Transportation:
Regional Cooperation to Provide Transit

Austin Chamber of Commerce
David A. Boggs, Executive Director
Regional Public Transportation Authority

October 26, 2009
Agenda

- Agency Framework
  - Transit & Land Use
  - Background & Funding History
  - Committee Structure
- Services Provided
- Regional Duties
  - Customer Service
  - Marketing & Business Services
- Regional Transportation Plan
- Transit Life Cycle Program
- Future Transit Plans
  - Plan for Regionalization
- Closing
Transit & Land Use

Local land use plans help project future travel demand: MAG has a regional travel demand model

Transportation planning is regional & cooperative
Agency Background

15 members:
cities, towns &
County

Limited regional
authority—
multiple service
contracts

Bus, paratransit,
vanpools, regional
marketing services
Funding History

• 1985: RPTA is established after Maricopa County voters approve Proposition 300, a county-wide 20 year ½ cent sales tax for freeways

• 1989: “Valtrans,” a comprehensive county-wide transit program of bus, automated elevated rapid transit and dial-a-ride is presented to voters but fails.

• 1996: Tempe voters approve a dedicated transit tax.

• 2000: Phoenix voters approve a dedicated transit tax.
Funding History

• 2002: Valley Metro Rail, Inc., a nonprofit corporation, was organized for the purpose of planning, designing, constructing, and operating the initial light rail transit project.

• 2004: Maricopa County voters approve Proposition 400, a county-wide 20 year ½ cent sales tax extension for freeways, streets and transit (November 2, 2004).

• 2005: Valley Metro RPTA Board adopts the 20-Year Transit Life Cycle Program (TLCP) financial model, guiding principles, and policies.
Committee Structure

Valley Metro RPTA Board of Directors

- Executive Director (ED)
- Transit Management Committee (TMC)
- Budget and Finance Subcommittee (BFS)

Regional Marketing Committee (RMC)
Valley Metro Operations & Capital Committee (VMOCC)
Financial Oversight Advisory Committee (FOAC)
Intergovernmental Representatives (IGR)
Services Provided by Valley Metro

Local, Express & BRT Bus, Light Rail, & Dial-a-Ride
Valley Metro Services and Providers

- **RPTA¹**: Express, Local, LINK, Dial-a-Ride, Rideshare, Regional Services, Contracted by other cities
- **Phoenix²**: Local, RAPID, Express, Dial-a-Ride, Circulators, Contracted by other cities
- **Tempe³**: Local, Express, Circulators
- **METRO⁴**: Light Rail

**Revenue Miles**
1: RPTA 19%
2: Phoenix 62%
3: Tempe 18%
Not shown: Scottsdale .7% and Glendale .3%
Bus Service

• Fleet of 994 buses serving:
  – 63 local routes
  – 17 Express routes
  – 4 RAPID routes
  – 20 neighborhood circulators
  – New arterial BRT

100% ADA Accessible
Dial-a-Ride
- 297 Dial-a-Ride vehicles
- 9 systems

Rural Connector Routes
- Route 660: Wickenburg, Wittman, Surprise, Glendale
- Route 685: Ajo, Gila Bend, Phoenix
METRO Light Rail
Fiscal Years 1997-2009 Annual Ridership

Fiscal Years 1997 - 2009 Annual Ridership

- 2009: 5,580,860
- 2008: 61,866,819
- 2007: 59,020,189
- 2006: 59,253,904
- 2005: 56,358,335
- 2004: 54,013,410
- 2003: 50,319,003
- 2002: 45,103,085
- 2001: 40,011,099
- 2000: 37,486,804
- 1999: 37,387,584
- 1998: 36,377,705
- 1997: 34,141,868

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- Total Ridership
- Light Rail
- Bus
Regional Duties

Marketing & Business Services

Customer Service
## Marketing

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<th>Maintains regional transit website:</th>
<th>Publish Transit Book &amp; collateral: 300 page document twice/year</th>
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<td>200,000 unique visitors/month</td>
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<th>Develops regional marketing transit campaign: <em>based on research</em></th>
<th>Outreach: <em>more than 736 events in FY 2009</em></th>
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- Bike Safety Education: *trained* 3,400 since March
Business Services

- Assist with County’s mandatory program
- Host webinars, produce marketing materials, employer assistance

- Rideshare Month
- Valley Bike Month
- Regional Telework Program

- Online ridematching tool
- Supports 100 employers
- Tracks pollution and commute savings
Customer Service

Regional Call Center
- 2.9 million calls in FY 2009
- Avg. daily call volume is 8,000
- Interactive Voice Response system handles 10% of calls

Regional ADA Eligibility
- Processed 4,800 ADA applications in FY 2009
- Convert to in-person assessment in FY 2010
Regional Services Budget

• 2% ($6.3 m) of overall spending funds regional service support
  – 80% funds printing, customer service, website and administrative costs
  – 20% goes to regional outreach

• Congestion Mitigation and Air Quality (CMAQ) funds trip reduction program for 23 years

• Grant-funds for Bike Safety
Regional Transportation Plan

Creates More Travel Opportunities
RTP: Building the Future

• Funding approved with Proposition 400
• Invests $8.6 billion in transit over 20 years
  • $3.2 billion for light rail capital
  • $1.7 billion for bus capital
  • $2.8 billion for bus operations
  • $905 million provided by Phoenix Public Transit

• Manage the transit portion of the RTP
Transportation Solutions - Transit

Bus Service
- Super-grid routes
- Express
- BRT

Bus Capital
- Fleet
- Park-and-rides
- Transit centers
- Facilities
- Regional Paratransit
- Vanpools

Light Rail
- 27.7 miles of extensions
- Facilities
- Vehicles
Transit Life Cycle Program

How do we build the plan?
Transit Life Cycle Program (TLCP) Board Adopted Polices 2005

• GUIDING PRINCIPLE 1: A defined and consistent process will be established to implement the voter approved Plan (Proposition 400 maps and capital improvements)

• GUIDING PRINCIPLE 2: A defined and consistent process for Plan amendments and changes will be established

• GUIDING PRINCIPLE 3: Funding allocations will be regularly monitored and managed

• GUIDING PRINCIPLE 4: A defined and consistent process will be established to ensure that legislated compliance audit, reporting and performance requirements are met

• GUIDING PRINCIPLE 5: Budgeting and accounting systems will be established to manage Public Transportation Funds and monitor and report results

• GUIDING PRINCIPLE 6: Jurisdictional equity will be monitored annually over 20 years
TLCP Highlights

• Main elements affecting management and implementation of the plan
  – Policies & Guiding Principles
  – Project requirements
  – Financial model

• Independent consultant examined the route-by-route operation & financial assumptions

• Annual plan update
• Preparing for 2010 audit
• Lessons learned
  – Agency implementing plan needs authority
  – Local concerns prevent regional view
  – Understanding plan’s underlying assumptions
  – Strategy should be flexible & detailed
  – Plan for next 20 years now
Approval Process

TLCP Amendment Process
Strategic Plan for Regionalization

Roadmap Approved
First step: Regional Paratransit Study
Board Resolution adopted November 29, 2007 - NOW, THEREFORE BE IT RESOLVED that the Board of Directors does hereby direct the Executive Director to work with Valley Metro member agencies toward the development of a single regional transit agency, which over time integrates fixed route, paratransit and rail operations within Valley Metro RPTA.
Process for Regionalization

- Begin with the easy program!
- Move on to more difficult tasks if the agency meets the criteria.
In Closing...
Looking Ahead

• Regionalizing ADA Dial-a-Ride services—taking it slowly
  – In-person eligibility assessment
  – ADA bus and rail pass
  – Uniform regional service standards and policies
  – Expanded taxi-based programs
  – Paratransit to fixed route feeder service
  – Partnerships with non-profits for providing service for special needs populations
Looking Ahead

• Proposition 400 revenues in decline—nearing $1 billion over the life of the plan
  – Professional facilitator will guide members for the challenge of balancing the plan
  – Due December 31, 2009
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