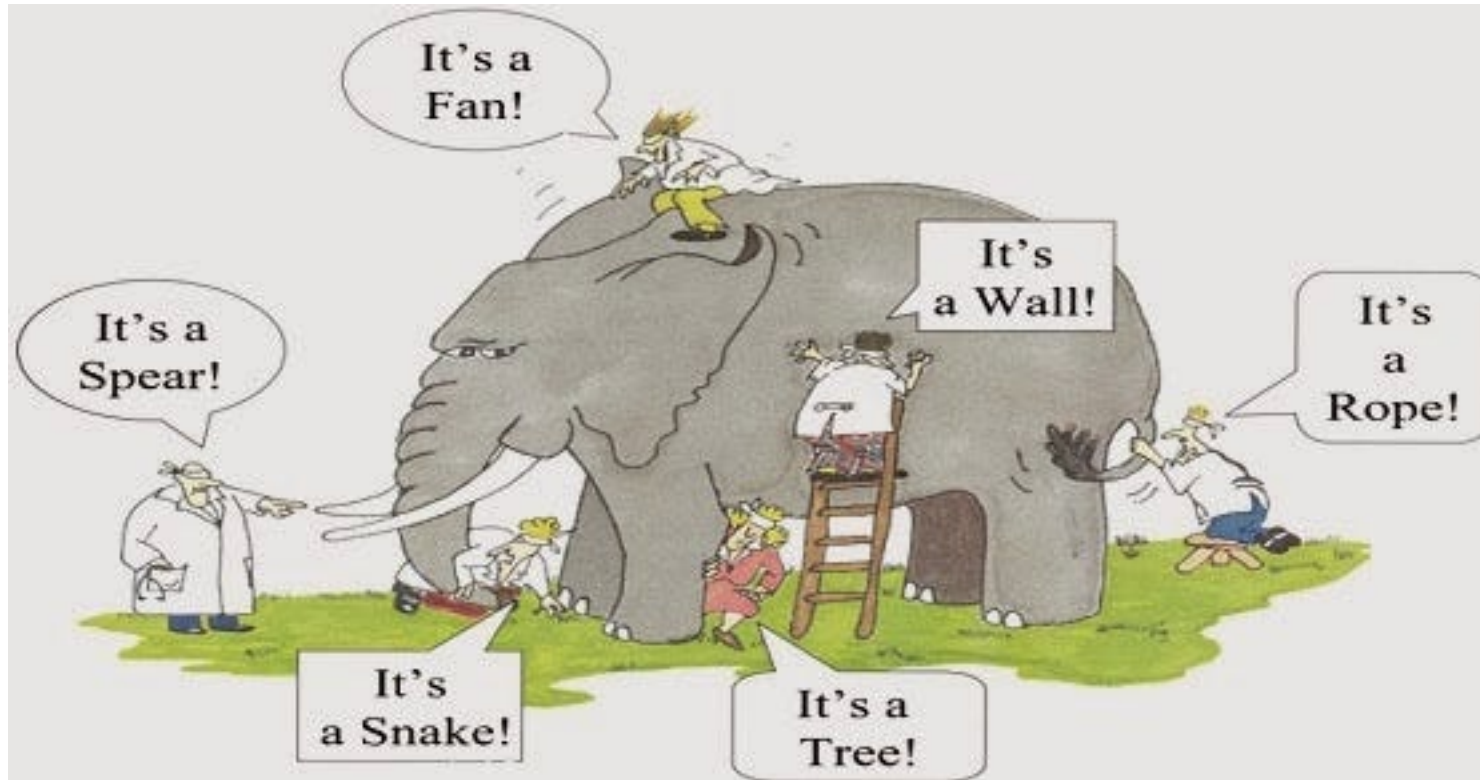# Maricopa Transit Overview and Possibilities

CITY OF MARICOPA
PROUD HISTORY · PROSPEROUS FUTURE

Evaluation and Goals

- Unlock the full potential of the city by creating a thriving and durable community

Unlock the full potential of the City of Maricopa to create a thriving and durable community

History

- The City has been operating some level of transit service since 2008.
- There have been a number of changes to the program over the years based on service goals, transportation studies, population and demographic changes and financial landscapes.
- At times it has been outsourced and operated by city staff.
- Funding has come from grants, general funds and the riders.

Overview of Current Operation

- MET shuttle is a circulator route that connects high-demand areas in a 1-hour loop to all residents free of charge
  - Annual rides = 8,259
  - 35 rides per day
  - 4 rides per hour
- 2 Dial-a-ride vans that offer point-to-point pick up and drop off for all residents for $1
  - **Rides from beginning of 03/2023 – end of 01/2024: 3,833**
  - **Unique riders: 159**
    0.23% of our current population (69,175) (<u>MAG July 2023 Population Estimate</u>)
  - **Frequent drop-off locations, community:** Senior Center (480), Frys (266), Planet Fitness (197), Copper Sky (157) Walmart (115), McDonald's (100), Culvers (44), Library (41), Banner Health (35)
  - **Frequent drop-off locations, residential:** Tortosa (466), Rancho El Dorado (247), Homestead (162), Glenwilde (159), Sorrento (100)

Funding

- We currently are funded by the 5311 grant that covers 58% of operating cost and 80% of approved direct administrative cost. This grant expires 9-30-2024.

- We currently are in the process of apply for the 5307 grant. This grant has a 50/50 split on operating and does have some additional options for what the funds can be spent on, including trails.

CURRENT GRANT OCT 2022 - SEPT 2024				POTENTIAL NEW GRANT			
5311 RURAL PUBLIC TRANSPORTATION PROGRAM UNDER 50K POPULATION				5307 URBANIZED AREA FORMULA PROGRAM OVER 50K POPULATION			
FUND TYPE	MATCH RATIO		DESCRIPTION	FUND TYPE	MATCH RATIO		DESCRIPTION
	Grant	City			Grant	City	
Admin	80	20	Transit Manager	Admin	50	50	Scheduler
Operating	58	42	Drivers	Operating	50	50	
			Fuel				
			Fares				
			Uniforms				
Capital	80	20	Preventative Maintenance	Capital	80	20	Preventative Maintenance

Current Cost of Operating the Service

- Reported cost to grant for FY 23- $301,956.29
  - Cities percent - $106,037.21
  - Grant refund - $195,919.08
- Additional cost not included in grant ~$8,000 (Finance Department time)

- Fare box revenue $3,790.43
- According to the Federal transit Administration "Fare box revenues on average account for only 40 percent of system operating costs."
- City fare box is 1.25 % of operating cost.

Cost Breakdown by Service Mode under 5307

Shuttle

Cost per ride to operate ~$13-18
- Rider pays $0.00
- City pays ~$7.50
- Grant ~$7.50

Dial-a-Ride

Cost per ride to operate ~$27-34
- Rider pay $1
- City pays ~$15
- Grant ~$15

Service Needs and Requests

- The City Senior Advisory group has recently requested additional services for the seniors to get to the community center.

- For some of the riders there is no other option for transportation or the transportation would be a significant financial burden to the rider.

- Citizens have requested additional multimodal options within the city.

- As the City's multifamily dwelling units, retail developments and job centers expand additional need for transit services may be requested.

Options

- Expand services

- Outsource services

- Stop services

- Modify funding

- Continue current service with new grant - 5307

- Modify services

- Other available programs

Expand Services- Not Recommended Currently

- Pro - serve additional people

- Con - additional cost

- Based on upcoming study results potential expansions could serve areas of growth in the City and make connections into the surrounding Cities.

Outsource Services- Not Recommended Currently

- Pro - larger pool of drivers to cover call outs and some reduction of liability

- Con - additional cost, less oversight
  - 25-50% increased cost to run the program

- Potential outsourcing to a regional transportation instead of a private company may be more advantages for the city in the long run.

Stop Services- Not Recommended Currently

- Pro - cost savings
- Con - reduced options for residents, lower quality of life for transit users

Modify Funding

No grant funding - not recommended

- Pro
  - Much more flexibility in how we offer services
  - Reduced administrative burden on grant reporting
- Con
  - Reduced funding
    - No funding for operational or capital cost including van
      - Retail ADA accessible van cost ~$100,000
      - Retail ADA accessible bus cost ~$150,000

Example
- *Operate one circulator and one van for Dial-a-Ride ~$200,000*
  - *Current operating cost ~$300,000*
  - *New grant (5307) reimbursement ~$150,000*
  - *Additional staff cost to administer grant~$50,000*
  - *Net cost to administer current services ~$200,000*

- *$600,000 to replace fleet*

Modify Funding Continued

Increase fare collection

- This could be for Dial-a-Ride or Circulator or both
- Pro
  - Additional funding for the program (if we are not using the grant)
  - A more fair share of the cost to those using the program
- Con
  - Greater cost to the riders

Modify Funding Continued

- Apply for other grants for specific transit programs
  - 5310
    - Grant is much more competitive but allows for some senior specific options
    - CAG plans to do a study for gaps this grant could support
- Partnerships with other organization
  - Pinal Gila Council for Senior Citizens
    - For transportation assistance they would require we provide meals to all seniors which would require additional funds and a catering kitchen
- Work with other non profits
- Seek private donor funds
- Seek sponsorship opportunities

5307 Grant

- Con
  - Limited opportunity to make any changes to existing services without costly studies
  - Limited flexibility
  - Heavy administrative reporting to meet grant requirements
- Pro - significant additional funding source
  - New grant has an allotment planned for the City of Maricopa at $1,783,133
  - Funds can be used for 5 additional years
    - Trails can be funded at 90% reimbursement if connecting and within close proximity to bus stops
    - Additional funding opportunities include park and rides and cameras around bus stops (many of which are at current city facilities)

5307 Grant Continued

Example

- Apply for the 5307 grant with similar operating structure and cost to what we are operating now ~$300,000

- Conduct updated transit study ~$250,000 to $350,000
  - Grant administrator required study documentation to allow us to make modification to current transit services and to allow funding for trails, park and ride, cameras…

- Following years, we can use the excess of the $1.7 million beyond operating cost to apply for trails around the city, parking lots around city facilities for parks and ride and additional cameras for added security. These funds could roll over for a few years to allow for funding of larger projects.

5307 Grant Continued

Options that can't happen under the 5307 grant

- Cannot stop the Dial-a-Ride program
  - Would be able to replace it with a para transit program that is more administratively burdensome for the city
- Cannot do a senior specific shuttle

Modify Service

Without a new transit study

- Change one of the Dial-a-Ride vans to a flex route
  - With greater services to the senior center
  - With greater services to the east side of the city
- Modify Dial-a-Ride service to pick/drop off at home and take to the closest bus stop
  - Example - If a person in the Rancho El Dorado neighborhood wants to go to Fry's, the Dial-a-Ride will pick them up at home and take them to the closest bus stop because the circulator has a drop off at Fry's.

Modify Service

With new transit study and based on the findings

- Change Dial-a-Ride to a rider choice program - the city contracts with cabs/Uber/Lift to provide these services to our venerable populations at a reduced cost to the city per ride
  - Set ride capacity to within city limits to approved location like doctors' offices, city facilities
  - Guidelines can be placed on number of rides per person, location, in city/out of city
- Can potentially change routes

Other Available Programs

- Senior center volunteer carpools
- Ride Share- [ShareTheRide - Trip Planning](#)
- Van Share- Valley metro pays for the van and groups of 5-15 lease the van on a monthly agreement
  - A number of employee groups are already using this program
  - Work with large employers to encourage this program, for example Wells Fargo and Intel