



Transit Stakeholder Group

Final Meeting
November 13, 2023



Agenda

Introductions

Review Draft Recommendations

Final Comments/Edits

Adjournment



Stakeholder Group Goals

Policy Direction

In May 2023, Mayor and Council directed the City Manager and Department of Transportation and Mobility to create a stakeholder group that includes transit users, transit drivers and operators, and community members, to create long term solutions for funding and service improvements.

Goals

To leverage the knowledge and insight of working group participants to help guide conversations and ultimately form transit funding recommendations to be shared with Mayor and Council in late 2023.

Short term –

Recommendation on securing funding for fare-free transit through remainder of FY2024

Mid term –

Recommendation to secure funding for fare-free transit indefinitely

Long term –

Recommendation on a sustainable transit funding source

Draft Recommendations

- 1. Establish sustainable funding for public transit services by primarily using a combination of sales tax, property tax and service access agreements with public and private partners who directly benefit from public transit services. (*Short and mid-term goals*)**

Recommendation support:

- Potential partners include Pima County, Town of Oro Valley, City of South Tucson, University of Arizona, Pima Community College, public school districts and private employers.
- This mix of sustainable funding sources provides decision makers with a range of options to ensure transit services are funded in an equitable manner that precludes an undue financial burden on any one segment of the community.
- Layered funding prevents overreliance on a single funding source that is impacted by rapidly changing economic conditions.

Draft Recommendations

- 2. Pursue actions to seek voter approval of a sales tax increment to be dedicated to improved transit service levels, including improved transit facilities, for a specific term with a program of improvements. *(Short and mid-term goals)***

Recommendation support:

- The current transit Comprehensive Operational Analysis (COA) will identify specific service improvements that can be funded from this sales tax increment.
- Continue to prioritize the safety and comfort of transit riders and bus operators.
- Transit improvements should include more shade and shelters that improve the transit rider experience and support climate action through the strategies outlined in Tucson Resilient Together.

Draft Recommendations

- 3. Recommend Mayor and Council include in its next legislative agenda, the pursuit of legislation that allows State revenues to be appropriated to support local public transit services. *(Short and mid-term goals)***

Recommendation support:

- Include caveat that state transit appropriations should not decrease existing state-shared revenues with cities.

Draft Recommendations

- 4. Recognizing the need for a dedicated, stable source of revenue for transit operations; direct staff to return with a potential plan for Mayor and Council to establish a Metropolitan Public Transit Authority (MPTA) service delivery model. (*Mid and long-term goals*)**

Recommendation support:

- MPTA represents the only existing provision within the Arizona Revised Statutes (ARS) with the needed features such as dedicated funding authority (via property tax).
- An MPTA can be solely formed by the City of Tucson Mayor and Council through a City ordinance, and allows other regional agencies such as Pima County, City of South Tucson, and the Town of Oro Valley, to join if they desire.
- Existing ARS statutes establish MPTA governance via a voter-elected Board of Directors with full authority for policy, funding, and operational decisions for all aspects of transit.
- MPTA governance features proportional representation among members of the Board of Directors.

Final Thoughts/Next Steps

