

Transit Service Inventory

FY2013-2018

February 2013

2013-2018 Transit Service Inventory – February, 2013

Prepared by the Maricopa Association of Governments with information from:

City of Avondale

Town of Buckeye

City of Chandler

City of El Mirage

Town of Fountain Hills

Town of Gilbert

City of Glendale

City of Goodyear

Town of Guadalupe

Maricopa County

City of Mesa

Town of Paradise Valley

City of Peoria

City of Phoenix

City of Scottsdale

City of Surprise

City of Tempe

City of Tolleson

Town of Youngtown

Valley Metro

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Note: The Maricopa Association of Governments (MAG) and its member agencies have made every reasonable effort to provide the most accurate data available. MAG makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

2013-2018 Transit Service Inventory

Overview

The Transit Service Inventory (TSI) report provides a general overview of the region’s transit investments, capital and operations, for local, regional, and federal funded projects between fiscal years (FY) 2013-2018. The TSI was developed to aid the MAG committee process, project evaluation, selection, and programming of federal transit funds in the near term.

The report’s estimated costs and schedules related to the identified needs for operations, fleet, and capital projects help with interagency cooperation, grant applications, and regional evaluation of projects for programming the five year Transportation Improvement Program (TIP). The projects included in this report may or may not receive federal funding. MAG is currently developing transit programming guidelines and an evaluation methodology for project selection. The TSI will also support the Regional Transportation Plan (RTP) update process.

The TSI is updated in coordination with the MAG TIP and RTP processes, normally on a biennial basis starting in the fall.

Transit Service Area Profile

The region has six service operators (five cities/towns and one regional agency) providing different forms of transit: demand response, rural service, limited routes, circulators/shuttles, local routes, LINK, vanpool, light rail and RAPID/Express routes. The different types of transit services in the region are defined in *Appendix A*.

Transit services are generally supported by various types of infrastructure such as bus stops, transit centers, park-and-rides, light rail stations, control centers and maintenance yards. Funding for these services, include local, regional, state, and federal sources. Table 1 shows the service operators and Table 2 lists the various contractors utilized to provide transit service.

According to the FY2011 Transit Performance Report (TPR), system-wide boardings for fixed route, dial-a-ride and light rail were 68,408,363 passengers. The City of Phoenix, the City of Tempe, and Valley Metro are the largest transit providers, carrying about 98% of total passengers. The City of Phoenix carried 55%, the City of Tempe 12% and Valley Metro 31%.

Table 1 - Service Operated by Agency

Service Operator	Dial-a-Ride *	Rural/Flexible	Limited	Circulator/Shuttle	Local	LINK	Vanpool	Light Rail	RAPID/Express
Glendale	X			X					
Peoria	X								
Phoenix	X		X	X	X				X
Scottsdale				X					
Tempe				X	X				X
Valley Metro	X	X		X	X	X	X	X	X

*Include Americans with Disabilities Act and Dial-A-Ride.

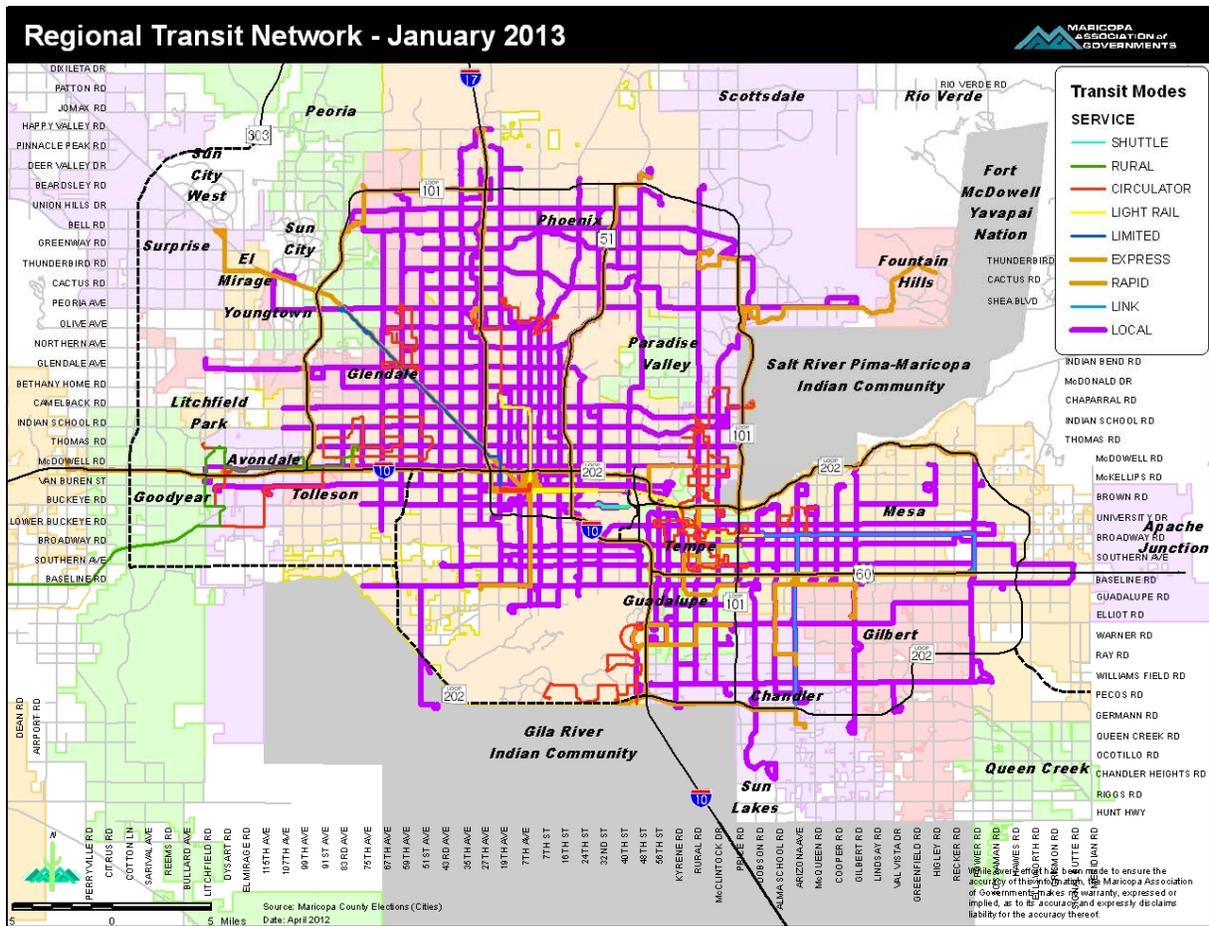
Table 2 - Contractor by Service Operator

Service Operator	MV Transp.	Veolia	First Transit	Local Agency	Dunn Transp.	Valu Trans	AJO Transp.	Total Transit	VPSI*	Alternate Concepts
Glendale				X						
Peoria				X						
Phoenix	X	X	X							
Scottsdale					X					
Tempe**		X***								
Valley Metro – Bus		X***				X	X		X	
Valley Metro – Dial-a-Ride								X		
Valley Metro - Rail										X

*Vanpool service operator. **Currently in the process of unification with Valley Metro
 *** As of July 1, 2013 the operator will be First Transit for both Tempe and Valley Metro - Bus

As of January 2013 the regional transit network includes 58 local routes, one light rail route, two LINK routes, 20 Express/RAPID commuter routes, one limited route, one rural connector and 20 neighborhood circulators (Figure 1). For service schedules please refer to the Valley Metro transit book. This transit network is also supported by paratransit.

Figure 1 - Regional Transit Network, January 2013



Funding Transit Service & Capital Improvements

Transit in the MAG region is funded through local, regional, state, and federal funds. Local transit revenue sources vary by city and include dedicated sales taxes, general funds, advertisement revenue from bus and bus stops, interest earnings, farebox revenues, and revenue sold for providing transit service to other jurisdictions. *Appendix B* provides more information on area tax initiatives that have passed, which provide funding for transportation projects and transit operations. *Appendix C* details the Regional Fare Structure.

Regional revenue comes from the Maricopa County Transportation Excise Tax (Half-Cent Sales Tax)/Public Transportation Fund (PTF). Regional revenues support transit operations and projects defined in the region's Transit Life Cycle Program (TLCP) FY 2006-2026. State revenue comes from the Local Transportation Assistance Fund (LTAF) II. Lastly, federal funds come from either the Federal Transit Administration (FTA) or Federal Highway Administration (FHWA). The funds are programmed through the MAG Committee Process, beginning at the Transit Committee, and follow regional transit programming guidelines. The different types of federal funding include: 5307, 5309 – New Starts, 5310, 5337 – Fixed Guideway Modernization, 5337-High Frequency Bus, 5339 – Bus and Bus Facilities, Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP) funds, and federal alternative fuel tax credit. For more information on funding please see:

- MAG Transportation Programming Guidebook – <http://www.azmag.gov/Projects/Project.asp?CMSID=1140&MID=Transportation>
- State Transit Funding - http://www.azdot.gov/mpd/Transit_Programs_Grants/STF.asp
- Half - Cent Sales Tax/PTF: http://www.azdot.gov/Inside_ADOT/FMS/Rarfund.asp
- Short Range Transit Plan: http://www.valleymetro.org/publications_reports

FY 2013-2018 Transit Service and Capital Improvements

There are several planned regional improvements in FY2013-FY2018. These projects include transit service expansion and rollout of new service; construction of new and the refurbishing of existing capital facilities; lastly, fleet maintenance and replacement and the purchase of additional fleet for service expansion. The major improvements are:

- Transit Centers and Park-and-Rides
 - Cities of Avondale, Glendale, Mesa, Peoria, Phoenix, and Scottsdale
- High Capacity Transit (light rail and streetcar)
 - Cities of Mesa, Phoenix, and Tempe
- LINK bus service
 - City of Scottsdale
- Upgrades to operating facilities
 - Cities of Phoenix, Tempe, and Valley Metro
- Vehicle hardware upgrades and support software/database
 - Region-wide
- Bus stop improvements

It is estimated that the region will spend a total of \$3.1 billion between FY2013-2018 for transit operations and capital projects, as noted in Table 3. Transit operations comprise about 62%

(\$1.9 billion) of the expenditures, while capital investments make up about 38% (\$1.1 billion). Tables 4 and 5 outline the operations and capital improvements during this time period.

Table 3 – Total Transit Investments (Millions) FY2013-2018

Funding Source	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total	% of Total
Local	\$271	\$268	\$246	\$266	\$314	\$279	\$1,643	53%
Regional	\$108	\$169	\$175	\$104	\$151	\$79	\$787	25%
Federal	\$224	\$119	\$124	\$93	\$68	\$49	\$678	22%
Total	\$603	\$555	\$544	\$463	\$534	\$408	\$3,107	53%

Table 4 - Total Transit Operations (Millions) FY2013-2018

Funding Source	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total	% of Total
Local	\$208	\$230	\$239	\$255	\$269	\$279	\$1,480	77%
Regional	\$52	\$55	\$62	\$64	\$65	\$67	\$365	19%
Federal	\$27	\$13	\$13	\$8	\$7	\$8	\$75	4%
Total	\$286	\$298	\$313	\$327	\$341	\$354	\$1,919	100%

Table 5 - Total Transit Capital (Millions) FY2013-2018

Funding Source	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total	% of Total
Local	\$63	\$37	\$7	\$12	\$45	-	\$163	14%
Regional	\$56	\$114	\$113	\$40	\$86	\$12	\$422	36%
Federal	\$197	\$106	\$112	\$85	\$61	\$41	\$603	51%
Total	\$316	\$258	\$232	\$137	\$192	\$53	\$1,188	14%

Please refer to the following section for jurisdiction/agency transit route, project, and cost associated with these improvements from FY2013 to FY2018.

FY 2013-2018 Transit Service and Capital Improvements by Jurisdiction/Agency

City of Avondale

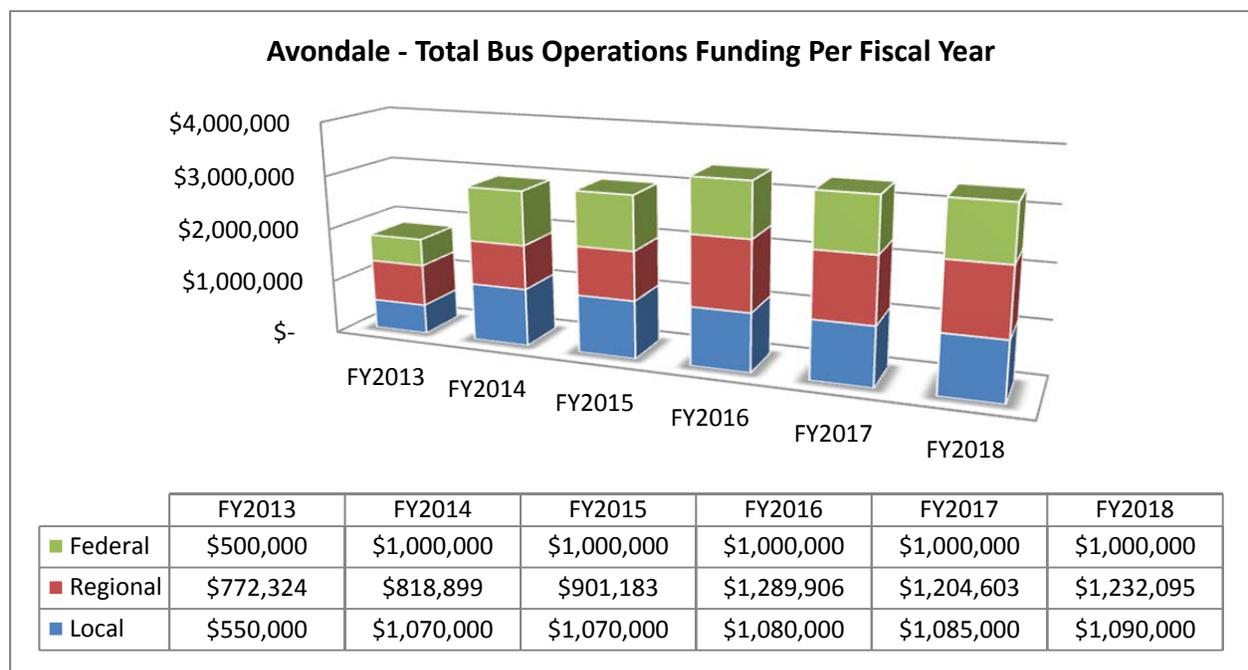
The City of Avondale is serviced by two local routes, one circulator route and one rural route. The local and rural routes abide by the regional fare structure; the neighborhood circulator service is \$0.50 per ride. The city also provides ADA dial-a-ride service. The following summarizes the transit routes serving the city:

Existing Service

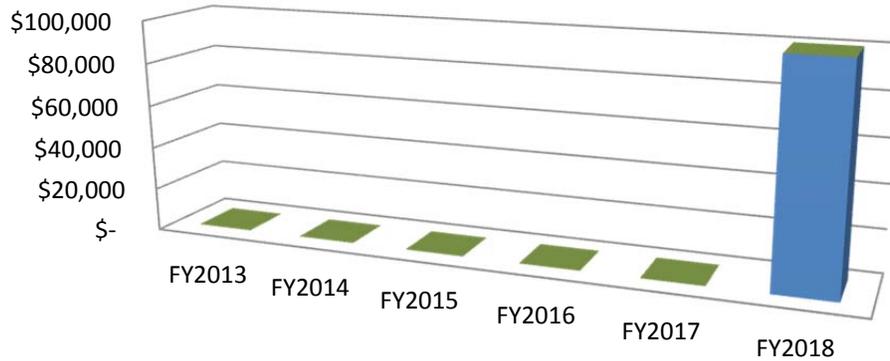
- **Local routes:**
 - 3 – Van Buren
 - 17A – McDowell
- **Neighborhood circulator route:**
 - Avondale ZOOM
- **Rural route:**
 - 685 - Phoenix/Gila Bend Regional Connector
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

Future Improvements

The City of Avondale is planning on maintaining the current level of service and several improvements by FY2018: increasing service on Route 3 around FY2016, increasing ZOOM service around FY2014 and completing the Avondale Civic Center Transit Center around FY2018. The following summarize bus and facility operations funding for the next five years.



Avondale - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$-	\$-	\$-	\$-	\$-	\$100,000

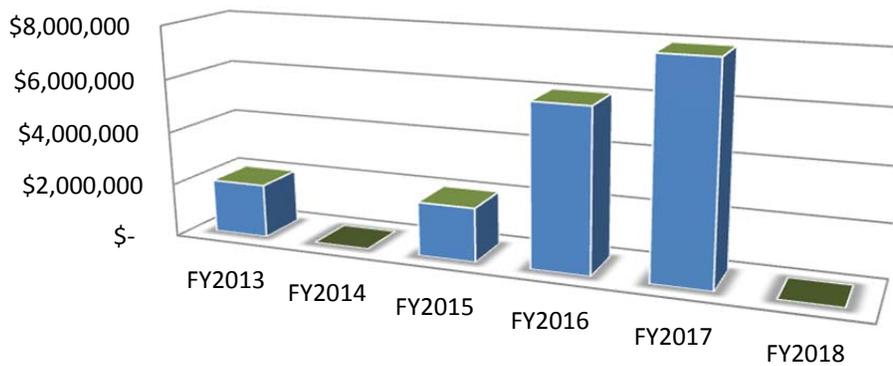
Fleet Related Improvements

This is not applicable to the City of Avondale.

Facility Related Improvements

In regards to capital projects, the City of Avondale is planning on the Civic Center Transit Center. Improvements envisioned between now and FY2018 are land acquisition, design and construction.

Avondale - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$2,000,000	\$-	\$2,000,000	\$6,000,000	\$7,900,000	\$-

Town of Buckeye

The Town of Buckeye is serviced by one express route and one rural route. The express route abides by the regional fare structure. The following summarizes the town's transit services:

- **Express route:**
 - 563 – Buckeye Express
- **Rural route:**
 - 685 - Phoenix/Gila Bend Regional Connector

PARK-AND-RIDE NAME & LOCATION

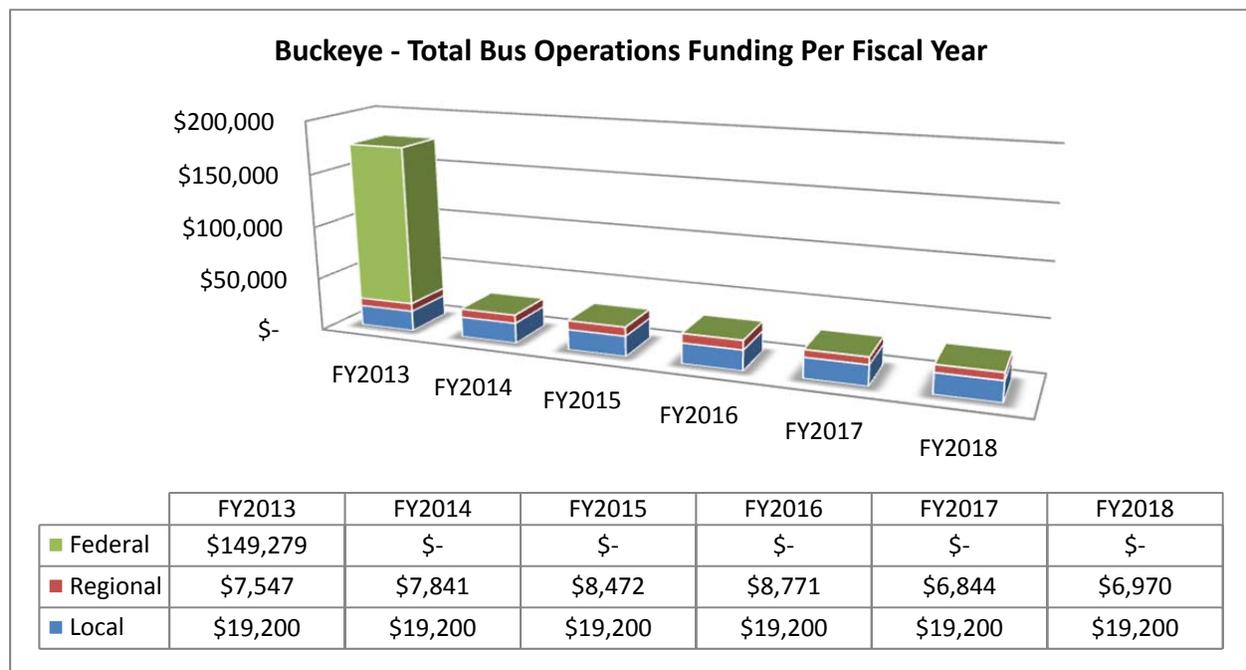
Buckeye Park-and-Ride - Jackrabbit Trail and Palm Lane,
SW corner

BUS ROUTES SERVED

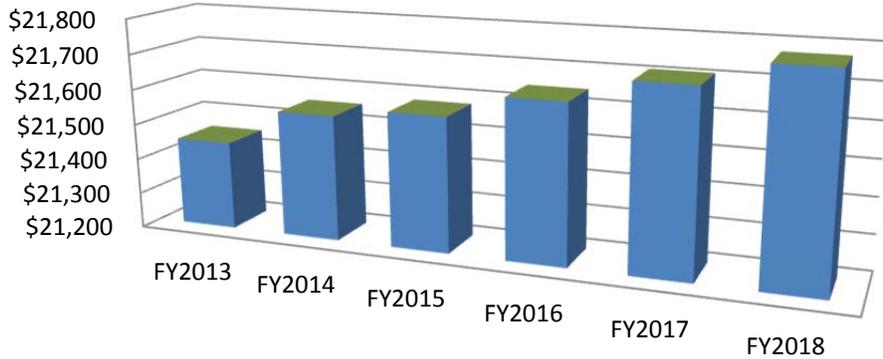
563

Future Improvements

The Town of Buckeye is planning to maintain their current level of services. There are no planned improvements between now and FY2018. A federal grant was awarded in FY2013 to operate Dial-A-Ride service to a community center as well as another grant for construction of the park-and-ride. The following is a general summary of bus and facility related operations funding for the next five years.



Buckeye - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$21,449	\$21,553	\$21,578	\$21,643	\$21,708	\$21,773

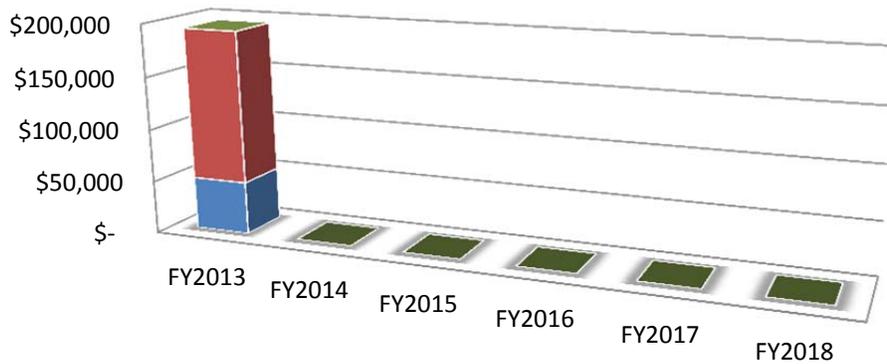
Fleet Related Improvements

This is not applicable to the Town of Buckeye.

Facility Related Improvements

In regards to facility improvements, the Town of Buckeye completed the park-and-ride in FY2013. There are no planned improvements between now and FY2018.

Buckeye - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$143,717	\$-	\$-	\$-	\$-	\$-
Local	\$50,000	\$-	\$-	\$-	\$-	\$-

City of Chandler

The City of Chandler is serviced by nine local routes, two express routes and one LINK route. The aforementioned routes abide by the regional fare structure. The city also provides paratransit service through the East Valley Dial-a-Ride and RideChoice programs. The following summarizes the transit routes serving the city:

- **Local routes:**
 - 66 – Mill/Kyrene
 - 72 – Scottsdale
 - 81 – Hayden/McClintock
 - 96 – Dobson
 - 104 – Alma School
 - 108 – Elliot
 - 112 – Country Club/Arizona
 - 136 – Gilbert
 - 156 – Chandler Blvd./Williams Field Rd.
- **Express route:**
 - 541 – Chandler Express
 - 542 – Chandler/Downtown Express
- **LINK route:**
 - Arizona Avenue/Country Club Drive Link
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

Carl's Jr. - Warner Rd. and Alma School Rd., SW corner

BUS ROUTES SERVED

104, 541

Chandler Park-and-Ride - Germann Rd. and Hamilton St., SW corner

AZ Ave. LINK, 541, 542

Food City Plaza - Arizona Ave. and Ray Rd., NE corner

AZ Ave. LINK, 112, 541

Parking lot - Chicago St. and Arizona Ave., NW corner

104, 112

TRANSIT CENTER NAME & LOCATION

Chandler Fashion Center - 3111 W. Chandler Blvd.

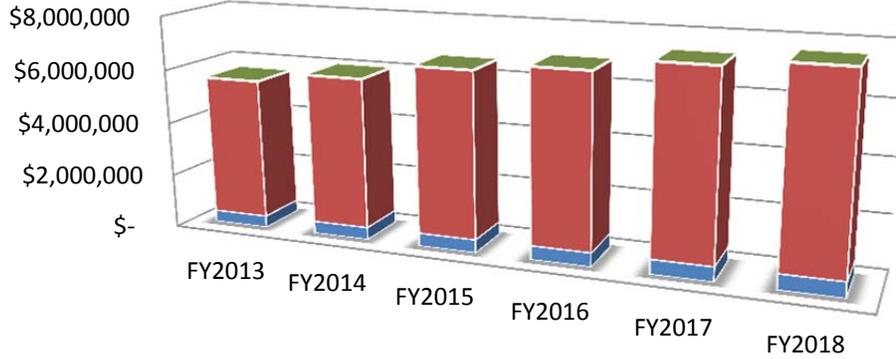
BUS ROUTES SERVED

72, 81, 156

Future Improvements

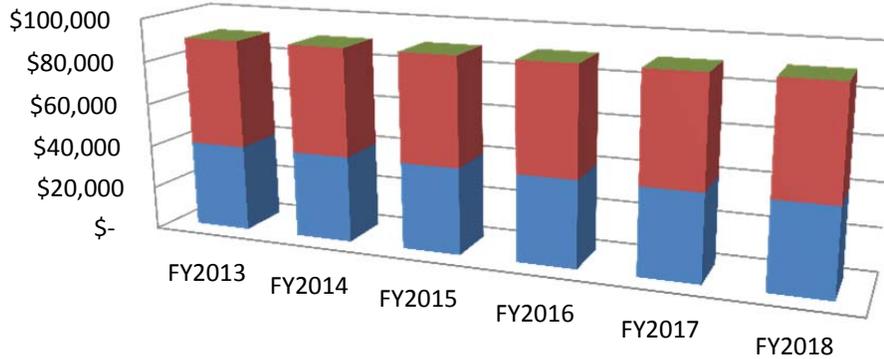
The City of Chandler is planning to increase transit service on the following routes beginning on the second half of FY2013: 96, 108, 112 and 542.

Chandler - Total Bus Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$43,000	\$43,000	\$43,000	\$43,000	\$43,000	\$43,000
Regional	\$5,157,212	\$5,514,017	\$6,090,197	\$6,333,590	\$6,752,451	\$6,966,139
Local	\$437,000	\$462,100	\$486,905	\$517,450	\$543,773	\$573,911

Chandler - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Local	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000

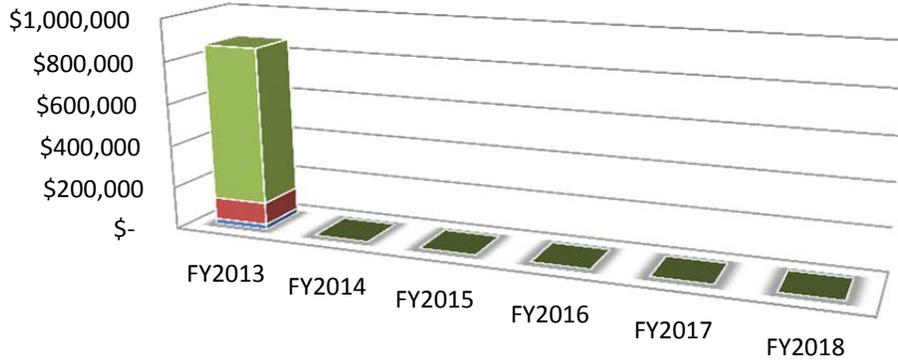
Fleet Related Improvements

This is not applicable to the City of Chandler.

Facility Related Improvements

In FY2013 the City of Chandler completed an upgrade of the Chandler Fashion Center Transit Plaza by installing a fare vending machine, widened Hamilton St. near the Chandler Park and Ride, and constructed new bus bays and bus shelter pads on Southbound Arizona Ave. There are no major planned improvements between now and FY2018.

Chandler - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$736,800	\$-	\$-	\$-	\$-	\$-
■ Regional	\$104,200	\$-	\$-	\$-	\$-	\$-
■ Local	\$25,000	\$-	\$-	\$-	\$-	\$-

City of El Mirage

The City of El Mirage is serviced by one express route. The aforementioned route abides by the regional fare structure. The city also provides ADA dial-a-ride service. The following summarizes the transit route serving the city:

- **Express route:**
 - 571 – Surprise Express
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

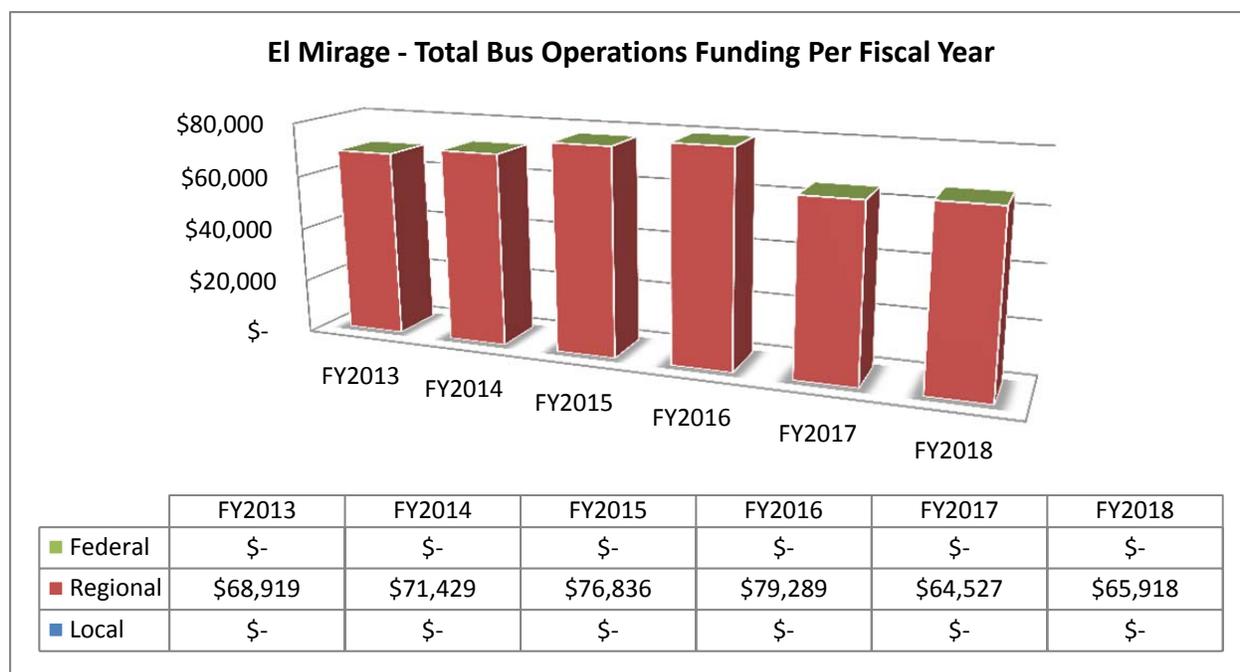
Walmart - 129th Ave. and Thunderbird Rd., NE corner

BUS ROUTES SERVED

571

Future Improvements

The City of El Mirage is planning to maintain their current level of services. There are no planned improvements envisioned between now and FY2018.



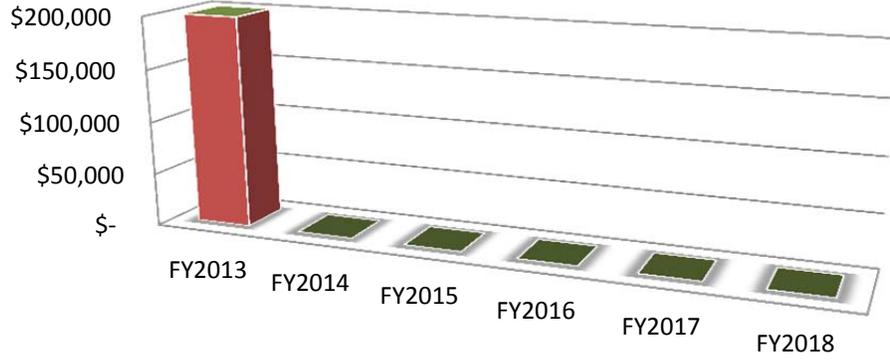
Fleet Related Improvements

This is not applicable to the City of El Mirage.

Facility Related Improvements

In FY2013 the City of El Mirage completed a bus stop construction project. There are no major planned improvements between now and FY2018.

El Mirage - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$-	\$-	\$-	\$-	\$-	\$-
■ Regional	\$200,000	\$-	\$-	\$-	\$-	\$-
■ Local	\$-	\$-	\$-	\$-	\$-	\$-

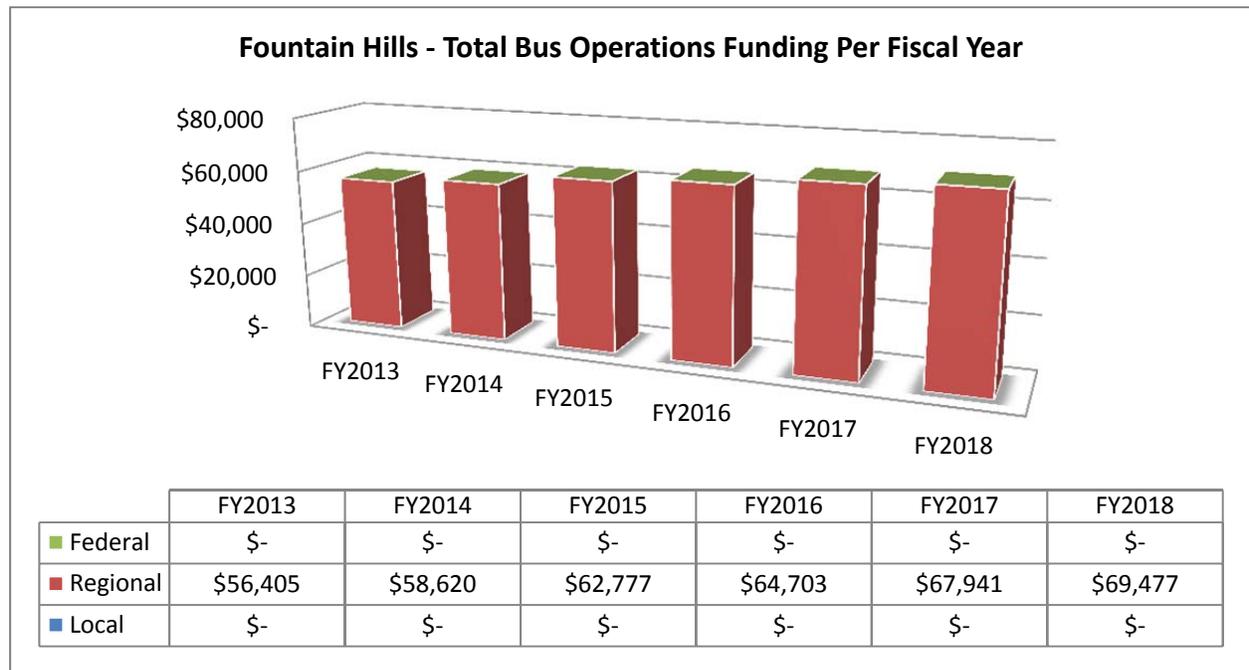
Town of Fountain Hills

The Town of Fountain Hills is serviced by one express route. The aforementioned route abides by the regional fare structure. The city also provides ADA dial-a-ride service. The following summarizes the transit route serving the city:

- **Express route:**
 - 514 – Scottsdale Express

Future Improvements

The Town of Fountain Hills is planning to maintain their current level of services. There are no planned improvements envisioned between now and FY2018.



Fleet Related Improvements

This is not applicable to the Town of Fountain Hills.

Facility Related Improvements

There are no major planned capital improvements between now and FY2018.

Town of Gilbert

The Town of Gilbert is serviced by five local routes, one express route, and one LINK route. The aforementioned routes abide by the regional fare structure. The city also provides paratransit service through the East Valley Dial-a-Ride and RideChoice programs. The following summarizes the transit routes serving the city:

- **Local routes:**
 - 108 – McDowell
 - 112 – Arizona Avenue/Country Club Dr.
 - 136 – Country Club/Arizona
 - 156 – Chandler
 - 184 – Power
- **Express route:**
 - 531 – Mesa/Gilbert Express
- **LINK route:**
 - Arizona Avenue/Country Club Drive LINK
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

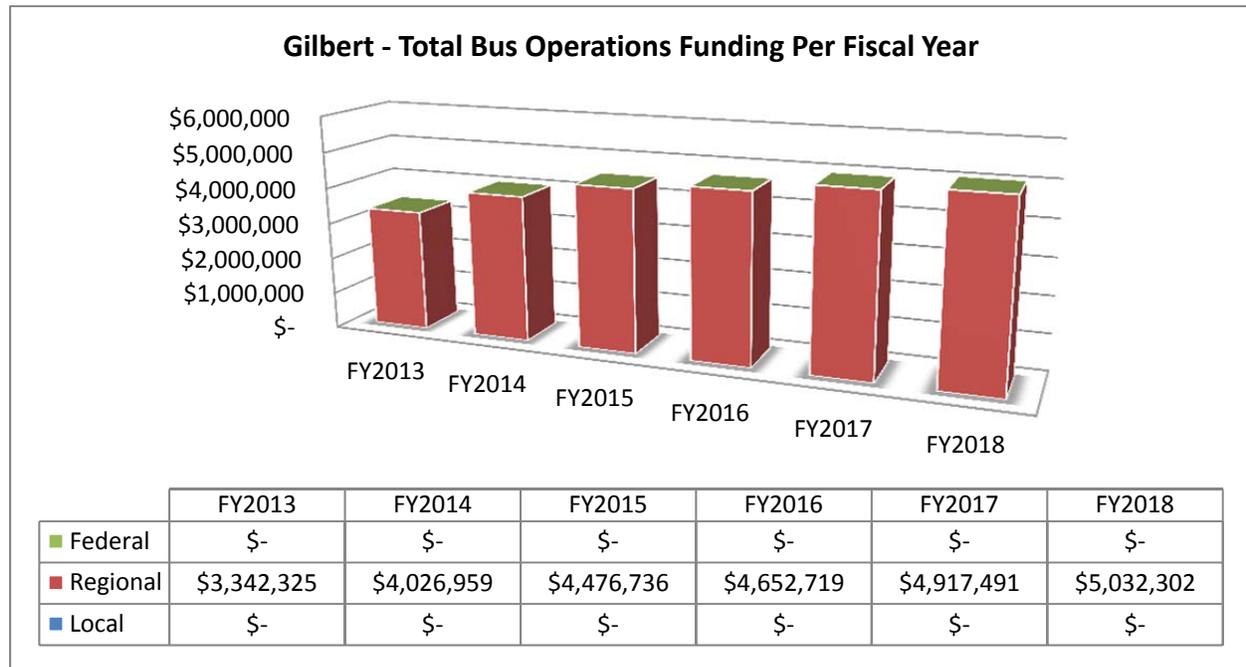
Gilbert Park-and-Ride - Oak St. and Page Ave., SE corner

BUS ROUTES SERVED

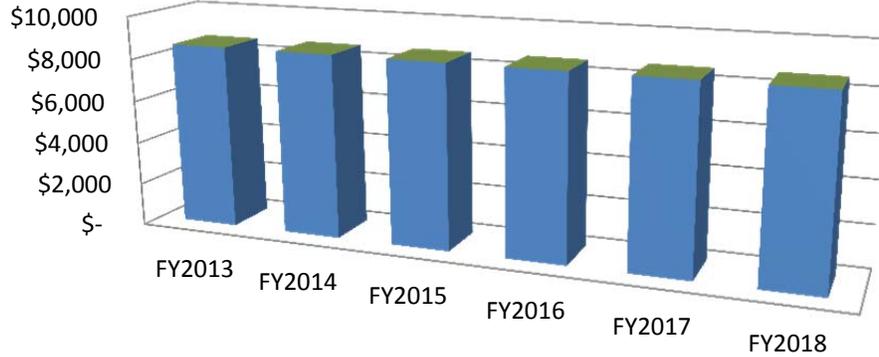
136, 531

Future Improvements

Overall the Town of Gilbert is planning to maintain their current level of services. There are no planned improvements envisioned between now and FY2018.



Gilbert - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$8,588	\$8,588	\$8,588	\$8,588	\$8,588	\$8,588

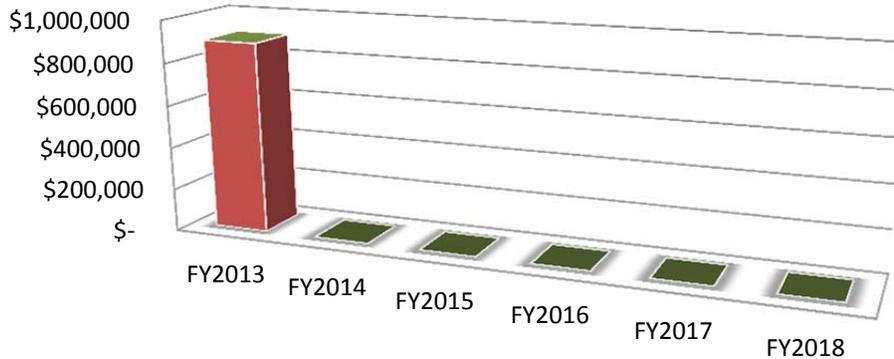
Fleet Related Improvements

This is not applicable to the Town of Gilbert.

Facility Related Improvements

In regards to major capital project, Town of Gilbert did bus stop improvements in FY2013. There are no major planned improvements between now and FY2018.

Gilbert - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$896,925	\$-	\$-	\$-	\$-	\$-
Local	\$-	\$-	\$-	\$-	\$-	\$-

City of Glendale

The City of Glendale is serviced by 11 local routes, two express routes and three neighborhood circulator routes. The local and express routes abide by the regional fare structure; the neighborhood circulator service is \$0.25 per ride. The city also provides ADA and non-ADA paratransit service. The following summarizes the transit routes serving the city:

- **Local routes:**
 - 51 – 51st Ave.
 - 59 – 59th Ave.
 - 60 – Bethany Home Rd.
 - 67 – 67th Ave.
 - 70 – Glendale/24th St.
 - 80 – Northern Ave.
 - 90 – Dunlap/Cave Creek Rd.
 - 106 – Peoria/Shea
 - 138 – Thunderbird Rd.
 - 170 – Bell Rd.
 - 186 – Union Hills
- **Express route:**
 - 573 – Northwest Valley/Downtown Express
 - 575 – Northwest Valley/Downtown Express
- **Limited route:**
 - GAL – Grand Avenue Limited
- **Neighborhood circulator routes:**
 - Glendale Urban Shuttle (GUS) 1
 - GUS 2
 - GUS 3
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

City lot - 59th Ave. and Myrtle Ave., NE and SW corners

BUS ROUTES SERVED

59, GAL, GUS I & II

Community Church of Joy - 75th Ave. and Rose Garden Ln., SW corner

573 , 575

Glendale Park-and-Ride - 99th Ave. and Glendale Ave., NE corner

70, 573

TRANSIT CENTER NAME & LOCATION

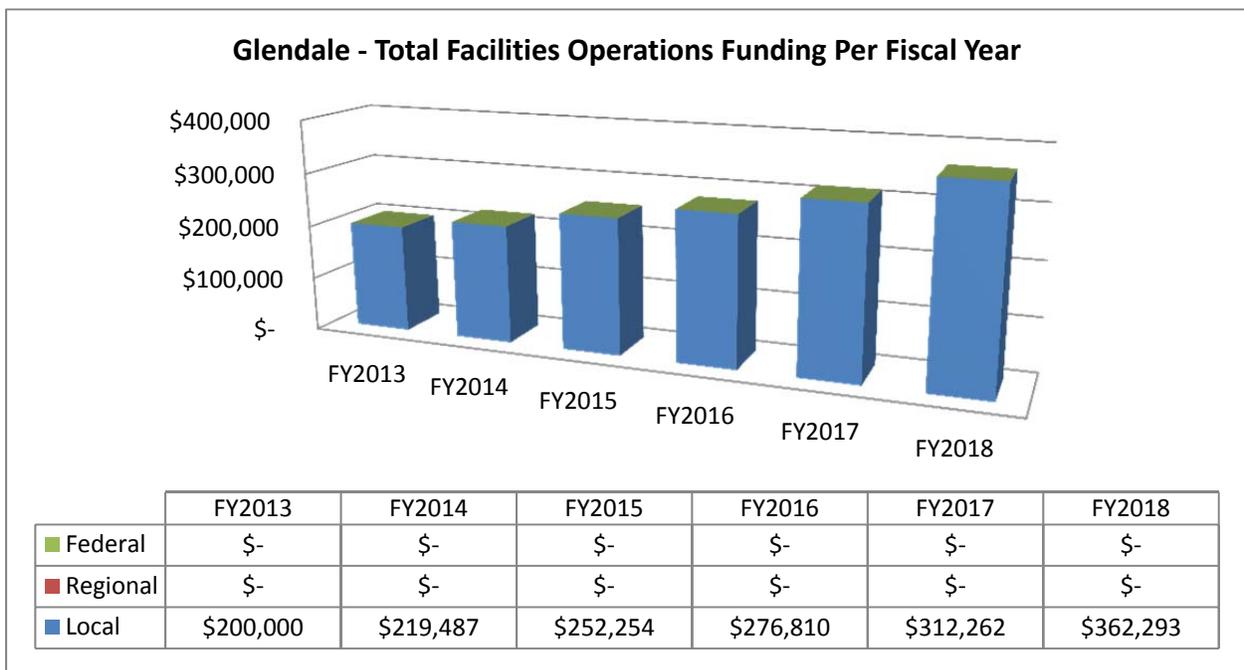
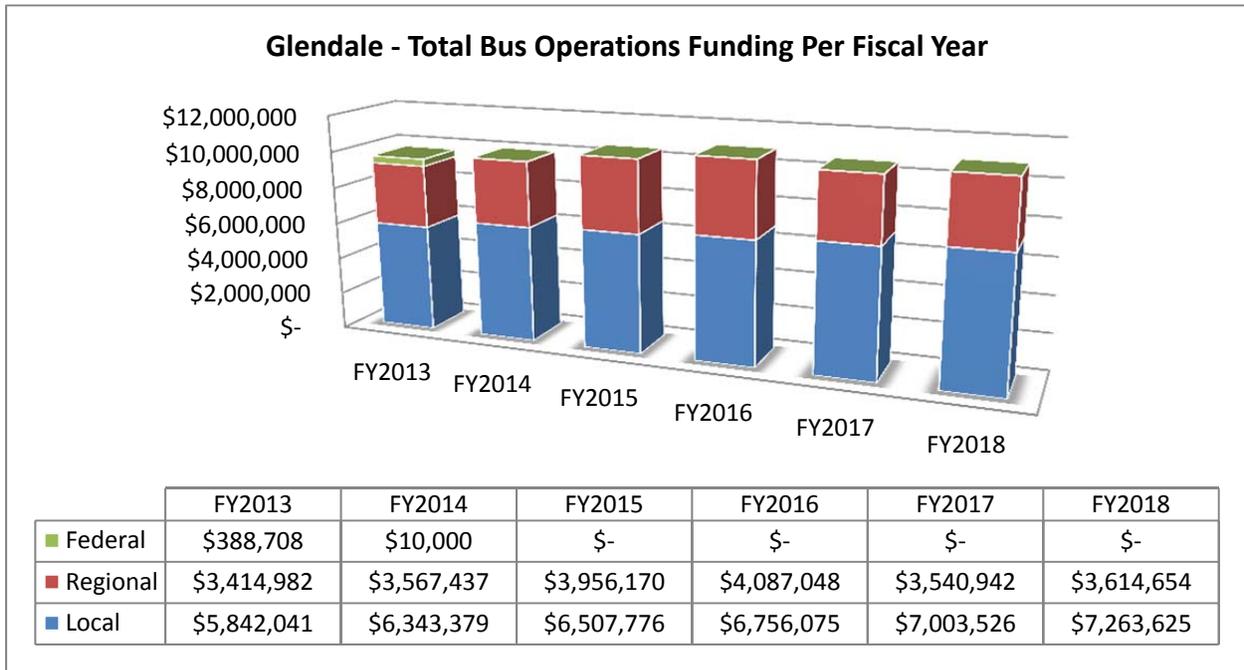
Arrowhead Towne Center - 7700 W. Arrowhead Towne Center, Glendale

BUS ROUTES SERVED

67, 170, 186, 573, 575

Future Improvements

The City of Glendale is planning to maintain their current level of services. There are no planned improvements envisioned between now and FY2018.



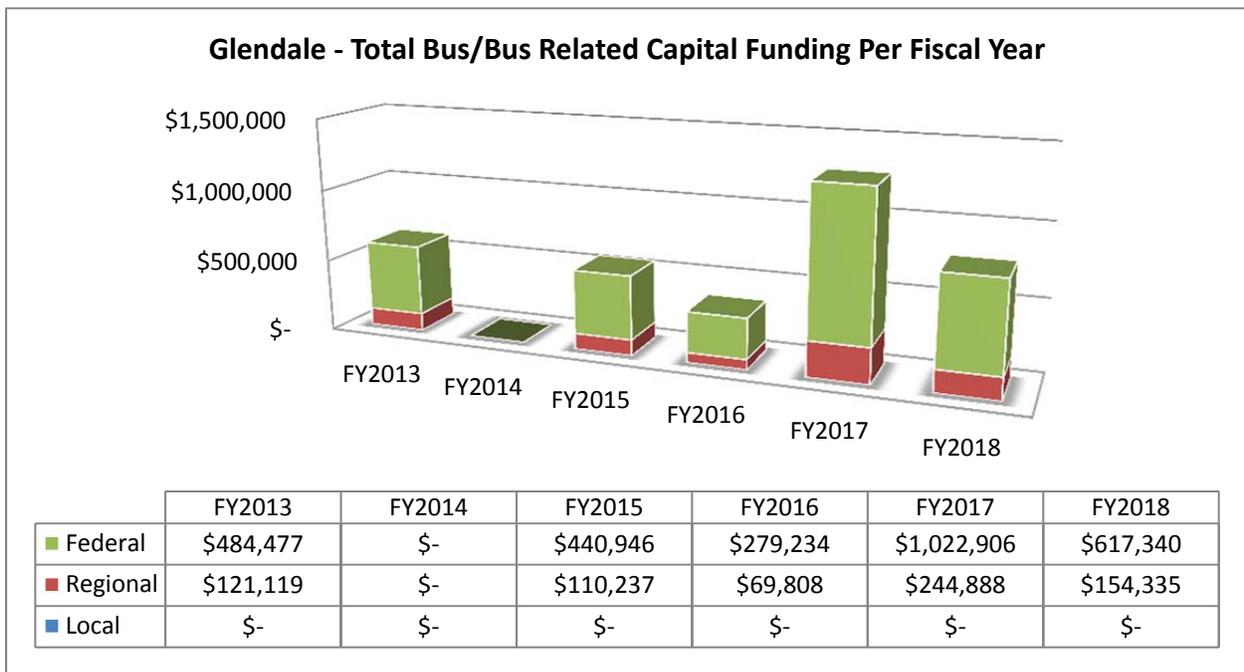
In regards to fleet, the City of Glendale currently owns 21 Dial-a-Ride and 8 neighborhood circulator vehicles. All but 2 of the vehicles are diesel powered (2 are gasoline/unleaded), high-floor and wheel-chair accessible. About two out of the 29 vehicles measure 35' in length, the rest of the fleet is comprised of vehicles measuring 30' or less in length.

Fleet Related Improvements

The City of Glendale is planning replacing fleet as follows:

	FY2013 Expn/Rplc	FY2014 Expn/Rplc	FY2015 Expn/Rplc	FY2016 Expn/Rplc	FY2017 Expn/Rplc	FY2018 Expn/Rplc
DAR <30'	0/11	0/5	0/3	0/3	-	0/11
GUS <30'	0/5	0/1	0/2	0/2	-	0/4
GUS 30'	-	-	-	-	-	-

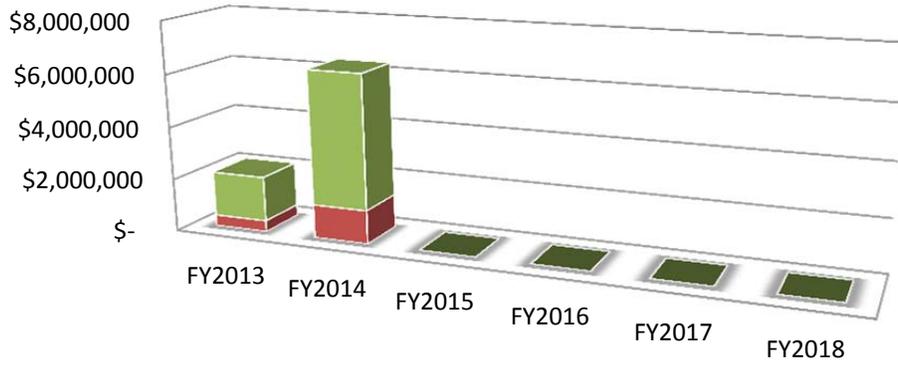
There no planned purchase for fleet expansion.



Facility Related Improvements

The City of Glendale is planning the construction of the Arrowhead Town Center Park and Ride / Transit Center in FY2013.

Glendale - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$1,695,645	\$5,086,934	\$-	\$-	\$-	\$-
■ Regional	\$423,911	\$1,271,734	\$-	\$-	\$-	\$-
■ Local	\$-	\$-	\$-	\$-	\$-	\$-

City of Goodyear

The City of Goodyear is serviced by two local and two express routes and one rural route. The aforementioned routes abide by the regional fare structure. The city also provides ADA dial-a-ride service. The following summarizes the transit routes serving the city:

- **Local route:**
 - 3 – Van Buren
 - 17A – McDowell
- **Express routes:**
 - 562 – Goodyear/Downtown Express
 - 563 – Buckeye Express
- **Rural route:**
 - 685 – Ajo/Gila Bend Connector
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

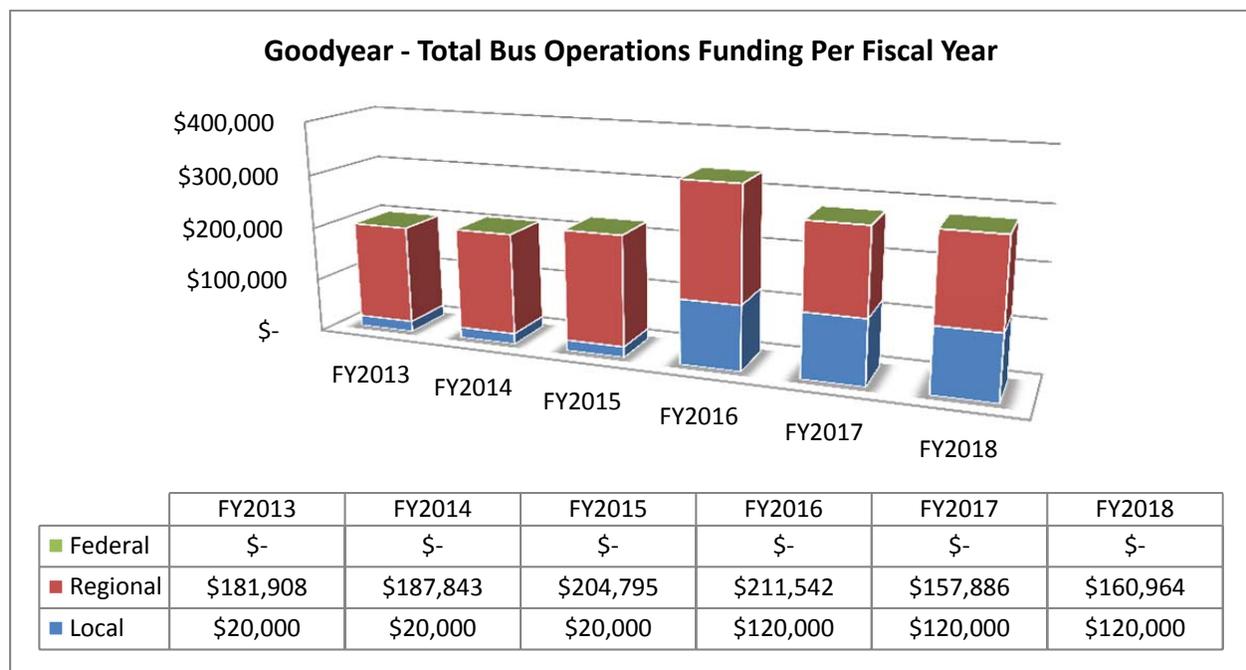
Goodyear Park-and-Ride - SE corner of Cornerstone Blvd. and Dysart Road

BUS ROUTES SERVED

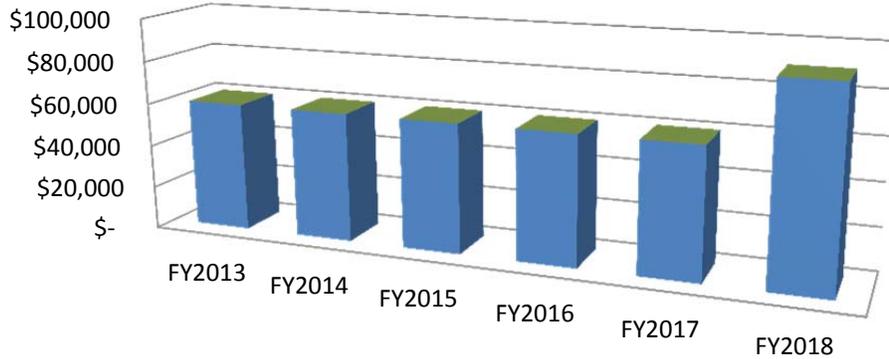
562, 563

Future Improvements

Overall the City of Goodyear is planning to maintain their current level of services. There is a tentative plan to expand the ZOOM into Goodyear on a trial basis in or around FY2016.



Goodyear - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$90,000

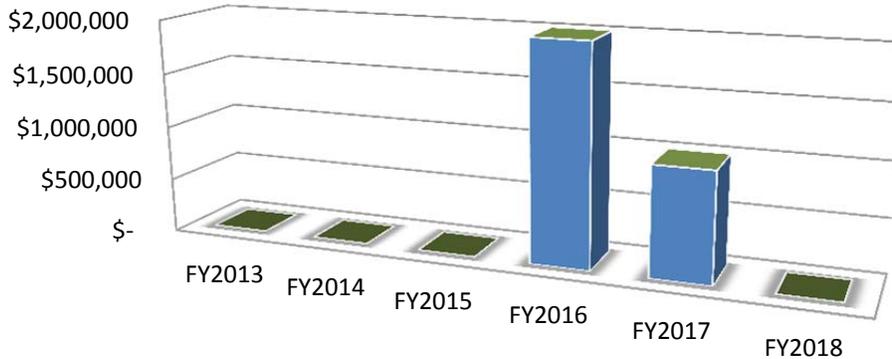
Fleet Related Improvements

This is not applicable to the City of Goodyear.

Facility Related Improvements

The City of Goodyear is planning for the Estrella Falls Transit Center in or around FY2017.

Goodyear - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$-	\$-	\$-	\$2,000,000	\$1,000,000	\$-

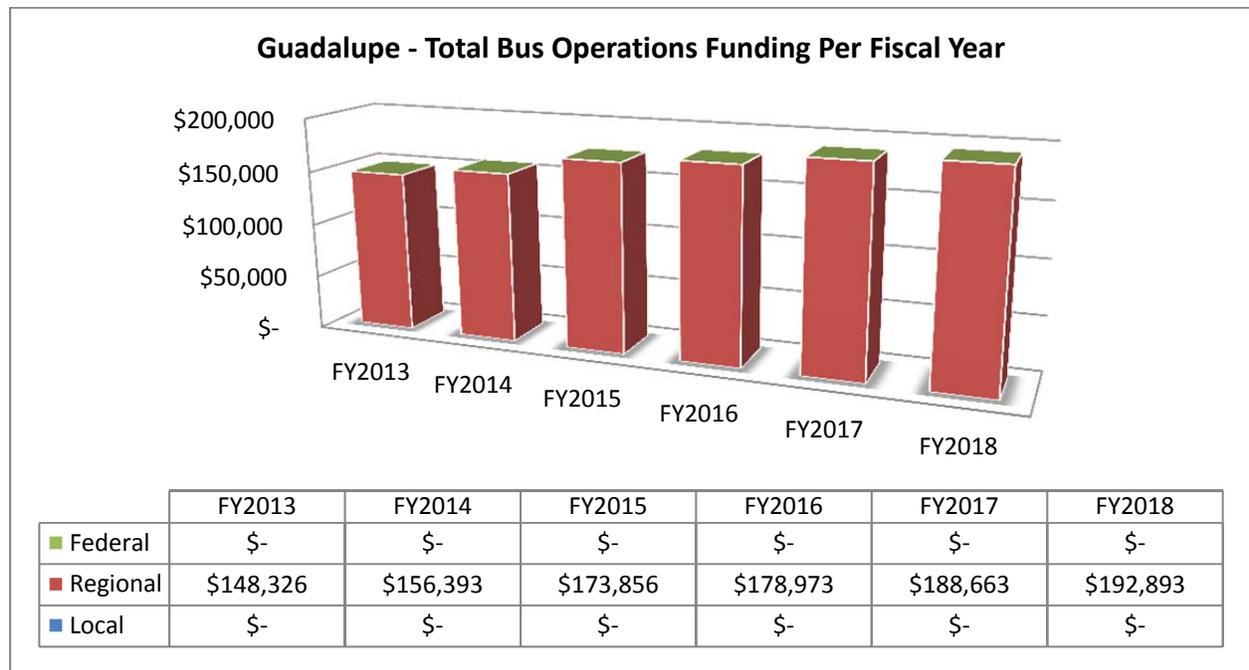
Town of Guadalupe

The Town of Guadalupe is serviced by one local route; it abides by the regional fare structure. The town also provides ADA dial-a-ride service. The following summarizes the transit route serving the city:

- **Local route:**
 - 56 – Priest
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

Future Improvements

The Town of Guadalupe is planning to maintain their current level of services. There are no planned improvements envisioned between now and FY2018.



Fleet Related Improvements

This is not applicable to the Town of Guadalupe.

Facility Related Improvements

There are no major planned improvements between now and FY2018.

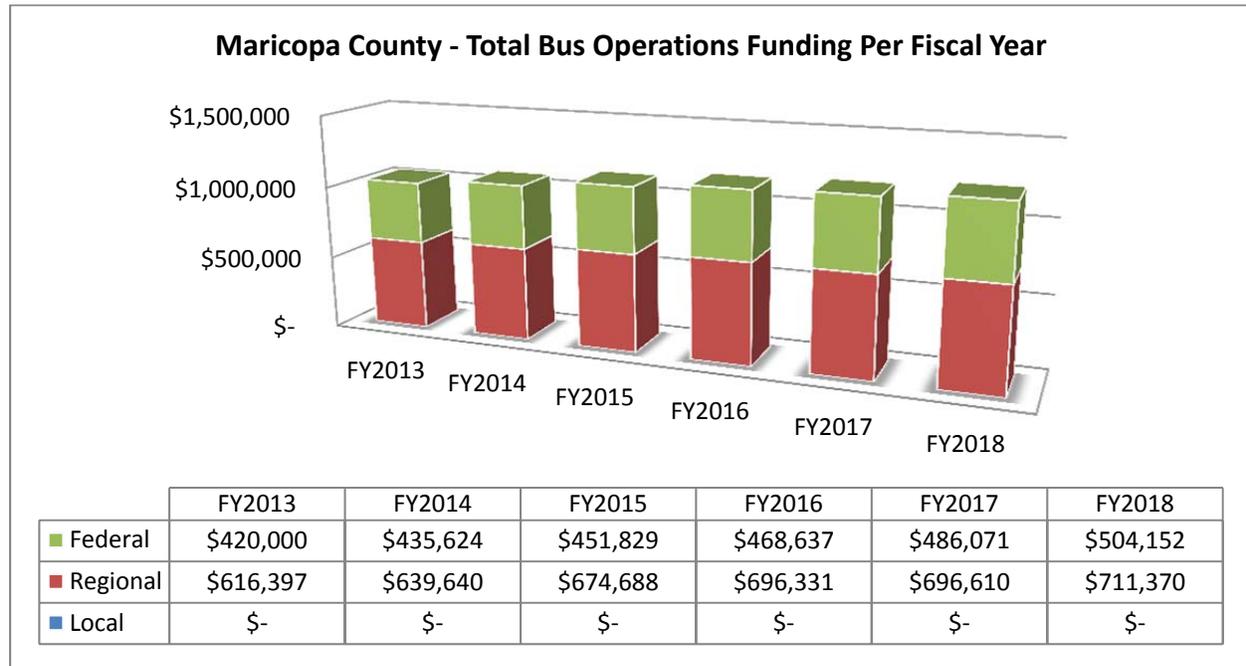
Maricopa County

Maricopa County (Sun City and Gila Bend) funds one local route and a rural route. The aforementioned routes abide by the regional fare structure. The county also provides ADA dial-a-ride service. The following summarizes the transit routes serving the county:

- **Local route:**
 - 106 – Peoria/Shea
- **Rural route:**
 - 685 - Phoenix/Gila Bend Regional Connector
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

Future Improvements

Maricopa County is planning to maintain their current level of service. There are no planned improvements envisioned between now and FY2018.



Fleet Related Improvements

This is not applicable to the Maricopa County.

Facility Related Improvements

There are no major planned capital improvements between now and FY2018.

City of Mesa

The City of Mesa is serviced by 15 local routes, five express routes, two LINK routes, light rail and one neighborhood circulator route. The local, express, LINK and light rail routes abide by the regional fare structure; the neighborhood circulator service is free. The city also provides paratransit service through the East Valley Dial-a-Ride and RideChoice programs. The following summarizes the transit routes serving the city:

- **Local routes:**
 - 30 – University
 - 40 – Main
 - 45 – Broadway
 - 61 – Southern
 - 77 – Baseline
 - 96 – Dobson
 - 104 – Alma School
 - 108 – Elliot
 - 112 – Country Club/Arizona Ave.
 - 120 – Mesa Dr.
 - 128 – Stapley
 - 136 – Gilbert Rd.
 - 156 – Chandler Rd.
 - 184 – Power
 - 277 – East Mesa – *Pilot Route*
- **Express route:**
 - 531 - Mesa/Gilbert Express
 - 532 – Mesa Express
 - 533 – Mesa Express
 - 535 – Red Mountain/Downtown Express
 - 541 – Chandler Express
- **Neighborhood circulator routes:**
 - Downtown BUZZ
- **LINK routes:**
 - Arizona Avenue/Country Club Drive LINK
 - Main Street LINK
- **Light Rail**
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

Confederate Air Force - Greenfield Rd. and McKellips Rd.,
SW corner

BUS ROUTES SERVED

532

PARK-AND-RIDE NAME & LOCATION (cont.)

East Mesa Service Center - Decatur St. and Power Rd.,
SE corner

BUS ROUTES SERVED

532, 533

Fry's Marketplace - Recker Rd. and McKellips Rd., SW corner

532

Gilbert Rd/McDowell - Gilbert Road and Loop 202

136, 535

Power Road/Loop - Power Road and Loop 202

184, 535

Superstition Springs - US 60 and Power Rd., NW Corner

40, 45, 61, 108, 184, 533

Sycamore Street/Main Street –Sycamore and Main streets,
NW corner

30, 40, 45, 96, 104,
Main St. LINK, AZ Ave. LINK,
Light Rail

West Mesa Park-and-Ride - Country Club and Juanita Ave.,
SW corner

112, 531 AZ Ave. LINK

TRANSIT CENTER NAME & LOCATION

Superstition Springs - US 60 and Power Rd., NW Corner

BUS ROUTES SERVED

40, 45, 61, 108, 184, 533

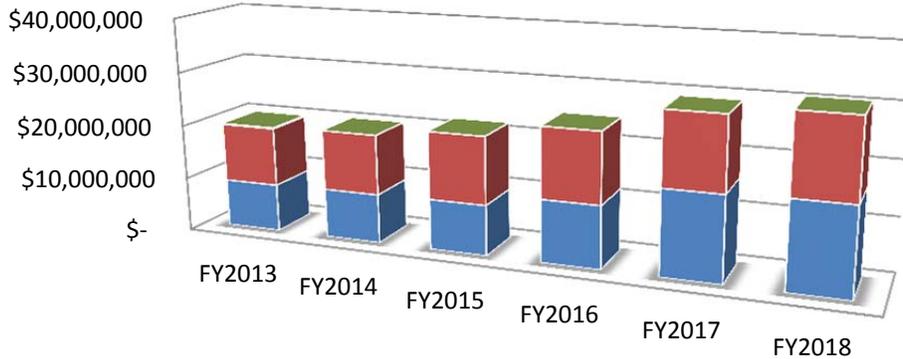
Sycamore Street/Main Street –Sycamore and Main streets,
NW corner

30, 40, 45, 96, 104,
Main St. LINK, AZ Ave. LINK,
Light Rail

Future Improvements

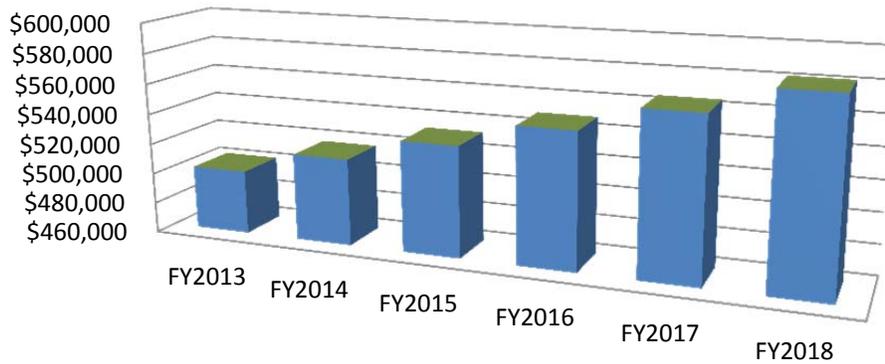
The City of Mesa is planning to maintain their current level of services, with a recent addition to their services being the pilot route in east Mesa. Other planned improvements are the Mesa Dr. light rail extension in FY2016 and the Gilbert Rd. light rail extension in FY2017.

Mesa - Total Bus & Light Rail Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$171,914	\$-	\$-	\$-	\$-	\$-
Regional	\$10,805,984	\$11,080,628	\$12,462,608	\$12,960,171	\$13,431,117	\$14,449,805
Local	\$8,839,124	\$9,099,317	\$9,325,030	\$11,525,619	\$15,649,771	\$16,104,588

Mesa - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$502,001	\$517,061	\$532,573	\$548,550	\$565,007	\$581,957

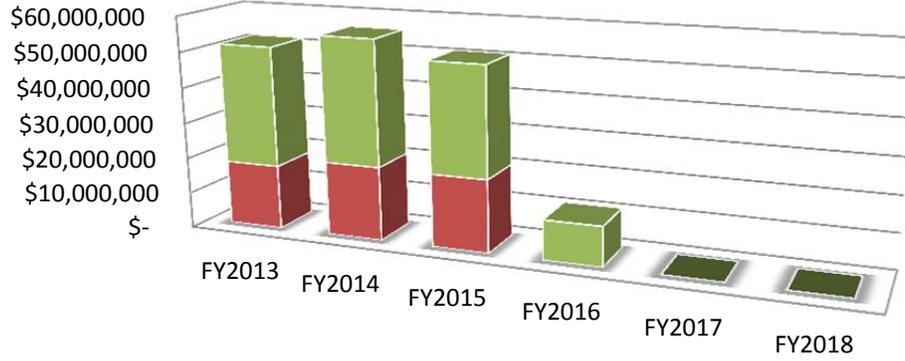
Fleet Related Improvements

This is not applicable to the City of Mesa.

Facility Related Improvements

There is a six-bay bus-light rail interface station in FY2015 and the Main St. light rail extension to Mesa Dr. and Gilbert Rd. in FY2016 and FY2017, respectively.

Mesa - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$33,600,000	\$35,100,000	\$30,600,000	\$11,100,000	\$-	\$-
■ Regional	\$18,023,000	\$20,635,000	\$20,338,499	\$-	\$-	\$-
■ Local	\$-	\$-	\$-	\$-	\$-	\$-

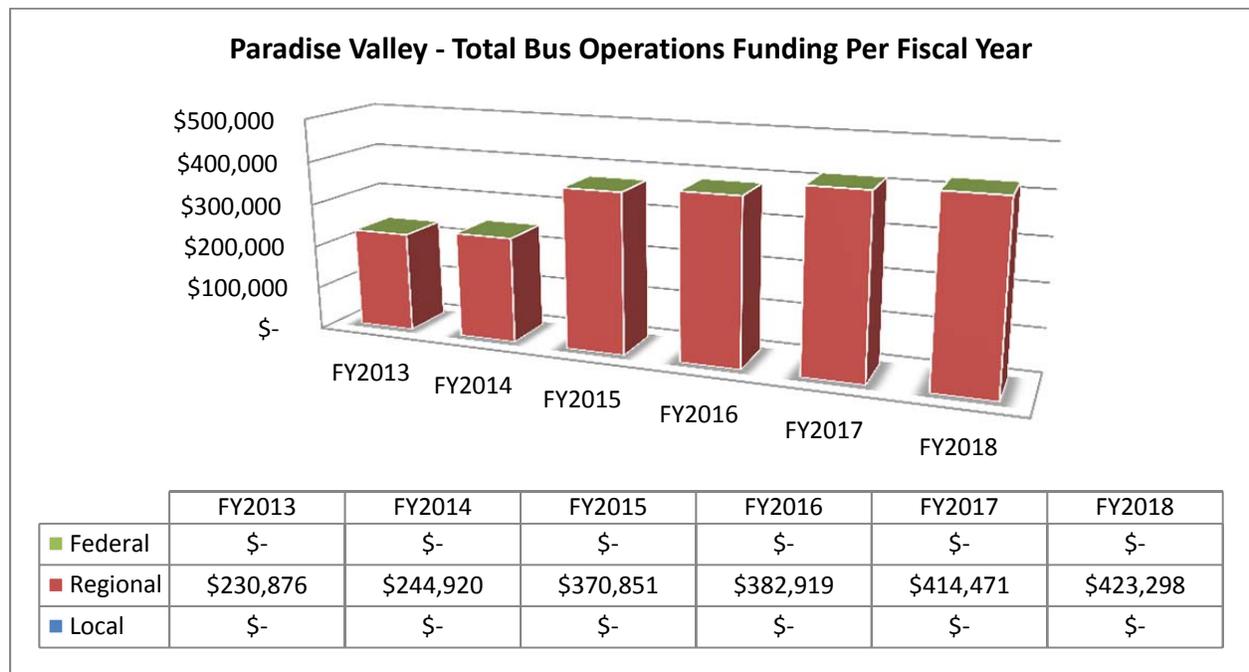
Town of Paradise Valley

The Town of Paradise Valley is serviced by two local routes. The local routes abide by the regional fare structure. The town also provides ADA dial-a-ride service. The following summarizes the transit routes serving the city:

- **Local routes:**
 - 44 – 44th St./Tatum
 - 72 – Scottsdale/Rural
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

Future Improvements

The Town of Paradise Valley is planning to maintain their current level of services. The only planned service improvement is the implementation of the Scottsdale/Rural LINK in 2015.



Fleet Related Improvements

This is not applicable to the Town of Paradise Valley.

Facility Related Improvements

There are no major planned capital improvements between now and FY2018.

City of Peoria

The City of Peoria is serviced by two local routes and limited route. The aforementioned routes abide by the regional fare structure. The city also provides ADA dial-a-ride service. The following summarizes the transit routes serving the city:

- **Local route:**
 - 67 – 67th Ave.
 - 106 – Peoria/Shea
- **Limited route:**
 - GAL – Grand Avenue Limited
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

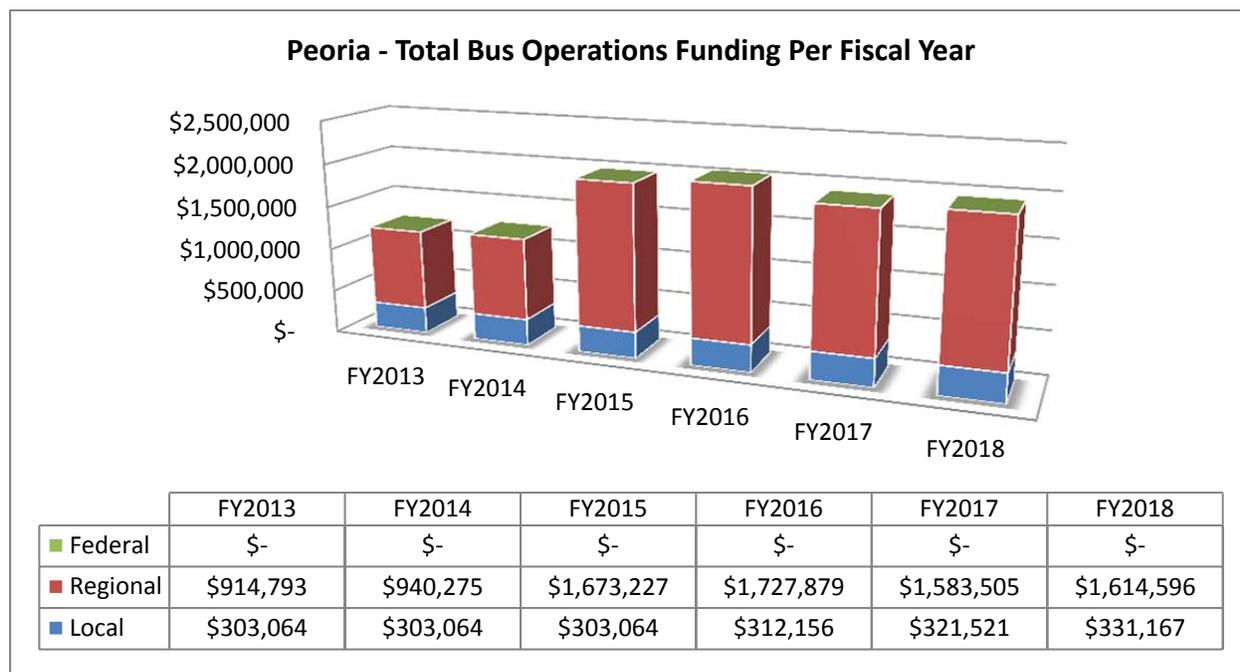
Peoria Park-and-Ride - Jefferson St. and 84th Ave.,
NE corner

BUS ROUTES SERVED

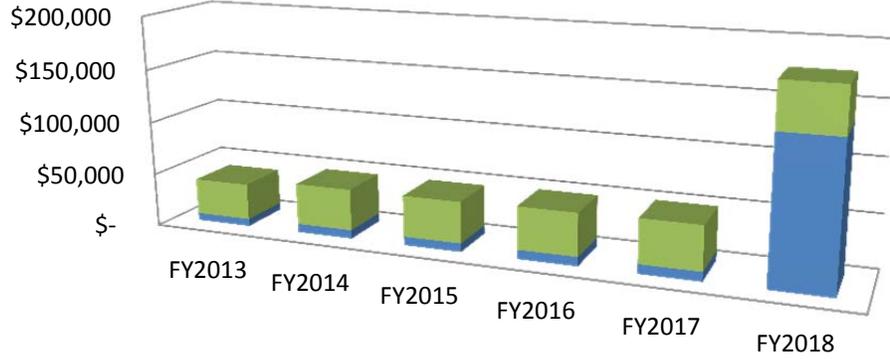
GAL

Future Improvements

The City of Peoria is planning to maintain their current level of services. In FY2015 the city plans to expand Route 138 using regional funds.



Peoria - Total Facilities Operations Funding Per Fiscal Year



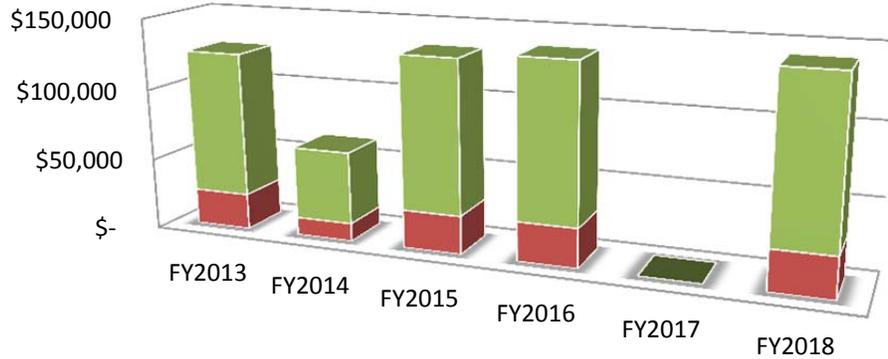
	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$34,000	\$38,800	\$38,800	\$40,020	\$41,071	\$42,153
■ Regional	\$-	\$-	\$-	\$-	\$-	\$-
■ Local	\$6,800	\$8,000	\$8,000	\$8,504	\$8,714	\$133,930

Fleet Related Improvements

In regards to fleet, the City of Peoria currently owns nine Dial-a-Ride vehicles. All the vehicles are gasoline powered, high-floor and wheel-chair accessible. The City of Peoria is planning replacing fleet as follows (there are no planned purchase for fleet expansion):

	FY2013 Expn/Rplc	FY2014 Expn/Rplc	FY2015 Expn/Rplc	FY2016 Expn/Rplc	FY2017 Expn/Rplc	FY2018 Expn/Rplc
DAR <30'	0/2	0/1	0/2	0/2	-	0/1

Peoria - Total Bus/Bus Related Capital Funding Per Fiscal Year

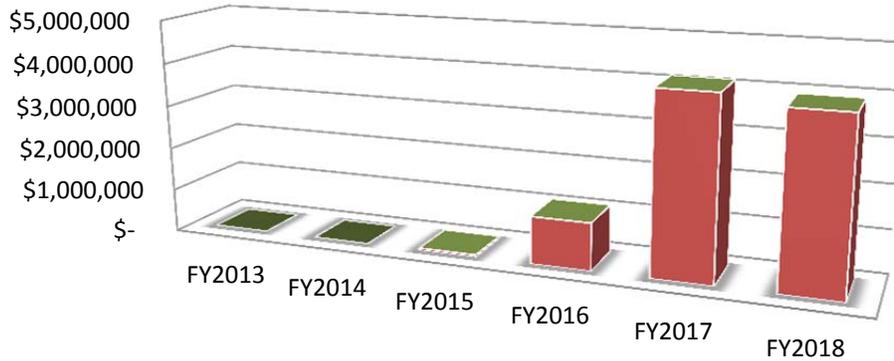


	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$100,517	\$50,259	\$106,548	\$109,744	\$-	\$113,036
Regional	\$25,129	\$12,565	\$26,637	\$27,436	\$-	\$28,259
Local	\$-	\$-	\$-	\$-	\$-	\$-

Facility Related Improvements

Planned capital improvements between now and FY2018 are the construction of the Peoria Transit Center and the Park and Ride in FY2015 and FY2016, respectively.

Peoria - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$50,165	\$1,089,017	\$4,117,812	\$3,914,402
Local	\$-	\$-	\$-	\$-	\$-	\$-

City of Phoenix

The City of Phoenix is serviced by 41 local routes, 19 express and RAPID routes, light rail, and five neighborhood circulator routes. The local, express and light rail routes abide by the regional fare structure; the neighborhood circulator service is free. The city also provides paratransit service through its Dial-a-Ride and Reserve-a-Ride programs. The following summarizes the transit routes serving the city:

- **Local routes:**
 - 0 – Central
 - 1 – Washington
 - 3 – Van Buren
 - 7 – 7th St.
 - 8 – 7th Ave.
 - 10 – Roosevelt/Grant
 - 12 – 12th St.
 - 13 – Buckeye
 - 15 – 15th Ave.
 - 16 – 16th St.
 - 17 – McDowell
 - 17 A – McDowell – Avondale
 - 19 – 19th Ave.
 - 27 – 27th Ave.
 - 29 – Thomas
 - 30 – University
 - 35 – 35th Ave.
 - 39 – 40th St.
 - 41 – Indian School
 - 43 – 43rd Ave.
 - 44 – 44th St./Tatum
 - 45 – Broadway
 - 48 – 48th St.
 - 50 – Camelback
 - 51 – 51st Ave.
 - 52 – Roeser
 - 56 – Priest
 - 59 – 59th Ave.
 - 60 – Bethany Home
 - 61 – Southern
 - 72 – Scottsdale/Rural
 - 77 – Baseline
 - 80 – Northern
 - 90 – Dunlap/Cave Creek
 - 106 – Peoria/Shea
 - 122 – Cactus

- 138 – Thunderbird
- 154 – Greenway
- 170 – Bell
- 186 – Union Hills
- 251 – 51st Ave.
- **Express route:**
 - 514 – Scottsdale Express
 - 520 – Tempe Express
 - 521 – Tempe Express
 - 531 – Mesa/Gilbert Express
 - 532 – Mesa Express
 - 533 – Mesa Express
 - 535 – Red Mountain/Downtown Express
 - 541 – Chandler Express
 - 542 – Chandler/Downtown Express
 - 562 – Goodyear/Downtown Express
 - 563 – Buckeye
 - 571 – Surprise Express
 - 573 – Northwest Valley/Downtown Express
 - 575 – Northwest Valley/Downtown Express
 - SR-51 – RAPID
 - I-10W – RAPID
 - I-10E – RAPID
 - I-17 – RAPID
 - South Mountain – RAPID
- **Limited route:**
 - GAL – Grand Avenue Limited
- **Neighborhood circulator routes:**
 - 19th Ave. Connector
 - ALEX
 - DASH
 - MARY
 - SMART
- **Light Rail**
- **Rural route:**
 - 685 - Phoenix/Gila Bend Regional Connector
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

19th Avenue/Camelback Road - 19th Ave. and Camelback Rd.
SE corner.

BUS ROUTES SERVED

19, 50, Light Rail

PARK-AND-RIDE NAME & LOCATION (cont.)	BUS ROUTES SERVED
19th Avenue/Montebello Avenue - 19th Ave. and Montebello Ave., SE corner	15, 19, 60, Light Rail
27th Ave/Baseline Park and Ride - 27th Ave and Baseline Rd., SW corner.	19, 35, 77, 251
38th Street/Washington Street - Washington St. and Gateway Dr., NW corner	1, Light Rail
40th St./Pecos Park-and-Ride - Pecos Rd. and 40th St., NW corner	I-10E RAPID, ALEX
79th Ave./I-10 Park-and-Ride - I-10 and 79th Ave., NE corner	17, 17A, 560, I-10 West RAPID
7th Avenue/Camelback Road - 7th Ave. and Camelback Rd., SE corner	8, 50, Light Rail
Bell/I-17 Park-and-Ride - I-17 and Bell Rd., SW corner Served by: Routes 27, 170, I-17 RAPID	27, 170, I-17 RAPID
Bell/SR-51 Park-and-Ride - SR-51 and Bell Rd., SW corner	170, SR-51 RAPID
Cactus Square Shopping Center - 32nd St. and Cactus Rd., SE corner	32, 106, 138
Central Avenue/Camelback Road - Central Ave. and Camelback Rd., SW corner	0, 39, 50, GAL, Light Rail
Greenway Village Square - 35th Ave. and Greenway Rd., SE corner	35, 154
Happy Valley Park-and-Ride – 29 th Ave. and Happy Valley Rd., SE corner	35, I-17 RAPID
Mountain View Lutheran Church - 48th St. and Cheyenne St., SW corner	56, 522, ALEX
Dreamy Draw Park-and-Ride - SR-51 and Shea Blvd., SW corner	16, SR-51 RAPID

TRANSIT CENTER NAME & LOCATION**BUS ROUTES SERVED**

Sky Train Station at 44th Street

Sky Train, 1, 44, Light Rail

Central Ave/Camelback Rd Transit Center - Central Ave. and Camelback Rd., SW corner

0, 39, 50, GAL, Light Rail

Central Station – Downtown Phoenix

0, 1, 3, 7, 8, 10, 12, 15, GAL, 514, 520, 521, 522, 531, 533, 535, 541, 542, 562, 563, 571, 573, 575, I-10W RAPID, I-10E RAPID, SR-51 RAPID, I-17-RAPID, DASH, Light Rail

Desert Sky Transit Center – 75th Ave. and Thomas Rd., SW corner

17, 17A, 29, 41, 685, I-10W RAPID, MARY

Ed Pastor Transit Center – Central Ave. and Broadway Rd., NW corner

0, 7, 8, 45, 52

Metrocenter Transit Center – I-17 and Dunlap Ave., NW corner

15, 27, 35, 90, 106, 122, 581, I-17 RAPID

19th Avenue/Montebello Avenue Transit Center - 19th Ave. and Montebello Ave., SE corner

15, 19, 60, Light Rail

Paradise Valley Mall Transit Center - Paradise Village Pkwy. and Tatum Blvd., SW corner

39, 44, 106, 138

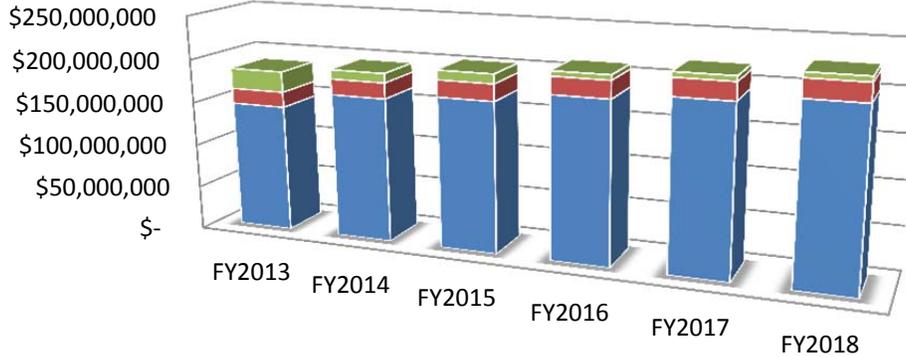
Sunnyslope Transit Center – Dunlap Ave. and 3rd St., SE corner

0, 8, 12, 16, 80, 90, 106, SMART

PUBLICLY OWNED OPERATIONS AND MAINTENANCE FACILITYPhoenix South Division – Lower Buckeye Rd. and 22nd Ave., SE cornerPhoenix West Division – Van Buren St. and 79th Ave., NE cornerPhoenix North Division – 19th Ave. and Desert Cove Ave., NW corner**Future Improvements**

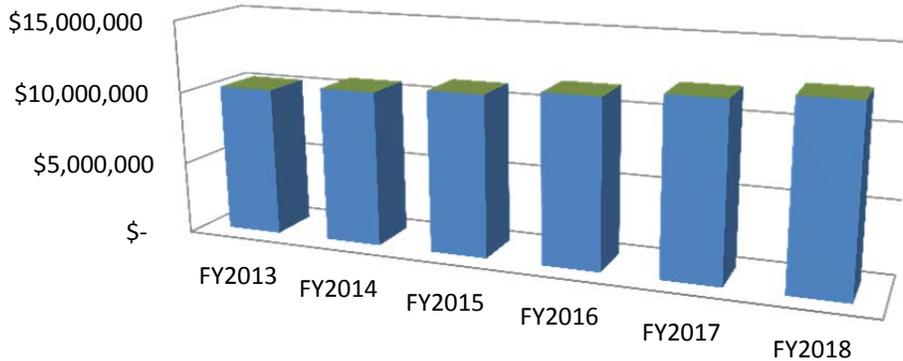
Generally, the City of Phoenix is planning on maintaining the current level of service, one addition is the Northwest Phoenix light rail extension in FY2018.

Phoenix - Total Bus Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$23,465,337	\$10,598,950	\$10,731,348	\$5,737,442	\$5,819,140	\$5,905,346
Regional	\$17,512,000	\$18,019,000	\$19,184,000	\$19,765,000	\$20,028,000	\$20,545,000
Local	\$145,822,029	\$165,197,270	\$172,096,361	\$184,404,135	\$191,897,501	\$199,752,441

Phoenix - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$10,234,000	\$10,643,360	\$11,069,094	\$11,511,858	\$11,972,333	\$12,451,226

Fleet Related Improvements

The City of Phoenix currently owns 651 vehicles:

- 131 Dial-a-Ride vehicles, they are all less than 30' in length, high floor, gasoline powered and wheelchair accessible,
- 22 circulator vehicles they are all less than 30' in length, high floor, gasoline powered and wheelchair accessible,
- 9 DASH circulator buses measuring 30' in length, they are all low floor, LNG powered and wheelchair accessible,

- 33 Reserve-a-Ride vehicles, they are all less than 30' in length, high floor, gasoline powered and wheelchair accessible,
- 336 local/Express vehicles they are all 40' in length, low floor, LNG and clean diesel powered and are wheelchair accessible,
- 56 RAPID vehicles they are all 45' in length, low floor, LNG powered and are wheelchair accessible, and
- 64 local/Express vehicles they are all 60' in length, low floor, clean diesel powered and are wheelchair accessible.

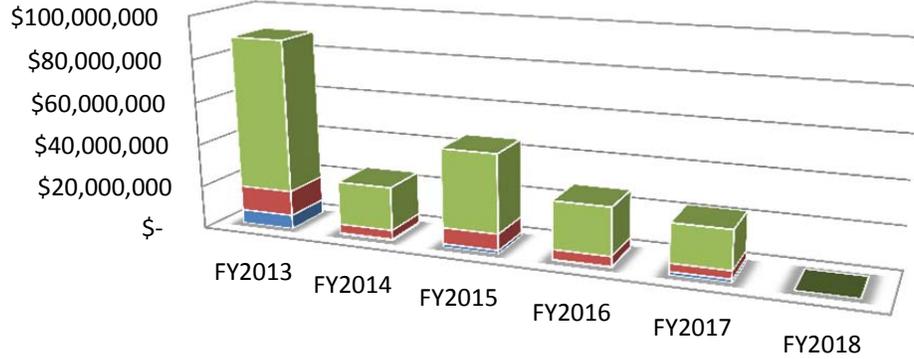
The Reserve-A-Ride vehicle fleet is comprised of seventeen-passenger vehicles that are equipped with wheelchair lifts to provide services for passengers with mobility devices.

The City of Phoenix is planning replacing fleet as follows (there are no planned purchases for fleet expansion):

	FY2013 Expn/Rplc	FY2014 Expn/Rplc	FY2015 Expn/Rplc	FY2016 Expn/Rplc	FY2017 Expn/Rplc	FY2018 Expn/Rplc
DAR <40'	0/25	0/25	0/25	0/25	0/25	-
Std. 40'	0/80	0/40	0/40	0/40	0/30	-
60'	-	-	0/20	-	-	-

In addition, the City of Phoenix is planning for replacing equipment and constructing security enhancements and other upgrades at their various bus yard facilities; office building upgrades, refurbishments and installation of fiber optic cable in all transit offices; the FCC mandated upgrade of communication equipment; an upgrade of the bus route scheduling & dispatching software; development regional software & data recovery for emergency situations; acquire and install hardware/software to support the Fare Collection System for disaster recovery; acquire and install a new transit stop database application for bus stops; upgrade the Vehicle Management System and Install VMS equipment, fareboxes, & graphics in new buses. Currently only bus replacements and major capital projects are noted in the TIP.

Phoenix - Total Bus/Bus Related Capital Funding Per Fiscal Year

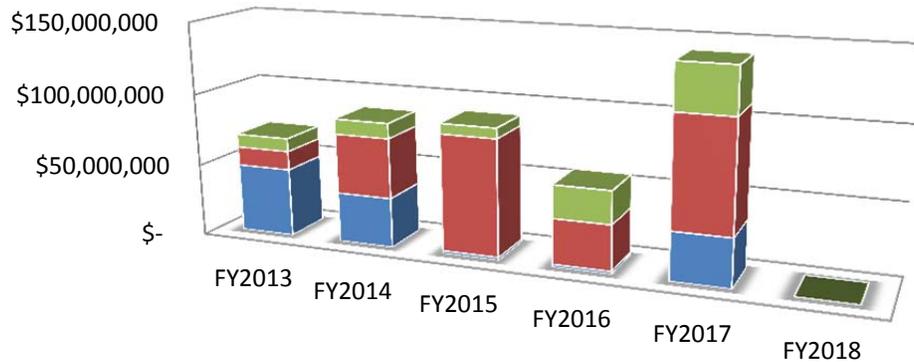


	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$71,074,000	\$20,140,000	\$36,471,000	\$22,047,000	\$17,823,000	\$-
Regional	\$11,639,000	\$4,215,000	\$7,564,000	\$4,573,000	\$3,753,000	\$-
Local	\$6,517,000	\$825,000	\$1,679,000	\$625,000	\$1,625,000	\$-

Facility Related Improvements

Major planned capital improvements between now and FY2018 are the construction of the Northwest Light Rail Extension, Desert Sky Mall Transit Center, East Baseline Park and Ride, Laveen and 59th Avenue Park and Ride; install several bus pullouts; refurbish various park and ride and transit center facilities; provide maintenance of vacant property; install bus stops on South Central for Rapid bus service; provide improvements to bus stops and ADA upgrades to bus stop locations; and acquire land and ROW for parcels along Light Rail route.

Phoenix - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$9,114,000	\$10,501,000	\$7,111,000	\$22,595,000	\$31,556,000	\$-
Regional	\$13,087,000	\$41,625,000	\$80,765,000	\$31,260,000	\$76,200,000	\$-
Local	\$47,433,000	\$34,539,000	\$1,984,000	\$1,893,000	\$33,352,000	\$-

*The City of Phoenix Capital Improvement Program did not include FY 2018 at the time this document was prepared.

City of Scottsdale

The City of Scottsdale is serviced by nine local routes, two express routes and three neighborhood circulators. The local and express routes abide by the regional fare structure; the neighborhood circulator service is free. The city also provides paratransit service through the East Valley Dial-a-Ride and RideChoice programs. The following summarizes the transit routes serving the city:

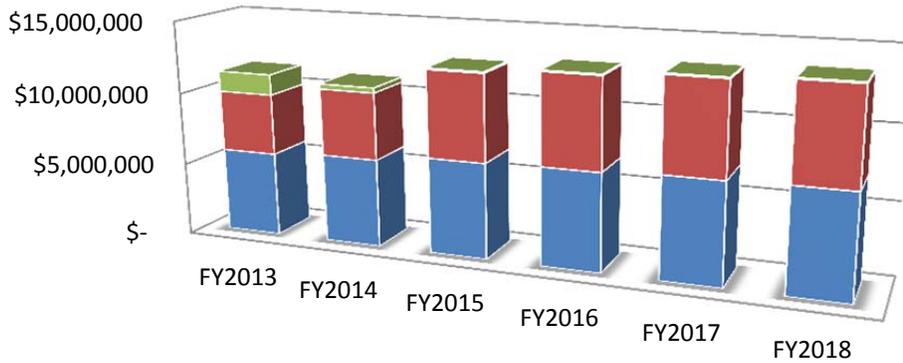
- **Local routes:**
 - 17 – McDowell
 - 29 – Thomas
 - 41 – Indian School
 - 50 – Camelback
 - 72 – Scottsdale/Rural
 - 81 – Hayden/McClintock
 - 106 – Peoria/Shea
 - 154 – Greenway
 - 170 – Bell
- **Express route:**
 - 511 – Tempe/Scottsdale Airpark Express
 - 514 – Scottsdale/Fountain Hills Express
- **Neighborhood circulator routes:**
 - Miller Rd. Trolley
 - Downtown Trolley
 - Neighborhood Trolley
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION	BUS ROUTES SERVED
Chaparral Park - Hayden Rd. and Jackrabbit Rd., NE corner	81
Miller Plaza - Montecito Ave. and Miller Rd., NW corner	50, Miller Rd. Trolley
Mustang Library - 90th Street and Shea Blvd.	81, 106, 511, 514
Papago Plaza – SW corner of McDowell Rd. and Scottsdale Rd.	17, 514
Scottsdale Community College - 9000 East Chaparral Rd.	511, 514, 50, Miller Rd. Circulator
Scottsdale Costco - Butherus Dr. and 83rd Pl., NE corner	81, 170
Scottsdale Ranch Park – North side of Via Linda and 104th St.	106, 514

Future Improvements

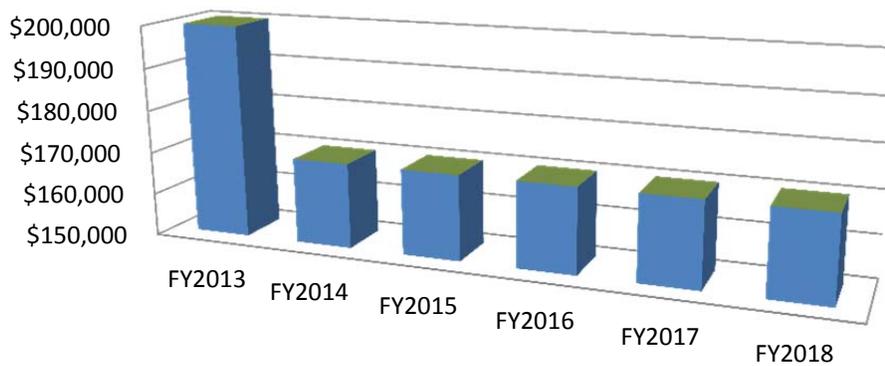
The City of Scottsdale is planning a few improvements between now and FY2018, these are: increase service on Route 29 – Thomas Rd. in FY2013 and the implementation of the Scottsdale Rd. LINK around FY2015. Other improvements include: realigning Route 81 and the 511 Express, implementing the Scottsdale Airpark circulator and reinstating service on routes 29 and 41 that was reduced during the economic downturn.

Scottsdale - Total Bus Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$1,406,907	\$345,454	\$91,139	\$80,000	\$80,000	\$80,000
■ Regional	\$4,174,912	\$4,600,024	\$5,948,711	\$6,192,565	\$6,292,254	\$6,425,600
■ Local	\$5,791,184	\$6,072,553	\$6,570,994	\$6,710,933	\$6,947,665	\$7,059,758

Scottsdale - Total Facilities Operations Funding Per Fiscal Year

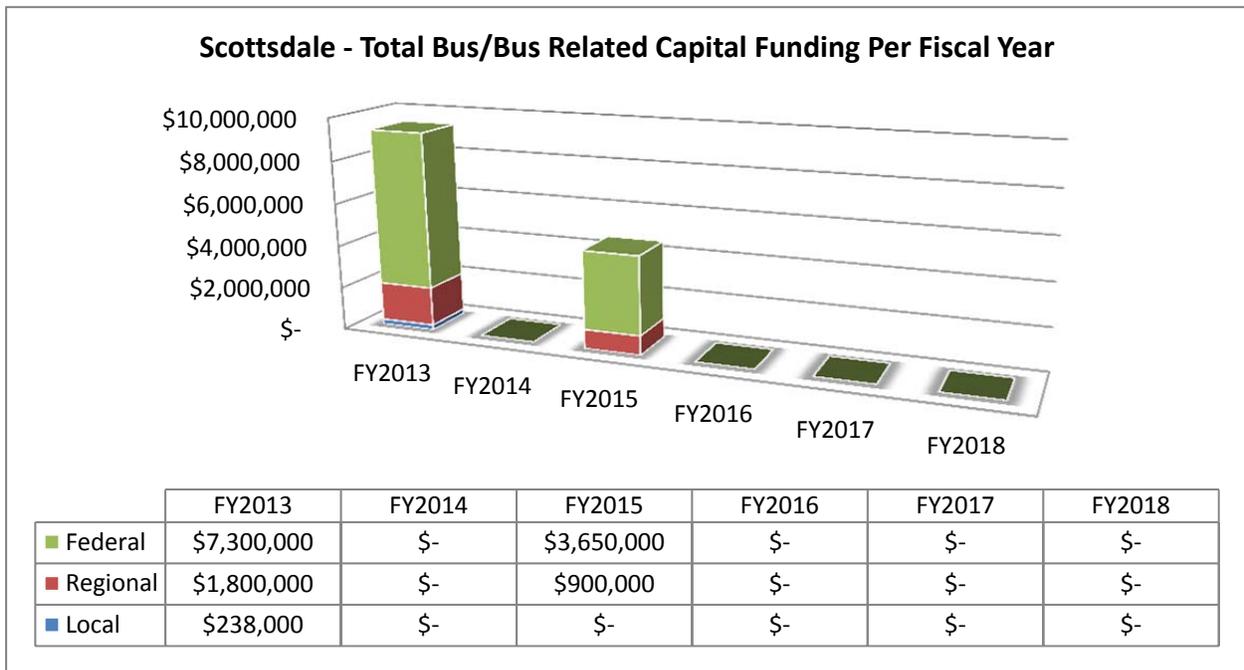


	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$-	\$-	\$-	\$-	\$-	\$-
■ Regional	\$-	\$-	\$-	\$-	\$-	\$-
■ Local	\$200,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000

Fleet Related Improvements

In regards to fleet, the City of Scottsdale currently owns 15 trolley vehicles and six 40 ft. NABI buses. All the vehicles are bio-diesel powered and wheel-chair accessible. The trolley vehicles measure 30’ in length. The City of Scottsdale is planning replacing fleet as follows (three expansion vehicles may be required depending on the final analysis of the implementation of the airpark circulator):

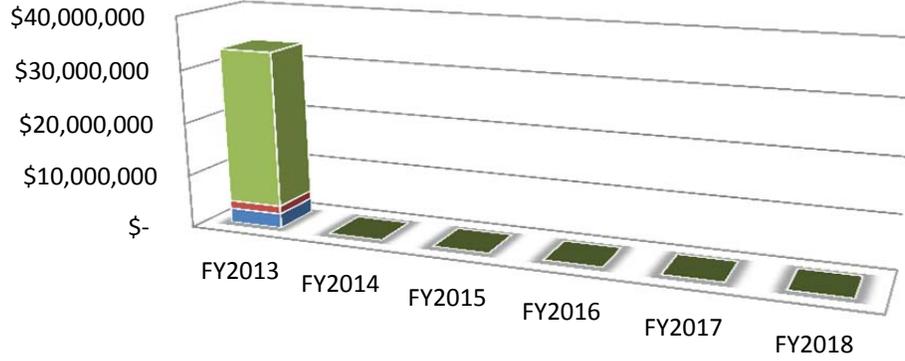
	FY2013 Expn/Rplc	FY2014 Expn/Rplc	FY2015 Expn/Rplc	FY2016 Expn/Rplc	FY2017 Expn/Rplc	FY2018 Expn/Rplc
DAR <30'	0/14	-	0/7	-	-	-



Facility Related Improvements

There are three major planned capital improvement projects between now and FY2018. The project are the Skysong Transit Center; Mustang Transit Center and Park and Ride; and the Scottsdale Thunderbird Park and Ride. All projects except Mustang will be completed in FY 2013 with some opening dates in FY 2014. Mustang Transit Center and Park and Ride will be completed in 2014. There is the Scottsdale Rd. LINK project scheduled to open in FY 2015.

Scottsdale - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$29,220,932	\$-	\$-	\$-	\$-	\$-
■ Regional	\$1,500,000	\$-	\$-	\$-	\$-	\$-
■ Local	\$2,750,493	\$-	\$-	\$-	\$-	\$-

City of Surprise

The City of Surprise is serviced one express route. The route abides by the regional fare structure. The city has partnered with Valley Metro to provide ADA dial-a-ride service. The following summarizes the transit routes serving the city:

- **Express route:**
 - 571 – Surprise Express
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

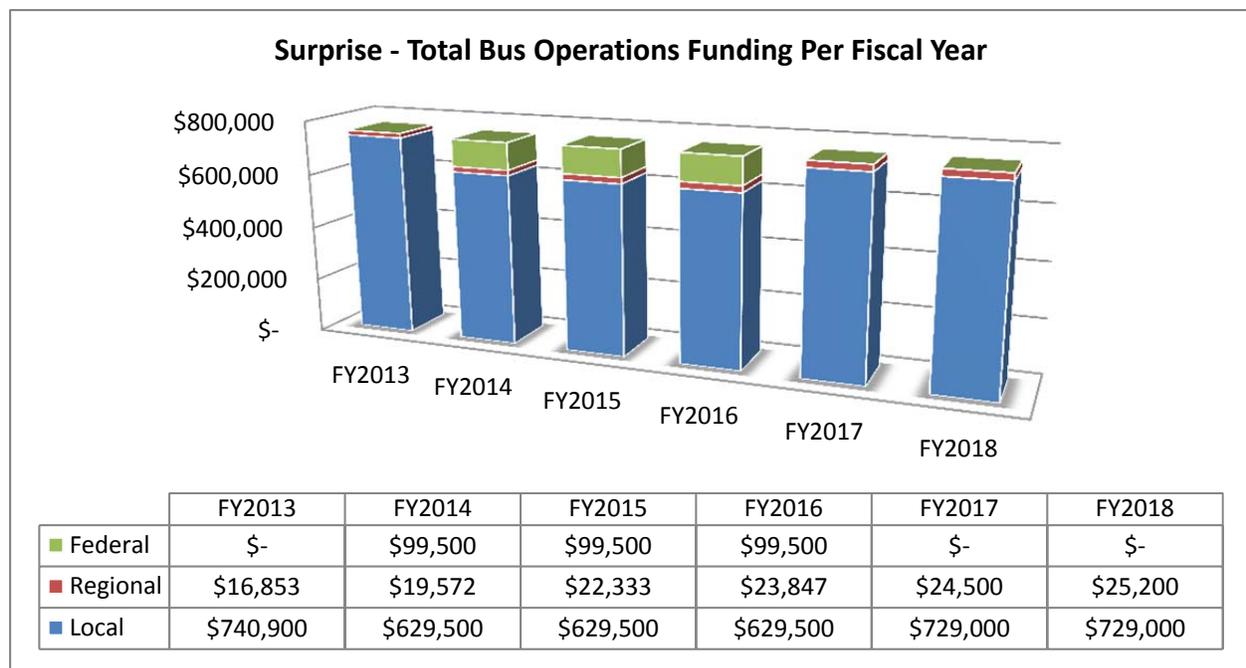
Surprise Park-and-Ride - Bell Rd. and 134th Dr., SE corner

BUS ROUTES SERVED

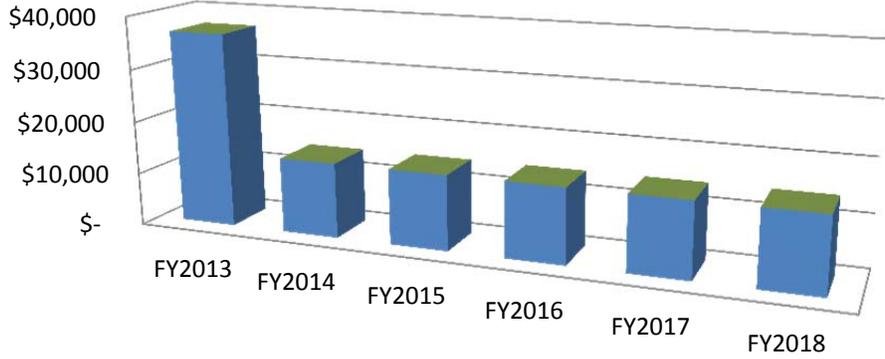
571

Future Improvements

The City of Surprise has partnered with the cities of El Mirage and Phoenix on adding one trip to Express route 571 in FY2014. There are no planned improvements envisioned between then and FY2018 but the city is exploring the possibility of implementing a neighborhood circulator.



Surprise - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$-	\$-	\$-	\$-	\$-	\$-
■ Regional	\$-	\$-	\$-	\$-	\$-	\$-
■ Local	\$36,800	\$14,200	\$14,200	\$14,200	\$14,200	\$14,200

Fleet Related Improvements

This is not applicable to the City of Surprise.

Facility Related Improvements

There are no major planned capital improvements between now and FY2018.

City of Tempe

The City of Tempe is serviced by 14 local routes, four express routes, light rail, and eight neighborhood circulator routes. The local, express and light rail routes abide by the regional fare structure; the neighborhood circulator service is free. The city also provides paratransit service through the East Valley Dial-a-Ride and RideChoice programs. The following summarizes the transit routes serving the city:

- **Local routes:**
 - 1 – Washington
 - 30 – University
 - 40 – Main
 - 45 – Broadway
 - 48 – 48th St.
 - 56 – Priest
 - 61 – Southern
 - 62 – Hardy/Guadalupe
 - 65 – Mill/Kyrene
 - 66 – Mill/Kyrene
 - 72 – Scottsdale/Rural
 - 77 – Baseline
 - 81 – Hayden/McClintock
 - 108 – Elliot
- **Express route:**
 - 511 – Tempe/Scottsdale Airpark Express
 - 520 - Tempe Express
 - 521 – Tempe Express
 - 522 – Tempe Express
- **Neighborhood circulator routes:**
 - Tempe FLASH
 - Tempe FLASH Forward
 - Tempe FLASH McAllister
 - Tempe Orbit Earth
 - Tempe Orbit Jupiter
 - Tempe Orbit Mars
 - Tempe Orbit Mercury
 - Tempe Orbit Venus
- **Light Rail**
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

PARK-AND-RIDE NAME & LOCATION

Cobblestone Village - Warner Rd. and McClintock Dr., SW corner

BUS ROUTES SERVED

81

Dorsey Lane/Apache Boulevard – Apache Blvd. and Dorsey Ln., NE corner

Light Rail

Grace Community Church - Southern Ave. and Dorsey Ln., NW corner

61, 520

McClintock Road/Apache Boulevard - Apache Blvd. and McClintock Rd., SE corner

81, Light Rail

Price Freeway/Apache Boulevard - Apache Blvd. and Loop 101 – Price Freeway, SE corner

40, 511, Light Rail

Tempe Costco - Priest Dr. and Elliot Rd., SE corner

56, 108

Tempe Sports Complex - Hardy Dr. & Warner Rd., NW corner

522

TRANSIT CENTER NAME & LOCATION

Arizona Mills Mall - Arizona Mills Circle

BUS ROUTES SERVED

48, 56, 77

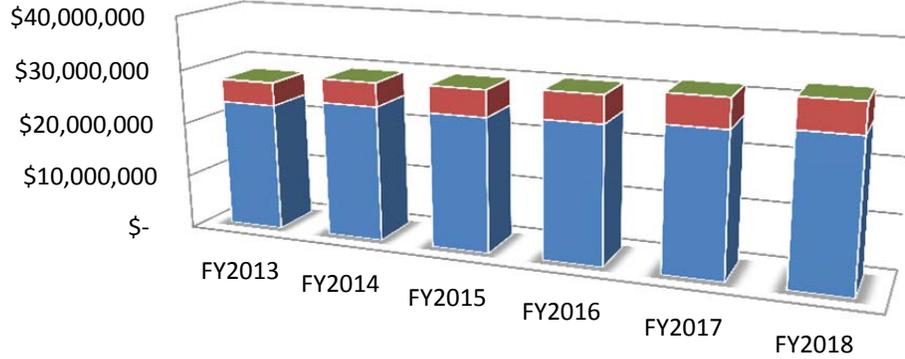
Tempe Transportation Center – Forest Ave. and Veterans Way, NE corner

48, 62, 65, 66, 72, Earth, Jupiter, Mars, Mercury, Venus, Light Rail, 511

PUBLICLY OWNED OPERATIONS AND MAINTENANCE FACILITYEast Valley Bus Operations and Maintenance Facility – 52nd St. and 1st St., NW corner*Future Improvements*

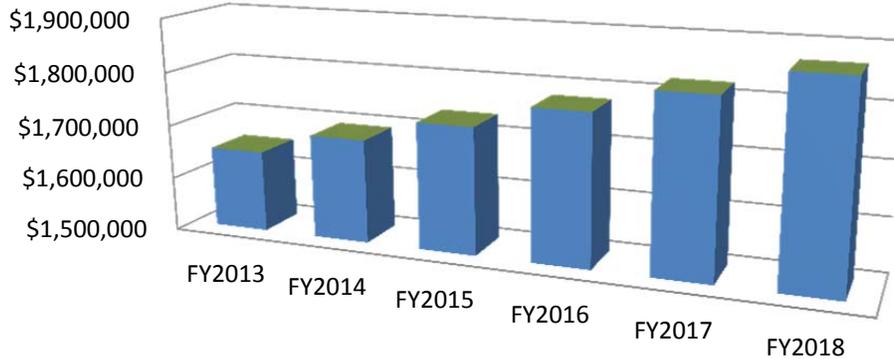
The City of Tempe is planning to maintain their current level of services. The only major planned improvement between now and FY2018 is the Tempe Streetcar.

Tempe - Total Bus Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$82,276	\$-	\$-	\$-	\$-	\$-
Regional	\$4,231,586	\$4,380,230	\$4,896,141	\$5,043,064	\$5,290,750	\$5,406,169
Local	\$23,555,863	\$24,932,490	\$24,684,722	\$25,240,917	\$26,105,791	\$26,929,087

Tempe - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$1,651,000	\$1,692,275	\$1,734,582	\$1,777,946	\$1,822,395	\$1,867,955

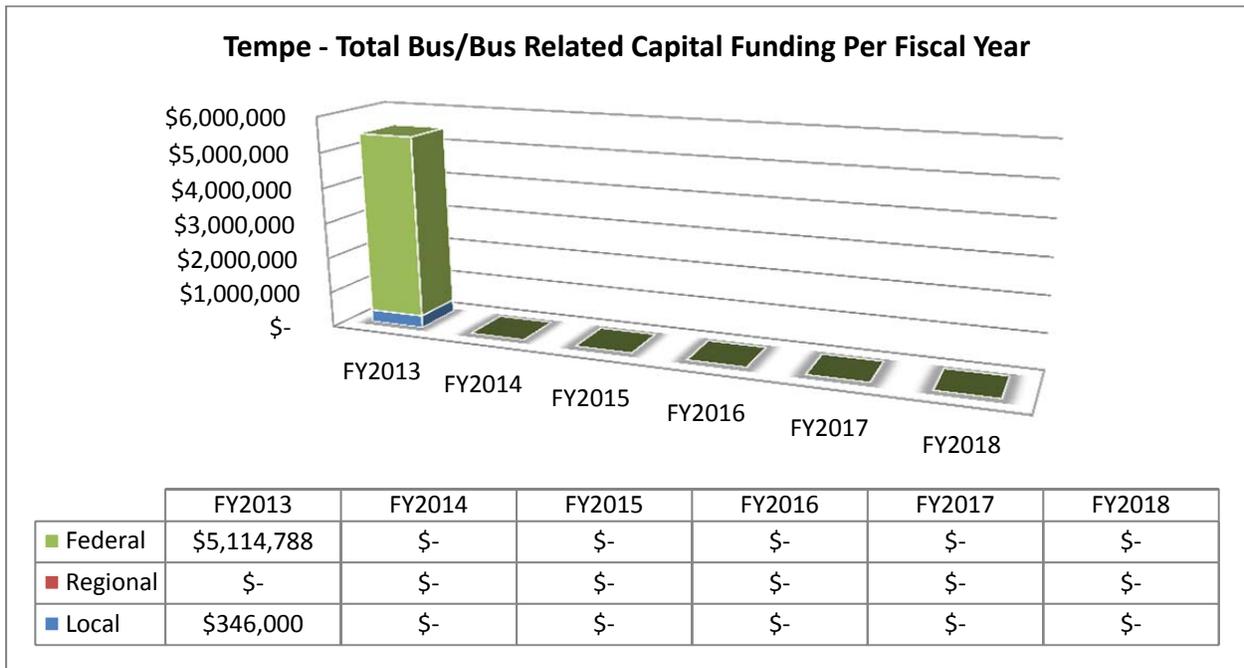
Fleet Related Improvements

The fleet replacement schedule for the City of Tempe is being administered by the Valley Metro.

The City of Tempe currently owns 154 vehicles:

- 37 circulator vehicles they are all less than 30' in length, high floor, gasoline powered and wheelchair accessible,

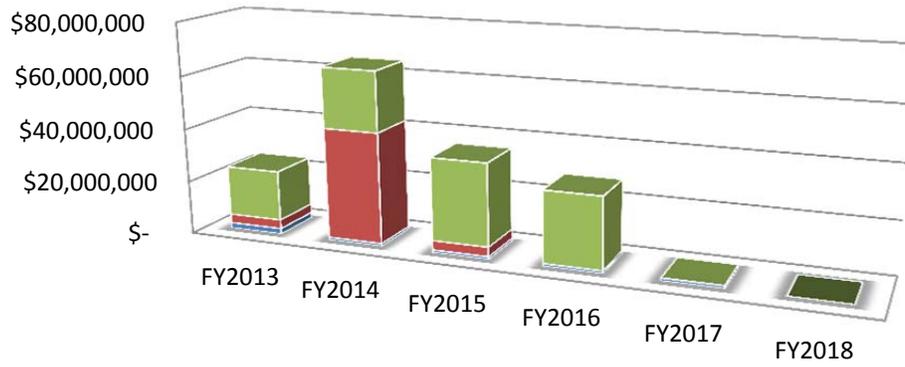
- 73 local/Express vehicles they are all 40’ in length, low floor, LNG and CNG powered and are wheelchair accessible,
- 19 local vehicles they are all 35’ in length, low floor, LNG powered and are wheelchair accessible,
- 17 local vehicles they are all 60’ in length, low floor, hybrid powered and are wheelchair accessible.



Facility Related Improvements

In FY2013 Tempe is upgrading the transit operating facility. In FY 2013 the city is performing the following traffic/streetscape capital projects: design phase for traffic calming/streetscape enhancements on Broadway Rd., CCTV-LRT signals at intersections, pedestrian street improvement on Hardy Dr. as well as University Dr., and various bus pull-outs. A multiuse path project is in the design phase for Priest Dr. and SR143 and the underpass near Loops 101 and 202 for FY2013 and a planned bike pedestrian crossing at I-10 and Alameda and on the El Paso Gas Line Easement in FY2014. Bus stop and multi-use path asset maintenance which consists of bus stop and pathway capital maintenance as well as bus stop improvements are planned for FY2013 through FY2017 and the streetcar around FY2016.

Tempe - Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$18,670,134	\$22,561,000	\$30,781,000	\$26,696,000	\$-	\$-
■ Regional	\$3,415,000	\$41,483,000	\$3,544,000	\$-	\$-	\$-
■ Local	\$2,112,879	\$1,038,224	\$1,034,206	\$996,367	\$1,039,953	\$-

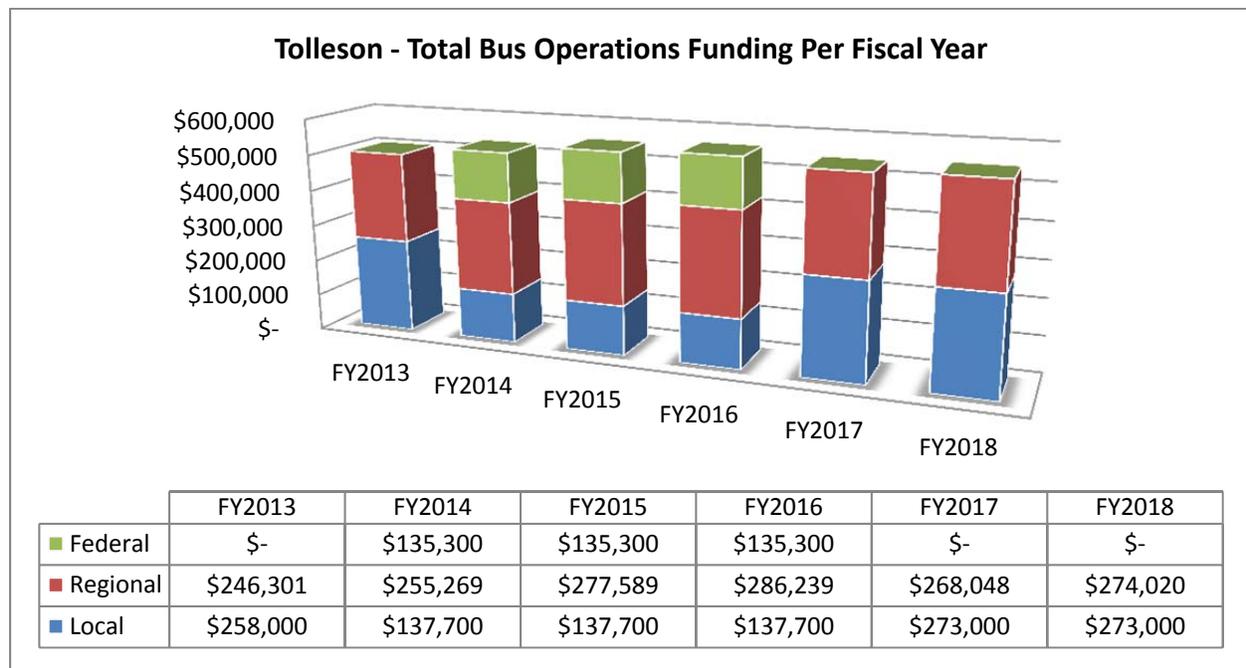
City of Tolleson

The City of Tolleson is serviced by two local routes and one circulator route. The local routes abide by the regional fare structure; the neighborhood circulator service is \$0.50 per ride. The city also provides ADA dial-a-ride service. The following summarizes the transit routes serving the city:

- **Local route:**
 - 3 – Van Buren
 - 17A – McDowell
- **Neighborhood circulator route:**
 - Avondale ZOOM
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

Future Improvements

Overall the City of Tolleson is planning to maintain their current level of services, with a slight increase in their taxi voucher program. There are no other major planned improvements envisioned between now and FY2018.



Fleet Related Improvements

This is not applicable to the City of Tolleson.

Facility Related Improvements

There are no major planned capital improvements between now and FY2018.

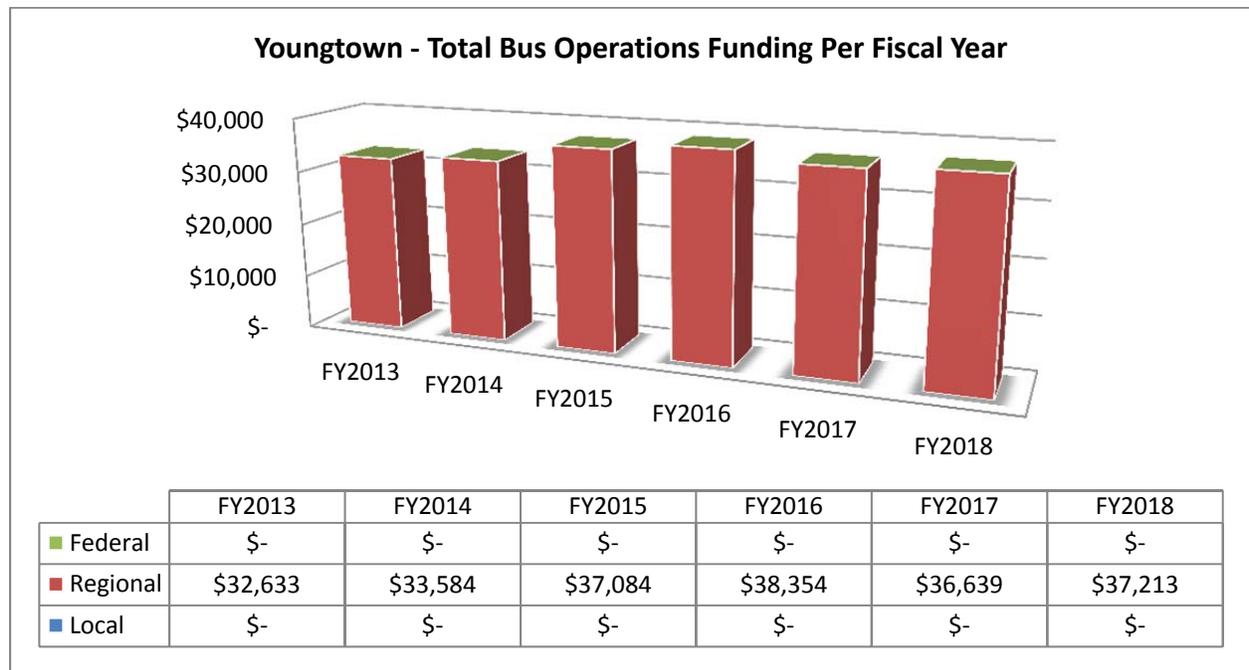
Town of Youngtown

The Town of Youngtown is serviced by one local route. The route abides by the regional fare structure. The city also provides ADA dial-a-ride service. The following summarizes the transit routes serving the city:

- **Local route:**
 - 106 – Peoria/Shea
- **ADA Service:**
 - Please refer to Table 6 in the Appendix

Future Improvements

The Town of Youngtown is planning to maintain their current level of services. There are no planned improvements envisioned between now and FY2018.



Fleet Related Improvements

This is not applicable to the Town of Youngtown.

Facility Related Improvements

There are no major planned capital improvements between now and FY2018.

Valley Metro

Valley Metro operates various transit service modes from dial-a-ride to light rail for almost all cities in the region. In addition, the agency provides other regional support services designed to meet the Maricopa County trip reduction goals through alternative modes of transportation. The majority of service operated by the agency has been noted above by individual jurisdictions under the “regional” designation in the bar graphs. However, there is one route which is operated by the agency that is not reported by any of the above jurisdictions, Route 251. The service for this route is purchased by the Gila River Indian Community. The route abides by the regional fare structure. The route abides by the regional fare structure.

- **Local route:**
 - 251 – 51st Ave.

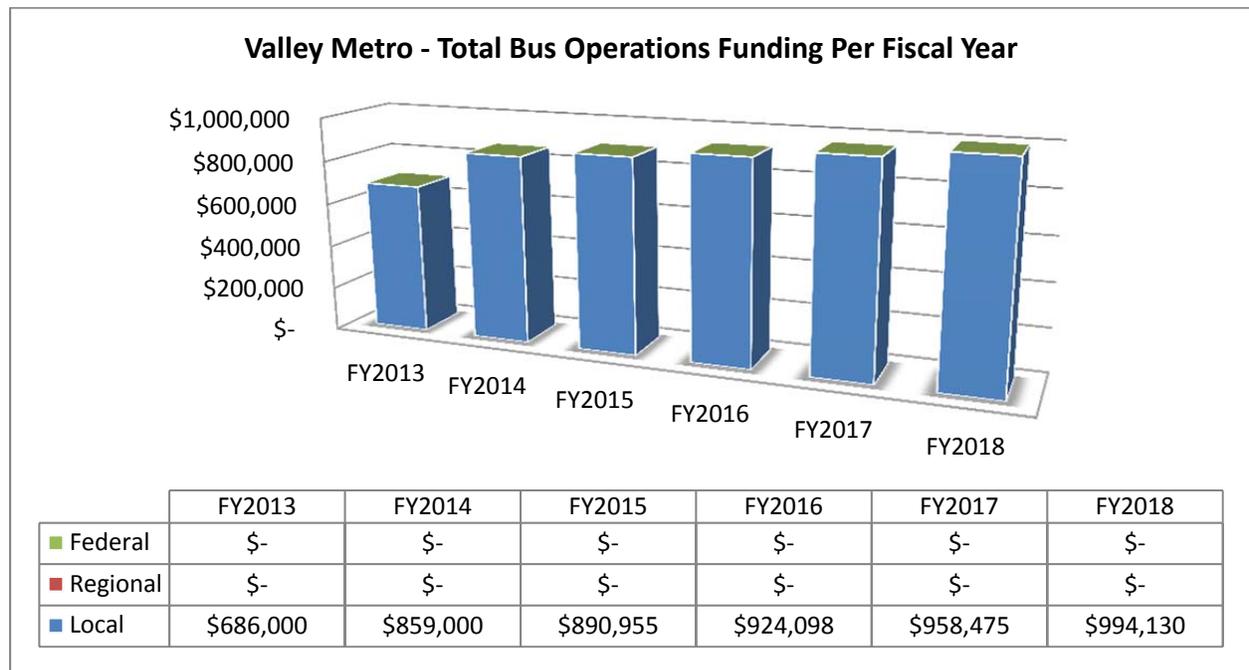
PUBLICLY OWNED OPERATIONS AND MAINTENANCE FACILITY

Valley Metro Mesa – Virginia St. and Greenfield Rd., SE corner

Valley Metro Rail – 48th St. and Washington St., SE corner

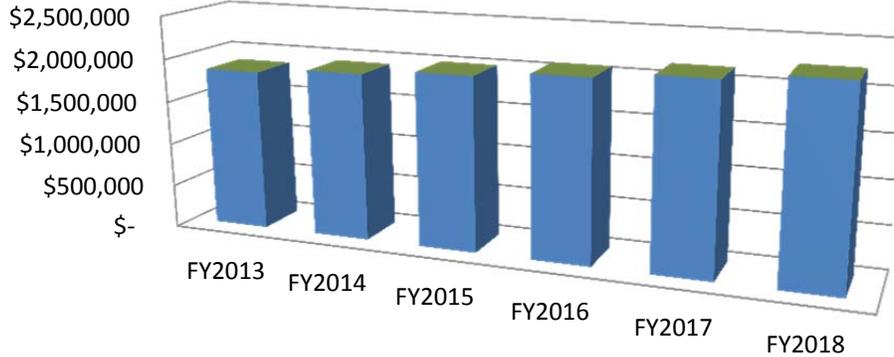
Future Improvements

There is one planned improvement for FY2013, the expansion of route 251 further into the Gila River Indian Community.



* Valley Metro operates a significant amount of transit service in the Valley, however, those costs have been already been captured by the various agencies listed in this document.

Valley Metro - Total Facilities Operations Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
Federal	\$-	\$-	\$-	\$-	\$-	\$-
Regional	\$-	\$-	\$-	\$-	\$-	\$-
Local	\$1,857,000	\$1,926,080	\$1,997,731	\$2,072,046	\$2,149,126	\$2,229,074

Fleet Related Improvements

Valley Metro currently own 662 vehicles:

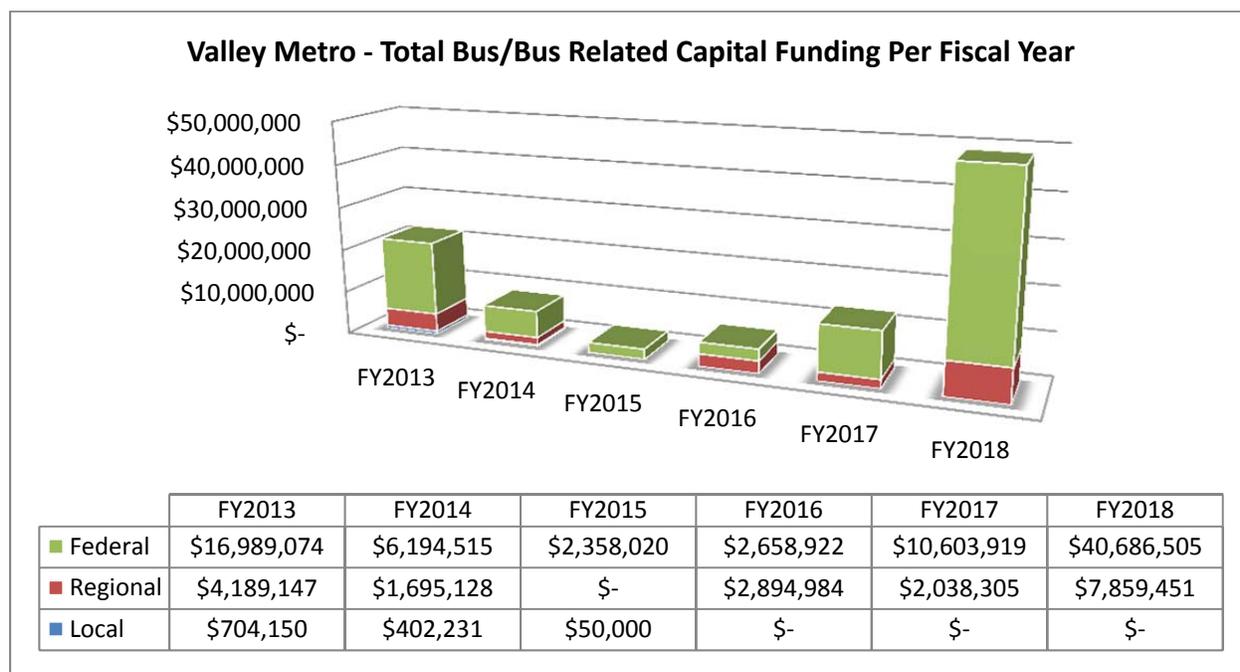
- 10 circulator vehicles they are all less than 25' in length, high floor, bio-diesel and gasoline powered and wheelchair accessible,
- 9 LINK vehicles measuring 40' in length, they are all low floor, bio-diesel powered and wheelchair accessible,
- 12 Express vehicles, they are all 40' in length, high floor, bio-diesel powered and wheelchair accessible,
- 160 local/Express vehicles, 140 of those vehicles are 40' in length, 20 of those vehicles are 60' in length, low floor, CNG and bio-diesel powered and are wheelchair accessible,
- 7 Rural vehicles they range from 22' to 34' in length, high floor, bio- powered and are wheelchair accessible,
- 414 Vanpool vehicles they are less than 30' in length, high floor, gasoline powered and are not wheelchair accessible, and
- 50 light rail vehicles, low floor, electric powered and are wheelchair accessible.

Valley Metro is planning replacing fleet as follows:

	FY2013 Expn/Rplc	FY2014 Expn/Rplc	FY2015 Expn/Rplc	FY2016 Expn/Rplc	FY2017 Expn/Rplc	FY2018 Expn/Rplc
Vanpool <30'	10/45	25/45	25/45	25/45	25/45	25/45
Rural <30'	0/2	-	-	0/3	-	-
Rural 30'	2/0	-	-	-	2/0	-
Circulator	-	0/12	-	-	-	0/12
Link 40'	-	6/0	-	-	-	-
Std. 40'	0/20	-	-	-	-	0/52
Std. 60'	-	-	-	-	-	0/10

No light rail trains are expected to be purchased for expansion or replacement during this timeframe.

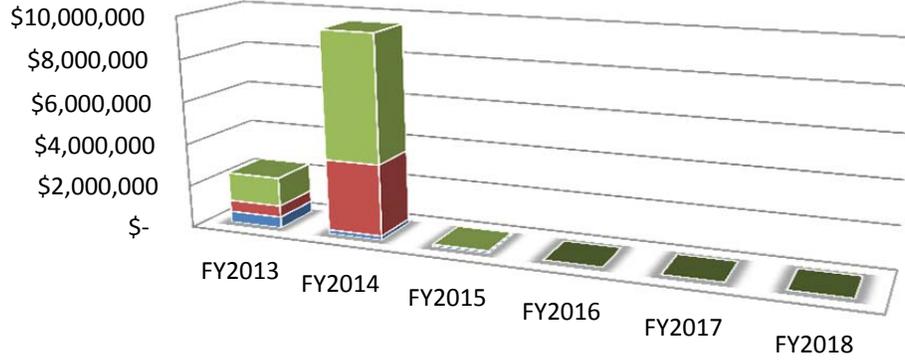
There are several planned vehicle improvements between now and FY2018. In regards to transit vehicles, the agency is planning on replacing failing engines in several New Flyer Buses (2006 model year) and electronic fan retrofits. In regards to LRV vehicles, the agency is planning on addressing the following capital items: LRV door modifications, major overhaul of gear units, overhaul friction brakes and related components, overhaul HVAC/pantograph/motor truck & center truck, overhaul light rail vehicle air compressors and replacement batteries for both OCC UPS systems overhaul.



Facility Related Improvements

There are several planned capital improvements between now and FY2015. Relating to the bus transit facility, the agency is planning to perform paving repairs, and construction improvements for the Scottsdale Rd. LINK. Concerning the light rail transit facility, the agency is planning on installing additional lighting and shelving, installation of solar panels, mezzanine storage, replace/repair the roof, UPS for MOE building lighting system, vehicle maintenance facility and equipment improvements, yard entrance security kiosk, catch basin installation and asphalt paving modification CPEV drainage, communication cabinet UPS batteries, computer room air conditioning units at the OMC, fare vending equipment shade structures, installation of additional ADA tactile pavers, replace security cameras, replace station speakers, replacement batteries for TPSS, replacement battery cartridge for station communication cabinets, Security camera PTZ, station railing enhancements, installation of ticket vending machines on Skytrain bridge, upgrade intrusion detection system at Town Lake bridge and visual message board replacement.

Valley Metro Total Passenger Facility Capital Funding Per Fiscal Year



	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
■ Federal	\$1,349,715	\$6,000,000	\$-	\$-	\$-	\$-
■ Regional	\$547,250	\$3,358,478	\$-	\$-	\$-	\$-
■ Local	\$529,429	\$200,000	\$105,000	\$-	\$-	\$-

APPENDIX A - Definitions

Circulators/Shuttles - Circulator service operates within a specific locale, such as a neighborhood or downtown area, and connects to major traffic corridors

Local Route Service - Scheduled bus service operates on a fixed route that involves frequent stops and lower travel speeds, the purpose is to deliver and pick up transit passengers close to their destinations or origins. In addition, local routes are transit routes in a city or its immediate vicinity, distinguishing them from regional transit service or interurban lines.

Regional Super Grid - Regional grid bus routes, which are also commonly referred to as “supergrid routes,” are routes that follow the alignment of major roads of the regional arterial grid network. The supergrid addresses the need for a consistent level of service across all jurisdictions.

Rural/Flex Routes - This service type addresses the need to provide connections between the urban and rural communities of the county, serving a range of trip needs including medical, work, shopping, education, and access to various community services.

Limited Routes - Limited route bus service operates on a fixed route, typically major arterials, which provide higher speeds and fewer stops than found on other portions of the bus system or on the same route in local service.

RAPID/Express Routes - Express bus provides enhanced-speed, moderate-volume commuter or regional access in the MAG region and is designed to operate primarily on the region’s freeway system, including High Occupancy Vehicle (HOV) lanes. Express bus service typically operates from park-and-ride locations to employment centers throughout the region. These routes provide service Monday through Friday during the morning and evening peak time periods. While Express bus service usually operates one-way in the peak direction, two-way service may be warranted in reverse commute markets. The term RAPID is Express service that operates solely within the boundaries of the City of Phoenix.

LINK Service - Valley Metro LINK is a state-of-the-art bus service in Mesa, Chandler and Gilbert that lets customers enjoy rail-like comfort, speed and reliability. LINK service has elevated platforms, off board fare collection and offer WiFi. LINK vehicles have traffic signal priority, meaning that stoplights wait to turn red until they pass. The service operates in mixed traffic.

Paratransit - Paratransit service includes various types of passenger transportation that is more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes dial-a-ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling. Under the RTP, Americans with Disabilities Act (ADA) paratransit service is regionally funded, while senior and general public paratransit service continues to be locally funded.

Dial-a-Ride - Dial-a-Ride is a shared-ride origin to destination service that provides transportation for passengers. This includes ADA certified and non-ADA service. ADA paratransit service is a type of DAR service required to be provided according to ADA federal regulations as an alternative form of transit when and where local fixed route bus service is running. The federally mandated service area is three-fourths of a mile on each side of each fixed route merged together such that, with few and small exceptions, all origins and destinations within the area would be served. A certification process determines a user's eligibility for ADA DAR service.

Table 6 - Dial-a-Ride Services Provided by Jurisdiction

<u>Jurisdiction</u>	<u>Eligibility Criteria</u>		<u>Service Provider</u>
	<u>ADA</u>	<u>Non-ADA</u>	
Avondale	X		Southwest Valley ADA Service
Buckeye		X	NA
Chandler	X	X	East Valley Dial-a-Ride and East Valley RideChoice
El Mirage	X	X	Northwest Valley Dial-a-Ride
Fountain Hills	-	-	Information not available
Gilbert	X		East Valley Dial-a-Ride and East Valley RideChoice
Glendale	X	X	Glendale Dial-a-Ride
Goodyear	X		Southwest Valley ADA Service
Guadalupe	X		East Valley Dial-a-Ride
Mesa	X		East Valley Dial-a-Ride and East Valley RideChoice
Paradise Valley	X		Phoenix Dial-a-Ride and East Valley Dial-a-Ride
Peoria	X	X	Peoria Dial-a-Ride
Phoenix	X		Phoenix Dial-a-Ride and Reserve a Ride (RAR)*
Scottsdale	X	X	East Valley Dial-a-Ride and East Valley RideChoice
Maricopa County (Sun City & Sun City West)	X	X	Northwest Valley Dial-a-Ride
Surprise	X	X	Northwest Valley Dial-a-Ride
Tempe	X	X	East Valley Dial-a-Ride and East Valley RideChoice
Tolleson	X	X	Southwest Valley ADA Service
Youngtown	X	X	Northwest Valley Dial-a-Ride

Note that the table is a generalization, service area and level of service varies between jurisdictions.

* Phoenix RAR eligibility criteria: passengers must be sixty years of age or older, or 18 years of age or older with a certified disability.

Apart from DAR service the East Valley also counts with the East Valley RideChoice. This is a program with a menu of mobility options. The options include: local bus and light rail service, taxi cab programs, neighborhood circulators, mileage reimbursement and volunteer driver program.

One additional service is City of Phoenix's Reserve-A-Ride (RAR). This is a transportation program provided and funded by the City of Phoenix Public Transit Department in support of City of Phoenix senior centers. Transportation is provided to registered Phoenix senior center members; round trip to/from the senior center and their residence is provided on a reservation basis.

Vanpools - Commuter vanpools allow groups of employees to self-organize and lease a vehicle from Valley Metro to use to operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service.

High Capacity Transit/All Day - HCT/All Day typically operates two-way service, seven days a week. Fixed route bus or rail vehicles (e.g., light rail, streetcar) are used for this service, operating in an exclusive guideway or mixed traffic. Passenger access is available at stations located approximately every half-mile to one mile. Supergrid and arterial LINK service in the MAG region generally operate in mixed traffic and lack the time-saving element of an exclusive guideway. In addition to addressing transportation needs, HCT/All Day service and related modes that operate in a fixed guideways such as light rail, have demonstrated the ability to provide significant economic development benefits.

- *Light Rail Transit:* In December 2008, METRO began operating a light rail transit (LRT) line in the MAG region connecting Phoenix, Tempe, and Mesa. This service is 20-miles in length operating in an exclusive guideway with 28 stations. Two-way service is provided all day, seven days a week. On the weekdays and Saturday, this service operates approximately 19.5 hours a day with 12-minute peak and midday service and 20-minute early morning and evening service, with extended service on Friday and Saturdays. On Sunday, this service operates approximately 19.5 hours a day with 15-minute peak and midday service and 20-minute early morning and evening service.
- *Arterial Bus Rapid Transit (BRT):* BRT is a two-way service that operates at higher speeds than local or regional grid bus service by taking advantage of limited stops and other time saving enhancements. As defined by federal regulation, BRT operates in a separated and dedicated right-of-way for public transit use during peak periods.
- *Monorail/Sky Train:* The Sky Train is a fully automated, grade separated transit system that connects the major facilities at Sky Harbor International Airport with the LRT system. Stage One of the project extends from the LRT station at 44th St., stopping at the East Economy Parking lot and continuing to Airport Terminal Four. The 1.7 mile long service opened in the Spring 2013. The Sky Train runs 24 hours a day and arrives at stations every three minutes during peak periods and delivers passengers to their stops within five minutes of boarding.

High Capacity Transit/Peak Period - HCT/Peak Period provides higher-speed, high-volume commuter or regional access, when compared with express bus. While express bus sometimes operates in mixed traffic, HCT/Peak Period generally operates in an exclusive guideway, providing service between park-and-ride locations and major employment centers. This service typically operates Monday through Friday during the morning and evening peak time periods traveling in the peak direction using bus or rail vehicles (e.g., commuter rail). HCT/Peak Period service can utilize either buses or rail vehicles.

APPENDIX B - History of Transit and/or Transit Related Taxes in the Region

The region has supported transportation projects in general and has gradually been providing additional and/or dedicated funding towards transit. The following is a summary of tax initiatives that have passed and are providing funding for transportation project and transit operations:

- 1985 – Maricopa County - Proposition 300
 - Law enables County citizens to vote on a sales tax increase to fund regional freeway improvements
 - Residents approve to fund freeway construction with approximately two percent (2%) for public transit
 - Tax rate: 0.05%
 - Sunset date: 2005
- 1989 – Scottsdale
 - Tax for transit and other transportation projects
 - Tax rate: 0.2%
 - Sunset date: In perpetuity
- 1996 – Tempe
 - Tax for transit services only
 - Tax rate: 0.5%
 - Sunset date: In perpetuity
- 1998 – Mesa
 - Tax for parks & recreation, police & fire; the remainder goes towards transit
 - Tax rate: 0.5%
 - Sunset date: Expired in 2008
- 2000 – Phoenix
 - Tax for transit services only
 - Tax rate: 0.4%
 - Sunset date: 2020
- 2001 – Glendale
 - Tax for transit and other transportation projects
 - Tax rate: 0.5%
 - Sunset date: In perpetuity
- 2004 – Maricopa County - Proposition 400
 - Residents approve the extension of the 1985 half-cent county-wide sales tax.
 - Transit, and light rail, allocation goes from approximately two percent (2%) to slightly over one-third (33.3%) of tax revenues
 - Tax rate: 0.5%
 - Sunset date: 2025
- 2005 – Peoria
 - Tax for transit and other transportation projects
 - Tax rate: 0.3%
 - Sunset date: 2025

APPENDIX C- Regional Fare Structure

Table 7 - Regional Fare Structure

	Fare Type	Current	Effective 3/1/13		Fare Type	Current	Effective 3/1/13		Fare Type	Current	Effective 3/1/13		Fare Type	Current	Effective 3/1/13
	Full Fare Local/METRO/ LINK	1-Ride	\$1.75		\$2.00	Express/RAPID Fare	1-Ride		\$2.75	\$3.25	Reduced Fare Local/METRO/ LINK		1-Ride	\$0.85	\$1.00
All-day		\$3.50	\$4.00	All-day	\$5.50		\$6.50	All-day	\$1.75	\$2.00		1-Ride	\$3.50	\$4.00	
All-day (on-bus)		\$5.25	\$6.00	All-day (on-bus)	\$7.25		\$8.50	All-day (on-bus)	\$2.60	\$3.00		<i>Rural Route</i>			
3-day		\$10.50	*	31-day pass	\$85.00		\$104.00	3-day	\$5.25	*		1-Way	\$3.25	\$4.00**	
7-day		\$17.50	\$20.00	-	-		-	7-day	\$8.75	\$10.00		-	-	-	
15-Day (New)		-	\$33.00	-	-		-	15-day (New)		\$16.50		See valleymetro.org for information on ASU U-Pass and Semester Pass			
31-day		\$55.00	\$64.00	-	-		-	31-day	\$27.50	\$32.00					

Source: www.valleymetro.org

*Discontinued.

**Flat fare