

City of Tucson Transit Connections Focus Group

Strengthening Tucson's Frequent Transit Network

November 1, 2018 Meeting

9-11am TDOT, 201 N Stone, 4th Floor Conf. Room



Agenda

1. Welcome and Introductions
2. Review: Meeting Agenda & Discussion
3. **Presentation:** Update on Mayor and Council Discussion at 10/9/18 Meeting on Transit Universal Access and Transit-Oriented Development
4. **Continuation of 10/04/18 Discussion:**
 - Park Tucson Budget & Parking-related Policies
 - Enhancing Transit Ridership through Funding & Policy
5. Next Steps & Adjourn



2. Review: Meeting Agenda & Discussion

Jan Waukon, Facilitator
Jenn Toothaker, Project Manager



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Purpose of Today's Meeting

- Continue/conclude discussion on funding for parking and transit
- Discuss staff assessments of funding and policies
- Share staff recommendations that will frame the Recommendations Report



8/8/17 Mayor and Council Direction

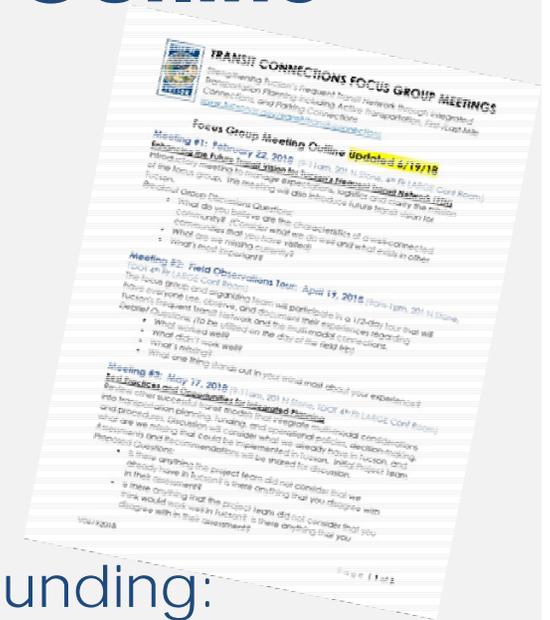
Return with List of Recommended Actionable Items that:

- Builds from the Transit Vision (the Frequent Transit Network) developed with transit expert Jarrett Walker
- Considers pedestrian and bicycle connections with high-use bus routes
- Identifies strategies for how to increase ridership
- Recommends locations of bus rapid transit (BRT) and modern streetcar routes
- **Considers how parking revenues can support the Transit Vision, and**
- Considers ways to expedite implementing pilot programs (e.g. future bus routes)



Focus Group 2018 Meeting Outline

- 2/22 Meeting 1: Orientation
- 4/19 Field Observations Tour: Experience
- 5/17 Meeting 3: Best Practices
- 6/21 Meeting 4: Preliminary List: Goals & Recommendations
- 7/19 Meeting 5: Preliminary List: Potential Strategies & Tactics
- 8/16 Meeting 6: Preliminary List Analysis; Funding; Boards, Committees, and Commissions
- 10/4 Meeting 7: Budgets for Parking & Transit; Opportunities
- 11/1 Meeting 8: Continue/Conclude Discussion on Budgets for Parking & Transit, and Opportunities
- **12/6 Meeting 9: Review Draft Recommendations Report**
- **2019 Mayor and Council Presentation**



Recommendations Progress to Date

- Project Team has been reviewing the Recommendations list with all the additional comments
 - What is already underway, or will be? (Planning processes, projects, day-to-day opportunities)
 - What are things that can be undertaken in next 3-5 years? Or longer?
- Identifying/organizing the Recommendations list as a way to document these connections
- Recommendations report will begin to be drafted



Meetings Outline & Progress to Date

Preliminary List of Actionable Recommendations

#1
Kick-off

#2
Tour

#3
Best Practices

#4
Goals & Recomm.

#5
Revise Goals & Recomm. & Values

#6
BCCs

#7
Budgets & Opportunities

#8
Budgets & Opportunities

#9
Draft Recomm. Report

You
are
Here



3. Presentations: Update on Mayor and Council Meeting Items –

Transit Universal Access and Transit-Oriented Development

(10/9/18)

Sam Credio, Interim Deputy Director



4a. Continuation of 10/04/18

Discussion:

Park Tucson Budget & Parking-related Policies

Donovan Durband, Administrator



Mayor and Council Directive to Transit Connections Focus Group:

***“Consider how Parking Revenues can
support the Transit Vision”***



Parking Revenue: Capacity to Fund Transit Needs

- Current Revenues:
 - No excess revenues relative to operating and debt expenses
 - Park Tucson Special Fund 005 balance: operating reserve
 - Given current market conditions and obligations, cannot support transferring funds to transit
- Future Revenues:
 - Expected to increase in the coming years as the City Center continues to develop, but . . .
 - Will likely be offset by increasing costs of maintaining aging facilities and general operations



Parking Funds: Increases through Rate and Policy Changes

- Revenue will increase in coming years as the following occur:
 - Geography of managed/paid parking extended
 - Days/times when metered parking is charged are extended
 - Parking rates increase
 - More development generates additional utilization
 - Monetization of other uses of Curb Space
 - Free parking alternatives disappear
- An increase in revenue from \$6M to \$7M/year is foreseeable over next 5-7 years
- *Significant demands for parking facility capital improvements could easily absorb such increases in revenue*



Transit-friendly Parking-related Policies: TDOT/Park Tucson

- Increased parking rates (as the market develops) will encourage:
 - Mode shift to transit, increasing ridership
 - Ride-share, which reduces need for parking
- Focus Neighborhood Reinvestment funds on infrastructure that improves connections to FTN
- Cost-sharing and collaboration re: Shared-benefit Infrastructure or Services (signage, way-finding, marketing, mobile apps, studies, etc.) with



Transit-friendly Parking-related Policies: City of Tucson and/or Other Jurisdictions

- Reduce/end public subsidies for parking and actively encourage use of transit:
 - Downtown/City Center employees
 - Recruitment of new businesses to City Center
- Development requirements to reduce parking provided, encourage transit support (IID and city-wide). Examples:
 - Reduce/eliminate parking minimums, add parking maximums
 - Residential Development: provide more transit support for tenants and less parking
 - Commercial Development: encourage employees to use transit
 - Private Development: provide park-and-ride facilities



Today's Recommendations that will Frame the Recommendations Report

1. Recognize that the Park Tucson fund cannot provide a significant financial contribution to the Transit Fund currently or in the foreseeable future.
2. Park Tucson expenditures to incorporate transit-supportive elements and collaborations with Transit whenever possible.
3. Continue to incorporate parking facility, rate, and policy planning into the City's overall transportation and development planning efforts.
4. Pursue the adoption of City Center and city-wide parking-related policies that reduce parking and encourage transit use, in the following endeavors:
 - Development Standards and Requirements
 - City Center commuting policies
 - Economic Development/Business Recruitment



Park Tucson Budget & Parking-related Policies

Discussion Questions:

- *Given the information provided, do you agree that parking revenues are not a significant funding source for transit at this time?*
- *Do you support the parking recommendations put forward?*
- *Is there anything missing?*



4b. Continuation of 10/04/18

Discussion:

Enhancing Transit Ridership through Funding & Policy

Steve Spade, Sun Tran General Manager



Local Funding Options Review

- Discounted Passes
- Fares
- Fees / Rents
- Geographic Districts with special fees
- Levies
- Taxes

Local Funding Options for Public Transportation
Victoria Transport Policy Institute

Options Summary

Table 7 summarizes the funding options evaluated in this study.

Table 7 Potential Public Transport Funding Options

Name	Description	Advantages	Disadvantages
Fare increases	Increase fares or change fare structure to increase revenues.	Widely applied. Is a user fee (considered equitable).	Discourage transit use. Is regressive.
Discounted bulk passes	Discounted passes sold to groups based on their ridership.	Increases revenue and transit ridership.	Increases transit service costs and so may provide little net revenue.
Property taxes	Increase local property taxes	Widely applied. Distributes burden widely.	Supports no other objectives. Is considered regressive.
Sales taxes	A special local sales tax.	Distributes burden widely.	Supports no other objectives. Is regressive.
Income tax	Special income tax for transit or transportation.	Progressive with respect to income. Relatively stable.	May be difficult to implement.
Fuel taxes	An additional fuel tax in the region.	Widely applied. Reduces vehicle traffic and fuel use.	Is considered regressive.
Vehicle fees	An additional fee for vehicles registered in the region.	Applied in some jurisdictions. Charges motorists for costs.	Does not affect vehicle use.
Utility levy	A levy to all utility accounts in the region.	Easy to apply. Distributes burden widely.	Is small, regressive and support no other objectives.
Employee levy	A levy on employees in a designated area or jurisdiction.	Charges for commuters.	Requires administration. Encourage sprawl if in city centers.
Road tolls	Tolls on some roads or bridges.	Reduces traffic congestion.	Costly to implement. Can encourage sprawl if only applied in city centers.
Vehicle-Km tax	Distance-based fees on vehicles registered in the region.	Reduces vehicle traffic.	Costly to implement.
Parking taxes	Special tax on commercial parking transactions.	Is applied in other cities.	Discourages parking pricing and downtown development.
Parking levy	Special property tax on parking spaces throughout the region.	Large potential. Distributes burden widely. Supports strategic goals.	Costly to implement. Opposed by suburban property owners.
Expanded parking pricing	Increase when and where public parking facilities (e.g. on-street parking) are priced.	Moderate to large potential. Distributes burden widely. Reduces parking & traffic problems.	Requires parking meters and enforcement, and imposes transaction costs.
Development or transport impact fees	A fee on new development to help finance infrastructure, including transit improvements.	Charges beneficiaries.	Limited potential.
Land value capture	Special taxes on property that benefit from the transit service.	Large potential. Charges beneficiaries.	May be costly to implement. May discourage TOD.
Station rents	Collect rents from station public-private developments.	Charges beneficiaries.	Limited potential.
Station air rights	Sell the rights to build over transit stations.	Charges beneficiaries.	Limited potential.
Advertising	Additional advertising on vehicles and stations.	Already used.	Limited potential. Sometimes unattractive.

This table summarizes potential funding options identified in this study.



Assessment of Funding Options 'Actionability' by Degree of Control



Local: Operational

- Advertising
- Station Air Rights
- Station Rents

Local: Public Body

- Deep discount passes
- Expanded Parking Pricing
- Parking Taxes
- Parking Levy
- Fare Increases

External Local: Public Body/Vote

- Property Taxes
- Sales Tax

External Non-Local: Public Body

- Impact Fees
- Employee Levy
- Fuel Taxes
- Income Tax
- Land Value Capture
- Road Tolls
- Utility Levy
- Vehicle Miles Traveled

Short-Term Gains vs. Long-Term Sustainability

Short-Term

- Revenue focused
- Approaches include savings or revenue increases by:
 - Increasing fare rates, taxes, or levies
 - Cutting routes
 - Reducing investments
- Not sustainable over the long-term because:
 - Tend to be one-time only
 - May create 'tax' fatigue among voters
 - May result in loss of riders and ongoing revenues

Long-Term

- Ridership focused
- Approaches include Universal Passes/Bulk Discount Passes and transit-supportive policies; results take longer to measure
- More sustainable over the long-term because:
 - Develops strategic partnerships and Champions
 - Requires increased education about transit's value, developing new fans

Example Policies Supporting Transit Ridership

- **City/Employer Organizational Policies**
 - All public meetings provide instructions for how to arrive by various modes, not just vehicles
 - Coordinated campaigns to help people learn to ride
 - Cross-modal marketing for special events to get people out of their cars
 - Subsidies and related support to encourage employees to use transit
- **Transportation Policies**
 - Define transit corridors and design to facilitate faster service
 - Better coordinated design to support transit connections
- **Development Policies**
 - Transit-Oriented Development Design on transit corridors support higher densities of people and “live/work/play” lifestyles, and encourage multi-modal mobility options



Implementing Transit-Supportive Policies

Examples of How Transit Supportive Policies Can Be Implemented Through Development Projects

DRAFT Tasks & Decision-Making	Phases			
	1 Project Concept & Feasibility	2 Planning, Design, & Engineering	3 Construction	4 Occupancy, Operations, & Maintenance
General Site Development Tasks	<ul style="list-style-type: none"> ➢ Consider Site Location Options ➢ Conduct Environmental Assessments ➢ Complete Market Research & Feasibility ➢ Identify Incentives ➢ Determine Financing ➢ Prepare Initial Project Concepts ➢ Purchase Property 	<ul style="list-style-type: none"> ➢ Engage with Community Stakeholders ➢ Purchase Property ➢ Obtain Entitlements ➢ Undertake Design Development (<i>coordinated architectural, structural, building, and civil</i>) ➢ Create Construction Drawings 	<ul style="list-style-type: none"> ➢ Obtain Permits ➢ Construction of Site Elements: <ul style="list-style-type: none"> ▪ Structures ▪ Landscape ▪ Streetscape 	<ul style="list-style-type: none"> ➢ Activate and Promote Site ➢ Maintain Property ➢ Remain Code Compliant
Development Tasks Involving Engagement with the City of Tucson	<ul style="list-style-type: none"> ▪ Utilize Recruitment and Business Assistance Services Through: City Economic Initiatives Office, Az Commerce Authority, Sun Corridor, Rio Nuevo, Visit Tucson, and others ▪ Obtain Site Location Assistance ▪ Research Economic Initiatives & Incentives ▪ As Appropriate, Establish Development Agreements ▪ Engage in pre-application discussions 	<ul style="list-style-type: none"> ▪ Conduct Plan Amendment, Rezoning, and/or Variances ▪ Develop Traffic Impact Analyses ▪ Go Through Development Review & Permitting Process ▪ Create Private Improvement Agreements ▪ Obtain Water System Permits 	<ul style="list-style-type: none"> ▪ Utilize In Lieu Fees Options for Construction of Public Infrastructure ▪ Go Through Development Review & Permitting Process ▪ Obtain Right of Way Permits ▪ Submit Traffic Control Plans ▪ Obtain Track Access Permits (<i>near Sun Link Streetcar route</i>) ▪ Undergo Site Inspection 	<ul style="list-style-type: none"> ▪ Obtain Certificate of Occupancy ▪ Apply for Business Licenses ▪ Implement Travel Reduction Program ▪ Operate Business and Manage Property Subject to Code Enforcement
Transit-Supportive Decision-Making: Parking Policies	<ul style="list-style-type: none"> » Require that onsite and offsite parking support sharing with surrounding properties and/or Park Tucson 	<ul style="list-style-type: none"> » Require Park-N-Ride parking spaces » Incentivize enhanced transit stops » Require that parking is screened/not dominant » Require parking structures build 1-3 floors as convertible for future re-use » Support shared parking plans among uses promoted 		<ul style="list-style-type: none"> » Encourage property managers and businesses to lead campaigns that support less driving
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<p style="color: red; font-weight: bold;">DRAFT</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg); font-weight: bold;">Phases</p> <p style="font-weight: bold;">Tasks & Decision-Making</p>	<p style="font-size: 2em; font-weight: bold;">1</p>  <p style="font-weight: bold;">Project Concept & Feasibility</p>	<p style="font-size: 2em; font-weight: bold;">2</p>  <p style="font-weight: bold;">Planning, Design, & Engineering</p>	<p style="font-size: 2em; font-weight: bold;">3</p>  <p style="font-weight: bold;">Construction</p>	<p style="font-size: 2em; font-weight: bold;">4</p>  <p style="font-weight: bold;">Occupancy, Operations, & Maintenance</p>
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Examples of How Transit Supportive Policies Can Be Implemented Through Development Projects

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Today's Recommendations that will Frame the Recommendations Report

1. Focus on identifying and aligning Goals, Strategies and Tactics Recommendations on long-term sustainability in these areas:
 - Building Ridership
 - Develop Partnerships
 - Educate the Public about the Value
 - Create Connections to the System
2. Prioritize policies that support ongoing transit strategic planning, but also integrate transit, active transportation, parking, and land use into planning, operational, investment, and construction decisions



Enhancing Transit Ridership through Funding & Policy

Discussion Questions:

- *Do you support the transit recommendations put forward?*
- *Is there anything missing?*



Adjourn

Next Meeting:

~~Dec. 6, 2018~~

~~9-11am~~

TDOT 4th Floor Conf Room

*Meeting Topic: Review Draft
Recommendations Report*

*We will follow up
with a Doodle Poll*



Thank you!

