

Expected Benefits

As Central Yavapai region continues to attract people and jobs, the need for transportation choices is increasing. The transit demonstration project is designed to create these choices and make the region more accessible for more people. Specific benefits include:



Access to jobs and job markets. The planned bus services will connect people with jobs, in downtown Prescott, in Prescott Valley and along the corridor connecting the two communities.

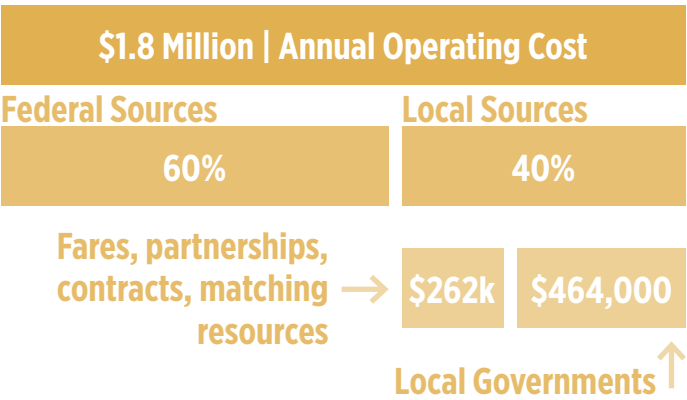


Create a **more efficient transportation network**. Currently, several non-profit organizations operate their own transportation services. The proposed network will help increase coordination among these services, so they are more efficient and cost effective.



Serve **veterans, older adults and people with disabilities**. Some community members are not always able to drive themselves places. Investing in a public transportation network will give these individuals choices and opportunities to live independent and productive lives.

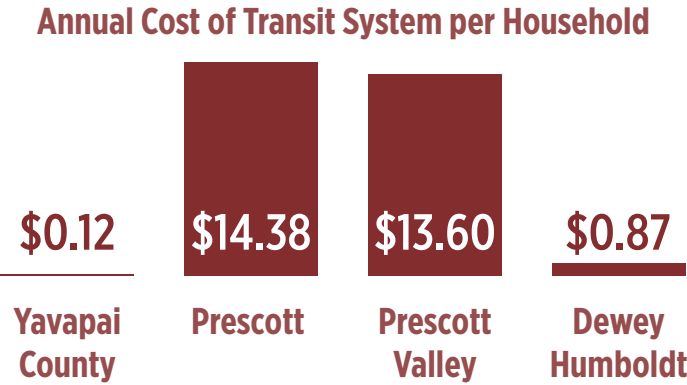
Estimated Costs



The proposed transit service is estimated to cost about \$1.8 million per year to operate. This includes the costs to administer and manage the program, the cost of owning and operating vehicles and capital investments for vehicle technology, bus stop signs and shelters.

About 60% of the total cost can be raised through federal grants. This leaves about 40% of the cost, or about \$720,000 that needs to be raised each year from local sources.


Our analysis suggests that roughly \$250,000 can be raised through partnerships, passenger fares, contracts and in-kind matching resources, leaving about \$450,000 to be raised through contributions from local governments.




Costs are expected to increase about 2.5% each year, so over the 3-year period, the local match will increase from \$720,000 to about \$755,000.

Proposed Transit Service for Central Yavapai


Central Yavapai is proposing to move forward with a **demonstration project** - to test the need and opportunity for public transportation in our region. We are recommending to operate the service for 3 years, evaluate it each year but decide at the end of the demonstration period if the service is effective.




The new regional network is designed to balance the need for local circulation and regional connections.




Bus schedules are intended to support traditional work hours and provide access to region's largest employment markets in Prescott and Prescott Valley.




Complementary ADA service will be provided as part of the flex route service.



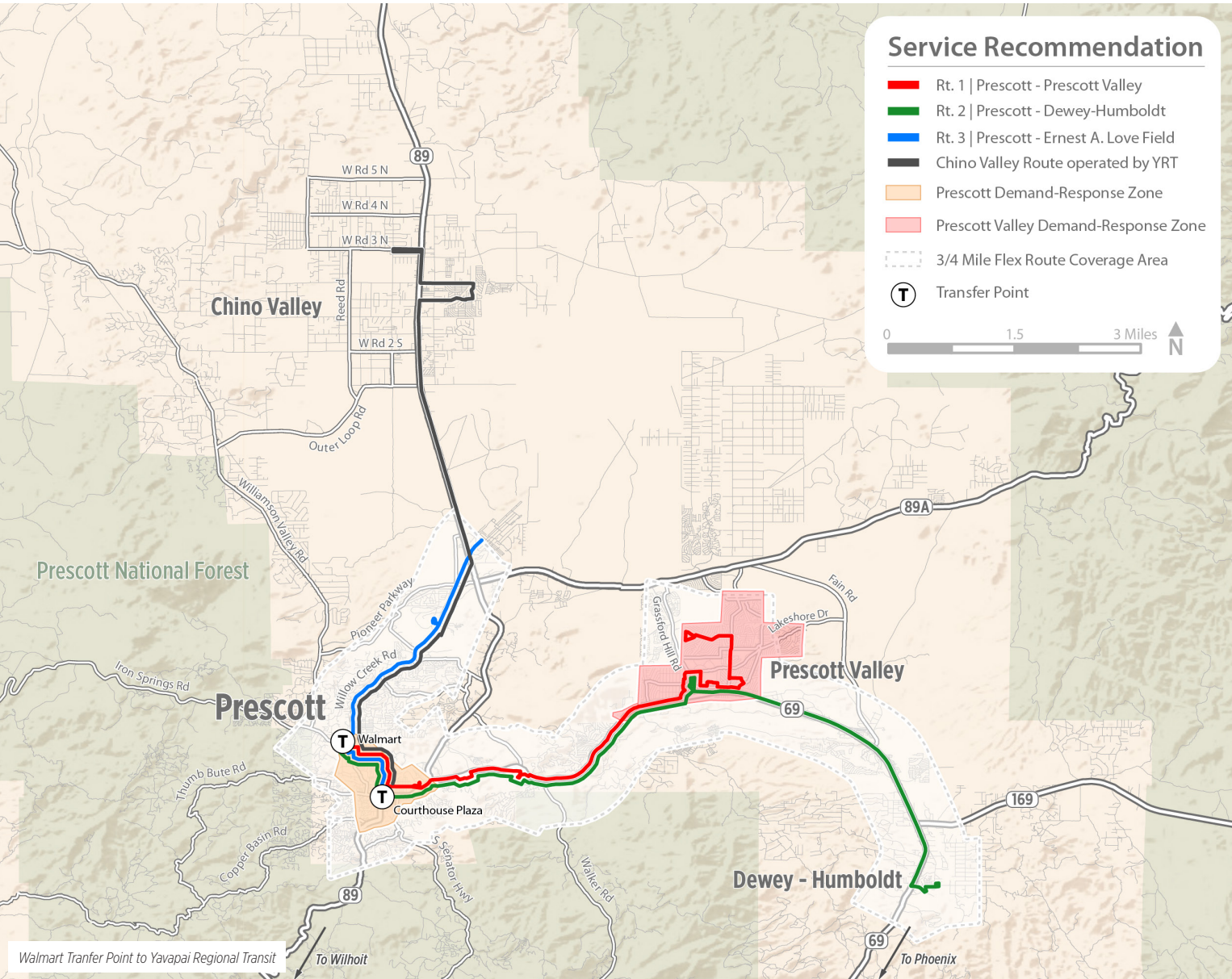
It is designed to be simple, easy to understand and easy to use. This means as much as possible, services operate with consistent patterns and use the same path traveling in and out of town.



Other commuter needs will be met through vanpool service. Vanpools are effective at longer distance commuters and will help workers traveling longer distances, to jobs at the Bagdad Mine as well as in Sedona, Flagstaff and Phoenix.



Proposed services will connect with existing routes operated by Yavapai Regional Transit



Scheduled Bus Services

The demonstration project will include three scheduled bus services that connect the region’s major employment, shopping and

Route 1 Prescott - Prescott Valley

Depart Prescott	Arrive Prescott Valley	Depart Prescott Valley	Arrive Prescott
6:00 AM	7:00 AM	6:00 AM	7:00 AM
7:00 AM	8:00 AM	7:00 AM	8:00 AM
8:00 AM	9:00 AM	8:00 AM	9:00 AM
9:00 AM	10:00 AM	9:00 AM	10:00 AM
10:00 AM	11:00 AM	10:00 AM	11:00 AM
11:00 AM	12:00 PM	11:00 AM	12:00 PM
12:00 PM	1:00 PM	12:00 PM	1:00 PM
1:00 PM	2:00 PM	1:00 PM	2:00 PM
2:00 PM	3:00 PM	2:00 PM	3:00 PM
3:00 PM	4:00 PM	3:00 PM	4:00 PM
4:00 PM	5:00 PM	4:00 PM	5:00 PM
5:00 PM	6:00 PM	5:00 PM	6:00 PM

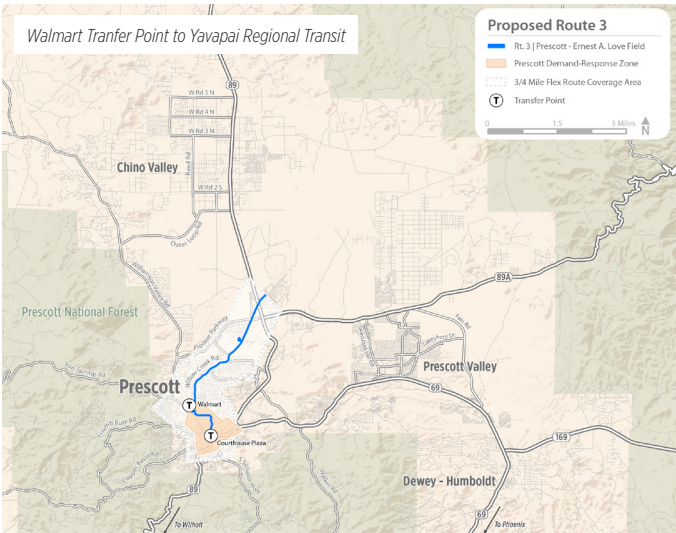
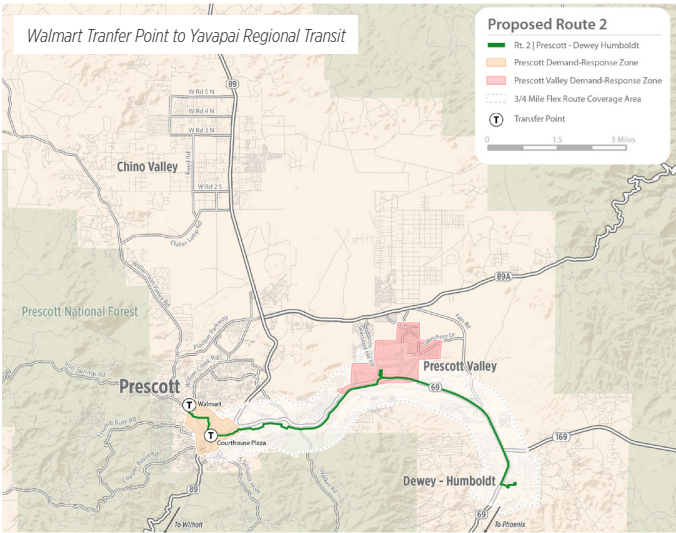
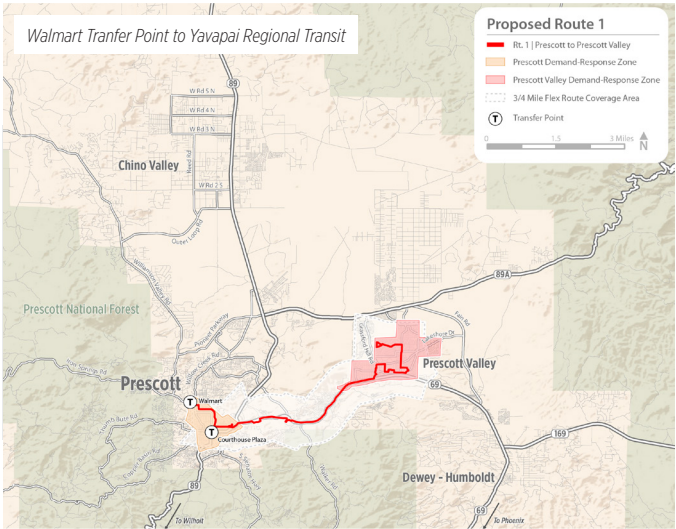
Route 2 Prescott - Dewey Humboldt

Arrive / Depart Prescott	Arrive / Depart Prescott Valley	Arrive Dewey-Humboldt	Depart Dewey-Humboldt	Arrive/ Depart Prescott Valley	Arrive/ Depart Prescott
7:30 AM	8:00 AM	8:30 AM	8:30 AM	9:00 AM	9:30 AM
11:30 AM	12:00 PM	12:30 PM	12:30 PM	1:00 PM	1:30 PM
3:00 PM	3:30 PM	4:00 PM	4:00 PM	4:30 PM	5:00 PM

Route 3 Prescott - Ernest A. Love Field

Depart Prescott	Arrive Ernest A. Love Field	Depart Ernest A. Love Field	Arrive Prescott
6:00 AM	6:30 AM	6:30 AM	7:00 AM
7:00 AM	7:30 AM	7:30 AM	8:00 AM
4:00 PM	4:30 PM	4:30 PM	5:00 PM
5:00 PM	5:30 PM	5:30 PM	6:00 PM

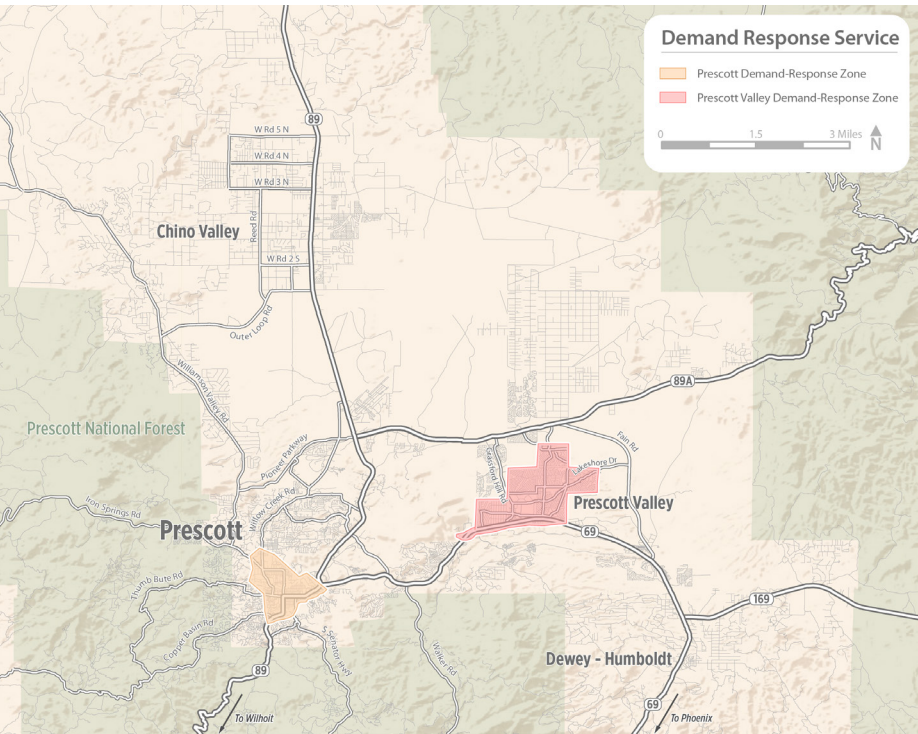
service centers. Other regional services, including those operated by Yavapai Regional Transit, will connect with these routes.



Demand Responsive Service

In addition to scheduled bus service, the proposed Central Yavapai transit service will offer general public demand response service. Demand response service means that people who need a ride but do not live near the fixed route request a bus to pick them up. The bus (or van) will pick them up where they are and drop them off where they want to go within the designated zone. In most cases, the service will be curb-to-curb but in others, able bodied riders may be asked to walk to the nearest corner.

Demand response service will be available for travel within the City of Prescott and within the



Town of Prescott Valley. It will operate on weekdays and Saturdays between the hours of 6:00 AM and 6:00 PM. The service is shared, which means other riders may be on the bus (or van).

People can book their rides either by calling a telephone number or using an app on their mobile phone or computer. Trips can be scheduled in advance and can also be requested on the day of travel, as available.

Benefits & Costs of Central Yavapai Transit

Central Yavapai has examined the need for public transportation several times over the past 10+ years. The region is already investing in transportation services, but existing services are focused on specific clients or areas. To date, no service has considered regional needs.

With this history and background, Central Yavapai is proposing to test the concept of regional transit services. This means operating the service for a limited time – 3 years – and evaluating the costs and benefits to determine if the service is appropriate and effective.