

## Summary of Transit Task Force and Staff Recommendations

### BACKGROUND:

The original Comprehensive Operating Analysis (COA) recommended immediate service changes to 28 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.

**Summary of Supported Proposed Changes**

Route	Service Change Type	Original	Staff Support	TTF Support	Tier
8	Service Restructuring* (Split)	X	X	X	1
9	Service Level Realignment	X	X	X	1
11	Service Restructuring	X	X	X	1
16	Service Restructuring	X	X	X	1
22	Service Restructuring**	X	X	X	1
26	Service Rerouting	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
8	Service Restructuring*	X	X	O	1
2	Service Rerouting*	X	X	O	3
3	Service Restructuring	X	X		1
6	Service Restructuring	X	X		1
15	Service Level Realignment	X	X		1
27	Service Level Realignment	X	X		3
21	Service Restructuring	X			
37	Service Rerouting	X			
102x	Service Rerouting	X			
103x	Service Restructuring	X			
105x	Service Rerouting	X			
107x	Service Rerouting	X			
108x	Service Restructuring	X			
109x	Service Restructuring	X			
202x	Service Restructuring	X			
203x	Service Restructuring	X			
312x	Service Restructuring	X			

\* O represents a partial agreement to the recommendation

\*\* Different change than originally proposed, not yet approved by TTF, but support is anticipated

While Transit Task Force and Staff agree on the majority of the proposed service changes, the table above identifies six routes where support by both the Transit Task Force and Staff differs.

### TRANSIT TASK FORCE RECOMMENDATIONS:

The recommendations of the Transit Task Force illustrated in the above table were modeled by Staff and would require 14 additional buses (11 in-service and 3 spares) to provide the Staff 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 years 2016 or 2017. Staff supports 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 has outlined a few potential implementation scenarios.

**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.

- 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

**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 B 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