



MARCH 2013

Valley Metro is the regional public transportation agency providing coordinated, multi-modal transit options to residents of greater Phoenix and the Maricopa County urbanized areas. With a core mission of advancing a total transit network, Valley Metro and its member agencies plan, develop and operate the regional bus and light rail system. Valley Metro is governed by two Boards of Directors. The Regional Public Transportation Authority (RPTA) Board consists of 16 public agencies (15 cities and Maricopa County) that set the policy direction for all modes of transit except light rail. The Valley Metro Rail Board consists of five cities that set the policy direction for light rail. The Boards and the agency work to improve and regionalize the public transit system.

We Provide Many Transportation Alternatives to Enhance Regional Mobility

- Local, LINK, Express and RAPID commuter bus service
- Light rail service
- Rural connector, local area shuttles and neighborhood circulators
- Dial-a-Ride paratransit service
- Commuter vanpool service
- Online carpool matching system
- Assistance to local businesses for trip reduction through alternative modes of transportation (bus, carpool, vanpool, bike, telework, etc.)



71 Million Transit Trips and Counting

Regional bus ridership totaled 57.5 million riders in 2012, which is an increase of five percent over 2011. In fiscal year 2012, total ridership for the system was 71 million passengers.

Light Rail Ridership Continues Grow

The first 20-miles of light rail opened December 2008 and served 13.5 million riders in 2012, exceeding the prior year by six percent. Six light rail extensions under way will create a 57-mile system by 2032.

Fixed-route bus, light rail transit and rideshare programs receive funding from the Federal Transit Administration, Arizona Department of Transportation, Maricopa Association of Governments, member agencies, and the regional public transportation fund.

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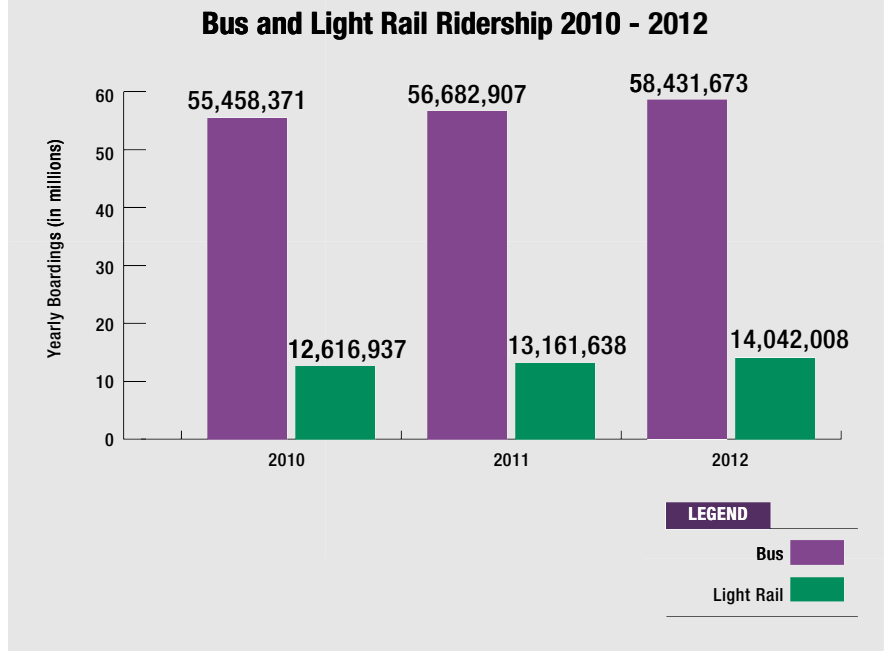
Councilmember Rick Heumann
City of Chandler

REGIONAL STATUS REPORT

Public transportation is a critical component of the regional transportation system in the greater metro Phoenix area. It is at the heart of the solution to congestion and mobility in the region because it offers attractive alternatives to driving. Public transportation is critical to the regional economy.

- Provides more than 250,000 trips to Valley residents every weekday;
- Stimulates economic development by creating new jobs, and helping to attract new businesses to the region—every \$1 invested in public transportation generates \$4 in economic returns;
- Provides personal mobility and freedom for people from every walk of life, including students going to class, people who are unable to drive, and residents attending special events; and
- Reduces energy consumption and greenhouse gas emissions.

REGIONAL FIXED ROUTE BUS AND RAIL BOARDINGS BY FISCAL YEAR Annual Boardings (in millions)



TRANSIT RIDERSHIP



Transit ridership across the metro Phoenix region has grown 22.5% from 2007 to 2012. The growth is a result of additional regional services and further development of the urban core with the following features:

- Operates service 365 days a year
- 58 local routes & one rural route
- 19 Express routes and four RAPID routes
- 17 neighborhood circulator routes
- 394 Vanpools
- Approximately 31.3 million revenue miles operated (bus and rail)
- Approximately 71 million passenger boardings (bus and rail)
- Approximately 250,000 weekday average daily passenger boardings (bus and rail)
- Approximately 291,000 passenger boardings annually using mobility aids
- Customers using bikes accounted for over 1.6 million annual boardings
- Fleet of 889 buses
- 50 light rail vehicles
- 100% of the fleet is alternatively fueled

FEDERAL PRIORITIES FOR FY 2014

Buses and Bus Facilities

FY 2014 federal funding will be used to replace buses that have or will have reached the end of their useful life. Buses purchased are used for local and regional service and expansion of the Scottsdale Road LINK limited stop service fleet.

Federal funding has also been programmed for the construction of two transit centers and a park-and-ride:

Laveen (Land / Design) - Connection to the regional system.

Mesa (Land / Design) - Connection to local bus service, two Bus Rapid Transit lines, and light rail.

Peoria (Construction) - Multiple connections to the regional system.

Fixed Guideway Capital Investments (New Starts / Small Starts)

Valley Metro is working to implement a high capacity transit system included in the Regional Transportation Plan (RTP). The projects are included in the High Capacity Corridors map. The table to the right includes a list of projects currently in construction or in various phases of development during 2013. Funding sources assume the regional one-half cent sales tax, FTA 5309 Capital Investment Grant (New Starts), Congestion Mitigation Air Quality (CMAQ), Surface Transportation Program (STP), and contributions from local cities.

Under MAP-21, the project development process is a local responsibility. The process includes completion of the Alternatives Analysis (AA), environmental documentation and preliminary engineering. In FY 2014, Valley Metro's budget is expected to be \$10 - \$12 million.

The projects in the most advanced stages of development include:

Central Mesa Light Rail Extension - A 3.1 mile light rail extension is being added to the existing 20-mile system from Sycamore east to downtown Mesa. The project is currently under construction and was awarded a Project Construction Grant Agreement (PCGA) in the amount of \$75 million by the FTA in October 2012. The FY 2013 transportation appropriations legislation includes \$20 million. Valley Metro is seeking federal funds to fulfill the terms of the PCGA with \$19.52 million in FY 2014.

Northwest Light Rail Extension - A 3.2 mile light rail extension is being added north from Montebello to Dunlap Avenue in Phoenix. In 2012, the completion date of the project was advanced to 2016 from 2023. Construction of the project began in January 2013 and is funded entirely by regional transit sales tax and the local city of Phoenix transit sales tax. There is no federal funding associated with the project.

Tempe Streetcar - The Environmental Assessment is underway and the Project Development phase is expected to begin in 2013. Valley Metro could seek \$56 million through the FTA Section 5309 Small Starts funding program during FY 2014 for design and construction of the streetcar project.

FY 2014 FEDERALLY FUNDED BUS FLEET AND FACILITIES

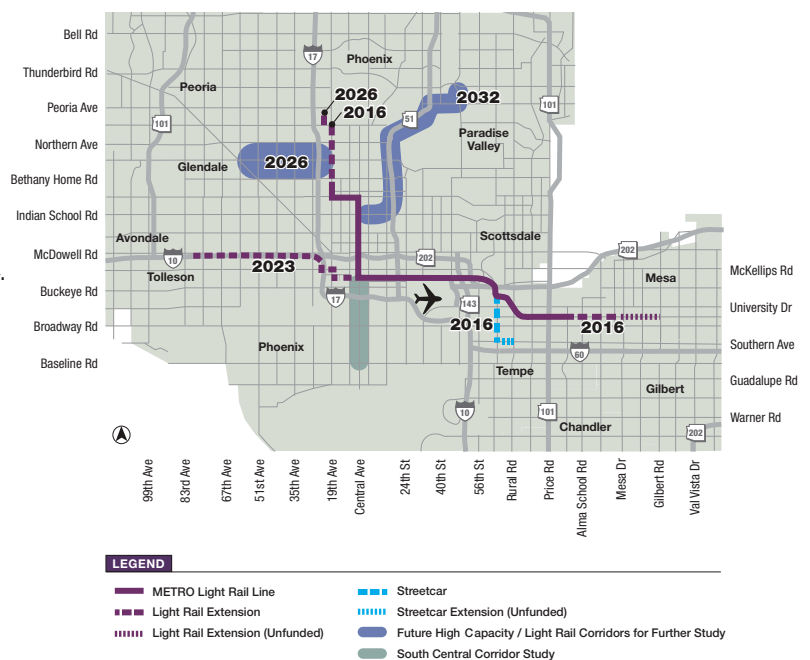
Project	Total Project Cost	FY 2014 Federal Funding
Phoenix Buses - 28 need replacement	\$21,175,638	\$17,433,372
Valley Metro - 3 to expand (Scottsdale / Rural BRT)	\$1,875,162	\$1,556,384
Laveen Park-and-Ride - Land / Design	\$2,370,705	\$1,896,564
Mesa Transit Center - Land / Design	\$1,451,452	\$1,161,162
Peoria Transit Center - Construct	\$1,559,505	\$1,247,604
Total	\$28,432,462	\$23,295,086

FIXED GUIDEWAY CAPITAL INVESTMENT PROGRAM (NEW STARTS/SMALL STARTS)

Project	2013 Project Activity	Cost Estimate (in millions)	Federal Funding	Scheduled Completion
Central Mesa	Construction	\$199	5309	2016
Northwest Extension	Construction	\$285	None	2016
Tempe Streetcar	Environmental	\$130	5309	2016
Gilbert Road	Environmental	\$133	STP-Flex	TBD
Phoenix West	Environmental	\$1,033	5309	2023
West Phoenix / Glendale	AA	\$481	5309	2026
South Central	AA	\$133	5309	TBD

*Projects are not listed in order of priority.

HIGH CAPACITY CORRIDORS MAP



FEDERAL PRIORITIES FOR FY 2014 - CONTINUED

The federal government is a valuable partner with public transportation

expand our region's transit options with the implementation of Moving Ahead for Progress in the 21st Century (MAP-21) and annual transportation appropriations.

Support Maximum Transit Funding Levels

- Maximize federal transit funding to all programs to help meet growing public demand
- Maximize the financial commitment to the New Starts program by ensuring that the Central Mesa light rail extension is funded according to the Project Construction Grant Agreement.

Monitor and Provide Input on the Implementation of MAP-21

- Implement changes to the New Starts evaluation criteria that include:
 - Simpler approach for measuring the cost-effectiveness of projects
 - Expand the range of environmental benefits used to evaluate projects that include human health, energy use, greenhouse gas emissions, and safety
 - New economic development factors used to evaluate projects and,
 - Reduction of regulations and red tape associated with the project evaluation process.
- The Program of Inter-Related Projects guidance from FTA should encourage local sponsors to advance multiple projects simultaneously within a reasonable timeframe and allow them to use locally funded projects currently in construction and as local match for projects built with federal funds.
- Other provisions of MAP-21 to be monitored include State of Good Repair, safety, and transit representation on MPO Boards.

Support Grant Opportunities

Although MAP-21 limits discretionary funding, the region will seek opportunities under the TIGER program and other grants as they become available.

Support Tax Law Changes

- The tax package passed by Congress in January included two provisions that benefit public transportation. Both provisions are retroactive to 2012 and are extended through 2013. They are:
 - Re-establishment of parity between the parking and transit benefits at \$240 per month
 - Re-establishment of the tax credit for use of alternative fuels.
- Pursue the permanent extension of the tax benefit parity for parking and public transportation and the alternative fuels tax credit. The alternative fuels tax credit benefits transit services in the region in the amount \$3 to \$5 million per year.

Prepare for Reauthorization of MAP-21

Monitor Congressional oversight hearings and participate in reauthorization efforts, including sustainable revenues for public transit operations, maintenance and service expansion.

Federal policymakers should consider policy recommendations of the American Public Transportation Association, the New Starts Working Group, the Community Streetcar Coalition, and other affiliated organizations.

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

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