

**SOUTHEAST VALLEY  
TRANSIT SYSTEM STUDY**

**WORKING PAPER #2  
EXISTING TRANSIT CONDITIONS**

Prepared for:



**Maricopa Association of Governments  
Valley Metro**

Prepared by:

**URS**

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## 1.0 INTRODUCTION

The Southeast Valley Transit System Study (SEVTSS) will analyze transit services and ridership demand in transit-established and transit-aspiring communities within a multi-jurisdictional subarea of the Maricopa Association of Governments (MAG) region. The study area encompasses the City of Tempe, City of Mesa, Town of Guadalupe, City of Chandler, Town of Gilbert, City of Apache Junction, City of Queen Creek, City of Maricopa, and Town of Florence. The study area also includes portions of the City of Phoenix (Village of Ahwatukee), Unincorporated Maricopa County, Pinal County, and the Gila River Indian Reservation. In addition to the jurisdictions located within the study area, this study also includes input from transit partners that operate within the study area such as the City of Coolidge. This study will identify short- (0-5 years), mid- (5-10 years), and long- term (10+ years) recommendations to promote an integrated, demand driven, performance-based transit system throughout the study area.

This working paper provides an overview of the existing conditions within the study area including an analysis of:

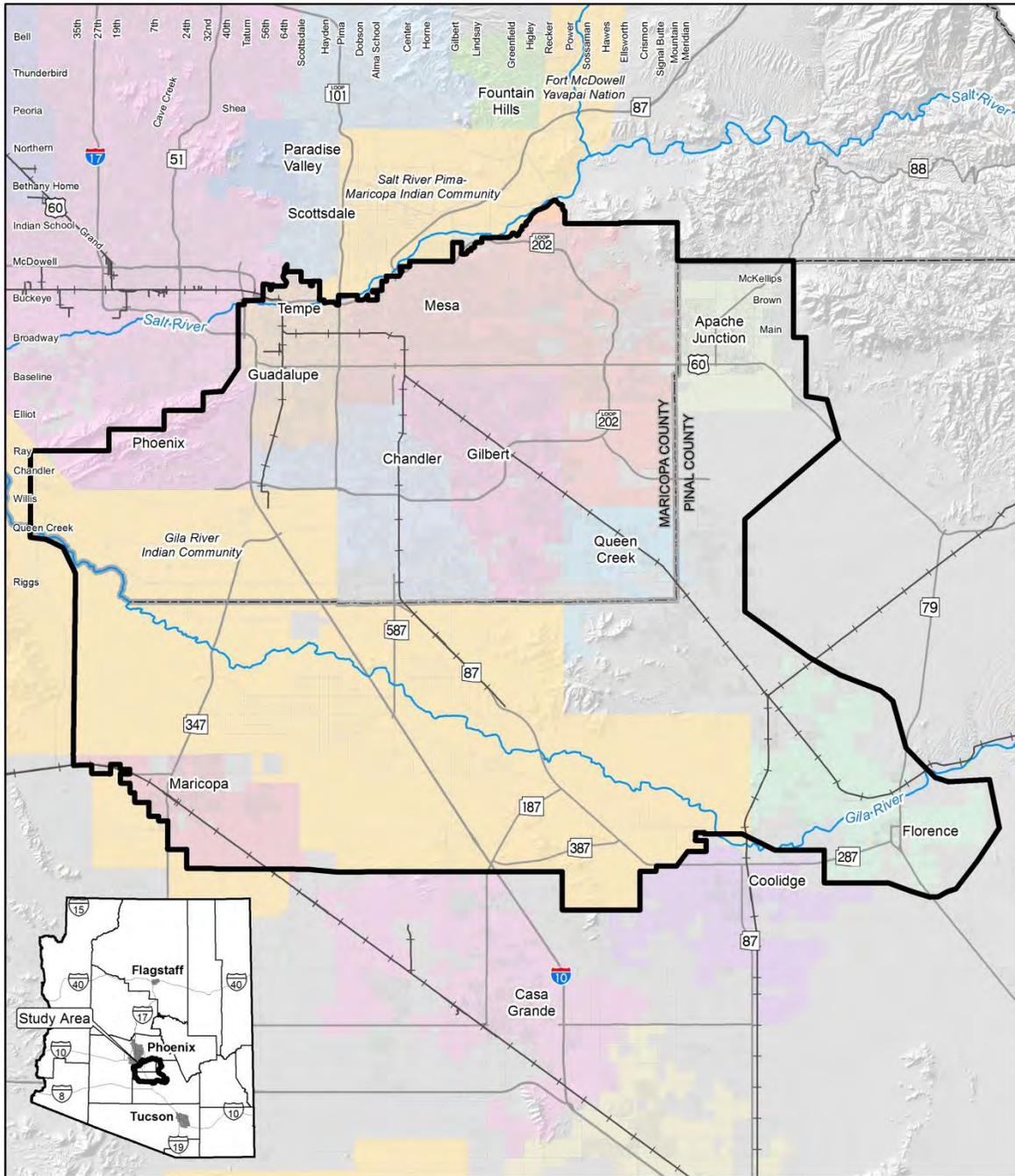
- Relevant Studies and Plans;
- Community Objectives;
- Existing Transit Service; and
- Current Funding.

### 1.1 STUDY AREA OVERVIEW

As identified in Figure 1, the Southeast Valley (SEV) study area includes portions of the City of Phoenix (Phoenix), City of Tempe (Tempe), City of Mesa (Mesa), Town of Guadalupe (Guadalupe), City of Chandler (Chandler), Town of Gilbert (Gilbert), Town of Queen Creek (Queen Creek), City of Maricopa, City of Apache Junction (Apache Junction), Town of Florence (Florence), and the Gila River Indian Community (GRIC) as well as parts of unincorporated Maricopa and Pinal Counties. The western boundary of the study area aligns with 51<sup>st</sup> Avenue and the western border of the GRIC and stretches to the eastern boundary of Florence and Apache Junction in the east. The State Route 202 Loop (Loop 202) and the border of Mesa is the northern edge of the study area and the southern edge of the City of Maricopa and the GRIC is the border to the south. In all, the SEV study area includes approximately 790,000 acres of the southeast portion of the MAG region in Maricopa and Pinal Counties.

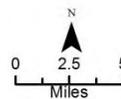


Figure 1: Study Area



- Legend**
- Study Area
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary

**Study Area**  
Southeast Valley  
Transit System Study



Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014





## 2.0 PREVIOUS STUDIES

Local and regional transportation and transit studies and plans that are relevant to the SEV and the MAG region were reviewed to understand the full context of planning efforts within and around the study area. Table 1 and Table 2 provide a summary of the regional and local studies and plans that were reviewed. These studies offer insight on the history, growth, and future potential of the SEV study area.

**Table 1: Regional Transportation and Transit Plans**

Summary	Relevance to SEVTSS
<b>ADOT Passenger Rail Corridor Study (Ongoing)</b>	
<p>ADOT is evaluating the feasibility of implementing intercity passenger rail between Tucson and Phoenix. Initial screening of potential alternatives is complete and the project is in the process of evaluating the final remaining alternatives and conducting the NEPA process.</p>	<ul style="list-style-type: none"> <li>• All rail line corridor alternatives evaluated in the study would serve SEV communities.</li> <li>• Corridors under consideration could connect Florence, Coolidge, or the City of Maricopa to the Phoenix metro area.</li> <li>• Intercity rail service may support commuter tail type operations within the urbanized part of the SEV.</li> </ul>
<b>Park-and-Ride Survey (2013)</b>	
<p>Valley Metro conducted this Park-and-Ride (PNR) survey as a comprehensive study of the public PNR facilities located throughout the Valley Metro service area. The purpose of this effort was to understand:</p> <ul style="list-style-type: none"> <li>• Modes used to access PNR locations;</li> <li>• Trip origin/destinations of PNR users;</li> <li>• Trip purpose of PNR users;</li> <li>• Frequency of PNR use;</li> <li>• Utilization levels of PNRs;</li> <li>• PNR amenities;</li> <li>• Necessary PNR improvements.</li> </ul> <p>Twenty-nine PNRs throughout the Valley Metro service area were surveyed.</p>	<ul style="list-style-type: none"> <li>• Eleven of the 29 PNRs surveyed are located within the SEV study area including PNRs in Phoenix, Tempe, Mesa, Chandler, and Gilbert.</li> <li>• PNRs with express or RAPID bus service serve different travel markets than LRT PNRs. Only 4 PNRs in the SEV serve LRT, while 7 serve RAPID or express service.</li> <li>• PNR facilities within 1.5 miles of a freeway are more utilized than those further away resulting in larger travel market sheds. Nine of the 11 PNRs in the SEV are within 1.5 miles of a freeway.</li> <li>• Four of the 10 largest PNRs in the region are located in the SEV, including the top two.</li> <li>• Two of the top three most utilized PNRs are located in the SEV.</li> </ul>



Summary	Relevance to SEVTSS
<b>Sustainable Transportation &amp; Land Use Integration Study (2013)</b>	
<p>This study evaluated the relationship between land use and alternative transportation modes with the intent of supporting walkable and transit-oriented communities. This study analyzed the transit potential of communities by integrating real estate market analysis with transit corridor ridership analysis. The goal of this study was to look at how the Maricopa Association of Governments (MAG) region can move toward more sustainable transportation solutions that:</p> <ul style="list-style-type: none"> <li>• Reflect market reality;</li> <li>• Recognize the high cost of high capacity transit; and</li> <li>• Are consistent with the community aspirations.</li> </ul>	<p>Key findings included:</p> <ul style="list-style-type: none"> <li>• Time of day demand will be driven by projected regional growth</li> <li>• Transit-supportive and compact walkable development is achievable throughout the region</li> <li>• Strategic corridor modifications improve transit productivity</li> <li>• Regional transit mode share and regional access increase with a mix of high capacity transit (HCT) services</li> <li>• Existing conditions dictate future HCT service</li> <li>• Need for adequate density mixes are necessary for a sustainable system</li> </ul> <p>This study provides tools to support the diverse communities of the SEV study area in developing plans and recommendations for future transit service.</p>
<b>Designing Transit Accessible Communities (2013)</b>	
<p>The study inventoried community barriers that transit riders experience that discourage transit use. The purpose was to recommend improvements and develop a toolkit that could be used by communities to design a more accessible gateway to transit usage. Goals of this study included:</p> <ul style="list-style-type: none"> <li>• Identify access challenges faced by users;</li> <li>• Recommend improvement concepts, policies, and guidelines;</li> <li>• Provide a toolkit of measures and strategies for local governments to create transit accessible neighborhoods; and</li> <li>• Identify options and provide a regional framework for applying for federal grants.</li> </ul>	<p>The study evaluates characteristics for different environments (urban, suburban, etc.) that lead to recommendations for stop amenities, signage, and improvements to better connect the transit network to pedestrians.</p> <p>The SEV study area includes a mix of Urban Transit Corridors and Suburban and Low Suburban Transit Corridors. These areas were defined through an evaluation of a series of prototypical areas throughout the MAG region. The results of the study developed a toolkit the help re-design existing communities to be more transit accessible including looking at lighting, informational signage, wayfinding, seating, shelter, landscape, land uses, bike/ pedestrian access and sidewalks.</p>



Summary	Relevance to SEVTSS
<b>Transit Standards and Performance Measures, Phase 1 (2013)</b>	
<p>Valley Metro conducted an effort that developed and categorized multiple types of transit service including:</p> <ul style="list-style-type: none"> <li>• Rural</li> <li>• Circulator</li> <li>• Local Bus</li> <li>• Key Local Bus</li> <li>• Limited Stop Peak</li> <li>• Limited Stop All-Day</li> <li>• Commuter Express</li> <li>• Light Rail Transit</li> <li>• Lifeline (not defined in this report)</li> </ul> <p>Goals and standards were established for routes. Targets and thresholds will be developed in Phase 2.</p>	<ul style="list-style-type: none"> <li>• Minimum service standards (e.g., frequency, days and hours of operation) should aspire to be met by all transit routes evaluated in the SEV</li> <li>• Stop spacing must be at least ¼ mile between stops</li> <li>• Provides standards by which to categorize routes based on performance and type</li> <li>• Phase 2 to develop performance measures and target values which will inform SEV effort.</li> </ul>
<b>Arizona Avenue High Capacity Transit Long Range Study (2012)</b>	
<p>In coordination with Chandler, Mesa, Gilbert, and MAG, Valley Metro conducted the Arizona Avenue High Capacity Transit (HCT) Long Range Study in 2012. The purpose of this study was to evaluate alternative land use scenarios and transit service concepts that could result in improved trip generation and make the Arizona Avenue corridor viable for HCT service. In addition, this study provided a review of the necessary capital and operating costs that would be associated with HCT service in this corridor.</p>	<ul style="list-style-type: none"> <li>• Study findings indicate that the Arizona Avenue corridor is a good candidate for increased transit service in the future, including HCT.</li> <li>• Based on an optimized land use scenario that includes land development conducive to transit use, the Arizona Avenue corridor projects to achieve a similar number of boardings per corridor mile on HCT as peer cities that were evaluated.</li> <li>• Study recommendations to suggest the following to support HCT in the future:             <ul style="list-style-type: none"> <li>○ Increase transit service in the corridor including new local routes and Chandler Blvd BRT</li> <li>○ Increase residential and commercial density throughout the corridor</li> <li>○ Amend current General Plans to encourage transit supportive development along Arizona Avenue</li> <li>○ Create a more pedestrian friendly environment along Arizona Avenue</li> </ul> </li> </ul>



Summary	Relevance to SEVTSS
<b>Commuter Rail System Study (2010)</b>	
<p>The feasibility of using existing railroad corridors for commuter rail throughout the MAG region was evaluated. Factors such as time-savings over automobiles, demographic data, cost estimates, and other considerations were used as discriminators between different alignments. Alignments were tiered based on their performance and implementation feasibility.</p>	<ul style="list-style-type: none"> <li>• The Southeast Corridor was the highest ranked corridor of the five evaluated. It passes through the SEV study area and was recommended as the first segment of commuter rail to implement since it is projected to have the highest ridership potential.</li> <li>• The middle ranked corridors, Tempe and Chandler, are also within the SEV. The Tempe corridor was recommended as a future commuter rail line, and the Chandler corridor was removed from consideration for commuter rail transit (CRT) due to its competition with the nearby Southeast corridor. The City of Chandler's long term vision includes light rail/HCT on the adjacent Arizona Avenue corridor.</li> </ul>
<b>Valley Metro 2010 Origin and Destination Survey (2010)</b>	
<p>Valley Metro conducted an on-board survey to learn about the travel patterns of current transit riders and how those have changed since the opening of light rail in 2008. The study received over 14,500 usable surveys from a diverse range of transit patrons. Significant findings included:</p> <ul style="list-style-type: none"> <li>• Transit users had been using transit for more than 2 years;</li> <li>• One-third of transit trips began or ended at work; and</li> <li>• Students significantly contribute to ridership.</li> </ul>	<ul style="list-style-type: none"> <li>• Serving population, employment, and educational centers is critical to quality transit service</li> <li>• Source data are available through Valley Metro for SEV focused analysis and individual route evaluation</li> </ul>
<b>Building a Quality Arizona (2010)</b>	
<p>Councils of governments from across the state of Arizona and state level agencies conducted this study to identify the most relevant regional and state transportation infrastructure needs to meet anticipated population growth through 2050. The study evaluated different scenarios that included a variety of alternative transportation technologies and land use development patterns. Suggestions were made as to what would produce a result that is both feasible and embraces principles of smart growth and sustainability.</p>	<p>The study identified 2030 project improvement needs project costs on a statewide level as \$162.3 billion; \$24.7 billion of which is dedicated to transit across the state. The following are identified projects listed as part of this program located in the SEV study area:</p> <ul style="list-style-type: none"> <li>• Phoenix – Tucson Intercity Rail</li> <li>• Commuter rail system development</li> <li>• Regional bus rapid transit development</li> </ul>



Summary	Relevance to SEVTSS
<b>Regional Transit Framework Study (2009)</b>	
<p>This study developed a technical framework to prioritize transit investments for the MAG region for 2030 and beyond. Public input, from both transit users and non-users, and technical analysis of land use, socioeconomic characteristics, and existing and planned service and infrastructure were used to develop three future transit scenarios based on financial commitment.</p>	<ul style="list-style-type: none"> <li>• Scenarios prioritize different levels of investment:                             <ul style="list-style-type: none"> <li>○ Scenario I maintains current service levels and limits expansion to new growth areas</li> <li>○ Scenario II increases frequency/quality of service in built-up areas</li> <li>○ Scenario III does all of the improvements in Scenario II in addition to expanding transit service on the fringe</li> </ul> </li> <li>• Tempe, Chandler, and Mesa all have 2030 level 1 need areas which include headway improvements and route coverage adjustments</li> <li>• Three of the 8 Regional Transportation Plan (RTP) programmed HCT projects and 4 of the 5 programmed arterial BRT projects are in the SEV</li> </ul>
<b>RPTA Comprehensive Arterial BRT Planning Study (2009)</b>	
<p>This study evaluates and identifies the demand for bus rapid transit (BRT) service and defines operational characteristics, capital infrastructure needs, and fleet requirements for arterial BRT corridors throughout the region. The study considers how operational characteristics and corridor needs may change as the regional transit network develops. This study describes the vision for the BRT system and each of the corridors planned for future implementation</p>	<ul style="list-style-type: none"> <li>• Identifies recommended elements associated with BRT service</li> <li>• Identifies operating characteristics including station areas, headways, costs, and connections for the Arizona Avenue LINK and the Chandler Road BRT corridor.</li> </ul>
<b>RPTA Regional Park and Ride Study (2008)</b>	
<p>This study was an effort to ensure that implementation of the RTP capital facilities is aligned with the implementation of the planned Supergrid, express bus, and arterial BRT bus service operations. The main objectives of this study included:</p> <ul style="list-style-type: none"> <li>• Develop implementation priorities for 13 regional Park-and-Ride (PNR) facilities identified in the RTP</li> <li>• Update recommendations from the 2001 MAG Park-and-Ride plan</li> <li>• Recommend an implementation plan for the Valley's PNR network</li> </ul>	<p>The revised plan identified the following dates for implementation of SEV study area park-and-ride locations that have not yet been built:</p> <ul style="list-style-type: none"> <li>• Elliot/I-10 (Phoenix) – 2017</li> <li>• Val Vista/Loop 202 (Gilbert) – 2018</li> </ul> <p>In addition, this plan recommended that the regional network remain in consideration when implementing new PNR facilities. It is noted to ensure that implementation of these facilities aligns with operational requirements which should be considered when identifying recommendations for the SEV study area.</p>



Summary	Relevance to SEVTSS
<b>MAG High Capacity Transit Plan (2003)</b>	
<p>Assuming a MAG region population of near 7 million people by 2040, this study ranked potential corridors for high capacity transit service including Light Rail (LRT), BRT, and commuter rail. The study prioritizes investments based on cost/benefit analysis and recommends tiers for implementation (near, mid, and long term).</p>	<ul style="list-style-type: none"> <li>• Main Street (to Power Road) and Scottsdale Road (from the existing LRT line to Camelback Road) are in the top tier for investment as LRT/dedicated BRT</li> <li>• The UPRR Tempe (CRT) and UPRR Chandler Branch corridors (LRT/dedicated BRT) are in the second highest tier for investment. The subsequent 2010 MAG CRT study reported that the Tempe corridor was recommended as a future commuter rail line, and the Chandler corridor was removed from consideration for CRT due to its competition with the nearby Southeast corridor. The City of Chandler's long term vision includes light rail/HCT on the adjacent Arizona Avenue corridor.</li> <li>• The SE UPRR commuter rail segment (part of the SEV study area) was ranked in the second tier for investment</li> <li>• Chandler Boulevard and Power Road are both suggested in the bottom tier as long term investments for LRT/dedicated BRT</li> </ul>

Source: Full source information provided in Section 7.0.



**Table 2: Local Transportation and Transit Plans**

Summary	Relevance to Southeast Valley
<b>Ongoing Local Transportation and Transit Plans (Ongoing)</b>	
<p>Tempe, Gilbert, and the City of Maricopa are in the process of updating their local transit and transportation plans. In addition, the Fiesta-Downtown Chandler HCT Study will be initiated in the fall of 2014. The scopes of these efforts center on updating transportation and transit policies for the future. These plans will make recommendations for the future based on recent development patterns and growth in the recent past. These plans are scheduled to be complete by the end of 2014.</p>	<ul style="list-style-type: none"> <li>The outcomes and results of these studies will be reviewed and taken into consideration when developing recommendations for the SEV study area.</li> </ul>
<b>Town of Queen Creek Transit Feasibility Study (Ongoing)</b>	
<p>The Town of Queen Creek is in the process of conducting a transit feasibility study that will ultimately result in the identification of transit implementation strategies for the town. To date, the study has reviewed and analyzed the existing and future conditions with respect to population, employment, land use, and travel patterns. Using information collected the next steps will begin to develop transit performance criteria and recommendations for future transit services.</p>	<ul style="list-style-type: none"> <li>Likely destinations for Queen Creek residents include Phoenix-Mesa Gateway airport and Superstitions Springs Mall.</li> <li>Phoenix, Mesa, and Tempe are destinations for daily commute trips</li> <li>Initial service concepts potentially include:                             <ul style="list-style-type: none"> <li>Commuter express services</li> <li>Extension of local routes 156 and 184</li> <li>Community connector shuttle</li> <li>Vanpool program</li> </ul> </li> </ul>
<b>DRAFT Mesa Transit Master Plan (2014)</b>	
<p>The existing Mesa Transit plan was adopted in 2002 and is currently in the process of being updated. This update will identify the current types and performance of transit offered in Mesa as well as the facilities, programs and system features designed to meet the needs of the City of Mesa residents. The Transit Plan update identifies high priority multi-modal corridors and routes located throughout the city and suggests a variety of solutions to address the needs of those corridors including modes like LRT, LINK, local, express, intercity and commuter rail, and demand response services.</p>	<ul style="list-style-type: none"> <li>Identifies the opening of the Gilbert Road LRT extension by 2018</li> <li>Includes short-term BRT connection along Dobson and Southern Avenue to existing LINK at Arizona Avenue</li> <li>Mid-term Scenario 1 includes an extension of LRT to Power Road within a 15-20 year horizon</li> <li>Mid-term Scenario 2 includes an extension of LRT to Greenfield Rd/US 60 via Gilbert Road within a 15-20 year horizon</li> <li>Long-term passenger rail service by 2040</li> <li>Improve local headways and extend local service in each short-, mid-, and long-term scenario</li> </ul>
<b>Gilbert Road Light Rail Extension Environmental Assessment (2013)</b>	
<p>Environmental impacts of the proposed Gilbert Road LRT extension, which would extend the light rail line from Mesa Drive to Gilbert Road, were evaluated. There were no significant impacts determined and the Federal Transit Administration issued a finding of no significant impact (FONSI) for the project. It is expected to be operational by 2018.</p>	<ul style="list-style-type: none"> <li>Light rail service will be extended from the Mesa Drive to Gilbert Road in 2018</li> <li>Rerouting of bus connections at the current end-of-line, including the LINK and local Supergrid routes, to Gilbert Road is likely</li> <li>Two additional preliminary station locations have been identified for the intersections around Stapley Drive and Gilbert Road</li> </ul>



Summary	Relevance to Southeast Valley
<b>City of Apache Junction Transit Feasibility Study Update (2012)</b>	
<p>The plan outlines what improvements within the City of Apache Junction would be necessary to support a transit investment, including improvements to help increase population and employment densities. The plan discusses what transit services are available to the city and what their advantages/disadvantages would be.</p>	<ul style="list-style-type: none"> <li>• Until Apache Junction increases population and employment densities to support fixed-route transit services, vanpool, carpool, and taxi voucher services may be able to meet existing transit demand</li> <li>• A population of 60,000 could support a circulator service in the areas with the highest densities</li> <li>• “East Valley Connector” has been identified as a potential future connection to the existing LINK service as part of the Pinal County Transit Feasibility Study. This new service could serve downtown Apache Junction if continued east down Main Street.</li> <li>• An alternative would be a commuter-oriented freeway based express-style route</li> </ul>
<b>Gila River Indian Community Transit Feasibility Study (2011)</b>	
<p>This study provides the Gila River Indian Community (GRIC) with guidance on implementing transit services that would connect outlying districts with government services as well as circulation options within the community. Transit service options that were examined include regional connectors, circulators, and commuter services that can connect to existing transit infrastructure in surrounding areas.</p>	<ul style="list-style-type: none"> <li>• 96% of community members that responded to surveys indicated that transit service was needed within GRIC</li> <li>• 90% of all “on-reservation” jobs are located in district 3, Sacaton.</li> <li>• Identified the need for a circulator type service in district 3</li> <li>• Identified the need for ‘community connector’ routes that connect outlying districts to district 3</li> </ul>
<b>Central Mesa Light Rail Extension Alternatives Analysis and Environmental Assessment (2011)</b>	
<p>The alternatives analysis evaluated modes and alignments for high capacity transit to serve Central Mesa. LRT was selected as the mode for an alignment located along Main Street from Sycamore to Mesa Drive. The environmental assessment evaluated anticipated impacts from the project, and a FONSI was issued.</p>	<ul style="list-style-type: none"> <li>• Light rail service will be extended from the current end-of-line at Sycamore Drive to Mesa Drive in 2016</li> <li>• Rerouting of bus service at the current end-of-line, including LINK and local Supergrid routes was conducted to support this extension once under operation.</li> <li>• Main Street will be reconfigured to include LRT operating in the median of the right-of-way including four new station locations at the intersections of:             <ul style="list-style-type: none"> <li>○ Alma School Road/Main Street</li> <li>○ Country Club Road/Main Street</li> <li>○ Center Street/Main Street</li> <li>○ Mesa Drive/Main Street</li> </ul> </li> </ul>



Summary	Relevance to Southeast Valley
<b>Scottsdale Road Alternatives Analysis (2011)</b>	
<p>In coordination with Valley Metro, the City of Scottsdale performed an alternatives analysis to determine what transit mode/level of service is appropriate for the anticipated growth in employment and population density along the Scottsdale Road corridor. The corridor limits for this study stretched from the Tempe Transportation Center to the intersection of Frank Lloyd Wright Boulevard and Scottsdale Road in Scottsdale.</p>	<p>The study evaluated different types of BRT service and concluded that LINK type of service was the best option. These recommendations included:</p> <ul style="list-style-type: none"> <li>• LINK service has significant ridership gains over local service</li> <li>• LINK costs significantly less than full BRT in a dedicated guideway</li> </ul> <p>Improved transit service along the Rural Road/ Scottsdale Road corridor will improve connections to and within the SEV study area.</p>
<b>Pinal County Transit Feasibility Study (2011)</b>	
<p>This study evaluated the status of transit in Pinal County and made suggestions for short-term and long-term transit investments based on projected land use change and population/employment growth. In addition, the study made recommendations for policy and institutional management of transit services.</p>	<ul style="list-style-type: none"> <li>• Short term strategy is to focus on connecting municipalities with long-distance lifeline routes; develop local service in Apache Junction, Coolidge, and Casa Grande; promote vanpool and volunteer driver programs countywide</li> <li>• Long term strategy is more open-ended based on where employment/residential concentrations become largest but focuses on continued development of regional routes; commuter rail; express bus; local bus; vanpool; rideshare program</li> <li>• Long term policy goal suggested is to develop a joint powers organization to oversee transit</li> <li>• Page 8-2 contains full list of suggested steps for short term and long term transit provision</li> </ul>
<b>City of Chandler Transportation Master Plan (2010)</b>	
<p>This document outlines the transportation goals and strategies for the City of Chandler. Transit is one of the components of the master plan, and transit service expansion was identified as a goal. The document discusses the feasibility of the future possibility of implementing high capacity transit on multiple corridors within the city.</p>	<ul style="list-style-type: none"> <li>• Identified Arizona Avenue, Rural Road, and Chandler Boulevard as potential future HCT corridors</li> <li>• Plans to expand existing fixed-route service in Chandler were also identified</li> </ul>
<b>Pinal County Comprehensive Plan (2009)</b>	
<p>This plan identifies the goals and objectives of Pinal County pertaining to land use, community cohesion, transportation, economic growth, environmental stewardship, resident health, parks and recreation facilities, and education. The transportation section outlines current conditions, challenge areas, goals for transportation objectives, and possible future transportation scenarios.</p>	<ul style="list-style-type: none"> <li>• Local transit service only exists in Coolidge</li> <li>• Private transit carriers (Greyhound, Airport Shuttles) travel through Pinal but do not currently make many regular stops there</li> <li>• Medical transportation services are all based in Casa Grande</li> <li>• Senior transit services are needed</li> </ul>



Summary	Relevance to Southeast Valley
<b>City of Tempe Comprehensive Transportation Plan (2008)</b>	
<p>The purpose of the Tempe Comprehensive Transportation Plan is to guide the development of the multi-modal transportation system. The goals of this plan include:</p> <ul style="list-style-type: none"> <li>• Coordinate local and regional land use and transportation decisions;</li> <li>• Create a more balanced transportation system and reduce reliance on the automobile;</li> <li>• Preserve neighborhood character;</li> <li>• Enhance streets to maximize safety for all users; and</li> <li>• Enhance the ability to drive to, from, and within the City.</li> </ul>	<p>The goal of the transit element of this plan is to coordinate with the overall transportation vision of the city to increase transit ridership. Strategies to achieve that goal include ensuring more frequent service, accommodation of special events, providing transit incentives to users, and improve regional transit connections. The following projects have been identified for the SEV study area:</p> <ul style="list-style-type: none"> <li>• Fifteen-minute peak period service on all routes</li> <li>• Extend hours of operation to 1:00 AM</li> <li>• Addition of fixed-guideway transit on Rio Salado</li> <li>• Continue bus pull-out implementation</li> <li>• Locate and design second tier transit center</li> <li>• LINK-style bus service is under consideration for the Rural Road/Scottsdale Road corridor.</li> <li>• Commuter rail opportunities using existing UPRR alignments are under study.</li> <li>• Continue to evaluate service performance</li> </ul>
<b>Florence-Coolidge Small Area Transportation Study (2008)</b>	
<p>This study developed a 20-year transportation plan that outlined transportation needs of the near future including both roadway and transit solutions. The study identified funding strategies and rated transportation and transit projects on how successfully they would fulfill the needs including factors such as overall project cost.</p>	<p>Recommendations included:</p> <ul style="list-style-type: none"> <li>• Both municipalities should join the Pinal Rides Pilot Program</li> <li>• Both municipalities should coordinate inter-regional transit service</li> <li>• Florence should conduct a transit feasibility study</li> <li>• Florence should hire a transportation coordinator</li> </ul>



Summary	Relevance to Southeast Valley
<b>Chandler Major Investment Study (2003)</b>	
<p>The Chandler High Capacity Transit Major Investment Study laid out a plan for gradual transit improvements in Chandler that would eventually result in the adoption of high capacity transit. The plan suggests first implementing small improvements identified in the Chandler Transit Plan, then BRT improvements, and eventually LRT improvements.</p>	<ul style="list-style-type: none"> <li>• Implementation of the plan so far includes the Arizona Avenue LINK service</li> <li>• Short-term future BRT (and eventually LRT) corridors include:                             <ul style="list-style-type: none"> <li>○ Rural Road</li> <li>○ Chandler Boulevard (to Ahwatukee)</li> </ul> </li> <li>• Mid-term future BRT (and eventually LRT) corridors include:                             <ul style="list-style-type: none"> <li>○ Extend Arizona Avenue service</li> </ul> </li> <li>• Long-term future BRT (and eventually LRT) corridors include:                             <ul style="list-style-type: none"> <li>○ Chandler Boulevard (to Williams Gateway)</li> </ul> </li> <li>• Long-term future LRT service using the Chandler Branch Railroad right-of-way to connect downtown Mesa to Chandler Municipal Airport. However, the subsequent 2010 MAG CRT study reported that the Chandler corridor was not suitable for LRT service, and was removed from consideration for CRT due to its competition with the nearby Southeast corridor. The City of Chandler’s long term vision includes light rail/ HCT on the adjacent Arizona Avenue corridor.</li> </ul>

Source: Full source information provided in Section 7.0.



### 3.0 COMMUNITY OBJECTIVES

In January and February 2014, the study team met with each of the participating communities within the SEV to discuss expectations and desires for transit, priority issues, and coordination with ongoing planning and public outreach. Several key issues were identified in multiple communities, including:

- Riders may experience changes in service at jurisdictional boundaries that are inconvenient or confusing, such as changes in frequency and difficult or untimely transfer connections.
- Explore options for addressing gaps in existing service coverage and planning for future development.
- There is a desire to improve community connections to the regional high capacity transit (HCT) system and other key regional or subregional routes.
- Improve connectivity among all services.
- Local transportation and transit plans must be integrated into the subregional analysis.
- Plan for future growth and service to emerging employment centers.
- The importance of understanding the return on investment to voters from the regional sales tax and the benefits to East Valley residents from transit expenditures.
- There is concern about the growing cost of demand-response services.

There are a number of communities that recently completed or are in the process of updating transportation, transit, or land use plans as identified in Table 2. These plans may identify local goals, objectives, or corridors of interest for transit. MAG and Valley Metro will integrate these local policies and plans into an understanding of the current and future demand for transit and the larger vision of the subregion to ensure that recommendations support the core network, system performance, and rider needs throughout the study area. The project team will also coordinate with the Valley Metro team that is developing performance measures throughout the course of this study. Valley Metro's approved service standards will be considered as a factor in the evaluation and are listed in Table 5 on Page 31.

A variety of settings exist throughout the study area which can be categorized into three zones:

- Areas with a strong transit network already in place;
- Emergent transit areas where population and the transit network are growing and evolving; and
- Less urbanized areas with an interest in connecting to destinations in the metro area.

Throughout the study, these zones will be considered for the most effective deployment of transit resources and types of service to best meet local needs. A variety of transit tools such as fixed route to TDM solutions will be used to address these needs.



## 4.0 EXISTING TRANSIT SERVICE

This section provides a summary of existing transit services found throughout the SEV study area. Transit services provided include:

- Fixed Route Bus
- High Capacity Transit
- Transit Passenger Facilities

Figure 2 illustrates the existing transit network that serves the SEV study area.

### 4.1 FIXED ROUTE BUS

Fixed route bus service within the SEV includes local bus, circulators, LINK, express bus, and regional connector services.

#### 4.1.1 Local Bus

Within the SEV, all local routes currently provide service seven days per week, with the exception of the following routes which operate on an adjusted schedule on weekends:

- Route 3 (Van Buren) – No Sunday service in Avondale
- Route 30 (University) – No Sunday service in Mesa
- Route 45 (Broadway) – No Sunday service in Mesa
- Route 77 (Baseline) – No Sunday service in Mesa
- Route 81 (Hayden/McClintock) – No Sunday service in Chandler
- Route 96 (Dobson) – Reduced Saturday service plus no Sunday service in Chandler
- Route 104 (Alma School) – No Saturday service in Chandler (No Sunday full route)
- Route 120 (Mesa Dr) – No Sunday service (full route)
- Route 128 (Stapley) – No Sunday service (full route)
- Route 136 (Gilbert Rd) – No Sunday service (full route)

In total there are currently 24 local bus routes serving the SEV study area. On average, typical service operates between 5:00 AM and 11:00 PM on weekdays and between 6:00 AM and 9:30 PM on weekends. There are some local routes that operate reduced weekday service hours, such as 5:30 AM to 9:00 PM on portions of the route, typically in more suburban areas. Most local routes with the study area operate at a peak period frequency of 30 minutes or better.

Figure 3 and Figure 4 illustrate the peak and off-peak frequencies of the local bus network that serves the SEV study area.



#### 4.1.2 Circulators

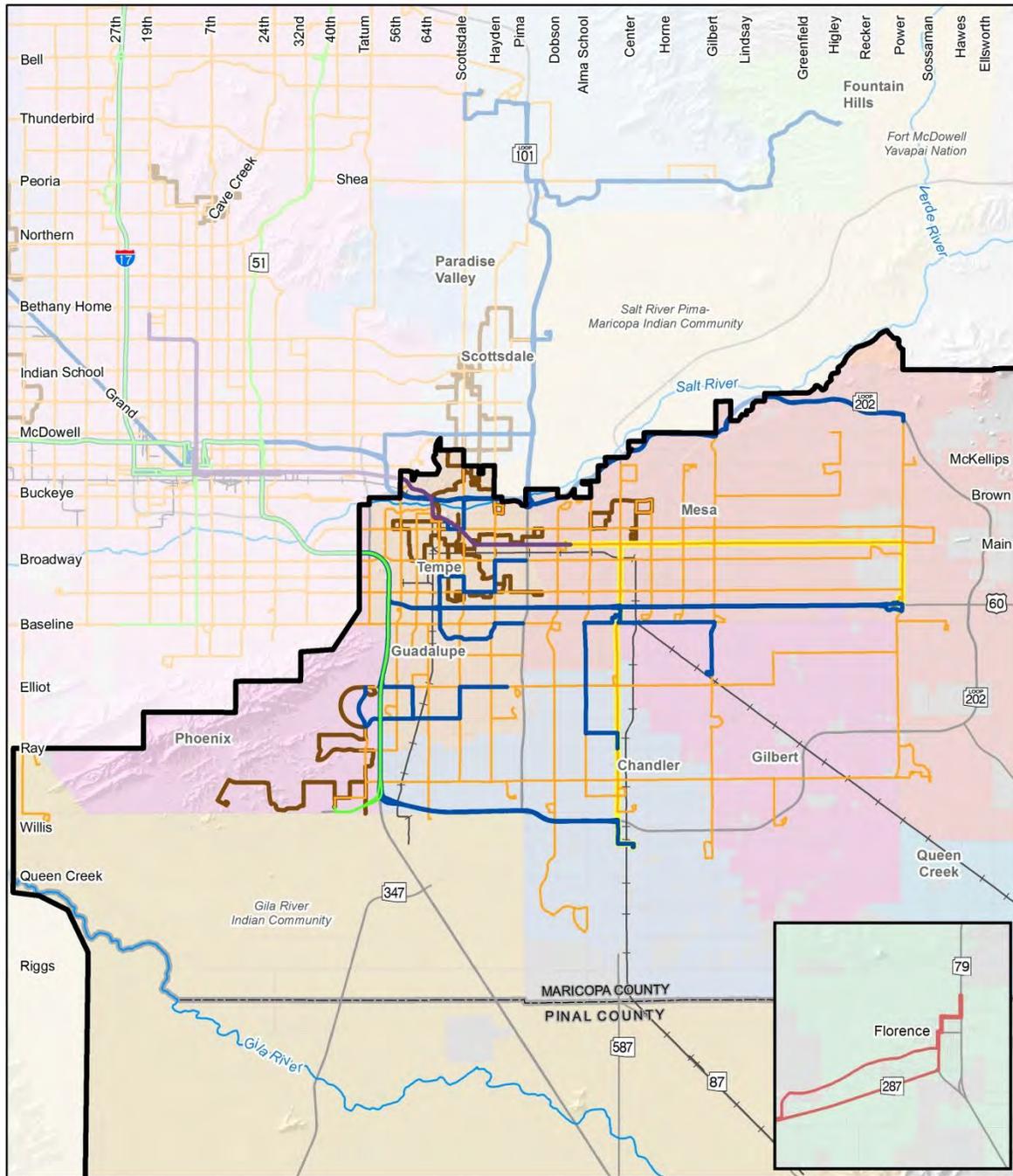
Currently, nine circulator routes operate within the SEV study area serving parts of Mesa, Tempe, and the Village of Ahwatukee in Phoenix.

- The Orbit and Flash systems combine to operate seven of these routes that serve the City of Tempe, two of which, the Flash, only serve the area in and around Arizona State University. The Orbit system includes five routes including Earth, Jupiter, Mars, Mercury, and Venus and is designed to serve the remaining areas of the Tempe. Orbit provides service seven days per week, and Flash operates only Monday through Friday.
- The Mesa Buzz has one route that serves Mesa Town Center and its surrounding areas. The Buzz operates Monday through Saturday.
- The Alex serving Ahwatukee operates seven days per week and connects various activity centers throughout the Village including Mountain Pointe High School, Desert Vista High School, and the YMCA located near Liberty Lane and Desert Foothills Parkway.

Figure 5 and Figure 6 illustrate the peak and off-peak frequencies of the circulator networks that operate within the SEV study area. The City of Tempe Mercury route is the only circulator route in the SEV study area that increases frequency during the peak hour.



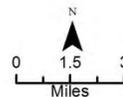
Figure 2: Existing Transit Network



- Legend**
- Study Area
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary
  - Circulator
  - Express
  - Light Rail
  - LINK
  - Local
  - RAPID
  - Regional

**Transit in the Southeast Valley**

*Southeast Valley  
Transit System Study*

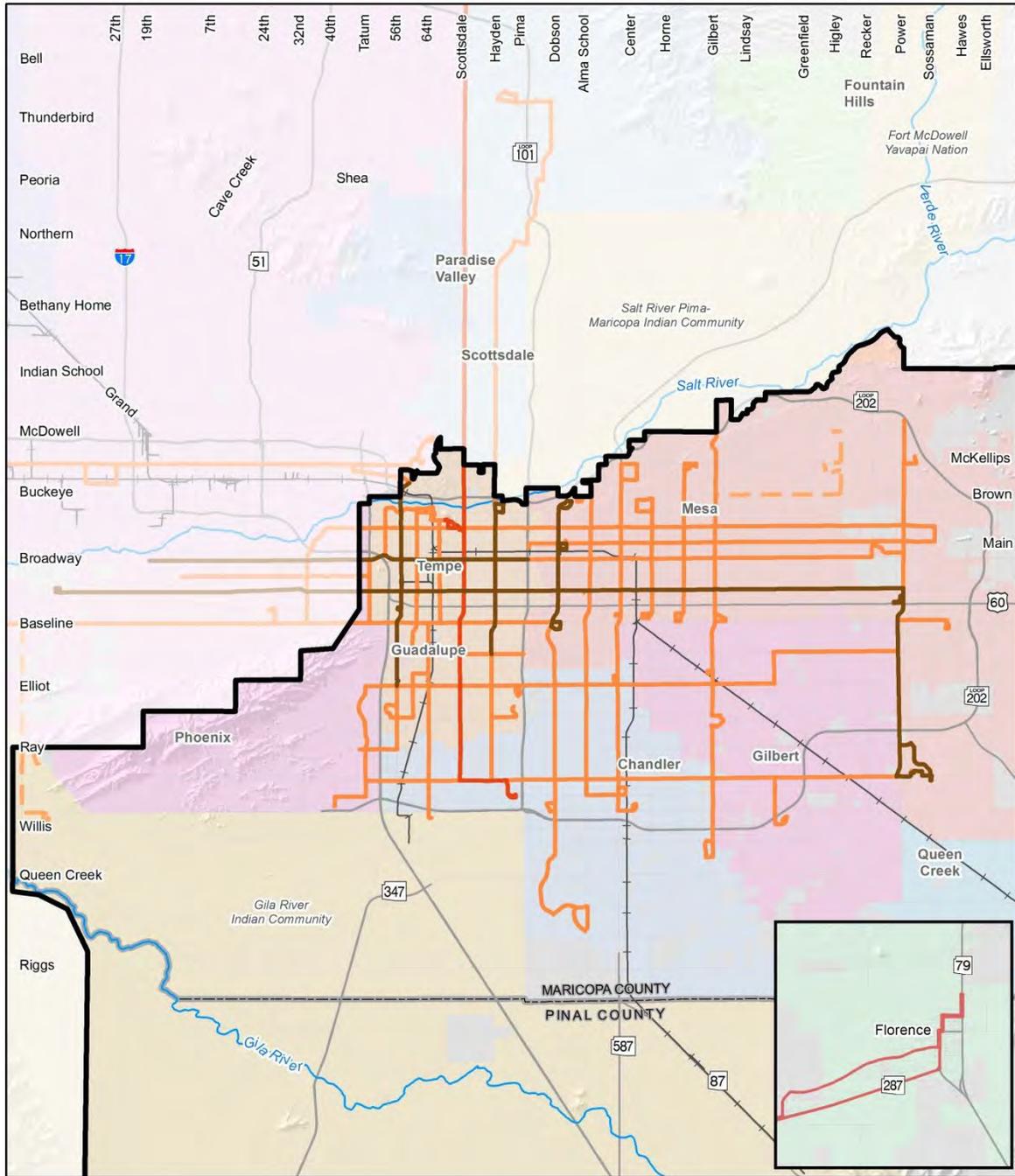


Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014





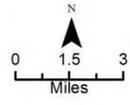
Figure 3: Local Bus Network – Peak Headways



- Legend**
- Study Area
  - Existing Transit Route, Weekday Peak Headway
  - Local, 15
  - Local, 20
  - Local, 30
  - Local, 60
  - Local (Regional), 140
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary

Note:  
Peak times are from approximately  
5 AM to 9 AM and from 3 PM to 7 PM

Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014



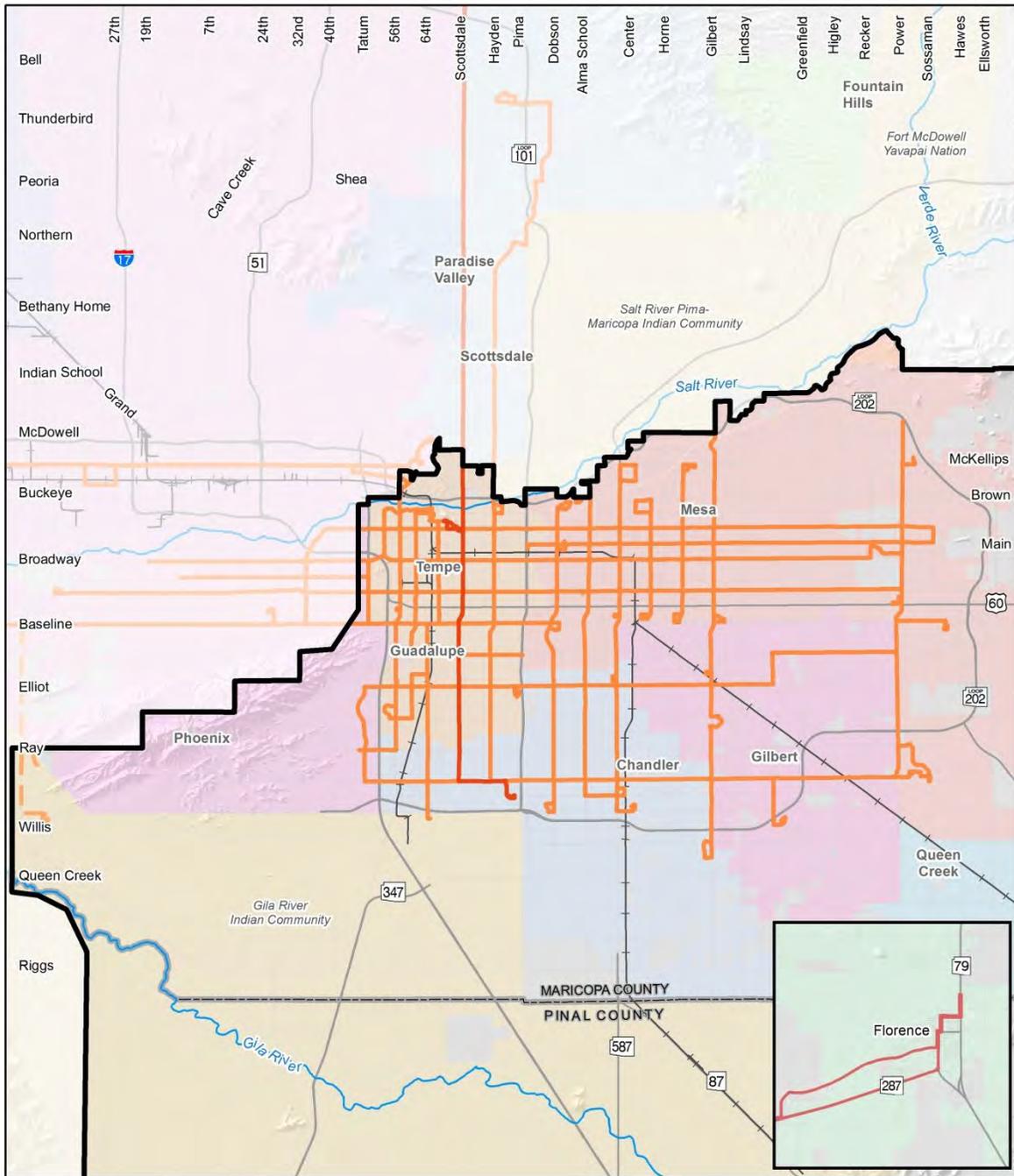
**Local  
Weekday Peak  
Headways**

*Southeast Valley  
Transit System Study*





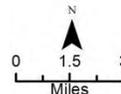
Figure 4: Local Bus Network – Off-Peak Headways



- Legend**
- Study Area
  - Existing Transit Route, Weekday Off Peak Headway
    - Local, 20
    - Local, 30
    - Local, 60
    - Local (Regional), 140
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary

Note:  
Off Peak times include all hours not identified as peak

Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014



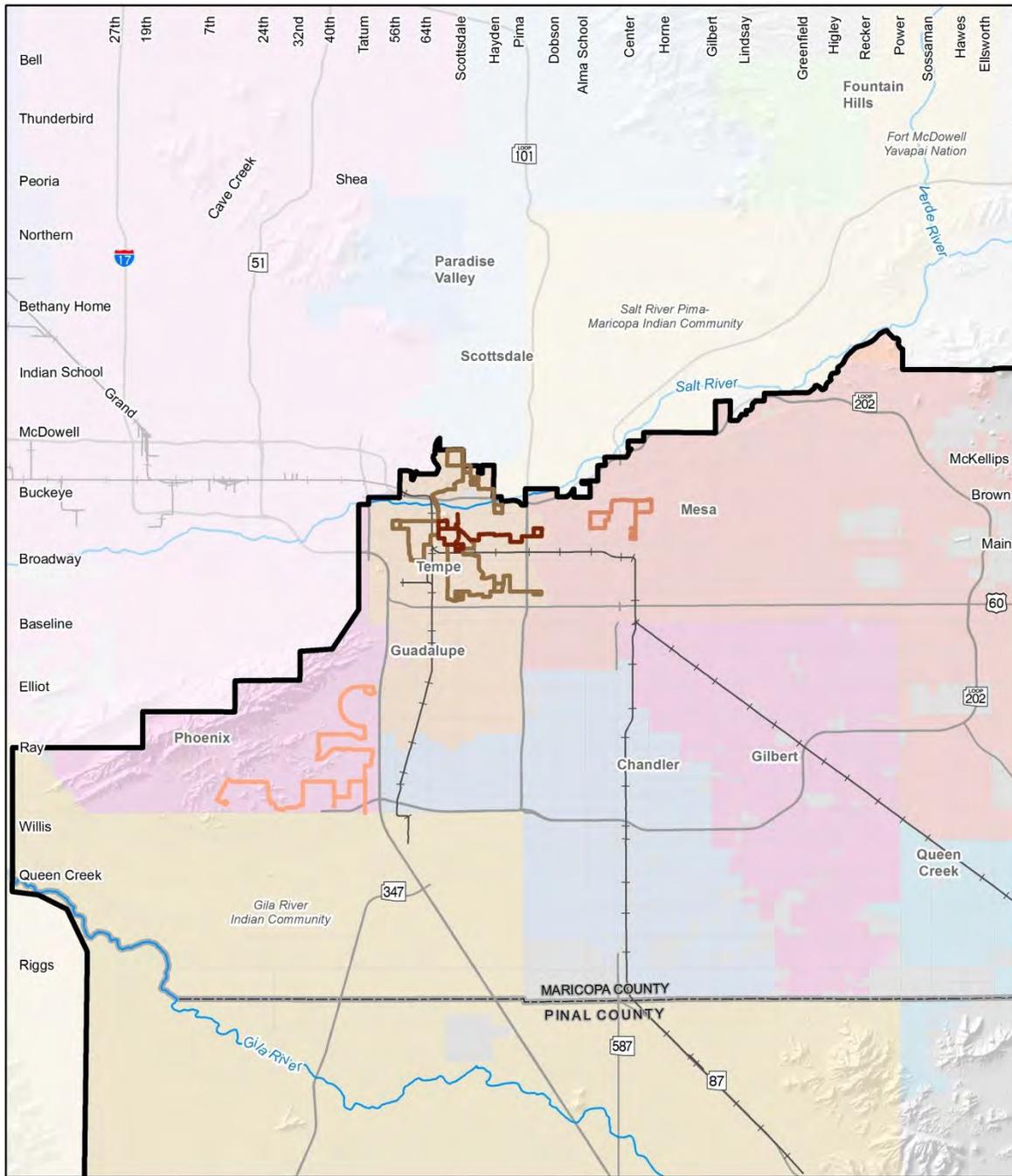
**Local  
Weekday Off Peak  
Headways**

Southeast Valley  
Transit System Study





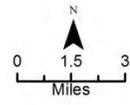
Figure 5: Circulator Network – Peak Headways



- Legend**
- Study Area
  - Highway
  - Local Road
  - Existing Transit Route, Weekday Peak Headway
  - Circulator, 10
  - Circulator, 15
  - Circulator, 30
  - Circulator, 60
  - Railroad
  - River/Stream
  - County Boundary

Note:  
Peak times are from approximately  
5 AM to 9 AM and from 3 PM to 7 PM

Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014



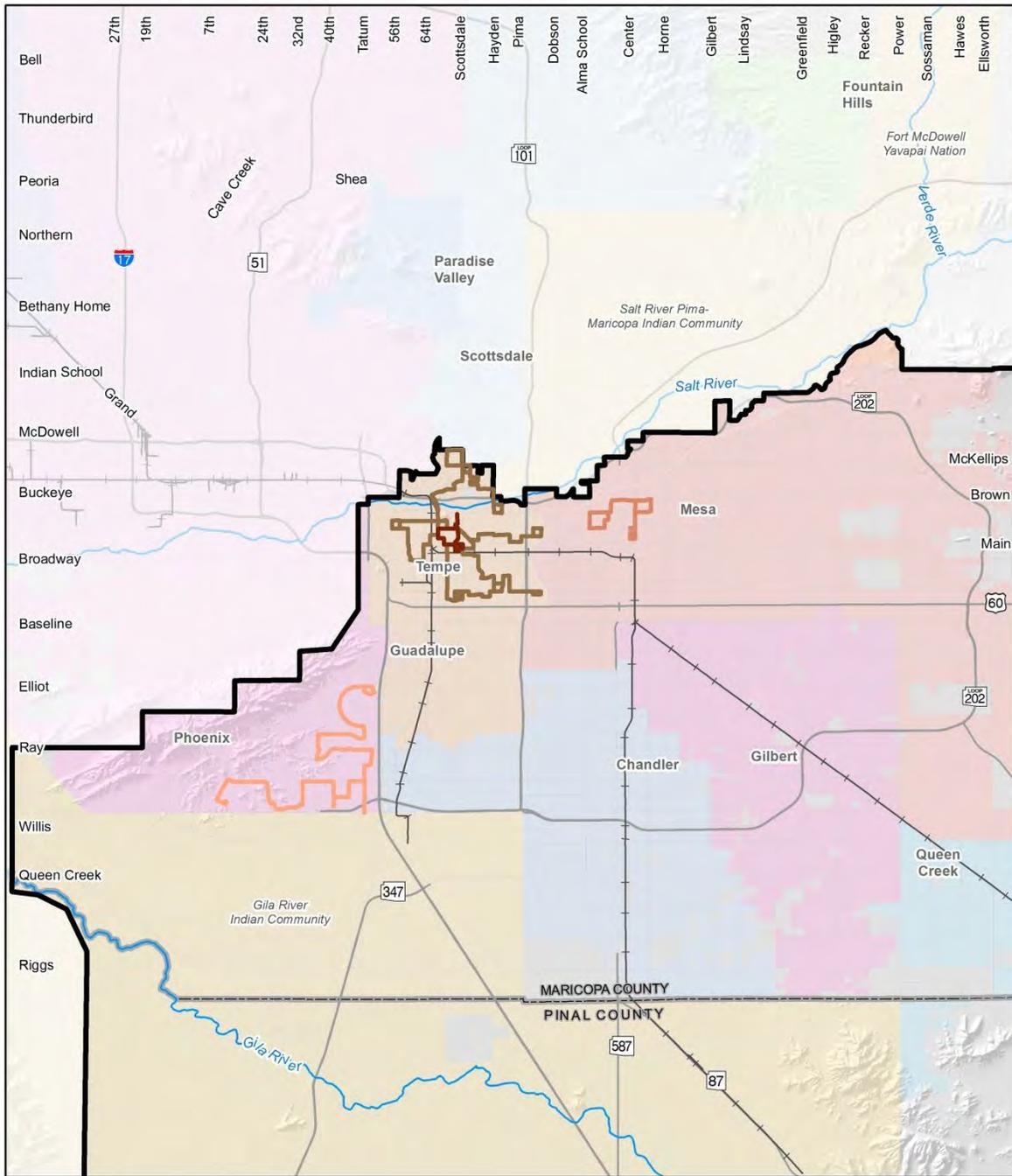
**Circulators  
Weekday Peak  
Headways**

*Southeast Valley  
Transit System Study*





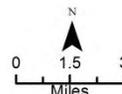
Figure 6: Circulator Network – Off-Peak Headways



- Legend**
- Study Area
  - Existing Transit Route, Weekday Off Peak Headway
  - Circulator, 10
  - Circulator, 15
  - Circulator, 30
  - Circulator, 60
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary

Note: Off Peak times include all hours not identified as peak

Source: Base Map: ALRIS 1997 - 2014, ADOT 2014, Valley Metro 2014



**Circulators  
Weekday Off Peak  
Headways**

Southeast Valley  
Transit System Study





### **4.1.3 Regional Connectors**

There is one regional connector operating within the SEV study area. The Central Arizona Regional Transit (CART) system connects Florence to the City of Coolidge, Casa Grande, and Central Arizona College. CART operates Monday through Friday on 140-minute frequency.

### **4.1.4 Express Bus**

Within the SEV study area, express bus service operates five days per week Monday through Friday. Currently, there are ten express routes that connect parts of Tempe, Mesa, Chandler, Gilbert, and Ahwatukee to downtown Phoenix.

Figure 7 illustrates the number of trips per day for the express bus network that operates in the peak period within the SEV study area.

### **4.1.5 High Capacity Transit and LINK**

Currently, the only HCT service located in the SEV is the existing light rail transit (LRT) line that operates between Mesa and Phoenix through Tempe. Construction is underway to extend the existing LRT line along Main Street to Mesa Drive, and plans are in place to extend the line further to Gilbert Road by 2018. Light rail operates seven days a week from 5:00am to 11:00pm (M-Th, Sun) and from 5:00am to 2:00am (F, Sat). During weekdays, trains arrive every 12 minutes from 7:30am to 6:30pm and all other times every 20 minutes. On Saturdays, trains arrive every 15 minutes through 7:00pm and on Sundays, holidays and all other hours trains arrive every 20 minutes. Currently, the Sycamore station is the busiest LRT station within the SEV study area.

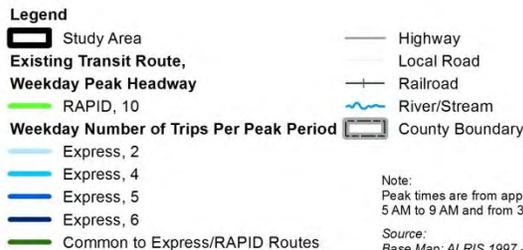
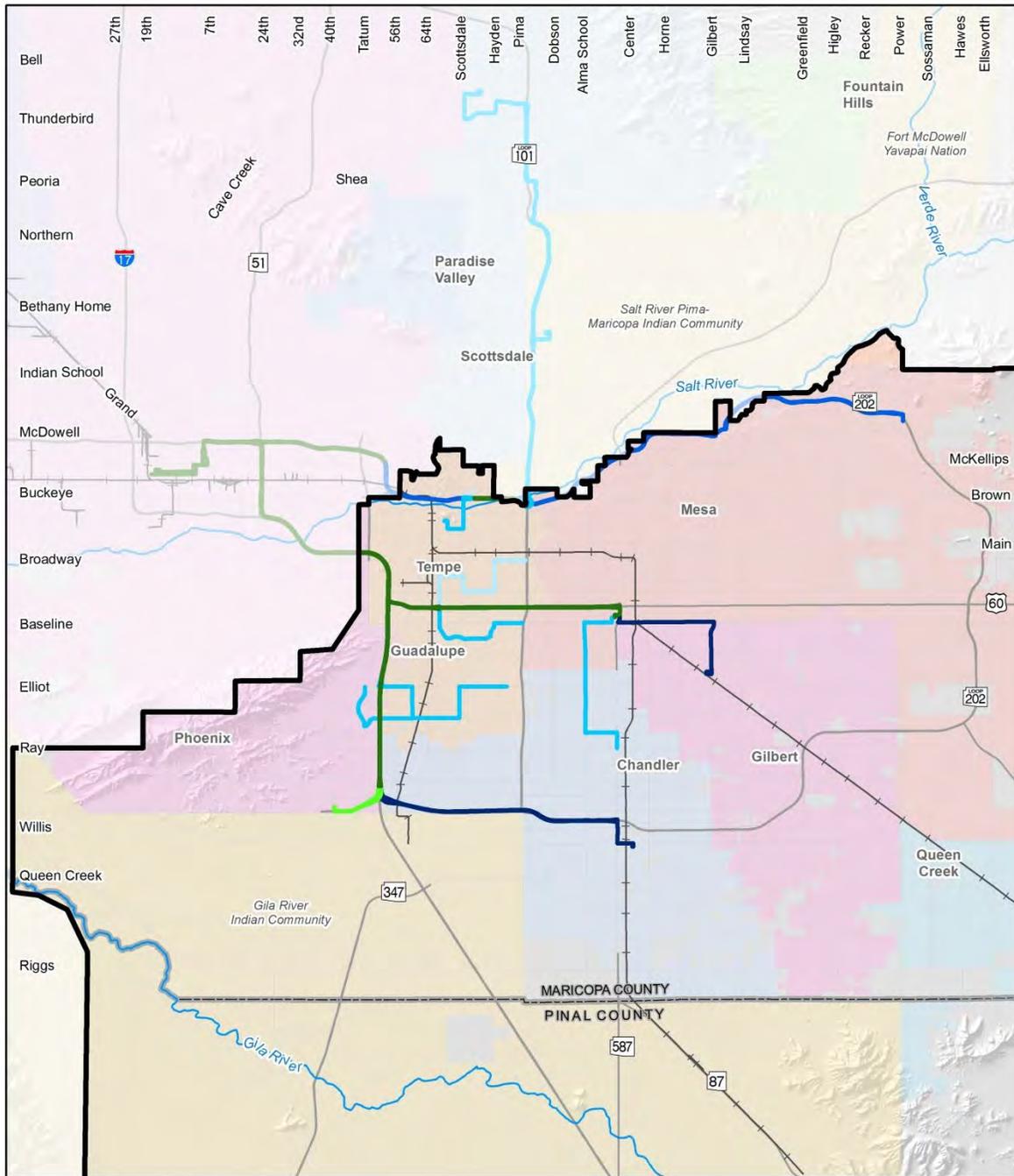
There are two LINK routes operating in the SEV study area that feed into the existing HCT service—the Main Street LINK and the Arizona Avenue LINK.

- The Main Street LINK provides service along Main Street in Mesa between Power Road in Gilbert and the existing LRT end of line at Sycamore in Mesa. The Main Street LINK operates Monday through Friday at 25 to 35 minute frequencies throughout the day.
- The Arizona Avenue LINK provides service along Arizona Avenue/Country Club Drive from Germann Road in Chandler to the existing LRT end of line at Sycamore in Mesa. The Arizona Avenue LINK operates seven days per week and provides 2 trips per hour on weekdays. On weekends, the Arizona Avenue LINK operates at a 60 minute frequency.

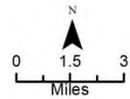
Figure 8 illustrates the weekday frequencies of the HCT and LINK services that operate in the SEV study area.



Figure 7: Express/RAPID Bus Network



**RAPID and Express  
Weekday Peak  
Headways and Trips**

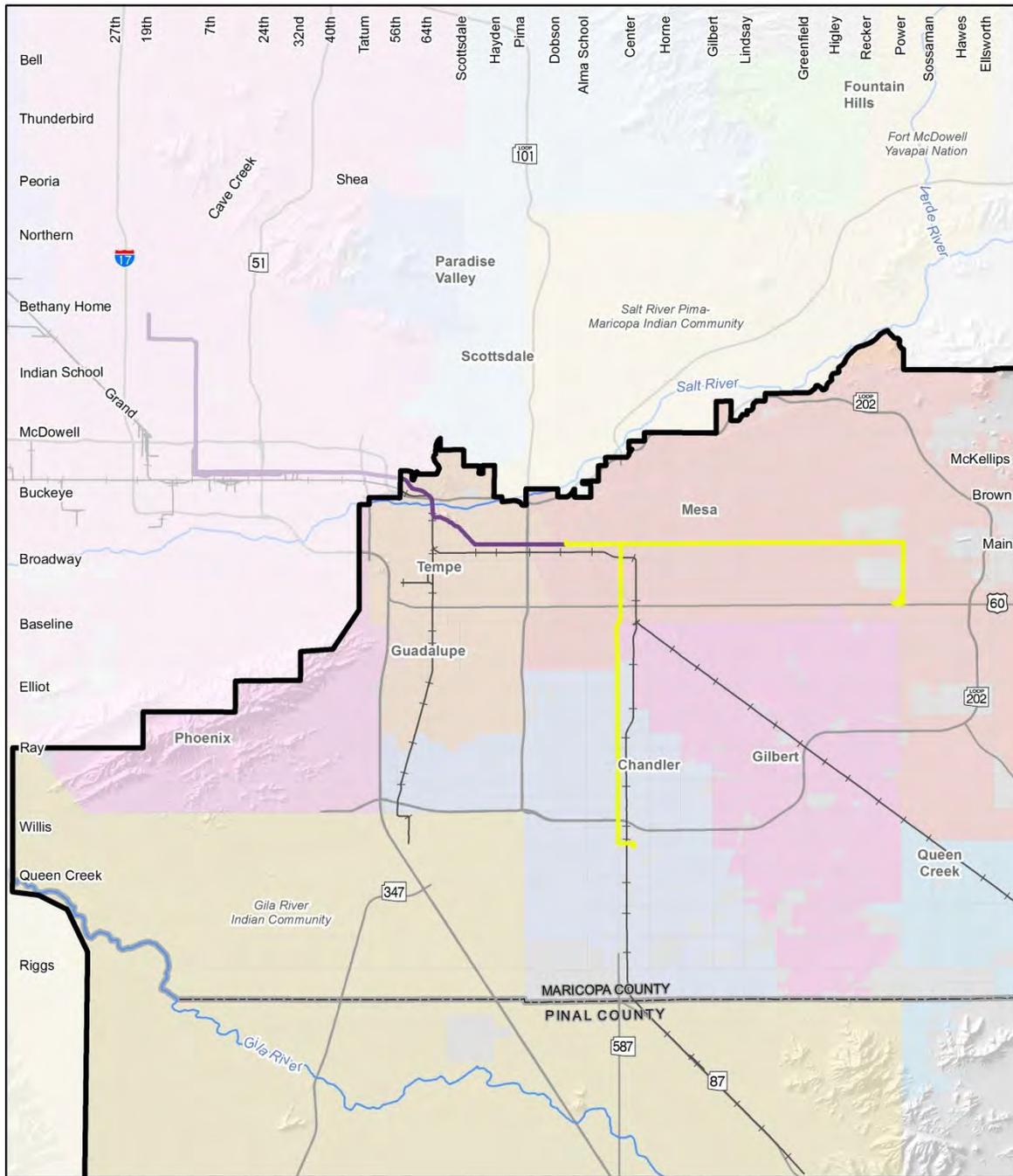


Southeast Valley  
Transit System Study



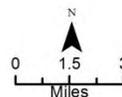


Figure 8: High Capacity Transit and LINK Network - Weekday Headways



- Legend**
- Study Area
  - Existing Transit Route, Weekday Headway
  - LINK, Varies 15 - 35
  - Light Rail (LRT), 12\*
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary

**LRT and LINK  
Weekday Headways**



Note:  
\*LRT Operates every 20 minutes after 8 PM

Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014

*Southeast Valley  
Transit System Study*





## 4.2 PARATRANSIT

Paratransit or dial-a-ride services are designed for people who are unable to access local transit service. The American with Disabilities Act (ADA) of 1990 requires transit agencies to provide service to individuals who are ADA certified that complements regular fixed-route bus service. Service for ADA-certified riders is required within  $\frac{3}{4}$  mile of all fixed route service, at a minimum. Some cities throughout the MAG region have elected to provide dial-a-ride services that exceed ADA requirements. These services provide shared-ride transportation to people over the age of 65 and to people with disabilities. Within the SEV study area, Chandler and Tempe provide this service to residents over 65 years old. A few cities in the MAG region offer dial-a-ride services to the general public under specific conditions. Within the SEV study area, the City of Maricopa provides demand response service to the general public in lieu of fixed route service.

There are three dial-a-ride providers that operate within the SEV study area including Phoenix, the City of Maricopa, and East Valley Dial-a-Ride (EVDAR), as shown in Figure 9.

### 4.2.1 City of Phoenix Dial-a-Ride

The City of Phoenix operates *Phoenix Dial-a-Ride* which provides service seven days a week from 5:00am to 10:00pm within the city limits including the Village of Ahwatukee in the SEV study area. People who are certified paratransit-eligible are qualified to receive service and can make reservations seven days per week from 8:00am to 9:00pm. Trips can be scheduled up to 14 days in advance and cost \$4.00 per trip.

### 4.2.2 East Valley Dial-a-Ride

EVDAR provides seamless service within the communities of Scottsdale, Tempe, Guadalupe, Mesa, Chandler, and Gilbert and operates the only sub-regional dial-a-ride system in the MAG region. EVDAR operates from 4:00am to 1:00am seven days per week for all ADA-certified riders and Non-ADA riders in some cities (Chandler, Scottsdale, and Tempe only). Reservations can be made seven days per week from 6:00am to 7:30pm up to 14 days in advance. ADA riders pay \$4.00 per trip while Non-ADA riders and persons over 65 in Chandler, Scottsdale, and Tempe pay \$4.00 (base fare) per trip plus \$0.50 per mile over 5 miles and \$1.00 per mile over 15 miles. Figure 9 identifies the EVDAR trip pick-up and drop-off locations in March, April, and May 2013 within the SEV study area. In Fiscal Year 2013, the system operating cost of EVDAR totaled nearly \$11 million, of which about 56 percent was reimbursed using public transportation funds from Proposition 400.

In addition to EVDAR, the East Valley RideChoice program enables seniors and disabled residents to use participating taxi providers paid through a RideChoice Fare Card with a portion subsidized by the city of residence. East Valley cities have made this program a priority which has increased the program success in recent years. Ridership on the RideChoice program has increased by almost 90,000 riders per year between FY 2011 and FY 2013 per the Valley Metro 2013 Transit Performance Report.



### **4.2.3 City of Maricopa Express Transit**

The City of Maricopa operates the City of Maricopa Express Transit (COMET) as a demand response Monday through Friday from 9:00am to 5:00pm. COMET operates locally within the limits of the city in addition to providing select regional trips to Chandler Regional Hospital and Casa Grande Regional Medical Center two days per week. Riders pay \$1.00 per trip for local service and \$3.00 round trip for regional trips. In FY13, COMET provided nearly 2,700 local and regional trips to residents of the City of Maricopa.

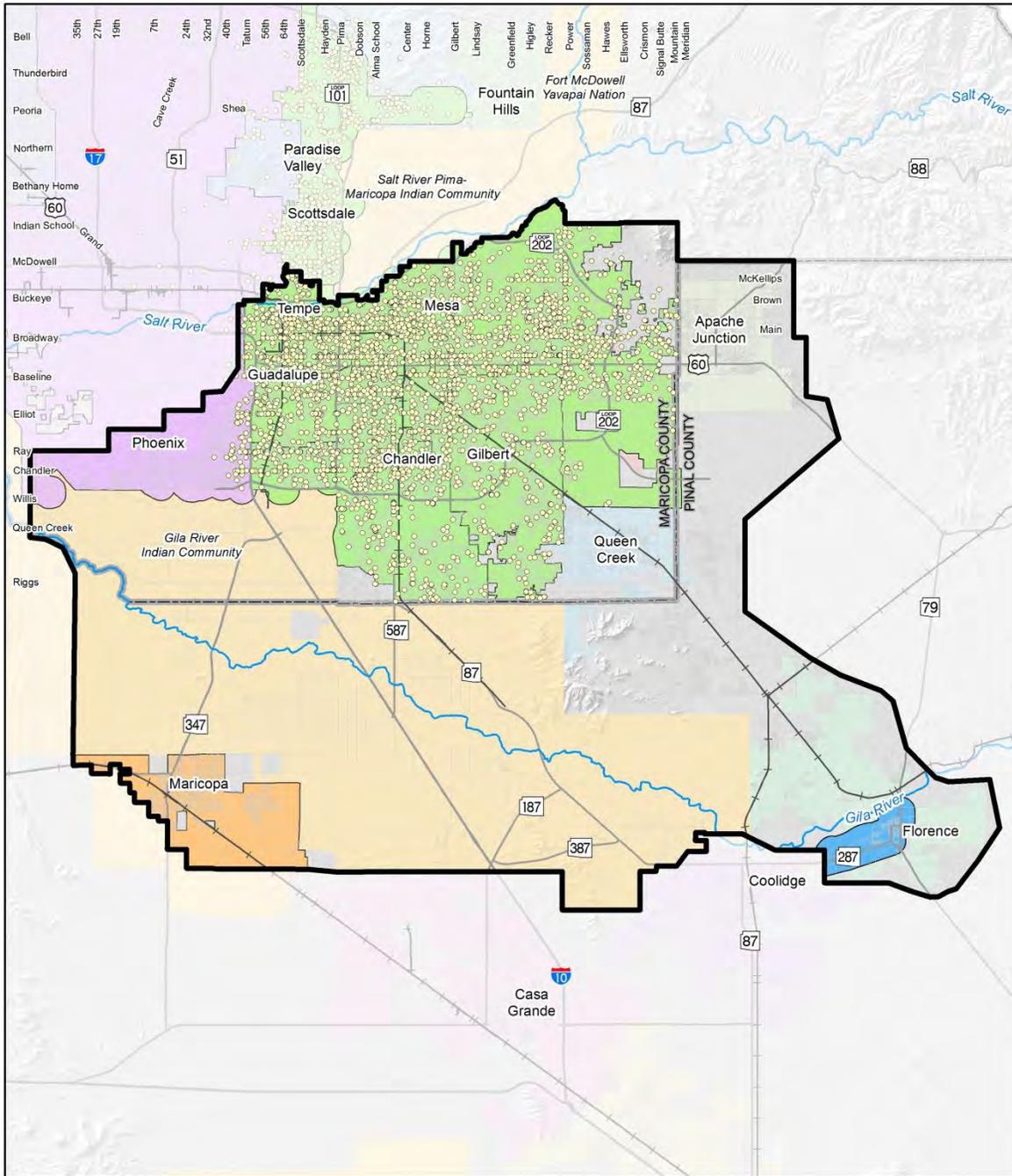
## **4.3 TRAVEL DEMAND MANAGEMENT**

Travel Demand Management (TDM) is a set of transportation strategies that are used to improve the efficiency of a local transportation system. These strategies are implemented in an effort to reduce the number of single-occupancy vehicle trips, encourage off-peak travel, and/or to reduce travel time. In the MAG region and the SEV study area there are a number of TDM strategies currently in place including vanpools, carpools, bicyclists, and telework options.

Throughout the region, the number of vanpool programs has been growing and has increased to over 1.2 million boardings in FY13. Vanpools experience 100 percent farebox recovery and require very little subsidy to operate. To qualify for the Valley Metro Vanpool Program at least one trip end needs to be located somewhere in Maricopa County. Residents can use [www.sharetheride.com](http://www.sharetheride.com) to match up with commuters looking for carpool, vanpool, or other transit options based on proximity, destination, travel route, and schedule. Currently, Valley Metro currently operates approximately 400 vanpools throughout Maricopa County.



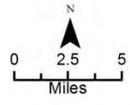
Figure 9: Paratransit Service Areas



- Legend**
- Study Area
  - EVDAR Service Area
  - EVDAR Pick Up and Drop Off Location
  - Phoenix Dial-a-Ride Service Area\*
  - COMET Service Area\*
  - 1/4 Mile ADA Buffer not Located in an Existing Dial-a-Ride Service Area\*
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary

Note:  
EVDAR = East Valley Dial-a-Ride  
COMET = City of Maricopa Express Transit  
\* Pick up and Drop off Locations Not Available

Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014



**Paratransit Service**  
*Southeast Valley  
Transit System Study*





## 4.4 TRANSIT PASSENGER FACILITIES

Transit facilities located within the SEV include transit centers, park-and-ride facilities, and bus stops.

### 4.4.1 Transit Centers and Park-and-Rides

Five existing transit centers are located in the SEV study area including two in Tempe, two in Mesa, and one in Chandler. Table 3 provides information regarding transit centers located in the SEV. There are a total of nine existing regional park-and-ride facilities located in the SEV study area that provide access to local bus service, circulators, or express bus routes. There are several other minor park-and-ride facilities located in various parking lots throughout the SEV. The total number of park-and-ride facilities has greatly increased throughout the SEV in the past five years with the addition of six new facilities in that timeframe. Table 4 identifies the information about the publicly owned park-and-ride facilities located in the SEV and does not include private park-and-ride locations throughout the study area.

**Table 3: Transit Centers in the Southeast Valley**

Transit Center	Location	City	Routes Served
Tempe Transit Center	5 <sup>th</sup> Street/Forrest Avenue	Tempe	48, 62, 65, 66, 72, Earth, Jupiter, Mars, Mercury, Venus, Light Rail
Main Street/Sycamore	Main Street/Sycamore	Mesa	30, 40, 45, 96, 104, Arizona Ave LINK, Main St LINK, Light Rail
Arizona Mills Mall*	US 60/Priest Drive	Tempe	48, 56, 77
Superstition Springs	US 60/Power Road	Mesa	40, 45, 61, 108, 184, Main St LINK, 533
Chandler Transit Center	Loop 101/Frye Road	Chandler	72, 81

Source: Valley Metro, 2014.

\*Arizona Mills Mall Transit Center may be closed in the future pending service changes

Figure 10 identifies the locations of the transit centers and publicly owned park-and-ride facilities in the SEV study area.

**Table 4: Park-and-Ride Facilities in the Southeast Valley**

Park-and-Ride Location	City	Routes Served
Dorsey Lane/Apache Boulevard	Tempe	Light Rail
McClintock Road/Apache Boulevard	Tempe	81, Light Rail
Loop 101/Apache Boulevard	Tempe	40, Light Rail
40 <sup>th</sup> Street/Pecos	Phoenix	I-10 East RAPID, Alex
Country Club/Juanita	Mesa	112, 531, 541, Arizona Avenue LINK
Gilbert Road/McDowell Road	Mesa	136, 535
Loop 202/Power Road	Mesa	184, 535
Oak Street/Page Avenue	Gilbert	136, 531
Germann Road/Hamilton Street	Chandler	542, Arizona Avenue LINK

Source: Valley Metro, 2014

### 4.4.2 Bus Stops

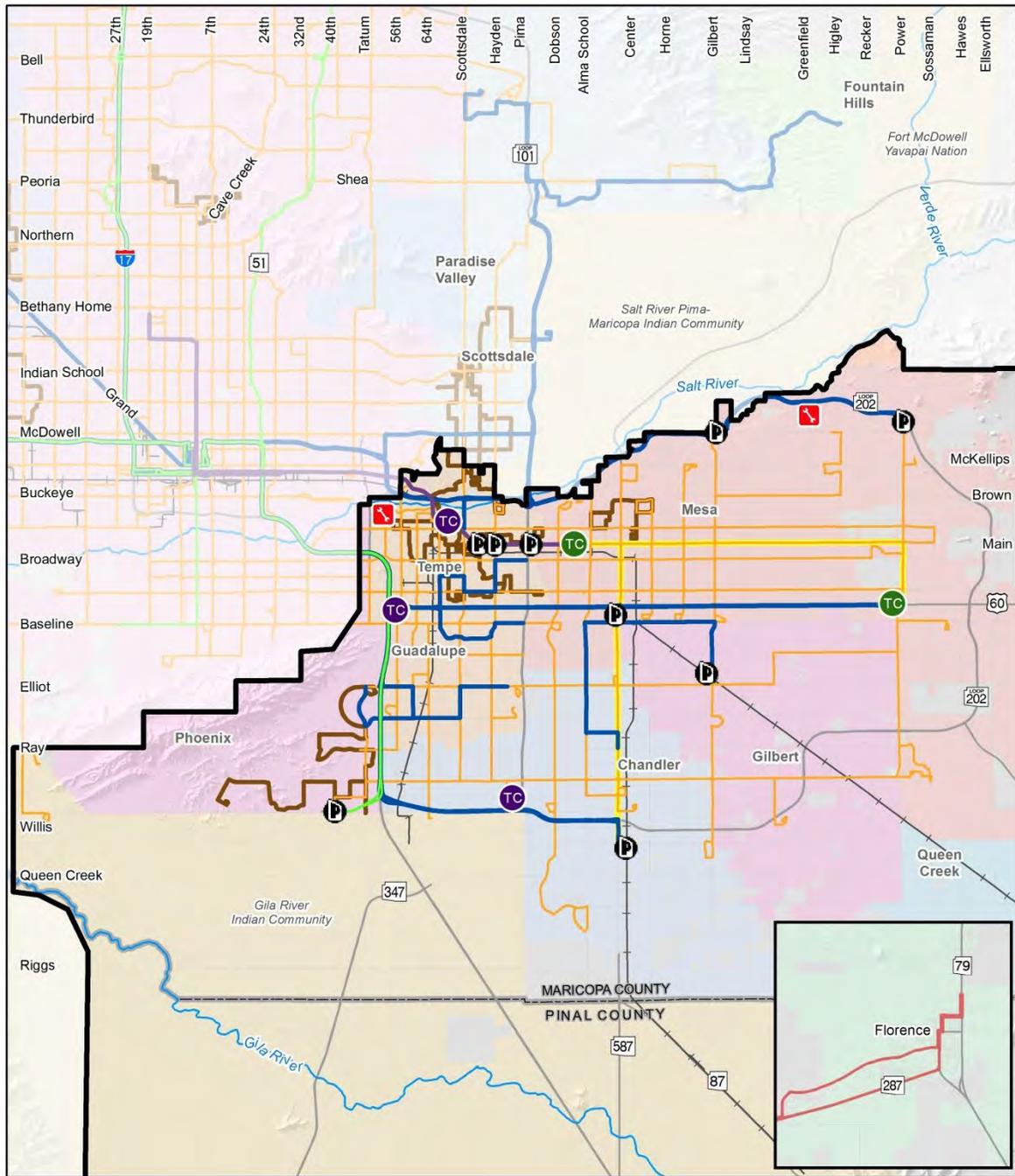
There are approximately 2,000 bus stops that serve the fixed route local, express, and regional transit services provided in the SEV study area. Bus stops offer various levels of amenities depending on the location including benches, shelter, trash cans, and information signage. Based on data collected for the Valley Metro Bus Stop Database, roughly 40% of



the stops located in the SEV study area have shelters. Figure 11 identifies the locations of all the existing bus stops in the SEV study area.



Figure 10: Transit Centers and Park-and-Ride Facilities



**Legend**

- |                                    |            |                 |
|------------------------------------|------------|-----------------|
| Study Area                         | Circulator | Highway         |
| Transit Centers                    | Express    | Local Road      |
| Transit Centers with Park and Ride | Light Rail | Railroad        |
| Park and Ride                      | LINK       | River/Stream    |
| Garages and Maintenance Facilities | Local      | County Boundary |
|                                    | RAPID      |                 |
|                                    | Regional   |                 |

Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014

**Transit Centers, Park and Rides, and  
Garages and Maintenance Facilities  
in the Southeast Valley**  
*Southeast Valley  
Transit System Study*

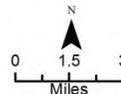
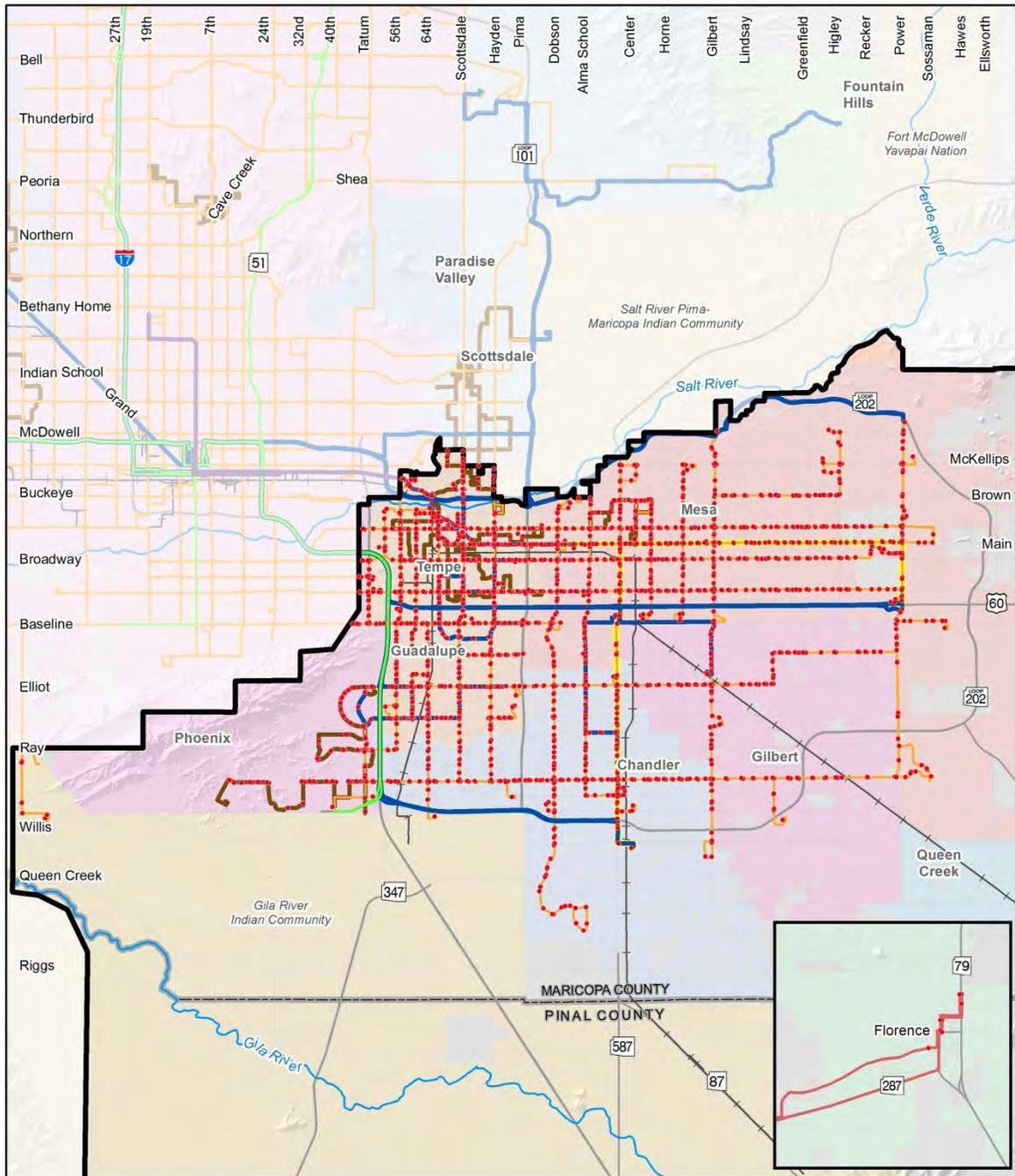


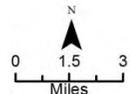


Figure 11: Bus Stop Locations



- Legend**
- Study Area
  - Bus Stop
  - Existing Transit Routes
  - Circulator
  - Express
  - Light Rail
  - LINK
  - Local
  - RAPID
  - Regional
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary

Source:  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014



**Bus Stop Locations in the Southeast Valley**

*Southeast Valley  
Transit System Study*





#### 4.5 FIXED ROUTE TRANSIT CHARACTERISTICS

The existing fixed route transit services operating in the SEV study area make up a significant portion of the entire Valley Metro transit network. Twenty-four of the 56 local Valley Metro routes operate in the SEV study area in some capacity covering 320 local bus route miles per day. According to the recently adopted Valley Metro Transit Service and Performance Measures, four of the 15 routes characterized as “Key Local Routes” serve the SEV. Valley Metro defines a “Key Local Route” as a route that is located in corridors that are expected to meet a higher level of performance based on proximity to transit dependent populations (such as households with 0 or 1 vehicles), higher population and employment densities, and demonstrated performance. Additionally, the SEV study area has eight existing routes that produce more than 2.0 boardings per mile. Table 6 identifies the characteristics of all the fixed routes in the SEV.

#### 4.6 FIXED ROUTE TRANSIT PROFILES

Route profiles were created to summarize existing bus services (local, circulator, express, regional, and LINK) within the SEV. General route data and data pertaining to frequency of service, span of service, finance, ridership, and status of conformity with Valley Metro’s Transit System Performance Measures Criteria, when available and appropriate, were collected and displayed on individual sheets. These individual profiles provide a snapshot of how the service currently operates and gives context to each route’s role and overall performance including the percent increase or decrease in total ridership from the previous fiscal year. This information will be used in the transit optimization task to help identify whether or not the current level of investment is appropriate and commensurate with existing or projected transit demand.

The route profiles include comments on whether the route is meeting the transit system performance standards. Table 5 lists the standards.

**Table 5: Recommended Service Standards by Transit Service Type**

Service Type	Minimum Headway or Daily Trips	Minimum Span Week / Sat / Sun	Minimum Operating Days
Dial-a-Ride (ADA)	NA	ADA service shall be available throughout the same hours and days as fixed route service	
Rural Connector	4 trips inbound / 4 trips outbound	NA	Mon – Fri
Community / Circulator	30 min	11 hr / 0 hr / 0 hr	Mon – Fri
Local Bus	30 min*	16 hr / 14 hr / 12 hr	Mon – Sun
Key Local Bus	15 min peak / 30 min base*	16 hr / 14 hr / 12 hr	Mon – Sun
Limited Stop Peak	4 trips AM / 4 trips PM	NA	Mon – Fri
Limited Stop All-Day	Headways same as LRT, up to 2X Peak	16 hr / 14 hr / 12 hr (same as LRT)	Mon – Fri
Commuter Express	4 trips AM / 4 trips PM	NA	Mon – Fri
Light Rail Transit	12 min peak / 20 min base	18 hr / 14 hr / 12 hr	Mon – Sun

Source: Valley Metro 2013

\* 60 min early morning and late night



**Table 6: Southeast Valley Fixed Route Characteristics**

Route Number	Route Name	Service Type	Boardings Per Revenue Hour		Boardings Per Revenue Mile*	
			Total	Weekday	Total	Weekday
3	Van Buren	Key Local Bus	38.14	39.52	2.77	2.87
30	University	Local Bus	20.47	21.32	1.57	1.63
40	Apache/Main St	Local Bus	24.63	23.85	2.06	1.99
45	Broadway	Key Local Bus	24.76	27.00	2.00	2.18
48	48th Street/Rio Salado	Local Bus	24.36	26.14	1.47	1.64
52	Roeser	Local Bus	15.59	17.02	1.13	1.23
56	Priest Drive	Local Bus	27.55	28.58	1.81	1.93
61	Southern	Key Local Bus	28.99	30.42	2.16	2.27
62	Hardy/Guadalupe	Local Bus	17.86	20.02	1.25	1.42
65	Mill/Kyrene	Local Bus	28.54	29.59	1.94	2.06
66	Mill/Kyrene	Local Bus	28.84	29.72	1.76	1.87
72	Scottsdale Rd/Rural	Key Local Bus	24.61	24.65	1.54	1.55
77	Baseline	Local Bus	34.12	35.95	2.19	2.32
81	Hayden/McClintock	Local Bus	23.34	23.84	1.42	1.46
96	Dobson	Local Bus	25.08	25.88	2.33	2.40
104	Alma School	Local Bus	19.22	19.01	1.73	1.71
108	Elliot Rd	Local Bus	11.83	12.29	0.60	0.63
112	Country Club/Arizona Ave	Local Bus	25.50	26.03	2.59	2.65
120	Mesa Dr	Local Bus	15.23	15.94	2.00	2.09
128	Stapley	Local Bus	15.10	14.97	1.45	1.44
136	Gilbert Rd	Local Bus	13.68	14.30	1.14	1.19
156	Chandler Blvd/Williams Field Rd	Local Bus	11.63	13.08	0.83	0.93
184	Power Rd	Local Bus	6.44	6.60	0.46	0.47
251	51st Ave	Local Bus	12.02	12.45	0.76	0.78
*511	Tempe/Scottsdale Airpark Express	Commuter Express	1.57	1.57	1.75	1.75
*520	Tempe Express	Commuter Express	12.50	12.50	12.25	12.25
*521	Tempe Express	Commuter Express	16.50	16.50	15.88	15.88
*522	Tempe Express	Commuter Express	15.44	15.44	13.88	13.88
*531	Mesa/Gilbert Express	Commuter Express	22.44	22.44	25.00	25.00
*533	Mesa Express	Commuter Express	37.28	37.28	40.33	40.33
*535	Northeast Mesa Express	Commuter Express	42.23	42.23	32.00	32.00
*541	Chandler Express	Commuter Express	19.05	19.05	23.50	23.50
*542	Chandler Express	Commuter Express	33.06	33.06	29.25	29.25
Alex	Phoenix Neighborhood Circulator — ALEX	Circulator	12.37	23.11	0.90	1.68
AZ Ave	Arizona Ave/Country Club Dr LINK	Limited Stop All Day	20.82	21.02	1.62	1.63
Buzz	Mesa Downtown BUZZ	Circulator	21.15	21.65	2.06	2.11
Earth	Tempe — Orbit Earth	Circulator	20.86	20.49	1.54	1.51
Flash	Tempe — FLASH	Circulator	18.24	18.24	2.75	2.75
*I-10 E	RAPID I-10E	Commuter Express	15.91	15.91	22.30	22.30
Jupiter	Tempe — Orbit Jupiter	Circulator	18.84	19.42	2.14	2.21
Main St	Main St LINK	Limited Stop All Day	22.91	22.91	1.35	1.35
Mars	Tempe — Orbit Mars	Circulator	22.50	23.97	1.92	2.05
Mercury	Tempe — Orbit Mercury	Circulator	26.03	26.59	2.77	2.83
Venus	Tempe — Orbit Venus	Circulator	20.04	21.49	2.17	2.33

Note: Boardings information represent data collected over the entire route, not just SEV study area.

\* Express and RAPID values are calculated using boardings per trip

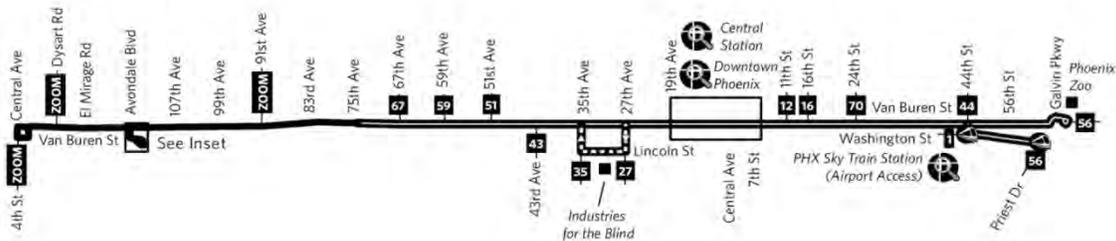


# Van Buren St

Route Number: 3

General		Miles In SEV By Jurisdiction	
Service Type:	Key Local Bus	Chandler:	0.00
Service Provided By:	Phoenix	Mesa:	0.00
Route Length (in miles):	29.56	Gila River IR:	0.00
One Ride Fare:	\$2.00	Gilbert:	0.00
Operated By:	Phoenix	Tempe:	0.35
Annual Revenue Hours:	43,210	Guadalupe:	0.00
Annual Revenue Miles:	595,748	<b>On Time Performance</b>	
Farebox Recovery Rate:	29.05%	FY 13 OTP:	89%
<b>Frequency of Service (In Minutes)</b>		<b>Span of Service</b>	
Weekday Peak:	15	Weekday:	5:00 AM - 10:45 PM
Weekday Off-Peak:	15	Saturday:	Yes
Weekday Night:	30	Sunday/Holiday:	Yes
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 4,785,994.73	Meet Min Headway:	YES
Net per Mile:	\$ 5.70	Meet Min Peak Headway:	YES
per Revenue Mile:	\$ 8.03	Meets Min Weekday Span of Service:	YES
per Revenue Hour:	\$ 110.76	Meets Min Saturday Span of Service:	YES
Subsidy per Boarding:	\$ 2.06	Meets Min Sunday Span of Service:	YES
Funding Source One:	Phoenix	Meets Min Operating Days:	YES
Funding Source Two:	Valley Metro		
Funding Source Three:	N/A		
Funding Source Four:	N/A		
<b>Ridership</b>			
	Total:	Weekday:	Saturday:
Total Ridership:	1,648,096	1,407,387	133,743
Average Daily Boardings:	4,515	5,652	2,572
Boardings Per Revenue Mile:	2.77	2.87	2.45
Boardings Per Revenue Hour:	38.14	39.52	33.73
Total Bikes:	39,517	33,708	3,430
Total Wheelchairs:	8,431	7,015	816
FY12-13 Percent Ridership Change:	2.59%	2.74%	3.53%
			Sunday/Holiday:
			106,966
			Weekday in SEV:
			N/A
			66
			Unavailable

## Route 3 — Van Buren



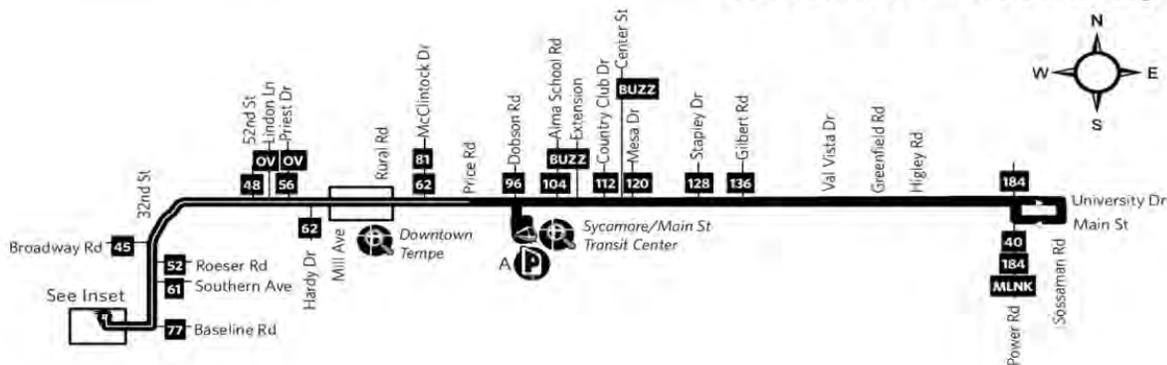


# University Dr

Route Number: 30

General		Miles In SEV By Jurisdiction	
Service Type:	Local Bus	Chandler:	0.00
Service Provided By:	Valley Metro	Mesa:	15.66
Route Length (in miles):	28.00	Gila River IR:	0.00
One Ride Fare:	\$2.00	Phoenix:	0.31
Operated By:	Valley Metro	Gilbert:	0.00
Annual Revenue Hours:	43,667	Tempe:	5.86
Annual Revenue Miles:	570,162	Guadalupe:	0.00
Farebox Recovery Rate:	22.02%	<b>On Time Performance</b>	
<b>Frequency of Service (In Minutes)</b>		FY 13 OTP: 93%	
Weekday Peak:	30	<b>Span of Service</b>	
Weekday Off-Peak:	30	Weekday:	4:00 AM - 12:30 AM
Weekday Night:	30	Saturday:	Yes
		Sunday/Holiday:	30
		Sunday/Holiday:	Yes
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 4,173,310.12	Meet Min Headway:	YES
Net per Mile:	\$ 5.71	Meet Min Peak Headway:	YES
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	YES
per Revenue Hour:	\$ 95.57	Meets Min Saturday Span of Service:	YES
Subsidy per Boarding:	\$ 3.64	Meets Min Sunday Span of Service:	YES
Funding Source One:	Phoenix	Meets Min Operating Days:	YES
Funding Source Two:	Mesa		
Funding Source Three:	Tempe		
Funding Source Four:	N/A		
<b>Ridership</b>			
	Total:	Weekday:	Saturday:
Total Ridership:	894,023	791,700	87,340
Average Daily Boardings:	2,450	3,180	1,680
Boardings Per Revenue Mile:	1.57	1.63	1.44
Boardings Per Revenue Hour:	20.47	21.32	18.78
Total Bikes:	41,052	36,234	4,034
Total Wheelchairs:	4,395	3,854	486
FY12-13 Percent Ridership Change:	-0.77%	-2.15%	13.07%
			Sunday/Holiday:
			14,983
			Weekday in SEV:
			681,162
			Unavailable

## Route 30 — University



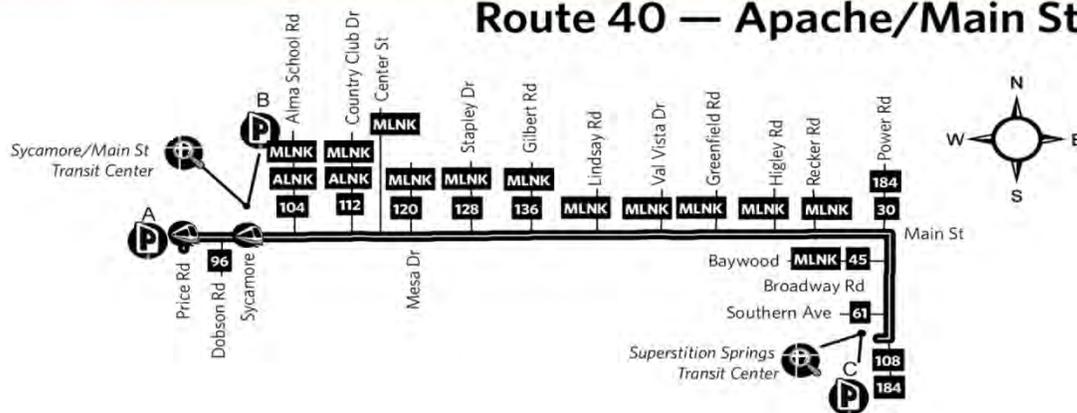


# Apache Blvd/Main St

Route Number: 40

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	0.00		
Service Provided By:	Valley Metro	Mesa:	14.25		
Route Length (in miles):	14.73	Gila River IR:	0.00		
One Ride Fare:	\$2.00	Phoenix:	0.00		
Operated By:	Valley Metro	Gilbert:	0.00		
Annual Revenue Hours:	28,724	Tempe:	0.48		
Annual Revenue Miles:	343,471	Guadalupe:	0.00		
Farebox Recovery Rate:	27.57%	<b>On Time Performance</b>			
<b>Frequency of Service (In Minutes)</b>		FY 13 OTP: 90%			
Weekday Peak:	30	<b>Span of Service</b>			
Saturday:	30	Weekday: 4:45 AM - 11:00 PM			
Weekday Off-Peak:	30	Saturday: Yes			
Sunday/Holiday:	30	Sunday/Holiday: Yes			
Weekday Night:	30	<b>Transit System Performance Standards</b>			
<b>FY13 Financial</b>		Meet Min Headway: YES			
Operating Costs:	\$ 2,514,048.73	Meet Min Peak Headway: YES			
Net per Mile:	\$ 5.30	Meets Min Weekday Span of Service: YES			
per Revenue Mile:	\$ 7.32	Meets Min Saturday Span of Service: YES			
per Revenue Hour:	\$ 87.53	Meets Min Sunday Span of Service: YES			
Subsidy per Boarding:	\$ 2.57	Meets Min Operating Days: YES			
Funding Source One:	Valley Metro				
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
<b>Ridership</b>					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	707,415	473,956	114,247	119,212	473,956
Average Daily Boardings:	1,938	1,903	2,197	1,863	1,881
Boardings Per Revenue Mile:	2.06	1.99	2.41	2.04	Unavailable
Boardings Per Revenue Hour:	24.63	23.85	28.79	24.41	Unavailable
Total Bikes:	33,536	21,172	5,751	6,613	Unavailable
Total Wheelchairs:	6,069	3,875	1,189	1,005	Unavailable
FY12-13 Percent Ridership Change:	8.37%	6.87%	11.21%	11.86%	Unavailable

## Route 40 — Apache/Main St



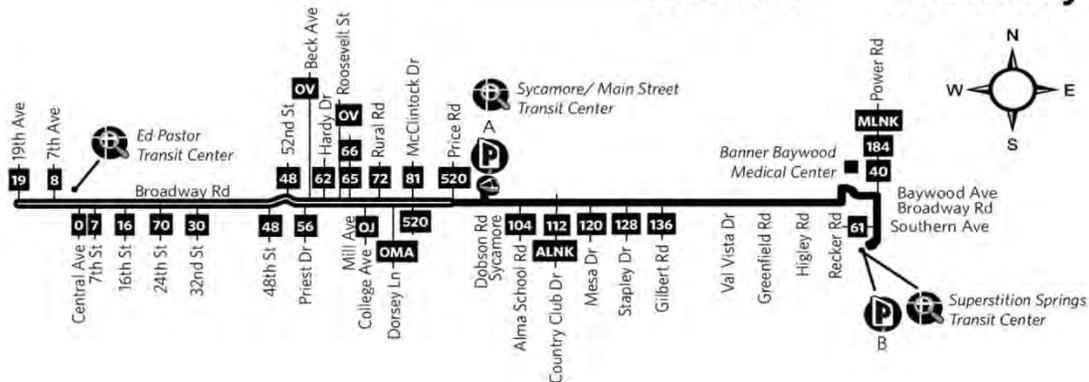


# Broadway Rd

Route Number: 45

General		Miles In SEV By Jurisdiction	
Service Type:	Key Local Bus	Chandler:	0.00
Service Provided By:	Valley Metro	Mesa:	16.03
Route Length (in miles):	30.80	Gila River IR:	0.00
One Ride Fare:	\$2.00	Phoenix:	0.31
Operated By:	Valley Metro	Gilbert:	0.00
Annual Revenue Hours:	59,353	Tempe:	5.27
Annual Revenue Miles:	735,824	Guadalupe:	0.00
Farebox Recovery Rate:	27.13%	<b>On Time Performance</b>	
<b>Frequency of Service (In Minutes)</b>		FY 13 OTP: 94%	
Weekday Peak:	15	<b>Span of Service</b>	
Weekday Off-Peak:	30	Weekday:	4:30 AM - 12:30 AM
Weekday Night:	30	Saturday:	Yes
		Sunday/Holiday:	30
		Sunday/Holiday:	Yes
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 5,385,885.55	Meet Min Headway:	YES
Net per Mile:	\$ 5.33	Meet Min Peak Headway:	YES
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	YES
per Revenue Hour:	\$ 90.74	Meets Min Saturday Span of Service:	YES
Subsidy per Boarding:	\$ 2.67	Meets Min Sunday Span of Service:	YES
Funding Source One:	Phoenix	Meets Min Operating Days:	YES
Funding Source Two:	Tempe		
Funding Source Three:	Mesa		
Funding Source Four:	Valley Metro		
<b>Ridership</b>			
	Total:	Weekday:	Saturday:
	Sunday/Holiday:	Weekday in SEV:	
Total Ridership:	1,469,643	1,311,572	96,877
Average Daily Boardings:	4,026	5,267	1,863
Boardings Per Revenue Mile:	2.00	2.18	1.27
Boardings Per Revenue Hour:	24.76	27.00	15.71
Total Bikes:	47,711	41,486	3,482
Total Wheelchairs:	7,417	6,309	613
FY12-13 Percent Ridership Change:	2.70%	2.88%	-2.08%
			7.09%
			Unavailable

## Route 45 — Broadway



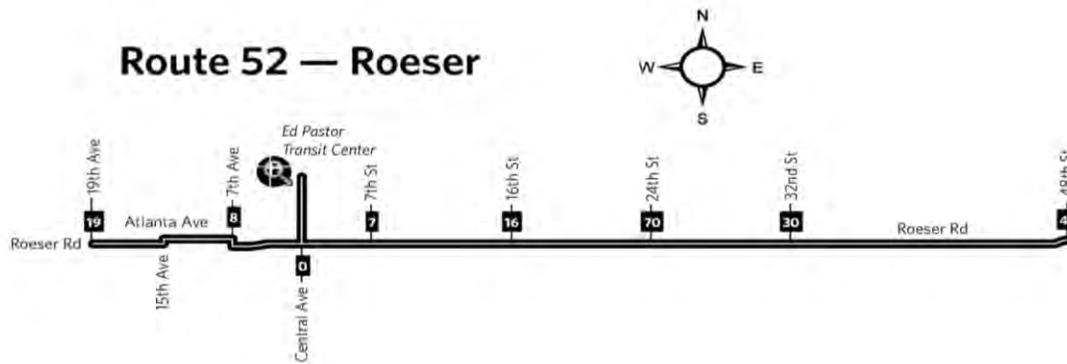




# Roeser Rd

Route Number: 52

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	0.00	Mesa:	0.00
Service Provided By:	Phoenix	Gila River IR:	0.00	Phoenix:	0.31
Route Length (in miles):	7.91	Gilbert:	0.00	Tempe:	0.01
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Phoenix	On Time Performance			
Annual Revenue Hours:	12,834	FY 13 OTP:	96%		
Annual Revenue Miles:	176,941				
Farebox Recovery Rate:	10.87%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	60		
Weekday Off-Peak:	30	Sunday/Holiday:	60		
Weekday Night:	N/A				
		Weekday:	5:00 AM - 10:15 PM		
		Saturday:	Yes		
		Sunday/Holiday:	Yes		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 1,648,177.09	Meet Min Headway:	NO		
Net per Mile:	\$ 8.30	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 9.31	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 128.42	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 7.34	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Phoenix	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	200,050	179,379	11,322	9,349	N/A
Average Daily Boardings:	548	720	218	146	29
Boardings Per Revenue Mile:	1.13	1.23	0.80	0.53	Unavailable
Boardings Per Revenue Hour:	15.59	17.02	11.01	7.37	Unavailable
Total Bikes:	3,345	2,914	219	212	Unavailable
Total Wheelchairs:	599	478	64	57	Unavailable
FY12-13 Percent Ridership Change:	-9.91%	-10.54%	-1.90%	-6.56%	Unavailable

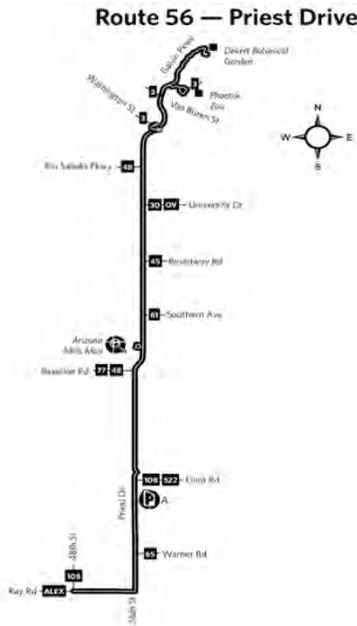




# Priest Dr

Route Number: 56

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	0.58	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.63
Route Length (in miles):	11.60	Gilbert:	0.00	Tempe:	8.31
One Ride Fare:	\$2.00	Guadalupe:	1.08		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	26,604	FY 13 OTP:	94%		
Annual Revenue Miles:	405,064				
Farebox Recovery Rate:	25.90%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	15	Saturday:	30		
Weekday Off-Peak:	30	Sunday/Holiday:	30		
Weekday Night:	30				
		Weekday:	4:40 AM - 12:30 AM		
		Saturday:	Yes		
		Sunday/Holiday:	Yes		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 2,794,114.75	Meet Min Headway:	YES		
Net per Mile:	\$ 5.11	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 105.03	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 2.82	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Phoenix	Meets Min Operating Days:	YES		
Funding Source Two:	Tempe				
Funding Source Three:	Valley Metro				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	732,976	586,719	79,773	66,484	495,154
Average Daily Boardings:	2,008	2,356	1,534	1,039	2,128
Boardings Per Revenue Mile:	1.81	1.93	1.69	1.24	Unavailable
Boardings Per Revenue Hour:	27.55	28.58	27.90	20.65	Unavailable
Total Bikes:	29,281	22,652	3,497	3,132	Unavailable
Total Wheelchairs:	2,523	1,794	425	304	Unavailable
FY12-13 Percent Ridership Change:	6.62%	6.19%	7.75%	9.15%	Unavailable

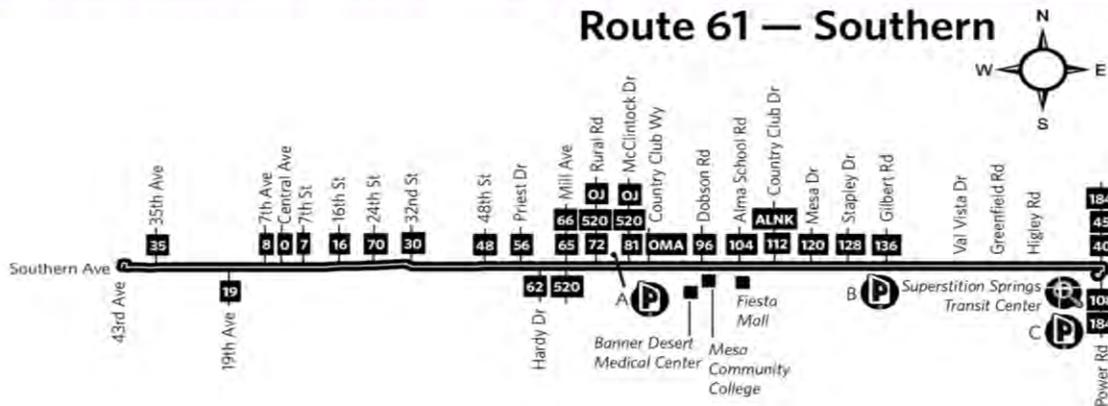




# Southern Ave

Route Number: 61

General		Miles in SEV By Jurisdiction	
Service Type:	Key Local Bus	Chandler:	0.00
Service Provided By:	Valley Metro	Mesa:	12.52
Route Length (in miles):	28.58	Gila River IR:	0.00
One Ride Fare:	\$2.00	Phoenix:	0.30
Operated By:	Valley Metro	Gilbert:	0.00
Annual Revenue Hours:	70,130	Tempe:	5.70
Annual Revenue Miles:	938,989	Guadalupe:	0.00
Farebox Recovery Rate:	29.42%	<b>On Time Performance</b>	
<b>Frequency of Service (in Minutes)</b>		FY 13 OTP: 92%	
Weekday Peak:	15	<b>Span of Service</b>	
Saturday:	30	Weekday: 5:00 AM - 12:30 AM	
Weekday Off-Peak:	30	Saturday: Yes	
Sunday/Holiday:	30	Sunday/Holiday: Yes	
Weekday Night:	30	<b>Transit System Performance Standards</b>	
<b>FY13 Financial</b>		Meet Min Headway: YES	
Operating Costs:	\$ 6,872,946.29	Meet Min Peak Headway: YES	
Net per Mile:	\$ 5.17	Meets Min Weekday Span of Service: YES	
per Revenue Mile:	\$ 7.32	Meets Min Saturday Span of Service: YES	
per Revenue Hour:	\$ 98.00	Meets Min Sunday Span of Service: YES	
Subsidy per Boarding:	\$ 2.39	Meets Min Operating Days: YES	
Funding Source One:	Phoenix		
Funding Source Two:	Mesa		
Funding Source Three:	Valley Metro		
Funding Source Four:	N/A		
<b>Ridership</b>			
	Total:	Weekday:	Saturday:
Total Ridership:	2,032,774	1,675,889	200,572
Average Daily Boardings:	5,569	6,730	3,857
Boardings Per Revenue Mile:	2.16	2.27	1.87
Boardings Per Revenue Hour:	28.99	30.42	25.10
Total Bikes:	69,527	55,678	7,364
Total Wheelchairs:	9,594	7,544	1,107
FY12-13 Percent Ridership Change:	1.87%	0.90%	5.53%
			Sunday/Holiday:
			156,313
			Weekday in SEV:
			1,152,738
			Unavailable

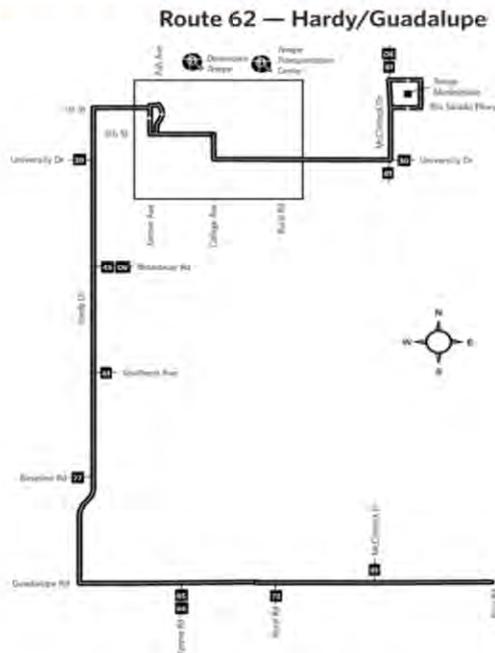




# Hardy Dr

Route Number: 62

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	0.00	Mesa:	0.02
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	13.12	Gilbert:	0.00	Tempe:	13.10
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	23,653	FY 13 OTP:	94%		
Annual Revenue Miles:	337,775				
Farebox Recovery Rate:	18.03%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	30		
Weekday Off-Peak:	30	Sunday/Holiday:	30		
Weekday Night:	30	Weekday:	5:00 AM - 1:00 AM		
		Saturday:	Yes		
		Sunday/Holiday:	Yes		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 2,329,961.51	Meet Min Headway:	YES		
Net per Mile:	\$ 5.65	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 98.51	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 4.52	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Tempe	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	422,425	332,330	46,869	43,226	332,330
Average Daily Boardings:	1,157	1,335	901	675	1,319
Boardings Per Revenue Mile:	1.25	1.42	0.95	0.80	Unavailable
Boardings Per Revenue Hour:	17.86	20.02	13.59	11.98	Unavailable
Total Bikes:	12,466	9,670	1,427	1,369	Unavailable
Total Wheelchairs:	2,926	2,036	456	434	Unavailable
FY12-13 Percent Ridership Change:	0.44%	-0.21%	2.15%	3.72%	Unavailable



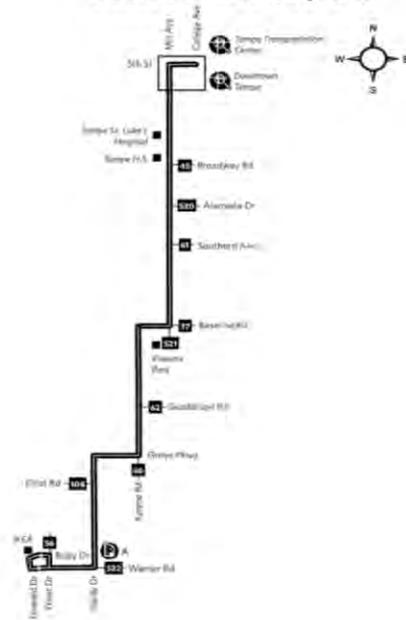


# Mill Ave/Kyrene Rd

Route Number: 65

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	0.00	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	9.64	Gilbert:	0.00	Tempe:	9.64
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	12,461	FY 13 OTP:	95%		
Annual Revenue Miles:	183,616				
Farebox Recovery Rate:	27.29%	Span of Service			
Frequency of Service (In Minutes)		Weekday:	5:00 AM - 1:00 AM		
Weekday Peak:	30	Saturday:	60		
Weekday Off-Peak:	30	Sunday/Holiday:	60		
Weekday Night:	60	Saturday:	Yes		
		Sunday/Holiday:	Yes		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 1,266,576.73	Meet Min Headway:	NO		
Net per Mile:	\$ 5.02	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 101.64	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 2.59	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Tempe	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	355,675	300,571	32,609	22,495	300,571
Average Daily Boardings:	974	1,207	627	351	1,193
Boardings Per Revenue Mile:	1.94	2.06	1.82	1.13	Unavailable
Boardings Per Revenue Hour:	28.54	29.59	29.86	18.60	Unavailable
Total Bikes:	10,803	8,605	1,359	839	Unavailable
Total Wheelchairs:	2,278	1,634	370	274	Unavailable
FY12-13 Percent Ridership Change:	6.08%	5.07%	12.57%	11.06%	Unavailable

Route 65 — Mill/Kyrene





# Mill Ave/Kyrene Rd

Route Number: 66

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	2.26	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.25	Phoenix:	0.00
Route Length (in miles):	10.50	Gilbert:	0.00	Tempe:	7.99
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	13,233	FY 13 OTP:	91%		
Annual Revenue Miles:	216,941				
Farebox Recovery Rate:	24.98%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	60		
Weekday Off-Peak:	30	Sunday/Holiday:	60		
Weekday Night:	60				
		Weekday:	4:45 AM - 12:30 AM		
		Saturday:	Yes		
		Sunday/Holiday:	Yes		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 1,496,448.24	Meet Min Headway:	NO		
Net per Mile:	\$ 5.18	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 113.09	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 2.94	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Tempe	Meets Min Operating Days:	YES		
Funding Source Two:	GRIC				
Funding Source Three:	Valley Metro				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	381,623	321,038	28,536	32,049	321,038
Average Daily Boardings:	1,045	1,289	549	501	1,274
Boardings Per Revenue Mile:	1.76	1.87	1.34	1.36	Unavailable
Boardings Per Revenue Hour:	28.84	29.72	24.75	25.11	Unavailable
Total Bikes:	15,105	12,358	1,303	1,444	Unavailable
Total Wheelchairs:	2,882	2,229	311	342	Unavailable
FY12-13 Percent Ridership Change:	9.77%	10.98%	0.75%	6.61%	Unavailable

## Route 66 — Mill/Kyrene





# Scottsdale/Rural Rd

Route Number: 72

General		Miles In SEV By Jurisdiction			
Service Type:	Key Local Bus	Chandler:	3.55	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	30.64	Gilbert:	0.00	Tempe:	11.16
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	<b>On Time Performance</b>			
Annual Revenue Hours:	57,692	FY 13 OTP: 92%			
Annual Revenue Miles:	919,268				
Farebox Recovery Rate:	22.99%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	20	Saturday:	30	Weekday: 4:45 AM - 12:30 AM	
Weekday Off-Peak:	20	Sunday/Holiday:	30	Saturday: Yes	
Weekday Night:	30	Sunday/Holiday: Yes			
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 6,341,079.03	Meet Min Headway:	YES		
Net per Mile:	\$ 5.31	Meet Min Peak Headway:	NO		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	NO		
per Revenue Hour:	\$ 109.91	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 3.44	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	1,419,723	1,125,499	162,483	131,741	680,430
Average Daily Boardings:	3,890	4,520	3,125	2,058	2,144
Boardings Per Revenue Mile:	1.54	1.55	1.48	1.57	Unavailable
Boardings Per Revenue Hour:	24.61	24.65	23.95	25.07	Unavailable
Total Bikes:	56,390	43,039	7,484	5,867	Unavailable
Total Wheelchairs:	5,961	4,623	817	521	Unavailable
FY12-13 Percent Ridership Change:	-0.15%	-1.31%	5.77%	3.06%	Unavailable

## Route 72 — Scottsdale/Rural

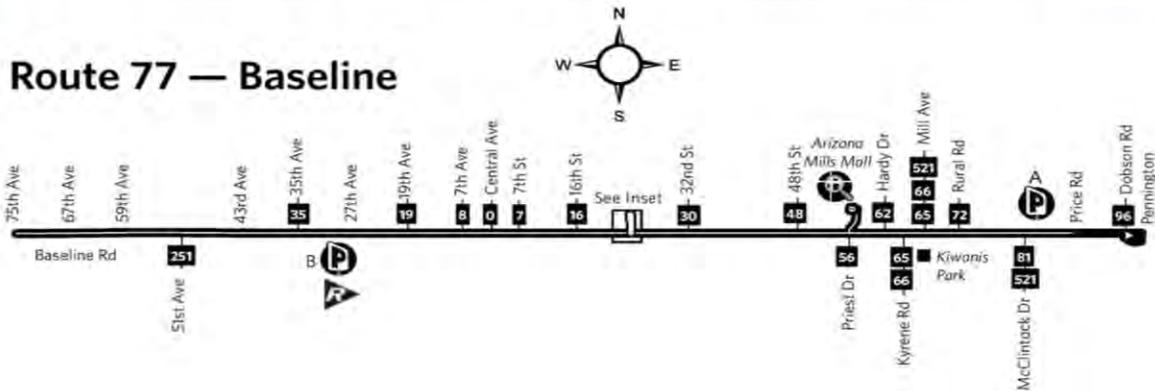




# Baseline Rd

Route Number: 77

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	0.00	Mesa:	1.83
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.62
Route Length (in miles):	22.39	Gilbert:	0.00	Tempe:	5.70
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	30,761	FY 13 OTP:	91%		
Annual Revenue Miles:	478,569				
Farebox Recovery Rate:	31.13%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	30		
Weekday Off-Peak:	30	Sunday/Holiday:	30		
Weekday Night:	30	Weekday:	5:00 AM - 12:30 AM		
		Saturday:	Yes		
		Sunday/Holiday:	Yes		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 3,301,152.36	Meet Min Headway:	YES		
Net per Mile:	\$ 4.75	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 107.32	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 2.17	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Phoenix	Meets Min Operating Days:	YES		
Funding Source Two:	Mesa				
Funding Source Three:	Valley Metro				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	1,049,560	888,577	89,136	71,847	411,246
Average Daily Boardings:	2,876	3,569	1,714	1,123	1,284
Boardings Per Revenue Mile:	2.19	2.32	1.98	1.43	Unavailable
Boardings Per Revenue Hour:	34.12	35.95	31.04	22.67	Unavailable
Total Bikes:	22,726	18,924	1,954	1,848	Unavailable
Total Wheelchairs:	3,949	3,230	404	315	Unavailable
FY12-13 Percent Ridership Change:	23.93%	24.05%	18.99%	29.02%	Unavailable



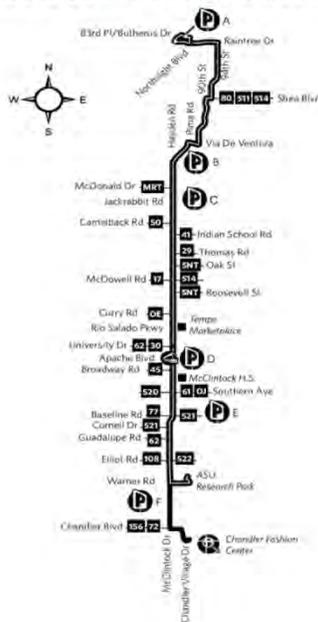


# Hayden/McClintock

Route Number: 81

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	3.03	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	29.14	Gilbert:	0.00	Tempe:	9.64
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	38,610	FY 13 OTP:	94%		
Annual Revenue Miles:	634,472				
Farebox Recovery Rate:	20.82%				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	15	Saturday:	60	Weekday:	4:45 AM - 12:30 AM
Weekday Off-Peak:	30	Sunday/Holiday:	60	Saturday:	Yes
Weekday Night:	30			Sunday/Holiday:	Yes
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 4,376,562.07	Meet Min Headway:	NO		
Net per Mile:	\$ 5.46	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 113.35	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 3.84	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Scottsdale	Meets Min Operating Days:	YES		
Funding Source Two:	Tempe				
Funding Source Three:	Valley Metro				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	901,338	779,648	65,890	55,800	546,188
Average Daily Boardings:	2,469	3,131	1,267	872	1,346
Boardings Per Revenue Mile:	1.42	1.46	1.42	1.02	Unavailable
Boardings Per Revenue Hour:	23.34	23.84	24.15	17.53	Unavailable
Total Bikes:	38,932	33,072	2,857	3,003	Unavailable
Total Wheelchairs:	4,346	3,601	359	386	Unavailable
FY12-13 Percent Ridership Change:	7.86%	7.53%	7.92%	12.65%	Unavailable

## Route 81 — Hayden/McClintock





# Dobson Rd

Route Number: 96

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	11.74	Mesa:	7.79
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	19.53	Gilbert:	0.00	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	28,278	FY 13 OTP:	94%		
Annual Revenue Miles:	304,944				
Farebox Recovery Rate:	31.31%				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	15	Saturday:	30	Weekday:	4:30 AM - 11:30 PM
Weekday Off-Peak:	30	Sunday/Holiday:	30	Saturday:	Yes
Weekday Night:	30			Sunday/Holiday:	Yes
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 2,232,042.94	Meet Min Headway:	YES		
Net per Mile:	\$ 5.03	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 78.93	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 2.16	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	709,106	591,912	68,767	48,427	591,912
Average Daily Boardings:	1,943	2,377	1,322	757	2,349
Boardings Per Revenue Mile:	2.33	2.40	1.98	2.05	Unavailable
Boardings Per Revenue Hour:	25.08	25.88	21.39	22.09	Unavailable
Total Bikes:	25,757	21,098	2,873	1,786	Unavailable
Total Wheelchairs:	3,661	3,068	391	202	Unavailable
FY12-13 Percent Ridership Change:	-4.70%	-4.74%	-0.38%	-9.80%	Unavailable

Route 96 — Dobson



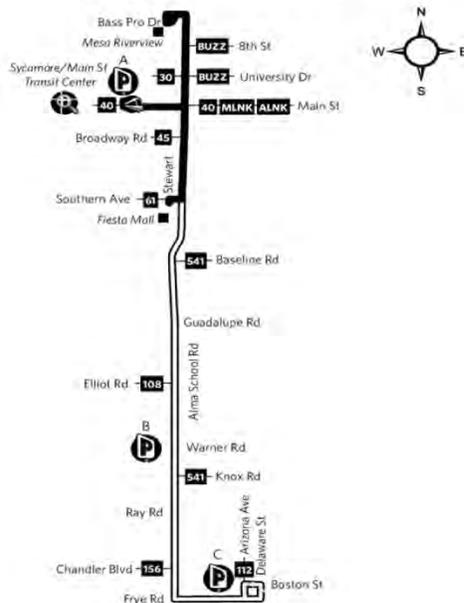


# Alma School Rd

Route Number: 104

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	6.45	Mesa:	7.51
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	14.15	Gilbert:	0.00	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	19,611	FY 13 OTP:	91%		
Annual Revenue Miles:	218,462				
Farebox Recovery Rate:	23.18%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	60	Weekday:	5:15 AM - 9:45 PM
Weekday Off-Peak:	30	Sunday/Holiday:	N/A	Saturday:	Yes
Weekday Night:	N/A			Sunday/Holiday:	No
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 1,599,039.25	Meet Min Headway:	NO		
Net per Mile:	\$ 5.62	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 81.54	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 3.26	Meets Min Sunday Span of Service:	NO		
Funding Source One:	Mesa	Meets Min Operating Days:	NO		
Funding Source Two:	Valley Metro				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	376,939	356,070	20,869	N/A	356,070
Average Daily Boardings:	1,252	1,430	401	N/A	1,394
Boardings Per Revenue Mile:	1.73	1.71	2.12	N/A	Unavailable
Boardings Per Revenue Hour:	19.22	19.01	23.64	N/A	Unavailable
Total Bikes:	13,238	12,686	552	N/A	Unavailable
Total Wheelchairs:	2,081	1,976	105	N/A	Unavailable
FY12-13 Percent Ridership Change:	6.71%	6.71%	6.73%	N/A	Unavailable

## Route 104 — Alma School





# Elliot/48th Street

Route Number: 108

General		Miles in SEV By Jurisdiction	
Service Type:	Local Bus	Chandler:	4.21
Service Provided By:	Valley Metro	Mesa:	4.75
Route Length (in miles):	29.05	Gila River IR:	0.00
One Ride Fare:	\$2.00	Gilbert:	9.42
Operated By:	Valley Metro	Tempe:	5.31
Annual Revenue Hours:	11,145	Guadalupe:	0.00
Annual Revenue Miles:	218,835	<b>On Time Performance</b>	
Farebox Recovery Rate:	8.65%	FY 13 OTP:	96%
<b>Frequency of Service (in Minutes)</b>		<b>Span of Service</b>	
Weekday Peak:	30	Saturday:	60
Weekday Off-Peak:	30	Sunday/Holiday:	60
Weekday Night:	30	Weekday:	5:15 AM - 12:00 AM
<b>FY13 Financial</b>		Saturday:	
Operating Costs:	\$ 1,509,517.66	Yes	
Net per Mile:	\$ 6.30	Sunday/Holiday:	
per Revenue Mile:	\$ 6.90	Yes	
per Revenue Hour:	\$ 135.44	<b>Transit System Performance Standards</b>	
Subsidy per Boarding:	\$ 10.46	Meet Min Headway:	NO
Funding Source One:	Tempe	Meet Min Peak Headway:	YES
Funding Source Two:	Valley Metro	Meets Min Weekday Span of Service:	YES
Funding Source Three:	N/A	Meets Min Saturday Span of Service:	YES
Funding Source Four:	N/A	Meets Min Sunday Span of Service:	YES
<b>Ridership</b>		Meets Min Operating Days:	YES
	Total:	Weekday:	Saturday:
	Sunday/Holiday:	Weekday in SEV:	
Total Ridership:	131,877	124,955	2,820
Average Daily Boardings:	361	502	54
Boardings Per Revenue Mile:	0.60	0.63	0.31
Boardings Per Revenue Hour:	11.83	12.29	6.12
Total Bikes:	8,262	7,915	125
Total Wheelchairs:	746	715	7
FY12-13 Percent Ridership Change:	-3.38%	0.30%	-42.01%
			-41.79%
			Unavailable





# Country Club/AZ Ave

Route Number: 112

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	5.50	Mesa:	6.80
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	13.50	Gilbert:	1.20	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	<b>On Time Performance</b>			
Annual Revenue Hours:	22,866	FY 13 OTP: 95%			
Annual Revenue Miles:	224,936				
Farebox Recovery Rate:	34.19%				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	60	Weekday: 5:00 AM - 10:15 PM	
Weekday Off-Peak:	30	Sunday/Holiday:	60	Saturday: Yes	
Weekday Night:	N/A	Sunday/Holiday: Yes			
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 1,646,424.10	Meet Min Headway:		NO	
Net per Mile:	\$ 4.82	Meet Min Peak Headway:		YES	
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:		YES	
per Revenue Hour:	\$ 72.00	Meets Min Saturday Span of Service:		YES	
Subsidy per Boarding:	\$ 1.86	Meets Min Sunday Span of Service:		YES	
Funding Source One:	Valley Metro	Meets Min Operating Days:		YES	
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	583,133	492,503	50,567	40,063	492,503
Average Daily Boardings:	1,598	1,978	972	626	1,953
Boardings Per Revenue Mile:	2.59	2.65	2.77	1.95	Unavailable
Boardings Per Revenue Hour:	25.50	26.03	27.26	19.20	Unavailable
Total Bikes:	26,924	22,301	2,289	2,334	Unavailable
Total Wheelchairs:	3,925	3,235	330	360	Unavailable
FY12-13 Percent Ridership Change:	22.25%	18.30%	44.73%	55.57%	Unavailable

Route 112 — Country Club/Arizona Ave





# Mesa Dr

Route Number: 120

General		Miles In SEV By Jurisdiction	
Service Type:	Local Bus	Chandler:	0.00
Service Provided By:	Valley Metro	Mesa:	5.85
Route Length (in miles):	5.85	Gila River IR:	0.00
One Ride Fare:	\$2.00	Gilbert:	0.00
Operated By:	Valley Metro	Tempe:	
Annual Revenue Hours:	7,749	Guadalupe:	0.00
Annual Revenue Miles:	59,128	<b>On Time Performance</b>	
Farebox Recovery Rate:	24.15%	FY 13 OTP:	97%
Frequency of Service (In Minutes)		Span of Service	
Weekday Peak:	30	Saturday:	60
Weekday Off-Peak:	30	Sunday/Holiday:	N/A
Weekday Night:	N/A	Weekday:	8:45 AM - 9:00 PM
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 432,790.29	Meet Min Headway:	NO
Net per Mile:	\$ 5.55	Meet Min Peak Headway:	YES
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	NO
per Revenue Hour:	\$ 55.85	Meets Min Saturday Span of Service:	NO
Subsidy per Boarding:	\$ 2.78	Meets Min Sunday Span of Service:	NO
Funding Source One:	Mesa	Meets Min Operating Days:	NO
Funding Source Two:	N/A		
Funding Source Three:	N/A		
Funding Source Four:	N/A		
Ridership			
	Total:	Weekday:	Saturday:
			Sunday/Holiday:
			Weekday in SEV:
Total Ridership:	118,042	111,574	6,468
Average Daily Boardings:	392	448	124
Boardings Per Revenue Mile:	2.00	2.09	1.13
Boardings Per Revenue Hour:	15.23	15.94	8.65
Total Bikes:	2,630	2,478	152
Total Wheelchairs:	622	585	37
FY12-13 Percent Ridership Change:	4.43%	4.52%	2.91%
			N/A
			Unavailable

## Route 120 — Mesa Dr





# Stapley Rd

Route Number: 128

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	0.00	Mesa:	6.56
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	6.56	Gilbert:	0.00	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	7,702	FY 13 OTP:	98%		
Annual Revenue Miles:	80,338				
Farebox Recovery Rate:	18.54%				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	60		
Weekday Off-Peak:	30	Sunday/Holiday:	N/A		
Weekday Night:	N/A		Weekday: 5:45 AM - 6:45 PM		
			Saturday: Yes		
			Sunday/Holiday: No		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 588,037.81	Meet Min Headway:	NO		
Net per Mile:	\$ 5.96	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	NO		
per Revenue Hour:	\$ 76.35	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 4.12	Meets Min Sunday Span of Service:	NO		
Funding Source One:	Mesa	Meets Min Operating Days:	NO		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	116,331	103,670	12,661	N/A	103,670
Average Daily Boardings:	386	416	243	N/A	411
Boardings Per Revenue Mile:	1.45	1.44	1.56	N/A	Unavailable
Boardings Per Revenue Hour:	15.10	14.97	16.26	N/A	Unavailable
Total Bikes:	4,118	3,697	421	N/A	Unavailable
Total Wheelchairs:	1,234	1,102	132	N/A	Unavailable
FY12-13 Percent Ridership Change:	6.75%	4.94%	24.36%	N/A	Unavailable

## Route 128 — Stapley





# Gilbert Rd

Route Number: 136

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	2.49	Mesa:	14.30
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	23.81	Gilbert:	7.02	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	20,651	FY 13 OTP:	93%		
Annual Revenue Miles:	248,078				
Farebox Recovery Rate:	15.48%				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	30	Weekday:	4:30 AM - 7:30 PM
Weekday Off-Peak:	30	Sunday/Holiday:	N/A	Saturday:	Yes
Weekday Night:	N/A			Sunday/Holiday:	No
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 1,815,810.19	Meet Min Headway:	YES		
Net per Mile:	\$ 6.19	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	NO		
per Revenue Hour:	\$ 87.93	Meets Min Saturday Span of Service:	NO		
Subsidy per Boarding:	\$ 5.43	Meets Min Sunday Span of Service:	NO		
Funding Source One:	Valley Metro	Meets Min Operating Days:	NO		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	282,415	264,115	18,300	N/A	264,115
Average Daily Boardings:	939	1,061	352	N/A	1,048
Boardings Per Revenue Mile:	1.14	1.19	0.70	N/A	Unavailable
Boardings Per Revenue Hour:	13.68	14.30	8.38	N/A	Unavailable
Total Bikes:	17,040	15,705	1,335	N/A	Unavailable
Total Wheelchairs:	2,019	1,849	170	N/A	Unavailable
FY12-13 Percent Ridership Change:	11.26%	11.27%	11.17%	N/A	Unavailable

Route 136 — Gilbert Rd



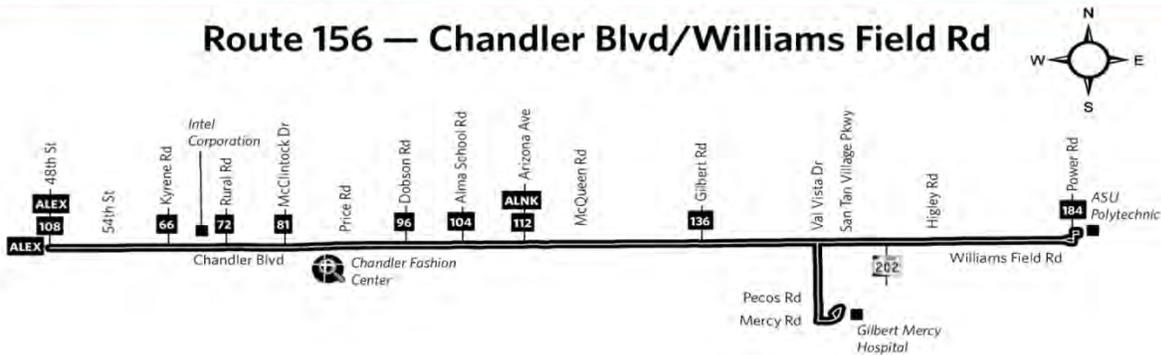


# Chandler Blvd/Williams Field

Route Number: 156

General		Miles in SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	10.60	Mesa:	0.85
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.41
Route Length (in miles):	20.06	Gilbert:	8.20	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	32,523	FY 13 OTP:	97%		
Annual Revenue Miles:	458,302				
Farebox Recovery Rate:	12.19%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	30		
Weekday Off-Peak:	30	Sunday/Holiday:	30		
Weekday Night:	30				
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 3,354,548.21	Meet Min Headway:	YES		
Net per Mile:	\$ 6.43	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 103.14	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 7.79	Meets Min Sunday Span of Service:	YES		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	378,305	312,225	36,783	29,297	312,225
Average Daily Boardings:	1,036	1,254	707	458	1,239
Boardings Per Revenue Mile:	0.83	0.93	0.61	0.47	Unavailable
Boardings Per Revenue Hour:	11.63	13.08	8.66	6.64	Unavailable
Total Bikes:	23,023	18,233	2,660	2,130	Unavailable
Total Wheelchairs:	1,978	1,590	255	133	Unavailable
FY12-13 Percent Ridership Change:	7.23%	6.53%	7.46%	14.92%	Unavailable

## Route 156 — Chandler Blvd/Williams Field Rd





# Power Rd

Route Number: 184

General		Miles in SEV By Jurisdiction				
Service Type:	Local Bus	Chandler:	0.00	Mesa:	15.97	
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00	
Route Length (in miles):	16.28	Gilbert:	0.34	Tempe:		
One Ride Fare:	\$2.00	Guadalupe:	0.00			
Operated By:	Valley Metro	<b>On Time Performance</b>				
Annual Revenue Hours:	22,929	FY 13 OTP:	93%			
Annual Revenue Miles:	324,015					
Farebox Recovery Rate:	6.18%					
Frequency of Service (In Minutes)		Span of Service				
Weekday Peak:	15	Saturday:	60	Weekday:		4:30 AM - 10:00 PM
Weekday Off-Peak:	30	Sunday/Holiday:	60	Saturday:		Yes
Weekday Night:	N/A			Sunday/Holiday:		Yes
FY13 Financial		Transit System Performance Standards				
Operating Costs:	\$ 2,371,640.61	Meet Min Headway:	NO			
Net per Mile:	\$ 6.87	Meet Min Peak Headway:	YES			
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	YES			
per Revenue Hour:	\$ 103.43	Meets Min Saturday Span of Service:	YES			
Subsidy per Boarding:	\$ 15.06	Meets Min Sunday Span of Service:	YES			
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES			
Funding Source Two:	JARC					
Funding Source Three:	N/A					
Funding Source Four:	N/A					
Ridership						
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:	
Total Ridership:	147,744	125,981	12,112	9,651	125,981	
Average Daily Boardings:	405	506	233	151	501	
Boardings Per Revenue Mile:	0.46	0.47	0.50	0.32	Unavailable	
Boardings Per Revenue Hour:	6.44	6.60	7.02	4.55	Unavailable	
Total Bikes:	10,332	8,963	624	745	Unavailable	
Total Wheelchairs:	1,516	1,325	103	88	Unavailable	
FY12-13 Percent Ridership Change:	19.48%	17.88%	26.32%	34.23%	Unavailable	



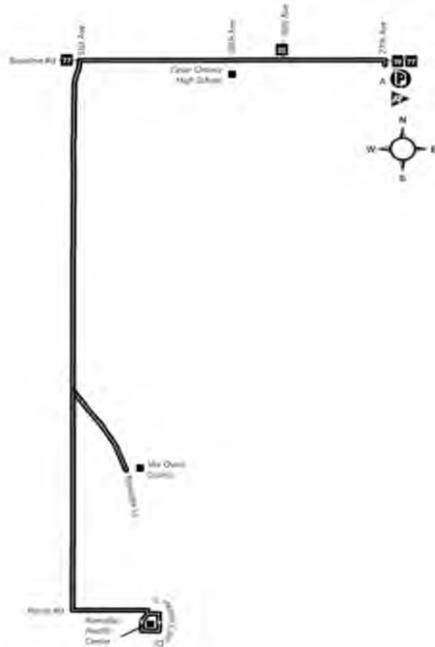


# 51st Ave

Route Number: 251

General		Miles In SEV By Jurisdiction			
Service Type:	Local Bus	Chandler:	0.00	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	4.18	Phoenix:	0.00
Route Length (in miles):	11.46	Gilbert:	0.00	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	7,674	FY 13 OTP:	93%		
Annual Revenue Miles:	121,947				
Farebox Recovery Rate:	9.09%	Span of Service			
Frequency of Service (In Minutes)		Weekday:	5:15 AM - 11:45 PM		
Weekday Peak:	60	Saturday:	Yes		
Weekday Off-Peak:	60	Sunday/Holiday:	Yes		
Weekday Night:	60				
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 957,327.04	Meet Min Headway:	NO		
Net per Mile:	\$ 7.14	Meet Min Peak Headway:	NO		
per Revenue Mile:	\$ 7.85	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 124.75	Meets Min Saturday Span of Service:	YES		
Subsidy per Boarding:	\$ 9.44	Meets Min Sunday Span of Service:	YES		
Funding Source One:	GRIC	Meets Min Operating Days:	YES		
Funding Source Two:	JARC				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	92,208	67,489	12,859	11,860	23,196
Average Daily Boardings:	253	271	247	185	98
Boardings Per Revenue Mile:	0.76	0.78	0.72	0.66	Unavailable
Boardings Per Revenue Hour:	12.02	12.45	11.42	10.51	Unavailable
Total Bikes:	3,546	2,727	390	429	Unavailable
Total Wheelchairs:	510	371	59	80	Unavailable
FY12-13 Percent Ridership Change:	267.23%	261.25%	252.59%	326.62%	Unavailable

Route 251 — 51st Avenue

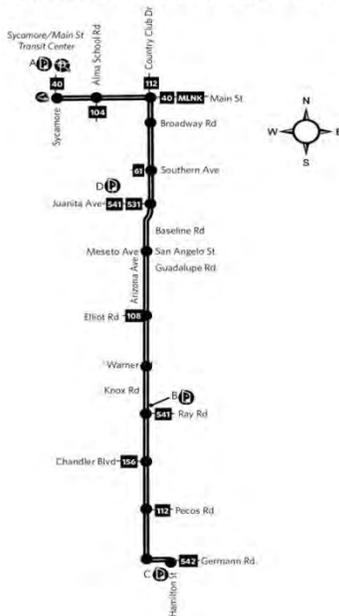




## AZ Ave LINK

General		Miles In SEV By Jurisdiction			
Service Type:	Limited Stop All Day	Chandler:	6.38	Mesa:	4.71
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	12.29	Gilbert:	1.20	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	17,325	FY 13 OTP:	88%		
Annual Revenue Miles:	223,213				
Farebox Recovery Rate:	22.00%				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	25	Saturday:	60		
Weekday Off-Peak:	25	Sunday/Holiday:	60		
Weekday Night:	60				
		Weekday:	4:45 AM - 10:45 PM		
		Saturday:	Yes		
		Sunday/Holiday:	Yes		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 1,633,818.00	Meet Min Headway:	NO		
Net per Mile:	\$ 5.71	Meet Min Peak Headway:	NO		
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	NO		
per Revenue Hour:	\$ 94.30	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 3.53	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	360,794	297,636	33,891	29,267	297,636
Average Daily Boardings:	988	1,195	652	457	1,181
Boardings Per Revenue Mile:	1.62	1.63	1.72	1.39	Unavailable
Boardings Per Revenue Hour:	20.82	21.02	22.19	17.88	Unavailable
Total Bikes:	19,255	15,739	1,800	1,716	Unavailable
Total Wheelchairs:	1,680	1,396	171	113	Unavailable
FY12-13 Percent Ridership Change:	25.45%	25.98%	15.10%	33.63%	Unavailable

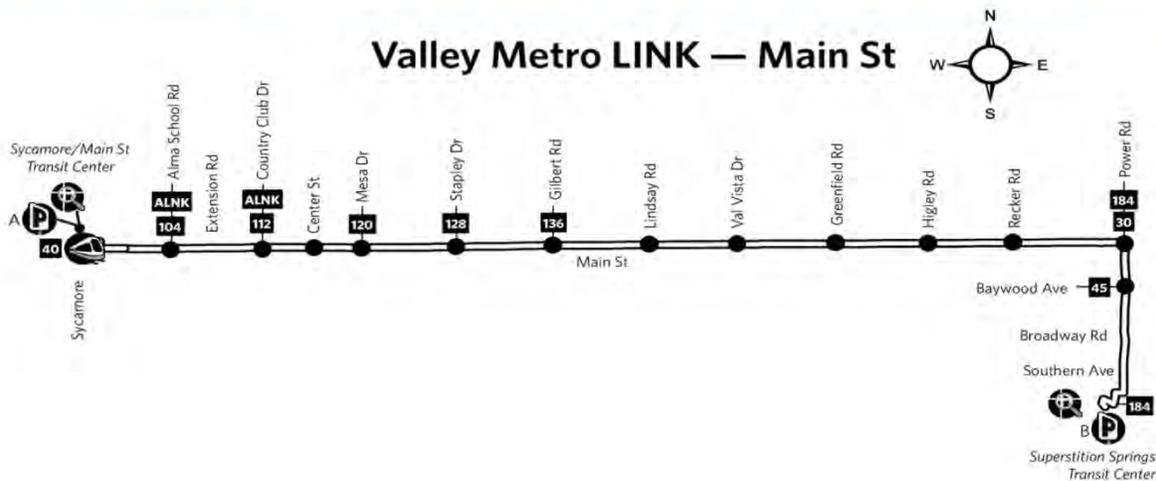
### Valley Metro LINK — Arizona Ave/Country Club Dr





# Main St LINK

General		Miles in SEV By Jurisdiction			
Service Type:	Limited Stop All Day	Chandler:	0.00	Mesa:	13.52
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	13.52	Gilbert:	0.00	Tempe:	
One Ride Fare:	\$2.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	17,280	FY 13 OTP:	86%		
Annual Revenue Miles:	294,064				
Farebox Recovery Rate:	18.06%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	15	Saturday:	N/A		
Weekday Off-Peak:	25	Sunday/Holiday:	N/A		
Weekday Night:	30				
		Weekday:	4:00 AM - 10:30 PM		
		Saturday:	No		
		Sunday/Holiday:	No		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 2,152,408.00	Meet Min Headway:	NO		
Net per Mile:	\$ 6.00	Meet Min Peak Headway:	YES		
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 124.56	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 4.46	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	395,822	395,822	N/A	N/A	395,822
Average Daily Boardings:	1,590	1,590	N/A	N/A	1,571
Boardings Per Revenue Mile:	1.35	1.35	N/A	N/A	Unavailable
Boardings Per Revenue Hour:	22.91	22.91	N/A	N/A	Unavailable
Total Bikes:	22,159	22,159	N/A	N/A	Unavailable
Total Wheelchairs:	3,787	3,787	N/A	N/A	Unavailable
FY12-13 Percent Ridership Change:	12.25%	12.25%	N/A	N/A	Unavailable





# Tempe/Scottsdale Airpark

Route Number: 511

<b>General</b>		<b>Miles In SEV By Jurisdiction</b>	
Service Type:	Commuter Express	Chandler:	0.00
Service Provided By:	Valley Metro	Mesa:	0.96
Route Length (in miles):	36.85	Gila River IR:	0.00
One Ride Fare:	\$3.25	Phoenix:	0.00
Operated By:	Valley Metro	Gilbert:	0.00
Annual Revenue Hours:	2,268	Tempe:	4.48
Annual Revenue Miles:	45,804	Guadalupe:	0.00
Farebox Recovery Rate:	1.50%	<b>On Time Performance</b>	
<b>Frequency of Service (in Minutes)</b>		FY 13 OTP: Unavailable	
Number of AM Trips:	4	<b>Span of Service</b>	
Number of PM Trips:	4	Weekday:	5:00 AM - 8:00 AM & 4:00 PM - 6:30 PM
		Saturday:	No
		Sunday/Holiday:	No
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 321,392.24	Meets Min Number of Trips:	YES
Net per Mile:	\$ 6.91	Meets Min Number of Peak Trips:	YES
per Revenue Mile:	\$ 7.02	Meets Min Weekday Span of Service:	N/A
per Revenue Hour:	\$ 141.70	Meets Min Saturday Span of Service:	N/A
Subsidy per Boarding:	\$ 88.78	Meets Min Sunday Span of Service:	N/A
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES
Funding Source Two:	N/A		
Funding Source Three:	N/A		
Funding Source Four:	N/A		
<b>Ridership</b>			
	Total:	Weekday:	Saturday:
Total Ridership:	3,566	3,566	N/A
Average Daily Boardings:	14	14	N/A
Boardings Per Trip:	1.75	1.75	N/A
Boardings Per Revenue Hour:	1.57	1.57	N/A
Total Bikes:	284	284	N/A
Total Wheelchairs:	3	3	N/A
FY12-13 Percent Ridership Change:	4.76%	4.76%	N/A
			Sunday/Holiday:
			N/A
			Weekday in SEV:
			1,735
			2
			Unavailable

## Route 511 — Tempe/Scottsdale Airpark Express



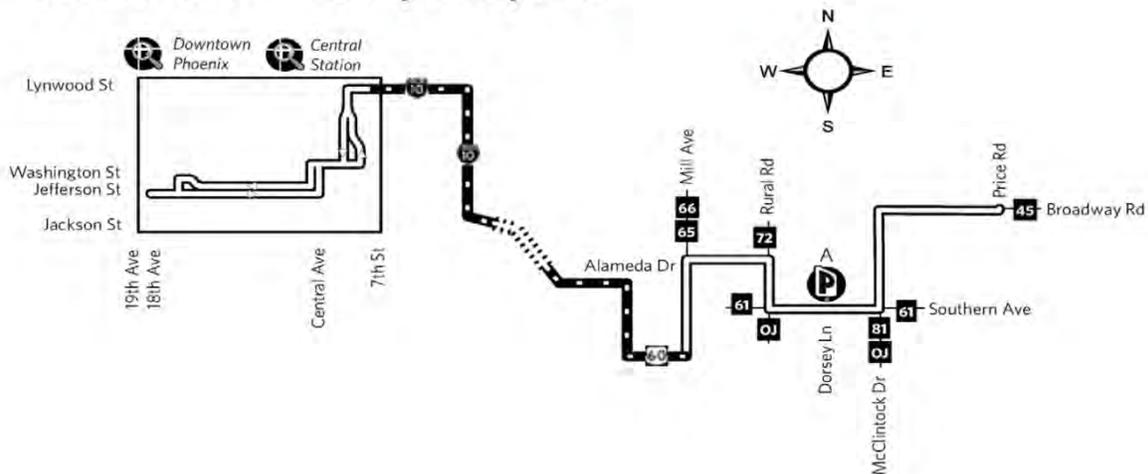


# Tempe Express

Route Number: 520

General		Miles In SEV By Jurisdiction			
Service Type:	Commuter Express	Chandler:	0.00	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.62
Route Length (in miles):	33.26	Gilbert:	0.00	Tempe:	12.29
One Ride Fare:	\$3.25	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	976	FY 13 OTP:	Unavailable		
Annual Revenue Miles:	20,446				
Farebox Recovery Rate:	12.42%				
Frequency of Service (in Minutes)		Span of Service			
Number of AM Trips:	2	Weekday:	6:00 AM - 8:00 AM & 4:00 PM - 6:00 PM		
Number of PM Trips:	2	Saturday:	No		
		Sunday/Holiday:	No		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 141,036.78	Meets Min Number of Trips:	NO		
Net per Mile:	\$ 6.04	Meets Min Number of Peak Trips:	NO		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	N/A		
per Revenue Hour:	\$ 144.45	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 10.12	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	12,201	12,201	N/A	N/A	6,583
Average Daily Boardings:	49	49	N/A	N/A	19
Boardings Per Trip:	12.25	12.25	N/A	N/A	Unavailable
Boardings Per Revenue Hour:	12.50	12.50	N/A	N/A	Unavailable
Total Bikes:	209	209	N/A	N/A	Unavailable
Total Wheelchairs:	25	25	N/A	N/A	Unavailable
FY12-13 Percent Ridership Change:	-43.90%	-43.90%	N/A	N/A	Unavailable

## Route 520 — Tempe Express



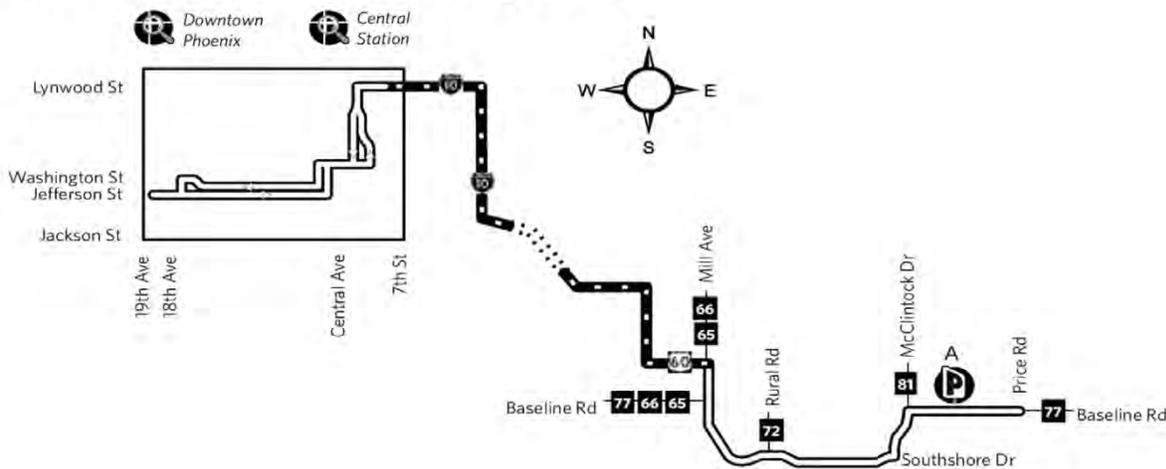


# Tempe Express

Route Number: 521

<b>General</b>		<b>Miles In SEV By Jurisdiction</b>	
Service Type:	Commuter Express	Chandler:	0.00
Service Provided By:	Valley Metro	Mesa:	0.00
Route Length (in miles):	31.85	Gila River IR:	0.00
One Ride Fare:	\$3.25	Gilbert:	0.00
Operated By:	Valley Metro	Tempe:	10.87
Annual Revenue Hours:	1,913	Guadalupe:	0.00
Annual Revenue Miles:	37,236	<b>On Time Performance</b>	
Farebox Recovery Rate:	17.81%	FY 13 OTP: Unavailable	
<b>Frequency of Service (in Minutes)</b>		<b>Span of Service</b>	
Number of AM Trips:	4	Weekday: 6:00 AM - 8:00 AM & 4:00 PM - 6:00 PM	
Number of PM Trips:	4	Saturday: No	
		Sunday/Holiday: No	
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 256,850.70	Meets Min Number of Trips:	YES
Net per Mile:	\$ 5.67	Meets Min Number of Peak Trips:	YES
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	N/A
per Revenue Hour:	\$ 134.26	Meets Min Saturday Span of Service:	N/A
Subsidy per Boarding:	\$ 6.69	Meets Min Sunday Span of Service:	N/A
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES
Funding Source Two:	N/A		
Funding Source Three:	N/A		
Funding Source Four:	N/A		
<b>Ridership</b>			
	Total:	Weekday:	Saturday:
Total Ridership:	31,563	31,563	N/A
Average Daily Boardings:	127	127	N/A
Boardings Per Trip:	15.88	15.88	N/A
Boardings Per Revenue Hour:	16.50	16.50	N/A
Total Bikes:	971	971	N/A
Total Wheelchairs:	3	3	N/A
FY12-13 Percent Ridership Change:	-28.23%	-28.23%	N/A
		Sunday/Holiday:	Weekday in SEV:
		N/A	16,887
		N/A	45
		N/A	Unavailable

## Route 521 — Tempe Express





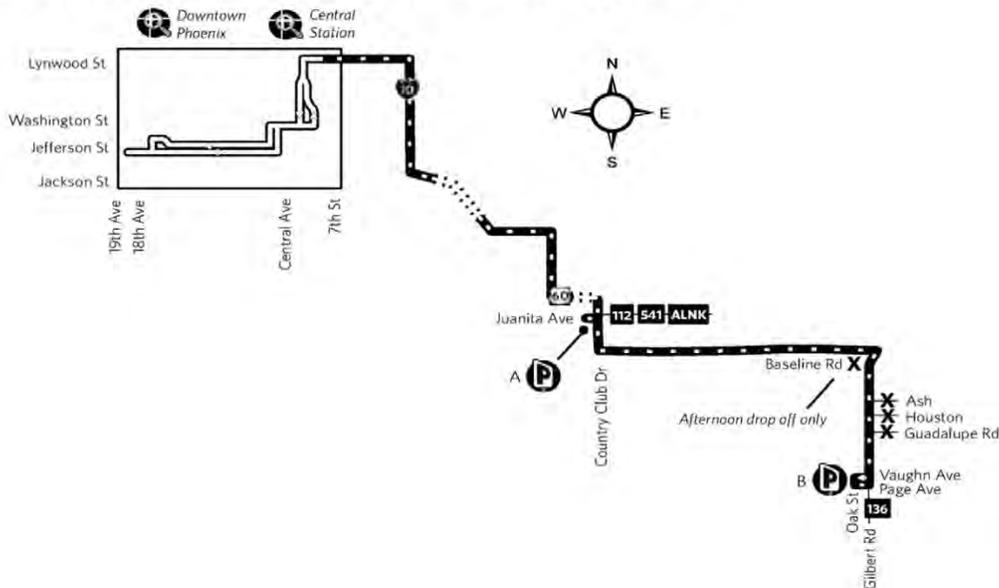


# Mesa/Gilbert Express

Route Number: 531

General		Miles In SEV By Jurisdiction			
Service Type:	Commuter Express	Chandler:	0.00	Mesa:	8.69
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.62
Route Length (in miles):	45.47	Gilbert:	2.08	Tempe:	13.72
One Ride Fare:	\$3.25	Guadalupe:	0.00		
Operated By:	Valley Metro	<b>On Time Performance</b>			
Annual Revenue Hours:	3,330	FY 13 OTP:	Unavailable		
Annual Revenue Miles:	77,893				
Farebox Recovery Rate:	21.53%				
Frequency of Service (in Minutes)		Span of Service			
Number of AM Trips:	6	Weekday:	5:30 AM - 8:30 AM & 3:30 PM - 6:30 PM		
Number of PM Trips:	6	Saturday:	No		
		Sunday/Holiday:	No		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 546,559.59	Meets Min Number of Trips:	YES		
Net per Mile:	\$ 5.51	Meets Min Number of Peak Trips:	YES		
per Revenue Mile:	\$ 7.02	Meets Min Weekday Span of Service:	N/A		
per Revenue Hour:	\$ 164.15	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 5.74	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	74,712	74,712	N/A	N/A	38,238
Average Daily Boardings:	300	300	N/A	N/A	164
Boardings Per Trip:	25.00	25.00	N/A	N/A	Unavailable
Boardings Per Revenue Hour:	22.44	22.44	N/A	N/A	Unavailable
Total Bikes:	943	943	N/A	N/A	Unavailable
Total Wheelchairs:	103	103	N/A	N/A	Unavailable
FY12-13 Percent Ridership Change:	-14.26%	-14.26%	N/A	N/A	Unavailable

## Route 531 — Mesa/Gilbert Express

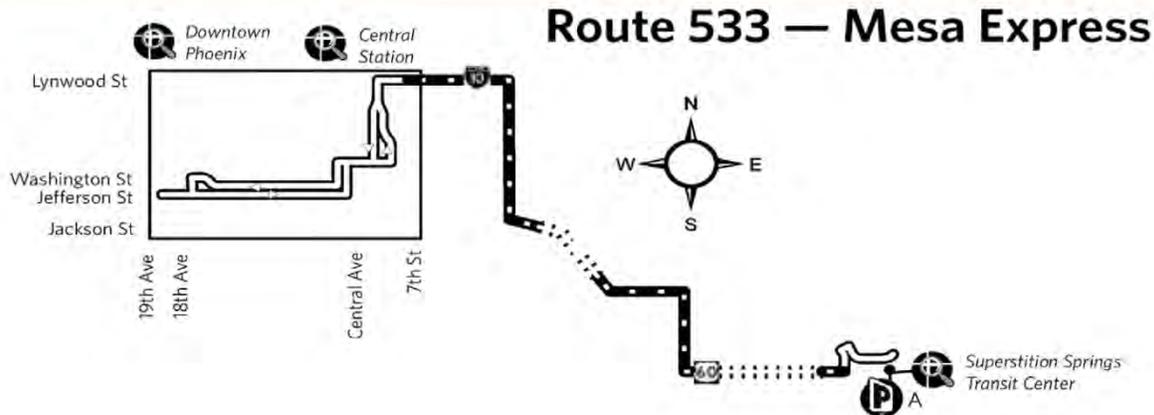




# Mesa Express

Route Number: 533

<b>General</b>		<b>Miles In SEV By Jurisdiction</b>	
Service Type:	Commuter Express	Chandler:	0.00
Service Provided By:	Valley Metro	Mesa:	23.20
Route Length (in miles):	57.90	Gila River IR:	0.00
One Ride Fare:	\$3.25	Gilbert:	0.00
Operated By:	Valley Metro	Tempe:	13.72
Annual Revenue Hours:	3,234	Guadalupe:	0.00
Annual Revenue Miles:	85,927	<b>On Time Performance</b>	
Farebox Recovery Rate:	32.96%	FY 13 OTP:	Unavailable
<b>Frequency of Service (in Minutes)</b>		<b>Span of Service</b>	
Number of AM Trips:	6	Weekday:	5:00 AM - 8:00 AM & 3:45 PM - 7:00 PM
Number of PM Trips:	6	Saturday:	No
		Sunday/Holiday:	No
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 602,929.25	Meets Min Number of Trips:	YES
Net per Mile:	\$ 4.70	Meets Min Number of Peak Trips:	YES
per Revenue Mile:	\$ 7.02	Meets Min Weekday Span of Service:	N/A
per Revenue Hour:	\$ 186.42	Meets Min Saturday Span of Service:	N/A
Subsidy per Boarding:	\$ 3.35	Meets Min Sunday Span of Service:	N/A
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES
Funding Source Two:	N/A		
Funding Source Three:	N/A		
Funding Source Four:	N/A		
<b>Ridership</b>			
	Total:	Weekday:	Saturday:
			Sunday/Holiday:
			Weekday in SEV:
Total Ridership:	120,554	120,554	N/A
Average Daily Boardings:	484	484	N/A
Boardings Per Trip:	40.33	40.33	N/A
Boardings Per Revenue Hour:	37.28	37.28	N/A
Total Bikes:	956	956	N/A
Total Wheelchairs:	17	17	N/A
FY12-13 Percent Ridership Change:	16.27%	16.27%	N/A



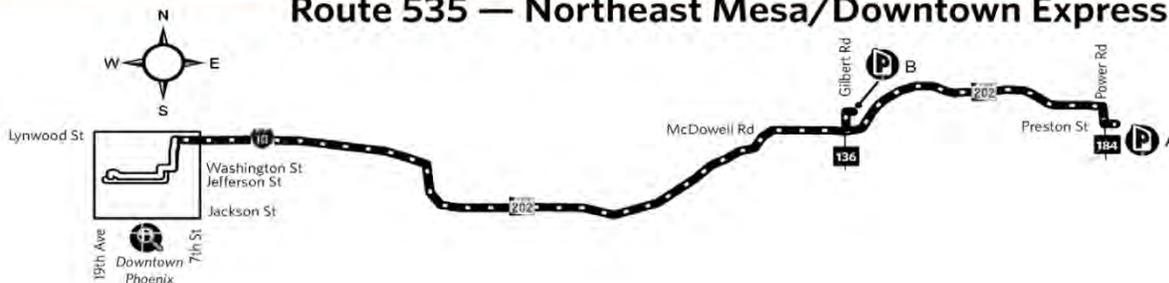


# NE Mesa/DT Express

Route Number: 535

<b>General</b>		<b>Miles In SEV By Jurisdiction</b>			
Service Type:	Commuter Express	Chandler:	0.00	Mesa:	20.57
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	54.58	Gilbert:	0.00	Tempe:	6.53
One Ride Fare:	\$3.25	Guadalupe:	0.00		
Operated By:	Valley Metro	<b>On Time Performance</b>			
Annual Revenue Hours:	1,884	FY 13 OTP:	Unavailable		
Annual Revenue Miles:	69,000				
Farebox Recovery Rate:	25.66%				
<b>Frequency of Service (in Minutes)</b>		<b>Span of Service</b>			
Number of AM Trips:	5	Weekday:	5:45 AM - 8:15 AM & 3:45 PM - 6:15 PM		
Number of PM Trips:	5	Saturday:	No		
		Sunday/Holiday:	No		
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>			
Operating Costs:	\$ 484,157.93	Meets Min Number of Trips:	YES		
Net per Mile:	\$ 5.22	Meets Min Number of Peak Trips:	YES		
per Revenue Mile:	\$ 7.02	Meets Min Weekday Span of Service:	N/A		
per Revenue Hour:	\$ 257.00	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 4.52	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
<b>Ridership</b>					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	79,566	79,566	N/A	N/A	39,722
Average Daily Boardings:	320	320	N/A	N/A	157
Boardings Per Trip:	32.00	32.00	N/A	N/A	Unavailable
Boardings Per Revenue Hour:	42.23	42.23	N/A	N/A	Unavailable
Total Bikes:	427	427	N/A	N/A	Unavailable
Total Wheelchairs:	10	10	N/A	N/A	Unavailable
FY12-13 Percent Ridership Change:	69.75%	69.75%	N/A	N/A	Unavailable

## Route 535 — Northeast Mesa/Downtown Express



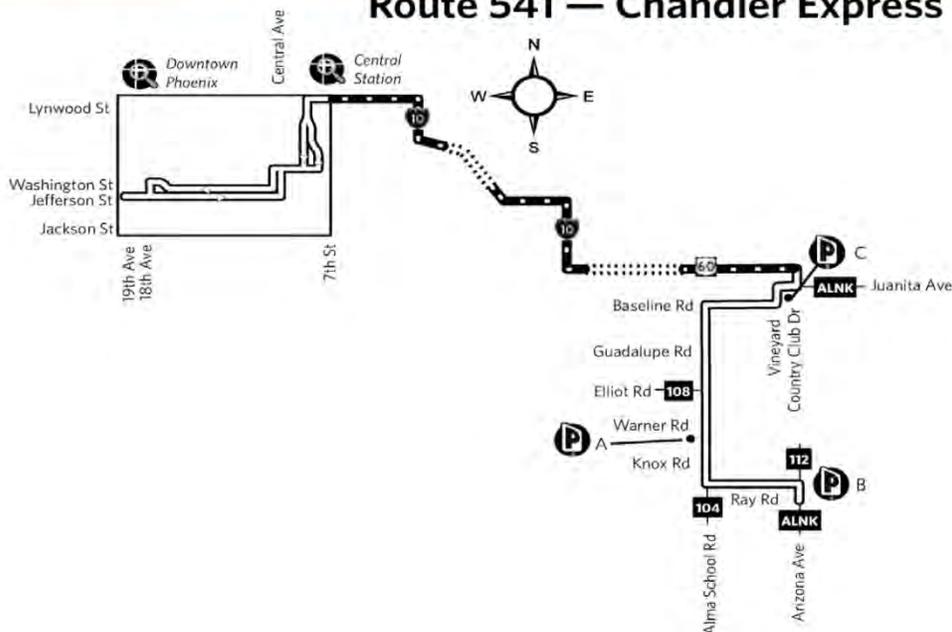


# Chandler Express

Route Number: 541

General		Miles In SEV By Jurisdiction			
Service Type:	Commuter Express	Chandler:	3.50	Mesa:	8.04
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.62
Route Length (in miles):	46.24	Gilbert:	0.00	Tempe:	13.72
One Ride Fare:	\$3.25	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	2,459	FY 13 OTP:	Unavailable		
Annual Revenue Miles:	53,331				
Farebox Recovery Rate:	19.09%	Span of Service			
Frequency of Service (in Minutes)		Weekday:	5:00 AM - 8:15 AM & 3:45 PM - 6:15 PM		
Number of AM Trips:	4	Saturday:	No		
Number of PM Trips:	4	Sunday/Holiday:	No		
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 374,208.66	Meets Min Number of Trips:	YES		
Net per Mile:	\$ 5.68	Meets Min Number of Peak Trips:	YES		
per Revenue Mile:	\$ 7.02	Meets Min Weekday Span of Service:	N/A		
per Revenue Hour:	\$ 152.15	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 6.46	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	46,848	46,848	N/A	N/A	27,733
Average Daily Boardings:	188	188	N/A	N/A	104
Boardings Per Trip:	23.50	23.50	N/A	N/A	Unavailable
Boardings Per Revenue Hour:	19.05	19.05	N/A	N/A	Unavailable
Total Bikes:	1,262	1,262	N/A	N/A	Unavailable
Total Wheelchairs:	14	14	N/A	N/A	Unavailable
FY12-13 Percent Ridership Change:	-12.63%	-12.63%	N/A	N/A	Unavailable

## Route 541 — Chandler Express



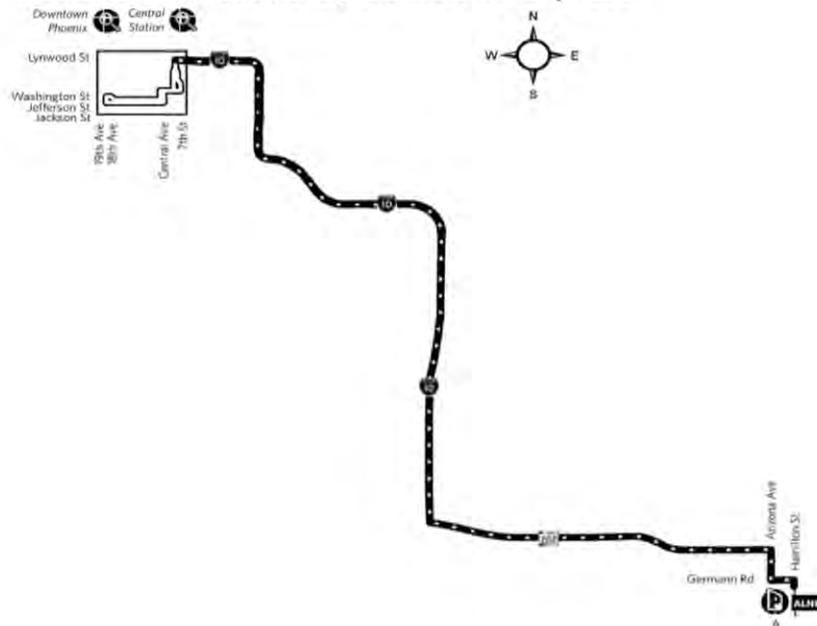


# Chandler/DT Express

Route Number: 542

General		Miles In SEV By Jurisdiction	
Service Type:	Commuter Express	Chandler:	20.47
Service Provided By:	Valley Metro	Mesa:	0.00
Route Length (in miles):	54.00	Gila River IR:	0.00
One Ride Fare:	\$3.25	Phoenix:	0.89
Operated By:	Valley Metro	Gilbert:	0.00
Annual Revenue Hours:	2,641	Tempe:	9.89
Annual Revenue Miles:	75,385	Guadalupe:	2.38
Farebox Recovery Rate:	26.76%	<b>On Time Performance</b>	
<b>Frequency of Service (in Minutes)</b>		FY 13 OTP: Unavailable	
Number of AM Trips:	6	<b>Span of Service</b>	
Number of PM Trips:	6	Weekday: 6:00 AM - 8:15 AM & 3:30 PM - 5:45 PM	
		Saturday: No	
		Sunday/Holiday: No	
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 528,964.68	Meets Min Number of Trips:	YES
Net per Mile:	\$ 5.14	Meets Min Number of Peak Trips:	YES
per Revenue Mile:	\$ 7.02	Meets Min Weekday Span of Service:	N/A
per Revenue Hour:	\$ 200.27	Meets Min Saturday Span of Service:	N/A
Subsidy per Boarding:	\$ 4.44	Meets Min Sunday Span of Service:	N/A
Funding Source One:	Valley Metro	Meets Min Operating Days:	YES
Funding Source Two:	N/A		
Funding Source Three:	N/A		
Funding Source Four:	N/A		
<b>Ridership</b>			
	Total:	Weekday:	Saturday:
Total Ridership:	87,323	87,323	N/A
Average Daily Boardings:	351	351	N/A
Boardings Per Trip:	29.25	29.25	N/A
Boardings Per Revenue Hour:	33.06	33.06	N/A
Total Bikes:	501	501	N/A
Total Wheelchairs:	17	17	N/A
FY12-13 Percent Ridership Change:	23.21%	23.21%	N/A
			Sunday/Holiday:
			N/A
			Weekday in SEV:
			43,001
			Unavailable

## Route 542 — Chandler/Downtown Express

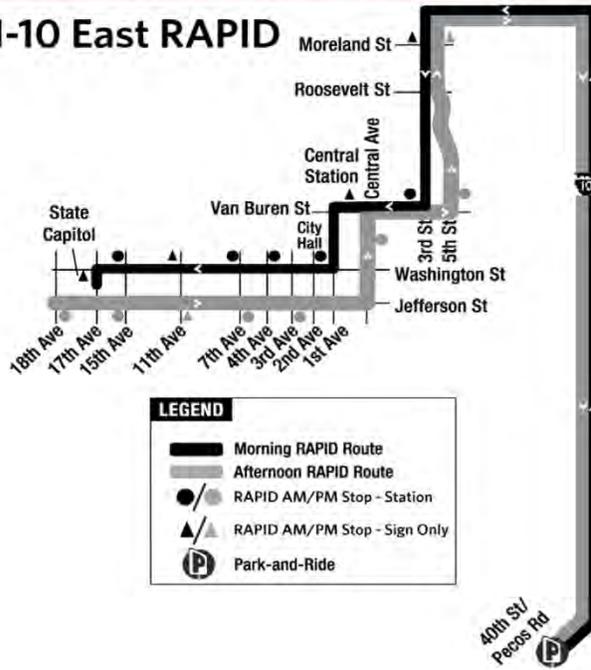




# I-10 East RAPID

General		Miles In SEV By Jurisdiction			
Service Type:	Commuter Express	Chandler:	3.68		
Service Provided By:	Phoenix	Mesa:	0.00		
Route Length (in miles):	40.40	Gila River IR:	0.00		
One Ride Fare:	\$3.25	Gilbert:	0.00		
Operated By:	Phoenix	Tempe:	9.87		
Annual Revenue Hours:	10,471	Guadalupe:	2.38		
Annual Revenue Miles:	144,366	<b>On Time Performance</b>			
Farebox Recovery Rate:	18.70%	FY 13 OTP:	Unavailable		
<b>Frequency of Service (in Minutes)</b>		<b>Span of Service</b>			
Number of AM Trips:	15	Weekday:	5:00 AM - 9:00 AM & 3:15 PM - 7:00 PM		
Number of PM Trips:	15	Saturday:	No		
		Sunday/Holiday:	No		
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>			
Operating Costs:	\$ 1,426,609.41	Meets Min Number of Trips:	YES		
Net per Mile:	\$ 8.03	Meets Min Number of Peak Trips:	YES		
per Revenue Mile:	\$ 9.88	Meets Min Weekday Span of Service:	N/A		
per Revenue Hour:	\$ 136.24	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 6.96	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Phoenix	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
<b>Ridership</b>					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	166,646	166,646	N/A	N/A	N/A
Average Daily Boardings:	669	669	N/A	N/A	328
Boardings Per Trip:	22.30	22.30	N/A	N/A	Unavailable
Boardings Per Revenue Hour:	15.91	15.91	N/A	N/A	Unavailable
Total Bikes:	519	519	N/A	N/A	Unavailable
Total Wheelchairs:	67	67	N/A	N/A	Unavailable
FY12-13 Percent Ridership Change:	-14.39%	-14.39%	N/A	N/A	Unavailable

## I-10 East RAPID

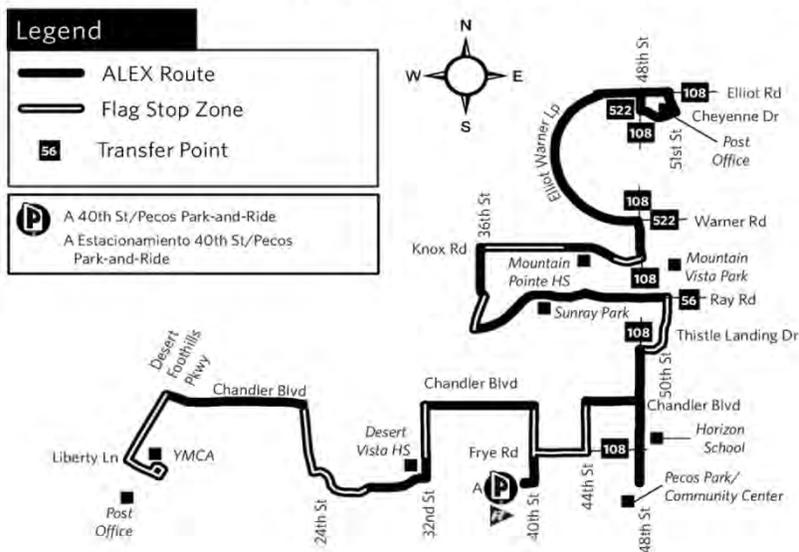




# Alex

General		Miles in SEV By Jurisdiction			
Service Type:	Circulator	Chandler:	0.00	Mesa:	0.00
Service Provided By:	Phoenix	Gila River IR:	0.00	Phoenix:	18.58
Route Length (in miles):	18.58	Gilbert:	0.00	Tempe:	
One Ride Fare:	\$0.00	Guadalupe:	0.00		
Operated By:	Phoenix	On Time Performance			
Annual Revenue Hours:	11,049	FY 13 OTP:	Unavailable		
Annual Revenue Miles:	152,340				
Farebox Recovery Rate:	N/A				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	60	Saturday:	60	Weekday:	5:15 AM - 6:45 PM
Weekday Off-Peak:	60	Sunday/Holiday:	60	Saturday:	Yes
Weekday Night:	N/A			Sunday/Holiday:	Yes
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 840,878.91	Meet Min Headway:	NO		
Net per Mile:	\$ 5.52	Meet Min Peak Headway:	N/A		
per Revenue Mile:	\$ 5.52	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 76.10	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 6.15	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Phoenix	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	136,729	124,293	5,833	6,603	124,293
Average Daily Boardings:	374	499	112	103	493
Boardings Per Revenue Mile:	0.90	1.68	0.15	0.17	Unavailable
Boardings Per Revenue Hour:	12.37	23.11	2.06	2.33	Unavailable
Total Bikes:	2,254	1,973	153	128	Unavailable
Total Wheelchairs:	353	301	20	32	Unavailable
FY12-13 Percent Ridership Change:	-3.44%	-1.92%	-17.83%	-15.11%	Unavailable

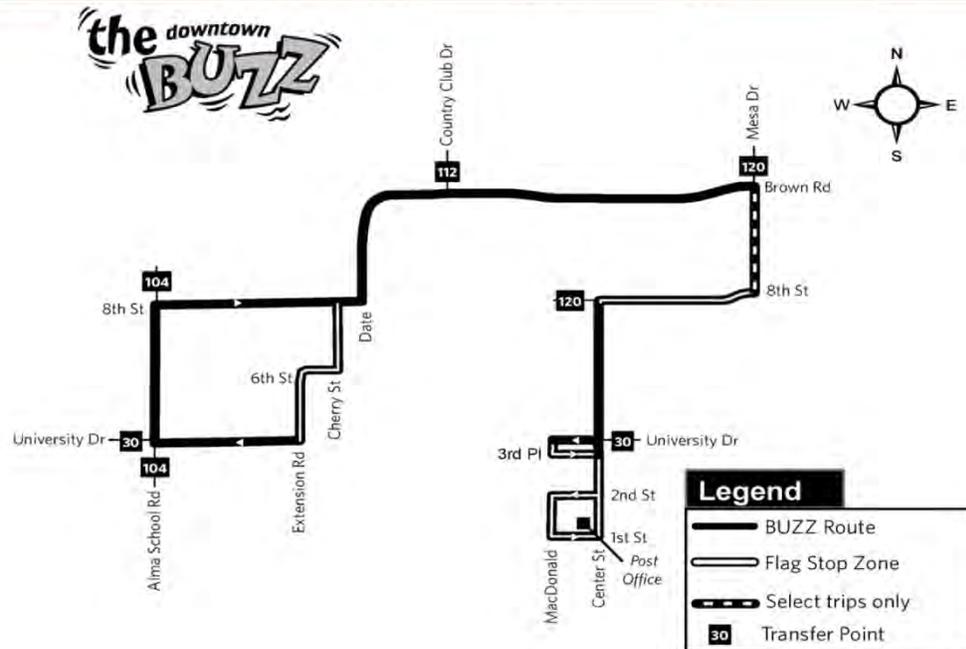
## Phoenix Neighborhood Circulator — ALEX





# Buzz

General		Miles in SEV By Jurisdiction			
Service Type:	Circulator	Chandler:	0.00	Mesa:	6.78
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	6.78	Gilbert:	0.00	Tempe:	
One Ride Fare:	\$0.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	6,029	FY 13 OTP:	Unavailable		
Annual Revenue Miles:	61,975				
Farebox Recovery Rate:	0.00%				
Frequency of Service (In Minutes)		Span of Service			
Weekday Peak:	30	Saturday:	60	Weekday:	5:30 AM - 8:00 PM
Weekday Off-Peak:	30	Sunday/Holiday:	N/A	Saturday:	Yes
Weekday Night:	N/A			Sunday/Holiday:	No
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 453,631.00	Meet Min Headway:	YES		
Net per Mile:	\$ 7.32	Meet Min Peak Headway:	N/A		
per Revenue Mile:	\$ 7.32	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 75.25	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 3.56	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Mesa	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	127,515	117,974	9,541	N/A	117,974
Average Daily Boardings:	424	474	187	N/A	468
Boardings Per Revenue Mile:	2.06	2.11	1.61	N/A	Unavailable
Boardings Per Revenue Hour:	21.15	21.65	16.50	N/A	Unavailable
Total Bikes:	2,934	2,659	275	N/A	Unavailable
Total Wheelchairs:	980	881	99	N/A	Unavailable
FY12-13 Percent Ridership Change:	9.64%	9.75%	8.29%	N/A	Unavailable

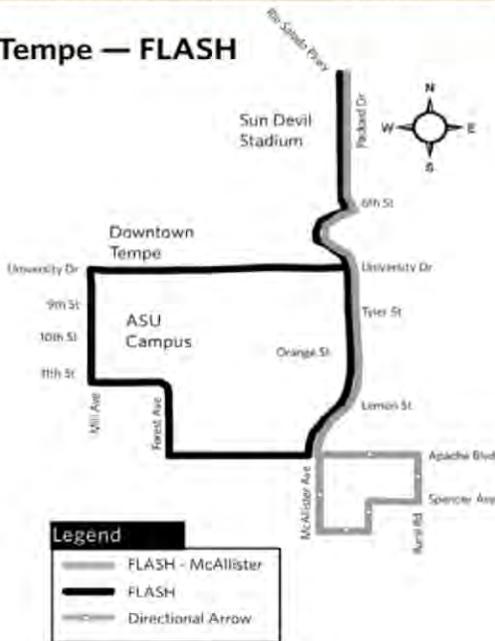




# Flash

General		Miles in SEV By Jurisdiction			
Service Type:	Circulator	Chandler:	0.00	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	2.76	Gilbert:	0.00	Tempe:	2.76
One Ride Fare:	\$0.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	19,486	FY 13 OTP:	Unavailable		
Annual Revenue Miles:	129,254				
Farebox Recovery Rate:	0.00%				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	10	Saturday:	N/A		
Weekday Off-Peak:	10	Sunday/Holiday:	N/A		
Weekday Night:	15				
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 891,590.13	Meet Min Headway:	YES		
Net per Mile:	\$ 6.90	Meet Min Peak Headway:	N/A		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 45.76	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 2.51	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	ASU	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	355,356	355,356	N/A	N/A	355,356
Average Daily Boardings:	1,427	1,427	N/A	N/A	1,410
Boardings Per Revenue Mile:	2.75	2.75	N/A	N/A	Unavailable
Boardings Per Revenue Hour:	18.24	18.24	N/A	N/A	Unavailable
Total Bikes:	123	123	N/A	N/A	Unavailable
Total Wheelchairs:	14	14	N/A	N/A	Unavailable
FY12-13 Percent Ridership Change:	-14.94%	-14.94%	N/A	N/A	Unavailable

## Tempe — FLASH

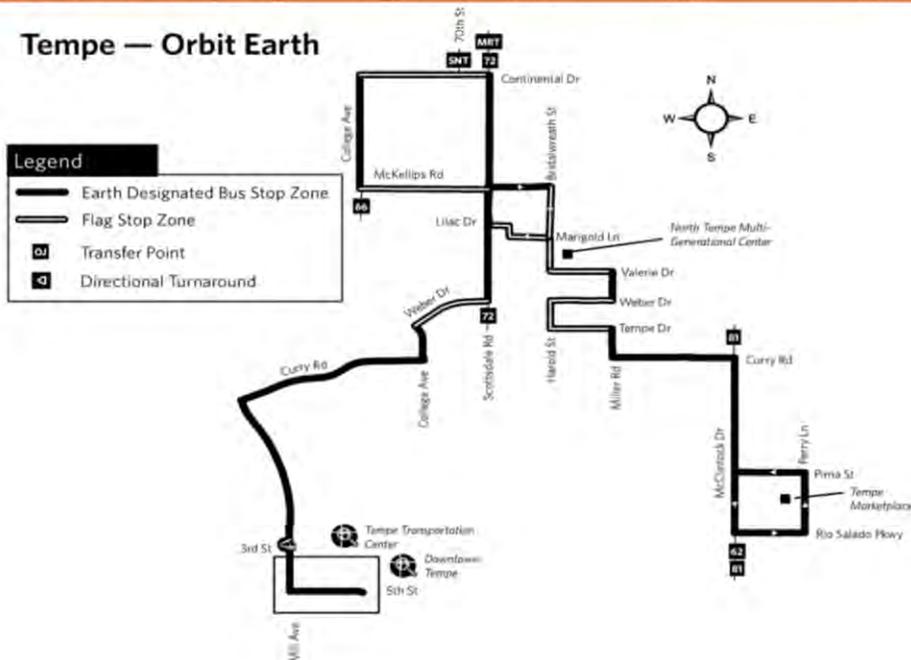




# Earth

General		Miles In SEV By Jurisdiction	
Service Type:	Circulator	Chandler:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00
Route Length (in miles):	9.60	Gilbert:	0.00
One Ride Fare:	\$0.00	Tempe:	9.19
Operated By:	Valley Metro	Guadalupe:	0.00
Annual Revenue Hours:	25,237	On Time Performance	
Annual Revenue Miles:	342,184	FY 13 OTP:	Unavailable
Farebox Recovery Rate:	0.00%	Frequency of Service (In Minutes)	
<b>Frequency of Service (In Minutes)</b>		<b>Span of Service</b>	
Weekday Peak:	15	Saturday:	15
Weekday Off-Peak:	15	Sunday/Holiday:	30
Weekday Night:	30	Weekday:	5:45 AM - 11:30 PM
<b>FY13 Financial</b>		Saturday:	
		Sunday/Holiday:	
		<b>Transit System Performance Standards</b>	
Operating Costs:	\$ 2,360,376.15	Meet Min Headway:	YES
Net per Mile:	\$ 6.90	Meet Min Peak Headway:	N/A
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES
per Revenue Hour:	\$ 93.53	Meets Min Saturday Span of Service:	N/A
Subsidy per Boarding:	\$ 4.48	Meets Min Sunday Span of Service:	N/A
Funding Source One:	Tempe	Meets Min Operating Days:	YES
Funding Source Two:	N/A		
Funding Source Three:	N/A		
Funding Source Four:	N/A		
Ridership			
	Total:	Weekday:	Saturday:
		Sunday/Holiday:	Weekday in SEV:
Total Ridership:	526,536	405,594	74,399
Average Daily Boardings:	1,443	1,629	1,431
Boardings Per Revenue Mile:	1.54	1.51	1.51
Boardings Per Revenue Hour:	20.86	20.49	20.50
Total Bikes:	17,263	13,761	2,152
Total Wheelchairs:	875	629	148
FY12-13 Percent Ridership Change:	-7.13%	-9.01%	-2.62%
			3.88%
			Unavailable

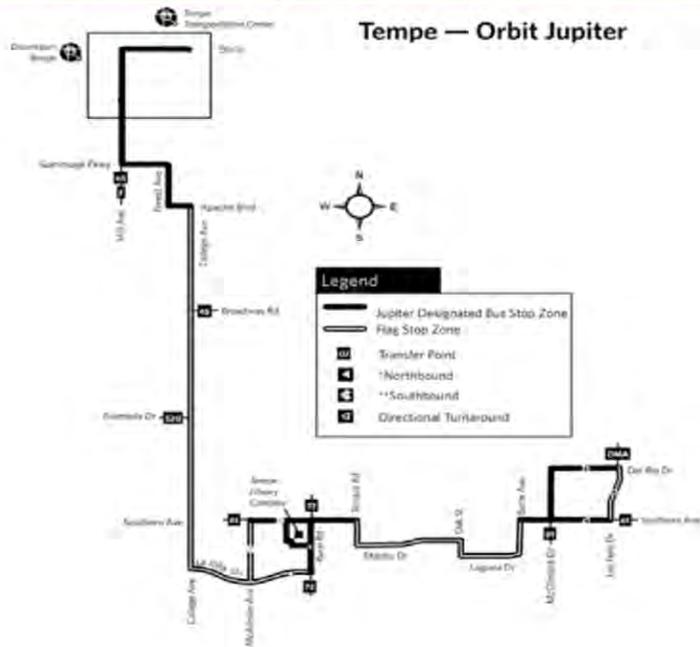
## Tempe — Orbit Earth





# Jupiter

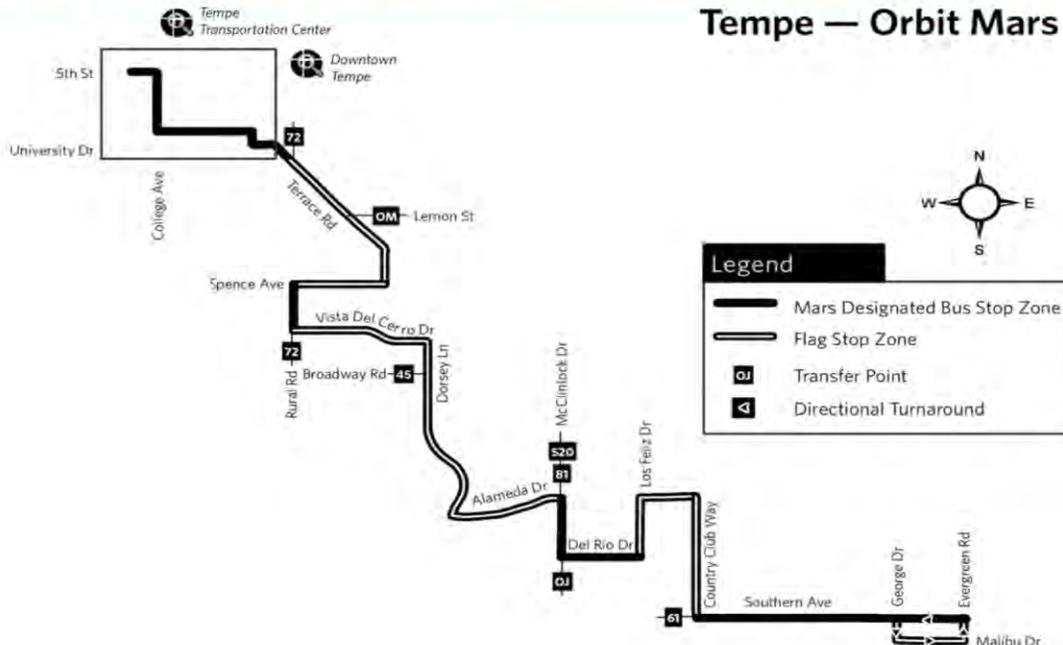
General		Miles In SEV By Jurisdiction			
Service Type:	Circulator	Chandler:	0.00	Mesa:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00	Phoenix:	0.00
Route Length (in miles):	7.11	Gilbert:	0.00	Tempe:	7.11
One Ride Fare:	\$0.00	Guadalupe:	0.00		
Operated By:	Valley Metro	On Time Performance			
Annual Revenue Hours:	26,853	FY 13 OTP:	Unavailable		
Annual Revenue Miles:	236,286				
Farebox Recovery Rate:	0.00%				
Frequency of Service (in Minutes)		Span of Service			
Weekday Peak:	15	Saturday:	15	Weekday:	6:00 AM - 10:30 PM
Weekday Off-Peak:	15	Sunday/Holiday:	30	Saturday:	Yes
Weekday Night:	N/A			Sunday/Holiday:	Yes
FY13 Financial		Transit System Performance Standards			
Operating Costs:	\$ 1,629,889.85	Meet Min Headway:	YES		
Net per Mile:	\$ 6.90	Meet Min Peak Headway:	N/A		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 60.70	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 3.22	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Tempe	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
Ridership					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	505,891	408,622	60,351	36,918	408,622
Average Daily Boardings:	1,386	1,641	1,161	577	1,622
Boardings Per Revenue Mile:	2.14	2.21	3.52	1.08	Unavailable
Boardings Per Revenue Hour:	18.84	19.42	31.18	9.52	Unavailable
Total Bikes:	10,495	8,502	1,205	788	Unavailable
Total Wheelchairs:	955	763	107	85	Unavailable
FY12-13 Percent Ridership Change:	-5.68%	-5.52%	-4.87%	-8.61%	Unavailable





# Mars

General		Miles in SEV By Jurisdiction			
Service Type:	Circulator	Chandler:	0.00		
Service Provided By:	Valley Metro	Mesa:	0.00		
Route Length (in miles):	6.83	Gila River IR:	0.00		
One Ride Fare:	\$0.00	Gilbert:	0.00		
Operated By:	Valley Metro	Tempe:	6.83		
Annual Revenue Hours:	22,647	Guadalupe:	0.00		
Annual Revenue Miles:	264,977	<b>On Time Performance</b>			
Farebox Recovery Rate:	0.00%	FY 13 OTP:	Unavailable		
<b>Frequency of Service (In Minutes)</b>		<b>Span of Service</b>			
Weekday Peak:	15	Saturday:	15		
Weekday Off-Peak:	15	Sunday/Holiday:	30		
Weekday Night:	N/A	Weekday:	6:00 AM - 10:30 PM		
<b>FY13 Financial</b>		<b>Transit System Performance Standards</b>			
Operating Costs:	\$ 1,827,802.31	Meet Min Headway:	YES		
Net per Mile:	\$ 6.90	Meet Min Peak Headway:	N/A		
per Revenue Mile:	\$ 6.90	Meets Min Weekday Span of Service:	YES		
per Revenue Hour:	\$ 80.71	Meets Min Saturday Span of Service:	N/A		
Subsidy per Boarding:	\$ 3.59	Meets Min Sunday Span of Service:	N/A		
Funding Source One:	Tempe	Meets Min Operating Days:	YES		
Funding Source Two:	N/A				
Funding Source Three:	N/A				
Funding Source Four:	N/A				
<b>Ridership</b>					
	Total:	Weekday:	Saturday:	Sunday/Holiday:	Weekday in SEV:
Total Ridership:	509,451	425,811	49,458	34,182	425,811
Average Daily Boardings:	1,396	1,710	951	534	1,690
Boardings Per Revenue Mile:	1.92	2.05	1.30	1.79	Unavailable
Boardings Per Revenue Hour:	22.50	23.97	15.22	20.96	Unavailable
Total Bikes:	11,823	9,726	1,235	862	Unavailable
Total Wheelchairs:	726	562	60	104	Unavailable
FY12-13 Percent Ridership Change:	-17.90%	-18.12%	-19.34%	-12.71%	Unavailable





# Mercury

General		Miles in SEV By Jurisdiction	
Service Type:	Circulator	Chandler:	0.00
Service Provided By:	Valley Metro	Gila River IR:	0.00
Route Length (in miles):	5.76	Gilbert:	0.00
One Ride Fare:	\$0.00	Guadalupe:	0.00
Operated By:	Valley Metro	<b>On Time Performance</b>	
Annual Revenue Hours:	26,188	FY 13 OTP:	Unavailable
Annual Revenue Miles:	245,840	<b>Span of Service</b>	
Farebox Recovery Rate:	0.00%	Weekday:	6:00 AM - 10:30 PM
<b>Frequency of Service (In Minutes)</b>		Saturday:	Yes
Weekday Peak:	10	Sunday/Holiday:	Yes
Weekday Off-Peak:	15	<b>Transit System Performance Standards</b>	
Weekday Night:	N/A	Meet Min Headway:	YES
<b>FY13 Financial</b>		Meet Min Peak Headway:	N/A
Operating Costs:	\$ 1,695,797.49	Meets Min Weekday Span of Service:	YES
Net per Mile:	\$ 6.90	Meets Min Saturday Span of Service:	N/A
per Revenue Mile:	\$ 6.90	Meets Min Sunday Span of Service:	N/A
per Revenue Hour:	\$ 64.75	Meets Min Operating Days:	YES
Subsidy per Boarding:	\$ 2.49	<b>Ridership</b>	
Funding Source One:	Tempe	Total:	Weekday:
Funding Source Two:	N/A	Saturday:	Sunday/Holiday:
Funding Source Three:	N/A	Weekday in SEV:	
Funding Source Four:	N/A	Total Ridership:	681,761
		Average Daily Boardings:	1,867
		Boardings Per Revenue Mile:	2.77
		Boardings Per Revenue Hour:	26.03
		Total Bikes:	11,643
		Total Wheelchairs:	979
		FY12-13 Percent Ridership Change:	-13.56%

## Tempe — Orbit Mercury



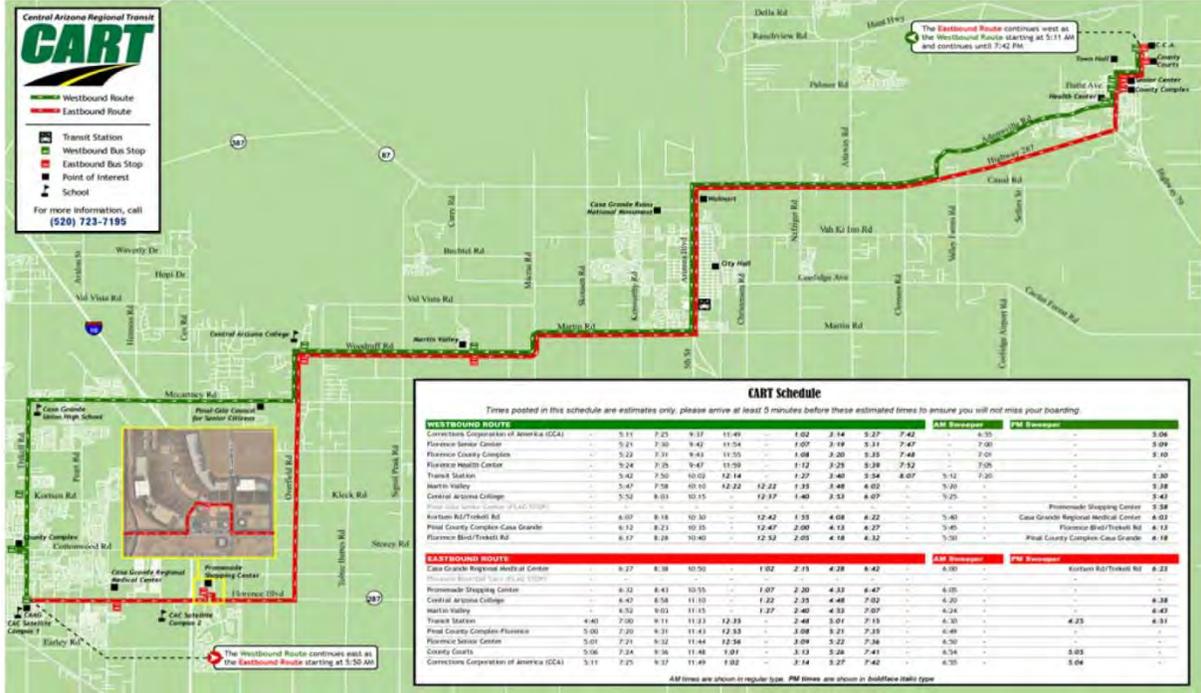




# Central Arizona Regional Transit (CART)

<b>General</b>		<b>Miles In SEV By Jurisdiction</b>	
Service Type:	Regional	Florence	9.61
Service Provided By:	City of Coolidge		
Route Length (in miles):	62.65		
One Ride Fare:	\$2.00		
<b>Frequency of Service (in Minutes)</b>		<b>Span of Service</b>	
Weekday:	140	Weekday:	4:40 AM - 8:00 PM
Saturday:	N/A	Saturday:	N/A
Sunday/Holiday:	N/A	Sunday/Holiday:	N/A
<b>FY13 Financial</b>			
Funding Source One:	City of Coolidge		
Funding Source Two:	Pinal County		
Funding Source Three:	Town of Florence		
Funding Source Four:	Central Arizona College		

<b>Ridership</b>				
	Total:	Weekday:	Saturday:	Sunday/Holiday:
Total Ridership:	26,927	26,927	N/A	N/A
Average Daily Boardings:	27,379	27,379	N/A	N/A
Calendar Year 12-13 Percent Ridership Change:	-1.65%	-1.65%	N/A	N/A





## 5.0 EXISTING FUNDING SOURCES

The existing transit network in the SEV is funded through various ways including federal, state, and local sources. The following funding sources are currently utilized in some way to operate transit in the SEV:

- Public Transportation Funds – Proposition 400
- Federal Funding Programs
- Local Sales Tax
- Local General Funds
- Farebox Recovery

Task 8, Financial Analysis, will summarize and detail all existing and projected funding sources for recommended transit improvements identified for the SEV study area.

### 5.1 PUBLIC TRANSPORTATION FUNDS – PROPOSITION 400

Revenue from a one-half-cent Maricopa County Transportation Excise Tax is distributed to the Transit Life Cycle Program (TLCP) which funds bus and high capacity transit programs in the MAG region. The sales tax was extended and approved by voters in November 2004 through Proposition 400 (Prop 400). These funds are maintained by the Regional Public Transportation Authority (RPTA) as the Public Transportation Fund. Prop 400 funds are allocated through the TLCP based on jurisdictional equity for use on transit projects as identified in the Regional Transportation Plan. This sales tax will continue through 2025 unless extended.

### 5.2 FEDERAL FUNDING PROGRAMS

Formula programs are the largest Federal Transit Administration (FTA) programs that support bus and bus facilities. These funds are allocated annually to areas around the country based on population as defined by the U.S. Census Bureau. The City of Phoenix is the designated recipient for the Phoenix-Mesa urbanized area (UZA) and MAG programs the funds for projects through the TIP. The Phoenix-Mesa UZA as shown in Figure 12 includes Phoenix, Mesa, Tempe, Chandler, Guadalupe, Gilbert, Apache Junction, and Queen Creek. The following federal formula programs provide funding for transit in the SEV.

#### 5.2.1 Section 5307 Formula

The Section 5307 Formula Funding Program is provided for the funding of bus transit capital and operating assistance to urbanized areas. Total national funding for Section 5307 is \$4.3 billion in FY 2014, of which \$45.9 million was apportioned to the Phoenix-Mesa UZA. This program now includes eligible uses previously funded through the Section 5316 Job Access Reverse Commute program.



### **5.2.2 Section 5310 Formula**

The Section 5310 New Freedom Formula provides federal funding to increase the mobility of seniors and individuals with disabilities. Funds are allocated to both states and large urbanized areas such as the Phoenix-Mesa UZA. Fifty-five percent of program funds must be used on capital projects planned and designed to meet the special needs of seniors and those with disabilities when public transportation is insufficient or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the Americans with Disabilities Act.

### **5.2.3 Section 5311 Formula**

The Section 5311 program provides funding for non-urbanized areas to states for the purpose of supporting public transportation in rural areas, with populations of less than 50,000.

### **5.2.4 Section 5339 Formula**

The Section 5339 bus and bus facilities program provides funding to replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities. Authorized funding is \$428 million in FY 2014.

### **5.2.5 Congestion Mitigation/Air Quality**

The Congestion Mitigation/Air Quality (CMAQ) program provides funds for local governmental agency transportation projects to meet air quality standards set forth by the Clean Air Act. The funding from this program can be used for service or system expansion, new transit service, operating assistance, new vehicles, and fare subsidies. CMAQ funds can be transferred to FTA and programmed by MAG for LRT capital projects as well.

## **5.3 LOCAL SALES TAX**

Local sales taxes can also help to fund transit services or projects. Within the SEV study area, Phoenix and Tempe both have passed local sales taxes that fund transit service in their respective communities. In 2000, Phoenix passed a 0.4 percent sales tax for transit services that extends until 2020 unless extended. In 1996, Tempe passed a perpetual 0.5 percent sales tax that funds transit services and projects throughout the city.

## **5.4 LOCAL GENERAL FUNDS**

Individual jurisdictions administer their local general funds for community needs. In many cases, general fund money is allocated to supporting transit services and projects identified in the yearly budget. The jurisdictions in the SEV without a dedicated transit sales tax rely on money from their general fund as local contribution for funding transit services in their communities.

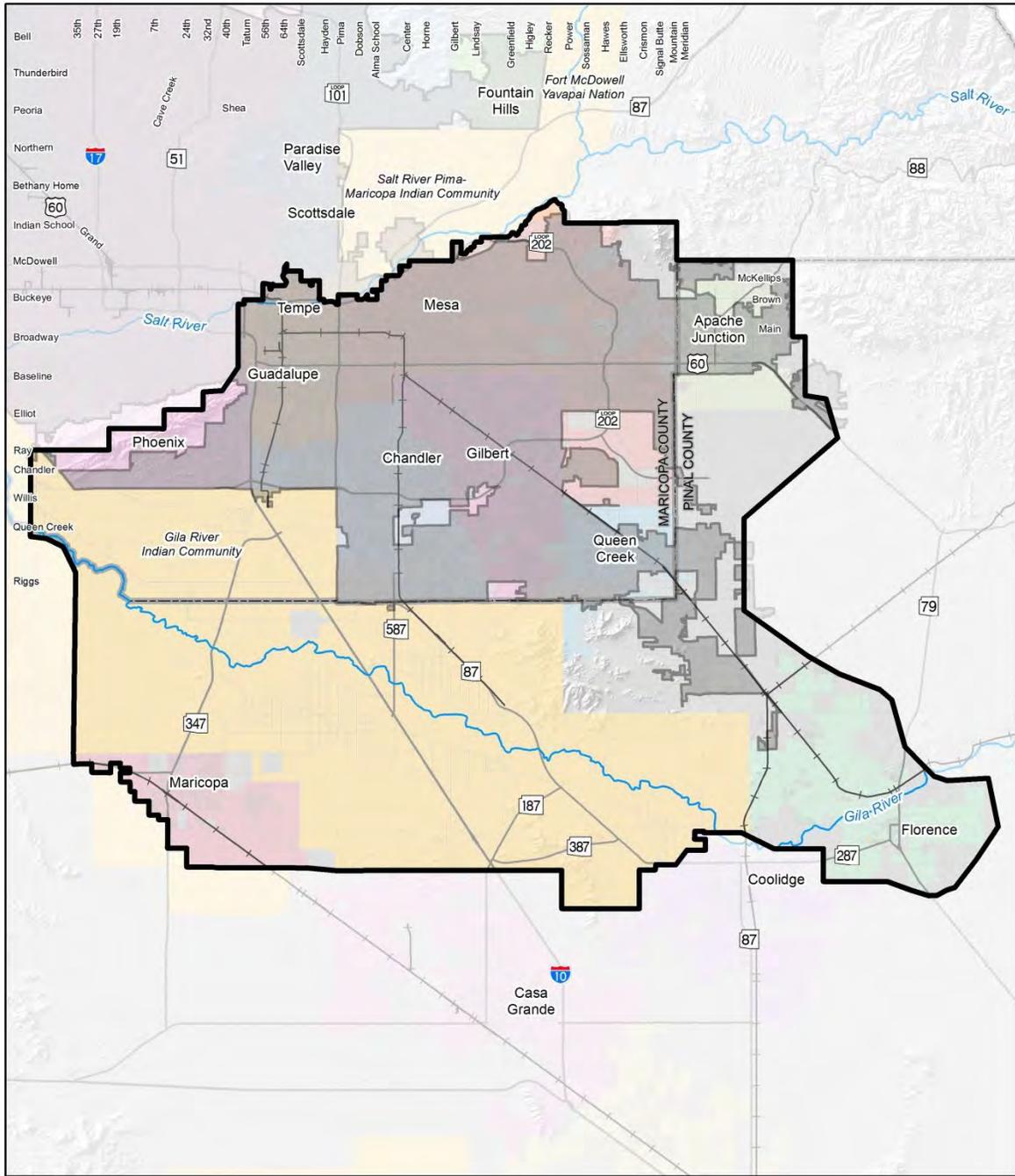


## 5.5 FAREBOX RECOVERY

Fare revenue makes up a percentage of the operating budget for transit services in the SEV. The regional fare policy for Valley Metro is guided by a target of 25 percent regional recovery of operating expenses for bus and rail modes.



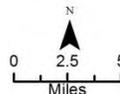
Figure 12: Phoenix-Mesa Urbanized Area; within SEV Study Area



- Legend**
- Study Area
  - Phoenix-Mesa Urbanized Area (UZA)
  - Highway
  - Local Road
  - Railroad
  - River/Stream
  - County Boundary

**Phoenix-Mesa  
Urbanized Area;  
within SEV Study Area**  
*Southeast Valley  
Transit System Study*

Source:  
Urbanized Area: US Census Bureau 2010  
Base Map: ALRIS 1997 - 2014,  
ADOT 2014,  
Valley Metro 2014





## 6.0 NEXT STEPS

The purpose of this Working Paper #2 is to characterize the existing conditions of the SEV study area and the transit network currently in operation. Overall, the Valley Metro network serving the SEV has grown and includes some “Key Local Routes” as identified by the recently published Valley Metro Transit Standards and Performance Measures. While ridership has remained consistent on SEV routes, there may be efficiencies within the system that could improve the overall network.

The next phase of the study will focus on identifying the current and future transit needs in the SEV primarily through three tasks. First, the transit service optimization task will review current route performance and identify recommendations for maximizing operating efficiencies within the SEV. Second, the analysis of travel markets and projected socioeconomic conditions will outline the travel patterns and demands that will be a basis for determining the market for short-, mid-, and long-range transit options consistent with the emerging service standards. Finally, the public involvement program is intended to solicit additional input from stakeholders on the current and anticipated transit needs. After a set of transit needs is identified, recommendations for short, mid-, and long-term transit options will be developed and a financial analysis conducted to determine potential costs and funding strategies.



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