



Transit Working Group

11:00 a.m., Tuesday, September 10, 2019

Pima Association of Governments

1 E. Broadway Blvd., Suite 401, Tucson
Santa Rita North Conference Room

Agenda

1. **Call to Order, Introductions and In-Kind Form**
2. **Call to the Audience**
3. **Long-Range Regional Transit Plan update**
4. **Regional Transit Funding Prioritization**
5. **Future Agenda Items and Announcements**
6. **Adjournment**

ACTION MAY BE TAKEN ON ANY ITEM*

The Meeting Room is accessible to persons with disabilities. In compliance with the Americans with Disabilities Act (ADA), those requiring special assistance, such as large-type face print, sign language or other reasonable accommodations, may request those through the administrative offices at: 1 E. Broadway Blvd., Suite 401, Tucson, Arizona 85701 or by calling (520) 792-1093, at least twenty-four hours before the meeting. Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.

Long-Range Regional Transit Plan

Meeting	Meeting Date	Agenda Category	Agenda Item #
Transit Working Group	Sept. 10, 2019	Discussion Information	3

REQUESTED ACTION/SUGGESTED MOTION

- This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

- Work Element 40, Regional Transportation Planning.

SUMMARY

Pima Association of Governments (PAG) is undertaking the development of a Long-Range Regional Transit Plan (LRRTP). The desired outcome for the LRRTP is to guide increased mobility options in the PAG region through improvements to public transportation. The LRRTP will focus on enhancing region-wide transit system productivity and customer utility in a way that uses vehicle and labor resources in an efficient manner. To do so, the LRRTP will emphasize improvements in high-performing, high-demand transit corridors while also recommending appropriate service levels for lower-performing areas. The LRRTP will focus on a “frequency-first” approach consistent with the PAG 2015 Future Transit Vision and build on the existing Frequent Transit Network.

Current Project Status

The planning process is approximately two-thirds completed. PAG’s Consultant, Jarrett Walker and Associates, has performed a current system analysis to inventory existing services, define travel markets, understand current system access extents, draft system goals, develop financial scenarios and draft an initial long-range plan. A document summarizing many of the topics the plan will cover, called the Choices Report, can be accessed via the PAG website, www.pagregion.com/transit.

In October 2018, after the completion of the Choices Report, PAG staff and JWA held the first round of community involvement sessions that included a day-long Stakeholder Workshop and two open house events. The workshop was led by JWA and consisted of a series of exercises meant to highlight key decisions the community must make when planning for the future of its transit system. The workshop was followed by open house-style engagement events that allowed members of the public to discuss ideas for the system and vote on key decisions.

During December 2018 and January 2019, the project team released an online and on-board survey to reach a wider set of community stakeholders. The survey included questions reflecting the same themes as the earlier open house events. Community response to the survey was strong with over 2,600 surveys completed.

In late January, JWA, PAG and jurisdictional staff convened in an intensive design workshop intended to develop the core network elements of a 10-year network plan. The design workshop incorporated the network priorities from the initial round of community involvement sessions along with draft financial scenarios to form the core of a draft long-range plan. Workshop participants covered all aspects of the regional transit system, discussed ways to improve service levels and quality, and drafted network concepts.

PAG and jurisdictional staff are currently reviewing an initial draft of the long-range plan developed by JWA synthesizing the work produced during the design workshop. These materials, along with service classifications, capital prioritizations, access and coverage analysis, and maps of plan elements, will be incorporated into the final document.

The plan includes four main transit service improvement elements:

1. Expansion of the Frequent Transit Network
2. Improve service spans on weekends and evenings
3. Targeted service improvements to suburban transit routes
4. Infrastructure improvements supporting speed, reliability and service quality

A second round of community involvement efforts was held on Aug. 28 and 29 and included a Plan Review Workshop and two open houses. The goal during this phase of plan development was to identify any areas for focus during final plan revision, garner additional input on element development, and identify community sentiment regarding the plan's proposed improvements. Final service benchmarks, capital plans and implementation schedules also will be developed during this period.

Staff anticipates the LRRTP will be finalized by late 2019, with the goal to bring the final document to the PAG Regional Council in December or January for approval.

PRIOR BOARD AND/OR COMMITTEE ACTION

- This information was provided to TPC at its Aug. 21 meeting.

FINANCIAL CONSIDERATIONS

- Ideally, the LRRTP will help the region understand the associated costs of implementing a desired transit network under various future scenarios.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

- Based on JWA's technical analysis and the community's input, the plan will provide alternatives for the development of regional transit policy over a 10- to 20-year planning horizon.

ATTACHED ADDITIONAL BACKUP INFORMATION

- None.

Staff Contact/Phone	James McGinnis, 495-1483 Katharine Mitchell, 495-1415
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Regional Transit Funding Prioritization

Meeting	Meeting Date	Agenda Category	Agenda Item #
Transit Working Group	September 10, 2019	Discussion	4

REQUESTED ACTION/SUGGESTED MOTION

- This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

- 40 – Regional Transportation Planning.

SUMMARY

Background

FTA section 5307 and 5339 programs provide grants for public transportation capital, planning, job access and reverse commute projects, and capital replacement and rehabilitation. For urbanized areas with 200,000 in population and over, FTA funds are apportioned to urbanized areas and are required to go through a regional prioritization process before inclusion in the TIP. In the PAG region, the PAG/RTA Transit Working Group prioritizes funds using a predefined process that emphasizes FTA compliance and regional transit needs.

Summary

Available regional funding amounts for FY 2021-2025 are listed below:

Fund Source	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total Available
FTA 5307	\$158	\$158	(\$37)	(\$190)	\$15,475	\$15,565
FTA 5339	-\$184	-\$184	-\$184	-\$184	\$1,850	\$1,114

All numbers are in thousands.

Staff will request applications for funding allocation for the FY 2021-25 TIP programming process, to be reviewed at the October meeting. Funding levels and any needed prioritization will be discussed during the meeting. At the October meeting, staff will make any necessary adjustments to the funding levels, and staff will ask that the TWG provide final approval of funding levels.

Regional Funding Priority Tiers:

- Services and Improvements Required by Law
- Maintain Existing Assets and Services
- Expand Service
- Passenger Enhancements
- Other support services

PRIOR BOARD AND/OR COMMITTEE ACTION

- None.

FINANCIAL CONSIDERATIONS

- If approved by all other committees, the recommendations made by the working group will determine the allocation of federal transit funds for years FY 2021-25.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

- None.

ATTACHED ADDITIONAL BACKUP INFORMATION

- FY 2021-25 Regional Transit Funding Summary

Staff Contact/Phone

James McGinnis, 792-1093
Katharine Mitchell, 792-1093

FY 21-25 TRANSIT TIP										
TIP ID	PROJECT NAME	PROJECT TYPE	JURISDICTION	FUNDING SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
64.03	Security for Transit (1% minimum required)	Required	Tucson	5307	\$ 153,000	\$ 153,000	\$ 153,000	\$ 153,000	\$ -	\$ 612,000
32.03	Associated Transit Improvements/ADA (1% minimum)	Required	Tucson	5307	\$ 153,000	\$ 153,000	\$ 153,000	\$ 153,000	\$ -	\$ 612,000
471.00	Bus Replacements	Maintenance	Tucson	5339	\$ 2,034,000	\$ 2,034,000	\$ 2,034,000	\$ 2,034,000	\$ -	\$ 8,136,000
471.00	Bus Replacements	Maintenance	Tucson	STP FLEX	\$ 701,000	\$ 701,000	\$ 701,000	\$ 701,000	\$ -	\$ 2,804,000
471.00	Bus Replacements	Maintenance	Tucson	5307	\$ 3,821,000	\$ 5,593,000	\$ 5,723,000	\$ 5,723,000	\$ -	\$ 20,860,000
68.03	Preventative Maintenance (Sun Tran/Sun Van/Sun Link)	Maintenance	Tucson	5307	\$ 6,395,000	\$ 6,153,000	\$ 6,000,000	\$ 6,000,000	\$ -	\$ 24,548,000
NEW	Preventative Maintenance (Real Property)	Maintenance	Tucson	5307	\$ 150,000	\$ -	\$ -	\$ 250,000	\$ -	\$ 400,000
27.03	Sun Van Replacement Vans	Maintenance	Tucson	5307	\$ 3,180,000	\$ 2,380,000	\$ 1,900,000	\$ 2,480,000	\$ -	\$ 9,940,000
77.08	Support Vehicles - Sun Tran/Sun Link/Sun Van	Maintenance	Tucson	5307	\$ 80,000	\$ -	\$ -	\$ 160,000	\$ -	\$ 240,000
66.03	Transit Grant Administration	Maintenance	Tucson	5307	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ -	\$ 640,000
NEW	Technology Upgrades	Maintenance	Tucson	5307	\$ 400,000	\$ 285,000	\$ -	\$ 100,000	\$ -	\$ 785,000
NEW	Sun Link Wheel Truing Equipment - Infrastructure	Maintenance	Tucson	5307	\$ -	\$ -	\$ 760,000	\$ -	\$ -	\$ 760,000
NEW	Employee Training	Maintenance	Tucson	5307	\$ 25,000	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ 75,000
3.15	CNG Fueling System NW	Expansion	Tucson	5307	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ 640,000
42.13	Bus Replacements	Maintenance	Oro Valley	5307	\$ 60,000	\$ 340,000	\$ -	\$ 152,000	\$ -	\$ 552,000
98.12	Pima County Bus Stop ADA Enhancements	Maintenance	Pima County	5307	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ 400,000
33.12	Sun Shuttle Bus Replacements	Maintenance	RTA	5307	\$ -	\$ -	\$ 537,600	\$ 208,800	\$ -	\$ 746,400
5307 Total					\$ 15,317,000	\$ 15,317,000	\$ 15,511,600	\$ 15,664,800	\$ -	\$ 61,810,400
5339 Total					\$ 2,034,000	\$ 2,034,000	\$ 2,034,000	\$ 2,034,000	\$ -	\$ 8,136,000
STP Flex Total					\$ 701,000	\$ 701,000	\$ 701,000	\$ 701,000	\$ -	\$ 2,804,000
TOTAL					\$ 18,052,000	\$ 18,052,000	\$ 18,246,600	\$ 18,399,800	\$ -	\$ 72,750,400

FUNDING	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
APPORTIONED 5307 FUNDING	\$ 15,475,000	\$ 15,475,000	\$ 15,475,000	\$ 15,475,000	\$ 15,475,000	\$ 77,375,000

AVAILABLE 5307 FUNDING	\$ 158,000	\$ 158,000	\$ (36,600)	\$ (189,800)	\$ 15,475,000	\$ 15,564,600
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Assumed Apportionment Amounts	
5307	\$ 15,475,069
5339	\$ 1,849,326
STP Flex	\$ 688,725
Total	\$ 18,013,120

Regional Funding Priority Tiers	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
1. Services and Improvements Required by Law	\$ 306,000	\$ 306,000	\$ 306,000	\$ 306,000	\$ -	\$ 1,224,000
2. Maintain Existing Assets and Services	\$ 17,106,000	\$ 17,746,000	\$ 17,940,600	\$ 18,093,800	\$ -	\$ 70,886,400
3. Expand Service	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ 640,000
4. Passenger Enhancements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5. Other support services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 18,052,000	\$ 18,052,000	\$ 18,246,600	\$ 18,399,800	\$ -	\$ 72,750,400