

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

May 5, 2017

**SUBJECT:**

Arterial Life Cycle Program Project Removal and Gilbert Road Light Rail Extension Funding Reallocation Request

**SUMMARY:**

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial section of the Regional Transportation Plan (RTP). The ALCP provides funding for 210 projects or project segments across fourteen jurisdictions in the region. In October 2012, the MAG Regional Council approved removal of sixteen City of Mesa arterial projects and reallocation of their programmed federal funding to reimburse costs associated with the construction of a light rail extension on Mesa Main Street from Mesa Drive to Gilbert Road (ALCP project ACI-LRT-10-03). Since that time, the estimated costs for the light rail extension have increased and additional federal funding is needed. This agenda item represents a request to remove five additional City of Mesa arterial projects and reallocate the \$22,389,393 in programmed federal funding to the Gilbert Road light rail extension.

**Background on the Arterial Life Cycle Program Funding Sources**

The Arterial Life Cycle Program (ALCP) began with the approval of the 2003 Regional Transportation Plan (RTP) and passage of Proposition 400 in November 2004. Regional funding for the ALCP incorporates three revenue sources: federal Surface Transportation Program (STP) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and Regional Area Road Funds (RARF), otherwise known as the Proposition 400 half-cent sales tax. As of the Fiscal Year (FY) 2017 Arterial Life Cycle Program, RARF funds comprise roughly 52 percent of the total ALCP funding (FY 2006 - FY 2026) while federal funds (STP and CMAQ) comprise 48 percent.

Arizona Revised Statutes (ARS) 'firewalls' RARF from being transferred from the arterial account to another mode (transit or freeways). The federal STP and CMAQ funds in the ALCP are not subject to this statutory provision but are governed by the ALCP Policies and Procedures (Policies) which are established by MAG. The Policies prohibit reallocation of funding from a project until construction has been completed or there is a high degree of certainty that it will be completed within the specified scope and schedule. However, the Policies do provide for a process by which an agency can request a substitute project or change in project scope, as detailed below.

**Project Change Process in the Arterial Life Cycle Program Policies and Procedures**

The ALCP Policies and Procedures were last approved by the MAG Regional Council on June 24, 2015. The Policies detail the process by which an agency can request a substitute project or change in project scope. Specifically, the Policies require agencies to present proposed substitute projects or changes in project scope to the MAG Street Committee for a technical review and action. The Policies also require that the agency requesting the change utilize the ALCP Project Change Evaluation Tool and present the result to the committees. If the Street Committee recommends the

change for approval, it is traditionally incorporated into the draft ALCP and presented through the MAG Committee Process for final approval.

The ALCP Project Change Evaluation Tool was designed to identify all relevant project related data and provide a mechanism by which to evaluate proposed changes. The tool summarizes current and planned facility features, ALCP project budgets, and project cost estimates. The tool also compares the proposed project or proposed scope change with the existing facility based on nine quantitative and qualitative criteria. The tool was designed to compare one street project with another. Given that the City of Mesa is requesting to remove five street projects in exchange for a light rail project, a separate analysis was generated in lieu of the ALCP Project Change Evaluation Tool for this request.

**City of Mesa Arterial Project Selection Process**

In late 2016, the City of Mesa conducted a thorough review of their remaining ALCP projects through the end of the ALCP funding horizon (December 2025). The city considered a number of factors including traffic volumes, crash data, and traffic/roadway configurations. After the analysis, it was determined that there were five intersection projects that were not needed because the traffic volumes and crash data did not warrant any improvements. The projects and ALCP funding amounts are as follows:

<b>Project</b>	<b>RTP Code</b>	<b>Federal Funding (2016\$)</b>
Lindsay Road at Brown Road	AII-LND-10-03	\$3,918,744
McKellips Road at Lindsay Road	ACI-MCK-20-03-A	\$6,137,127
McKellips Road at Greenfield Road	ACI-MCK-20-03-B	\$2,630,034
McKellips Road at Higley Road	ACI-MCK-20-03-C	\$6,310,059
McKellips Road at Recker Road	ACI-MCK-20-03-E	\$3,393,429
<b>TOTAL</b>		<b>\$22,389,393</b>

The City of Mesa is requesting that these five projects be removed from the ALCP and their funding be reallocated to the Gilbert Road light rail extension. Additional detail on project history, data, and intersection layout for these five projects has been included with the back-up documentation.

**Analysis of the Proposed Project Removal and Funding Reallocation**

Data were collected on all five arterial intersection projects as well as the Gilbert Road light rail extension. City of Mesa and MAG staff worked collaboratively to identify conditions and metrics for which to assess the five arterial intersection projects. Ultimately, the analysis looked at the following conditions:

Location - Assessment of the geographic relationship among the five projects requested for removal.

Land Use – Identification of current land uses and traffic generators in the area in an effort to help understand traffic movement.

Safety – Statistics on the number of total crashes, number of serious crashes, and number of fatal crashes from 2012 to 2017. Also a review of the City of Mesa’s intersection safety rankings.

Transportation Performance – Analysis of the average speed, travel time, and free flow delay for each project from 2010 to 2015 and a review of the City of Mesa 2016 traffic counts.

A detailed summary of the findings for each of the five intersections can be found in the back-up documentation.

The analysis of the Gilbert Road light rail extension were largely driven by the forecasted data generated as part of the planning process. The data was broken down into two levels: the entire 1.9 mile corridor and a sub-analysis of the half-mile buffer around the proposed stations. Factors that were considered included land use (current/proposed), employment statistics, walkability metrics, and ridership. A detailed summary of the findings for the Gilbert Road light rail extension can be found in the back-up documentation.

**Gilbert Road Light Rail Extension Cost Overview and History**

In 2012, the City of Mesa requested an exception to the Policies to remove federal funds from sixteen ALCP projects and use the funding to reimburse costs associated with the construction of a 1.9 mile light rail transit extension on Mesa Main Street, from Mesa Drive to Gilbert Road. The federal funding amounted to \$153,366,043 and required a minimum 5.7 percent local match of \$9,270,271. Taking into consideration both the federal funding and local match, a total of \$162,636,314 in funding was made available for the project with the action. The request to remove the sixteen street projects and use the funding for the Gilbert Road light rail extension was approved by the MAG Regional Council on October 24, 2012.

When the funding for the Gilbert Road light rail extension was added into the ALCP, the planning-level cost estimate for the project totaled \$133 million. The \$29.6 million balance between the available funding (\$162.6 million) and estimated cost (\$133 million) was to be used for contingency and/or to fund vehicles if required by Valley Metro/RPTA policy at a future date. With completion of 60 percent design plans in August 2015, the cost estimate increased to \$152.7 million. This amount was still within the balance of available funds and no additional funding was identified. With completion of 90 percent design plans in January 2017, the cost estimate was \$184.0 million, an increase of \$21.4 million. With the latest cost increase, additional funds are needed. As a result, the City of Mesa has requested to remove five additional arterial intersection projects from the ALCP and reallocate the funding to the Gilbert Road light rail extension. The five projects include intersection improvements at Lindsay Road and Brown Road as well as intersections on McKellips Road at Lindsay, Greenfield, Higley, and Recker Roads.

Once funding for the five arterial intersection projects is reallocated to the Gilbert Road light rail extension, the breakdown would be as follows:

Item	Federal Amount	Local Amount	Total
Original Reallocation*	\$153,066,043	\$9,270,271	\$162,636,314
Proposed Reallocation	\$22,389,393	\$1,353,337	\$23,742,730
<b>Total</b>	<b>\$175,455,436</b>	<b>\$10,623,608</b>	<b>\$186,379,044</b>

\*Approved by MAG Regional Council on October 24, 2012

## **Detail on the Gilbert Road Light Rail Extension Cost Increase**

The current cost estimate for the Gilbert Road light rail extension totals \$184.0 million. This amount excludes the \$2 million portion of the new Gilbert Road Transit Center that will be funded by federal 5307 transit funds, outside of the federal ALCP funding. Design plans are substantially complete (90 percent level) and three of the four major contracts for the light rail project have been issued. The four major contracts include design services, construction manager at risk services (CMAR), public art services, and light rail vehicles. As of January 2017, the light rail vehicle procurement is still underway but an award is anticipated by the end of FY 2017. Given that the design plans are at 90 percent and the CMAR project delivery method guarantees a maximum construction price, it is not anticipated that there will be a significant variance in costs from this point forward.

The \$21,392,907 increase in project cost largely can be attributed to schedule delay and an increase in project scope. A lawsuit concerning the bond issuance delayed the project development process for nearly two years. The delay resulted in both a deferral of the revenue service open date from late 2018 to May of 2019 and increased costs. During the delay, there was also a significant rain event that caused flooding in the area. To mitigate future issues, additional retention basins were added to the project. The scope increase also includes elements that were added as a result of the design process, stemming from stakeholder engagement and additional technical work.

A breakdown of the cost increase, by item, is as follows:

<b>Element</b>	<b>Cost Increase</b>
New retention basins and bio-swales	\$2,500,000
Urban design developments	\$2,040,537
Utility work	\$3,816,064
Curb, gutter, and sidewalk	\$1,004,503
General conditions	\$9,481,517
Professional services costs	\$2,550,286
<b>Total</b>	<b>\$21,392,907</b>

As shown above, the most significant cost-increase item occurred with the contractor's general conditions. Valley Metro/RPTA has noted the increase occurred because of the addition of scope to the project and increased schedule duration to complete the job. General conditions include staff costs, project management, mobilization costs, and equipment.

### **PUBLIC INPUT:**

None has been received.

### **PROS & CONS:**

**PROS:** The Gilbert Road light rail extension is forecast to significantly increase ridership on light rail by extending the end of the line to Gilbert Road. Gilbert Road provides better access to light rail from the eastern portions of Mesa and the East Valley according to the Alternatives Analysis for the Mesa Drive extension that was a component of the Proposition 400 transit program. Removal of the five arterial projects and reallocation of the federal funds to the Gilbert Road light rail extension will provide the necessary funding for the project to move forward.

CONS: The proposed action removes federal funding for five arterial intersection improvements that were included as part of the original Arterial Life Cycle Program approved by voters as part of Proposition 400. No other funding has been identified to improve these intersections prior to the end of the Arterial Life Cycle Program in 2025.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The proposed action provides travel options to a broader population than the selected arterial street improvements that are being removed from the ALCP. The City of Mesa has deemed these project unnecessary before the end of the Arterial Life Cycle Program in 2025 due to low traffic volumes and crash data.

POLICY: The Arterial Life Cycle Program Policies and Procedures provide a process for which an agency can request a substitute project or change in project scope. Due to the nature of this change, a custom analysis was generated to provide information on the five arterial street improvements proposed for removal as well as the Gilbert Road light rail extension.

**ACTION NEEDED:**

Recommend approval to remove five (5) Arterial Life Cycle Program intersection improvement projects and reallocate the \$22,389,393 (2016\$) in programmed federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding to the Gilbert Road light rail extension project as part of the fall 2017 amendments to the Fiscal Year (FY) 2018 Arterial Life Cycle Program, FY 2018 - 2022 Transportation Improvement Program and FY 2040 Regional Transportation Plan, presenting in draft form, contingent on a finding of air quality conformity.

**PRIOR COMMITTEE ACTIONS:**

On October 24, 2012, the MAG Regional Council voted to (1) remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

**MEMBERS ATTENDING**

- Mayor Marie Lopez Rogers, Avondale, Chair
- Mayor Scott Smith, Mesa, Vice Chair
- Councilwoman Robin Barker, Apache Junction
- Mayor Jackie Meck, Buckeye
- #Mayor David Schwan, Carefree
- Councilman Dick Esser, Cave Creek
- Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- \* President Clinton Pattea, Fort McDowell Yavapai Nation
- \* Mayor Linda Kavanagh, Fountain Hills
- \* Mayor Ron Henry, Gila Bend
- \* Governor Gregory Mendoza, Gila River Indian Community
- Councilmember Ben Cooper for Mayor John Lewis, Gilbert
- # Mayor Elaine Scruggs, Glendale
- # Mayor Georgia Lord, Goodyear
- \* Mayor Yolanda Solarez, Guadalupe
- \* Mayor Thomas Schoaf, Litchfield Park
- Supervisor Max W. Wilson, Maricopa Co.

Mayor Scott LeMarr, Paradise Valley  
\* Mayor Bob Barrett, Peoria  
Mayor Greg Stanton, Phoenix  
Mayor Gail Barney, Queen Creek  
\* President Diane Enos, Salt River  
Pima-Maricopa Indian Community  
Mayor W. J. "Jim" Lane, Scottsdale  
Mayor Sharon Wolcott, Surprise

Mayor Mark Mitchell, Tempe  
\* Mayor Adolfo Gamez, Tolleson  
Councilman Rui Pereira, Wickenburg  
Mayor Michael LeVault, Youngtown  
\* Victor Flores, State Transportation Board  
Joseph La Rue, State Transportation Board  
# Roc Arnett, Citizens Transportation  
Oversight Committee

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference

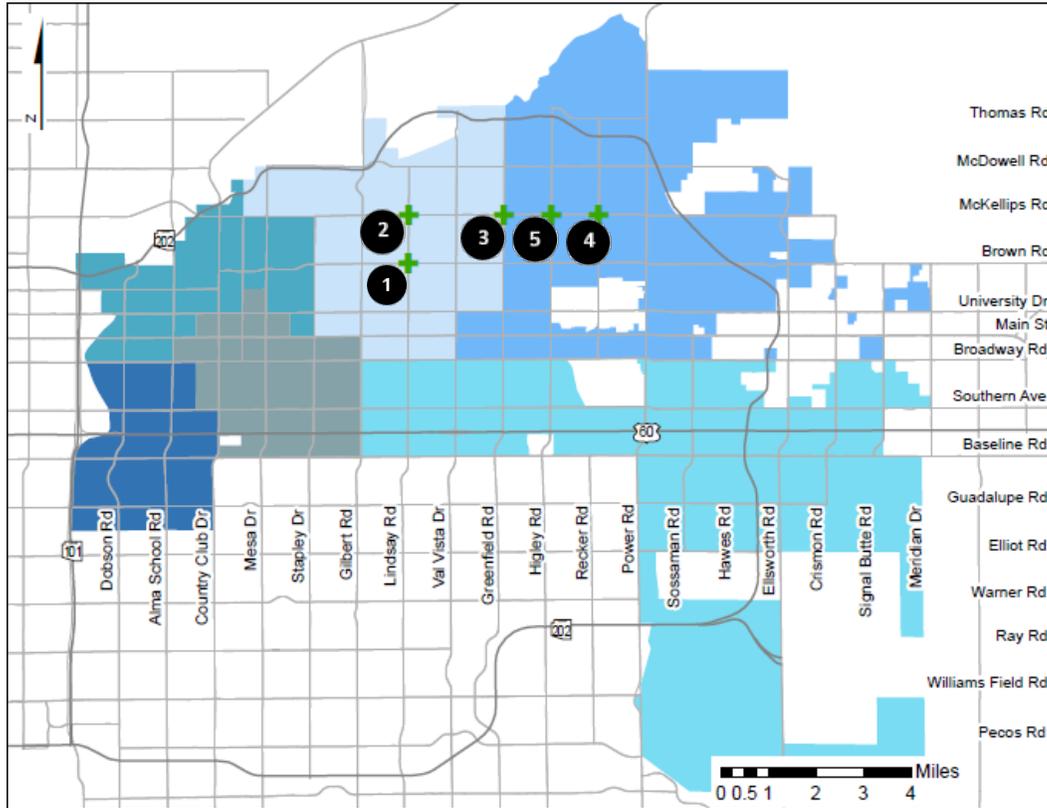
**CONTACT PERSON:**

John Bullen, Transportation Planner III, (602) 254-6300.

**Arterial Intersection Projects:**

**Data and Analysis**

# Arterial Projects proposed to be removed from the ALCP



## Background

The City of Mesa has identified five arterial intersection projects that they indicate are not needed within the planning horizon of the ALCP (2025). The city has requested that the projects be removed from the program and the funding be reallocated to the Gilbert Road light rail extension. The proceeding slides represent an overview and technical analysis of the five projects.

- 1 Brown Road at Lindsay Road
- 2 McKellips Road at Lindsay Road
- 3 McKellips Road at Greenfield Road
- 4 McKellips Road at Recker Road
- 5 McKellips Road at Higley Road

## Performance Analysis

- Travel Time Index '10-'15
- Speed '10 – '15
- Delay '10-'15

## Safety Analysis

### Incidents

- Fatal
- Serious
- All

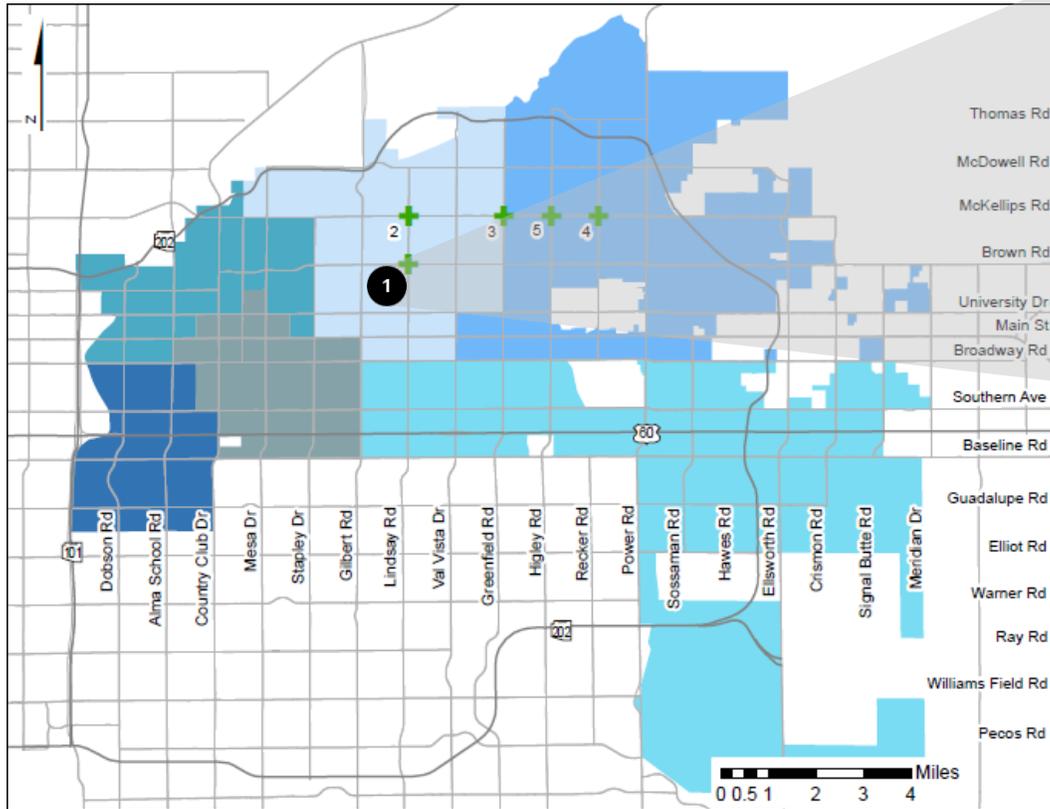
## Land Use

- Existing Land Use
- Future Land Use
  - Major Employment Centers

## Intersection Amenities

- Left turn Lane Y/N
- Pedestrian Detection Y/N
- Bus Route? Frequency

# 1 Brown Road at Lindsay Road



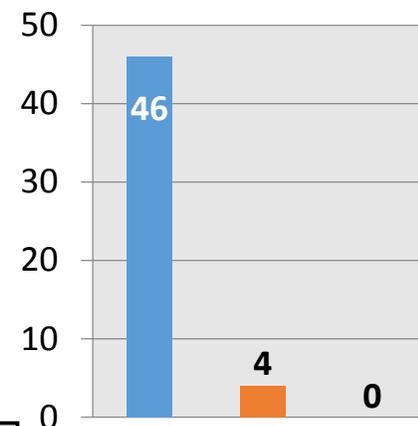
## Description

This project represents an intersection improvement at Brown Road and Lindsay Road. Mesa has indicated that data does not show high-crash issues at this intersection and traffic volumes do not justify any widening.

## Performance Data

Measure	AM Peak			Mid Day			PM Peak		
	2010	2015	% Change	2010	2015	% Change	2010	2015	% Change
Speed (mph)	39.18	33.95	-13.35%	37.18	33.68	-9.42%	38.06	34.42	-9.56%
Travel Time Index	1.15	1.20	4.37%	1.22	1.21	-0.40%	1.19	1.18	-0.11%
Free Flow Delay (seconds per mile)	12.05	17.85	48.08%	17.20	18.64	8.34%	14.87	16.35	9.92%

## Safety # Incidents



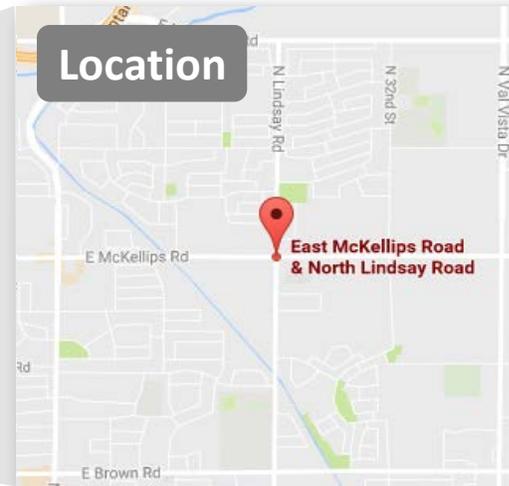
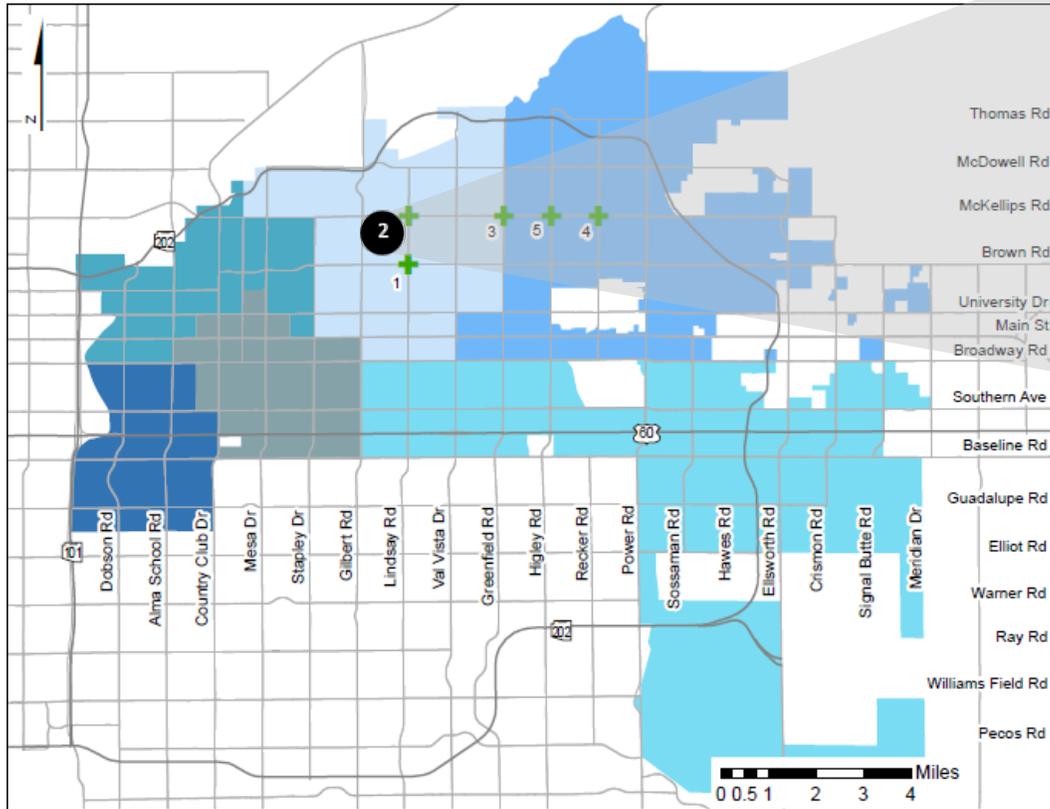
■ All Incidents  
 ■ Serious  
 ■ Fatal  
 ● **Fatal/Serious Rank: 81**  
 ● **All Incidents Rank: 93**  
 Ranking Based on Relative Disutility Factors by Injury Severity Level (MAIS)



## Land Use

- Educational
- Religious
- Commercial
- Medical

# 2 McKellips Road at Lindsay Road



## Description

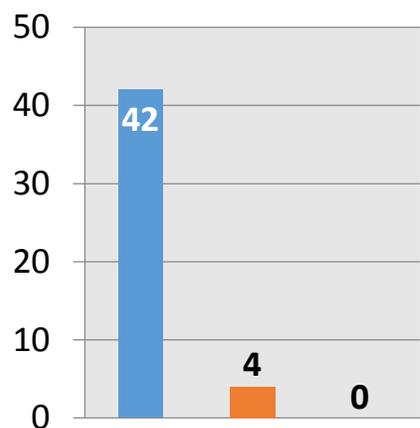
This project represents an intersection improvement at McKellips Road and Lindsay Road. Mesa has indicated that data does not show high-crash issues at this intersection and traffic volumes do not justify any widening.

## Performance Data

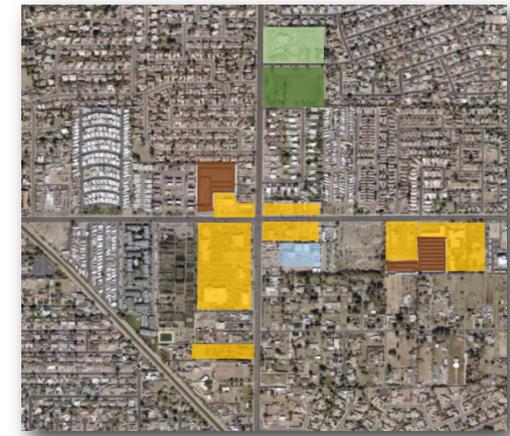
	AM Peak			Mid Day			PM Peak		
	2010	2015	% Change	2010	2015	% Change	2010	2015	% Change
Speed (mph)	38.72	34.51	-10.87%	36.33	34.24	-5.76%	37.16	34.31	-7.67%
Travel Time Index	1.16	1.21	3.92%	1.24	1.22	-1.62%	1.21	1.22	0.34%
Free Flow Delay (seconds per mile)	13.11	18.12	38.28%	19.16	19.01	-0.79%	16.93	18.69	10.36%

Speed (mph)  
Travel Time Index  
Free Flow Delay (seconds per mile)

## Safety # Incidents



■ All Incidents  
■ Serious  
■ Fatal  
**● Fatal/Serious Rank: 84**  
**● All Incidents Rank: 106**  
 Ranking Based on Relative Disutility Factors by Injury Severity Level (MAIS)

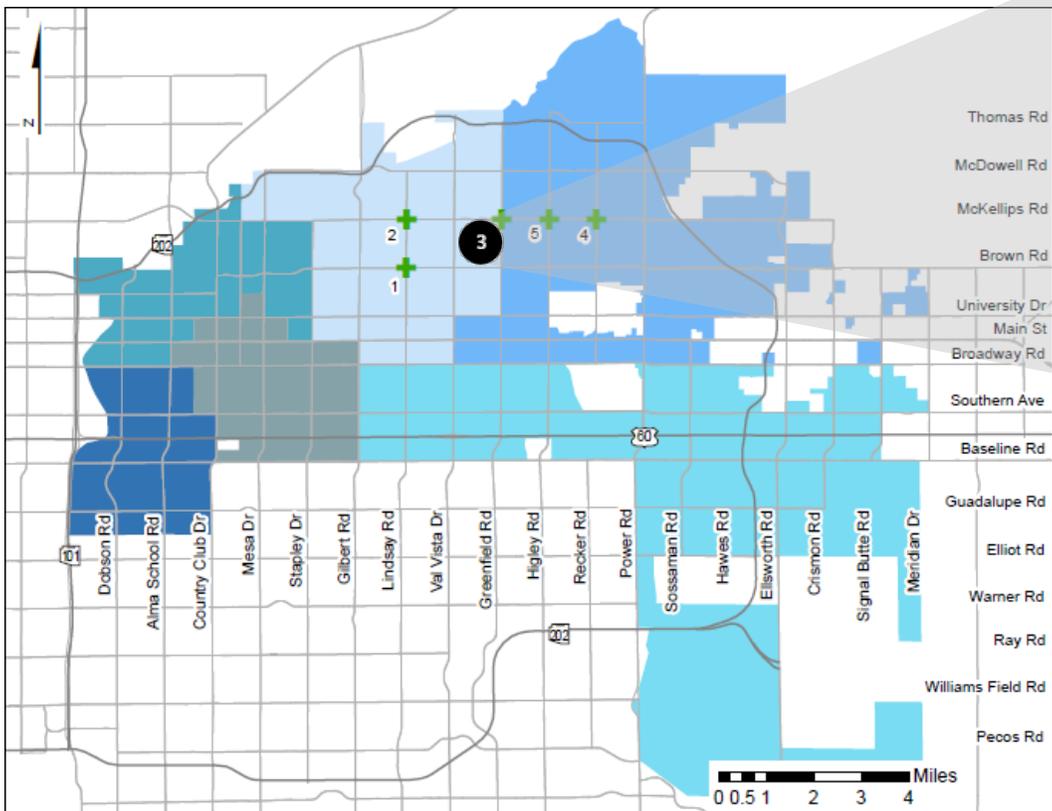


## Land Use

- Educational
- Religious
- Commercial
- Industrial
- Recreational

# 3

## McKellips Road at Greenfield Road



### Description

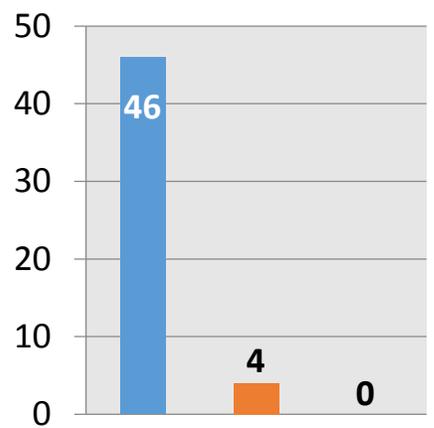
This project represents an intersection improvement at McKellips Road and Greenfield Road. Mesa has indicated that data does not show high-crash issues at this intersection and traffic volumes do not justify any widening.

### Performance Data

Speed (mph)  
Travel Time Index  
Free Flow Delay (seconds per mile)

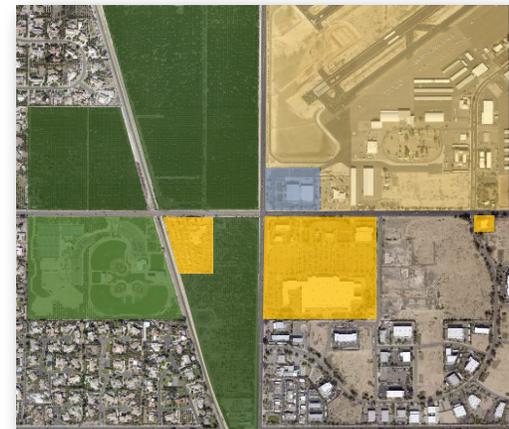
AM Peak			Mid Day			PM Peak		
2010	2015	% Change	2010	2015	% Change	2010	2015	% Change
40.20	37.44	-6.85%	37.82	36.64	-3.12%	38.97	37.19	-4.56%
1.12	1.11	-0.95%	1.19	1.14	-4.75%	1.16	1.12	-3.20%
9.66	9.59	-0.66%	15.39	11.85	-23.01%	12.52	10.42	-16.71%

### Safety # Incidents



- Fatal/Serious Rank: 82
- All Incidents Rank: 95

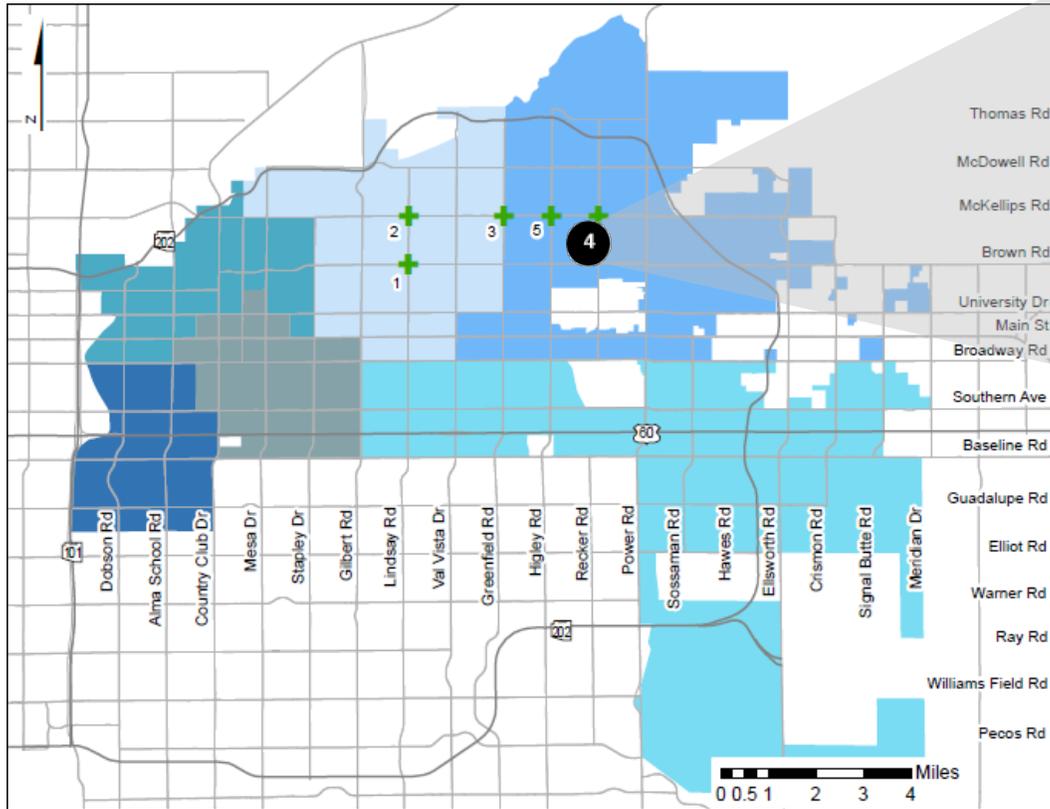
Ranking Based on Relative Disutility Factors by Injury Severity Level (MAIS)



### Land Use

- Agriculture
- Recreational
- Military
- Commercial
- Airport

# 4 McKellips Road at Recker Road



## Description

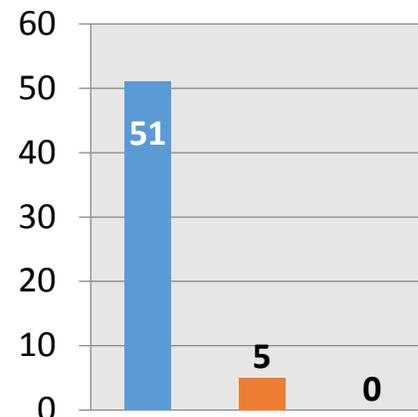
This project represents an intersection improvement at McKellips Road and Recker Road. Mesa has indicated that data does not show high-crash issues at this intersection and traffic volumes do not justify any widening.

## Performance Data

	AM Peak			Mid Day			PM Peak		
	2010	2015	% Change	2010	2015	% Change	2010	2015	% Change
Speed (mph)	37.64	34.99	-7.05%	35.12	33.60	-4.35%	36.58	34.85	-4.74%
Travel Time Index	1.20	1.16	-3.20%	1.28	1.21	-5.84%	1.23	1.16	-5.46%
Free Flow Delay (seconds per mile)	15.73	14.06	-10.61%	22.54	18.40	-18.39%	18.47	14.56	-21.17%

Speed (mph)  
Travel Time Index  
Free Flow Delay (seconds per mile)

## Safety # Incidents



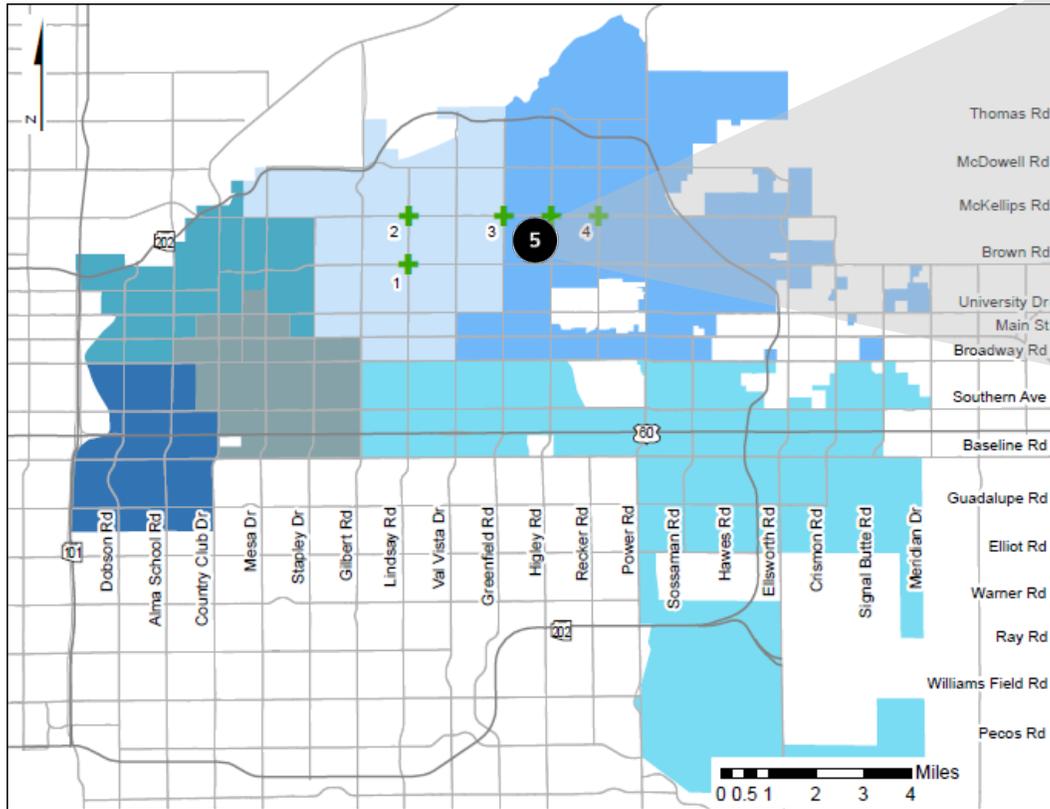
■ All Incidents  
 ■ Serious  
 ■ Fatal  
 ● Fatal/Serious Rank: 55  
 ● All Incidents Rank: 71  
 Ranking Based on Relative Disutility Factors by Injury Severity Level (MAIS)



## Land Use

- Industrial
- Medical
- Commercial
- Religious
- Recreational

# 5 McKellips Road at Higley Road



## Description

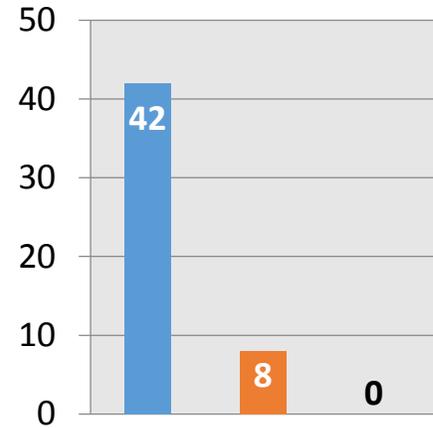
This project represents an intersection improvement at McKellips Road and Higley Road. Mesa has indicated that data does not show high-crash issues at this intersection and traffic volumes do not justify any widening.

## Performance Data

Speed (mph)  
Travel Time Index  
Free Flow Delay (seconds per mile)

	AM Peak			Mid Day			PM Peak		
	2010	2015	% Change	2010	2015	% Change	2010	2015	% Change
Speed (mph)	40.20	37.44	-6.85%	37.82	36.64	-3.12%	38.97	37.19	-4.56%
Travel Time Index	1.12	1.11	-0.95%	1.19	1.14	-4.75%	1.16	1.12	-3.20%
Free Flow Delay (seconds per mile)	9.66	9.59	-0.66%	15.39	11.85	-23.01%	12.52	10.42	-16.71%

## Safety # Incidents



■ All Incidents  
 ■ Serious  
 ■ Fatal  
**● Fatal/Serious Rank: 19**  
**● All Incidents Rank: 107**  
 Ranking Based on Relative Disutility Factors by Injury Severity Level (MAIS)

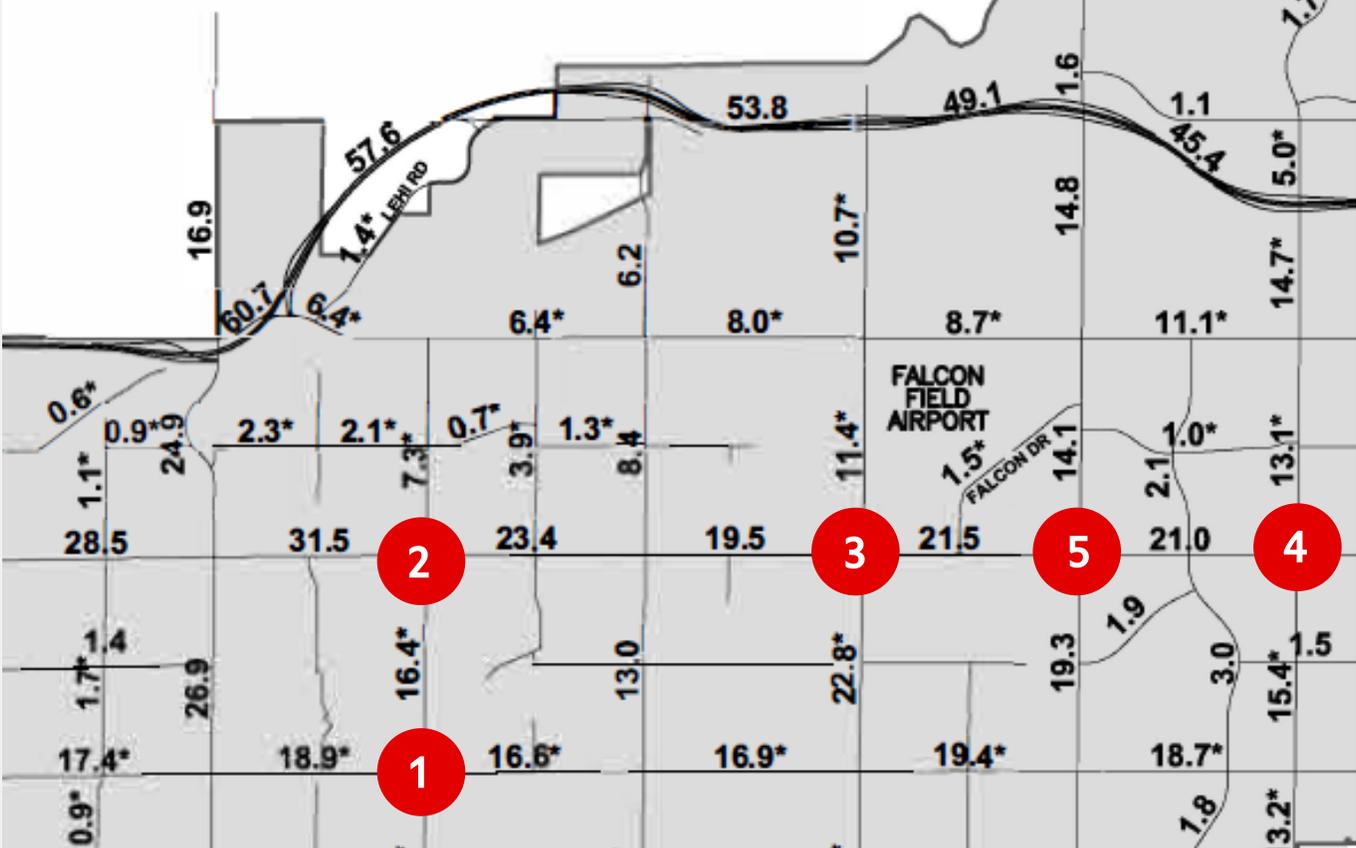


## Land Use

- Industrial
- Recreational
- Agricultural
- Educational
- Commercial
- Medical
- Airport
- Religious

# 2016 Traffic Volume Map

Average Weekday Volume in thousands / 24 hr.



McDowell Rd.

Hermosa Vista Dr.

McKellips Rd.

McLellan Rd.

Brown Rd.

Lindsay Rd.

Val Vista Dr.

Greenfield Rd.

Highley Rd.

Recker Rd.

**LEGEND**

- XXX COUNTS CONDUCTED IN 2015
- XXX\* COUNTS CONDUCTED IN 2016
- CITY BOUNDARIES

**mesa·az**

Transportation Department  
Driving Mesa's Future



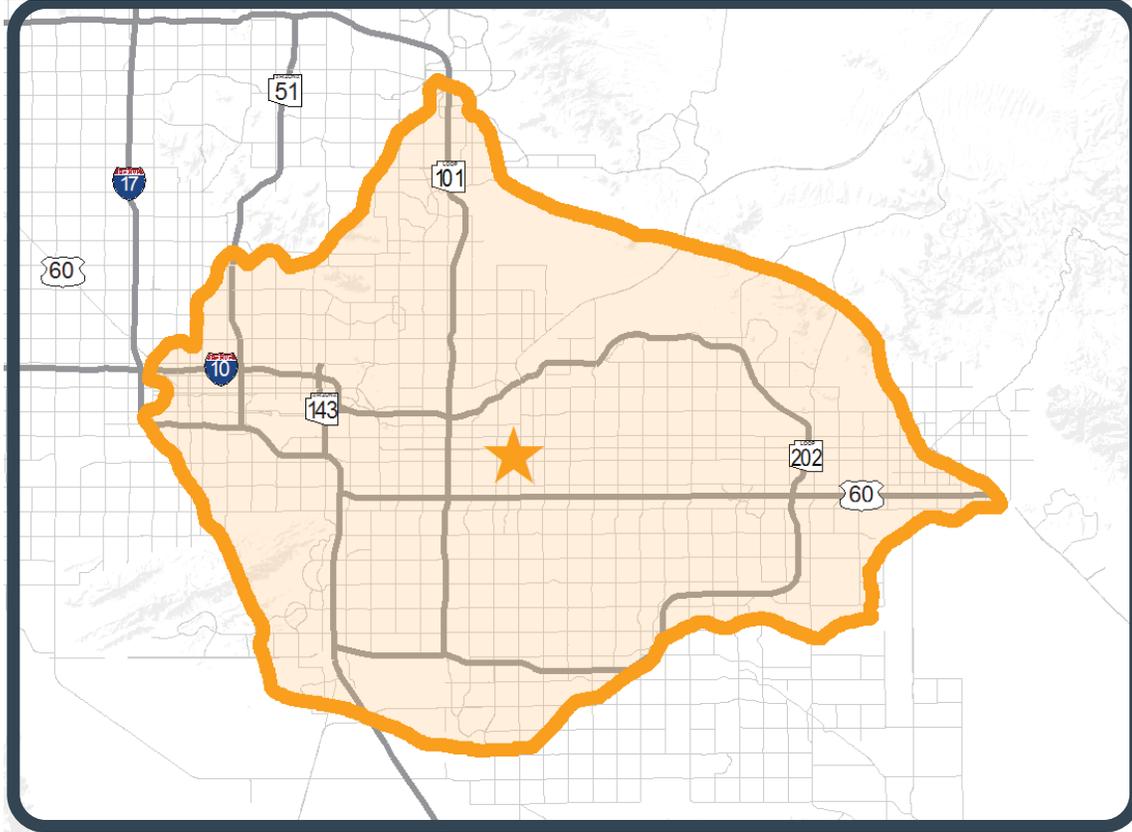
# Gilbert Road Light Rail Extension: Data and Analysis

## GOALS AND OBJECTIVES FOR THE PROJECT

	GOAL	OBJECTIVE
1	Improve transit reliability and mobility of the residential, business, and visitor communities within the project corridor and region.	<ul style="list-style-type: none"> <li>● Enhance connectivity to major employment, recreational, cultural, commercial, and educational activity centers within the corridor and greater metropolitan region.</li> <li>● Improve access for transit-dependent populations.</li> </ul>
2	Maximize efficiency and effectiveness of the transportation system and accommodate travel-demand growth.	<ul style="list-style-type: none"> <li>● Maintain an acceptable and reliable level of transportation service.</li> <li>● Facilitate continued growth and development of a comprehensive, multimodal regional transit network.</li> <li>● Provide expanded public transportation choices in anticipation of travel demand.</li> <li>● Provide improved transit travel times between central and east Mesa with desired regional activity centers and downtown Mesa.</li> <li>● Attract new riders to the transit system.</li> </ul>
3	Achieve a transportation system consistent with local, state and federal initiatives by supporting local and regional land use and development goals and enhancing the use of transit-supported land use, planning and design strategies.	<ul style="list-style-type: none"> <li>● Ensure consistency with local and regional plans.</li> <li>● Ensure compliance with Mesa-adopted economic, transportation, and community development policies as stated in the 2030 General Plan and Central Main Street Plan.</li> <li>● Continue development of the regional, 57-mile highcapacity transit system contained in the Regional Transportation Plan (RTP) 2010 Update adopted by MAG in July 2010.</li> <li>● Support and serve as a catalyst for economic development and enhanced connectivity among emerging transit-oriented development, high density land uses, activity centers and attractions in the study area.</li> </ul>
4	Provide a public transportation project that is compatible with and enhances the local general plans.	<ul style="list-style-type: none"> <li>● Promote a pedestrian and bicycle-friendly environment.</li> <li>● Promote economic vitality in the project corridor.</li> <li>● Connect major activity centers within the project corridor.</li> </ul>

# Commute Shed Analytics

30 minute A.M. Inbound Travel Time to Main St. and Country Club Dr, Mesa

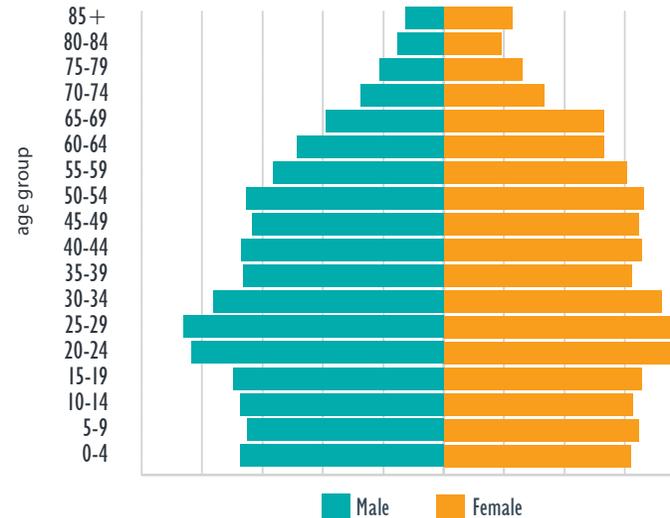


## Projected Population

2020 Projection	2030 Projection	2040 Projection	2050 Projection
<b>Commute Shed</b> 1,717,000	<b>Commute Shed</b> 1,917,000	<b>Commute Shed</b> 2,039,000	<b>Commute Shed</b> 2,096,000
<b>Phoenix MSA</b> 4,944,400	<b>Phoenix MSA</b> 5,884,900	<b>Phoenix MSA</b> 6,831,700	<b>Phoenix MSA</b> 7,733,900

Source: Maricopa Association of Governments (MAG), 2016 Population Projections. The Phoenix MSA is the Phoenix-Mesa-Scottsdale Metropolitan Statistical Area (MSA). Its geographic boundary includes the combined area of Maricopa and Pinal counties.

## Age Distribution in Commute Shed



## 2015 Population



Source: Arizona Office of Economic Opportunity 2015 Population Estimates

**35**  
median age  
Commute Shed

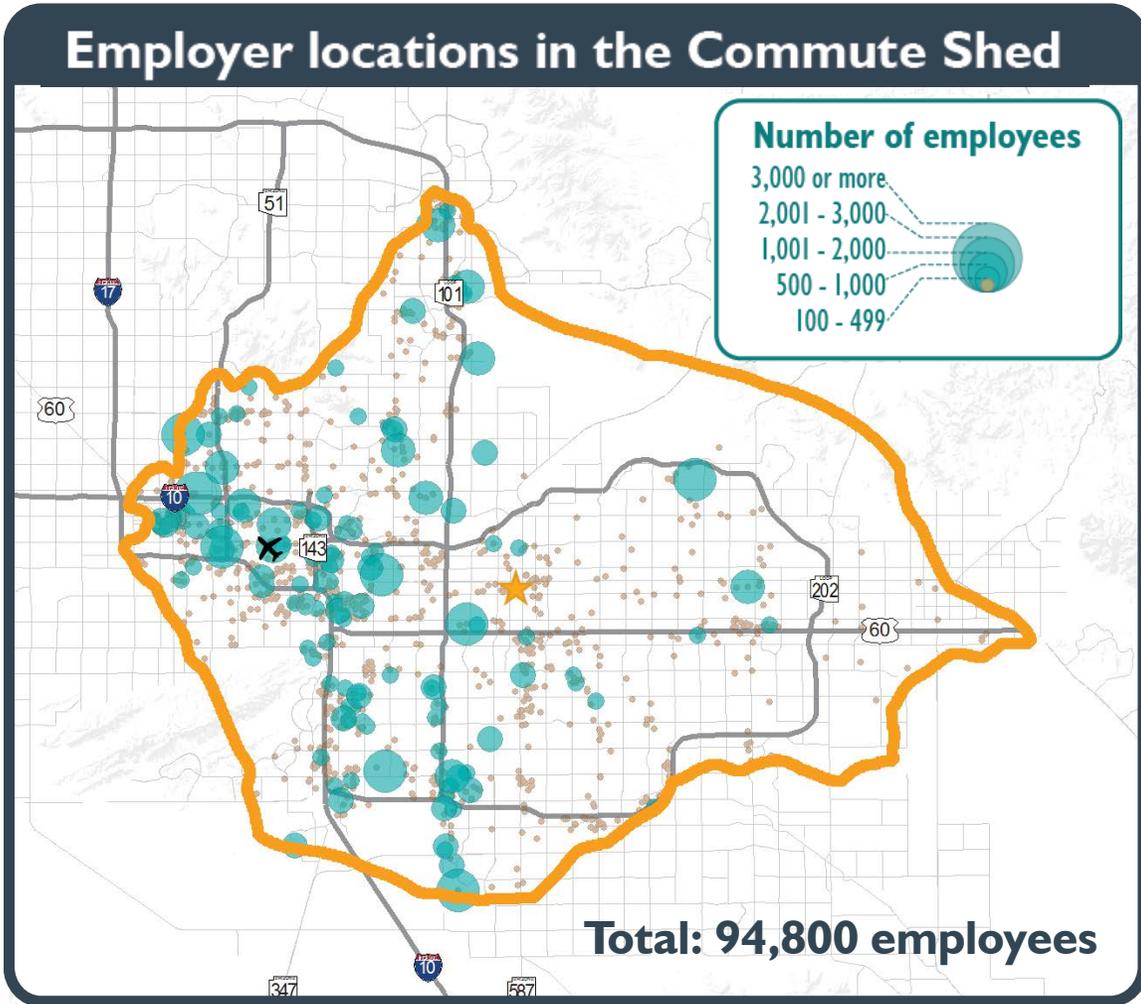
**36**  
median age  
Phoenix MSA

Source: 2015 ACS 5-year Estimates

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS) 5-year Estimates

# Commute Shed Analytics

30 minute A.M. Inbound Travel Time to Main St. and Country Club Dr, Mesa



Top 10 Employers	Jobs
Banner Health	18,500
Intel Corporation	11,300
Arizona State University	10,800
Mesa Unified School District 4	9,100
Wells Fargo	8,700
County Of Maricopa	8,100
Bank Of America	8,100
City Of Phoenix	7,600
Jpmorgan Chase Bank National Association	6,400
State Of Arizona	6,200

Source: 2015 MAG Employer Database, numbers rounded

Year	Jobs
2015	1,040,000
2020	1,151,000
2030	1,282,000
2040	1,382,000
2050	1,476,000

Source: Maricopa Association of Governments

### Worker Commute Flows



Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program (LEHD) Origin-Destination Employment Statistics (LODES)

# Demographics for the Commute Shed

30 minute A.M. Inbound Travel Time to Main St. and Country Club Dr, Mesa

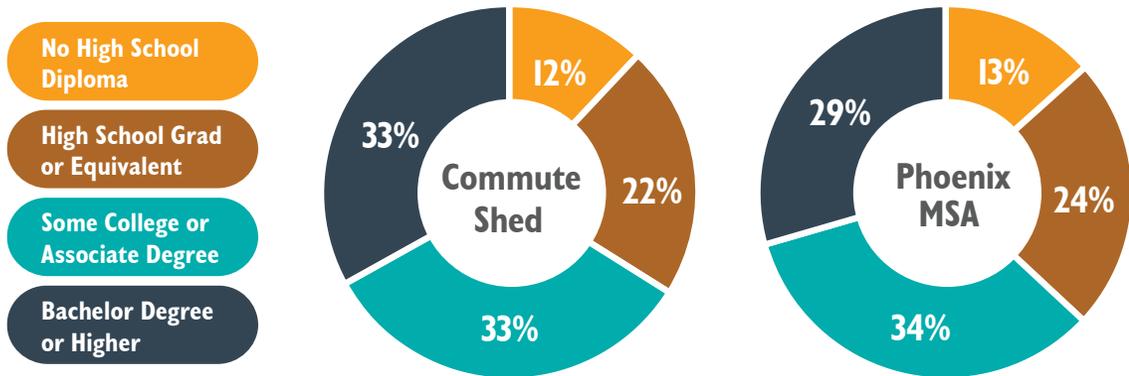


## Household Income



## Educational Attainment

for the population age 25 years and older



### Median Household Income

**\$53,300**

Commute Shed

**\$53,723**

Phoenix MSA



### Median Home Value

**\$186,700**

Commute Shed

**\$179,100**

Phoenix MSA

Source: U.S. Census Bureau, 2011-2015 ACS 5-year Estimates



### Median Sales Price

Jan 1, 2015 to Dec 31, 2015

**\$239,900**

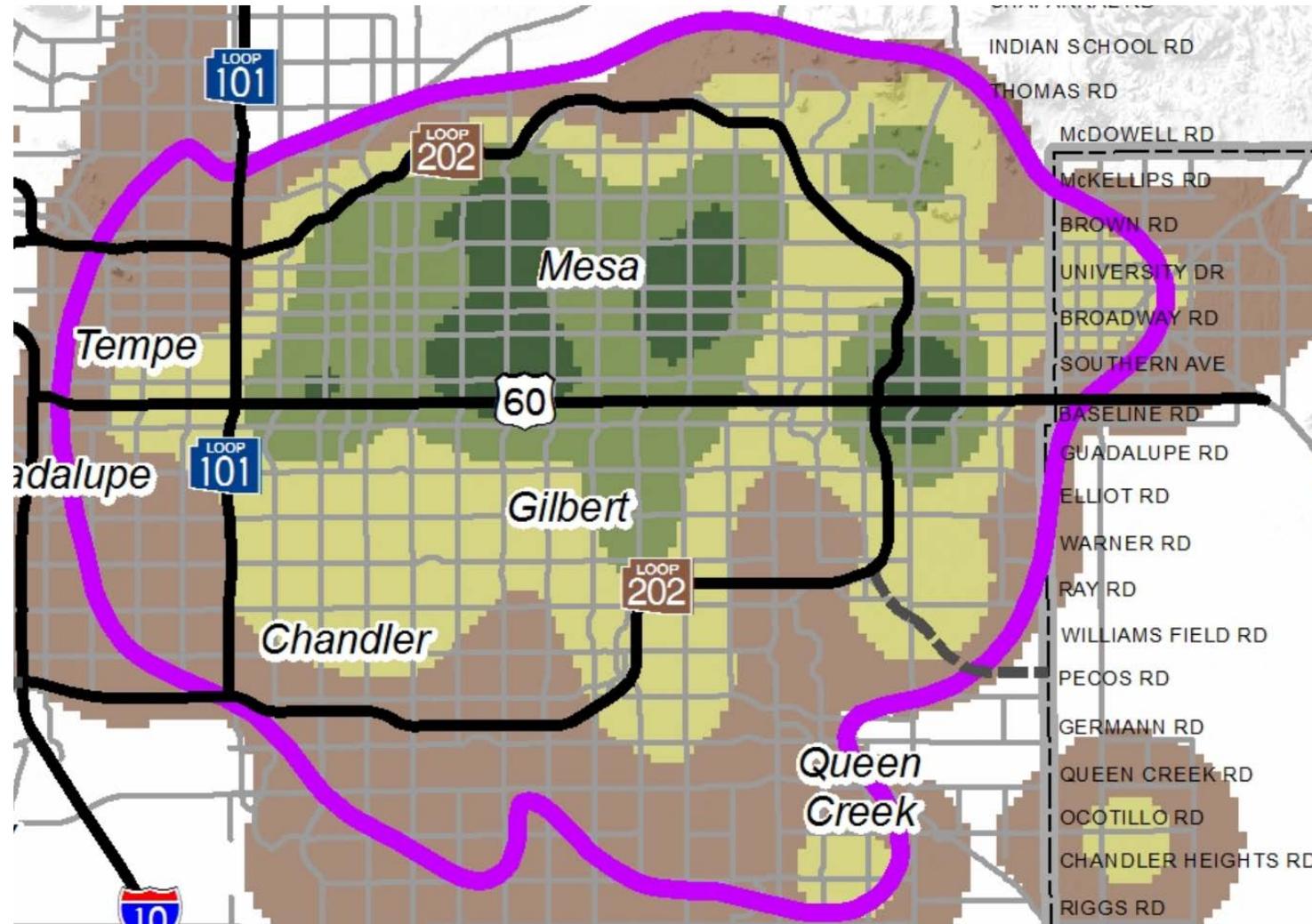
Commute Shed

**\$219,500**

Maricopa County

Source: Information Market

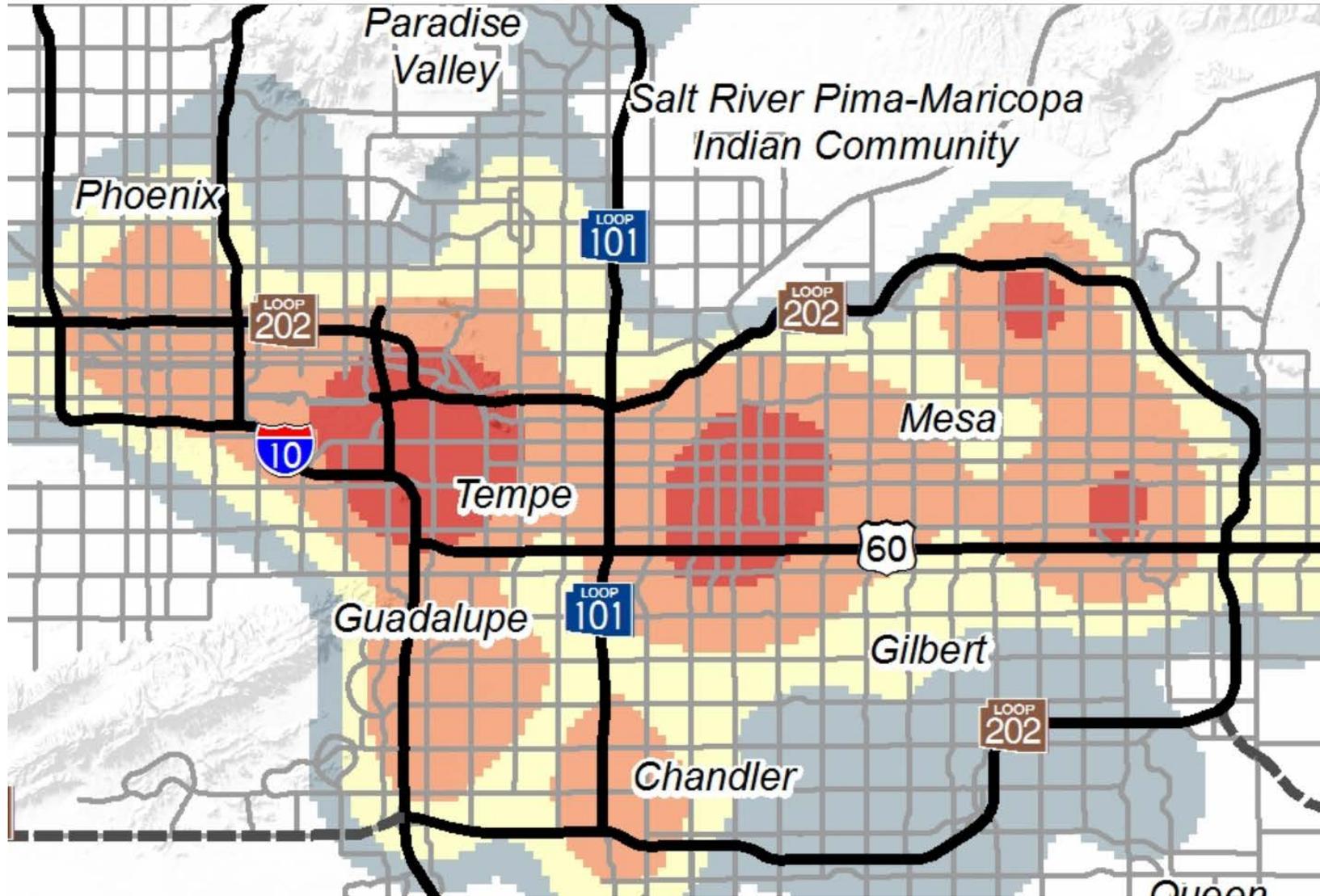
# Where People Working in Mesa Live



**Survey Respondents per Square Mile and (% of respondents)\***

- Less than 10 (9%)
- 10 to 50 (17%)
- 50 to 100 (28%)
- 100 to 150 (25%)
- More than 150 (21%)
- Mesa Catchment Area\*

# Where People Living in Mesa Work

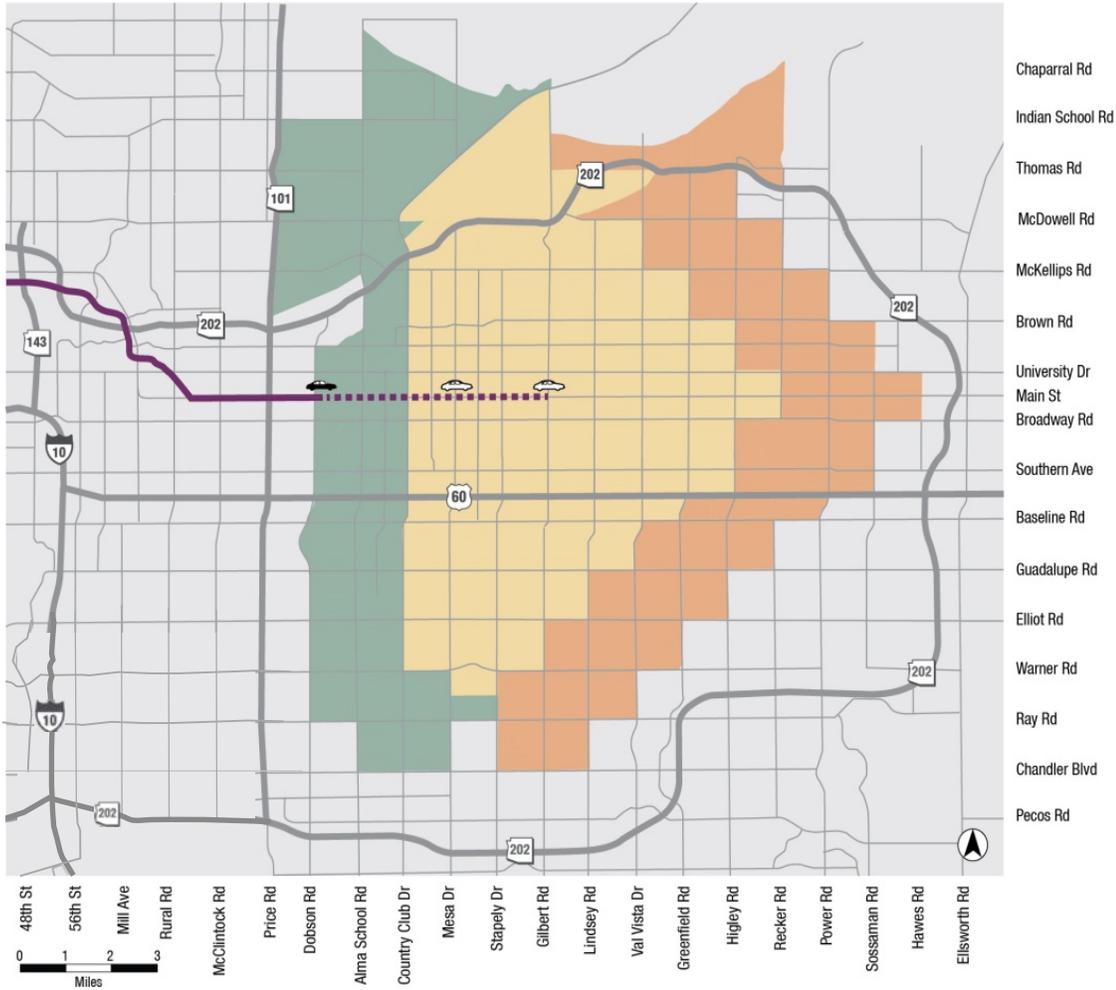


**Survey Respondents per Square Mile and (% of respondents)\***



# Park and Ride Analysis / LRT Ridership

Travel Shed for the Sycamore park and Ride



 Expanded coverage area with a Park and Ride site at Gilbert Road Station

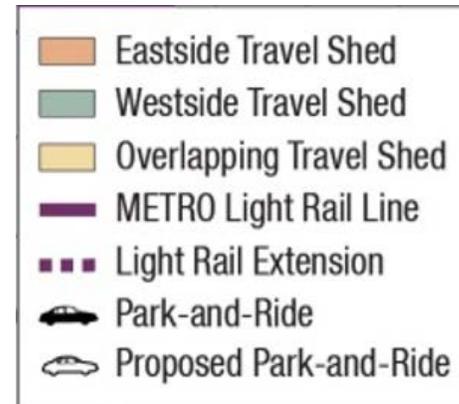
- Average weekday ridership forecast between 19<sup>th</sup>/Montebello and Gilbert Road:

**Total LRT riders: 49,000 - 49,500**

- Drive Access to Mesa Stations\*:

**2,700 – 3,100 person trips**

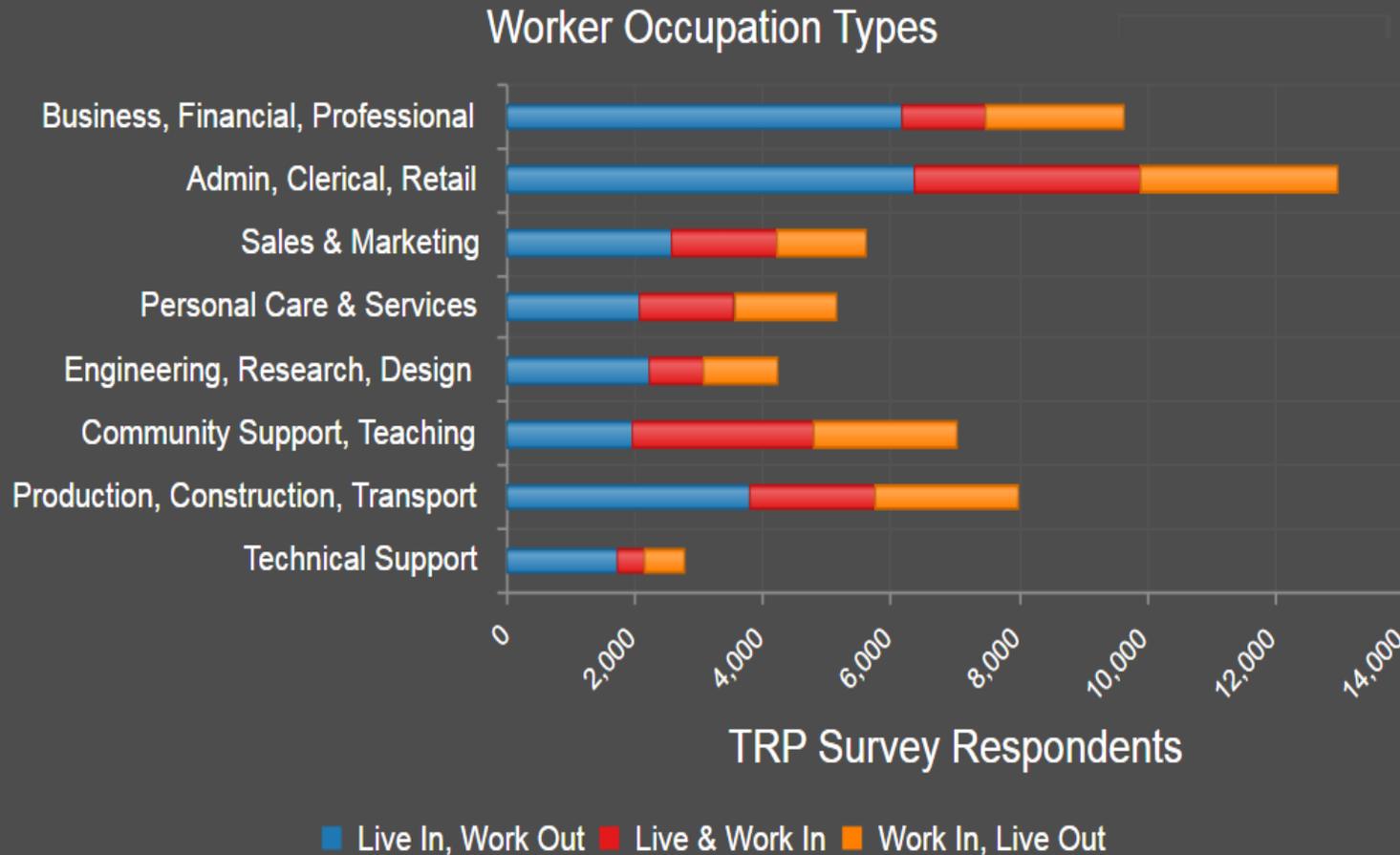
\*Sycamore station demand modeled versus actual



Based on a Mesa license plate survey of the Sycamore Park and Ride



# Live- Work Flow Characteristics – TRP respondents in Mesa



**119,668 total workers in Mesa**

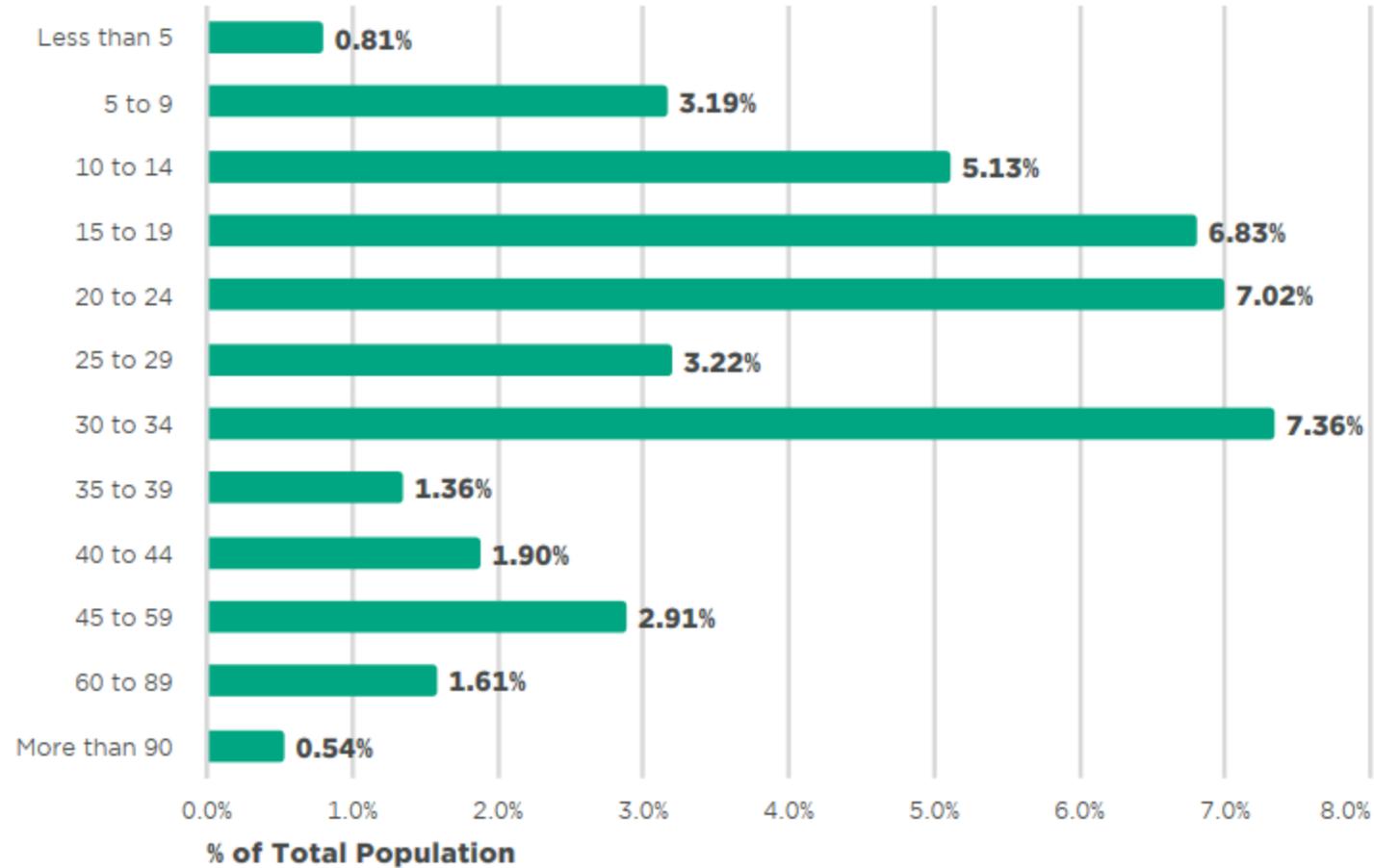
- Approximately 50% of Workers in Mesa responded to the TRP survey
- Approximately 50% of the TPR respondents live in Mesa and work outside of Mesa
- More than 25% of the TPR workers Live outside of Mesa and Work in Mesa

Source: 2015 Maricopa County TRP Survey Data for businesses with 50 or more employees.

# Commute Characteristics – All workers in Mesa

## Travel Time to Work

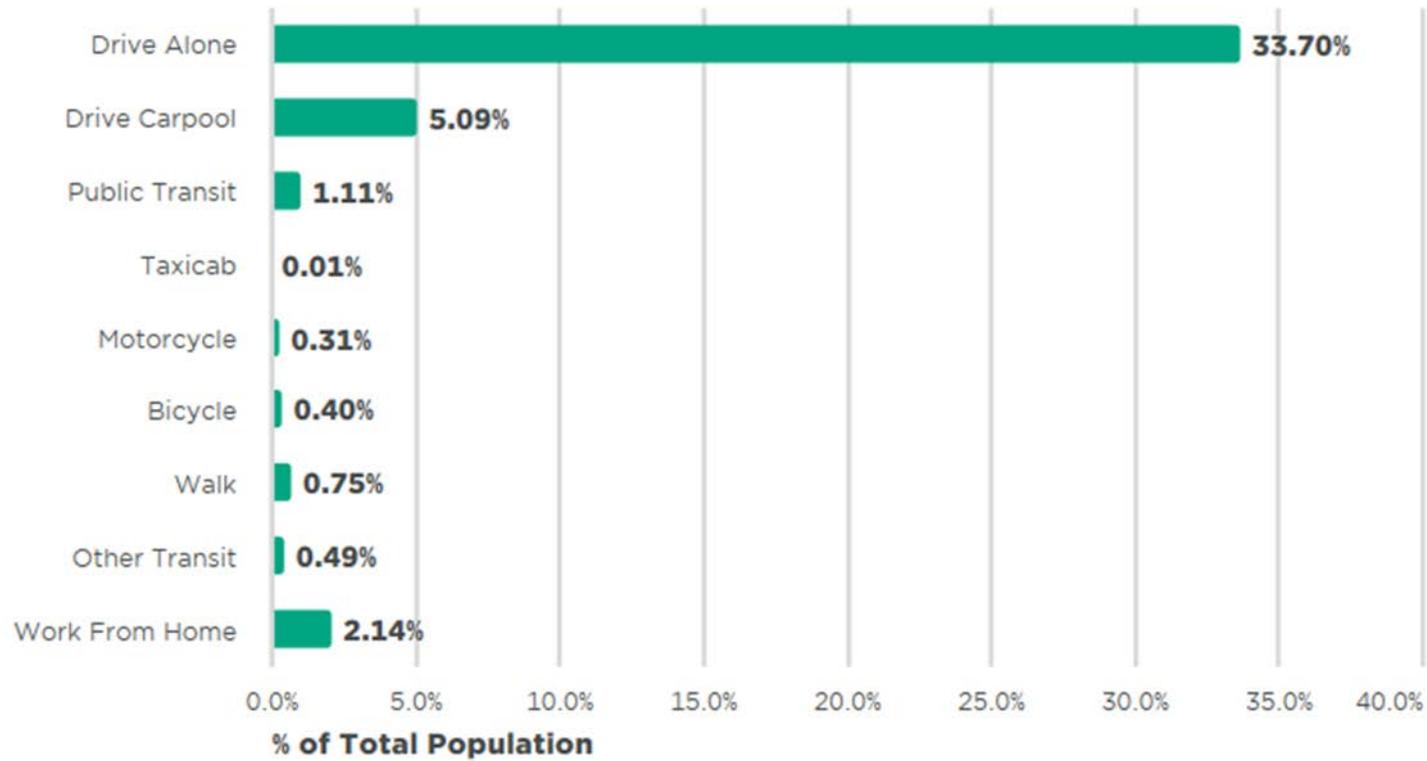
Mesa



# Commute Characteristics – All workers in Mesa

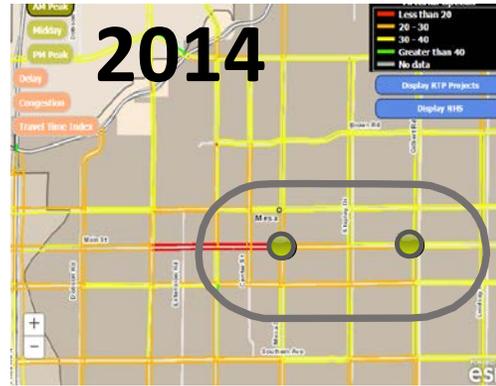
## Commute Type

Mesa



# L.R. Extension Corridor – Arterial Speed Data

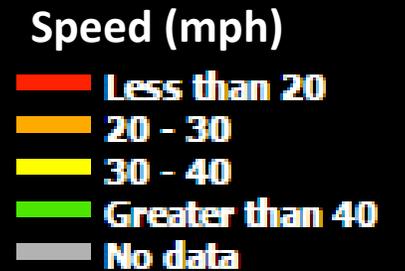
a.m. peak



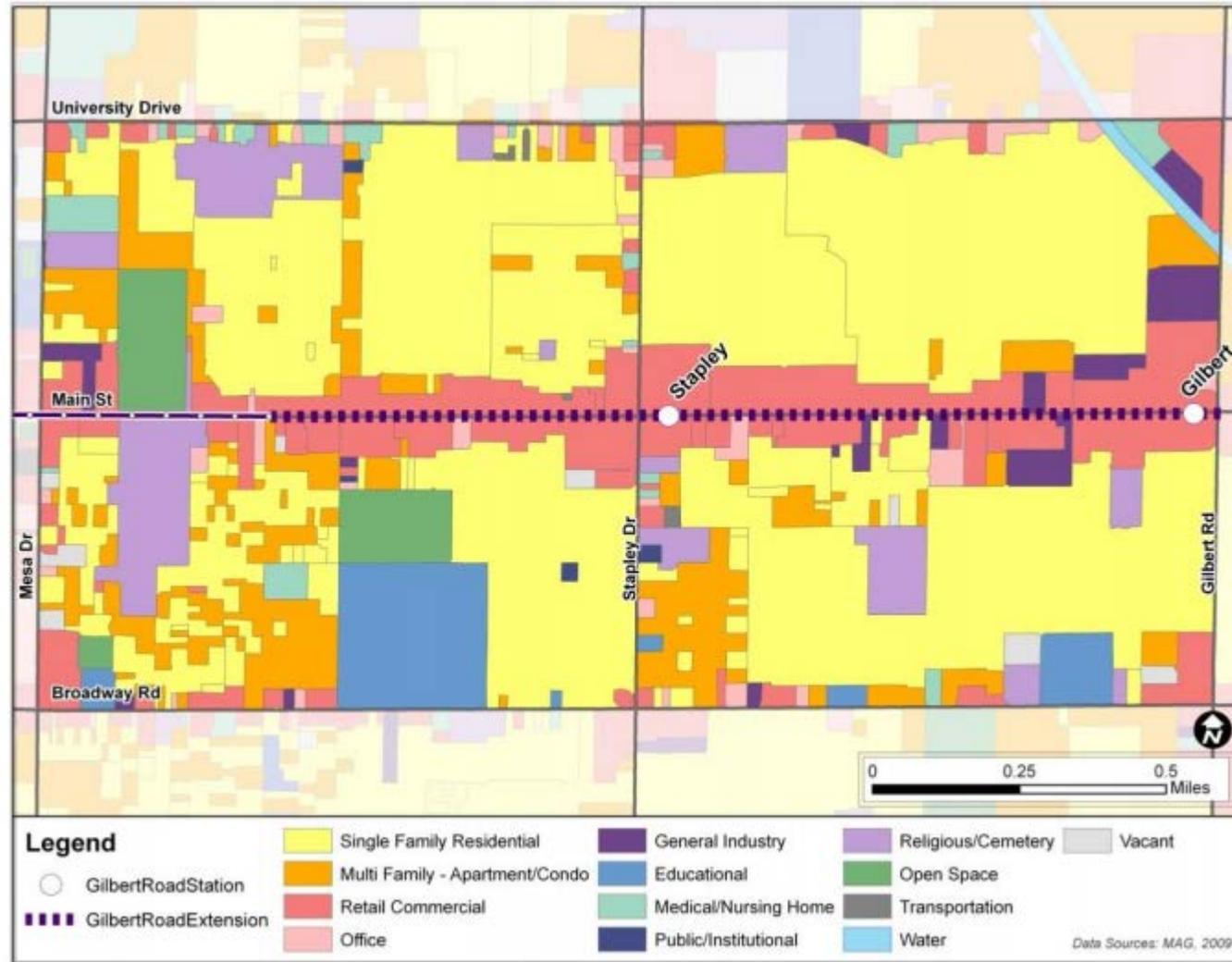
midday



p.m. peak



# Existing Corridor Land Uses

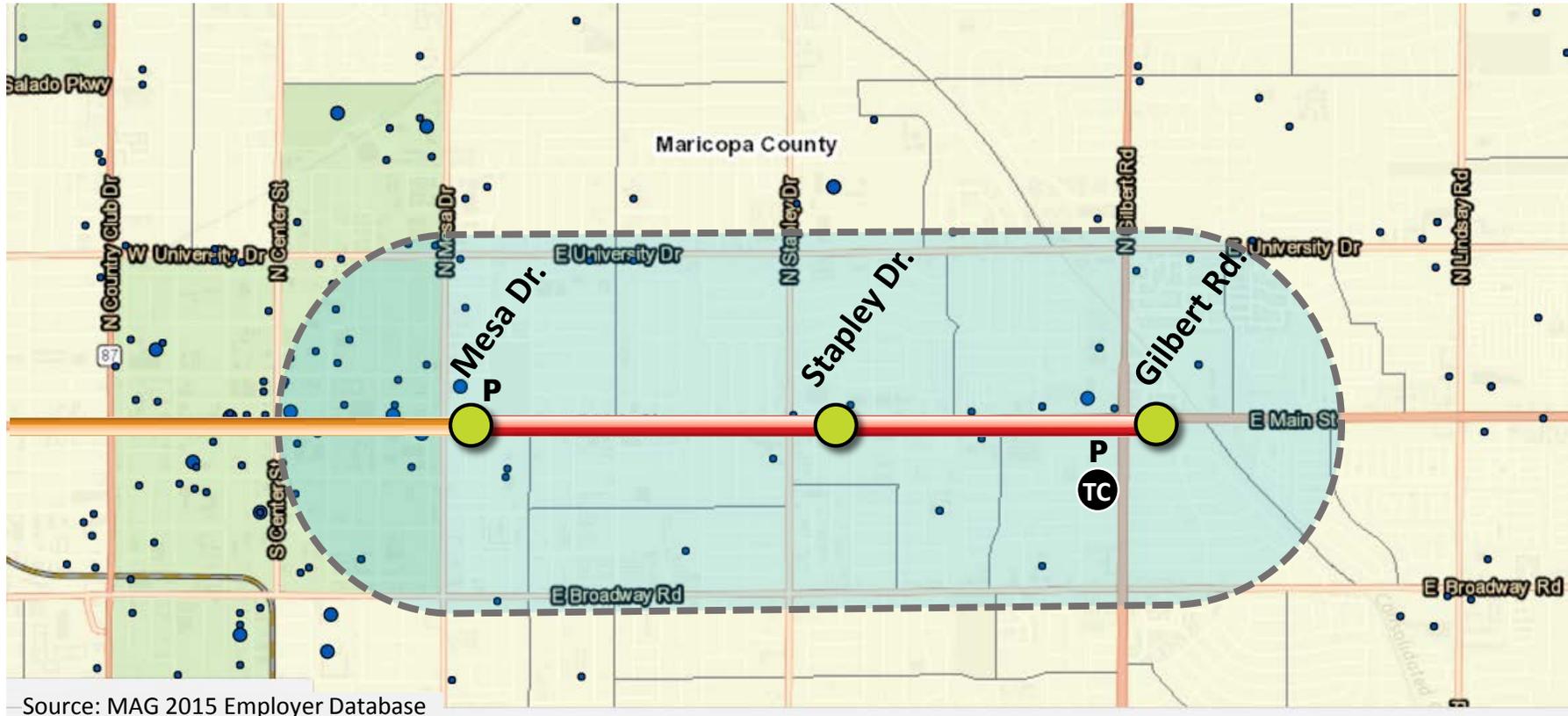


Source: MAG, 2009.

# Employment within a half mile of the Extended Corridor

50 businesses with 25 or more employees

3,700 employees working at those businesses



Rail Station



Transit Center



Park and Ride



Existing Rail Line



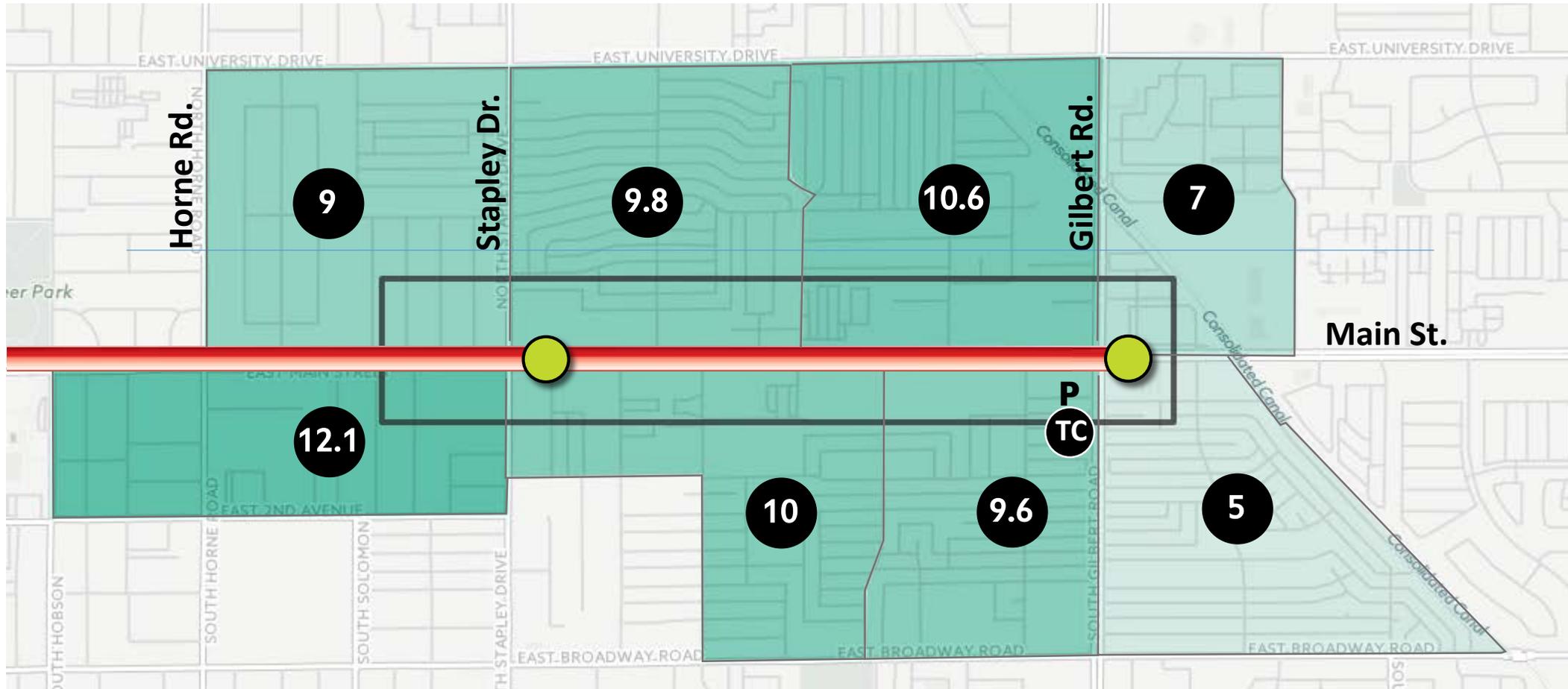
Proposed Rail Line Extension

**Employers (25+ employees)**

● 25-150 Employees

● 150 – 500 Employees

# Station Block Group - Walkability Score



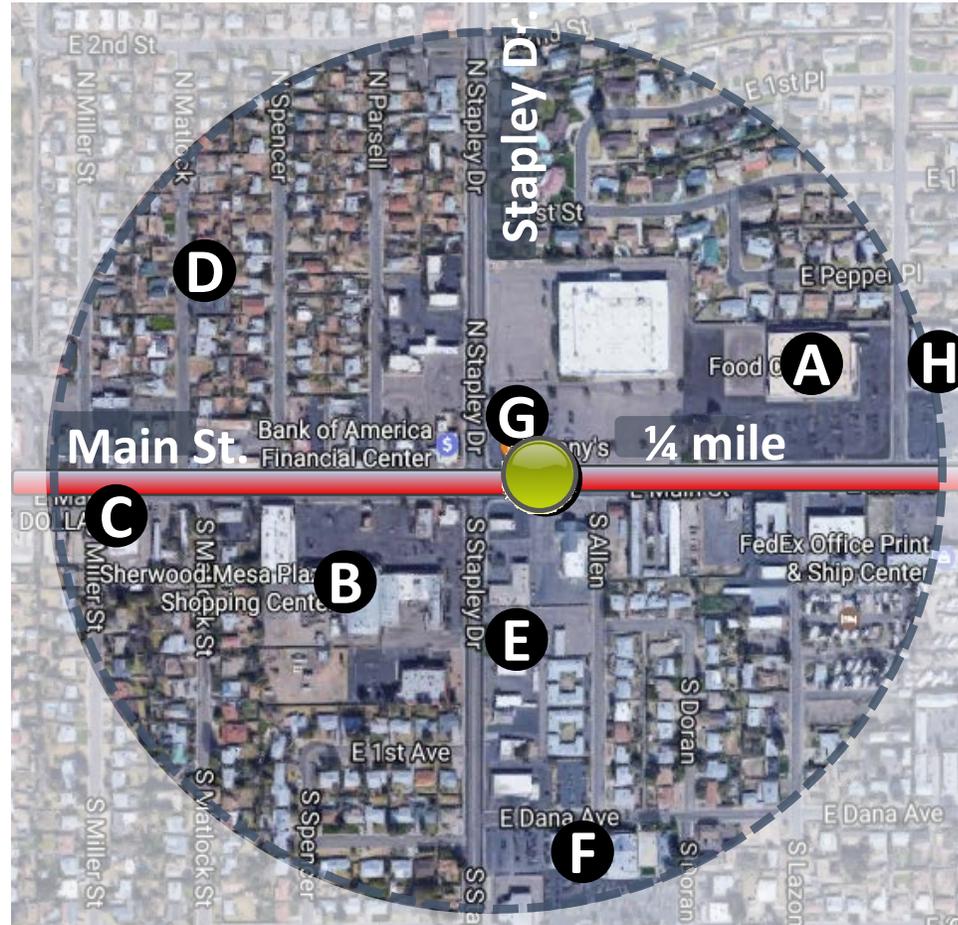
## National Walkability Score

EPA's Walkability Index score walkability is a measure used to indicate the ease of pedestrian travel in an area. Scores start out at 1 and go up to 20, with 1 indicating low walkability and 20 indicating high walkability.

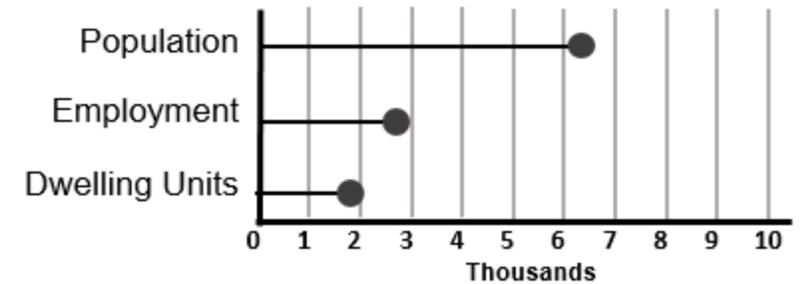
# Stapley Dr. Station ¼ mile Area Analysis

## Destinations

- A** Food City
- B** Sherwood Mesa Plaza Shopping Center
- C** Family Dollar
- D** Masjid Nour Mosque
- E** Melcher Mortuary Chapel of the Roses
- F** Church of Christ-Mesa
- G** Denny's
- H** Super 99 Cent Store



Demographics<sup>2</sup> (1/4 mile – 4 area Block Groups)



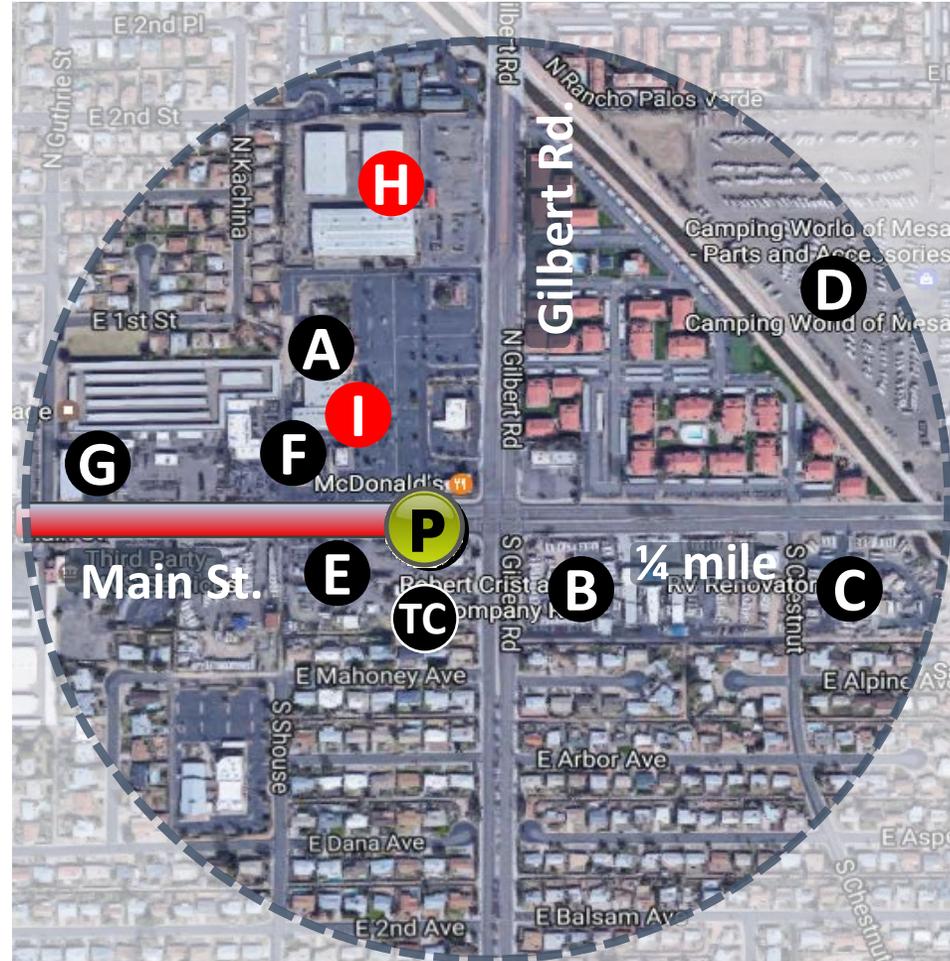
# Gilbert Rd. Station ¼ mile - Area Analysis

## Destinations

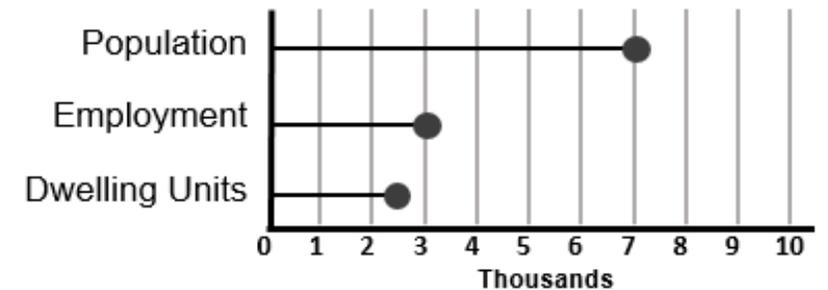
- A** Royal Garden Reception Hall
- B** Robert Crist and Co RV Dealership
- C** RV Renovators
- D** Camping World of Mesa
- E** Axe Auto Sales
- F** Mall Plaza Shopping Center
- G** Reith Auto Stores

## Employers (25+)

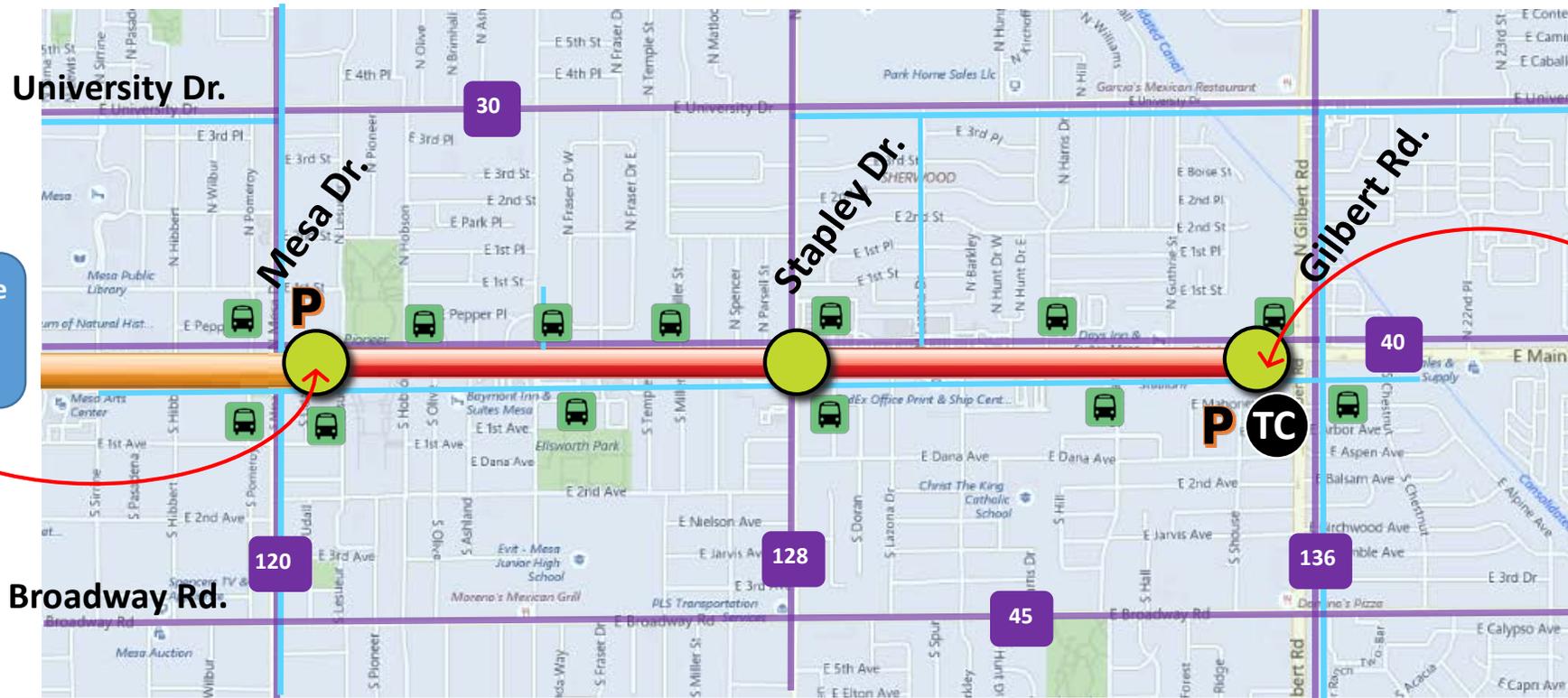
- H** Dave Bang Associates, Inc.
- I** West Business Services



## Demographics<sup>2</sup> (1/4 mile – 4 area Block Groups)



# Station / Alignment Area Characteristics

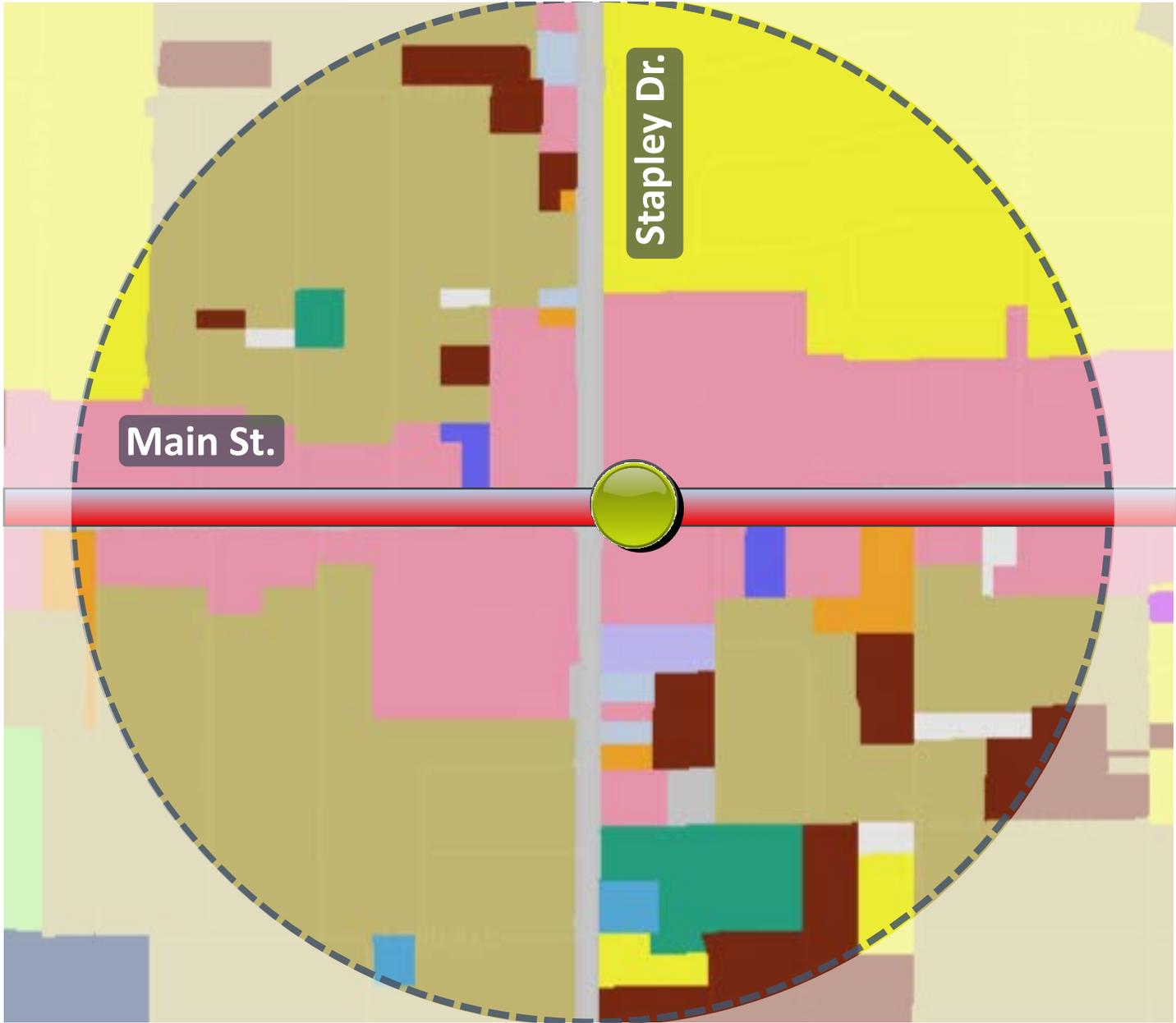


Mesa Dr. Park and Ride  
448 Auto Spaces  
12 Bike Racks

Gilbert Rd. Park and Ride  
500 Auto Spaces  
Transit Center includes  
Bike Racks

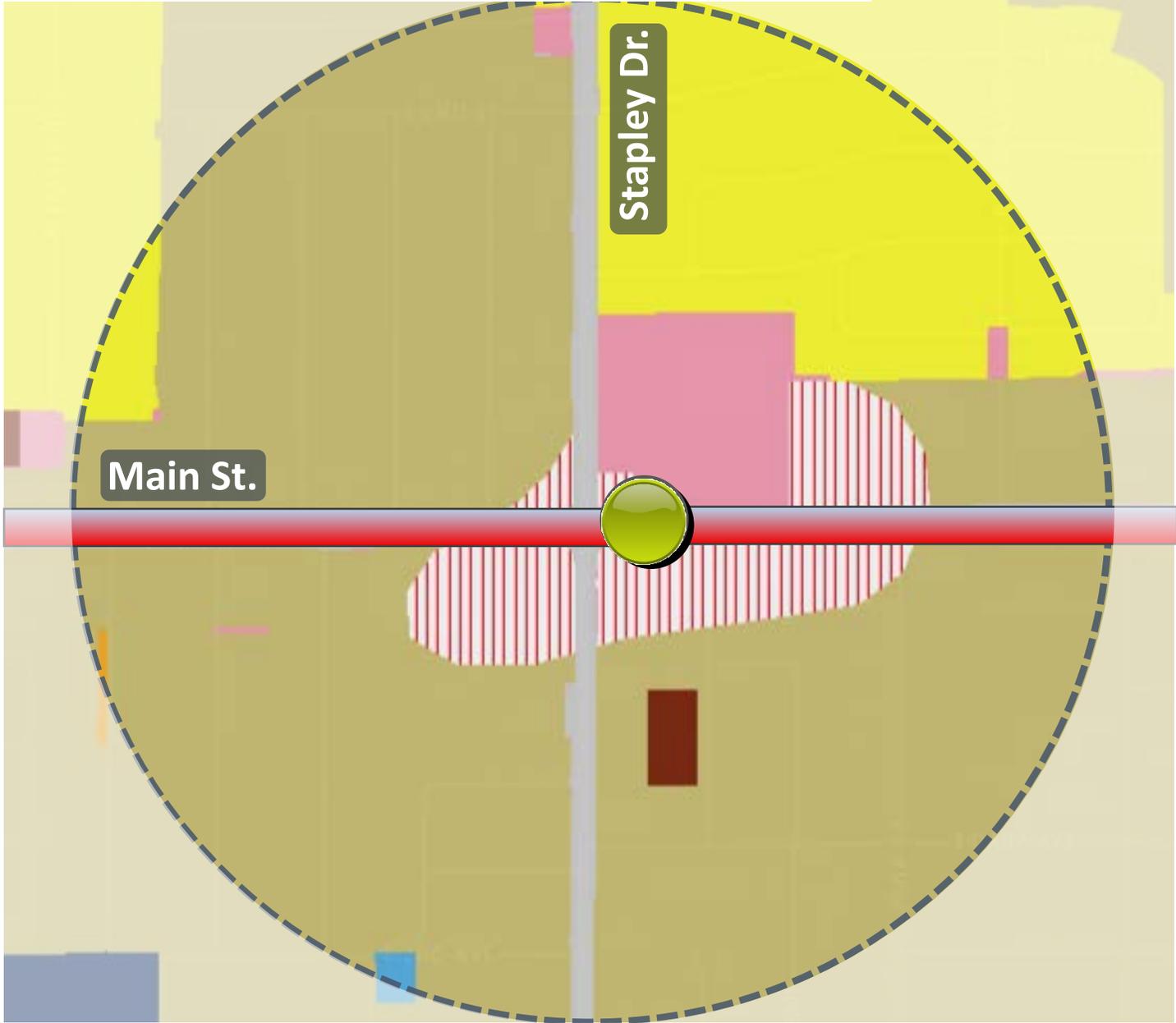
-  Existing LRT line
-  Proposed LRT line extension
-  LRT Station
-  Park and Ride
-  Bus Route 30
-  Bus Stops along Light Rail alignment
-  Bike Lane
-  Transit Station

# Stapley Dr. Station: Current Land Use



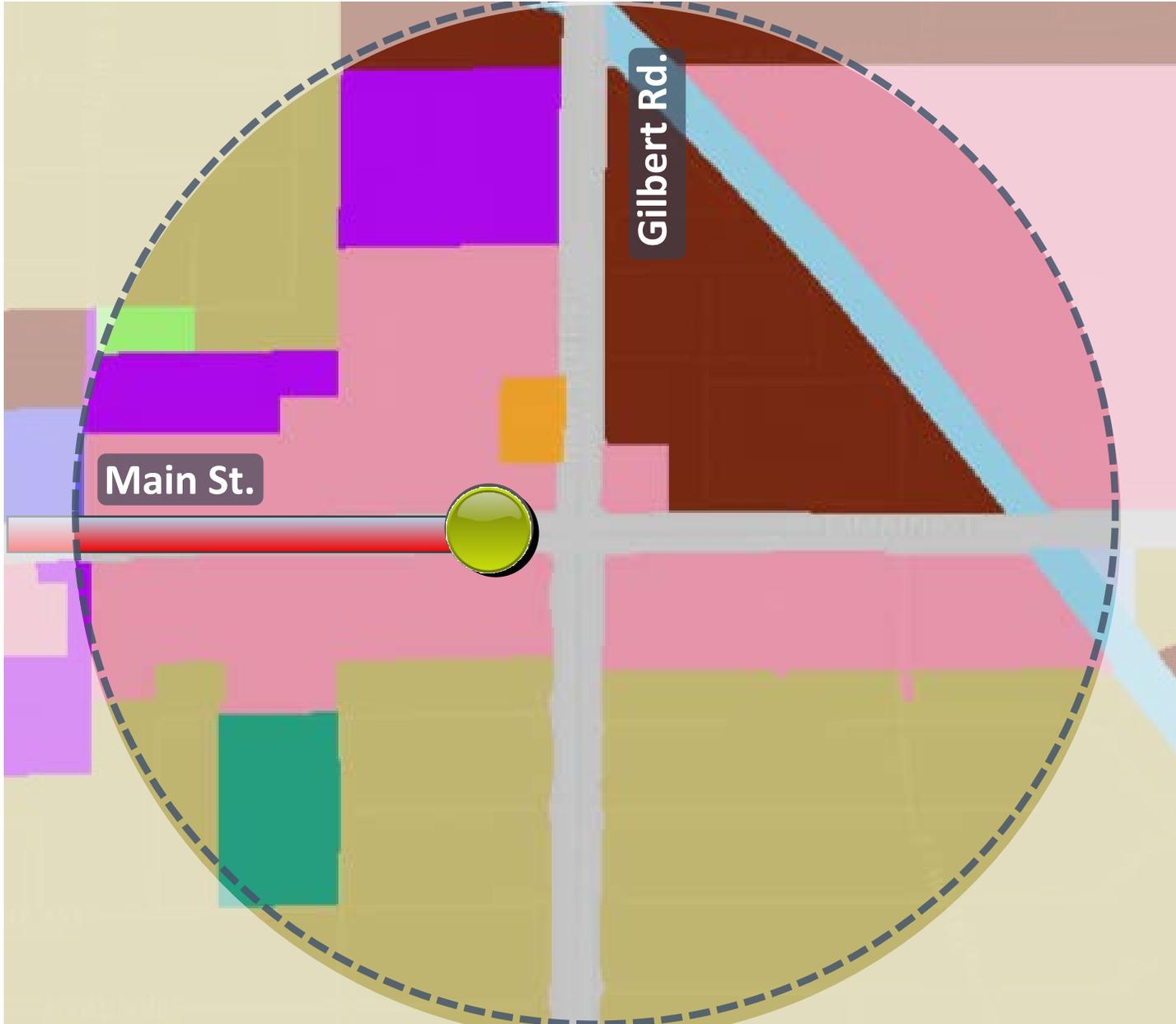
- Single Family Medium Density
- Single Family High Density
- Multi Family
- Commercial Low
- Office
- Tourist Accomodations
- Religious/Institutional
- Medical/Nursing Home
- Cemetery
- Public/Special Event/Military
- Vacant

# Stapley Dr. Station: Future Land Use



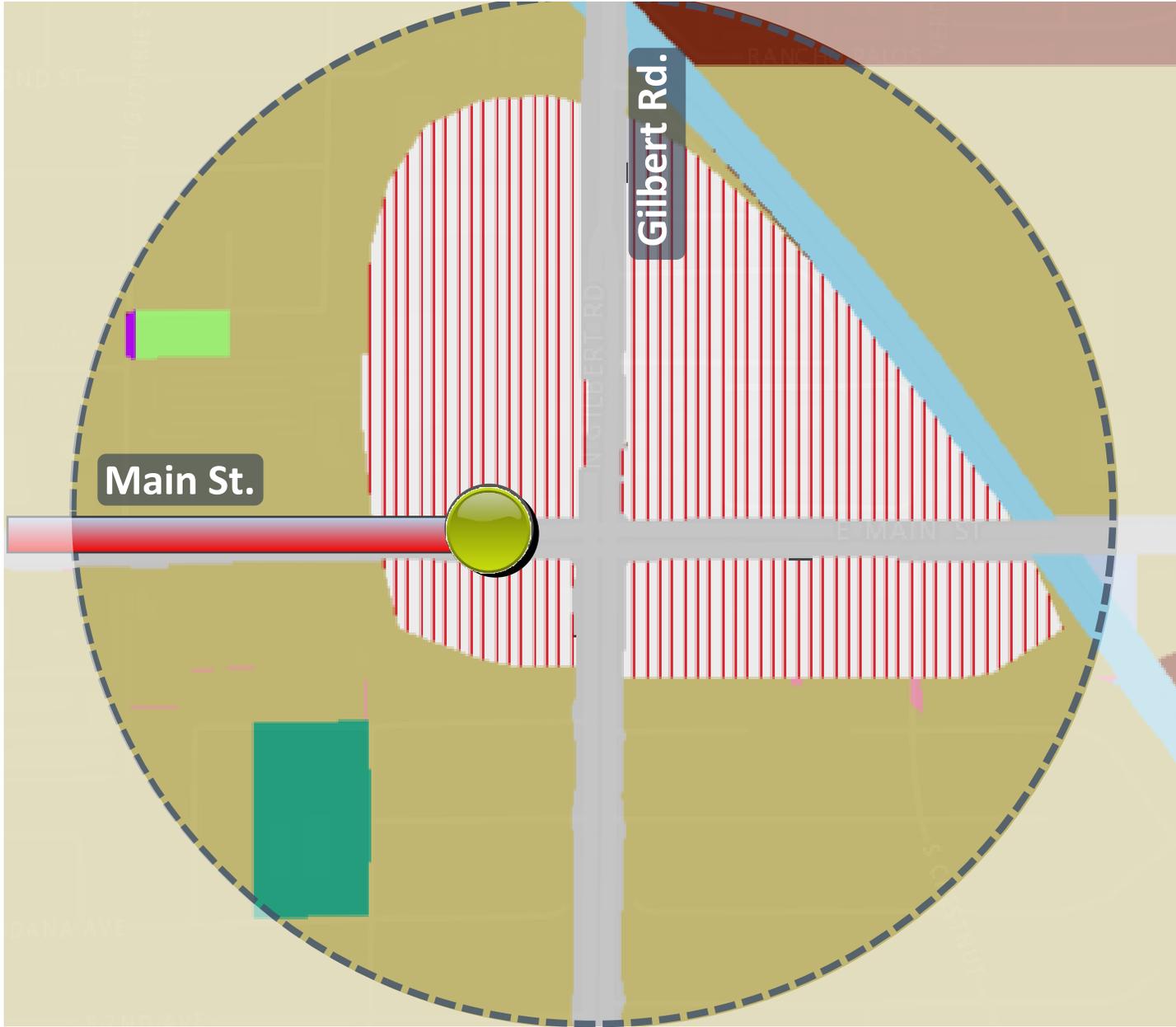
- Single Family Medium Density
- Single Family High Density
- Multi Family
- Commercial Low
- Office
- Educational
- Public/Special Event/Military
- Mixed Use

# Gilbert Rd. Station: Current Land Use



- Single Family High Density
- Multi Family
- Commercial Low
- Industrial
- Office
- Tourist Accomodations
- Religious/Institutional
- Medical/Nursing Home
- Public/Special Event/Military
- Active Open Space

# Gilbert Rd. Station: Future Land Use



- Single Family High Density
- Multi Family
- Industrial
- Religious/Institutional
- Medical/Nursing Home
- Active Open Space
- Mixed Use

# Data Sources for Slides 2-4

## Contact Information

William Jabjiniak  
[william.jabjiniak@mesaaz.gov](mailto:william.jabjiniak@mesaaz.gov)  
480-644-3561

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## About the Data Sources

Commuter shed boundaries are derived from the MAG travel demand forecasting models which incorporate the HERE speed database. Data can be found online here:  
[mag.ms2cloud.com/tdms.ui/ttds/dashboard/index?loc=Mag](http://mag.ms2cloud.com/tdms.ui/ttds/dashboard/index?loc=Mag)

U.S. Census Bureau, 2011-2015 American Community Survey (ACS) 5-Year Estimates. ACS data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate is represented through the use of a margin of error (MOE). In addition to sampling variability, the ACS estimates are subject to nonsampling error. The MOE and effect of nonsampling error is not represented in these tables. Documentation can be found on the ACS website ([www.census.gov/acs](http://www.census.gov/acs)). The MOE can be found on the American FactFinder website (<http://factfinder2.census.gov>).

Methodology for the Arizona Office of Economic Opportunity population estimates is available at:  
<https://population.az.gov/population-estimates>

Methodology for MAG Population Projections is available at:  
<http://datacenter.azmag.gov>

Documentation for the LEHD Origin-Destination Employment Statistics (ODES) is available at:  
<https://lehd.ces.census.gov/>

2015 MAG Employer Database: Includes only employers with 5 or more employees.

Created by  
Maricopa Association of Governments (MAG)  
602-254-6300 [ormag@azmag.gov](mailto:ormag@azmag.gov)

# Arterial Intersection Projects: Project Information

# Lindsay Road at Brown Road

**ALCP Project RTP ID:** AII-LND-10-03

**Length (miles):** 0.5

**Original ALCP Scope:** Intersection improvement

**Travel Lanes in 2004:** Four on both roadways (two in each direction)

**Travel Lanes in 2017:** Four on both roadways (two in each direction)

**Work Completed between 2004 – 2017:** Overlay

**Projected Improvements Post-2017:** Nothing planned within the City of Mesa Capital Improvement Program (CIP) planning window (FY18-FY25)

**Volume:** Along Brown Rd 18,900 (west of Lindsay), 16,600 (east of Lindsay) [2016]  
Along Lindsay Rd 16,400 (north of Brown), 20,900 (south of Brown) [2016]

**Crash-Rates:** All intersection related (2012 – 2017) 46

**Number of serious crashes/fatalities:** 0 fatal; 4 serious

**Reason for Removal:** Traffic numbers do not justify any widening and intersection data does not show any high-crash issues.

**Will improvements still occur on the Roadway?** Improvements will occur when and if traffic volumes and/or crash numbers warrant improvements.

**Remaining ALCP Funding (based on the draft FY 2018 ALCP):** \$3,918,744 (2017\$)

## Intersection Characteristics:

- No dedicated right turn lanes
- Four dedicated left turn lanes with one lane on each approach,
- No medians
- Video detection
- No pedestrian detection recalling all four corners
- All left turn movements protective permissive

# **McKellips Road at Lindsay Road**

**ALCP Project RTP ID:** ACK-MCK-20-03-A

**Length (miles):** 0.5

**Original ALCP Scope:** Intersection improvement

**Lanes in 2004:** Four on both roadways (two in each direction)

**Lanes in 2017:** Four on both roadways (two in each direction)

**Work Completed between 2004 – 2017:** Overlay

**Projected Improvements Post-2017:** Nothing planned within the Capital Improvement Program (CIP) planning window (FY18-FY25)

**Volume:** Along McKellips 31,500 (west of Lindsay), 23,400 (east of Lindsay) [2016]  
Along Lindsay Rd 7,300 (north of McKellips), 16,400 (south of McKellips) [2016]

**Crash-Rates:** (2012 – 2017) 42

**Number of serious crashes/fatalities:** 0 fatal; 4 serious

**Reason for Removal:** Traffic numbers do not justify any widening and intersection data does not show any high-crash issues.

**Will improvements still occur on the Roadway?** Improvements will occur when and if traffic volumes and/or crash numbers warrant improvements.

**Remaining ALCP Funding (based on the draft FY 2018 ALCP):** \$6,137,127 (2017\$)

## **Intersection Characteristics:**

- One dedicated right turn lane (east-bound)
- Four dedicated left turn lanes with one lane on each approach,
- No medians
- Loop detection
- Pedestrian detection on all four corners
- All left turn movements protective permissive

# **McKellips Road at Greenfield Road**

**ALCP Project RTP ID:** ACI-MCK-20-03-B

**Length (miles):** 0.5

**Original ALCP Scope:** Intersection improvement

**Lanes in 2004:** Four on both roadways (two in each direction)

**Lanes in 2017:** Four on both roadways (two in each direction)

**Work Completed between 2004 – 2017:** Overlay

**Projected Improvements Post-2017:** Nothing planned within Capital Improvement Program (CIP) planning window (FY18-FY25)

**Volume:** Along McKellips 19,500 (west of Greenfield), 21,500 (east of Greenfield) [2016]  
Along Greenfield Rd 11,400 (north of McKellips), 22,800 (south of McKellips) [2016]

**Crash-Rates:** (2012 – 2017) 46

**Number of serious crashes/fatalities:** 0 fatal; 4 serious

**Reason for Removal:** Traffic numbers do not justify any widening and intersection data does not show any high-crash issues.

**Will improvements still occur on the Roadway?** Improvements will occur when and if traffic volumes and/or crash numbers warrant improvements.

**Remaining ALCP Funding (based on the draft FY 2018 ALCP):** \$2,630,034 (2017\$)

## **Intersection Characteristics:**

- One dedicated right turn lane (north-bound)
- Four dedicated left turn lanes with one lane on each approach
- No medians
- Loop detection
- No pedestrian detection recalling all four corners/movements
- All left turn movements protective permissive

# McKellips Road at Recker Road

**ALCP Project RTP ID:** ACI-MCK-20-03-E

**Length (miles):** 0.5

**Original ALCP Scope:** intersection improvement

**Lanes in 2004:** Four on both roadways (two in each direction)

**Lanes in 2017:** Four on both roadways (two in each direction)

**Work Completed between 2004 – 2017:** Overlay

**Projected Improvements Post-2017:** Nothing planned within the Capital Improvement Program (CIP) planning window (FY18-FY25)

**Volume:** Along McKellips 21,000 (west of Recker), 20,600 (east of Recker) [2016]  
Along Recker Rd 13,100 (north of McKellips), 15,400 (south of McKellips) [2016]

**Crash-Rates:** (2012 -2017) 51

**Number of serious crashes/fatalities:** 0 fatal, 5 serious

**Reason for Removal:** Traffic numbers do not justify any widening and intersection data does not show any high-crash issues.

**Will improvements still occur on the Roadway?** Improvements will occur when and if traffic volumes and/or crash numbers warrant improvements.

**Remaining ALCP Funding (based on the draft FY 2018 ALCP):** \$3,393,429 (2017\$)

## **Intersection Characteristics:**

- Two dedicated right turn lanes (southbound, eastbound)
- Four dedicated left turn lanes with one lane on each approach
- No medians
- Loop detection
- Pedestrian detection on all four corners
- All left turn movements protective permissive

# McKellips Road at Higley Road

**ALCP Project RTP ID:** ACI-MCK-20-03-C

**Length (miles):** 0.5

**Original ALCP Scope:** Intersection improvement

**Lanes in 2004:** Four on both roadways (two in each direction)

**Lanes in 2017:** Four on both roadways (two in each direction)

**Work Completed between 2004 – 2017:** Overlay

**Projected Improvements Post-2017:** Nothing planned within the Capital Improvement Program (CIP) planning window (FY18-FY25)

**Volume:** Along McKellips 8,700 (west of Higley), 11,100 (east of Higley) [2016]  
Along Higley Rd 14,800 (north of McKellips), 14,100 (south of McKellips) [2016]

**Crash-Rates:** (2012 – 2017) 41

**Number of serious crashes/fatalities:** 0 fatal, 8 serious

**Reason for Removal:** Traffic numbers do not justify any widening and intersection data does not show any high-crash issues.

**Will improvements still occur on the Roadway?** Improvements will occur when and if traffic volumes and/or crash numbers warrant improvements.

**Remaining ALCP Funding (based on the draft FY 2018 ALCP):** \$6,310,059 (2017\$)

## **Intersection Characteristics:**

- One dedicated right turn lane (north bound)
- Four dedicated left turn lanes with one lane on each approach
- No medians
- Video detection
- Pedestrian detection on all four corners
- All left turn movements protective permissive

## Executive Summary

This report will summarize the conditions of the below listed intersections. The report will provide information regarding presence of an offset (defining a “skew/offset” more than 1’ across centerline), ADA compliance, and the years of work done on the roadway.

The intersections within this report are:

Executive Summary..... 1

1. Lindsay Road at Brown Road ..... 2

2. McKellips Rd at Lindsay Rd..... 3

3. McKellips Rd at Greenfield Rd ..... 4

4. McKellips Rd at Higley Rd..... 5

5. McKellips Rd at Recker Rd..... 6



## 1. Lindsay Road at Brown Road

Offset: No Skew, no Offset.

ADA: Truncated domes may need to be installed. No PPBs in place (may not be required at this intersection – TBD later). Both northern crosswalks are dual ADA Ramp.

Map Link: <https://www.google.com/maps/place/E+Brown+Rd+%26+N+Lindsay+Rd,+Mesa,+AZ+85213>

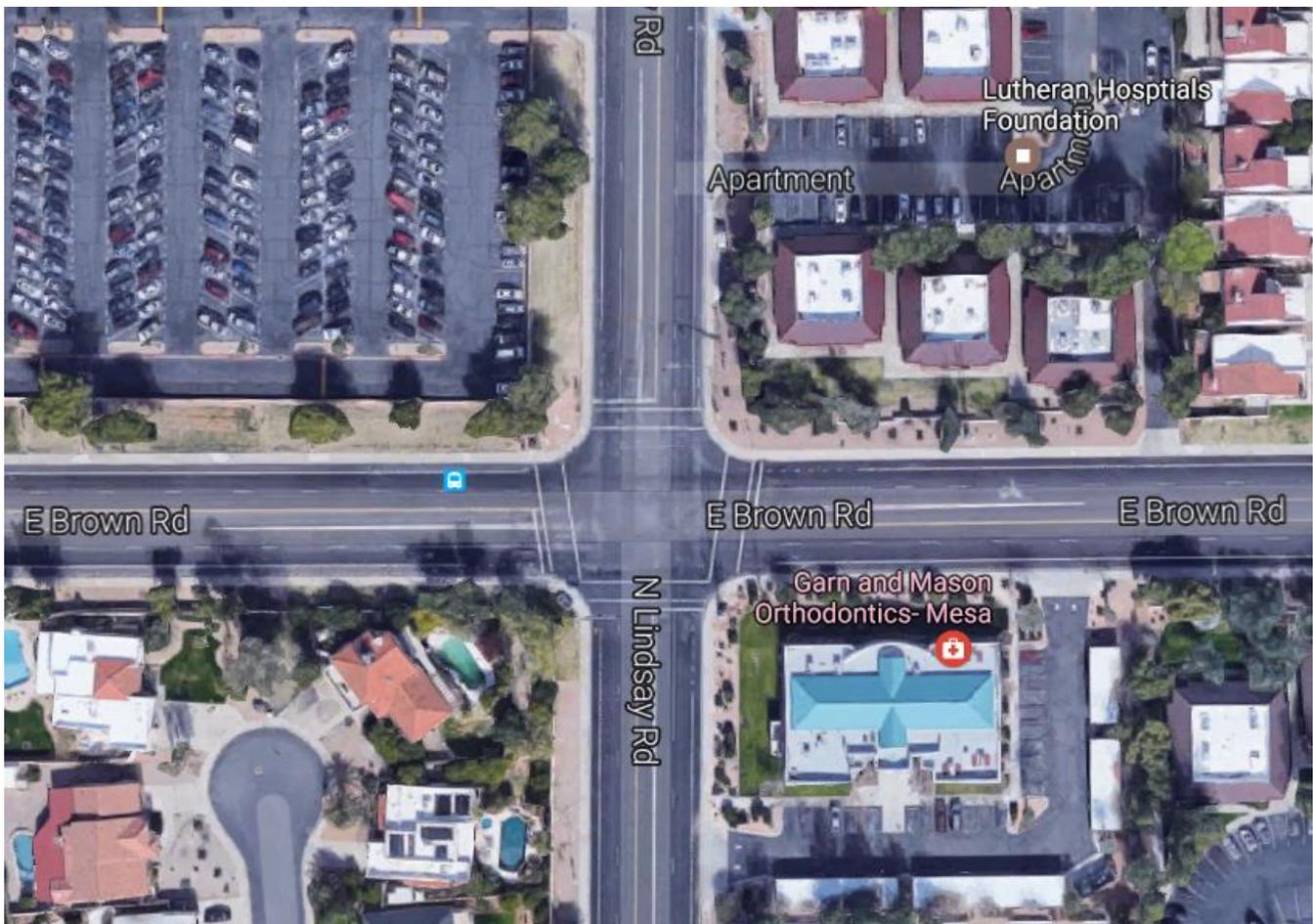
Major Improvements:

**2003 Pavement Replacement and Storm Drain Improvements and 2014 Val Vista Water Transmission Main (new Mesa line) (original Phoenix line 1974)**

Other work:

1976 Paving (both) Lindsay Rd. And Brown Rd. for new Mountain View High School

2008 New Bus Shelter 2011-2012+/- Various Traffic Signal Upgrades (original installs earlier)



## 2. McKellips Rd at Lindsay Rd

**Offset:** No Skew, no offset. Intersection is currently ‘no Right on Red’ for WB traffic due to 20+ft pavement offset on SWC.

**ADA:** Truncated domes needed. NEC and SEC need level landing area needed. Pedestrian Pushbuttons (PPBs) are in place all 4 corners.

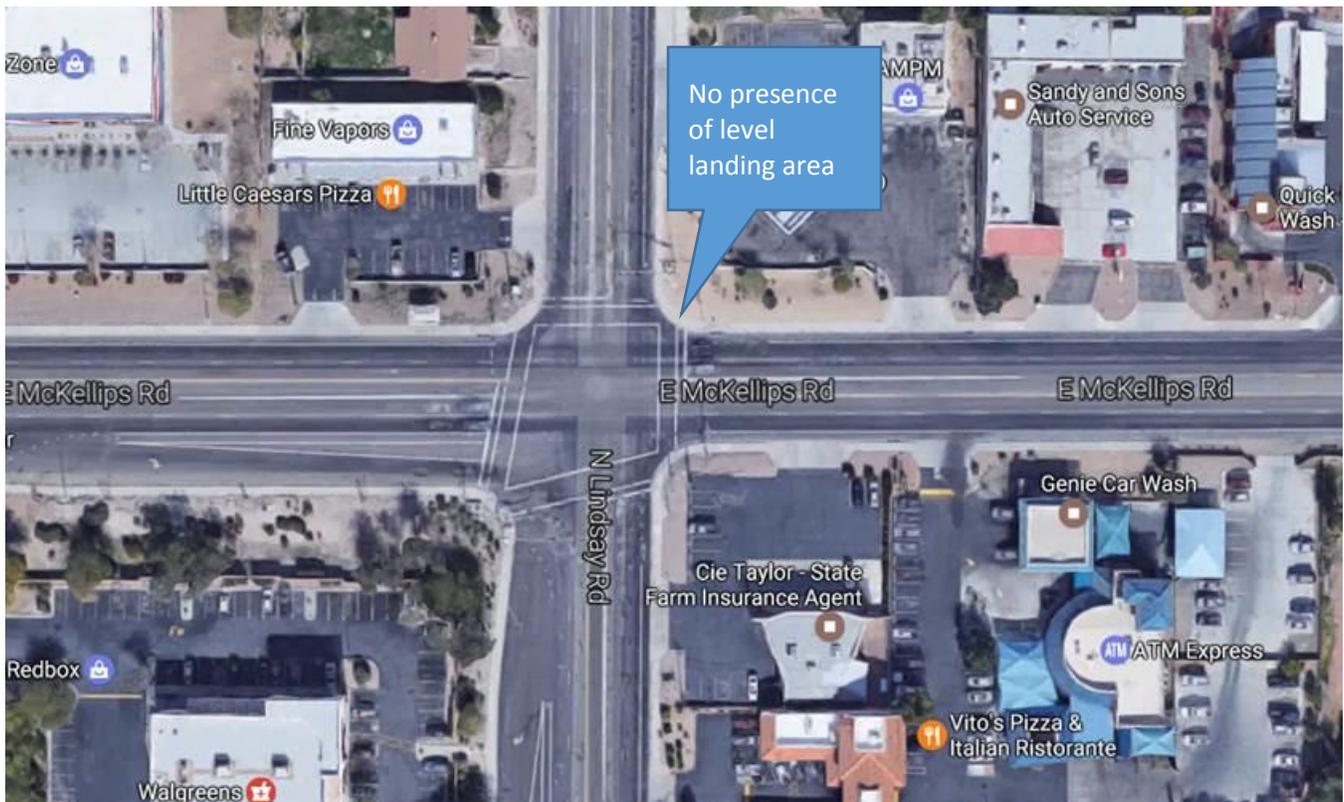
**Map Link:** <https://www.google.com/maps/place/E+McKellips+Rd+%26+N+Lindsay+Rd,+Mesa,+AZ+85213>

**Major Improvement:**

**2007 Wal-Mart Neighborhood Market SWC (only) widened and 2014 Val Vista Water Transmission Main (new Mesa line) (original Phoenix line 1974)**

**Other work:**

2008 Bus Stop Mini-Shelter



### 3. McKellips Rd at Greenfield Rd

**Offset:** No Skew, no offset.

**ADA:** The ramps at intersection are compliant. SEC full sidewalks, NEC accessible sidewalk to bus stop from ramp/ crosswalk, but sidewalks not yet built along frontage. West side: sidewalks not yet in place or required at this time. Pedestrian Pushbuttons (PPBs) not yet needed or installed at this intersection.

**Map Link:** <https://www.google.com/maps/place/E+McKellips+Rd+%26+N+Greenfield+Rd,+Mesa,+AZ+85215>

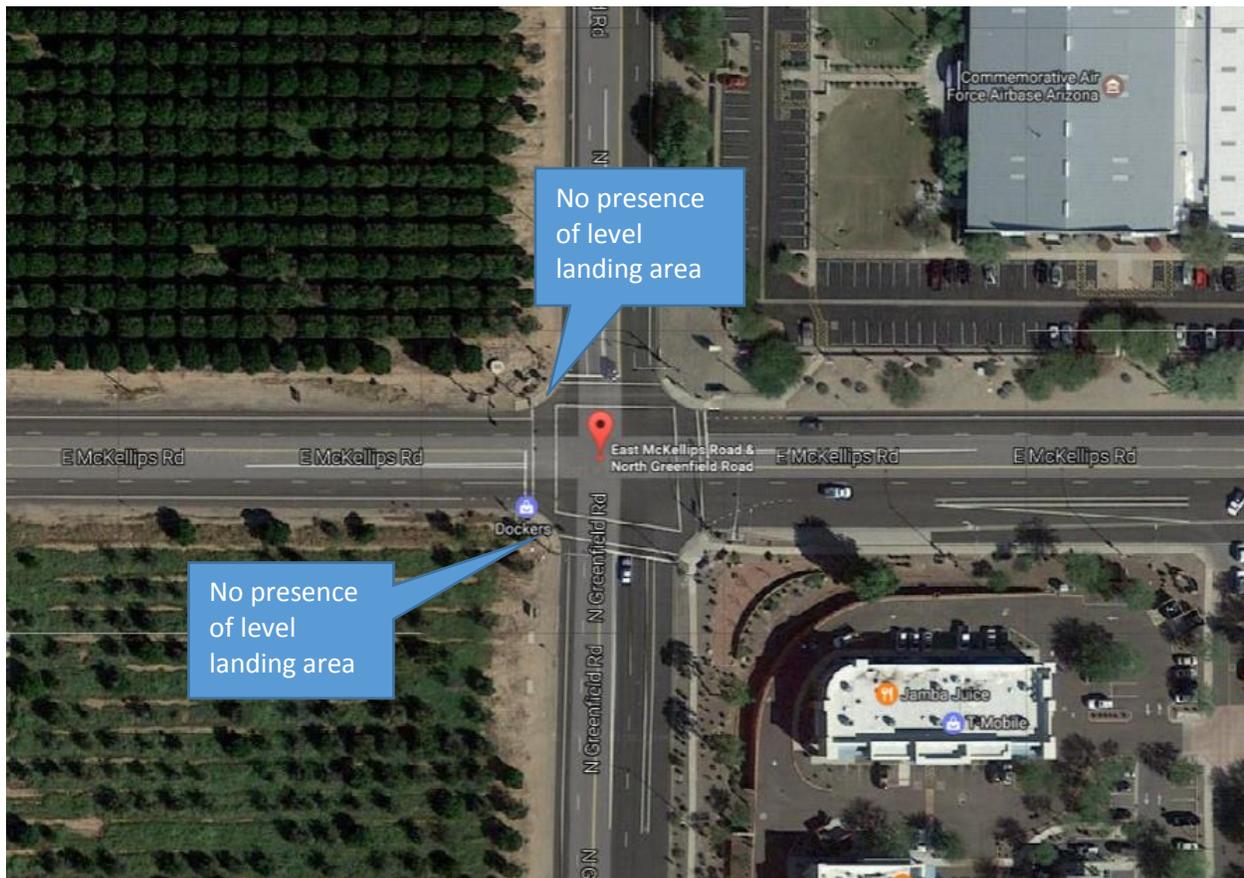
**Notes:** Falcon Field Airport on NEC, former Goldmar Irrigation on NWC and SWC. City purchased in 1978 and are now City Citrus Groves (buffer area). Gene Autry Park nearby SWC

**Major Improvement:**

**1992 Greenfield Road Street Improvements (Brown to McDowell) Project 87-15**

**Other work:**

- 1976 MCDOT McKellips Road, Val Vista Drive to Bush Highway (Power Road)
- 1987 McKellips Road Sewer, Storm Drain and Street Improvements, Project 87-02
- 2002 McKellips Road Overlay (Greenfield to Higley), Project 00-88.1
- 2003 Gas Main and E-Streets (to Transit Center), Project 01-118
- 2003 Greenfield Road Sewer (Brown to McDowell), Project 01-669-001
- 2004 Falcon Gateway Shopping Center (SEC)
- 2005 Waterline from Falcon Well #2 to Goldmar Irrigation Structure
- 2008 Bus Stop Mini-Shelter (on NEC)



## 4. McKellips Rd at Higley Rd.

**Offset:** No Skew, no offset.

**ADA:** Compliant. Diagonal ramps w/ truncated domes and PPBs are in place. Connecting sidewalk needed on NWC for access to WB bus stop (existing ROW will need to be verified)

**Map Link:** <https://www.google.com/maps/place/E+McKellips+Rd+%26+N+Higley+Rd,+Mesa,+AZ+85205>

**Notes:** Habeeb property on NWC may have limited ROW (Falcon Field beyond that). Apache Wells on NEC, Alta Mesa on SEC, Mesa Commerce Center, Mesa Int'l Business Center, etc. (numerous) on SWC

**Major Improvement:**

**2006 Higley Road Improvements (mill & overlay) (McLellan to McDowell), Project 05-907-001**

**Other work:**

1976 MCDOT McKellips Road, Val Vista Drive to Bush Highway (Power Road)

1987 Higley Road, McKellips to ½ Mile north of McDowell, Project 85-01.2 (85-01 new utilities)

1987 Higley Road, Main Street to McKellips, Project 85-01.5

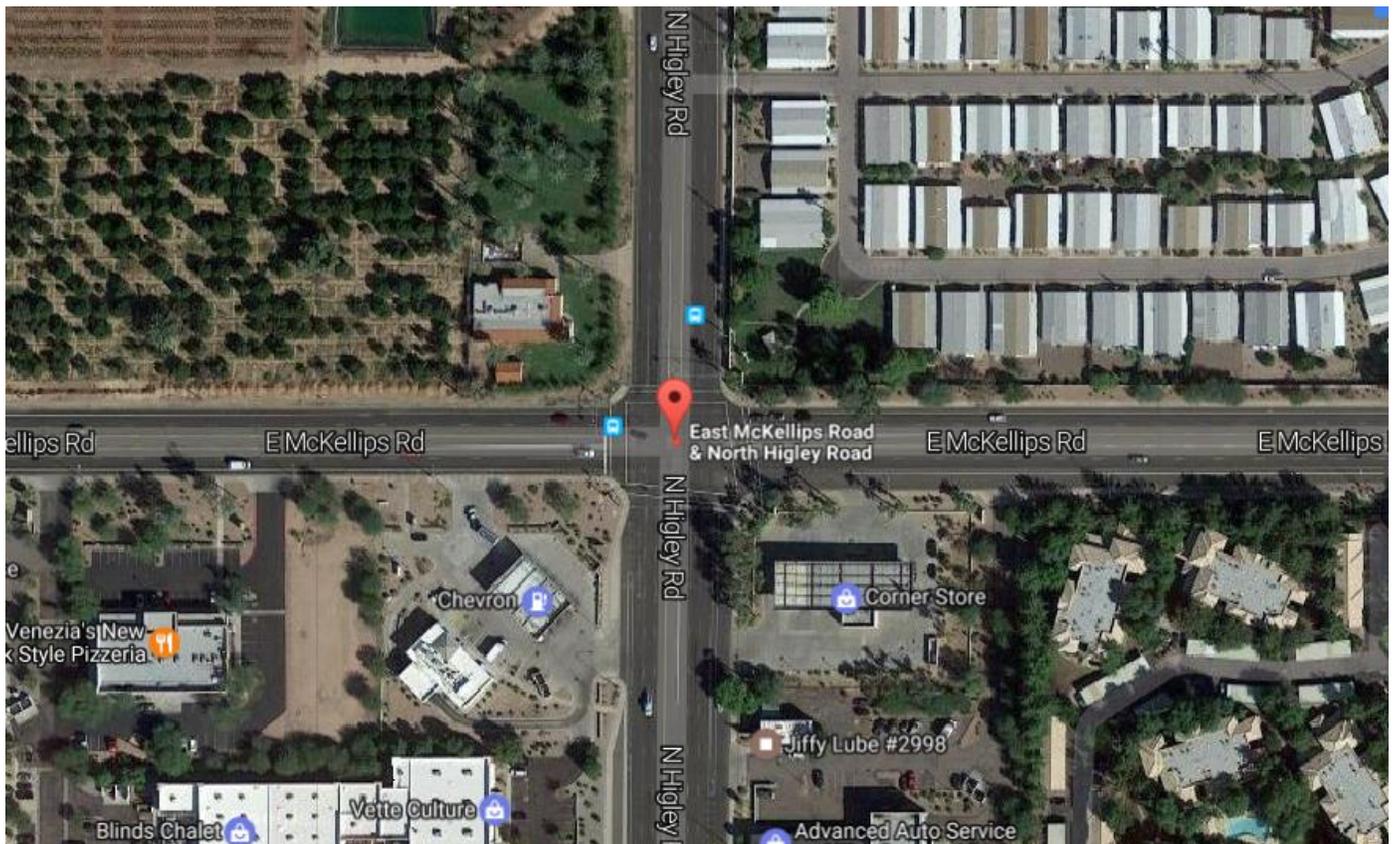
1987 McKellips Road Sewer, Storm Drain and Street Improvements, Project 87-02

1997 Street Overlay and Reconstruction (McKellips Rd., Higley to Power), Project 96-18.1

2002 McKellips Road Overlay (Greenfield to Higley), Project 00-88.1

2006 Higley Road Transmission Main (Brown to McKellips)

2013 ITS Traffic Signal Conversions Phase 5, Project 06-060.001 (CMAQ funded)



## 5. McKellips Rd at Recker Rd

Offset: No Skew, no offset (i.e. centerlines/ monument lines).

ADA: Compliant – push buttons and level paths/ landing areas in place on all 4 corners.

Map Link:

<https://www.google.com/maps/place/E+McKellips+Rd+%26+N+Recker+Rd,+Mesa,+AZ+85215>

Major Improvement:

**1997 Street Overlay and Reconstruction (McKellips Rd., Higley to Power), Project 96-18.1**

Other Work:

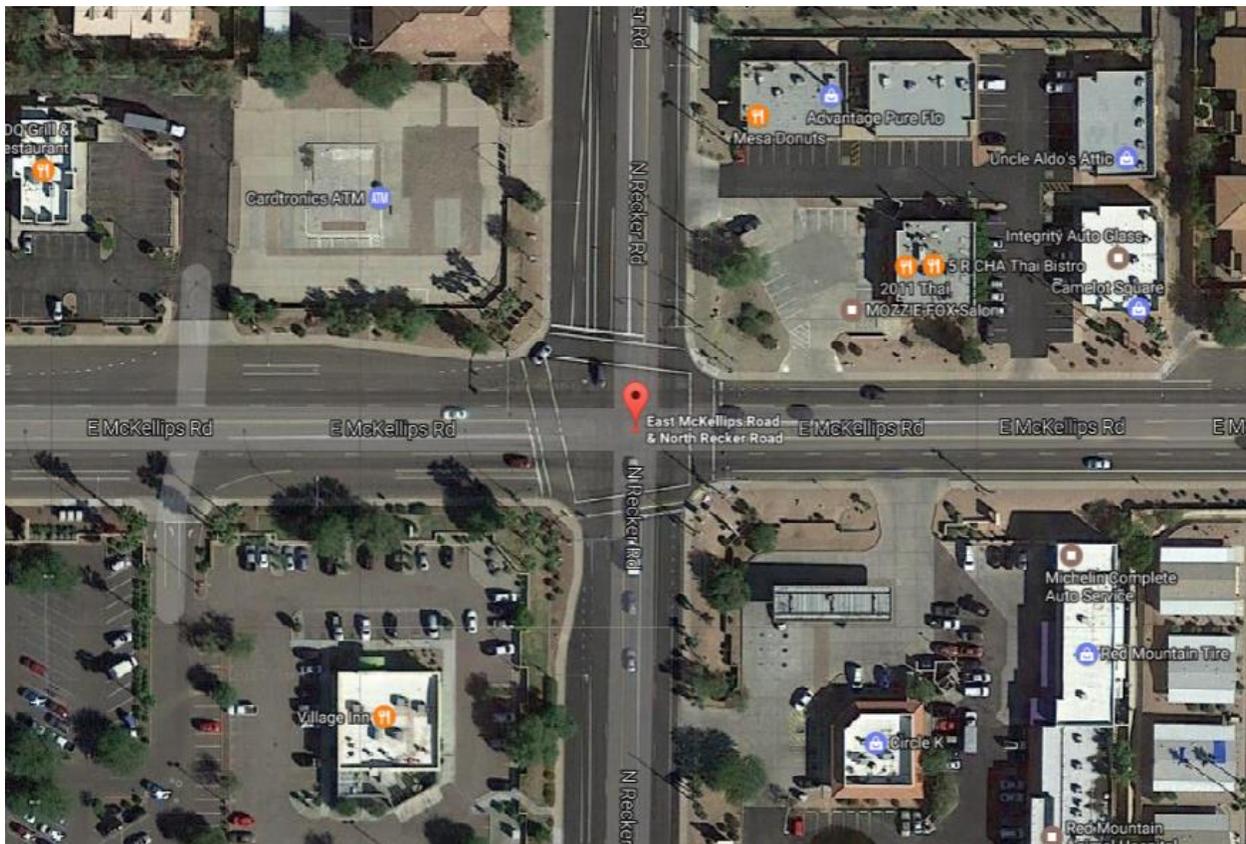
1976 MCDOT McKellips Road, Val Vista Drive to Bush Highway (Power Road)

1987 McKellips Road Sewer, Storm Drain and Street Improvements, Project 87-02

1994 Recker Road Improvements (McKellips to McDowell), Project 91-07 (SD) 92-19 (PVG)

2000 1998/99 Arterial Streetlight Project, Project 99-37

2009 2007/08 Street Imp. (Recker from Adobe to S Line of McKellips), Project 06-044-003



# Gilbert Road Light Rail Extension: Project Information

## Gilbert Road Light Rail Extension Project Overview Information

### Cost Estimates:

#### BUDGET SUMMARY

Work Phase	FY for Work	Total Cost	Local Cost	Regional (Federal) Share	Regional (Federal) %
Pre-Design	FY 14-17	\$897,624	\$51,066	\$846,558	94.3%
Design	FY 16-18	11,479,198	653,058	10,826,140	94.3%
Right of Way	FY 15-17	16,829,271	959,096	15,870,175	94.3%
Construction	FY 16-18	137,693,104	7,850,230	129,842,874	94.3%
Vehicles	FY 14-19	17,130,024	976,215	16,153,809	94.3%
<b>TOTAL</b>		<b>\$184,029,221</b>	<b>\$10,489,666</b>	<b>\$173,539,555</b>	<b>94.3%</b>

#### FUNDING SOURCES & CAPITAL IMPROVEMENT PROGRAM

*Specify what work phase the CIP number(s) applies to for the project (ie. design, construction).*

Work Phase	Regional (Federal) Fund Type	Local Fund Type	Local Fund Amount	CIP Year	CIP Number
Pre-Design	STP/CMAQ	Transportation Fund*	\$51,066	2015/16	CP0296CAP
Design	STP/CMAQ	Transportation Fund*	653,058	2015/16-2016/17	CP0296CAP
Right of Way	STP/CMAQ	Transportation Fund*	959,096	2015/16 – 2017/18	CP0296CAP
Construction	STP/CMAQ	Transportation Fund*	7,850,230	2016/17-2018/19	CP0296CAP
Vehicles	STP/CMAQ	Transportation Fund*	976,215	2016/17-2019/20	CP0296CAP

\*The transportation fund is funded by reimbursements from transportation related capital projects.

#### PROJECT DEVELOPMENT AND FEDERAL APPROVAL MILESTONES

Development of alternatives:	Projected 5/31/12	Completed 5/31/12
Locally Preferred Alternative:	Projected 4/30/13	Completed 4/30/13
Finance and Funding:	Projected 4/10/15	Completed 4/10/15
Adoption into Fiscally Constrained LRT:	Projected 9/18/15	Completed 9/18/15
Pre-design:	Projected 9/17/15	Completed 9/17/15
Design:	Projected 1/27/17	Completed 1/27/17
Right of Way:	Projected 12/29/17	Completed_____
Construction:	Projected 5/24/19	Completed_____
Vehicles:	Projected 5/22/20*	Completed_____

\*System can be opened and operated with existing LRV fleet

**PROJECT SCHEDULE FOR GRE**

Phase	Step	Estimated Completion Date	Updated Completion Date*	Difference (days)
Design	Bid	6/15/15	8/4/15	50
	Award	8/5/15	8/14/15	9
	Complete		1/27/17	
Environmental	Review Initiated	4/18/16	6/27/16	70
	Documentation Complete		7/15/16	
	FTA Approval		8/15/16	
Right-of-Way	Site Selected	10/30/15	7/15/16	259
	Acquisition Complete	6/3/17	12/29/17	209
Construction	Bid	6/15/15	9/18/15	95
	Award	9/19/15	10/22/15	33
	Complete	10/18/16	4/19/19	151

**GRANT MANAGEMENT FOR GRE**  
**ACCRUED COSTS LISTING**

Grant ID	Work	Lapse Year	Amount Obligated	Amount Remaining
AZ-95-X015	Construction Management, Real Estate Acquisition	2013, 2014, 2015, 2016	\$13,493,550	\$3,577,120
AZ-95-X023	Preliminary Engineering, Real Estate Acquisition, Project Administration	2016, 2017	8,749,450	5,504,982
AZ-95-X027	Final Design, Site work, Real Estate Acquisition, Expansion Vehicles, Project Administration	2017	15,571,500	6,679,833
AZ-2017-004	Site Work, Track Elements, Station Stops, ROW Existing Improvements, Professional Services, Finance Costs, Systems, Unallocated Contingency	2017	33,313,989	33,313,989
			<b>Total</b> <b>\$71,128,489</b>	<b>Total</b> <b>\$49,075,924</b>



## PROJECTS



# GILBERT ROAD

TITLE



## LIGHT RAIL EXTENSION

TYPE

PROJECT UPDATE / MARCH 2017  
valleymetro.org/gilbertroad

### OVERVIEW

The 1.9-mile Gilbert Road project will extend light rail on Main Street from Mesa Drive to Gilbert Road in Mesa. It includes two stations, a park-and-ride and a transit center. At Gilbert Road there are significant transit connections and the ability to serve the growing transit demand in the East Valley. It will attract new riders and increase development opportunities in central Mesa.



### PROJECT STATUS

Construction on the Gilbert Road Extension started in October 2016. The contractor, Stacy and Witbeck/Sundt, a Joint Venture (SWSJV), has installed temporary lighting and traffic lights along Main Street from Mesa Drive to Gilbert Road. SWSJV has removed the median and is performing underground utility work.

Work will span across the entire corridor during construction, but traffic restrictions will be limited to zones depending on specific construction activity. To receive weekly construction updates with traffic restrictions, contact the Community Outreach Coordinator listed below.

The Gilbert Road Extension is scheduled to open in late spring 2019.

### BUSINESS ASSISTANCE

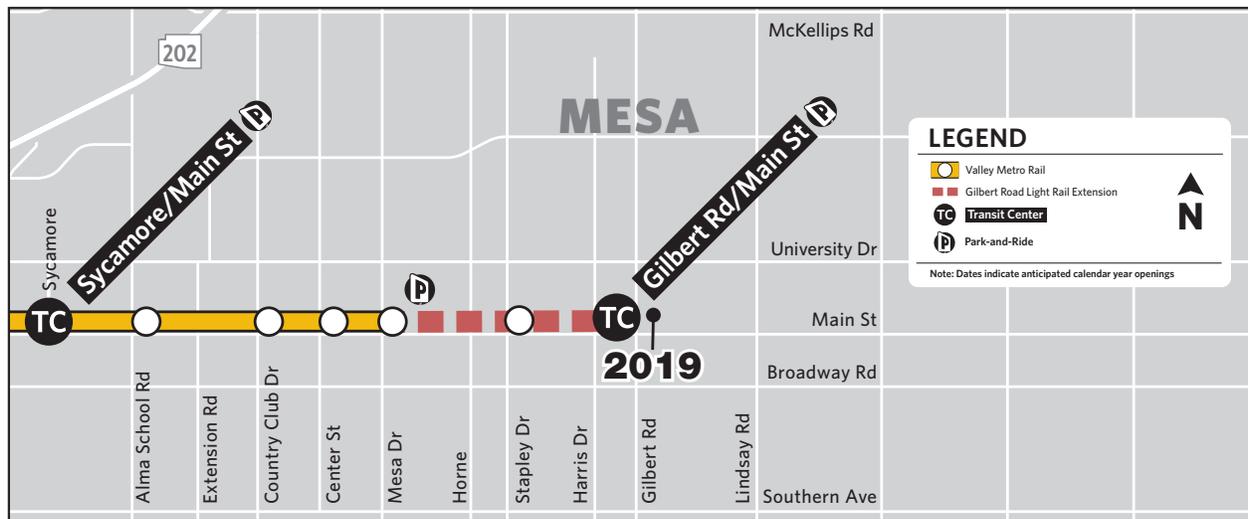
It's a priority for Valley Metro to support businesses during construction. Businesses along the Gilbert Road Extension are eligible for business assistance. For information on the variety of business assistance programs available and to create a personalized program that best fits your needs, contact Debra Boehlke, Business Assistance Coordinator at 602.697.4913 or [dboehlke@valleymetro.org](mailto:dboehlke@valleymetro.org).

### SAFETY TIPS

Remember the following safety tips during construction:

- Be alert when walking, bicycling or driving in construction areas.
- Follow traffic signals and message boards.
- Always use designated pedestrian crosswalks.
- Avoid distractions. Don't use cell phones or headphones in construction areas.

### ROUTE MAP



### FOR MORE INFORMATION

Michael Book, Community Outreach Coordinator  
602.256.5811 | [mbook@valleymetro.org](mailto:mbook@valleymetro.org)

Debra Boehlke, Business Assistance Coordinator  
602.697.4913 | [dboehlke@valleymetro.org](mailto:dboehlke@valleymetro.org)

To receive information in alternative formats, call 602.256.5811

### STAY INFORMED

Construction hotline: 602.254.RAIL(7245)  
Website: [valleymetro.org/gilbertroad](http://valleymetro.org/gilbertroad)  
Facebook: [facebook.com/valleymetroconstruction](https://facebook.com/valleymetroconstruction)  
Twitter: @valleymetro

Join the Gilbert Road Extension mailing list by contacting Michael Book.