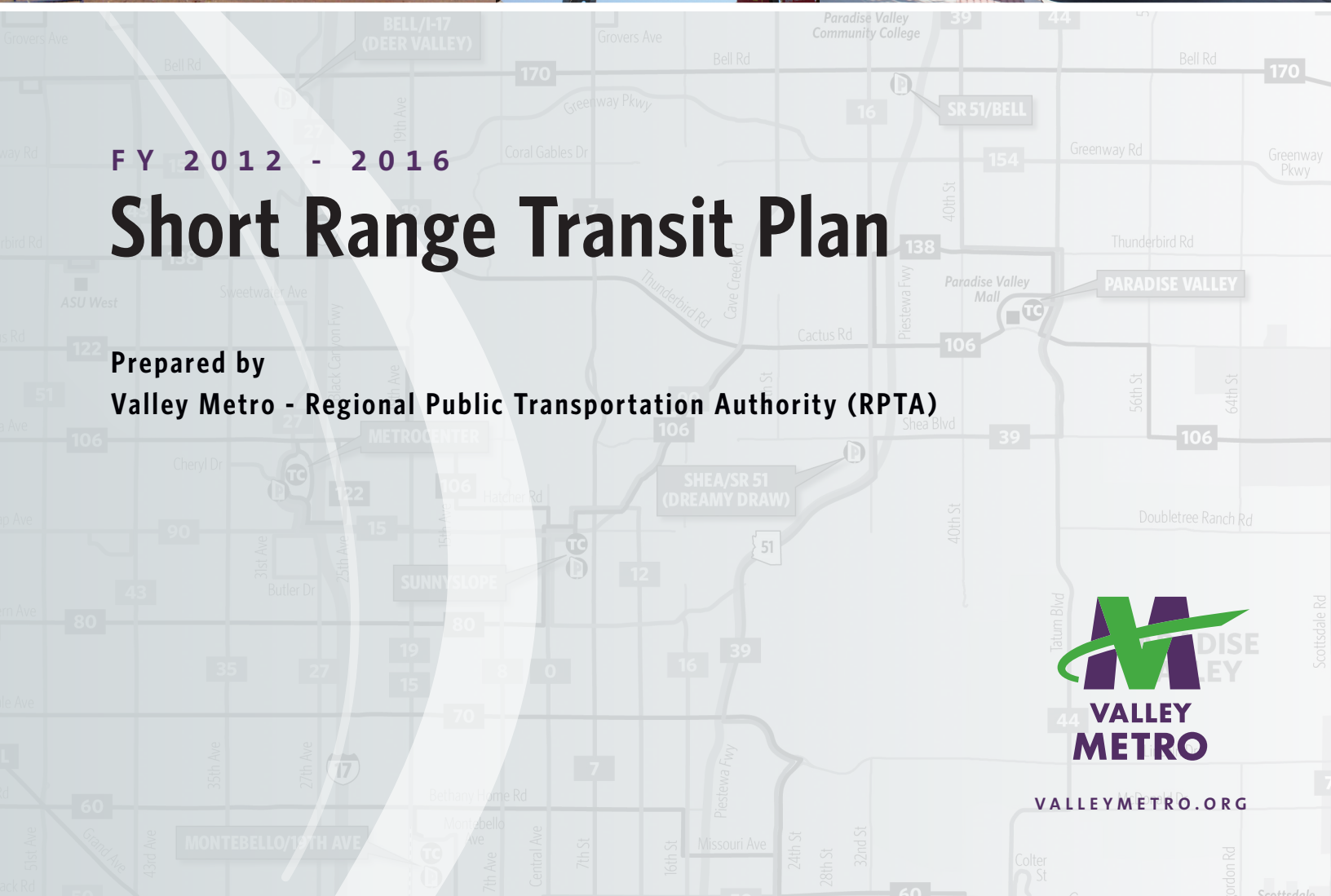




FY 2012 - 2016

Short Range Transit Plan

Prepared by
Valley Metro - Regional Public Transportation Authority (RPTA)



VALLEYMETRO.ORG



Short Range Transit Program

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May 17, 2012



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EXECUTIVE SUMMARY

WHY A SHORT RANGE TRANSIT PROGRAM?

The Short Range Transit Program (SRTP) identifies those regional transit service and capital improvements programmed in the Transit Life Cycle Program (TLCP) during the next five years (Fiscal Years [FY] 2012 to 2016) and provides support for regional transit projects contained in the Maricopa Association of Governments Regional Transportation Plan (MAG RTP). Regional transit service and capital improvements programmed in the TLCP are funded by the transit portion of the half-cent sales tax put in place by voter approval of Proposition 400 in 2004. Some local jurisdictions in the region provide local funding for additional transit services and capital improvements beyond what is identified in the TLCP.

Objectives of the SRTP include:

- document transit service performance from the previous fiscal year;
- maintain an inventory of the region's transit capital infrastructure; and,
- identify options for service adjustments and capital facility needs based on the programmed regional transit investments identified in the RTP and TLCP.

WHAT IS THE RELATIONSHIP OF THE SHORT RANGE TRANSIT PROGRAM TO OTHER REGIONAL TRANSIT PROGRAM DOCUMENTS AND PROCESSES?

The SRTP is an interrelated component of a performance based multi-part annual regional transit implementation program. The core components of the program include the following:

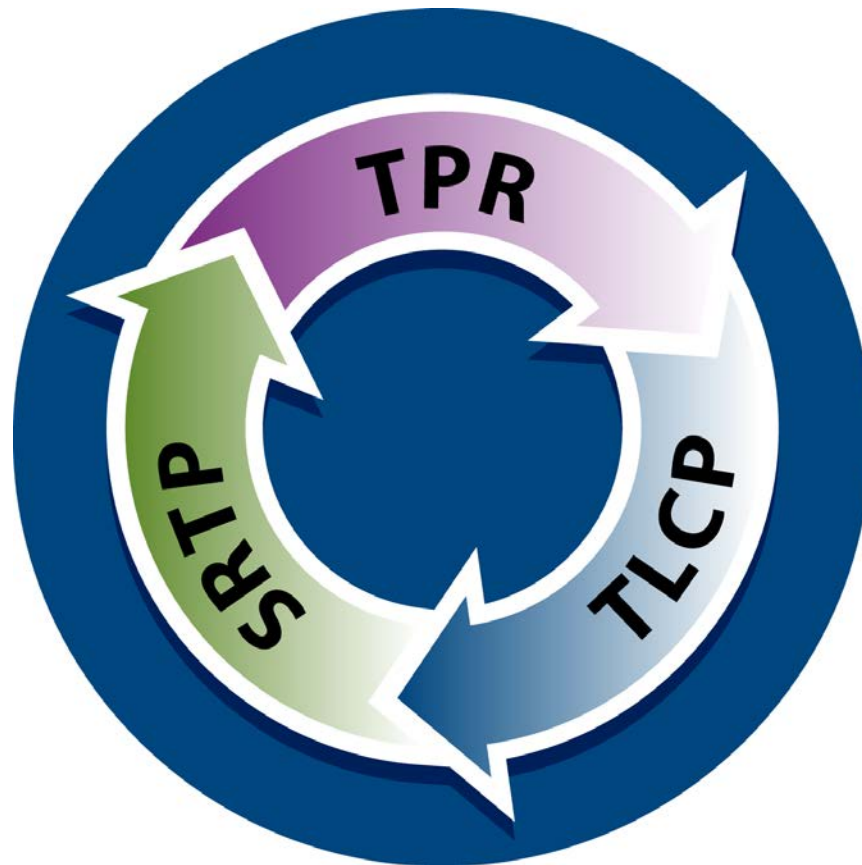
- Transit Performance Report (TPR)
- Short Range Transit Program (SRTP)
- Transit Life Cycle Program (TLCP)

The core components function in a circular relationship with one providing input into or serving to affect the other. Starting with the TPR, system and route performance data is documented for each transit mode in the region. Performance data from the TPR is carried forward into the SRTP to provide context for potential service and capital facility considerations for existing and near-term (next five years) regional transit investments identified in the TLCP. The SRTP provides an opportunity for local jurisdictions and agencies to request potential amendments to project definitions within the TLCP. Potential amendments may include adjusting a planned route pattern or reassigning regional capital funds from one capital project (such as a Park and Ride [PNR]) to another. For example, the planned location of a PNR facility may be less beneficial than an alternative site. Even though this has not been accomplished, this document provides the background for potential amendments to the TLCP.

The capital and service adjustments identified in the SRTP will be carried forward to the TLCP process for potential inclusion in the official annual TLCP update. However, all potential project adjustments are subject to approval through the regionally adopted TLCP policies.

Completing the circular relationship, the service planning and budgetary decisions made in the annual SRTP and TLCP updates, potentially impact the performance of the regional transit system. Figure ES-1 illustrates the relationship of the core components of the annual regional transit program process.

Figure ES-1: Regional Transit Plan Process



WHAT ARE THE CHARACTERISTICS OF THE REGION?

Maricopa County comprises 25 cities and towns and three Native American communities. Maricopa County continues to gain population, but at a slower rate than in past decades, according to official census figures released March 10, 2011 by the U.S. Census Bureau. The information was gathered during the decennial census conducted on April 1, 2010. The resident population for Maricopa County was 3,817,117, representing an increase of 744,968 people, a 24.2 percent increase in population since Census 2000. The annual average growth rate was 2.2 percent.

WHAT TRANSIT SERVICES AND FACILITIES ARE PROVIDED IN THE REGION?

Transit Services

A summary of services currently provided in the region is presented in Table ES-1. Figures ES-2 and ES-3 display the local, express, and RAPID bus routes. Table ES-2 is an Annual Efficiency and Effectiveness Report Card that compares the major FY 2010 performance features (boardings, revenues, operating costs, and farebox recovery ratio) with regional targets.

Table ES-1: Transit Services in the Region

Fixed Route	
Number routes	58 local ¹ 19 express ¹ 4 RAPID ¹ 1 light rail line ¹ 2 arterial bus rapid transit (BRT) 17 circulators
Total	<u>1</u> regional connector 113
Number vehicles	889
Hours of Operation:	Weekdays: Generally 5:00 AM-10:00 PM weekdays
- Local routes and circulators	Weekends: Hours of service somewhat reduced Peak hours on weekdays only
- Express and RAPID	Limited number of daily stops (peak period service only, no weekend service.)
- Regional circulator	Limited number of daily runs (weekday and Saturday Service, no Sunday Service)
Paratransit (Dial-a-Ride)	
9 systems or services:	<ul style="list-style-type: none"> - East Valley Dial-a-Ride - Phoenix Dial-A-Ride - Glendale - Southwest Valley ADA - Surprise - Paradise Valley ADA - RPTA managed County-wide service (Maricopa County STS replacement service). - RTPTA managed service in El Mirage, with some trips in Peoria.² <p>Operating hours, service eligibility requirements, transfer policies, fares vary by provider.</p>
Vanpool	
Valley Metro Vanpool Program	Provides vans to groups of 6-15 commuters who share in the monthly cost of the van through payment of an equitable monthly fee.
Light Rail	
Route:	20 miles within portions of Phoenix, Tempe, and west Mesa
Hours of operation:	Weekdays: 4:30 AM to midnight Weekends: 5:00 AM to 3:00 AM

¹Some of these routes are 100 percent locally funded, and some are funded with a mix of regional and local funding sources. ² Some Peoria trips refers to the fact that some trips from the RPTA managed El Mirage trips travel into Peoria.

Figure ES-2: Local Routes Map—January 2012

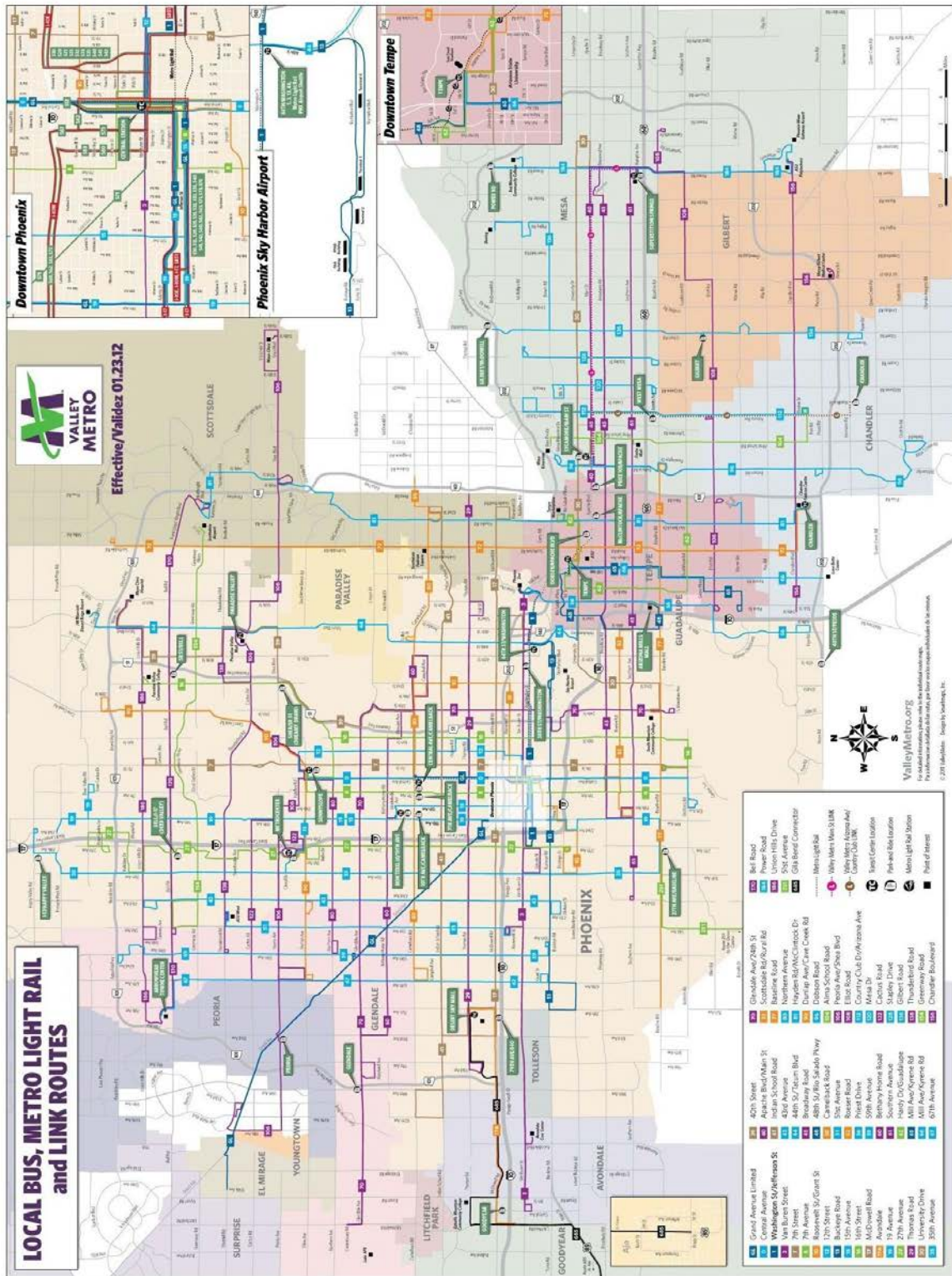
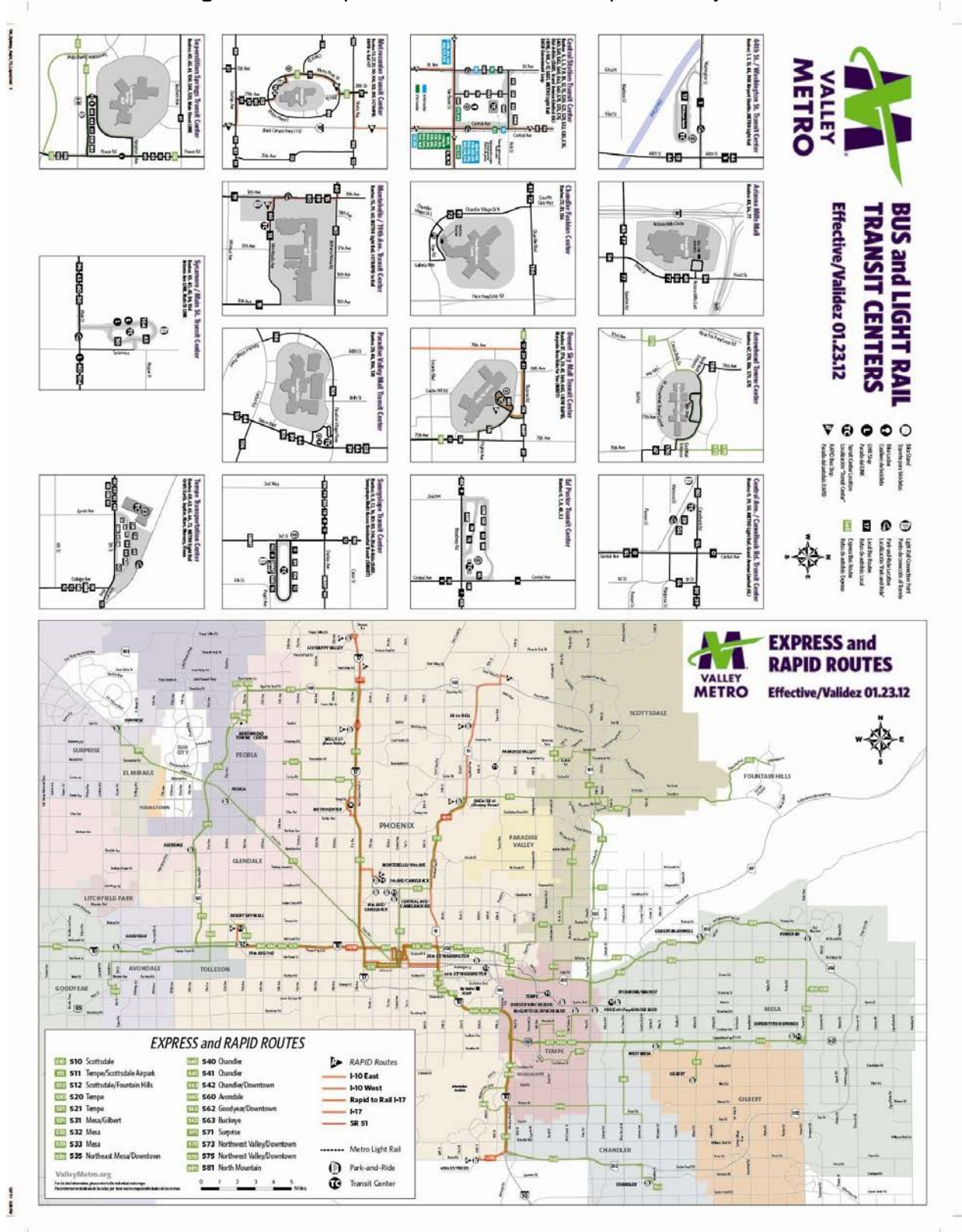


Figure ES-3: Express & RAPID Routes Map—January 2012



Capital Facilities

Transit capital facilities and fleet support daily transit operations. The region’s inventory of transit infrastructure includes passenger facilities such as transit centers, park-and-rides and bus stops. In addition, other capital facilities such as maintenance and operations centers aren’t directly utilized by passengers, but provide vital functions that ensure service quality and reliability. The major capital transit facilities in the region are listed in Table ES-3. A picture of a LINK bus stop is shown in figure ES-4.

Table ES-3: Capital Facilities in the Region

Passenger & Support Facilities	
On-Street Passenger	7,626 bus stops; 3,236 shaded bus stops (natural and shelters); 1,146 with bench only 28 ¹ BRT stations in Mesa Main Street Corridor 26 ¹ BRT stations in Arizona Avenue/Country Club Corridor 28 LRT stops in Phoenix, Tempe, Mesa
Park-and-Ride	Existing: 25 publicly-owned 30 joint-use with agreement with private property owners 55 facilities with 9137 spaces Planned: 9 publicly-owned
Transit Centers	Existing: 16 existing Planned: 7 new 1 to be expanded
Maintenance & Operations Facilities	
	Existing: 5 fixed route/demand response facilities 1 light rail 4 fixed route privately owned Planned ¹ : 1 upgrades to existing
Roadway Enhancements	
High Occupancy Vehicle (HOV) Lanes	Existing: 352 lane miles Planned ² : 111 lane miles
HOV Direct Access Ramps (Freeway to Arterials)	Existing: 6
HOV Direct Access Ramps (Freeway to Freeway)	Existing: 6
HOV Direct Access (Freeway to Freeway)	Planned: 2
Arterial Street Improvements	3 on Arizona Avenue in Chandler (existing) Arizona Ave LINK and Main Street LINK ¹
- Traffic Signal priority	2
- Arterial BRT limited stop with transit signal priority	2
- Arterial BRT (planned)	2
Regional Transit Fleet	
Fixed Route	889 vehicles
Light Rail	50 vehicles

¹ There is traffic signal priority at nearly every intersection for both BRT routes.

Figure ES-4: LINK bus stop

WHAT REGIONAL TRANSIT INVESTMENTS ARE PLANNED IN THE NEXT 5 YEARS?

Planned Regionally Funded Transit Services

Regional transit service investments planned for implementation in the next five years include a range of transit modes. New Supergrid routes, express bus routes, arterial Bus Rapid Transit (BRT) service and an extension to the region's light rail line will be implemented to serve growing demand for public transportation alternatives. In addition, limited regional funding will be available to reimburse local jurisdictions and agencies for expenses associated with Americans with Disabilities Act (ADA) transportation services. There are several routes in the transit system that are funded by local jurisdictions. These routes are discussed in this report, but not in great detail. Many routes that are operated as part of the Supergrid are partly or wholly funded locally. Some segments are scheduled to be regionally funded in the future, and some are not. Table ES-4 provides a summary of the planned transit operations investments by initial fiscal year of regional funding. The investments include three Supergrid routes, three express/BRT routes; one light rail extension and one modern streetcar are included as improvements.

Table ES-4: Planned Regional Operations Investments

Initial Fiscal Year Regional Funding	Routes
2013	1 express/BRT
2014	No new routes ¹
2015	1 Supergrid
2016	1 express/BRT 1 light rail extension 1 modern streetcar
2017	No new routes
Total 2013-2017	1 Supergrid 2 express/BRT 1 light rail extension 1 modern streetcar

¹ "No new routes" refers to no additional routes being added to the system, although regional funding will replace local funding on some routes. Source: Valley Metro Transit Life Cycle Program Update, 2012 DRAFT

Planned Regionally Funded Capital Improvements

A summary of the transit capital improvements planned between FY 2012 and 2016 is presented in Table ES-5. Key facts about the programmed transit facility investments include:

- Planned capital investments/improvements for the fiscal years 2012 through 2016 include three transit centers and four park-and-ride facilities. Improvements include expansion and/or rehabilitation of one transit center.
- Some transit facility investments in the TLCP have multiple funding sources. These could include monies from Federal grants and/or local funding from jurisdictions, as well as regional funding.

Table ES-5: Regionally Funded Transit Facility Investments FY 2012 through FY 2016

Facility	Pre-Design (FY)	Design (FY)	Land (FY)	Construction/ Open (FY)
Central Station Transit Center Rehabilitation / Expansion	2010	2011	NA	2012
Country Club Dr & US 60 (Superstition Freeway) Park-and-Ride	2009	2010	2010	2012
East Buckeye Park-and-Ride	2009	2010	2009	2012
Scottsdale Rd & Loop 101 Park-and-Ride	2010	2011	2011	2012
Arrowhead Transit Center	2011	2012	2012	2014
Peoria Downtown Transit Center	2013	2014	2014	2015
Laveen/59 th Ave Park-and-Ride	2014	2015	2015	2016
Mesa Downtown Transit Center	2011	2012	2012	2016

Source: 2012 DRAFT Valley Metro Transit Life Cycle Program Update

Table ES-6 identifies the regional funds programmed in the FY 2012 DRAFT TLCP Update for regional bus stop construction and upgrades. Because of a downturn in tax revenue projections,

no bus stop improvements are planned and regionally funded for the next five fiscal years. However, some local municipalities have planned to improve bus stops with local funding.

Table ES-6: Regional Bus Stop Funding FY 2012 through FY 2016

TLCP Fiscal Year	TLCP Programmed Funding ¹
2012	\$0
2012	\$0
2013	\$0
2014	\$0
2015	\$0
2016	\$0
Total	\$0

¹Funding subject to change based on annual budget
 Source: 2012 DRAFT Transit Life Cycle Program Update

Planned Regionally Funded Transit Vehicle Acquisitions

A total of 101 transit vehicles are programmed for services planned to be implemented through FY 2016. Table ES-7 summarizes the planned acquisition of regional transit vehicles to support service expansion. A standard 12-year transit bus fleet replacement cycle is assumed. The acquisition year identified in the table corresponds with the year that the vehicle will be put into service; however, vehicles are generally purchased in the previous fiscal year. For example, if a vehicle is programmed to go into service in FY 2012, it will be programmed for purchase during FY 2011. Fixed route buses, account for 14 of the vehicles. Because of the success of the Vanpool program, 85 new vehicles are planned for acquisition over five years to support expansion. However, this discussion of vehicle acquisitions does not reflect anticipated cuts that may be made, until such decisions have been made final.

Table ES-7: Planned Regional Expansion Vehicles

Fiscal Year For Acquisition	Fixed Route	Paratransit	Rural	Vanpool	Total Vehicles
2012	0	0	2	10	12
2013	0	0	0	0	0
2014	8	0	0	25	33
2015	6	0	0	25	31
2016	0	0	0	25	25
Total	14	0	2	85	101

Source: 2012 Valley Metro RPTA Transit Life Cycle Program Update

Transit Funding

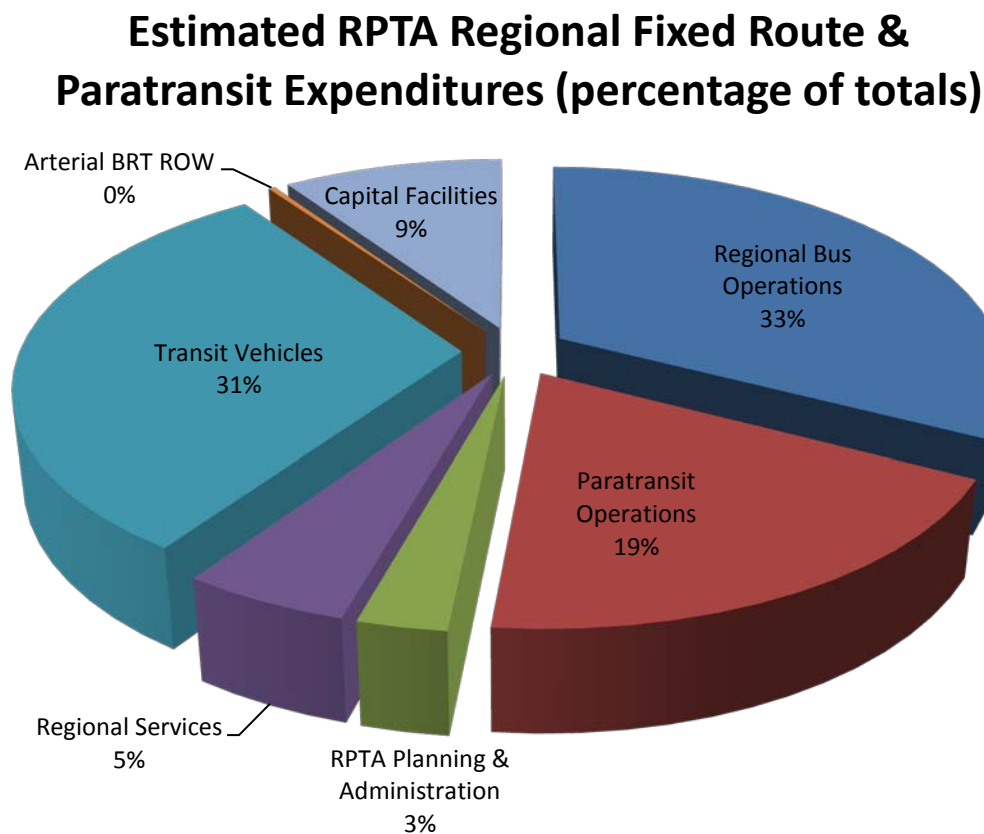
Based on the estimated sources of revenues and programmed expenditures in the 2012 DRAFT TLCP update there are several years that expenditures exceed revenues. Table ES-8 and Figure ES-5 describes the RPTA expenditures.

Table E-8: Estimated Regional Fixed Route & Paratransit Expenditures (in \$millions)

Revenue Category	FY 2011	FY 2012	FY2013	FY2014	FY 2015	FY 2016	Total
Regional Bus Operations	\$39.37	\$41.30	\$41.84	\$45.19	\$46.99	\$48.26	\$262.95
Paratransit Operations	\$19.49	\$24.16	\$25.33	\$27.17	\$28.12	\$28.87	\$153.14
RPTA Planning & Administration	\$3.66	\$3.74	\$3.73	\$3.60	\$3.68	\$3.75	\$22.16
Regional Services	\$6.41	\$6.73	\$6.86	\$7.00	\$7.14	\$7.28	\$41.42
Transit Vehicles	\$33.21	\$42.49	\$54.63	\$53.29	\$28.82	\$35.48	\$247.92
Arterial BRT ROW	\$2.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.28
Capital Facilities	\$16.75	\$16.64	\$20.88	\$15.67	\$3.82	\$2.44	\$76.20
Total	\$121.16	\$135.08	\$153.26	\$151.93	\$118.56	\$126.08	\$806.07

Source: 2012 DRAFT Valley Metro RPTA Transit Life Cycle Program Update

Figure ES-5 Estimated RPTA Regional Fixed Route & Paratransit Expenditures (percentage of totals)



Source: FY 2012 Draft TLCP

Changes in the level of estimated revenues or expenditures could either positively or negatively affect the programmed implementation schedules and scope of the projects identified herein. Through the annual TLCP update process, estimates for short and long range revenues and expenditures are reviewed to determine the financial fitness of the regional transit program. Appropriate finance strategies and other actions are considered annually to maintain a reasonable and sustainable finance plan.

Planning Considerations for Regionally Funded Transit Investments

Specific initial planning considerations for each of the regionally funded improvements are identified in Chapter 7 of this program. The planning considerations range from providing adequate capacity for vehicles at transit facilities to retaining interim passenger parking capacity for new transit services.

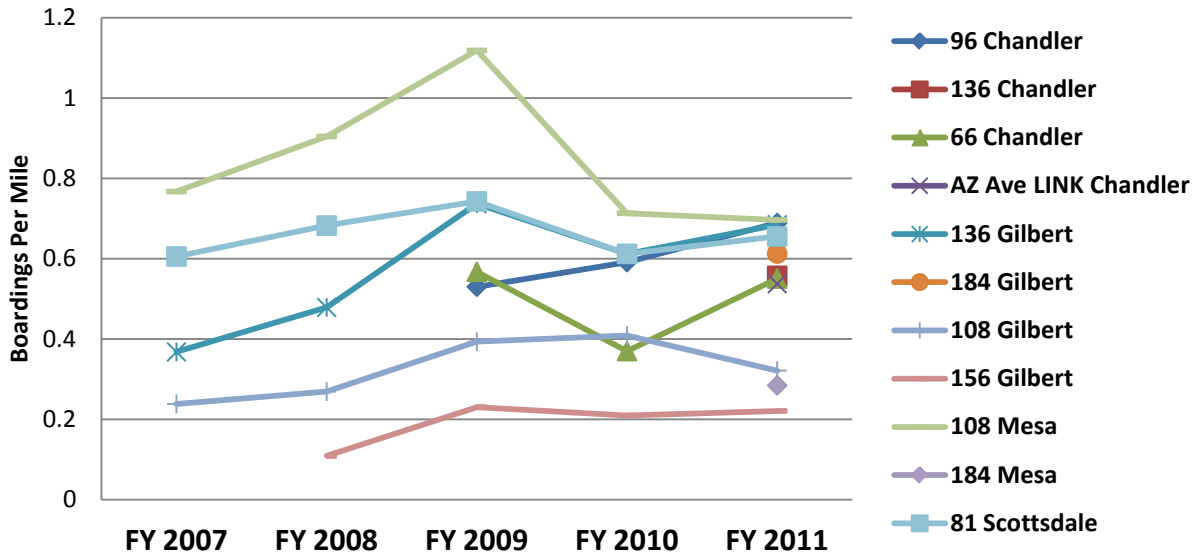
The SRTP includes recommendations to guide the regional transit planning process. To provide a basis for measuring the performance of the regional transit system, Valley Metro RPTA authorized a Service Efficiency and Effectiveness Study (SEES) to develop uniform standard for collecting data and measuring performance, and to develop performance targets for the region. The RPTA Board approved this study in April 2007. Using the structure provided by the SEES, four Annual Transit Performance Reports (FY 2008, FY 2009, FY 2010 and FY 2011) have been prepared and accepted by the Board since that time. However, the SEES goals were developed in 2007, a time when there were increased revenues and service. Because the standards have become outdated, for FY2011 the adopted goals have been largely removed.

The results of the Transit Performance Reports need to be evaluated with respect to whether or not transit investments are considered worthwhile. This report makes that evaluation and recommends actions that are in keeping with good stewardship of Public Transportation Funds provided through the county-wide sales tax for transportation.

This exercise has taken on added significance as Valley Metro RPTA is faced with revenue shortfalls caused by the downturn in the economy. To that end, RPTA staff has identified potential cost savings through transit service adjustments. The cost savings could assist the agency in addressing the projected county-wide sales tax revenue shortfall which is the result of a decline in both the regional and national economies.

Once the lowest performing PTF funded local routes were identified by jurisdiction, a closer look was taken at average daily boardings over the last five fiscal years (FY 2007 through FY 2011). Graphs were developed showing average daily boardings during this time period to show ridership trends. For example, the city of Chandler cut miles from the unproductive portion of Route 96 (south of Pecos) and cut Sunday service on Route 96 during the last TLCP update (January 2012 implementation). Graphs showing the historic trends of bottom quartile routes funded or partially fund with PTF can be found in the appendices. Only those jurisdictions with routes funded or partially funded with PTF that fall into the bottom quartile of regional performance are shown.

Weekday Local Summary - East Valley PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History



INTRODUCTION

1.0 SHORT RANGE TRANSIT PROGRAM

This Short Range Transit Program (SRTP) update proposes transit service and capital improvements for implementation in Fiscal Years (FY) 2012 to 2016. In addition, the report evaluates existing service, costs, and trends based on past performance and identifies current and anticipated funding levels and revenue sources. This report provides substantial transit-related input into the multi-modal transportation improvements described in MAG's Regional Transportation Plan (RTP). The report also serves as an important resource guide for anyone interested in public transit in the greater Phoenix Metropolitan area.

The report is organized as follows:

- Chapter 1, Introduction—Purpose of the SRTP; Valley Metro RPTA and member cities background information; transit funding initiatives, relationship to other plans; regional demographics; transit passenger characteristics; and transit and equity.
- Chapter 2, Transportation Demand Management—Important characteristics of the regional rideshare and trip reduction programs.
- Chapter 3, Fixed Route Transit Service Evaluation—Service goals and standards of fixed route service as well as a presentation of the performance and service characteristics for each transit mode.
- Chapter 4, Existing Transit Capital Infrastructure—Passenger and support facilities; maintenance and operations facilities; roadway enhancements; and regional transit fleet.
- Chapter 5, Regionally Funded Short Range Transit Improvements—presents the current operations and capital improvements over the next five years and discussion of mode, corridor, and area specific studies and system-based studies that are on-going and planned for completion during this period. Several projects have been deferred because of a lack of revenue.
- Chapter 6, Regional Transit Funding—presents the current capital and operating revenue sources and amounts and projections over the next five years as well as the transit life cycle plan operating capital and administration budgets.
- Chapter 7, Cost Savings through Service Reductions—presents the service reduction recommendations to help determine which routes to adjust based on performance. This chapter will also analyze boarding data from routes 30, 60 and the light rail. Only select routes will be analyzed using GIS software as a proof of concept.

The SRTP is produced annually by Valley Metro Regional Public Transportation Authority (RPTA) on behalf of the MAG member cities, Native American communities, and public agencies: Apache Junction, Arizona Department of Transportation, Avondale, Buckeye, Carefree, Citizens Transportation Oversight Committee, Chandler, El Mirage, Fort McDowell Yavapai Nation, Fountain Hills, Gila Bend, Gila River Indian Community, Gilbert, Glendale, Goodyear, Guadalupe, Litchfield Park, Maricopa County, Mesa, Paradise Valley, Peoria, Phoenix, Queen Creek, Salt River Pima-Maricopa Indian Community, Scottsdale, Surprise, Tempe, Tolleson, Wickenburg, and Youngtown.

It should be noted that funding for public transportation comes from a variety of local, regional, and federal sources. Some sources are dedicated solely to transportation, so funding projections can be fairly reliable; however, the future of funding from other sources, including grant funds and general funds, can experience wide variability and remains uncertain. As a result, this report is intended to be as flexible as possible to accommodate change. Projects

may be shifted from one year to another or eliminated completely, depending on the availability of funding for transit programs.

Nothing herein should be assumed to commit the appropriation of funds by any level of government. While every attempt has been made to present a transit plan of reasonable expectations, realization of future plans and projects is entirely subject to future appropriations by local, state, and federal governments.

1.1 REGIONAL PUBLIC TRANSPORTATION AUTHORITY/VALLEY METRO AND MEMBER CITIES—BACKGROUND AND TRANSIT FUNDING INITIATIVES

RPTA's history, creation, other major public transit milestones as well as transit funding initiatives in the Valley are summarized in Table 1-1.

Public transit in the Phoenix Metropolitan Area comprises several systems where much of the service is planned and operated by local cities and the RPTA. The cities of Glendale, Phoenix, Scottsdale, and Tempe provide for fixed route service in their jurisdictions. The RPTA provides service in Mesa, Chandler, Gilbert, and often assists other communities with planning and/or operating service. Many fixed routes cross municipal boundaries; therefore, intergovernmental agreements have been developed among neighboring communities to jointly provide this service.

Paratransit sometimes referred to as Dial-a-Ride (DAR) services are provided individually by the following cities: Glendale, Surprise, Phoenix, RPTA managed County-wide service (Maricopa County STS replacement Service), and RPTA managed for the cities of El Mirage, including some trips to Peoria. The El Mirage service has taken on a different model from the traditional DAR service, and now operates similarly to a taxi program. The communities of Chandler, Gilbert, Mesa, Scottsdale, and Tempe coordinate, manage, and fund the East Valley DAR which allows residents to travel beyond the boundaries of their individual communities. In 2012, the East Valley Dial-a-Ride will change contractors, and be operated using the taxi model. However, some trips will continued to be operated like a traditional dial a ride program.

RPTA also funds a successful vanpool program in partnership with area employers. In addition, Valley Metro Rail (METRO) operates the first 20 miles of light rail transit (LRT) and serves the cities of Phoenix, Tempe, and Mesa. LRT operations are funded entirely by the local cities participating in METRO. LRT operations began in late December 2008.

Table 1-1: Public Transit Milestones

Year	Initiative Passed?	Event
1985	✓	Maricopa County voters approved Proposition 300, which created a half-cent sales tax to fund freeway construction and provide \$5 million (inflated annually) as seed money for development of regional transit service. The proposition also created RPTA and allowed RPTA to receive RARF funding through 2005. RPTA's mission was to develop a regional transit plan, find dedicated transit funding sources, and develop and operate a regional transit system.
1989		The first regional transit plan, Valtrans, was proposed to be funded by a half-cent sales tax dedicated solely to transit. The initiative failed because many voters believed the plan was too big and expensive.
1989	✓	Scottsdale passed a dedicated transportation sales tax to help fund transit projects in their community.
1993	N/A	RPTA Board adopted Valley Metro as identity for the regional transit system to give buses a more recognizable identity and help unify public transit services in the Valley. This also included cooperation on the development of transit schedules and the Bus Book.
1994		County voters defeated a proposition for a half-cent sales tax for emergency funding for freeway construction and an additional quarter-cent sales tax for transit to implement a regional bus system and conduct rail-transit studies. Most voters indicated they wanted transit and freeway funding to be kept separate and, while they were in favor of the proposed transit plans, they were opposed to tax increases. Part of the opposition resulted from cost overruns on the Freeway program that necessitated additional tax revenue. Result of the propositions defeat was the dropping of some regional freeway projects from the program including Loop 303.
1996	✓	Tempe passed a dedicated half-cent transit sales tax to help fund bus improvements and a rail study in their community. Many indicated that Tempe needs public transit and should lead the way in improving air quality and relieving traffic congestion.
1997		Phoenix voters narrowly defeated a half-cent sales tax that would have provided a number of transit improvements.
1997		Scottsdale voters defeated the "Transit Plus" Plan to relieve congestion in Scottsdale.
1998	✓	Mesa passed a quality-of-life sales tax. Portions of this tax are used to generate transportation funds. One half of the tax was dedicated to transit.
1998	✓	State legislature provided transit funding through HB 2565 by allocating a portion of vehicle license tax revenues to the Local Transportation Assistance Fund (LTAF) for distribution to cities, town, and counties. ADOT also allocates secondary LTAF funds from sale of multi-state and bingo lottery tickets up to \$18 million per year in proportion to each county's population.
1999		Chandler residents did not approve a 3/8 cent Transportation Improvement Program which included a transit component.
2000	✓	State legislature extended HB 2565 (1998) and modified it with SB 1556. This is known as LTAF II.
2000	✓	Phoenix passed a 0.4-cent dedicated transportation sales tax to help fund transit projects included in the Transit 2000 Plan for bus and light rail.
2001	✓	Glendale passed a dedicated transportation sales tax to help fund transit projects in their community.

2004	✓	<p>Maricopa County voters approved Proposition 400, reauthorizing the half-cent sales tax passed in 1985. Proposition 400 extended the tax to 2025 and increased the amount of funding for public transportation from about 2% to more than 33% of total sales tax revenues (or approximately \$2.8 billion over the 20 year life of the RTP). These local funds, expected to be matched by Federal transit funds, are to provide a range of bus and light rail transit improvements. Among the improvements include:</p> <ul style="list-style-type: none"> • A “Supergrid” fixed route bus system providing consistent levels of service throughout the region; • Bus rapid transit (BRT) service on the region’s freeway network and selected arterials; • More than 27 miles of light rail transit or other high capacity transit route extensions to the 30 miles being funded from other sources.
2008		<p>METRO light Rail opens for operation on December 28, 2008. The first Bus Rapid Transit LINK route opens along Main Street in Mesa.</p>
2010		<p>In March 2010, the State legislature repealed the Local Transportation Assistance Funds which had provided a significant source of funds (\$22 million annually in Maricopa County out of \$34 million statewide) that had supported public transportation services in the Valley for 30 years. These funds were supplied by Arizona Lottery revenues – referred to as LTAF. The reduction of LTAF was made retroactive to February 1, 2010.</p>
2011		<p>In January 2011, the second BRT line in the valley opened for operation along Arizona Ave and Country Club Drive. The route serves the cities of Mesa, Chandler and the Town of Gilbert.</p>
2011		<p>The United States District Court ordered the State Treasurer to reinstate Public Transportation funding in Maricopa County from proceeds of the Powerball lottery game (LTAF II). To be eligible for these funds, jurisdictions must apply for the funds annually.</p>

1.2 RELATIONSHIP TO OTHER PLANS

The SRTP provides a description of current operating and capital conditions and also forecasts operating and capital plans for the next five years. This report incorporates public transit plans from several sources and in turn provides information that can be incorporated into other regional plans. Plans that feed into the SRTP include the transit element of the Transportation Improvement Program (TIP), RPTA’s Master Facilities Plan, local area transportation plans, and the Transit Performance Report (TPR). The Transit Life Cycle Program (TLCP) feeds into the SRTP, and the SRTP then feeds into the next TLCP. Regional transit service and capital improvements programmed in the TLCP are funded by the transit portion of the half-cent sales tax put in place by voter approval of Proposition 400 in 2004. Some local jurisdictions in the region provide local funding for additional transit services and capital improvements beyond what is identified in the TLCP. The SRTP identifies near term regional transit service and capital facility implementation considerations for regional transit projects contained in the MAG RTP and RPTA’s TLCP.

1.3 REGIONAL DEMOGRAPHICS

Maricopa County comprises 25 cities and towns and three Native American communities. Maricopa County continues to gain population, but at a slower rate than in past decades, according to official census figures released March 10, 2011 by the U.S. Census Bureau. The information was gathered during the decennial census conducted on April 1, 2010.

The resident population for Maricopa County was 3,817,117, representing an increase of 744,968 people, a 24.2 percent increase in population since Census 2000. The annual growth rate was 2.2 percent. According to the numbers, the 10 largest cities in Maricopa County include Phoenix (1,445,632), Mesa (439,041), Chandler (236,123), Glendale (226,721), Scottsdale (217,385), Gilbert (208,453), Tempe (161,719), Peoria (154,065), Surprise (117,517), and Avondale (76,238).

In terms of total growth by percentage, Buckeye was the fastest-growing community in the Maricopa region, adding 44,339 people since 2000 for a growth rate of 678 percent. Surprise moved into the top 10 Maricopa County cities by population, while Chandler moved up in rank to number three on the list. Of the 20 largest cities in Arizona, 12 are in Maricopa County, including Goodyear, which ranked 14th in the state (11th in the region), and Buckeye, which ranked 16th in the state (12th in the region)¹.

¹ Source: Maricopa Association of Governments Census Data Released on March 10, 2010.
<http://www.azmag.gov/Administration/News.asp?y=2011&i=277>

Table 1-2: Population

Population and Housing Unit Change : 2000 to 2010
for Maricopa County Incorporated Places and Indian Communities

Area	2010	2000	Change 2000-2010	Percent
	Population	Population	Population	Change 2000-2010
Maricopa County Total*	3,817,117	3,072,149	744,968	24.2%
Apache Junction	35,840	31,814	4,026	12.7%
<i>Maricopa County Part</i>	294	273	21	7.7%
<i>Pinal County Part</i>	35,546	31,541	4,005	12.7%
Avondale	76,238	35,883	40,355	112.5%
Buckeye ^c	50,876	8,497	42,379	498.8%
Carefree	3,363	2,927	436	14.9%
Cave Creek	5,015	3,728	1,287	34.5%
Chandler	236,123	176,581	59,542	33.7%
El Mirage	31,797	7,609	24,188	317.9%
Fort McDowell Indian Community	971	824	147	17.8%
Fountain Hills	22,489	20,235	2,254	11.1%
Gila Bend	1,922	1,980	-58	-2.9%
Gila River Indian Community	11,712	11,257	455	4.0%
<i>Maricopa County Part</i>	2,994	2,699	295	10.9%
<i>Pinal County Part</i>	8,718	8,558	160	1.9%
Gilbert	208,453	109,697	98,756	90.0%
Glendale	226,721	218,812	7,909	3.6%
Goodyear	65,275	18,911	46,364	245.2%
Guadalupe	5,523	5,228	295	5.6%
Litchfield Park	5,476	3,810	1,666	43.7%
Mesa	439,041	396,375	42,666	10.8%
Paradise Valley	12,820	13,664	-844	-6.2%
Peoria Total	154,065	108,364	45,701	42.2%
<i>Maricopa County Part</i>	154,058	108,363	45,695	42.2%
<i>Yavapai County Part</i>	7	1	6	600.0%
Phoenix	1,445,632	1,321,045	124,587	9.4%
Queen Creek Total	26,361	4,316	22,045	510.8%
<i>Maricopa County Part</i>	25,912	4,197	21,715	517.4%
<i>Pinal County Part</i>	449	119	330	277.3%
Salt River Pima Maricopa Indian Community	6,289	6,405	-116	-1.8%
Scottsdale	217,385	202,705	14,680	7.2%
Surprise	117,517	30,848	86,669	281.0%
Tempe	161,719	158,625	3,094	2.0%
Tolleson	6,545	4,974	1,571	31.6%
Wickenburg	6,363	5,082	1,281	25.2%
<i>Maricopa County Part</i>	6,363	5,082	1,281	25.2%
<i>Yavapai County Part</i>	0	0	0	0.0%
Youngtown	6,156	3,010	3,146	104.5%
Balance of Maricopa County	274,150	194,080	80,070	41.3%

* Maricopa County Total excludes portions of cities in Pinal County and Yavapai County

^c corrected number for Census 2000 as a result of the Count Question Resolution (CQR) Program

Source: U.S. Census Bureau, 2010 and 2000 Decennial Census, PL 94-171

Prepared by Maricopa Association of Governments (602) 254-6300

3/10/2011



The remainder of this section focuses on those demographic groups that tend to be more transit dependent than the general population. Not all data from the 2010 census was available during the development of this report, so to track demographics the American Community Survey (ACS) was used.

Figure 1-1 shows a map that portrays the percent of the population that is age 60 and over per Census Tract. The percent breaks are based on the county average of 17% so it depicts the tracts that are over that. The attached map is from the 2010 Census Data.

Higher concentrations generally live along a wide diagonal band stretching from about the Loop 303 and Beardsley Road in the northwest valley to about the Loop 202 (Santan Freeway) and Guadalupe Road in the southeast valley. The highest concentrations (>60%) live in the far northwest valley near Surprise, Sun City, Youngtown, and Peoria and in the far southeast valley near east Mesa. This is not surprising given the numbers of age-restricted retirement communities that are found in these outlying areas of the valley.

Figure 1-2 shows locations of high concentrations (>80% of a census tract) of minority populations. Minority population is defined as the 2000 Census total population minus “white not of Hispanic origin” population. With the exception of three Native American communities that are located mainly in the outer portions of the region, most minorities live in the central, southern, and southwestern portions of Maricopa County. For consistency sake, the map shown uses the ACS data. This map also shows the population breaks in relation to the county average.

Figure 1-3 shows “linguistic isolation” - these are households where no family member speaks English “very well.” The percent breakdowns are based on the county average. This data was based on ACS five-year estimates.

Figure 1-4 displays locations of persons living in poverty in the Maricopa Region according to the American Community Survey estimates. This map, like the others, is based on the county average.

The average number of persons living in Poverty in Maricopa County is 13.91%, according to the American Community Survey five year estimates. The map indicates that the areas with higher concentrations of low-income households than the county as a whole are generally located in the central portion of the county; however, there are numerous instances of these households in the east, west, and south sections of the county. The highest concentrations of families living in poverty (>35%) are generally in three areas: 1) Vicinity of the I-10 freeway between about 67th Avenue and the SR-51 freeway; 2) Near the Loop 202 (Red Mountain Freeway) from approximately the SR-51 freeway to 48th Street; and 3) Vicinity of the I-17 freeway between about Thomas and Bethany Home Roads.

Figure 1-1: Population Concentration Age 60 and Over

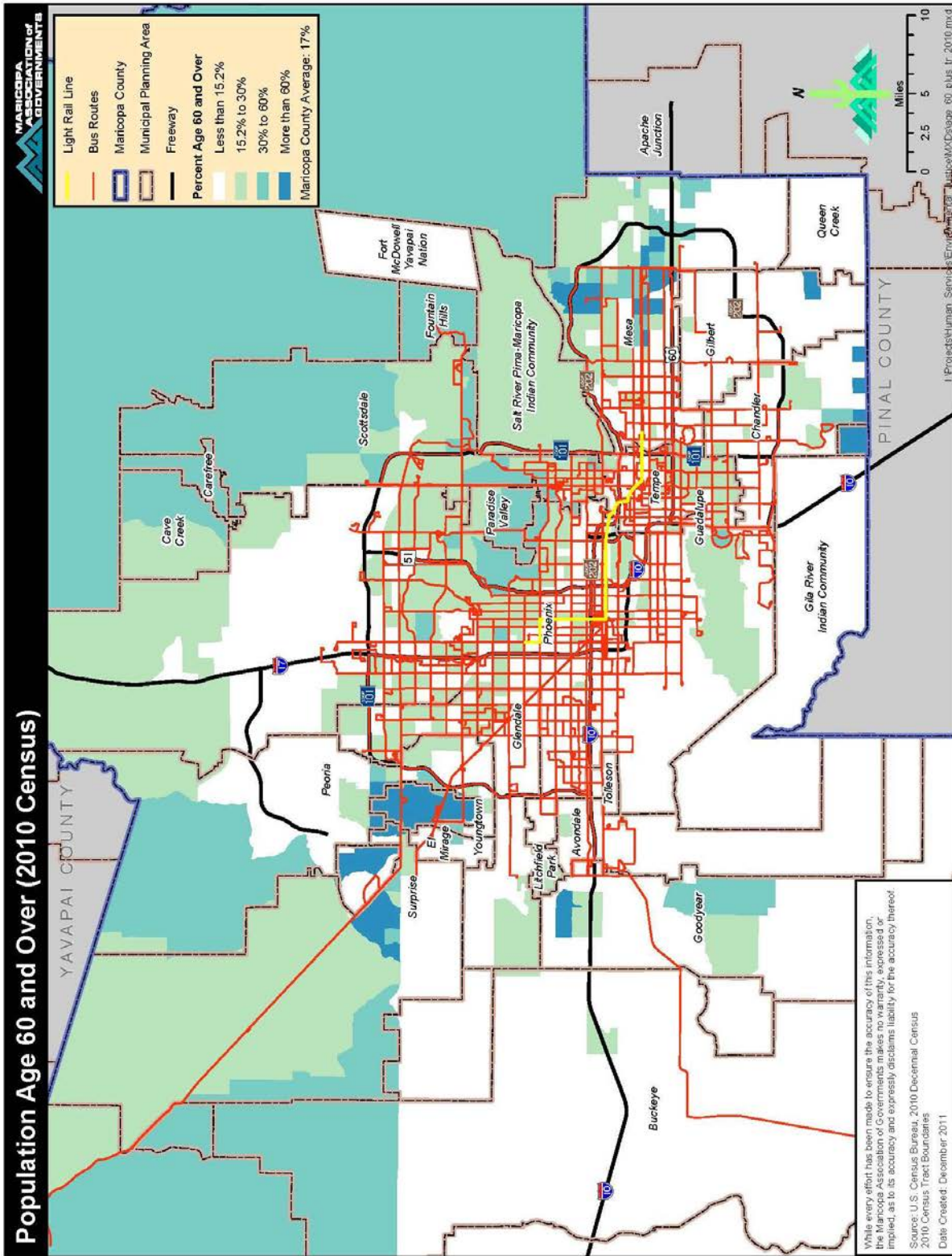


Figure 1-2: Minority Population

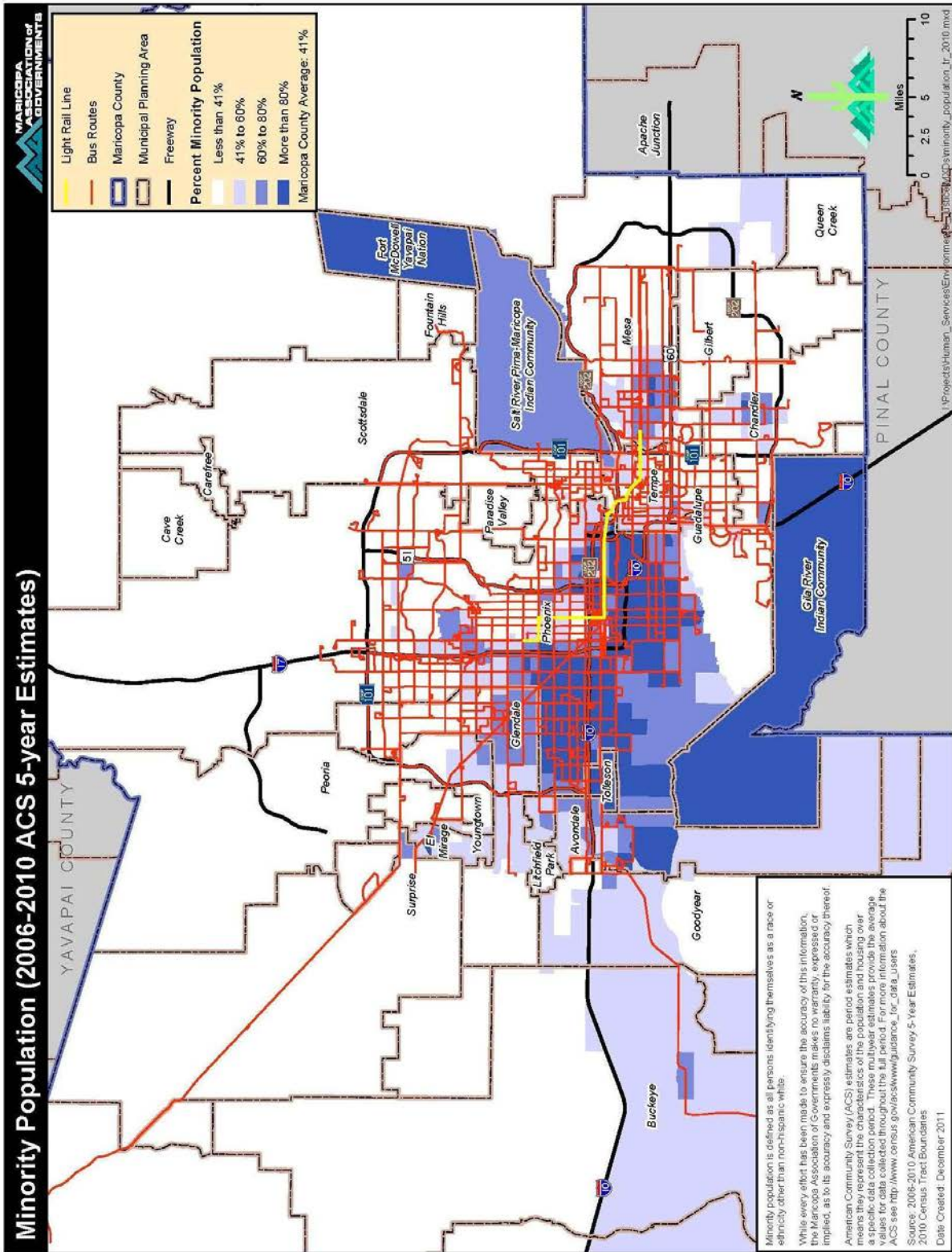
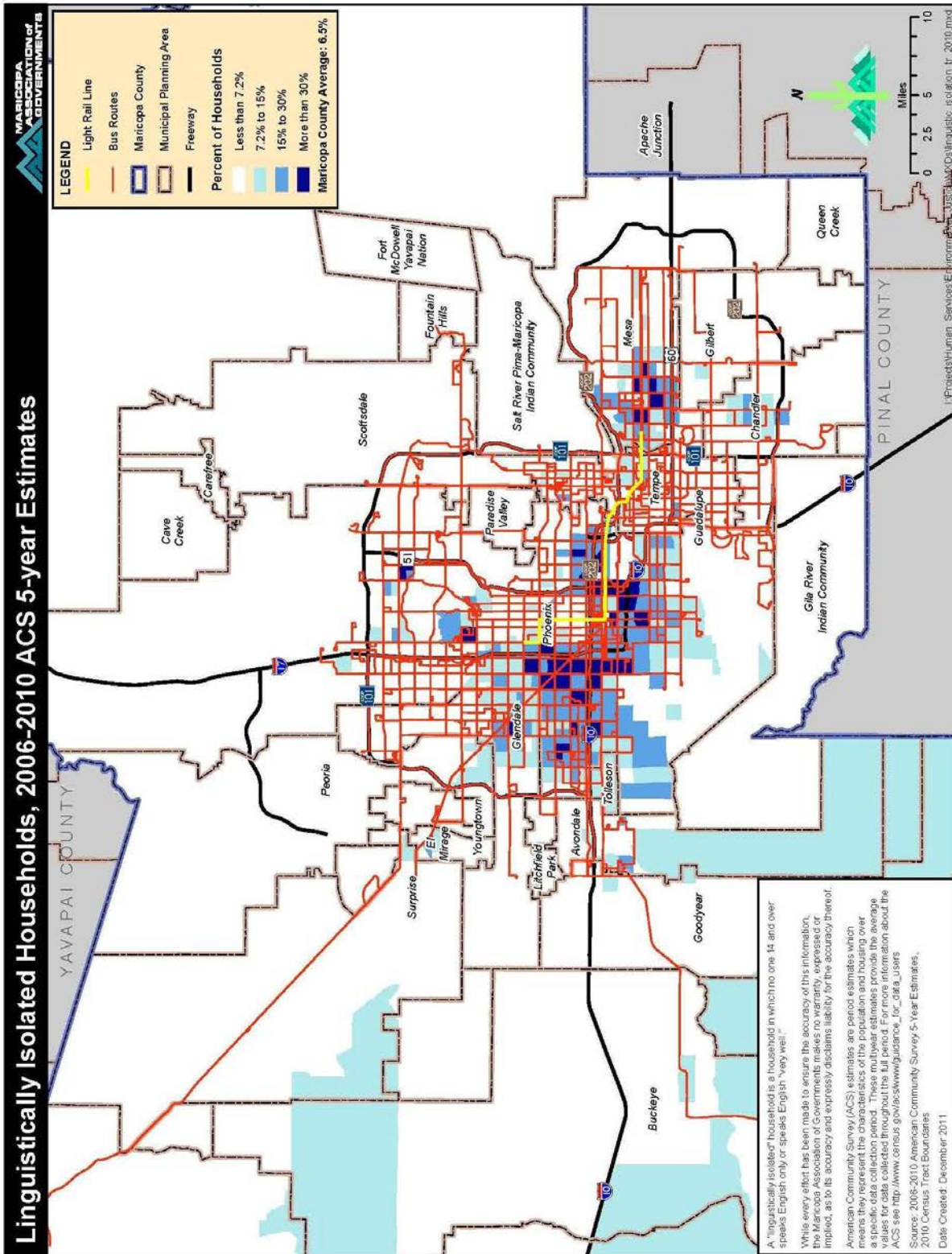


Figure 1-3: Language Spoken at Home in Arizona



1.4 TRANSIT AND EQUITY

The basic principles of Title VI of the Civil Rights Act and Executive Order 12898 on Environmental Justice involve:

- Preventing or lessening effects on minority populations and low-income populations.
- Ensuring public involvement by all communities affected by the transportation decision-making process.
- Ensuring that benefits are not concentrated in one area or population.

Title VI states:

“No person in the United States shall, on the grounds of race, color, or national origin be excluded from participating in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.”

Executive Order 12898 states:

“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Public transit complies with Title VI and Executive Order 12898 by making sure that investment and changes benefit all populations equally, preventing and lessening the effects on minority and low-income populations, and involving minority and low-income populations in the public input process. Valley Metro complies with these principles.

1.4.1 Methodology for Transit Dependent

RPTA's methodology uses the guidance information provided in the circular to assess the effects of the proposed service changes on minority and low-income populations. Our approach is based on evaluating the impacts to routes that have minority or low income population greater than the service area average. We have defined a route subject to Title VI analysis is defined as one that has 50% or more of its length in an area (census tract or traffic analysis zone) where the total minority population or low-income population is greater than the service area average.

Overall, our Title VI methodology is based on criteria that guide the Transit Service Plan. RPTA's approach is system wide and is meant to improve travel in the core areas where transit demand is greatest, augmented with specialized services (Bus Rapid Transit, express, neighborhood circulator, rural connector) to fulfill certain travel niches. Concentrations of minority and low-income populations are well served by this approach based on our market analysis and onboard surveys. Travel within the core market throughout the day (not just peak periods) was identified as being important to our passengers. The plan decreases the overall service hours provided as part of the region's effort to balance operating costs with anticipated revenues. Service miles from unproductive services that are eliminated or reduced would be used to improve existing well performing routes.

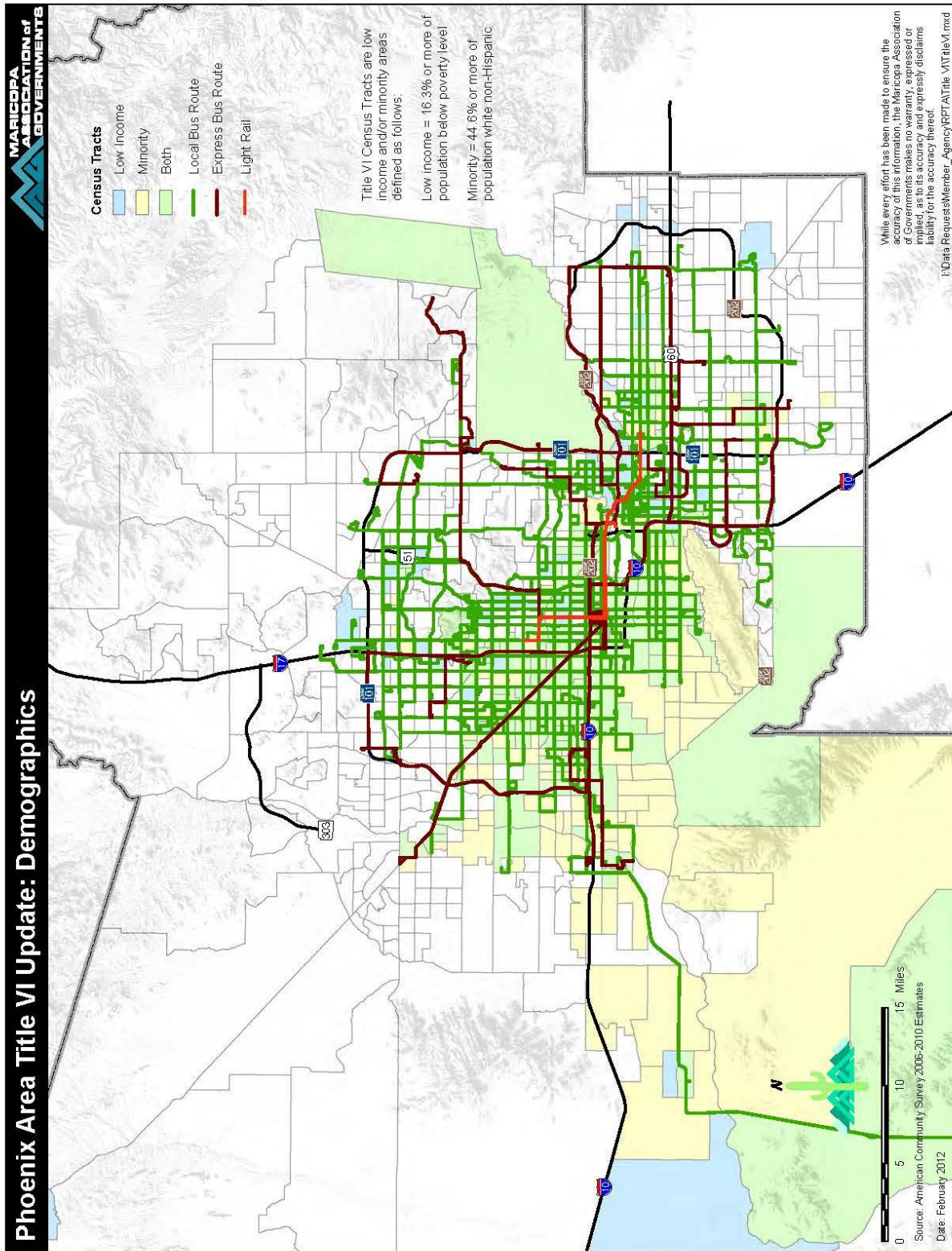
Concentrations of minority and low-income populations, which are transit dependent, show high use of Valley Metro transit services. The service area population contains a significant minority population. In the 2010 On-Board Survey, 54.3 % of our passengers were drawn from the



region's minority population. 32.2% of Valley Metro passengers reported they had no other option available to make their trip if the transit route was eliminated, thus indicating they are transit dependent.

Figure 1-5 is a map of the low income and minority populations combined with the bus routes. Low income is defined as 16.3% or more population below poverty level.

Figure 1-5: Title VI Phoenix Update



2.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) involves strategies to reduce automobile travel demand or to redistribute the demand so that it occurs less during peak commute periods. Its purpose is to provide cost-effective, environmentally sustainable alternatives to increasing capacity. TDM can defer and reduce the need to expand roads and parking facilities, and provide other potential benefits such as reduced traffic congestion, reduced traffic accidents, energy conservation, improved air quality through reduced auto emissions and improved mobility for non-drivers. TDM can create more sustainable transportation through achievement of sustainability objectives such as resource conservation, equity, environmental protection, efficient land use, and public involvement.

RPTA provides and administers a number of TDM services in the region, known collectively as Valley Metro Business Services. Services include:

1. ShareTheRide.com (an online ride-matching service)
2. Vanpool program
3. Trip reduction program—employer assistance
4. Clean Air Campaign—promote alternatives to reduce traffic congestion and air pollution
5. Transit education and outreach programs
6. Transportation Coordinator Associations—assistance
7. Alternative work schedules/telecommute program—assistance
8. Safe Routes to Schools
9. Bicycle and Pedestrian Safety and Education

Each of these services is described below.

2.1 SHARETHERIDE.COM

This free online service (ShareTheRide.valleymetro.org) allows commuters to quickly and securely find a carpooling partner, or vanpool, a bicycle commuting partner or view transit options for the daily journey to work. The system maintains a database of persons throughout the Valley and matches commuters based on proximity, destination and travel route, as well as schedules and preferences. Aside from creating ride matches, the state-of-the-art system manages on-line contest for alternative mode users, calculates pollution savings from alternative mode usage on an individual or custom sub-site basis, as well as gas savings and the financial savings associated with alternative mode usage. RPTA is the TDM agency for the Phoenix metropolitan area and is responsible for overseeing this service. This matching service can also complement employer's ride-matching services and help them comply with Maricopa County's mandated Trip Reduction Program.

2.2 VANPOOL PROGRAM

In addition to facilitating ridesharing vanpools with vans owned by others, RPTA has a vanpool program as an additional transportation option for larger groups of commuters. Valley Metro provides clearly marked vans to qualifying groups of six to 15 commuters, driven by one of the vanpool members. Passengers share the cost of operating the van by paying a monthly fare to the primary driver. The driver is then responsible for paying RPTA out of the fare proceeds. The fare covers fuel, insurance, and vehicle maintenance costs. Vans are purchased using federal transportation funds. Billing, insurance, and maintenance are provided by Valley Metro via a contracted vendor. Additional information about this program may be found in Chapter 3.

2.3 TRIP REDUCTION PROGRAM ASSISTANCE

The Maricopa County Air Quality Department administers the mandated Trip Reduction Program (TRP) for employers and schools in the county with 50 or more employees and/or driving-age students at one site. The region's goal is to reduce employers' and schools' single occupant vehicle (SOV) trips and/or miles traveled to the work site by 10% a year for a total of five years, and by 5% for the next three additional years, with an overall target of reaching a 60% rate of SOV travel at each work site.

RPTA is under contract with Maricopa County to provide training, technical support, and promotional support to organizations affected by the TRP. Valley Metro's Business Services team provides free on-site support to help employers develop commuting solutions for employees. Among the services provided are: workshop training sessions to introduce and familiarize program participants with the TRP, as well as one-on-one assistance with conducting surveys, writing TRP plans, and developing and implementing trip reduction strategies such as carpool and vanpool matching.

2.4 CLEAN AIR CAMPAIGN

Originally launched in 1987 by the Phoenix Chamber of Commerce, the goal of the Clean Air Campaign is to reduce air pollution and traffic congestion. The Clean Air Campaign comprises a variety of sponsors who have gathered together in a public/private partnership and hold events to promote use of alternative modes. Each year Valley Metro hosts an event honoring individuals and organizations for their significant efforts in reducing air pollution and traffic congestion and presents winners with a Clean Air Campaign Award.

2.5 TRANSIT EDUCATION PROGRAM

RPTA presents transit education programs to a variety of audiences including senior citizens, persons with disabilities, refugee organizations, social services, and other related organizations. Valley Metro also has a school outreach program that includes classroom presentations tailored to the specific audience. The program offers students and teachers an opportunity to learn about transportation choices and how to safely travel on the Valley Metro transit system. The transit educators provide various fun and educational materials for students and a teacher's packet full of useful transit trips. Another educational program is the bus wrap contest, where transit themed art is created by area school children with the winning design displayed on a Valley Metro bus. Field trip coordinators are available to assist in planning group trips and itineraries and to provide other useful information. A "Free Group Field Trip All Day Pass" (Free Pass) is available to eligible preschool through 8th grade groups. In addition, Valley Metro has also won several awards for the Notes Campaign. Local bands have partnered with Valley Metro to sing songs about how to ride and use transit and its associated elements, such as the transit book.

2.6 TRANSPORTATION COORDINATOR ASSOCIATIONS—ASSISTANCE

As part of the regional rideshare program, Valley Metro provides assistance to transportation coordinator associations (TCA). TCAs are organized by geographic area and offer transportation coordinators in the TRP and the opportunity to share ideas and solve problems in a supportive group environment.

2.7 ALTERNATIVE WORK SCHEDULES/TELEWORK PROGRAM—ASSISTANCE

Alternative work schedules usually consist of a compressed work week where employees have the option to work more hours per day but fewer days within a one or two-week period. Teleworking is a flexible work arrangement allowing employees to work at a location other than their main office (most commonly their own home). RPTA provides assistance, resource materials, marketing, and sample information to employers who want to implement or expand teleworking or compressed work weeks programs. These programs benefit both employer and employee. Primary employer benefits include:

- Employer Primary Benefits
 - Continuity of business operations
 - Improved employee morale
 - Helps achieve trip reduction goals
 - Decreased overhead and operating costs
 - Increased worker productivity
 - Serves as a retention and recruitment tool
 - Decreased absenteeism

- Benefits of alternative working arrangements to the employee include:
 - Decreased stress
 - Improved productivity and effectiveness
 - Eliminated or reduced commute time and expenses
 - Increased job satisfaction
 - Decreased work-related expenses
 - Provides better work/life balance

2.8 SAFE ROUTES TO SCHOOLS

Working in partnership with local and tribal governments, school districts, healthcare and corporate/community organizations, the *Statewide Safe Routes to School (SRTS) Support Center Project* is providing integrated programs to develop safe routes for children to walk and bike to school and instill in students lifelong skills regarding healthy and active life choices, traffic safety and travel injury prevention. Funded through the Arizona Department of Transportation's (ADOT) Transportation Enhancement Fund (TE) Program, the program is:

- Providing Arizona curriculum-aligned program support to 17-21 pilot schools statewide, including transportation, safety, GIS-based mapping, health, and air quality curriculums.
- Teaching and promoting use of student-friendly web-based program support and reporting tools through statewide and e-learning workshops and/or webinars.
- Providing a statewide purchasing program and central outreach for partnerships with health, business and community organizations and to secure underwriting for student incentives & safety equipment for crossing guards.
- Training schools to match parents with "school-pools" to improve school safety, traffic flow and air quality during peak-hour commutes.

Valley Metro RPTA has secured additional funding to continue the program and expand it statewide through the ADOT TE Program. Work on this aspect of the project is expected to begin in early 2012.

2.9 BIKE SAFETY EDUCATION

Valley Metro RPTA also secured funding for the Regional Bicycle and Pedestrian Safety Education Program. Valley Metro RPTA has also benefitted from prior ADOT Transportation Enhancement (TE) funding awarded in 2007 (Program funding from September 2008 to November 2011). This funding allowed has allowed the agency to leverage limited local staffing and time; Valley Metro RPTA has provided additional staff and helped promote safer walking and cycling practices through public service announcements and educational programs. Updating the Valley Metro website capabilities continues, with links to local efforts and contacts. Funding to continue educational efforts will possible with additional ADOT TE (Program funding October 2010 to September 2012). Major aspects of the program will target low-income and minority workers, public outreach on how to be safe around light rail and HAWK (High-Intensity Activated Crosswalk) signals, and multi-generational safety programs. Safety messages will be delivered by television, radio, e-learning and targeted outreach with the assistance of numerous local nonprofits, healthcare providers, senior centers and local schools.

3.0 TRANSIT SERVICE EVALUATION

Public transportation services in the region are provided through interagency cooperation and coordination. Transit planning, operations, and capital acquisition are the joint responsibility of many separate agencies and municipalities in the region. The Regional Public Transportation Authority (RPTA) helps to coordinate these activities. This chapter includes an overview of the regional transit system describing the performance characteristics of each mode. Table 3-1 reflects the FY 2011 performance statistics for the system as a whole (all modes). This chapter also includes service goals and standards, a description of the service characteristics, performance statistics, and a vehicle inventory for the fixed route, circulator, dial-a-ride, regional connector, light rail and vanpool services provided in the region.

Table 3-1: FY 2011 System Data

Total Boardings	Total Wheelchair Boardings	Total Vehicle Miles	Total Revenue Miles	Total Vehicle Hours
69,462,678	435,653	44,845,566	43,604,693	2,796,386
Total Revenue Hours	Operating Cost	Capital Cost	Total Cost	
2,667,427	\$267,393,257	N/A	N/A	
Total Passenger Revenues	Percent On-Time Performance	Vehicle Accidents	Farebox Recovery Ratio	
\$60,949,544	96.74%	N/A	22.8%	
Boardings Per Revenue Hour	Boardings Per Revenue Mile	Operating Cost Per Boarding	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile
26.04	1.59	\$3.85	\$101.24	\$6.13

N/A = data not available

A comparison of major ridership, financial, and other major statistics for the five-year period FY 2007 -- FY 2011 is shown in Table 3-2. Over the five-year period, boardings and passenger revenues increased by about 15% and 49%, respectively. The operating costs increased by nearly 46% in the same period. One of the reasons for increased operating costs is the higher price of fuel. Another reason is the contract cost per mile increased greatly. However, there was a slight 2% increase in the farebox recovery ratio. The farebox recovery ratio is the percentage of operating costs covered by passenger revenues.

For more detailed information, refer to Appendix A – 2011 System Data for performance data by jurisdiction, by mode, by paratransit system and by individual fixed route. Appendix B – 1995 to 2011 System Data presents various performance data by mode over a 17 year period.

Table 3-2: Comparison of System-wide Data for Five-Year Period— FY 2007 and FY 2011

General	FY 2007	FY 2011	5 Years (FY 2007-2011) % Change
Vehicle Revenue Miles	34,699,313	43,604,693	25.66%
Vehicle Revenue Hours	1,966,138	2,667,427	35.67%
Revenue Miles Per Hour	17.65	16.35	-7.37%
Ridership	FY 2007	FY 2011	5 Years (FY 2007-2011) % Change
Total Boardings	60,525,851	69,462,678	14.77%
Boardings Per Revenue Mile	1.74	1.59	-0.87%
Boardings Per Revenue Hour	30.78	28.99	-5.83%
Financial	FY 2007	FY 2011	5 Years (FY 2007-2011) % Change
Farebox Recovery Ratio	22.20%	22.80%	2.67%
Operating Costs	\$184,473,347	\$267,393,257	44.95%
Passenger Revenues	\$40,953,630	\$60,948,544	48.82%
Operating Cost Per Boarding	\$3.05	\$3.85	26.30%
Fare Revenue Per Boarding	\$0.68	\$0.88	29.68%
Subsidy Per Boarding	\$2.37	\$2.79	25.34%
Operating Cost Per Revenue Hour	\$93.83	\$100.24	6.84%
Operating Cost Per Revenue Mile	\$5.32	\$6.13	15.35%

3.1 SERVICE GOALS AND STANDARDS

On April 19, 2008, the RPTA Board of Directors approved a series of service goals and standards for Valley Metro transit services. These targets (see Table 3.3) were developed as part of the Service Efficiency and Effectiveness Study, and include targets for fixed route – system-wide, fixed route – route level, paratransit, as well as for light rail transit. However, for FY 2011, most of the service targets were eliminated, with the exception of the fixed route fare recovery ratio and the rail service standards. However, the SEES goals were developed in 2007, a time when there were increased revenues and service. Because the standards have become outdated, for FY2011 the adopted goals have been largely removed. However, METRO light rail is in the process of adopting new targets.

3.2 FIXED ROUTE

3.2.1 Service Characteristics

During FY 2011, fixed route transit service was provided in a 940 square mile service area and served residents in the communities of Avondale, Chandler, El Mirage, Fountain Hills, Gilbert, Glendale, Goodyear, Guadalupe, Mesa, Paradise Valley, Peoria, Phoenix, Scottsdale, Sun City, Surprise, Tempe, and Tolleson. There were fifty eight (58) local, eighteen (18) express, fifteen(15) circulators, four (4) RAPID routes, two (2) BRT lines, one (1) rural route and one (1) rail line operated throughout the region on weekdays (see Figures 3-1 and 3-2). Weekday hours vary considerably, but most local routes operate from about 5:00 am to about 10:00 pm. Express and RAPID service operate during peak hours on weekdays only. Most local routes operate on weekdays, Saturdays, Sundays and holidays throughout most of the region. Weekend hours of service also vary by route, but are generally somewhat reduced from the weekday level. However, the light rail line now runs until 3:00 am on Friday and Saturday night.

Table 3-3: Efficiency and Effectiveness Performance Measures Targets FY 2011

Fixed Route Bus, Systemwide	Target	
Cost Efficiency/Effectiveness		
Farebox Recovery Ratio ¹	25%	
Rail		
	Target	Proposed Rail Target
Cost Efficiency/Effectiveness		
Farebox Recovery Ratio ¹	25%	29%
Operating Cost per Boarding	3.19	\$2.82
Subsidy (Net Opt Cost) per Boarding	\$2.34	\$1.99
Cost per Revenue Mile	\$16.19	\$13.44
Average Fare	\$0.82	\$0.83
Service Effectiveness		
Total Boardings (Number)	7,827,000	12,542,376
Boardings Avg. Weekday	26,090	38,876
Boardings Avg. Sat.	N/A	27,507
Boardings Avg. Weekday Sun./Holiday	N/A	20,833
Boardings per Vehicle Revenue Mile	3.94	4.76
Boardings per Revenue Mile	8.04	9.52
Safety Incidents per 100,000 Vehicle Miles	N/A	.42
Security Incidents per "x" Boardings	N/A	0
On-time Performance	95%	95%
Miles between Failures	25,000	25,000

¹Farebox recovery ratio = % of operating costs covered by passenger revenues.

Figure 3-1: Local Routes Map for January 2012

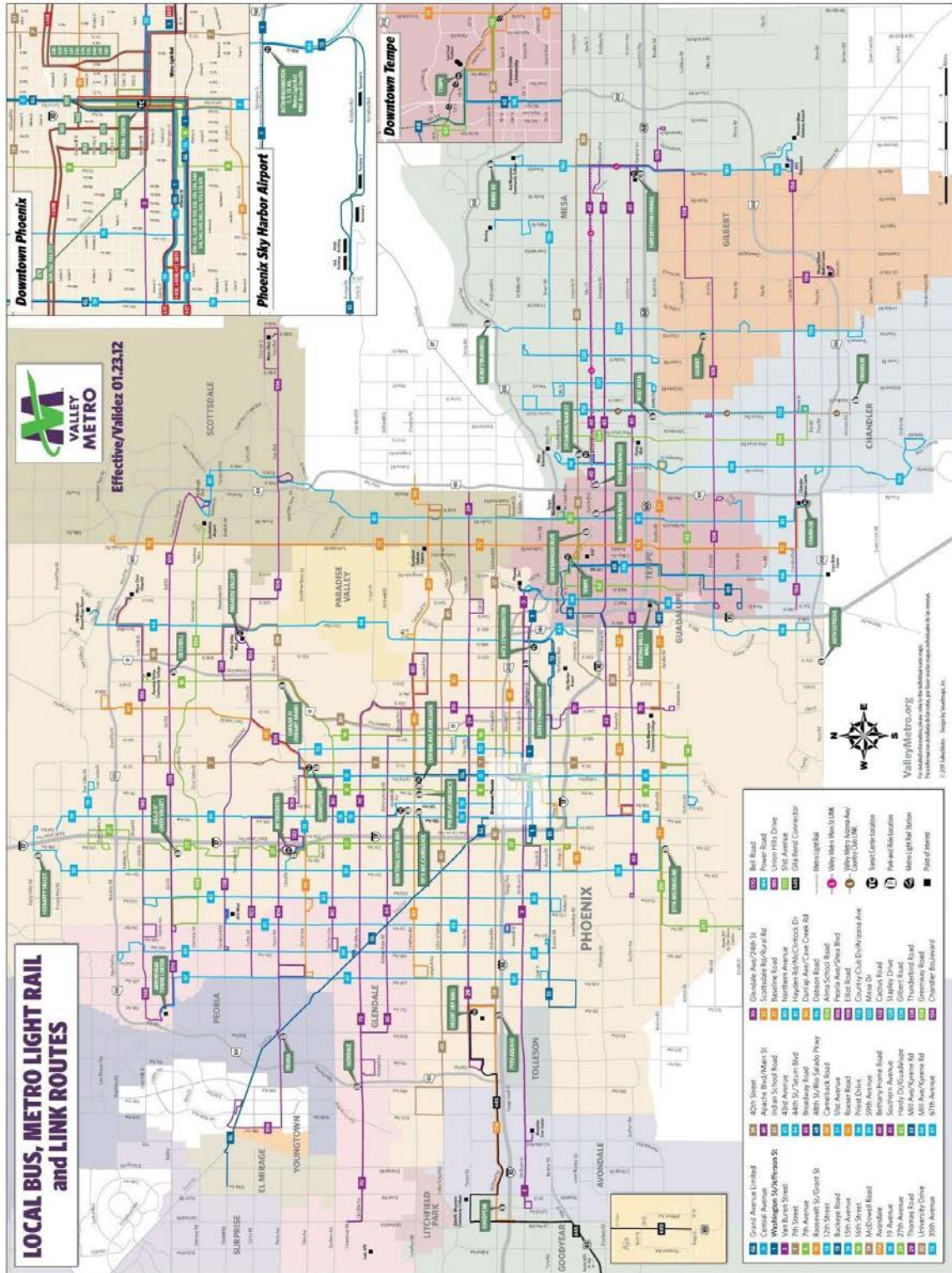
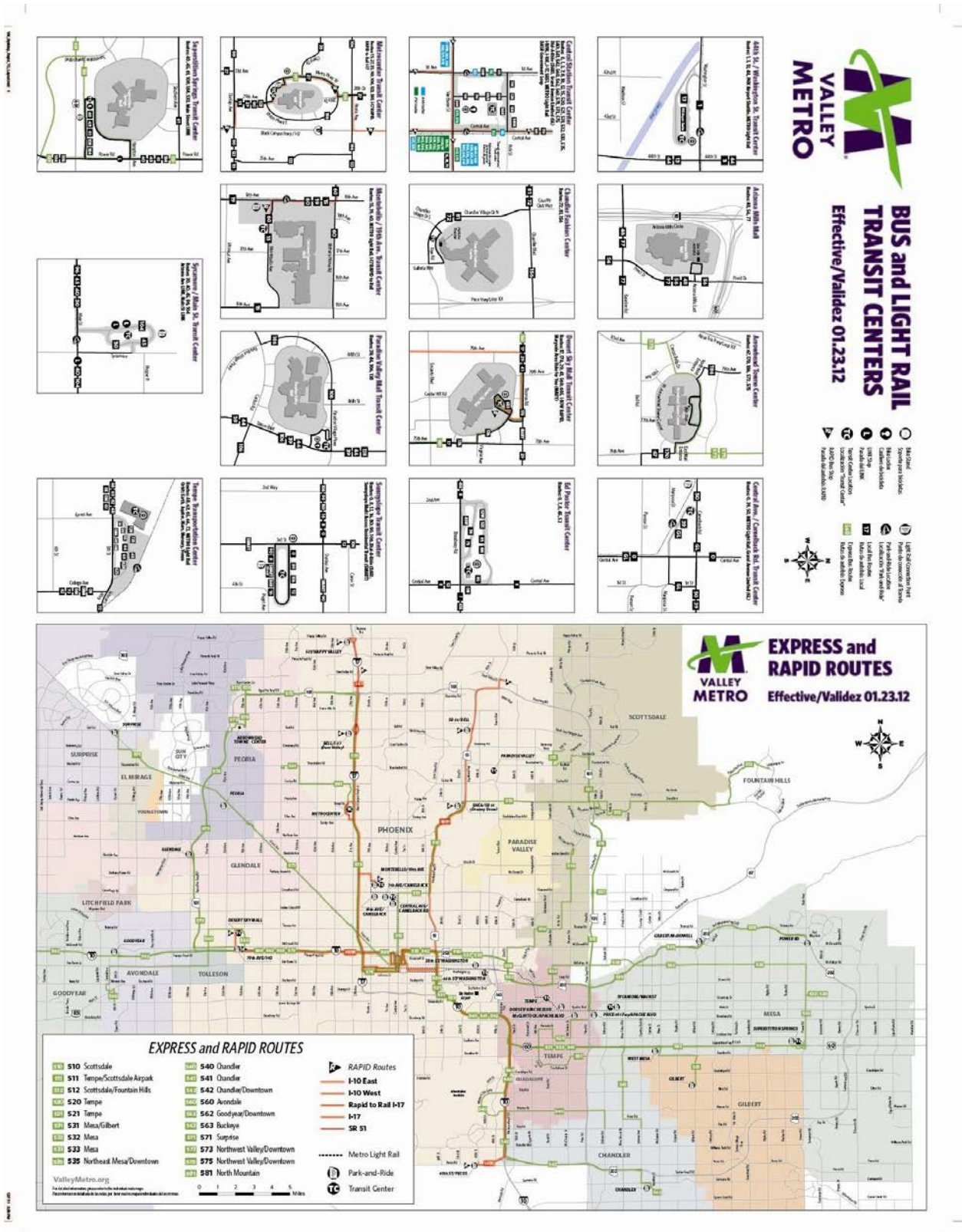


Figure 3-2: Express & RAPID Routes Map for January 2012



3.2.2 Funding Sources

Local funding for these routes is provided by the municipalities of Avondale, Chandler, Gilbert, Glendale, Goodyear, Mesa, Peoria, Phoenix, Scottsdale, Sun City, Surprise, Tempe, and Tolleson. Regional operating funds are provided by the Regional Public Transportation Authority. The Cities of Glendale, Mesa, Phoenix, Scottsdale and Tempe each have some form of dedicated sales tax for public transportation. Many of these communities are also using general funds to support transit services. RPTA receives approximately 33 percent of the half-cent Maricopa County sales tax for transportation that was approved by voters in November 2003.

In March 2010, the State legislature repealed the Local Transportation Assistance Funds (LTAF). These funds were supplied from Arizona Lottery revenues, and represented a significant block of funds (\$22 million annually in Maricopa County out of \$34 million statewide) that has supported public transportation services in the Valley for 30 years. The reduction of LTAF was made retroactive to February 1, 2010.

However, in September 2011, a judge ruled in a lawsuit to restore LTAF funding because the state's decision to eliminate it was illegal because the transit-support dollars are part of the Phoenix area's federally approved plan to combat air pollution. The Legislature does not have the authority to unilaterally change requirements of the federal Clean Air Act without federal approval. The money, 11.2 million, should be received by the state by April. RPTA will be sending out letters to its member agencies so they can apply for their share of the reinstated funding.

3.2.3 Private Contractors

During FY 2011, the local and express routes described in this report were provided by five private contractors. The five contractors are Veolia Phoenix, First Transit, Veolia RPTA, ValuTrans and Veolia Tempe. These transit operators are under contract to the City of Phoenix, the City of Tempe and the RPTA and provide service throughout the region. The City of Phoenix contracts with Veolia Phoenix and First Transit for fixed route service. RPTA has service contracts with Veolia RPTA and ValuTrans, and the City of Tempe contracts with Veolia Tempe.

Many routes are funded by multiple government agencies, usually based on the miles of service provided in each jurisdiction.

3.2.4 Comparison of Fixed Route Performance Data

A comparison of data for fixed route service is displayed in Table 3-4 for FY 2007, 2010, and 2011. In FY 2008, RPTA began reporting circulator and rural connector data in with fixed route service. So, to provide an equal comparison, these two modes were also combined in the other FY data as applicable. Note that rural connector service did not begin until March 2005 during FY 2006.

Between FY 2009 and 2010, the total fixed route boardings decreased by about 15%. The total boardings have also decreased about 6% since FY 2006. The boardings were down for a combination reasons including a down economy, and due to service reductions resulting from declines in public revenues that fund transit. However, revenues increased about 7% and 47%, respectively, in the one- and five-year periods of comparison because of a fare increase. Operating costs decreased nearly 1% between FY 2009 and FY 2010. These costs also increased about 44% over the previous five years. This all resulted in the farebox recovery ratio increasing slightly about 8% in the one-year period and almost 2% during the five-year period of comparison.

Appendix C – Trends provides annual boardings, revenue miles of service provided, and boardings per mile from 1985 to 2010. The increase in transit service and the resulting increases in ridership over the years are clearly apparent.

However, Table 3-5 provides available statistics on boardings and revenue miles for FY 2010.

Table 3-4: Comparison of Fixed Route¹ Data—2007, 2010 and 2011

General	FY 2007	FY 2010	FY 2011	1 Year (FY 10-11) % Change	5 Years (FY 07-11) % Change
Vehicle Revenue Miles	28,902,813	32,968,784	29,513,595	-10.48%	2.11%
Vehicle Revenue Hours	1,966,138	2,393,455	1,989,384	-16.88%	1.18%
Revenue Miles Per Hour	14.70	13.77	14.84	7.70%	0.92%
Ridership	FY 2007	FY 2010	FY 2011	1 Year (FY 10-11) % Change	5 Years (FY 07-11) % Change
Total Boardings	58,184,594.51	55,574,959	54,814,001	-1.37%	-5.79%
Boardings Per Revenue Mile	2.01	1.69	1.86	10.18%	-7.74%
Boardings Per Revenue Hour	29.59	23.22	27.55	18.66%	-6.89%
Financial	FY 2007	FY 2010	FY 2011	1 Year (FY 10-11) % Change	5 Years (FY 07-11) % Change
Farebox Recovery Ratio	24.24%	24.10%	22.30%	-7.47%	-7.99%
Operating Costs	\$152,662,789	\$194,414,536	\$204,316,678	5.09%	33.84%
Operating Cost Per Boarding	\$2.62	\$3.50	\$3.73	6.55%	42.07%
Fare Revenue	\$37,000,313	\$46,853,915	\$45,541,645	-2.80%	23.08%
Fare Revenue Per Boarding	\$0.64	\$0.84	\$0.83	-1.45%	30.65%
Subsidy Per Boarding	\$1.99	\$2.66	\$2.90	9.09%	45.72%
Operating Cost Per Revenue Hour	\$77.65	\$81.23	\$102.70	26.44%	32.27%
Operating Cost Per Revenue Mile	\$5.28	\$5.90	\$6.92	17.40%	31.07%

¹Fixed Route includes local, supergrid, circulator and rural connector routes for the entire system.

Table 3-5: Annual Boardings and Revenue Miles—FY 2011

Ridership Statistic	Number
Boardings	69,462,678
Revenue Miles	43,604,693
Boardings Per Revenue Mile	1.59

Source: RPTA, *Annual Ridership Report for FY 2011*, as derived from farebox data, which doesn't include free circulator service.

3.2.5 Arterial Bus Rapid Transit Service

The Regional Transportation Plan calls for arterial bus rapid transit service in several corridors. The first corridor was the Main Street in Mesa from Superstition Springs Mall Transit Center and Park-and-Ride to the east end of line light rail station at Sycamore and Main Street.



This new type of service has a separate identity known as LINK Bus Service. It will be provided by new articulated buses with a different paint scheme to identify it as a connection (or “LINK”) to light rail service. To provide faster service, LINK buses stop less often, approximately once every mile (as compared to local bus which stops every quarter mile). LINK service features a unique station design that maximizes shade for transit patrons, features dynamic message signs that provide real time bus arrival data, and will eventually include fare vending machines at some stations to allow for off vehicle fare collection.

On weekdays the service operates every 15 minutes during peak hours, and every 30 minutes during off-peak hours. Service is available from about 4:30 am to approximately 10:30 pm. However, this service does not operate on Saturdays and Sundays. Implementation of the Mesa Main Street LINK service began in December 2008 concurrent with the opening of the light rail starter line. The region’s second arterial BRT line, Arizona Avenue/Country Club Drive LINK, began operation in January 2011. This service operates every 30 minutes during peak hours, and hourly during off-peak times. The service operates from about 5:00 am to 9:30 pm Monday through Friday. On Saturday and Sunday service operates hourly. Future corridors for this type of service include Chandler Boulevard, South Central Avenue and Scottsdale/Rural Road.

3.3 HIGH CAPACITY / LIGHT RAIL TRANSIT

Light rail transit (LRT) began revenue operations in late December 2008. Valley Metro Rail (METRO) is the regional agency responsible for construction and operation of this high capacity mode of transit. The initial LRT segment operates a total of 20 miles through the cities of Phoenix, Tempe, and Mesa. Headways (frequencies) of train service are:

Weekdays (Monday – Thursday):

4:40 AM – 7:30 AM	20 minutes
7:30 AM – 6:30 PM	12 minutes
6:30 PM – midnight	20 minutes

Saturdays:

5:00 AM – 7:30 AM	15 minutes
7:30 AM – 7:00 PM	15 minutes
7:00 PM – 3:00 AM	20 minutes

Weekdays (Friday):

4:40 AM – 7:30 AM	20 minutes
7:30 AM – 6:30 PM	12 minutes
6:30 PM – 3:00 AM	20 minutes

Sundays/Holidays:

5:00 AM – 7:30 AM	20 minutes
7:30 AM – 7:00 PM	20 minutes
7:00 PM – midnight	20 minutes

The 20-year RTP includes an additional 37 miles of high capacity transit in six corridors planned to connect with the initial system:

3.3.1 Northwest I & II

Northwest Extension is a 4.6 mile light rail project starting at the northwest termination point of the Central Phoenix/East Valley Light Rail project. The project follows 19th Avenue to Dunlap Avenue, then west on Dunlap Avenue to 25th Avenue and then runs on 25th Avenue to Mountain View Road. In March 2007, Phoenix City Council approved an initial 3.2 mile phase to be locally funded, without federal funding support. With the economic downturn, construction of the first phase, which includes the 19th Avenue to Dunlap portion of the project, will be phased based upon the availability of funding. Real estate acquisition and private utility relocation for the project is continuing in preparation for future construction.

Phase I of the project is scheduled to be open by 2023, although METRO and city of Phoenix are currently exploring opportunities to expedite the construction. Phase II of the project (1.4 miles) is scheduled to be open by 2026.

3.3.2 Central Mesa

In March 2010, the Mesa City Council approved a 3.1 mile extension of the LRT system. In August 2010, the Federal Transit Administration approved the alignment for project development as the next step towards federal funding. In July 2011, METRO received a Finding of No Significant Impact (FONSI) on the Environmental Assessment (EA) completed for the project. METRO will submit the request to complete the Project Construction Grant Agreement (PCGA) in early 2012 that would allow construction to begin. The extension begins at the eastern limits of METRO’s existing light rail system (Sycamore/Main Street) and extends east on Main Street to Mesa Drive. There are four stations planned on Main Street – Alma School Road, Country Club Drive, Center Street and Mesa Drive.

The project is expected to be built by 2016. The total capital cost of the project is \$199.0 million to be funded with a combination of regional and federal funds.

3.3.3 Tempe Streetcar

In October 2010, Tempe City Council approved a 2.6 mile streetcar project in Central Tempe. Tempe streetcar will run in a one-way loop between Rio Salado Parkway and University Drive, going north on Mill Avenue and south on Ash Avenue. It will continue to travel north/south on Mill Avenue between University Drive and Southern Avenue. METRO has begun the preparation of an Environmental Assessment (EA) and federal grant applications.

The project is expected to be built by 2016. The total capital cost of the project is \$129.4 million to be funded with a combination of regional and federal funds.

3.3.4 Phoenix West

METRO initiated an Alternatives Analysis on the Phoenix West (formerly I-10 West) corridor in 2007 to select a HCT alternative that addresses regional growth, increased congestion, changes in land use, lack of access to local destinations, inadequate transit service, and regional planning goals. The Phoenix West extension will travel westbound from the METRO starter line in downtown Phoenix to 79th Avenue park-and-ride serving Downtown Phoenix and State Capitol complex. The study recommendation is expected to be adopted by Phoenix City Council in spring 2012.

The project is scheduled to open in 2021 using a mix of regional and federal funds.

3.3.5 Glendale

METRO initiated a Glendale High Capacity Transit (HCT) Alternatives Analysis phase I study in 2010 to assess the feasibility of HCT along two proposed corridors – an east-west planning area along Glendale Avenue, and a north-south planning area along SR-101. These planning areas would originate at the Northwest Extension (19th Ave) and the Phoenix West extension respectively and would terminate at Westgate City Center at the intersection of SR-101 and Glendale Avenue. Final recommendations will be presented to Cities of Glendale and Phoenix in spring 2012. An Alternatives Analysis will be conducted on the selected corridor.

The project is scheduled to open in 2026 using a mix of local, regional and federal funds.

3.3.6 Northeast Phoenix

The Northeast extension will travel generally along the SR-51 corridor north to Paradise Valley Mall area. The project is scheduled to open in 2031 using a mix of regional and federal funds. Planning for this corridor has not yet begun.

Figure 2-4 displays the initial LRT alignment as well as future high capacity transit corridors and scheduled opening dates. A detailed schedule for completion of the corridors included in the RTP is presented in Figure 2-5.

Figure 3-4: High Capacity Transit Corridors

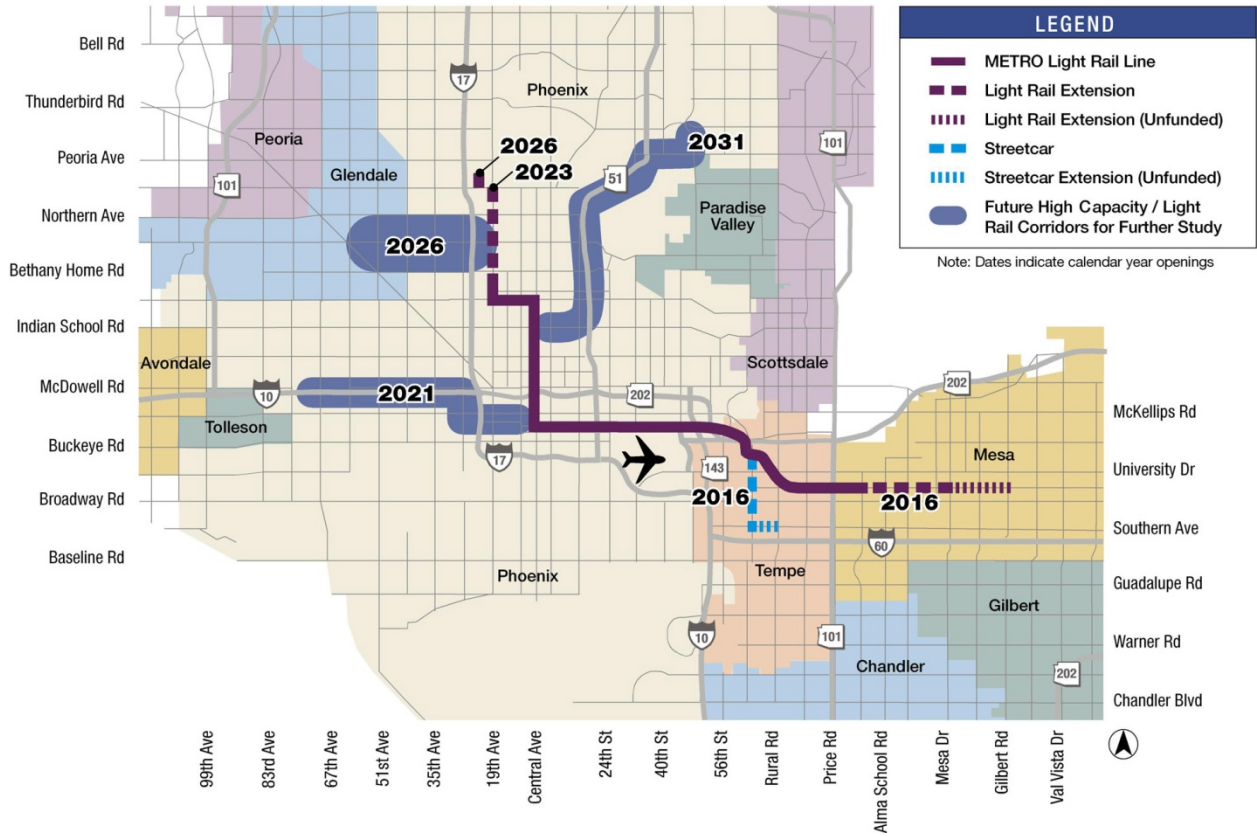
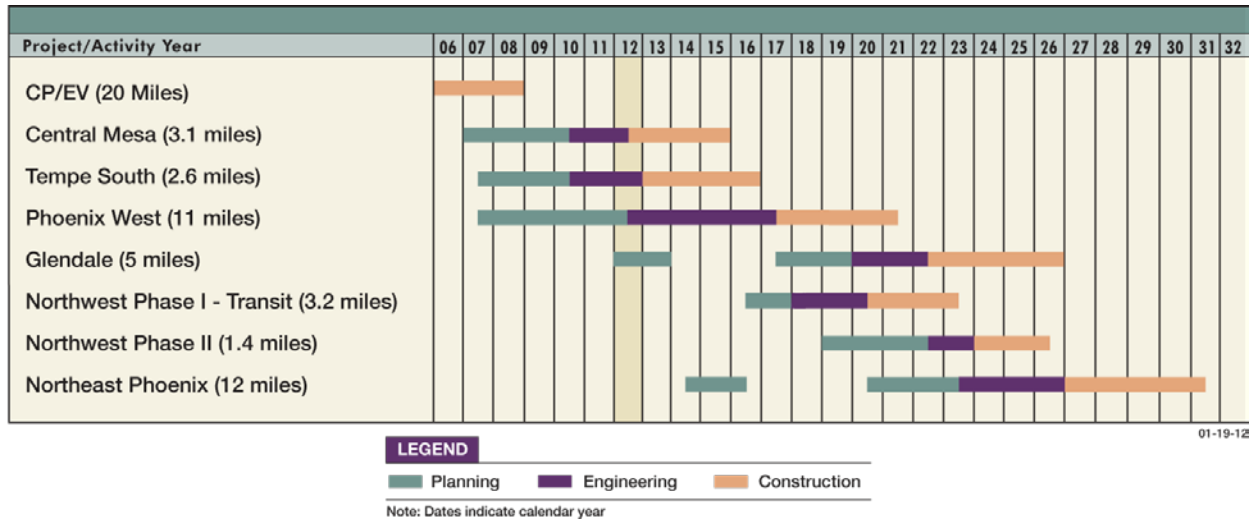


Figure 3-5: High Capacity Transit Corridors—Schedule



Source: Metro 2012

3.4 CIRCULATORS

Several cities provide circulator services (usually in their downtown areas) and /or neighborhood circulator service. The city of Phoenix operates DASH from downtown to the State Capitol area, and ALEX, a neighborhood circulator in the Ahwatukee/Desert Foothills area. They also operate the SMART, which is a neighborhood circulator in Sunny Slope, and the MARY, which operates in Maryvale. The city of Tempe provides FLASH that travels between downtown Tempe and the Arizona State University area. Tempe also provides the Orbit routes to serve residential areas and connect them to local destinations such as shopping areas, other neighborhoods, major bus routes, schools and multi-generational centers. The Orbit Routes include Mercury, Venus, Earth, Mars and Jupiter. The city of Glendale operates GUS I, GUS II, in the neighborhoods surrounding downtown Glendale. The GUS III serves as a connection between the other GUS circulators and several senior centers, the Glendale Main Library, Glendale Community College, and the Glendale Adult Center along with various shopping centers. The city of Mesa also provides a free circulator, the downtown BUZZ. The city of Scottsdale operates a trolley service with a Downtown, a Neighborhood route, and a trolley route that operates along Miller Road. In July 2011, the city Avondale began operating the ZOOM, which replaced the discontinued START route and links major activity centers in the city including the Estrella Mountain Community College, the Avondale Civic Center and Gateway Pavillions. Most of these neighborhood circulators are free except for Glendale's GUS services which charge a \$0.25 fare, and Avondale's ZOOM, which charges a \$.50 fare.

Beginning in FY 2007, RPTA combined circulator service data with the fixed route service data, so performance information about these services is included in Table 3-4. However, the data for the individual circulator routes is combined with fixed route and is shown in Appendix A – 2011 System Data.

3.5 REGIONAL CONNECTORS

The RPTA provides one Regional Connector services. Route 685 – Gila Bend Regional Connector providing service between Ajo, Gila Bend, Buckeye and the Desert Sky Mall in Phoenix. Route 660 – Wickenburg Connector was discontinued in 2011. However, new service partnerships with Indian Communities have resulted in the planned (January 2012) implementation of Rt. 251 to Gila River Indian Community (GRIC) via 51st Avenue. This is in addition to the existing Rt. 66 (Kyrene) extension.

3.6 PARATRANSIT

There are eight different paratransit systems in the region with a variety of service characteristics and eligibility criteria. Some are open to the general public, some serve only elderly and persons with disabilities and other paratransit systems are only available to Americans with Disabilities Act dial-a-ride eligible persons only. The new EVDAR contract that will begin in FY13 will lead to significant cost savings for east valley cities.

Table 3-6 presents the major statistics for paratransit, or dial-a-ride, services in the region for FY 2007, 2010, and 2011. The available data by specific service is included in Appendix A.

Paratransit boardings increased 2% between FY 2010 and FY 2011, but decreased by about 13% between FY 2007 and FY 2011. However, operating costs increased about 9% and 6% over the same periods, respectively. Passenger revenues increased by about 14% from the

previous year, and increased by about 48% over five years. The farebox recovery ratio also increased about 4% from the previous year and a 46% increase compared to FY 2007.

Table 3-6: Comparison of Paratransit Data—2007, 2010 and 2011

General	FY 2007	FY 2010	FY 2011	1 Year (FY 10-11) % Change	5 Years (FY 07-11) % Change
Vehicle Revenue Miles	N/A	6,572,800	6,421,324	-2.30%	N/A
Vehicle Revenue Hours	N/A	478,158	442,524	-7.45%	N/A
Revenue Miles Per Hour	N/A	13.75	14.51	5.56%	N/A
Ridership	FY 2007	FY 2010	FY 2011	1 Year (FY 10-11) % Change	5 Years (FY 07-11) % Change
Total Boardings	922,790	777,525	800,833	3.00%	-13.22%
Boardings Per Revenue Mile	N/A	0.12	0.11	5.43%	N/A
Boardings Per Revenue Hour	N/A	1.63	1.81	11.29%	N/A
Financial	FY 2007	FY 2010	FY 2011	1 Year (FY 10-11) % Change	5 Years (FY 07-11) % Change
Farebox Recovery Ratio	4.41%	6.23%	6.52%	4.65%	47.64%
Operating Costs	\$29,505,513	\$28,762,414	\$31,320,380	8.89%	6.15%
Operating Cost Per Boarding	\$31.97	\$36.99	\$39.11	5.72%	22.32%
Fare Revenue	\$1,302,579	\$1,791,298	\$2,041,388	13.96%	56.72%
Fare Revenue Per Boarding	\$1.41	\$2.30	\$2.55	10.64%	80.59%
Subsidy Per Boarding	\$30.56	\$34.69	\$33.56	5.40%	19.63%
Operating Cost Per Revenue Hour	N/A	\$60.15	\$70.78	17.66%	N/A
Operating Cost Per Revenue Mile	N/A	\$4.38	\$4.88	11.46%	N/A

After extensive input from RPTA member jurisdictions and paratransit users, a new ADA paratransit eligibility process was put into effect in March 2011. The new in-person process replaces the former paper-only process. It establishes a customer’s eligibility to use the complementary paratransit service required under the Americans with Disabilities Act. Individuals applying for ADA certification are interviewed in-person by qualified staff. On an as-needed basis, some customers are asked to participate in a mobility assessment. Mobility assessments take place on “the Transit Walk,” an indoor facility which simulates a transit user’s environment. The Transit Walk seeks to bring the outdoors inside by using curb cuts, murals, different ground surfaces, a bus shelter and a bus to help people navigate what it is like to use transit. The ADA eligibility program and Transit Walk are housed in the new Valley Metro Mobility Center, which opened in February 2011. The Mobility Center will also house other mobility programs such as travel training and Ride Choice (alternatives to both fixed route and traditional Dial-a-Ride).



3.7 VANPOOL

Vanpools are organized rideshare arrangements, much like large carpools, in which 6-15 riders who have similar origins and destinations collectively agree to commute in a single vehicle. Vehicles for this type of service may be owned or leased by one of the commuters in the group, a company, or by a third party representative. In the Valley Metro Vanpool Program all vanpool vans are owned by the agency and procured using federal funding or fare returns from active vanpools.

Valley Metro Vanpool Program vehicles are fully insured, and maintained full size vans which offer a reliable, safe, efficient, and economical alternative to driving alone. RPTA provides vans to groups of 6 – 15 commuters who then share in the monthly cost of the van by paying an equitable monthly fare.

Valley Metro has provided vanpool services to residents and employers in Maricopa County for twenty two years, and VPSI has served as the vanpool contractor for the majority of those years. VPSI contracts with Valley Metro to provide regional services including billing, administration, insurance, vehicle maintenance, and National Transit Database Reporting.

Performance data for vanpool for fiscal years 2007, 2010, and 2011 is displayed in Table 3-7. Between FY 2010 and 2011, boardings decreased about -7%. Between FY 2007 and 2011 boardings decreased by almost -26%. In addition, operating costs increased by about 18% in the same one year period and increased by 36% during the previous five years. However, revenues increased with an almost 18% increase in one year and over a five year period increased nearly 36%. The farebox recovery ratio also increased by nearly 9% between FY 2010 and FY 2011. However, between FY 2007 and FY 2011, the farebox recovery ratio had also decreased by nearly 12%. One of the reasons the farebox recovery ratio went down over five years, is because the collection method for the vanpool farebox recovery data changed.

Table 3-7: Comparison of Vanpool Data—2007, 2010 and 2011

General	FY 2007	FY 2010	FY 2011	1 Year (FY 10-11) % Change	5 Years (FY 07-11) % Change
Vehicle Revenue Miles	5,264,469	5,623,377	5,264,634	-6.38%	0.00%
Vehicle Revenue Hours	N/A	134,927	N/A	N/A	N/A
Revenue Miles Per Hour	N/A	41.68	N/A	N/A	N/A
Ridership	FY 2007	FY 2010	FY 2011	1 Year (FY 10-11) % Change	5 Years (FY 07-11) % Change
Total Boardings	1,418,466	1,135,783	1,054,315	-7.17%	-25.67%
Boardings Per Revenue Mile	0.27	0.20	0.20	-0.85%	-25.67%
Boardings Per Revenue Hour	N/A	8.42	N/A	N/A	N/A
Financial	FY 2007	FY 2010	FY 2011	1 Year (FY 10-10) % Change	5 Years (FY 07-11) % Change
Farebox Recovery Ratio	115.00%	92.88%	100.82%	8.55%	-12.33%
Operating Costs	\$2,305,045	\$2,658,382	\$3,139,579	18.10%	36.20%
Operating Cost Per Boarding	\$1.63	\$2.34	\$2.98	27.23%	83.25%
Fare Revenue	\$2,650,738	\$2,469,143	\$3,165,415	28.20%	19.42%
Fare Revenue Per Boarding	\$1.87	\$2.17	\$3.00	38.10%	60.66%
Subsidy Per Boarding	-\$0.24	\$0.17	-\$0.02	-114.71%	-89.94%
Operating Cost Per Revenue Hour	N/A	\$19.70	N/A	N/A	N/A
Operating Cost Per Revenue Mile	\$0.44	\$0.47	\$0.60	26.15%	36.20%

4.0 EXISTING AND PLANNED TRANSIT CAPITAL INFRASTRUCTURE

The provision of transit service in an area that is nearly 940 square miles (0.75 mile buffer for ADA service area) requires the acquisition, development and maintenance of appropriate capital infrastructure. Such infrastructure is not limited to vehicles, but also includes passenger facilities, maintenance facilities, and specific roadway enhancements. In an effort to assist in the identification of future capital needs, this chapter identifies the region’s existing capital infrastructure and quantifies its utilization.

4.1 PASSENGER AND SUPPORT FACILITIES

4.1.1 On-Street Passenger Facilities

In 2010, geo-coded bus stop data was collected as part of the Origin and Destination. In the summer of 2011, new signs, which feature NextRide—a way to instantly get next bus and train arrival times—began to be installed at each of Valley Metro’s 7,465 bus stops and light rail stations. Using their cell phone instead of a personal computer, transit riders can key in the NextRide number to get stop specific transit schedules. The installation will continue through early 2012. Figure 4-1 depicts the numbered bus stops.

Figure 4-1: Bus Stop sign with NextRide number



Recognizing that lack of improved bus stops with shelters and other amenities can be a major impediment to public use of the transit system, Valley Metro RPTA and its member agencies continually work to improve these passenger facilities based on available funding. Bus stop

improvements are achieved through a combination of public and private funds. These include local municipal funds, regional sales tax funds, Federal Transit Administration funds, developer fees, and advertising and bench contracts with Viacom Outdoor Systems Advertising. Advertising shelter and bench locations are developed, improved, and maintained by the individual contractor. Chapter 8 will assess boarding data at the bus stop level from the fareboxes. However, it will only be a limited assessment, to evaluate whether the methodology is can be applied to the rest of the routes in the valley.

There are 28 LRT stations located along the light rail alignment in Phoenix, Tempe, and Mesa. There are also fare vending machines at every light rail station and several along both LINK routes.

There has also been a significant facility investment on the two LINK routes, along the corridors of Arizona Avenue/Country Club Drive and Main Street. These routes share four stations along Main Street plus their terminus at Sycamore Transit center. From the transit center, Arizona Avenue/Country Club Drive LINK terminates at the Tumbleweed Park and Ride; the Main Street LINK terminates at the Superstition Springs Transit Center. There are a total of 20 additional stations constructed for the Arizona Ave/Country Club Drive LINK route. For Main Street, there are a total of 28 stations, including the shared stations and the terminus at Superstition Springs Transit Center. The LINK stations feature Dynamic Message Signs (DMS) and rider actuated verbal announcements of bus arrival times.

4.2 PARK-AND-RIDE FACILITIES

Existing Park-and-Ride Facilities

Region-wide, there are a total of 56 park-and-ride facilities. Of these facilities, 30 are publicly owned and operated, which provide 10,001 automobile spaces. The remaining 26 park-and-ride facilities are joint-use. The joint use facilities have an informal “handshake” agreement with private property owners and are established for shared parking arrangements. An exception is the McClintock/Apache Blvd park & ride. This parking structure is joint use but is not controlled by an informal agreement. Instead it is the result of a Transit Oriented Development (TOD) project that was memorialized by a development agreement between the developer, the City of Tempe and Metro.

Recognizing that long term access to shared use facilities based on informal agreements is problematic, Valley Metro RPTA and its members have undertaken the development of publicly owned regional park-and-ride lots. These lots, which are identified in the MAG Park & Ride Plan and the Regional Transportation Plan (RTP), will be developed over the next twenty years and will be supported by the Bus Rapid Transit (BRT) and express bus networks identified in the RTP. Table 3-1 identifies the existing facilities, including the location, capacity (when available), and routes served, while Figure 3-1 illustrates the location of publicly owned existing and planned park-and-rides.



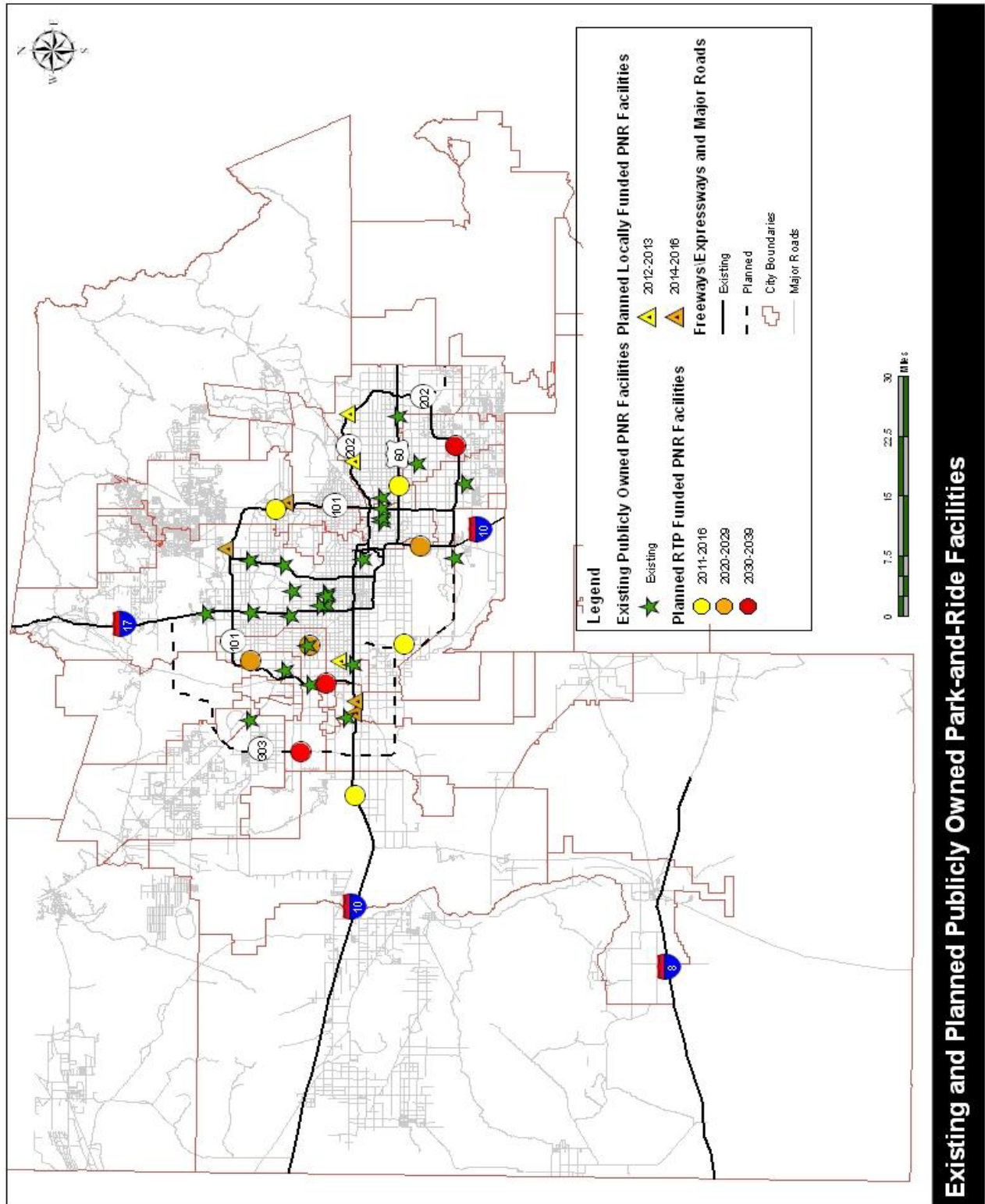
Table 4-1: Existing Park-and-Ride Facilities

Park-and-Ride Facility	Location	City	Capacity	Routes Served
Publicly Owned Facilities				
7 th Ave and Camelback Park and Ride	7 th Ave and Camelback Rd	Phoenix	123	8,50, Light Rail
19 th Ave and Montebello Transit Center & Park and Ride	Montebello Ave and 19 th Ave	Phoenix	794	15, 19, 60, Light Rail
19 th Ave and Camelback Ave Park and Ride	19 th Ave and Camelback Rd	Phoenix	410	19, 50, Light Rail
27 th Ave & Baseline Park and Ride	27 th Ave and Baseline	Phoenix	200	19, 35, 251
40 th St/Pecos Park and Ride	Pecos Rd and 40 th St	Phoenix	906	I-10 East RAPID, ALEX
79 th Ave/I-10 Park and Ride	79 th Ave and I-10	Phoenix	607	17, 17A, 560, I-10 West RAPID
Apache & Dorsey PNR	Apache Blvd and Dorsey Ln	Tempe	190	Orbit, Light Rail
Bell/I-17 Park and Ride	Bell and I-17	Phoenix	350	27, 170, I-17 RAPID
Bell/SR-51 Park and Ride	SR-51 and Bell Rd	Phoenix	377	170, SR-51 RAPID
Buckeye Park and Ride	Jackrabbit Trail and Palm Ln	Buckeye	250	563
Central and Camelback Transit Center and Park and Ride	Central Ave and Camelback Rd	Phoenix	135	0, 39, 50, GL, Light Rail
Chandler Park and Ride	Hamilton and Germann (Arizona Ave./Loop 202)	Chandler	460	542, Arizona Ave LINK
Gilbert Park and Ride	Oak St and Page Ave	Gilbert	250	531, 136
Gilbert Road & McDowell Park and Ride	Gilbert Road and Loop 202	Mesa	220	136, 535
Glendale City Lot	59 th Ave and Myrtle Ave	Glendale	109	59, GUS I & II, Grand Ave Limited
Glendale Park and Ride	99 th Ave and Glendale	Glendale	388	70, 573
Goodyear Park and Ride	Cornerstone Blvd and Dysart Rd	Goodyear	400	562, 563
Happy Valley and I-17 Park and Ride	Happy Valley Rd and I-17	Phoenix	512	35, I-17, RAPID
Loop 101 and Apache Blvd ¹	Loop 101 and Apache Blvd	Tempe	693	40, 511, Orbit, Light Rail
Main St and Sycamore Transit Center and Park and Ride	Main St and Sycamore	Mesa	802	30,,40, 45, 96, 104 LINK—Main Street, Metro
Metrocenter Transit Center & PNR	Metrocenter Pkwy (Metrocenter Mall parking lot)	Phoenix	215	15, 27, 35, 90, 106, 122, 581, I-17 RAPID
McClintock Dr and Apache Blvd	McClintock Dr & Apache Blvd	Tempe	300	81, Light Rail
Peoria Park and Ride East	Jefferson St and 84 th Ave	Peoria	82	Grand Ave Limited,
Power Rd Park and Ride	Power Rd and Loop 202	Mesa	194	184, 535
Shea/SR-51 Park and Ride	Shea Blvd and SR-51	Phoenix	370	16, 512, SR-51 RAPID
Sunnyslope Transit Center & Park and Ride	3 rd St and Dunlap Ave	Phoenix	45	0, 8, 12, 16, 80, 90, 106, Dial-a-Ride, SMART
Superstition Springs Park and Ride	Power Rd and US-60	Mesa	200	533, LINK, 40, 45,61,108,184
Surprise Park and Ride	Bell Rd and 134 th Drive	Surprise	230	571
Washington and 38 th St Park and Ride	Washington St and 38 th St	Phoenix	189	1, Light Rail
West Mesa Park and Ride	Country Club Drive and Juanita	Mesa	305	112, 531, Arizona Ave LINK
Joint-Use Facilities				
Carl's Jr.	Warner Rd and Alma School Rd	Chandler	N/A	104, 151
Cactus Square	32 nd Street and Cactus Rd	Phoenix	N/A	32, 106, 138
Chaparral Park	Hayden Rd and Jackrabbit Rd	Scottsdale	N/A	81, 510
City Lot	Chicago St and Arizona Ave	Chandler	N/A	104, 112, 540, 541
Cobblestone Village	Warner Rd and McClintock Dr	Tempe	N/A	81, 540
Community Church of Joy	75 th Avenue and Rose Garden Ln	Glendale	N/A	573, 575,
Confederate Air Force	Greenfield Rd and McKellips	Mesa	N/A	532
Costco	Priest Dr and Elliot Rd	Tempe	N/A	56, 108
Costco (Hayden Rd)	83 rd Pl and Butherus Dr	Scottsdale	N/A	81, 170
East Mesa Service Center	Decatur St and Power Rd	Mesa	N/A	532, 533
Food City Plaza	Arizona Ave and Ray Rd	Chandler	N/A	112, 541, Arizona Ave LINK
Fry's Market	Recker Rd and McKellips Rd	Mesa	N/A	532
Grace Community Church	Southern Ave and Dorsey Ln	Tempe	N/A	61, 520, Orbit
Greenway Village Square	35 th Ave and Greenway Rd	Phoenix	N/A	35, 154
Miller Plaza	Montecito Ave and Miller Rd	Scottsdale	N/A	50, 510, Miller Rd Trolley
Mountain View Lutheran Church	48 th St and Cheyenne St	Phoenix	N/A	56, 540, ALEX
Mustang Library	90 th Street and Shea	Scottsdale	N/A	81, 106, 511



Park-and-Ride Facility	Location	City	Capacity	Routes Served
Paradise Valley Community College	32 nd St and Union Hills Dr	Phoenix	N/A	32, 90, 186
Safeway Shopping Center	7 th St and Thunderbird Rd	Phoenix	N/A	7, 138
Shopping Center	Thunderbird Rd and 51 st Ave	Glendale	N/A	51, 138, 581
Shopping Center	McKellips Rd and Scottsdale Rd	Tempe	N/A	72, 532, Orbit
South Center Shopping Plaza	Gilbert Rd and Southern Ave	Mesa	N/A	531, 136, 61
Target Shopping Center	McClintock & Baseline Rd	Tempe	N/A	77, 81, 521
Tolleson City Offices	96 th Ave & Van Buren St	Tolleson	N/A	3, 560
Trinity Church	Hayden Rd and McCormick Pkwy	Scottsdale	N/A	81, 510
Wal-Mart	129 th ave and Thunderbird Rd	El Mirage	N/A	GAL

Figure 4-2: Existing and Planned Publicly Owned Park-and-Rides



Planned Park-and-Ride Facilities

A total of 8 park-and-ride facilities are planned and identified in Table 4-2. The location of the each of the planned park-and-ride facilities is subject to change based on findings of individual site planning and design processes. In addition, the projected facility opening dates may also change based on the availability of funding, local priorities or other variables. Several park-and-rides have been postponed due to less than anticipated Proposition 400 sales tax revenues. Figure 4-2 depicts the location of existing and planned park-and-ride facilities.

Table 4-2: Planned¹ Publicly Owned Park-and-Ride Facilities

Park-and-Ride Facility/ Year of Implementation*	Prop 400 Funded	Location ¹	City	Routes Served
Desert Sky (FY 2013)	No	Thomas/75 th Avenue	Phoenix	- I-10 RAPID (FY 2013)
Arrowhead (FY 2014) ²	Yes	Bell Rd & 75 th Ave	Glendale	- Local Routes 67, 170 & 186 - Express Routes 573, 575 - Peoria Express (FY 2014)
Avondale (FY 2014)	No	I-10 & Avondale Blvd	Avondale	- Goodyear Express (FY 2009)
Laveen (FY 2016)	Yes	Dobbins Rd & 59 th Ave	Phoenix	
East Baseline Road ³ ,	No	Baseline & 24 th St	Phoenix	30, 70, 77, future Central-South Mountain RAPID (FY 2014)
Mustang Transit Center & PNR (FY 2015)	No	Shea Blvd & 90 th St	Scottsdale	- Routes 81, 106, 512, 511 - Pima Express (FY 2013)
Scottsdale/Thunder Bird (FY 2012)	Yes	Scottsdale and Thunderbird	Scottsdale	- 72,154, 511
Peoria (FY 2018)	Yes	Peoria Ave & Grand Ave	Peoria	- Route 106 - Grand Avenue Limited

¹As identified in the 20 year RTP

²Facility was switched with the Peoria/Grand Park-and-Ride

³(80/20 Fed & Local)

* Year of implementation and location is subject to change

4.2.1 Existing Transit Centers

Transit center facilities are developed to facilitate convenient passenger transfers between buses or other modes of transportation, where two or more routes or modes come together. A total of fifteen transit centers are currently operated in the region, six of which serve METRO light rail. The amenities and services available at each transfer facility vary, with a majority of the facilities in the region providing services such as public transit information kiosks, the sale of fare media, and other relevant customer services. The transit center at both the Main St and Sycamore, and the Tempe Transportation Center also have public restrooms for use by transit riders.

Table 4-3 provides specific information about each transfer center facility. Table 4-4 lists four future transit centers, whereas Figure 4-3 illustrates the locations of existing and planned transit center facilities.



Table 4-3: Passenger Facilities and Transit Centers—FY 2012

Central Station				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u> ¹	<u>Sat</u> ²	<u>Sun</u>
300 N. Central Ave Phoenix	0	76	25	25
	1	22	15	15
	3	65	29	29
	7	42	28	28
	8	34	29	29
	10	37	15	15
	12	25	15	15
	15	34	16	16
	Grand Avenue Limited	4	--	--
	510	2	--	--
	512	2	--	--
	520	4	--	--
	521	7	--	--
	531	8	--	--
	532	3	--	--
	533	5	--	--
	535	4	--	--
	540	4	--	--
	541	5	--	--
	542	5	--	--
	560	2	--	--
	562	2	--	--
	563	2	--	--
	571	3	--	--
	573	4	--	--
	575	3	--	--
	581	2	--	--
	I-10 W RAPID	12	--	--
	I-10 E RAPID	14	--	--
	SR-51 RAPID	13	--	--
I-17 RAPID	26	--	--	
METRO light Rail (M-T/F)	<u>85</u>	<u>80</u>	<u>54</u>	
Dial-a-Ride Service				
	Total	585	266	218
Ownership: City of Phoenix Completed: 1997 Project Size: 2.8 acres Facilities: A 4,000 square foot building with a police office, two evaporative cooled open air colonnades totaling 500 lineal feet, shade trees, children's play area, information kiosk, public restrooms, drinking fountains, bicycle racks, and telephones. Services provided at Central Station include ticket and pass sales, transit information, lost and found, and push cart vending. Central Station was remodeled and opened for public use in July of 2011.				
Sunnyslope Transit Center				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
8927 N. 3 rd Street Phoenix	0	51	25	25
	8	34	29	29
	12	26	15	15
	16	46	30	30
	80	34	15	15
	90	32	30	30
	106	<u>34</u>	<u>29</u>	<u>29</u>
	Dial-a-Ride Service			
	Total	257	178	178
Ownership: City of Phoenix Completed: 1989 Project Size: 1.8 acres Facilities: Two cool tower shelters, eleven other shelters, shaded seatwall, driver's restroom, extensive landscaping with over 140 large arid region trees, bicycle racks, and 45 parking spaces				



Metrocenter Mall Transit Center				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
9415 N. Metro Parkway Phoenix	15	34	15	15
	27	35	29	29
	35	43	28	28
	90	32	30	30
	106	34	29	29
	122	16	14	14
	581	4	--	--
	I-17 RAPID Dial-a-Ride Service	<u>13</u>	--	--
	Total	171	145	145
Ownership: Leased land Completed: 1984 Project Size: 24,700 square feet Facilities: Construction upgrades include installation of 184 parking shade canopies, passenger shade structures enhancements, ADA upgrades, landscaping, video surveillance system, new site lighting, existing water line upgrades, and security kiosk				
Paradise Valley Mall Transit Center				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
4623 E. Paradise Village Parkway N. Phoenix	39	17	14	14
	44	33	20	20
	106	34	29	29
	138	33	15	15
	SR-51 RAPID	<u>2</u>	--	--
	Dial-a-Ride Service			
	Total	138	78	78
Ownership: Leased land Completed: 1990 Project Size: Approximately 1 acre Facilities: Two large cool tower shelters, four other shelters, driver's restroom, over 50 large arid region trees, drinking fountains, telephone, bicycle racks, and 100 shared parking spaces				
Desert Sky Mall Transit Center				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
7611 W. Thomas Road Phoenix	17	61	29	29
	17A	15	14	--
	29	66	29	29
	41	61	30	30
	560	2	--	--
	I-10 W RAPID	13	--	--
	685	<u>5</u>	<u>2</u>	--
	Dial-a-Ride Service			
	Total	175	119	88
Ownership: Leased land Completed: 1989 Project Size: 900 square feet Facilities: One shelter, shade trees, information kiosk, and bicycle racks.				
Arizona Mills Mall				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
5000 Arizona Mills Circle Tempe	48	34	34	34
	56	46	32	32
	77	<u>35</u>	<u>33</u>	<u>33</u>
	Dial-a-Ride Service			
	Total	115	99	99
Ownership: Private Completed: 1997 Project Size: 1,000 square feet Facilities: One bus bays one artist-designed bus shelter, drinking fountain, information kiosk and a bicycle rack.				



Ed Pastor Transit Center				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
10 W. Broadway Phoenix	0	77	29	29
	7	42	28	28
	8	34	29	29
	45	47	33	33
	52	34	16	16
	Dial-a-Ride Service			
Total		194	135	135
Ownership: City of Phoenix Completed: 2003 Project Size: 4.5 acres Facilities: 300' long passenger shade canopy; pedestrian plaza; ample landscaping and seating; art features rehabilitation of historic building that now houses transit security, customer service-ticketing, public restrooms and drinking fountains				
Chandler Fashion Center Transit Plaza				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
3334 W. Frye Road Chandler	72	47	31	22
	81	29	0	0
	Dial-a-Ride Service			
Total		76	31	22
Ownership: City of Chandler Completed: 2004 Project Size: 0.5 acres Facilities: Two 40-foot passenger shelters, benches, bicycle rack, and drinking fountains				
Tempe Transportation Center				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
200 E 5 th Street Tempe	48	34	34	34
	62	51	39	35
	65	34	20	18
	66	34	20	18
	72	53	39	35
	Orbit	282	260	260
	METRO light rail	89	89	59
	Dial-a-Ride Service			
Total		577	501	459
Ownership: City of Tempe Completed: 2008 Project Size: 40,000 square feet Facilities: Thirteen bus shelters, ticket/information counter, public restrooms, retail spaces, drinking fountains, information kiosks and bicycle racks.				
Arrowhead Towne Center				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri</u>	<u>Sat</u>	<u>Sun</u>
7700 W. Arrowhead Town Center Glendale	67	32	15	15
	170	34	30	14
	186	17	15	15
	573	6	--	--
	575	3	--	--
	Dial-a-Ride Service			
Total		92	60	44
Ownership: Private Completed: 1994 Project Size: 1,000 square feet Facilities: Four bus bays used for layover purposes only on outer road, shade trees and sitting area in boarding area near mall, lighting, easy access to mall restroom facilities and food court.				
Montebello / 19th Ave Transit Center				
	<u>Route / Daily Round Trips</u>	<u>Mon-Fri¹</u>	<u>Sat²</u>	<u>Sun</u>
1825 W. Montebello Phoenix	15	34	16	16
	19	61	28	28
	60	32	15	15
	METRO light rail	89	89	59
	Dial-a-Ride Service			
Total		216	148	118
Ownership: City of Phoenix Completed: 2008 Project Size: 1.8 acres Facilities: Six bus shelters, four bike racks, information kiosk and shade trees.				
Central Ave / Camelback Transit Center				



		<u>Route / Daily Round Trips</u>	<u>Mon-Fri¹</u>	<u>Sat²</u>	<u>Sun</u>
5 W. Camelback Road Phoenix		0	51	29	29
		39	17	14	14
		50	49	29	29
		METRO light rail	<u>89</u>	<u>89</u>	<u>59</u>
		Dial-a-Ride Service			
		Total	206	161	131
Ownership: City of Phoenix Completed: 2008 Project Size: 1.25 acres Facilities: Five bus shelters, four bike racks, information kiosk and shade trees					
44th St / Washington Transit Center					
		<u>Route / Daily Round Trips</u>	<u>Mon-Fri¹</u>	<u>Sat²</u>	<u>Sun</u>
4349 E. Washington Street Phoenix		1	22	15	15
		3	64	29	29
		13	29	15	15
		44	32	20	20
		METRO light rail	<u>93</u>	<u>89</u>	<u>43</u>
		Dial-a-Ride Service			
	Total	240	168	122	
Ownership: City of Phoenix Completed: 2008 Project Size: 3.2 acres Facilities: Three bus shelters, four bike racks, information kiosk, security operations center and shade trees.					
Sycamore / Main St Transit Center					
		<u>Route / Daily Round Trips</u>	<u>Mon-Fri¹</u>	<u>Sat²</u>	<u>Sun</u>
1804 W. Main St Mesa		30	35	18	--
		40	34	32	32
		45	32	15	--
		96	44	34	34
		104	31	16	--
		LINK-Main Street	45	--	--
		LINK-Arizona Ave	30	16	14
		METRO light rail	<u>93</u>	<u>89</u>	<u>43</u>
		Dial-a-Ride Service			
		Total	344	0	135
Ownership: City of Mesa Completed: 2008 Project Size: 3.2 acres Facilities: Three bus shelters, four bike racks, information kiosk, security operations center and shade trees.					
Superstition Springs Transit Center					
		<u>Route / Daily Round Trips</u>	<u>Mon-Fri¹</u>	<u>Sat²</u>	<u>Sun</u>
6555 E. Southern Ave Mesa		40	34	32	32
		45	32	15	--
		61	51	36	17
		108	13	--	--
		184	40	16	16
		533	5	--	--
		LINK-Main Street	<u>45</u>	--	--
		Dial-a-Ride Service			
		Total	220	99	65
Ownership: City of Mesa Completed: 2008 Project Size: 3.2 acres Facilities: Three bus shelters, four bike racks, information kiosk, security operations center and shade trees.					

¹Monday-Friday on bus routes is compared to Monday to Thursday on METRO light rail.

²Saturday on bus routes is compared to Friday and Saturday on METRO light rail.

Figure 4-3: Existing and Planned Transfer Facilities

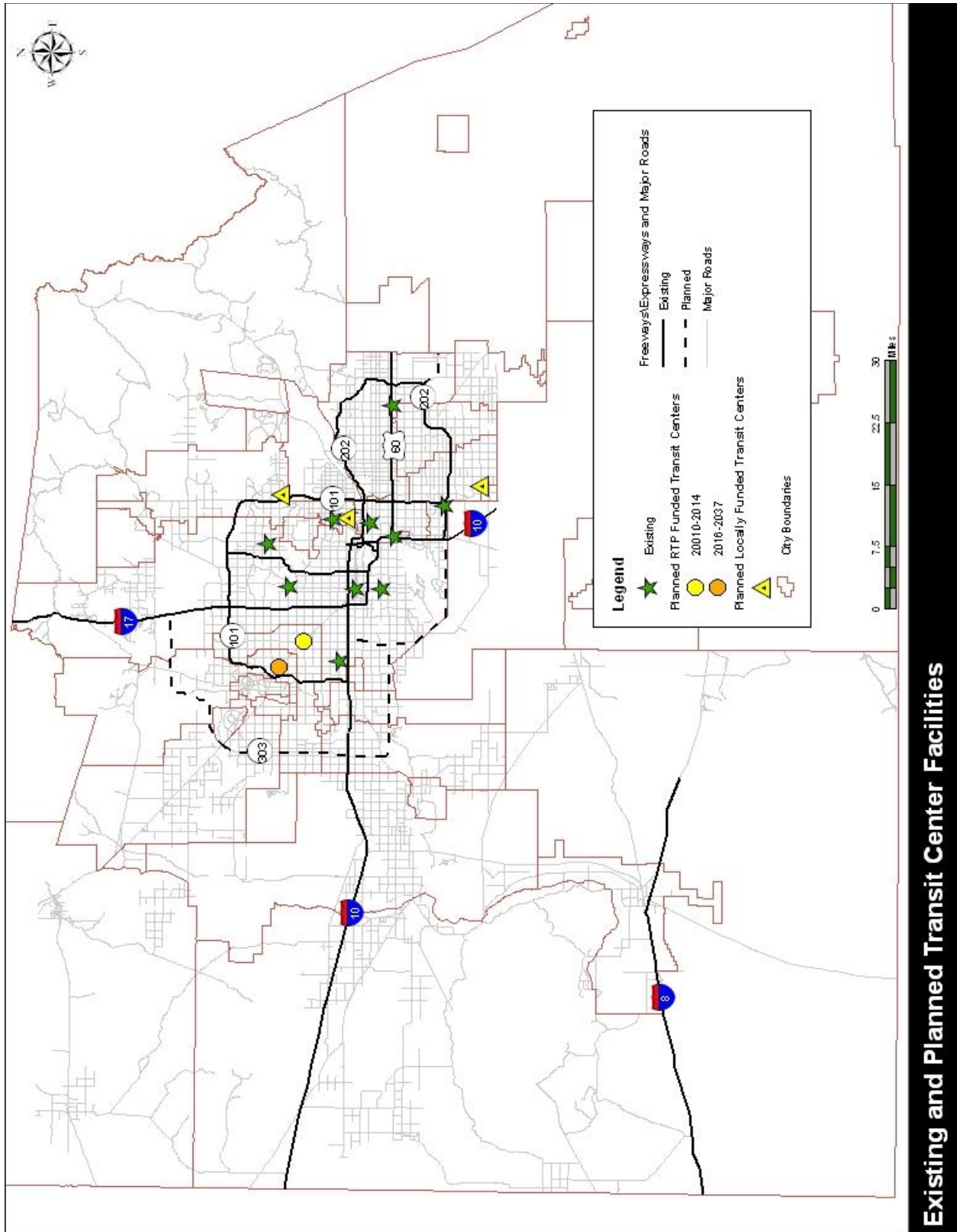


Table 4-4: Planned¹ Transit Centers and Transit Center Improvements

Transit Center/ Year of Implementation	Prop 400 Funded	Location	City	Routes Served (Existing and Planned)
Bell/101 (FY 2013)	Yes	Bell Rd & 83 rd Ave	Glendale	- Routes 67, 170, 186, 575, 576 - Arrowhead Downtown Express - Surprise-Scottsdale Express - 83 rd /75 th Avenue Supergrid (FY 2023) - Loop 101 Connector (FY 2009) - Loop 303 Express (FY 2023)
Skysong Transit Center (FY 2015)	No	Scottsdale Rd & McDowell Rd	Scottsdale	- Routes 17, 72 - Miller Rd Neighborhood Connector
Mustang Transit Center & PNR (FY 2015)	No	Shea Blvd & 90 th St	Scottsdale	- Routes 81, 106, , 511, 512
Peoria Downtown (2015)	Yes	Peoria/Grand Avenue	Peoria	106, Grand Ave Limited
Mesa Downtown (FY 2016)	Yes	Main St & Center St	Mesa	- Routes 40, 45, 104, 112, 120 - Main St LINK - Light Rail Extension

¹ As identified in the 20 year RTP
Source: DRAFT 2012 Valley Metro RPTA Transit Life Cycle Program Update

4.3 MAINTENANCE AND OPERATIONS FACILITIES

Transit operations and maintenance (O&M) facilities are essential public assets that support the delivery of transit services. These facilities serve multiple purposes including functioning as operating bases, vehicle service and fueling centers, employee training centers and administrative offices. O&M facilities are often designed to meet the specialized needs of the services that the facilities are planned to support.

4.3.1 Existing Publicly Owned Transit Only Operations and Maintenance Facilities

Dedicated publicly owned transit O&M facilities provide long term operating efficiencies through reduced local cost of ownership. Capital development funds available through the Federal Transit Administration’s formula and discretionary grant programs can be leveraged to fund a significant portion of the capital costs associated with constructing dedicated transit O&M facilities. By owning a facility funded through federal tax revenues, a local community can reduce fixed operating costs associated with facility leasing.

The region’s current dedicated transit and maintenance facilities support fixed route bus, demand response (dial-a-ride) and light rail operations. There are five regional publicly owned fixed route/demand response facilities and one light rail transit (LRT) facility (Table 4-5). Privately Owned Operations and Maintenance Facilities are also included In Table 4-5 to give a more comprehensive overview of our existing system. These facilities are dedicated to serve transit operations and do not support other fleet operations such as municipal public works fleet vehicles. The existing O&M facilities within the region have been strategically located to provide reasonable operating efficiencies. The existing O&M facilities are depicted in figure 4-4.

4.3.2 Planned Operations and Maintenance Facilities

To support the planned expansion of the regional transit system as outlined in the RTP, two additional dedicated O&M facilities are planned and funded. These facilities include a new regional heavy maintenance facility and a new fixed route bus facility. Additionally, funding is identified in the RTP for regional O&M facility upgrades at two facilities: Phoenix South Division and RPTA Mesa (includes funding for upgrades to the fixed route and demand response sections of the facility). The future facilities and their associated implementation years are

described in Table 4-6. Additional funding for three other facilities was originally identified in the RTP to support regional rural bus service, vanpool service and Phoenix Dial-a-Ride. However, all of these facilities have been postponed to a year outside of the TLCP. In addition, the RTP includes a new light rail O&M facility; however, the programmed year for completion has not been determined. Table 3-6 shows the planned O&M facilities.

Table 4-5: Existing Publicly and Privately Owned Operations and Maintenance Facilities

Facility	Contractor	Vehicle Capacity	Modes Served	Primary Functions
Phoenix South Division 2225 W Lower Buckeye Phoenix	Veolia	250	Fixed Route & DASH Circulator	Heavy Vehicle Maintenance, LNG and Diesel Fueling, Cleaning, and Painting. Operator Dispatch and Regional Radio Support.
Phoenix North Division 2010 W Desert Cove Phoenix	Veolia	150	Fixed Route	Vehicle Maintenance, LNG and Diesel Fueling, Vehicle Cleaning, and Operator Dispatch
Phoenix West Division 79 th Avenue & Van Buren St. Phoenix	First Transit	250	Fixed Route	Vehicle Maintenance, CNG, LNG, and Diesel Fueling, Vehicle Cleaning and Operator Dispatch
Tempe/Scottsdale 2050 W. Rio Salado Parkway Tempe	Veolia	250	Fixed Route	Vehicle Maintenance, LNG fueling, Vehicle Cleaning, and Operator Dispatch
RPTA Mesa 3320 N. Greenfield Rd. Mesa	Veolia	250	Fixed Route, Demand Response	Vehicle Maintenance, Fueling, Cleaning, and Operator Dispatch
Metro Rail 48 th & Washington St. Phoenix	METRO	100	Light Rail	Vehicle Maintenance, Cleaning, and Operator Dispatch
Glendale 6210 W. Myrtle Ave. Suite S Glendale	None	N/A	Demand Response	Vehicle Maintenance, Fueling, Vehicle Cleaning, and Operator Dispatch
ValuTrans (Total Transit) 4600 W. Camelback Road Glendale	ValuTrans	N/A	Fixed Route	Vehicle Maintenance, Fueling, Vehicle Cleaning, and Operator Dispatch
Atypical 1680 N 74th Street Scottsdale	Atypical	N/A	Circulator	Vehicle Maintenance, Fueling, Vehicle Cleaning, and Operator Dispatch
Second Generation 1248 N 2nd Avenue Ajo	Second Generation	N/A	Rural	Vehicle Operations, Cleaning, and Operator Dispatch
MV Transportation 1001 S. 4 th St Phoenix	MV Transportati on	N/A	Circulator	Vehicle Maintenance, Diesel Fueling, Cleaning, and Operator Dispatch

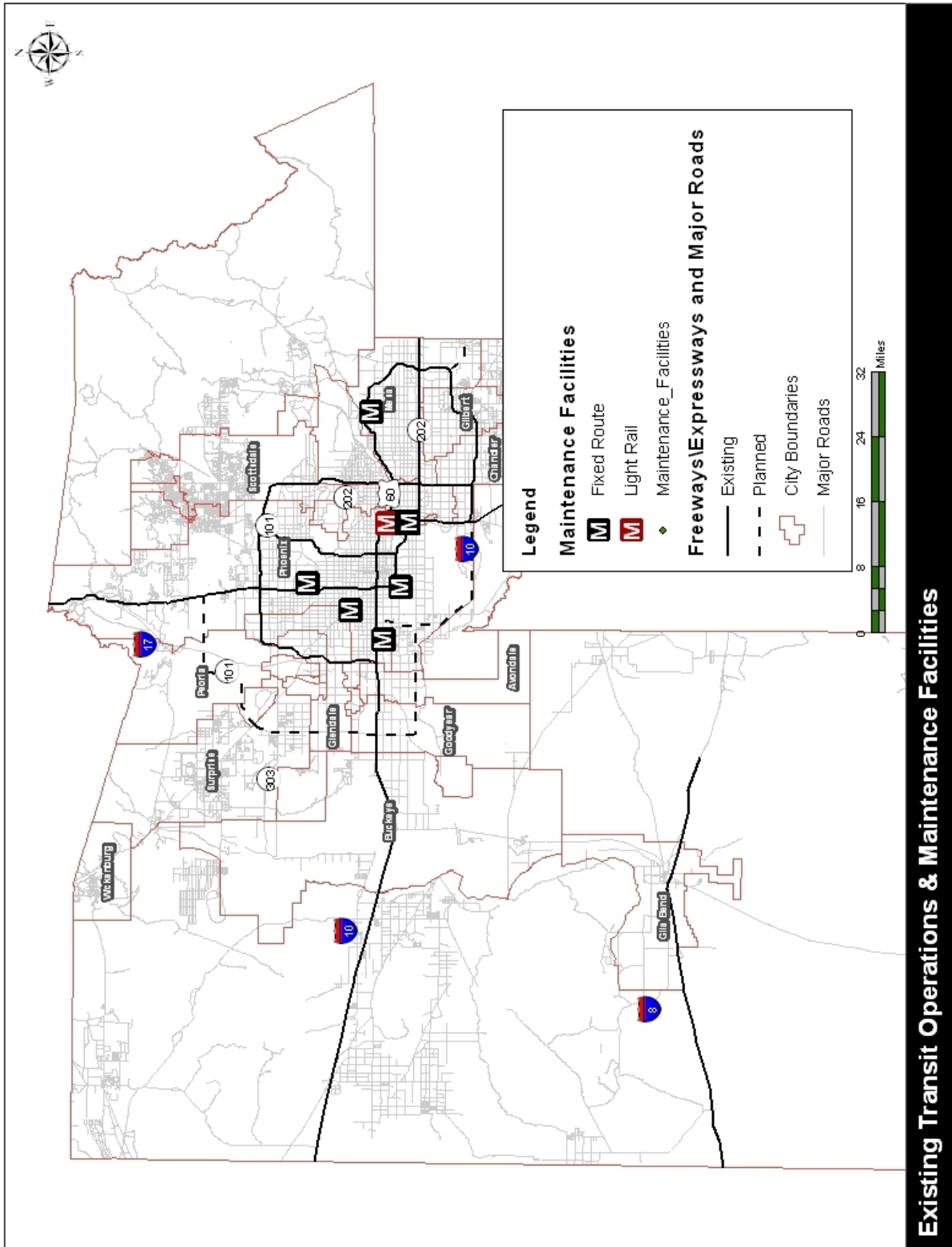
Sources: 2012 Valley Metro RPTA Transit Life Cycle Program Update
Regional Public Transportation Authority

Table 4-6: Planned Publicly Owned Operations and Maintenance Facilities

Facility	Modes Served	Programmed Year Complete
New Heavy Maintenance – Fixed Route Bus	Fixed Route	2034
New Fixed Route Bus	Fixed Route	2046
Phoenix South Division Rehabilitation	Fixed Route	2035
RPTA Mesa Fixed Route Upgrades/Rehabilitation	Fixed Route	2035
RPTA Dial-a-Ride	Demand Response	2038
Phoenix Dial-a-Ride	Demand Response	2033
Rural Routes	Rural	2038
Vanpool Facility	Vanpool	2040
Metro Light Rail Facility	Light Rail	TBD

Source: 2012 Draft Valley Metro RPTA Transit Life Cycle Program Update

Figure 4-4: Existing Operations and Maintenance Facilities



Existing Transit Operations & Maintenance Facilities

4.4 ROADWAY ENHANCEMENTS

4.4.1 Existing and Planned HOV Lanes and Ramps

Since passage of the first countywide half-cent sales tax for transportation in 1985, MAG and the Arizona Department of Transportation (ADOT) have worked together on a program of constructing HOV lanes on many of the new regional freeways. In some places, such as I-10, the HOV lanes were built concurrently with the original general purpose lanes. On other freeways, HOV lanes have been added after the general purpose lanes opened. As an example, HOV lanes were retrofitted to portions of I-17 (Black Canyon Highway), the oldest freeway in Maricopa County.

Currently, segments of I-10, I-17, SR-51, US-60, SR 101 and SR-202 have one HOV lane in each direction, located to the inside of the general traffic lanes and marked with regulatory signs and painted diamonds. The HOV lanes are restricted to vehicles with two or more occupants during peak hours: Monday through Friday from 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM. Motorcycles, certain alternative-fueled vehicles and a limited number of hybrid vehicles are also permitted to use the lanes at all times. During off-peak hours, HOV lanes are open to all vehicles.

HOV lanes are intended to encourage carpooling/vanpooling and bus ridership. Many existing express and freeway BRT routes use the lanes, and more will do so as they come on line during the 20-year life cycle of the RTP.

Table 4-7 shows that approximately 272 lane miles (i.e., 97 centerline miles) of HOV lanes currently exist on regional freeways in Maricopa County. Nearly all existing HOV lane segments currently support express bus or RAPID operations during peak periods. This table was updated in December.

The MAG freeway system has three local service interchanges that offer direct access to and from the HOV lanes for carpools and buses. All are located along I-10, and are specifically at:

- 79th Avenue, providing an eastbound on-ramp and a westbound off-ramp connecting the I-10 HOV lanes with the 79th Avenue park-and-ride lot.
- 5th Avenue/3rd Avenue, providing a westbound on-ramp and an eastbound off-ramp connecting the I-10 HOV lanes with these north-south links to downtown Phoenix.
- 3rd Street, providing an eastbound on-ramp and a westbound off-ramp between the I-10 HOV lanes and this north-south collector street serving downtown Phoenix.

Table 4-7: Existing and Planned Freeway HOV Lanes

Route	From	To	Approximate Lane Miles	Status of HOV Lanes
I-10	SR-303L	Sarival Ave	3	Planned RTP Phase II ¹
	Sarival Ave	SR-101L	18	Existing
	SR-101L	Chandler Blvd	52	Existing
	Chandler Blvd	Riggs Rd	14	Planned RTP Phase II
I-17	Begin I-17	I-10 “stack”	14	Planned RTP Phase IV
	I-10 “stack”	SR-101L	28	Existing
	SR-101L	SR-74	18	Existing
	SR-74	Anthem Way	10	Planned RTP Phase V
SR-51	I-10	Shea Blvd	20	Existing
	Shea Blvd	SR-101L	12	Existing
US-60	I-10	Power Rd	34	Existing
	Power Rd	Meridian Rd	12	Planned RTP Phase III
SR-101	I-10	Grand Ave	20	Existing
	Grand Ave	I-17	24	Existing
	I-17	Tatum Blvd	16	Underway
	Tatum Blvd	Princess Dr	10	Existing
	Princess Dr	Red Mtn Fwy	30	Existing
	Red Mtn Fwy	Santan Fwy	20	Existing
SR-202	I-10/SR-51	Pima Fwy	18	Existing
	Pima Fwy	Gilbert Rd	12	Existing
	Gilbert Rd	Higley Rd	10	Planned RTP Phase III
	Higley Rd	US 60	20	Planned RTP Phase IV
	US 60	Gilbert Rd	28	Planned RTP Phase IV
	Gilbert Rd	I-10	20	Existing
<i>Total Existing Lane Miles</i>			352	
<i>Total Planned Lane Miles</i>			111	

Sources: MAG Regional Transportation Plan – 2010 Update (July, 2010), MAG 2010 Annual Report on the Status of the Implementation of Proposition 400 (September 2010).

¹Phase II: Fiscal Years 2011 through 2015

²Phase III: Fiscal Years 2016 through 2020

³Phase IV: Fiscal Years 2021 through 2025

⁴Phase V: Fiscal Years 2026 through 2031

The regional freeway network also contains direct ramps connecting one HOV lane to another at the following system (directional, freeway-to-freeway) interchanges:

- I-10/SR-51/SR-202: (1) from I-10/east to SR-202/east; (2) from SR-202/west to I-10/west; (3) from I-10/west to SR-51/north; and (4) from SR-51/south to I-10/east.
- I-10/US-60: (1) from I-10/east to US-60/east; and (2) from US-60/east to I-10/west.
- SR 51/SR101: (1) from SR-51/north to SR-101/east; and (2) from SR-101/west to SR-51/south.
- I-10/SR-202 (Santan): (1) from I-10/east to SR-202/east, and (2) from SR-202/west to I-10/west.
- SR-101/SR-202 (Santan): (1) from SR-101/south to SR-202/east, and (2) from SR-202/west to SR-101/north.

Also direct ramps connecting one HOV lane to another are planned in Phase V at the following system (directional, freeway-to-freeway) interchange:

- US-60/SR-202(Red Mtn./Santan): (1) from US-60/west to SR-202/south; and (2) from SR-202/north to US-60/east.

Additional infrastructure investments such as crossover lanes (similar to SR51 & Shea Blvd), and transit slip ramps would further improve transit operations by reducing overall passenger travel time and operating expenses.

4.4.2 Arterial Street Improvements

There are few transit priority facilities that currently exist on arterial streets in the MAG region, with the exception of Metro Rail and three queue jumpers that allow transit buses priority access through signalized traffic intersections on Arizona Avenue in the City of Chandler. The queue jumpers were constructed by the City to function in both directions of travel on Arizona Avenue at Elliot Road, Warner Road and Ray Road. There will be as part of The Main Street and Arizona Avenue/Country Club Drive LINK routes feature traffic signal priority (TSP), which began operation in 2011.

Each queue jumper lane, signed for “Bus and Bike Only” approaching a signalized intersection, allows buses to bypass the queue of vehicles waiting at the intersection. When a bus is stopped at the signal, a special indication is provided to give the bus a four-second head start (“queue jump”) before the onset of the green signal. The queue jumper may be used in conjunction with a far side bus stop. Chandler uses a special camera configuration connected to a 16-phase signal cabinet to detect only 40-foot buses, while preventing bicycles and autos (which have a separate right turn lane) from triggering the queue jump. Local buses are currently taking advantage of the travel time savings provided by the queue jumpers.

Table 4-8 only reflects cases where an agency is doing a roadway improvement that is included in the TIP and indicates that the current facility does not have a bus pullout, but that the planned facility will have a bus pullout. Projects that are not regionally significant (e.g. add through lane capacity) or that does not use federal transportation funding, do not need to be in the TIP, so it is highly likely that this list is not complete.

Table 4-8: Planned Arterial Street Improvements.

Work Year	Agency Name	Segment ID	Segment Location	Bus Pullouts/After
2006	Gilbert	6639	Val Vista Dr: Warner Rd to Pecos Rd	2
2007	Scottsdale	28136	Shea at 90th/92nd/96th Streets	3
2009	Maricopa County	17533	Power Rd: Baseline Rd to East Maricopa Floodway	1
2010	Chandler	21578	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	2
2010	Fountain Hills	31771	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	1
2010	Gilbert	23157	Warner Rd at Cooper Rd	2
2010	Mesa	15638	Greenfield Rd: Baseline Rd to Southern Ave	4
2011	Avondale	6567	Avondale & McDowell Road	1
2011	Chandler	20236	Chandler Blvd at Dobson Rd	1



2011	Chandler	4641	Ray Rd at Alma School Rd	1
2011	Chandler	23642	Various locations along Dobson Rd	1
2011	Glendale	9095	Various Locations: Camelback Rd, Litchfield Rd, Olive Ave, Greenway Rd, 83rd Ave, 75th Ave	1
2011	Mesa	35619	Hawes Rd: Santan Fwy to Ray Rd	1
2011	Mesa	27277	Ray Rd: Sossaman Rd to Ellsworth Rd	1
2011	Phoenix	41583	19th Ave: Baseline Rd to Southern Ave	1
2011	Phoenix	34623	Eastbound Van Buren St at 19th Ave	1
2011	Phoenix	37823	Northbound 19th Ave At Van Buren St	1
2011	Phoenix	1184	Phoenix	1
2011	Phoenix	11368	Phoenix	1
2011	Phoenix	1834	Regionwide	1
2011	Phoenix	31735	Regionwide	1
2011	Phoenix	47629	Southbound 67th Ave at Indian School Rd	1
2011	Phoenix	11724	VA Hospital	1
2011	Phoenix	39724	Westbound McDowell Rd at 43rd Ave	2
2011	Phoenix	30525	Westbound Thomas Rd at 24th St	1
2011	Queen Creek	22067	Hunt Highway: Power Rd to Ellsworth	1
2011	Valley Metro/RPTA	38997	Regionwide	1
2012	Avondale	38041	McDowell Road: Aqua Fria Bridge to 119th Avenue	1
2012	Buckeye	38038	Various Locations: Yuma Rd, Miller Rd	1
2012	Chandler	43457	Chandler Blvd at Alma School Rd	4
2012	Chandler	2139	Gilbert Rd: Queen Creek to Ocotillo	3
2012	Chandler	16093	Gilbert Rd: Queen Creek to Ocotillo	2
2012	Chandler	14005	Gilbert Rd: Queen Creek to Hunt Hwy	2
2012	Chandler	8127	Various locations along Arizona Ave and Ocotillo Rd	1
2012	Gilbert	43309	Greenfield Rd: Germann Rd to Pecos Rd	1
2012	Gilbert	24369	Guadalupe Rd at Cooper Rd	1
2012	Gilbert	48790	Power Rd: Santan Fwy to Pecos Rd	2
2012	Glendale	36051	Grand Canal in west Glendale, from Loop 101 to New River	1
2012	Mesa	43034	Dobson Road Bicycle and Pedestrian Route Improvements (Broadway Road to Main Street)	1
2012	Peoria	19748	75th Avenue at Thunderbird Rd: Intersection Improvement	3
2012	Peoria	534	83rd Ave: Butler to Mountain View Rd	1
2012	Phoenix	2994	Eastbound Thunderbird Rd at 32nd St	1
2012	Phoenix	33867	Westbound Indian School Rd at 24th St	1
2012	Phoenix	6500	Westbound Indian School Rd at 32nd St	1
2012	Queen Creek	9201	Meridian Rd: Queen Creek Rd to Ocotillo Rd	1
2013	Chandler	32395	Chandler Blvd: Colorado Street to McQueen Road	1



2013	Chandler	47236	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	2
2013	Gilbert	47974	Guadalupe Rd at Gilbert Rd	1
2013	Gilbert	48903	Queen Creek Rd: Greenfield to Higley	2
2013	Glendale	42528	Bell/L101	1
2013	Mesa	19918	Mesa Dr: US-60 (Superstition Fwy) to Southern	1
2013	Mesa	45807	Southern Ave at Country Club Dr	1
2013	Mesa	46901	Southern Ave at Country Club Dr	1
2013	Mesa	651	Southern Ave at Stapley Dr	2
2013	Peoria	16056	83rd Avenue: Butler Rd to Mountain View	1
2013	Phoenix	30567	75th Ave: Lower Buckeye Rd to Buckeye Rd	1
2013	Phoenix	14264	79th Avenue/Thomas Road	1
2013	Phoenix	4149	Lower Buckeye Rd: 51st Ave to 43rd Ave	1
2013	Phoenix	5611	Northbound 32nd St at McDowell Rd	1
2013	Phoenix	2103	Sonoran Blvd: 15th Avenue to Cave Creek	1
2013	Phoenix	5213	Southbound Central Rd At Baseline Rd	1
2013	Phoenix	34468	Westbound Southern Ave at Central	1
2013	Scottsdale	20203	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	1
2013	Valley Metro Rail	18786	Regionwide	1
2013	Valley Metro/RPTA	37256	Regionwide	2
2014	Avondale	16547	El Mirage and Lower Buckeye Road	1
2014	Chandler	7687	Gilbert Rd: Ocotillo Rd to Chandler Heights	2
2014	Peoria	28009	Lake Pleasant Pkwy: Dynamite Blvd to CAP	1
2014	Phoenix	34833	Northbound Greenway Pkwy At Cave Creek Rd	1
2014	Phoenix	6914	Southbound 32nd St At Thomas Rd	1
2014	Phoenix	40778	Westbound Glendale Ave At 7Th St	1
2015	Avondale	1791	107th Avenue & McDowell Roadway Improvements	1
2015	Chandler	13885	Ray Rd at Dobson Rd	2
2015	Chandler	35350	Ray Rd at McClintock Dr	2
2015	Gilbert	20194	Germann Rd: Greenfield Rd to Higley Rd	1
2015	Gilbert	41383	Greenfield Rd: Queen Creek Rd to Ocotillo Rd	1
2015	Gilbert	11047	Lindsay Rd: Germann Rd to Queen Creek Rd	1
2015	Gilbert	21812	Lindsay Rd: Pecos Rd to Germann Rd	1
2015	Gilbert	2950	Lindsay Rd: Queen Creek Rd to Ocotillo Rd	1
2015	Gilbert	27689	Queen Creek Rd: Lindsay Rd to Greenfield Rd	1
2015	Gilbert	16366	Ray Rd: Higley Rd to Recker Rd	1
2015	Gilbert	39144	Recker Rd: Queen Creek to Ocotillo Rds	1
2015	Gilbert	48998	Recker Rd: Ray Rd to Warner Rd	1
2015	Gilbert	43657	Val Vista Dr: Ocotillo Rd to Chandler Heights Rd	1



2015	Gilbert	14165	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	1
2015	Gilbert	14677	Warner Rd: Higley Rd to Recker Rd	1
2015	Peoria	4936	67th Ave: Pinnacle Peak Rd to Happy Valley Rd	1
2015	Peoria	7203	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	1
2015	Phoenix	48563	16th St at Thomas Rd	1
2015	Phoenix	40954	7th St at Camelback Rd	1
2015	Phoenix	19232	Baseline Rd: 59th - 51st Ave	1
2015	Phoenix	2280	Buckeye Rd: 67th Ave to 59th Ave	1
2015	Phoenix	23204	Eastbound Indian School Rd At 16Th St	1
2015	Phoenix	20222	McDowell Road & 32nd Street	1
2015	Phoenix	21328	Southbound 16th St At Bethany Home Rd	1
2015	Phoenix	864	Southbound 35th Ave At Dunlap Rd	1
2015	Phoenix	18036	Southbound Central Ave At Dunlap Rd	1
2015	Phoenix	9065	Southbound Greenway Pkwy At Cave Creek Rd	1
2015	Phoenix	33107	Various Locations	1
2015	Phoenix	33174	Various Locations	1
2015	Phoenix	43372	Westbound Broadway Rd At 16Th St	1
2015	Phoenix	30218	Westbound Cave Creek Rd At Greenway Pkwy	1
2015	Phoenix	39257	Westbound Greenway Rd At 19th Ave	1
2015	Valley Metro Rail	49041	I-10 WEST Phoenix	3
2015	Valley Metro Rail	27383	I-17 Corridor - Bethany Home Rd to Dunlap Rd	2
2015	Valley Metro Rail	5655	Main Street Corridor	2
2015	Valley Metro Rail	13425	Mill Avenue: Rio Salado Pkwy to Southern Ave with Downtown Mill Ave/Ash Loop	2
2016	Gilbert	8180	Germann Rd: Gilbert Rd to Val Vista Rd	2
2016	Gilbert	34743	Germann Rd: Val Vista Dr to Higley	3
2016	Gilbert	19677	Greenfield Rd: Elliot Rd to Ray Rd	1
2016	Maricopa County	42523	El Mirage Rd: Thunderbird Rd to Bell Rd	2
2016	Mesa	21422	Baseline Rd: Power Rd to Ellsworth Rd	1
2016	Mesa	13167	Mesa Dr at Broadway Rd	1
2016	Scottsdale	4292	Pima Rd: Krail to Chaparral Rd	1
2017	Chandler	2757	Gilbert Rd: Chandler Heights Rd to Riggs Rd	3
2017	Gilbert	28235	Elliot Rd at Greenfield Rd	1
2017	Gilbert	2659	Ray Rd: Higley to Recker	1
2017	Gilbert	14079	Ray Rd: Recker to Power	2
2017	Gilbert	7489	Ray Rd: Val Vista to Higley	1
2017	Scottsdale	24722	Shea at Via Linda (Phase 2)	2
2017	Scottsdale	485	Shea Blvd at 110th Street	2
2018	Gilbert	6991	Guadalupe Rd at Val Vista Dr	1



2018	Gilbert	42229	Guadalupe Rd/Power Rd: Intersection Improvements	1
2018	Gilbert	19897	Ray Rd at Gilbert Rd	1
2018	Maricopa County	14133	El Mirage Rd: Thunderbird to Northern Ave.	1
2018	Maricopa County	11959	Jomax Rd: Loop 303 to Sun Valley Pkwy	1
2018	Scottsdale	6515	Pima Rd: Chaparral Rd to Thomas Rd	1
2019	Chandler	25039	Gilbert Rd: Riggs Rd to Hunt Hwy	3
2019	Mesa	46053	Country Club at Brown Rd	1
2019	Mesa	29678	Country Club Dr at University Dr	1
2019	Mesa	33206	Higley Rd Pkwy: Loop 202 to Brown Rd	1
2019	Mesa	35748	McKellips Rd at Power	1
2019	Mesa	36089	Southern Ave at Lindsay Rd	1
2020	Fountain Hills	30243	Shea Blvd: Palisades Blvd. to Technology Dr	3
2020	Mesa	41869	Higley Rd Pkwy: Brown to US60	3
2020	Scottsdale	29198	Miller Rd at Loop 101 Underpass	1
2021	Chandler	45793	Queen Creek Rd: McQueen Rd to Gilbert Rd	2
2021	Scottsdale	30558	Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	1
2022	Mesa	21831	University Dr: Val Vista Dr to Higley	1
2023	Mesa	29679	Southern Ave: Sossaman Rd to Crismon	1
2024	Chandler	8744	Kyrene Rd at Ray Rd	1
2024	Gilbert	24200	Power Rd: Pecos to Chandler Heights Rd	1
2024	Mesa	30455	University Dr: Higley Rd to Hawes Rd	1
2024	Peoria	35820	Lake Pleasant Pkwy: CAP to SR-74/Carefree Hwy	1
2024	Scottsdale	38424	Hayden Rd: Redfield to Raintree	1
2025	Chandler	45636	Ray Rd at Rural Rd	1
2025	Mesa	16883	Elliot Rd: Ellsworth to Meridian	1
2026	Chandler	33540	Chandler at Kyrene	3
2026	Maricopa County	35778	Northern Parkway: 91st to Grand Ave Intersection Improvements	1
2026	Maricopa County	23099	Northern Parkway: Loop 101 to 91st	1
2026	Mesa	27208	McKellips Rd at Greenfield Rd	2
2026	Mesa	2456	McKellips Rd at Higley Rd	1
2026	Mesa	44642	McKellips Rd at Lindsay Rd	3
2026	Mesa	45133	McKellips Rd at Recker	2
2026	Mesa	672	Ray Rd: Ellsworth to Meridian	1
2027	Mesa	8622	Elliot Rd: Power Rd to Ellsworth	1

5.0 REGIONALLY FUNDED SHORT RANGE TRANSIT IMPROVEMENTS

Regionally funded transit operations and capital improvements through Fiscal year 2026 are identified in the DRAFT FY 2012 Transit Life Cycle Program Update (TLCP). The update has not yet been approved by the Valley Metro Board of Directors. The TLCP identifies basic operational characteristics for all regionally funded transit service (operations) improvements as well as programmed funding and implementation schedules for all Public Transportation Fund (PTF) funded capital improvements. A summary of the improvements programmed for implementation between FY 2012 and 2016 is provided in this chapter. In addition, technical considerations for route adjustments, phased service implementation strategies and schedule/service coordination alternatives are provided for each operation and capital improvement programmed for implementation during this same time period. The projects described in the TLCP come from the MAG Regional Transportation Plan (RTP). The projects identified in the RTP include a mix of federal, regional and local funding. The funding assumptions in the RTP are reflected in the five year Transportation Improvement Program (TIP).

5.1 REGIONALLY FUNDED TRANSIT OPERATING IMPROVEMENTS

5.1.1 Funded Regional Transit Operating Improvements FY 2012 through FY 2016

Planned regionally funded transit operations improvements between FY 2012 and FY 2016 include new bus routes and the provision of regional funding for existing locally funded bus routes. Table 5-1 lists the 6 local bus routes, 2 express/BRT routes, one light rail extension and one streetcar construction that will be impacted by regional transit funding between FY 2012 and FY 2016. Several planned routes in the RTP have been delayed due to fiscal constraints resulting from declines in sales tax revenue.

Table 5-1: Regionally Funded Transit Operations Investments FY 2012 through FY 2016

Route	Initial Fiscal Year of Regional Funding	Weekday				Weekend		
		Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
Supergrid								
Arizona Avenue/Country Club Drive	2012	15	30	18	72	30	16	64
McDowell/McKellips Roads	2013	15	30	18	88	30	17	68
Elliot Road	2014	15	30	17	68	60	16	32
59 th Avenue	2014	30	30	17	68	60	16	32
Baseline Road	2015	15	30	18	72	30	17	68
University Drive	2016	15	30	18	72	60	17	34
Express/BRT								
South Central Express	2015	Two-way	---	---	48	---	---	---
Scottsdale/Rural Roads LINK	2016	Two-way	---	---	48	---	---	---
Light Rail								
Central Mesa Extension	2016							
Tempe Modern Streetcar	2016							

Source: 2012 DRAFT Valley Metro Transit Life Cycle Program Update

5.3 CONSIDERATIONS FOR REGIONALLY FUNDED TRANSIT OPERATING IMPROVEMENTS (FY 2012 through FY 2016)

Regionally funded transit operating improvements identified in the DRAFT FY 2012 TLCP Update for FY 2012 through FY 2016 will create opportunities to optimize existing locally and regionally funded transit services. In some cases new regionally funded bus routes will result in service duplications that could provide an opportunity to re-prioritize local transit investments for enhanced transit connectivity or expanding local services to new areas. In other cases considerations must be made for providing adequate capital infrastructure, such as park-and-ride facilities, necessary to support new regionally funded transit services.

It is recommended that the service planning process facilitated by RPTA for the implementation of new transit services and capital facilities be launched at the completion of each year's Short Range Transit Program (SRTP) update. This timeline provides an opportunity to utilize the transit service and capital considerations identified in the annual SRTP update to initiate the planning process and improve the integration of local and regional transit planning efforts. Participation in the service planning process is voluntary for RPTA member agencies; however, it is recommended that member agencies directly affected by service or capital considerations contribute to the process.

The SRTP provides an opportunity for local jurisdictions and agencies to request potential amendments to project definitions within the TLCP. Potential amendments may include adjusting a planned route pattern or reassigning regional capital funds from one capital project (such as a PNR) to another. For example, the planned location of a PNR facility may be less beneficial than an alternative site. The considerations identified in the SRTP will be carried forward to the TLCP process for potential inclusion in the official annual TLCP update. However, all potential project adjustments are subject to approval through the regionally adopted TLCP policies. The route considerations at the end of the SRTP provide a guideline for future route adjustments.

5.3 CAPITAL IMPROVEMENTS

5.3.1 Funded Regional Transit Facility Improvements FY 2011 through FY 2016

Planned regionally funded transit capital improvements between FY 2012 and FY 2016 include three transit centers, four park-and-ride facilities, and one rehabilitation of a transit center.. Several planned transit centers, park-and-rides and maintenance and operations facilities have been postponed because of projected revenues shortfalls from the regional sales tax. However, the remaining capital facilities investments include expansion and rehabilitation of some existing facilities as well as new facilities. Table 5-3 summarizes the eight regionally funded transit facilities programmed for funding between FY 2012 and FY 2016.

Figure 5-1: Buckeye Park and Ride



Table 5-3: Regionally Funded Transit Facility Investments FY 2012 through FY 2016

Facility	Pre-Design (FY)	Design (FY)	Land (FY)	Construction/ Open (FY)
Central Station Transit Center Rehabilitation / Expansion	2010	2011	NA	2012
Country Club Dr & US 60 (Superstition Freeway) Park-and-Ride	2009	2010	2010	2012
East Buckeye Park-and-Ride	2009	2010	2009	2012
Scottsdale Rd & Loop 101 Park-and-Ride	2010	2011	2011	2012
Arrowhead Transit Center	2011	2012	2012	2014
Peoria Downtown Transit Center	2013	2014	2014	2015
Laveen/59 th Ave Park-and-Ride	2014	2015	2015	2016
Mesa Downtown Transit Center	2011	2012	2012	2016

Source: 2012 DRAFT Valley Metro Transit Life Cycle Program Update

In addition to major passenger and operations maintenance facilities the earlier TLCP updates identify regional funds for bus stop construction and upgrade throughout the region. An application and project prioritization process has been established by the RPTA to administer regional capital funds programmed for bus stop improvements. However, there are currently no funds available for regional bus stop improvements identified in the DRAFT TLCP update. This may change in the future, but in the current TLCP update, those funds originally programmed for bus stop improvements have been reallocated to other projects.

Table 5-7: Regional Bus Stop Funding FY 2011 through FY 2016

TLCP Fiscal Year	TLCP Programmed Funding ¹
2011	\$0
2012	\$0
2013	\$0
2014	\$0
2015	\$0
2016	\$0
Total	\$0

¹Funding subject to change based on annual budget
Source: 2012 DRAFT Valley Metro Transit Life Cycle Program Update

However, several local funding sources have been identified. For instance, the city of Scottsdale will locally fund additional new shelters/amenities for approx. 22 stops. 47 existing shelter stops will be funded next year. The city of Scottsdale is also adding solar lights in 50 locations. Scottsdale spends approx. \$200,000 a year on bus stop improvements including access improvements (curb cuts, sidewalk extensions, etc.). Mesa is planning for 50 more in the next few years. The city of Mesa also relocated LINK station at the NEC of Country Club/Main, bus interface facility at Centennial/Main (two LINK bays and one standard bay).

The city of Chandler will spend approximately \$30,000 dollars a year on bus stop improvements, totaling \$150,000 over five years. In the city of Phoenix, if new bus stops are needed in the future, then money will be drawn from the \$400,000 allocated for each fiscal year for bus stops.

Table 5-7: Regional Bus Stop Funding FY 2011 through FY 2016

Fiscal Year	Programmed Funding – New Bus Stops and Improvements to Existing Bus Stops City of Phoenix	Programmed Funding – New Bus Stops and Improvements to Existing Bus Stops City of Chandler
2012	\$500,000	\$30,000
2013	\$400,000	\$30,000
2014	\$400,000	\$30,000
2015	\$400,000	\$30,000
2016	\$400,000	\$30,000
Total	2,100,000	150,000

5.4.2 Fixed Route Vehicle Inventory

As of December 2011 the Regional Transit System had 915 vehicles available to provide fixed route service. The City of Glendale had 7 vehicles; the City of Phoenix operated 527 vehicles; the City of Scottsdale had 15 vehicles; the City of Tempe had 160 vehicles and the RPTA had 206 vehicles available to provide fixed route service.



5.4.3 Funded Regional Transit Expansion Vehicles: FY 2012 through FY 2016

To support fixed route service expansion through FY 2016, the TLCP identifies the acquisition of 101 vehicles between FY 2012 and 2016. The TLCP fleet expansion plan provides for the acquisition of vehicles in the fiscal year prior to service need. For existing routes that are programmed to be supported by PTF funding, the existing fleet already assigned to the route is considered in the fleet expansion plan. For example, Scottsdale/Rural Road BRT route is programmed to receive six additional busses for service expansion in FY 2015. Table 5-9 provides a summary of the regionally funded fleet expansion plans for fixed route, paratransit, rural connectors and vanpools. A standard 12-year transit bus fleet replacement cycle is assumed. The detailed (by route) fixed route fleet expansion requirements for new and expanded services programmed to be implemented between FY 2011 and 2016 are summarized in Table 5-10. However, this discussion does not reflect anticipated cuts that may be made, until such decisions have been made final.

Bus Rapid Transit (BRT) service is funded in the RTP for a limited number of arterial street corridors. In December 2008 the first route, the Main St LINK, began service from the Main Street/Sycamore light rail station to Superstition Springs Mall, using Main Street and Power Road. To enhance operating speeds of the Main Street BRT service, the RPTA and City of Mesa installed TSP bus priority systems at signalized intersections along Main Street, and at the intersections of Power Road with Broadway Road and Southern Avenue. BRT buses have the ability to extend or recall the green signal phase through the use of special hardware and software connections with the traffic signal network.

The second arterial BRT route operates along Arizona Avenue and Country Club Drive, from the Chandler Park and Ride at Germann and Hamilton Roads to the Sycamore and Main Street METRO station. The Arizona Ave/Country Club Dr LINK began operation in January of 2011. Both the Main St LINK and the Arizona Ave/Country Club Dr LINK are currently using Bus Tracker tracking technology to determine when the next bus arrival will be. The information is displayed on dynamic message signs at the stations, and is also available to the public via smartphone or on the internet.

Additional arterial BRT routes were scheduled to enter service beginning in FY 2014. However, the projected shortfall in tax revenues has delayed the start of the Scottsdale Road, BRT. The Alternatives Analysis is complete for the Scottsdale/Rural Road Corridor, and the Locally Preferred Alternative identified but not approved. This project is currently delayed due to a lack of operating funds. Related street improvements for each arterial BRT corridor have not yet been identified, but could include queue jumpers, transit signal priority or other bus priority treatments. This will be determined when each corridor enters into the design process. The city of Phoenix is currently performing a South Central Corridor Study

Figure 5-2: LINK Bus



Table 5-9: Planned Regional Expansion Vehicles Forecast of regional expansion vehicles

Fiscal Year For Acquisition	Fixed Route	Paratransit	Rural	Vanpool	Total Vehicles
2012	0	0	2	10	12
2013	0	0	0	0	0
2014	8	0	0	25	33
2015	6	0	0	25	31
2016	0	0	0	25	25
Total	14	0	2	85	101

Source: RPTA, 2012

Table 5-10: Planned Regional Fixed Route Transit Vehicles FY 2012 through FY 2016

Route	FY Service Implemented	Planned Regional Expansion Vehicles (Fiscal Year Acquired)				
		FY12	FY13	FY14	FY15	FY16
Gila Bend Rural	2012	2				
Scottsdale/Rural Road BRT	2015				6	
South Central Avenue	2014			8		
Total		2		8	6	

Source: RPTA, 2012

5.4.4 Comparison of Funded Regional Fixed Route Transit Vehicles and Implementation (FY 2011)

Fixed route fleet requirements for regionally funded service expansion are calculated based on the availability of existing fleet, federally required fleet spare ratios and a mathematical formula that considers route length, peak headway and an average operating speed. Variances in these variables result in differences between estimated fleet requirements and actual fleet requirements. There was an estimated nine vehicles planned for the Arizona Ave BRT, and nine were acquired. However, occasionally there is some inconsistency between the number of planned vehicles and the number of vehicles acquired due to variables such as delayed service improvements.

Table 5-11 provides a comparison of planned regional fixed route transit expansion vehicles and actual vehicles acquired for service expansion in FY 2009 and FY 2010.

Table 5-11: Comparison of Planned Regional Fixed Route Transit Expansion Vehicles and Vehicles Acquired (FY 2011)

Route	Fixed Route Expansion Vehicles					
	TLCP Fleet Plan			Actual Vehicles Acquired		
	40' Bus	60' Bus	Total	40' Bus	60' Bus	Total
Arizona Ave Dedicated BRT	9	0	9	9	0	9
Total	8	7	15	8	10	18

¹Fleet was acquired for expected service expansions, but declining revenues have resulted in delaying expansions. Fleet acquired may be used to replace older fleet that is eligible for retirement pending discussions with and approval by FTA.

Source: RPTA, 20011
Source: RPTA, 2011

5.5 REGIONAL PLANNING STUDIES AND RELATED PROJECTS

Specialized planning studies and related projects may be necessary to support short range and long range transit planning processes to help identify potential regional transit opportunities, constraints, strategies and refinements. Other regional studies and planning related projects that are recommended for consideration by the region include the following:

- Regional Transit Safety and Security Implementation Plan: The purpose of this study is to prioritize the implementation of strategic measures identified in the Regional Safety and Security Plan (November 2006). The 2006 plan identifies potential transit safety and security vulnerabilities but does not provide a prioritized schedule to implement the mitigating measures identified.
- Regional Dial-a-Ride Implementation – Short range and operational planning associated with the phased implementation of the recommendations of the Regional Paratransit Study including development of the regional call center, and drafting of required intergovernmental agreements necessary to implementing sub-regional or regional ADA Paratransit programs.

- Transit Performance Report (TPR) – Annual and quarterly updates. Provide staff support to TPR working group in the development of annual performance targets that will subsequently be adopted through the RPTA committee process. In FY 2012, significant work will be done to improve the format and content of the report, as well as to update the target goals and the methodologies for inflating them annually.
- Regional Bus Stop Database Implementation – Update of regional bus stop database to reflect service changes that generally occur in July and January. (Original bus stop database was an output of the 2010 O&D Survey.) Includes numbering of new stops to allow their inclusion in Next Bus cell phone trip planning application. Includes development of on-line report module on STG developed web based transit reporting tool to allow member agencies to supply timely updates to database as part of their quarterly and annual reporting responsibilities.
- Transit Life Cycle Program Update – a requirement of Proposition 400 that ensures the regional transit program is in fiscal balance and that the transit projects are scheduled according to the Regional Transportation Plan.

6.0 REGIONAL TRANSIT FUNDING AND LOCAL TRANSIT FUNDING

Financial support for regional public transit services are provided in Maricopa County through multiple funding sources, including regional sales tax collections, passenger fares, and federal grants. Local funding sources including municipal general fund allocations and local sales tax collections also contribute significantly towards fulfilling some of the elements of the regional transit system. While local contributions serve as an important component of the regional transit system, this chapter is limited to the revenue and expenditure estimates associated with the regional transit service and capital investments identified in the Transit Life Cycle Program (TLCP).

6.1 REGIONAL FIXED ROUTE BUS & PARATRANSIT FUNDING

6.1.1 Revenues

Regional transit revenues in the TLCP allocated for fixed route bus and paratransit investments can be classified into five general revenue categories. The revenue categories include:

- **Public Transportation Fund (PTF)** – Regional transportation sales tax approved by voters as part of Proposition 400 in November 2004.
- **Regional Area Road Fund (RARF)** – Funds generated from the regional transportation sales tax provided for regional transit planning and administration, as well as related activities.
- **Federal Allocations** – Federal allocations are awarded to the region through multiple federal programs including formula distributions that are based on the region’s population, on-going transit investments and transit system performance and discretionary investments that are awarded on a limited basis.
- **Passenger Fares** – Revenues generated through assessed user fees.
- **Other** – Any other funding available such as LTAFII or local sale Tax.
- **Interest** – Includes interest earned on the annual operating reserve and year-end cash balance.

The TLCP is updated on an annual basis to determine reasonable estimates for future year revenues. Table 6-1 identifies the projected revenues summarized by the five general categories described above for FY 2012 through FY 2017. Figure 6-1 illustrates the total revenues by category for the same time period. The revenue estimates represent the most recent updated information for the region based on the DRAFT FY 2012 TLCP Update.

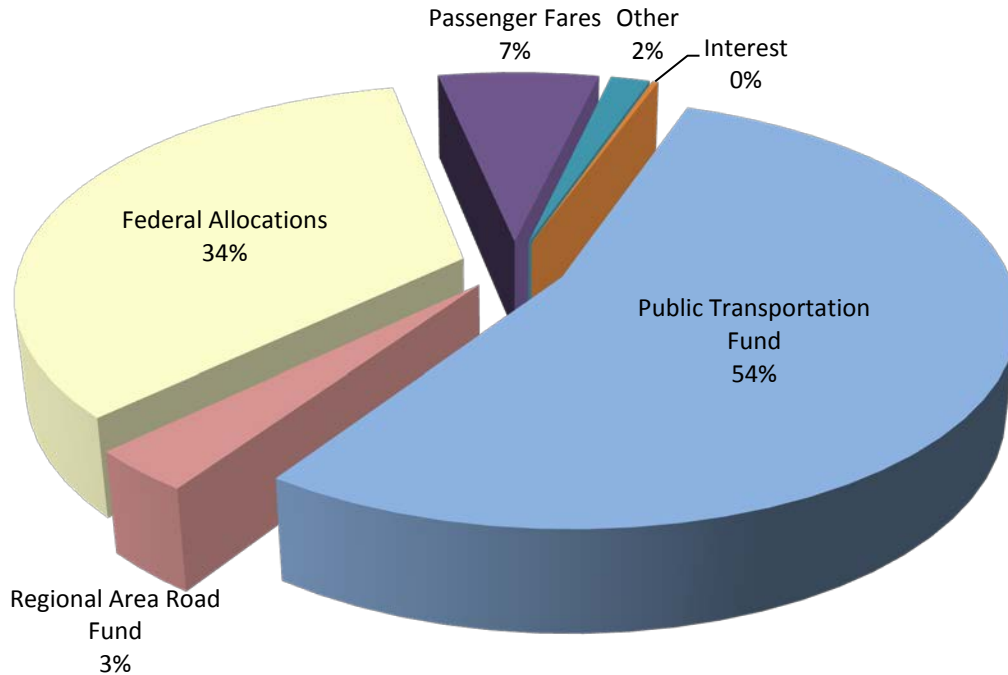
Table 6-1: Estimated Regional Fixed Route & Paratransit Revenues (in \$millions)

Revenue Category	FY2012	FY2013	FY 2014	FY 2015	FY 2016	FY 2017	Total
Public Transportation Fund	\$60.79	\$65.06	\$68.96	\$72.84	\$76.72	\$80.61	\$424.97
Regional Area Road Fund	\$4.77	\$4.37	\$3.95	\$4.07	\$4.19	\$4.32	\$25.68
Federal Allocations	\$42.36	\$49.74	\$55.67	\$58.42	\$28.61	\$32.22	\$267.03
Passenger Fares	\$7.36	\$8.49	\$8.74	\$9.25	\$9.69	\$10.74	\$54.27
Other	\$0.73	\$1.33	\$10.47	\$0.22	\$0.22	\$0.22	\$13.21
Interest	\$0.28	\$0.31	\$0.33	\$0.35	\$0.37	\$0.38	\$2.03
Total	\$116.30	\$129.29	\$148.13	\$145.16	\$119.81	\$128.50	\$787.19

Source: 2012 DRAFT Valley Metro RPTA Transit Life Cycle Program Update

Figure 6-1: Estimated RPTA Regional Fixed Route & Paratransit Revenues FY 2011 - FY 2016

Estimated Regional Fixed Route & Paratransit Revenues (percentage of totals)



Source: 2012 DRAFT Valley Metro Transit Life Cycle Program Update

6.2 Expenditures

Regional transit expenditures in the TLCP allocated for fixed route bus and paratransit investments can be classified into seven general expenditure categories. The expenditure categories include:

- **Regional Bus Operations** – Regional bus operations includes PTF funded fixed route bus service (Supergrid, Express, Arterial BRT, Rural Connectors), operations contingency, annual contributions to the operating reserve and regional safety and security.
- **Paratransit Operations** – Includes regional funding for ADA and reimbursements.
- **RPTA Planning & Administration** – Expenditures associated with on-going regional transit planning and agency administration.
- **Regional Services** – Expenditures for regional transit customer service, Bus Book production and other regional based programs.
- **Transit Vehicles** – Includes regional purchases for expansion and replacement of fixed route bus, paratransit, and vanpool vehicles. Other elements in this category include vehicle contingency and vehicle upgrades (Intelligent Transportation System/Vehicle Management Systems [ITS/VMS], fareboxes, etc.).

- **Dedicated BRT Right of Way (ROW)** – Regional investments in purchasing and upgrading right-of-way for arterial bus rapid transit operations
- **Capital Facilities** – Regional capital investments for passenger facilities (park-and-rides, transit centers and bus stops), operations and maintenance facilities, and capital contingency.

The TLCP is updated on an annual basis in response to changes in sales tax revenue projections to determine reasonable Table 6-2 identifies the projected expenditures summarized by the seven general categories described above for FY 2012 through FY 2017. Figure 6-2 illustrates the total expenditures by category for the same time period. The expenditure estimates represent the most recent updated information for the region based on the DRAFT FY 2012 TLCP Update.

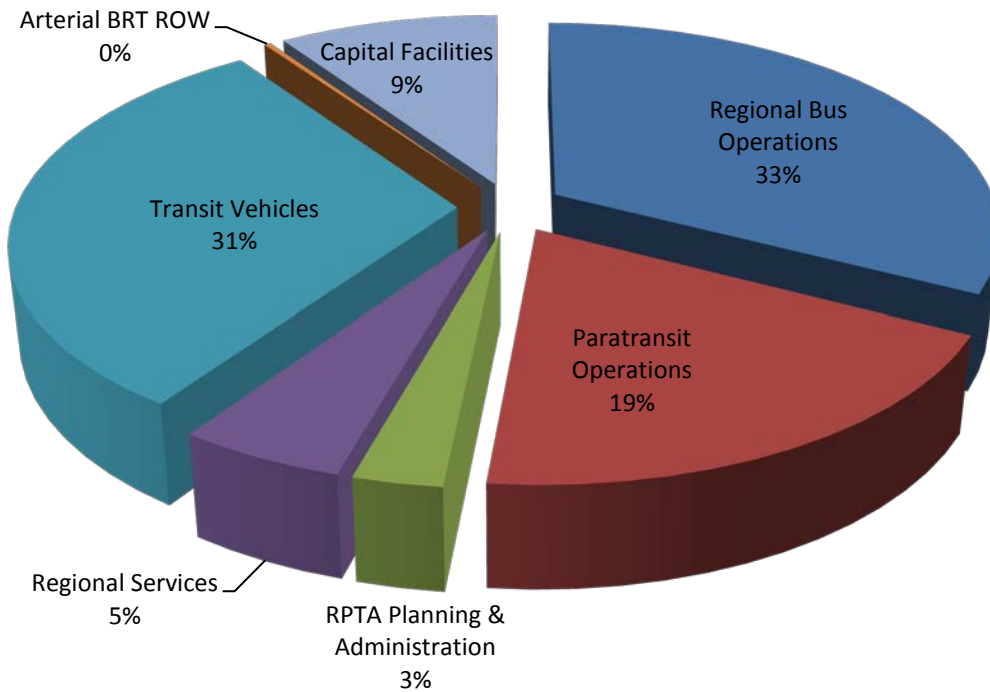
Table 6-2: Estimated Regional Fixed Route & Paratransit Expenditures (in \$millions)

Revenue Category	FY2012	FY2013	FY 2014	FY 2015	FY 2016	FY 2017	Total
Regional Bus Operations	\$39.37	\$41.30	\$41.84	\$45.19	\$46.99	\$48.26	\$262.95
Paratransit Operations	\$19.49	\$24.16	\$25.33	\$27.17	\$28.12	\$28.87	\$153.14
RPTA Planning & Administration	\$3.66	\$3.74	\$3.73	\$3.60	\$3.68	\$3.75	\$22.16
Regional Services	\$6.41	\$6.73	\$6.86	\$7.00	\$7.14	\$7.28	\$41.42
Transit Vehicles	\$33.21	\$42.49	\$54.63	\$53.29	\$28.82	\$35.48	\$247.92
Arterial BRT ROW	\$2.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.28
Capital Facilities	\$16.75	\$16.64	\$20.88	\$15.67	\$3.82	\$2.44	\$76.20
Total	\$121.16	\$135.08	\$153.26	\$151.93	\$118.56	\$126.08	\$806.07

Source: 2012 DRAFT Valley Metro RPTA Transit Life Cycle Program Update

Figure 6-2: Estimated RPTA Regional Fixed Route & Paratransit Expenditures (percentage of totals)

Estimated RPTA Regional Fixed Route & Paratransit Expenditures (percentage of totals)



Source: 2012 DRAFT Valley Metro RPTA Transit Life Cycle Program Update

6.3 REGIONAL HIGH CAPACITY TRANSIT CAPITAL FUNDING

6.3.1 Revenues

High capacity transit (HCT) includes modes such as light rail transit, modern streetcar, or bus rapid transit normally traveling in exclusive or semi-exclusive lanes. Regional transit revenues in the TLCP allocated for high capacity transit capital investments can be classified into four general revenue categories. While a regional service, HCT operations costs are funded from local jurisdictions served by an HCT route. The HCT capital program revenue categories include:

- **Public Transportation Fund (PTF)** – Regional transportation sales tax approved by voters in November 2004.
- **Federal Allocations** – Federal allocations awarded to the region through multiple federal programs. Federal Allocations includes Sec 5309, CMAQ, Sec 5307, Special Federal and TIGGER.
- **Local** – Local municipal contributions, which includes Local includes Phoenix T2000, RPTA and MAG.
- **Interest** – Includes interest earned on year-end cash balance.

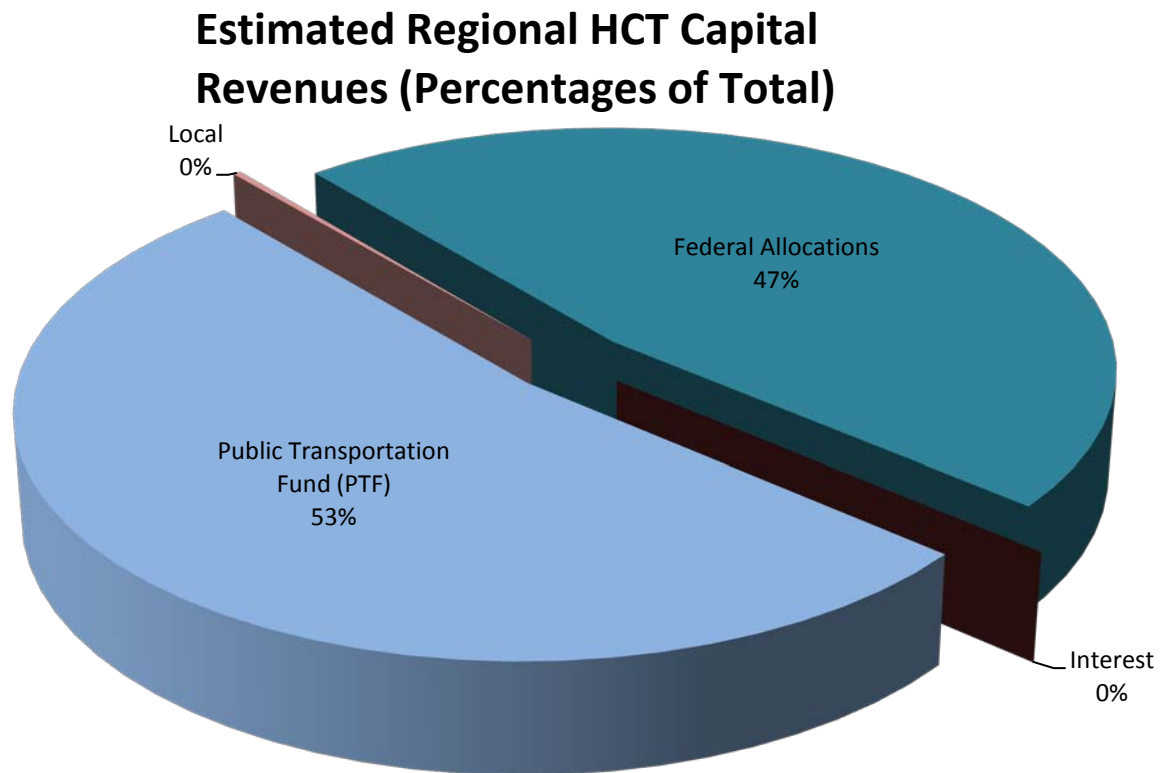
Table 6-3 identifies the projected revenues summarized by the four HCT capital revenue categories for FY 2012 through FY 2017. Figure 6-3 illustrates the total revenues by category for the same time period. The revenue estimates represent the most recent updated information for the region based on the DRAFT FY 2012 TLCP Update.

Table 6-3: Estimated Regional HCT Capital Revenues (in \$millions)

Revenue Category	FY 2012	FY2013	FY2014	FY 2015	FY 2016	FY 2017	Total
Public Transportation Fund (PTF)	\$46.31	\$49.56	\$52.53	\$55.49	\$58.44	\$61.41	\$323.74
Federal Allocations	\$20.81	\$48.63	\$66.00	\$62.55	\$54.23	\$37.93	\$290.15
Local	(\$1.66)	\$31.00	\$31.00	\$0.73	\$0.68	(\$60.00)	\$1.75
Interest	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$65.46	\$129.19	\$149.53	\$118.77	\$113.35	\$39.34	\$615.64

Source: 2012 DRAFT Valley Metro RPTA Transit Life Cycle Program Update, Option 2

Figure 6-3: Estimated Regional HCT Capital Revenues FY 2011 - FY 2016



Source: 2012 Valley Metro RPTA Transit Life Cycle Program Update

6.4 Expenditures

Regional high capacity transit (HCT) capital expenditures in the TLCP can be classified into four general revenue categories. The expenditure categories include:

- **HCT Guideway Extensions** – Includes right-of-way acquisition, construction, materials, vehicles and other elements associated with developing a new operable HCT corridor or corridor extension.
- **Reimbursements** – Issuances to local jurisdictions to reimburse local investments for regional expenditures associated with the construction of the Central Phoenix East Valley Light Rail Starter Line.
- **Studies & Design Criteria** – Ongoing studies and design work.
- **Systemwide Support Infrastructure** – Regional expenditures required to develop and maintain an operable HCT system.

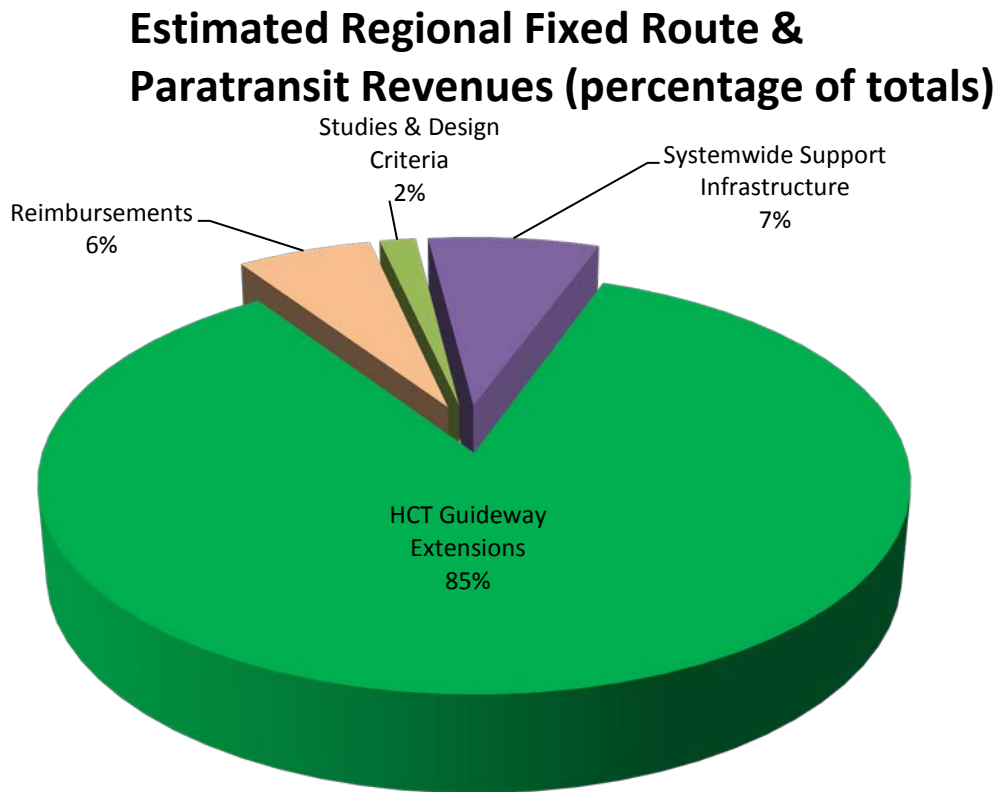
Table 6-4 identifies the projected expenditures summarized by the four HCT capital expenditure categories for FY 2012 through FY 2017. Figure 6-4 illustrates the total expenditures by category for the same time period. The expenditure estimates represent the most recent updated information for the region based on the DRAFT FY 2012 TLCP Update.

Table 6-4: Estimated Regional HCT Capital Expenditures (in \$millions)

Expenditure Category	FY 2011	FY2012	FY2013	FY 2014	FY 2015	FY 2016	Total
HCT Guideway Extensions	\$33.89	\$116.40	\$154.99	\$116.57	\$137.68	\$128.62	\$688.14
Reimbursements	\$31.53	\$6.22	\$10.00	\$0.00	\$0.00	\$0.00	\$47.75
Studies & Design Criteria	\$2.29	\$2.32	\$2.37	\$2.42	\$1.66	\$1.71	\$12.76
Systemwide Support Infrastructure	\$10.34	\$10.36	\$10.50	\$28.57	\$0.50	\$0.50	\$60.76
Total	\$78.04	\$135.29	\$177.86	\$147.55	\$139.84	\$130.83	\$809.41

Source: 2012 DRAFT Valley Metro RPTA Transit Life Cycle Program Update, Option 2

Figure 6-4: Estimated Regional HCT Capital Expenditures FY 2012 - FY 2017



Source: 2012 Valley Metro RPTA Transit Life Cycle Program Update

6.5 REGIONAL TRANSIT FINANCING

Based on the estimated sources of revenues and programmed expenditures through FY 2016 there are several years that expenditures exceed revenues. Many regional transit service and capital investments are dependent upon the ability to maintain adequate cash flow to be implemented as identified in this plan. The TLCP working group, which addresses these issues on a yearly basis, helps address these funding shortfalls.

Changes in the level of estimated revenues or expenditures could either positively or negatively affect the programmed implementation schedules and scope of the projects identified herein. Through the annual TLCP update process, estimates for short and long range revenues and expenditures are reviewed to determine the financial fitness of the regional transit program. Appropriate finance strategies and other actions are considered annually to maintain a reasonable and sustainable finance plan.

6.6 Local Transit Funding

Several cities have locally funded transit operations they include the following cities: Tempe, Scottsdale, Phoenix, Glendale and Mesa. A funding responsibility table is listed in Appendix E. Investments in locally funded operations within these jurisdictions are listed below in the Tables 6-5, 6-6, 6-7, 6-8 and 6-8. In all tables, the time from is between FY 2012 and FY 2016. The term “Service Span” in the tables below means the number of hours of service a day.

The city of Tempe passed a sales tax in 1996 that has supported locally funded transit since. In 2000, the city of Phoenix also passed Transit 2000, which also continues to support locally funded routes. A ½ cent transportation sales tax passed by Glendale voters in 2001. There is no sunset on the tax. The city of Mesa uses LTAF II money and general fund dollars for funding local transit.

Table 6-5: Locally Funded Transit Operations Investments FY 2012 and FY 2016 for the City of Tempe

Route	Initial Fiscal Year of Local Funding	Weekday				Weekend		
		Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
Local								
30 – University	1997	30	30	20	79	30/60	20/17	78/34
45 - Broadway	1997	15	30	20	101	30/30	20/17	77/66
48 – 48 th St./Rio Salado	2010	30	30	20	78	30/30	20/17	78/70
56 – Priest	1997	15	30	20	102	30/30	20/17	77/68
61 – Southern	1997	15	30	20	102	30/30	20/17	77/65
62 – Hardy	1997	30	30	20	78	30/30	20/17	78/69
65 – Mill/Kyrene	1997	30	60	20	68	60/60	20/17	40/36
66 – Mill/Kyrene	1997	30	60	20	68	60/60	20/17	40/36
77 – Baseline	1997	30	30	20	79	30/30	20/17	77/69
81 – Hayden/McClintock	1997	15	30	20	102	60/60	20/17	41/35
108 - Elliot	1997	30	30	20	76	60/60	20/17	38/35
Orbit Neighborhood Circulators	2007	15	15	16	691	15/30	14/11	565/230
ASU FLASH	1997	10	15	18	196	N/A	N/A	N/A
Light Rail								
Metro Light Rail	2009	12	20	21	186	20	21	130

Source: City of Tempe



Table 6-6: Locally Funded Transit Operations Investments FY 2012 and FY 2016 for the City of Scottsdale

Route	Initial Fiscal Year of Local Funding	Weekday				Weekend		
		Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
Supergrid								
72	1984	20	30	19	N49/S53	30	17	37/34 Sat: 34/36 Sun
50	1986	15	60	17	E26/W26	60	13	Sat&Sun un14/ 14
29	1984	30	40	16	E36/W34	30	14	Sat&Sun un 13/13
17	n/a	30	30	17	E33/W31	30	14	Sat&Sun un29/ 29
41	n/a	15/30	15/30	16	E61/W60	30	14	Sat&Sun un30/ 23
106	n/a	30	30/60	16	E25/W26	60	13	Sat&Sun un14/ 14
154	n/a	30	30	16	E34/W34	60	15	Sat&Sun un16/ 16
170	n/a	30	30	17	E/34/W34	30	15	Sat&Sun un30/ 29
Miller Road Trolley	n/a	30	30	17	E34 W36	60	13	Sat&Sun un14/ 14
Downtown Trolley	n/a	n/a	15	7/10Th	n/a	15	7	n/a
Neighborhood Trolley	n/a	20	20	15		20	15	n/a

Source: City of Scottsdale Route 72 is now 100% paid from PTF. All express routes are funded from PTF. A portion of Route 50 is also funded from PTF.

Table 6-7: Locally Funded Transit Operations Investments FY 2012 and FY 2016 for the Phoenix

Route	Initial	Weekday	Weekend
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	Fiscal Year of Local Funding	Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
Fixed Local								
0		10	20	500A 1000P	153	30	550A 915P	59
1		45	45	505A 930P	44	60	603A 930P	30
3		15	30	502A 1044P	129	30	530A-930P 617A-930P	Sat 61 Sun 58
7		20	30	500A 1115P	85	30	546A 924P	56
8		30	30	523A 1106P	68	30	513A 853P	58
10		30	30	513A 1104P	83	60	525A 927P	30
12		30	30	514A 1000P	51	60	600A 840P	30
13		30	30	530A 1000P	58	60	600A 900P	30
15		30	30	511A 1048P	68	60	555A 949P	31
16		30	30	513A 1046P	94	30	601A 907P	60
17		15	30	455A 1100P	125	30	600A 924P	58
17A		60	60	500A 715P	30	60	600A 715P	30
19		30	30	500A 1130P	120	30	532A 902P	56
27		30	30	503A 1103P	69	30	523A 929P	58
29		10	30	506A 1125P	132	30	555A 929P	58
35		20	30	507A 1104P	86	30	605A 913P	55
39		60	60	516A 1051P	34	60	608A 841P	28
41		15	30	507A 1119P	121	30	523A 928P	Sat 60 Sun 59
43		30	30	512A 1053P	68	60	551A 1002P	32



Route	Initial Fiscal Year of Local Funding	Weekday				Weekend		
		Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
44		30	30	513A 1011P	65	45	610A 934P	40
50		15	30	503A 1048P	97	30	604A 915P	58
51		35	35	500A 845P	55	60	545A 730P	28
52		30	30	501A 1019P	69	60	557A 933P	32
59		30	40	530A 1000P	67	60	550A 911P	32
60		30	30	524A 916P	63	60	530A 904P	30
67		30	30	600A 1016P	63	60	615A 931P	31
70		30	30	510A 1101P	96	30	620A 900P	Sat 62 Sun 56
80		30	30	510A 1000P	67	60	638A 926P	30
90		30	30	524A 1004P	64	30	551A 928P	60
106		30	30	500A 1030P	68	30	607A-922P 616A-922P	58
122		60	60	527A 934P	32	60	626A 827P	28
138		30	30	505A 953P	66	60	600A 851P	30
154		30	30	500A 1028P	68	60	534A 937P	32
170		30	30	509A 1034P	68	30	543A 903P	59
186		30	30	500A 1030P	67	60	600A 900P	30
Express/BRT								
400(SR 51)		10		600A-900A 320P-700P	26			
450(I-10E)		10		510A-854A 321P-651P	29			



Route	Initial Fiscal Year of Local Funding	Weekday				Weekend		
		Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
460(I-10W)		13		520A-850A 320P-630P	25			
480(I-17)		8		500A-915A 300P-730P	55			
560		30/60		600A-750A 409P-630P	4			
581		40/45		600A-700A 510P-622P	4			
GAL		30/35		500A-832A 402P-726P	8			
Circulators								
DASH		12	12	630A 630P	59			
ALEX		60	60	515A 645P	26	60	750A 300P	14
MARY		60	60	500A 800P	28	60	600A 700P	23
SMART		60	60	500A 745P	29	60	700A 445P	Sat 20 Sun 19

Source: City of Phoenix

Table 6-7: Locally Funded Transit Operations Investments FY 2012 and FY 2016 for the Glendale

Route	Initial Fiscal Year of Local Funding	Weekday				Weekend		
		Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
Supergrid (ALL BUS ROUTES)								
Rte. 51 – 51 st Ave.	2002	30	30	16	55	60	13	28
Rte. 59 – 59 th Ave.*		30	30	16	67	60	15	32
Rte. 60 – Bethany Home Rd.		30	30	15.5	63	60	14	30
Rte. 67 – 67 th Ave.*		30	30	15.5	63	60	14	29
Rte. 80 – Northern Ave.		30	30	16.5	67	60	14	30
Rte. 90 – Olive Ave.		30	30	15.5	64	60	14	30
Rte. 106 – Peoria Ave.*		30	30	16	61	30/60	14/13	58/28
Rte. 122 – Cactus Rd.	2007	60	60	15	32	60	13	28



Route	Initial Fiscal Year of Local Funding	Weekday				Weekend		
		Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
Rte. 138 – Thunderbird Rd.		30	30	16	66	60	14	30
Rte. 170 – Bell Road		30	30	16.5	67	30/60	14.5/14	59/29
Rte. 186 – Union Hills Dr.		60	60	15.5	33	60	14	30
Express/BRT								
NONE								
Light Rail								
NONE								

Source: City of Glendale. *NOTE: Rte. 59 – 644.9 weekday miles; Rte. 67 – 294 weekday miles; Rte. 106 – 120 weekday miles are funded by RPTA

Table 6-8: Locally Funded Transit Operations Investments FY 2012 and FY 2016 for the Mesa

Route	Initial Fiscal Year of Local Funding	Weekday				Weekend		
		Peak Headway (min)	Base Headway (min)	Service Span (hr)	No. of Daily Trips	Base Headway (min)	Service Span (hr)	No. of Daily Trips
ALL BUS ROUTES								
University*		30	30	17	30	60	13	18
Broadway*		30	30	16	32	60	13	16
Baseline*		30	30	16	34	60	13	30
Elliot*		30	30	16	63	60	13	29
Alma School*		30	30	16	67	60	13	30
Mesa Dr.*		30	30	16	64	60	13	30
Stapley*		30	30	13	61	30/60	13	58/28

Source: City of Mesa *No Sunday Service

7.0 COST SAVINGS THROUGH SERVICE REDUCTIONS RECOMMENDATIONS

As a part of the Proposition 400 transportation tax referendum, the Arizona Legislature required that every five years performance audit be performed on the transit service paid for by public transportation funds. To provide a basis for measuring the performance of the regional transit system, Valley Metro RPTA authorized a Service Efficiency and Effectiveness Study (SEES) to develop uniform standard for collecting data and measuring performance, and to develop performance targets for the region. The Board approved this report in April 2007. Using the structure provided by the SEES, three annual Transit Performance Reports (FY 2008, FY 2009, FY 2010, and FY 2011) have been prepared and accepted by the Board since that time. However, the SEES goals were developed in 2007, a time when there were increased revenues and service. Because the standards have become outdated, for FY2011 the adopted goals have been largely removed.

7.1 COST SAVINGS THROUGH SERVICE REDUCTIONS RECOMMENDATIONS

7.1.1 Cost Savings

The results of the Transit Performance Reports need to be evaluated with respect to whether or not transit investments are considered worthwhile. This report makes that evaluation and recommends actions that are in keeping with good stewardship of Public Transportation Funds provided through the county-wide sales tax for transportation.

This exercise has taken on added significance as Valley Metro RPTA is faced with revenue shortfalls caused by the downturn in both the regional and national economies. To that end, RPTA staff has identified potential cost savings through transit service adjustments. The cost savings could assist the agency in addressing the projected county-wide sales tax revenue shortfall resulting from the economic downturn.

Following the recommendations of the SEES helps ensure that potential service adjustments adhere to best planning practices, and will not adversely impact the operational efficiency of the regional transit system. To that end, planning staff have evaluated currently operating routes using the performance measures identified in the Service Effectiveness and Efficiency Study (SEES) which have been adopted by the RPTA Board. Use of the measures has allowed staff to identify underperforming routes. The evaluation was conducted for all Valley Metro Routes, but more detailed analysis has been limited to just those routes funded or partially funded by RPTA. The results of this analysis are discussed below. See Appendix D for additional details.

7.2 Local Route Identification

The first step in the process of identifying the least productive routes was to list all of the local routes in the system with their boardings per mile performance by jurisdiction. This recognizes that routes traveling through more than one jurisdiction may perform well in one community and less well in others. This was done for weekday, Saturday, and Sunday data. These lists were then sorted from high to low according to boardings per mile to identify the routes that fell into the bottom quartile of system performance. The bottom quartile routes by jurisdiction were then highlighted in yellow and them re-sorted by jurisdiction. Table 1 shows all of the routes operated in each jurisdiction. Once these rankings were determined, further analysis was focused on those routes that are funded or partially funded by RPTA. The results of this process for Weekday Local Routes are shown in Figures 7-1 and 7-2.

RPTA funded (or partially funded) routes that appear in the bottom quartile of the weekday system include:

- Route 96—Dobson – Chandler
- Route 136—Gilbert Road – Chandler
- Route 66—Mill/Kyrene – Chandler
- Arizona Avenue LINK - Chandler
- Route 136—Gilbert Road – Gilbert
- Route 184—Power – Gilbert
- Route 108—Elliot – Gilbert
- Route 156—Chandler Blvd – Gilbert
- Route 108—Elliot - Guadalupe
- Route 108—Elliot – Mesa
- Route 184—Power - Mesa
- Route 81—Hayden/McClintock – Scottsdale
- Route 106—Peoria/Shea – Sun City

Figure 7-1: Weekday Local Summary –West Valley

Weekday Local Summary - West Valley PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History

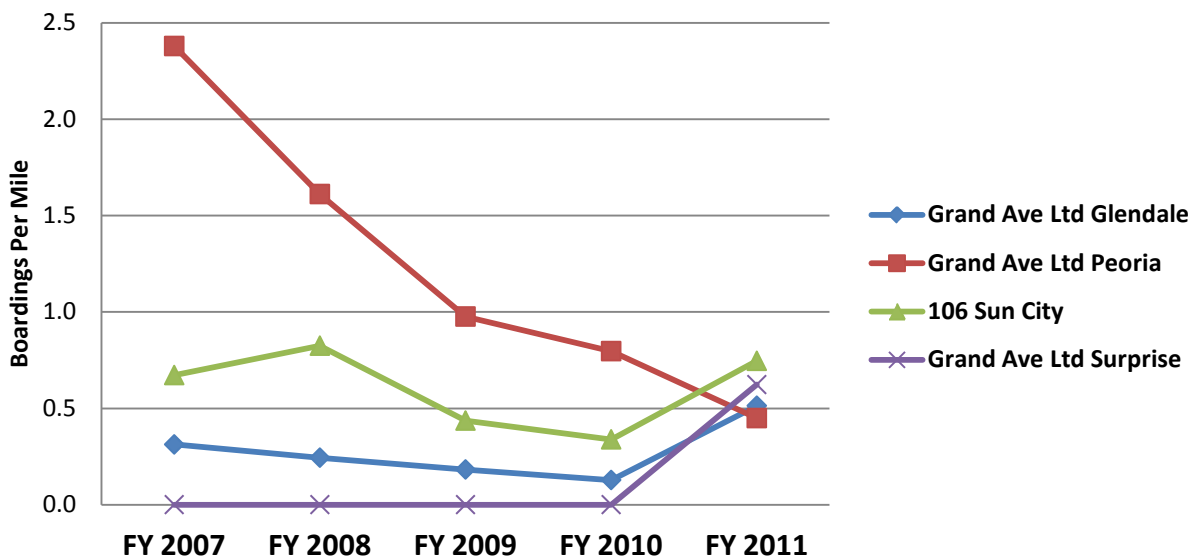
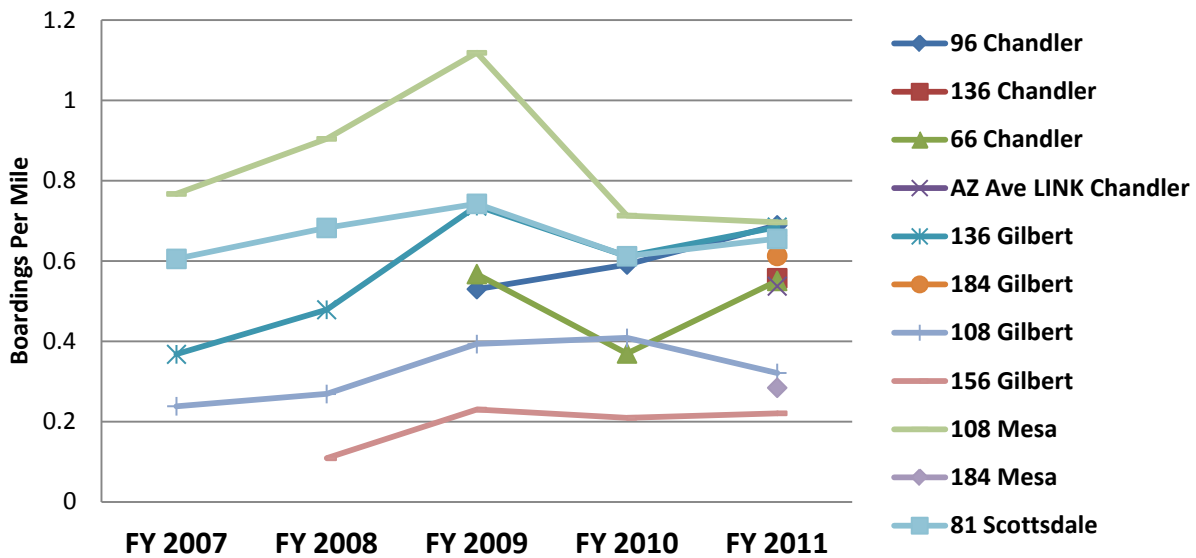


Figure 7-2: Weekday Local Summary –East Valley

Weekday Local Summary - East Valley PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History

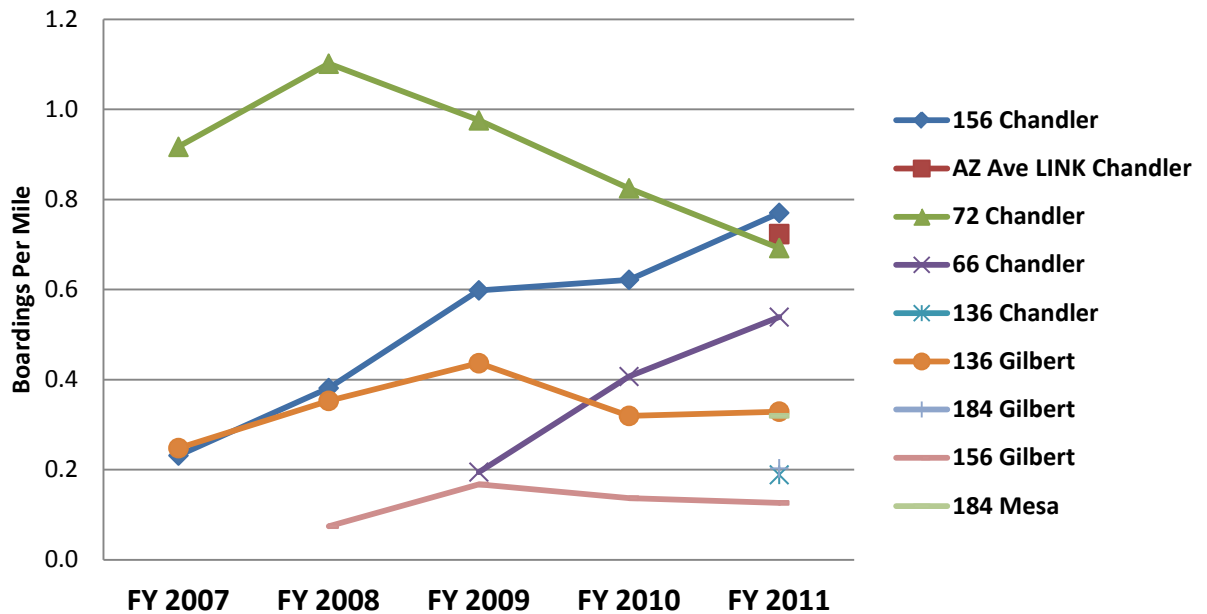


7.2.1 The performance of local routes on both Saturday and Sunday were identified using the same process. Figure 7-3 presents the results for Saturday service and Figure 7-4 presents the results for Sunday service. Routes funded or partially funded by RPTA that fall in the bottom quartile for Saturday service include:

- Route 156—Chandler Boulevard – Chandler
- Arizona Avenue LINK – Chandler
- Route 72—Scottsdale/Rural – Chandler
- Route 66—Mill/Kyrene – Chandler
- Route 136—Gilbert Road – Chandler
- Arizona Avenue LINK – Gilbert
- Route 136—Gilbert Road – Gilbert
- Route 184—Power – Gilbert
- Route 156—Chandler Blvd – Gilbert
- Route 156—Chandler Blvd – Mesa
- Main Street LINK – Mesa
- Route 184—Power – Mesa

Figure 7-3: Saturday Summary

Saturday Summary PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History

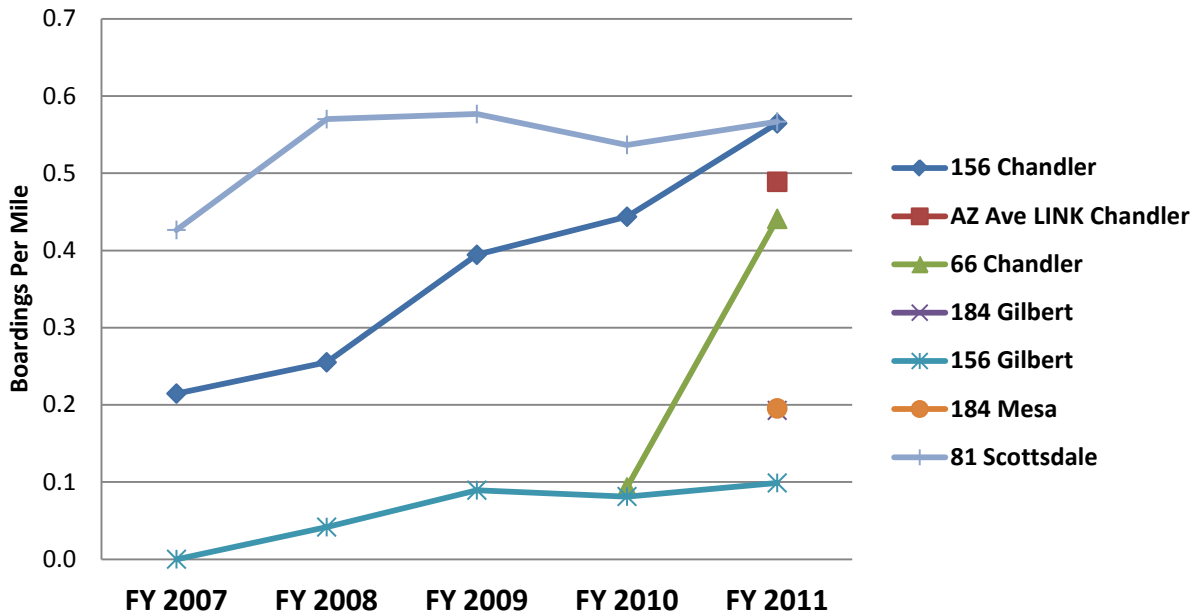


Routes funded or partially funded by RPTA that fall in the bottom quartile for Sunday service include:

- Route 156—Chandler Blvd – Chandler
- Route 96—Dobson – Chandler
- Route 66—Mill/Kyrene – Chandler
- Arizona Avenue LINK – Chandler
- Arizona Avenue LINK – Gilbert
- Route 184—Power – Gilbert
- Route 156—Chandler Blvd – Gilbert
- Main Street LINK – Mesa
- Route 184—Power – Mesa
- Route 81—Hayden/McClintock – Scottsdale

Figure 7-4: Sunday Summary

Sunday Summary PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History



7.2.2 Local Route Analysis

Once the lowest performing PTF funded local routes were identified by jurisdiction, a closer look was taken at average daily boardings over the last five fiscal years (FY 2007 through FY 2011). Graphs were developed showing average daily boardings during this time period to show ridership trends. Graphs showing the historic trends of bottom quartile routes funded or partially fund with PTF can be found in Appendix D. Only those jurisdictions with routes funded or partially funded with PTF that fall into the bottom quartile of regional performance are shown.

Chandler: Although Route 96 performance in Chandler falls into the bottom quartile on weekdays and Sundays, historic trends show this route to be improving over time. Route 136 on weekdays and Saturdays also falls into the bottom quartile, but it’s extension to Crossroads Shopping Center in July 2010 may have helped this route’s performance. Route 66 numbers are very low, but do seem to be trending up. This route should continue to be watched. The Arizona Avenue LINK was implemented in January 2011, and needs time to establish itself. Route 156 falls into the bottom quartile on Saturdays and Sundays, but performance on both weekend days is trending upward. Need to explain that Chandler cut miles from the unproductive portion of Route 96 (south of Pecos) and cut Sunday service on Route 96 during the last TLCP update (January 2012 implementation).

Gilbert: Route 136 performance is in the bottom quartile for both weekday and Saturday in Gilbert and historic trends show little improvement. The same is true for Route 156 on weekday, Saturday, and Sunday. Route 108 on weekdays is also a poor performer that isn’t showing

improvement over time. Route 184 is new and needs more time to become established. Although new, the Arizona Avenue LINK is doing well enough to avoid the bottom quartile on weekdays and Saturdays, but not on Sunday. More time is needed.

Guadalupe: Weekday performance on Route 108 is in the bottom quartile and the historic trend seems negative.

Mesa: Route 108 weekday service continues to perform poorly. Route 184 is a new route and appears in the bottom quartile for weekday, Saturday, and Sunday. Main Street LINK on weekends also appears in the bottom quartile, however Saturday and Sunday service has already been deleted.

Scottsdale: The only PTF funded route in the bottom quartile is Route 81 on weekdays and Sundays. Recent reductions of Route 81 service need to be monitored to determine the impact on productivity.

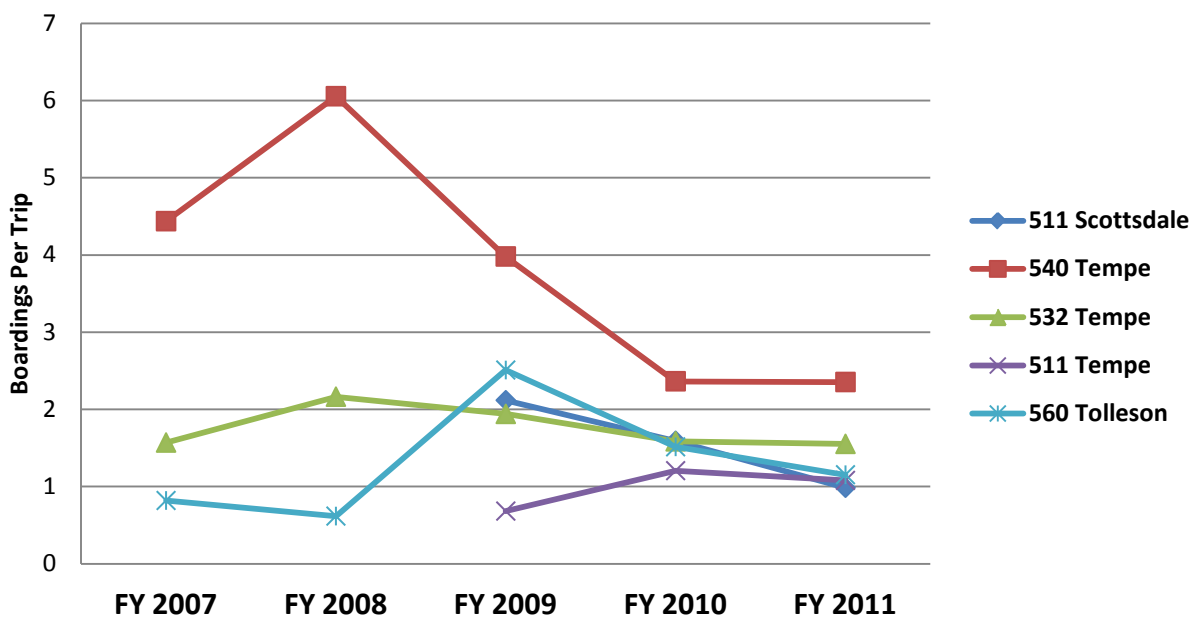
7.3 EXPRESS/RAPID ROUTE IDENTIFICATION METHODOLOGY

A similar process was used for express and RAPID routes, although boardings per trip were used as a more appropriate measure of productivity for commuter oriented service. Also, several routes from this analysis have already been eliminated, so they have been removed from the below graph. As mentioned earlier, the Grand Avenue Limited was included. The results are shown in Figure 7-5. The following RPTA funded routes fall into the bottom quartile of this type of service:

- Grand Avenue Limited – El Mirage
- Route 511—Chandler/Scottsdale Airpark Express – Chandler
- Route 511—Chandler/Scottsdale Airpark Express – Scottsdale
- Route 511—Chandler/Scottsdale Airpark Express – Tempe
- Route 532—Mesa Express - Tempe
- Route 536—Northeast Mesa/Tempe/ASU Express – Mesa
- Route 536—Northeast Mesa/Tempe/ASU Express - Tempe
- Route 540—Chandler Express - Tempe
- Route 570—Glendale Express - Glendale
- Route 572—Surprise/Scottsdale Express – Glendale
- Route 572—Surprise/Scottsdale Express – Scottsdale
- Route 572—Surprise/Scottsdale Express – Surprise
- Route 576—Northwest Valley/Montebello Express – Glendale
- Route 576—Northwest Valley/Montebello Express – Phoenix

Figure 7-5 Express Service Summary Boardings per trip

Express Service Summary PTF Funded Routes in Regional Bottom Quartile Boardings Per Trip History



7.3.1 Express/RAPID Route Analysis

As with the local routes, once the lowest performing quartile of express routes was identified, a closer look was taken at the average daily boardings. Boardings per trip were used instead of boardings per mile, as a better indicator of performance for peak-hour commuter-oriented service. Also like the local routes, for PTF funded routes falling into the bottom quartile of express/RAPID performance, graphs of performance over the last five years were developed to gain a better understanding of what is happening with these routes. These graphs can be found in Appendix D. Only those jurisdictions with routes funded or partially funded with PTF that fall into the bottom quartile of regional performance are shown.

Chandler: The portion of Route 511—Chandler/Scottsdale Airpark Express in Chandler was eliminated in July 2010.

El Mirage: The Grand Ave Limited route was extended to El Mirage in July 2010 and should be watched to see if performance improves.

Glendale: Route 570—Glendale Express continues to perform poorly. Historical data shows a downward trend. Route 572—Surprise/Scottsdale Express and Route 576—Northwest Valley/Montebello Express were eliminated in July 2010.

Mesa: Route 536—Northeast Mesa/Tempe/ASU Express was eliminated in July 2010.

Phoenix: Route 576—Northwest Valley/Montebello Express was eliminated in July 2010.

Scottsdale: Route 511—Chandler/Scottsdale Airpark Express route is also performing poorly in Scottsdale, and the historical trend shows no improvement over time. Some changes were made in Route 511 in October 2011. Performance should continue to be monitored. Route 572—Surprise/Scottsdale Express was eliminated in July 2010.

Tempe: Route 540—Chandler and Route 532—Mesa show poor performance in Tempe, but each route does well in the jurisdictions they were designed to serve. Route 511—Chandler/Scottsdale Airpark Express route is also performing poorly in Tempe. Route 536—Northeast Mesa/Tempe/ASU Express was eliminated in July 2010.

APPENDIX A

Table A-1: FY 2011 Regional Transit System Data

FY 2011 System Data					
System	Total Boardings	Total Wheelchair Boardings	Total Vehicle Miles	Total Revenue Miles	Total Vehicle Hours
Fixed Route	54,814,001	270,787	34,987,728	29,513,595	2,954,169
Dial-a-Ride	800,833	164,866	7,491,024	6,421,324	
Vanpool	1,054,315		5,264,634	5,264,634	69,883
Rail	12,793,529		2,475,015	2,405,140	168,662
Total System	69,462,678	435,653	50,218,401	43,604,693	3,192,714
System	Total Revenue Hours	Operating Cost	Capital Cost	Total Cost	
Fixed Route	1,989,384	\$204,316,678	n/a	n/a	
Dial-a-Ride	442,524	\$28,916,889	n/a	n/a	
Vanpool	69,883	\$3,139,579	n/a	n/a	
Rail	165,636	\$31,020,110			
Total System	2,667,427	\$267,393,257			
System	Total Passenger Revenues	Percent On-Time Performance	Vehicle Accidents	Farebox Recovery Ratio	
Fixed Route	\$45,541,645	95.28%		22.3%	
Dial-a-Ride	\$2,039,204	97.39%		7.1%	
Vanpool	\$3,165,415			100.82%	
Rail	\$10,238,281	97.50%		33.0%	
Total System	\$60,984,544	96.72%		22.8%	
System	Boardings Per Revenue Hour	Boardings per Revenue Mile	Operating Cost per Boarding	Operating Cost per Revenue Hour	Operating Cost per Revenue Mile
Fixed Route	27.55	1.86	\$3.73	\$102.70	\$6.92
Dial-a-Ride	1.81	0.12	\$36.11	\$65.35	\$4.50
Vanpool	15.09	0.20	\$2.98	\$44.93	\$0.60
Rail	77.24	5.32	\$2.42	\$187.28	\$12.90
Total System	26.04	1.86	\$3.85	\$100.24	\$6.13

Table A-2: Operations and Performance Data for FY 2007 through FY 2011

Revenue Miles							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	28,766,992	32,755,717	34,172,826	32,968,784	29,513,595	-10.48%	2.60%
Dial-a-Ride	n/a	7,533,814	7,329,082	6,572,800	6,421,324	-2.30%	
Vanpool	5,253,578	5,603,997	6,208,650	5,623,377	2,405,140	-57.23%	-54.22%
Rail			1,362,250	2,652,759	5,264,634	98.46%	
Total System	34,020,570	45,893,528	49,072,808	47,817,719	43,604,693	-8.81%	28.17%

Revenue Hours							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	1,966,138	1,988,847	2,305,116	2,393,455	1,989,384	-16.88%	1.18%
Dial-a-Ride	532,031	540,907	524,842	478,158	442,524	-7.45%	
Vanpool	131,612	115,100	157,369	134,927	69,883	-48.21%	-46.90%
Rail			95,213	182,780	165,636	-9.38%	
Total System	2,629,781	2,644,854	3,082,540	3,189,320	2,667,427	-16.36%	1.43%

On-Time Performance							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	91.50%	92.10%	93.16%	95.27%	95.28%	0.01%	4.13%
Dial-a-Ride	95.40%	89.90%	96.08%	97.35%	97.39%	0.04%	2.08%
Vanpool	-----	-----	-----	-----	-----		
Rail	-----	-----	93.90%	95.80%	97.50%	1.77%	
Total System	93.50%	91.00%	94.38%	96.14%	96.72%	0.60%	3.44%

Total Boardings							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	58,184,595	60,153,649	65,551,812	55,574,959	54,814,001	-1.37%	-5.79%
Dial-a-Ride	922,790	903,868	874,132	777,525	800,833	3.00%	-13.22%
Vanpool	1,418,466	1,478,148	1,896,888	1,135,783	1,054,315	-7.17%	-25.67%
Rail			5,580,857	12,112,738	12,793,529	5.62%	
Total System	60,525,851	62,535,665	73,903,689	69,601,005	69,462,678	-0.20%	14.77%

Wheelchair Boardings							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	251,738	277,206	286,935	263,610	270,787	2.72%	7.57%
Dial-a-Ride	n/a	n/a	194,935	131,231	164,866	25.63%	#VALUE!
Vanpool	-----	-----	NR	504			
Rail	-----	-----	NR	NR			
Total System	251,738	277,206	481,870	395,345	435,653	10.20%	73.06%



Boardings Per Revenue Mile							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	2.01	1.84	1.92	1.69	1.86	9.90%	-7.60%
Dial-a-Ride	n/a	0.12	0.12	0.12	0.12	3.93%	
Vanpool	0.27	0.26	0.31	0.2	0.20	0.13%	-25.83%
Rail			4.1	4.57	5.32	16.39%	
Total System	1.77	1.36	1.51	1.46	1.59	9.11%	-10.00%

Boardings Per Revenue Hour							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	29.59	30.25	28.44	23.22	27.55	18.66%	-6.88%
Dial-a-Ride	1.73	1.67	1.67	1.63	1.81	11.29%	4.61%
Vanpool	10.78	12.84	12.05	8.42	15.09	79.23%	39.95%
Rail			58.61	66.27	77.24	16.55%	
Total System	23.02	23.64	23.97	21.82	26.04	19.33%	13.12%

Safety Incidents Per 100,000 Boardings							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	0.04	0.17	0.09	0	0		
Dial-a-Ride			1.72	0	0		
Vanpool			0	0	0		
Rail			0.16	0	0		
Total System	0.098	0.16	0.11	0	0		

Security Incidents Per 100,000 Boardings							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	n/a	0.14	0.09	0	0		
Dial-a-Ride	n/a	n/a	1.72	0	0		
Vanpool	n/a	n/a		0	0		
Rail			0.16	0	0		
Total System		0.14	0.11	0	0		

Operating Expenses							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	\$152,662,789	\$183,809,441	\$196,568,442	\$194,414,536	\$204,316,678	5.09%	33.84%
Dial-a-Ride	\$29,505,513	\$31,936,477	\$31,857,041	\$28,762,414	\$28,916,889	0.54%	-1.99%
Vanpool	\$2,305,045	\$2,499,972	\$4,118,258	\$2,658,382	\$3,139,579	18.10%	36.20%
Rail			\$15,886,434	\$32,964,700	\$31,020,110	-5.90%	
Total System	\$184,473,347	\$218,245,890	\$248,430,175	\$258,800,032	\$267,393,257	3.32%	45.95%



Total Passenger Revenue							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	\$37,000,313	\$41,091,397	\$43,931,147	\$46,853,915	\$45,541,645	-2.82%	23.08%
Dial-a-Ride	\$1,302,579	\$1,292,611	\$1,304,778	\$1,791,298	\$2,039,203	13.84%	56.55%
Vanpool	\$2,650,738	\$2,781,438	\$3,729,293	\$2,469,143	\$3,165,415	28.20%	19.42%
Rail			\$3,371,103	\$9,228,058	\$10,238,281	10.95%	
Total System	\$40,953,630	\$45,165,446	\$52,336,321	\$60,342,414	\$60,984,544	1.06%	48.91%

Farebox Recovery Ratio							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	24.24%	22.36%	22.35%	24.10%	22.3%	-7.47%	-8.00%
Dial-a-Ride	4.41%	4.05%	4.10%	6.23%	7.1%	13.64%	60.54%
Vanpool	115.00%	111.26%	90.56%	92.88%	100.8%	8.55%	-12.33%
Rail			21.22%	27.99%	33 %	17.90%	
Total System	22.20%	0.21%	21.07%	23.32%	22.8%	-3.09%	1.80%

Operating Cost Per Boarding							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	\$2.62	\$3.06	\$3.00	\$3.50	\$3.73	6.57%	42.37%
Dial-a-Ride	\$31.97	\$35.33	\$36.44	\$36.99	\$36.11	-2.38%	12.95%
Vanpool	\$1.63	\$1.69	\$2.17	\$2.34	\$2.98	27.35%	82.82%
Rail			\$2.85	\$2.72	\$2.42	-11.03%	
Total System	\$3.05	\$3.49	\$3.36	\$3.72	\$3.85	4.49%	26.23%

Net Operating Cost Per Boarding							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	\$1.99	\$2.37	\$2.33	\$2.66	\$2.90	9.02%	45.73%
Dial-a-Ride	\$30.56	\$33.90	\$34.95	\$34.69	\$33.56	-3.26%	9.82%
Vanpool	(\$0.24)	(\$0.19)	\$0.21	\$0.17	-\$0.02	-111.76%	-91.67%
Rail			\$2.24	\$1.96	\$1.62	-17.35%	
Total System	\$2.37	\$2.77	\$2.65	\$2.85	\$2.97	4.21%	25.32%

Operating Cost Per Revenue Mile							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	\$5.31	\$5.61	5.75	5.9	\$6.92	17.29%	30.32%
Dial-a-Ride	n/a	\$4.24	4.35	4.38	\$4.50	2.74%	
Vanpool	\$0.44	\$0.45	0.66	0.47	\$0.60	27.66%	36.36%
Rail			11.66	12.43	\$12.90	3.78%	
Total System	\$5.40	\$3.49	5.06	5.41	\$6.13	13.31%	13.52%



Fare Revenue Per Boarding							
System	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Percent Change FY 2010- 2011	Percent Change FY 2007-2011
Fixed Route	\$0.64	\$0.68	\$0.67	\$0.84	\$0.83	-1.19%	29.69%
Dial-a-Ride	\$1.41	\$1.43	\$1.49	\$2.30	\$2.55	10.87%	80.85%
Vanpool	\$1.87	\$1.88	\$1.97	\$2.17	\$3.00	38.25%	60.43%
Rail			\$0.60	\$0.76	\$0.80	5.26%	
Total System	\$0.68	\$0.72	\$0.71	\$0.87	\$0.88	1.15%	29.41%

APPENDIX B



Table B-1: Operations and Performance Data for FY 1995 through FY 2011

Boardings										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995	34,979,080		795,019						35,774,099	
1996	35,028,406	0.14%	970,983	22.13%					35,999,389	0.63%
1997	35,141,668	0.32%	959,400	-1.19%					36,101,068	0.28%
1998	36,377,705	3.52%	938,659	-2.16%					37,316,364	3.37%
1999	37,366,572	2.72%	919,886	-2.00%					38,286,458	2.60%
2000	37,496,804	0.35%	968,120	5.24%					38,464,924	0.47%
2001	40,250,847	7.34%	1,023,700	5.74%					41,274,547	7.30%
2002	45,277,131	12.49%	1,023,885	0.02%	917,070				47,218,086	14.40%
2003	51,510,536	13.77%	1,029,378	0.54%	941,682	2.68%			53,481,596	13.27%
2004	54,362,135	5.54%	1,034,742	0.52%	975,156	3.55%			56,372,033	5.40%
2005	57,881,656	6.47%	1,063,600	2.79%	1,025,138	5.13%			59,970,394	6.38%
2006	58,855,322	1.68%	938,879	-11.73%	1,270,416	23.93%			61,064,617	1.82%
2007	58,184,595	-1.14%	922,790	-1.71%	1,418,466	11.65%			60,525,851	-0.88%
2008	55,475,543	-4.66%	903,868	-2.05%	1,478,148	4.21%			57,857,559	-4.41%
2009	65,551,812	8.97%	874,132	-3.29%	1,896,888	28.33%	5,580,857		68,322,832	18.08%
2010	55,574,959	-15.22%	777,525	-11.05%	1,135,783	-40.12%	12,112,738		57,488,267	-15.85%
2011	54,814,001	-1.37%	800,833	3.00%	1,054,315	-7.17%	12,793,529	5.62%	69,462,678	20.83%
% Change 1995 – 2011		56.71%	0.73%		n/a				94.17%	



Revenue Miles										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995	13,664,992		5,213,388						18,878,380	
1996	14,331,831	4.88%	5,775,167	10.78%					20,106,998	6.51%
1997	14,740,186	2.85%	5,507,665	-4.63%					20,247,851	0.70%
1998	16,198,218	9.89%	5,699,540	3.48%					21,897,758	8.15%
1999	16,226,425	0.17%	5,581,523	-2.07%					21,807,948	-0.41%
2000	18,039,016	11.17%	6,100,013	9.29%					24,139,029	10.69%
2001	20,633,013	14.38%	6,852,797	12.34%					27,485,810	13.86%
2002	24,106,344	16.83%	7,034,138	2.65%	3,364,956				34,505,438	25.54%
2003	26,357,307	9.34%	7,185,339	2.15%	3,639,578	8.16%			37,182,224	7.76%
2004	27,081,486	2.75%	8,052,626	12.07%	3,568,488	-1.95%			38,702,600	4.09%
2005	26,914,322	-0.62%	7,623,118	-5.33%	3,900,162	9.29%			38,437,602	-0.68%
2006	27,371,759	1.70%	7,865,367	3.18%	4,717,293	20.95%			39,954,419	3.95%
2007	28,766,992	5.10%	7,699,590	-2.11%	5,253,578	11.37%			41,720,160	4.42%
2008	32,755,717	13.87%	7,533,814	-2.15%	5,603,997	6.67%			45,893,528	10.00%
2009	34,172,826	4.15%	7,329,082	-2.79%	6,208,650	9.74%			47,710,558	3.81%
2010	32,968,784	-3.65%	6,572,800	-11.51%	5,623,377	-10.41%	2,652,759		45,164,960	-5.64%
2011	29,513,595	-10.48%	6,421,324	-2.30%	5,264,634	-6.38%	2,405,140	-9.33%	43,604,693	-3.45%
% Change 1995 - 2011			115.98%		23.17%		n/a		n/a	



Boardings Per Revenue Mile										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995	2.60		0.20						1.90	
1996	2.40	-7.69%	0.20	0.00%					1.80	-5.26%
1997	2.40	0.00%	0.20	0.00%					1.80	0.00%
1998	2.20	-8.33%	0.20	0.00%					1.70	-5.56%
1999	2.30	4.55%	0.20	0.00%					1.70	0.00%
2000	2.10	-8.70%	0.20	0.00%					1.60	-5.88%
2001	1.90	-9.52%	0.10	-50.00%					1.50	-6.25%
2002	1.90	0.00%	0.10	0.00%	0.27				1.50	0.00%
2003	2.00	5.26%	0.10	0.00%	0.26	-3.70%			1.60	6.67%
2004	2.00	0.00%	0.10	0.00%	0.27	3.85%			1.60	0.00%
2005	2.10	5.00%	0.10	0.00%	0.26	-3.70%			1.70	-3.70%
2006	2.10	0.00%	0.10	0.00%	0.27	3.85%			1.50	-3.70%
2007	2.00	-4.76%	0.10	0.00%	0.27	0.00%			1.80	-3.70%
2008	2.10	5.00%	0.10	0.00%	0.26	-3.70%			1.40	-3.70%
2009	1.92	-8.57%	0.12	20.00%	0.31	19.23%	4.10		2.34	-3.70%
2010	1.69	-11.98%	0.12	0.00%	0.27	-12.90%	4.57	11.46%	2.07	-3.70%
2011	1.86	10.06%	0.12	0.00%	0.20	-25.93%	5.32	16.41%	1.59	-3.70%
% Change 1995 - 2011				-28.46%		-40.00%		n/a		16.32%



Operating Cost										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995										
1996										
1997										
1998	\$61,579,208		\$11,811,483						\$73,390,691	
1999	\$65,686,899	6.67%	\$13,523,191	14.49%					\$79,210,090	7.93%
2000	\$74,743,277	13.79%	\$15,606,135	15.40%					\$90,349,412	14.06%
2001	\$96,207,450	28.72%	\$18,359,527	17.64%					\$114,566,977	26.80%
2002	\$109,819,956	14.15%	\$21,517,640	17.20%	\$1,976,964				\$133,314,560	16.36%
2003	\$124,341,810	13.22%	\$23,496,877	9.20%	\$1,873,665	-5.23%			\$149,712,352	12.30%
2004	\$130,742,263	5.15%	\$24,333,403	3.56%	\$1,940,161	3.55%			\$157,015,827	4.88%
2005	\$126,860,874	-2.97%	\$27,961,152	14.91%	\$1,702,112	-12.27%			\$156,524,138	-0.31%
2006	\$134,522,499	6.04%	\$26,805,994	-4.13%	\$2,158,282	26.80%			\$163,486,775	4.45%
2007	\$152,662,789	13.48%	\$29,505,513	10.07%	\$2,305,045	6.80%			\$184,473,347	12.84%
2008	\$183,809,441	20.40%	\$31,936,477	8.24%	\$2,499,972	8.46%			\$218,245,890	18.31%
2009	\$196,568,442	6.49%	\$31,857,041	-0.25%	\$4,118,258	39.30%			\$232,543,741	6.15%
2010	\$194,414,536	-1.11%	\$28,762,414	-10.76%	\$2,658,382	-54.92%	\$32,964,700		\$225,835,332	-2.97%
2011	\$204,316,678	5.09%	\$28,916,889	0.54%	\$3,139,579	18.10%	\$31,020,110	-5.90%	\$267,393,257	18.40%
% Change 1998 - 2011		231.79%	144.82%		n/a		n/a		264.34%	



Operating Cost Per Boarding										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995	\$1.46									
1996	\$1.51	3.42%								
1997	\$1.67	10.60%								
1998	\$1.69	1.20%								
1999	\$1.76	4.14%	\$14.13							
2000	\$1.99	13.07%	\$16.12	14.08%						
2001	\$2.39	20.10%	\$17.93	11.23%						
2002	\$2.44	2.09%	\$21.02	17.23%	\$2.16				\$2.82	
2003	\$2.45	0.41%	\$22.83	8.61%	\$1.99	-7.87%			\$2.85	1.06%
2004	\$2.45	0.00%	\$23.52	3.02%	\$1.99	0.00%			\$2.78	-2.46%
2005	\$2.22	-9.39%	\$26.29	11.78%	\$1.66	-16.58%			\$2.65	-4.68%
2006	\$2.32	4.50%	\$28.55	8.60%	\$1.70	2.41%			\$2.68	1.13%
2007	\$2.62	12.93%	\$31.97	11.98%	\$1.63	-4.12%			\$3.05	13.81%
2008	\$3.06	16.79%	\$35.33	10.51%	\$1.69	3.68%			\$3.49	14.43%
2009	\$3.00	-1.90%	\$36.44	3.05%	\$2.17	22.10%	\$2.85		\$3.40	-2.48%
2010	\$3.50	14.28%	\$36.99	1.48%	\$2.34	7.24%	\$2.72		\$3.93	13.36%
2011	\$3.73	6.57%	\$36.11	-2.38%	\$2.98	27.35%	\$2.42	-11.03%	\$3.85	-2.04%
% Change 1998 - 2011		155.48%	n/a		n/a		n/a		n/a	



Revenue										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995										
1996										
1997										
1998	\$19,188,643		\$1,024,347						\$20,212,990	
1999	\$19,759,452	2.97%	\$1,107,043	8.07%					\$20,866,495	3.23%
2000	\$23,033,517	16.57%	\$1,386,709	25.26%					\$24,420,226	17.03%
2001	\$26,650,087	15.70%	\$1,224,283	-11.71%					\$27,874,370	14.14%
2002	\$24,441,819	-8.29%	\$1,282,289	4.74%	\$1,905,774				\$27,629,882	-0.88%
2003	\$26,930,430	10.18%	\$1,259,045	-1.81%	\$1,533,316	-19.54%			\$29,722,791	7.57%
2004	\$29,996,266	11.38%	\$1,263,195	0.33%	\$1,606,046	4.74%			\$32,865,507	10.57%
2005	\$32,841,189	9.48%	\$1,244,350	-1.49%	\$1,791,450	11.54%			\$35,876,989	9.16%
2006	\$31,899,646	-2.87%	\$1,307,546	5.08%	\$2,328,632	29.99%			\$35,535,824	-0.95%
2007	\$37,000,313	15.99%	\$1,302,579	-0.38%	\$2,650,738	13.83%			\$40,953,630	15.25%
2008	\$39,295,207	6.20%	\$1,292,611	-0.77%	\$2,781,438	4.93%			\$43,369,256	5.90%
2009	\$41,091,397	\$0.06	\$1,304,778	0.93%	\$3,729,293	25.42%	\$3,371,103		\$48,965,218	7.76%
2010	\$46,853,914	6.24%	\$1,791,298	27.16%	\$2,469,143	-51.04%	\$9,228,058		\$51,114,356	4.20%
2011	\$45,541,645	-2.80%	\$2,039,281	13.84%	\$3,165,415	28.20%	\$10,238,281	10.95%	\$60,984,544	19.31%
% Change 1998 - 2011		137.34%	% Change 1998 - 2011		99.08%	n/a		n/a	201.71	



Revenue Per Boarding										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995	\$0.54									
1996	\$0.55	1.85%								
1997	\$0.55	0.00%								
1998	\$0.53	-3.64%	\$1.09	15.60%					\$0.54	
1999	\$0.53	0.00%	\$1.26	13.49%					\$0.56	3.70%
2000	\$0.61	15.09%	\$1.43	-16.08%					\$0.63	12.50%
2001	\$0.68	11.48%	\$1.20	4.17%					\$0.68	7.94%
2002	\$0.56	-17.65%	\$1.25	-2.40%	\$0.48				\$0.56	-17.65%
2003	\$0.55	-1.79%	\$1.22	0.00%	\$0.61	27.08%			\$0.54	-3.57%
2004	\$0.58	5.45%	\$1.22	-4.10%	\$0.61	0.00%			\$0.56	3.70%
2005	\$0.60	3.45%	\$1.17	18.80%	\$0.57	-6.56%			\$0.58	3.57%
2006	\$0.57	-5.00%	\$1.39	1.44%	\$0.55	-3.51%			\$0.56	-3.45%
2007	\$0.64	12.28%	\$1.41	1.42%	\$0.54	-1.82%			\$0.65	16.07%
2008	\$0.68	6.25%	\$1.43	4.19%	\$0.53	-1.85%			\$0.72	10.77%
2009	\$0.67	-1.93%	\$1.49	35.21%	\$1.97	4.29%	\$0.60		\$0.72	-0.78%
2010	\$0.84	20.51%	\$2.30	10.87%	\$2.17	9.57%	\$0.76	26.67%	\$0.89	19.40%
2011	\$0.83	-1.19%	\$2.55	15.60%	\$3.00	38.25%	\$0.80	5.26%	\$0.88	-1.12%
% Change 1998 - 2011		53.70%	n/a		n/a		n/a		n/a	



Farebox Recovery Ratio										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995	31.30%									
1996	36.40%	16.29%								
1997	33.20%	-8.79%								
1998	31.20%	-6.02%	8.70%							
1999	30.20%	-3.21%	8.20%	-5.75%						
2000	30.80%	1.99%	8.90%	8.54%						
2001	28.40%	-7.79%	6.70%	-24.72%					24.80%	
2002	23.00%	-19.01%	6.00%	-10.45%	96.40%				20.70%	-16.53%
2003	22.30%	-3.04%	5.40%	-10.00%	122.10%	26.66%			36.50%	76.33%
2004	23.60%	5.83%	5.20%	-3.70%	120.80%	-1.06%			28.00%	-23.29%
2005	26.90%	13.98%	4.50%	-13.46%	114.10%	-5.55%			27.60%	-1.43%
2006	24.60%	-8.55%	4.90%	8.89%	107.90%	-5.43%			28.10%	1.81%
2007	24.20%	-1.63%	4.40%	-10.20%	115.00%	6.58%			22.20%	-21.00%
2008	22.40%	-7.44%	4.10%	-6.82%	111.30%	-3.22%			20.70%	-6.76%
2009	22.30%	-0.03%	4.10%	1.18%	90.60%	-22.86%	21.20%		21.00%	1.72%
2010	24.10%	7.27%	6.20%	34.24%	92.90%	2.50%	28.00%	32.08%	23.30%	6.97%
2011	22.30%	-7.47%	7.1%	4.19%	100.80%	8.50%	33.00%	17.86%	22.80%	-2.15%
% Change 1998 - 2011		-28.75%		n/a		n/a		n/a		n/a



On Time Performance										
Fiscal Year	Fixed Route	% Change From Previous Year	Dial-a-Ride	% Change From Previous Year	Vanpool	% Change From Previous Year	Rail	% Change From Previous Year	Total	% Change From Previous Year
1995	95.80%		81.40%						88.60%	
1996	94.90%	-0.94%	84.50%	3.81%					89.70%	1.24%
1997	94.70%	-0.21%	84.10%	-0.47%					89.40%	-0.33%
1998	87.00%	-8.13%	69.20%	-17.72%					78.10%	-12.64%
1999	93.00%	6.90%	86.20%	24.57%					89.60%	14.72%
2000	89.70%	-3.55%	87.80%	1.86%					92.50%	3.24%
2001	88.80%	-1.00%	73.30%	-16.51%					84.77%	-8.36%
2002	92.40%	4.05%	92.23%	25.83%					91.43%	7.86%
2003	92.50%	0.11%	91.60%	-0.68%	n/a				92.57%	1.25%
2004	91.90%	-0.65%	93.00%	1.53%	n/a				93.00%	0.46%
2005	92.50%	0.65%	93.51%	0.55%	n/a				93.38%	0.41%
2006	90.70%	-1.95%	94.90%	1.49%	n/a				93.90%	0.56%
2007	91.50%	0.88%	95.39%	0.52%	n/a				93.47%	-0.46%
2008	92.70%	1.31%	94.73%	-0.69%	n/a				90.98%	-2.66%
2009	93.20%	0.54%	96.08%	1.43%	n/a		93.90%		94.38%	3.74%
2010	95.30%	2.25%	97.35%	1.32%	n/a		95.80%	2.02%	96.10%	1.82%
2011	95.25%	-0.05%	97.39%	0.04%	n/a		97.50%	1.77%	96.71%	0.63%
% Change 1998 - 2011		-0.57%		19.64%	n/a	n/a		n/a		9.15%

APPENDIX C

Table C-1: Fixed Route Transit Service Historical Trends since FY 1985

Fiscal Year	Annual Boardings	Revenue Miles of Service	Boardings Per Mile
1985	16,501,219	7,592,893	2.2
1986	17,487,296	8,331,290	2.1
1987	19,327,298	9,275,347	2.1
1988	21,035,796	10,524,537	2.0
1989	25,000,896	10,824,442	2.3
1990	28,642,983	11,664,511	2.5
1991	31,063,899	11,503,650	2.7
1992	32,227,853	11,904,888	2.7
1993	32,194,122	12,029,150	2.7
1994	33,252,295	12,462,098	2.7
1995	34,227,244	13,365,761	2.6
1996	35,028,406	13,664,992	2.6
1997	35,141,668	14,331,831	2.5
1998	36,377,705	14,740,186	2.5
1999	37,366,572	16,198,218	2.3
2000	37,496,804	18,039,016	2.1
2001	40,194,501	21,221,858	1.9
2002	45,277,131	24,106,344	1.9
2003	50,510,536	26,357,307	1.9
2004	54,013,410	26,672,410	2.0
2005	56,361,933	27,427,972	2.1
2006	58,855,322	27,504,359	2.1
2007	58,184,595	28,766,992	2.0
2008	60,153,649	32,755,717	1.8
2009	65,551,812	34,172,826	1.9
2010	55,571,959	32,968,784	1.7
2011	54,814,001	29,513,595	1.86



APPENDIX D

TABLE 1 - Weekday Local Routes Boardings Per Mile By Jurisdiction						
City of Avondale						
WEEKDAY LOCAL		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
29A	Avondale	0.4	0.3	0.5	0.5	0.8
17A	Avondale			0.3	0.5	
131	Avondale	0.4	0.4	0.5	0.4	0.5
City of Chandler						
WEEKDAY LOCAL		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
96	Chandler			0.5	0.6	0.7
136	Chandler					0.6
66	Chandler			0.6	0.4	0.6
AZ Ave LINK	Chandler					0.5
Gila River Indian Community						
66	Gila River					0.8
Town of Gilbert						
WEEKDAY LOCAL		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
136	Gilbert	0.4	0.5	0.7	0.6	0.7
184	Gilbert					0.6
108	Gilbert	0.2	0.3	0.4	0.4	0.3
156	Gilbert		0.1	0.2	0.2	0.2
City of Glendale						
90	Glendale	2.4	2.0	2.9	2.2	2.5
80	Glendale	2.3	1.7	3.3	2.7	2.5
60	Glendale	2.9	2.1	2.2	2.0	2.2



59	Glendale	2.1	2.2	2.2	1.9	2.1
138	Glendale	1.3	1.4	1.4	1.1	2.0
67	Glendale	1.7	2.2	1.8	1.9	2.0
106	Glendale	2.5	2.6	2.4	1.8	2.0
70	Glendale	4.5	4.2	1.6	1.3	1.4
170	Glendale	1.8	1.8	2.5	1.5	1.4
WEEKDAY LOCAL		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Grand Ave Ltd	Glendale	0.3	0.2	0.2	0.1	0.5
122	Glendale			1.1	1.0	0.4
131	Goodyear	0.4	0.3	0.4	0.3	0.5
56	Guadalupe	1.8	1.9	1.1	1.2	1.1
108	Guadalupe	0.9	1.1	0.8	0.5	0.4
96	Mesa	1.7	1.9	2.2	2.4	2.9
112	Mesa	3.0	3.0	3.1	2.7	2.9
61	Mesa	2.5	2.2	2.1	1.9	2.2
104	Mesa	2.3	2.1	2.0	1.8	2.0
77	Mesa	1.8	1.6	2.2	2.2	1.8
156	Mesa		1.8	2.4	1.7	1.8
120	Mesa	1.2	1.4	1.7	1.6	1.8
40	Mesa			1.5	1.4	1.6
45	Mesa	1.1	1.0	1.6	1.4	1.5
30	Mesa	1.5	1.5	1.5	1.3	1.5
AZ Ave LINK	Mesa					1.5
136	Mesa	1.3	1.5	1.4	1.2	1.4
128	Mesa	1.1	1.3	1.3	1.1	1.2
Main St LINK	Mesa			0.7	1.0	1.1
WEEKDAY LOCAL		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011



108	Mesa	0.8	0.9	1.1	0.7	0.7
184	Mesa					0.3
44	Paradise Valley	1.2	0.9	0.5	0.2	0.2
106	Peoria	2.0	2.1	2.8	2.8	2.3
Grand Ave Ltd	Peoria	2.4	1.6	1.0	0.8	0.4
WEEKDAY LOCAL		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
50	Phoenix	3.5	3.4	4.1	3.6	3.7
15	Phoenix	2.5	2.9	3.2	2.5	3.4
41	Phoenix	3.6	3.1	3.6	3.3	3.3
17	Phoenix	3.6	3.1	3.3	3.0	3.2
70	Phoenix	3.1	2.7	3.3	2.9	3.1
19	Phoenix	2.8	2.6	3.1	2.8	2.9
80	Phoenix	3.2	3.5	3.7	2.9	2.9
3	Phoenix	3.8	3.1	3.2	2.9	2.9
59	Phoenix	2.9	3.0	3.5	3.1	2.8
27	Phoenix	3.4	3.0	3.3	2.6	2.8
10	Phoenix	2.6	2.3	2.6	2.4	2.8
35	Phoenix	3.1	2.8	3.1	2.5	2.7
51	Phoenix	2.3	2.4	3.1	2.6	2.6
60	Phoenix	2.5	2.4	3.1	2.5	2.6
0	Phoenix	3.6	3.0	3.3	2.5	2.5
67	Phoenix	3.2	2.5	3.6	2.6	2.5
90	Phoenix	2.5	2.7	2.8	2.4	2.4
43	Phoenix	2.5	2.5	2.7	2.3	2.4
12	Phoenix	2.5	2.3	3.2	3.1	2.3
7	Phoenix	2.7	2.3	2.6	2.2	2.2
61	Phoenix	1.8	1.9	2.3	1.9	2.2
8	Phoenix	2.9	2.6	2.6	2.1	2.2
170	Phoenix	2.3	2.3	2.4	2.2	2.1
106	Phoenix	1.7	1.8	2.3	1.9	2.1
16	Phoenix	3.3	2.9	3.0	2.3	2.0
44	Phoenix	1.9	1.9	2.0	1.7	2.0
45	Phoenix	1.9	1.6	2.1	1.8	1.9
17A	Phoenix			0.4	1.6	1.8



512	Fountain Hills	2	2	2	2	3
531	Gilbert	3	3	6	5	5
575	Glendale			16	14	15
573	Glendale		6	8	8	11
581	Glendale	4	4	3	3	3
Grand Ave Ltd	Glendale	2	2	1	1	3
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
570	Glendale	5	4	4	3	1
576	Glendale			1	2	0
572 ³	Glendale		1	2	1	0
562	Goodyear			12	13	17
533	Mesa	15	21	21	19	17
535	Mesa			10	10	14
532	Mesa	12	15	11	8	8
531	Mesa	7	9	6	4	5
541	Mesa	4	6	5	4	5
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
536	Mesa			1	2	0
Grand Ave Ltd	Peoria	6	4	4	2	3
I-17 Rapid	Phoenix	27	26	29	25	30
I-10 East Rapid	Phoenix	31	28	30	25	25
SR51 Rapid	Phoenix	25	25	28	23	23



I-10 West Rapid	Phoenix	26	25	26	24	22
533	Phoenix	13	17	19	15	17
575	Phoenix			7	11	15
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
560	Phoenix	19	18	12	11	15
542	Phoenix			7	20	13
540	Phoenix	12	16	17	13	12
581	Phoenix	16	15	15	12	12
573	Phoenix		5	10	7	11
571	Phoenix	13	15	11	8	11
541	Phoenix	10	12	18	11	10
535	Phoenix			9	9	10
562	Phoenix			7	9	10
512	Phoenix	13	12	12	11	10
531	Phoenix	8	10	11	9	9
510	Phoenix	12	12	11	9	8
590	Phoenix	16	15	16	12	7
532	Phoenix	9	12	9	7	7
582	Phoenix	14	10	13	11	6
Grand Ave Ltd	Phoenix	10	8	8	5	6
521	Phoenix	8	7	7	6	5
570	Phoenix	11	8	8	9	4
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
520	Phoenix	7	7	7	4	4
576	Phoenix			0	2	0
510	Scottsdale	10	10	12	9	8
512	Scottsdale	5	4	6	5	5
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
511	Scottsdale			2	2	1
572	Scottsdale		1	5	2	0
571	Surprise	11	14	10	15	14
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
572	Surprise		2	3	3	0



521	Tempe	12	10	10	9	9
520	Tempe	8	8	10	6	7
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
540	Tempe	4	6	4	2	2
532	Tempe	2	2	2	2	2
511	Tempe			1	1	1
536	Tempe			1	2	0
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
560	Tolleson	1	1	3	2	1
	Bottom Quartile					
	Funded in Full or Part by PTF Funding					
		255.0	255.0	255.0	256.0	251.0
WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
SR51 Rapid	Phoenix	703	699	778	644	643
I-10 East Rapid	Phoenix	961	875	915	771	762
I-10 West Rapid	Phoenix	690	680	715	644	602
I-17 Rapid	Phoenix	1,205	1,147	1,262	1,117	1,311
510	Scottsdale	40	40	48	36	31
510	Phoenix	49	49	45	37	33
511	Chandler			19	22	1
511	Scottsdale			17	13	8
511	Tempe			5	10	9
512	Scottsdale	19	16	25	21	20
512	Fountain Hills	10	9	7	8	10
512	Phoenix	52	47	50	46	38
520	Tempe	63	66	81	51	53
520	Phoenix	54	54	54	34	30
521	Tempe	152	134	132	118	111
521	Phoenix	101	95	97	72	67



531	Mesa	99	134	83	65	76	
531	Phoenix	119	152	163	138	141	
531	Gilbert	38	50	96	76	77	
532	Tempe	13	17	16	13	12	
532	Mesa	93	120	85	62	64	
532	Phoenix	74	95	72	60	54	
533	Mesa	147	211	214	191	172	
533	Phoenix	126	174	191	153	168	
535	Mesa			60	60	85	
535	Phoenix			53	52	60	
536	Tempe			6	18	1	
536	Mesa			9	20	1	
540	Tempe	35	48	32	19	19	
540	Chandler	16	21	43	46	33	
540	Phoenix	96	132	133	105	99	
541	Mesa	70	102	50	41	49	
541	Chandler	94	119	131	70	77	
541	Phoenix	155	197	178	110	100	
542	Chandler			44	91	132	
542	Phoenix			39	120	127	
560	Avondale	23	22	13	9	11	
560	Phoenix	77	70	46	43	59	
560	Tolleson	3	2	10	6	5	
562	Goodyear			73	78	102	
562	Phoenix			44	55	60	
570	Glendale	18	15	15	13	5	
570	Phoenix	42	33	31	37	15	
571	Phoenix	53	61	65	50	64	
571	Surprise	45	57	61	93	82	
572	Scottsdale		17	55	26	1	
572	Glendale		11	19	11	1	
572	Surprise		19	33	31	1	
573	Glendale		71	91	94	92	
573	Phoenix		54	123	80	86	
575	Glendale			95	84	88	
575	Phoenix			41	66	90	
576	Glendale			9	17	1	
576	Phoenix			4	15	1	
581	Glendale	22	22	21	16	12	
581	Phoenix	99	89	89	73	48	
582	Phoenix	108	84	101	85	46	
590	Phoenix	130	121	125	95	55	



		255.0	255.0	255.0	256.0	251.0	
WEEKDAY Express / RAPID		Boardings Per Trip					
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	
SR51 Rapid	Phoenix	703	699	778	644	643	
I-10 East Rapid	Phoenix	961	875	915	3	3	
I-10 West Rapid	Phoenix	690	680	715	3	2	
I-17 Rapid	Phoenix	1,205	1,147	1,262	4	5	
510	Scottsdale	40	40	48	0	0	
510	Phoenix	49	49	0	0	0	
511	Chandler			0	0	0	
511	Scottsdale			0	0	0	
511	Tempe			0	0	0	
512	Scottsdale	19	16	0	0	0	
512	Fountain Hills	10	9	0	0	0	
512	Phoenix	52	47	0	0	0	
520	Tempe	63	66	0	0	0	
520	Phoenix	54	54	0	0	0	
521	Tempe	152	134	1	0	0	
521	Phoenix	101	95	0	0	0	
531	Mesa	99	134	0	0	0	
531	Phoenix	119	152	1	1	1	
531	Gilbert	38	50	0	0	0	
532	Tempe	13	17	0	0	0	
532	Mesa	93	120	0	0	0	
532	Phoenix	74	95	0	0	0	
533	Mesa	147	211	1	1	1	
533	Phoenix	126	174	1	1	1	
535	Mesa			0	0	0	
535	Phoenix			0	0	0	
536	Tempe			0	0	0	
536	Mesa			0	0	0	
540	Tempe	35	48	0	0	0	
540	Chandler	16	21	0	0	0	
540	Phoenix	96	132	1	0	0	
541	Mesa	70	102	0	0	0	
541	Chandler	94	119	1	0	0	
541	Phoenix	155	197	1	0	0	
542	Chandler			0	0	1	
542	Phoenix			0	0	1	
560	Avondale	23	22	0	0	0	
560	Phoenix	77	70	0	0	0	
560	Tolleson	835	2	0	0	0	

562	Goodyear			0	0	0	
562	Phoenix			0	0	0	
570	Glendale	18	15	0	0	0	
570	Phoenix	42	33	0	0	0	
571	Phoenix	53	61	0	0	0	
571	Surprise	45	57	0	0	0	
572	Scottsdale		17	0	0	0	
572	Glendale		11	0	0	0	
572	Surprise		19	0	0	0	
573	Glendale		71	0	0	0	
573	Phoenix		54	0	0	0	
575	Glendale			0	0	0	
575	Phoenix			0	0	0	
576	Glendale			0	0	0	
576	Phoenix			0	0	0	
581	Glendale	22	22	0	0	0	
581	Phoenix	99	89	0	0	0	
582	Phoenix	108	84	0	0	0	
590	Phoenix	130	121	0	0	0	

¹Route 66 no longer exists. ²Route 76 is now called the Miller Road Trolley ³Route 572 was eliminated in calendar year 2011,

Table 1 - Weekday Local Boardings Per Mile								
City of Avondale								
WEEKDAY LOCAL		Boardings Per Mile						
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011		
3	Avondale	0.6	0.8	0.4	0.2	1.0		
29A	Avondale	0.4	0.3	0.5	0.5	0.8		
17A	Avondale			0.3	0.5			
131	Avondale	0.4	0.4	0.5	0.4	0.5		
City of Chandler								
112	Chandler	1.6	1.9	2.0	1.7	1.6		
156	Chandler	0.7	0.7	0.9	0.9	1.2		
104	Chandler	1.0	1.3	1.3	1.2	1.2		
72	Chandler	1.0	1.2	1.3	0.9	1.0		
108	Chandler	0.5	0.6	0.9	0.8	0.9		
81	Chandler	1.0	1.2	1.0	0.9	0.9		
96	Chandler			0.5	0.6	0.7		
136	Chandler					0.6		



66	Chandler			0.6	0.4	0.6
AZ Ave LINK	Chandler					0.5
Gila River Indian Community						
66	Gila River					0.8
Town of Gilbert						
112	Gilbert					1.4
AZ Ave LINK	Gilbert					0.9
136	Gilbert	0.4	0.5	0.7	0.6	0.7
184	Gilbert					0.6
108	Gilbert	0.2	0.3	0.4	0.4	0.3
156	Gilbert		0.1	0.2	0.2	0.2
City of Glendale						
90	Glendale	2.4	2.0	2.9	2.2	2.5
80	Glendale	2.3	1.7	3.3	2.7	2.5
60	Glendale	2.9	2.1	2.2	2.0	2.2
59	Glendale	2.1	2.2	2.2	1.9	2.1
138	Glendale	1.3	1.4	1.4	1.1	2.0
67	Glendale	1.7	2.2	1.8	1.9	2.0
106	Glendale	2.5	2.6	2.4	1.8	2.0
70	Glendale	4.5	4.2	1.6	1.3	1.4
170	Glendale	1.8	1.8	2.5	1.5	1.4
Table 1 - Weekday Local Boardings Per Mile (Continued)						
City of Glendale (Continued)						
WEEKDAY LOCAL Boardings Per Mile						
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
51	Glendale	1.4	1.4	1.2	1.0	1.1
186	Glendale	0.7	1.0	0.3	0.8	1.1
122	Glendale			1.2	1.0	0.5
Grand Ave Ltd	Glendale	0.3	0.2	0.2	0.1	0.5
122	Glendale			1.1	1.0	0.4

City of Goodyear						
131	Goodyear	0.4	0.3	0.4	0.3	0.5
Town of Guadalupe						
56	Guadalupe	1.8	1.9	1.1	1.2	1.1
108	Guadalupe	0.9	1.1	0.8	0.5	0.4
City of Mesa						
96	Mesa	1.7	1.9	2.2	2.4	2.9
112	Mesa	3.0	3.0	3.1	2.7	2.9
61	Mesa	2.5	2.2	2.1	1.9	2.2
104	Mesa	2.3	2.1	2.0	1.8	2.0
77	Mesa	1.8	1.6	2.2	2.2	1.8
156	Mesa		1.8	2.4	1.7	1.8
120	Mesa	1.2	1.4	1.7	1.6	1.8
40	Mesa			1.5	1.4	1.6
45	Mesa	1.1	1.0	1.6	1.4	1.5
30	Mesa	1.5	1.5	1.5	1.3	1.5
AZ Ave LINK	Mesa					1.5
136	Mesa	1.3	1.5	1.4	1.2	1.4
128	Mesa	1.1	1.3	1.3	1.1	1.2
Main St LINK	Mesa			0.7	1.0	1.1
108	Mesa	0.8	0.9	1.1	0.7	0.7
184	Mesa					0.3
Town of Paradise Valley						
44	Paradise Valley	1.2	0.9	0.5	0.2	0.2
City of Peoria						
106	Peoria	2.0	2.1	2.8	2.8	2.3
Grand Ave Ltd	Peoria	2.4	1.6	1.0	0.8	0.4
Table 1 - Weekday Local Boardings Per Mile (Continued)						



City of Phoenix						
WEEKDAY LOCAL		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
50	Phoenix	3.5	3.4	4.1	3.6	3.7
15	Phoenix	2.5	2.9	3.2	2.5	3.4
41	Phoenix	3.6	3.1	3.6	3.3	3.3
17	Phoenix	3.6	3.1	3.3	3.0	3.2
70	Phoenix	3.1	2.7	3.3	2.9	3.1
19	Phoenix	2.8	2.6	3.1	2.8	2.9
80	Phoenix	3.2	3.5	3.7	2.9	2.9
3	Phoenix	3.8	3.7	3.2	2.9	2.9
59	Phoenix	2.9	3.0	3.5	3.1	2.8
27	Phoenix	3.4	3.0	3.3	2.6	2.8
10	Phoenix	2.6	2.3	2.6	2.4	2.8
35	Phoenix	3.1	2.8	3.1	2.5	2.7
51	Phoenix	2.3	2.4	3.1	2.6	2.6
60	Phoenix	2.5	2.4	3.1	2.5	2.6
0	Phoenix	3.6	3.0	3.3	2.5	2.5
67	Phoenix	3.2	2.5	3.6	2.6	2.5
90	Phoenix	2.5	2.7	2.8	2.4	2.4
43	Phoenix	2.5	2.5	2.7	2.3	2.4
12	Phoenix	2.5	2.3	3.2	3.1	2.3
7	Phoenix	2.7	2.3	2.6	2.2	2.2
61	Phoenix	1.8	1.9	2.3	1.9	2.2
8	Phoenix	2.9	2.6	2.6	2.1	2.2
170	Phoenix	2.3	2.3	2.4	2.2	2.1
106	Phoenix	1.7	1.8	2.3	1.9	2.1
16	Phoenix	3.3	2.9	3.0	2.3	2.0
44	Phoenix	1.9	1.9	2.0	1.7	2.0
45	Phoenix	1.9	1.6	2.1	1.8	1.9
17A	Phoenix			0.4	1.6	1.8
186	Phoenix	0.9	1.2	1.7	1.5	1.7
77	Phoenix	1.3	1.3	1.6	1.5	1.6
138	Phoenix	1.1	1.2	1.5	1.2	1.3
32	Phoenix	0.6	1.4	1.8	1.5	1.2
13	Phoenix	1.3	1.2	1.2	1.0	1.2
52	Phoenix	1.4	1.3	1.4	1.1	1.1
30	Phoenix	0.7	1.0	1.1	0.8	1.0
1	Phoenix	1.1	1.2	1.1	0.8	0.9



154	Phoenix		0.7	1.0	0.8	0.9
39	Phoenix			0.9	0.8	0.8
56	Phoenix	0.8	0.7	1.0	0.9	0.8
29A	Phoenix			0.6	0.8	0.8
40	Phoenix			0.8	0.6	0.6
Grand Ave Ltd	Phoenix	1.4	1.1	1.0	0.7	0.6
122	Phoenix	0.8	0.9	1.2	0.9	0.6
Table 1 - Weekday Local Boardings Per Mile (Continued)						
City of Scottsdale						
WEEKDAY LOCAL			Boardings Per Mile			
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
17	Scottsdale	2.5	2.8	3.1	2.5	2.3
29	Scottsdale	2.6	2.0	2.4	2.2	2.2
50	Scottsdale	1.9	1.8	2.2	1.5	1.7
41	Scottsdale	1.9	1.8	2.0	2.0	1.6
76 ²	Scottsdale	0.6	0.6	0.6	0.5	1.0
72	Scottsdale	1.1	1.4	1.1	0.9	1.0
106	Scottsdale	0.9	1.0	1.3	1.0	0.9
66 ¹	Scottsdale	0.7	0.7	0.8	0.8	0.8
81	Scottsdale	0.6	0.7	0.7	0.6	0.7
170	Scottsdale	1.3	1.3	1.0	0.6	0.6
154	Scottsdale		1.2	0.8	0.4	0.4
Maricopa County / Sun City						
106	Sun City	0.7	0.8	0.4	0.3	0.7
City of Surprise						
Grand Ave Ltd	Surprise	0.0	0.0	0.0	0.0	0.6

City of Tempe						
77	Tempe	2.2	2.0	2.0	2.2	2.8
61	Tempe	2.2	2.8	2.0	1.8	2.6
45	Tempe	3.6	2.9	2.4	2.1	2.3
72	Tempe	1.9	1.8	1.8	1.6	2.2
56	Tempe	1.9	1.7	2.0	1.9	2.1
30	Tempe	2.3	2.0	1.9	1.4	1.8
65	Tempe	1.5	1.2	1.4	1.5	1.7
81	Tempe	1.4	1.7	1.6	1.4	1.7
66	Tempe	1.1	1.0	0.9	1.0	1.5
40	Tempe			1.2	1.1	1.4
48	Tempe				0.9	1.2
62	Tempe	1.4	1.3	1.4	1.1	1.1
108	Tempe	1.0	0.9	1.0	0.8	0.8
44	Tempe	2.5	2.2	3.1	1.3	0.4
City of Tolleson						
3	Tolleson	0.4	0.5	0.3	0.2	1.0
	Bottom Quartile					
	Funded in Full or Part by PTF Funding					

¹Route 66 no longer exists. ²Route 76 is now called the Miller Road Trolley

Table 4 - Weekday Express Boardings Per Trip

City of Avondale

WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
560	Avondale	6	6	3	2	3

City of Chandler

542	Chandler			7	15	13
541	Chandler	6	7	13	7	8
540	Chandler	2	3	5	6	4
511	Chandler			2	3	0

City of El Mirage

Grand Avenue LTD	El Mirage					2
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Town of Fountain Hills

512	Fountain Hills	2	2	2	2	3
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Town of Gilbert

531	Gilbert	3	3	6	5	5
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City of Glendale

575	Glendale			16	14	15
573	Glendale		6	8	8	11
Grand Avenue LTD	Glendale	2	2	1	1	3
581	Glendale	4	4	3	3	3
570	Glendale	5	4	4	3	1
576	Glendale			1	2	0
572	Glendale		1	2	1	0

City of Goodyear

562	Goodyear			12	13	17
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Table 4 - Weekday Express Boardings Per Trip (Continued)

City of Mesa

533	Mesa	15	21	21	19	17
535	Mesa			10	10	14
532	Mesa	12	15	11	8	8
531	Mesa	7	9	6	4	5
541	Mesa	4	6	5	4	5
536	Mesa			1	2	0

City of Peoria

Grand Avenue LTD	Peoria	6	4	4	2	3
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City of Phoenix

WEEKDAY Express / RAPID		Boardings Per Trip				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
I-17 Rapid	Phoenix	27	26	29	25	30
I-10 East Rapid	Phoenix	31	28	30	25	25
SR51 Rapid	Phoenix	25	25	28	23	23
I-10 West Rapid	Phoenix	26	25	26	24	22
533	Phoenix	13	17	19	15	17
575	Phoenix			7	11	15
560	Phoenix	19	18	12	11	15
542	Phoenix			7	20	13
540	Phoenix	12	16	17	13	12
581	Phoenix	16	15	15	12	12
573	Phoenix		5	10	7	11
571	Phoenix	13	15	11	8	11
541	Phoenix	10	12	18	11	10
535	Phoenix			9	9	10
562	Phoenix			7	9	10
512	Phoenix	13	12	12	11	10
531	Phoenix	8	10	11	9	9
510	Phoenix	12	12	11	9	8
590	Phoenix	16	15	16	12	7
532	Phoenix	9	12	9	7	7
582	Phoenix	14	10	13	11	6
Grand Avenue LTD	Phoenix	10	8	8	5	6
521	Phoenix	8	7	7	6	5
570	Phoenix	11	8	8	9	4
520	Phoenix	7	7	7	4	4
576	Phoenix			0	2	0

Table 4 - Weekday Express Boardings Per Trip (Continued)

City of Scottsdale

510	Scottsdale	10	10	12	9	8
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512	Scottsdale	5	4	6	5	5
511	Scottsdale			2	2	1
572	Scottsdale	1	5	2	0	

City of Surprise

571	Surprise	11	14	10	15	14
572	Surprise		2	3	3	0

City of Tempe

521	Tempe	12	10	10	9	9
520	Tempe	8	8	10	6	7
540	Tempe	4	6	4	2	2
532	Tempe	2	2	2	2	2
511	Tempe			1	1	1
536	Tempe			1	2	0

City of Tolleson

560	Tolleson	1	1	3	2	1
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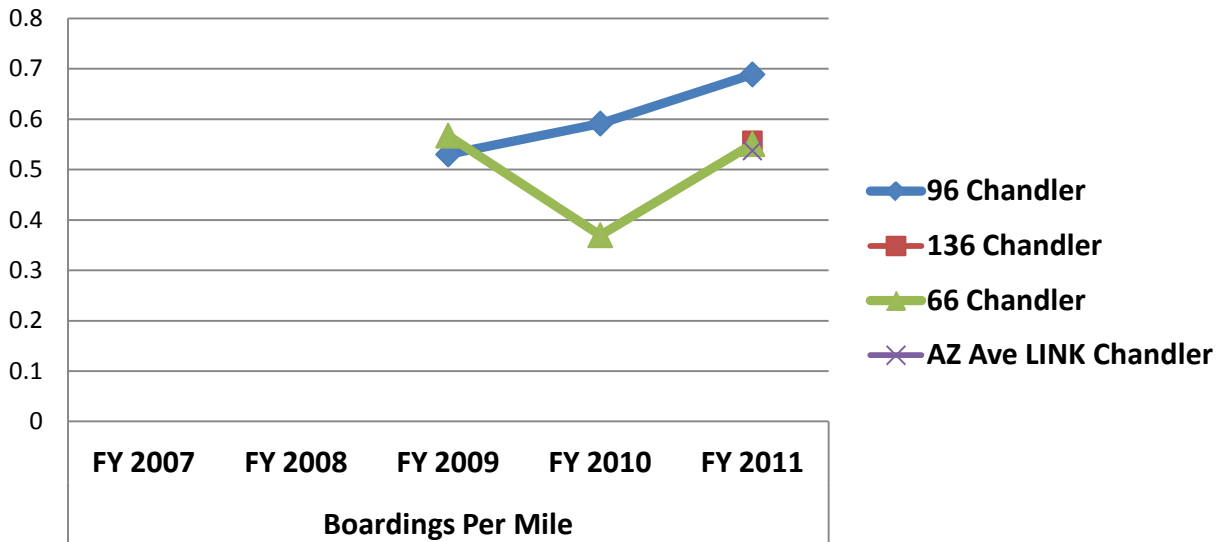
Bottom Quartile



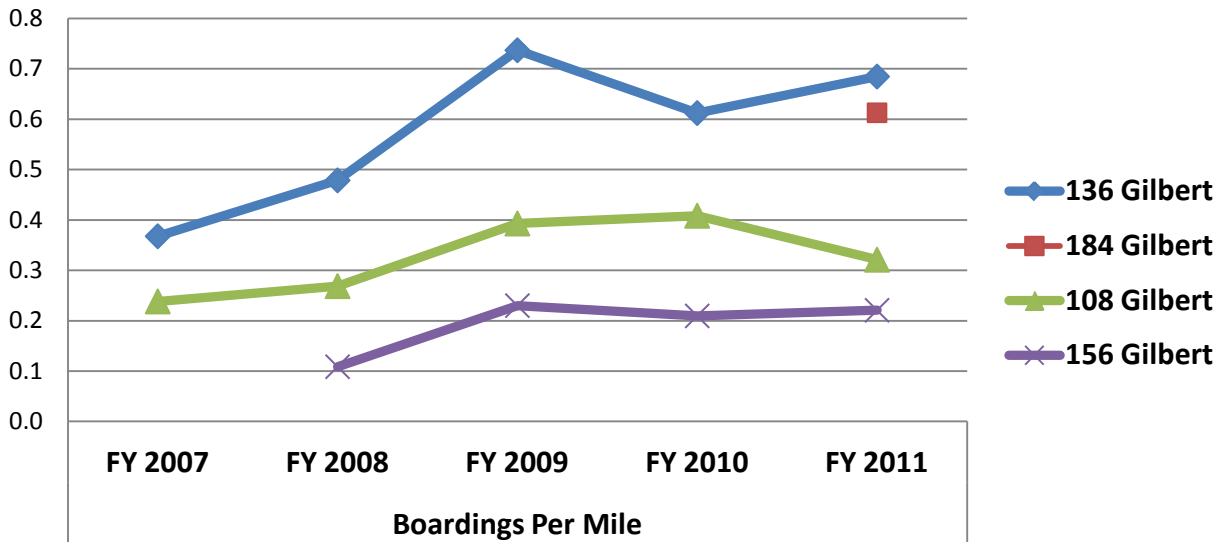
Funded in Full or Part by PTF Funding

GRAPH 1

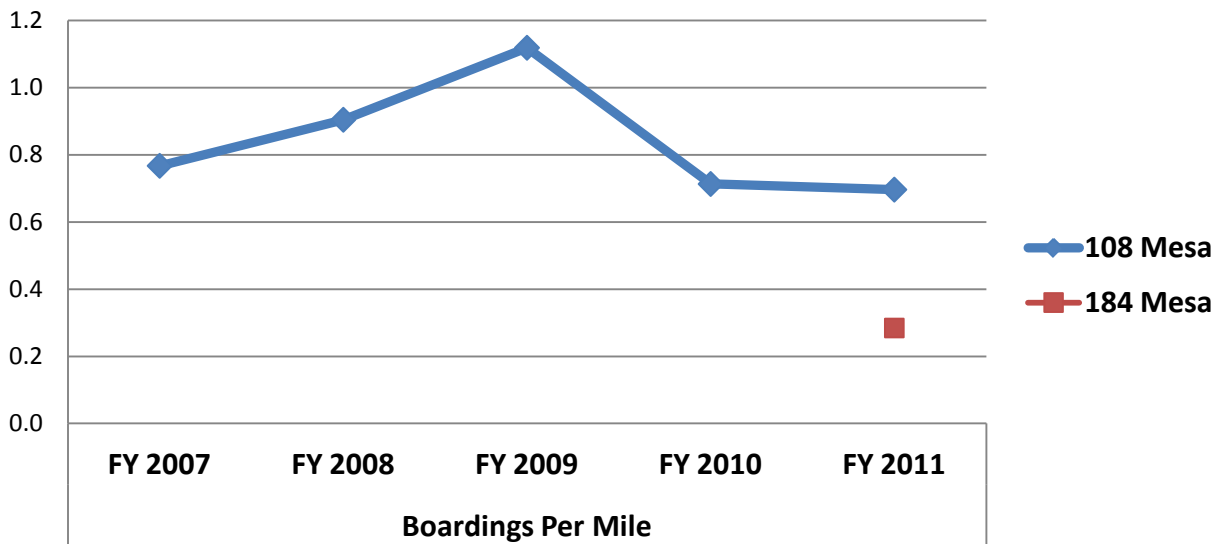
Chandler Weekday Local Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History



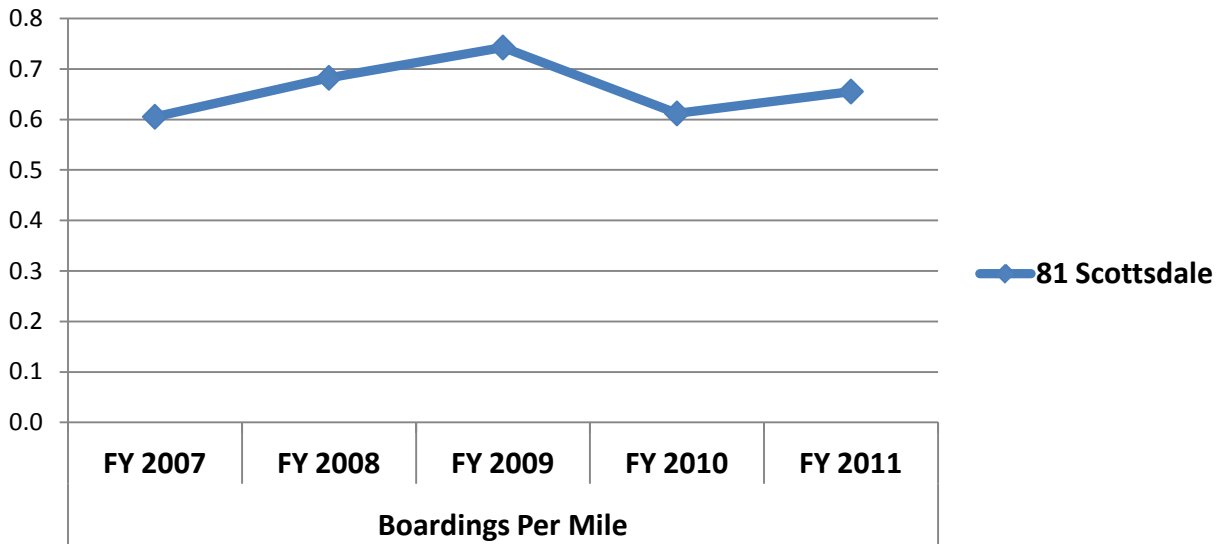
Gilbert Weekday Local Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History



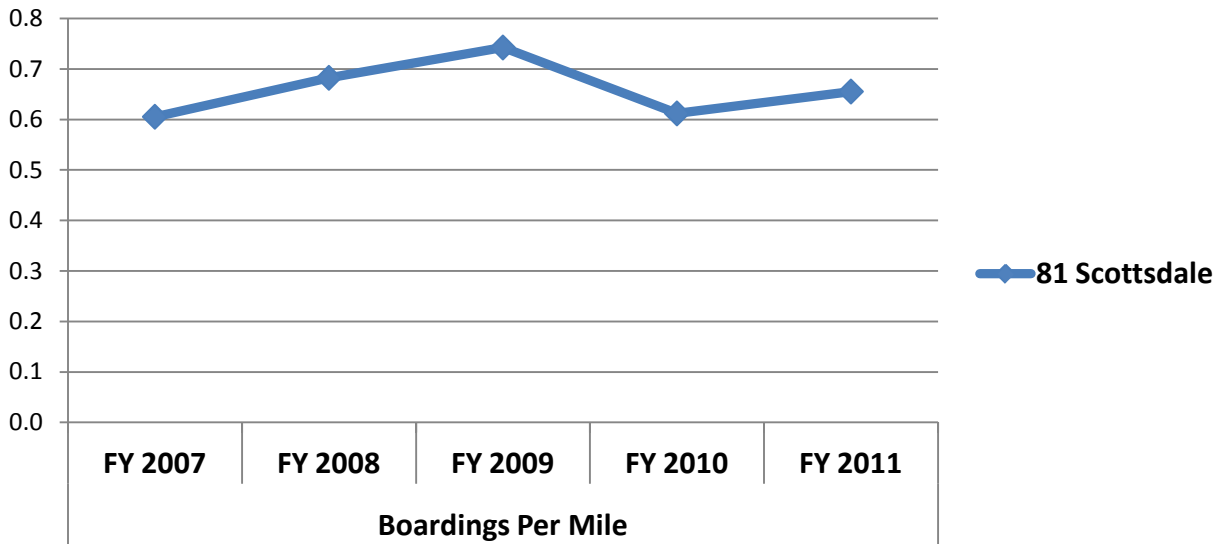
Mesa Weekday Local Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History

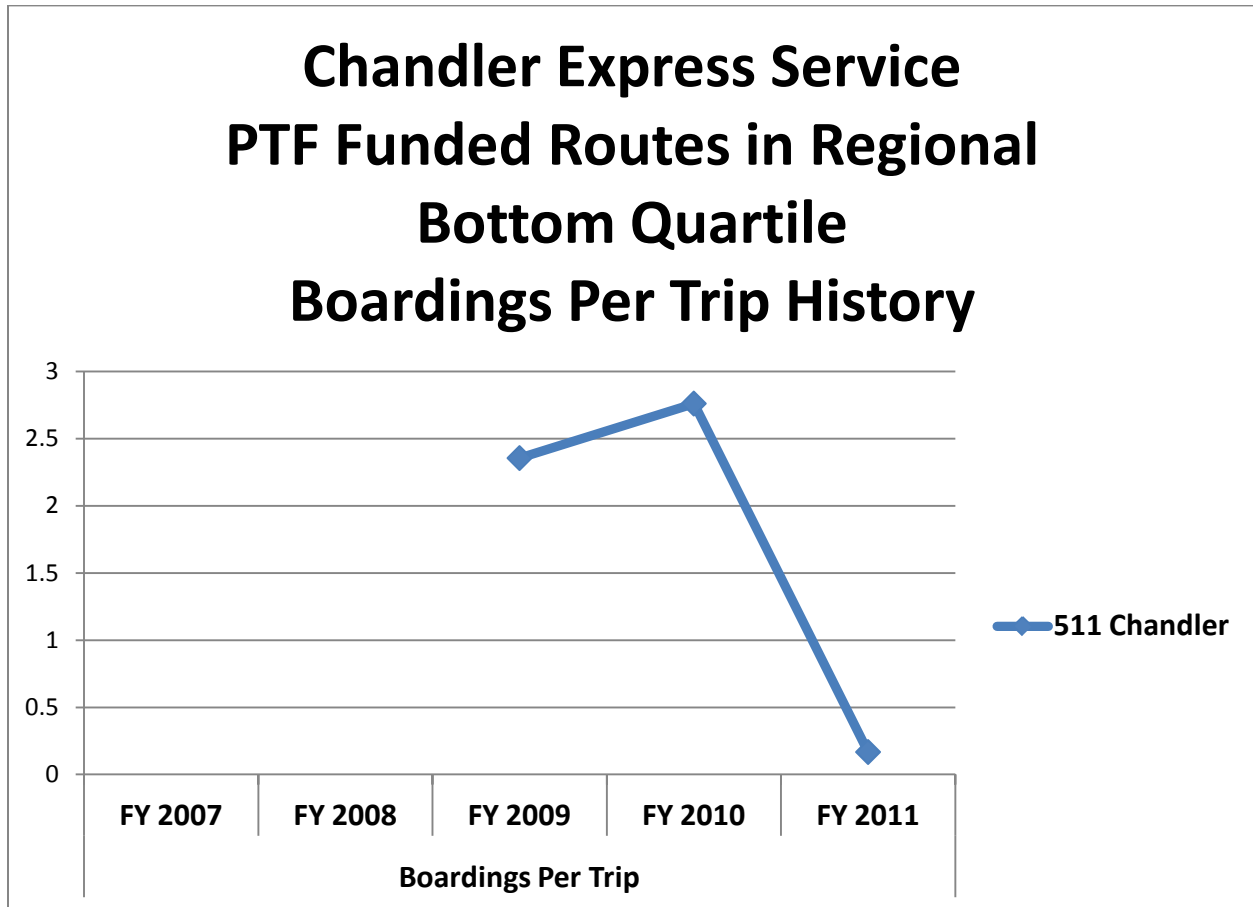


Scottsdale Weekday Local Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History



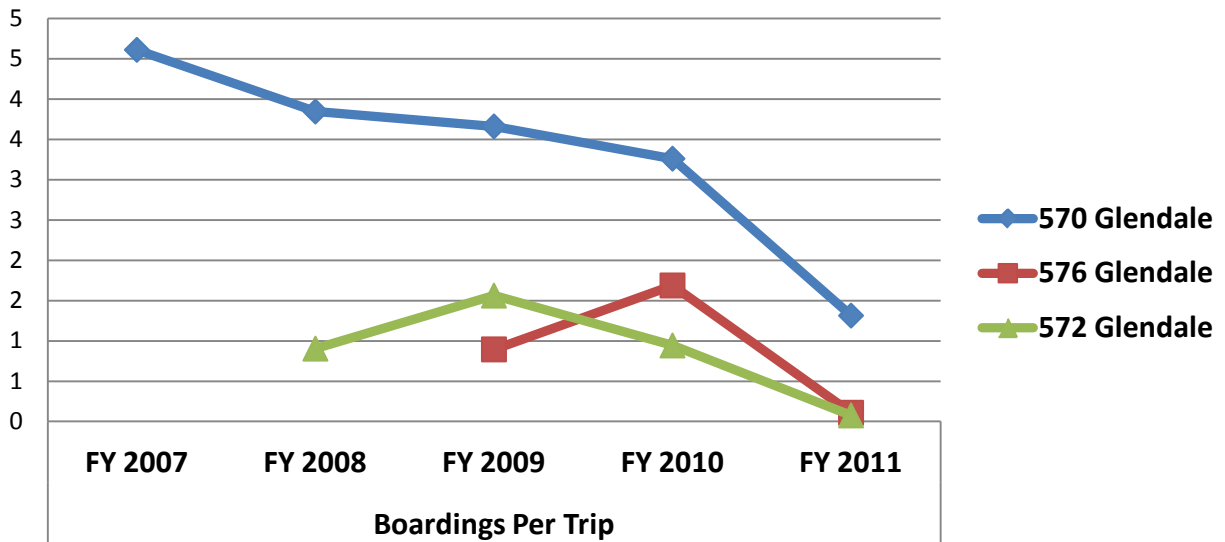
Scottsdale Weekday Local Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Mile History



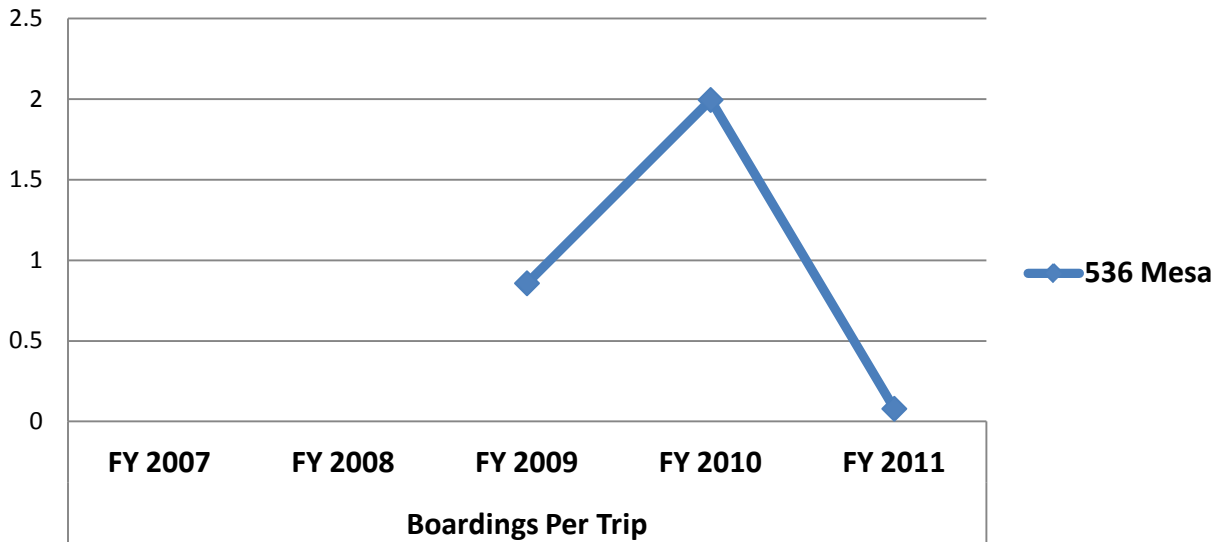


GRAPH 6

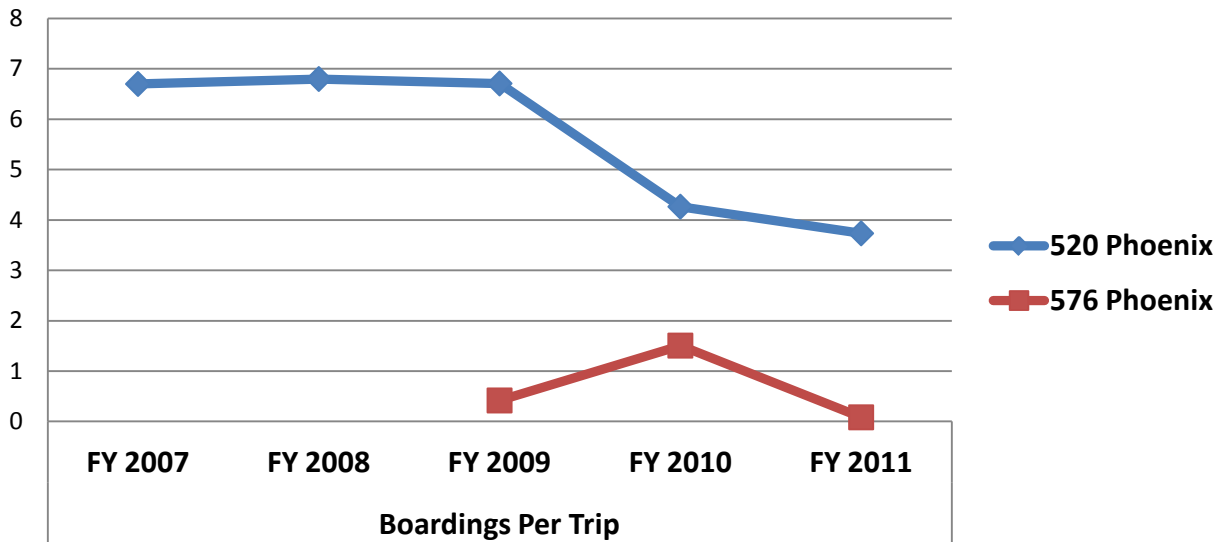
Glendale Express Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Trip History



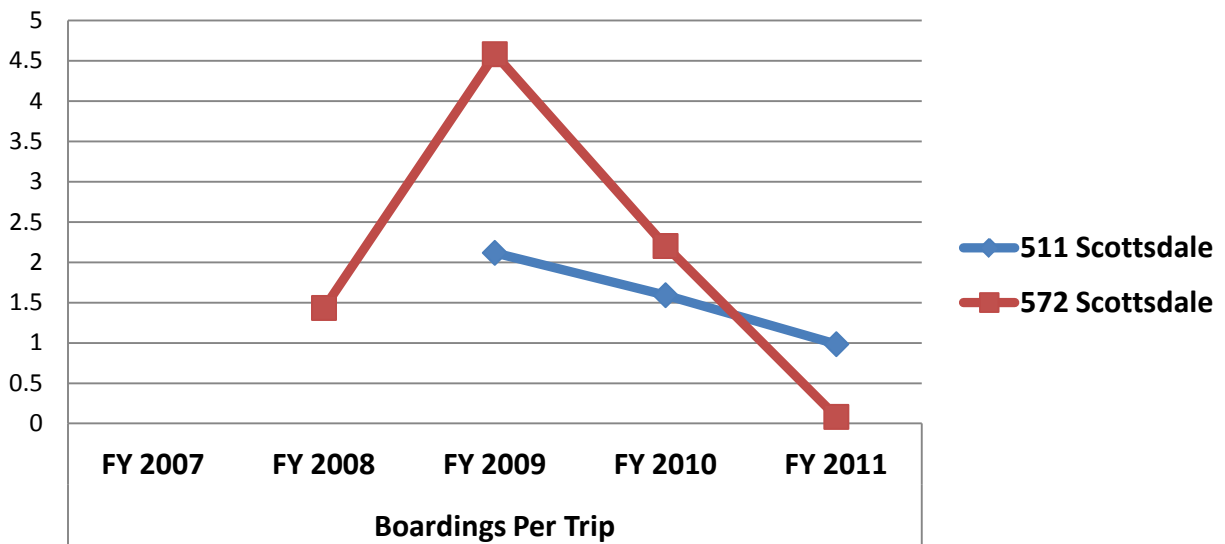
Mesa Express Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Trip History



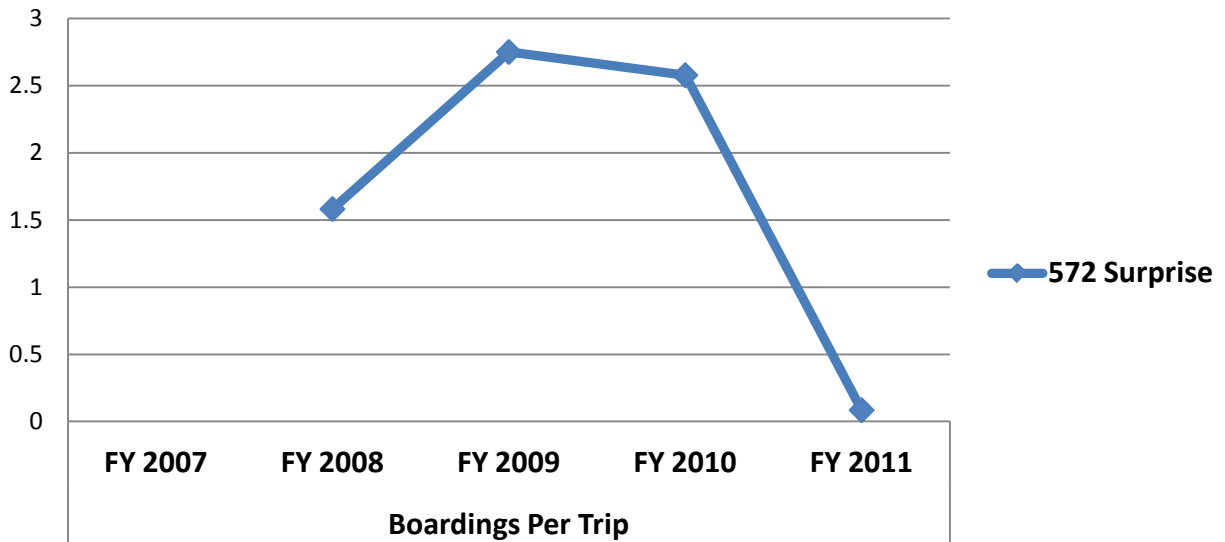
Phoenix Express Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Trip History



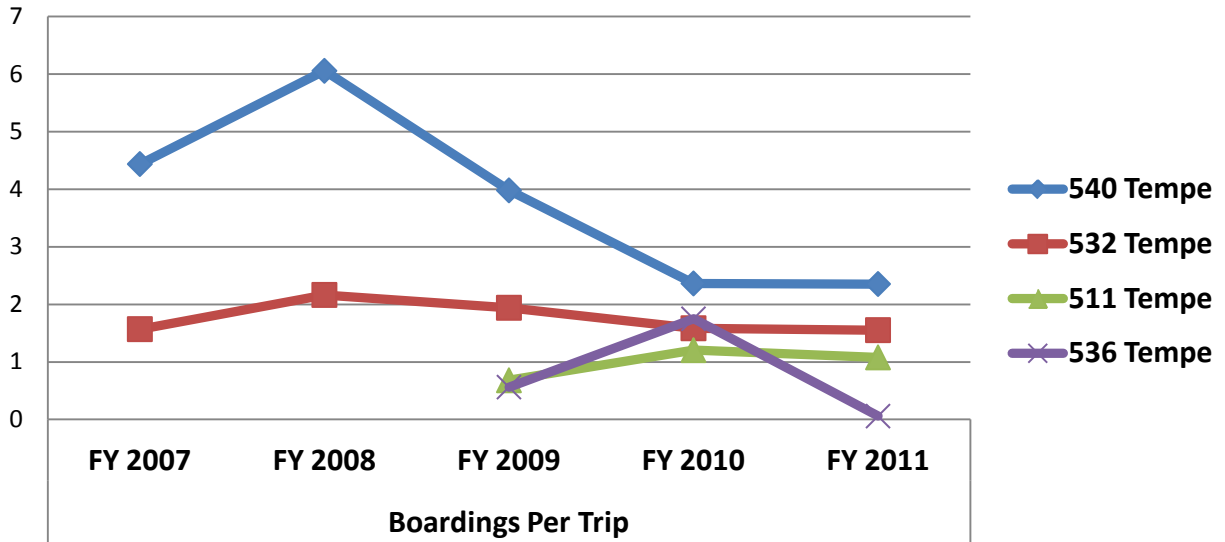
Scottsdale Express Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Trip History



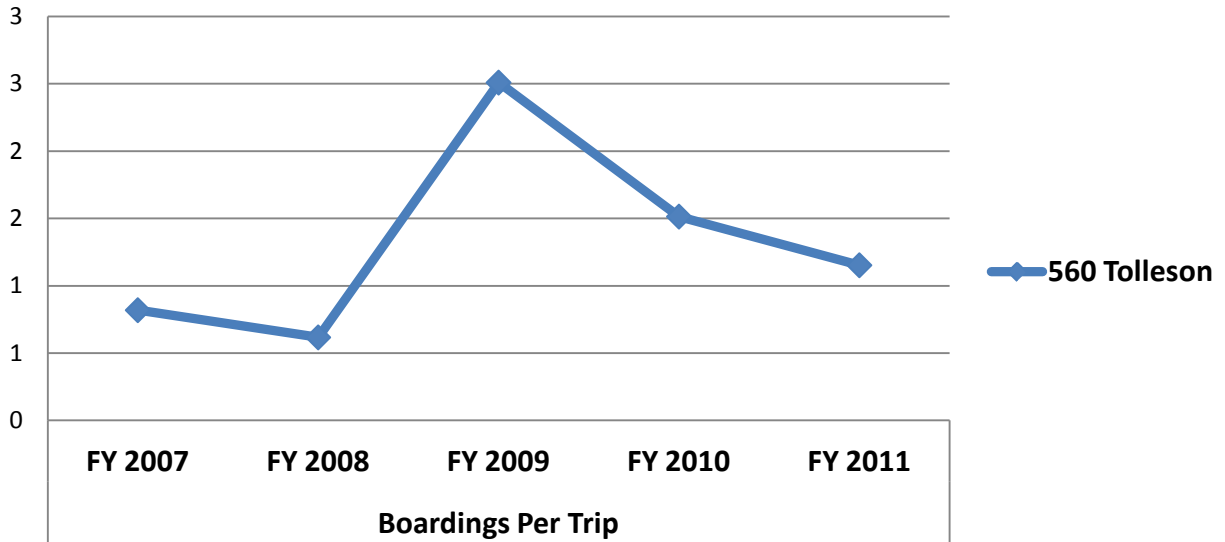
Surprise Express Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Trip History



Tempe Express Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Trip History



Tolleson Express Service PTF Funded Routes in Regional Bottom Quartile Boardings Per Trip History



SATURDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
3	Avondale	0.4	0.5	0.4	0.3	0.5
17A	Avondale		0.3	0.2	0.4	0.4
29A	Avondale			0.4	0.3	0.1

96	Chandler			0.4	0.4	0.9
SATURDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
156	Chandler	0.2	0.4	0.6	0.6	0.8
AZ Ave LINK	Chandler					0.7
72	Chandler	0.9	1.1	1.0	0.8	0.7
66	Chandler			0.2	0.4	0.5

136	Chandler	0.2
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66	Gila River	0.8
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AZ Ave LINK	Gilbert						1.2
SATURDAY		Boardings Per Mile					
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	
136	Gilbert	0.2	0.4	0.4	0.3	0.3	
184	Gilbert					0.2	
156	Gilbert		0.1	0.2	0.1	0.1	

90	Glendale	1.2	1.0	2.0	2.1	2.4
60	Glendale	2.1	1.6	1.4	2.0	2.1
59	Glendale	1.4	1.4	1.5	1.5	1.9
80	Glendale	1.7	1.2	2.3	1.5	1.9
138	Glendale	0.6	0.7	1.2	1.1	1.3
67	Glendale	1.2	1.3	1.4	1.4	1.3
170	Glendale	1.4	1.6	1.5	1.2	1.2
106	Glendale	1.6	1.7	1.4	1.0	1.0
70	Glendale	2.9	2.8	1.2	0.9	1.0
51	Glendale	0.9	0.9	1.1	0.7	0.9
186	Glendale	0.4	0.5	0.8	1.3	0.9
122	Glendale			0.4	0.2	0.7

SATURDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
108	Guadalupe	1.3	1.4	0.7	0.3	0.3

96	Mesa	1.0	1.1	1.8	2.1	2.3
104	Mesa	2.0	1.9	2.2	1.9	2.0
40	Mesa			1.2	1.3	1.8



AZ Ave LINK	Mesa					1.7
61	Mesa	1.1	1.4	1.5	1.3	1.5
136	Mesa	1.0	1.3	1.1	1.0	1.3
45	Mesa	1.3	1.2	1.6	1.3	1.3
77	Mesa	1.3	0.6	1.4	1.8	1.2
30	Mesa	1.0	1.1	1.5	1.0	1.2
120	Mesa	0.9	0.9	1.2	0.9	1.0
128	Mesa	1.0	1.0	1.3	1.0	1.0
156	Mesa		1.1	1.8	1.3	1.0
SATURDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Main St LINK	Mesa			0.6	0.8	0.7
184	Mesa					0.3

44	Paradise Valley	0.8	0.5	0.3	0.2	0.1
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29	Phoenix	4.2	3.9	3.9	4.2	3.9
15	Phoenix	2.1	2.4	3.3	2.7	3.6
80	Phoenix	1.8	2.1	2.7	3.0	3.3
50	Phoenix	2.8	2.7	3.1	2.9	3.1
19	Phoenix	2.9	2.3	2.8	3.1	3.1
41	Phoenix	3.4	3.3	3.2	3.1	3.1
17	Phoenix	3.5	2.9	3.2	2.9	2.9
3	Phoenix	3.7	2.9	3.5	2.9	2.8
60	Phoenix	2.1	1.8	2.7	2.6	2.7
59	Phoenix	1.3	1.5	2.6	3.1	2.7
67	Phoenix	2.1	2.3	3.4	3.0	2.5
70	Phoenix	2.7	2.3	2.7	2.3	2.4
35	Phoenix	2.6	2.5	2.7	2.1	2.1
0	Phoenix	2.1	1.9	2.3	2.0	2.1
10	Phoenix	1.3	1.7	2.5	1.7	2.0
43	Phoenix	1.4	1.6	2.0	2.0	2.0
27	Phoenix	2.2	2.0	2.3	1.7	1.8
61	Phoenix	1.3	1.5	1.8	1.6	1.7
170	Phoenix	1.7	1.9	2.1	1.6	1.7
186	Phoenix	0.4	0.5	1.1	1.6	1.7

SATURDAY		Boardings Per Mile				
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Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
77	Phoenix	1.5	1.4	1.2	1.7	1.7
44	Phoenix	1.6	1.6	1.8	1.4	1.7
51	Phoenix	1.9	2.0	2.1	1.6	1.7
106	Phoenix	1.2	1.4	1.7	1.4	1.6
16	Phoenix	2.3	2.3	2.5	1.9	1.6
7	Phoenix	1.8	1.7	1.9	1.5	1.5
8	Phoenix	1.6	1.6	1.8	1.5	1.4
90	Phoenix	1.7	1.8	1.9	1.4	1.4
12	Phoenix	1.3	1.4	1.6	1.2	1.2
45	Phoenix	1.9	1.6	1.5	1.1	1.2
32	Phoenix		0.8	1.3	1.3	1.2
17A	Phoenix			0.2	0.7	1.0
122	Phoenix	0.5	0.5	0.4	0.3	1.0
138	Phoenix	0.7	0.9	1.4	1.6	1.0
13	Phoenix	0.8	0.7	0.9	0.8	0.9
154	Phoenix		0.5	0.8	0.7	0.9
1	Phoenix	1.0	1.0	1.1	0.8	0.7
56	Phoenix	1.6	1.5	0.9	0.8	0.7
52	Phoenix	0.8	0.8	0.8	0.6	0.7
30	Phoenix	0.3	0.4	0.5	0.5	0.7
39	Phoenix			0.7	0.6	0.7
29A	Phoenix			0.4	0.5	0.5
40	Phoenix			0.7	0.5	0.5

50	Scottsdale	1.7	1.8	5.8	2.4	2.0
29	Scottsdale	1.8	1.6	2.0	1.7	1.9
17	Scottsdale	2.0	2.4	2.4	2.0	1.6
41	Scottsdale	1.4	1.3	3.5	1.3	1.2
106	Scottsdale	0.6	0.7	1.0	1.0	1.2
66	Scottsdale	0.8	0.7	0.5	0.6	1.0
72	Scottsdale	1.1	1.4	1.2	0.9	1.0
76	Scottsdale	0.3	0.2	0.3	0.4	0.9
81	Scottsdale	0.7	0.8	0.7	0.8	0.8
170	Scottsdale	1.2	0.9	1.1	0.7	0.5
154	Scottsdale		1.0	0.7	0.7	0.2

SATURDAY	Boardings Per Mile
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Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
56	Tempe	1.3	1.1	1.8	1.8	1.9
72	Tempe	1.6	1.7	1.6	1.5	1.8
61	Tempe	1.9	2.2	1.8	1.5	1.7
77	Tempe	1.0	0.8	1.8	1.6	1.7
81	Tempe	1.2	1.7	1.8	1.7	1.6
45	Tempe	1.2	0.9	1.8	1.4	1.5
65	Tempe	0.7	0.6	0.7	0.8	1.4
40	Tempe			0.8	0.8	1.1
48	Tempe				0.8	1.1
66	Tempe	0.5	0.5	0.6	0.6	1.0
62	Tempe	0.9	0.8	0.9	0.8	0.9
30	Tempe	1.5	1.3	1.1	0.7	0.8
44	Tempe	1.9	1.7	2.2	1.3	0.7
108	Tempe	0.4	0.5	0.8	0.6	0.5

3	Tolleson	0.3	0.4	0.2	0.3	0.4
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-  Bottom Quartile
-  Funded in Full or Part by PTF Funding

SUNDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
72	Chandler	0.5	0.8	1.0	0.7	0.8
SUNDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
156	Chandler	0.2	0.3	0.4	0.4	0.6
96	Chandler			0.2	0.3	0.5
AZ Ave LINK	Chandler					0.5

66	Chandler	0.1	0.4
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66	Gila River	0.9
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SUNDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
184	Gilbert					0.2
156	Gilbert	0.0	0.0	0.1	0.1	0.1

90	Glendale	1.5	1.1	1.8	1.5	1.9
60	Glendale	2.4	1.9	1.5	1.4	1.6
59	Glendale	1.2	1.5	1.2	1.2	1.1
67	Glendale	1.3	1.5	1.3	1.1	1.1
106	Glendale	1.4	1.8	1.3	1.1	1.1
186	Glendale	0.5	0.6	1.0	1.0	1.0
170	Glendale	1.7	1.8	1.5	1.0	0.9
138	Glendale	0.6	0.7	0.7	0.7	0.8
80	Glendale	1.2	1.2	1.2	1.0	0.7
70	Glendale	2.7	3.3	1.0	0.9	0.7
122	Glendale			0.4	0.2	0.6
51	Glendale	0.6	0.5	0.5	0.4	0.6

56	Guadalupe	1.8	1.7	0.9	0.6	0.7
108	Guadalupe	0.8	0.7	0.3	0.2	0.3

SUNDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
96	Mesa			1.0	1.5	1.6
61	Mesa			0.9	1.0	1.6
40	Mesa			0.9	1.1	1.5
AZ Ave LINK	Mesa					1.3
156	Mesa	N/A	0.8	1.2	0.9	1.0

SUNDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Main St LINK	Mesa			0.4	0.5	0.4
184	Mesa					0.2

44	Paradise Valley	0.9	0.9	0.5	0.1	0.1
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29	Phoenix	3.2	2.9	2.8	3.0	2.9
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15	Phoenix	2.0	2.2	2.4	1.9	2.5
41	Phoenix	2.6	2.4	2.3	2.2	2.3
50	Phoenix	2.0	1.9	2.3	2.2	2.2
17	Phoenix	2.6	2.3	2.2	2.1	2.2
19	Phoenix	2.3	2.1	2.5	2.2	2.1
59	Phoenix	1.2	1.5	2.2	1.7	2.0
3	Phoenix	2.9	2.4	2.4	1.9	2.0
60	Phoenix	2.2	2.0	2.5	1.8	1.9
67	Phoenix	1.7	1.8	2.4	1.8	1.8
70	Phoenix	1.9	2.3	1.9	1.6	1.8
35	Phoenix	2.0	1.9	2.1	1.6	1.6
0	Phoenix	1.9	1.7	1.8	1.4	1.5
80	Phoenix	1.7	2.2	2.8	2.1	1.4
43	Phoenix	1.5	1.5	1.7	1.4	1.4
10	Phoenix	1.2	1.3	1.5	1.1	1.4
27	Phoenix	2.4	1.6	1.7	1.3	1.3
186	Phoenix	0.5	0.6	0.9	1.2	1.3
51	Phoenix	1.1	1.3	1.6	1.2	1.3
106	Phoenix	1.2	1.3	1.4	1.2	1.2
170	Phoenix	1.4	1.5	1.6	1.2	1.2
44	Phoenix	1.1	1.1	1.2	1.0	1.2
61	Phoenix	0.8	1.1	1.4	1.1	1.2
90	Phoenix	1.2	1.3	1.3	1.1	1.2
16	Phoenix	1.6	1.6	1.8	1.4	1.1
7	Phoenix	1.3	1.2	1.3	1.0	1.1
77	Phoenix	0.9	1.0	1.2	0.9	1.0
8	Phoenix	1.5	1.0	1.0	0.9	0.9



12	Phoenix	0.9	1.1	1.3	0.9	0.9
122	Phoenix	0.4	0.6	0.4	0.2	0.8
SUNDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
45	Phoenix	0.8	0.7	0.9	0.8	0.8
32	Phoenix	<i>N/A</i>	0.9	1.1	1.0	0.7
13	Phoenix	0.9	0.8	0.8	0.6	0.7
154	Phoenix	<i>N/A</i>	0.6	0.7	0.6	0.7
138	Phoenix	0.7	0.8	1.2	1.1	0.7
1	Phoenix	0.8	0.8	0.8	0.4	0.5
56	Phoenix	0.4	0.4	0.6	0.6	0.5
52	Phoenix	0.5	0.5	0.6	0.4	0.5
39	Phoenix			0.5	0.4	0.5
40	Phoenix			0.6	0.5	0.4
30	Phoenix	0.2	0.2	0.3	0.3	0.3

50	Scottsdale	1.5	1.3	2.5	1.6	1.5
17	Scottsdale	1.6	1.7	1.9	1.4	1.2
29	Scottsdale	1.2	1.1	1.3	1.1	1.1
41	Scottsdale	1.0	1.1	1.1	1.0	0.9
106	Scottsdale	0.6	0.6	1.0	0.7	0.8
72	Scottsdale	0.8	1.1	0.8	0.7	0.7
76	Scottsdale	0.1	0.2	0.8	0.3	0.6
SUNDAY		Boardings Per Mile				
Route	City	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
81	Scottsdale	0.4	0.6	0.6	0.5	0.6

66	Scottsdale	0.3	0.3	0.4	0.4	0.5
170	Scottsdale	1.1	0.8	0.7	0.6	0.4
154	Scottsdale	N/A	0.4	0.6	0.2	0.2

61	Tempe	1.3	1.3	1.3	1.3	1.5
72	Tempe	1.0	1.1	1.2	1.3	1.5
56	Tempe	1.1	1.1	1.2	1.4	1.4
77	Tempe	1.3	1.1	1.2	1.3	1.3
81	Tempe	0.8	1.1	1.3	1.3	1.2
40	Tempe			0.6	0.8	1.2
45	Tempe	1.3	1.2	1.0	1.0	1.1
66	Tempe	0.5	0.5	0.4	0.5	1.0
65	Tempe	0.4	0.4	0.5	0.7	0.9
48	Tempe				0.6	0.8
30	Tempe	1.0	0.9	0.8	0.5	0.8
62	Tempe	0.6	0.6	0.6	0.7	0.7
108	Tempe	0.6	0.5	0.6	0.4	0.4
44	Tempe	1.2	1.2	1.5	0.7	0.2



Bottom
Quartile



Funded in Full or Part by PTF Funding

APPENDIX
E



FUNDING SOURCES AND TRANSIT OPERATORS BY ROUTE AS OF January 23, 2012

Local Routes:

Route:	Funded By:	Contracted By:	Operated By:
ALEX	Phoenix	Phoenix	MV Transportation
DASH	Phoenix	Phoenix	Veolia Phoenix
MARY	Phoenix	Phoenix	First Transit
SMART	Phoenix	Phoenix	Veolia Phoenix
Grand Ave Ltd	RPTA, Phoenix	Phoenix	First Transit
GUS 1 & 2	Glendale	Glendale	City of Glendale
GUS 3	Glendale	Glendale	City of Glendale
FLASH	Arizona State University	Tempe	Veolia Tempe
Mercury	Tempe	Tempe	Veolia Tempe
Venus	Tempe	Tempe	Veolia Tempe
Earth	Tempe	Tempe	Veolia Tempe
Mars	Tempe	Tempe	Veolia Tempe
Jupiter	Tempe	Tempe	Veolia Tempe
BUZZ	Mesa	RPTA	Veolia RPTA
downtown trolley	Scottsdale	Scottsdale	Dunn Transportation
Neighborhood Trolley	Scottsdale	Scottsdale	Dunn Transportation
MILLER ROAD Trolley	Scottsdale	Scottsdale	Dunn Transportation
ZOOM	Avondale	RPTA	Valu Trans
METRO LRT	Phoenix, Tempe, Mesa	METRO LRT	METRO Light Rail
LINK – Main St	RPTA	RPTA	Veolia RPTA
LINK – Arizona Ave	RPTA	RPTA	Veolia RPTA
0	Phoenix	Phoenix	Veolia Phoenix
1	Phoenix	Phoenix	Veolia Phoenix
3	Phoenix, Avondale	Phoenix	First Transit
7	Phoenix	Phoenix	Veolia Phoenix
8	Phoenix	Phoenix	Veolia Phoenix
10	Phoenix	Phoenix	Veolia Phoenix
12	Phoenix	Phoenix	Veolia Phoenix
13	Phoenix	Phoenix	First Transit
15	Phoenix	Phoenix	Veolia Phoenix
16	Phoenix	Phoenix	Veolia Phoenix
17	Phoenix, Scottsdale	Phoenix	First Transit



Route:	Funded By:	Contracted By:	Operated By:
17A	Phoenix, Avondale, Goodyear	Phoenix	First Transit
19	Phoenix	Phoenix	Veolia Phoenix
27	Phoenix	Phoenix	Veolia Phoenix
29	Phoenix, Scottsdale	Phoenix	First Transit
30	Phoenix, Mesa, Tempe	RPTA	Veolia RPTA
35	Phoenix	Phoenix	Veolia Phoenix
39	Phoenix	Phoenix	Veolia Phoenix
40	RPTA	RPTA	Veolia RPTA
41	Phoenix, Scottsdale	Phoenix	First Transit
43	Phoenix	Phoenix	First Transit
44	Phoenix	Phoenix	Veolia Phoenix
45	Phoenix, Tempe, Mesa, RPTA	RPTA	Veolia RPTA
48	Tempe	Tempe	Veolia Tempe
50	Phoenix, Scottsdale, RPTA	Phoenix	Veolia Phoenix
51	Glendale, Phoenix	Phoenix	First Transit
52	Phoenix	Phoenix	Veolia Phoenix
56	Phoenix, Tempe, RPTA	Tempe	Veolia Tempe
59	Phoenix, Glendale, RPTA	Phoenix	First Transit
60	Phoenix, Glendale	Phoenix	Veolia Phoenix
61	Phoenix, Mesa, RPTA	RPTA	Veolia RPTA
62	Tempe	Tempe	Veolia Tempe
65	Tempe	Tempe	Veolia Tempe
66	Tempe, GRIC, RPTA	Tempe	Veolia Tempe
67	Phoenix, Glendale, RPTA	Phoenix	First Transit
70	Phoenix, RPTA	Phoenix	Veolia Phoenix
72	RPTA	Tempe	Veolia Tempe
77	Phoenix, RPTA, Mesa	Tempe	Veolia Tempe
80	Phoenix, Glendale	Phoenix	Veolia Phoenix
81	Scottsdale, Tempe, RPTA	Tempe	Veolia Tempe
90	Phoenix, Glendale	Phoenix	Veolia Phoenix
96	RPTA	RPTA	Veolia RPTA
104	Mesa, RPTA	RPTA	Veolia RPTA
106	Phoenix, Scottsdale, Glendale, RPTA	Phoenix	Veolia Phoenix
108	Tempe, Gilbert, Mesa, RPTA	Tempe	Veolia Tempe
112	RPTA	RPTA	Veolia RPTA
120	Mesa	RPTA	Veolia RPTA
122	Phoenix, Glendale	Phoenix	Veolia Phoenix



Route:	Funded By:	Contracted By:	Operated By:
128	Mesa	RPTA	Veolia RPTA
136	RPTA	RPTA	Veolia RPTA
138	Phoenix, Glendale	Phoenix	Veolia Phoenix
154	Phoenix	Phoenix	Veolia Phoenix
156	RPTA	RPTA	Veolia RPTA
170	Phoenix, Glendale, Scottsdale	Phoenix	Veolia Phoenix
184	RPTA, JARC	RPTA	Veolia RPTA
186	Phoenix, Glendale	Phoenix	Veolia Phoenix
251	GRIC	RPTA	Valu Trans

RAPID AND Express ROUTES:

Route:	Funded By:	Contracted By:	Operated By:
SR-51 RAPID	Phoenix	Phoenix	Veolia Phoenix
I-10 East RAPID	Phoenix	Phoenix	Veolia Phoenix
I-10 West RAPID	Phoenix	Phoenix	First Transit
I-17 RAPID	Phoenix	Phoenix	Veolia Phoenix
510	RPTA	Tempe	Veolia Tempe
511	RPTA	RPTA	Veolia RPTA
512	RPTA	Tempe	Veolia Tempe
520	RPTA	Tempe	Veolia Tempe
521	RPTA	Tempe	Veolia Tempe
531	RPTA	RPTA	Veolia RPTA
532	RPTA	RPTA	Veolia RPTA
533	RPTA	RPTA	Veolia RPTA
535	RPTA	RPTA	Veolia RPTA
540	RPTA	RPTA	Veolia RPTA
541	RPTA	RPTA	Veolia RPTA
542	RPTA	RPTA	Veolia RPTA
560	RPTA	Phoenix	First Transit
562	RPTA	RPTA	Valu Trans
563	RPTA	RPTA	Valu Trans
571	Surprise	RPTA	Valu Trans
573	RPTA	RPTA	Valu Trans
575	RPTA	RPTA	Valu Trans



Route:	Funded By:	Contracted By:	Operated By:
581	RPTA	Phoenix	Veolia Phoenix

RURAL ROUTES:

Service:	Funded By:	Contracted By:	Operated By:
685	ADOT, RPTA	RPTA	AJO Transportation

Dial-A-Ride Systems:

Service:	Funded By:	Contracted By:	Operated By:
El Mirage	El Mirage		City of El Mirage
Glendale	Glendale, RPTA		City of Glendale
East Valley DAR	Chandler, Gilbert, Mesa, Scottsdale, Tempe, RPTA	RPTA	Veolia RPTA
Paradise Valley ADA	RPTA, Paradise Valley	RPTA	Veolia RPTA MV Transportation
Southwest Valley ADA	RPTA, Avondale, Goodyear, Litchfield Park, Tolleson	City of Phoenix	MV Transportation
Peoria	Peoria, RPTA		City of Peoria
Phoenix	Phoenix	City of Phoenix	MV Transportation
Surprise	Surprise, RPTA		City of Surprise
MCDRTS	El Mirage, Fountain Hills, weekend Peoria, Sun City, Mobility Center (eff Feb 2011)	RPTA	Total Transit
Other Services:	Funded By:	Contracted By:	Operated By:
Regional Vanpool	RPTA	RPTA	VPSI

NOTE: RPTA began funding ADA service on February 1, 2006.

