, future capacity needs and implement an improvement alternative that can accommodate future demands and reduce safety concerns.

The project will follow the City's 2019 Transportation Master Plan which includes emphasizing transportation efficiency and safety, continue to develop an integrated multimodal transportation system, and improve operational efficiencies of the transportation infrastructure. Other aspects of the plan are related to roadways, transit, bicycle/pedestrian, and overall strategies to enhance the city's transportation system which this project will strive to achieve.

Project Considerations: Title VI, and Utility Relocation

The city established the Title VI Non-Discrimination Program Implementation Plan back in July 2024. The city assures that no person shall on the grounds of race, color, national origin, age, sex, and disability, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987. The City is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required per federal regulations and policies.

The city's code ordinance 48-12. - Street and utility improvement requirements - This section outlines the standards and responsibilities for subdivision street, utility, and infrastructure improvements. Any entity performing work within public right of way including City projects are responsible for planning, financing, and constructing improvements, including streets, sidewalks, curbs, pedestrian/equestrian paths, streetlights, storm drainage, sewage disposal, and utility installations—in compliance with City codes, standards, and approvals. All engineering plans must be prepared by a licensed engineer and approved by the City Engineer before final plat recording. Improvements must be inspected, completed, and accepted by the city before any occupancy is allowed, though phased construction may be permitted. Also the entity overseeing the performance or work within public right of way will provide street signs, ensure underground utilities are in place before paving, and make provisions for future sewer connections where public systems are not yet available.

Public Involvement and Outreach Activities: Note public involvement and outreach activities that have and/or are anticipated to occur for the project. Please note if the activities have or will occur.

The city and individual departments have Policies and Procedures that need to be followed by respective departments. The city has PWU-116 Public Involvement & Notification for Design and Construction Projects (dated February 8, 2024) that outlines the requirements for public involvement and notification procedures to be followed during the design and construction of City projects.

Management Plan: Include the internal steps the jurisdiction will take to ensure quality and timely completion of the project. Provide name of the jurisdiction's project manager/employee that is responsible for project completion.

Project Manager Name:	Phone:	Email:
Ray Dovalina	**480-782-3314**	**Ray.Dovalina@chandleraz.gov**

The city incorporates five phases of project delivery used by the Capital Improvement Division/Public Works Department are described as follows:

Pre-Design

The Pre-Design Phase consists of all activities necessary to prepare the project for detailed design. This phase begins with service request processing and project set up. Important elements of this phase is planning, budget set up, public outreach, AE selection and award. It includes the development of the pre-design report, which is submitted to the Owner Department for review. Once the Owner approves the pre-design report, the project is ready for design.

Design

The Design Phase consists of all activities necessary to prepare the project plans and specifications. This phase begins with Owner approval of the pre-design report. The first steps in the design process will vary depending on the nature of the design. However, design often starts by requesting a survey and obtaining a geotechnical report. The Design Phase also includes all property related activities such as purchasing the property and acquiring right-of-way or rights-of-entry. The Design Phase concludes with the CIP City Engineer signing the cover page of the final construction plans.

Bid and Award

The Bid and Award Phase includes those activities necessary to advertise the availability of completed plans and specifications for bid and to award the contract. This phase begins with the CIP City Engineer signing the cover page of the final construction plans. The initial steps include utility coordination, advertising the project for bids, evaluating the received bids, and awarding the construction contract to the successful bidder. The Bid and Award Phase concludes with the award and execution of the construction contract by the City Council.

Construction

The Construction Phase consists of the actual construction of the project. It begins when the City Council takes public action to award the construction contract to the selected Contractor and issuance of the Notice of Executed Contract. The initial steps include approval of the Contractor's

insurance and bonds. This phase starts with the issuance of the Notice-to-Proceed. Construction ends on the date of Final Acceptance of the project by the CIP City Engineer when all physical work and corrections have been completed.

Post-Construction
The Post-Construction Phase includes the steps taken to: conduct any facility commissioning and startup (unless these activities are part of the construction contract), finalize all change orders, negotiate any outstanding issues with the contractor, close out the construction contract, prepare the contract acceptance Report, prepare the Lessons Learned Memoranda or Report, and prepare the as-built drawings. The Phase ends with closing the project.

Warranty
The warranty phase includes the period (generally one year after final acceptance) where contractor will connect, replace, repair built items that have failed an inspection is performed before one year expires.

In addition, the City's project development and implementation of capital projects require following these Policies and Procedures:
City of Chandler's Capital Improvement Project Delivery Manual

PWU-120	February 8, 2024	Administration of Capital Improvement Projects
PWU-124	February 8, 2024	Engineering Plan Review and Approval
PWU-128	March 29, 2024	Real Property Needs
PWU-131	April 11, 2024	Capital Improvement Project Closeouts
PWU-418	March 29, 2024	Capital Improvement Processes

Project Data					
Average Daily Traffic (ADT):	28,729	**Year:**	2020	**ADT Source:**	Kyrene Road-SR 202L to Chandler Boulevard Project Assessment Report (Nov 2021)

Length of Facility:			
Before Improvements:	1 mile	**After Improvements:**	1 mile

Number of Lanes:			
Current:	4	**Planned:**	6
Speed Limit on corridor:	45mph (Posted)	**Peak AM/PM:**	AM-NB (66%)/SB (34%) PM-NB (46%)/SB (54%)

Pedestrian Facilities:			
Before Improvements:	5ft Sidewalks/direction	**After Improvements:**	5ft Sidewalks/direction

Bicycle Facilities:			
Before Improvements:	Varies 6.5ft to 7ft (Includes Curb/Gutter) per direction	**After Improvements:**	6.5ft (Includes Curb/Gutter) per direction

Project Costs and Financial Information

Programming		
MAG Transportation Improvement Program Project Listing:	TIP IDs by Work Phase:	
	Pre-Design:	XXXX, XXXX, XXXX
	Design:	CHN20-060D, CHN20-060DRB
	ROW:	CHN20-060RW, CHN20060RWRB
	Construction:	CHN20-060C, CHN20-060CRB

Cost Estimate: Provide a cost breakdown for the project including quantitates and expected unit costs.

TOTAL CONSTRUCTION ITEMS	$ 33,719,216
FINAL DESIGN FEE	$ 4,288,000
CONSTRUCTION MANAGEMENT FEE	$ 5,057,883
UTILITY RELOCATIONS AND ADJUSTMENTS	$ 4,500,000
RIGHT OF WAY ACQUISITION	$ 1,837,901
TOTAL	**$ 49,403,000**

Source of Cost Estimate:	**Derived from a previous study (2020) with adjusted for inflation.**

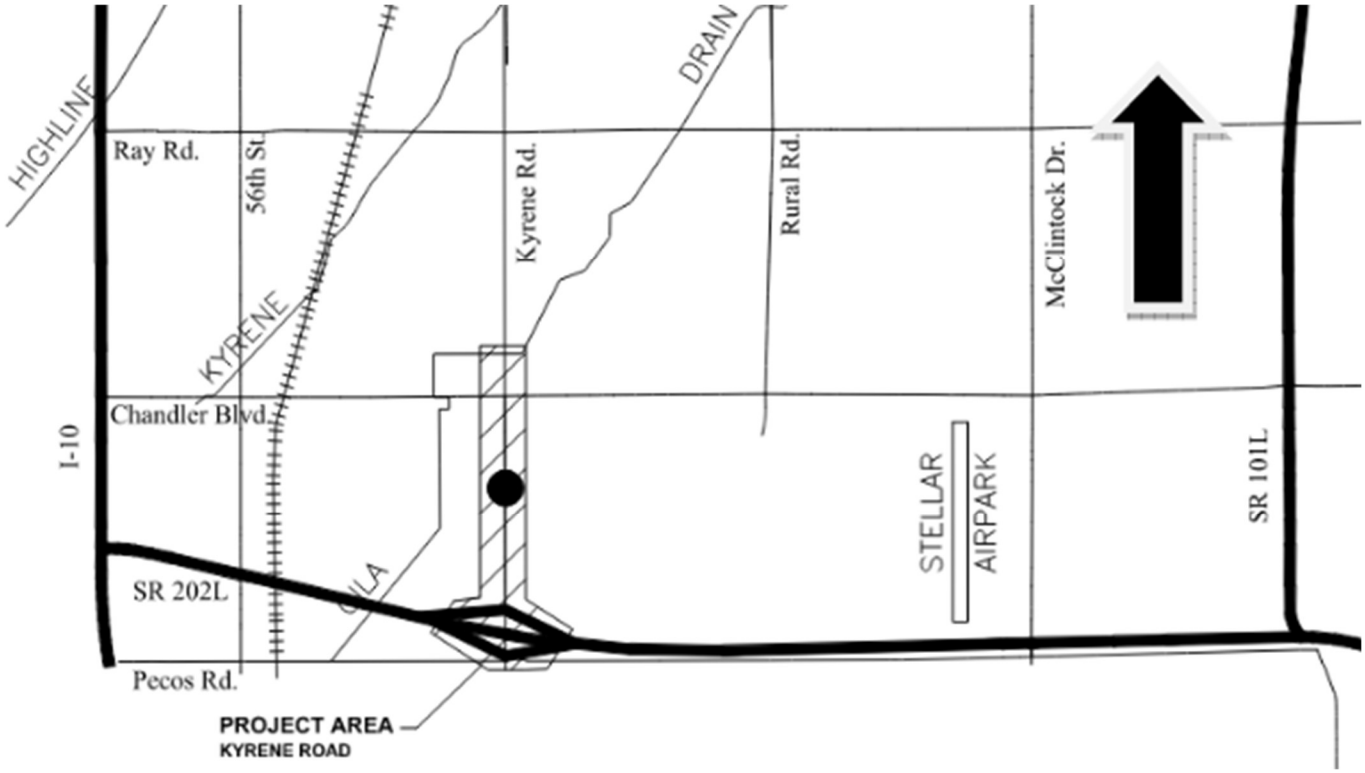
Budget Summary: Use the cost estimate above, as necessary, to fill in the budget summary as listed below. Forms submitted without a table will be returned to the Lead Agency.

Work Phase	FY for Work	Total Cost	Local Cost	Regional Share
Pre-Design				
Design	**FY25-26**	**$4,288,000**	**$2,906,000**	**$1,381,634**
ROW/Utilities	**FY26-27**	**$6,337,901**	**$2,193,000**	**$4,144,901**
Construction	**FY27-28**	**$38,777,099**	**$30,487,296**	**$8,289,803**
	TOTAL	**$49,403,000**	**$35,586,662**	**$13,816,338**

Project Schedule: The project schedule should clearly identify all project deliverable dates, including project start, milestones, interim tasks and projected completion date. *The milestones listed below are examples, please add or delete rows where needed to show the project's schedule.*	
Milestones	**Actual/Estimated Dates**
Project Initiation Package to Engineering	Early 2026
Alignment Study/Design Concept Report Submittal	TBD
Design Kick-off Meeting	TBD
30% Design Submittal	TBD
60% Design Submittal	TBD
90% Design Submittal	TBD
Final design/PS&E	Early 2028
Bid Opening	Spring/Summer 2028
Contract Awarded	Summer 2028
Construction NTP	Fall 2028
Preconstruction (Partnering) meeting	TBD
25% Construction	TBD
60% Construction	TBD
Substantial Completion	Summer 2030
Inspection	Summer 2030
Project Completion and Acceptance	Fall 2030
Facilities Open to Traffic	Fall/Winter 2030

Source of Project Schedule:	**Estimated based on activities to be performed.**

Map/Photograph: Include a map, drawing, photograph, plans or other graphic showing the location of the project. The preferred option is an aerial photograph combined with a GIS overlay.



Project Documents: Please include a copy of the related project documents to MAG. There are not minimum requirements for the project, it is a list of documents that a project could have.

- Copy of the Project Listing in the Capital Improvements Program **(Required) – See below**
- Intergovernmental Agreement
- Memorandum of Understanding
- Design Concept Report
- Corridor Study
- Project Assessment
- Project Amendments

City of Chandler

2026-2035 Capital Improvement Program

Kyrene Road (Chandler Boulevard to Santan 202) **Program #** **6ST737**

Program Description:

Kyrene Road Improvements (Chandler Blvd to San Tan (Loop 202) Freeway) This project includes widening Kyrene Road from Chandler Boulevard to the Santan (Loop 202) Freeway from four to six thru lanes (widening to outside), traffic signal modifications, street lighting, storm drainage, landscaping, ROW acquisition and utility relocations. This program also includes intersection improvements at Kyrene Rd and Chandler Blvd consisting of dual left turn lanes and single right in all directions per study that was completed in 2021 to adequately scope the needed improvements to address increasing traffic volumes and new development in the area. Grant funding shown is dependent on Proposition 400 extension program. If the extension is not approved, there may be an opportunity for to obtain federal grant funding.

Focus Area to Achieve Council Strategic Goals:

Estimated Total Program Cost:

Prior spending (10 years of actuals and current year estimates including carryforward)	*$185,836*
New 10-year appropriation	*$49,403,000*
	$49,588,836

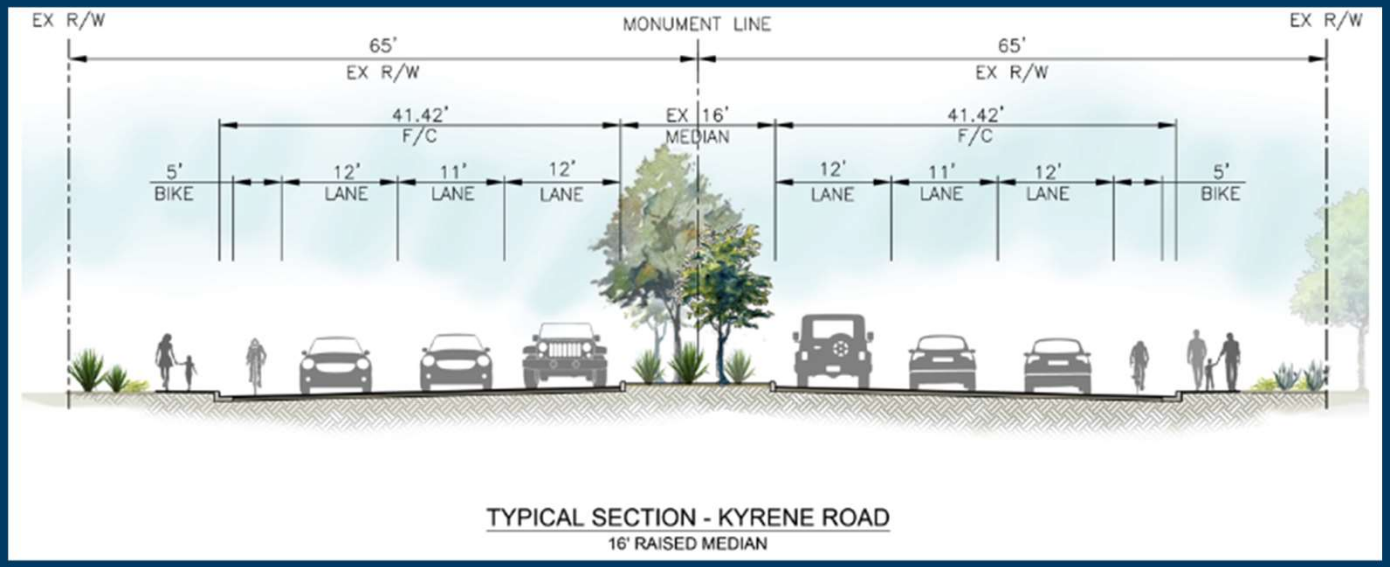
Financial Information:

Expenditures	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	Total
Project Support Recharge	$ 84,000	$ 43,000	$ 842,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 969,000
Other Professional Services	4,204,000	-	-	-	-	-	-	-	-	-	4,204,000
Land Acquisition	-	2,150,000	-	-	-	-	-	-	-	-	2,150,000
Construction or Acquisition	-	-	42,080,000	-	-	-	-	-	-	-	42,080,000
Total	**$ 4,288,000**	**$ 2,193,000**	**$42,922,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$49,403,000**

Funding Sources:	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	Total
Streets General Obligation Bonds	$ 4,288,000	$ 2,193,000	$42,922,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$49,403,000
Total	**$ 4,288,000**	**$ 2,193,000**	**$42,922,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$49,403,000**

Operations and Maintenance	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	Total
Ongoing Expense	$ -	$ -	$ -	$ 12,300	$ 12,300	$ 12,300	$ 12,300	$ 12,300	$ 12,300	$ 12,300	$ 86,100
Total	**$ -**	**$ -**	**$ -**	**$ 12,300**	**$ 12,300**	**$ 12,300**	**$ 12,300**	**$ 12,300**	**$ 12,300**	**$ 12,300**	**$ 86,100**

Kyrene Rd: North of Chandler Boulevard to Loop 202 Improvements (ST2503)

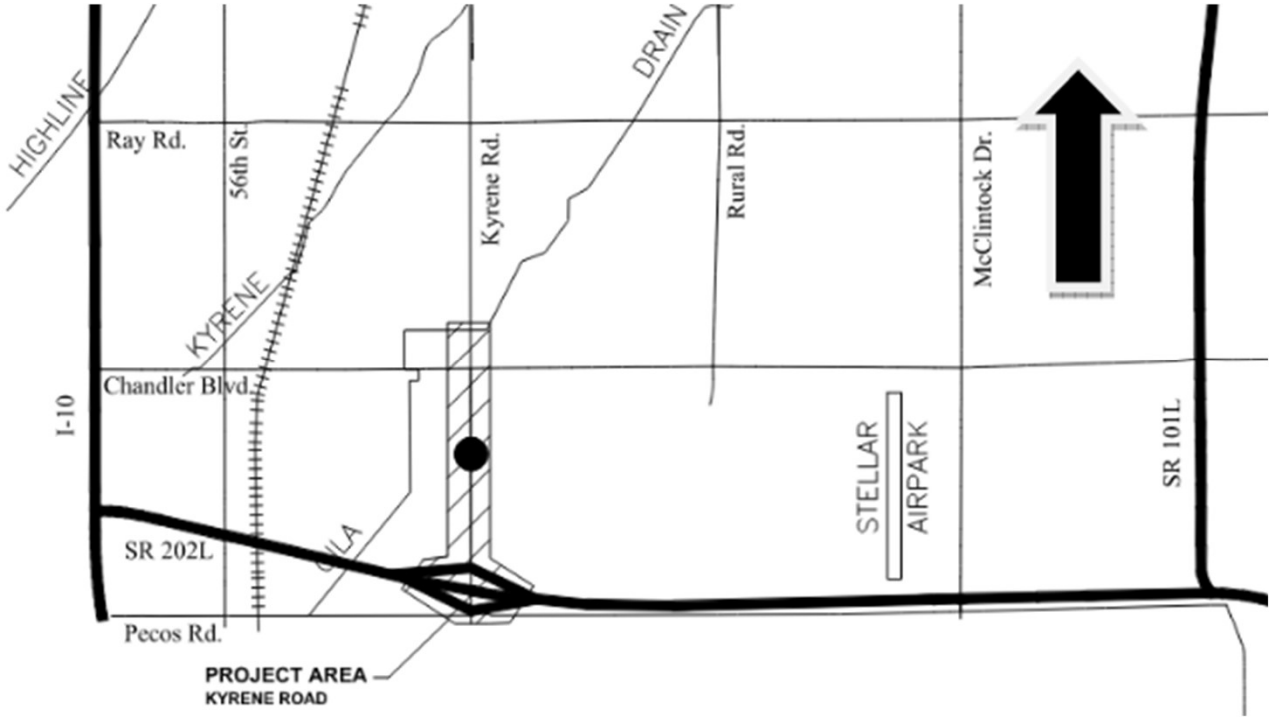


Transportation Commission

September 17, 2025

CHANDLER arizona

Project Limits



Project Purpose

- Transportation Master Plan (2019)
- Mobility Enhancements
- Future Capacity Needs

Project Activities

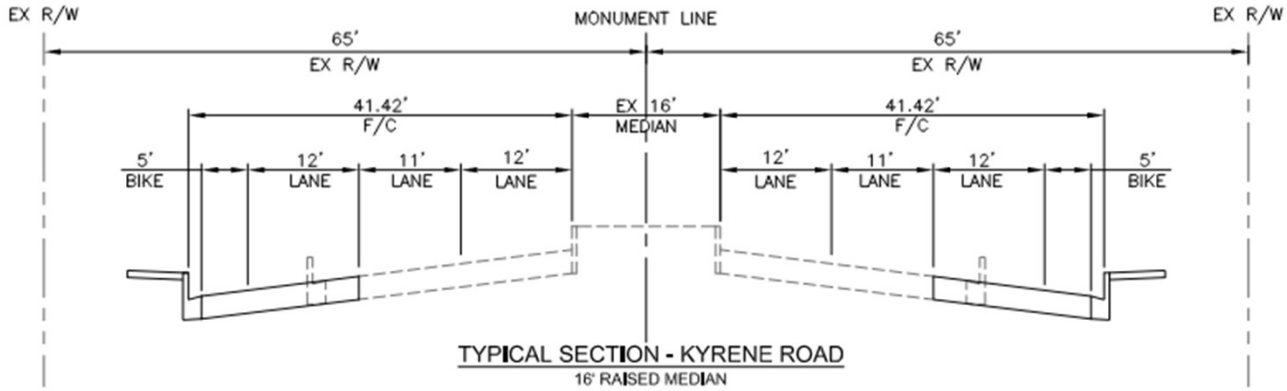
- Confirm previous study recommendations
  - Update previous study (2021)
- Proceed with Final Design & Implementation

Project Funding and Timeline

- Transportation Master Plan Update – 2019
  - 2040 Recommendation - 6-Lane Corridor
  - MAG's Prop 479 – Arterial Life Cycle Program (Regional Funding)
- Design ($4.3M Est.)
  - Design Procurement underway
  - Anticipated Start – 1st Quarter of 2026
- Right of Way & Utilities ($6.4M Est.)
  - Anticipated Start –3rd / 4th Quarter of 2027
- Construction ($49.5M Est.)
  - Construction bid anticipated for mid to late 2028

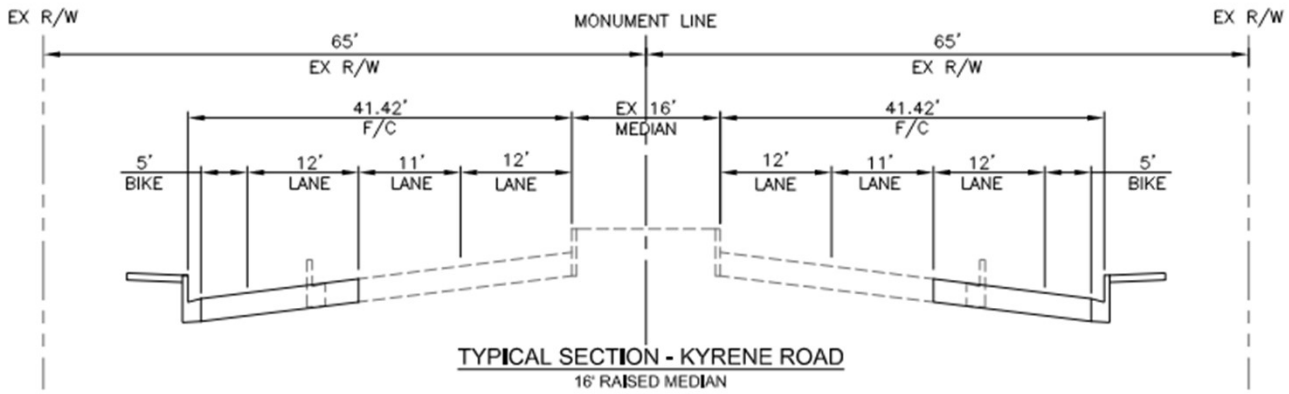
Design Elements

- Widening of Kyrene Road to consider:
  - Widened asphalt pavement
  - New Curb and gutter
  - Bike Lane + Sidewalk
  - Signing and striping
  - Utility relocations



Added Features

1. Additional 3rd Lane
2. 5ft wide Bike Lanes
3. ADA/Sidewalk Enhancements





Planned Public Outreach

- Develop Project Info Website
- Outreach to Nearby & Adjacent residents/Businesses
- Website setup to accept comments
- Potential return to Commission after Public Outreach

Proposed Action

- PROPOSED MOTION: Move to recommend that the City Council approve a Project Overview Agreement with the Maricopa Association of Governments for the reimbursement of $13,816,338 in fiscal years 2026 ($1,381,634), 2027 ($4,144,901), 2028 ($8,289,803) of Proposition 479 funds for improvements to Kyrene Road (Loop 202 to Chandler Boulevard).

Questions and Comments

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

Date: 09/17/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Paseo Trail - Riggs Road Crossing Update

Background/Discussion

Briefing only. Presentation by Anne DeBoard, Kimley-Horn.

Attachments

Paseo Trail Presentation

MAG On-Call Contract No. 1137A-0A, Task Order No. 28

PASEO TRAIL CANAL SHARED USE PATH



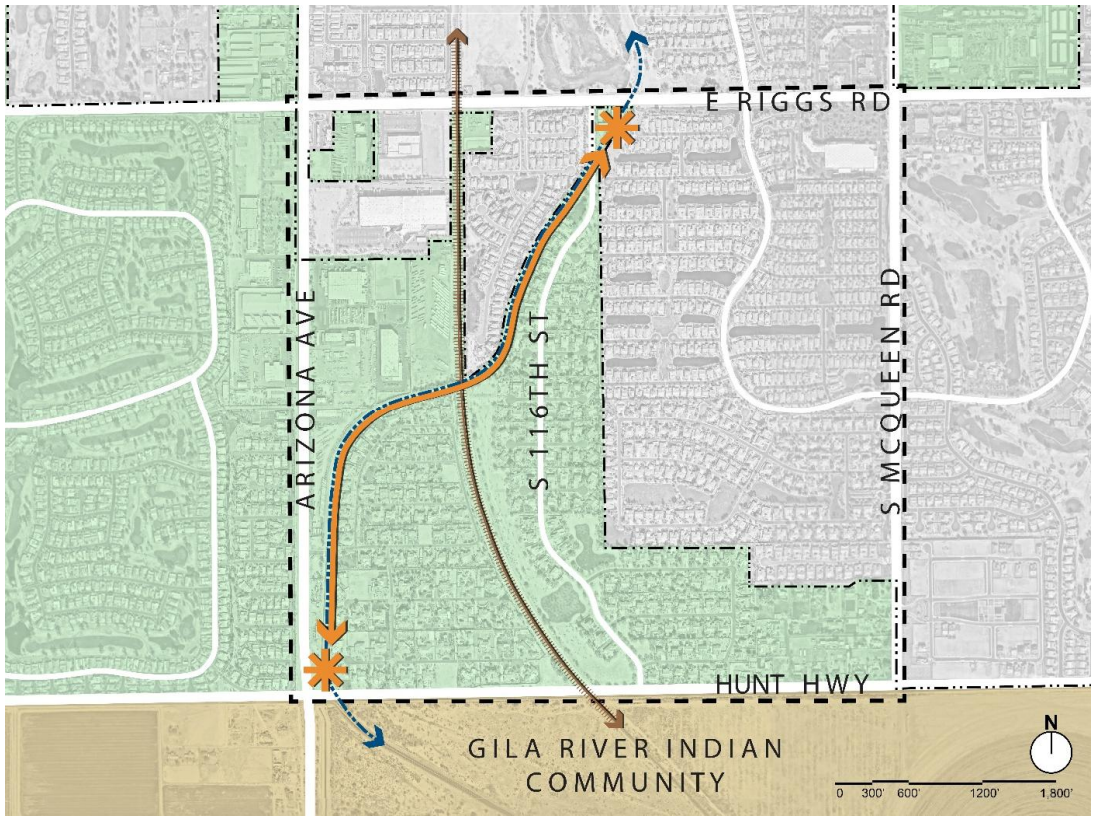
MARICOPA ASSOCIATION of GOVERNMENTS

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Kimley»Horn

PROJECT LOCATION

- Along the SRP Consolidated Canal between Riggs Road and Hunt Highway

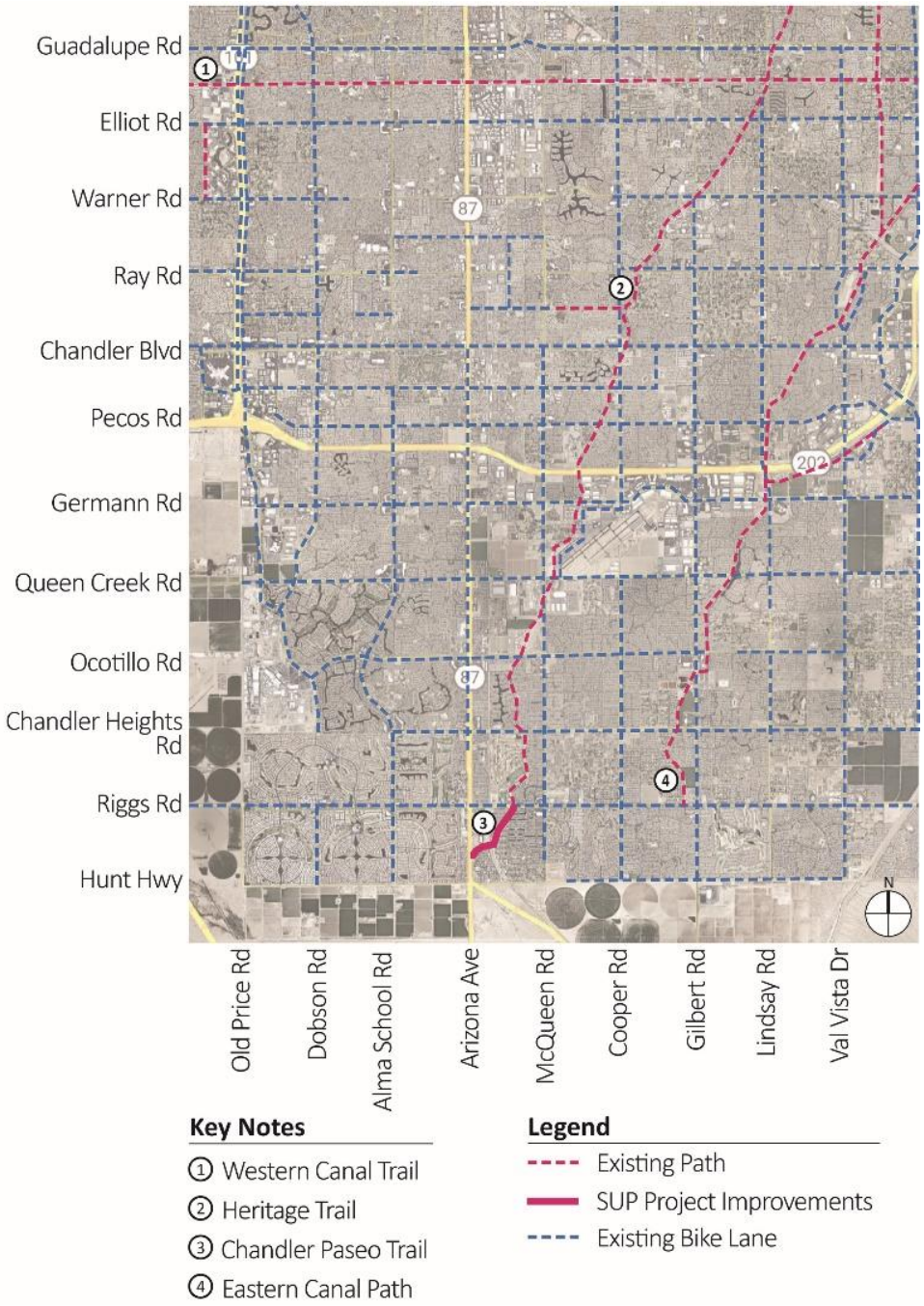


PROJECT PURPOSE AND OBJECTIVES

- MAG Design Assistance Study
- Evaluate 10-ft wide, concrete shared use path alignment alternatives
- Evaluate crossing improvements at Riggs Road, 116th Street, UPRR, and Elmhurst Drive
- Final deliverable – Project Assessment Report and Preliminary (15%) Plans

NEED FOR THE PROJECT

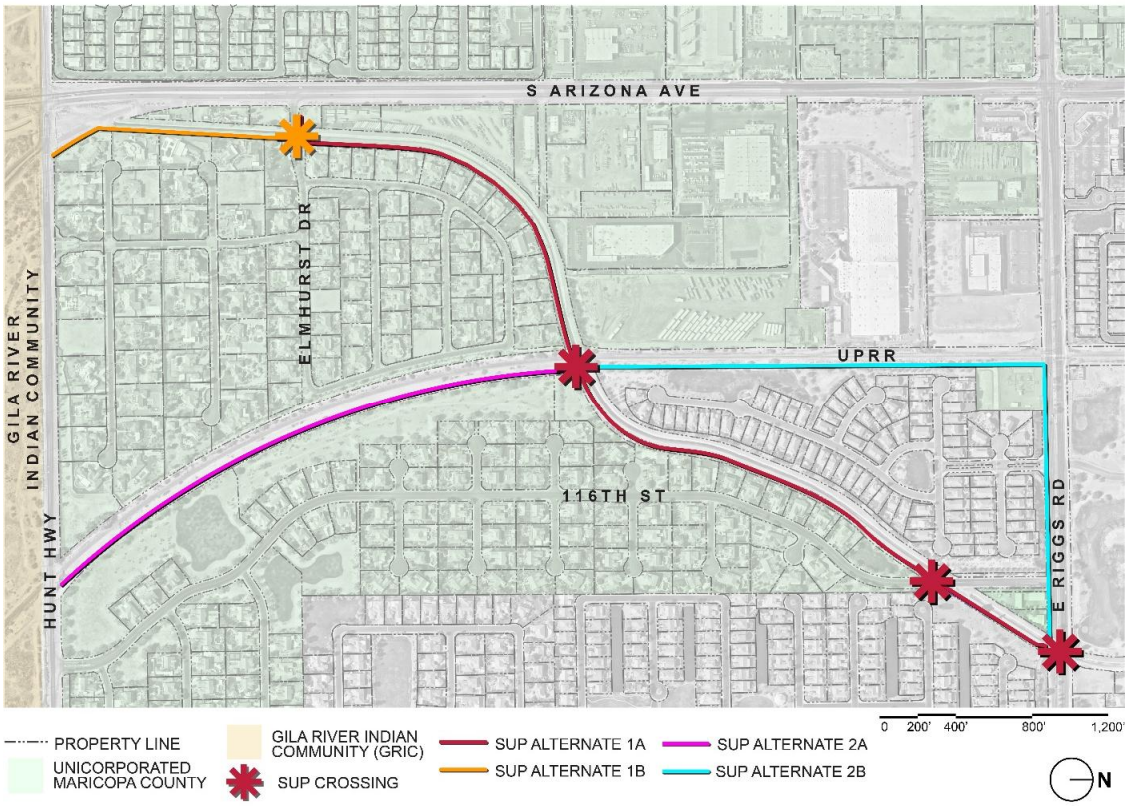
- Existing Paseo Trail system runs through Chandler, Gilbert, and Mesa
- Provides connectivity to Heritage Trail, Western Canal Path, Frye Road protected bike lanes, and existing bike lanes on nine arterial streets
- Final segment of an overall 9.2-mile bicycle and pedestrian corridor



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SHARED USE PATH ALIGNMENT ALTERNATIVES

- Evaluated two overall pathway alignment alternatives
- Divided alternatives into four distinct segments
    1. Riggs to AZ Ave
    2. AZ Ave to Hunt
    3. Riggs to UPRR/Path Xing
    4. UPRR/Path Xing to Hunt
- Identified advantages/ disadvantages for each



ADVANTAGES

- Direct connection to Chandler Paseo Trail
- Maximizing improvements within City owned parcels
- Leveraging familiarity of path users with existing route
- Taking advantage of adjacent open space

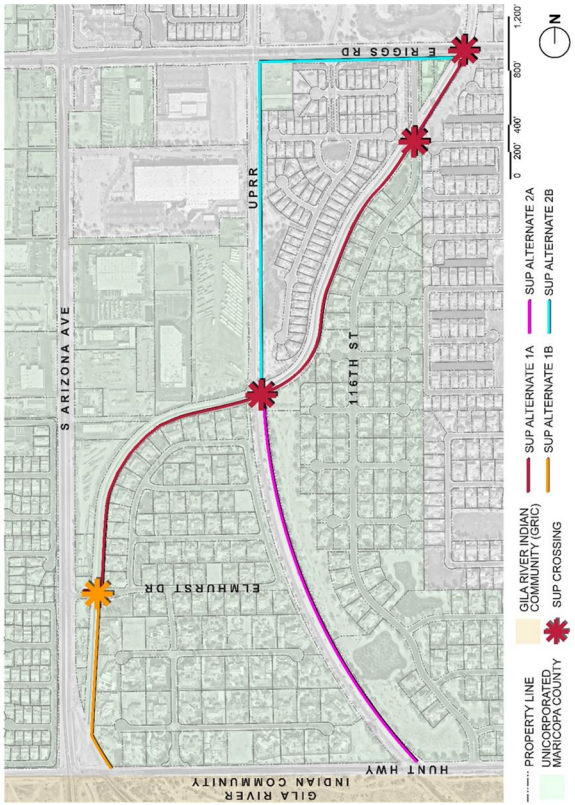
DISADVANTAGES

- UPRR crossing improvement approval process
- UPRR right-of-way agreement
- Avoiding existing overhead power
- Terminating at a complicated intersection



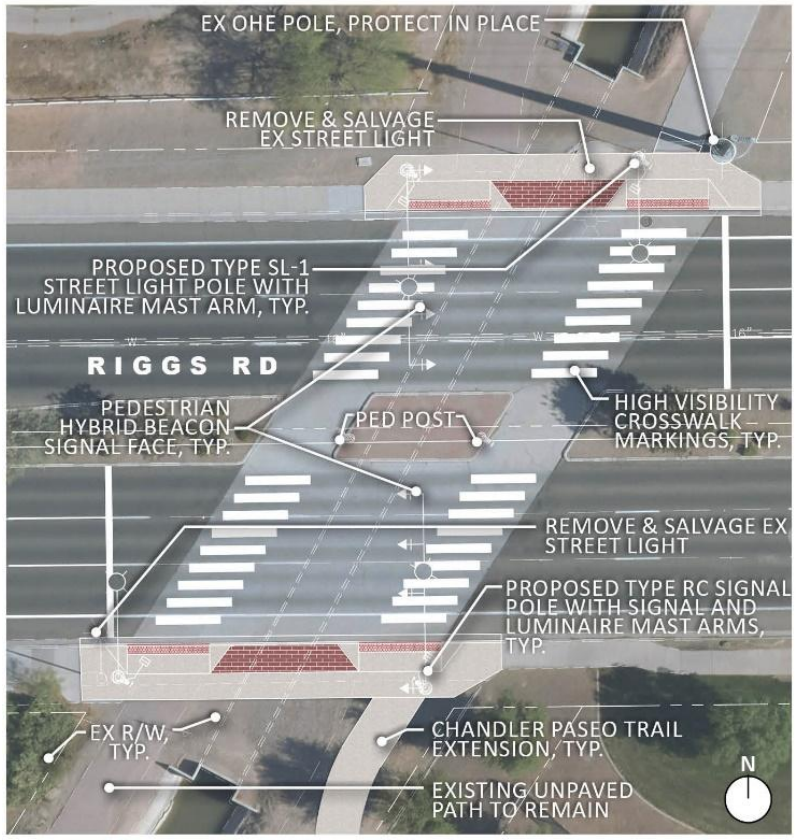




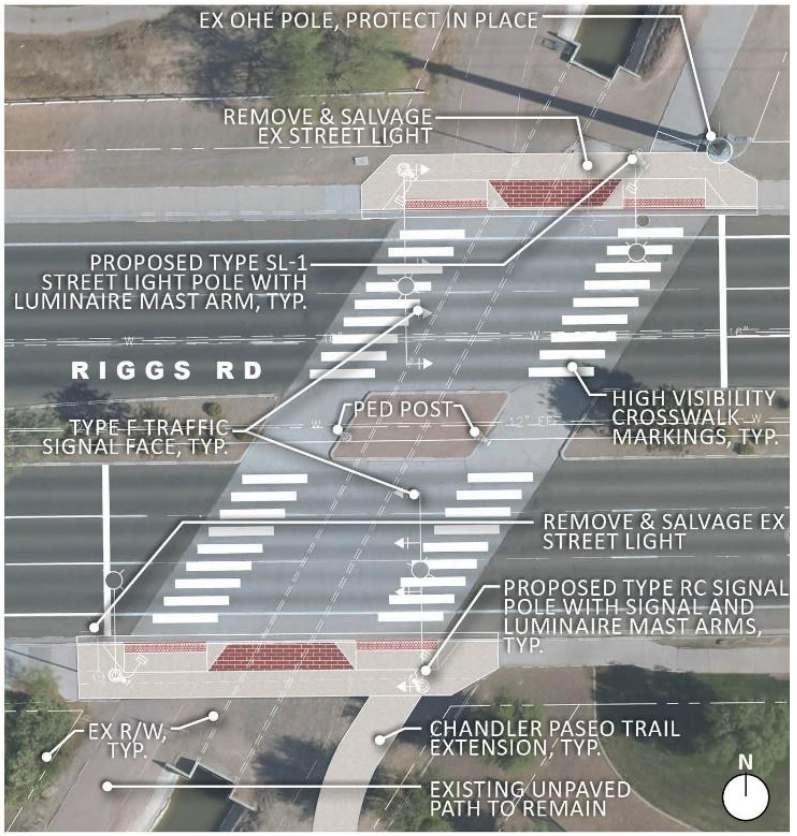


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CROSSING ALTERNATIVES – RIGGS ROAD

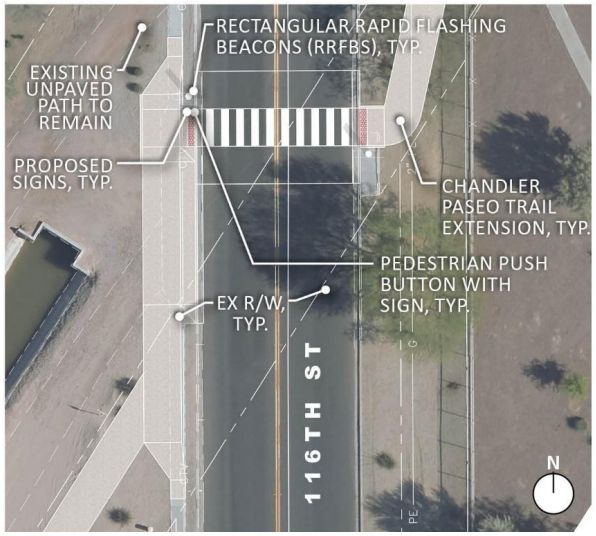


Pedestrian Hybrid Beacon

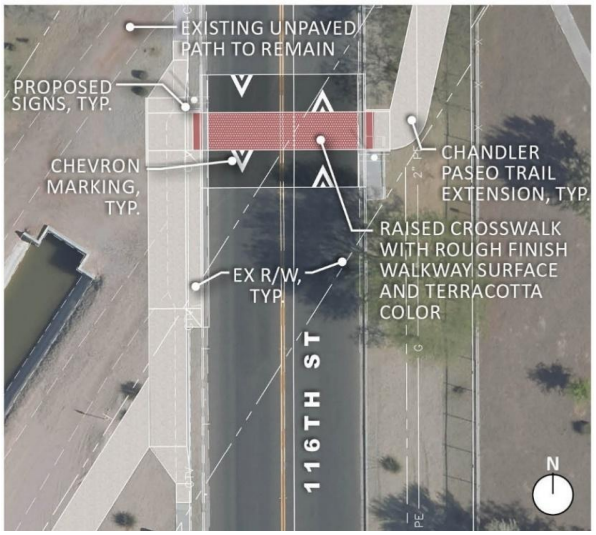


Pedestrian Signal

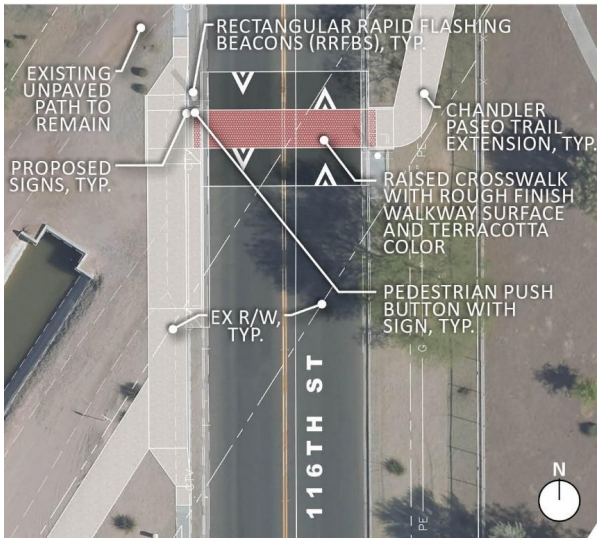
CROSSING ALTERNATIVES – 116th STREET



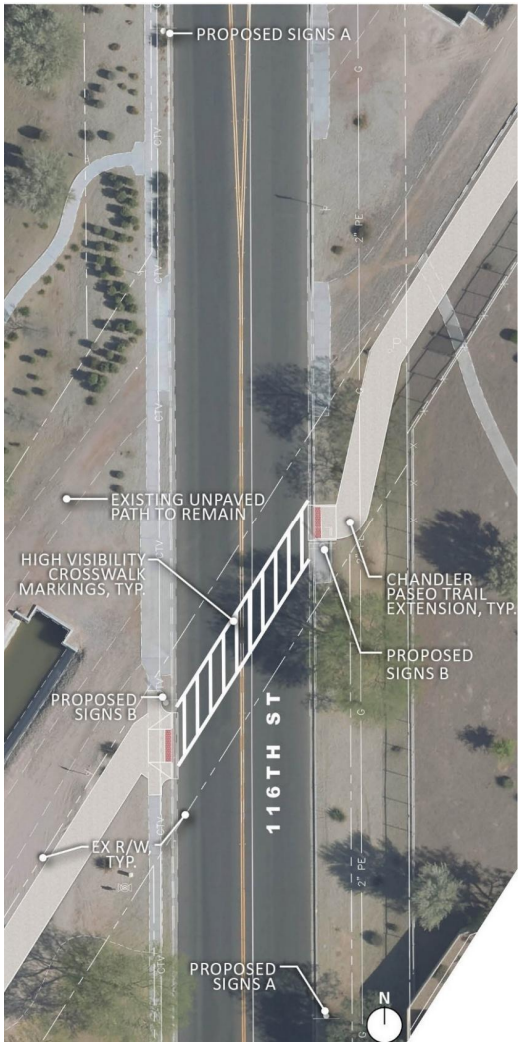
High-Vis Sidewalk & RRFBs



Raised Sidewalk



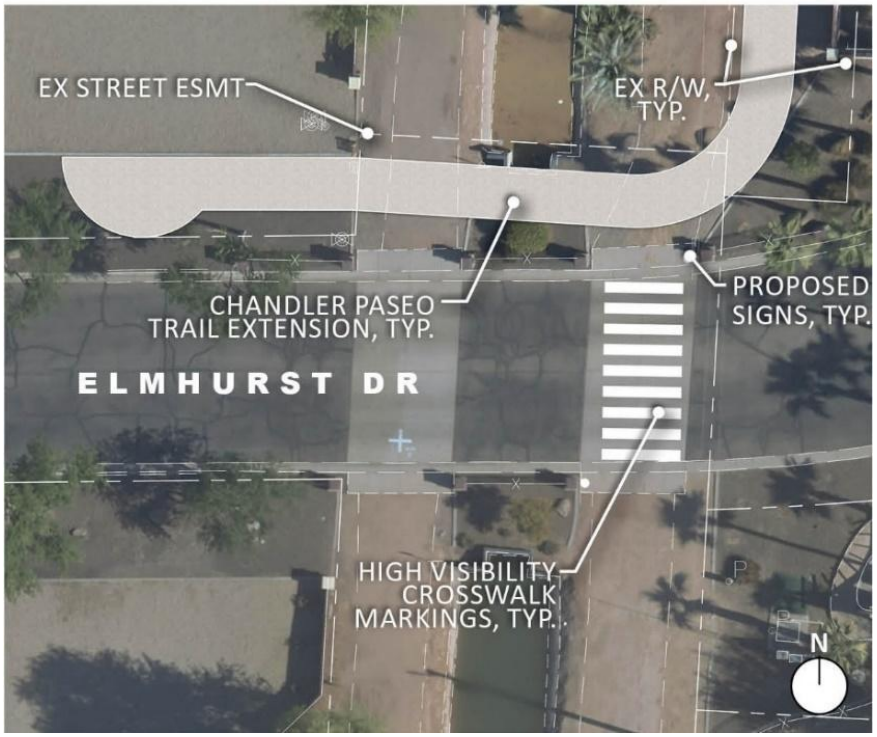
Raised Sidewalk & RRFBs



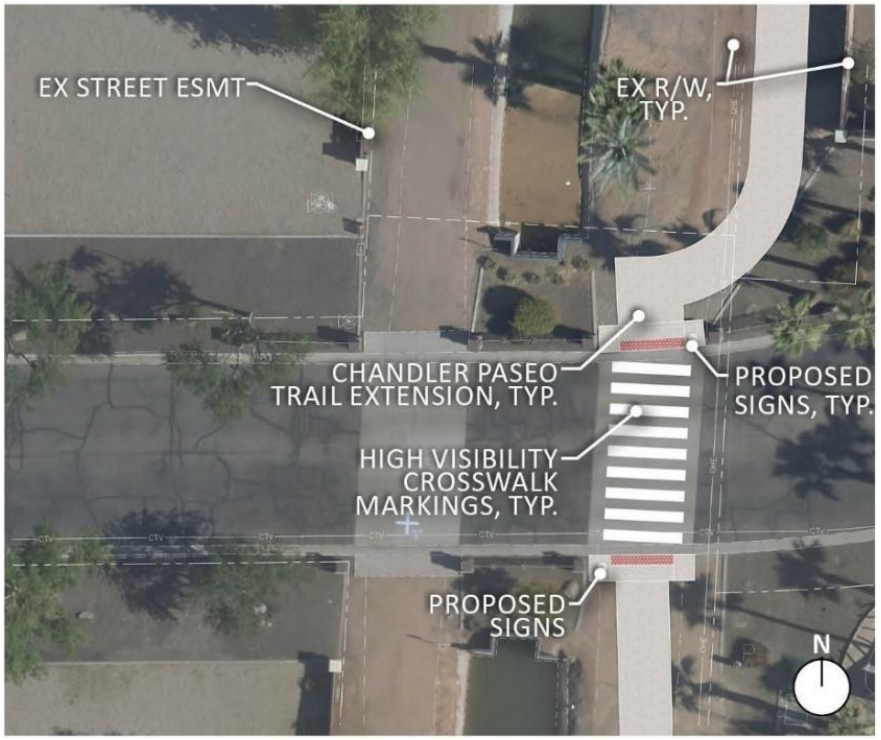
High-Vis Sidewalk

MARICOPA ASSOCIATION of GOVERNMENTS
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CROSSING ALTERNATIVES – ELMHURST DRIVE



High-Vis Sidewalk



High-Vis Sidewalk & Detectable Edge

CROSSING ALTERNATIVES MATRIX – RIGGS ROAD

Riggs Road Crossing Alternatives Analysis			
Crossing Alternative	**Description**	**Advantages**	**Disadvantages**
Alternative 1: Pedestrian Hybrid Beacon	A new crosswalk with flashing red signal heads overhead and pole mounted. Signs will also communicate drivers may continue when safe	• Illuminates crossing at night • Improves safety for trail users • Only interrupts the flow of vehicular traffic when a pedestrian or bicyclist is waiting to • Pedestrians and bicyclists more likely to continue on the trail	• Adjacent driveway (golf cart dealer) • Construction and maintenance costs • Driver compliance may be lower due to driver unfamiliararity • Multi-use path users pause their trip waiting to cross • Potential higher crash risk from turning vehicles not yielding to the new signal
Alternative 2: Pedestrian Signal	New crosswalk with standard pedestrian traffic signal heads overhead and pole mounted	• Higher driver compliance than Pedestrian Hybrid Beacon • Illuminates crossing at night • Improved safety for trail users • Pedestrians and bicyclists more likely to continue on the trail	• Adjacent driveway (golf cart dealer) • Close proximity to intersection with 116th St • Construction and maintenance costs • May cause longer delays than Pedestrian Hybrid Beacon. • Trail users pause their trip waiting to cross
No-Build Alternative: Existing Conditions to Remain	No new installation is completed and trail users cross at risk	• Lower cost than other alternatives • No change needed for the existing roadway/crossing. • Existing median will continue to provide pedestrian refuge for jaywalking	• Current trail detour is about one mile round-trip to use closest existing crosswalk • Discourages use of trail south of Riggs • Does not provide protected crossing • High safety risk

CROSSING ALTERNATIVES MATRIX – 116TH STREET

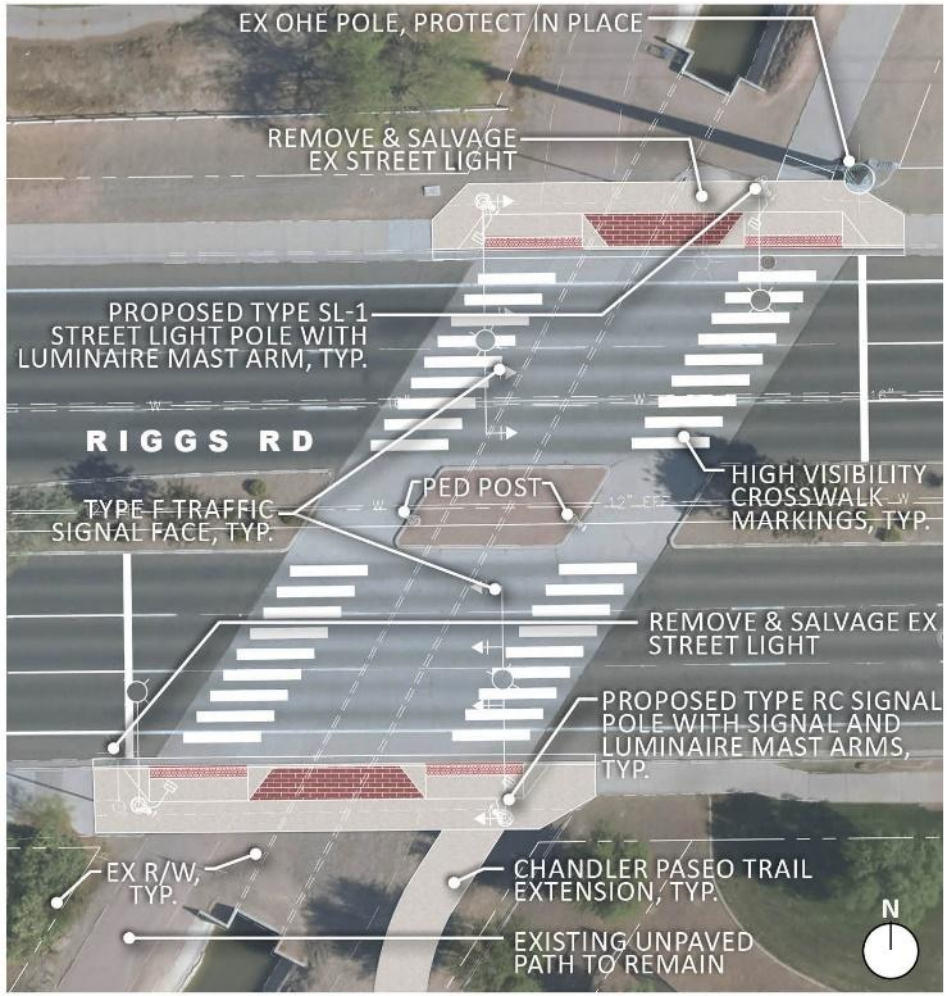
116th Street Crossing Alternatives Analysis			
Crossing Alternative	**Description**	**Advantages**	**Disadvantages**
Alternative 1: Rectangular Rapid Flashing Beacons (RRFB) with High Visibility Crosswalk	A new crosswalk with high visibility transverse markings and signage enhanced with user-activated RRFBs.	• Activated notification of presence of trail users • Lower cost compared to Raised Crosswalk alternatives • Notifies drivers of trail crossing • Pedestrians and bicyclists more likely to continue on the trail • RRFBs increase visibility of trail users, especially at night	• Some construction and maintenance costs • Effectiveness of RRFBs may decrease over time • Provides less protection for trail users than other actionable alternatives
Alternative 2: Rectangular Rapid Flashing Beacons (RRFB) with Raised Crosswalk	A new crosswalk constructed on a speed table spanning the width of the roadway, with signage enhanced with user-activated RRFBs.	• Activated notification of presence of trail users • Increased crosswalk height improves visibility of pedestrians and cyclists • Notifies drivers of trail crossing • Pedestrians and bicyclists more likely to continue on the trail • RRFBs increase visibility of trail users, especially at night • Speed table forces drivers to slow down	• Highest construction and maintenance costs • Effectiveness of RRFBs may decrease over time
Alternative 3: High Visibility Crosswalk	A new crosswalk with high visibility transverse markings and signage.	• Lowest cost compared to other actionable alternatives • Notifies drivers of trail crossing • Pedestrians and bicyclists more likely to continue on the trail	• No activated notification of presence of trail users • Provides less protection for trail users than other actionable alternatives • Some construction and maintenance costs
Alternative 4: Raised Crosswalk	A new crosswalk constructed on a speed table spanning the width of the roadway with signage.	• Increased crosswalk height improves visibility of pedestrians and cyclists • Notifies drivers of trail crossing • Pedestrians and bicyclists more likely to continue on the trail • Speed table forces drivers to slow down	• High construction and maintenance costs • No activated notification of presence of trail users
No-Build Alternative: Existing Conditions to Remain	No new installation is completed and trail users cross at risk	• Lower cost than other alternatives • No change needed for the existing roadway/crossing	• Does not provide protected crossing • Does not notify drivers of trail crossing • Trail users will cross at risk.

PREFERRED PATH ALIGNMENT



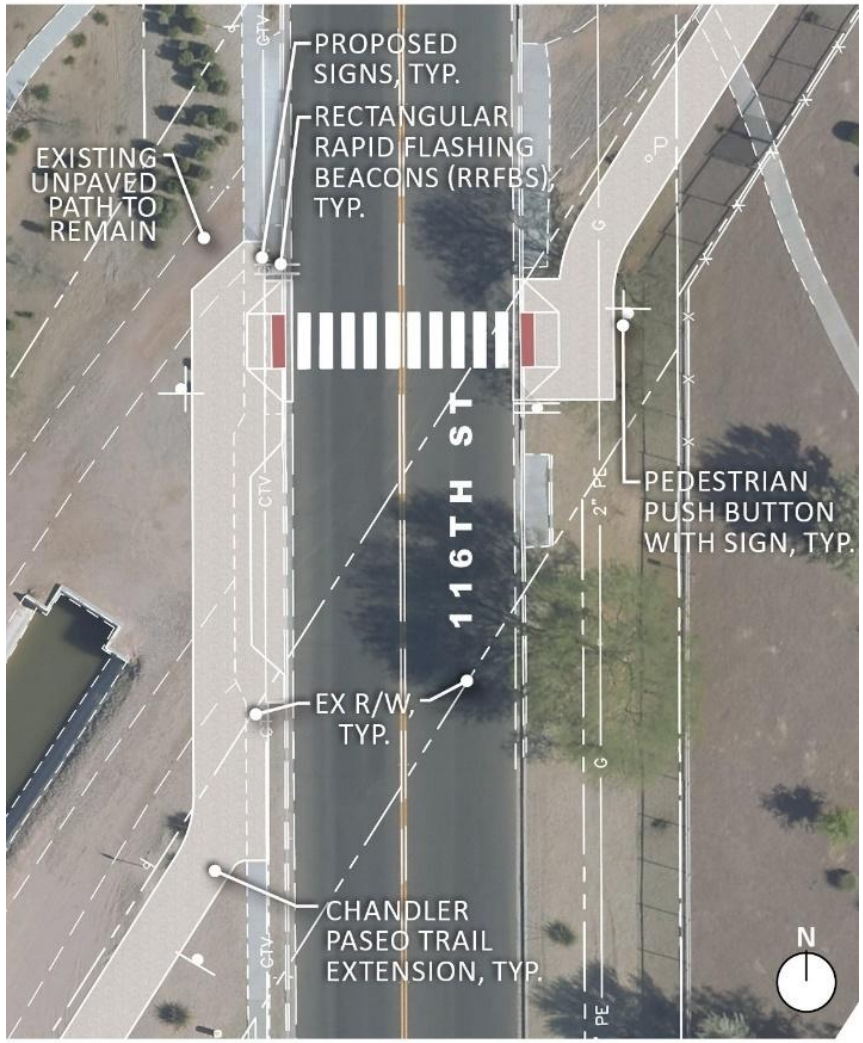
- Direct connection to Chandler Paseo Trail
- Maximizing improvements within City owned parcels/minimizing need for SRP agreement
- Terminates at City owned parcels on AZ Ave for future trailhead and parking
- Leveraging familiarity of path users with existing route
- Taking advantage of adjacent open space along UPRR right-of-way
- Creates future opportunity for looped system

PREFERRED RIGGS ROAD CROSSING



- Higher driver compliance compared to PHB
- Illuminates crossing at night
- Improves safety for trail users
- Increases likelihood of pedestrians and bicyclists continuing trail to the south
- Consistent with other signalized arterial crossings along the Paseo Trail

PREFERRED 116th STREET CROSSING



- Maricopa County preferred alternative
- Visually notifies drivers of trail crossing (day/night)
- Encourages trail use with safer crossing

Note: Based on the preferred path alignment, no crossing improvements will be proposed for Elmhurst Drive

STAKEHOLDER OUTREACH/PROJECT MEETINGS

- Project Kick-off Meeting – 04/03/2025
- Path Alignment & Crossing Alternatives Review Meeting – 07/14/2025
- City of Chandler-Maricopa County Stakeholder Meeting – 07/31/2025
- Transportation Commission Meeting – 09/17/2025
- Public Outreach – Public survey for public comment/feedback (at completion of PA)

PROJECT SCHEDULE

- Task 1: Project Kick-off Meeting and Scope of Work: 04/10/2025
- Task 2: Stakeholder Matrix and Meeting Schedule – 05/28/2025
- Task 2: Data Collection Memorandum – 06/04/2025
- Task 3: Data Analysis Technical Memorandum – 07/14/2025
- Task 4: Draft Project Assessment Report and Preliminary (15%) Plans – 09/04/2025
- Task 5: Final Project Assessment Report and Preiminary (15%) Plans – targeting October 2025
- Task 6: Executive Summary and Regional Significance Report – targeting November 2025

QUESTIONS/OPEN DISCUSSION

ITEM 5

Transportation Commission Government Relations & Transportation Policy Memo No.

Date: 09/17/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Warner Road Improvement Project From Price Rd to Dobson Rd

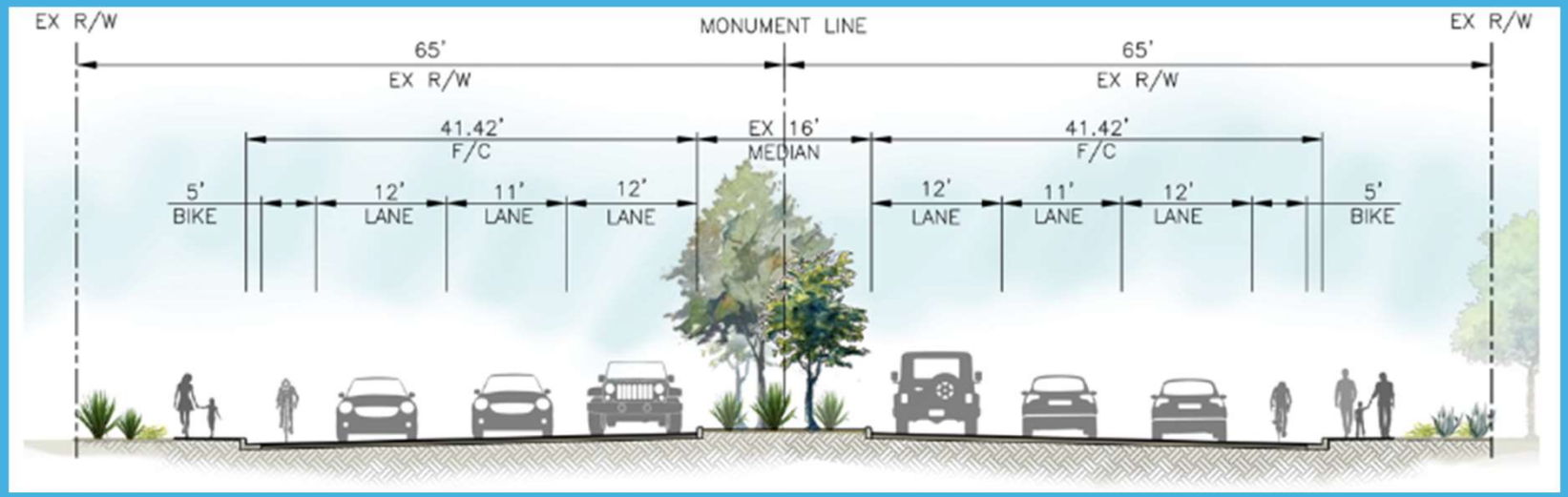
Background/Discussion

Briefing only. Presentation by Ray Dovalina, Engineer

Attachments

Warner Rd Presentation

Warner Rd: Price Rd to McQueen Rd Improvements
Project Nos. ST2504 & ST2603

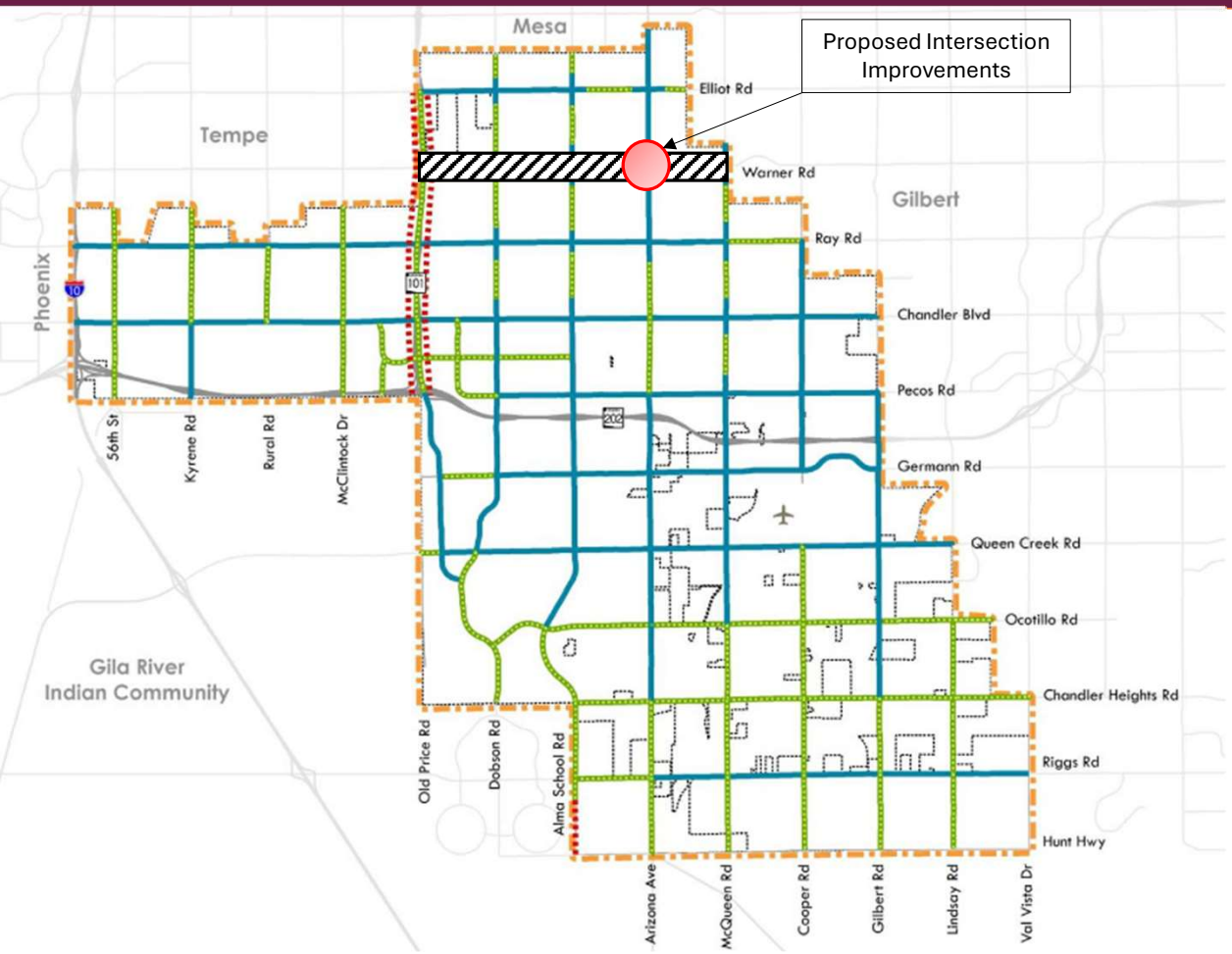


Transportation Commission

September 17, 2025

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Project Limits



Project Purpose

- Transportation Master Plan (2019)
- Mobility Enhancements
- Future Capacity Needs

Project Activities

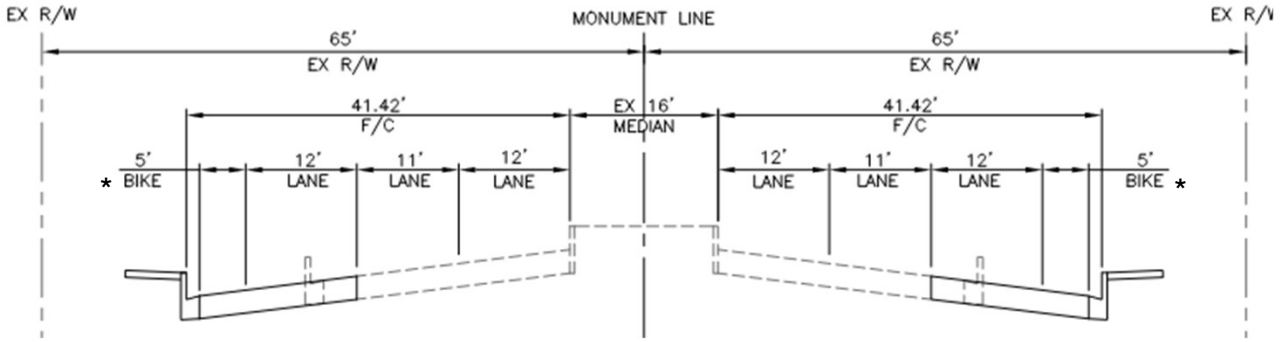
- Corridor Study/Project Assessment
- Intersection Improvements
  - Intersection Final Design
    - Warner Rd and Arizona Ave

Project Funding and Timeline

- Transportation Master Plan Update – 2019
  - 2040 Recommendation - 6-Lane Corridor
- Maricopa Association of Governments (MAG) Prop 479
  - Arterial Life Cycle Program (Regional Funding)
    - Phase II - Price Rd to Arizona Ave (FY2033 – FY2035) ($27.1M)
    - Phase V - Arizona Ave to McQueen Rd (Unfunded > FY2046) ($12.9M)
- Corridor Study/Project Assessment
  - City CIP/FY2026 - Anticipated Start - January 2026
- City Funding for Implementation
  - Warner Rd & Arizona Ave Intersection - FY2028 ($15.5M)
  - Price Rd to Arizona Ave – FY2034 – FY2035 ($15.9M)

Design Elements

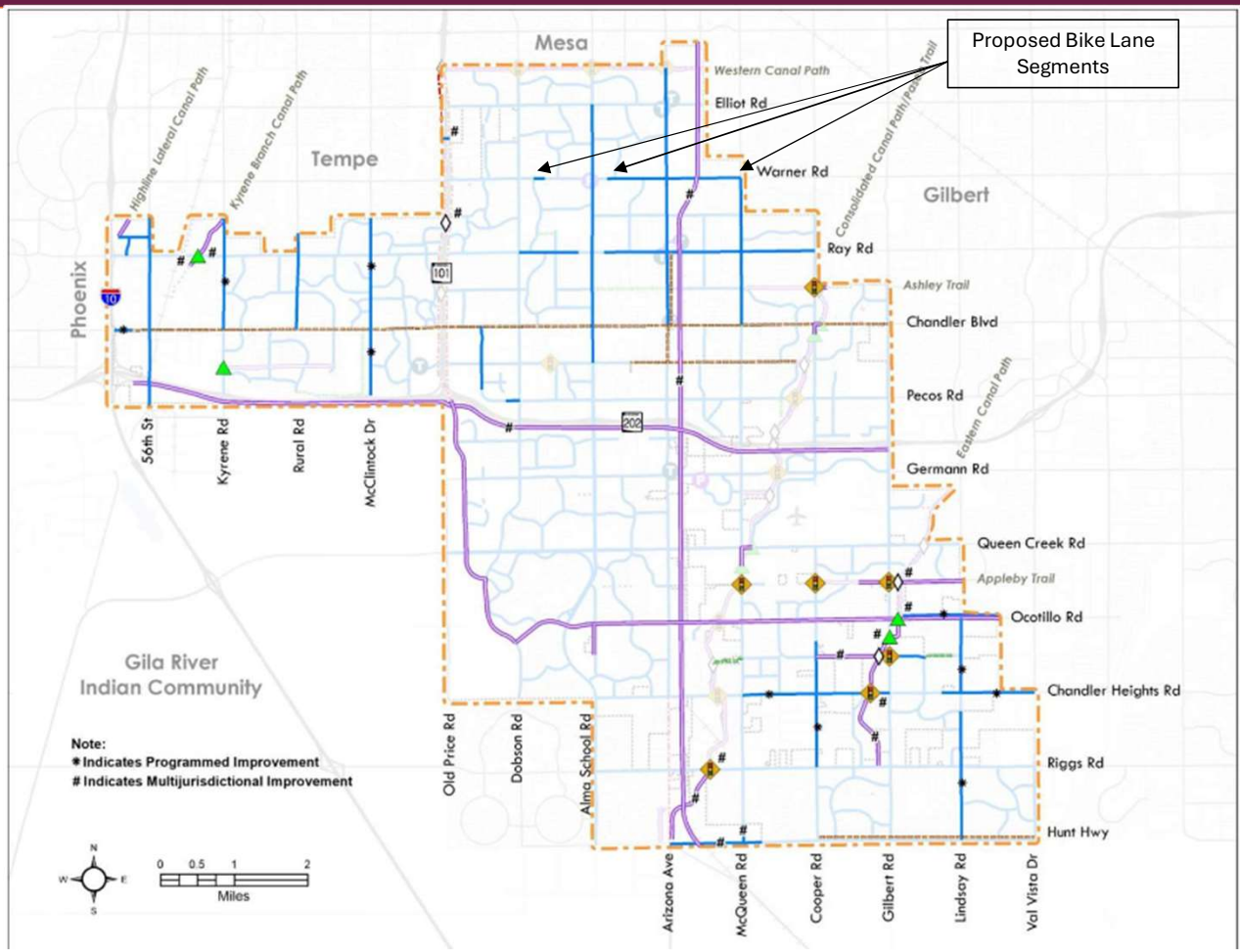
- Widening of Warner Road to consider:
  - Widened asphalt pavement
  - New Curb and gutter
  - *Bike Lane (Segments)
  - Sidewalk
  - Signing and striping
  - Utility relocations



Proposed Typical Section

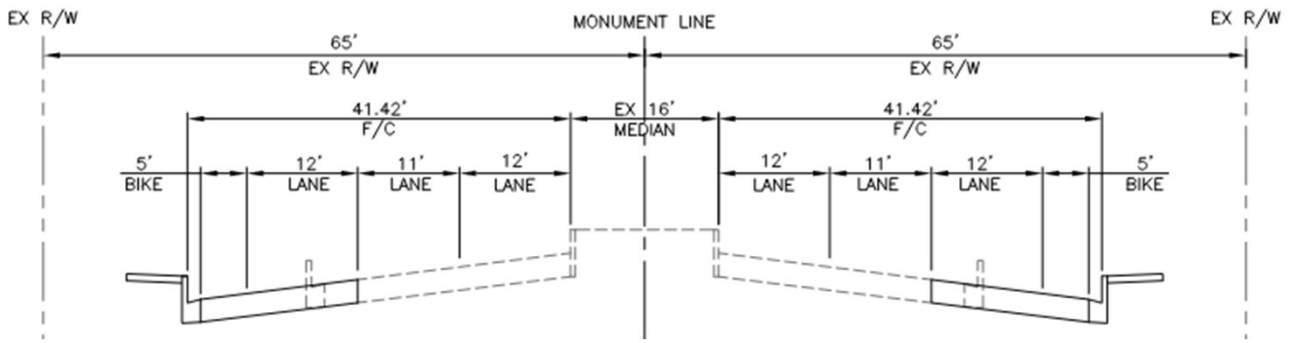
Added Features

1. Additional 3rd Lane
2. 5ft wide Bike Lanes
3. ADA/Sidewalk Enhancements



Consideration of Added Features

1. Additional 3rd Lane
2. 5ft wide Bike Lanes
3. ADA/Sidewalk Enhancements





Planned Public Outreach

- Develop Project Info Website
- Outreach to Nearby & Adjacent residents/Businesses
- Website setup to accept comments
- Potential return to Commission after Public Outreach

Questions and Comments

CHANDLER arizona
Community of Innovation

Transportation Commission Government Relations & Transportation Policy Memo No.

Date: 09/17/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Chandler Blvd. Improvement Project From Price Road to Dobson Road

Background/Discussion

Briefing only. Presentation by Ray Dovalina, Engineer

Attachments

Chandler Project Presentation

Chandler Blvd: Price Rd to Dobson Rd Improvements
Project No. ST2604

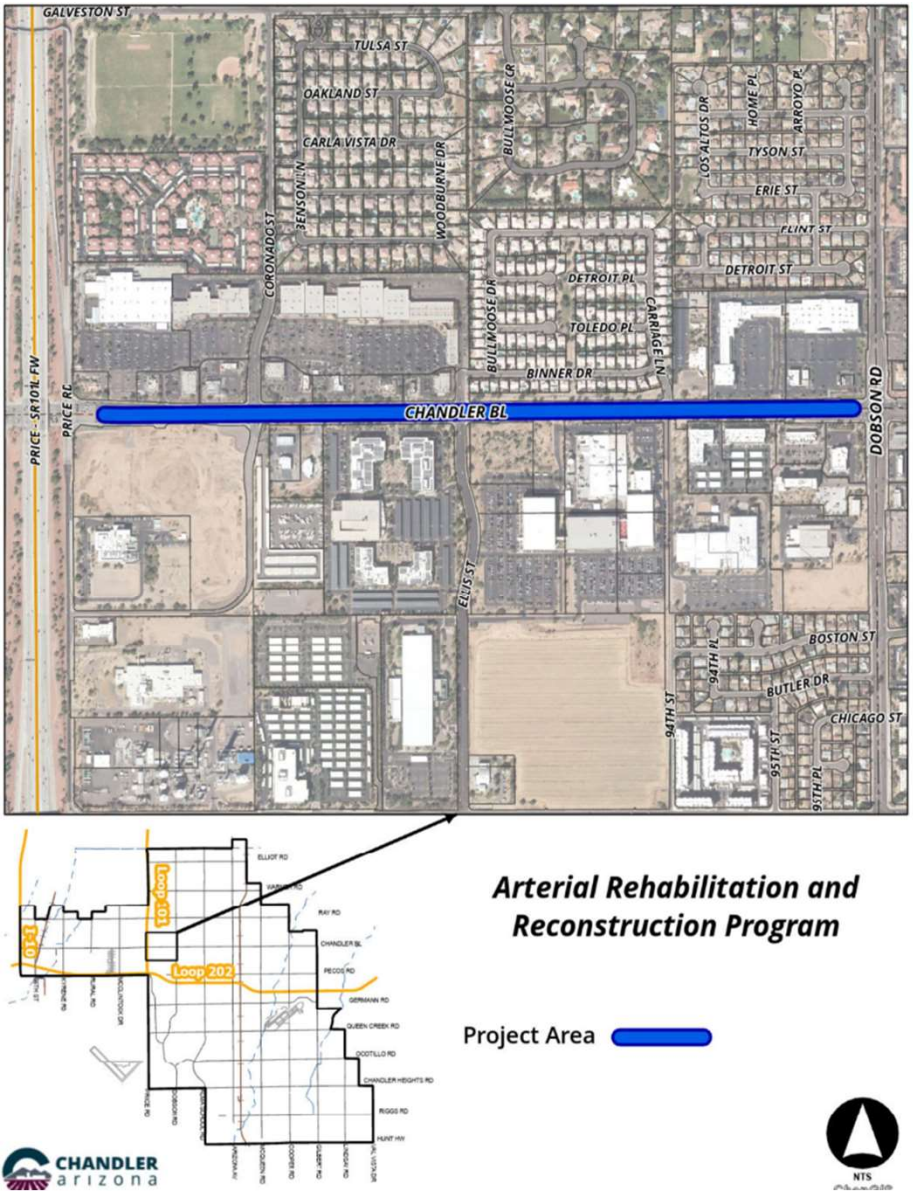


Transportation Commission

September 17, 2025

CHANDLER
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Project Limits



Project Purpose

- Repave Chandler Boulevard
  - Pavement Quality Index
  - Price Road to Dobson Road
  - Address American with Disabilities Act (ADA)
  - Sidewalks, curb ramps and driveways

Project Activities

- Road Safety Assessment (RSA)
  - Evaluate Previous ADA Assessment
- Design and Construction

Project Funding and Timeline

- Maricopa Association of Governments (MAG) Prop 479
  - Arterial Rehabilitation & Reconstruction Program (ARRP/Federal Funding)
    - FFY2026 – $182K (plus local matching - $78K) = $260,000 for Design
    - FFY2027 - $4,246,060 (plus local matching - $1,819,740) = $6,325,800 for Construction
- Design
  - Anticipated Start - January 2026
- Construction
  - Anticipated Start – 2027
  - End - 2028

Road Safety Assessment (RSA)

- Perform an RSA
- Based on Funding – Implement RSA Recommendations



Planned Public Outreach

- Develop Project Info Website
- Outreach to Nearby & Adjacent residents/Businesses
- Website setup to accept comments
- Potential return to Commission after Public Outreach

Questions and Comments

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Community of Innovation

Transportation Commission Government Relations & Transportation Policy Memo No.

Date:	09/17/2025
To:	Transportation Commission
From:	Sheri Passey, Management Assistant
Subject:	MAG Active Transportation Plan

Background/Discussion

Information only. Information provided by Hezequias Rocha, Transportation Program Planning Coordinator

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Community of Innovation

Transportation Commission Government Relations & Transportation Policy Memo No.

Date: 09/17/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: September 2025 Project Status Update List

Attachments

September 2025 Project Status Update

Transportation Project Status - September 2025

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 Co	Project is in closeout	Federal Funds	$20.90
ST1804 **Chandler Heights Road** Improv. [Gilbert Road to Val Vista Drive for two through lanes each direction]	Kimley-Horn	Sunland Asphalt	Construction is underway.	Federal Funds	$9.80
ST2001 **Lindsay Road** Improv. [Ocotillo Road to Hunt Highway for two through lanes in each direction]	Kimley-Horn	tbd	Project is currently out to bid.	Federal Funds	$27.20
ST2007 **Hamilton Street** Improv. [Appleby Road to Carob Drive]	Nfra Consultants	Redpoint	Project is in closeout	Federal Funds	$5.20
ST2103 Intersection Improv. at **Ray Road and Dobson Road**	Kimley Horn	tbd	Design is currently at 95%. Project needs ROW, and anticiaptes going out to bid Fall 2026.	Grant funds & local funds	$11.85
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 Winter 2025.	Local Funds	$2.00
ST2303 **Cooper Road - Insight Loop Extension** (Connects Cooper Road to Insight Way & Emmett Dr intersection)	Aztec	tbd	Design is currently at 90%. Project needs ROW, and anticiaptes going out to bid Summer 2026.	Local Funds	$9.30
ST2309 **Alma School Road Germann Rd to Queen Creek Rd** (widening Alma School Road from Germann Road tro Queen Creek Road)	Olsson Associates	tbd	Design is currently ot 90%. Construction tentatively scheduled for bid in Fall 2025.	Local Funds	$11.30
ST2310 **Alley Rehab PM10 Dust Emissions Reduction Phase 3** (FMA Areas 6, 24, 26, 27)	Premier / Olsson	tbd	Design is at 100%. Federal Funds availlable in October 2025.	Federally Funded	$3.50
ST2403 **McQueen Road Improvements - Warner Road to Pecos Road Study** (Study to widen McQueen Road in three phases from Warner Road to Pecos Road)	Kimley-Horn and Associates	NA	Design Study only	Study is Locally Funded, Project will be Federally Funded and Design starts in FY 27-28	$84.00
ST2503 **Kyrene Road Improvements - (Loop 202 to Chadnler Blvd)** (Widening Kyrene Road from the Loop 202 Santan to Chandler Blvd including the intersection)	tbd	tbd	Preparing for Design phase	Federal Funds (RARF ALCP)	$45.00
ST2504 **Arizona Avenue and Warner Road Intersection Improvement**	tbd	tbd	Preparign for Design phase	Local Funds	$1.50
ST2603 **Warner Road (Price Rd to Arizona Avenue) Study** (Study to widen Warner Road in three phases from Price Road to Arizona Avenue)	tbd	NA	Design study only	Local Funds	$14.00
ST2604 **Chandler Boulevard Roadway Improvements (Price Road to Dobson Road)** - Mill and Overlay	tbd	tbd	Preparing for Design phase	Federal Funded	$6.30
ST2404 **Willis Rd Improvement** (Vine St to 1600 ft east)	Strand	tbd	Design is at 95%. Project needs ROW, ancipates going out to bid Summer 2026.	Local Funds	$3.00
PR2106 **Ryan Rd Improvements (RR xing to McQueen Rd) - Tumbleweed Park Diamond Field Complex**	Huitt-Zollars	Hunter	Design is approaching 60%. GMP3 will include roadway construction anticipated for Summer 2026.	Local Funds	$6.00
PEDESTRIAN, BICYCLE, AND TRANSIT PROJECTS	**Designer**	**Contractor**	**Status**	**Comments**	**PROJECT COST ESTIMATE**
ST2106 **Frye Road Protected Bike Lanes** [Paseo Trail to San Marcos Elementary School]	TY Lin	Granite Construction Co	Construction underway.	$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	95% Design. Right-of-Way in Process. Construction in early 2026.	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. 95% Design. Right-of-Way in Process. Construction in early 2026.	Study was federally funded. Construction and design are locally funded.	$1.00
Paseo Trail Riggs Road Crossing	Kimley Horn	tbd	Study to develop preliminary design for a Paseo Trail crossing of Riggs Road and construction of the path between Riggs Road and Hunt Highway.	Awarded $60,000 federal grant for study.	$0.06
Roadway Safety Action Plan	tbd	tbd	Comprehensive study to analyze safety for all road users and develop recommentations.	Awarded $560,000 Safe Streets for All grant to complete study (with 20% local match).	$0.70
Chandler Flex	NA	Via	Completed Airpark Area Flexible Transit Study. Began minor implementation of study recommendations through a two square-mile expansion between Arizona Ave. and McQueen Rd. and Queen Creek Rd. and Chandler Height Rd. and opened the school-only zone (north of Chandler Blvd.) to all trip types.	Awarded $2 Million grant for project startup and two years of operations. Awarded $1 Million congressionally-directed spending grant to continue operations.	$1.3 Annually