



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Mayor and Council Transit Task Force and to the general public that the Mayor and Council Transit Task Force will hold the following meeting which will be open to the public:

MAYOR AND COUNCIL TRANSIT TASK FORCE (TTF)
MONDAY, APRIL 1, 2019 AT 3:00 P.M.
201 N. STONE, 4TH FLOOR, TUCSON, AZ 85701

AGENDA

TOPICS	ESTIMATED DURATION
1. Call to Order	
2. Introductions/Roll Call	5 min.
3. Approval of March 4, 2019 Minutes.....	3 min.
4. First Call to the Audience	5 min.
<i>This is the time for the public to comment. Please note: Members may not discuss items that are not specifically identified on the agenda.</i>	
5. Update on Transit/Announcements/Chair’s Report.....	20 min.
6. Fiscal Year 2020 Mass Transit Budget Update	30 min.
7. Bus Stop Program Presentation	30 min.
8. Draft Five-Year Strategic Transit Plan Update.....	15 min.
9. Second Call to the Audience.....	5 min.
<i>This is the time for the public to comment. Please note: Members may not discuss items that are not specifically identified on the agenda.</i>	
10. Next Meeting Date – May 6, 2019.....	2 min.
11. Future Agenda Items.....	5 min.
12. Adjourn	

Action may be taken on any item. If you require an accommodation or materials in accessible format or require a foreign language interpreter or materials in a language other than English for this event, please notify the Transit Services Division Office at (520) 791-5409 at least five business days in advance.

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Mayor and Council Transit Task Force and to the general public that the Mayor and Council Transit Task Force will hold the following meeting which will be open to the public.



**Mayor and Council Transit Task Force
Monday, March 4, 2019 at 3:00 p.m.
201 N. Stone, 4th Floor, Tucson, AZ 85701**

MINUTES

1. Call To Order

The meeting was called to order at 3:03 p.m. with seven (7) of the eleven (11) members present, which established a quorum.

2. Introductions / Roll Call

*Members Present: Dale R. Calvert, Acting Chair (City Manager's Office)
B.J. Cordova (City Manager's Office)
Colby Henley (Ward 3)
Alex Jimenez (Ward 1) – arrived at 3:41 p.m.
Margot Garcia (Ward 6)
Nicole Feldt (City Manager's Office)
Brian Flagg (Ward 2)
Eric Hahn (Ward 5)
Lisa Shipek (Mayor's Office) – arrived at 3:14 p.m.
James McGinnis (PAG/RTA Advisory Member)
Gene Caywood (Advisory Member)*

*Members Absent: Vacant (CTAC or City Manager)
Robert Medler (Ward 4)*

*Staff Present: Diana Alarcon, Director, TDOT
John Zukas, Transit Services Coordinator, TDOT
Davita Mueller, Planning Analyst, Sun Tran
Steve Spade, General Manager, Sun Tran/Sun Van
Sam Credio, Deputy Director, TDOT
Christopher Blue, Transit Services Coordinator, TDOT
Pat Richter, Director of Marketing and Communication,
Sun Tran/Sun Van/Sun Link
Bob McGee, Scheduling Manager, Sun Tran
Melissa Mauzy, Council Aide, Ward 6*

3. Approval of February 4, 2019 Minutes

Approved on April 1, 2019

Motion: *Margo Garcia moved to approve the minutes as submitted.*

Seconded: *The motion was seconded by B.J. Cordova.*

Motion Passed: *The motion passed unanimously.*

4. TTF Open Chair Nomination and Election

Note: this item was taken out of order after the first call to the audience by Acting Chairperson Calvert.

Motion: *Margot Garcia moved to nominate Colby Henley as Chairperson*

Seconded: *The motion was seconded by Brian Flagg.*

Motion Passed: *The motion passed unanimously.*

Mr. Henley accepted the nomination and will assume the new role following the meeting.

5. First Call to the Audience

Note: this item was taken out of order after the approval of the minutes by Acting Chairperson Calvert.

Allen Benz – Mr. Benz commented that the second Ticket Vending Machine at Ronstadt Transit Center is semi-functioning. There is a handwritten sign on the machine indicating it is not accepting cards. Mr. Benz said the machines should display their currency type in a way that is professional.

Claudia Cardinale – Ms. Cardinale, who sits on a scheduling committee, commented that 600 hours were taken off out of the August schedule and never put back in, which hurts the passenger and the drivers. Ms. Cardinale also commented that problems with Route 22 persist and operators are in the seat for hours and unable to use the restroom at times. This results in inadequate recovery time.

6. Update on Transit/Announcements/Chair's Report

Acting Chairperson Calvert commented that the tentatively scheduled presentation by Teamsters Local 104 is on hold indefinitely per their request.

Margot Garcia requested that in the future agenda materials be two-sided to save paper.

Gene Caywood requested an update on the Title VI Program and Major Service Change Policy. Steve Spade explained that the Major Service Change Policy is being updated as part of the Title VI Program update and will go through a public outreach process in April/May as per FTA requirements. B.J. Cordova requested the current Title VI Program be shared with TTF members.

7. Fiscal Year 2020 Transit Budget Discussion

Sam Credio led a discussion on the FY 2020 Transit Budget. He stated that there are no service reductions/expansions in the budget, wages will be increasing in accordance with the labor contract, and there are increasing fleet maintenance costs. The City anticipates ordering 15 Sun Tran vehicles and 23 Sun Van vehicles in FY 2020, as well as an electric bus for testing.

Margot Garcia questioned why the farebox revenues decrease. Mr. Credio restated that there will be no fare increases in this budget cycle. Steve Spade explained that revenue forecasts are based on multiple factors, including ridership numbers, which are trending downward both locally and nationally.

Ms. Garcia pointed out that the RTA revenue request increases. Mr. Spade explained that this is an assumption, not a guarantee, and is based on qualifying services according to the intergovernmental agreement (IGA) in place. James McGinnis said that typically the RTA Board adopts the IGAs and agrees to the terms therein. Ms. Garcia questioned whether there was sufficient revenue to support the increase. Mr. McGinnis responded that the revenues have improved and RTA will continue to support transit projects that have been implemented.

Ms. Garcia questioned why there was a significant jump in advertising revenue. Mr. Credio explained that advertising revenue from bus wraps and street car wraps has grown exponentially.

B.J. Cordova asked how much of the fleet is wrapped. Mr. Credio did not have an exact figure, but explained that the number is high. Eric Hahn asked if all buses are allowed to be wrapped. Mr. Credio explained that the entire Sun Tran fleet and, more recently, the contract was amended to allow for the Sun Van fleet to be wrapped.

Mr. Hahn asked if the advertising revenue projection including bus stop advertising. Mr. Credio responded that the contract is separate and does not include as it does not generate advertising revenue.

Ms. Garcia asked for clarification on what is included in the "Other" category of revenue. Mr. Spade explained that this includes sales of old equipment/assets, claims collected, and a number of other items.

Acting Chairperson Calvert asked why there were fluctuations in FTA revenue. Mr. Credio explained that a bus purchase was made in FY 2019, which is also reflected in the expenditures. Mr. Credio also said that the fluctuations are commensurate to the number of capital projects during the fiscal year.

Lisa Shipek asked why the Sun Link budget is under a different fund. John Zukas explained that they've been tracked separately since the streetcar's inception. Ultimately, the goal is to split out the three different modes—Sun Tran, Sun Van, and Sun Link.

Brian Flagg asked about farebox recovery by mode. Mr. Spade and Mr. Credio provided an explanation of the difference between farebox recovery and farebox revenue as a percentage of total revenue.

The group discussed ways to generate funds to reduce the \$5.45M projected budget shortfall.

Ms. Shipek asked about the funding mechanism after RTA ends. Mr. Calvert, who sits on the RTA Citizen Advisory Committee, provided an update and explanation about the future RTA initiative.

Mr. Garcia asked about the drop to the Liability Reserve Contribution. Mr. Spade explained that the premiums were reduced by moving the insurance exposure under RATP Dev.

Ms. Garcia commented that the contracted vehicle maintenance cost has increased. Mr. Credio explained that this is due to increased operator and maintenance wages.

Ms. Garcia asked about the types of vehicles in the next Sun Van purchase. Mr. Spade gave an explanation of the various options available.

Mr. Flagg asked about what “capital” means. Mr. Credio gave examples of the various capital expenditures.

Mr. Flagg asked about the cost of the electric bus compared to the existing fleet. Mr. Credio explained the cost differences and that the electric bus will be leased. Diana Alarcon talked about the lifecycle costs and the reasons for leasing vs. purchasing.

Mr. Cordova asked about farebox recovery on Sun Link. Ms. Alarcon discussed some community partnerships and hosted events. Discussion ensued about the Sun Link farebox recovery and ridership compared to Sun Tran, specifically subsidized ridership by UA students.

Mr. Henley asked whether Sun Link was included in the new contract. Mr. Credio responded that it will include all three modes.

Ms. Alarcon and the group discussed where there may be flexibility in regards to general fund contributions or revenue increases in transit.

Motion: *Eric Hahn moved to recommend that operating expenditures remain flat between the Fiscal Year 2019 and Fiscal Year 2020 budgets with the exception of the amounts required to meet the Union contract.*

Seconded: *The motion was seconded by Ms. Garcia.*

Motion Passed: *The motion passed unanimously.*

Ms. Alarcon offered to share with the group the differences between FY 2020 and FY 2019 to highlight where cuts were made at an upcoming meeting.

8. Second Call to the Audience

No comments were made by the audience.

9. Next Meeting Date – April 1, 2019

10. Future Agenda Items

- *Beautification of bus stops and transit centers*
- *Draft Five-Year Strategic Transit Plan*
- *Sun Tran Marketing Plan*

11. Adjournment

The meeting adjourned at 5:03 p.m.



TRANSIT TASK FORCE MEMORANDUM

April 1, 2019

Item 5: Update on Transit/Announcements/Chair's Report

Issue – This is a standing agenda item to inform committee members of relevant transit information within the City of Tucson and around the region.

Staff Recommendation – None at this time; this is an information item.

Background – There are several city departments, interest groups, and committees that are discussing various aspects of public transportation. Committee members as well as staff will have the opportunity to share information with the group and give updates on relevant projects.

Present Consideration – A list of projects, committees and stakeholders is provided below for a possible update to task force members.

City of Tucson Updates:

Transit Management Contract RFP
TDOT Staff Changes

Sun Tran, Sun Link and Sun Van Updates:

Title VI Process
Bombas and Banner: Connecting the Community
4th Avenue Street Fair

Regional Updates:

PAG Long-Range Regional Transit Plan

Committee Updates:

PAG/RTA Transit Working Group

Stakeholder Group Updates:

Broadway Coalition
Bus Riders Union
Bus Friends Forever
Friends of the Streetcar
Living Streets Alliance
Old Pueblo Trolley

Southern Arizona Transit Advocates
Boards, Committees, and Commissions
Stakeholders
Transit Connections Focus Group
PAG/RTA Citizens Advisory Committee

Financial Considerations – None at this time.

Attachments – None at this time.



TRANSIT TASK FORCE MEMORANDUM

April 1, 2019

Item 6: Fiscal Year 2020 Mass Transit Budget Update

Issue – Staff will provide an update on the Fiscal Year (FY) 2020 Mass Transit Budget.

Staff Recommendation – None at this time; this is an information item.

Background – At the March 4, 2019 TTF meeting, staff gave a presentation on the FY 2020 Mass Transit Budget. A 90-minute discussion ensued. Members then voted unanimously to recommend that operating expenditures remain flat between the Fiscal Year 2019 and Fiscal Year 2020 budgets with the exception of the amounts required to meet the Union contract

At the March 19, 2019 Mayor and Council Study Session, staff presented updates on the financial planning for the General Fund for the FY 2020 Budget. This included financial plans for Mass Transit and Sun Link.

The City Manager's recommended budget, including the capital improvement program, is scheduled to be submitted to the Mayor and Council on April 23, 2019.

Present Consideration – Staff will be presenting the FY 2020 Mass Transit Budget that was presented to Mayor and Council at the March 19, 2019 Study Session. There will be time allotted for questions and comments.

Financial Considerations – None at this time; this is an information item.

Attachments – 1) Mass Transit Three-Year Financial Overview, 2) Sun Link Three-Year Financial Overview.

City of Tucson - Department of Transportation Mass Transit System Three-Year Financial Overview

	FY 2018 Actuals	FY 2019 Adopted	FY 2019 Q2 Proj'n	FY 2020 Request @ 3/4	FY 2020 Revised Request @ 3/26
Operating Revenue Sources:					
Farebox	12,053,264	12,816,530	12,702,940	12,430,280	12,430,280
RTA	7,995,379	8,570,940	8,570,940	9,468,330	9,468,330
Regional IGAs	5,418,111	5,415,680	5,415,680	6,033,290	6,033,290
General Fund	42,832,337	45,265,480	44,589,290	45,265,480	47,499,190
FTA	9,140,198	20,719,990	18,067,060	15,373,740	15,697,290
Advertising	439,885	525,000	519,750	1,193,900	1,193,900
Other	1,411,307	1,589,940	1,574,060	1,013,220	1,013,220
Use of Fund Balance	-	-	-	-	776,200
Sun Tran Total Operating Revenues	79,290,481	94,903,560	91,439,720	90,778,240	94,111,700

Operating Expenditures:

Personnel

Salaries & Benefits	52,483,219	50,901,480	51,597,040	56,580,300	54,094,620
---------------------	------------	------------	------------	------------	------------

Services

Management Contract	668,835	541,300	541,300	510,700	510,700
Other Services	7,194,952	8,384,620	8,883,740	8,797,350	9,820,280
Contracted Vehicle Maintenance	1,978,382	2,121,500	2,121,500	3,024,370	2,121,500
Liability Insurance	1,504,603	1,280,060	785,260	984,900	984,900
Liability Reserve Contribution	750,320	750,320	624,960	305,000	305,000

Supplies

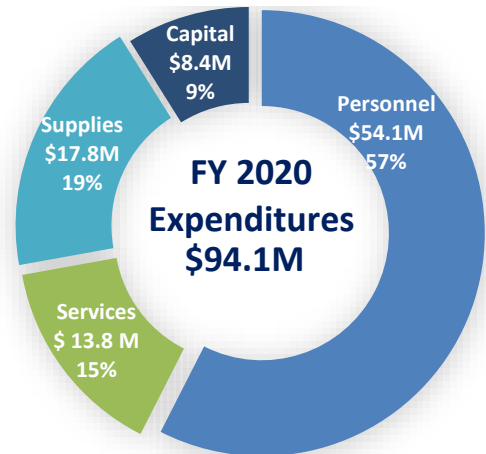
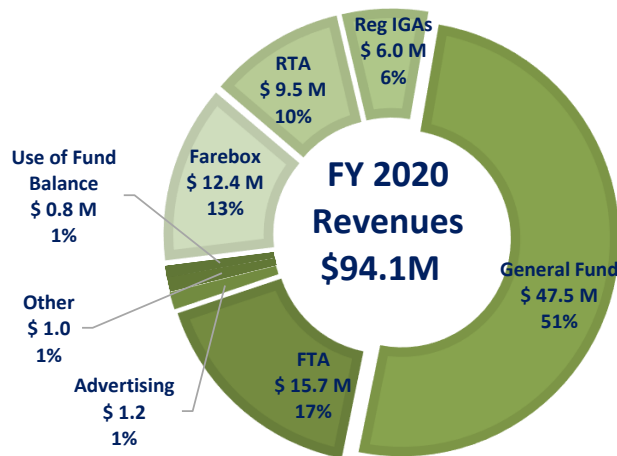
Fuel	6,583,503	7,104,610	7,500,900	7,925,100	7,784,890
Vehicle Maintenance	5,201,384	4,103,330	4,988,000	6,377,800	5,767,590
Other Supplies	864,395	2,065,270	2,049,590	3,585,610	4,278,220

Capital

	2,060,888	17,615,200	12,347,430	8,137,200	8,444,000
--	-----------	------------	------------	-----------	-----------

Total Sun Tran Operating Expenditures	79,290,481	94,867,690	91,439,720	96,228,330	94,111,700
--	-------------------	-------------------	-------------------	-------------------	-------------------

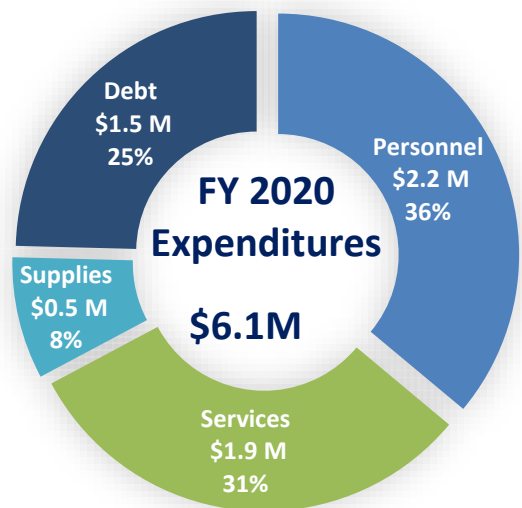
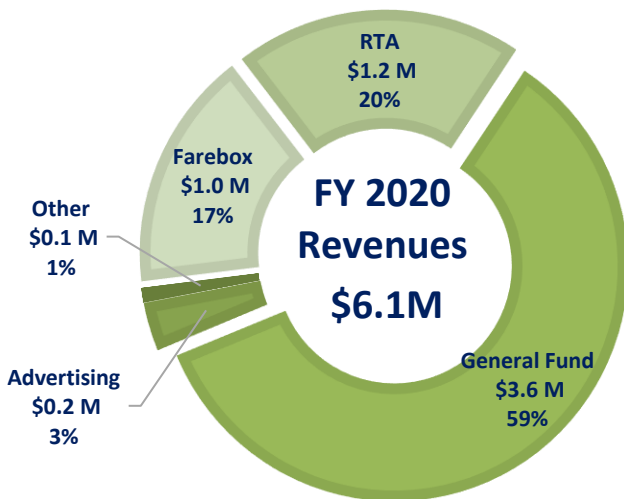
FY 2020 Supplemental Requests	(5,450,090)	-
--------------------------------------	--------------------	----------



City of Tucson - Department of Transportation Sun Link System Three-Year Financial Overview

	FY 2018 Actuals	FY 2019 Adopted	FY 2019 Q2 Proj'n	FY 2020 Request
Operating Revenue Sources:				
Farebox	492,391	762,500	646,230	992,400
RTA	1,200,000	1,200,000	1,200,000	1,200,000
General Fund	3,015,061	3,729,970	3,854,350	3,645,430
Advertising	280,828	175,680	176,000	200,000
Other	253,945	70,000	61,070	60,000
Sun Link Total Revenues	5,242,225	5,938,150	5,937,650	6,097,830

Operating Expenditures:				
Personnel				
Salaries & Benefits	1,871,740	2,111,010	2,165,710	2,220,100
Services				
Management Contract	921,195	870,140	870,140	870,140
Facilities Utilities	154,426	179,710	185,300	187,400
Other Services	776,148	578,330	600,140	605,160
Electricity for Revenue Vehicles (Fuel)	171,731	180,000	185,000	189,000
Vehicle Maint. - Non Revenue Vehicles	11,244	8,000	7,000	8,000
Supplies				
Fuel for Non Revenue Vehicles	7,227	8,000	8,000	7,520
Supplies for Revenue Vehicle Maintenance	79,419	350,200	250,200	350,200
Equipment	6,231	15,300	15,300	15,300
Other Supplies	91,512	123,900	137,800	133,000
Debt				
	1,151,352	1,513,060	1,513,060	1,512,010
Sun Link Total Expenditures	5,242,225	5,937,650	5,937,650	6,097,830





TRANSIT TASK FORCE MEMORANDUM

April 1, 2019

Item 7: Bus Stop Program Presentation

Issue – Staff will provide an overview of the Bus Stop Program.

Staff Recommendation – None at this time; this is an information item.

Background – At recent TTF meetings, members have proposed discussing the beautification of bus stops and transit centers, in particular Ronstadt Transit Center.

In preparation for this discussion, staff has developed a PowerPoint presentation to provide an overview of the Bus Stop Program, a generic term used for all the activities involved with fixed route bus stop installation, maintenance, repair, and upgrades. Collectively, these activities are all part of daily bus stop operations.

Present Consideration – Staff will present information on the Bus Stop Program for review, comment, and discussion by members.

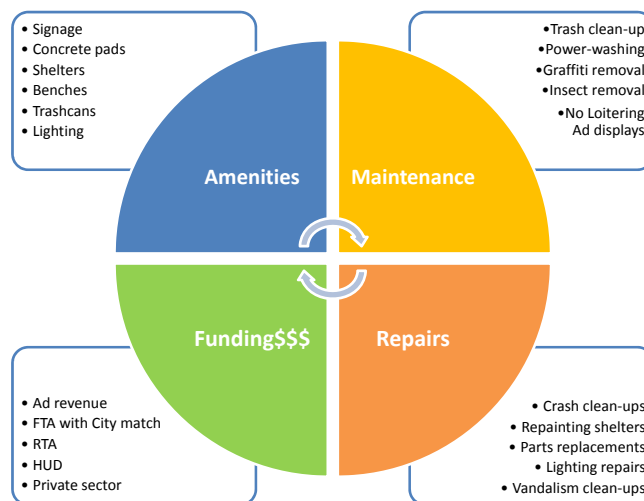
Financial Considerations – None at this time; this is an information item.

Attachments – PowerPoint presentation on the Bus Stop Program.

City of Tucson Bus Stop Program Overview April 2019



Bus Stop Program



Bus Stop Program Team



3

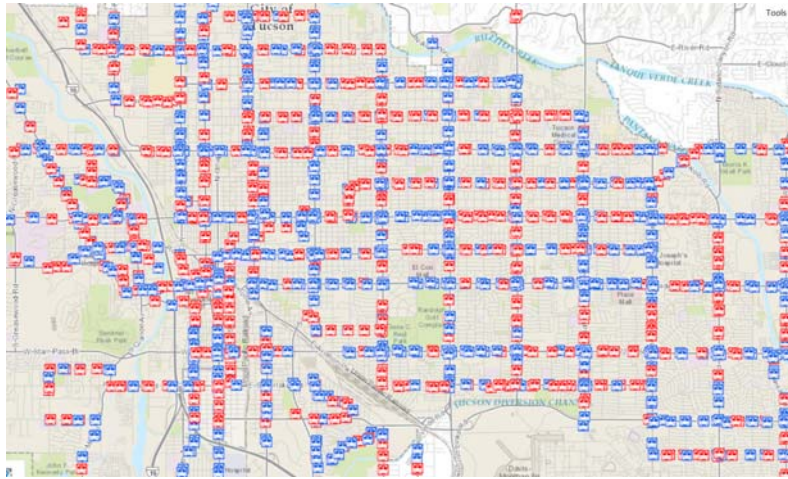
What is a Bus Stop?

- In general terms, a bus stop is a designated place with a sign along a roadway where buses stop for passengers to board (get on) and alight (get off). Sun Tran has almost 2,200 designated bus stops, including at transit centers where there are multiple stops.
- Each bus stop is inventoried and mapped using GIS. The database is maintained by Sun Tran staff as conditions change. The database includes:
 - locations and routes of all stops
 - number of amenities: benches, shelters, trash cans
 - types of amenities: sizes, styles, colors, ownership
 - pictures and dates of changes
 - ridership



4

Sun Tran Bus Stop Database Central Tucson



Source: City of Tucson GIS MapTucson

5

Bus Stop Inventory 2018

- 2,191 Sun Tran bus stops in the Tucson region
 - 1,789 in City of Tucson, including at transit centers
 - 315 in unincorporated Pima County
 - 87 in other jurisdictions
- 740 benches (separate from shelters)
 - 686 owned by Advision Outdoor
 - 54 owned by City of Tucson
- 1,221 trash cans (all different types)
- 1,042 shelters with benches
 - 327 advertising shelters owned by Advision Outdoor
 - 667 owned by City of Tucson
 - 48 owned by Pima County
- 71 solar lights owned by City



Over 5,000 pieces of equipment to maintain! And more on the way.

6

Bus Stop Placement

Basic Criteria

- Must be on public right-of-way, NOT on private property
- ¼ mile spacing for local routes, and greater for express routes
- 60 to 200 feet on the far side of intersections and crosswalks
- Avoid driveways and obstacles (poles, signs, gutters)



7

Bus Stop Amenities

- **What types of amenities are at bus stops?** It depends on many factors: location, site conditions, type of roadway, ridership, ADA needs, available public right-of-way, shade needs, etc.
 - Sign: an official Sun Tran sign on a metal post or bus shelter
 - Bench: concrete bench, advertising bench, or metal bench
 - Trash Can: concrete, metal mesh, or metal barrel
 - Shelter: several different styles provided over the last 40 years
 - Lighting: small fixtures powered by solar panels or streetlight electric
 - Bike Racks: installed upon request



8

Bus Benches

Bench types are selected based on: functionality, durability, ease to clean, ease to install and repair, and aesthetics. Armbraces are needed to prevent people from lying down. Cost for one bench is \$400 to \$700, not including installation.

- Standard concrete bench
- Recycled plastic advertising bench
- Metal mesh bench (usually part of the shelter)
- Simme-seat (two-seat pedestal)



9

Bus Shelters

Shelters are selected based on: shade and seating comfort, durability, ease to clean, ease to install and repair, cost, aesthetics, and advertising ability.

Cost for one basic shelter is \$7,000 to \$8,000, not including the concrete pad and installation. Design plans must be sealed by a registered engineer. In total, a shelter and concrete pad costs about \$13,000 to \$15,000.



10

Older Bus Shelters

1980s to 1990s

E, F and G series: 1980s design has 3 rear shade screens and wood benches. 1990s design has 4 rear shade screens, bench, and wheelchair bay. Originals were brown. Refurbished ones are blue with new benches and screens.



Refurbished



11

Advertising Shelters

Saguaro-Ad: 2000s. Advision Outdoor owns the shelters with advertising boxes and lighting. Originals were purple, and new are blue. 18 feet long.



12

Saguaro-Style Shelters

Single Saguaro Non-Ad: identical to advertising shelters but without the advertising box. All new ones are owned by the City or County, depending on the location. Single-size and Double-size.



13

Newer Bus Shelters

H Series. 2014-present. Custom-designed and manufactured by Arizona Correctional Industries (ACI). All steel construction with insulated roof, and powder-coated Sun Tran blue. 13 or 16 feet long (3 or 4 rear panels).



14

Bus Stop Maintenance

In 2002, the City of Tucson solicited bids from advertising companies to take over maintenance of Sun Tran bus stops in exchange for advertising rights. Attention Transit Advertising (now Advision Outdoor) was selected. Their contract covers bus stops in Tucson and unincorporated Pima County limits.

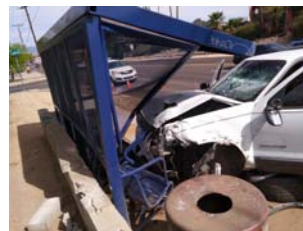
Responsible for:

- Basic maintenance of all bus stops with amenities (1,700)
- Routine trash collection where trash cans are installed
- Shelter refurbishments (10 per year), and some new benches
- Extra maintenance and repairs (for extra charge)
 - 24/7 emergency needs
 - removal of damaged benches and shelters hit by cars
 - excessive graffiti and vandalism
 - bio-hazard clean-ups; excessive trash clean-up;
 - insect removals, etc.

15

Maintenance Challenges

- Excessive graffiti at some locations. Requires extra cleaning and plexi-glass replacement.
- Excessive trash from loiterers, convenience stores, nearby residents
- Homeless loitering and harassment of maintenance workers and transit riders
- Bees, ants, weeds, and overgrown trees during warm months (April to September)
- Car accidents and vandalism damage to benches and shelters



16

Bus Stop Improvements

- **Most Common Requests**

- **ADA sidewalks and ramps.** Access to the bus stops for disabled citizens. This includes corner wheelchair ramps and connecting sidewalks to the bus stop.
- **ADA wheelchair loading pad.** Wheelchair users have difficulty if there is no level loading pad to access the bus ramp. The ADA requires all new bus stops to have a slip-resistant level loading pad that is a minimum 5 feet wide by 8 feet deep. TDOT builds larger pads.
- **Seating.** Many bus stops do not have seating, especially along streets with no curbs and steep slopes. Some benches require concrete pads to be installed for anchoring.
- **Shelters.** Bus shelters need a 6" deep concrete pad to be anchored properly. The shelters must have a minimum 36"x48" wheelchair bay. Shelters are difficult to install on streets without curbs, poor drainage, and steep slopes.
- **Lighting.** All advertising shelters and some non-ad shelters have lighting. The City attempts to place bus stops next to existing streetlights, where possible.
- **New Bus Stops.** TDOT's guidelines call for a minimum ¼ mile spacing of bus stops. Reducing spacing or relocation of bus stops is evaluated on a case-by-case basis. If stops are too close together the bus has to stop more frequently. More stops = more delays.

17

Bus Stop Improvements



18

Project Prioritization

- **How are project requests tracked?**
 - When a project request is received, it is placed into a database by TDOT staff. Additional information is added to help staff analyze the request: exact location, ridership, site issues.
- **How are project requests prioritized?**
 - **Public Right of Way.** The project must be on public right of way, not on private property.
 - **Safety.** The bus stop is first evaluated to determine the level of safety. If there is a high danger to transit riders, then the project becomes a high priority: shelter damaged by car crash, broken bench, protruding metal or wood piece, etc.
 - **Bus Stop Ridership.** In general, bus stops with higher passenger boardings (ons) become a higher priority because the investment will serve more people.
 - **ADA Request.** If there is a specific need to help disabled riders access the bus then the request becomes a higher priority. Making all bus stops ADA-accessible is important.
 - **Ease of Implementation.** Projects that are easier to construct are a higher priority IF they meet the criteria above. Some bus stop projects are very difficult and expensive to build because of existing conditions: steep slopes, poor drainage, or utilities are in the way.

19

Bus Stop Funding

- **Capital Improvements \$\$\$**
 - Funding is provided through a few sources:
 - Federal Transit Administration (FTA) grant funds received by City of Tucson
 - Federal HUD grant funds received by HCCD, when available
 - RTA funds for new bus pullouts and shelters (administered by PAG/RTA)
 - Private sector developments sometimes include new bus shelter pads and sidewalks
 - **2019: replacing 40 bus shelters, 10 new concrete pads, and 100 new trash cans!**

20

More Information

Tom Fisher, Project Manager
City of Tucson Department of Transportation
(520) 791-4371 or tom.fisher@tucsonaz.gov

Bea Paulus, Project Manager
Sun Tran
(520) 792-9222 or bea.paulus@tucsonaz.gov





TRANSIT TASK FORCE MEMORANDUM

April 1, 2019

Item 8: Draft Five-Year Strategic Transit Plan Update

Issue – Staff will provide an update on the draft Five-Year Strategic Transit Plan.

Staff Recommendation – None at this time; this is an information item.

Background – Staff was tasked with developing a Five-Year Strategic Transit Plan (Plan) that would provide a road map to Mayor and Council by evaluating and monitoring the city transit system’s finances, expenditures, ridership data and assumptions, and sources of funding. The Plan seeks to accomplish this by:

- Identifying guiding principles for the Mayor and Council and Staff related to the role of transit in the community;
- Identifying key goals and objectives to support and foster growth of the transit system; and
- Establishing a means to evaluate transit system performance.

The Plan is being drafted by Sun Tran/Sun Van staff and presented, reviewed and revised by the TTF and the TTF Subcommittee.

Present Consideration – Staff will be providing an update on the draft Five-Year Strategic Transit Plan for questions, comments, and discussion.

Financial Considerations – None at this time; this is an information item.

Attachments – The draft 2020–2024 Five-Year Strategic Transit Plan is available for download: https://www.tucsonaz.gov/files/transit/Transit_Five_Year_Strategic_Plan_December_2018_-_edits_1.15.2019.pdf.