

MEETING NOTICE

**MAYOR AND COUNCIL TRANSIT TASK FORCE
MONDAY, OCTOBER 7, 2019 AT 3:00 P.M.
4th FLOOR LARGE CONFERENCE ROOM
201 N. STONE AVE., TUCSON, AZ 85701**

AGENDA

TOPICS	ESTIMATED DURATION
1. Call to Order/Roll Call.....	5 min.
2. Approval of Minutes – September 3, 2019.....	3 min.
3. Call to the Audience (First)..... <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 min.
4. Update on Transit/Announcements/Chair’s Report..... <i>This is a standing agenda item to inform committee members of relevant transit information within the City of Tucson and around the region.</i>	10 min.
5. Regional Transportation Authority Reauthorization Process Overview	20 min.
6. Ronstadt Transit Center Redevelopment Update.....	20 min.
7. Discussion of Interim Aesthetic Improvements at Ronstadt Transit Center.....	20 min.
8. Call to the Audience (Second)	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>	
9. Next Meeting Date – November 4, 2019	2 min.
10. Future Agenda Items.....	5 min.
11. Adjournment	

**MAYOR AND COUNCIL TRANSIT TASK FORCE
TUESDAY, SEPTEMBER 3, 2019 AT 3:00 P.M.
2ND FLOOR CONFERENCE ROOM
149 N. STONE AVE., TUCSON, AZ 85701**

MEETING MINUTES

1. Call to Order/Roll Call

The meeting was called to order at 3:21 p.m. A quorum was established.

Members Present

Colby Henley, Ward 3
Dale R. Calvert, City Manager's Office
Brian Flagg, Ward 2
Margot Garcia, Ward 6
Eric Hahn, Ward 5
Nicole Feldt, City Manager's Office
Gene Caywood, Advisory Member
James McGinnis, Advisory Member (PAG/RTA)

Staff and Others Present

Diana W. Alarcon, TDOT
Robin Raine, TDOT
Sam Credio, TDOT
Chris Blue, TDOT
Laura Bond, TDOT
Patrick Hartley, TDOT
John Zukas, TDOT
Bob McGee, Sun Tran
Steve Spade, Sun Tran/Sun Van/Sun Link

2. Approval of Minutes – August 5, 2019

A motion made by Margot Garcia to approve the minutes of August 5, 2019, duly seconded, was passed by a voice vote of 6 to 0.

3. Call to the Audience (First)

None.

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

Gene Caywood reported for Old Pueblo Trolley. He stated that last weekend a tour group from the Electric Railroad Association visited the Transit Museum. The tour group gave high praise to the volunteers, the facility, its displays, and collections. Mr. Caywood also urged anyone who has not been to the museum to check it out.

Margot Garcia asked why she did not receive a response from Sun Tran regarding the incident she brought up at the August meeting. Steve Spade clarified which incident and assured Ms. Garcia that he would send the information to her tomorrow.

5. Election of TTF Representative to Complete Streets Coordinating Council

Colby Henley introduced the topic to the group and the expectations of the position. Patrick Hartley summarized the requirements and schedule, stating that they will hold the first meeting at the end of October and monthly thereafter. The specific date and location are to be determined. Mr. Hartley also noted that the CSCC will serve as the project oversight committee for the Mobility Master Plan. The first meeting will be a half-day event. Colby opened the meeting up to nominations for this position. Margot Garcia asked if anyone had applied. Dale Calvert and Mr. Henley both stated they had. Mr. Calvert explained that he is not seeking election, but applied to be an at-large member. Mr. Henley inquired about the status of the application process. Mr. Hartley stated that the application window had closed, and they have received and are processing 129 applications. Initially, selections will be the responsibility of the ward offices and the City Manager. TDOT will then fill in gaps as needed. The BCC selections are being handled separately and are awaiting final selections, including that of the TTF. Brian Flagg asked how many members will be on the CSCC. Mr. Hartley stated there will be 17 voting members and 3 ex officio. Finally, Mr. Hartley stated that anyone who has applied to this body will still be eligible to be an at-large member.

Margot Garcia motioned to elect Colby Henley as TTF Representative to the Complete Streets Coordinating Council. The motion was duly seconded and passed by a voice vote of 6 to 0.

Sam Credio inquired what would happen to Mr. Henley's at-large application if not selected. Mr. Hartley clarified that they would put it into the at-large pool.

6. Long-Range Regional Transit Plan Update

James McGinnis supplied a hand out with an overview of the themes covered at the open houses. He said they are still under review in terms of the timeline. After the open houses, they took another look at the timeline and determined they would shift the public feedback approach. Mr. McGinnis stated that instead of a survey, there will be a public comment period. Margot Garcia asked why there would be no survey. Mr. McGinnis replied that there was redundancy with both. Also, they need to get the plan approved early in the fiscal year and having both would not allow for that. Mr. McGinnis noted they will still send out notices to the communication lists and the attendees of the open houses. Ms. Garcia stated she felt that a survey is less vulnerable to bias versus a comment analysis open to interpretation. Mr. McGinnis stated her comment was fair, but they had a survey at the beginning of the process which he will share the finding of momentarily. He also discussed the conflict with other surveys from the RTA continuation and a plan review for RMAP, so there was a concern about survey fatigue. Brian Flagg asked what RMAP is. Mr. McGinnis stated it's the region's long-range transportation plan. Discussion ensued as to the organizations and funding sources. Dale Calvert provided a more detailed explanation for Mr. Flagg. Discussion ensued.

Mr. Flagg posed a question to Ms. Garcia as to her concern about the survey and if she thought transit was being shortchanged. Ms. Garcia reiterated why, based on her experience, she thought a survey would be helpful. She stated that surveys deal with numbers and unarguable data, whereas the comment approach can be discriminatory towards those who may not have strong written communication skills. Thus, the interpretation of an individual's comments is left to the reader's biases.

Colby Henley asked Mr. McGinnis if PAG or Jarrett Walker would conduct the analysis of comments and when the 30-day period would begin. Mr. McGinnis stated that it will be a joint effort, and once the regional council approves the draft plan, it will trigger the comment period. They are aiming for December.

Ms. Garcia thought the timing of the comment period was unfortunate as it will fall in the middle of the holiday season and the public will not be as receptive. Discussion ensued.

Mr. Flagg inquired about the attendance at the open houses. Mr. McGinnis replied that there were 40 between the two meetings, with more attendees at the morning event.

Mr. McGinnis proceeded with the presentation. Page two of the handout talks about why transit works. He explained that this is important for people unfamiliar with transit functionality, including density, walkability, linearity, and proximity (similar to linearity with a cost function). This helps people understand why some design decisions are made.

The next part of the presentation focuses on the results of the initial survey. Mr. McGinnis stated that there were 2,600 responses which included the online and intercept (at key locations) versions. Several members of the TTF commented they had taken this survey. From the data, Mr. McGinnis found a strong agreement within the community that supports taxes or fees to provide additional transit services, which is encouraging. When asked whether survey takers wanted more frequency existing routes or new routes, there was a fairly equal consensus. There was a large response in favor of evening a weekend service improvement. Mr. Flagg needed clarification whether it was RTA jurisdiction and Mr. McGinnis responded yes. Mr. Henley reminded Mr. Flagg that this is a plan and there is no funding yet. Mr. McGinnis echoed that statement. The last question on the survey asked if there were more funds to build transit infrastructure, where should the money be delegated. Mr. McGinnis observed that 35% of respondents said bus rapid transit, 30% favored a streetcar extension, and the rest suggested small improvements be spread across the entire system. These findings are reflected in the recommendations of the LRRTP.

Mr. McGinnis described the first strategy for expanding the frequent transit network. Jarrett Walker and associates, along with PAG, RTA, city and regional staff sat down for a core design workshop identifying two scenarios. One is the medium-term (10-year) scenario, and the second is the long-term (20-year) scenario. The mutual goal of both scenarios is to complete the grid by extending the network to the south where it is lacking. He explained that this allows for the highest ridership areas to take advantage of the network. Sam Credio recalled a meeting before the core design workshop and asked if they based this work on the exercises done there. Mr. McGinnis said that the two exercises done at the meeting in

question were on understanding grid patterns and their importance, and looking at the Tucson map and identifying additional routes, which were directly applied to the LRRTP.

In strategy number two, Mr. McGinnis showed that the medium-term proposes mirroring weekday service into weekends because we are an economy that operates seven days per week. This change would include extending evening service on FTN routes and extending all Sun Tran routes to operate until midnight. The plan acknowledges that riders work on weekends and in the evenings and the economy does not operate on a strict schedule of 9 a.m. to 5 p.m. during the week. Mr. McGinnis noted that some of these frequency strategies may change during review or implementation because of logistics.

Mr. Flagg asked about the money needed for a plan of this nature. Mr. McGinnis urged that without planning, there can be no discussion of funds, but that we are not at that stage yet.

Mr. McGinnis introduced strategy number three, which acknowledges the feedback from the survey discussed earlier in which the public requested more frequent service and to more places. The plan proposes more of an increase in frequency to areas of growth and need. Mr. Flagg asked if this strategy was only for express routes. Mr. McGinnis replied that the systems impacted would be Sun Shuttle and Sun Tran. Mr. McGinnis gave some examples of specific routes where the frequency increases and implied again that details may change as the plan is implemented.

Strategy number four, Mr. McGinnis stated, focuses on the theory that investments in frequent service and more areas mean capital investments that also increase passenger comfort, overall service level, and treatments e.g., ensuring 99% of stops having a shelter). The items listed include the purchase of 120 additional alternative fuel vehicles, an expanded bench and shelter program, premium stations at highest-boarding stops, new mobility hubs/transit center, bus priority treatments at key intersections and bus lanes, and on-board technologies. Ms. Garcia asked Mr. McGinnis if his points were listed in order of priority. Mr. Henley inquired whether the points fit into the medium or long term. Mr. McGinnis responded to both questions by stating that the items are not listed based on priority, and they are all in the medium term. Discussion ensued.

Mr. McGinnis explained that they did some analysis to measure what would happen with these proposed changes. He reflected on the outcome of implementing long-term or medium-term strategies and how the current network compares. In the medium term, we would see an increase in access to jobs for residents on weekdays, evenings, and Sundays. Another analysis takes into consideration how far one could travel in 45 minutes (including walking and transfer time). Mr. McGinnis explained that when waiting time decreases, overall travel time will decrease. The last comparison showed more access to jobs. The map used hexagons in different shades to identify the number of reachable jobs. Regarding Sundays and weekend service being extended in the medium term, there is a 170% increase in the number of jobs one can access. Mr. McGinnis gave an example that illustrated a positive impact on weekday ridership when weekend service is increased. Ms. Garcia noticed that on all the maps there is a spot on the outer east side of town where the hexagons are white and she wondered if that is showing that there are no jobs in that area. Mr. McGinnis said this could be explained in

two ways: either there are no jobs or the employment opportunities available to those hexagons are not reachable in the 45 minutes window. Mr. Henley said it could be a function of the density of housing. Discussion ensued. Dale Calvert gave an example of someone who lives in the center of a neighborhood, and a bus stop may be a half-mile away thereby adding significant travel time if walking. He also stated that there are fewer job opportunities the farther east one lives. Mr. McGinnis reminded the group that the white color represents a range of 0–5000 jobs. Discussion ensued.

Mr. Henley asked what the next steps would be. Mr. McGinnis reiterated the process to take it through the committee structure, having the 30-day review period and then taking it to the Regional Council. Mr. McGinnis hopes that this plan gives a menu of ideas for the next round of funding. In the medium term, there is a 35% increase in operational cost compared to today. Thus, we are looking at more than would likely be available in an RTA continuation. Mr. McGinnis explained that this plan is an idea of what could be done, but the different funding strategies will likely be the deciding factors.

Mr. Henley asked if the plan would have cost breakdowns. Mr. McGinnis said that is correct. Discussion ensued.

Mr. Flagg asked if they are studying funding mechanisms. Mr. McGinnis replied that his organization is not but most of that was done by the City Manager stakeholder group. Mr. Flagg remembered the meeting and felt as though they blew it off. Mr. McGinnis pointed to the RTA continuation as a funding mechanism. He stated that some funding will serve the purpose of carrying forward what was already started, but beyond that, it's unclear how much funding will be delegated to transit. Mr. Flagg asked who decides that percentage. Mr. McGinnis said that it's a combination of the Citizens Advisory Committee (CAC) and others. Discussion ensued. Dale Calvert said that along with the CAC's recommendations, a technical advisory committee at the RTA will also put forward recommendations to the RTA Board of Directors. Discussion ensued.

Ms. Garcia noted that Tucson holds 75% of the votes in terms of approving/disapproving the RTA plan and she trusts Tucsonans to make the right decision.

Mr. Caywood reiterated how important this plan is and suggested that the task force establish a subcommittee that would develop transit recommendations to advise the Mayor and Council. Mr. Henley spoke about what his role would be on the Complete Streets Coordinating Council (CSCC) and how it would help with this idea. Discussion ensued about the timeline. Diana Alarcon, TDOT Director, stated that TDOT has the responsibility of providing a list of their project priorities to RTA by June 30, 2020. Mr. Calvert corrected what he said earlier. He said the supervisors will order the election but not adjust the plan. It was discussed and agreed upon that this item should be a monthly agenda item moving forward.

7. Continued Discussion of September Quarterly Ridership Presentation

Steve Spade reminded the committee that last month he provided a 4th quarter comparison between FY18 and FY19 of service performance after members requested it show the entire

fiscal year. So, Sun Tran compiled a spreadsheet comparing the entire fiscal years of 2018 and 2019, and on a route-by-route basis. The document looked at five performance indicators: passengers, passengers per mile, passengers per hour, cost per passenger, farebox recovery, and subsidy per passenger. Mr. Spade noted that on Routes 4, 8, 16 and 18, they had pulled one bus from each route, but continued to run on fifteen minutes increments. In those specific cases, the ridership declined but the performance indicators showed improvements.

Colby Henley asked for clarification on one spreadsheet. He said, as he understands it, even though passenger revenue dropped a little under \$1 million, there were savings of \$7.2 million to operate the system. Mr. Spade verified that observation.

Margot Garcia asked Mr. Spade to elaborate on Route 50 where the data showed a significant drop in ridership and doubled in subsidy per passenger. Mr. Spade explained that when they see those types of numbers, the goal is to ask the questions, “Why did we see this and where?” The way they figure this out is to pull APC data and look at average daily boardings (ADB) for that route. Bob McGee brought awareness to the group of the construction on Ajo, which caused bus stops to disappear on that route. Gene Caywood asked to clarify whether the bus stops are temporarily or permanently gone. Mr. McGee assured that it was a temporary consequence of the construction. Mr. Caywood pleaded that this situation should never happen and that the bus stops are there for a reason. He continued to say that if they needed to be moved, a block would be acceptable, but not gone entirely. Robin Raine, Deputy Director of TDOT, clarified that the construction was in the State’s jurisdiction. The City advocated for the transportation system to be unaffected, but they were not receptive. Sam Credio added that there were physical challenges such as the retaining walls being built. Mr. McGee noted that the stop itself may be unaffected, but the passage to and from is dangerous. Mr. Henley directed a question to the TDOT staff in attendance whether transit is a part of the coordination with road construction with City projects. Director of Transportation, Diana Alarcon, said yes and they will still have a dialog for State projects but it is not always successful especially if the project does not occur in the City right-of-way. Mr. McGee mentioned that the route itself is short; the removal of even a couple of stops would affect it greatly. He is optimistic that this will improve as construction wraps up. Mr. Spade added that unfortunately, the opposite could happen where riders will have found an alternative option. Mr. McGee assured the group they are monitoring it.

Brian Flagg commented that the data is gloomy regarding the decrease in ridership. He also needed clarification on why the farebox recovery looked better given the low ridership. Mr. Credio explained that operating efficiently is directly related to the increase in farebox recovery.

Mr. Spade said that nationally the trend is that ridership is decreasing, but Sun Tran’s goal is to find places where they can rebuild ridership (i.e. universal access pilot and Amazon). Regarding passengers per mile and per hour, Mr. Spade said that Sun Tran is above the national average. Mr. Henley asked if there was a sense of 2016/2017 in terms of the same trajectory. Mr. Spade said he could put together a history of ridership to present. Mr. Henley said the strike and gas prices would be a good plot point for that data. James McGinnis stated

the strength of the economy would be a good plot point. Mr. Spade explained that the strength of the economy can be a double-edged sword. When the economy is in a recession, the assumption is that more people would lean on public transportation, but if more people are out of work that could translate to less need for travel.

Mr. Spade said that Sun Tran wants to accommodate the interests of the TTF. They will generate any data needed and open for suggestions.

Mr. Flagg asked Mr. Spade when looking at this report, what stood out most to him. Mr. Spade responded he always looks at ridership but also likes to look at how the routes are performing. Ultimately, he wants to see how he can refine the route, increase ridership all while reducing expenses. Mr. Spade used an example of increasing access to jobs on Saturdays. Mr. Caywood gave a historical perspective and compared the transit schedules to the 1950s where professionals often worked a half-day on Saturday. Mr. Spade said that travel patterns change when comparing Saturday and Sunday. Discussion ensued.

8. Discussion of Interim Aesthetic Improvements at Ronstadt Transit Center

Colby Henley tabled this item for a future meeting.

9. Call to the Audience (Second)

None.

10. Next Meeting Date – October 7, 2019

11. Future Agenda Items

- Overview of RTA Reauthorization Process
- Tabled Discussion of Interim Aesthetic Improvements at Ronstadt Transit Center
- Update on Ronstadt Transit Center Redevelopment
- Update on Universal Access Pilot Program
- Overview of Rio Nuevo GPLET passes

12. Adjournment – 4:44 p.m.



TRANSIT TASK FORCE MEMORANDUM

October 7, 2019

Items 3 and 8: Calls to the Audience

Issue – This is a standing agenda item allowing for the public to comment. Please note: Members may not discuss items that are not specifically identified on the agenda.

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

Background – The memo accompanying these agenda items is intended to provide follow up information to the TTF regarding the public inquiries during the call to the audience agenda items from the previous meeting.

Present Consideration – Staff responses from the questions during the previous meeting’s Call to the Audience agenda items are provided below:

1st Call to the Audience – None.

2nd Call to the Audience – None.

Financial Considerations – None at this time.

Attachment(s) – None at this time.



TRANSIT TASK FORCE MEMORANDUM

October 7, 2019

Item 4: 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:

None.

Sun Tran, Sun Link and Sun Van Updates:

Route Changes: Routes 10 and 17

Regional Updates:

Long-Range Regional Transit Plan

Regional Call for Projects

Committee Updates:

None.

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.

Attachments – None.



TRANSIT TASK FORCE MEMORANDUM

October 7, 2019

Item 5: Regional Transportation Authority Reauthorization Process Overview

Issue – Staff from the Regional Transportation Authority (RTA) will provide an overview of the RTA reauthorization process.

Staff Recommendation – None. This is an information item.

Background – The following information was taken directly from the RTA website (<http://www.rtamobility.com/tabid/232/Default.aspx>):

The Regional Transportation Authority recently formed a 35-member Citizens Advisory Committee to assist in the development of a continuation plan that will seamlessly follow and supersede the RTA’s existing, 20-year regional transportation plan.

This citizen-driven planning effort will carry forward the vision for the region's transportation system that was created nearly 15 years ago through the collaborative efforts of the RTA, citizens, and county, local, state and tribal governments that led to the 2006-voter approved plan. Projects in the current plan will be implemented through June 2026. A future election will be set once a continuation plan has been developed and approved by the RTA Board.

Development of an RTA continuation plan will fulfill the RTA’s duty to prepare and adopt a regional plan for the investment of the RTA’s half-cent excise tax, which is collected in the RTA’s special taxing district within Pima County.

The RTA promotes regional cooperation on transportation issues that extend beyond any one jurisdiction’s boundaries. The RTA continuation plan will not replace the vision of any individual community but will carry a broader regional focus. That focus is to provide a safe, reliable and efficient regional transportation system that protects and enhances the quality of life for the citizens of the growing region now and in the future. Local governments must work together to deal with the effects associated with growth, such as traffic, air quality and access to jobs, which are not limited by jurisdictional boundaries.

Starting in 2019, the RTA’s citizens and technical management committees, partner agencies, regional stakeholders, the community at large, and the RTA Board will work together to identify transportation priorities that will serve as the foundation for the new shared vision that will further shape the region's transportation network. The RTA continuation plan will be developed using an outcome-based approach to achieve the highest levels of transportation system safety and performance.

During this planning effort, the RTA will offer a variety of outreach opportunities to engage participants and inform the process, such as conducting surveys, listening sessions, public and private-sector stakeholder interviews, online forums and neighborhood meetings, and collecting public comments.

The RTA is committed to carrying forward the collaborative efforts that began nearly 15 years ago to identify priority needs, solutions to transportation challenges, and best project implementation practices that can be incorporated into a deliverable continuation plan valued by our communities. (RTA)

Present Consideration – None.

Financial Considerations – None.

Attachments – None.



TRANSIT TASK FORCE MEMORANDUM

October 7, 2019

Item 6: Ronstadt Transit Center Redevelopment Update

Issue – Staff from Peach Properties will provide an update on the Ronstadt Transit Center (RTC) redevelopment project.

Staff Recommendation – None at this time.

Background – In 2013, at the request of Mayor and Council, City staff issued a Request for Proposals for the redevelopment of the RTC, a 4.7-acre site at Congress St. and 6th Ave. that houses the transit center and two parking lots.

In November 2015, after a competitive review process, the City selected local developer Peach Properties to lead the redevelopment effort. This selection by Mayor and Council was the culmination of a two-year process that included meetings with stakeholders to develop project goals, issuing a Phase I and a Phase II Request for Proposals (RFP), public presentations of proposed concepts, and the formation of an Evaluation Committee to review and make recommendations to Mayor and Council on the Phase I and Phase II RFP submittals. One requirement is to keep the RTC as a full functioning transit center.

The submitted conceptual plan includes the development of mixed-use retail, office space, live/work lofts, public spaces, a public market alongside the new transit mall, and a parking garage. The streetscape on both Congress St. and 6th Ave. will be activated with retail uses.

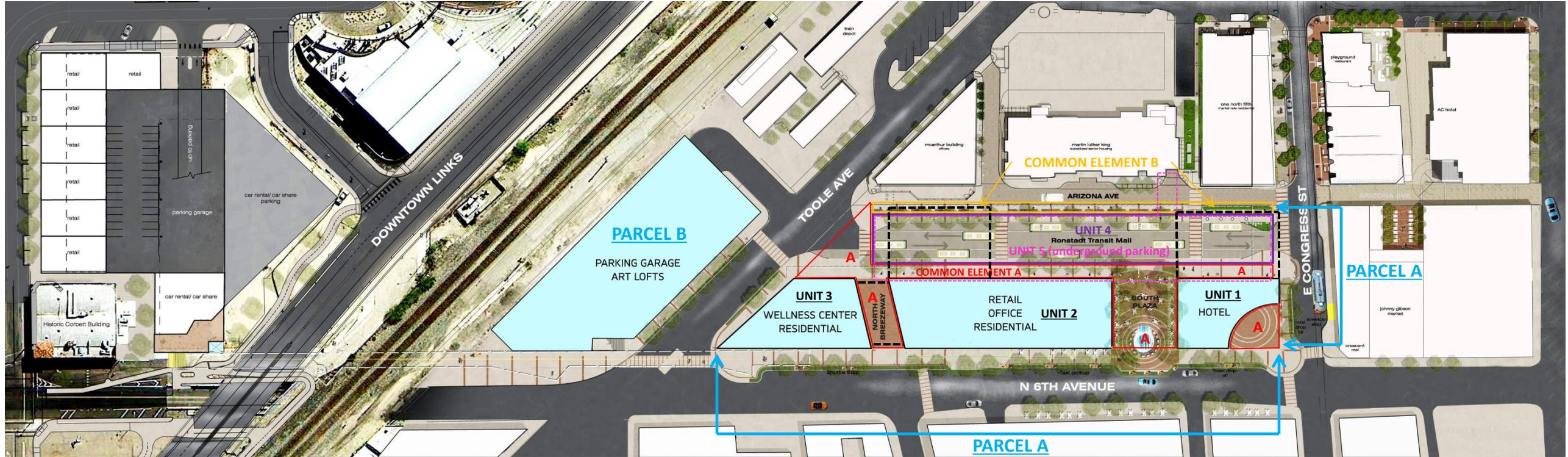
Present Consideration – Staff from the Peach Properties will present information on the RTC redevelopment project for comment and discussion by members.

Financial Considerations – None at this time.

Attachments – Initial Concept Plan; Redevelopment Project Schedule (9-4-19); Joint Development Site and Reserved Area (Revised); Temporary Concept Plan; Joint Development Agreement Recitals



RONSTADT TRANSIT CENTER JOINT DEVELOPMENT CONCEPT PLAN



UNIT 1 – COMMERCIAL : 88'X120' less approx. 2000 s.f. (50' Radius 1/4 circle) = 8560 s.f. pad, 8 stories, potential 96'X120' air rights over T.C.
UNIT 2 – COMMERCIAL/RESIDENTIAL: 88'X250' (avg) = 22,000 s.f. pad, 9 stories, potential 96'X120' air rights over T.C. (only 2-3 floors)
UNIT 3 – COMMERCIAL/RESIDENTIAL: irreg. parcel, 88' deep E-W. About 15,000 s.f. pad, 5 stories, potential 88'X50' air rights between this unit and unit 2
 ----- = POTENTIAL AIR RIGHTS

UNIT 4 – RONSTADT TRANSIT MALL
UNIT 5 – POTENTIAL UNDERGROUND PARKING: 96'X 442' (one level only)
COMMON ELEMENT B – PUBLIC MARKET
COMMON ELEMENT A – PED/BIKE CIRCULATION (extend to include ROW?)
PARCEL B: 12,500 s.f. triangle attached to 260'X164' rectangular lot, will require 10' ped./util. easement along Toole frontage = 55,140 s.f. – includes easement area. Mixed use - retail, parking and residential, 8 stories

ID	Task Name	Duration	Start	Finish	2020		2021				2022				2023									
					Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3							
1	DEVELOPMENT AGREEMENT	195 days	Tue 1/1/19	Mon 9/30/19																				
2	FTA REVIEW	196 days	Tue 10/1/19	Tue 6/30/20																				
3	FINANCE	196 days	Wed 1/1/20	Wed 9/30/20																				
4	EQUITY FUNDING	130 days	Wed 1/1/20	Tue 6/30/20																				
5																								
6	DESIGN	391 days	Wed 7/1/20	Wed 12/29/21																				
7	SITE / TRANSIT CENTER	196 days	Wed 7/1/20	Wed 3/31/21																				
8	TEMP TRANSIT CENTER	64 days	Sat 1/2/21	Wed 3/31/21																				
9	UTILITIES	196 days	Wed 7/1/20	Wed 3/31/21																				
10	PHASE II - MIXED USED / PARKING	194 days	Sat 10/3/20	Wed 6/30/21																				
11	PHASE III - MIXED USED / PARKING / BRIDGE	194 days	Sat 4/3/21	Wed 12/29/21																				
12																								
13	PERMIT	355 days	Sat 1/2/21	Sun 5/15/22																				
14	SITE / DEVEL. PLAN	129 days	Sat 1/2/21	Wed 6/30/21																				
15	TRANSPORTATION	129 days	Sat 1/2/21	Wed 6/30/21																				
16	TUCSON WATER	129 days	Sat 1/2/21	Wed 6/30/21																				
17	P.C.WASTWATER	129 days	Sat 1/2/21	Wed 6/30/21																				
18	TEP	129 days	Sat 1/2/21	Wed 6/30/21																				
19	PHASE II - MIXED USED / PARKING	64 days	Sat 7/3/21	Wed 9/29/21																				
20	PHASE III - MIXED USED / PARKING	64 days	Sun 1/2/22	Wed 3/30/22																				
21	UPRR	162 days	Sat 10/2/21	Sun 5/15/22																				
22																								
23	CONSTRUCTION	486 days	Sat 7/3/21	Mon 5/15/23																				
24	PHASE I	63 days	Sat 7/3/21	Wed 9/29/21																				
25	TEMP. TRANS.	64 days	Sat 7/3/21	Wed 9/29/21																				
26	UTILITIES	64 days	Sat 7/3/21	Wed 9/29/21																				
27	PHASE II	325 days	Sat 10/2/21	Sat 12/31/22																				
28	TRANSIT	162 days	Sat 10/2/21	Sun 5/15/22																				
29	MIXED USE / PARKING	327 days	Sat 10/2/21	Sat 12/31/22																				
30	PHASE III - MIXED USED / PARKING	261 days	Sun 5/15/22	Mon 5/15/23																				
31	MIXED USE / PARKING	262 days	Sun 5/15/22	Mon 5/15/23																				
32	BRIDGE	167 days	Sun 5/15/22	Sat 12/31/22																				
33																								
34	LEASE	738 days	Thu 10/1/20	Mon 7/31/23																				
35	PRE-MARKETING	423 days	Thu 10/1/20	Sun 5/15/22																				
36	LEASE UP	262 days	Sun 5/15/22	Mon 5/15/23																				
37	OCCUPANCY	152 days	Sun 1/1/23	Mon 7/31/23																				

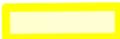
RTC JOINT DEVELOPMENT SITE AND RESERVED AREA





RTC TEMPORARY TRANSIT CENTER CONCEPT PLAN



KEY	
	= TEMP WALKWAY
	= RESTROOM
	= BUS SHELTER
	= TEMP CS OFFICE W/ VENDING
	= RELOCATED CAMERA

RTC JOINT DEVELOPMENT AGREEMENT RECITALS:

- A. COT is the owner of approximately 4.3 acres of land at the Ronstadt Transit Center, Tucson Arizona (the "**Transit Center**"), of which a portion has been proposed for joint development (the portion proposed for joint development being the "**COT Joint Development Site**," and the portion retained by COT being the "**COT Reserved Area**"). **The COT Joint Development Site**, inclusive of the **COT Reserved Area** together with the **Sale Property**, are as shown on **Exhibit A**.
- B. The COT Joint Development Site includes property that is currently in use by COT for SunTran bus operations and monthly surface parking that is ancillary to COT's transit operations. At the time of the Effective Date of this Agreement, COT transit operations are located within the Transit Center and within and/or adjacent to the COT Joint Development Site.
- C. COT issued a Joint Development Request for Proposals dated April 2014 (as subsequently amended, the "**RFP**") for the COT Joint Development Site. Developer submitted a Proposal in response ("Developer's Proposal"). Developer was chosen as the Selected Developer by COT staff on or about November 17, 2015.
- D. The RFP and Developer's Proposal contemplated development of the COT Joint Development Site as a multi component, mixed use, transit-oriented development project (the "**Project**"). The Project will include the following components:
- i. approximately 300-400 rental residential units;
 - ii. 20,000 – 30,000 gross square feet (SF) of commercial and/or office space;
 - iii. 250- 450 structured parking spaces;
 - iv. Not less than 3,500 SF of public transit office space;
 - v. an improved permanent Transit Center of approximately 47,475 SF;
 - vi. a Public Plaza of approximately 14,500 SF;
 - v. Other improvements

The square footage of the described components are approximate and may be modified as the Project is developed, subject to prior FTA approval as may be required.

- E. Developer acknowledges that the Project is not an FTA-assisted project, and Developer is not relying on FTA assistance; but that the Project will utilize real property previously acquired with FTA assistance.
- F. On October 5, 2016, the COT Mayor and Council adopted Resolution No. 22648, approving a Pre-Development Agreement Outline between COT and Developer ("PDAO"). The PDAO memorialized the Parties' then-current intentions and understandings with respect to the terms that the Parties would negotiate and incorporate into a development agreement for the Project.

- G. As described in the RFP, the Project is subject to compliance with Federal Transit Administration (“FTA”) guidance on joint development, Circular 7050.1. Accordingly, the Project must satisfy the FTA’s eligibility requirements for joint development, to include Economic Benefit, Public Transportation Benefit, Fair Share of Revenue, and Fair Share of Costs, as further described in the Circular 7050.1.
- H. The overall purpose of the Project is to create a distinctive, multi-modal transit center and mixed-use development that contributes to an active, economically robust downtown, by achieving the following goals: Goal A: Uses & Character

The Project will incorporate (1) a transit center with similar or improved services, (2) private development featuring a mix of uses, and (3) public open spaces, which are thoughtfully integrated and serve a diversity of people working, living, and visiting downtown. Examples of types of land uses that are encouraged include residential, retail, daily services (e.g., child care, grocery, pharmacy), employment, educational uses, and recreation and entertainment venues.

The Project will incorporate community open space that is urban in character, well integrated with surrounding uses, highly visible to and actively used by people of all ages, includes some natural features, and has a clearly responsible entity in charge of its programming and maintenance.

The design of the Project will create a signature destination that integrates the arts, recognizes the community’s cultural diversity, includes sustainable/environmentally sensitive design, activates the streetscape, and offers architecture responsive to the urban historic fabric and views. Sensitivity to the needs of downtown neighborhoods, transit users, adjacent properties, and local downtown businesses is important.

Goal B: Transportation and Infrastructure

The Project will be based on thoughtful site design that considers not only ingress and egress, but also contributes to improving surrounding multi-modal transportation circulation.

The Project will incorporate establishment of the Ronstadt Transit Center as an adaptable hub that can serve multiple modes of transportation over time, including, but not limited to, public buses, shuttles, bicycles, and pedestrians. It will provide connections to the Modern Streetcar and Amtrak inter-city rail, and should accommodate complementary programs and facilities such as bike share, car share, drop-offs, and taxis.

The Project will enhance the physical infrastructure and facilities for current bus riders and increase the appeal of transit to new riders. Examples of improvements identified by community members as desirable include incorporation of retail, food, and services; better designed bathrooms; air conditioning; shade; drinking fountains; and a play area.

The Project will provide pedestrian and bicycle connectivity to surrounding uses; to walkways/alleys, roadways, and bikeways; to adjacent residential and commercial areas; and

to transportation modes, such as between the bus facilities and the Modern Streetcar line at the southern boundary of the Project area and the Historic Train Depot east of the Property.

Goal C: Financial and Economic Vitality

The Project will be delivered in a timely manner providing a sufficient infusion of private investment to economically benefit public transit, the COT's tax base, and downtown revitalization efforts.

Goal D: Communication and Participation

The Project team will be committed to regular, collaborative meetings and communication with the COT and other agencies, and community engagement with stakeholders.



TRANSIT TASK FORCE MEMORANDUM

October 7, 2019

Item 7: Discussion of Interim Aesthetic Improvements at Ronstadt Transit Center

Issue – This item was requested by a TTF member to discuss interim aesthetic improvements at the Ronstadt Transit Center (RTC) while it’s redeveloped. This item was tabled at the September 3, 2019 TTF meeting.

Staff Recommendation – None.

Background – In 2013, at the request of Mayor and Council, City staff issued a Request for Proposals for the redevelopment of the RTC, a 4.7-acre site at Congress St. and 6th Ave. that houses the transit center and two parking lots.

In November 2015, after a competitive review process, the City selected local developer Peach Properties to lead the redevelopment effort. The submitted conceptual plan included the development of mixed-use retail, office space, live/work lofts, public spaces, a public market alongside the new transit mall, and a parking garage. The streetscape on both Congress St. and 6th Ave. would be activated with retail uses.

There are currently no existing partnerships with downtown businesses to improve the RTC before or during construction. Also, there is no dedicated funding for interim aesthetic improvements.

Present Consideration – None.

Financial Considerations – None.

Attachments – None.