

Mountain Line Downtown Connection Center (DCC) May 7, 2019



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Overview of Presentation

- DCC History
- DCC Needs
- Project Delivery
- Programming
- Alternatives Analysis
- Design Options
- Next Steps



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DCC History

- Located on Phoenix Ave: city owned property
- At MAXIMUM capacity
- Challenging access for buses and patrons
- Lacks customer amenities

	2008	2019
Total Annual Riders	1,000,000	2,500,000
Routes	6	10
Buses	30'	40' and 60'
Buses per day	158	355



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DCC Needs

- **LOCATION, LOCATION, ACCESS:** sited in a highly accessible core downtown location with compatible existing and future land use
- **Compatible** with existing and future land use to optimize ridership and economic vitality
- **Accommodate** future transit services
- **Provide** opportunities for multimodal services including bike share, transportation network companies (TNCs), inter-city routes, and regional transportation services (Amtrak/Flix/Greyhound)
- **Reflect** who we are and how we treat customers



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Project Delivery

- **Scope:** Planning Phase (current)
 - Alternatives Analysis; Market Analysis, Environmental Clearance, Public Engagement, & Concept Design (30% Plans)
- **Schedule:**
 - Planning Phase: Concludes December 2019
 - Design Phase: 2020
 - Construction Phase: 2021; Certificate of Occupancy Early 2022
- **Budget:** FTA Grant \$6.7M
 - Strategy for additional construction funds: Federal grant(s), Joint Agency and Public Private Partnership funding strategies



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Programming

Identified Needs:

1. Bus Bays (15 bays)
 - 3 stalls 60-foot Articulated
 - 12 stalls 40-foot Standard
2. Operator Comforts: restrooms/breakroom
3. Patron Amenities:
 - Customer Service Counter
 - Public restrooms
 - Lost/Found storage
 - Security offices
 - Concessions/Vending
 - Waiting Area
4. Parking: Staff, Kiss-n-Ride, Ride Share
5. Bike Facilities

Desired:

1. Capacity for regional transit and multimodal opportunities
2. Public Parking
3. Revenue Generation:
 - Community Space
 - Commercial/Retail
4. Partner Services
































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Alternatives Analysis

Table 12 Site Selection Ranking Summary

	Site 1	Site 2	Site 3
	Ranking by Category		
Category A - Contiguous Parcels			
Category B - Site Access			
Category C - Land Use & Zoning			
Category D - Railroad & Utility Conflicts			
Category E - Environmental Concerns			
Category F - Bus Route Efficiency			
Category G - Sensitive Adjacent Parcels/Owners			
Category H - Partnership Opportunities			
Category I - Site Characteristics			
Category J - Cost			
Total Weighted Score*	313	296	274

*Based on the points by metric, as shown in Table 11



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Alternatives Analysis

Downtown Connection Center – Site Option



Strengths:

- Size
- Proximity to downtown
- Compatible land use

Challenges:

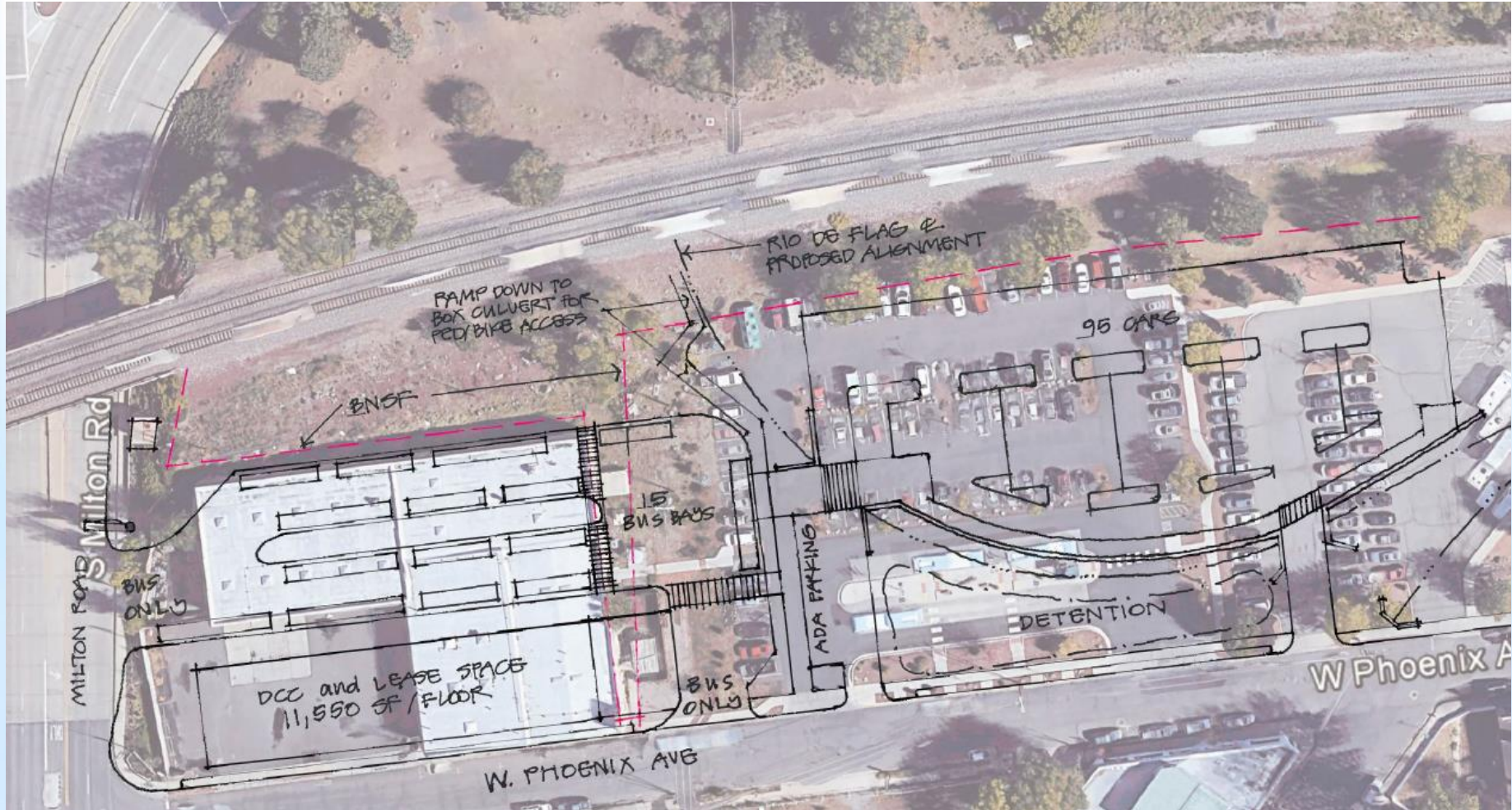
- Phoenix Access
- Rio de Flag
- BNSF



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Alternatives Analysis Concept of Feasibility



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Design Options

Single-Use Transit Facility



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Design Options Transit Facility with Retail Wrap

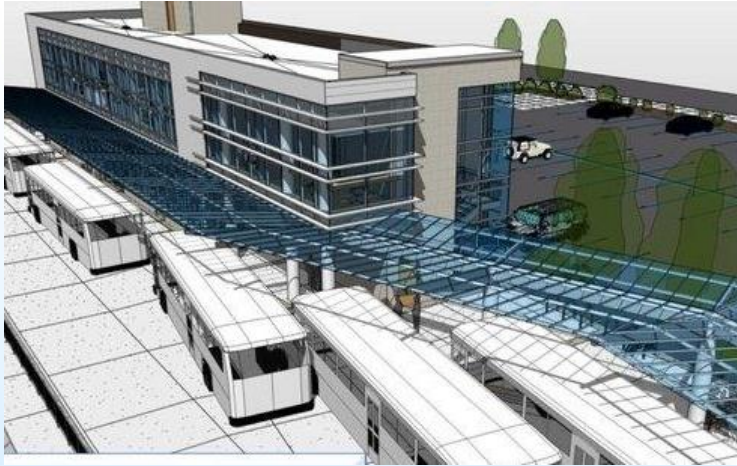


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Design Options

Transit Facility with Office



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Next Steps

Final Site Selection process:

- MOU for evaluation
- NEPA clearance
- Real Estate due diligence
- FTA concurrence

Final Site Selection:

- IGA/Acquisition agreement

Concept Development:

- Public involvement in scoping and design



Discussion

Is the City open to NAIPTA exploring the Phoenix Avenue site as a permanent Downtown Connection Center?



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