

CENTRAL MESA

LIGHT RAIL EXTENSION



valleymetro.org/centralmesa

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The 3.1-mile Central Mesa project extends light rail east from the current end-of-line through downtown Mesa to Mesa Drive by late 2016. It consists of three stations and a park-and-ride on the northeast corner of Main Street and Mesa Drive. The extension will add approximately 5,000 new riders and attract additional development to downtown Mesa.

BENEFITS

The Central Mesa extension will serve the growing transit demand in the East Valley. It will connect residents to the downtown Mesa business district, new educational institutions, Mesa Arts Center, Mesa City Hall, special events and activities in adjacent downtown centers in Tempe and Phoenix.



UPDATE

Construction

- Construction work has been prioritized to complete sidewalk ramps, electrical and traffic signal systems in downtown area prior to September 30.
- Final relocation of the water mains has been completed.
- Continuing work on paver installation and hardscaping along corridor.

Community Relations

- Community Advisory Board gave 90% rating to contractor for the months of July and August.
- Partnered with Motorcycles on Main and Downtown Mesa Association for a fundraiser dedicated to the families of the Yarnell firemen.
- Continue to respond to stakeholder questions and concerns.

Right of Way

- 120 out of 122 parcels have been acquired.

Utilities

- Private utility work completed at Hobson, Edgemont and Longmore.
- In the process of acquiring CenturyLink Public Facility Utility Easement.
- Received permits for third party utility work.
- SRP began irrigation work at northeast corner of Main St./Alma School Rd.
- All SRP pipe replacement and paving has been completed.
- Currently working on sewer, gas, waterline and storm drainage.

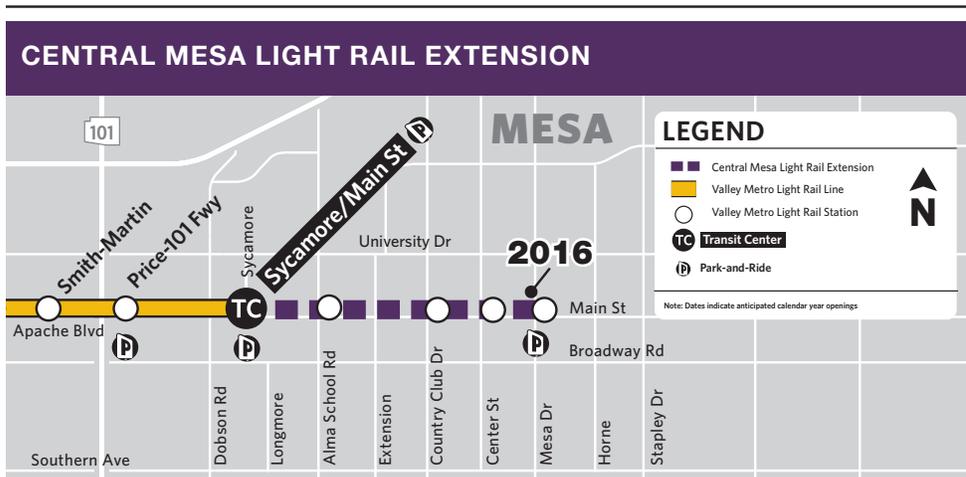
BUDGET

Description	Programmed	Expended	% Expended	Forecast
Construction	\$94,100,000	\$34,714,695	31.3%	\$94,100,000
Utilities	\$16,900,000	\$224,160	3.2%	\$16,900,000
Right of Way	\$16,800,000	\$13,967,877	93.7%	\$16,800,000
Public Art	\$1,200,000	\$149,000	12.7%	\$1,200,000
Design/Management	\$70,000,000	\$19,657,409	30.2%	\$70,000,000
TOTAL	\$199,000,000	\$68,713,140	34.5%	\$199,000,000

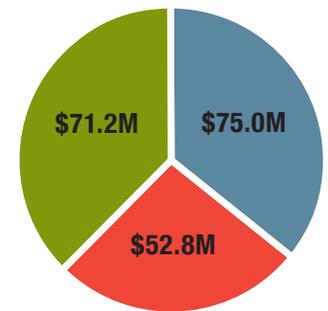
SCHEDULE

Description	Baseline	Current	% Complete
Construction	08-01-2015	03-04-2015	32.0%
Utilities	04-08-2015	04-08-2015	55.0%
Right of Way	07-15-2013	10-23-2013	95.0%
Public Art	04-30-2015	04-30-2015	12.7%
Design/Management	05-29-2015	05-29-2015	31.0%

ROUTE MAP



FUNDING (\$M) – TOTAL \$199M



Federal 5309 Small Starts	38%
Regional Funds - PTF	36%
Federal (other) CMAQ	27%

CAPITOL / I-10 WEST



valleymetro.org/capitolwest

LIGHT RAIL EXTENSION

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The 11-mile Capitol/I-10 West project will extend light rail from downtown Phoenix through the State Capitol area to approximately 79th Avenue and the I-10 West freeway by 2023. It will consist of several freeway and neighborhood stations and enhancements to the existing 79th Ave./I-10 park-and-ride facility.

BENEFITS

The Capitol/I-10 West extension will provide enhanced transit service to the growing West Valley, giving residents greater access to jobs, school and their community. It will also connect to major employment centers such as the State Capitol and help ease congestion on the I-10 West freeway.



UPDATE

- Completed analysis of existing traffic conditions (i.e. lanes and traffic volumes).
- Assessed the buildings along the alignment to determine if they are eligible to be included on the National Register of Historic Places.
- Completed a draft design of the alternative access area at McDowell Road and I-17.
- Identified potential locations of traction power substations along the alignment.
- Prepared a memo identifying the number of parking spaces that are required at each park-and-ride lot.

BUDGET

	Programmed*	Expended**
Project Development	\$39,500,000	\$6,624,387
Final Design	\$56,200,000	\$0
Construction	\$1,020,100,000	\$0
TOTAL	\$1,115,800,000	\$6,624,387

*Does not include financing cost.

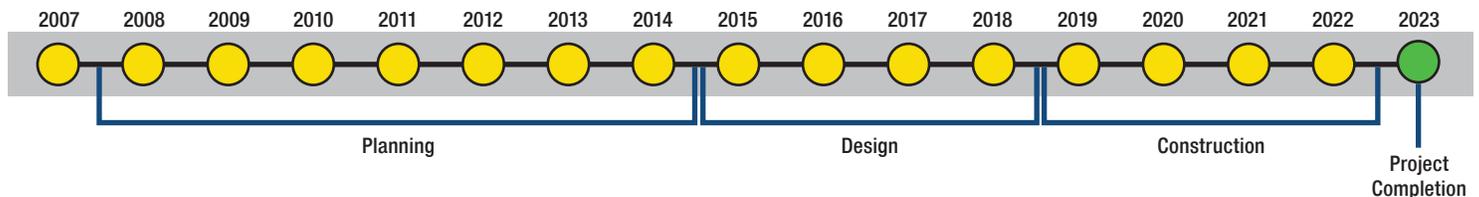
**Estimated as of September 30, 2013.

ROUTE MAP

CAPITOL/I-10 WEST LIGHT RAIL EXTENSION



SCHEDULE



GILBERT ROAD

LIGHT RAIL EXTENSION



valleymetro.org/gilbertroad

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The 1.9-mile Gilbert Road project will extend light rail beyond the Central Mesa extension on Main Street to Gilbert Road in Mesa by 2018. It consists of two stations and a park-and-ride on the west side of Gilbert Road. At Gilbert Road, there are significant transit connections and the ability to draw more riders from the East Valley.

BENEFITS

The Gilbert Road extension will serve the growing transit demand in the East Valley. It will attract new riders and increase development opportunities in central Mesa.



UPDATE

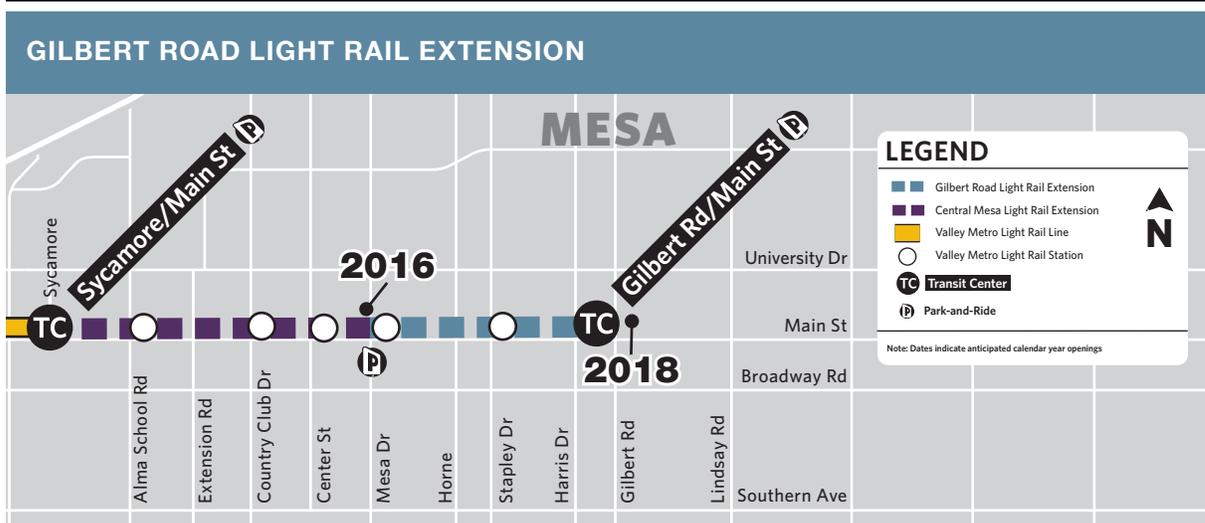
- Public comments and documentation were submitted to FTA with the revised Environmental Assessment report.
- Began preliminary engineering which includes the following activities:
 - > Acquiring detailed records of local utilities
 - > Establishing design criteria and standards
 - > Preliminarily identifying property boundaries along the corridor
 - > Determining stakeholder requirements and expectations
 - > Collecting geographical data with a design survey
 - > Designing the proposed track and associated street improvements

BUDGET

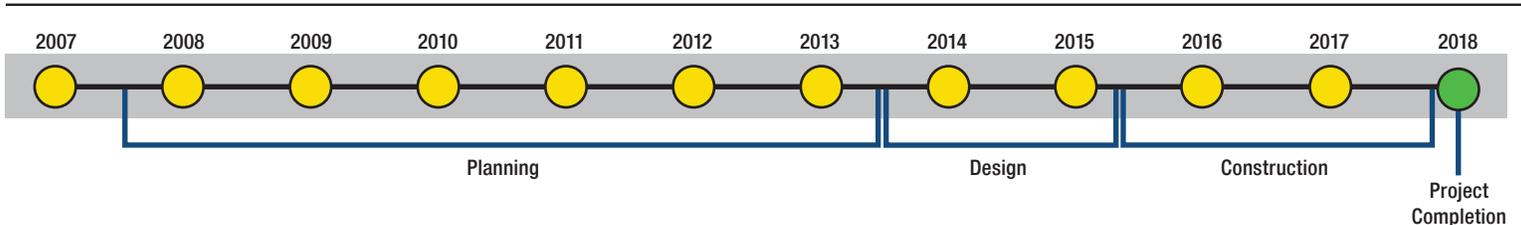
	Programmed*	Expended**
Project Development	\$11,100,000	\$1,177,879
Final Design	\$20,400,000	\$0
Construction	\$112,800,000	\$0
TOTAL	\$144,300,000	\$1,177,879

*Does not include financing cost.
**Estimated as of September 30, 2013.

ROUTE MAP



SCHEDULE



NORTHEAST

TRANSIT CORRIDOR STUDY



valleymetro.org/northeast

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The 12-mile Northeast corridor will provide enhanced transit service generally along State Route 51 north to the Paradise Valley Mall area by 2034. A study will be completed to understand the precise route and transit mode.

BENEFITS

The Northeast project will provide enhanced transit service to the growing Northeast Phoenix Valley community and help ease congestion on the SR 51 freeway. It will also connect residential communities with regional employment and entertainment centers.



UPDATE

- Planning study will begin in fiscal year 2015.

STUDY MAP

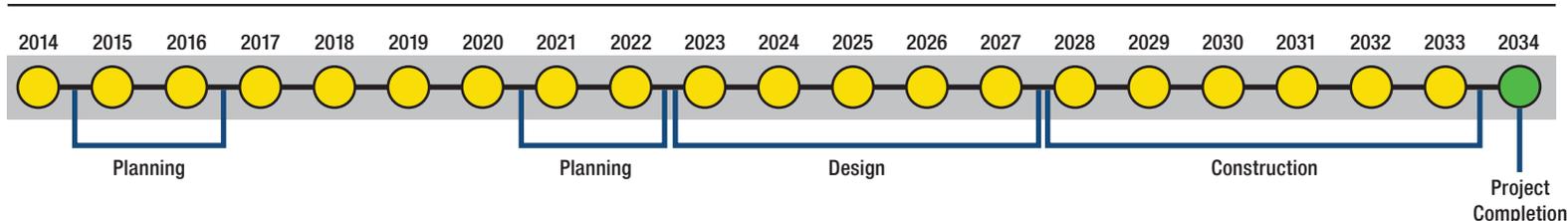


BUDGET

	Programmed*	Expended**
Project Development	\$36,800,000	\$0
Final Design	\$0	\$0
Construction	\$0	\$0
TOTAL	\$36,800,000	\$0

*Does not include financing cost.
**Estimated as of September 30, 2013.

SCHEDULE



NORTHWEST PHASE I

LIGHT RAIL EXTENSION TO DUNLAP AVENUE



valleymetro.org/northwest

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The 3.2-mile Northwest Phase I project extends light rail north from the current end-of-line to Dunlap Avenue by late 2015/early 2016. It consists of three stations and a park-and-ride on the southwest corner of 19th Avenue and Dunlap. The extension will add approximately 5,000 new riders and attract additional development to north central Phoenix.

BENEFITS

The Northwest extension will enhance mobility options for a largely transit-dependent community and connectivity with employment centers near the I-17 freeway. It will support nearly 10,000 family housing units and help 20,000 employees get to work. It will also bolster community revitalization.



UPDATE

Construction

- Contractor recently completed the water transmission main and is currently working on the water distribution main.
- Contractor is continuing to work on the installation of advanced utilities along the corridor.

Community Relations

- Community Advisory Board gave 100% rating to contractor for the months of July and August.
- Continue to respond to stakeholder questions and concerns.
- Ongoing efforts to promote METRO Max program with local community groups.

Right of Way

- 168 out of 174 parcels have been acquired.

Utilities

- Southwest Gas has completed installation and testing of new gas main between Glendale Ave./Bethany Home Rd.
- Third party utility relocation work is currently underway.

ROUTE MAP

NORTHWEST LIGHT RAIL EXTENSION PHASE 1



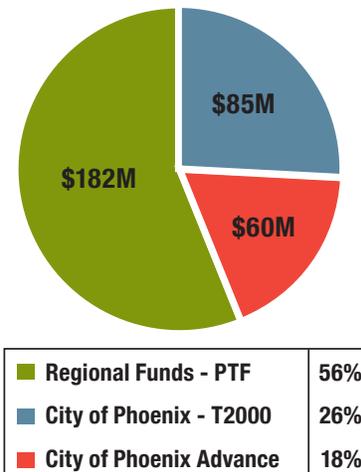
BUDGET

Description	Programmed	Expended	% Expended	Forecast
Construction	\$150,725,627	\$36,492,009	24.2%	\$150,725,627
Utilities	\$31,791,360	\$9,609,074	30.2%	\$31,791,360
Right of Way	\$76,374,576	\$66,854,938	87.5%	\$76,374,576
Public Art	\$951,239	\$243,500	25.6%	\$951,239
Design/Management	\$66,749,098	\$32,364,714	48.5%	\$66,749,098
TOTAL	\$326,591,900	\$145,564,234	44.6%	\$326,591,900

SCHEDULE

Description	Baseline	Current	% Complete
Construction	07-25-2016	07-25-2016	28.1%
Utilities	06-30-2014	06-30-2014	33.3%
Right of Way	10-30-2013	10-30-2013	90.8%
Public Art	11-30-2015	11-30-2015	25.6%
Design/Management	07-30-2014	07-30-2014	49.7%

FUNDING (\$M)—TOTAL \$327M



NORTHWEST PHASE II



valleymetro.org/northwest

LIGHT RAIL EXTENSION TO METROCENTER

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The 2-mile Northwest Phase II project will extend light rail from 19th Avenue and Dunlap Avenue west towards I-17. It is currently slated for opening in 2026 and consists of two stations and a park-and-ride at 25th Avenue and Mountain View Road.

BENEFITS

The Northwest extension will enhance mobility options for a largely transit-dependent community and provide connectivity with employment centers near the I-17 freeway. It will support nearly 10,000 family housing units and help up to 20,000 employees get to work. It will also bolster community revitalization.



UPDATE

- Discussed potential light rail alignment alternatives with the city of Phoenix Street Transportation Department.
- Facilitated a project workshop with the city of Phoenix to discuss land use and light rail alignment alternatives.
- Reviewed the locally preferred alternative and a proposed Metrocenter connection which will cross I-17.
- Working with city of Phoenix to outline Valley Metro's community relations responsibilities.
- Conducting outreach to project stakeholders.

BUDGET

	Programmed*	Expended**
Project Development	\$5,900,000	\$0
Final Design	\$7,100,000	\$0
Construction	\$136,600,000	\$0
TOTAL	\$149,600,000	\$0

*Does not include financing cost.

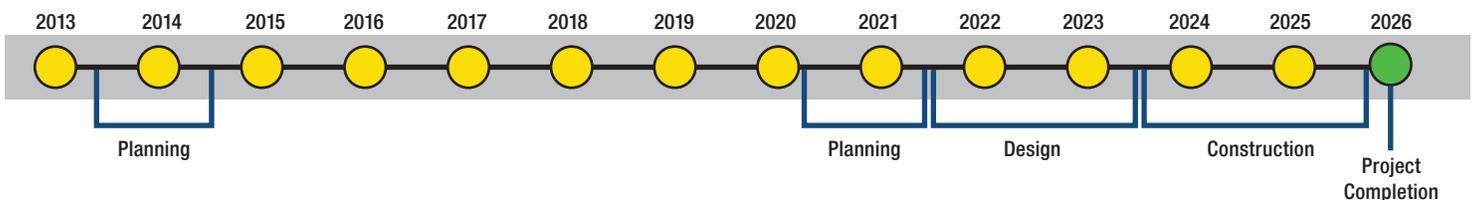
**Estimated as of September 30, 2013.

ROUTE MAP

NORTHWEST LIGHT RAIL EXTENSION PHASE II



SCHEDULE



SCOTTSDALE/RURAL ROADS



valleymetro.org/scottsdalelink

LINK BUS SERVICE

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The 14-mile Scottsdale/Rural Roads LINK project will extend limited-stop bus service from downtown Tempe to north Scottsdale by 2016. Precise route and stop locations are being defined. Stops will include enhanced shelters and amenities and be spaced approximately one mile apart.

BENEFITS

The Scottsdale/Rural Roads LINK will add service to an area with high transit demand. It will serve a densely populated residential and commercial corridor, connecting regional destinations including Arizona State University and retail and employment bases in downtown and north Scottsdale.



UPDATE

- Studied operating plan scenarios including:
 - > Increasing frequency to 12 minutes all day between University Drive and Camelback Road to match light rail schedules.
 - > Extending trips to Thompson Peak Parkway during peak hours.
- Prepared design drawings for each station site. The drawings are being used to determine potential right-of-way needs, engineering constraints and materials estimates.
- Completed an inventory of traffic signal locations and fiber optic access availability.

ROUTE MAP

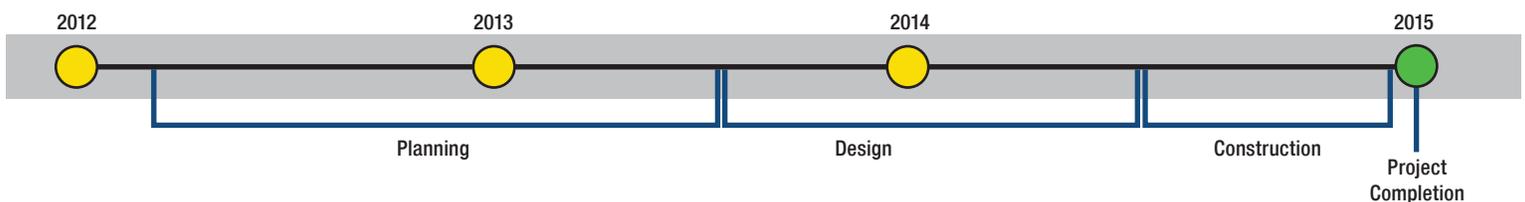


BUDGET

	Programmed	Expended**
Planning	\$86,976	\$53,876
Capital	\$14,471,700	\$0
Fleet	\$5,175,000	\$0
TOTAL	\$19,733,676	\$53,876

**Estimated as of September 30, 2013.

SCHEDULE



SOUTH CENTRAL

TRANSIT CORRIDOR STUDY



valleymetro.org/southcentral

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The South Central Alternatives Analysis (AA) is a two-year transit corridor study of alternatives that will enhance connectivity for South Central Phoenix residents. The study was initiated in 2011. Modes being considered are light rail, bus rapid transit and modern streetcar. Route options include Central/1st Avenue, 7th Street and 7th Avenue to approximately Baseline Road.

BENEFITS

The South Central study could result in a transit investment that would provide enhanced service to a community with high transit ridership. It would also support neighborhood revitalization and connectivity between downtown Phoenix and South Mountain.



UPDATE

- Held community working group meetings and developed a consensus on the roadway configuration, station locations, station area development and park-and-ride facility.
 - The roadway configuration will be four lanes north of the river and two lanes south of the river.
 - Stations will be located at Baseline Rd., Southern Ave., Broadway Rd., Buckeye Rd., Lincoln Dr., Watkins St. and Roeser Rd.
- Began developing the future travel forecast for the no-build option.
- Began preparing the locally preferred alternative report.

ROUTE MAP

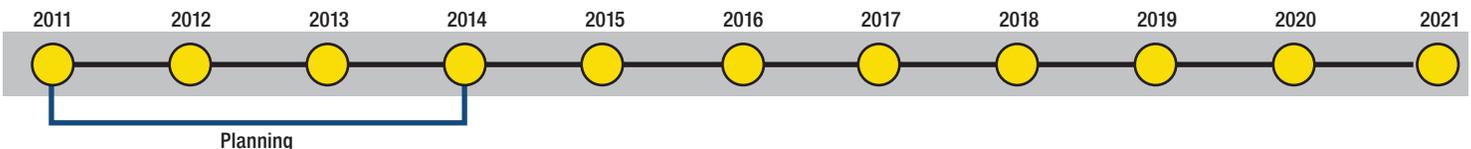


BUDGET

	Programmed*	Expended**
Project Development	\$1,500,000	\$1,086,041
Final Design	TBD	\$0
Construction	TBD	\$0
TOTAL	\$1,500,000	\$1,086,041

*Does not include financing cost.
**Estimated as of September 30, 2013.

SCHEDULE



TEMPE STREETCAR



valleymetro.org/tempestreetcar

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The 2.6-mile Tempe Streetcar project provides enhanced mobility within central Tempe along the Mill Avenue corridor and on Rio Salado Parkway and/or Apache Boulevard. Route modifications are being reviewed. It will consist of several stop locations and will complement existing bus, light rail and neighborhood circulator service by 2017.

BENEFITS

Tempe Streetcar will increase transit ridership in central Tempe, connect neighborhoods to downtown activities and provide greater mobility to a growing number of students, employees and visitors. It will also support the revitalization of neighborhoods and attract development.



UPDATE

- Evaluating route options in terms of cost, ridership, land use and economic development potential.
- Held stakeholder meetings to solicit input from the community on the route options.
- Project is being used to test a national transit forecasting model (STOPS) by FTA. This project was selected by FTA as one of four in the country to test the new model before release.

BUDGET

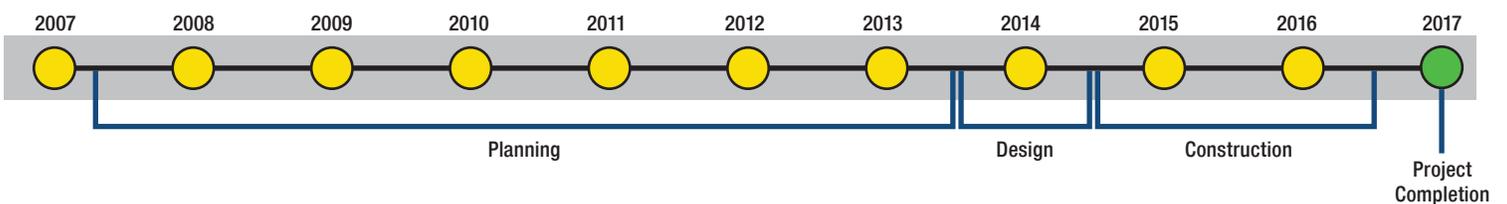
	Programmed*	Expended**
Project Development	\$9,900,000	\$6,724,343
Final Design	\$7,700,000	\$0
Construction	\$116,800,000	\$0
TOTAL	\$134,400,000	\$6,724,343

*Does not include financing cost.
**Estimated as of September 30, 2013.

ROUTE MAP



SCHEDULE



WEST PHOENIX/CENTRAL GLENDALE



valleymetro.org/glendale

TRANSIT CORRIDOR STUDY

REPORT CARD

SEPTEMBER 2013

PROJECT DESCRIPTION

The West Phoenix/Central Glendale Alternatives Analysis is a two-year transit corridor study of alternatives that will enhance mobility in northwest Phoenix and Glendale by 2026. The study was initiated in 2012. The study area extends from 19th Avenue to the Loop 101, Northern Avenue to Camelback Road. The corridor would continue towards the city of Glendale from the Northwest extension currently under construction along 19th Avenue in Phoenix.

BENEFITS

The West Phoenix/Central Glendale study could result in a transit investment that would provide enhanced service to a growing West Valley community. It would also create connectivity with regional destinations such as Grand Canyon University and downtown Glendale.



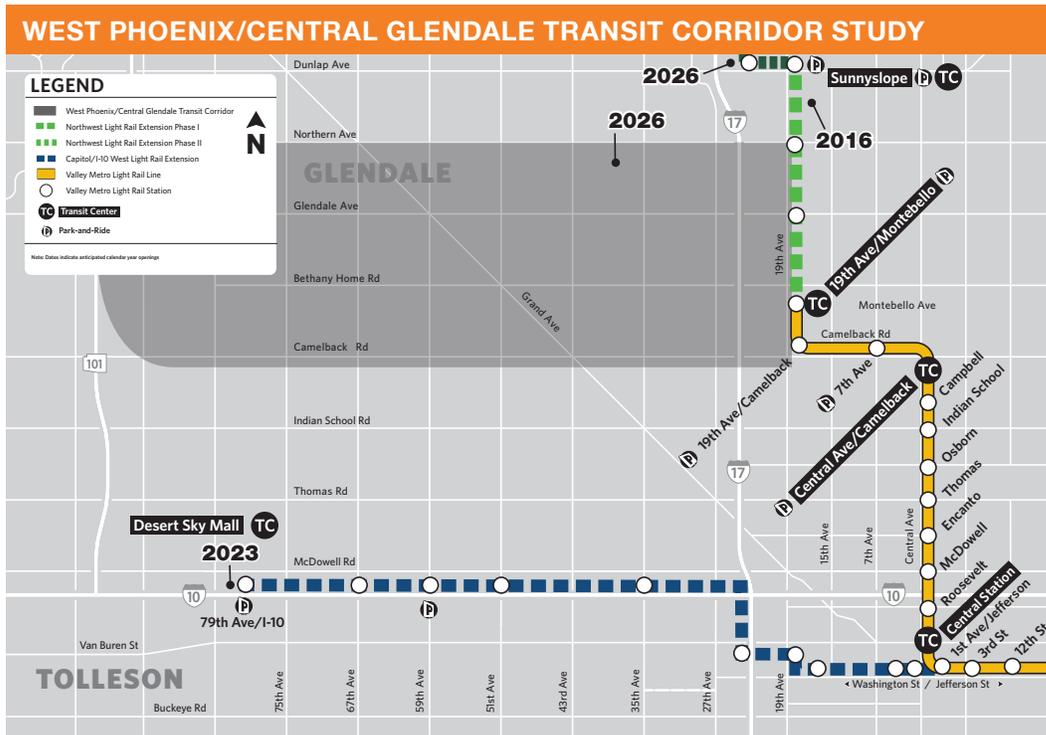
UPDATE

- Met with various stakeholder groups to present project information and solicit initial comments.
- Identified and evaluated multiple transit alignments within the study area in coordination with the city of Phoenix, city of Glendale and Maricopa Association of Governments.
- Completed level 1 alternatives evaluation process.
- Public meetings are scheduled for October 28, 2013 in Glendale and October 29, 2013 in Phoenix.

BUDGET

	Programmed*	Expended**
Project Development	\$16,100,000	\$1,089,615
Final Design	\$20,800,000	\$0
Construction	\$478,800,000	\$0
TOTAL	\$515,700,000	\$1,089,615

STUDY MAP



*Does not include financing cost.

**Estimated as of September 30, 2013.

SCHEDULE

