

PUBLIC MEETING AGENDA



Transportation Council Committee

**Tuesday, September 13, 2011
4:00 PM**

**Harry E. Mitchell Government Center
Third Floor Conference Room
31 East Fifth Street
Tempe, AZ 85281**

AGENDA

Chair: Councilmember Shana Ellis

Call to Order

1. Public Appearances – The committee welcomes public comment. According to the Arizona Open Meeting Law, the Committee may only discuss matters listed on the agenda. Matters brought up by the public under public appearances that are not listed on the agenda cannot be discussed by the Committee. A 3-minute limit per person will be in effect.
2. Review of Minutes: August 9, 2011 Transportation Council Committee
3. Regionalization of Transit – Greg Jordan, Public Works
4. Taxis on Mill Avenue – Shelly Seyler, Public Works
5. College Streetscape and Crosscut Canal Construction Update (Action Item 3) – Eric Iwersen, Community Development
6. Youth Transit Pass Program Update (Action Item 5), Sue Taaffe, Community Relations
7. Street Car Update, Jyme Sue McLaren, Community Development
8. Future Agenda Items
9. Future Meeting Date – October 11, 2011 (Second Tuesday of the month) at 4:00 p.m.
10. Announcements

The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 72 hours advance notice, special assistance can also be provided for sight and/or hearing impaired persons at public meetings. Please call 350-2905 (voice) or 350-2750 (TDD) to request an accommodation to participate in this meeting.



Minutes Transportation Council Committee August 9, 2011

Minutes of the meeting of the Transportation Council Committee held on Tuesday, August 9, 2011, 4:00 p.m., in the 3rd Floor Conference Room, Tempe City Hall, 31 E. 5th Street, Tempe, Arizona.

Committee Member Present:

Councilmember Shana Ellis, Chair

City Staff Present:

Brigitta Kuiper, City Clerk

Robert Yabes, Principal Planner

Sue Taaffe, Community Outreach/Marketing Coord. II

Oddvar Tveit, Environmental Quality Specialist

Ken Jones, Finance and Technology Director

Amber Wakeman, Assistant to the City Council

Greg Jordan, Deputy Public Works Director – Transportation

Shauna Warner, Neighborhood Program Director

Jyme Sue McLaren, Development Project Officer

Guests Present:

Ben Limmer, Metro

Marc Soronson, HDR Engineering Inc.

Carla Kahn, Metro

Stuart Boggs, Valley Metro/Regional Public Transit Authority (RPTA)

Councilmember Ellis called the meeting to order at 4:05 p.m. She asked meeting participants to introduce themselves.

Agenda Item 1 – Public Appearances

None.

Agenda Item 2 – Review of Minutes

The June 14, 2011 meeting minutes were accepted.

Agenda Item 3 – Transit Performance Report

Greg Jordan, Deputy Public Works Director – Transportation, briefed the Committee on the preliminary framework for the annual Transit Performance Report, as outlined in the agenda packet. Mr. Jordan reviewed the draft framework proposal which includes the purpose, process, guiding principles, and the draft framework outline. Discussion highlights include:

- Report will focus on transit services and system performance
- Draft framework similar to Valley Metro's report
- Data will be compiled/analyzed; the study will be completed by December, 2011
- Transit Performance Report update will be presented to this Committee in October 2011

Agenda Item 4 – Quarterly report on the Transit and Transportation Fund

Ken Jones, Finance and Technology Director, provided a quarterly update on the Transit and Transportation Funds. He distributed a *working draft dated 8/8/11* of the projected revenues and expenditures for both funds. Presentation and discussion highlights include:

- The quarterly reports are not yet complete - the fiscal year (FY) 2010-11 closing will occur tonight; staff is waiting for the Marshall Vest economic forecast to be released

- Transportation Fund
 - Fund is balanced
 - Debt service will be reduced due to the impact of the secondary tax stabilization policy
 - Highway User Revenue Fund (HURF) - state shared gas tax revenue
 - Changes to the revenue formulas and fund impacts typically occur at the end of the legislative session. If this occurs in the future, staff will have to re-review the fund.
- Transit Fund
 - Staff has worked diligently on this fund over the last few years
 - Balancing plan for the fund is on target; information was presented to City Council in June 2011
 - Council agreed to certain cuts to service
 - FY2015-16: \$1.2 million deficit using recent data
 - Staff will relook at the fund and the assumptions and refine the numbers; the numbers will change
 - The fund projections assume a fare increase for light rail
 - Interest income has decreased to almost zero as the fund is not earning much interest
 - Debt service has been reduced as the transit debt will be paid in July 2012
 - There is no clear policy on a fund balance; staff established a tentative fund balance and is developing a policy for Council's consideration
 - The projected fund balance project cuts that have already been identified, a cumulative effect
 - Streetcar project is not included in the projection as the start date is FY2016-17
 - In September 2011 staff will present a long range forecast with finalized numbers

Agenda Item 5 – Tempe Streetcar Update

Jyme Sue McLaren, Development Project Officer, stated that there has been an extensive public process for the streetcar project by the Tempe Streetcar Community Working Group (CWG). The CWG has formulated recommendations which will be presented to City Council at the September 8, 2011 Issue Review Session (IRS). Councilmember Ellis asked Committee members to provide feedback and ask questions about the project. Ben Limmer, Valley Metro, and Mark Sorenson, HDR Engineering Inc., provided a project update to the Committee. Presentation and discussion highlights are as follows:

- The locally preferred alternative (LPA) was adopted by City Council in October 2010; project consists of 2.6 miles on Mill and Ash Avenues, bounded by Rio Salado Parkway on the north and Southern Avenue to the south. Phase II of the project includes Southern Avenue from Mill Avenue to Rural Road.
- The CWG worked with stakeholders to define community design elements
- Federal environmental assessments are being finalized
- Currently pursuing federal funding: Transportation Investment Generating Economic Recovery Program (TIGER) and Small Starts Program
- Community design elements: street configuration and stop locations
- Street configurations include: location of track in the street, traffic lane configuration, on-street parking, bike/pedestrian configuration, left turn requirements and pedestrian access points
- Planning discussions took into consideration compliance with the Americans with Disabilities Act
- Staff recommendations for street configurations were presented using schematics:
 - Mill Avenue – Southern Avenue to 13th Street
 - Mill Avenue – University Drive to Rio Salado Parkway
 - Ash Avenue – Rio Salado Parkway to University Drive
- Staff recommendations for stop locations were presented using schematics:
 - Southern Avenue to 13th Street – 7 stops
 - 13th Street to Rio Salado Parkway – 10 stops
- Stakeholders identified potential problems with loading zones, on-street parking, traffic movement
- Sidewalks could be widened in the future to provide space for sidewalk cafes
- Keep bike lane to right of streetcar tracks when possible for safety purposes
- Concern was expressed with the potential hazard of streetcar tracks adjacent to bicycle lanes; could be a liability issue. Perhaps signage could be considered. Staff will review this concern with traffic engineering.
- Stops are located approximately every ½ mile; adjusted based on access to neighborhoods, activity centers, disabled populations, and pedestrian access
- Refinements were made to recommendations such as pedestrian access at the 9th Street stop; traffic engineering to review

- Public meeting scheduled for Tuesday, September 6, 2011 at Tempe High School at 6:00 p.m.
- Recommendations will be presented to the City Council at the September 8, 2011 IRS; summary of public comments will be included in the presentation as well as recommendations from Downtown Tempe Community, Inc. (DTC) and the Tempe Transportation Commission.

Agenda Item 6 – Update on Aviation Compliance and Noise Complaints

Oddvar Tveit, Environmental Quality Specialist, provided an update on aviation compliance and noise complaints associated with Sky Harbor Airport. Presentation and discussion highlights include:

- Major complaints received primarily from north Tempe residents include: 1) helicopter traffic, and; 2) frequency of inbound traffic on the northbound/southbound runways
- Outreach/education campaign developed to explain helicopter traffic, which does not necessarily fall under the oversight of Sky Harbor air traffic control, depending on the flight path
- New precision navigation equipment and performance routes have resulted in increased noise complaints
- Total number of airline operations east of the airport has remained stable; total aircraft operations and passenger volume at Sky Harbor have decreased since last year
- Annoyance expressed in complaints for Tempe include: air pollution, helicopter, lack of sleep, holding, low, excessive noise, frequency, off course, not safe
- Most complaints received by residents in the area of Rio Salado Parkway south to Broadway Road
- Tempe corridor area and waypoints for reporting were reviewed
- Monthly departure compliance and instrument departure procedure compliance were reviewed
- Total and night time East-West departure equalizations for 2010 and 2011 were reviewed
- Councilmember Ellis thanked staff for the update.

Agenda Item 7 – Future agenda items

- Regional consolidation of transit services – September 2011
- Transit Performance Report – October 2011

Agenda Item 8 – Future meeting date

The next meeting is scheduled for Tuesday, September 13, 2011 at 4:00 p.m.

Agenda Item 9 - Announcements

None.

The meeting adjourned at 5:02 p.m.

Reviewed by: Amber Wakeman, Assistant to City Council

Brigitta M. Kuiper, City Clerk



Memorandum

Public Works

DATE: July 15, 2011

TO: Mayor and Council

FROM: Greg Jordan, Interim Deputy Public Works Director, Transportation (858-2094)
Don Bessler, Public Works Director (350-8205)

THROUGH: Charlie Meyer, City Manager (350-8884)

CC: Ken Jones, Finance and Technology Director (350-8504)
Shelley Hearn, Community Relations Administrator (350-8906)
Chris Anaradian, Community Development Director (858-2204)

SUBJECT: CONSOLIDATING TEMPE AND REGIONAL TRANSIT FUNCTIONS

The City Council approved a three (3) year budget balancing plan for the Transit Fund in 2010 and recently approved the second year update of that plan for FY 2011-12 as part of the budget-adoption process. The FY 2011-12 update estimates that an additional \$1.5 million in budget savings is needed in order to balance the Transit Fund. Beyond budget balancing efforts, due diligence by staff requires that we constantly evaluate the way in which we deliver services in order to provide the best value for our community and the region. To that end, recognizing and leveraging opportunities to improve our service delivery model through more integrated and cost-effective regional approaches is inherent in being part of a regional transit network and maximizes the scope of transit services that can be provided.

Several factors suggest the timing is right to consider whether greater value can be achieved for our community through a more regionally integrated approach to bus service delivery:

- METRO and Valley Metro/RPTA are considering the possibility of a single CEO leading both agencies as well as whether to consolidate to a single regional transit agency.
- Tempe and Valley Metro/RPTA recently began partnering on bus procurement and fleet maintenance inspections as a way to improve coordination, streamline project delivery, and reduce costs.

Agenda Item 3.

- The base term of Tempe's existing bus operations contract expires June 30, 2013. The base term of Valley Metro/RPTA's existing bus operations contract expires June 30, 2012, but may be extended by one (1) year to coincide with Tempe. The available opportunity is the potential for greater value by having Valley Metro/RPTA execute and operate a single contract that combines Tempe and Valley Metro/RPTA bus services.

Given the potential opportunity, Tempe Public Works and Valley Metro staff completed a modest preliminary assessment of options to consolidate selected local and regional transit functions. This assessment has yielded the following conclusions:

- There is the potential for annualized cost savings estimated to be \$800,000k-\$1,000,000 by consolidating various aspects of transit operations, facilities maintenance, and selected capital assets.
- High service quality must be maintained if not improved. This is best assured by advancing an incremental approach with process milestones, clear and measurable performance objectives, rigorous evaluation, and explicit safeguards that allow a return to the present arrangement if necessary.
- Local control of Tempe's local, regional, and federal funding sources and their investment in services and projects should be preserved to safeguard Tempe's advanced transit system while also working to mitigate risks to financial sustainability and service quality.
- A realistic risk assessment will be necessary to understand and balance the potential risks with mitigation strategies.

Attachment A provides additional information on these conclusions, underlying strategic goals, major risks, and a possible approach to moving forward.

NEXT STEPS

There is a need for additional discussion with Valley Metro/RPTA to refine the approach, identify and resolve barriers to success, identify and mitigate risks, and finalize an action and evaluation plan. Also, it is necessary to involve in this discussion the various employees who may be affected by its outcome.

Following this additional staff work, we recommend an IRS presentation in the September-October timeframe to provide additional information and seek direction on this issue.

Thank you.

CONSOLIDATING TEMPE & REGIONAL TRANSIT FUNCTIONS ASSESSMENT AND PROPOSED APPROACH

STRATEGIC GOALS

- **Cost Savings** – improve overall system cost-effectiveness to maximize investment in Tempe transit services and projects.
- **Improve Performance** – improve regional management, coordination, service quality, and overall transit system performance.
- **Retain Local Control** – preserve Tempe control over the use of local sources of funding and the uses of regional, state, and federal funding sources that are allocated to Tempe.

BACKGROUND

Tempe has the highest transit participation rate of any Valley city (72 boardings per capita compared to 31 in Phoenix). Tempe's \$30 million annual local investment in transit is significant (61% of total transit program) and must be safeguarded. The assessment recognizes that Tempe has the only permanent tax base dedicated to transit. City of Phoenix and the county-wide Proposition 400 tax programs both sunset and require voter reauthorization. Until a stable regional funding source for transit is approved, Tempe's approach to regionalization of services and assets should include proper safeguards in the event future regional tax initiatives fail.

INITIAL ASSESSMENT

This assessment recognizes that regionalization is best accomplished incrementally so that it occurs thoughtfully and with *milestones, performance objectives, and safeguards*. Tempe staff has made the following initial conclusions with respect to the strategic goals stated above:

- 1) **There is cost savings potential** – Opportunities for annual cost savings exist on an order of magnitude of \$800,000-\$1,000,000 through the consolidation of various aspects of transit operations, facilities maintenance, and selected capital assets. The majority of potential cost savings stem from the potential efficiencies that could accrue by consolidating the Tempe and Valley Metro bus operations contracts as well as more efficient approaches to asset utilization and management (e.g., bus operations, facilities, bus fleet, and passenger facilities).
- 2) **Performance improvements are possible** – Improvements to transit management, service quality, and overall system performance are best achieved by advancing an incremental approach with process milestones, clear performance objectives, and safeguards. Safeguards must allow a return to the present arrangement if long-term

and are worth pursuing. This approach assumes that workable and beneficial regionalization concepts for the other areas of the transit program would proceed only after the scout program is determined to be successful by the City Council.

Page A-4 illustrates the proposed approach and a high level implementation plan. The scout program would be organized to coincide with the end of the base term of Tempe's existing bus operations contract (June 30, 2013). The base term of Valley Metro/RPTA's bus operations contract ends on June 30, 2012, but the contract allows for several optional years. Under this scenario, Valley Metro/RPTA would execute one (1) option year with its existing contractor to extend the date to June 30, 2013.

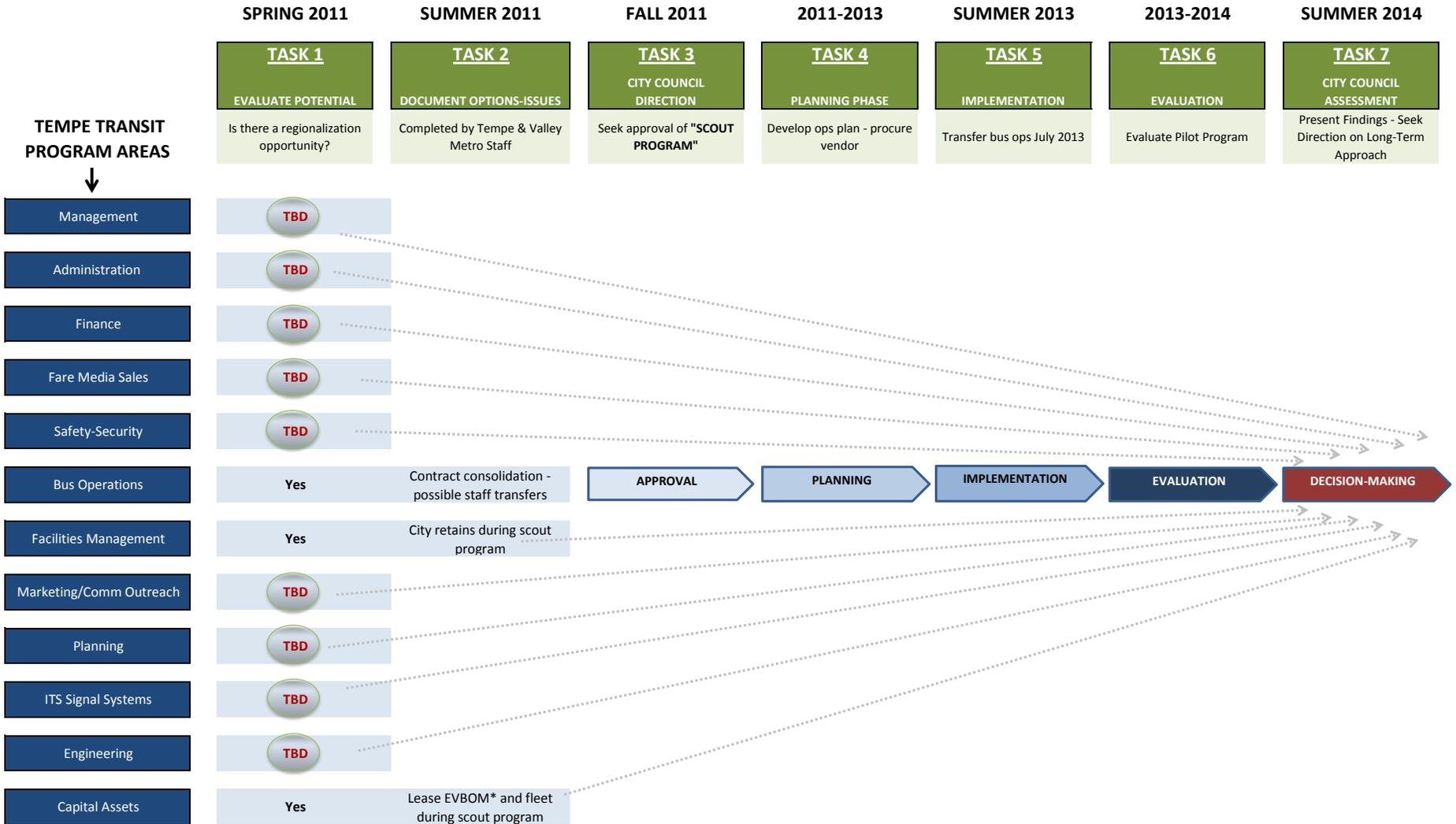
In the 24 month period leading to June 30, 2013, City of Tempe and Valley Metro/RPTA staff would jointly develop operational specifications for a consolidated bus operation. The competitive procurement would be implemented by Valley Metro/RPTA with direct participation by the City of Tempe and the other Valley partners that will receive bus service through this contract.

Tempe and Valley Metro/RPTA would need to execute a new inter-governmental agreement (IGA) to establish appropriate terms of agreement including mutual areas of responsibility, costs, staffing arrangements, asset utilization and management, performance objectives, safeguards, and other arrangements deemed necessary to ensure strategic goals are achieved.

ATTACHMENT A

CONSOLIDATING REGIONAL TRANSIT SERVICES:

DRAFT CONCEPT PLAN BASED ON INCREMENTAL APPROACH WITH SCOUT PROGRAM



* EVBOM - East Valley Bus Operations and Maintenance Facility



Memorandum

Public Works

DATE: August 30, 2011

TO: Council Transportation Committee

FROM: Shelly Seyler, Interim Deputy Public Works Director, Transportation (350-8854)

SUBJECT: **Taxi's on Mill Avenue**

At the August 18th, 2011 council meeting a community member raised concerns about the number of taxis parking on Mill Avenue in the evening and its impact on available parking. Following that meeting, staff from Public Works, the Police Department and the Downtown Tempe Community (DTC) discussed these concerns. Staff from Public Works and the Police Department will be present at the September 13th meeting to discuss further.

The city code does provide language regarding the stopping, standing and parking of taxicabs under Chapter 19, Motor Vehicles and Traffic as provided below. DTC currently provides enforcement at the metered spaces until 6 pm and is currently working to extend enforcement hours until 10 pm. In addition to DTC, staff from the Police Department also enforce parking in the downtown.

Section 19-124 Bus and Taxi Zones.

The following rules shall govern the stopping, standing, and parking of buses and taxicabs:

(1) *The driver of a bus or taxi shall not park upon any street at any place other than at a bus stop or taxi zone, respectively, except that this provision shall not prevent the driver of any such vehicle from temporarily stopping in accordance with other stopping or parking regulations at any place for the purpose of and while actually engaged in loading or unloading passengers;*

(2) *No person shall stop, stand or park a vehicle at any time in a place marked as a no parking zone by sign or red painted curb, except that a driver of a bus may stop to unload and load passengers in such a zone if signs indicate a bus loading zone; or*

(3) *No person shall stop, stand or park a vehicle other than a taxi in a place indicated by signs as a taxi standing zone.*

(Ord. No. 86.45, 7-10-86)

**TRANSPORTATION COUNCIL COMMITTEE
2011 STRATEGY ACTION PLAN**

<p align="center">Sponsor Name(s) Jyme Sue McLaren, Sue Taaffe & Eric Iwersen</p>	<p align="center">Action Item 3 Planning, promoting, coordination and implementation of: multi-modal transportation elements, including modern street car, bus rapid transit, commuter rail, walking paths, bikeways, and other transportation means. Further, to work in conjunction with the Technology, Economic and Community Development Council Committee with transit-oriented land use/economic development where appropriate.</p>
<p align="center">Strategy Start Date: January 1, 2011</p>	<p align="center">Strategy End Date: June 30, 2012</p>

Define this Strategy (in your words):

Within the next 18-months, this strategy is intended to significantly advance and promote the following transportation elements: Streetcar, multi-use paths, streetscape projects, and Quiet Zone.

Measures of Success/Expected Outcomes (how will you know when it is completed):

- Significantly advance and promote 5 streetscape projects; through varies stages of development and implementation.
- Significantly advance and promote 4 multi-use path projects; through various stages of development and implementation.
- Receive Federal approval to enter into Streetcar project development.
- Complete Phase I of Quiet Zone.
- Initiate Phase II of Quiet Zone.

Implementation Steps and Key Personnel

Who (name)	What (activity)	When (date)
Robert Yabes	Complete design and award construct of Broadway Rd streetscape	December 2011
Eric Iwersen	College streetscape construction completed	September 2011
Eric Iwersen	Obtain Federal funding for the 8 th Street streetscape	May 2012
Robert Yabes	Hardy Drive streetscape beginning design phase	March 2012
Eric Iwersen	University streetscape design is complete	May 2012
Eric Iwersen	Crosscut Canal construction completed	September 2011

Agenda Item 5.

Eric Iwersen	Rio Salado Path West design completed and contract awarded	February 2012
Eric Iwersen	Rio Salado Path East design completed	May 2012
Robert Yabes	Alameda and I-10 pedestrian bridge federal funding obtained	May 2012
Jyme Sue McLaren	Federal approval received to enter into project development for Streetcar	December 2011
Robert Yabes	Complete Phase I of Quiet Zone	November 2011
Robert Yabes	Initiate Phase II of Quiet Zone	May 2012

**TRANSPORTATION COUNCIL COMMITTEE
2011 STRATEGY ACTION PLAN**

<p align="center">Sponsor Name(s) Greg Jordan & Sue Taaffe</p>	<p align="center">Action Item 5 In conjunction with Education Partnerships Committee, develop, promote and implement transportation programs directed to assist students in Tempe schools, including seeking regional adoption of Tempe youth transit pass in conjunction with the Regional Public Transportation Authority (RPTA).</p>
<p align="center">Strategy Start Date: January 1, 2011</p>	<p align="center">Strategy End Date: June 30, 2012</p>

Define this Strategy (in your words):

Increase Tempe youths' utilization of alternative modes of transportation.

Measures of Success/Expected Outcomes (how will you know when it is completed):

- Maintain number of participants in Tempe youth pass program.
- Increase frequency of usage among participants within the Tempe youth pass program by 5%.
- Prepare a subsidized regional youth pass transit program proposal for review by regional transit agencies.

Implementation Steps and Key Personnel

Who (name)	What (activity)	When (date)
Sue Taaffe	Update and implement transportation program communication plan.	April 2011 & April 2012
Sue Taaffe	Update and execute transit youth pass program IGA with Tempe Union High School District	June 2011
Greg Jordan & Sue Taaffe	Conduct participation and frequency of youth pass program usage analysis.	September 2011
Greg Jordan & Sue Taaffe	Prepare regional youth pass program proposal and present to regional partners.	June 2012



Memorandum

DATE: Sept. 1, 2011

TO: Council Transportation Committee

FROM: Sue Taaffe, Community Outreach/Marketing Coordinator

SUBJECT: Youth Transit Pass Program Update

Background/Policies:

The Tempe Youth Free Transit Pass program allows youth ages six to 18, who live in Tempe, to ride all Valley Metro bus routes and the METRO light rail free for one year. A parent or guardian must accompany the youth and bring the youth’s birth certificate and proof of residency when registering for the program, as approved by the City Council in 2005. According to the 2010 US Census, there are 10,778 youth between the ages of 6 and 17 in Tempe. The Year 6 total participant enrollment for youth 6 to 17 was 4,248. Therefore 39 percent of eligible participants are enrolled in the program.

Registration:

Youth passes are available at the Tempe Transit Store from 8 a.m. to 5 p.m. Monday through Friday. Off-site registration is also held on one Saturday in both May and August at the Tempe Public Library.

Effectiveness:

The following is a summary of the Youth Transit Pass Program since the program began in August 2005, for years 1 through 6 as defined below:

- Year 1: August 1, 2005 to June 30, 2006
- Year 2: July 1, 2006 to June 30, 2007
- Year 3: July 1, 2007 to June 30, 2008
- Year 4: July 1, 2008 to June 30, 2009
- Year 5: July 1, 2009 to June 30, 2010
- Year 6: July 1, 2010 to June 30, 2011

Table 1: Passes Distributed – Existing v. New Riders

	Year 1		Year 2		Year 3		Year 4		Year 5		Year 6	
	#	%	#	%	#	%	#	%	#	%	#	%
Existing Riders	2,155	92%	2,325	89%	2,502	89%	3,535	92%	4,424	93%	4,347	93%
New Riders	168	7%	282	11%	234	9%	311	8%	277	6%	216	5%
Unknown	21	1%	8	0%	64	2%	15	0%	36	1%	74	2%
Total	2,344	100%	2,615	100%	2,800	100%	3,861	100%	4,737	100%	4,638	100%

Table 2: Distribution by Age Groups

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Age Group	#	#	#	#	#	#
6-10	252	329	392	710	876	844
11-13	496	557	589	844	972	912
14-15	911	921	899	1,093	1,313	1,260
16-18	670	805	919	1,209	1,564	1,606
Unknown	15	3	1	5	12	16
Total	2,344	2,615	2,800	3,861	4,737	4,638

Table 3: Usage and Boarding Information:

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Boardings	347,662	360,346	312,045	464,769	638,174	632,509
# of Passes Used	14,151	15,794	17,737	21,772	30,464	31,299
Ave. Use Per Pass	24.57	22.82	17.59	21.34	20.94	20.20

Table 4: Annual Youth Pass Usage Cost

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Total Pass Usage Cost	\$118,577	\$128,052	\$158,527	\$224,522	\$410,584	\$407,416

The costs above do not include the costs of purchasing the passes from Valley Metro, equipment or the promotional materials associated with the program. It is estimated that about 75% of the boardings occur in Tempe making the net cost \$101,854.

Table 5: FY 2010/11 Costs

Item	Amount
Usage	\$407,416
Pass Encoding/Printing	\$10,500
Equipment Maintenance Fee	\$404
Printing Brochure	\$2,300
Advertisements	\$1,000
Total	\$421,620

