



MINUTES

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Mayor and Council Tucson Transit Advisory Committee and to the general public that the Committee will hold the following meeting which will be open to the public on:

Monday, October 5th, 2026 at 2:30 PM
Park Tucson Conference Room, 110 E. Pennington St., Ste. 150

1. Call to Order/Roll Call – 5 minutes

Members:

Vanessa Gallego	Ward 1	Present
Ray Jordan	Ward 2	Present
Suzanne Schafer	Ward 3	Present
Mike Sanchez	Ward 4	Present
<i>Malia Flores</i>	<i>Ward 5</i>	<i>Absent</i>
Margot Garcia	Ward 6	Present
Gene Caywood	CM	Present
<i>Mike Milczarek</i>	<i>CM</i>	<i>Absent</i>
<i>D.C. Price</i>	<i>CM</i>	<i>Absent</i>

Others

Preston McLaughlin, Non-Voting PAG/RTA Staff Representative	Ian Sansom, COT Gabriel Holguin, COT, W5 Elaina Richards, COT, W6 Justin Hamilton, COT Shamara Smith, Sun Tran James Tewksbury, Sun Tran Davita Mueller, Sun Tran William Heath, Sun Tran Hannah Casey, U of A
Allen Benz, Tucson Bus Riders Union Robin Steinberg, Public, Mitman NA Joshua Kellogg, Teamsters 104 Brandi Champion, COT Richard Mayers, Public Louis Fazio, Public	

2. Approval of Minutes – (Vote) – 5 minutes

The approval of minutes was moved pending minor changes, duly seconded, and, hearing no objections, Chair Suzanne Schafer approved the motion.

3. Call to the Audience on Agenda Items (First) – 5 minutes

Richard Mayers expressed concern about the lack of real-time information showing the location of the streetcar. He said that when the Trapeze system was operational, riders could track the streetcar and know where it was. He said the streetcar is useful for football games and special events, but questioned its effectiveness as a transit service without reliable real-time information.

4. Updates/Announcements from TTAC Members and Staff (Informational Only) – 15 minutes

Preston McLaughlin provided an update on the Short-Range Transit Plan, noting that the effort will build on existing plans. He said the first phase of public outreach is anticipated for the end of October, with a second round planned for December. He would like the consultant to attend the December TTAC meeting to provide an update and receive feedback from TTAC members.

Ray Jordan said he would like to discuss bus wraps at a future meeting.

Ruben Montenegro provided an update on the streetcar and said real-time information is currently available through the Transit app. He noted that streetcar frequency is approximately 10 to 15 minutes on weekdays and 15 minutes on weekends.

Davita Mueller said IT is making the adjustments needed to improve the accuracy of live updates in the Transit app. She also introduced Tate Coleman, the new Scheduling Manager at Sun Tran.

5. TTAC Representative Report: Complete Streets Coordinating Council – 5 minutes

No comments on this agenda item.

Elaina Richards said Ward 6 learned a great deal from the Albuquerque trip and noted that Councilmember Schubert is interested in implementing some of the programs observed in Albuquerque, including an Adopt-A-Stop program.

6. Transit Safety and Security Action Plan Update: Ambassador training process; report from Albuquerque delegation; observational walk-through of Ronstadt Transit Center – 45 minutes

Brandi Champion introduced herself and provided an overview of the Transit Ambassador training program, which is scheduled to begin in approximately two weeks. The six Transit Ambassadors introduced themselves and provided information about their backgrounds.

Justin Hamilton said the training will include two days at Sun Tran to learn how to use the bus system, de-escalation techniques, field work, a bus tour on Route 16, and coordination with the Tucson Police Department (TPD). Brandi said the goal is for Transit Ambassadors to serve as a resource for community members, bus riders, and bus operators.

Ian Sansom provided an overview of the Albuquerque delegation trip. He said the group learned about Albuquerque's volunteer-based ambassador program, which has approximately 27 ambassadors. Volunteers are required to contribute a minimum of two hours per week, although some contribute as many as 20 hours per week. He noted that one of the ambassadors, Althea, is particularly active and also leads the Transit Advisory Board. Albuquerque has an ambassador lead who oversees the volunteer ambassadors. The first day of the visit included a ride-along with Transit Safety Officers (TSOs), allowing them to observe their work, which included identifying and reporting issues to police.

Will Heath said Sun Tran plans to install 60 smoke detectors on buses, based on the system observed in Albuquerque, and hopes to begin testing them as soon as possible.

Suzanne Schafer said Albuquerque's ambassadors are active and engaged and will intervene to help direct situations when necessary to maintain safety. She noted they are easily identifiable. She also discussed Albuquerque's Vision Zero plan and its public outreach efforts, which emphasize that transportation safety is a shared responsibility among transit agencies, motorists, pedestrians, and other road users.

Ian identified several key takeaways from the Albuquerque visit, including:

1. Clarifying the roles and responsibilities of individuals involved in transit safety.
2. Developing a simple and effectively communicated transit code of conduct, supported by signage.
3. Improving responsiveness to issues at bus stops and on buses.
4. Using the transit app and "See Something, Say Something" reporting tools to support safety.
5. Establishing a tiered system for responding to different types of emergencies, including medical and safety-related incidents.
6. Increasing bus stop cleaning and exploring an Adopt-A-Stop program.

Suzanne said Albuquerque staff were impressed with Tucson's transit ridership and that Tucson should be proud of its ridership levels. Ian noted that Sun Tran provides 19 million trips annually, compared with 8 million trips in Albuquerque.

Will encouraged TTAC members to report significant or unusual issues so they can be addressed as quickly as possible. He noted that concerns can be reported through the information booth, customer service line, email, on-site supervisors, or security personnel. He said that customer service will ensure information is shared with the appropriate staff regardless of how the concern is reported.

7. Stone Ave Bus Rapid Transit Update (BRT) – 25 minutes



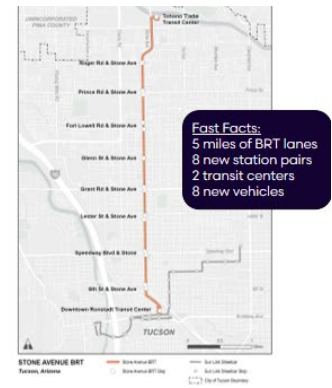
TUCSON RAPID TRANSIT STONE AVE

TTAC Update
October 2026





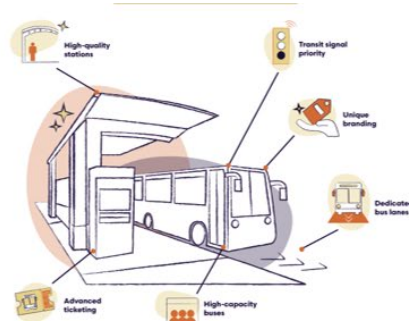
Project Overview

What is BRT?

A high-capacity bus service that improves:

- Travel speed and reliability
- Passenger capacity
- Rider experience



Key Project Features

- Dedicated side-running BRT lane (bus and turn lane) from Stone/6th Ave to Stone/Wetmore
- Transit signal priority
- Enhanced stations
- 60' articulated buses
- Near-level boarding (similar to Sunlink stations)

Cross Section

Intersection



Mainline



BRT Benefits



Increased safety



Faster, more frequent service



Improved connectivity



Increased cost efficiency



Improved boarding experience

Where we've been and where we're going

2023-2024

Development of Tucson Rapid Transit North Segment begins

- Community outreach
- Locally Preferred Alternative (LPA) survey
- Tucson Mayor and Council approve Stone Avenue as the LPA

2024-2028

Preliminary engineering and design

- Community outreach
- Traffic analysis
- Environmental study
- Station stop survey
- Engineering and design

2029-2031

Construction

2031

Opening

Upcoming Outreach

PCC Student Outreach
Monday, November 9, 2026
11 a.m. – 12:30 p.m.
PCC Downtown Campus

Open House
Monday, November 9, 2026
5:30 – 7:00 p.m.
PCC Downtown Campus

Hairloom Farmer's Market
Sunday, November 22, 2026
9 a.m. – 12:00 p.m.
Rillito Park

Online Open House (accessible at any time)
November 9 – December 10, 2026
www.tucsonrapidtransit.com

ORBT (Omaha, NE)

FAST FACTS

Opened: 2020
Length: 8 miles
Stations/stops: 27
23 full stations
4 enhanced stops
BRT lines: 1 line
Capital cost: ~\$57 million
Cost per mile: ~\$4.6 million
Vehicles: 60-foot articulated buses
Frequency: ~10 minutes
Dedicated bus lanes: 24% of total length
Transit signal priority: Yes
Level boarding: Yes
Off-board fare payment: Yes
Ridership: 1,500-2,000 daily riders



ORBT (Omaha, NE)



- Clean, ease of use
- Bike share coordination
- Low cost/mile
- Bus rattling, uncomfortable due to poor pavement quality
- Stops too frequent to be fast
- Low ridership
- Mostly in shared lanes (75%)

METRO RAPID (Madison, WI)

FAST FACTS

Opened: 2024
Length: ~15 miles
Stations: 31 stations
BRT lines: 1 line (Route A)
Capital cost: ~\$194 million
Cost per mile: ~\$12.9 million
Vehicles: 60-ft battery-electric articulated buses
Frequency: ~15 minutes
Dedicated bus lanes: 2/3 of corridor
Transit signal priority: Yes
Level boarding: Yes
Off-board fare payment: Yes
Ridership: ~7,000 daily passenger trips (Route A) – ridership up 54% since switch to BRT



METRO RAPID (Madison, WI)



- Impressive stations
- Coordination on safe street design efforts
- Traffic calming on adjacent streets
- Low cost/mile
- Electric buses combined with smooth pavement = quiet
- High ridership
- Portions in dedicated lanes, signal priority
- Sometimes in shared lanes

METRO TRANSIT BRT (Minneapolis, MN)



ART (Albuquerque, NM)

FAST FACTS

Opened: 2019
 Length: ~9 miles
 Stations: 19 stations, 15 median and 4 curbside
 BRT lines: 2 lines through a central corridor
 Capital cost: ~\$119-134 million
 Cost per mile: ~\$15-15 million
 Vehicles: 60-foot articulated buses
 Frequency: ~20-30 minutes
 Dedicated bus lanes: Yes
 Transit signal priority: Yes
 Level boarding: Yes
 Off-board fare payments: Fare-free system
 Ridership: ~ 6,700 daily riders



ART (Albuquerque, NM)



- Iconic branding
- "GOLD" level BRT
- High-Capacity platform stations
- High ridership
- Problems with rollout – buses and communications
- Station design – high maintenance
- Perception of system not great

8. Call to the Audience (Second) – 5 minutes

Allen Benz asked whether the BRT timeline presented applies only to the northern segment and whether a timeline has been established for the southern segment. Ian said it only applies to the northern segment, and there is no established timeline for the southern segment yet.

Joshua said he would like to see more information about how bus operators will be incorporated into the Transit Ambassador program. He emphasized the importance of making bus operators aware of the program and clarifying their respective roles so that they can work together effectively. Will said this will be addressed as part of the ambassador training.

Louis Fazio shared a personal experience involving a recent incident while riding Route 4 near Pantano and Speedway. He said he was assaulted while exiting the bus, his mobility device was overturned, and EMS took more than an hour to respond. He raised concerns about transporting mobility devices during medical emergencies and said his device was ultimately transported to St. Joseph's Hospital by the fire department. Louis said he shared his experience to help improve safety and accessibility for transit riders.

Richard Mayers said he appreciates that Sun Tran is working to improve the availability of real-time streetcar location information, noting that this would make the service more useful to riders.

9. Items and Date for Next Meeting(s) – 5 minutes

November 2nd: Sun Van item, On Demand item

10. Adjournment

For further information, contact: Monica Landgrave-Serrano, (520)-780-0635, monica.landgrave@tucsonaz.gov. Persons with a disability may request reasonable accommodation, such as a sign language interpreter, by contacting Transit Services at 520 791-5409. Requests should be made as early as possible to allow time to arrange the accommodation.