



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday October 14 2014  
7:30 a.m.

#### MEETING LOCATION

Tempe Transportation Center  
200 East 5<sup>th</sup> Street, Don Cassano Community Room  
Tempe, Arizona

#### MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Public Appearances</b> The Transportation Commission welcomes public comment for items listed on this agenda. There is a <i>three-minute time limit</i> per citizen.	Pam Goronkin, Commission Chair	Information
<b>2. Approval of Meeting Minutes:</b> The Commission will be asked to review and approve meeting minutes from the September 9, 2014 meeting.	Pam Goronkin, Commission Chair	<b>ACTION</b>
<b>3. Transit Signal Priority for Bus and Light Rail</b> Staff from Public Works will discuss transit signal priority for the bus and light rail systems in Tempe.	Christine Warren, Public Works	Information
<b>4. Lyft and Uber Update</b> Staff from Tempe's Government Relations Office will present legislative background information regarding Lyft and Uber.	Marge Zylla, Government Relations Office	Information and Possible Action
<b>5. Highline Canal Multi-use Path Project Update</b> Staff from Public Works and design team members will present information on the Highline Canal Multi-use Path.	Eric Iwersen, Public Works and Jim Coffman, Coffman Studios	Information and Possible Action

<p><b>6. Upstream Dam Pedestrian Bridge over Town Lake Update</b></p> <p>Staff from Public Works will present information on the upstream dam pedestrian bridge over Town Lake proposal.</p>	<p>Eric Iwersen, Public Works</p>	<p>Information and Possible Action</p>
<p><b>7. Underpass at Southbank Rio Salado Path and McClintock Drive Update</b></p> <p>Staff from Public Works will present information on the underpass proposal at the Southbank Rio Salado Multi-use Path and McClintock Drive.</p>	<p>Eric Iwersen, Public Works</p>	<p>Information and Possible Action</p>
<p><b>8. Department and Regional Transportation Updates</b></p> <p>Staff will provide updates and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.</p>	<p>Public Works Staff</p>	<p>Information</p>
<p><b>9. Future Agenda Items</b></p> <p>Commission may request future agenda items.</p>	<p>Pam Goronkin, Commission Chair</p>	<p>Information</p>

**According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-2775 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.**

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## Minutes City of Tempe Transportation Commission September 9, 2014

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Minutes of the Tempe Transportation Commission held on Tuesday, September 9, 2014, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E 5<sup>th</sup> Street, Tempe, Arizona.

**(MEMBERS) Present:**

Pam Goronkin (Chair)  
Jeremy Browning  
Don Cassano  
Aaron Golub  
Ben Goren  
Nikki Gusz  
Charles Huellmantel

Sue Lofgren  
Phillip Luna  
Kevin Olson  
German Piedrahita  
Charles Redman  
Gary Roberts  
Peter Schelstraete

**(MEMBERS) Absent:**

Cyndi Streid

**City Staff Present:**

Shelly Seyler, Deputy Public Works Director  
Joe Clements, Transit Financial Analyst  
Julian Dresang, Traffic Engineer  
Eric Iwersen, Principal Planner  
Kathy Wittenburg, Administrative Assistant

Sue Taaffe, Public Works Supervisor  
Laura Kajfez, Neighborhood Services Specialist  
Shauna Warner, Neighborhood Program Manager  
Marge Zylla, Government Relations Officer  
Bill Amato, Police Legal Advisor

**Guests Present:**

Andrew Reble, APS  
JC Porter, ASU  
Randy Clawson, APS  
Colleen Spakowski, SRP  
Patricia Di Ross, SRP

Paul Hubbell, BCNA  
Mary Obrien, ASU  
Damon Gross, APS  
Carlos Lopez, ADOT

Commission Chair Goronkin called the meeting to order at 7:33 a.m.

### **Agenda Item 1 – Public Appearances**

Paul Hubble of the Brentwood Cavalier Neighborhood Association expressed interest in the SRP streetscape maintenance program and submitted a handout for distribution to the Commission.

### **Agenda Item 2 – Minutes**

Commission Chair Goronkin introduced the minutes of the August 12, 2014 meeting and asked for a motion. Commissioner Luna stated that he was listed as present at the meeting but was absent. A motion was made to approve the minutes as amended.

**Motion:** Commissioner Huellmantel

**Second:** Commissioner Lofgren

**Abstain:** Commissioner Luna

**Decision:** Approved as amended

### **Agenda Item 3 – Discussion on Street Tree Trimming with SRP and APS**

Shelly Seyler introduced Patricia DiRoss of SRP; and Andrew Rable, Randy Clawson and Damon Gross, of APS who briefed the Commission on policies and practices for landscape management of trees and vegetation to ensure safe distribution line clearance and transmission of electric services.

The representatives explained that both agencies employ the ANSI A300 Pruning Standards and International Society of Arboriculture's best management practice when trimming trees to maintain ten feet and two years of tree growth clearance from power lines. Communities are encouraged to submit landscaping plans to promote developing aesthetic yet safe streetscapes. Both utilities employ a preventive maintenance program which assess neighborhoods approximately every two years, and trim landscape as warranted to promote healthy trees and redirect growth away from utility lines.

Commission members and staff discussed alternative methods of managing existing landscape, the financial burden of performing preventative maintenance more often to minimize the need for aggressive trimming and working with the utilities to coordinate projects and submit landscaping plans for new growth in the future.

### **Agenda Item 4 – Passenger Rail Study (Tucson to Phoenix)**

Carlos Lopez with the Arizona Department of Transportation (ADOT) presented an overview of the Passenger Rail Study to determine transit options for commuters between Tucson and Phoenix.

Carlos explained that ADOT's Passenger Rail Corridor Study process has worked with the Federal Railroad Administration, the Federal Transit Administration, Maricopa, Pima and Pinal counties, cities and other planning organizations to determine transit options, and has designated three final route alternatives currently referred to as the Yellow, Green and Orange routes. The next steps are to complete the Alternatives Analysis, draft Tier 1 Environmental Impact Study and host public hearings in Pinal, Pima and Maricopa counties in 2015, and implement a Service Development Plan for spring 2015. There is no funding in place for this project. A submittal of the project with a "record of decision" to the federal government is the formal next step to make the project eligible for future federal funding.

Commission members acknowledged the importance of having a connection to downtown Tempe included in this plan, and discussed how short-term transportation needs can be managed through temporary bus routes until a permanent rail alternative route is built.

A motion to move the Passenger Rail Study forward with two caveats was made:

- a designated connection to downtown Tempe, and
- a request for ADOT to look at a temporary bus route between Tempe and Tucson to test and build popularity of the route.

**Motion:** Commissioner Huellmantel

**Second:** Commissioner Olson

**Decision:** Approved

#### **Agenda Item 5 – Briefing of the Character Area Plans – Kiwanis/the Lakes and Corona/South Tempe**

Nancy Ryan gave an overview of the ongoing Character Area planning for the Kiwanis/The Lakes and the Corona/South Tempe Character Areas. Nancy gave a brief summary of the workshop findings and community input, which identified assets and challenges, amenities and gaps to strategize and prioritize the vision which will be introduced to the community in late October.

#### **Agenda Item 6 – Pedi cab Ordinance**

Bill Amato, Police Legal Advisor with the City Attorney's Office, gave a brief summary of Pedi cab activity and the proposed Ordinance to regulate the industry in Tempe. Bill explained that the influx in unorganized Pedi cab operations has increased risks for riders and pedestrians. The ordinance will mandate that Pedi cab operators comply with general guidelines, licensing and insurance requirements.

Commission members discussed the advantages and challenges of Pedi cab operations and recognized the need for regulating the industry to support safety and order for residents and guests and limit liability. A motion to support the ordinance was made.

**Motion:** Commissioner Huellmantel

**Second:** Commissioner Goren

**Decision:** Approved

**Opposed:** Commissioner Schelstraete

#### **Agenda Item 7 – Department and Regional Transportation Updates**

The November meeting date is set for November 18, 2014, due to the Veteran's Day holiday.

### **Agenda Item 8 – Future Agenda Items**

Eric Iwersen reviewed the current list of proposed agenda items and asked for Commission input.

The following future agenda items have been previously identified by the Commission or staff:

- Proposed Short Term Improvements for I-10/I-17 (October)
- Transportation Master Plan (October)
- Upstream Dam Pedestrian Bridge over Town Lake (October)
- Underpass @ Southbank Rio Salado Path & McClintock Drive (October)
- Signal preemption vs. prioritization for bus and light rail (October)
- Bus Unification Update (November)
- TIM Market Research Results (November)
- City Budget Long-Range Forecast Presentation (November)
- MAG Annual Grant Process Review (November)
  - FTA Section 5310 - Grant for transportation for elderly and persons with disabilities.
  - Transportation Investment Generating Economic Recovery
  - Congestion Mitigation and Air Quality Program Projects
  - Urbanized Area Formula Program (5307)
  - Job Access Reverse Commute
  - Transportation Alternatives Program
- Transportation CIP Requests (December)
- 2015/16 Media Buy (December)
- Bike Hero (January)
- Orbit Saturn (March)
- City Budget Long-Range Forecast Update (Operating) & CIP follow-up (March)
- CIP Discussion (April)
- Bus Unification (May)
- MAG Pedestrian Design Assistance Grants (May)
- City Tentative Fiscal Year 2015-16 Operating Budget (June)
- MAG Congestion Mitigation and Air Quality Program (CMAQ ITS) (June)
- Scottsdale/Rural Road BRT Link Service Study Update (TBD)
- Larger Orbit buses (TBD)
- Continue to see pedestrian improvement projects
- Rideshare Feedback

The Commission's next meeting is scheduled for October 14, 2014.

**The meeting was adjourned at 9:01 am**

Prepared by: Kathy Wittenburg

Reviewed by: Sue Taaffe, Eric Iwersen

STAFF REPORT

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AGENDA ITEM 3

DATE

October 14, 2014

SUBJECT

Transit Signal Priority for Light Rail and Bus Transit

PURPOSE

This memo outlines the reasoning for providing traffic signal priority for Light Rail and Bus Transit. Additionally, the two most common types of signal priority will be described and the pros and cons for each type of control will be summarized. Details of the existing Light Rail Transit Signal Priority will also be provided.

BACKGROUND

Traffic signal control operates using a systems perspective, attempting to make signal delay equitable for all modes, while emphasizing travel along corridors. Achieving a well-balanced transportation system is what provides for a dependable and smooth travel experience. Ideally, when employing transit signal priority strategies, the overall delay for transit traffic should decrease, with only a minimal increase in non-transit traffic delay; thereby maintaining a balanced transportation system.

What is the Purpose of using Signal Priority with Transit?

Transit Signal Priority is used to improve service quality and reduce delay for mass transit vehicles at intersections controlled by traffic signals. The two most common types of transit signal priority are predictive priority and preemption. The basic difference between these two types of control methodologies is that **predictive priority** modifies the signal operation to favor transit in consideration of, and without interrupting normal signal operations, while **preemption** interrupts the normal signal operation to provide improved transit service, without consideration of other modes of travel. Each type of priority control will be further described in the next sections.

What is Predictive Priority?

Predictive priority uses one or more signal timing modification strategies to favor the movement of transit vehicles along a roadway while maintaining coordinated signal operations. It is important to note that all vehicle and pedestrian clearances are maintained during predictive priority operation.

Pros, Cons and Notes Regarding Predictive Priority

- + Maintains traffic signal coordination.
- + No on-board equipment required.
- Finite window of opportunity.

- Dependent upon proper operation of detection and communications equipment.
- **Dwell times affect transit progression.**

### What is Preemption?

Preemption is a type of signal priority that allows the normal operation of traffic signals to be interrupted to allow access for emergency vehicles and/or light rail and bus transit systems. In most transit applications, preemption is not granted if the transit vehicle is early or running on schedule. However, if the transit vehicle is running late, then the signal controller can interrupt the normal signal operation in order for the transit vehicle to catch up with the schedule.

### Pros, Cons and Notes Regarding Preemption

- + Halts conflicting traffic and allows transit vehicle the right-of-way.
- + Large window of opportunity for preemption.
- Hardware Investment (especially significant with bus transit due to the requirement that only properly-equipped busses can operate on the route).
- Does not maintain traffic signal coordination (increased delay to other directions/modes of travel).
- **Preemption cannot be provided until adequate pedestrian and vehicle clearance times are satisfied.**
- **Emergency vehicle preemption is still highest priority.**
- **Often need a longer corridor to see operational benefit for transit.**
- **Transit operates on a schedule. If early or on-time, no benefit is available.**

### Existing Light Rail Transit Priority Strategy

Multiple meetings took place between Valley Metro Rail, the City of Phoenix, the City of Tempe, the City of Mesa and its consultants to thoroughly vet the most appropriate transit signal priority strategy for the Light Rail System. Predictive priority was selected and is the current system in use for the Light Rail Transit Corridor. Foundational to the predictive priority strategy currently in use is the traffic signal communication and vehicle detection system. Traffic signals (via light rail vehicle detection) communicate with multiple downstream intersections (peers) to provide advanced notice that a Light Rail Vehicle is approaching the intersection. The advance call then allows adequate time for the intersection to employ one of the three strategies listed below to favor the movement of Light Rail Vehicles along the corridor.

- **Green Extension** - extends the green interval up to a preset maximum value if a transit vehicle is approaching. If the transit vehicle is arriving when the light is already green, the green signal can be extended to allow enough time for the transit vehicle to travel through the intersection under normal conditions.



- **Phase Rotation** - order of phases at the intersection can be shuffled so that transit vehicles arrive during the phase they need. This is accomplished by changing from a leading to a lagging left-turn phase and in effect giving an “early green” to an arriving transit vehicle.
- **Actuated Transit Phases** - phases that are only called if a transit vehicle is present. An example would be an exclusive left turn lane for transit vehicles (i.e. Apache/Terrace in the southbound direction). The exclusive transit phase is only displayed when a transit vehicle is detected in the lane and the actuated transit phase provides for the most efficient operation (i.e. compared with green extension or phase rotation).

*Why Would a Light Rail Vehicle Need to Stop with the Existing Predictive Priority System?*

As long as other roadway users and transit vehicles are operating in a consistent pattern, then predictive priority operations are very dependable and efficient. However, variability factors including drivers (human element), transit dwell times, emergency preemption, collisions and occasional hardware failures (i.e. loop detectors or communication devices) prevents absolute seamless operation. This means that occasionally the transit vehicle will miss their priority window (i.e. by arriving early or late), and need to stop.

**FISCAL IMPACT**

None

**RECOMMENDATION**

This item is for information.

**CONTACTS**

Christine Warren

Senior Civil Engineer

480-858-2060

[Christine\\_warren@tempe.gov](mailto:Christine_warren@tempe.gov)

**ATTACHMENTS**

None

**STAFF REPORT**

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**AGENDA ITEM 4**

**DATE**

October 14, 2014

**SUBJECT**

Summary of Uber/Lyft 2014 Legislation

**PURPOSE**

The purpose of this memo is to provide requested background information on state legislation related to services provided by companies such as Uber and Lyft.

**BACKGROUND**

The basis of the legislative discussion is the definition of liable entities and the level of liability insurance that should be required for companies such as Uber and Lyft.

An excerpt from the HB 2273 Legislative Fact Sheet outlines the structure for taxi and livery vehicle licensing:

The Arizona Department of Weights and Measures (Department) is the primary authority for licensing and regulating taxi, livery vehicles and limousines in the state. Statute requires owners of livery vehicles, taxis and limousines to allow the Department to inspect criminal background checks and drug testing of vehicle operators and allow the inspection of vehicle maintenance records (Arizona Revised Statutes (A.R.S.) § 41-2097). Additionally, statute specifies the licensing requirements for taxi, livery vehicles and limousines (A.R.S. § 2091). A.R.S. § 41-2051 defines livery vehicle and taxi. A livery vehicle is a motor vehicle that provides passenger services for a fare determined by a flat rate or flat hourly rate between geographic zones or within a geographic area. A taxi is defined as a motor vehicle that is registered as a taxi in this state or any other state and offers local transportation for a fare determined primarily on the basis of the distance traveled.

In both of the two principal bills supported by Uber and Lyft this past legislative session, vehicles used by their drivers would be excluded from the definition of taxi and livery vehicle, which would subject them to different licensing requirements. The original bill, HB 2273, termed Uber/Lyft companies as ride-sharing networks. HB 2273 specified that, among other provisions, ride-sharing vehicles and networks would not be subject to further regulation by a county or a municipality, except that more restrictive requirements could be set for the conduct of business at a public airport. The term “ride-sharing” was problematic for groups that engage in activities such as vanpooling and the subsequent version of the bill (HB 2262) defined companies such as Uber and Lyft as “transportation network companies”.

HB 2262 passed the legislature and was ultimately vetoed by the Governor. The Governor's veto letter cited gaps in insurance coverage and safety risks as reasons that the bill was vetoed. An excerpt from the HB 2262 Legislative Fact Sheet regarding the veto letter:

The Governor indicates in her veto message that, although Arizona welcomes transportation networks and offers a business friendly regulatory environment, H.B. 2262 places citizens at risk of deficient insurance coverage, higher insurance premiums and higher auto loan costs. The Governor also states that H.B. 2262 would subject consumers to drivers who would not have been tested for drugs, unlike what is required for school bus, light rail, taxi and other public transportation drivers.

Conversations continue regarding the type of regulation and insurance that should be in place for transportation network companies. Among other groups, the Tempe Chamber of Commerce is currently weighing this topic for inclusion in its state policy agenda. Concerns regarding current transportation network companies' operations include the level of commercial insurance and when that insurance would be engaged. For example, HB 2262 defined a transportation network trip as beginning when an operator accepts a requested ride through the transportation network digital platform and ending when the passenger departs the network vehicle and the operator terminates the trip on the digital platform. Stakeholders have discussed expanding the timeframe of the coverage to include the time in between picking up and transporting passengers.

This topic will certainly generate legislative proposals during the upcoming legislative session.

**FISCAL IMPACT**

None

**RECOMMENDATION**

This item is for information and discussion, with possible action.

**CONTACTS**

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480-350-8922  
[marge\\_zylla@tempe.gov](mailto:marge_zylla@tempe.gov)

**ATTACHMENTS**

None

**REFERENCES**

Full text of HB 2262: <http://www.azleg.gov/legtext/51leg/2r/adopted/s.2262cem.pdf>; Governor's veto letter for HB 2262: [http://azgovernor.gov/dms/upload/PR\\_042414\\_HB2262VetoLtr.pdf](http://azgovernor.gov/dms/upload/PR_042414_HB2262VetoLtr.pdf)

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 5

#### DATE

October 6, 2014

#### SUBJECT

Highline Canal Multi-use Path Project

#### PURPOSE

Provide the Commission with an update and next steps of the design concept and formal construction documents for the Highline Canal Multi-use Path Project.

#### BACKGROUND

The Tempe Highline Canal Multi-use Path Project is located in west central and south Tempe, extending from Baseline Road to Knox Road, for approximately 4 miles. The project links directly to the cities of Phoenix, Guadalupe and Chandler and connects a diversity of neighborhoods to employment centers, parks, schools and commercial areas. The Highline Canal Path is a continuation of Tempe's commitment to constructing pathways along the regional canal system and providing mobility access for all types of non-motorized users. The project is a typical pathway with lighting, landscaping, street crossings and other path amenities. The concept design team of Coffman Studio was retained in early 2014 to develop the project design concepts that will be used to advance the project into formal design and construction documents. Coffman Studio will present the path design concepts for Transportation Commission feedback and review. Formal design and construction document development will begin in early 2015, including broad public involvement.

#### FISCAL IMPACT

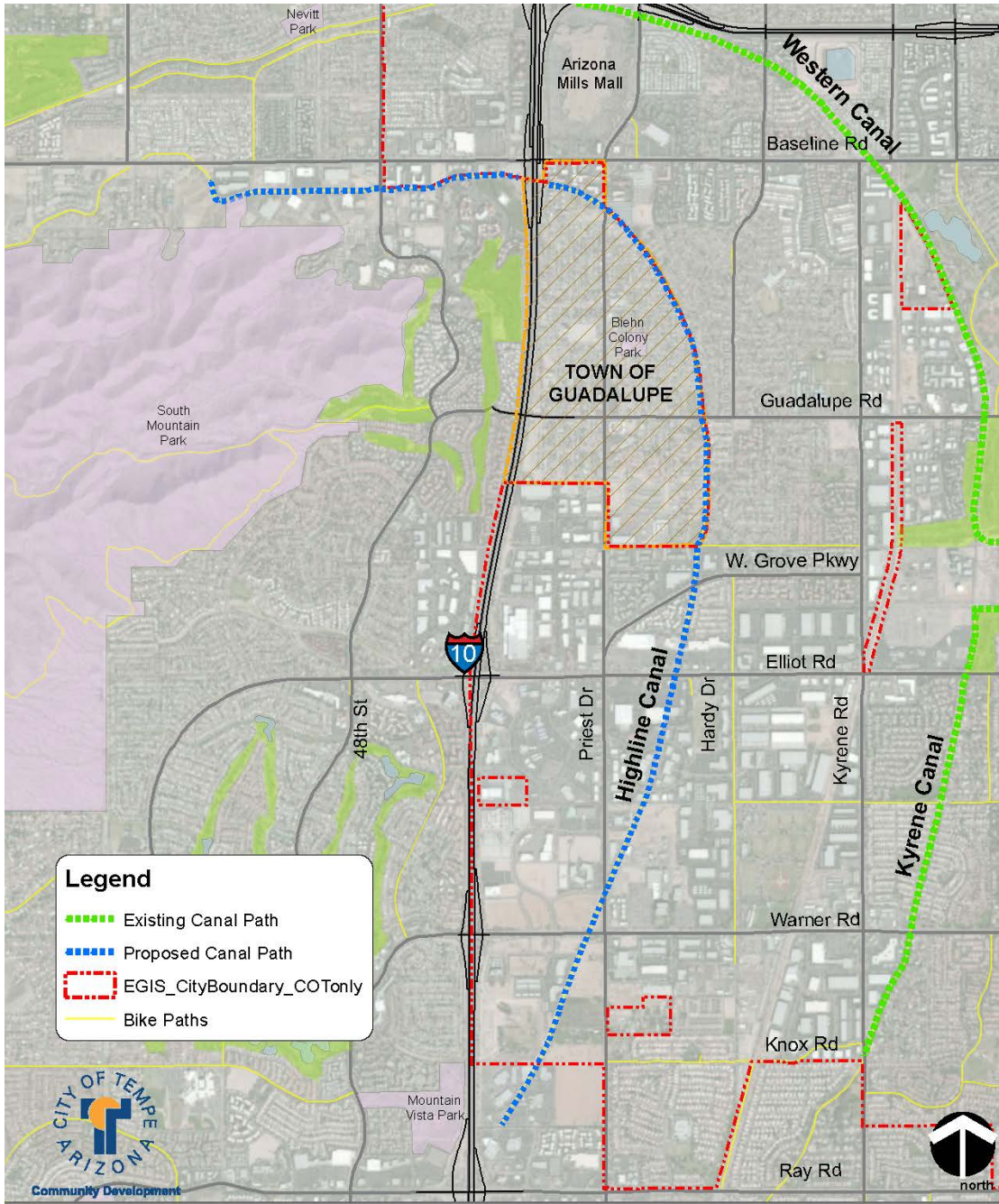
The project was awarded a Maricopa Association of Governments pedestrian/bicycle design assistance funding grant in 2013 and \$3.3M in two construction grants from federal Congestion Mitigation and Air Quality funds was awarded in 2014. The project is in the Tempe Capital Improvements Program approved by the City Council and has a local match from the Transit Fund.

#### RECOMMENDATION

Support the design concepts and advance the project to design concept completion and into the formal design, broad public involvement and construction document phase in spring 2015.

#### CONTACT

Eric Iwersen  
Principal Planner  
480-350-8810  
eric\_iwersen@tempe.gov



# Highline Canal

Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Geomatics, Aerogrid, IGN, IGP, and the GIS User Community

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 6

#### DATE

October 6, 2014

#### SUBJECT

Upstream Dam Pedestrian Bridge Over Town Lake

#### PURPOSE

Provide the Commission with an overview of the concept, process and approximate costs related to the proposed pedestrian and bicycle bridge at the Town Lake upstream dam location.

#### BACKGROUND

The location for this bridge is at the upstream limits of the Tempe Town Lake along the Rio Salado at the alignment of Dorsey Lane which is about the mid-point between Rural Road and McClintock Drive; it is anticipated that eventually Dorsey Lane could extend to this location as development in the area continues. This proposed bridge would link the south and north sides of Tempe Town Lake as well as provide a direct link to the Indian Bend Wash path system that connects into Scottsdale. This proposed bridge would utilize the dam piers, be approximately 1000 feet in length, 20 feet in width, and similar in dimensions (meeting all transportation design requirements) to the recently completed downstream dam bridge at the Hardy Drive alignment adjacent to the Tempe Center for the Arts. Design of a structure would require a structural and civil engineering team, strong public outreach and would present a great aesthetic enhancement opportunity to the area. Design and construction would take approximately three years. This proposed project is identified in the Transportation Master Plan as a 2040 bicycle and pedestrian improvement and would provide a convenient and attractive link in the city's non-motorized network.

#### FISCAL IMPACT

The project is a candidate for federal grant funding and possible inclusion and consideration in the City's Capital Improvement Program. The project would compete against other Tempe and regional projects for funding, depending on the funding source. The project estimate is between \$4M - \$5M.

#### RECOMMENDATION

For Commission consideration and possible action to advance to competing for CIP and/or federal grant requests.

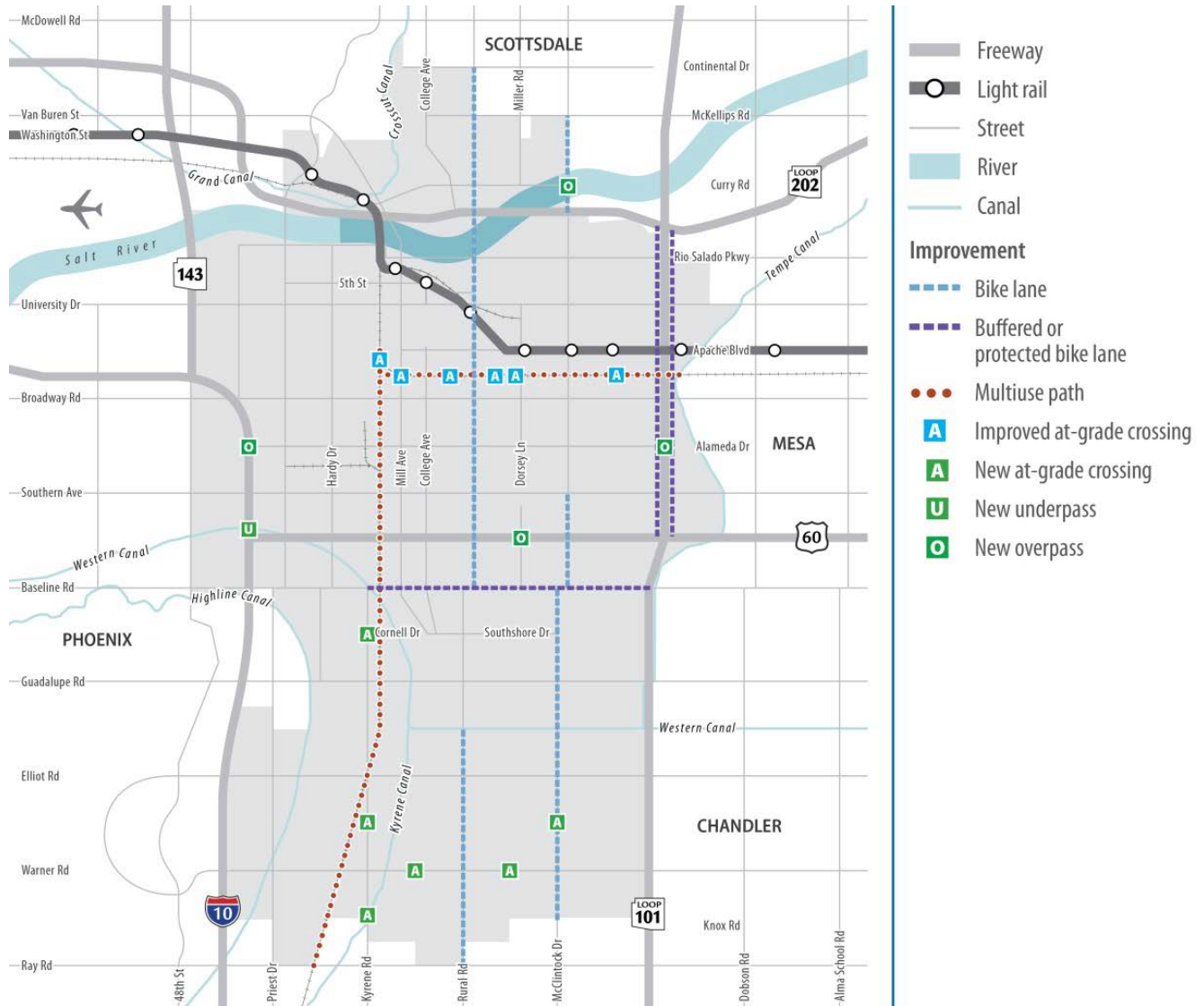
#### CONTACT

Eric Iwersen  
Principal Planner  
480-350-8810  
eric\_iwersen@tempe.gov





Downstream Dam Images



2040 Bicycle and Pedestrian Improvements



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 7

#### DATE

October 6, 2014

#### SUBJECT

Bicycle/Pedestrian Underpass at Rio Salado Southbank and McClintock Drive

#### PURPOSE

Provide the Commission with an overview of the concept, process and approximate costs related to the proposed pedestrian and bicycle underpass at the Rio Salado Southbank path and McClintock Drive.

#### BACKGROUND

The location for this underpass is at the Southbank of the Rio Salado path system and McClintock Drive. The west side of McClintock has an existing path and completion of a path from the east side of McClintock to the border with Mesa is expected to be complete by late 2015. Path users would be expected to cross McClintock at the street level at the nearest adjacent traffic signal for Tempe Marketplace. Tempe has built several underpasses along the Rio Salado, including at Mill Avenue and at Rural Road on both the north and south side of the Town Lake. Currently a federally funded underpass at the Southbank and Priest Drive is being designed and will be constructed in 2015. This proposed underpass would be similar in character. It would meet all necessary design requirements and traverse under six lanes of traffic on McClintock Drive. The project is identified in the 2020 Transportation Master Plan projects and would provide a convenient and attractive link in the city's non-motorized network. Design of this structure would require a structural and civil engineering team, would involve public outreach, and would take approximately three years from design to construction.

#### FISCAL IMPACT

The project is a candidate for federal grant funding and possible inclusion and consideration in the City's Capital Improvement Program. The project would compete against other Tempe and regional projects for funding, depending on the funding source. The project estimate is between \$2M - \$3.5M.

#### RECOMMENDATION

For Commission consideration and possible action to advance to competing for CIP and/or federal grant requests.

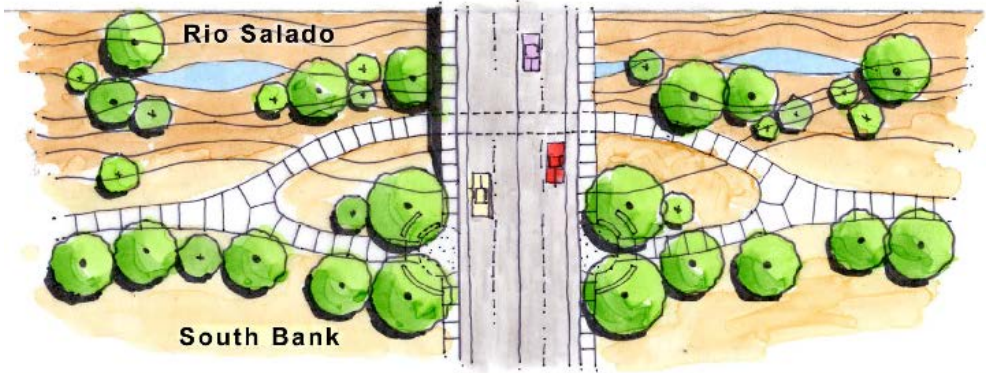
#### CONTACT

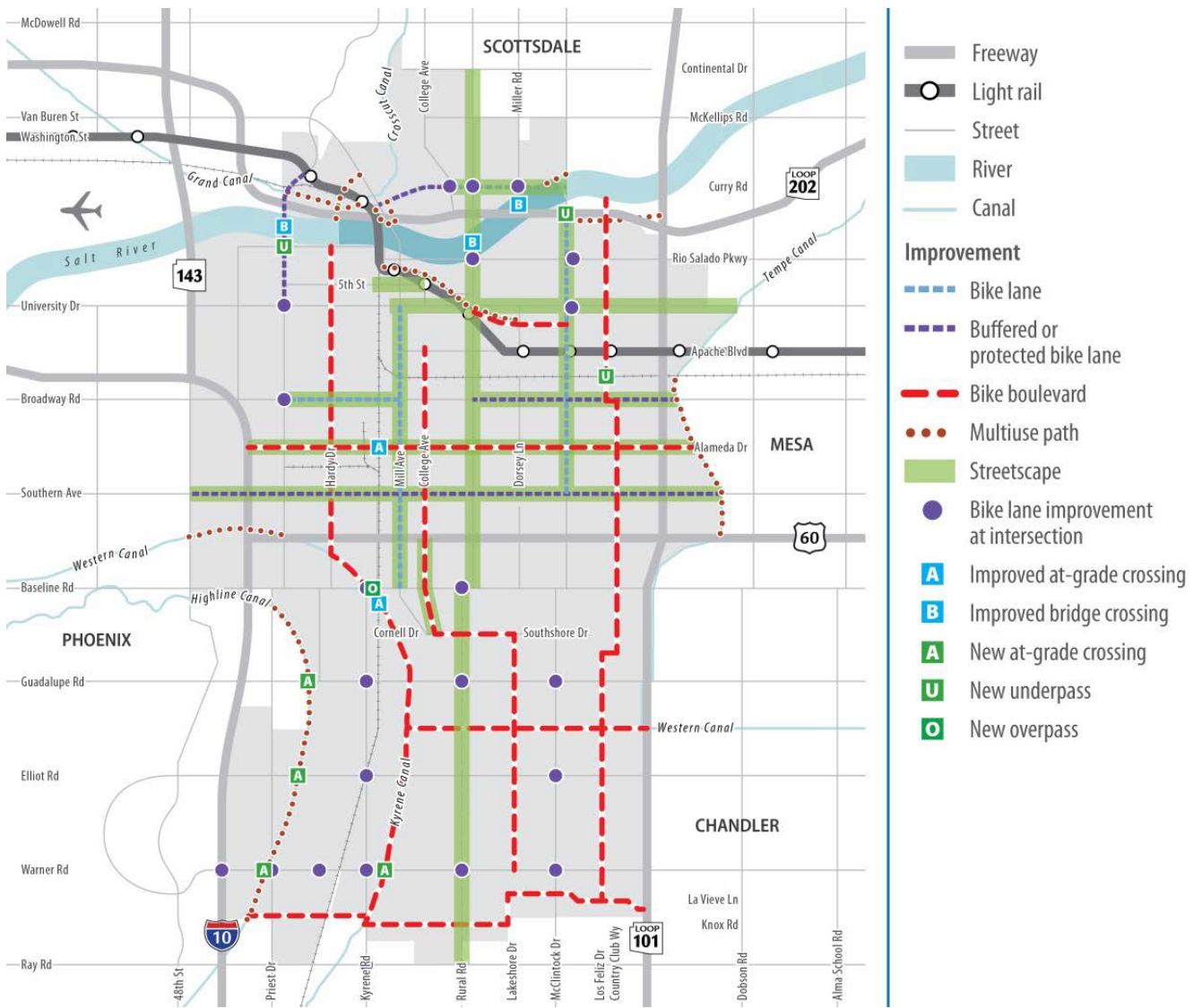
Eric Iwersen  
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Undperass @ Mill Avenue

Typical Underpass With Street Connection- Priest Dr.





2020 Bicycle and Pedestrian Improvements

**STAFF REPORT**

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**AGENDA ITEM 9**

**DATE**

October 14, 2014

**SUBJECT**

Future Agenda Items

**PURPOSE**

The Chair will request future agenda items from the commission members.

**BACKGROUND**

The following future agenda items have been previously identified by the Commission or staff:

- Streetcar (November)
- Transportation Master Plan (November)
- Bus Unification Update (November)
- Transportation CIP Requests (November)
- City Budget Long-Range Forecast & Transit Fund Update Presentation (November)
- MAG Annual Grant Process Review (November)
  - FTA Section 5310 - Grant for transportation for elderly and persons with disabilities.
  - Transportation Investment Generating Economic Recovery
  - Congestion Mitigation and Air Quality Program Projects
  - Urbanized Area Formula Program (5307)
  - Job Access Reverse Commute
  - Transportation Alternatives Program
- Proposed Short Term Improvements for I-10/I-17 (December)
- TIM Market Research Results (December)
- 8<sup>th</sup> Street Streetscape Project (December)
- North South Railroad Spur Multi-use Path Update (December)
- 2015/16 Media Buy (January)
- Bike Hero (January)
- Orbit Saturn (January)
- City Budget Long-Range Forecast Update (Operating) & CIP follow-up (March)
- CIP Discussion (April)
- Orbit Saturn (April)
- MAG Pedestrian Design Assistance Grants (May)
- City Tentative Fiscal Year 2015-16 Operating Budget (June)
- MAG Congestion Mitigation and Air Quality Program (CMAQ ITS) (June)

- Orbit Saturn & Larger Orbit buses (October)
- Scottsdale/Rural Road BRT Link Service Study Update (TBD)

**FISCAL IMPACT**

None

**RECOMMENDATION**

This item is for information only.

**CONTACT**

Shelly Seyler

Deputy Public Works Director – Transportation and Traffic Engineering

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[shelly\\_seyler@tempe.gov](mailto:shelly_seyler@tempe.gov)

**ATTACHMENTS:** City Annual Budget Planning Process and MAG Annual Grant Process

**City Annual Budget Planning Process**

<b>Council/Public Input Dates</b>	<b>Topic</b>	<b>Transportation Commission Input/Info. Dates</b>	<b>Action Requested by Transportation Commission</b>
<b>August</b>	Issue Review Session – Budget Strategy Update	<b>n/a</b>	
<b>October</b>	Issue Review Session – Long-Range Forecast Presentation	<b>November</b>	Commission provided a copy of the long-range forecast.
<b>November</b>	Committee of the Whole – Budget Discussion Follow-up	<b>n/a</b>	
<b>Early February</b>	Issue Review Session – Introduction of CIP Requests	<b>December</b>	Staff requests that the Commission review and provide input regarding Transportation CIP requests.
<b>Mid-February</b>	Public Meeting(s) – Budget (Operating and Capital Budgets)	<b>n/a</b>	
<b>Late February</b>	Issue Review Session – Long-Range Forecast Update (Operating) & CIP follow-up	<b>March</b>	Commission provided with an update on Operating and CIP discussion.
<b>Mid-March</b>	Issue Review Session- CIP Discussion	<b>April</b>	Commission provided with an update on the CIP discussion.
<b>Late April</b>	Issue Review Session – FY 2014-15 Operating Budget Review	<b>n/a</b>	
<b>Late May:</b>	Council considers adoption of Tentative Fiscal Year 2015-16 Operating Budget	<b>June</b>	Commission provided with an update on the tentative adoption.
<b>Early June</b>	Council considers adoption of Final Fiscal Year 2015-16 Operating Budget and Public hearing and adoption of the Fiscal Year 2015-16 Capital Improvements Program	<b>n/a</b>	

**MAG Annual Grant Process**

<b>Timeline</b>	<b>Grant Type</b>	<b>Transportation Commission Input Dates</b>	<b>Action Requested by Transportation Commission</b>
<b>Annually released in Early to Mid-February and due in Early to Mid-March</b>	FTA Section 5310 - Grant for transportation for elderly and persons with disabilities.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>Annually released Early March and due in late April</b>	Transportation Investment Generating Economic Recovery (TIGER) – Federal Department of Transportation discretionary grant program. Total available funds nationwide was \$600 million for 2014. Regional projects are solicited by MAG.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>Annually released in late May and due in late June</b>	MAG Pedestrian Design Assistance Grants	<b>May &amp; June</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>FY 2015 or 2016</b>	Highway Safety Improvement Program (HSIP) – There is a state portion (ADOT) and a regional portion (MAG). ADOT accepts requests for state funds on a continual/ongoing basis. Selections are based on safety needs and data. MAG regional funds are currently programmed through FY 2017.	<b>Not Applicable</b>	Based on historical safety data, staff has already identified the intersections of Rural Road & Southern Avenue and Rural Road & University Drive as priorities for future HSIP funding.

<b>February 2015</b>	Urbanized Area Formula Program (5307) – Administered by Federal Transit Administration and pays for capital projects such as transit facilities and rolling stock. Most of the funding is committed to pay for transit improvements identified in the MAG Regional Transportation Plan. Unspent portion of the funds are offered by MAG every two years via competitive grants.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed projects.
<b>March 2015 with full solicitation, every 3 years</b>	Congestion Mitigation and Air Quality Program (CMAQ) – Bike and Pedestrian Improvements; PM2.5; Transit; Street Sweepers.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>Mid-March 2016 and due Mid-April, every 2 years</b>	Job Access Reverse Commute (JARC) – Projects that are eligible must demonstrate improved job access for low income population.	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>August 2016 and due in mid-September, every 3 years:</b>	Transportation Alternatives Program (TAP) - Bike and Pedestrian Projects	<b>November</b>	Staff requests that the commission review and provide input regarding proposed project.
<b>ON HOLD Released in August and due in September</b>	Congestion Mitigation and Air Quality Program (CMAQ ITS) are Federal fund for ITS projects. Projects are selected based on air quality scores and committee member scores. Programming is set through FY 2017. It is not known at this time how the arterial ITS program will proceed.	<b>June</b>	Staff requests that the commission review and provide input regarding proposed projects prior to call for projects in August.