



Central Yavapai Regional Transit Needs Study

Transit Service Alternatives

October 18, 2006

Study Progress

Preliminary Findings & Conclusions

- ✓ Demand for public transportation is consistent with peer communities.
 - ✓ Those most likely to ride a bus prefer fixed route service.
 - ✓ Non-profit agencies have strong interest in coordination with a public transit system.
 - ✓ Local governments & human service agencies spend over \$500,000 annually on passenger transportation.
 - ✓ CYMPO region is eligible for over \$600,000 annually of FTA formula grant funding assistance.
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Demand Analysis

- “High Transit Propensity” Population Estimate
 - 3,250 – 4,000 persons would ride a ‘mature’ transit system an average of 3 times per week
 - 3.0% - 3.7% of total 2004 population (108,485)

- Potential ridership on a mature* Transit System:
 - Per Weekday: 3,705 to 4,560 boardings (one-way)
 - Per Saturday: 1,025 to 1,260 boardings
 - Per Year: 998,100 to 1,228,400 boardings

* - Assumes complete area coverage and minimum operating frequencies of 15 & 30-minute peak headways; 30-minute midday and evening headways; 30 & 60 minute Saturday headways; and 60-minute weeknight, Saturday night and Sunday headways. Assumes service quality consistent with transit industry standards and a favorable image with customers and the public.

Service Alternatives

1. Full-Coverage Fixed-Route System with Complementary Paratransit
 2. Regional Fixed-Route System with Local General Public Dial-a-Ride
 3. Regional Fixed Route System with Modified User Side Subsidy Program
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Alternative 1

Full-Coverage
Fixed-Route System
with
Complementary Paratransit

Alternative 1

Service Components

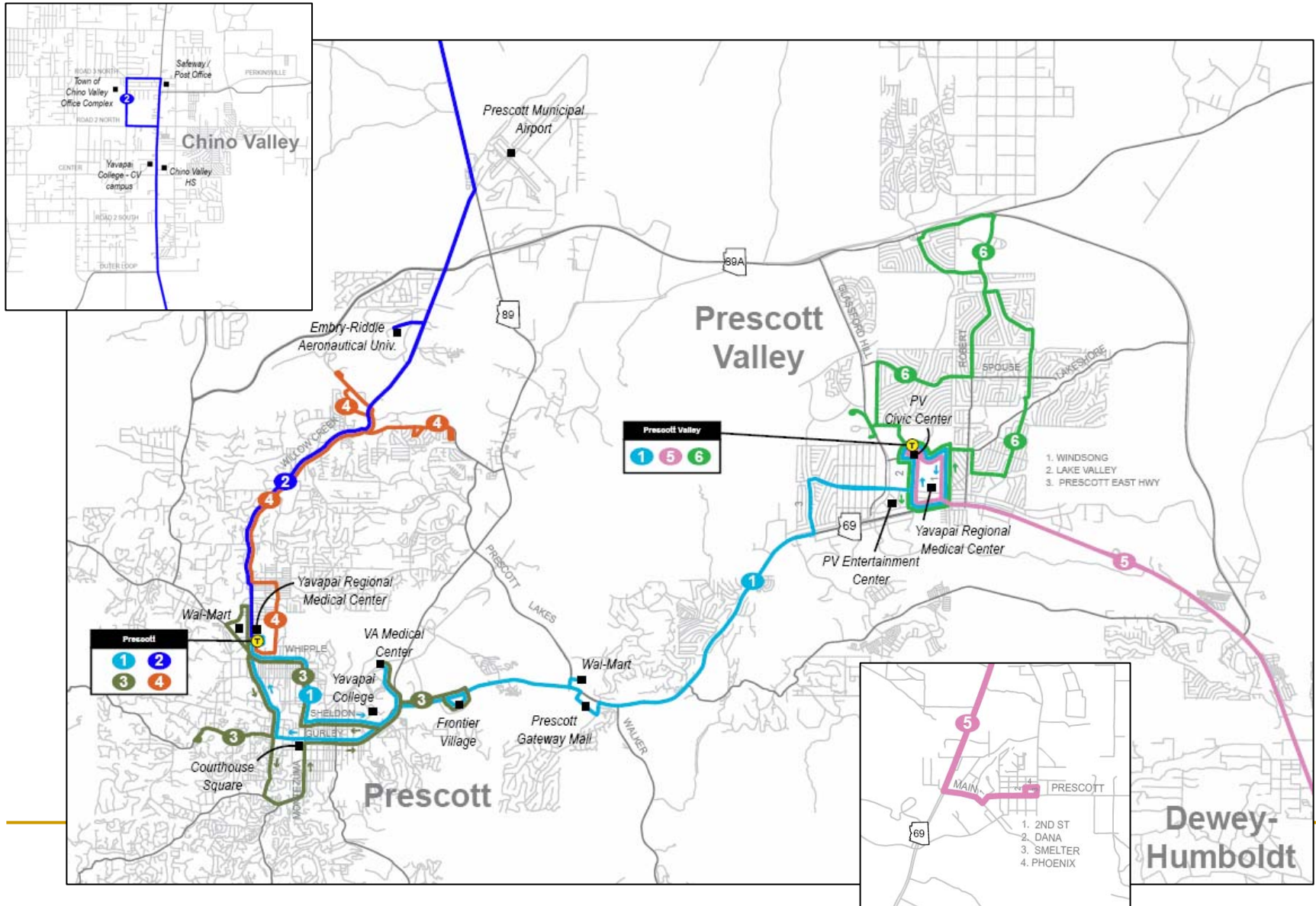
■ Regional and Local Fixed Routes

- 3 regional routes connect Chino Valley, Dewey-Humboldt, Prescott and Prescott Valley
- 3 local routes cover Prescott and Prescott Valley neighborhoods
 - Flexible routing options available
- Operate hourly service on weekdays and Saturday

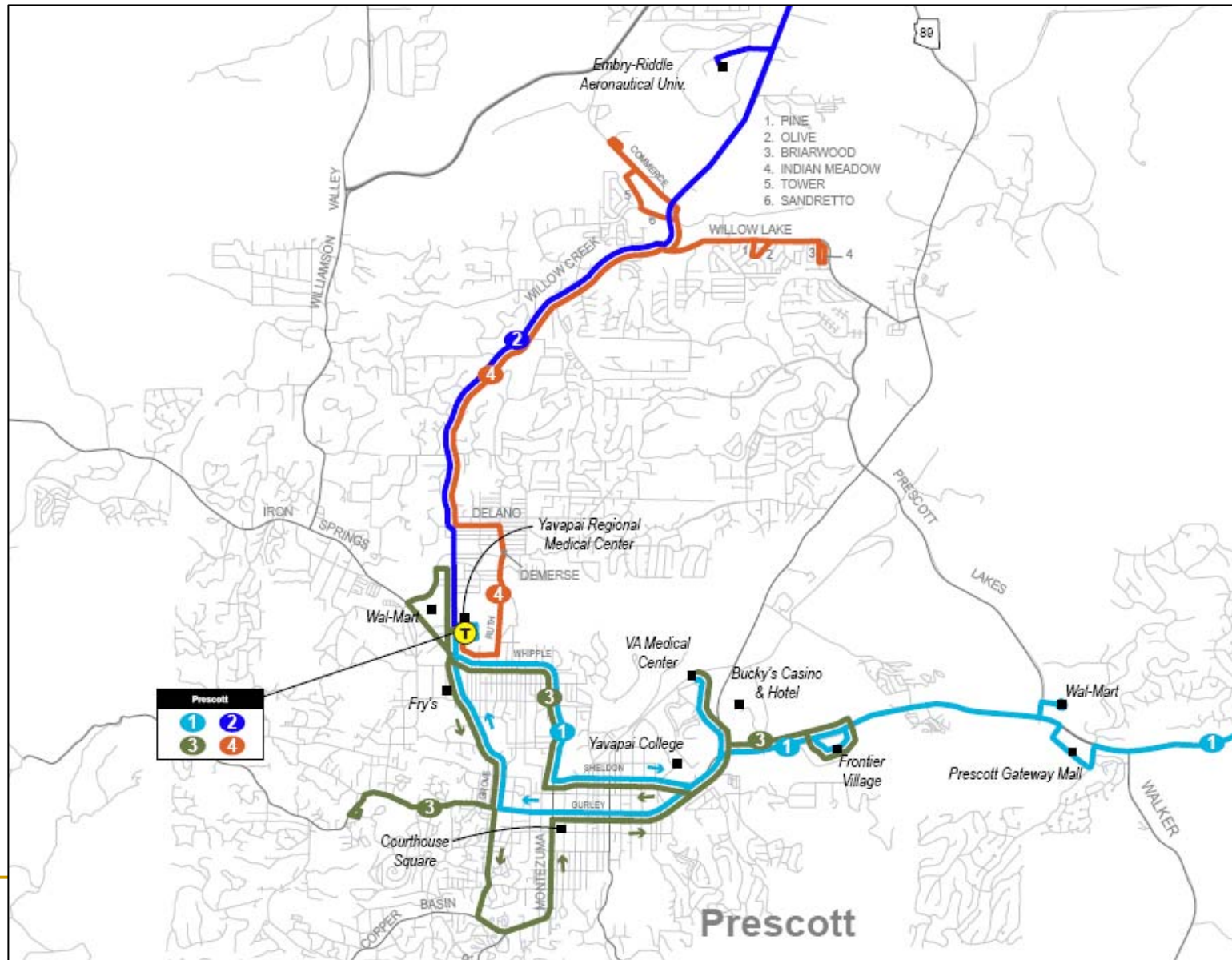
■ Complementary Paratransit Service (ADA)

- Serve destinations within $\frac{3}{4}$ -mile of a bus route
 - Available whenever fixed routes are running
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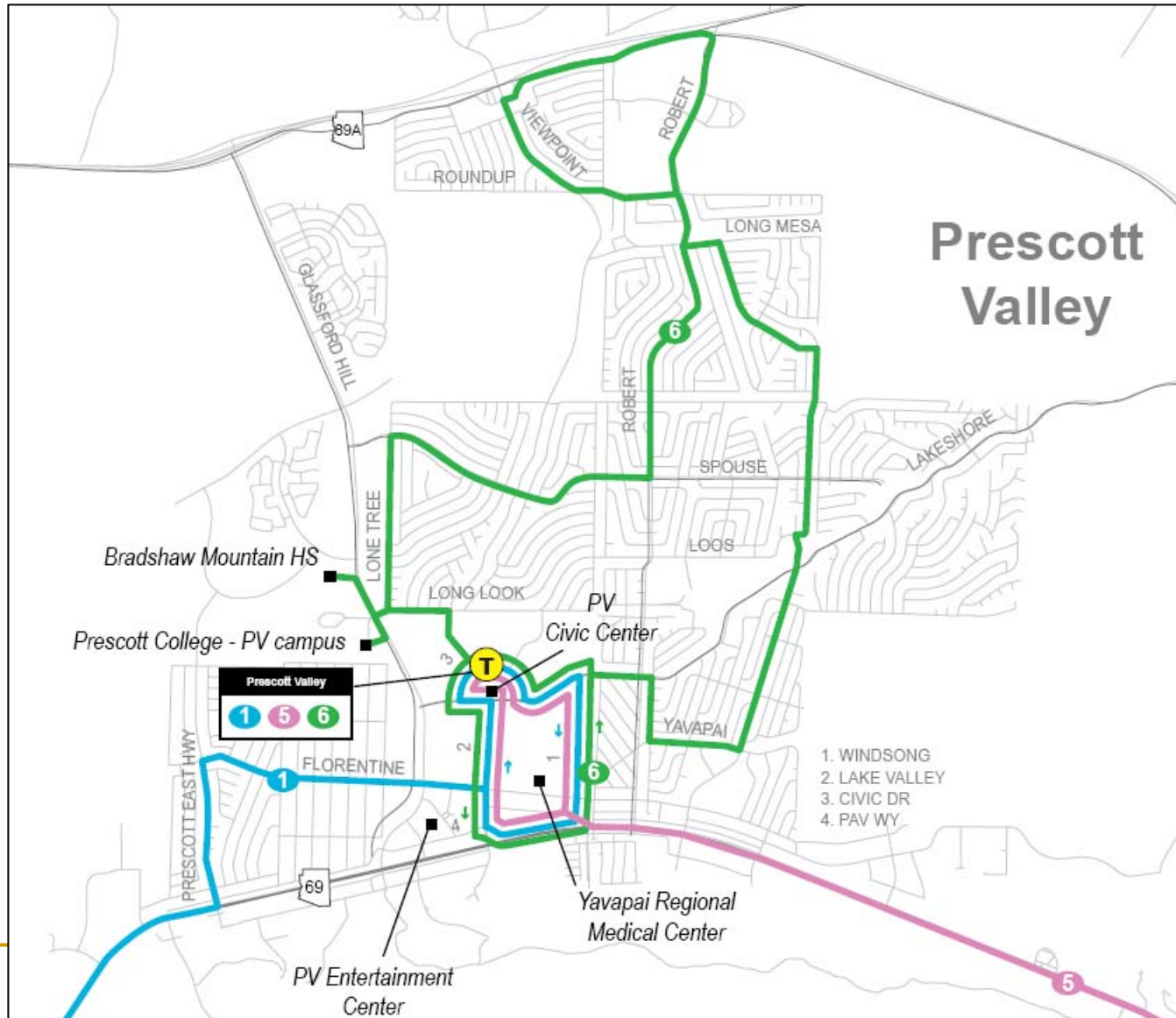
Alternative 1 - Regional Route Map



Alternative 1 - Prescott Route Map



Alternative 1 - Prescott Valley Route Map



Alternative 1

Projected Annual Performance Levels

Year One

■ Ridership	282,600
■ Revenue Service Hours	37,900
■ Total Operating Cost	\$ 2,084,200
■ Farebox Revenue	\$ 456,300
■ Net Operating Cost	\$ 1,627,900
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■ Passengers per Hour	7.5
■ Net Cost per Hour	\$ 42.96
■ Net Cost per Passenger	\$ 5.76
■ Farebox Recovery	21.9%



Alternative 2

Regional Fixed-Route System
with
Local General Public Dial-a-Ride

Alternative 2

Service Components

■ Regional Fixed Routes

- 3 routes connect Chino Valley, Dewey-Humboldt, Prescott and Prescott Valley
- Operate hourly service on weekdays and Saturday

■ Local General Public Dial-a-Ride

- 4 buses serve neighborhood destinations and transfer points in Prescott and Prescott Valley

■ Complementary Paratransit Service (ADA)

- Serve destinations within $\frac{3}{4}$ -mile of a bus route
 - Operation integrated with Dial-a-Ride
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Alternative 2

Projected Annual Performance Levels

Year One

■ Ridership	166,100
■ Revenue Service Hours	31,400
■ Total Operating Cost	\$ 1,729,300
■ Farebox Revenue	\$ 290,100
■ Net Operating Cost	\$ 1,439,200
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■ Passengers per Hour	5.3
■ Net Cost per Hour	\$ 45.77
■ Net Cost per Passenger	\$ 8.66
■ Farebox Recovery	16.8%

 **Alternative 3**

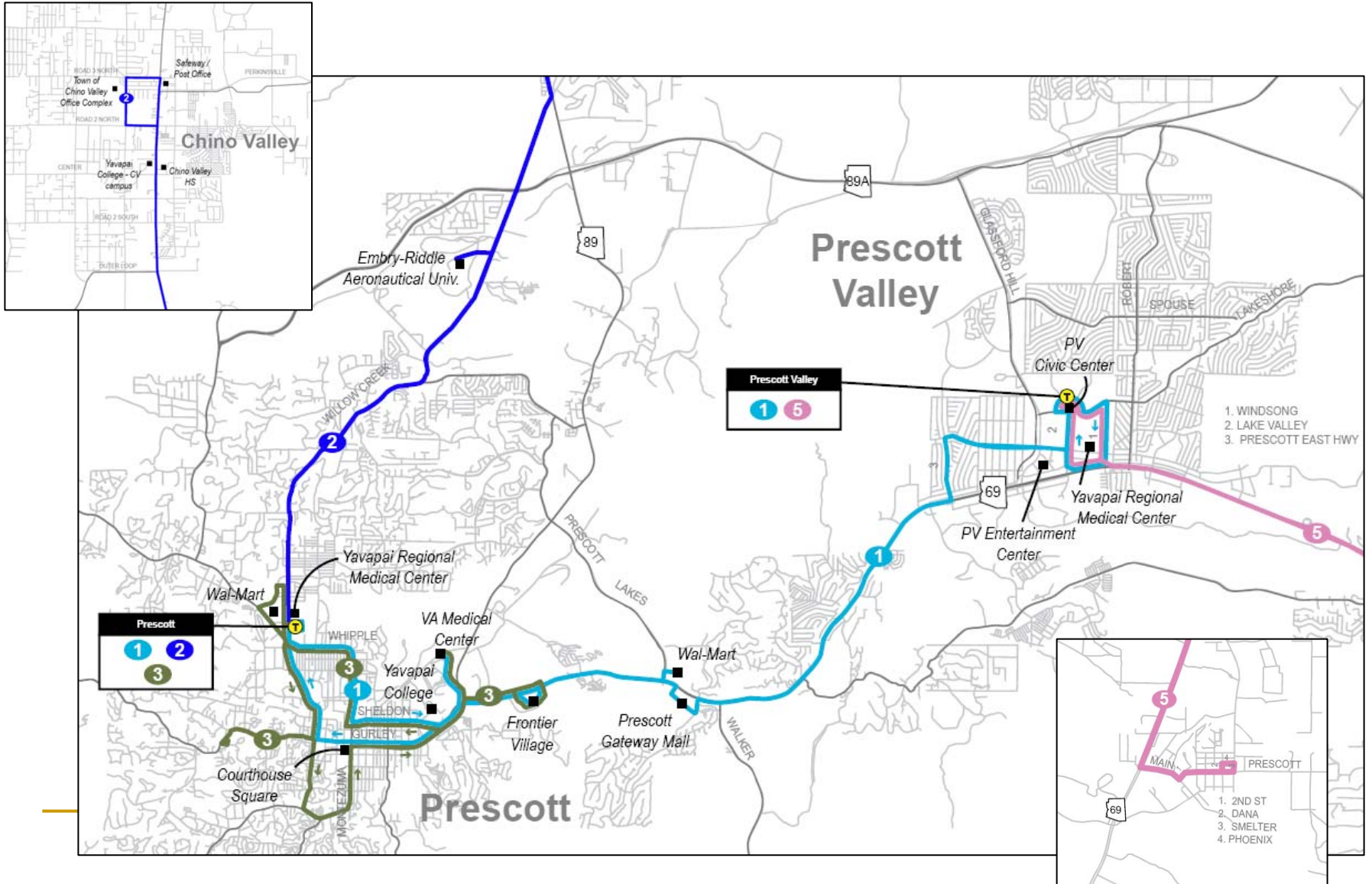
Regional Fixed-Route System
with
Modified User Side Subsidy Program

Alternative 3

Service Components

- **Regional Fixed Routes**
 - 3 routes connect Chino Valley, Dewey-Humboldt, Prescott and Prescott Valley
 - Operate hourly service on weekdays and Saturday
 - **Modified User Side Subsidy Program**
 - Replace vouchers with scrip
 - Revise subsidy allocation & distribution practices
 - Use sliding scale subsidies
 - Negotiate terms with providers
 - Include complementary paratransit users
 - Increase subsidized trips by 20% above FY 06 level
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Alternative 3 - Regional Route Map



Alternative 3

Projected Annual Performance Levels

Year One

■ Ridership	163,900
■ Revenue Service Hours (F-R only)	13,900
■ Total Operating Cost	\$ 1,039,300
■ Farebox Revenue	\$ 241,900
■ Net Operating Cost	\$ 797,400
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■ Passengers per Hour (F-R only)	8.4
■ Net Cost per Hour (F-R only)	\$ 42.67
■ Net Cost per Passenger	\$ 4.86
■ Farebox Recovery	23.3%

Transit Service Alternatives Summary Comparison

	Alternative 1	Alternative 2	Alternative 3
Total Passengers	282,600	166,100	163,900
Net Operating Cost	\$1,627,900	\$1,439,200	\$797,400
Net Cost per Passenger	\$5.76	\$8.66	\$4.86
Farebox Recovery	21.9%	16.8%	23.3%
Total Fleet (Public)	14	11	5

Current Funding Sources

Federal Allocations & Local Expenditures

- **Federal Transit Administration (FTA) Section 5307**
 - Annual Allocation - \$638,000 in FY 2006
 - Total \$1.85 million of prior year allocations available
 - 80% of capital expenses (20% match required)
 - 50% of operating expenses (50% match required)
 - **Local Transportation Assistance Fund (LTAF)**
 - Annual allocation - \$149,000 in FY 2006
 - Six-year average allocation - \$320,269 (FY 99-06, excl. '03)
 - 25% local match - \$37,250 in FY 2006
 - **Local Funds** (Voucher Program Overmatch)
 - Dewey-Humboldt - \$37,366 in FY 2007
 - Prescott Valley - \$40,260 in FY 2006
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Passenger Fare Revenue

Suggested Fare Structure

- Fixed Route
 - \$1.00 per zone
 - 4-zone service area
 - Half-fare discounts for seniors & disabled
 - Discount monthly passes
 - General Public Dial-a-Ride
 - \$2.00 per zone
 - Maximum 2 zones
 - Complementary Paratransit
 - \$2.00 per zone
 - 4-zone service area
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Next Steps...

- Present refined alternative to CYMPO member jurisdictions and community residents
 - 3 Open House sessions in Chino Valley, Prescott & Prescott Valley
 - November 14 – 16, 2006
 - Identify community support for alternatives
 - Present consensus recommendation to CYMPO Executive Board in January 2007
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