



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, August 9, 2016
7:30 a.m.

MEETING LOCATION

Tempe Transportation Center
Don Cassano Room
200 E. 5th Street, 2nd floor
Tempe, Arizona

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	Don Cassano, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the May 10, 2016 meeting.	Don Cassano, Commission Chair	ACTION
3. Streetcar Update Staff will present an update on the Tempe Streetcar Project.	Eric Iwersen, Public Works	Information and Possible Action
4. Bus Unification Update Staff will present an update on the status of bus unification operations by the Regional Public Transit Authority.	Mike Nevarez, Public Works	Information and Possible Action
5. Highline Canal Multi-use Path Staff will present an update on the Highline Canal Multi-use Path including initial design concepts.	Robert Yabes, Public Works	Information and Possible Action
6. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transit agencies.	Public Works Staff	Information
7. Future Agenda Items Commission may request future agenda items.	Don Cassano, Commission Chair	Information

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Minutes City of Tempe Transportation Commission May 10, 2016

Minutes of the Tempe Transportation Commission held on Tuesday, May 10, 2016, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Ryan Guzy	Kevin Olson
Bonnie Gerepka	Cyndi Streid
Don Cassano (Chair)	Lloyd Thomas
Philip Luna	Susan Conklu
Jeremy Browning	Charles Huellmantel
Brian Fellows	Shereen Lerner
Peter Schelstraete	

(MEMBERS) Absent:

Charles Redman
Pam Goronkin

City Staff Present:

Shelly Seyler, Deputy Public Works Director	Mike Nevarez, Transit Manager
Eric Iwersen, Principal Planner	Laura Kajfez, Neighborhoods Services Specialist
Sue Taaffe, Public Works Supervisor	Joe Clements, Transportation Financial Analyst
Amanda Nelson, Public Information Officer	Michele Stokes, ADA Compliance Specialist

Guests Present:

Anne Till, resident
Chris Trask, resident

Commission Chair Don Cassano called the meeting to order at 7:30 a.m.

Agenda Item 1 – Public Appearances

Anne Till spoke about agenda item #5. She is in favor of submitting the Reflector Bike Boulevard Project along Country Club Way for a MAG pedestrian design assistance grant. She stated that the project would make the street safer, more bicycle and pedestrian friendly and the corridor could benefit from signage and signal timing.

Chris Trask spoke about agenda item #5. He is in favor of submitting the Reflector Bike Boulevard Project along Country Club Way for a MAG pedestrian design assistance grant. He stated that it would be a nice amenity and improve pedestrian access similar to the College Avenue project.

Agenda Item 2 – Minutes

Chair Cassano introduced the minutes of the March 8, 2016 meeting and asked for a motion. A motion was made to approve the minutes.

Motion: Commissioner Charles Huellmantel

Second: Commissioner Lloyd Thomas

Decision: Approved

Agenda Item 3 – ADA Transition Plan

Michele Stokes handed out the summary findings of the ADA Transition Plan and a survey. Tempe is in the first year of a three-year approach to conduct an ADA Self-Evaluation to identify barriers that prevent people with disabilities from accessing city programs, activities and services. The plan details the barriers, estimates the cost to remove the barriers, provides a timeline by which to accomplish the changes, and identifies the responsible party. The first phase included evaluating the downtown area and 10 parks. The second phase will evaluate areas where there are high concentrations of people with disabilities, and the third phase will evaluate the remainder of the city. The estimated cost to remedy the deficiencies identified in phase one is \$12 million.

The Commission asked about private property compliance and surveying areas to find out where people with disabilities live. Michele stated that if the Diversity Office is notified of noncompliance on private property, they will contact the property to address the issues. She also stated that the US Census data will aid in identifying in phase two where people with disabilities live.

Agenda Item 4 – Bike Share

Sue Taaffe presented information related to the implementation and efforts regarding the regional bike share program, GR:D. At the March 29 City Council meeting, Council decided not to permit advertising on the Tempe bike share system. Staff recently met with representatives from Tempe Marketplace, Arizona Mills, ASU, DTA, Hayden Ferry and Marina Heights to discuss stations on or near their property. In addition, an open house was held on March 21 and feedback from that open house and the online comment form was incorporated into the proposed station location map.

The current timeline for implementation is as follows:

- Contract with Cycle Hop to Council for approval: June 23
- IGA with ASU for \$50,000 in operations funding to Council: August
- MOU with Mesa, Phoenix and MAG: August
- Launch: December 2016

Agenda Item 5 – Maricopa Association of Governments Pedestrian Design Assistance Grants

Eric Iwersen presented two projects for consideration:

- Upstream Dam Pedestrian Bridge over Town Lake at the Dorsey Road Alignment
- Reflector Route Bike Boulevard (Broadway Road to Warner Road) includes ASU Research Park

The Commission discussed the following:

- Cost of construction for the Upstream Dam Project
- Connects from the Upstream Dam to Mesa and Scottsdale and future development on the south side of Tempe Town lake
- Timeframe for each project
- Types of projects that the region deems favorable
- Connections along Country Club Way to schools, the US 60 pedestrian bridge and ASU Research Park
- How to cross the railroad along the Reflector route

Chair Cassano asked for a motion regarding the Maricopa Association of Governments Pedestrian Design Assistance Grants. A motion was made to forward the Reflector Route Bike Boulevard (Tempe Marketplace to Warner Road) for consideration.

Motion: Commissioner Bonnie Gerepka

Second: Commissioner Susan Conklu

Opposed: Peter Schelstraete, Charles Huellmantel, Kevin Olson

Decision: Approved 10 to 3.

Agenda Item 6 – Department and Regional Transportation Updates

None

Agenda Item 7 – Future Agenda Items

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

- Bus Unification Update (June)
- Highline Canal Multi-use Path (August)
- Urban Forest (August)
- Western Canal Multi-use Path Extension (September)
- McClintock @ Rio Salado Underpass (September)
- North/South Railroad Spur Multi-Use Path (October)
- McClintock Drive (October)
- Market Research Survey (November)
- Long-Range Forecast Presentation (November)
- Commission business (January)
- Bike Hero (January)
- Long-Range Forecast Presentation (February)
- FY 2017-18 Media Plan (February)
- Bicycle/Pedestrian Signal Activate Operations Update (TBD)
- Fifth Street Streetscape Project (TBD)

The Commission requested an update on the Bike Bait and Bike Registration programs.

The June 14 and July 12, 2016 meetings were cancelled. The Commission's next meeting is scheduled for August 9, 2016.

The meeting was adjourned at 8:39 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen and Shelly Seyler

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 3

DATE

August 2, 2016

SUBJECT

Streetcar Update

PURPOSE

The purpose of this memo and PowerPoint is to provide an update on the status of the Tempe Streetcar Project and introduce upcoming efforts and critical decisions related to project development.

BACKGROUND

The Tempe Streetcar Project is a three mile urban circulator rail transportation technology with fourteen stops, six vehicles and two connections to light rail. The project will connect Tempe Town Lake and the development of Rio Salado, through the downtown core, linking ASU and Tempe's most historic neighborhoods. Over the summer and late spring staff and Valley Metro have been working on many items to advance the development of the Streetcar. In February 2016 the Streetcar Small Starts Grant Request of \$75 million was included in President Obama's budget and months earlier the project received a rating of "medium-high" (a positive rating).



Small Starts Grant Agreement & Correspondence with the Federal Transit Administration

The SSGA is the next required step to secure the \$75 million Smalls Starts Grant request from the Federal Transit Administration to fully fund the project. A final signed SSGA is anticipated in fall 2017. Staff continues to coordinate directly with the FTA to meet all “roadmap” steps needed for the grant. Additionally, President Obama’s FY 17 budget continues to move through the Congressional cycle. The Tempe lobbyist efforts are also contributing to successful final inclusion of the project in the fiscal year 17 budget. With the recent passage of the FAST Act (Fixing America’s Surface Transportation Act) the Streetcar must also be re-submitted (initial submittal request was fall 2015) by September 2, 2016 since we do not have a signed SSGA. This is the same for several other cities (Sacramento, Ft Lauderdale) advancing streetcars but not yet having a signed SSGA. Staff continues to meet with the monthly Project Management Oversight Consultant (PMOC) hired by FTA to review status of the project. Staff also meets quarterly with representatives from FTA.

Preliminary Engineering

Staff is nearly complete with all preliminary engineering for the project which includes track location, specific stop and platform sites, and utility and right of way needs identification. The project is continuing to work closely with ASU and other stakeholders. The preliminary engineering information will be used to share with the public and serve as the baseline information for the formal design team and contractors that will take the project into final design and construction.

Vehicle Procurement

The longest time element of the project, the vehicle procurement has been advancing since spring. In May, the Request For Proposals was released for six vehicles. The length of vehicles that can be submitted was 65-82 feet and wireless options with a battery technology were encouraged. The two wireless portions that the RFQ allows for consideration and proposal are: Mill Avenue, from University Drive to Rio Salado Parkway, and Ash Avenue from Rio Salado Parkway to University Drive. The consultant team Center for Transportation and the Environment (CTE) will continue to be active as a reviewer of the technical information provided by all respondents to the RFP. Proposals are due on September 14, 2016. Valley Metro and Tempe staff will begin negotiations with one firm by late September, but final award will happen in roughly March 2017.

Upcoming Procurement Contracts and Other Project Efforts

As the Streetcar moves into formal design and construction the following contract teams will need to be retained through competitive procurement.



Upcoming Procurements

Contract	Release Date	Response Date
Final Design (RFQ)	August 4, 2016	September 22, 2016
Construction Manager at Risk (RFQ)	August 8, 2016	September 26, 2016
Public Art (RFQ)	August 15, 2016	October 20, 2016
Construction Manager at Risk (RFP)	October 28, 2016	December 16, 2016

In addition to these four procurements, staff will be coming back to the Commission, City Council and the community for a discussion and direction on vehicle branding, system branding and other aesthetic decisions.

Staff will be reporting back on these procurements, but ultimately they will go through the Valley Metro Board for approvals.

Public Art

As part of design of the project, public art elements will be developed for each of the fourteen stops. Four public artists are proposed to be hired, assigned to one of the design zones. The Regional Rail Advisory Committee, Tempe and Valley Metro staff will oversee the public art process. The Tempe Arts Commission, Transportation Commission and four distinct stakeholder teams will guide the development of the artworks to be reflective of the character of each zone. The art elements will be critical to capturing sense of place, a unique system identity and achieve important community support. Artists will work directly with all stakeholders and through community meetings. The budget for each stop is set at \$52,500 and artists will be working closely with the final design team.



The slide features a purple and green header with the title "Public Art" in white. In the top right corner are the City of Tempe and Valley Metro logos. The main content includes a map of the streetcar alignment with four colored zones: Rio Salado (green), Downtown (blue), Gamma Curve (purple), and Apache (yellow). A legend box titled "LEGEND - 2016 STREETCAR ALIGNMENT DISTRICTS, ALTERNATIVE" lists these zones and their boundaries. A bulleted text box states "Four public art and design zones".

Public Art

- Four public art and design zones

LEGEND - 2016 STREETCAR ALIGNMENT DISTRICTS, ALTERNATIVE

- RIO SALADO: Rio Salado Parkway to Marina Heights
- DOWNTOWN: University Drive to 3rd Street along MI Avenue and Ash Avenue
- GAMMA CURVE: College Avenue to 6th Street
- APACHE: Conroy Lane to College Avenue
- Possible Future Extensions

Public Outreach & Next Steps

Over the summer staff has participated in several Character Area “Meet-ups”, and a Downtown Tempe Authority merchants meeting. Additionally there have been a few Marina Heights, Hayden Ferry Lakeside and ASU meetings, and two postcard deliveries to all alignment addresses to alert them of the project and survey work. Staff will host an open house for the entire community on October 26 in the Cassano Room of the Transportation Center that will be advertised in Tempe Today and via postcard to the route alignment.

FISCAL IMPACT

n/a

RECOMMENDATION

This item is for information only.

CONTACT

Eric Iwersen, Principal Planner
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480-350-8810

ATTACHMENTS

- PowerPoint



Tempe Streetcar

Tempe Transportation Commission

August 9, 2016

Agenda

- Small Starts Grant Agreement
- Preliminary Engineering & Design
- Procurement Update
 - Vehicles
 - Design and construction
- Public Art
- Public Outreach and Communication
- Timeline and Next Steps



Photos courtesy of www.tempetourism.com

Route and Stop Locations



Quick Facts:

- 3 miles
- 14 stops
- 6 vehicles
- 2 LRT connections

Small Starts Grant Agreement

- Project included in President's FY17 Budget
 - "Medium-High" overall rating
 - Advancing through Congressional cycle
- Rating materials due to FTA on Sept 2
 - FAST Act requirement for inclusion in President's FY18 budget

Grant Agreement Preparation

- Roadmap
 - Preparing grant application materials
 - Grant agreement anticipated - Fall 2017
 - Working with FTA and its Project Management Oversight Consultant (PMOC)
 - Quarterly meetings with Region 9 FTA

Preliminary Engineering (PE) Update

- PE nearing completion
 - Coordinating with Tempe Engineering
 - Track location and roadways
 - Stops
 - Utilities
 - Right of way
 - Concurrent public works projects
 - Coordinating property needs with ASU
 - Rio Salado Parkway and Apache Boulevard
 - Includes off-wire design options in downtown



Vehicle Procurement Update

- Schedule
 - Request for Proposals (RFP) issued - May 16
 - Proposals due - Sept 14
 - Contract negotiation from Sept 15 - Dec 16
 - Award – March 1, 2017
- Off-wire
 - Two options
 - RFP includes incentive for maximum off-wire



Vehicle Off-Wire Options



- Two off-wire options
 1. Mill Avenue only
 - 9th Street Stop to Hayden Ferry Stop
 2. Mill Avenue and Ash Avenue
 - 9th Street Stop to Hayden Ferry Stop
 - Tempe Beach Park Stop to University/Ash Stop

Procurement Schedule

Contract	Release Date	Response Date
Final Design (RFQ)	August 4, 2016	September 15, 2016
Construction Manager at Risk (RFQ)	August 8, 2016	September 26, 2016
Public Art (RFQ)	August 15, 2016	October 20, 2016
Construction Manager at Risk (RFP)	October 21, 2016	November 18, 2016

Public Art



- Four public art and design zones

LEGEND - 2016 STREETCAR ALIGNMENT DISTRICTS ALTERNATIVE

- RIO SALADO: Rio Salado Parkway to Marina Heights
- DOWNTOWN: University Drive to 3rd Street Along Mill Avenue and Ash Avenue
- GAMMAGE CURVE: College Avenue to 9th Street
- APACHE: Dorsey Lane to College Avenue
- Possible Future Extensions

Public Outreach

- Coordinating with stakeholders
 - Downtown Tempe Authority and area merchants
 - Marina Heights
 - Hayden Ferry
 - ASU
 - Downtown Character Area Planning Study
- Public meeting on Oct 26, 2016
 - Project update
 - Urban design guidelines
 - Vehicle design elements/branding



Next Steps

- Conduct Public meeting – Oct 26, 6-8 p.m.
 - Continue community and stakeholder outreach - Ongoing
- Finish preliminary engineering - Aug
- Submit Small Starts rating materials - Sept
- Award design/CMAR/art contracts – Nov and Dec
- Award vehicle manufacturing contract - March

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

August 9, 2016

SUBJECT

Bus Unification Update

PURPOSE

The purpose of this memo is to provide an update on the status and continuation of transit service provided in Tempe by the Regional Public Transportation Authority (RPTA) under the Regional Unification Intergovernmental Agreement (IGA).

BACKGROUND

Over the past three years, transit service in Tempe has been provided by First Transit through an IGA with RPTA. The agreement, also known as the “Scout Program” was entered into as a step toward regionalized transit service and to determine whether Tempe and East Valley cities could benefit financially from the unification of transit services previously operated separately by Valley Metro and Tempe. The goal of unification was to regionalize transit service, control service cost, and maintain the quality and volume of service provided to the residents of Tempe and the East Valley.

In June 2015, Tempe City Council approved the continuation of the regionalized service agreement with the RPTA with philosophy that the agreement:

- continue to manage program costs, compared to Tempe going alone;
- allow Tempe to continue to direct the development of transit service levels within the City;
- ensure service quality is closely monitored;
- ensure Tempe residents are afforded the opportunity to conveniently comment and provide feedback on potential bus route changes in Tempe and the region; and
- ensure continuity of service in the event of work stoppages or other service disruptions.

In addition, Council voiced concern about a seven year agreement as initially intended, and preferred to allow Tempe to act independently, if necessary.

DISCUSSION

As discussed previously, the unification of Tempe and RPTA regional services affords the region the greatest opportunity to acquire transit services at competitive pricing by creating a larger and more efficient transit operations contract. Currently, the unified transit service contract provides a lower unit

cost for regional transit service as previously demonstrated to Council when comparing unified service to independent service contracts.

Over the past three years, transit service has remained relatively consistent. Last year, Tempe implemented moderate service changes including the expansion of Route 48 – 48th Street/Rio Salado serving Tempe Market Place, Marina Heights and State Farm. Staff is also working toward the expansion of Orbit service with the implementation of the new Saturn route in October 2017. Unified transit service continues to serve the needs of Tempe and East Valley residents. As neighboring cities begin to increase service levels, Tempe will be making minor service adjustments in October 2016 to complement region-wide service improvements which will afford Tempe residents the opportunity to more conveniently travel in Tempe and beyond.

In May, Valley Metro conducted public outreach efforts in Tempe to inform the public of the Valley-wide transit changes proposed for October 2016. An open house was held at the Tempe Transportation Center on May 4, providing Tempe residents the opportunity to learn about proposed service improvements and to provide input and comments.

Scout Program Performance

Although cumulative contractual performance standards are in compliance with contract benchmarks, there is the need to better measure and monitor contractor performance. Under RPTA’s FY 16-17 transit service contract change order, First Transit will be better prepared to improve overall transit service quality and better respond to passenger needs. Table 1 below provides the cumulative results of performance to date.

Table 1: Scout Program Cumulative Results (34 Months)

Tempe Scout Program - Cumulative (FY14 - FY16) Regional Performance Results					
Regional Performance Criteria	Unification Performance Benchmarks	FY 2014	FY 2015	FY 2016 (9 Months)	34 Month Cumulative Results
On-Time Performance	93.0-93.7	93.3	92.6	91.4	92.4% - Below
Preventable Accidents per 100,000 Miles	.91-1.40	0.42	0.57	0.80	0.6 - Above
Complaints per 100,000 Boardings	34.00-40.90	28.2	41.1	40.9	36.7 - Meets
Mechanical Failures per 100,000 Miles	13.00-18.90	5.8	7	11	7.9 - Above
On-Time Preventive Maintenance Inspections	80%	100%	100%	100%	100% - Above

An important indicator of contractor performance and service quality are the number of customer contacts or complaints. As seen in Table 1, current service generates a volume of complaints that falls in the acceptable range when compared to regional standards and national best practice benchmarks. Nonetheless, neither RPTA nor Tempe is satisfied with performance in this category. RPTA is working closely with First Transit to address the categories of service quality that generate the majority of complaints. RPTA’s renewed contract with First Transit will continue to include performance indicators used to measure contractor performance and service quality. In addition to increased RPTA oversight, based on Council feedback, revised metrics have will be implemented, to better measure contractor performance and continuous improvement. Tempe staff will continue working with RPTA to monitor overall transit service performance and help ensure all performance categories are measured accurately using meaningful and achievable standards. Also, RPTA will continue to apply penalties (assessments), perform complaint audits and conduct field checks to observe and improve the customer experience.

NEXT STEPS

To continue unification and regional efficiency, Tempe will execute a twelve month IGA with RPTA for the provision of transit service for FY 16-17, which will be renewable on an annual basis. The IGA includes a continuity of service provision and will also allow for the continued use of EVBOM and the City’s transit fleet by RPTA. It will also continue Tempe’s authority to establish and control the volume and type of transit service in Tempe and to market and brand Tempe transit service. Tempe transit staff will continue to work closely with RPTA staff monitoring the provision of transit service in Tempe to help maintain service continuity and reliability.

FISCAL IMPACT

Previous financial evaluations of the Scout Program established that regionalized transit service provides the greatest financial benefit to Tempe as well as other East Valley cities funding transit services. Table 2 below provides a comparison of the budgeted unified cost for Tempe compared to the actual gross cost for transit service during the Scout Program. The actual FY 15-16 costs are an estimate of nine month actuals and three months estimate. Actual Scout Program transit service costs are under budget in part due to reduced fuel and RPTA overhead costs.

Budgeted Unified vs Actual Tempe Transit Service Cost			
Budget	FY 13-14	FY 14-15	FY 15-16
Miles	4,109,819	4,060,436	4,032,582
Local/Express	\$ 12,189,149	\$ 12,647,080	\$ 12,912,163
FLASH	\$ 584,993	\$ 604,621	\$ 615,423
Circulator	\$ 5,927,378	\$ 6,168,788	\$ 6,469,504
Fuel	\$ 2,219,302	\$ 1,974,177	\$ 1,875,584
Contract Mgnt/Overhead	\$ 3,090,272	\$ 2,566,216	\$ 2,517,446
Total	\$ 24,011,094	\$ 23,960,882	\$ 24,390,120
Actual	FY 13-14	FY 14- 15	FY 15-16 *
Miles	4,087,058	4,042,780	4,093,444
Local/Express	\$ 12,620,986	\$ 12,555,650	\$ 12,206,592
FLASH	\$ 606,642	\$ 653,795	\$ 632,856
Circulator	\$ 6,081,369	\$ 6,086,679	\$ 6,080,990
Fuel	\$ 2,198,784	\$ 1,746,010	\$ 1,728,127
Contract Mgnt/Overhead	\$ 1,379,986	\$ 2,332,577	\$ 2,057,782
Total	\$ 22,887,767	\$ 23,374,711	\$ 22,706,347
Difference	\$ (1,123,327)	\$ (586,171)	\$ (1,683,773)

*FY15-16 actuals based on July 2015-March 2016

RPTA Transit Service Contract Extension

In an effort to continue and improve regionalized service, RPTA negotiated a three year contract extension and change order with First Transit. The original contract term for regional RPTA/Tempe transit service included a three year base term and a seven year renewal option. The revised First Transit contract includes a three year term with a four year renewal option. The change order reflects a “milestone” price increase that allows First Transit to implement an improvement plan and RPTA to effectively measure, report and monetarily enforce contractor performance utilizing revised

performance standards and measures. The revised contract terms and price increase are to accommodate current and future contractor employee wage and benefit increases and to allow for service continuation in the event of a work stoppage (labor strike). The contract allows for contractor staffing and wage adjustments intended to minimize service loss or delays due to personnel shortages, reduce employee turnover, promptly respond to customer service quality issues and raise the overall quality of service. Additionally, in order to improve contractor oversight and ensure compliance and responsiveness, RPTA is adding additional operations staff to oversee continuous improvement and operating effectiveness. Table 3 below provides the revised RPTA Service Performance Standards that will act as a score card.

RPTA Revised Performance Standards			
Standard	Exceed Standard	Meets Standard	Unsatisfactory
Measures			
On Time Performance	94% or Above \$12,000	92% - 93.99% \$0	91.99% or Below
Preventable Accidents/100K Miles	.50 or Below \$12,000	.51-.90 \$0	.91 or Above (\$12,000)
Customer Complaints/100K Miles	40 or Below \$12,000	40.1 - 45 \$0	45.1 or Above (\$12,000)
Mechanical Failures/100K Miles	5 or Below/100K Miles	5.1 - 12 \$0	12.1 or Above (\$12,000)
Revenue Miles Completed	99.95% - or Above \$12,000	99.85% - 99.94%	99.84% or Below

As a result of RPTA’s milestone year service negotiations, the region will experience and approximate six to eight percent increase in the cost of transit service. For Tempe, this change order represents an average five percent annual increase in net expenses from an estimated \$13.7 million in FY 15/16 to about \$15.3 million annually for FY 16/17 through FY 18/19 for transit service, which amounts to an additional \$750,000 to \$800,000 annual increase in the net cost of transit service funded by the Tempe Transit Tax. This increased annual cost will not defer or affect any projects currently planned using transit funds including Orbit and the Tempe Streetcar project. Tempe local transit tax funded \$13.6 million of Tempe’s total net annual service cost of \$17.2 million for FY 2016. Based on the efficacy of the Scout Program and preferred volume pricing, Tempe staff believe that Tempe Transit would have experienced this type of an increase or higher if we had been procuring separately from the region.

RECOMMENDATION

This item is for information only.

CONTACT

Mike Nevarez, Transit Manager
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 480-858-2209

ATTACHMENTS - PowerPoint

Tempe/RPTA Bus Unification Update Transportation Commission August 9, 2016



Benefits of Unification Program

- Promote regionalized bus service operations
- Greater operational efficiency and cost savings
- Ensure continued service quality
- Maintain control of local service and programs



Unified Regional Service



June 2015, Council agreed to continue with Regional Unification with the following provisions:

- Add provisions to address service continuity
- Provide continual assessment of contractor
- Continue to develop transit services within the city
- Ensure Tempe residents have opportunity to provide feedback on changes

Scout Program Performance



Tempe Scout Program - Cumulative (FY14 - FY16) Regional Performance Results

Regional Performance Criteria	Unification Performance Benchmarks	FY 2014	FY 2015	FY 2016 (9 Months)	34 Month Cumulative Results
On-Time Performance	93.0-93.7	93.3	92.6	91.4	92.4% - Below
Preventable Accidents per 100,000 Miles	.91-1.40	0.42	0.57	0.80	0.6 - Above
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Mechanical Failures per 100,000 Miles	13.00-18.90	5.8	7	11	7.9 - Above
On-Time Preventive Maintenance Inspections	80%	100%	100%	100%	100% - Above

Scout Program Financial Performance

Budgeted Unified vs Actual Tempe Transit Service Cost			
Budget	FY 13-14	FY 14-15	FY 15-16
Total	\$ 24,011,094	\$ 23,960,882	\$ 24,390,120
Actual	FY 13-14	FY 14- 15	FY 15-16 *
Total	\$ 22,887,767	\$ 23,374,711	\$ 22,706,347
Under Budget	\$ (1,123,327)	\$ (586,171)	\$ (1,683,773)

*FY15-16 actuals based on July 2015-March 2016

RPTA/First Transit Change Order

- Modifies contract to include 3 years with 4 year option
- Includes a continuity of service provision
- Provides for increased staffing, training and supervision
- Performance Auditing
 - RPTA will actively manage contract performance and assess appropriate financial amounts based on performance
- Revised liquidated damages clause

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 5

DATE

August 9, 2016

SUBJECT

Highline Canal Multi-use Path Project

PURPOSE

The purpose of this memo is to provide the Commission with an update and next steps of the design concept 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 four miles. The project links directly to Phoenix, Guadalupe and Chandler and connects a diversity of neighborhoods to employment centers, parks, schools and commercial areas. The project will include 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. The City hired Kimley-Horn to prepare the final design, environmental and bid-ready construction documents for approval by Arizona Department of Transportation (ADOT) and Federal Highways Administration (FHWA). The documents are scheduled to be submitted to FHWA and ADOT on March 2017 to obligate the federal funds secured for the project. Project construction is estimated to start late fall of 2017.

NEXT STEPS

A public meeting will be held Aug. 31 from 5:30 p.m. to 7 p.m. at the Tempe Union High School District Office Board Room, 500 W. Guadalupe Road to gather feedback on the design concept. Online comment will be available from Aug. 31 to Sept. 14.

FISCAL IMPACT

The project was awarded a Maricopa Association of Governments pedestrian/bicycle design assistance funding grant in 2013 and \$3.3 million in two construction grants from federal Transportation Alternative Program 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

This is for information only.

CONTACT

Robert Yabes

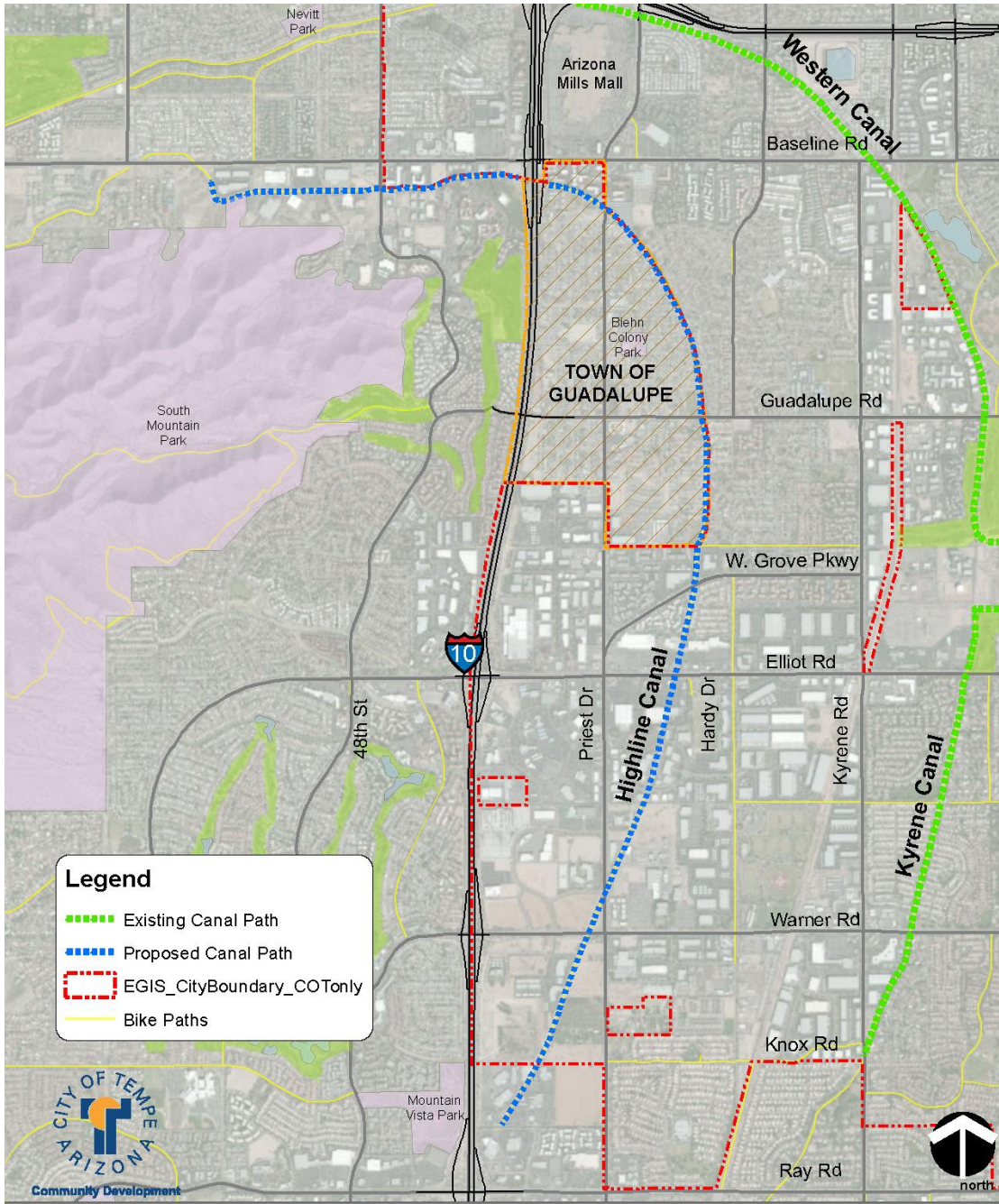
Principal Planner

480-350-2734

robert_yabes@tempe.gov

ATTACHMENTS

- PowerPoint



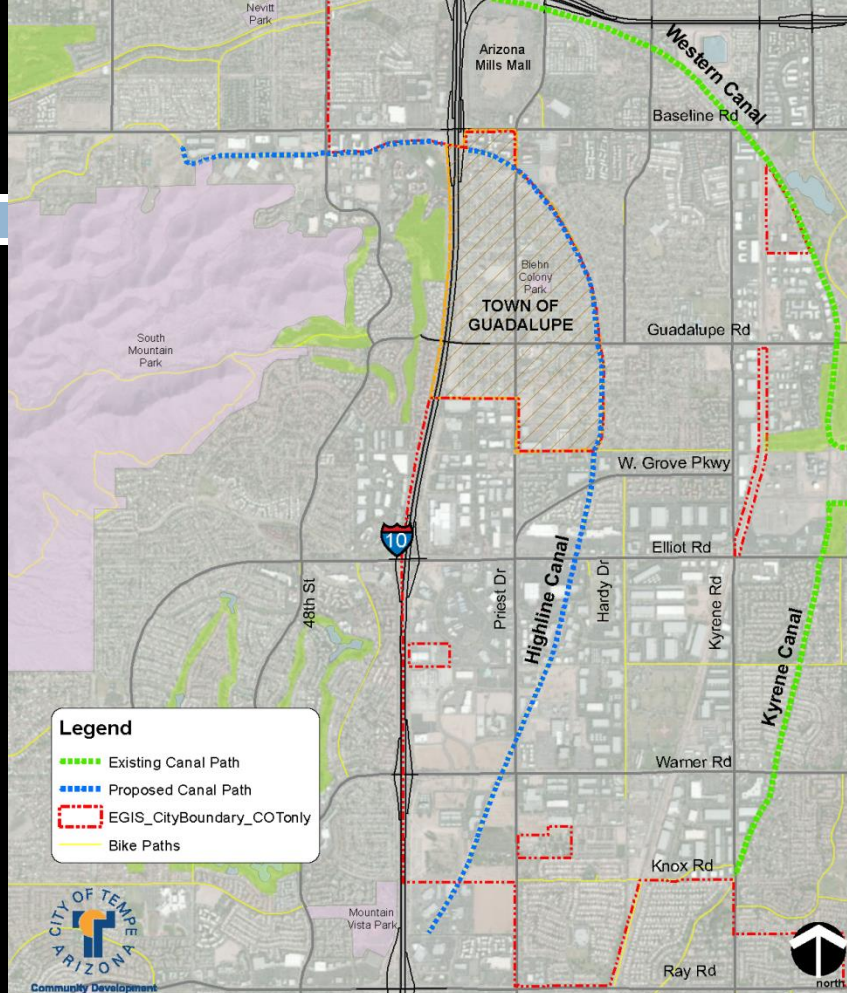
Highline Canal Multi-use Path Project Transportation Commission

August 9, 2016



Project Overview

- Located in west central and south Tempe, extending from Baseline Road to Knox Road for 4 miles
- Links to Phoenix, Guadalupe and Chandler
- Connects a diversity of neighborhoods to employment centers, parks, schools and commercial areas
- Will include lighting, landscaping, street crossings and other path amenities



Legend

- Existing Canal Path
- Proposed Canal Path
- EGIS_CityBoundary_COOnly
- Bike Paths



Highline Canal

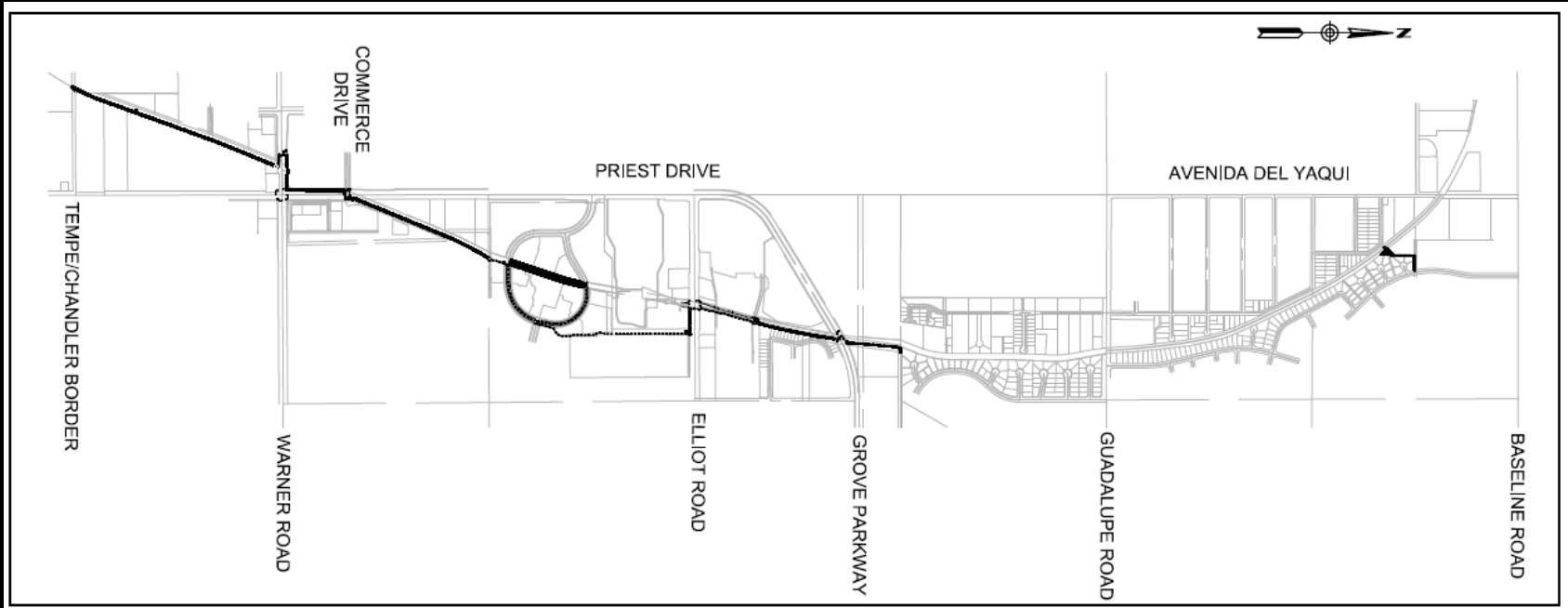


Source: Esri, DigitalGlobe, GeoEye, AeroGRID, IGN, USGS, USDA, Swire, GeoEye, AeroGRID, IGN, ICP, and the GIS User Community

Existing Conditions



Design Concepts



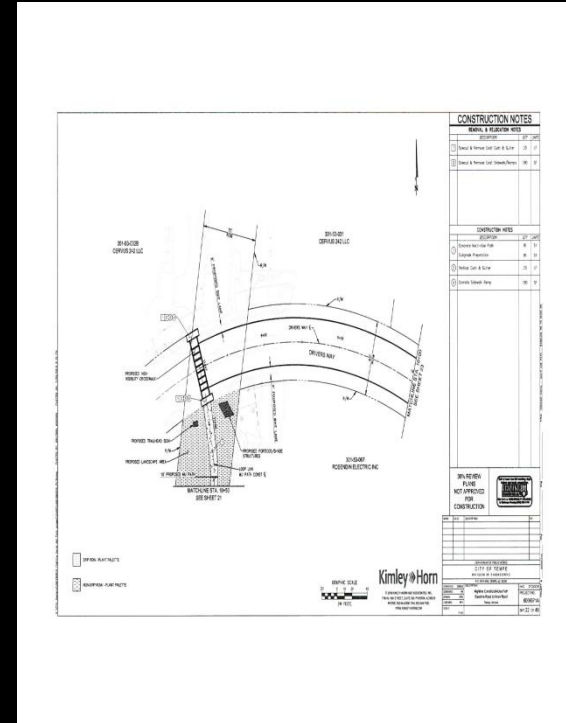
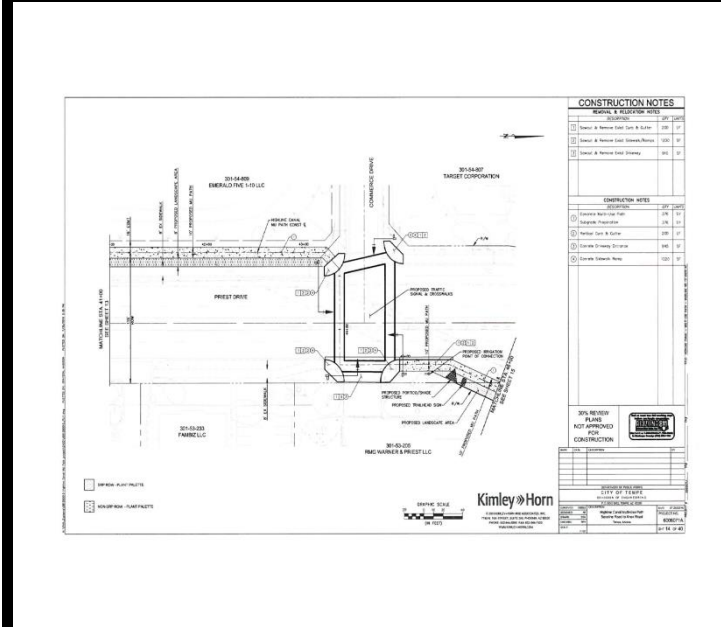
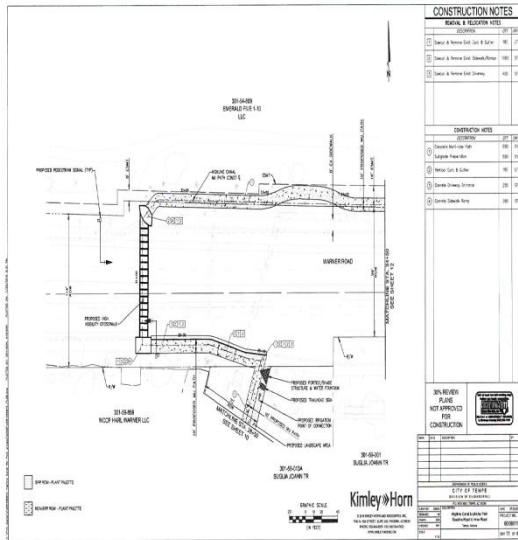
Design Concepts : Knox - Warner



Design Concepts: Warner – Auto Drive



Design Concepts: Warner – Auto Drive



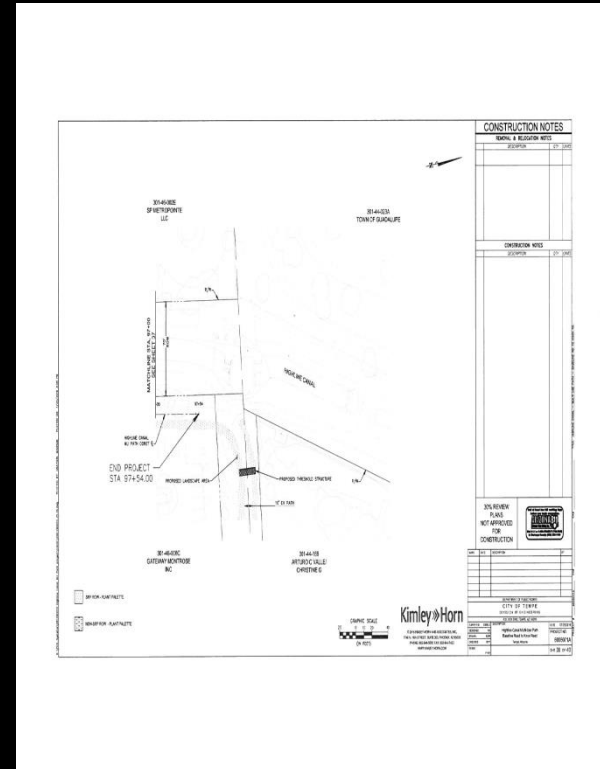
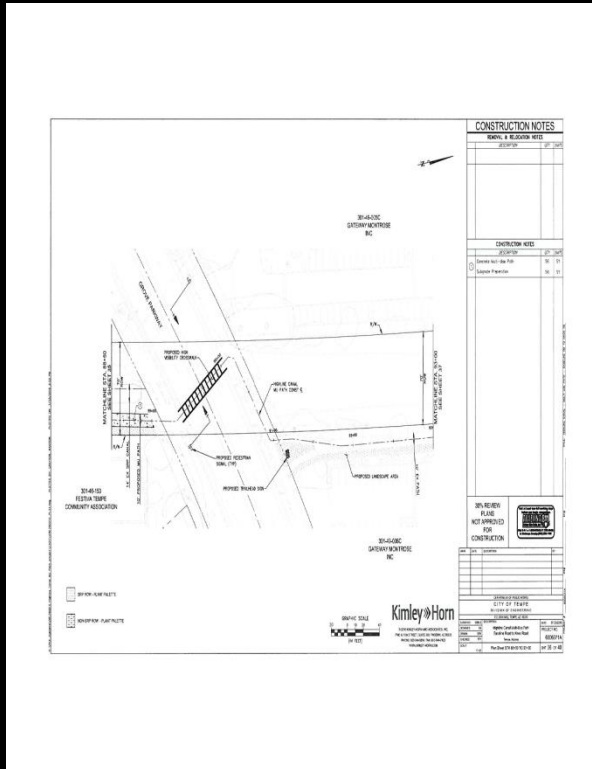
Design Concepts: Auto Drive – Grove Parkway



Design Concepts: Tempe - Guadalupe Boundary



Design Concepts: Tempe – Guadalupe Boundary



Design Concepts: Guadalupe – Ave. Del Yaqui



Public Outreach

- Online Comment from Aug. 31 to September 14
- Public meeting: Aug. 31 from 5:30 to 7 p.m. at the TUHSD, 500 W. Guadalupe Road

Funding

- \$3.3 million in grants from federal Congestion Mitigation and Air Quality funds
- Tempe Capital Improvements Program approved by the City Council
- Local match from the Transit Fund

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 7

DATE

August 1, 2016

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:

- ASU/Downtown Tempe Traffic Study (September)
- Bike Bait and Bike Registration Programs (September)
- Western Canal Multi-use Path Extension (September)
- McClintock @ Rio Salado Underpass (September)
- Fifth Street Streetscape Project (September)
- McClintock Drive (October)
- Transportation Commission Annual Report (October)
- North/South Railroad Spur Multi-Use Path (November)
- Market Research Survey (November)
- Long-Range Forecast Presentation (November)
- Alameda Drive (November)
- Commission business (January)
- Bike Hero (January)
- Long-Range Forecast Presentation (February)
- FY 2017-18 Media Plan (February)
- Bicycle/Pedestrian Signal Activate Operations Update (TBD)

RECOMMENDATION

This item is for information only.

CONTACT

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