

Summary of Transit Task Force and Staff Recommendations

BACKGROUND:

The original Comprehensive Operating Analysis (COA) recommended 28 immediate service changes to Sun Tran and Sun Express routes. Following extensive public outreach and re-evaluation of the proposed service changes both the Transit Task Force (TTF) and Staff have reduced the number of routes that they recommend to change. The recommendations of the Transit Task Force illustrated in the table were modeled by Staff and presented to the Task Force at the October 6 meeting. The modeling effort revealed that the implementation of the TTF recommended changes would require 14 additional buses (11 in-service and 3 spares) to provide the service. If federal funds became available, the lead time for Staff to acquire 14 additional buses is 18 to 24 months resulting in the TTF recommendation being delayed until Fiscal Year 2016 or Fiscal Year 2017. The summary below is a snapshot of all proposed changes in the original COA that organizes the information to highlight the changes currently supported by staff and the TTF. The routes highlighted in blue represent Staff proposed changes that are not supported by the Task Force, no color (white) represents those routes that are supported by the Task Force but require additional buses and the information in yellow is representative of the Scenario B that was presented to TTF members at the October 6 meeting.

Staff expressed support for the TTF recommendations and believes they should be implemented as soon as possible. In an effort to make the improvements supported by the TTF an immediate reality that is available to the community, Staff outlined three potential implementation scenarios (Scenarios A, B and C). In response, TTF members requested more information and time to evaluate Scenario B.

The additional information requested by TTF members includes a summary of proposed changes, operating costs and additional buses required to implement the service, all of which is included in the table on page 3 by route. A summary table of the additional costs for each scenario presented to the Task Force on October 6 is below:

COST IMPACT OF VARIOUS COA SCENARIOS

SCENARIO	ADOPTED BUDGET	TOTAL PROJECTED COST	INC/DEC COST FY15	ANNUAL COST INC
NO CHANGE	\$59,151,000	\$59,684,000	\$533,000	\$1,279,200
TTF REC	\$59,151,000	\$59,897,000	\$746,000	\$1,794,000
A	\$59,151,000	\$59,151,000	\$0	\$0
B	\$59,151,000	\$59,465,000	\$314,000	\$753,600
C	\$59,151,000	\$59,429,000	\$278,000	\$667,200

The cost scenarios depicted above do not sum to the recommendation chart on the following page. The full cost to implement the scenarios does not factor in the cost of not making changes to other routes in the system. For example, should the Transit Task Force choose to recommend the change to the 8/18 with a cost of \$122,953 depicted in white in the chart on page 3, the actual increase cost to FY15 would be:

EXAMPLE ONLY: ROUTES 8 AND 18 COST IMPLICATION SCENARIO

SCENARIO	ADOPTED BUDGET	ADDITIONAL COST NO CHANGE	Route 8/18 COST	FY15 COST OVER BUDGET	FY15 TOTAL COST
RTE. 8/18 EX.	\$59,151,000	\$533,000	\$122,953	\$655,953	\$59,806,953

TIMELINE FOR RECOMMENDATIONS TO MAYOR AND COUNCIL

Staff will be presenting a COA update to Mayor and Council on October 21 and will formally request the 60-day extension recommended by the TTF. TTF members are encouraged not to use the full 60-day extension should it be granted by Mayor and Council, as any recommended route changes must be finalized prior to December 15 to allow staff sufficient time to build the service bid and ensure printing deadlines are met for February 2015 implementation.

TTF Recommendations with Scenario B in Yellow, Staff Recommendations not Supported by TTF in Blue

Route	Service Change	Current Buses	Proposed Buses	Bus Change	Cost vs Budget
9	Extend the afternoon peak period from 1 -2pm to accommodate growing demand in the 1 -2 pm hour.	8	8	0	\$0
22	Serve the Bonita/Commerce Park Loop area. Area features COT Neighborhood Services offices, United Way of Tucson, Pima Community College Campus, ASU - Tucson Campus, Carrington College, NAU - Tucson Campus, PCC Adult Education, etc.	2	2	0	\$0
26	Adjust routing to travel on Country Club between Drexel and Benson Hwy from Masterson. Buses many times will scrape the roadway on Masterson due to dips in the road. The roadway also many times will have children playing in or near the street which poses safety concerns. Masterson also floods during heavy rain storms and detour routing is necessary.	1	1	0	\$0
1	Truncate the route to 29th/Swan. Turn bus around at Swan/Golf Links. The turn around location would serve the Border Patrol Headquarters. This adjustment reduces the 1 mile route duplication and with Rt 17 from Swan to 32nd/Winstel. Ridership in the 34/Layton area is very poor with most stops not having any ridership activity.	6	6	0	\$0
4	Adjust AM peak frequency to operate every 15 mins from 10 to meet demand. Midday & PM peak remain at 10 min.	13	13	0	\$0
7	Adjust route frequency to operate every 20-min. from 15 min. to closer meet demand, PM Peak will stay at 15 min. 2 years ago this route operated every 30 min.	9	9	0	\$0
8/18	Reports of passups are not uncommon in the afternoon on S. 6th Ave due to severe overcrowding. Route 18 (S 6th Ave) will increase to every 7.5 minutes midday afternoons to assist with overcrowding. Separating the route will allow service levels along each segment to differ and to reflect market demand	18	21	3	\$122,953
11/50	The joining of the routes creates continuous east/west Ajo service without the need to transfer. Data shows that many passengers currently choose the stop at Ajo at 6th Ave to transfer between the routes instead of LTC.	11	13	2	\$0
16/12	Adjust route frequency to operate every 15 minutes south of downtown (Rt 12) and 10 min AM and PM peak while increasing frequency to 7.5 minutes midday afternoon. The additional frequency will assist with current overcrowding situation.	17	19	2	\$0
34	Added afternoon frequency will assist with overcrowding situations that are occurring. The proposed route adjustment to Rt 34 allows transferring passengers to no longer need to walk from 29th Street to 30th Street to wait on the bus during its recovery before continuing their trip north on Craycroft Road. This will save time for Rt 34 passengers.	6	9	3	\$0
8/18	Current ridership shows that early morning periods have half the demand as the midday and early afternoon on Broadway. Adjustments to morning frequency would be made to schedules to operate closer to actual demand. In addition, PM rush hour is similar where it is roughly half the demand as early afternoon. (#'s in () are need if S. 6th portion not approved.)	18(18)	18(21)	0(3)	-\$122,953
2	Simplified routing through Pueblo Gardens. The alternate routing speeds up travel time.	4	4	0	\$2,267
3/13	Ridership west of RTC makes up 30% of the total ridership while the eastern part makes up 70%. "Short trips" of the Route 3 would be extended to PCC East allowing ALL trips to begin and end at same locations and reduces "stranding" riders at Broadway/Wilmot Data also shows that very few customers are riding through the RTC, but transfer to other buses or end their trip downtown.	14	10	-4	-\$53,712
6/25	Section between Downtown and Tohono Transit Center is significantly greater in passengers per mile than the section of route between Downtown and the Airport. The passenger loads on the north section are up to double that of the south. Dividing the route will allow for 15 minute peak hour frequency north of downtown and 30 minute all day frequency south (Rt. 25) to reflect market demand.	11	9	-2	-\$116,966
15	Adjust frequency to 20 minutes from 15 to closer meet demand. Extend all trips to Country Club/22nd St to reduce stranding of passengers at U of A Mall.	7	5	-2	-\$29,959
27	Adjust route frequency to operate every 30 minutes from 15 /30 minutes to closer meet demand.	7	5	-2	-\$203,316

ATTACHMENT 1: SCENARIOS B AND C MATERIAL FROM 10/6/14 TTF MEETING**POTENTIAL IMPLEMENTATION SCENARIOS:**

In light of the necessity to procure more vehicles to implement the TTF's recommendations, Staff has developed a tier system based on need to aid the TTF process to determine what their implementation priorities are. The tiers are:

Tier 1 - Overcrowding improvements, safety enhancements, and adding needed service

Tier 2 - Improved connections and travel time

Tier 3 – Service efficiency and growth potential

Scenario A - Implementation of Staff Recommendations

Support the recommendations recommended by Staff in blue on the table on page 1. This is the only recommendation that allows for the implementation of all Tier 1 projects

- Meets all of the highest system needs (Tier 1)
- Realigns service to meet demand in areas where there is extra capacity
- Provides easier access to jobs and/or shopping
- Does not require the purchase of additional buses
- TTF would need to reconsider all Staff recommendations highlighted in blue on page 1

Scenario B - No Implementation of Staff Recommendations

Implement only those service improvements that do not require additional buses. Scenario B would result in improvements to 6 routes.

- Yellow highlighted items are those TTF projects that can be implemented
- Does not address many of the highest system needs (Tier 1)
- TTF does not need to reconsider any Staff recommendations
- Does not require the purchase of additional buses

Scenario B - No Implementation of Staff Recommendations

Route	Service Change Type	Original	Staff Support	TTF Support	Tier
9	Service Level Realignment	X	X	X	1
22	Service Restructuring**	X	X	X	1
26	Service Rerouting	X	X	X	1
8	Service Restructuring* (Split)	X	X	X	1
11	Service Restructuring	X	X	X	1
16	Service Restructuring	X	X	X	1
34	Service Rerouting/Realignment	X	X	X	1
50	Service Restructuring	X	X	X	1
1	Service Rerouting	X	X	X	3
4	Service Level Realignment	X	X	X	3
7	Service Level Realignment	X	X	X	3

Note: Yellow are those TTF projects that can be implemented under Scenario B

Note: Restructuring includes combining or separating one or more current routes; realignment includes changes to the schedule service levels; rerouting has changes to the current routing.

Scenario C – Implementation of all Tier 1 TTF Projects and Minimal Staff Recommendations

Implement only those Staff recommended service improvements that provides enough buses to implement all of the TTF recommended Tier 1 projects. Scenario C would result in improvements to all 11 of TTF recommended routes and 3 Staff recommended routes.

- Addresses most of the highest system needs (Tier 1)
- Does not realign service to meet demand in areas where there is extra capacity
- Does not require the purchase of additional buses
- TTF would need to reconsider the 3 Staff recommendations highlighted in blue below

Scenario C - Implementation of Tier 1 TTF Projects and Minimal Staff Recommendations

Route	Service Change Type	Original	Staff Support	TTF Support	Tier
9	Service Level Realignment	X	X	X	1
22	Service Restructuring**	X	X	X	1
26	Service Rerouting	X	X	X	1
11	Service Restructuring	X	X	X	1
16	Service Restructuring	X	X	X	1
34	Service Rerouting/Realignment	X	X	X	1
50	Service Restructuring	X	X	X	1
8	Service Restructuring*	X	X	X	1
1	Service Rerouting	X	X	X	3
4	Service Level Realignment	X	X	X	3
7	Service Level Realignment	X	X	X	3
3	Service Restructuring	X	X		1
6	Service Restructuring	X	X		1
15	Service Level Realignment	X	X		1

Note: Yellow are those TTF projects that can be implemented under Scenario C, blue are the necessary staff recommendations