



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, APRIL 1, 2019 AT 3:00 P.M.
4TH FLOOR LARGE CONFERENCE ROOM
201 N. STONE AVE., TUCSON, AZ 85701**

MINUTES

1. Call to Order

The meeting was called to order at 3:05 p.m.

2. Introductions/Roll Call

A quorum was established.

Members

Alex Jimenez, Ward 1 – Present
B.J. Cordova, City Manager’s Office – Absent
Brian Flagg, Ward 2 – Present
Colby Henley, Ward 3 – Present
Dale R. Calvert, City Manager’s Office – Absent
Eric Hahn, Ward 5 – Present
Lisa Shipek, Mayor’s Office – Absent
Margot Garcia, Ward 6 – Present
Nicole Feldt, City Manager’s Office – Present
Robert Medler, Ward 4 – Present
Vacant, CTAC or City Manager

3. Approval of March 4, 2019 Minutes

Motion to approve the minutes of March 4, 2019, as submitted, was passed by a voice vote of 7-0.

4. First Call to the Audience

5. Update on Transit/Announcements/Chair’s Report

Sam Credio gave an update on the transit management RFP. The City recently issued its intent to award to RATP Dev, the incumbent management company. The contract should be executed Monday, April 8. The existing contract was set to expire on March 31 and a short extension was issued to cover the time gap.

Brian Flagg asked if this was the same as TransDev. Mr. Credio explained that they are separate companies/contracts. Steve Spade, GM of Sun Tran/Sun Van/Sun Link and a RATP Dev employee, will introduce his RATP Dev team at the next TTF meeting. Mr. Flagg asked if there were many applicants; Mr. Credio responded that there were two.

Mr. Credio gave an overview of staffing changes in the City's Department of Transportation (TDOT). He will be moving out of his role as Transit Administrator and will be actively recruiting for this position. Also, the Transit Services Division will now be reporting to Deputy Director Robin Raine. Colby Henley asked how long the transition would take; Mr. Credio responded that TDOT will move quickly to fill the vacancy.

Mr. Spade provided an update on the Title VI Plan update. Community Surveys were recently completed and eight public input sessions have been scheduled over the next month and a half. Mr. Spade provided a schedule of the input sessions to the group. Once the plan is updated, it will be brought to Mayor and Council for approval.

Mr. Spade reported that last weekend there was a Connect the Community event sponsored by Bombas, a sock manufacturer, and Banner Hospital (South). This event was for people who are homeless or low income to take advantage of various services, including: haircuts, immunizations, free socks, and more. Sun Tran operated two buses from the Ronstadt Transit Center to the event. Margot Garcia asked how many people were shuttled; Mr. Spade responded approximately 50. The event lasted approx. two hours.

Mr. Spade said he would be introducing the new operations supervisor, Louis Pittman, at the May TTF meeting.

James McGinnis with PAG/RTA reported that there were minor updates to the Long-Range Regional Transit Plan effort. Documents from the core design workshop were sent over by the consultant, Jarret Walker and Associates, edited, and sent back. Once the edits are incorporated, the plan will be taken back out to the public for comment, likely in September. They are aiming for PAG Regional Council approval by the end of the calendar year.

Mr. McGinnis also reported that the Transit Working Group met in March where they began a processing of looking at Sun Shuttle and Sun Express system reviews.

Ms. Garcia, speaking on behalf of the Broadway Coalition, gave an update of construction activities.

Mr. Henley, speaking on behalf of Living Streets Alliance, reported that Cyclovia is coming April 7.

6. Fiscal Year 2020 Mass Transit Budget Update

Sam Credio gave an overview of the budget, including a recap of the previous meeting where the budget was discussed, and ways to make up for the deficit were proposed. The budget and changes were also discussed at the most recent Mayor and Council meeting. It will be discussed again April 9.

Since the previous meeting, staff has made adjustments to the expenditures. The revised request shows that staff was able to make up for the deficit in a number of ways. Mr. Credio proceeded to give a detailed explanation of the revisions that went into making up the deficit.

He made note that the revised budget does not have any fare or service cuts. It does indicate the increased labor costs per the labor agreement.

Brian Flagg asked if salaries were cut. Mr. Credio explained that they would be managing vacancies, which reduces the costs of salaries and benefits. Steve Spade provided further explanation of managing vacancies.

Eric Hahn asked if raises for City employees affect this budget. Mr. Credio explained that the wage increases were passed along to Sun Tran/Sun Van/Sun Link employees as well. The City will be moving to merit-based wage increases in the future, but this topic is ongoing.

Colby Henley asked about the jump in farebox revenue for Sun Link. Mr. Credio explained that his is partly due to the use of the mobile app and the difficulty in capturing this data. Previously, the revenue split was determined by the number of riders “tapping” their card. Moving forward, automatic passenger counters will be used to determine the revenue allocation.

Mr. Flagg asked about the decrease in farebox recovery percentage on Sun Tran and commented that he believes the Express routes bring down the system’s overall farebox recovery rate. He asked why they weren’t evaluated separately. A discussion ensued about the differences in performance expectations between express and local service, ridership between local and express routes, and the Express routes funding mechanism. James McGinnis informed the group that the Express routes performance data is included in the monthly operations reports.

Mr. Hahn asked about the number of staff needed to prepare the monthly operations reports. Mr. Credio and Mr. Spade responded with the employees involved at the respective agencies and their roles in the process.

Mr. Henley asked about the specific questions Mayor and Council asked at their March 23 study session. Mr. Credio provided that asked the questions asked were in regard to the General Fund contribution to replace vehicles and transit services for the University of Arizona; more specifically, a flat fee or free fee structure for students. Discussion ensued.

7. Bus Stop Program Presentation

Tom Fisher, a project manager with TDOT, gave a presentation on the City’s Bus Stop Program.

Colby Henley asked if wrecked bus stops are covered through insurance claims. Mr. Fisher said it depends, but there is a 50 % recapture rate.

Eric Hahn asked how soon project requests are answered. Mr. Fisher responded that there is a backlog, but immediate safety issues will be addressed sooner. If someone is disabled (ADA request) it is considered a higher priority.

Brian Flagg asked if having all the shelters covered would increase ridership. He gave the example of John Kromko's cheap bus stop pilot. Mr. Fisher explained that the price of steel has driven up prices considerably.

Mr. Flagg asked how Advision Outdoor is monitored. Mr. Fisher said they give monthly reports and are regularly annually audited and scrutinized by the City's Independent Audit and Performance Commission.

Mr. Fisher said they are looking at revising the Advision contract. There have been discussions with City leadership and Advision executives. The contract is valid for four more years.

Mr. Henley asked about the contract, unresolved maintenance issues, and what maintenance standards they're currently held to. Mr. Fisher replied that the initial contract was ten years and it was extended another 10; there are 4 remaining. He added that they (Advision) have been struggling since the recession. The fundamental problem is that they have 8 workers doing the maintenance for 2k bus stops. There are staffing challenges and the City would like them to hire an additional two workers. Sam Credio added that Advision is in compliance with their contract, but there are some stops that are problematic and there is room for improvement.

Mr. Credio gave an update on the revised contract. He explained that the Bus Stop Program management is transitioning over to Sun Tran.

Mr. Flagg asked about what similar cities do. Mr. Credio explained that Phoenix uses two different companies—one for advertising, and one for maintenance—and it appears to work well.

James McGinnis asked about the assets and what would happen if Advision was not the winning bidder or went out of business. The contract stipulates that the Advision assets would transfer to the City.

Gene Caywood said he would object to adding shelters to all bus stops. Margot Garcia mentioned that many of the buses are in narrow places and there simply isn't room.

Robert Medler asked if there's a plan to evaluate how many shelters are needed. Mr. Credio said that there is a priority list that's generated from the data base.

8. Draft Five-Year Strategic Transit Plan Update

Sam Credio provided some context/background on the draft five-year strategic transit plan. He explained that original plan that was not adopted by Mayor and Council and stayed in draft format. The effort was revitalized several years ago with the formation of a subcommittee, and a great deal of work was done developing goals and objectives. He added that TDOT's Director, Diana Alarcon, is looking at all modes and removing silos, and how all transportation pieces fit together. Ms. Alarcon was impressed with the work that has been done and would like to somehow incorporate it into the Department's Five-Year Strategic

Plan and Mobility Master Plan, particularly the work on transit goals and objectives. The City is also developing a long-range mobility master plan. Ms. Alarcon would like to see the goals and objectives from the strategic plan rolled into the mobility master plan. The goal for the plan is to be adopted by Mayor and Council. There will also be a public outreach component. The work will be given directly to the consultants for incorporation.

Colby Henley asked about the timeline for the Mobility Master Plan. Robin Raine, TDOT Deputy Director, responded that is 18 months, and there is currently a Request for Qualifications advertised.

9. Second Call to the Audience

10. Next Meeting Date – May 6, 2019

11. Future Agenda Items

12. Adjourn – The meeting adjourned at 5:08 p.m.