



**CITY OF BUCKEYE**  
**PLANNING AND ZONING COMMISSION**  
**REGULAR MEETING AGENDA**  
**OCTOBER 25, 2016**

**NOTICE OF POSSIBLE QUORUM OF THE BUCKEYE CITY COUNCIL**

In accordance with Title 38, Chapter 3, Article 3.1, Arizona Revised Statutes, a majority of the City Council may attend the regular meeting of the Buckeye Planning and Zoning Commission but there will be no voting taking place by the City Council. Council members may participate in the discussion of any item on the agenda.

*Accessibility for all persons with disabilities will be provided upon request. Please telephone your accommodation request to (623)349-6911, 72 hours in advance if you need a sign language interpreter or alternate materials for a visual or hearing impairment. [TDD (623)234-9507]*

City of Buckeye  
Council Chambers  
530 East Monroe Avenue  
Buckeye, AZ 85326

Workshop: None  
Regular Meeting: 6:00 pm

**Consent agenda:**

1. The Chair will call all the item numbers on the consent agenda.
2. The Planning Manager will summarize the consent agenda.
3. An item may be removed from the consent agenda prior to approval at the request of any member of the Commission present at the meeting or by staff. Items removed from the consent agenda shall be considered on the regular agenda.
4. The Chair may then call for a vote of the entire consent agenda.

**Continuance agenda:**

1. The Chair will call the item number.
2. The Planning Manager will summarize the reason for continuance and the continuance date.
3. The Chair may then call for a vote on the item.

**Regular agenda:**

1. The Chair will call the item number.
2. A planning staff member will summarize the case.
3. The applicant or representative may speak in support of the application.
4. Other persons in favor of the application may be heard.
5. Those opposed to the application may be heard.
6. The applicant may be heard in rebuttal.
7. All questions must be addressed to the Chair in order to present general discussion between those in favor of the application and those opposed to it.
8. The Chair may then call for a vote on the item.

| At Large  | District 1                         | District 2                   | District 3                          | District 4                           | District 5                         | District 6                            |
|---|------------------------------------|------------------------------|-------------------------------------|--------------------------------------|------------------------------------|---------------------------------------|
| Thomas Marcinko                                     | Jeffrey Nagy                       | Preston Hundley              | Carol Kempiak<br><i>Chairperson</i> | Clayton Bedoya                       | Reverend Gregory Clemmons          | Nick Hudec<br><i>Vice Chairperson</i> |
| Ted Burton<br><i>(Alternate)</i>                    | Jesse Knight<br><i>(Alternate)</i> | Vacant<br><i>(Alternate)</i> | Deanna Kupcik<br><i>(Alternate)</i> | Martin DiBello<br><i>(Alternate)</i> | John Pringle<br><i>(Alternate)</i> | Vacant<br><i>(Alternate)</i>          |
| <b>Council Liaison:</b> Councilmember Craig Heustis |                                    |                              |                                     |                                      |                                    |                                       |

|     |  |  |
|-----|--|--|
| 1.  | <b>CALL TO ORDER/PLEDGE OF ALLEGIANCE/ROLL CALL</b>  |  |
| 2.  | <b>APPROVAL OF MINUTES FROM SEPTEMBER 27, 2016 PLANNING AND ZONING COMMISSION REGULAR MEETING</b>  | <i>Action required:<br/>Motion</i>                                 |
| 3.  | <b>CONSENT AGENDA</b><br><i>No Items</i>   |  |
| 4.  | <b>CONTINUANCE AGENDA</b><br><i>No Items</i>   |  |
| 5.  | <b>REGULAR AGENDA</b>  |  |
| 5A. | <b>Subject: Cancellation of the Planning and Zoning Commission Regular meeting on November 22, 2016</b><br>Public Hearing on a request to approve the cancellation of the regularly scheduled meeting of the Planning and Zoning Commission on November 22, 2016   | <i>Action required:<br/>Motion</i>                                 |
| 5B. | <b>Subject: Cancellation of the Planning and Zoning Commission Regular meeting on December 27, 2016</b><br>Public Hearing on a request to approve the cancellation of the regularly scheduled meeting of the Planning and Zoning Commission on December 27, 2016   | <i>Action required:<br/>Motion</i>                                 |
| 5C. | <b>Subject:</b> Park Annexation (PLZ-16-00145)<br><b>Applicant:</b> Brandon and Stephanie Park<br><b>Location:</b> 30023 W. Pierce Street in Council District 4<br><b>Request:</b> Annexation of approximately one acre<br><b>Recommendation:</b> Approve<br><b>Presented by:</b> Adam Copeland, Principal Planner | <i>Action required:<br/>Public Hearing, Discussion, and Motion</i> |
| 5D. | <b>Subject:</b> Buckeye Transit Study<br><b>Applicant:</b> Bob Antila, Valley Metro<br><b>Location:</b> City of Buckeye<br><b>Request:</b> Present Buckeye Transit Study findings<br><b>Recommendation:</b> None, Discussion only<br><b>Presented by:</b> Sean Banda, Planner II                                   | <i>Action required:<br/>Discussion only</i>                        |

|    |   |  |
|----|---|--|
| 6. | <b>COMMENTS FROM THE PUBLIC</b><br>Alternates and members of the audience may comment on non-agenda items. However, State Open Meetings Law does not permit the Commission to discuss items not specifically on the agenda. | <i>Action required:</i><br><i>None</i>   |
| 7. | <b>REPORT FROM STAFF</b>  | <i>Action required:</i><br><i>None</i>   |
| 8. | <b>COMMENTS FROM THE PLANNING AND ZONING COMMISSION</b>   |  |
| 9. | <b>ADJOURNMENT</b>  | <i>Action required:</i><br><i>Motion</i> |



**CITY OF BUCKEYE**  
**PLANNING AND ZONING COMMISSION**  
**REGULAR MEETING MINUTES**  
**SEPTEMBER 27, 2016**

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City of Buckeye  
530 East Monroe Avenue  
Buckeye, AZ 85326

**1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/ROLL CALL**

Chairperson Carol Kempiaik called the meeting to order at 6:00 p.m.

Chairperson Carol Kempiaik asked for a moment of silence.

Members present: Commissioner Thomas Marcinko, Commissioner Preston Hundley, Chairperson Carol Kempiaik, Commissioner Clayton Bedoya, Commissioner Gregory Clemmons, Vice Chairperson Nick Hudec, Alternate Ted Burton, Alternate Jesse Knight seated for District 1, Alternate Deanna Kupcik, Alternate Martin DiBello, Alternate John Pringle

Members absent: Commissioner Jeffrey Nagy

Staff present: Deputy Director of Planning Terri Hogan, Principal Planner Ed Boik, Management Assistant Jennifer Duncan, Council Liaison Craig Heustis, City Attorney Sheila Schmidt

**2. APPROVAL OF MINUTES FROM AUGUST 9, 2016 PLANNING AND ZONING COMMISSION REGULAR MEETING**

A motion was made by Vice Chairperson Hudec and seconded by Commissioner Hundley to approve the minutes of the August 9, 2016 Planning and Zoning Commission regular meeting as presented. Motion carried.

**3. APPROVAL OF MINUTES FROM AUGUST 23, 2016 PLANNING AND ZONING COMMISSION REGULAR MEETING**

A motion was made by Commissioner Bedoya and seconded by Commissioner Clemmons to approve the minutes of the August 23, 2016 Planning and Zoning Commission regular meeting as presented. Motion carried.

**4. CONSENT AGENDA**

No Items

**5. CONTINUANCE AGENDA**

No Items

**6. REGULAR AGENDA**

**6A. Trillium Community Master Plan Amendment #2 (PLZ-16-00145)**

Principal Planner Ed Boik presented and was available to answer questions from the Commission. Vice Chair Hudec asked if there would be a separate entrance to the business park. Mr. Boik informed the Commission that at this time, there is one single point of access point planned off of Sun Valley Parkway, and a separate emergency only entry point. Commissioner Marcinko inquired how the projected number of vehicles in the traffic study were figured. Mr. Boik stated that the numbers were based upon potential mix of uses and daily potential demand, and may be reexamined in the future.

A public hearing was opened at 6:19 p.m. With there being no comments from the public, the public hearing was closed at 6:19 p.m.

Applicant Ron Hilgart with HilgartWilson thanked City staff for the work on this project. Mr. Hilgart spoke of additional amenities and projects that have been added to the Community Master Plan since the initial conception.

Commissioner Clemmons asked if the Community Center is part of the neighborhood park. Mr. Hilgart stated that the Community Core is sixty-four (64) acres in size, and includes twenty (20) acres of neighborhood park, elementary school, recreation center, and a small mixed use parcel.

Commissioner Bedoya asked if there is a separate recreation center for the Active Adult Community. Mr. Hilgart confirmed that there will be a separate recreation center for the Active Adult Community.

A motion was made by Vice Chairperson Hudec and seconded by Commissioner Hundley to recommend approval with presented stipulations a-q as amended. Motion carried.

#### **7. COMMENTS FROM THE PUBLIC**

None.

#### **8. REPORT FROM STAFF**

None.

#### **9. COMMENTS FROM THE PLANNING AND ZONING COMMISSION**

Chairperson Kempiak welcomed the new alternates to the Planning and Zoning Commission.

#### **10. ADJOURNMENT**

A motion was made by Mr. Clemmons to adjourn at 6:27 p.m. Motion carried.

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**Carol Kempiak, Chairperson**

**ATTEST:**

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**Jennifer Duncan, Management Assistant**

I hereby certify that the foregoing is a true and correct copy of the Planning and Zoning Commission Regular Meeting held on the 27<sup>th</sup> day of September, 2016. I further certify that a quorum was present.

---

**Jennifer Duncan, Management Assistant**



# Annexation

## Report to the Planning and Zoning Commission

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**CASE NUMBER:** PLZ-16-00145  
**TITLE:** Park Annexation  
**MEETING DATE:** October 25, 2016  
**AGENDA ITEM:** 5C

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**Applicant/Owner:** Brandon and Stephanie Park  
**Request:** Annexation  
**District:** 4  
**Location:** 30023 W. Pierce Street  
**Site size:** Approximately One Acre  
**Density:** One Dwelling Unit Per Acre  
**Public input:** None Known  
**Recommendation:** Approve

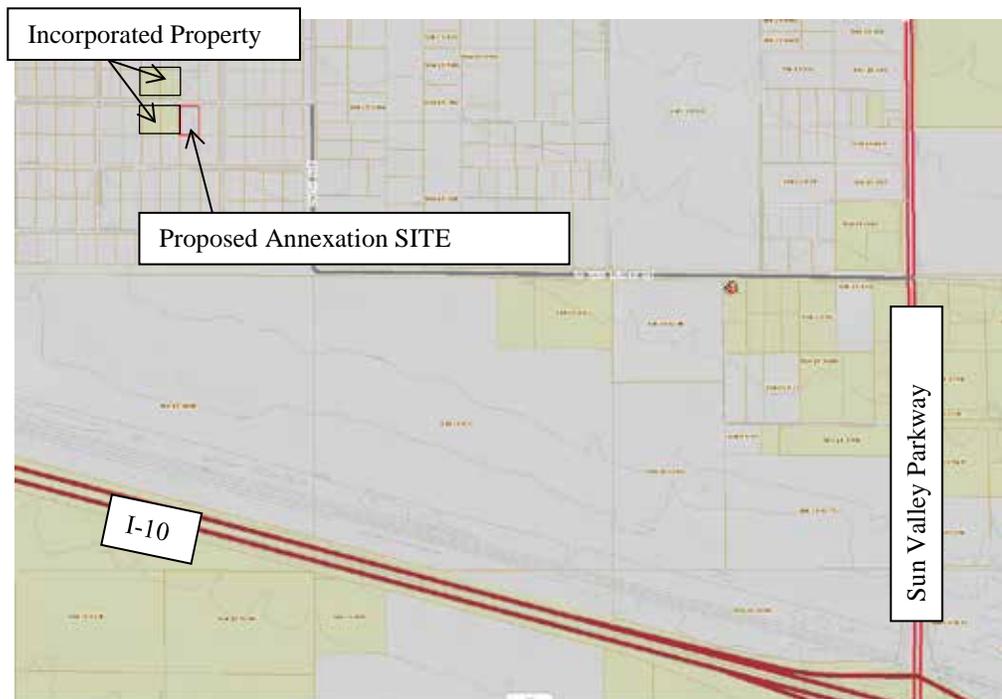
## PROJECT DESCRIPTION

1. The request is for the annexation of a single-family residential lot within an existing rural community known as West Phoenix Estates located generally on the northwest corner of I-10 and Sun Valley Parkway. The neighborhood is within a larger county island that was established after a strip annexation in the late 70's.

## AREA CONTEXT

2. *Table 1: Existing Land Use, General Plan Designation, and Zoning District*

|                         | LAND USE           | GENERAL PLAN       | ZONING  |
|-------------------------|--------------------|--------------------|---|
| <b>Subject Property</b> | <b>Residential</b> | <b>Low Density</b> | <b>RU-43- Rural (Maricopa County)</b>                         |
| North                   | Vacant             | Low Density        | RU-43- Rural (Maricopa County)                                |
| South                   | Residential        | Low Density        | RU-43- Rural (Maricopa County)                                |
| East                    | Vacant             | Low Density        | RU-43- Rural (Maricopa County)                                |
| West                    | Residential        | Low Density        | SF-43- Single-Family Rural Residential (Incorporated Buckeye) |



**PUBLIC PARTICIPATION SUMMARY:**

- 3. The applicant has provided all postings as required in the Development Code.
  
- 4. *Table 2: Public Notice*

| Notification Element             | Date             |
|----------------------------------|------------------|
| Published in Buckeye Valley News | October 07, 2016 |
| Site Posted                      | October 07, 2016 |

**BACKGROUND:**

- 5. The property is part of a larger subdivision that was platted in Maricopa County in 1971. Four other parcels adjacent and to the west of the site were annexed into the city on November 15, 2011 as Ord# 23-11.

**ANALYSIS:**

- 6. The subject site is within the City’s planning area and the existing residential land use is compatible with the “Low Density” land use within adopted City of Buckeye General Plan that is overlaid in this area.

**RECOMMENDATION:**

- 7. Staff recommends the Planning and Zoning Commission motion for **approval** of case **PLZ-16-00145** for the following reasons:
  - Conformance with General Plan
  - Conformance with Development Code
  - No outstanding issues for reviewing departments

**ATTACHMENTS**

- Vicinity Map (Aerial Photo)
- Annexation Map- Exhibit A

Prepared By:  
Adam Copeland, Principal Planner

Reviewed By:

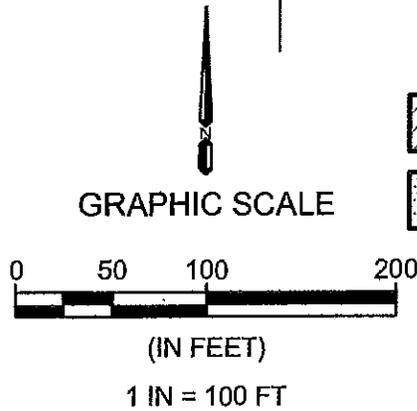
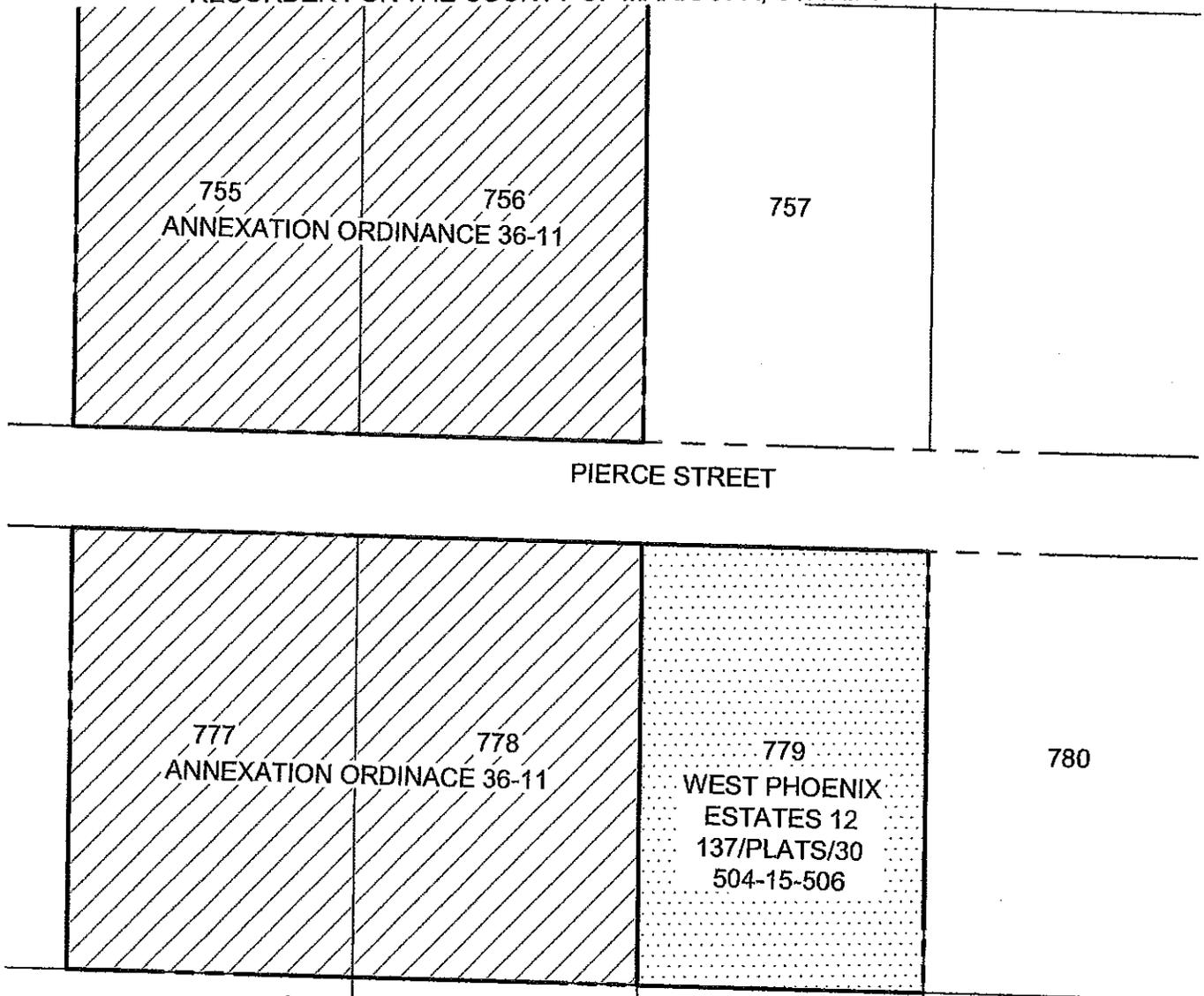
Terri Hogan, AICP, Deputy Director of Planning

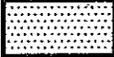
PARK ANNEXATION VICINITY MAP



# EXHIBIT A

LOT 779 ACCORDING TO THE PLAT OF WEST PHOENIX ESTATE 12 AS  
 FILED IN BOOK 137 OF PLATS AT PAGE 30, IN THE OFFICE OF THE  
 RECORDER FOR THE COUNTY OF MARICOPA, STATE OF ARIZONA



-  CURRENT CITY LIMITS
-  AREA TO BE ANNEXED



ORIGINAL PLAN DATE  
2016.08.30

REVISION DATE  
2016.08.30

PROJECT  
PARK ANNEXATION

SHEET NUMBER  
SV1



# Transit Plan

## Report to the Planning and Zoning Commission

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TITLE: Buckeye Transit Plan  
MEETING DATE: October 25, 2016  
AGENDA ITEM: 5D  
DISTRICT: All

---

### SUMMARY

The Buckeye Transit Plan is designed to develop a regionally connected local transit plan that will guide the implementation of transit services and capital investments in the City of Buckeye over both the near and mid-term planning horizons. The plan will primarily concentrate on refining the local circulator concepts identified in the Southwest Valley Local Transit System Study (SWVLTSS) conducted by the Maricopa Association of Governments (MAG) in 2013. Building on the service area identified in the SWVLTSS, the Buckeye Transit Plan will define routing and operating characteristics, assess fleet requirements, estimate potential ridership, and ultimately prepare a detailed Transit Operations and Capital Plan for a local circulator service. This transit plan also will qualify the city for Federal and Regional transit funding opportunities.

Staff intends to present the transit plan to City Council for adoption on November 28<sup>th</sup>. This transit plan will also be incorporated into the General Plan 2040.

### RECOMMENDATION

Discussion Only

### ATTACHMENTS

Buckeye Transit Study "DRAFT"

Prepared By:  
Sean Banda, Planner II

Reviewed By:  
Ed Boik, AICP, Principal Planner

**Cover graphic to be provided**

DRAFT

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DRAFT

## Abbreviations and Definitions

|                 |   |
|-----------------|---|
| <b>ACS</b>      | American Community Survey                   |
| <b>ADA</b>      | The Americans with Disabilities Act         |
| <b>ADOT</b>     | Arizona Department of Transportation        |
| <b>ALF</b>      | Arizona Lottery Fund                        |
| <b>EMCC</b>     | Estrella Mountain Community College         |
| <b>FTA</b>      | Federal Transit Administration              |
| <b>FY</b>       | Fiscal Year                                 |
| <b>MAG</b>      | Maricopa Association of Governments         |
| <b>PTF</b>      | Public Transportation Fund                  |
| <b>RPTA</b>     | Regional Public Transportation Authority    |
| <b>RTP</b>      | Regional Transportation Plan                |
| <b>SEVTSS</b>   | Southeast Valley Transit System Study       |
| <b>SWVLTSS</b>  | Southwest Valley Local Transit System Study |
| <b>TAZ</b>      | Traffic Analysis Zone                       |
| <b>TAG</b>      | Technical Advisory Group                    |
| <b>TCRP</b>     | Transit Cooperative Research Program        |
| <b>TET</b>      | Transportation Excise Tax                   |
| <b>TSPM</b>     | Transit Standards and Performance Measures  |
| <b>UZA</b>      | Urbanized Area                              |
| <b>West-MEC</b> | Western Maricopa Education Center           |

## 1.0 Introduction

The Buckeye Transit Plan was initiated for the purpose of developing a local transit plan to guide the implementation of regionally-connected transit services and capital investments in the City of Buckeye over the near- and mid-term planning horizons. The Plan will document the existing transit conditions in Buckeye and refine the service recommendations made in the Southwest Valley Local Transit System Study (SWVLTSS), conducted by Maricopa Association of Governments (MAG) in 2013. Building on the concepts identified in the SWVLTSS, the Plan will define routing and operating characteristics, assess fleet requirements, and develop capital and operating cost estimates for each of the refined service concepts. The Plan will also develop some additional transit service options for consideration. Finally, an analysis of existing and potential funding sources will be conducted and a detailed financial plan will be developed.

The Buckeye Transit Plan is organized into the following sections:

- Chapter 2 documents the existing transit conditions in Buckeye.
- Chapter 3 describes the refinement of the SWVLTSS mid-term service recommendations.
- Chapter 4 describes the refinement of the SWVLTSS long-term service recommendations.
- Chapter 5 provides information on additional transit service options that may be considered.
- Chapter 6 provides an analysis of funding sources and outlines a detailed financial plan.
- Chapter 7 provides a conclusion to the Plan and documents the next steps in the evolution of transit services in Buckeye.

## 2.0 Existing Transit Conditions

Existing fixed route transit service in Buckeye is currently limited to Route 685 – Ajo/Gila Bend and Route 563 – Avondale/Buckeye Express. Valley Metro’s vanpool program provides another important service to groups of commuters with destinations Valley wide. Additionally, a park-and-ride facility has been established to support the operations of Route 563. The characteristics of these services and facilities are summarized in the following sections. The existing transit services in Buckeye are depicted in Figure 1.

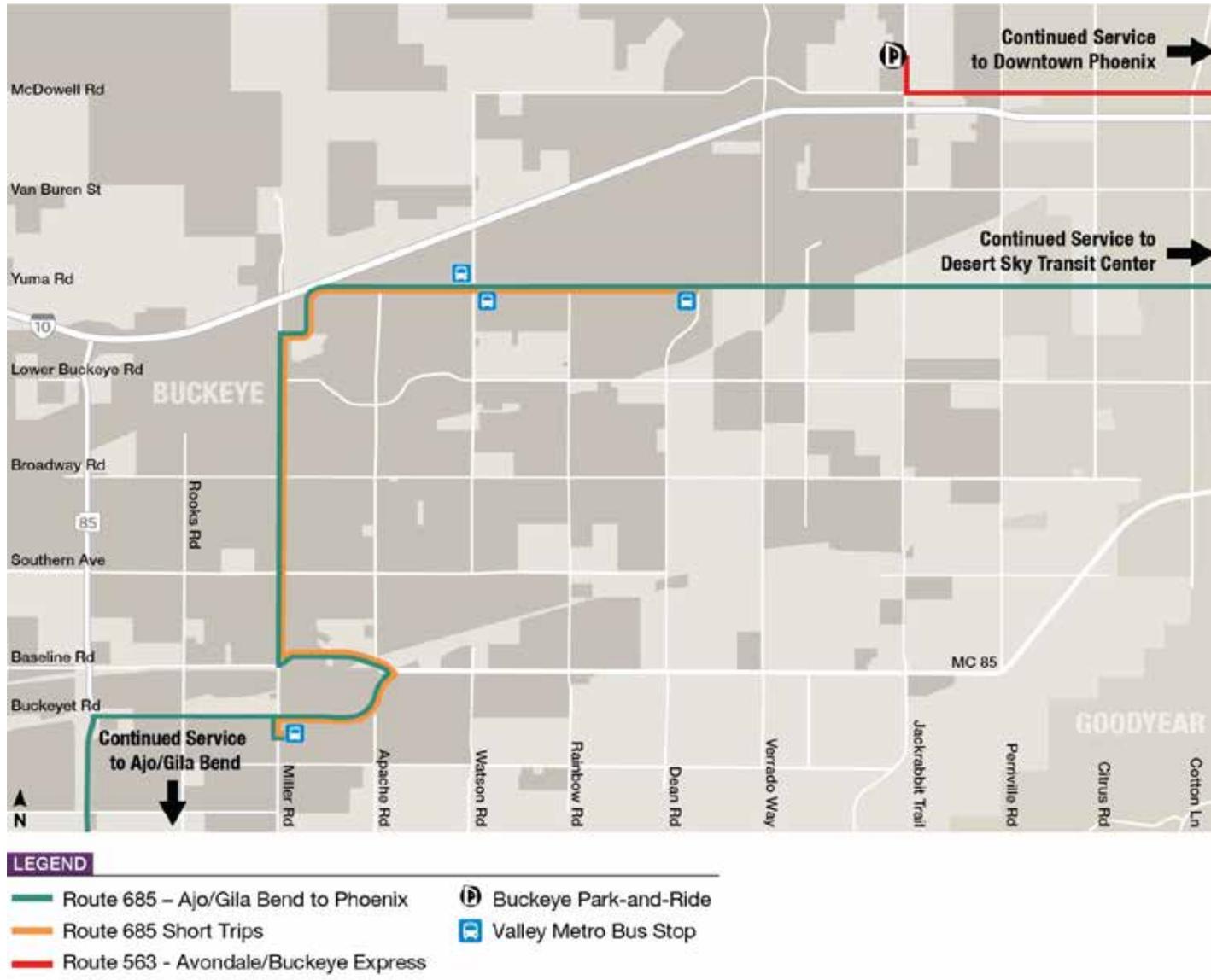
### 2.1 Route 685 Ajo/Gila Bend

The Route 685 Ajo/Gila Bend is Valley Metro’s only rural connector route. Rural connector services are designed to operate in rural, low-density areas and provide residents in outlying communities with a vital connection to the goods and services found in urban areas, including the regional transit network. The Route 685 provides five inbound and five outbound trips each weekday and two inbound and two outbound trips on Saturdays from Ajo/Gila Bend to the Desert Sky Transit Center at 76<sup>th</sup> Avenue and Thomas Road in Phoenix. While a majority of the route mileage is on State Route 85, the Route 685 also provides service to residents of Buckeye as it operates through the city along the Monroe Avenue, Baseline Road, Miller Road, and Yuma Road corridors. While designated stops are provided at the Buckeye Community Center, the intersection of Yuma and Watson Roads, and the Estrella Mountain Justice Court, the Route 685 also operates flex stop service, thereby enabling passengers to arrange pick-ups or drop-offs at any location within three-quarters of a mile of the regular route.

In addition to the full Route 685 trips, two AM and PM peak period rounds trips (4 total round trips) were added to the portion of the route in Buckeye from the Community Center to the White Tank Justice Court in April 2015. These short trips operate Monday through Friday and provide local circulation to residents within Buckeye.

Ridership on the Route 685 has grown steadily over the last three years after dropping slightly in Fiscal Year (FY) 2013. Total ridership grew 29 percent in the five year period from FY 2012 to FY 2016. Total ridership for Route 685 from FY 2012 to FY 2016 is provided in Table 1.

Figure 1. Existing Transit Service



**Table 1. Route 685 Ridership: FY 2012 – FY 2016**

|              | FY 2012       | FY 2013       | FY 2014       | FY 2015       | FY 2016       |
|--------------|---------------|---------------|---------------|---------------|---------------|
| Weekday      | 15,244        | 14,047        | 14,065        | 19,441        | 19,763        |
| Saturday     | 1,793         | 1,701         | 1,740         | 2,376         | 2,184         |
| <b>TOTAL</b> | <b>17,037</b> | <b>15,748</b> | <b>15,805</b> | <b>21,817</b> | <b>21,947</b> |

**Source:** Valley Metro Annual Ridership Reports

## 2.2 Route 563 – Avondale/Buckeye Express

The Route 563 Avondale/Buckeye Express provides weekday service from the Buckeye Park-and-Ride at Jackrabbit Trail and Palm Lane to Downtown Phoenix. While the original alignment served the Goodyear Park-and-Ride at Dysart Road and Cornerstone Boulevard, the route was modified in October 2014 to serve the new Avondale Park-and-Ride at Avondale Boulevard and Roosevelt Street. Two morning inbound and two afternoon outbound trips are provided from/to Buckeye each weekday, with two additional inbound and outbound trips operating from the Avondale Park-and-Ride (these trips do not serve Buckeye). Ridership in Buckeye grew steadily over the first few years before dropping in FY 2015. However, ridership in Buckeye picked up again in FY 2016 with a 73 percent increase over the previous year. Total ridership for Route 563 from FY2012 to FY2016 is provided in Table 2.

**Table 2. Route 563 Ridership: FY 2012 – FY 2016**

| Jurisdiction | FY 2012 <sup>1</sup> | FY 2013       | FY 2014       | FY 2015       | FY 2016       |
|--------------|----------------------|---------------|---------------|---------------|---------------|
| Buckeye      | 5,103                | 9,692         | 13,068        | 4,242         | 7,357         |
| Goodyear     | 3,071                | 12,137        | 8,855         | N/A           | N/A           |
| Avondale     | N/A                  | N/A           | N/A           | 6,363         | 11,188        |
| Phoenix      | 8,785                | 17,830        | 12,488        | 18,765        | 15,992        |
| <b>TOTAL</b> | <b>16,959</b>        | <b>39,659</b> | <b>34,411</b> | <b>32,193</b> | <b>34,537</b> |

**Source:** Valley Metro Annual Ridership Reports

<sup>1</sup> As service began in January 2012, FY 2012 ridership numbers represent only a portion of the year (January 1– June 30).

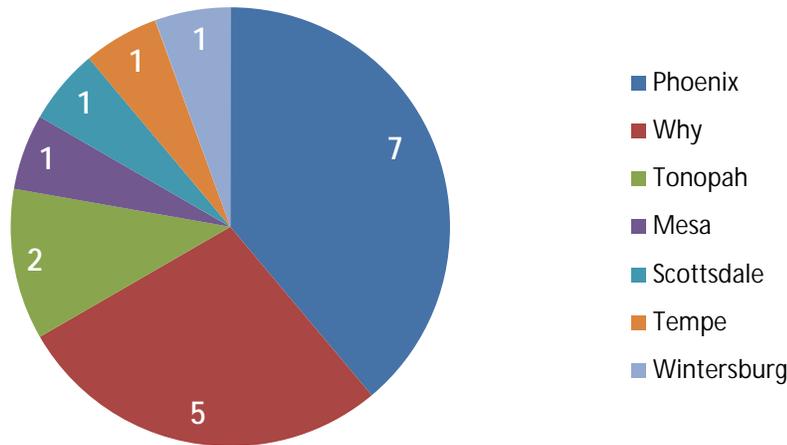
## 2.3 Valley Metro Vanpool Program

Valley Metro's vanpool program is another service available to Buckeye residents. Under the vanpool program, Valley Metro provides a group of six to fifteen people with a van to use for commuting purposes. One qualified participant volunteers to be the driver, and each rider pays a monthly fare that covers the lease, fuel, maintenance, and insurance costs of the van.

To get started, a group of at least six participants who live and work in the same areas and have similar work schedules is assembled. Participants then fill out vanpool applications and select primary and reserve drivers, who must meet certain qualifications. If establishing a new vanpool is not feasible, potential participants can also visit the ShareTheRide [website](#) to find existing vanpools with matching route and schedule specifications.

An analysis of existing vanpool data revealed that there are currently eighteen vanpools in operation with origin points in Buckeye. There are also an additional two vanpools with destinations in Buckeye; one originates in El Mirage and the other originates in Goodyear. The destination cities of vanpools that originate in Buckeye are depicted in Figure 2.

Figure 2. Buckeye Vanpool Destination Cities



Source: Valley Metro, 2015

## 2.4 Buckeye Park-and-Ride

The Buckeye Park-and-Ride, located near the intersection of Jackrabbit Trail and McDowell Rd, was constructed to support Route 563 operations. The facility features 250 spaces, 79 of which are covered. According to Valley Metro's Park-and-Ride Database, average parking utilization at the facility was 36 percent in April 2016 (approximately 90 vehicles).

## 2.5 Other Transportation Services

In addition to the Valley Metro services described above, there are a few specialized transportation services operating in Buckeye that help meet the diverse needs of its residents. The Buckeye Community Center operates two such services. The first service provides eligible seniors (60+) with rides to and from the Buckeye Community Center on weekdays between the hours of 8:00 am and 5:00 pm. This service is provided in partnership with the Area Agency on Aging, which contributes a portion of the funding for operations. The second service connects passengers to key medical facilities throughout the Southwest Valley on Mondays, Wednesdays, and Fridays between the hours of 8:00 am and 5:00 pm. To be eligible for the medical service, passengers must either be low-income (125 percent of poverty level), disabled, or 60 years of age and older. Reservations for both services must be made at least 72 hours in advance. While no fare is collected for either service, a contribution of \$3.00 is recommended. A range of for-profit and non-profit agencies also provide their own specialized/limited transportation services. MAG compiles an inventory of these services and reports them in the [Human Services Coordination Transportation Plan](#), updated annually.

## 3.0 SWVLTSS Mid-Term Service Recommendations

The two mid-term recommendations that emerged from the SWVLTSS were to implement circulator service in Buckeye and to consider flex service along the Buckeye Road corridor. The recommended extension of Route 13 (Buckeye Road) was not carried forward in the City of Avondale's recently adopted Transit Implementation Plan. Thus, the provision of flex service to Buckeye in this corridor is not considered feasible within the mid-term planning horizon due to the length of the extension and lack of support from Avondale. As such, the following sections focus exclusively on the refinement of the circulator concept identified in the SWVLTSS.

### 3.1 Refinement of Service Concepts

In effort to determine the areas in Buckeye where circulator service would be most warranted, a series of technical analyses were conducted. This included an assessment of population and employment densities, a transit propensity analysis, the evaluation of current parcel data, the identification of key community destinations, and the consideration of planned developments. Each of these analyses is discussed in detail in the following sections.

#### 3.1.1 Population and Employment Density Assessment

Population and employment densities are considered essential components in the provision of successful transit service. While the City is significantly less dense than the Phoenix metropolitan region, there are some areas with higher population and employment densities. An analysis of American Community Survey (ACS) 2013 data revealed that areas with higher population and employment densities are generally situated around the Downtown and Sundance areas. Population density within the study area is depicted in Figure 3. Employment density within the study area is depicted in Figure 4.

#### 3.1.2 Transit Propensity Analysis

A transit propensity analysis evaluates how inclined a given area or population is to utilizing transit services. A key factor in such analyses is the identification of transit dependent populations. Transit dependent populations are those for whom mobility may be limited by the lack of private transportation, disability, or some other factor. While several factors can contribute to transit dependency, the following populations are generally considered to be transit dependent:

- Population below poverty
- Minority population
- Zero-auto households
- Disabled population
- Youth population (under 18)
- Elderly population (65 and over)

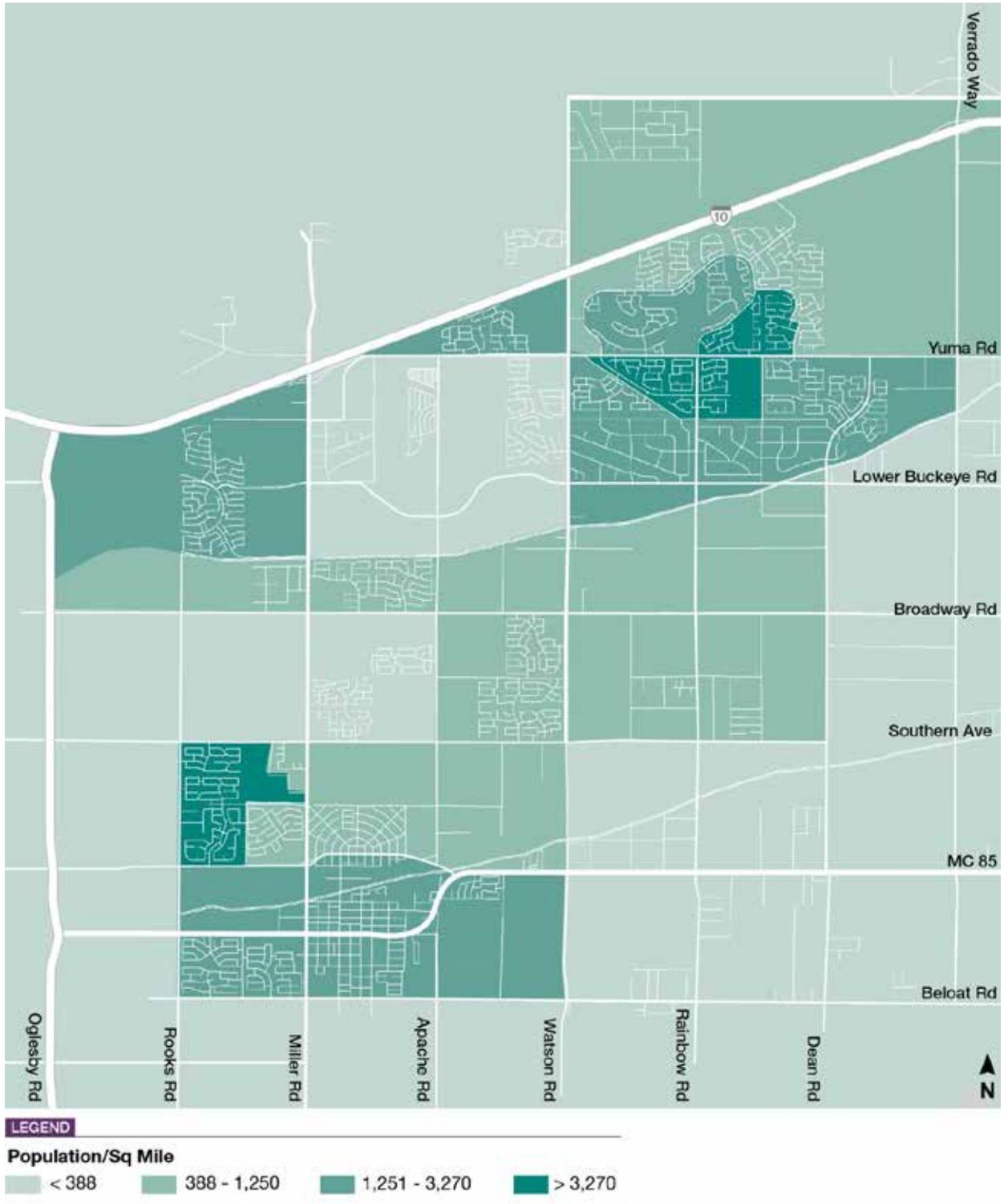
Using ACS 2013 data, the presence of transit dependent populations in the Buckeye study area was evaluated and compared to that of Maricopa County. As summarized in Table 3, the study area census tracts feature transit dependent rates at or below the County average for most of the populations under consideration. The youth population is the one exception, with those under 18 accounting for 34.5 percent of the population in the study area census tracts versus 26 percent for greater Maricopa County. The densities of transit dependent populations in the study area are depicted in Figures 5 through 10.

**Table 3. Comparison of Transit Dependent Populations**

|                                  | Population Below Poverty (%) | Zero Auto Households (%) | Disabled Population (%) | Population Under 18 (%) | Population 65 and Over (%) |
|----------------------------------|------------------------------|--------------------------|-------------------------|-------------------------|----------------------------|
| Buckeye Study Area Census Tracts | 16.6                         | 1.4                      | 8.7                     | 34.5                    | 7.7                        |
| Maricopa County                  | 16.7                         | 3.2                      | 10.0                    | 26.0                    | 12.6                       |

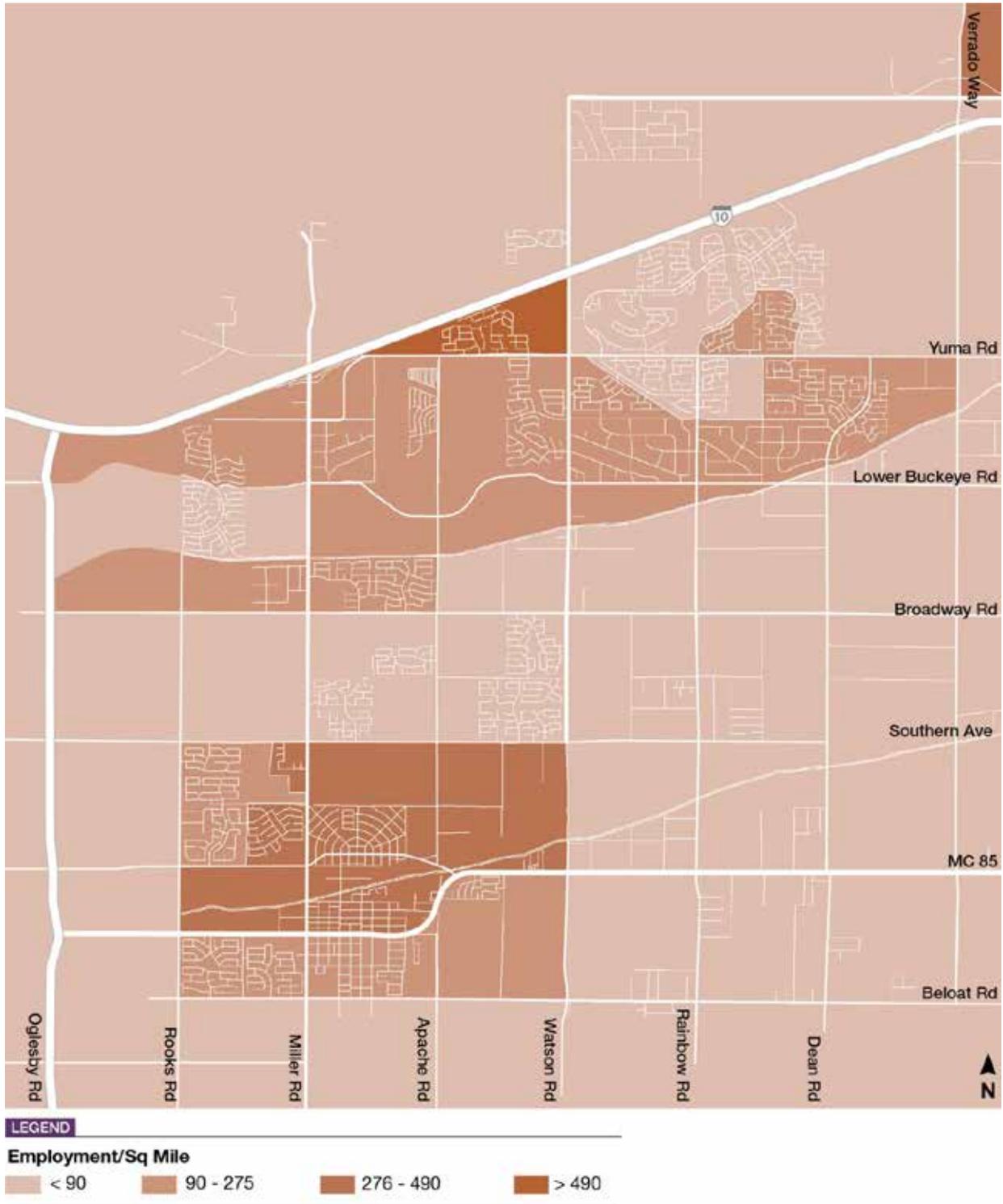
**Source:** American Community Survey 5-year Estimates, 2009-2013.

Figure 3. Population Density



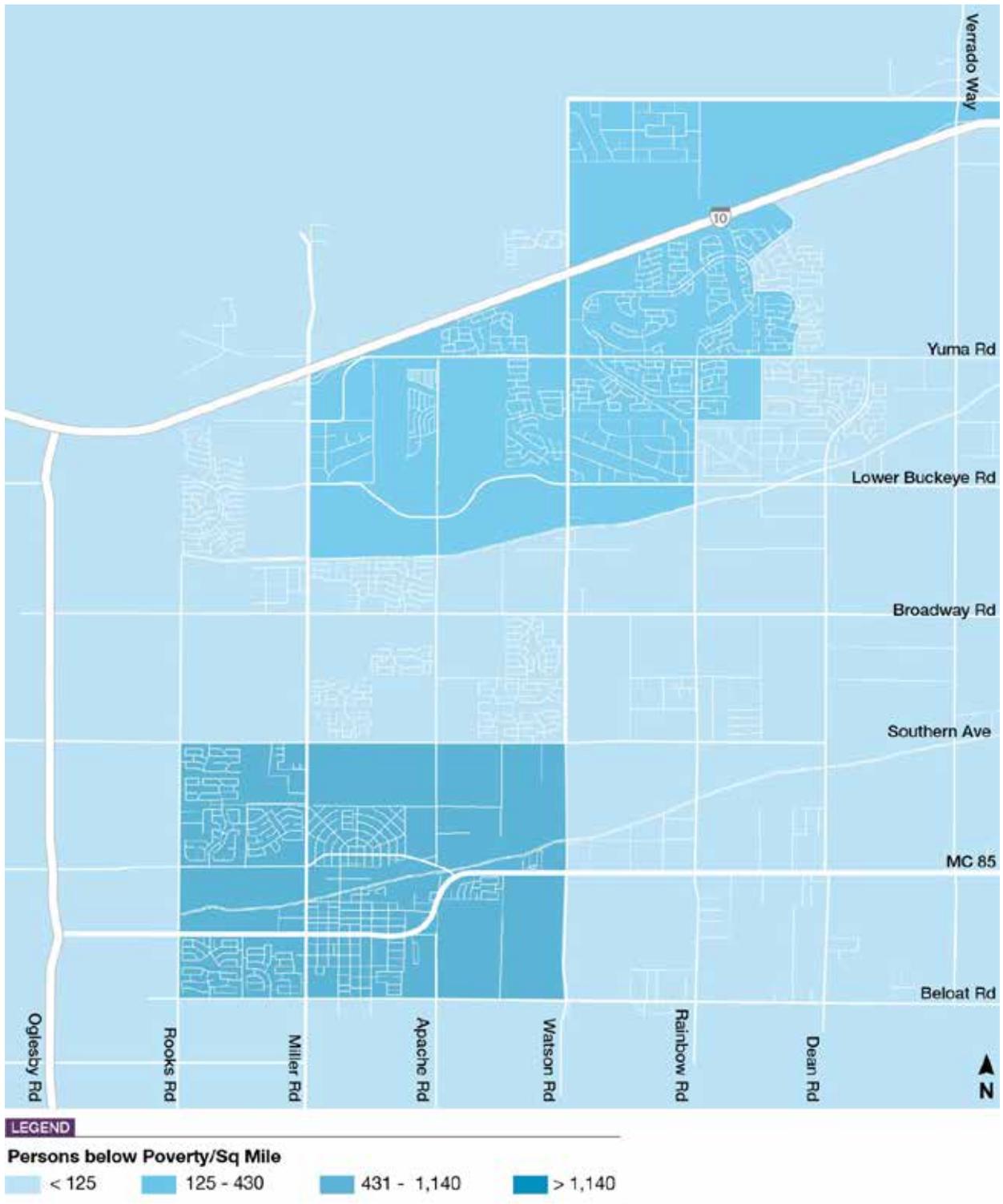
Source: ACS 5-year Estimates, 2009-2013.

Figure 4. Employment Density



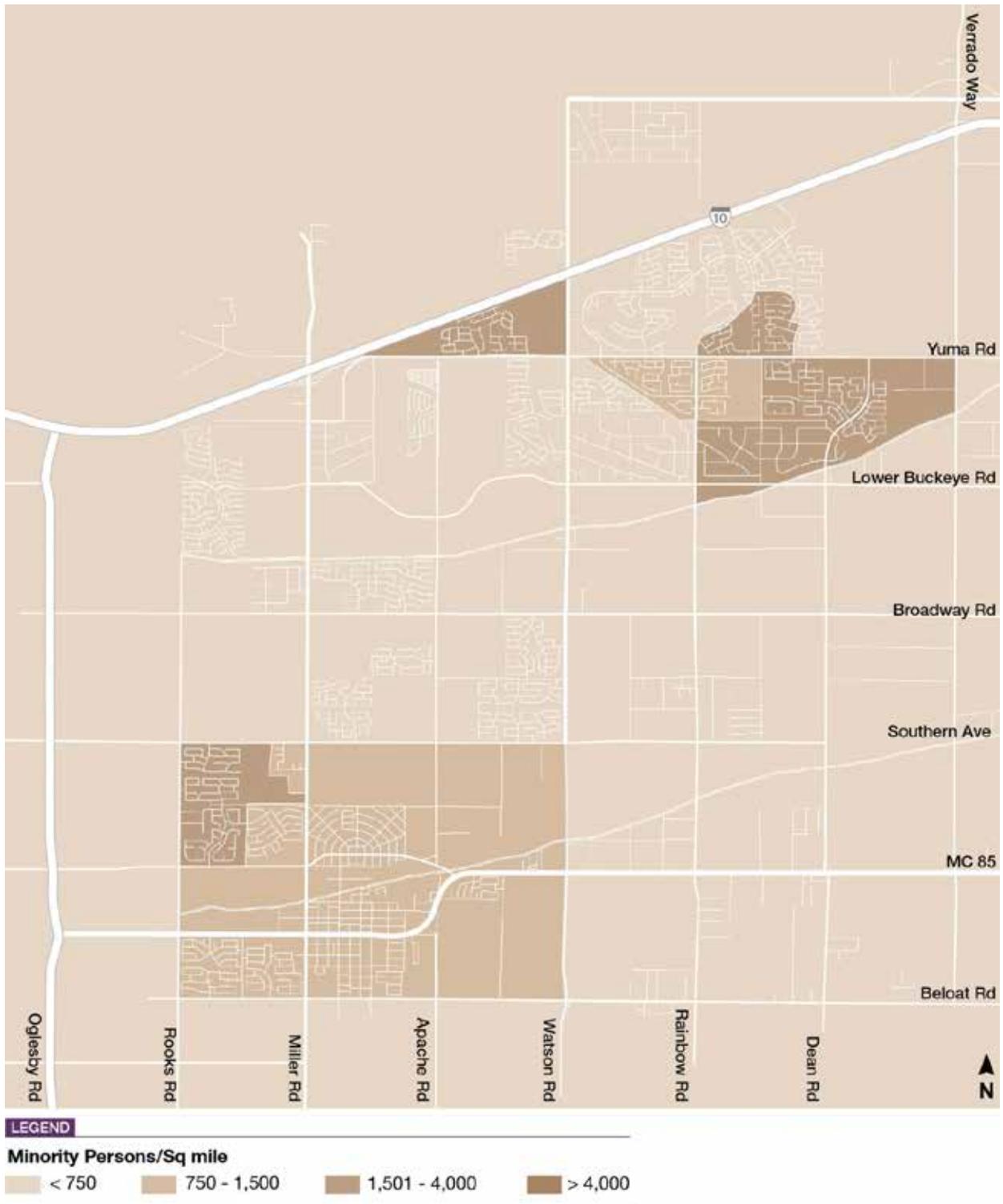
Source: MAG

Figure 5. Population below Poverty Density



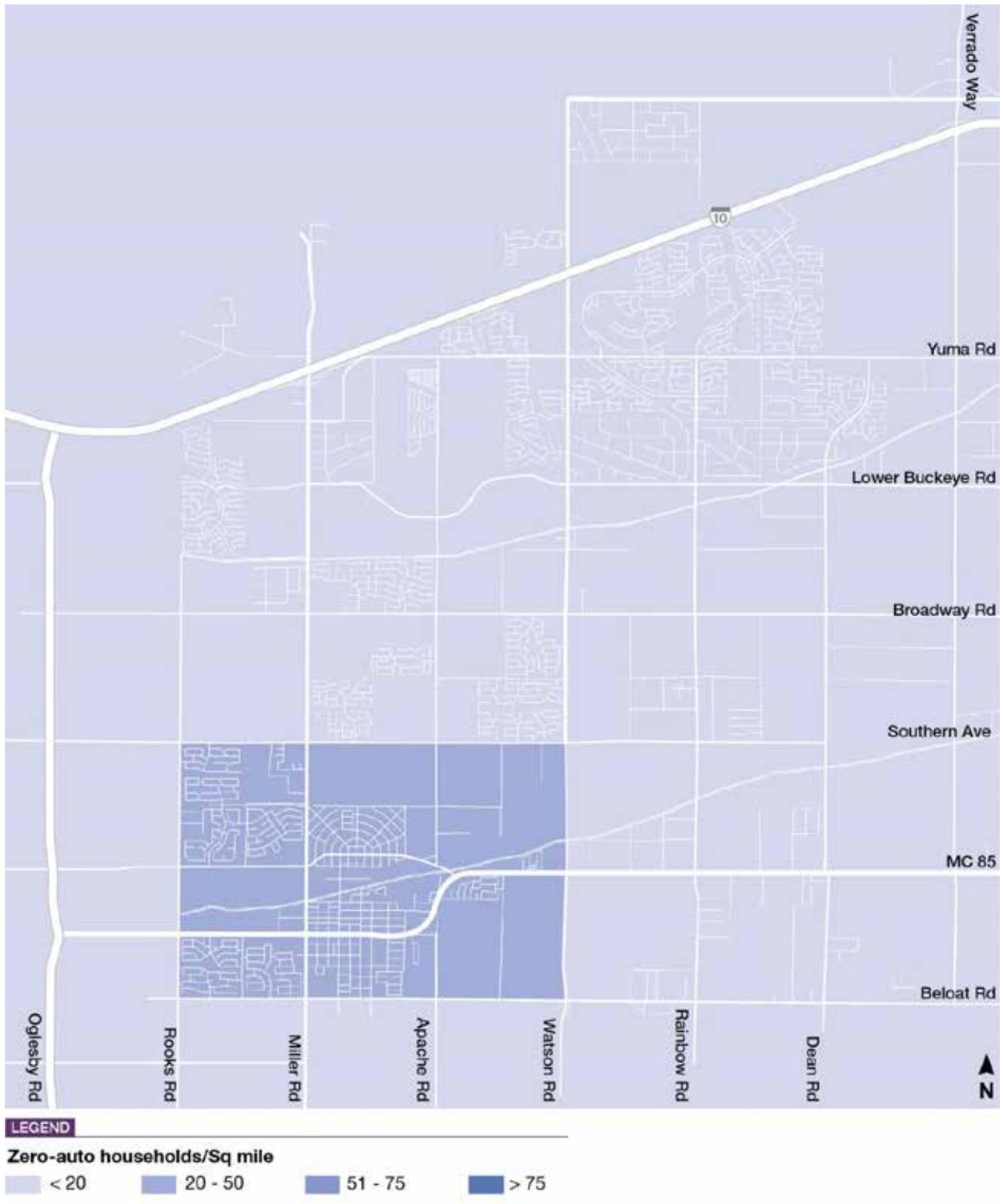
Source: ACS 5-year Estimates, 2009-2013.

Figure 6. Minority Population Density



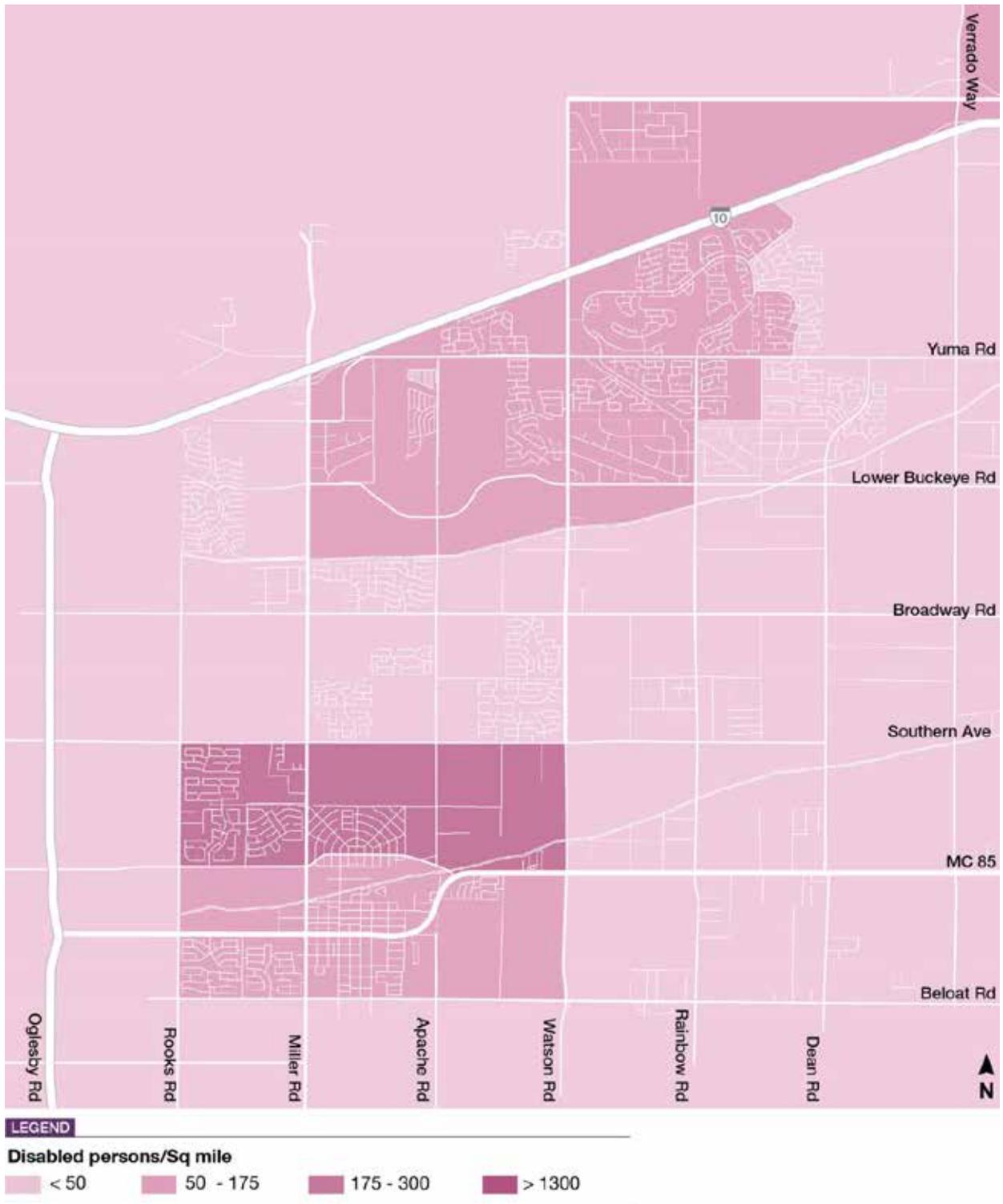
Source: ACS 5-year Estimates, 2009-2013.

Figure 7. Zero-Auto Household Density



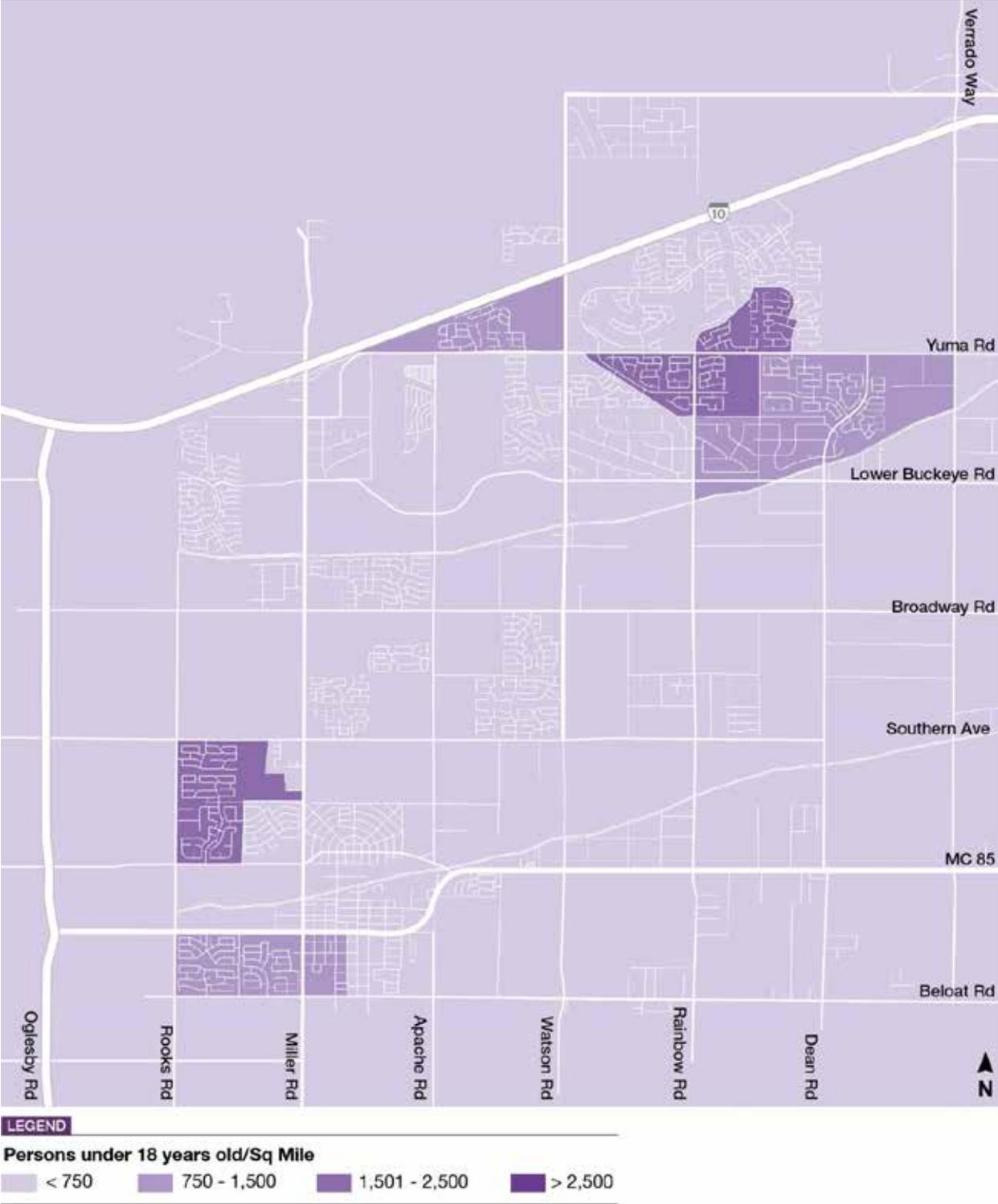
Source: ACS 5-year Estimates, 2009-2013.

Figure 8. Disabled Population Density



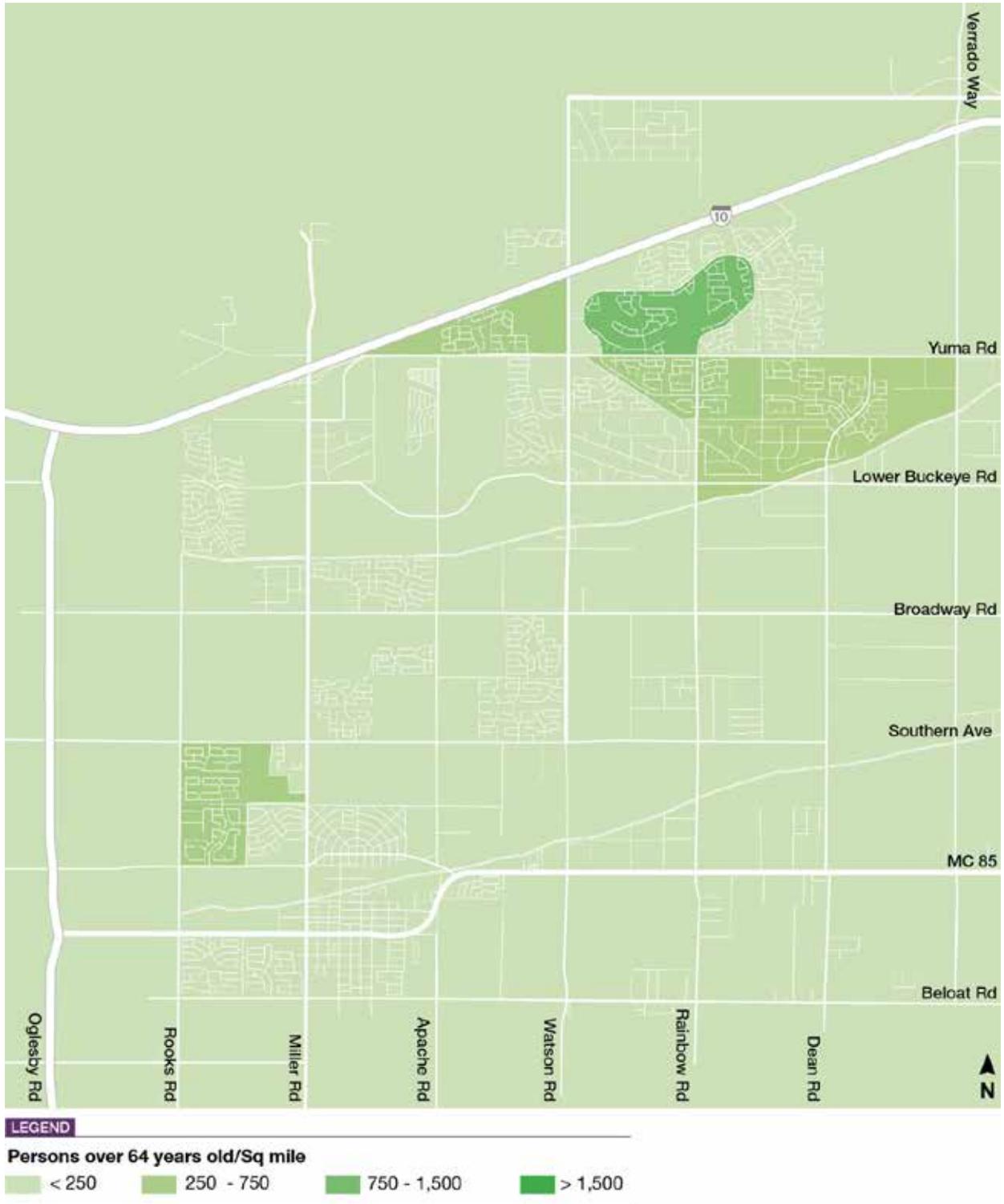
Source: ACS 5-year Estimates, 2009-2013.

Figure 9. Youth Population Density



Source: ACS 5-year Estimates, 2009-2013.

Figure 10. Elderly Population Density



Source: ACS 5-year Estimates, 2009-2013.

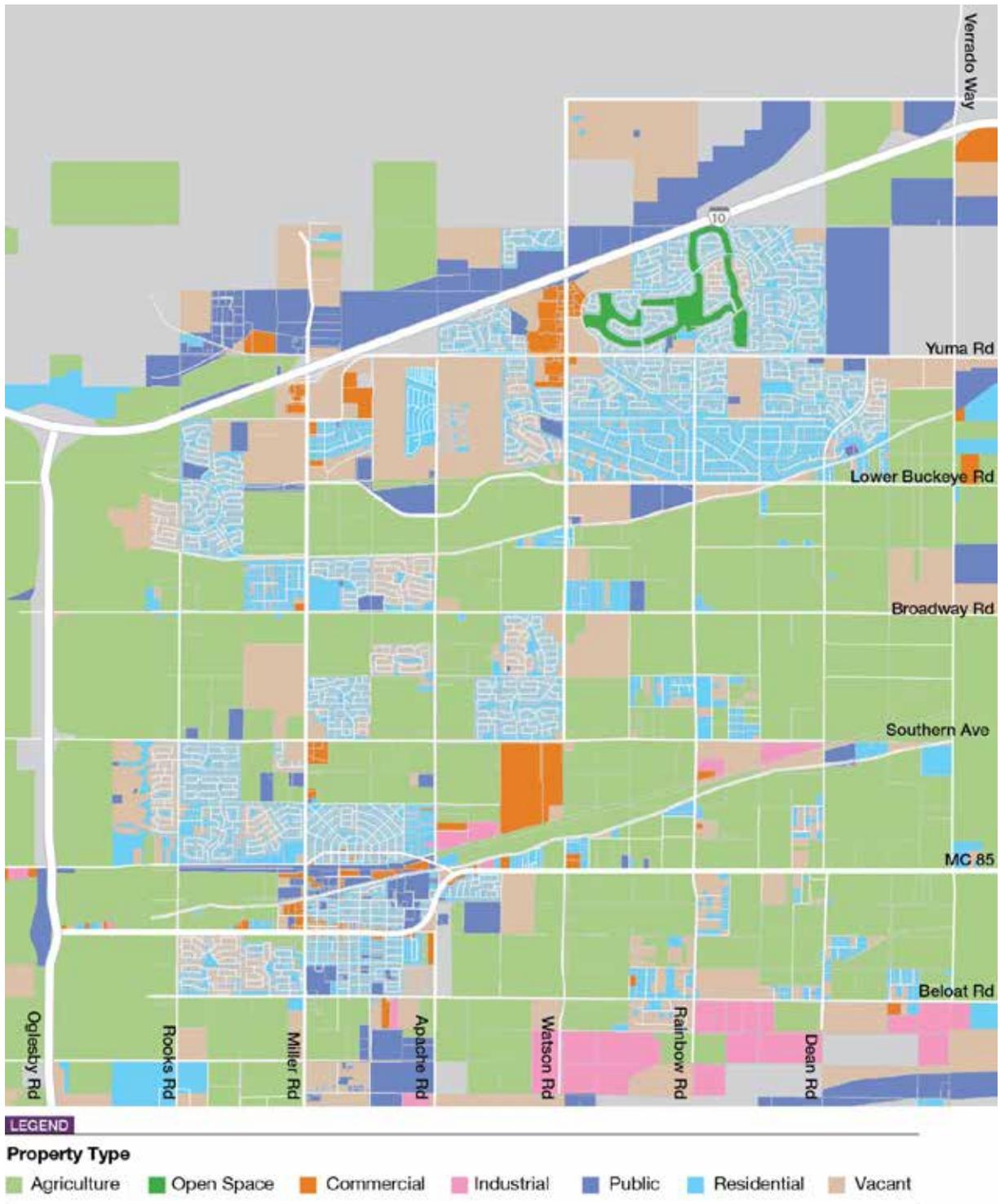
### **3.1.3 Parcel Data Evaluation**

The size of the census units in Buckeye and the prevalence of sparse development patterns affect the precision of available demographic data. As such, an evaluation of Maricopa County parcel data was conducted to supplement the demographic evaluation. Parcel data was mapped by property type to identify areas with the greatest mixture of uses that are conducive to transit (e.g. commercial, residential, etc.). As depicted in Figure 11, the areas with the greatest mixture of uses are concentrated in the Downtown and Sundance areas.

### **3.1.4 Identification of Community Destinations**

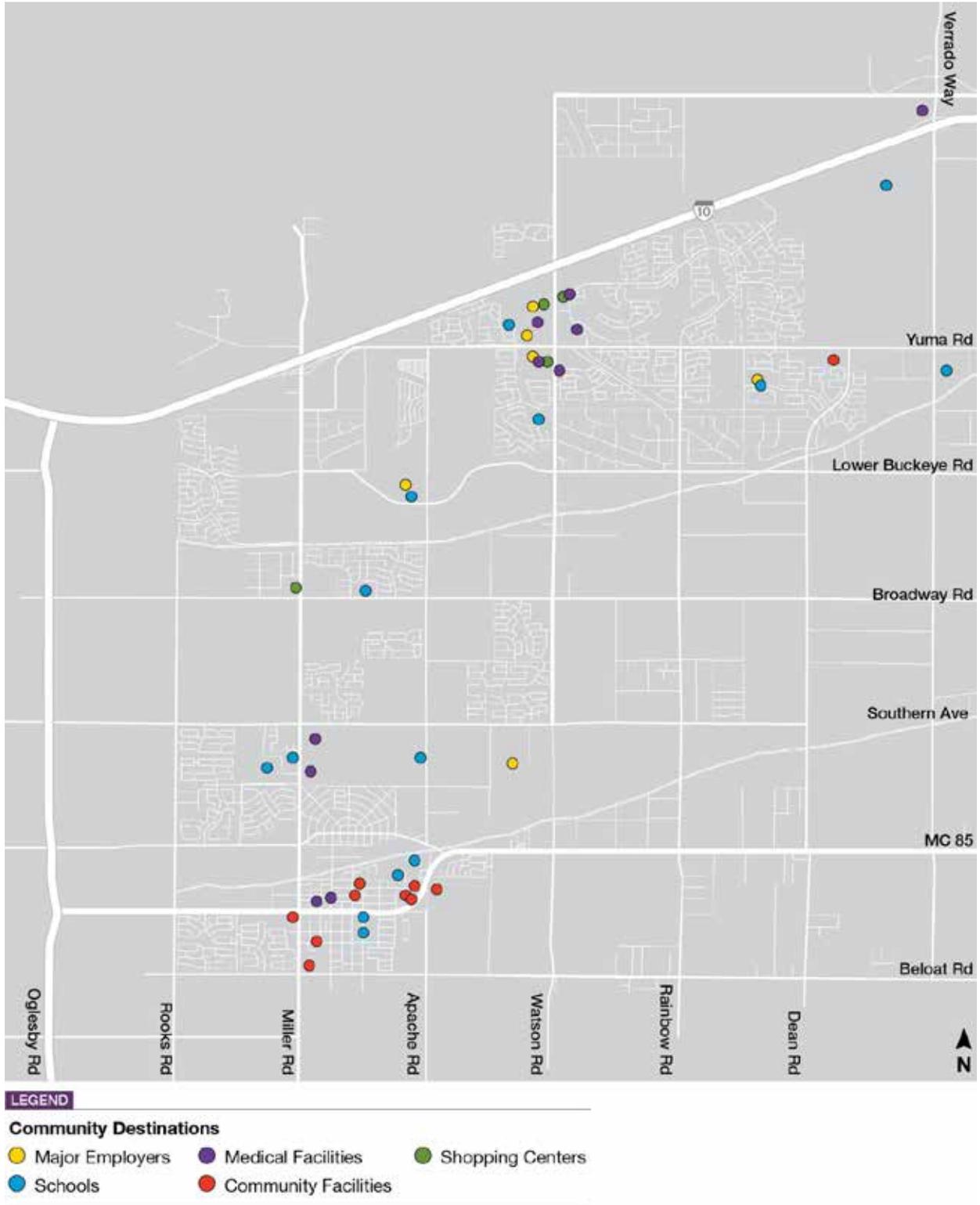
The identification of major commercial destinations and job or activity centers is also an essential component in determining a community's primary transportation corridors and travel patterns. For the purpose of this analysis, community destinations include commercial shopping centers, community facilities, schools, medical facilities, and key employers. The community destinations in Buckeye are depicted in Figure 12 and summarized in Table 4.

Figure 11. Parcel Data by Property Type



Source: Maricopa County, 2013

Figure 12. Community Destinations



Source: MAG & City of Buckeye, 2014

Table 4. Community Destinations

| Facility                              | Address                   |
|---------------------------------------|---------------------------|
| <b>Commercial Shopping Centers</b>    |                           |
| Sundance Towne Center                 | 700 S. Watson Rd          |
| The Shoppes at Buckeye Marketplace    | 1300 S. Watson Rd         |
| Miller Plaza Shops LLC                | 6213 S. Miller Rd         |
| The Village on Broadway               | 4290 N. Miller Rd         |
| Watson Marketplace                    | 675 S. Watson Rd          |
| <b>Community Facilities</b>           |                           |
| Dr. Robert A. Saide Recreation Center | 1003 E. Eason Ave         |
| Community Center                      | 201 Centre Ave            |
| Buckeye Public Library                | 310 N. 6 <sup>th</sup> St |
| Buckeye Valley Museum                 | 116 E. Highway 85         |
| Buckeye Pool/Skate Park               | 207 N. 9 <sup>th</sup> St |
| Earl Edgar Recreation Facility        | 500 S. Miller Rd          |
| Buckeye City Hall                     | 530 E. Monroe Ave         |
| Post Office                           | 51 E. Monroe Ave          |
| Buckeye Police Department             | 100 N. Apache Road #D     |
| White Tank Justice Court              | 21749 West Yuma Rd        |
| <b>Schools</b>                        |                           |
| <b>Elementary Schools</b>             |                           |
| Bales Elementary                      | 25400 W. Maricopa Rd      |
| Buckeye Elementary                    | 210 S. Sixth St           |
| Freedom Elementary                    | 22150 Sundance Pkwy       |
| Grace Fellowship Academy              | 1300 N. Miller Rd         |
| Inca Elementary                       | 23601 W. Durango St       |
| Jasinski Elementary                   | 4280 S. 246 Ave           |
| Sundance Elementary                   | 23800 W. Hadley St        |
| West Park Elementary                  | 2700 S. 257 Ave           |
| Buckeye Middle School                 | 210 S. Sixth St           |
| Buckeye Union High School             | 902 Eason Ave             |
| Youngker High School                  | 3000 S. Apache Rd         |
| Odyssey Preparatory Academy           | 6500 S. Apache Rd         |
| BUHSD Learning Center                 | 751 N. 215 Ave            |
| EMCC Education Center                 | 902 E. Eason Ave          |
| <b>Medical Facilities</b>             |                           |
| West Valley Emergency Center          | 525 S. Watson Rd          |
| Alliance Urgent Care                  | 980 S. Watson Rd #103     |

| Facility                            | Address                      |
|-------------------------------------|------------------------------|
| 1 <sup>st</sup> Family Medicine     | 1500 S. Watson Rd Suite C104 |
| IMS Urgent Care                     | 1300 S. Watson Rd A104       |
| IMS Family Medicine                 | 1209 N. Miller Rd            |
| Physicians Physical Therapy Service | 6213 N. Miller Rd #103       |
| Buckeye Medical Center              | 213 E. Monroe Ave            |
| Adelante Healthcare                 | 306 E. Monroe Ave            |
| Buckeye Pediatrics                  | 23374 W. Yuma Rd Suite 101   |
| <b>Major Employers</b>              |                              |
| Walmart Distribution Center         | 23701 W Southern Ave         |
| Walmart                             | 1060 S Watson Rd             |
| Youngker High School                | 3000 S Apache Rd             |
| Frys Marketplace 675                | 1300 S Watson Rd Ste 104     |
| Lowes Home Improvement              | 700 S Watson Rd              |
| Freedom Elementary School           | 22150 W Sundance Pkwy        |

**Source:** MAG and City of Buckeye, 2014

### **3.1.5 Planned Developments**

In addition to identifying existing destinations, major planned developments were also taken into consideration as these represent potential new activity centers and transit trip generators. With the assistance of City staff, two major developments were identified that could influence the routing of the proposed circulator service. The first major planned development is a new campus for the Western Maricopa Education Center (West-MEC). Located just south of the I-10 on Verrado Way, the West-MEC Southwest Campus will provide 14 technical education programs to approximately 650 students. The first phase of the West-MEC Southwest Campus (Figure 13) was completed in December 2015 with the second phase scheduled for completion in the fall of 2016.

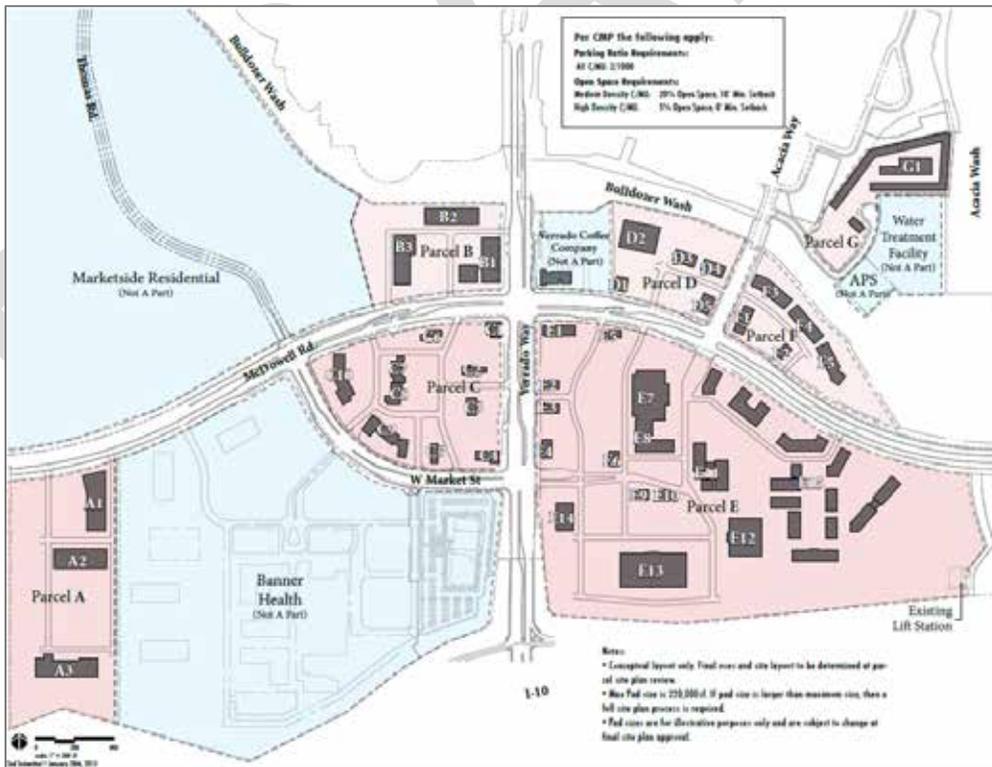
The second major planned development is the Verrado Marketside District located at McDowell Road and Verrado Way. Consisting of approximately 125 acres that will be split into seven major parcels (Figure 14), the Marketside District is envisioned as a major activity and employment center with a mixture of medical, retail, entertainment, and residential uses. While the project is still in the planning stage, a major site plan/preliminary plat was approved by the Buckeye City Council in the spring of 2015. Once completed, the Marketside District will serve as the primary regional retail and employment hub for Verrado.

Figure 13. West-MEC Southwest Campus



Source: [www.west-mec.org](http://www.west-mec.org)

Figure 14. Verrado Marketside District



Source: City of Buckeye, 2015

## 3.2 Circulator Alternatives Considered

Based on the findings of the technical analyses, six circulator route alternatives were developed that connect the two areas in the City with the highest densities, greatest mixture of uses, and highest concentration of community destinations. These two areas were determined to be Downtown Buckeye and Sundance. Furthermore, as the West-MEC Southwest Campus and forthcoming Verrado Marketside District are anticipated to be major activity centers, all circulator alternatives were extended to serve these sites. While the circulator alternatives all share the same termini (the Buckeye Community Center and the Verrado Marketside District), three different connecting corridors between Downtown Buckeye and Sundance were considered due to the distance and sparse development patterns between these two areas. These included Miller Road (Alternative 1A and B), Watson Road (Alternative 2A and B), and Apache Road (Alternative 3A and B). The B alternatives are identical to their A counterpart, with the exception of two additional extensions. The first extension is a small one-way loop south of the community center that would provide direct service to the Buckeye Senior Apartments at 4<sup>th</sup> Street and Irwin Avenue. The second extension is a loop on Watson Road and Sundance Parkway just north of Yuma Road that provides direct access to the businesses in the Sundance Towne Center. A description of each of the circulator alternatives is provided below.

### *Alternative 1A*

Alternative 1A provides service from the Buckeye Community Center to the Verrado Marketside District via Miller Road (Figure 15). Miller Road is the connecting corridor with the most existing community destinations and is currently served by the Route 685. Alternative 1A would initiate service at the Buckeye Community Center, proceed west on Centre Avenue, north on Miller Road, east on Monroe Avenue, and north on 9<sup>th</sup> Street to directly serve the Estrella Mountain Community College (EMCC). Alternative 1A would then continue east on Eason Avenue, north on MC 85, west on Baseline Road, north on Miller Road, east on Durango Street, north/east on Yuma Road, and north on Verrado Way to its terminus at McDowell Road. The one way trip length for Alternative 1A is 14.8 miles.

### *Alternative 1B*

Similar to 1A, Alternative 1B provides service from the Buckeye Community Center to the Verrado Marketside District via Miller Road, but includes the additional extensions in the Sundance area and south of the community center (Figure 16). Alternative 1B would initiate service at the Buckeye Community Center, proceed east on Centre Avenue, south on 4<sup>th</sup> street, west on Irwin Avenue, north on Miller Road, east on Monroe Avenue, and north on 9<sup>th</sup> Street to directly serve EMCC. Alternative 1B would then continue east on Eason Avenue, north on MC 85, west on Baseline Road, north on Miller Road, east on Durango Street, north/east on Yuma Road, north on Watson Road, east on Sundance Avenue, south on Sundance Parkway, east on Yuma Road, and north on Verrado Way to its terminus at McDowell Road. The one way trip length for Alternative 1B is 16.1 miles.

### *Alternative 2A*

Alternative 2A provides service from the Buckeye Community Center to the Verrado Marketside District via Watson Road (Figure 17). This alternative would serve the residential communities along the Watson Road corridor and the Walmart Distribution center at Southern Avenue and Watson Road, one of the largest employers in Buckeye. Alternative 2A would initiate service at the Buckeye Community Center, proceed west on Centre Avenue, north on Miller Road, east on Monroe Avenue, and north on 9<sup>th</sup> Street to directly serve EMCC. Alternative 2A would then continue east on Eason Avenue, north on MC 85, west on Baseline Road, north on Miller Road, east on Southern Avenue, north on Watson Road, east on Yuma Road, and north on Verrado Way to its terminus at McDowell Road. The one way trip length for Alternative 2A is 14.9 miles.

### *Alternative 2B*

Similar to 2A, Alternative 2B provides service from the Buckeye Community Center to the Verrado Marketside District via Watson Road, but includes the additional extensions in the Sundance area and south of the community center (Figure 18). Alternative 2B would initiate service at the Buckeye Community Center, proceed east on Centre Avenue, south on 4<sup>th</sup> street, west on Irwin Avenue, north on Miller Road, east on Monroe Avenue, and north on 9<sup>th</sup> Street to directly serve EMCC. Alternative 2B would then continue east on Eason Avenue, north on MC 85, west on Baseline Road, north on Miller Road, east on Southern Avenue, north on Watson Road, east on Sundance Avenue, south on Sundance Parkway, east on Yuma Road, and north on Verrado Way to its terminus at McDowell Road. The one way trip length for Alternative 2B is 16.2 miles.

### *Alternative 3A*

Alternative 3A provides service from the Buckeye Community Center to the Verrado Marketside District via Apache Road (Figure 19). While development along Apache Road is currently limited, multiple new residential communities are planned for the corridor. This alternative would also serve the Odyssey Preparatory Academy and Youngker High School. Alternative 3A would initiate service at the Buckeye Community Center, proceed west on Centre Avenue, north on Miller Road, east on Monroe Avenue, and north on 9<sup>th</sup> Street to directly serve EMCC. Alternative 3A would then continue east on Eason Avenue, north on MC 85, west on Baseline Road, north on Apache Road, east on Lower Buckeye Road, north on Watson Road, east on Yuma Road, and north on Verrado Way to its terminus at McDowell Road. The one way trip length for Alternative 3A is 12.7 miles.

### *Alternative 3B*

Similar to 3A, Alternative 3B provides service from the Buckeye Community Center to the Verrado Marketside District via Apache Road, but includes the additional extensions in the Sundance area and south of the community center (Figure 20). Alternative 3B would initiate service at the Buckeye Community Center, proceed east on Centre Avenue, south on 4<sup>th</sup> street, west on Irwin Avenue, north on Miller Road, east on Monroe Avenue, and north on 9<sup>th</sup>

Street to directly serve EMCC. Alternative 3B would then continue east on Eason Avenue, north on MC 85, west on Baseline Road, north on Apache Road, east on Lower Buckeye Road, north on Watson Road, east on Sundance Avenue, south on Sundance Parkway, east on Yuma Road, and north on Verrado Way to its terminus at McDowell Road. The one way trip length for Alternative 3B is 14.1 miles.

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Figure 15. Circulator Alternative 1A



Figure 16. Circulator Alternative 1B



Figure 17. Circulator Alternative 2A

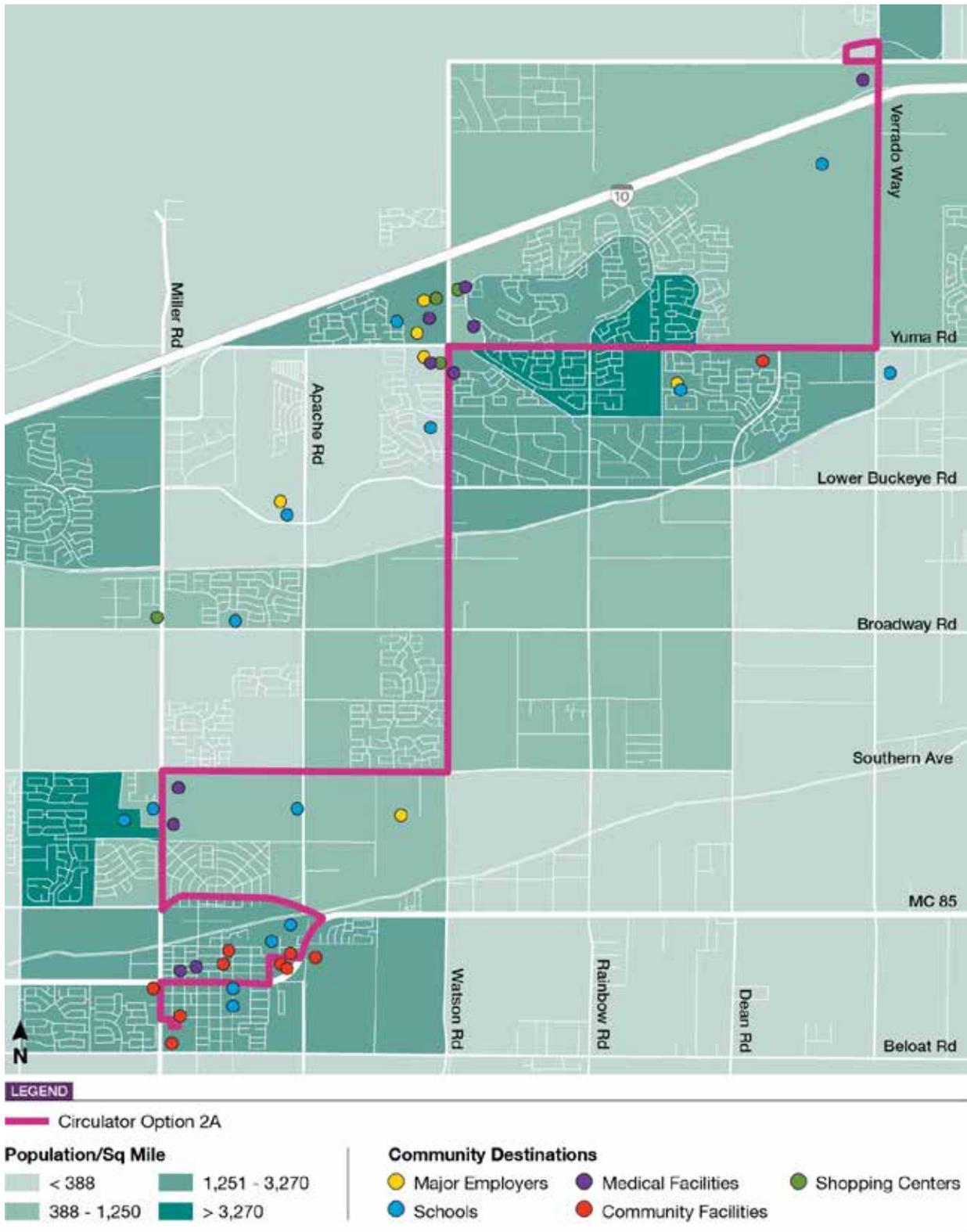


Figure 18. Circulator Alternative 2B

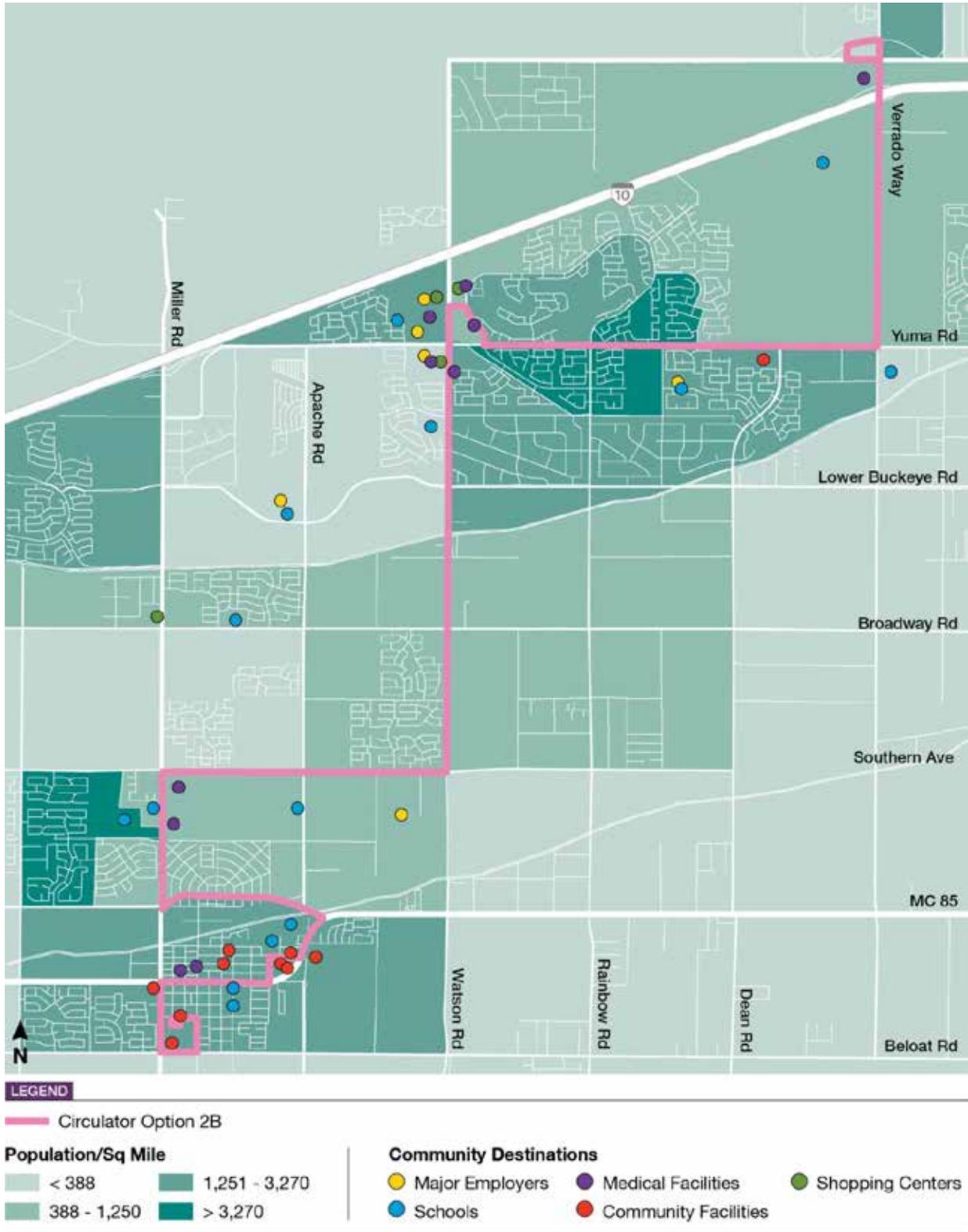


Figure 19. Circulator Alternative 3A

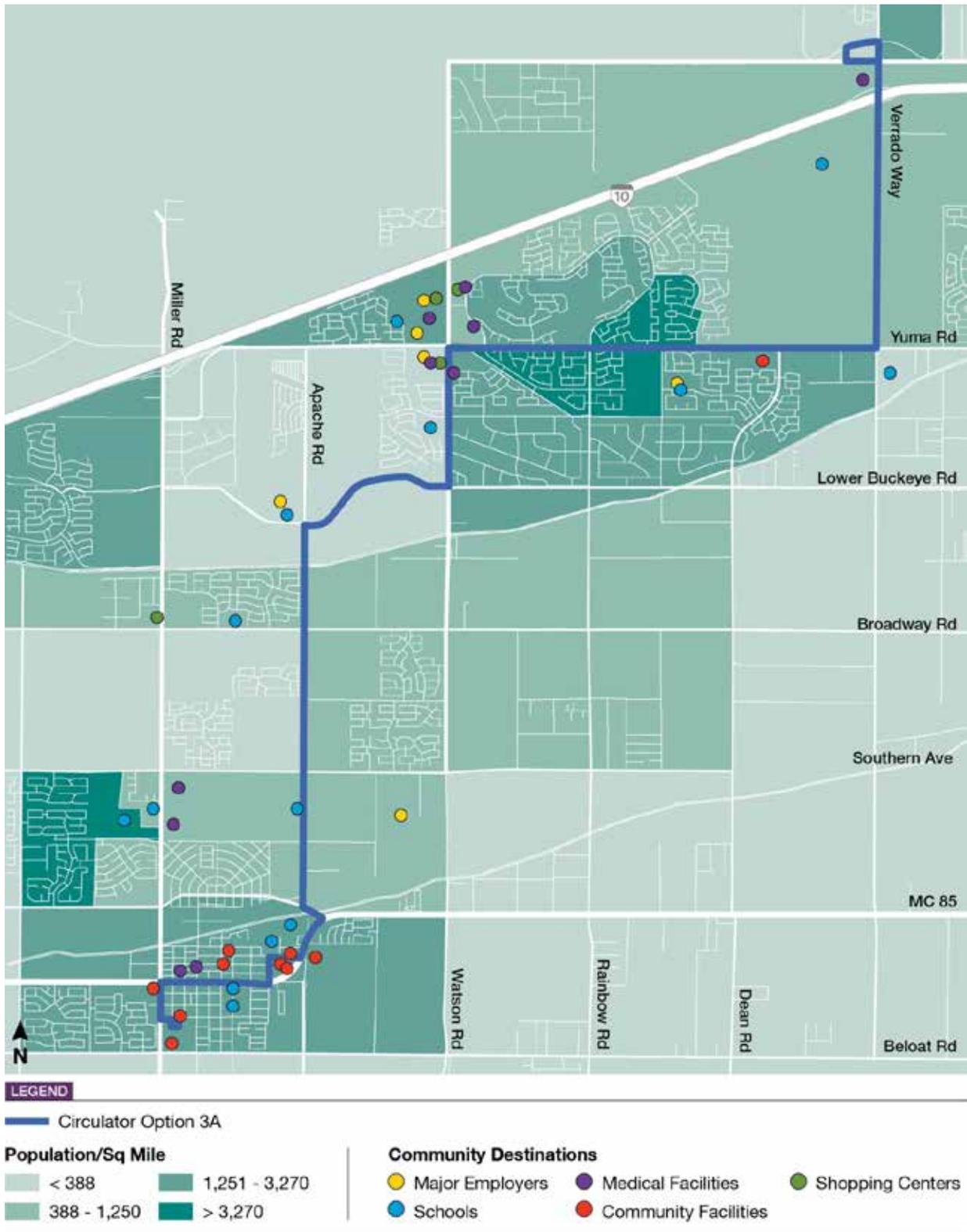
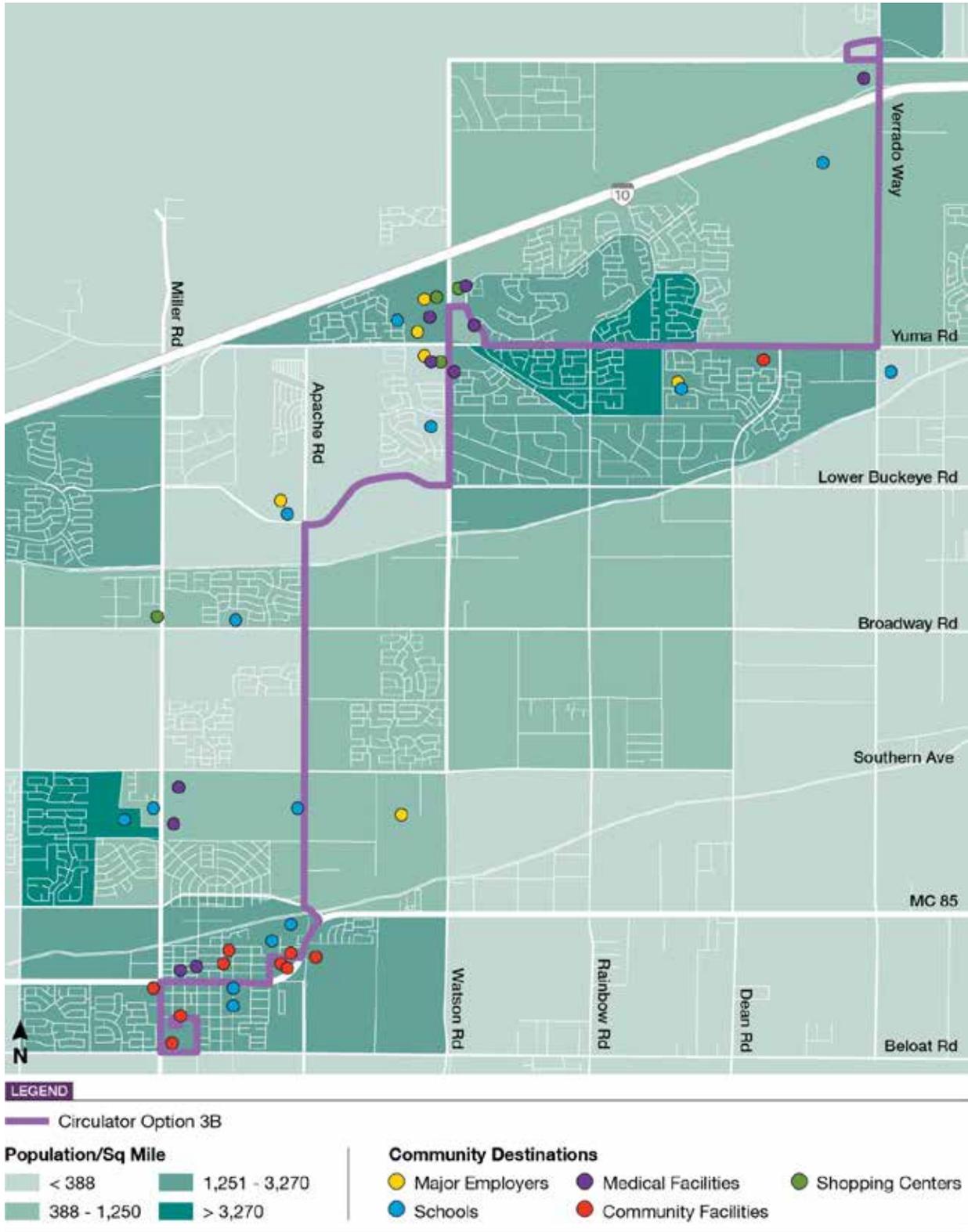


Figure 20. Circulator Alternative 3B



### 3.3 Evaluation of Circulator Alternatives

The circulator alternatives were evaluated to determine the total number of jobs, commercial area, and residential area within one half-mile of their respective alignments. Total population is another factor that would normally be considered, but the census units in the study area are so large that no variation would be evident between alternatives. As summarized in Table 5, the options on Watson Road serve the most employment and residential area while the options on Miller Road serve the most commercial area.

**Table 5. Employment, Commercial Area, and Residential Area Totals within ½ Mile of Route Alignment**

| Circulator Alternative | Trip Length (miles) | Connecting Corridor | Jobs  | Commercial Area (Ft <sup>2</sup> ) | Residential Area (Ft <sup>2</sup> ) |
|------------------------|---------------------|---------------------|-------|------------------------------------|-------------------------------------|
| Alternative 1A         | 14.8                | <i>Miller Road</i>  | 2,985 | 27,213,000                         | 98,175,000                          |
| Alternative 1B         | 16.1                |                     | 3,073 | 27,688,000                         | 98,314,000                          |
| Alternative 2A         | 14.9                | <i>Watson Road</i>  | 3,594 | 26,062,000                         | 100,676,000                         |
| Alternative 2B         | 16.2                |                     | 3,740 | 26,538,000                         | 101,232,000                         |
| Alternative 3A         | 12.7                | <i>Apache Road</i>  | 2,933 | 21,944,000                         | 82,501,000                          |
| Alternative 3B         | 14.1                |                     | 3,079 | 22,419,000                         | 83,058,000                          |

Source: MAG 2013; Maricopa County 2013

### 3.4 Recommended Circulator Alternative

Based on the results of the technical analyses and input from the Buckeye Technical Advisory Group (TAG), Alternative 2B was selected as the recommended circulator alternative. Alternative 2B serves the most jobs, the most residential area, and is third highest in the commercial area served. Alternative 2B would also provide service in a new corridor, Watson Road, while the Route 685 would continue to serve Miller Road, thereby expanding the area in which residents could access transit services.

#### 3.4.1 Vehicle Routing

Northbound trips on Alternative 2B would initiate service at the Buckeye Community Center, proceed east on Centre Avenue, south on 4<sup>th</sup> street, west on Irwin Avenue, north on Miller Road, east on Monroe Avenue, and north on 9<sup>th</sup> St to directly serve EMCC. Service would then continue east on Eason Avenue, north on MC 85, west on Baseline Road, north on Miller Road, east on Southern Avenue, north on Watson Road, east on Sundance Avenue, south on Sundance Pkwy, east on Yuma Road, north on Verrado Way, and west on Market

St. Depending on the ultimate development of the Verrado Marketside District and the desires of the City, northbound trips could either terminate on Market St or continue to McDowell Road and terminate there.

Southbound trips would initiate service at either Market St & Verrado Way or McDowell Road & Verrado Way, proceed south on Verrado Way, west on Yuma Road, north on Sundance Pkwy, west on Sundance Avenue, south on Watson Road, west on Southern Avenue, south on Miller Road, east on Baseline Road, south on MC 85, and west on Eason Avenue to directly serve EMCC. Service would then continue south on 9<sup>th</sup> St, west on Monroe Avenue, south on Miller Road, and east on Centre Avenue to the Buckeye Community Center.

### **3.4.2 Operating Characteristics**

The operating characteristics of the proposed circulator service are designed to comply with the service standards identified in Valley Metro's Board-adopted Transit Standards and Performance Measures (TSPM). The service would match the minimum operating standards established for circulator services which are as follows:

- Minimum headway: 30 minutes
- Minimum span: 12 hours
- Minimum operating days: Monday through Friday

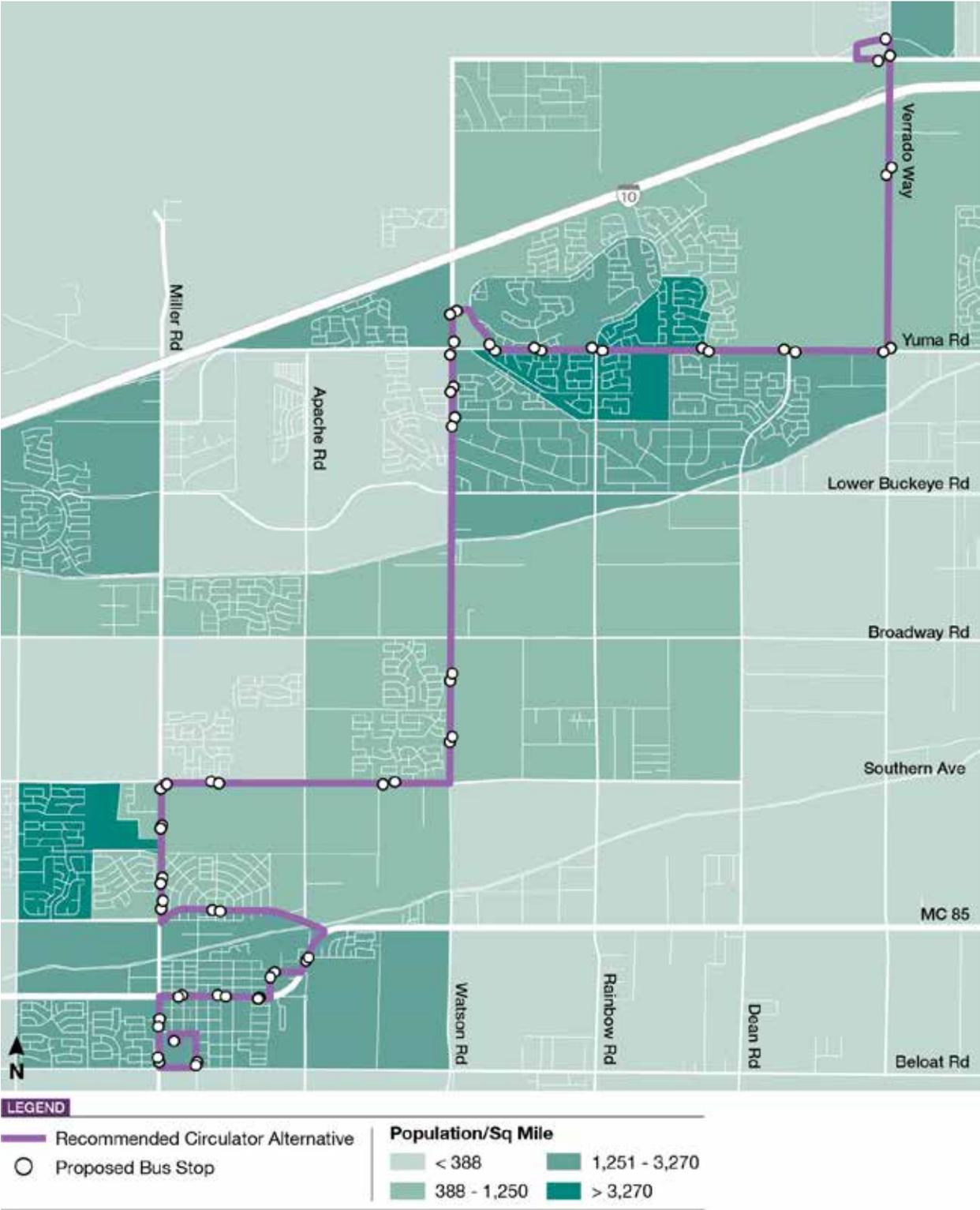
The service standards developed through the TSPM process apply to all regionally-funded services. Locally-funded services are strongly encouraged to comply with these standards as well in effort to create a more consistent and reliable transit system for all passengers.

### **3.4.3 Passenger Stop Locations**

An analysis of the recommended circulator alternative alignment was conducted to identify bus stop locations. While circulator services can often operate on a "flag" or "hail" basis, segments where such stops are allowed are limited to streets with low traffic volumes and posted speeds. As the recommended circulator alternative is located predominantly on arterial streets, bus stop locations have been identified along the entire alignment. Bus stop locations were sited in accordance with Valley Metro's [Bus Stop Inventory and Design Guidelines](#) and based on existing conditions in Buckeye. The proposed bus stop locations are depicted in Figure 21.

The scale of bus stops can range from simple (signage only) to advanced (shelter, bench, trash receptacle, variable message sign, etc.), and as such the cost per stop can vary greatly. At a minimum, all new bus stops must be compliant with applicable provisions of the Americans with Disabilities Act (ADA). It is important to note that opportunities exist for municipalities to enter into agreements with private advertising agencies where the agency will cover portion of the cost of the bus stop in exchange for advertising rights at the site. Similarly, municipalities can work with developers to have bus stop infrastructure included in new development sites. Such opportunities should be explored by the City as it seeks to implement the recommended bus stops.

Figure 21. Proposed Bus Stop Locations for Recommended Circulator Alternative



### 3.4.3 Draft Schedule

A draft schedule for the recommended circulator alternative was developed and is included in Appendix A.

## 3.5 Cost Estimates

Detailed capital and operating cost estimates were prepared for the recommended circulator alternative. These estimates are detailed in the following sections below.

### 3.5.1 Capital Cost Estimates

Capital costs are the fixed, one-time expenses associated with a project and can include the purchase of land, construction, and equipment required for the provision of service. The primary capital element for the recommended circulator alternative is the purchase of vehicles. As summarized in Table 6, the circulator service would require seven total vehicles to operate for a total capital cost of \$1,120,000. Additionally, replacement vehicles would need to be purchased every 6-7 years.

**Table 6. Capital Cost Estimates – Recommended Circulator Alternative**

| One Way |                                | Round Trip |                                | Layover (Min) | Total (Min) | Vehicles Needed | Spare Vehicles | Total Capital Cost <sup>2</sup> |
|---------|--------------------------------|------------|--------------------------------|---------------|-------------|-----------------|----------------|---------------------------------|
| Length  | Travel Time (Min) <sup>1</sup> | Length     | Travel Time (Min) <sup>1</sup> |               |             |                 |                |                                 |
| 16.2    | 65                             | 32.4       | 130                            | 20            | 150         | 5.0             | 2.0            | \$1,120,000                     |

<sup>1</sup> Assumes average operating speed of 15 mph

<sup>2</sup> Assumes cost per vehicle of \$160,000 (2016)

Source: Valley Metro, 2016

### 3.5.2 Operating Cost Estimates

As the operator of the recommended circulator alternative has yet to be determined, low and high scenarios were developed for the annual operating cost estimates. The estimates assume that a fare is charged and that the farebox recovery rate would be 5 percent (this figure is based on the recovery rate of existing circulator services in the region that charge a fare). Additionally, the required complementary ADA services are estimated at 15 percent of the net operating cost. As summarized in Table 7, the annual operating cost for the recommended circulator service is between \$1,240,000 and \$1,655,000.

**Table 7. Annual Operating Cost Estimates – Recommended Circulator Alternative**

| Direction                                     | Length | Annual Miles   | Gross Cost                |                            | Fare Recovery <sup>3</sup> |                 | Net Cost           |                    |
|---|--------|----------------|---------------------------|----------------------------|----------------------------|-----------------|--------------------|--------------------|
|   |        |                | Low Scenario <sup>1</sup> | High Scenario <sup>2</sup> | Low Scenario               | High Scenario   | Low Scenario       | High Scenario      |
| <b>NB</b>                                     | 16.2   | 97,200         | \$597,000                 | \$797,000                  | \$30,000                   | \$40,000        | \$567,000          | \$757,000          |
| <b>SB</b>                                     | 14.6   | 87,600         | \$538,000                 | \$718,000                  | \$27,000                   | \$36,000        | \$511,000          | \$682,000          |
| <b>Sub Total</b>                              |        | <b>184,800</b> | <b>\$1,135,000</b>        | <b>\$1,515,000</b>         | <b>\$57,000</b>            | <b>\$76,000</b> | <b>\$1,078,000</b> | <b>\$1,439,000</b> |
| <b>Complementary ADA Services<sup>4</sup></b> |        |                |                           |                            |                            |                 | <b>\$162,000</b>   | <b>\$216,000</b>   |
| <b>TOTAL</b>                                  |        |                |                           |                            |                            |                 | <b>\$1,240,000</b> | <b>\$1,655,000</b> |

<sup>1</sup> Based on projected First Transit FY 2018 Circulator CPM (Valley Metro)

<sup>2</sup> Based on projected First Transit FY2018 Circulator CPM for Avondale/Goodyear UZA (Phoenix Transit)

<sup>3</sup> Assumes 5% Farebox recovery

<sup>4</sup> Assumes 15% of net operating cost

Source: Valley Metro, 2016

The Buckeye TAG also expressed interest in extending select circulator trips (two trips in the morning, two trips in the afternoon) to the Buckeye park-and-ride to provide a connection with the Route 563 Avondale/Buckeye Express. These trips would extend south on Verrado Way from the circulator’s northern terminus, merge onto the I-10 eastbound, exit on Jackrabbit Trail, and continue north to the park-and-ride (Note: these trips would eventually use McDowell Road to access the park-and-ride assuming its future completion between 202<sup>nd</sup> Avenue and Verrado Way). As summarized in Table 8, the annual operating cost for the optional extension to the park-and-ride is an additional \$32,200 to \$43,700.

**Table 8. Annual Operating Cost Estimates – Optional Extension to Park-and-Ride**

| Length  | Annual Miles | Gross Cost                |                            | Fare Recovery <sup>3</sup> |               | Net Cost        |                 |
|---|--------------|---------------------------|----------------------------|----------------------------|---------------|-----------------|-----------------|
|   |              | Low Scenario <sup>1</sup> | High Scenario <sup>2</sup> | Low Scenario               | High Scenario | Low Scenario    | High Scenario   |
| 2.4   | 4,800        | \$30,000                  | \$40,000                   | \$2,000                    | \$2,000       | \$28,000        | \$38,000        |
| <b>Complementary ADA Services<sup>4</sup></b> |              |                           |                            |                            |               | \$4,200         | \$5,700         |
| <b>TOTAL</b>                                  |              |                           |                            |                            |               | <b>\$32,200</b> | <b>\$43,700</b> |

<sup>1</sup> Based on projected First Transit FY 2018 Circulator CPM (Valley Metro)

<sup>2</sup> Based on projected First Transit FY2018 Circulator CPM for Avondale/Goodyear UZA (Phoenix Transit)

<sup>3</sup> Assumes 5% Farebox recovery

<sup>4</sup> Assumes 15% of net operating cost

Source: Valley Metro, 2016

## 4.0 SWVLTSS Long-Term Service Recommendations

The long-term recommendations that emerged from the SWVLTSS included the potential extension of the following local routes into Buckeye by 2030:

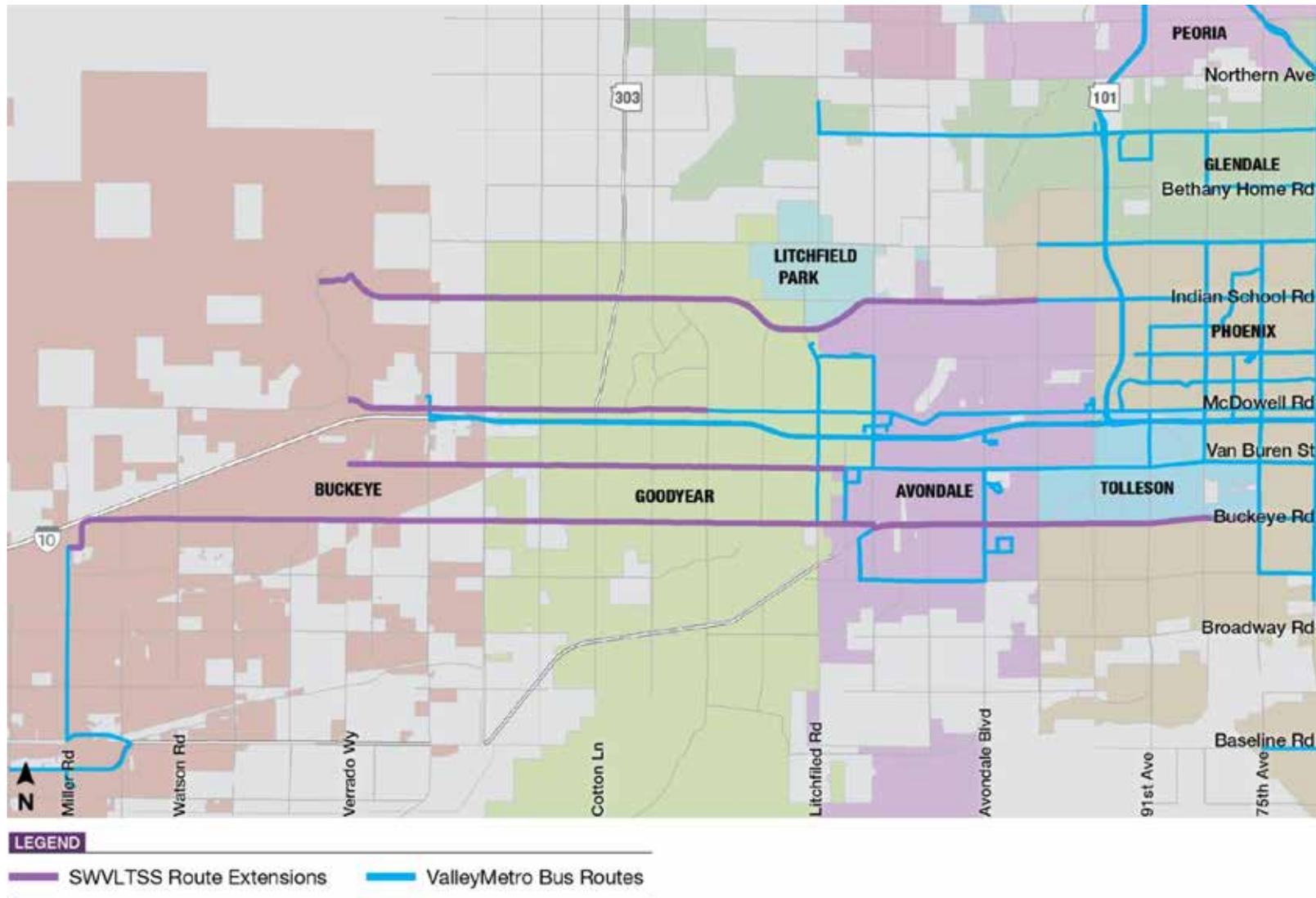
- Route 17 – McDowell Road
- Route 3 – Van Buren Street
- Route 41 – Indian School
- Route 13 – Buckeye Road

In addition to these extensions, the SWVLTSS also recommended the provision of flex service in lower density areas as demand warrants. Each of the long-term service recommendations were evaluated and are discussed in the following sections.

### 4.1 Local Route Extensions

The SWVLTSS recommended the potential extension of four east/west local routes into the Buckeye over the long-term planning horizon. However, the study stressed that the feasibility of these recommendations was dependent on the future development patterns. The recommended local route extensions are depicted in Figure 22 and summarized in Table 9.

Figure 22. SWVLTSS Recommended Local Route Extensions



**Table 9. Summary of SWVLTSS Long-Term Recommendations**

| <b>Route</b>              | <b>Existing service</b>                              | <b>Long-Term Recommendation</b>  | <b>Length</b>   |
|---------------------------|--|----------------------------------|---|
| <b>17 - McDowell Rd</b>   | 20/40-minute service to Pebble Creek Pkwy (Goodyear) | 30-minute service to Verrado Way | 6.5 miles<br>-Goodyear: 4.0 miles<br>-Buckeye: 2.5 miles  |
| <b>3 - Van Buren St</b>   | 30-minute service to Central Ave (Avondale)          | 30-minute service to Verrado Way | 8.9 miles<br>-Goodyear: 6.4 miles<br>-Buckeye: 2.5 miles  |
| <b>41 - Indian School</b> | 60-minute service to 107th Ave (Phoenix/Avondale)    | 30-minute service to Verrado Way | 13.4 miles<br>-Phoenix/Avondale: 4.1 miles<br>-Goodyear: 6.1 miles<br>-Buckeye: 3.2 miles                         |
| <b>13 - Buckeye Rd</b>    | 30-minute service to 75th Ave (Phoenix/Tolleson)     | 30-minute service to Miller Rd   | 21.9 miles<br>-Phoenix/Tolleson: 4.0 miles<br>-Avondale: 3.8 miles<br>-Goodyear: 6.2 miles<br>-Buckeye: 7.9 miles |

**4.1.1 Issues/Constraints**

The recommended local route extensions were evaluated to identify issues or constraints that may affect their ultimate feasibility. The primary challenges that were identified are related to infrastructure and the cooperation of adjacent Southwest Valley communities. Each of these issues is discussed in the following sections.

***Infrastructure Challenges***

Infrastructure challenges were identified in the McDowell Road, Van Buren St, and Buckeye Road corridors that could affect the feasibility of implementing Route 17, Route 3, and Route 13 respectively. As McDowell Road currently terminates at 202<sup>nd</sup> Avenue, it would need to be extended approximately 0.6 miles before implementing the Route 17. Similarly, Van Buren St current terminates at Jackrabbit Trail, and thus it would need to be extended approximately 1.5 miles before implementing the Route 3. Lastly, issues related to the proximity of the heavy rail corridor to Buckeye Road prevented the City of Avondale from carrying forward the recommended extension of Route 13 in its community. In addition to these issues, substantial portions of the corridors where route extensions are recommended lack basic pedestrian infrastructure (ADA compliant sidewalks, crosswalks, etc.). Such facilities would need to be in place before implementation of the route extensions.

***Cooperation of Adjacent West Valley Communities***

As all of the recommended route extensions pass through other west valley communities before reaching Buckeye, the cooperation of these communities is vital. Cities and towns are typically responsible for funding the miles of transit service within their city limits. As summarized in

Table 9, the portions of the route extensions in Buckeye are relatively small. However, without the cooperation of Goodyear, Avondale, and other affected communities, the City could be responsible for funding the entire extension if it wishes to implement the service. In the City of Avondale's recently completed Transit Implementation Plan, the recommended extensions of Route 13 and Route 41 were not carried forward. Therefore, if Buckeye and Goodyear still wish to implement these services, they would need to fund the portions in Avondale. Without their cooperation, it is unlikely the City of Buckeye alone would be able to implement these services.

#### **4.1.2 Refinement of Local Route Extensions**

A series of technical analyses were conducted to determine the feasibility of the long-term recommendations and the possible prioritization of these services. These analyses included the use of Valley Metro's TSPM transit propensity tool and the Southeast Valley Transit System Study's (SEVTSS) combined density planning tool, the findings of which are summarized in the following sections.

##### ***TSPM Transit Propensity Tool***

Through Valley Metro's TSPM efforts, a transit propensity tool was developed to estimate the performance potential of new services. The tool analyses certain demographic variables (population below poverty, zero auto households, and total population) within a half-mile of a proposed service and applies regional coefficients to calculate the projected boardings per revenue mile. This figure is then compared to the bottom quartile threshold (updated annually) for the desired service type (local, key local, etc.). For a new service to be implemented, it is recommended that its projected boardings per revenue mile figure be greater than the established bottom quartile threshold. For additional information on the transit propensity tool, refer to the [Valley Metro TSPM Phase II Final Report](#).

The transit propensity tool was used to evaluate each of the SWVLTSS recommended route extensions. While the results indicate that none of the recommended services are projected to perform above the current threshold for local service, they do provide some insight into the possible prioritization of these services in the future. The extension that was determined to be most productive was Route 17, which would effectively serve the Buckeye Park-and-Ride and connect with the recommended circulator alternative at Verrado Way. Routes 13 and 3 were slightly less productive, with Route 41 being the least productive of the recommended extensions. It is important to note that the transit propensity tool evaluates proposed services based entirely on existing conditions. Therefore, the analysis should be conducted periodically as development patterns continue to evolve in Buckeye and conditions become more supportive of transit.

##### ***SEVTSS Combined Density Planning Tool***

The SEVTSS, completed in 2015, conducted several technical analyses in effort to identify areas that could support productive transit services. Through these analyses, it was determined that productive transit service is strongly correlated with combined population and employment density. Density thresholds were then established to indicate how transit supportive a given area may be. These density thresholds are summarized in Table 10.

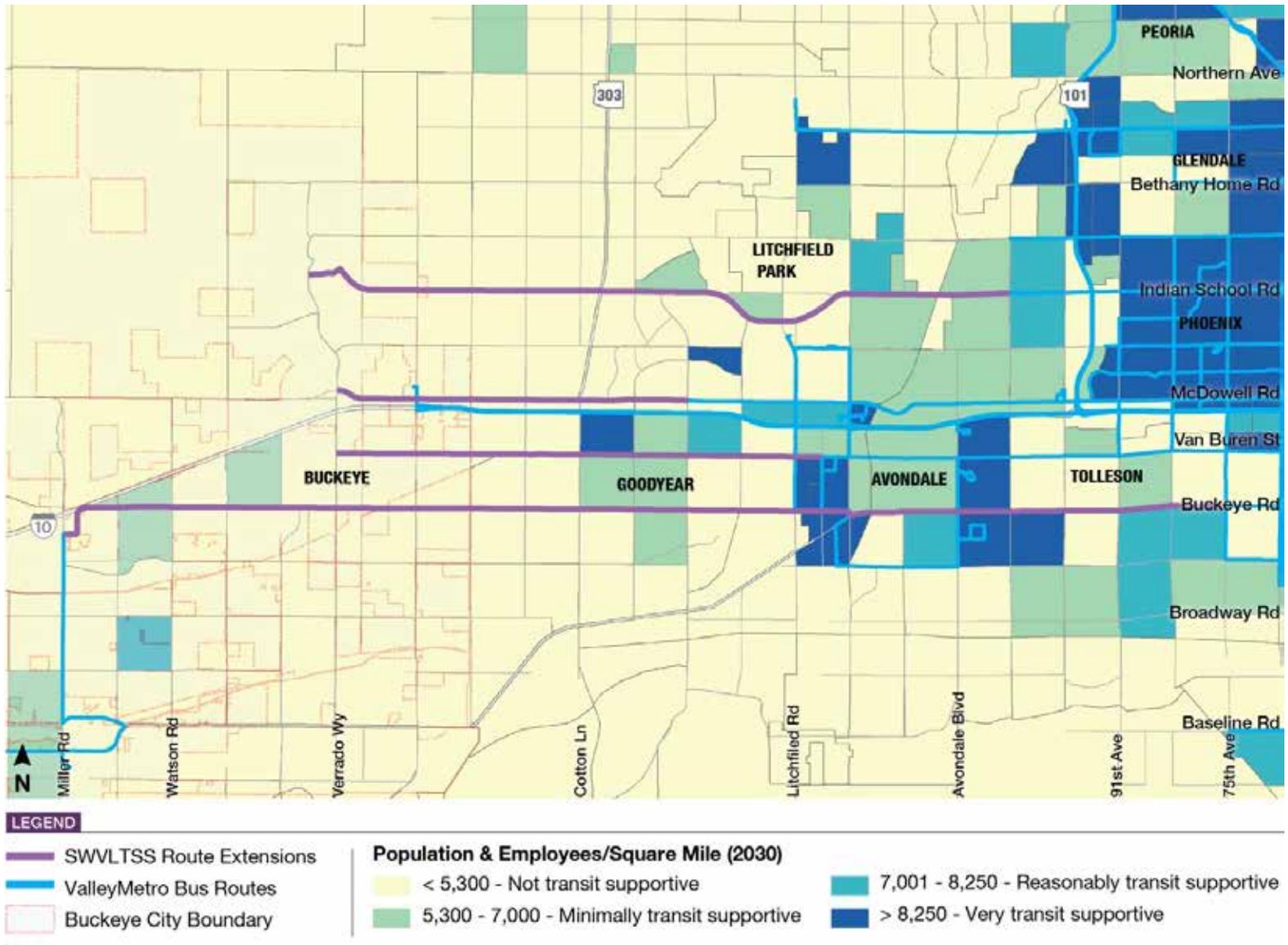
**Table 10. SEVTSS Combined Density Thresholds**

| Combined Population and Employment per Square Mile | Level of Transit Supportiveness |
|--|---------------------------------|
| > 8,250  | Very transit supportive         |
| 7,000 – 8,250                                      | Reasonably transit supportive   |
| 5,300 – 7,000                                      | Minimally transit supportive    |
| < 5,300  | Not transit supportive          |

**Source:** Southeast Valley Transit System Study, 2015

Using this methodology, the recommended route extensions were mapped and overlaid over MAG Traffic Analysis Zone (TAZ) population and employment data for the year 2030. As depicted in Figure 23, the results indicate that a majority of TAZs within Buckeye and in the western portion of Goodyear still lack the densities needed to support productive transit services in 2030. While there are a few areas in Buckeye west of downtown and in the vicinity of Sundance that are minimally transit supportive and one pocket with reasonably transit supportive densities at the northwest corner of Southern Avenue and Watson Road, the collective density of the surrounding area is projected to be too low to justify the extension of local service from adjacent communities.

Figure 23. Combined 2030 Population and Employment Density Analysis



## 4.2 Flex Service

In addition to the local route extensions, the SWVLTSS recommended providing flex service in the low density areas west of downtown Buckeye and between Buckeye and Goodyear. Flex service is a general term used to describe services that incorporate elements of both demand-responsive and fixed-route models. Flex service is often utilized in areas that are difficult to serve with traditional fixed-route services due to low population and employment densities, dispersed travel patterns, discontinuous street networks, or a number of other factors. When such conditions are present, flex service is more cost-effective and can operate more efficiently than other forms of transit service. While there are several strategies in the provision of flex service, they are generally organized into the following six categories:

- **Route deviation** – service operates on a regular schedule along a defined path and deviates to serve requested pick-up/drop off points within a zone around the path.
- **Point deviation** – service operates within a defined zone and serves set stops, but the path between stops is unspecified.
- **Demand-responsive connector** – service operates in demand-responsive mode within a zone and includes one or more scheduled transfer points that provide connections to the fixed-route transit network.
- **Request stops** – service operates along a fixed-route on a set schedule, but serves a limited number of defined stops nearby at the request of passengers.
- **Flexible-route segments** – service operates in traditional fixed-route, fixed-schedule mode, but will operate as demand-responsive for a limited portion of the route.
- **Zone route** – service operates in demand-responsive mode throughout a corridor with established departure/arrival times at its endpoints.

Based on the results of the analyses detailed in Section 3.1.2, flex service is projected to be the most appropriate transit service type to serve the outlying areas of Buckeye for the foreseeable future. The provision and operating characteristics of these services will be entirely dependent on future demand. As such, subsequent analyses will need to be conducted to evaluate the level of demand and determine the ideal operating parameters. To support these efforts, the City should regularly engage community members to understand their transportation needs and periodically evaluate the pick-up/drop off locations on their existing services (Route 685, Community Center service) to identify emerging travel patterns.

## 4.3 Recommendations

Based on the results of the technical analyses and the identified issues and constraints, the future conditions in Buckeye are unlikely to support implementation of the local route extensions by 2030. However, as development patterns continue to evolve in Buckeye and the Southwest Valley in general, these recommendations should be reevaluated periodically. Flex service is likely to be the most cost-effective and efficient way to serve the locations beyond the service area of existing services and the recommended circulator alternative. Furthermore, these services can help build demand for future investments in fixed-route services.

For planning purposes, cost estimates have been prepared for each of the long-term recommendations and are included in Appendix B.

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## 5.0 Other Service Options

In addition to the SWVLTSS mid and long-term service recommendations, a number of other service options were identified that may help the City of Buckeye build a transit market, thereby paving the way for more frequent, fixed-route services in the future. These options are outlined in detail in the following sections.

### 5.1 Additional Trips on the Route 563 Avondale/Buckeye Express

The Route 563 currently operates two inbound and two outbound trips between the Buckeye park-and-ride and downtown Phoenix with a stop at the Avondale park-and-ride. Two additional inbound and outbound trips operate between the Avondale park-and-ride and downtown Phoenix. As Phase I of Valley Metro's TSPM efforts established four inbound and four outbound trips as the minimum service standard for express service, it is recommended that the City of Buckeye consider extending the two additional inbound and outbound trips from the Avondale park-and-ride to the Buckeye park-and-ride to be compliant with these standards. The additional trips could attract more riders to the route by improving the frequency of service, thereby making it a more appealing alternative for commuters. Currently, the time between trips is approximately one hour (50 minutes in the morning, 65 minutes in the afternoon). Such infrequent service can frustrate existing users and deter new riders from trying the service. Providing two additional trips would offer passengers greater flexibility and enable a broader range of users with varying work schedules to utilize the service.

The Route 563 is currently funded with revenues from the Public Transportation Fund (PTF), which supports the projects programmed in the Regional Transportation Plan (RTP). However, the additional trips would need to be funded by the City itself, at least until a future extension of the regional sales tax, which is set to expire in 2025. As summarized in Table 8, the projected net operating cost for two additional inbound and outbound trips between the Avondale and Buckeye park-and-ride facilities is \$67,000 (FY 2017). However, the operating cost could potentially be lower depending on availability of federal funding sources. The provision of extra trips is also dependent on the availability of fleet, which will be evaluated if the City decides to move forward with this option.

**Table 8. Annual Operating Cost Estimates – Additional 563 Trips**

| One Way Trip Length | Daily Miles | Annual Miles | Gross Operating Cost | Farebox Recovery | Net Operating Cost |
|---------------------|-------------|--------------|----------------------|------------------|--------------------|
| 10.7                | 42.8        | 10,743       | \$79,000             | \$12,000         | \$67,000           |

<sup>1</sup>Based on projected Valutrans FY 2017 Express CPM (Valley Metro)

### 5.2 Valley Metro Commute Solution Services

In addition to fixed-route transit services, Valley Metro also provides numerous commute solutions aimed at helping residents and employers find alternatives to driving alone. These

solutions include the carpool and vanpool programs, both of which match users with similar commutes and work schedules. Together, these programs can help build transit demand in Buckeye and set the stage for future investments in fixed-route services.

### **5.2.1 Carpool Program**

The Valley Metro carpool program assists users in finding other program participants with similar commutes. To get started, participants simply create an account on the [ShareTheRide website](#), fill out a commuting profile, and select a carpool that satisfies their trip parameters. The logistics of the carpool—meeting/drop off locations, departing/arrival times, payment arrangements—are mutually agreed upon by the participants. This service is most effective for participants with relatively consistent work schedules. In addition to matching users up with reoccurring carpools, the service also provides single trip matching for users' one time trip needs. For additional information on this service, refer to Valley Metro's carpool program [website](#).

### **5.2.2 Vanpool Program**

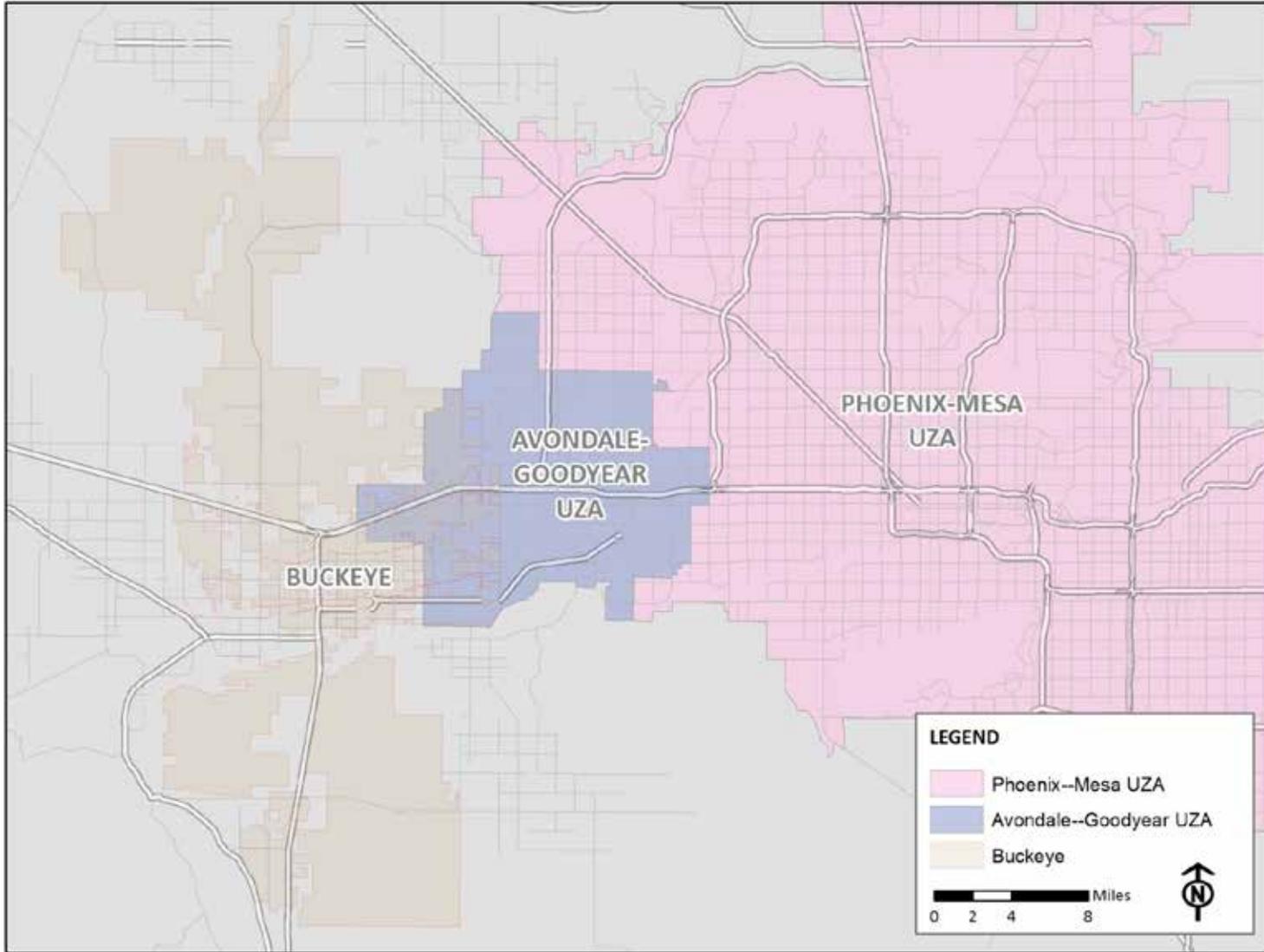
The Valley Metro vanpool program provides passenger vans for commuting purposes to groups of 6 to 15 people. One qualified participant volunteers to be the driver, and each rider pays a monthly fee that covers the lease, fuel, maintenance, and insurance costs of the van. To get started, a group of six or more participants who live and work in the same area and have similar work schedules is assembled. Participants then fill out applications and select primary and reserve drivers, who must meet certain qualifications. If establishing a new vanpool is not feasible, potential participants can also visit the [ShareTheRide website](#) to find existing vanpools that match their specifications. Once the applications are approved, a start date is established and an appropriate vehicle is selected and delivered. While fares vary based on vehicle size, distance, and fuel costs, the average fare per person is approximately \$25 per week. No long term commitment is necessary to participate in the vanpool program. Users must simply give a 30 day notice to end participation. Similar to the carpool program, all the operating specifics of the vanpool are mutually decided upon by the users. For additional information on this service, refer to Valley Metro's vanpool program [website](#).

## 6.0 Funding Analysis and Financial Plan

Implementation of any recommended transit service and capital improvement in the Buckeye area is contingent upon the availability of a long-term sustainable funding source. Based on its location and population, the city is currently eligible for Federal Transit Administration (FTA) formula grants for both urbanized areas (Section 5307/5339) and other than urbanized areas (Section 5311). A majority of Buckeye is included in the state rural transit area program and thus eligible for FTA funding for areas with populations of 50,000 or less. As depicted in Figure 24, portions of eastern Buckeye are also included in the Avondale-Goodyear Small Urbanized Area (UZA), which is a designation for areas with populations greater than 50,000 but less than 200,000. Based on projected population data, it is anticipated that the Avondale-Goodyear UZA will be agglomerated within the Phoenix-Mesa UZA or re-classified as a large UZA after the next decennial census in 2020. Subsequently, it is anticipated that a majority of Buckeye would be re-classified as a small UZA. While these changes are expected to be officially recognized in 2021 or 2022, a two-year transition period is often implemented for areas changing classification. It is expected that 2023 would be the first year that new funding and regulations would be in effect in Buckeye.

Under current federal regulations for other than urbanized areas, Buckeye competes with other rural agencies for transit funding through a process directed by the Arizona Department of Transportation (ADOT). Administration (20% local match), capital (7%-15% local match) and operating (42% local match) expenses are all eligible for FTA assistance. As their own small UZA or combined with any other adjacent municipalities, a larger amount of funding would be available and apportioned directly for use within the small UZA (assuming federal regulations remain the same). Buckeye and any other included municipalities would have the flexibility to apply its apportioned Federal Urban Transit Formula Assistance Program (Section 5307) funding to transit operations (50 percent local match) and transit capital needs (15 percent local match).

Figure 24. Urbanized Area Boundaries



## 6.1 Funding Sources

The implementation of any new transit service requires a commitment by the sponsoring agencies to ensure that funding is available to maintain the service for many years. This funding commitment is necessary to ensure that service will continue running which in turn helps attract and retain passengers who themselves may make significant personal and financial commitments such as choosing a residence, job, or school along or near a particular transit service. This section provides a description of potential funding strategies for supporting the transit service and capital recommendations included in the Buckeye Transit Plan.

### 6.1.1 Public Transportation Fund

Regional revenues programmed to support projects in the Regional Transportation Plan (RTP) come from the half-cent Maricopa County Transportation Excise Tax (TET). The revenues are distributed to the Freeway, Arterial and Transit Life Cycle Programs. The TLCP receives 33.3% of the monthly revenues, which are deposited into the Public Transportation Fund (PTF). This distribution is defined in Arizona Revised Statutes §42-6105. By policy of the Regional Public Transportation Authority (RPTA) Board of Directors, the transit share is further distributed between the bus and light rail/high capacity programs. The bus program receives 56.76% of the transit funds and light rail/high capacity receives 43.24%. PTF can be spent on regional capital and operating projects, including local and express fixed route service and complementary paratransit service as mandated by the Americans with Disabilities Act. Local (non-ADA) dial-a-ride services and circulator/connector fixed route services do not qualify for PTF funds. The Valley Metro Board of Directors is responsible for the PTF. Project funding requests or changes would need to meet the adopted Valley Metro Transit Standards and Performance Measures and pass through the committee process for Board approval. Buckeye's PTF allocation currently supports the Route 685 and Route 563.

Set to expire December 2025, officials have begun discussions for an extension of the regional sales tax and believe a new measure, tentatively referred to as "Prop 500", could go before voters as early as 2020.

### 6.1.2 Arizona Lottery Funds

Arizona Lottery Funds (ALF) are revenues generated by the Arizona State Lottery for the support of public transportation services. The transportation fund was created as a part of the state implementation plan to meet ambient air quality standards as required by the Clean Air Act. Areas with a population of 300,000 or more are required to spend all of their ALF funds on public transit services. In March 2010, the State legislature repealed a large portion of money (\$22 million annually in Maricopa County out of \$34 million statewide) that had supported public transportation services in the Valley for 30 years. In late 2011, a judicial ruling restored the lottery funding for transportation and designated the funding to be passed to the PTF, of which RPTA is the designated financial administrator. Funds are available to cities each year and require an annual application and accounting documentation to prove that funds were spent

appropriately. The City's allocation of ALF currently supports the Buckeye Community Center senior ride program.

### **6.1.3 Buckeye General Fund**

The General Fund is the chief operating fund for the City of Buckeye. The City is currently using revenues from its General Fund as the local match for the Route 685 short trips. While this amount is relatively small, any service expansion would require a substantially greater financial commitment. As such, a dedicated and stable local funding source would likely need to be identified to replace or supplement the use of General Fund revenues.

### **6.1.4 Section 5311: Formula Grants for Other than Urbanized Areas**

This federal program provides grants through the state to areas with a population of less than 50,000. Eligible expenses include operations, administration, transit capital, and planning projects. Funding for these types of projects is discretionary and awarded through a competitive process managed by ADOT, which is the state's designated recipient of federal rural transit funds. Under the program, administrative expenses require a 20% local match, capital expenses require between a 7% and 15% local match, and operating expenses require a 42% local match.

As a majority of Buckeye is classified as a rural area, the City currently receives 5311 funding and uses it to support the Route 685 and the 685 short trips within Buckeye. As mentioned previously, it is anticipated that Buckeye will be reclassified as a small UZA following the next decennial census. While the reclassification means these funds will not be available to fund expansion services in Buckeye, they will remain applicable to the Route 685 as it will still be considered a rural route.

### **6.1.5 Section 5307: Urbanized Area Formula Grants**

This federal program provides grants to Urbanized Areas for transit capital, planning, job access, and reverse-commute projects. These funds can also be used for operating assistance for services that provide accessibility to jobs or reverse commute options. Funding for these types of projects is discretionary and awarded through a competitive process managed by MAG. Unspent small UZA funding (other than the Avondale-Goodyear small UZA) for capital projects under Section 5307/5339 are programmed by ADOT through an annual competitive process.

Currently, eastern portions of the City are included in the Avondale-Goodyear small UZA. As such, 5307/5339 funding is utilized to fund operation and capital expenses of Route 563 – Buckeye Express. However, this is expected to change following the next decennial census when the Avondale-Goodyear small UZA will likely be agglomerated into the Phoenix-Mesa UZA or reclassified as its own large UZA, and all or most of Buckeye will likely be re-classified as a small UZA.

### 6.1.6 Passenger Fares

The fares collected from transit passengers represent another important source of funding for transit services. Although farebox recovery rates vary between transit modes and even among individual routes, a five percent farebox recovery rate was assumed for expansion circulator service and a ten percent recovery rate was assumed for expansion local and express services. While these rates are less than the observed averages in the Valley Metro FY 2015 Transit Performance Report, conservative estimates were intentionally utilized to prevent overestimating actual revenue. For existing services, actual farebox recovery rates were utilized.

### 6.1.7 Advertising Revenue

Selling advertising space on transit facilities (bus stops, transit centers, etc.) and vehicles represents another potential source of funding for the City of Buckeye. According to the Transit Cooperative Research Program (TCRP) report *Practical Measures to Increase Transit Advertising Revenues* (2009), sales of advertising in transit facilities and on vehicles generates approximately \$500 million in revenue to transit agencies nationally each year, and the industry is well positioned to grow. Although on average accounting for less than 5 percent of transit agencies' operating funds, transit advertising allows communities to leverage transit infrastructure to help fund the continued operation of transit services.

### 6.1.8 Local Transit Dedicated Tax

In addition to the funding sources reviewed above, several cities throughout Maricopa County have implemented their own dedicated sales tax to fund transit services. Some of these taxes are exclusively for transit improvements, while others are a general transportation tax of which a portion goes to transit. As the transit network evolves and the cost of providing service in Buckeye exceeds available revenue sources, the City may want to consider implementing its own sales tax to provide supplemental revenue to the regional PTF.

## **6.2 Financial Plan**

A simplified financial plan has been prepared to document projected revenues from the sources described above and existing and projected expenditures (Table 11). It should be noted that all figures in the financial plan are represented in current year dollars (not adjusted for year of expenditure). Expenditures include operating and capital costs for the following existing and proposed transit services:

#### *Existing*

- Route 685 – Ajo/Gila Bend
- Route 685 – Short Trips
- Route 563 – Avondale/Buckeye Express

#### *Proposed*

- Buckeye Circulator (FY21)
- Additional ADA services

Using the revenue assumptions previously described, the financial plan is projected to remain in balance through FY 2019. The implementation of an expansion circulator service and the anticipated reclassification of Buckeye as a small UZA results in annual revenue deficits between \$78,000 and \$1.15 million beginning in FY 2020. Figures 25 through 27 depict annual operating, capital, and total revenues and expenditures for the transit services listed above through FY 2030.

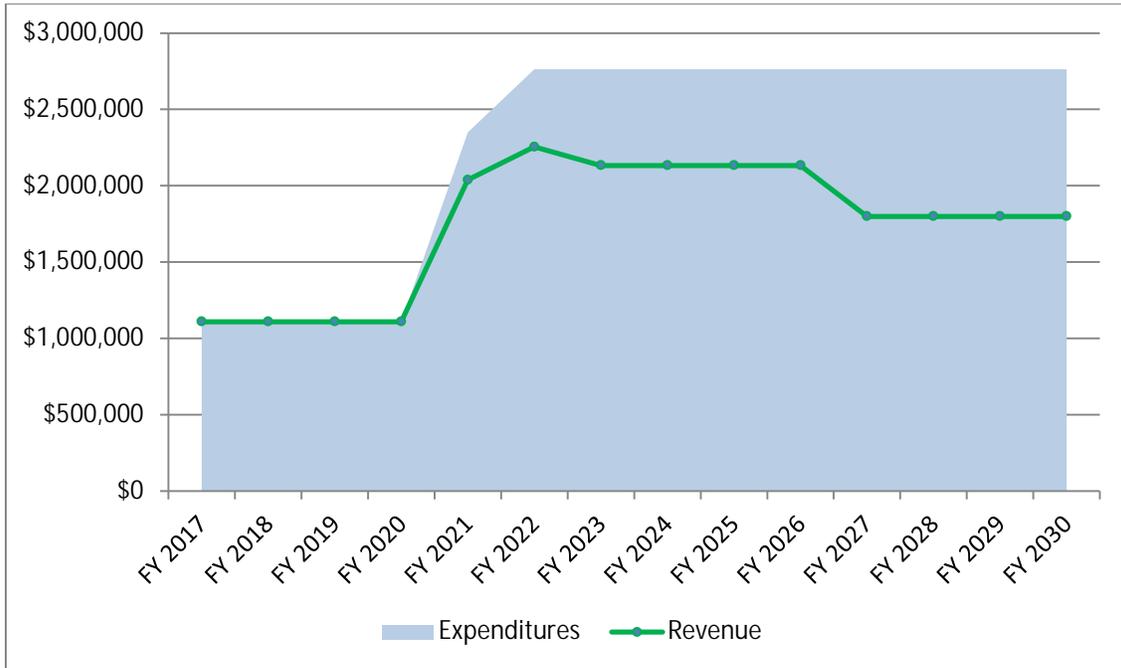
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Table 11. Financial Plan FY 2017 – FY 2030

| Revenue   |   |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |
|---|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Type  | Notes   | FY 2017            | FY 2018            | FY 2019            | FY 2020            | FY 2021            | FY 2022            | FY 2023            | FY 2024            | FY 2025            | FY 2026            | FY 2027            | FY 2028            | FY 2029            | FY 2030            |
| AZ State Lottery  | Unpredictable source (State): funds used entirely for Senior Ride Program   | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                |
| PTF Operations  | Expires in FY 2026, potential extension yet to be determined  | \$334,123          | \$334,123          | \$334,123          | \$334,123          | \$334,123          | \$334,123          | \$334,123          | \$334,123          | \$334,123          | \$334,123          | \$0                | \$0                | \$0                | \$0                |
| PTF Preventive Maintenance/Bus Local Share                    | Used for local capital match (for 563 and Rural Route)  | \$113,067          | \$17,648           | \$17,648           | \$17,648           | \$287,786          | \$17,648           | \$17,648           | \$113,067          | \$17,648           | \$17,648           | \$0                | \$0                | \$0                | \$0                |
| Federal 5307 (small UZA) - Operations                         | Assumes 50% of operations (half of 563 operations)  | \$119,742          | \$119,742          | \$119,742          | \$119,742          | \$119,742          | \$119,742          | \$877,242          | \$877,242          | \$877,242          | \$877,242          | \$877,242          | \$877,242          | \$877,242          | \$877,242          |
| Federal 5311 (Rural) - Operations                             | 58% Federal match for operations  | \$348,555          | \$348,555          | \$348,555          | \$348,555          | \$1,007,269        | \$1,214,081        | \$335,381          | \$335,381          | \$335,381          | \$335,381          | \$335,381          | \$335,381          | \$335,381          | \$335,381          |
| Federal 5311 (Rural) - Admin                                  | 80% Federal match for admin   | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          | \$107,916          |
| Federal 5311 (Rural) - Preventive Maintenance & Other Capital | 80% Federal match for preventive maintenance  | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           | \$70,590           |
| Federal 5311 (Rural) - Fleet                                  | 93% Federal match - for initial expansion circulator vehicle purchase   | \$0                | \$0                | \$0                | \$1,041,600        | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                |
| Federal 5307 or 5339 (small UZA) - Capital                    | 85% Federal match for capital costs - express and rural vehicles (and circulator vehicles after reclassification)                             | \$540,712          | \$0                | \$0                | \$0                | \$1,530,784        | \$0                | \$0                | \$540,712          | \$0                | \$0                | \$952,000          | \$456,346          | \$0                | \$0                |
| General Fund  | Use for operation of 685 short trips  | \$36,000           | \$36,000           | \$36,000           | \$36,000           | \$9,315            | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                |
| Passenger Fares   | Assumes 5% circulator and 10% local/express fare recovery for expansion services. Assumes actual FY 2017 recovery rate for existing services. | \$133,957          | \$133,957          | \$133,957          | \$133,957          | \$430,254          | \$449,191          | \$449,191          | \$449,191          | \$449,191          | \$449,191          | \$449,191          | \$449,191          | \$449,191          | \$449,191          |
| Other   | Advertising, etc.   | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                |
| Intergovernmental Agreements                                  | Maricopa County AZ State Lottery contribution (for 685 in Buckeye)  | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           | \$29,000           |
| <b>Total Revenue:</b>   |   | <b>\$1,833,663</b> | <b>\$1,197,531</b> | <b>\$1,197,531</b> | <b>\$2,239,131</b> | <b>\$3,926,779</b> | <b>\$2,342,291</b> | <b>\$2,221,091</b> | <b>\$2,857,223</b> | <b>\$2,221,091</b> | <b>\$2,221,091</b> | <b>\$2,821,320</b> | <b>\$2,325,667</b> | <b>\$1,869,320</b> | <b>\$1,869,320</b> |
| Expenditures  |   |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Type  | Notes   | FY 2017            | FY 2018            | FY 2019            | FY 2020            | FY 2021            | FY 2022            | FY 2023            | FY 2024            | FY 2025            | FY 2026            | FY 2027            | FY 2028            | FY 2029            | FY 2030            |
| Operating   |   |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Existing Services   |   |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Express   | Route 563   | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          | \$307,441          |
| Circulator  | Route 685 short trips   | \$88,714           | \$88,714           | \$88,714           | \$88,714           | \$22,179           | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                |
| Local   | N/A   | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                |
| Rural Operations  | Route 685   | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          | \$578,243          |
| Rural Admin   |   | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          | \$134,895          |

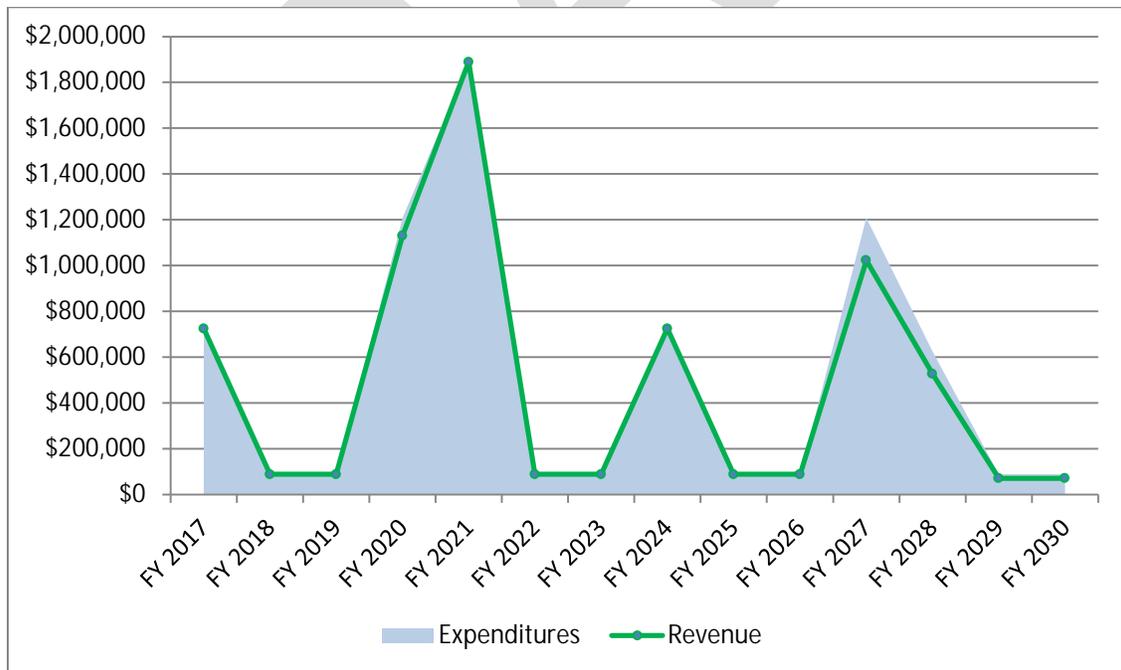
| Expenditures Continued               |  |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                    |                    |
|--------------------------------------|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|--------------------|--------------------|
| Type                                 | Notes  | FY 2017            | FY 2018            | FY 2019            | FY 2020            | FY 2021            | FY 2022            | FY 2023            | FY 2024            | FY 2025            | FY 2026            | FY 2027             | FY 2028             | FY 2029            | FY 2030            |
| <i>Operating</i>                     |  |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                    |                    |
| ADA                                  | Included in Route 685 operating costs. N/A for express service.      | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| <i>Expansion Services</i>            |  |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                    |                    |
| Express                              |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Circulator                           | Expansion circulator route replaces Route 685 short trips in FY 2021 | \$0                | \$0                | \$0                | \$0                | \$1,136,250        | \$1,515,000        | \$1,515,000        | \$1,515,000        | \$1,515,000        | \$1,515,000        | \$1,515,000         | \$1,515,000         | \$1,515,000        | \$1,515,000        |
| Local                                | N/A  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Rural                                | N/A  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| ADA                                  | Estimated at 15% of local/circulator expansion services              | \$0                | \$0                | \$0                | \$0                | \$170,438          | \$227,250          | \$227,250          | \$227,250          | \$227,250          | \$227,250          | \$227,250           | \$227,250           | \$227,250          | \$227,250          |
| <b>Operating Expenditures Total:</b> |  | <b>\$1,109,293</b> | <b>\$1,109,293</b> | <b>\$1,109,293</b> | <b>\$1,109,293</b> | <b>\$2,349,445</b> | <b>\$2,762,829</b> | <b>\$2,762,829</b> | <b>\$2,762,829</b> | <b>\$2,762,829</b> | <b>\$2,762,829</b> | <b>\$2,762,829</b>  | <b>\$2,762,829</b>  | <b>\$2,762,829</b> | <b>\$2,762,829</b> |
| <i>Capital</i>                       |  |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                    |                    |
| <i>Existing Services</i>             |  |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                    |                    |
| Fleet - Express                      |  | \$0                | \$0                | \$0                | \$0                | \$1,264,044        | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Fleet - Circulator                   |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Fleet - Local                        |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Fleet - Rural                        |  | \$636,132          | \$0                | \$0                | \$0                | \$536,878          | \$0                | \$0                | \$636,132          | \$0                | \$0                | \$0                 | \$536,878           | \$0                | \$0                |
| Bus Stops                            |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Other (Preventive Maintenance)       |  | \$88,238           | \$88,238           | \$88,238           | \$88,238           | \$88,238           | \$88,238           | \$88,238           | \$88,238           | \$88,238           | \$88,238           | \$88,238            | \$88,238            | \$88,238           | \$88,238           |
| <i>Expansion Services</i>            |  |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                    |                    |
| Fleet - Express                      |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Fleet - Circulator                   |  | \$0                | \$0                | \$0                | \$1,120,000        | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$1,120,000         | \$0                 | \$0                | \$0                |
| Fleet - Local                        |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Fleet - Rural                        |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Bus Stops                            |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| Other                                |  | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 | \$0                 | \$0                | \$0                |
| <b>Capital Expenditures Total:</b>   |  | <b>\$724,370</b>   | <b>\$88,238</b>    | <b>\$88,238</b>    | <b>\$1,208,238</b> | <b>\$1,889,160</b> | <b>\$88,238</b>    | <b>\$88,238</b>    | <b>\$724,370</b>   | <b>\$88,238</b>    | <b>\$88,238</b>    | <b>\$1,208,238</b>  | <b>\$625,116</b>    | <b>\$88,238</b>    | <b>\$88,238</b>    |
| <b>Total Expenditures:</b>           |  | <b>\$1,833,663</b> | <b>\$1,197,531</b> | <b>\$1,197,531</b> | <b>\$2,317,531</b> | <b>\$4,238,605</b> | <b>\$2,851,067</b> | <b>\$2,851,067</b> | <b>\$3,487,199</b> | <b>\$2,851,067</b> | <b>\$2,851,067</b> | <b>\$3,971,067</b>  | <b>\$3,387,945</b>  | <b>\$2,851,067</b> | <b>\$2,851,067</b> |
| <b>BALANCE:</b>                      |  | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>(\$78,400)</b>  | <b>(\$311,826)</b> | <b>(\$508,776)</b> | <b>(\$629,976)</b> | <b>(\$629,976)</b> | <b>(\$629,976)</b> | <b>(\$629,976)</b> | <b>(\$1,149,74)</b> | <b>(\$1,062,27)</b> | <b>(\$981,747)</b> | <b>(\$981,747)</b> |

**Figure 25. Operating Revenues and Expenditures: FY 2017 – FY 2030**



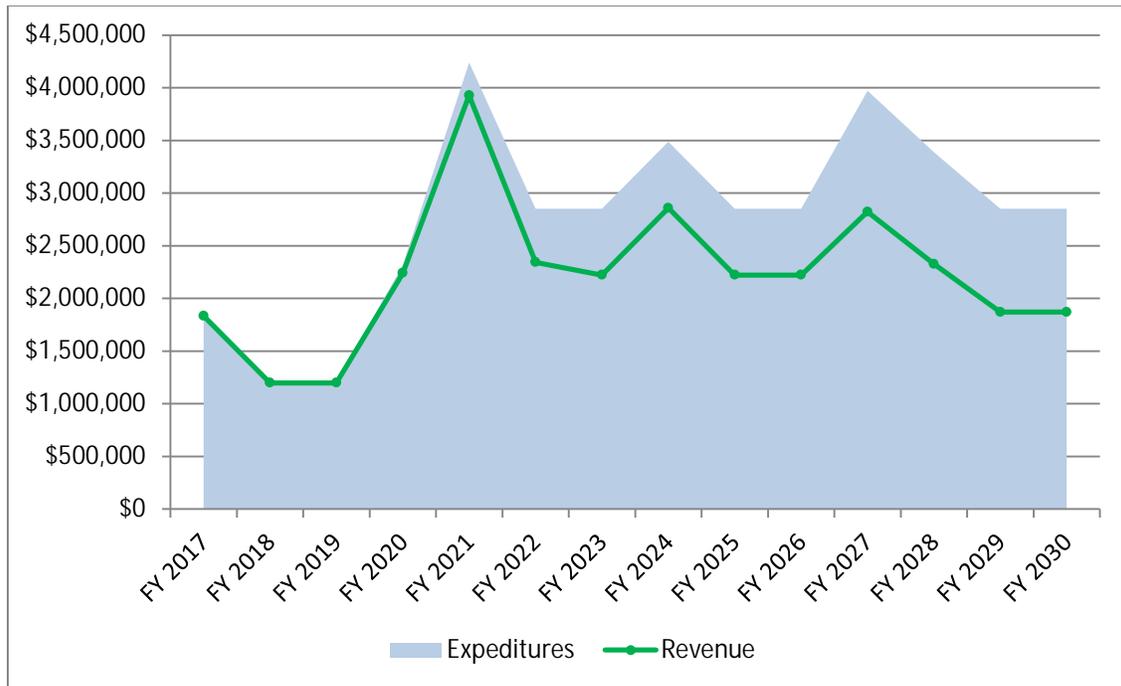
**Source:** Valley Metro, 2016

**Figure 26. Capital Revenues and Expenditures: FY 2017 – FY 2030**



**Source:** Valley Metro, 2016

Figure 27. Total Revenues and Expenditures: FY 2017 – FY 2030



### 6.3 Potential Funding Solutions

As described in the sections above, there are numerous federal funding sources that can help pay for a portion of transit capital and operating costs in Buckeye. However, all of these funding sources require a local financial match. To ensure the growing transportation needs of the community are met, several funding options have been identified to support future expansion of transit service in Buckeye. An extension of the regional sales tax (Prop 400) set to expire in 2025 could provide additional funding and/or local match for federal funds for transit service in Buckeye. While officials have begun discussing a new initiative to extend this tax, any such measure would need to be approved by voters.

Buckeye could also explore implementing its own dedicated sales tax. As mentioned previously, several cities in the Valley have established their own dedicated sales tax including Scottsdale, Tempe, Glendale, Peoria, and Phoenix. These taxes can be designed to support transit service exclusively or to include other transportation improvements. They may also feature a sunset date or continue in perpetuity. Recently, City of Phoenix voters approved an increase to the City's transportation sales tax. The new tax rate of 0.7% (a 0.3% increase over the original tax passed in 2000) will continue through 2050 and fund expansion and improvement of the City's transit network. Such taxes are increasingly becoming necessary for cities seeking to grow and expand their transit network.

## 7.0 Conclusion

Through the research and technical analyses described throughout this report, the SWVLTSS service concepts were refined to match the current and future needs of the City of Buckeye. Implementing circulator service should be the City's first step in the development of its transit network. The recommended circulator alternative would provide frequent service to the City's densest areas and a majority of its employment and destination centers. Additionally, it could provide a convenient connection to the regional transit network if the City chooses to extend select trips to the park-and-ride.

While the analyses conducted in Section 4.1.2 suggest conditions will not warrant the extension of local service into Buckeye by 2030, this could change as the land use and development patterns in the City continue to evolve. Thus, the extension of these routes should be re-evaluated periodically as demand warrants. In the meantime, there are several steps the City can take to help build demand for future fixed-route services. This includes the provision of additional trips on the Route 563, which may attract more users to the service by improving the frequency and offering greater flexibility to those commuting to downtown Phoenix. Additionally, a flex service could be developed to provide a transportation option to residents in lower-density, isolated areas. The characteristics and operating parameters could be customized to fit the unique needs of the area, but the provision of such a service is entirely dependent on future demand. Finally, the simple promotion of Valley Metro's commute solution services could assist users in establishing carpools and vanpools, which in turn can help the City identify trip patterns and areas of emerging demand. All of these options would help Buckeye position itself for future investments in fixed-route transit services.

Funding remains the biggest obstacle to the expansion of transit services in Buckeye. As described in Chapter 6, there are numerous federal funding sources that can help pay for a portion of transit capital and operating costs, but all require a local financial match. As such, a dedicated and sustainable funding source needs to be identified. Like many other cities in the region, the City may consider implementing a dedicated transit or transportation tax to fund transit services. The potential extension of Prop 400, the regional sales tax set to expire in 2025, is another possible source of funding. Whatever the ultimate solution, identifying a long-term local funding source will enable the transit network to grow in response to the City's constantly evolving needs.

## Appendix A. Draft Schedule for Recommended Circulator Service

Table A1. Northbound Schedule

To be provided

DRAFT

Table A2. Southbound Schedule

To be provided

DRAFT

## Appendix B. Cost Estimates for Long-Term Service Recommendations

### Table B1. Operating Cost Estimates

|                                 | One Way Trip Length | Weekday      |                      |               |                    | Saturday     |                      |               |                    | Sunday       |                      |               |                    | TOTAL Net Operating Cost (Monday-Sunday) |
|---------------------------------|---------------------|--------------|----------------------|---------------|--------------------|--------------|----------------------|---------------|--------------------|--------------|----------------------|---------------|--------------------|--|
|                                 |                     | Annual Miles | Gross Operating Cost | Fare Recovery | Net Operating Cost | Annual Miles | Gross Operating Cost | Fare Recovery | Net Operating Cost | Annual Miles | Gross Operating Cost | Fare Recovery | Net Operating Cost |  |
| <b>Route 17 - McDowell</b>      |                     |              |                      |               |                    |              |                      |               |                    |              |                      |               |                    |  |
| <i>Goodyear</i>                 | 4                   | 64,000       | \$525,000            | \$53,000      | <b>\$472,000</b>   | 11,700       | \$96,000             | \$10,000      | <b>\$86,000</b>    | 12,100       | \$100,000            | \$10,000      | <b>\$90,000</b>    | <b>\$648,000</b>                         |
| <i>Buckeye</i>                  | 2.5                 | 40,000       | \$328,000            | \$33,000      | <b>\$295,000</b>   | 7,300        | \$60,000             | \$6,000       | <b>\$54,000</b>    | 7,600        | \$63,000             | \$7,000       | <b>\$56,000</b>    | <b>\$405,000</b>                         |
| <b>Total</b>                    | 6.5                 | 104,000      | \$853,000            | \$86,000      | <b>\$767,000</b>   | 19,000       | \$156,000            | \$16,000      | <b>\$140,000</b>   | 19,700       | \$163,000            | \$17,000      | <b>\$146,000</b>   | <b>\$1,053,000</b>                       |
| <b>Route 3 - Van Buren</b>      |                     |              |                      |               |                    |              |                      |               |                    |              |                      |               |                    |  |
| <i>Goodyear</i>                 | 6.4                 | 102,400      | \$839,000            | \$84,000      | <b>\$755,000</b>   | 18,700       | \$154,000            | \$16,000      | <b>\$138,000</b>   | 19,400       | \$159,000            | \$16,000      | <b>\$143,000</b>   | <b>\$1,036,000</b>                       |
| <i>Buckeye</i>                  | 2.5                 | 40,000       | \$328,000            | \$33,000      | <b>\$295,000</b>   | 7,300        | \$60,000             | \$6,000       | <b>\$54,000</b>    | 7,600        | \$63,000             | \$7,000       | <b>\$56,000</b>    | <b>\$405,000</b>                         |
| <b>Total</b>                    | 8.9                 | 142,400      | \$1,167,000          | \$117,000     | <b>\$1,050,000</b> | 26,000       | \$214,000            | \$22,000      | <b>\$192,000</b>   | 27,000       | \$222,000            | \$23,000      | <b>\$199,000</b>   | <b>\$1,441,000</b>                       |
| <b>Route 41 - Indian School</b> |                     |              |                      |               |                    |              |                      |               |                    |              |                      |               |                    |  |
| <i>Avondale</i>                 | 4.1                 | 65,600       | \$538,000            | \$54,000      | <b>\$484,000</b>   | 12,000       | \$99,000             | \$10,000      | <b>\$89,000</b>    | 12,400       | \$102,000            | \$11,000      | <b>\$91,000</b>    | <b>\$664,000</b>                         |
| <i>Goodyear</i>                 | 6.1                 | 97,600       | \$800,000            | \$80,000      | <b>\$720,000</b>   | 17,800       | \$146,000            | \$15,000      | <b>\$131,000</b>   | 18,500       | \$152,000            | \$16,000      | <b>\$136,000</b>   | <b>\$987,000</b>                         |
| <i>Buckeye</i>                  | 3.2                 | 51,200       | \$420,000            | \$42,000      | <b>\$378,000</b>   | 9,400        | \$77,000             | \$8,000       | <b>\$69,000</b>    | 9,700        | \$80,000             | \$8,000       | <b>\$72,000</b>    | <b>\$519,000</b>                         |
| <b>Total</b>                    | 13.4                | 214,400      | \$1,758,000          | \$176,000     | <b>\$1,582,000</b> | 39,200       | \$322,000            | \$33,000      | <b>\$289,000</b>   | 40,600       | \$334,000            | \$35,000      | <b>\$299,000</b>   | <b>\$2,170,000</b>                       |
| <b>Route 13 - Buckeye Road</b>  |                     |              |                      |               |                    |              |                      |               |                    |              |                      |               |                    |  |
| <i>Tolleson/Phoenix</i>         | 4                   | 64,000       | \$525,000            | \$53,000      | <b>\$472,000</b>   | 11,700       | \$96,000             | \$10,000      | <b>\$86,000</b>    | 12,100       | \$100,000            | \$10,000      | <b>\$90,000</b>    | <b>\$648,000</b>                         |
| <i>Avondale</i>                 | 3.8                 | 60,800       | \$498,000            | \$50,000      | <b>\$448,000</b>   | 11,100       | \$91,000             | \$10,000      | <b>\$81,000</b>    | 11,500       | \$95,000             | \$10,000      | <b>\$85,000</b>    | <b>\$614,000</b>                         |
| <i>Goodyear</i>                 | 6.2                 | 99,200       | \$813,000            | \$82,000      | <b>\$731,000</b>   | 18,100       | \$149,000            | \$15,000      | <b>\$134,000</b>   | 18,800       | \$154,000            | \$16,000      | <b>\$138,000</b>   | <b>\$1,003,000</b>                       |
| <i>Buckeye</i>                  | 7.9                 | 126,400      | \$1,036,000          | \$104,000     | <b>\$932,000</b>   | 23,100       | \$190,000            | \$19,000      | <b>\$171,000</b>   | 23,900       | \$196,000            | \$20,000      | <b>\$176,000</b>   | <b>\$1,279,000</b>                       |
| <b>Total</b>                    | 21.9                | 350,400      | \$2,872,000          | \$289,000     | <b>\$2,583,000</b> | 64,000       | \$526,000            | \$54,000      | <b>\$472,000</b>   | 66,300       | \$545,000            | \$56,000      | <b>\$489,000</b>   | <b>\$3,544,000</b>                       |

#### Assumptions

1. Service Span (hours): weekday – 16; Saturday – 14; Sunday – 12
2. Headways (minutes): 30 minutes on weekdays, Saturdays, and Sundays
3. Cost per mile (FY18): \$8.19
4. Fare Recovery (local service): 10 percent

Table B2. Capital Cost Estimates

| Service Option                  | One Way             |                   | Round Trip          |                   | Layover (min) | TOTAL (min) | Fleet Needs | Spare Vehicles | Total Capital Cost |
|---------------------------------|---------------------|-------------------|---------------------|-------------------|---------------|-------------|-------------|----------------|--------------------|
|                                 | Trip Length (miles) | Travel Time (min) | Trip Length (miles) | Travel Time (min) |               |             |             |                |                    |
| <i>Route 17 - McDowell</i>      | 6.5                 | 30                | 13                  | 60                | 9             | 69          | 3           | 1              | \$2,200,000        |
| <i>Route 3 - Van Buren</i>      | 8.9                 | 42                | 17.8                | 84                | 13            | 97          | 4           | 1              | \$2,750,000        |
| <i>Route 41 - Indian School</i> | 13.4                | 62                | 26.8                | 124               | 19            | 143         | 5           | 1              | \$3,300,000        |
| <i>Route 13 - Buckeye</i>       | 21.9                | 102               | 43.8                | 204               | 31            | 235         | 8           | 2              | \$5,500,000        |

**Assumptions**

1. Headways (minutes): 30 minutes on weekdays, Saturdays, and Sundays
2. Average operating speed: 13 MPH
3. Layover time: 15 percent of round trip travel time
4. Spare ratio: 20 percent
5. Vehicle cost: \$550,000

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# Quarterly Report July – Sept 2016

## Report to the Planning and Zoning Commission

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### Development Applications:

|                     |          |                |                 |
|---------------------|----------|----------------|-----------------|
| 1 <sup>st</sup> Qtr | New – 47 | Completed – 39 | In Process – 74 |
| 2 <sup>nd</sup> Qtr | New – 54 | Completed – 32 | In Process – 94 |
| 3 <sup>rd</sup> Qtr | New – 53 | Completed – 74 | In Process – 74 |

### Development Applications of Note:

- Tartesso West CMP Amendment - Approved 7/5/16
- Verrado East Preliminary Plat – Approved 7/26/16
- Festival Foothills PH 2, Unit 19 Preliminary Plat – Approved 8/9/16
- Victory District PH 4 Preliminary Plat, Parcel F – Approved 8/23/16
- SCF Pickle Ball Site Plan, Approved 7/25/16
- Victory Verrado PH 3, Parcel 3A Final Plat – Approved 9/6/16
- EPCOR Water Site Plan Approved 9/21/16
- SCF HH1-1, HH1-2 Final Plat Approved 9/6/16
- SCF Parcel N1 Final Plat Approved 9/6/16
- Buckeye Lakes PAD, Approved 9/6/16
- Cardinal Glass Concept Site Plan Approved 9/14/16

### Upcoming Development Applications of Note:

- Trillium CMP Amendment
- Verrado Marketside Residential Final Plat
- Marwest PAD
- Sun City Festival P1 Final Plat
- Cardinal Glass Minor Subdivision

### Special Projects

|                     |          |                |                 |
|---------------------|----------|----------------|-----------------|
| 1 <sup>st</sup> Qtr | New – 18 | Completed – 11 | In Process- 106 |
| 2 <sup>nd</sup> Qtr | New – 11 | Completed – 18 | In Process - 94 |
| 3 <sup>rd</sup> Qtr | New – 18 | Completed – 20 | In Process - 97 |

### Special Projects of Note:

- Verrado Retail Sales Tax Agreement for Fry
- Tartesso West and East Development Agreements
- Site Visit for Army Corp – Gila River
- CDBG – Northern Addition Sidewalks
- Parks, Trails and Openspace Planning Team
- MAG Regional Commuter Rail System Study

### Upcoming Special Projects of Note:

- General Plan Update – Future Planning and Advisory Committee meetings
- Transportation Master Plan kick off
- Gila River Area Plan
- New Planning Interns
- Valley Metro Transit Study