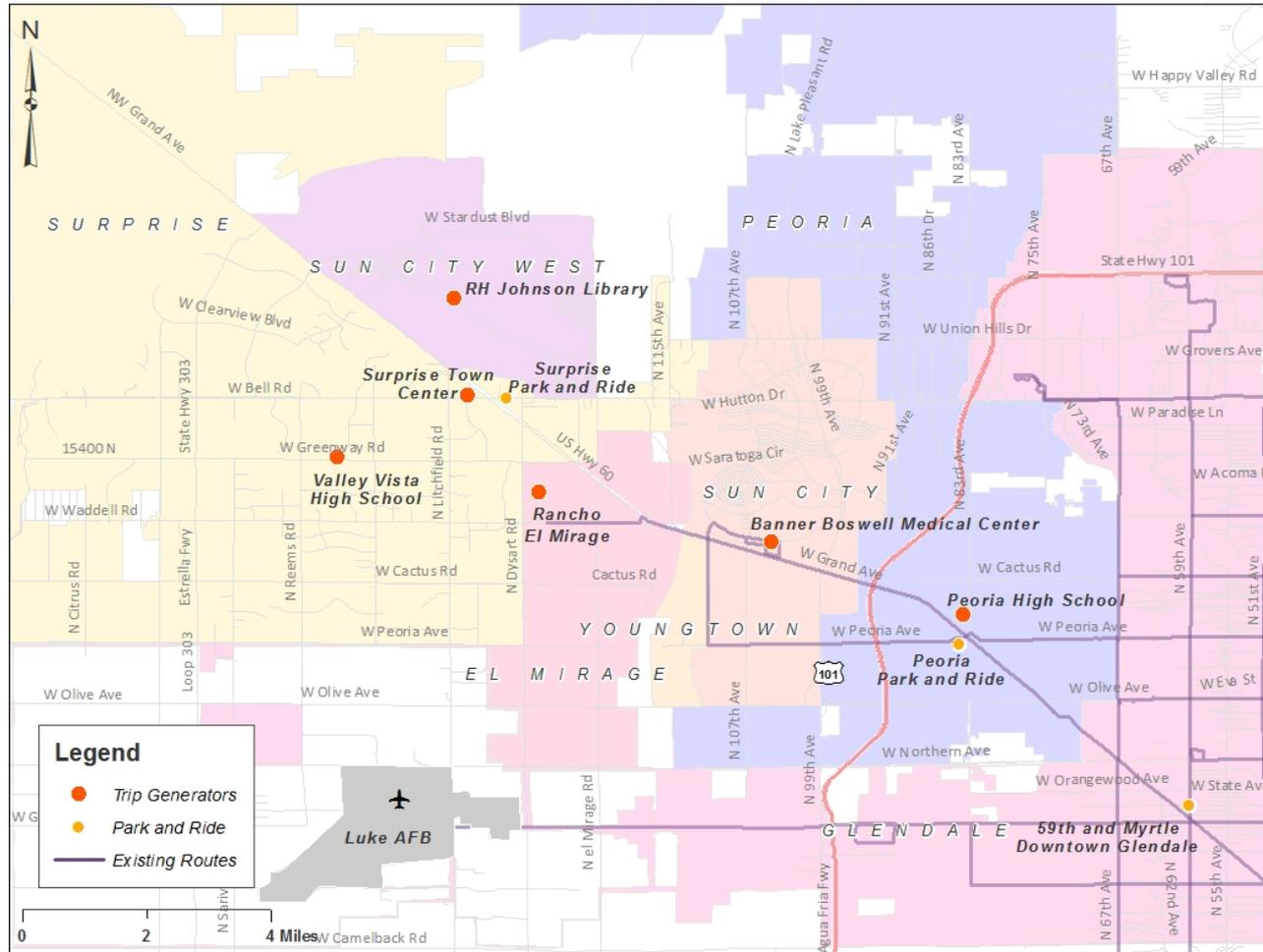


Northwest Valley Local Transit System Study

Northwest Valley
Community Transportation Stakeholders Meeting
May 16, 2013



Study Area



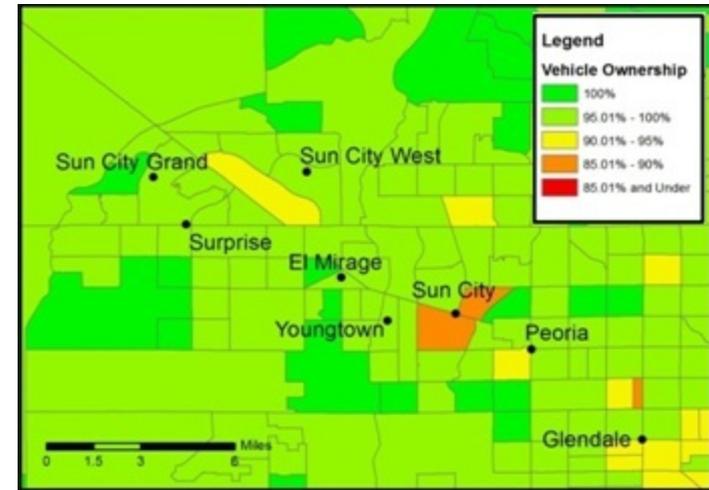
Study Goals

- 1) Identify and quantify transit demand within the Northwest Valley**
- 1) Develop service recommendations that cost-effectively meet those needs**



Current Conditions Analysis

- **Census and demographic analysis:**
 - Income, age, access to personal vehicle, etc.
- **Existing resources:**
 - Current and forecast land use patterns
 - Existing and anticipated public transportation services and infrastructure



Public Involvement

Outreach Activities

- **2,100 community survey responses**
- **25 community workshops held in two phases**
- **Three presentations to the Northwest Valley Transportation Stakeholders Group**

Key Findings

- **Desire for improved transit access to local shopping and medical needs**
- **Overall desire for circulators to address intra-community travel**
- **Perception of insufficient transit access beyond the Northwest Valley**

Study Outcomes

- **Locally-developed transit strategy for the Northwest Valley communities inclusive of four service delivery options:**
 - Fixed-route
 - Limited-express
 - Deviated fixed-route
 - Dial-A-Ride
- **Focus on enhancing local mobility while also improving connectivity with regional transit services**
- **Phased implementation**
 - Near-term (present to 5 years)
 - Mid-term (5 to 10 years)
 - Long-term (10 or more years)

Plan Recommendations

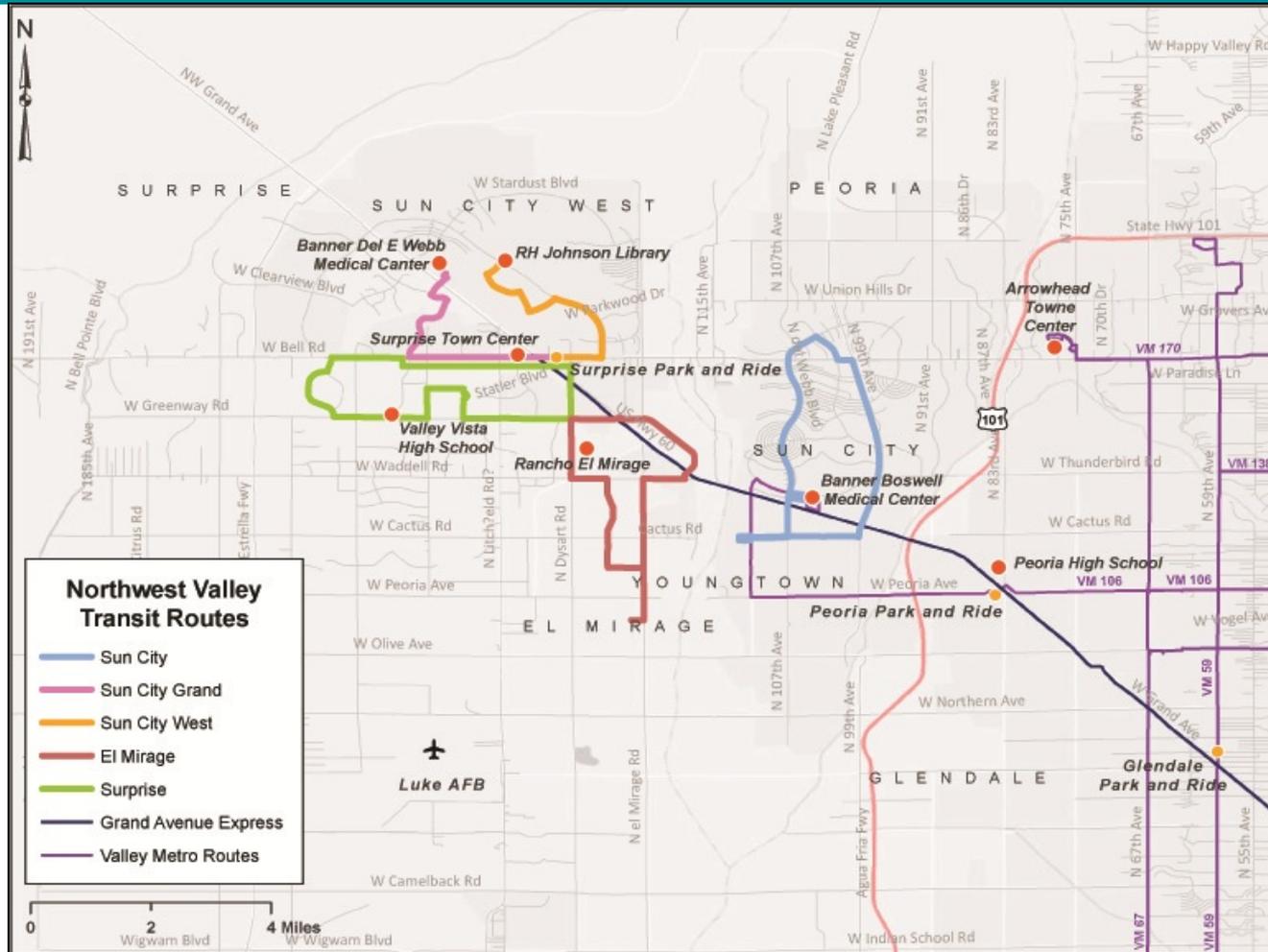
Recommendation	Phase
Establish an Intergovernmental Agreement between Northwest Valley communities to administer local transit service	Near-Term
Increase bus service to Downtown Phoenix	Near-Term
Create five local circulators to address intra-community travel	Near-Term
Increase Valley Metro service in/to Surprise and Sun City	Mid-Term
Increase service to Banner-Boswell Medical Center on Route 106 (to provide 30-minute frequency)	Mid-Term
Increase frequency and coverage of the four community circulators as demand warrants and funding allows	Mid-Term

Plan Recommendations

Recommendation	Phase
Support eventual implementation of high-capacity transit service from Surprise to Downtown Phoenix along Grand Avenue	Long-Term
Provide new north-south Valley Metro service along Litchfield Road and 83rd Avenue	Long-Term
Extend Valley Metro Routes 90, 138, and 170 westward toward Loop 303	Long-Term
Transition the Sun City Festival volunteer driver program to a limited-express service (Sun City Festival to Surprise)	Long-Term

Phase One Recommendations

Near-Term



Cost Estimates by Phase

	Near-Term	Mid-Term	Long-Term
Capital Costs (factors in bus facility and amenity costs)			
El Mirage, Sun City, Sun City West, and Surprise Circulators	\$2,667,000	\$2,042,000	\$864,000
O/M Costs			
El Mirage, Sun City, Sun City West, and Surprise Circulators	\$7,843,275	\$7,843,275	\$8,714,750
Valley Metro Service Increases	\$0	\$0	\$91,600,000
Gross O/M Costs*	\$7,843,275	\$7,843,275	\$100,314,750
Farebox revenue	\$1,176,491	\$1,176,491	\$15,047,213
Net O/M Costs*	\$6,666,784	\$6,666,784	\$85,267,538
Administration and other costs			
IGA Administration (Intergovernmental Agreement)	\$65,000	TBD	TBD
Marketing	\$288,239	\$235,298	\$3,009,443
Total Costs			
Gross Implementation Costs*	\$10,863,514	\$10,120,573	\$104,188,193
Net Implementation Costs*	\$9,687,022	\$8,944,082	\$89,140,980**

*Excludes costs of Litchfield Road service and Valley Metro Route 106 service increases, whose costs are TBD.

** This figure reflects a total implementation cost budget for long-term (20-30 years).

Financing Transit Improvements in the Northwest Valley

- **Federal programs**
 - **Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)**
 - **Congestion Mitigation and Air Quality (CMAQ, Section 1113)**
 - **Urbanized Area Formula Program (Section 5307)**
- **State sources**
 - **Local Transportation Assistance Fund (LTAF)**
- **Dedicated local transit-funding sources**

Discussion

