

From: Joe Rabiola [<mailto:joerabiola@me.com>]

Sent: Sunday, June 02, 2013 1:43 PM

To: Albert, Alex

Subject: Light rail / to Gilbert road in Mesa is a big YES vote

Light rail / to Gilbert road in Mesa is a big YES vote!

(Is there a projected date ?)

Will skip the meeting though. Will this e-mail count as a vote?

ps

Don't listen to the blue hairs, they like to gripe just to gripe.

Sent from my iPad

Joe

From: Paul Joerz [<mailto:pjoerz@hotmail.com>]
Sent: Saturday, June 01, 2013 7:07 PM
To: Albert, Alex
Subject: Gilbert Road Light Rail Extension mailing list

Hi: Please add my email address to the Gilbert Road Light Rail Extention project.

Thanks,

Paul Joerz
pjoerz@hotmail.com

From: Clay Moser [<mailto:unclecam@mac.com>]
Sent: Thursday, June 20, 2013 5:41 PM
To: Albert, Alex
Subject: Re: Gilbert Road Extension Maps

Thank you very much !
I am glad to see a stop light at Miller & Main.
This will help my business succeed !
Let me know if I need to fight for that stop light , if it comes into question.
Please stop by and eat THE BEST PIZZA IN THE WORLD !
Clay
480.215.4537

lispizzapatio.com

From: Albert, Alex
Sent: Tuesday, June 25, 2013 3:13 PM
To: 'Clay Moser'
Subject: RE: Out of Office AutoReply: Gilbert Road Extension Maps

Hello again, Mr. Moser:

Thank you for your patience. I have returned to the office and found your follow-up question below.

In this case of Miller and Main Street, the answer is yes. There will be a left-hand turn lane.

Thank you again for your inquiry.

Sincerely,
Alex

Alexandra Albert
Community Outreach Coordinator



602.980.0913 - mobile

From: Clay Moser [<mailto:unclecam@mac.com>]
Sent: Friday, June 21, 2013 8:01 AM
To: Albert, Alex
Subject: Re: Out of Office AutoReply: Gilbert Road Extension Maps

Hi Alex,
One more thing I am correct to assume that where a traffic light is, there is also a left turn lane correct ?

Thank you
Clay Moser

From: Albert, Alex
Sent: Monday, July 08, 2013 1:30 PM
To: 'Allison'
Cc: Alice Skinner
Subject: RE: Gilbert Road Extension Comment Card

Thank you Ms. Allison. I'll make sure your comments and concerns about future funding are forwarded to the project team.

Alexandra Albert
Community Outreach Coordinator

Valley Metro
602.980.0913 - mobile

-----Original Message-----

From: Allison [<mailto:allison4444@cox.net>]
Sent: Wednesday, July 03, 2013 7:39 PM
To: Albert, Alex
Cc: Alice Skinner
Subject: Re: Gilbert Road Extension Comment Card

Thanks Alex - I just want to make sure that funds are set aside if in the event traffic becomes drastically increased through our neighborhood that something can be built to block the Main St side entryway. I will cc: Alice Skinner who is our Block Captain on this email so she knows I contacted you. Have a great 4th! Barbara Allison

---- "Albert wrote:

> Dear Ms. Allison,
>
> Thank you for your interest in Valley Metro light rail and the Gilbert
> Road Extension project. It is greatly appreciated.
>
> The roundabouts are being designed to allow east/west traffic to keep
> flowing when the light rail is in the intersection and minimize backup.
> Our traffic study thus far indicates that traffic will not be
> negatively impacted by light rail. However, we cannot guarantee there
> will be no cut through traffic. Valley Metro and the City of Mesa
> will continue to evaluate traffic impacts throughout the environmental
> and design process.
>
> Additionally, we would be happy to present our current plans to your
> neighborhood group. Please feel free to reach out to let us know the
> meeting details.
>
> The presentation and printed materials we shared at the public
> meeting are also available on the project website at
> www.valleymetro.org/gilbertroad

> <<http://www.valleymetro.org/gilbertroad>>

> .

>

> Sincerely,

>

> Alexandra Albert

>

> Community Outreach Coordinator

>

>

> 602.980.0913 - mobile

>

> 480.275.4239 - office

>

> 480-272-7815 - fax

>

>

>

--

BJ

From: Albert, Alex [<mailto:aalbert@valleymetro.org>]
Sent: 07/10/2013 3:21 PM
To: 'Clyde Ransom'
Cc: Limmer, Ben
Subject: RE: Gilbert Road Extension EA Public Meeting

Hello Mr. Ransom,

Fare recovery ratio as required by FTA is based on standard math/accounting (see Current Ratio Formula, Expense Recovery Ratio, Cost Recovery Ratio), and is the formula used throughout the transit industry. As evidence, please reference the NTD database (www.ntdprogram.gov). Specifically, Table 26 – Fare per Passenger and Recovery Ratio, provides a list of all transit agencies that report to the NTD with data showing that the fares revenues earned and the total operating expenses are used to calculate farebox recovery.

The link to Table 26 is: <http://www.ntdprogram.gov/ntdprogram/pubs/dt/2011/excel/DataTables.htm>. Your other questions seemed to be commentary and/or rhetorical and we have distributed your communication to the project team and included it in documentation of the project. If you did need additional information about this project, please clarify and we will get back to you.

Thank you for your email.

Alexandra Albert
Community Outreach Coordinator



Valley Metro
602.980.0913 - mobile

From: Clyde Ransom [<mailto:clyder@gwest.net>]
Sent: Tuesday, July 02, 2013 9:29 AM
To: Albert, Alex
Cc: Limmer, Ben
Subject: RE: Gilbert Road Extension EA Public Meeting

Dear Ms. Alexandra:

Thank you for your reply. Neither of your links have reference to either fare recovery ratio or farebox recovery ratio. Perhaps you meant to include an additional reference. None of my other questions or concerns were addressed. Was that intentional or inadvertent?

Sincerely,

Clyde Ransom

From: Albert, Alex [<mailto:aalbert@valleymetro.org>]
Sent: 07/02/2013 9:12 AM
To: Clyde Ransom
Cc: Limmer, Ben
Subject: RE: Gilbert Road Extension EA Public Meeting

Dear Mr. Ransom:

Thank you for your reply.

You can find more information about FTA requirements at:
<http://www.ntdprogram.gov/ntdprogram/pubs/reference/USOA.pdf>. Please refer to Sections 5.2 and 6.2. Also, you can see FTA's definition of Operating Expense located here: <http://www.ntdprogram.gov/ntdprogram/Glossary.htm#P>

Additionally, we will incorporate your comments and questions into our Environmental Assessment document.

Sincerely,

Alexandra Albert
Community Outreach Coordinator



Valley Metro
602.980.0913 - mobile

From: Clyde Ransom [<mailto:clyder@gwest.net>]
Sent: Tuesday, June 25, 2013 11:24 PM
To: Albert, Alex
Cc: Limmer, Ben
Subject: RE: Gilbert Road Extension EA Public Meeting

Alexandra Albert:

Thank you, but I could find no reference to where you come up with the FTA's requirement. Please send the references.

First, the calculation is dishonest and inaccurate. What is the justification for spending taxpayer money for "Administration" if it is not for passenger operations? Are these purely wasted expenditures? If the administration is unnecessary for passenger operations, then these expenditures should be terminated immediately. If they are necessary, then they should be accounted for. I've spent over 30 years in the accounting profession, and have seen all sorts of sleight-of-hand. That one is just too obvious to justify. Let's go back to the basics - either the purpose of the light rail is passenger operations or it is not. EVERY EXPENSE is attributable to passenger operations, unless it has some other purpose. Please explain how you can justify any expenditure that does not improve or at least contribute to passenger operations. Pretending that some expenses "don't count" is disingenuous at best.

Second, are we on the same page as to what Depreciation is, or represents on a financial statement? Hopefully we both understand that it is not a reflection of change in market value, nor a statement of current expenditures. It is the allocation of costs over a stated period of time approximating the useful life of the asset purchased. That \$39 MILLION figure which you casually toss aside as insignificant represents actually money that was spent. Do you really think that the trains would be running if you hadn't purchase them, or the tracks, and the right-of-ways, and all the rest of the money that has been spent already? To disregard Depreciation as a part of the costs of operation is to disregard reality and shows a total lack of understanding of any business principles. Had you not purchased the assets whose annual cost is reflected in the Depreciation figure, you would have had to lease or rent them. Whether you account for the expense as depreciation and interest or lease and rent, the fact is the assets wear out as they are used, and deteriorate even when unused. Saying that Depreciation is not a cost of passenger operations is a fantasy, a lie and a deception. Either that, or the passengers do not actually need the assets being depreciated in order to use the light rail. Which is it?

Which brings us back to reality. Of the \$31M in "Operating Revenue", \$18M is directly from taxpayers subsidizing the passenger operations, not from the passengers themselves. \$12M is truly from passengers. \$1M is unclear. To be generous, let's call it \$13M from Passenger Operations.

It cost you \$76M to operate the trains for a year. That leaves 17.2% of the cost of running the light rail being paid for by the passengers. ALL THE REST is being placed upon the backs and taken out of the pockets of taxpayers, regardless of whether they ride the train or not, whether they live in Maricopa County or not, or even whether they live in Arizona or not. No matter what terms you use, those are the simple facts. Perhaps that is the additional clarification that should be offered to the public. "Farebox recovery ratio" may sound cool, but as presented it is deceptive at best. In a story attributed to President Lincoln, the President asked "If you call its tail a leg, how many legs does a dog have?". The man answered "Five". President Lincoln gave an answer that should be remembered by those entrusted with spending the public's funds: "No, it still has four legs. Calling a tail a leg does not make it a leg." Light rail recovered 17.2% of its passenger operation costs from fares. Faking the math and calling it a "41% farebox recovery ratio" does not change the facts in any way, shape or form. This is a terribly expensive

project that is only paying for 1/6 of the cost, not the 2/5ths being claimed. Not only is it not paying its current costs, but shows every indication of being a tremendous burden for years into the foreseeable future.

In reading the report, "NONE OF THE ABOVE" was an option that was REQUIRED to be considered, but there is little to no evidence that any serious consideration was given to that option, and even less consideration was given to those who are going to have to bear the expense for years to come. Can you give me any indication of when this project is supposed to become financially viable and beneficially to the taxpayers, rather than being a continual and continuous drain?

Sincerely,

Clyde Ransom

From Albert, Alex [<mailto:aalbert@valleymetro.org>]
Sent: 06/25/2013 3:07 PM
To: clyder@qwest.net
Cc: Limmer, Ben
Subject: Gilbert Road Extension EA Public Meeting

Dear Mr. Ransom:

Thank you for your interest in light rail and the Gilbert Road Extension. Your attendance and participation in the environmental assessment public meeting was greatly appreciated.

At the public meeting on June 13, 2013, you asked about page 10 in the 2012 Valley Metro Rail, Inc. Comprehensive Annual Financial Report (CAFR) (see below). In the presentation, Valley Metro Planning Manager Ben Limmer mentioned a farebox recovery ratio of approximately 40%. In response, you had referenced the CAFR showed a much lower recovery ratio. Below is additional clarification:

Valley Metro Rail, Inc.

Statement of Revenues, Expenses, and Changes in Fund Net Assets
Fiscal Year Ended June 30, 2012

Operating Revenues:

Contributions from Member Cities	\$	14,274,817
Passenger Fares		11,889,930
Receipts from Federal Operating Grants		3,614,541
Other Revenues		1,225,206
Total Operating Revenues		<u>31,004,494</u>

Operating Expenses:

Administrative		8,201,127
Passenger Operations Service		28,909,661
Depreciation		39,115,165
Total Operating Expenses		<u>76,225,953</u>
Operating Income (Loss)		<u>(45,221,459)</u>

Valley Metro is required by the Federal Transit Administration (FTA) to report our Fare Recovery Ratio to compare fare collections divided by cost of passenger operations. The definition, as required by FTA, is as follows:

Fare Recovery Ratio = Passenger Fares / Passenger Operations Service

So, using the FY2012 CAFR, this would include the following:

41% = \$11,889,930 / \$28,909,661

Under the FTA guidelines, the cost of passenger operations does not include depreciation expenses of assets. Additionally, administrative expenses are not included in the cost of passenger operations since they are specific to agency administrative operating costs and the development of future projects, and have different funding sources (i.e. not paid for by contributions from member cities or passenger fares).

Please let me know if you have any further questions.

Alexandra Albert
Community Outreach Coordinator



602.980.0913 - mobile



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: I need to live in an apt. next to train railway in Wash. 5 state
for 2 years. The train tend to wear big whistle, very often during day
and overnight. I asked my next door neighbors if the train really
bother residents when they sleep. She said that they used to the
noises as they can ignore! I believe the light railway would not
bother the residents in Mesa area.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Janet L. Mitchell
 Address / Dirección: 435 Temple St. City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85204
 Phone / Teléfono: 623-252-1239 Fax: _____ E-mail: mitjhj@myrailstation.com



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: Does the budget (The Federal formula monies")
include funds for the taking of property or property
rights for the Gilbert Rd. Light Rail extension

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Bill Sandry
 Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____
 Phone / Teléfono: _____ Fax: _____ E-mail: bill@billsnotes.net



Your input is important to us.

Su opinión es importante para el proyecto...

~~It's building a light rail cost efficient~~

Comments / Comentarios:

① Will the light rail bring businesses to Mesa?

② what facts (data) show that ~~this~~ ~~trains~~ ~~light rail~~ ^{building} light rail will do this?

③ Can light rail pay for itself?

④ Crazy question why a cable car design with cables... why not mona rail design ??? ^{old design} ^{Futuristic}

Add me to the mail list / Inclúyanme en la lista de correos

Name / Nombre: Suzanne + Larry Bird

Address / Dirección: 7254 E. Ingram Cir City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85207

Phone / Teléfono: 480-981-0573 Fax: E-mail: pearl/skylar@aol.com



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

Who do I speak with about putting in interest in park N' Ride & Bus Turnaround?

Retired Meruyns Bldg Stapley & Main

*also space to house equipment during construction

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre:

Pam Paes

Address / Dirección:

1240 E. Main

City / Ciudad:

Mesa

State / Estado:

AZ

Zip / Código postal:

85203

Phone / Teléfono:

480-440-1030

Fax:

E-mail:

pam@LPSsalesandmarketing.com



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

DONNY'S @ 1210 E. MAIN.

1) HOW WILL ACCESS TO MY RESTAURANT CHANGE RIGHT NOW... TRAFFIC CAN ACCESS N/S/E/W

2) ANY CHANGES TO MY BUILDING?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre:

RAHUL HARIA

Address / Dirección:

City / Ciudad:

State / Estado:

Zip / Código postal:

Phone / Teléfono:

480-313-4909

Fax:

E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: What is being accomplished that could not be done with greater flexibility and cheaper costs with the existing bus routes?

If its for the lower income population what is wrong with subsidizing the bus passes.

This is way too expensive and being shoved down our throats

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Don Solley

Address / Dirección: 3944 E Gladi City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85206

Phone / Teléfono: 480-560-255A Fax: _____ E-mail: don.jolley@aol.com



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: We are very concerned on what measures you have in place in the event the traffic circle at Horne St. backs up ^(for any reasons) and people decide to cut through Fraser Field Historic District. We want to ensure you secure funding now for some type of block-off gate to Fraser Fields in the event traffic does become increased dramatically for some reason and we want to ensure you have a contingency plan on this. I will be willing to discuss the proposals with you and you can come to our next meeting to discuss w/ neighbors in the

even though traffic is allowed to continue around and there

Add me to the mail list / Inclúyanme en la lista de correos: historic district. Please call me - Thank you.

Name / Nombre: BARBARA ALLISON

Address / Dirección: 135 N. Fraser Dr. W. City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85203

Phone / Teléfono: 480-244-6340 Fax: _____ E-mail: allison4444@cox.net



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

I do not want the Light Rail because it will be so expensive and disrupt business and family life

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Anne Berryman
Address / Dirección: 1728 E. Dana City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85204
Phone / Teléfono: Fax: E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

Is there going to be one lane or two lanes on main st?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Carl Wellman
Address / Dirección: City / Ciudad: State / Estado: Zip / Código postal:
Phone / Teléfono: Fax: E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

* ✓ How do we know the federal government will pay their share when they're already \$14 trillion in debt and this will only add to the debt?

* ✓ How much will our taxes go up?

* ✓ How many people have been put out of business by light rail already? (please be specific)

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Anne Berryman

Address / Dirección: 1728 E. Dana Ave City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85204

Phone / Teléfono: 480 833 5764

Fax:

E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

COBS

BOND-CITY

Comments / Comentarios:

How much will the light rail cost?

Who is going to pay for it?

How long will it be before it is self-sustaining?

What did the bond issue that was passed cover?

How much more bond issue will need to pass to cover the extension?

Will it ever be self-sustaining

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Lorraine Strickland

Address / Dirección: City / Ciudad: State / Estado: Zip / Código postal:

Phone / Teléfono:

Fax:

E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

What will be the construction impact to SRP irrigation customers & later on after construction the impact of vibration from the Light Rail on SRP's aging irrigation infrastructure? (valves, delivery pipes etc.)

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Ben Tarango

Address / Dirección: 1122 E. 2nd Ave City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85204

Phone / Teléfono: 480-239-7423 Fax: E-mail: posby@live.com



Your input is important to us...

Su opinión es importante para el proyecto...

prop. values
transient population

Comments / Comentarios:

HAVE ANY STUDIES BEEN DONE REGARDING THE IMPACT THE LIGHT RAIL HAS HAD ON PROPERTY PRICES 1 MILE ON BOTH SIDES OF THE RAIL? IT SEEMS ^{From observation} THAT PROPERTIES HAVE DECLINED IN PRICE AND THERE IS A SIGNIFICANT INCREASE IN THE TRANSIENT POPULATION AROUND THE RAIL.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Ray Spinkman

Address / Dirección: 46 N. Stapley City / Ciudad: Mesa State / Estado: Zip / Código postal:

Phone / Teléfono: 480.835.5535 Fax: E-mail: Ray@velocitybrand.com



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: It's important to me that there will
be a stop on Stapley/Main. We need it for
business environment.
I am happy for the traffic light on Miller/Main.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: PIH LUNG PANG
 Address / Dirección: 107 S. MILLER ST City / Ciudad: MESA State / Estado: AZ Zip / Código postal: 85204
 Phone / Teléfono: 480 6999438 Fax: _____ E-mail: PLPANG@GMAIL.COM



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: Has the Gilbert extension gone
through the election process yet?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Bob Jones
 Address / Dirección: 1235 Mesa Dr City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85204
 Phone / Teléfono: 480-469-9232 Fax: _____ E-mail: Bob.jones@yahoo.com



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: It's important to me that there will
be a stop on Stapley/Main. We need it for
business environment.
I am happy for the traffic light on Miller/Main.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: PIH LUNG PANG
 Address / Dirección: 107 S. MILLER ST City / Ciudad: MESA State / Estado: AZ Zip / Código postal: 85204
 Phone / Teléfono: 480 6999438 Fax: _____ E-mail: PLPANG@GMAIL.COM



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: Has the Gilbert extension gone
through the election process yet?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Bob Jones
 Address / Dirección: 1235 Mesa Dr City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 85204
 Phone / Teléfono: 480-469-9232 Fax: _____ E-mail: bobjones@yahoo.com



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

Can you compensate us for?
business lost during construction

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre:

Frank Saco

Address / Dirección:

City / Ciudad:

State / Estado:

Zip / Código postal:

Phone / Teléfono:

480-649-2680

Fax:

E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

I STRONGLY OPPOSE THE PROPOSED EXPANSION OF A MULTI-BILLION DOLLAR BONDAGGLE - A RIGID SYSTEM THAT COSTS BILLIONS TO GENERATE MILLIONS, TO TRANSPORT A COMPARATIVE HANDFUL OF PEOPLE TO SELECTED FAVORED LOCATIONS. THE CONSTRUCTION INTERRUPTIONS WILL KILL MANY SMALL BUSINESSES, DISRUPT RESIDENTIAL NEIGHBORHOODS. IT IS DISTURBING THAT VALLEY METRO HAS COMMITTED TO AN ALREADY OUT-DATED CONCEPT AT SUCH HORRENDOUS COSTS. THE BENEFITS OF THIS SYSTEM ARE HIGHLY EXAGGERATED - I KNOW SEVERAL FORMER BUSINESS OWNERS WHO LOST BECAUSE OF LIGHT RAIL

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre:

K Ladons

Address / Dirección:

1326 E Crescent City / Ciudad: Mesa

State / Estado:

AZ Zip / Código postal:

Phone / Teléfono:

Fax:

E-mail:

Place
Stamp
Here

⑤ What will be the impact ~~on~~^{on} businesses ~~who~~ that try to ride out the construction?

⑥ After light rail is installed, how will businesses who are fed by car traffic expect ~~to~~ their businesses to do? Please explain how existing light

Valley Metro (Gilbert Road Extension)

101 North 1st Avenue, Suite 1300

Phoenix, AZ 85003

rail installations support
your projections.

⑦ Please explain the cost and funding sources.

⑧ What will the City of Mesa^{annual} liability be for ~~annual~~ ongoing maintenance for the Gilbert Road extension and all of mesa light rail?

⑨ What is the annual loss on light rail? Per ride? For all of Valley Metro?



Your input is important to us...

Su opinión es importante para el proyecto...

agenda -
Stat loc
park n ride
street config
environmental review

Comments / Comentarios:

① Who here is employed by the city, valley metro, ~~or businesses~~ ^{businesses} that would bid for work during the ~~cons~~ planning + construction? By raise of hand? I'm just trying to get an idea

② Why go to Gilbert Road? Will this ^{of how many cities are here} eventually tie into regional lines (high speed rail) @ Gilbert Rd?

③ How will emergency response times be affected on N, S sides of Main?

④ ~~What are crime statistics?~~ What are crime statistics for areas that have had light rail installed? How has crime decreased/increased?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____

Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____

Phone / Teléfono: _____ Fax: _____ E-mail: _____

① You talked about operating costs. ~~3/2~~ What about ^{in the future,}
~~replacing~~ replacing worn out equipment? Is that included
+ trains
in operating costs ~~current~~ current figures + ~~future~~ future estimates?

Place
Stamp
Here

Valley Metro (Gilbert Road Extension)
101 North 1st Avenue, Suite 1300
Phoenix, AZ 85003



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

② I'm referencing the Mag Commuter Rail System study from 2010. It specifically states its purpose is to "define... commuter rail corridors and the elements needed to implement a regional commuter rail system." This study shows that the top priority for commuter rail is the SE line from Green Creek. Yet you said that this is not part of the regional plan. Please explain how something goes from being planned to part of ~~the~~ the regional plan."

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____

Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____

Phone / Teléfono: _____ Fax: _____ E-mail: _____



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: Has any study been done to show emergency response times - before LR and after. ie firedept, police, etc.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____

Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____

Phone / Teléfono: _____ Fax: _____ E-mail: _____



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: _____

noise - 2nd
traffic cut through

- How do you anticipate car traffic will flow? will it go to residential streets?
- Where exactly will the base & vehicle is most likely to be left? where will rubber mats be at?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____

Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____

Phone / Teléfono: _____ Fax: _____ E-mail: _____



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

✓ DID prop 400 Specifically mention
LIGHT RAIL? AND IF NO,
WAS THE LIGHT RAIL / BOND EVER
VOTED ON?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____

Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____

Phone / Teléfono: _____ Fax: _____ E-mail: _____



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

✓ What are federal formula moneys?
(Follow up to Funding question)

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____

Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____

Phone / Teléfono: _____ Fax: _____ E-mail: _____



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

How many additional passengers will LR acquire on this 1.9 mile extension to Gilbert Road? So the cost per ^(new) passenger to ~~build~~ build this extension will be.....?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre:

Address / Dirección:

City / Ciudad:

State / Estado:

Zip / Código postal:

Phone / Teléfono:

Fax:

E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

IS THERE A POSSIBILITY OF A ~~BE~~ FUTURE CONNECTION OF THE LIGHT RAIL TO THE PROPOSED PASSENGER RAIL FROM TUCSON TO PHOENIX.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre:

Address / Dirección:

City / Ciudad:

State / Estado:

Zip / Código postal:

Phone / Teléfono:

Fax:

E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: During an economic downturn I do not think it is wise to be spending money we don't have. There is talk of federal money but the federal government is borrowing or printing 45¢ of every dollar. This is not wise to burden the residents of Mesa with a project that is going to affect a small number of citizens. We should not be subsidizing projects that are money consumers to people who are struggling and a country 16,000,000,000,000 in debt.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____

Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____

Phone / Teléfono: _____ Fax: _____ E-mail: _____



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios: _____

✓ Why a light on Miller st?
I'm ~~concerned~~ concerned alot of drivers traffic will be on that street.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____

Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____

Phone / Teléfono: _____ Fax: _____ E-mail: _____



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

How many auto lanes will there be in
down town mesa

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre:

Address / Dirección: City / Ciudad: State / Estado: Zip / Código postal:

Phone / Teléfono: Fax: E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

what is the construction on MAIN ST. for?
Is that part of the project?

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre:

Address / Dirección: City / Ciudad: State / Estado: Zip / Código postal:

Phone / Teléfono: Fax: E-mail:



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

We are Against the ~~the~~ Light Rail:
 The Mesa voters already Voted No, and yet it goes on as if the votes don't count, UnAmerican. It's WAY, WAY too expensive. And OUT-OF-STATE people come in to build it. (Boo) It's Not a good idea to Accept Federal Money - that ALWAYS brings problems. This is a "Cram it Down their Throats" project.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: Apa N. Stit
 Address / Dirección: 123 Out of City / Ciudad: Mesa State / Estado: AZ Zip / Código postal: 60244
 Phone / Teléfono: 480 - STOP IT! Fax: 602 - NOWAY E-mail: Nolightrail.com



Your input is important to us...

Su opinión es importante para el proyecto...

Comments / Comentarios:

Can a traffic light be installed at Spencer and main because we have a car wash and customers people won't be able to come in.

Add me to the mail list / Inclúyanme en la lista de correos:

Name / Nombre: _____
 Address / Dirección: _____ City / Ciudad: _____ State / Estado: _____ Zip / Código postal: _____
 Phone / Teléfono: _____ Fax: _____ E-mail: _____

PUBLIC COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT AND VALLEY METRO'S RESPONSE

Project:	Gilbert Road Light Rail Transit (LRT) Extension Environmental Assessment, April 2013
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No.	Comment	Valley Metro Response to Comment
Community Comments		
Email Comments		
1	Light Rail / to Gilbert road in Mesa is a big YES vote! (Is there a projected date?) Will skip the meeting though. Will this e-mail count as a vote? ps Don't listen to the blue hairs, they like to gripe just to gripe. Sent from my iPad Joe Joe Rabiola: (joerabiola@me.com)	It is anticipated that the Gilbert Road Light Rail Transit (LRT) Extension project will begin operations in Mid-2018. Your email and comments will be included in the documents submitted to the FTA.
2	Hi: Please add my email address to the Gilbert Road Light Rail Extension project. Thanks, Paul Joerz pjoerz@hotmail.com	Your email address will be added so that you can receive information regarding the Gilbert Road LRT Extension project.
Phone Comments		
3	We need a tall wall if the park-and-ride will be on the southwest corner. I have concerns about the safety of a roundabout because people don't know how to use them. I have concerns about being able to access my area of the neighborhood because Dana is already closed off. It is a cul-de- sac and we cannot go east unless we go to Main Street or Broadway. The only access to the west without Main Street would be Dana Ave unless we go to Broadway. Anita Dahlman (110 S Forest, Mesa, 480-964-6693.)	The park-and-ride facility, to be located on the southwest corner of Gilbert Road and Main Street intersection, will be separated from the residential development to the south by a wall. While roundabout intersections will be a new feature along Main Street, several roundabout intersections currently exist in Mesa and in the greater Phoenix region. Research conducted by the National Cooperative Highway Research Program (NCHRP) and the Insurance Institute for Highway Safety (IIHS) have consistently demonstrated that roundabouts improve traffic safety for motorists, pedestrians, and bicyclists. Additionally, while traffic is temporarily slowed when passing through a roundabout intersection, this type of intersection allows for continuous traffic flow, helping to decrease travel times and reduce vehicle emissions. Informational videos and research on roundabouts are available at the following link: http://www.iihs.org/research/topics/roundabouts.html The existing traffic signal at the Williams Street/Main Street intersection will remain, allowing direct access to Main Street in the eastbound and westbound directions.

No.	Comment	Valley Metro Response to Comment
4	<p>How will cars turn left (northbound) off of Main Street to get to my restaurant? (LJ's Pizza Patio).</p> <p>Mr. Moser provided this follow-up question via email:</p> <p>Hi Alex, One more thing I am correct to assume that where a traffic light is, there is also a left turn lane correct?</p> <p>Clay Moser</p> <p>Clay responded with: Thank you very much ! I am glad to see a stop light at Miller & Main. This will help my business succeed ! Let me know if I need to fight for that stop light , if it comes into question. Please stop by and eat THE BEST PIZZA IN THE WORLD ! Clay</p>	<p>Mr. Moser was informed that Valley Metro and the City of Mesa would be installing a traffic signal at Miller.</p> <p>Response to follow-up question via email: Hello again, Mr. Moser:</p> <p>Thank you for your patience. I have returned to the office and found your follow-up question below.</p> <p>In this case of Miller and Main Street, the answer is yes. There will be a left-hand turn lane.</p> <p>Thank you again for your inquiry.</p> <p>Sincerely, Alex</p>
EA Comment Cards Mailed to Valley Metro		
5	<p>"We are very concerned on what measures you have in place in the event the traffic circle at Horne Street backs up (for any reasons) even though traffic is allowed to continue around and thru, and people decide to cut through Fraser Fields Historic District. We want to ensure you secure funding now for some type of block-off gate to Fraser Fields in the event traffic does become increased dramatically for some reason and we want to ensure you have a contingency plan on this. I will be willing to discuss the proposals with you and you can come to our next meeting to discuss with neighbors in the historic district. Please call me – thank you."</p> <p>Barbara Allison</p> <p>Follow-up Comment:</p> <p>Thanks Alex - I just want to make sure that funds are set aside if</p>	<p>Thank you for your interest in Valley Metro light rail and the Gilbert Road LRT Extension project. It is greatly appreciated.</p> <p>The roundabouts are being designed to allow east/west traffic to keep flowing when the light rail is in the intersection and minimize backup. Our traffic study thus far indicates that traffic will not be negatively impacted by light rail. However, we cannot guarantee there will be no cut through traffic. Valley Metro and the City of Mesa will continue to evaluate traffic impacts throughout the environmental and design process.</p> <p>Additionally, we would be happy to present our current plans to your neighborhood group. Please feel free to reach out to let us know the meeting details.</p> <p>The presentation and printed materials we shared at the public meeting are also available on the project website at www.valleymetro.org/gilbertroad http://www.valleymetro.org/gilbertroad.</p> <p>Valley Metro Response:</p> <p>Thank you, Ms. Allison. I'll make sure your comments and concerns about future funding are forwarded to the project team.</p>

No.	Comment	Valley Metro Response to Comment																								
	<p>in the event traffic becomes drastically increased through our neighborhood that something can be built to block the Main St side entryway. I will cc: Alice Skinner who is our Block Captain on this email so she knows I contacted you. Have a great 4th! Barbara Allison</p>																									
Verbal Comments at Public Meeting																										
6	<p>At the public meeting on June 13, 2013, Mr. Ransom asked about page 10 in the 2012 Valley Metro Rail, Inc. Comprehensive Annual Financial Report (CAFR). In the presentation, Valley Metro Planning Manager Ben Limmer mentioned a farebox recovery ratio of approximately 40%. Mr. Ransom referenced that the CAFR showed a much lower recovery ratio.</p>	<p>Valley Metro followed up with Mr. Ransom via email that stated:</p> <p>Thank you for your interest in light rail and the Gilbert Road LRT Extension project. Your attendance and participation in the environmental assessment public meeting was greatly appreciated.</p> <p>Annual Financial Report (CAFR) (see below). In the presentation, Valley Metro Planning Manager Ben Limmer mentioned a farebox recovery ratio of approximately 40%. In response, you had referenced the CAFR showed a much lower recovery ratio. Below is additional clarification:</p> <p>Valley Metro Rail, Inc. Statement of Revenues, Expenses, and Changes in Fund Net Assets Fiscal Year Ended June 30, 2012</p> <hr/> <table data-bbox="953 893 1680 1299"> <tr> <td colspan="2">Operating Revenues:</td> </tr> <tr> <td>Contributions from Member Cities</td> <td style="text-align: right;">\$ 14,274,817</td> </tr> <tr> <td>Passenger Fares</td> <td style="text-align: right;">11,889,930</td> </tr> <tr> <td>Receipts from Federal Operating Grants</td> <td style="text-align: right;">3,614,541</td> </tr> <tr> <td>Other Revenues</td> <td style="text-align: right;">1,225,206</td> </tr> <tr> <td>Total Operating Revenues</td> <td style="text-align: right;"><u>31,004,494</u></td> </tr> <tr> <td colspan="2">Operating Expenses:</td> </tr> <tr> <td>Administrative</td> <td style="text-align: right;">8,201,127</td> </tr> <tr> <td>Passenger Operations Service</td> <td style="text-align: right;">28,909,661</td> </tr> <tr> <td>Depreciation</td> <td style="text-align: right;">39,115,165</td> </tr> <tr> <td>Total Operating Expenses</td> <td style="text-align: right;"><u>76,225,953</u></td> </tr> <tr> <td>Operating Income (Loss)</td> <td style="text-align: right;"><u>(45,221,459)</u></td> </tr> </table> <p>Valley Metro is required by the Federal Transit Administration (FTA) to report our Fare Recovery Ratio to compare fare collections divided by cost of passenger operations. The definition, as required by FTA, is as follows:</p>	Operating Revenues:		Contributions from Member Cities	\$ 14,274,817	Passenger Fares	11,889,930	Receipts from Federal Operating Grants	3,614,541	Other Revenues	1,225,206	Total Operating Revenues	<u>31,004,494</u>	Operating Expenses:		Administrative	8,201,127	Passenger Operations Service	28,909,661	Depreciation	39,115,165	Total Operating Expenses	<u>76,225,953</u>	Operating Income (Loss)	<u>(45,221,459)</u>
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No.	Comment	Valley Metro Response to Comment
	<p>Mr. Ransom provided this follow-up response:</p> <p>Alexandra Albert:</p> <p>Thank you, but I could find no reference to where you come up with the FTA's requirement. Please send the references.</p> <p>First, the calculation is dishonest and inaccurate. What is the justification for spending taxpayer money for "Administration" if it is not for passenger operations? Are these purely wasted expenditures? If the administration is unnecessary for passenger operations, then these expenditures should be terminated immediately. If they are necessary, then they should be accounted for. I've spent over 30 years in the accounting profession, and have seen all sorts of sleight-of-hand. That one is just too obvious to justify. Let's go back to the basics - either the purpose of the light rail is passenger operations or it is not. EVERY EXPENSE is attributable to passenger operations, unless it has some other purpose. Please explain how you can justify any expenditure that does not improve or at least contribute to passenger operations. Pretending that some</p>	<p>Fare Recovery Ratio = Passenger Fares / Passenger Operations Service</p> <p>So, using the FY2012 CAFR, this would include the following:</p> <p>41% = \$11,889,930 / \$28,909,661</p> <p>Under the FTA guidelines, the cost of passenger operations does not include depreciation expenses of assets. Additionally, administrative expenses are not included in the cost of passenger operations since they are specific to agency administrative operating costs and the development of future projects, and have different funding sources (i.e. not paid for by contributions from member cities or passenger fares).</p> <p>Please let me know if you have any further questions.</p> <p>Valley Metro response:</p> <p>Dear Mr. Ransom:</p> <p>Thank you for your reply.</p> <p>You can find more information about FTA requirements at: http://www.ntdprogram.gov/ntdprogram/pubs/reference/USOA.pdf. Please refer to Sections 5.2 and 6.2. Also, you can see FTA's definition of Operating Expense located here: http://www.ntdprogram.gov/ntdprogram/Glossary.htm#P</p> <p>Additionally, we will incorporate your comments and questions into our Environmental Assessment document.</p>

No.	Comment	Valley Metro Response to Comment
	<p>expenses "don't count" is disingenuous at best.</p> <p>Second, are we on the same page as to what Depreciation is, or represents on a financial statement? Hopefully we both understand that it is not a reflection of change in market value, nor a statement of current expenditures. It is the allocation of costs over a stated period of time approximating the useful life of the asset purchased. That \$39 MILLION figure which you casually toss aside as insignificant represents actually money that was spent. Do you really think that the trains would be running if you hadn't purchase them, or the tracks, and the right-of-ways, and all the rest of the money that has been spent already? To disregard Depreciation as a part of the costs of operation is to disregard reality and shows a total lack of understanding of any business principles. Had you not purchased the assets whose annual cost is reflected in the Depreciation figure, you would have had to lease or rent them.</p> <p>Whether you account for the expense as depreciation and interest or lease and rent, the fact is the assets wear out as they are used, and deteriorate even when unused. Saying that Depreciation is not a cost of passenger operations is a fantasy, a lie and a deception. Either that, or the passengers do not actually need the assets being depreciated in order to use the light rail. Which is it?</p> <p>Which brings us back to reality. Of the \$31M in "Operating Revenue", \$18M is directly from taxpayers subsidizing the passenger operations, not from the passengers themselves. \$12M is truly from passengers. \$1M is unclear. To be generous, let's call it \$13M from Passenger Operations.</p> <p>It cost you \$76M to operate the trains for a year. That leaves 17.2% of the cost of running the light rail being paid for by the passengers. ALL THE REST is being placed upon the backs and taken out of the pockets of taxpayers, regardless of whether they ride the train or not, whether they live in Maricopa County or not, or even whether they live in Arizona or not. No matter what terms you use, those are the simple facts. Perhaps that is the additional clarification that should be offered to the public.</p> <p>"Farebox recovery ratio" may sound cool, but as presented it is deceptive at best. In a story attributed to President Lincoln, the President asked "If you call its tail a leg, how many legs does a</p>	

No.	Comment	Valley Metro Response to Comment
	<p>dog have?". The man answered "Five". President Lincoln gave an answer that should be remembered by those entrusted with spending the public's funds: "No, it still has four legs. Calling a tail a leg does not make it a leg." Light rail recovered 17.2% of its passenger operation costs from fares. Faking the math and calling it a "41% farebox recovery ratio" does not change the facts in any way, shape or form. This is a terribly expensive project that is only paying for 1/6 of the cost, not the 2/5ths being claimed. Not only is it not paying its current costs, but shows every indication of being a tremendous burden for years into the foreseeable future.</p> <p>In reading the report, "NONE OF THE ABOVE" was an option that was REQUIRED to be considered, but there is little to no evidence that any serious consideration was given to that option, and even less consideration was given to those who are going to have to bear the expense for years to come. Can you give me any indication of when this project is supposed to become financially viable and beneficially to the taxpayers, rather than being a continual and continuous drain?</p> <p>Sincerely, Clyde Ransom</p> <p>Mr. Ransom provided another follow-up response:</p> <p>Dear Ms. Alexandra:</p> <p>Thank you for your reply. Neither of your links have reference to either fare recovery ratio or farebox recovery ratio. Perhaps you meant to include an additional reference. None of my other questions or concerns were addressed. Was that intentional or inadvertent?</p> <p>Sincerely, Clyde Ransom</p>	<p>Valley Metro's response:</p> <p>Hello Mr. Ransom, fare recovery ratio as required by FTA is based on standard math/accounting (see Current Ratio Formula, Expense Recovery Ratio, Cost Recovery Ratio), and is the formula used throughout the transit industry. As evidence, please reference the NTD database (www.ntdprogram.gov). Specifically, Table 26 – Fare per Passenger and Recovery Ratio, provides a list of all transit agencies that report to the NTD with data showing that the fares revenues earned and the total operating expenses are used to calculate farebox recovery. The link to Table 26 is: http://www.ntdprogram.gov/ntdprogram/pubs/dt/2011/excel/DataTables.htm.</p> <p>Your other questions seemed to be commentary and/or rhetorical and we have distributed your communication to the project team and included it in documentation of the project. If you did need additional information about this project, please clarify and</p>

No.	Comment	Valley Metro Response to Comment
7	Questions regard left hand turns off of Main Street, emergency response, cross track access and neighborhood traffic impacts.	<p>we will get back to you. Thank you for your email.</p> <p>There are currently traffic signals at Horne, Stapley Drive, Lazona, and Gilbert Road. Valley Metro and the City of Mesa will be installing traffic signals at Miller Street, South Williams, and roundabouts at Horne and North Harris Drive. The existing traffic signal, new traffic signals, and the two roundabouts will provide access to many of the residential areas streets. In addition, the signalized intersections and roundabouts will allow traffic to make U-turns to access the north or south side of Main Street and to residential streets.</p> <p>Fire and life safety vehicles responding to emergencies will be able to cross the light rail trackway at any location along the alignment, and trains are required to stop operations should an emergency vehicle need to cross the trackway. In addition, the City of Mesa Fire Department and ambulance services principally use arterial city streets when traveling to public safety emergencies, and will select the most appropriate route to reach the location of the emergency call in the fastest way possible.</p>
Written Comments at Public Meeting		
8	How many auto lanes will there be in downtown Mesa?	Downtown Mesa is located within the Central Mesa LRT Extension project and is not part of the Gilbert Road LRT Extension project. However, Downtown Mesa, between Country Club Drive and Mesa Drive, will include two vehicle travel lanes (one lane in either direction).
9	What is the construction on Main Street for? Is that part of the project?	The current construction along Main Street is for the Central Mesa LRT Extension project. Construction for the Gilbert Road LRT Extension project is not scheduled to begin until 2015.
10	<p>Who do I speak with about putting in interest in park-n-ride? Bus turnaround? Retired Mervyn's building – Stapley and main. *Also space to house equipment during construction.</p> <p>Pam Paes 6/13/13</p>	Questions and comments about the Gilbert Road LRT Extension project should go to Alex Albert, Valley Metro's public involvement coordinator for the project. She may be reached at (602) 322-4492.
11	Who here is employed by the City, Valley Metro, or businesses that would bid for work doing the planning and construction? By raise of hand? I'm just trying to get an idea of how many citizens are here.	Valley Metro and City Staff were identified to the audience members attending the public meeting.
12	Why go to Gilbert Road? Will this tie into regional lines (high speed rail) at Gilbert?	<p>In May 2009, the City of Mesa Council approved the extension of the region's current light rail system from the existing Sycamore Station to Mesa Drive (currently under construction). As part of this decision, the Council also approved funding for analysis of a future light rail extension to Gilbert Road, given the strong ridership demand, regional bus network optimization opportunities, connections with major highways, and quality-of-life improvements for central Mesa.</p> <p>The passenger rail project is a project currently in the planning stage that is being conducted by the Arizona Department of Transportation. An alignment for this project has not yet been selected. In addition, this project is not included in the Maricopa</p>

No.	Comment	Valley Metro Response to Comment
		<p>Association of governments Regional Transportation Plan and currently does not have any funding to build the project or for operations and maintenance. Therefore, at this time it is unknown if this project will connect to the passenger rail project.</p> <p>Valley Metro and the City of Mesa determined that a station at Gilbert Road should be located west of the intersection to not preclude potential future extensions from traveling either east on Main Street or turning south onto Gilbert Road.</p>
13	How will emergency response times be affected on North, South sides of Main?	<p>The City of Mesa Fire Department and ambulance services currently have signal priority at all signaled intersections. This policy and practice will continue when light rail is in operation. The City of Mesa Fire Department and ambulance services principally use arterial city streets when traveling to public safety emergencies, and will select the most appropriate route to reach the location of the emergency call in the fastest way possible. The arterial North-South streets that the light rail trackway will cross will continue to be controlled with traffic signals, and equipped with signal priority giving emergency responders first priority when approaching the intersection. The emergency vehicles are able to cross the light rail guideway at any location along the alignment. Current Valley Metro policy requires all transit operators stop their vehicle and yield to emergency vehicles.</p>
14	What are the crime statistics for areas that have had light rail installed? How has crime decreased/increased?	<p>Valley Metro safety and security personnel work closely with the public safety leaders of each community served by public transportation (bus and rail) to minimize the risk of criminal activity at transit stops and facilities. Rail stations are lighted during all nighttime hours, and include multiple closed-circuit cameras monitored twenty four (24) hours a day by trained safety and security personnel. Emergency contact beacons are also provided at every rail station, providing a direct link between the rail station and local police departments. Police patrols are routinely made along all portions of the rail alignment, along with regular in-vehicle patrols by authorized security personnel capable of contacting emergency responders directly. Train vehicles are also equipped with several passenger safety features including call buttons to communicate with the driver directly, and in-vehicle cameras.</p> <p>Information on police statistics in Mesa is available on the City of Mesa Police Department website (http://www.mesaaz.gov/police/Default.aspx).</p>
15	Please explain the cost and funding sources.	<p>The capital cost of the Gilbert Road LRT Extension project is estimated at \$143 million, and includes finance costs. Funding for construction of the project will come from a combination of Federal Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds, comprising 94.3% of the total funds for the project. The City of Mesa will contribute a small portion of city funds for construction of the project, referred to as local matching funds, totaling 5.7% of the total project funds. The STP funds used for project represent federal funds previously committed to the City of Mesa for construction of sixteen (16) roadway projects that were identified in the Capital Improvement Plan. These projects have either been completed or are no longer deemed necessary.</p>
16	What will be the impact on businesses that try to ride out the construction?	<p>It's not possible to predict how a particular business or group of businesses will perform during light rail construction; however, any type of construction typically</p>

No.	Comment	Valley Metro Response to Comment
		creates challenges for business operation. Valley Metro, its City partners and other business organizations work together to implement business assistance programs for light rail construction projects; including for the Gilbert Road LRT Extension project. The goal of these programs is to assist business owners by providing tools that can help them continue to do business during construction. Some of the tools used are business signage, business assessments, and marketing assistance.
17	After light rail is installed, how will businesses who are fed by car traffic expect their businesses to do? Please explain how existing light rail installations support your projections.	Valley Metro has made maintaining vehicle access to businesses and properties along Main Street a priority during the planning and design of the Gilbert Road LRT Extension project in part to ensure customers can continue to access businesses The project will maintain the existing number of traffic lanes between Miller Street and Lazona Drive. Traffic will be permitted to make left turns and U-turn movements at signalized intersections, and the Valley Metro opted to implement roundabouts at Horne and Harris to allow vehicles to quickly turn around and access the opposite side of Main Street.
18	What will the City of Mesa annual liability be for ongoing maintenance for the Gilbert Road Extension and all of Mesa light rail.	<p>The operation and maintenance of the Gilbert Road LRT Extension project is estimated at \$3.2 million annually.</p> <p>It is estimated that the annual operation and maintenance costs for the 6-miles of light rail in Mesa will be approximately \$11.8 million per year in Fiscal Year 2019. The reason for showing this dollar amount in Fiscal Year 2019 is that is when the Gilbert Road project will be in operation.</p>
19	What is the annual loss on light rail? For all of Valley Metro?	<p>Financial planning for light rail conservatively assumes that twenty five percent (25%) of the continued operation and maintenance costs will be paid for through transit fare revenues (costs paid directly by transit users), with the cities receiving light rail service contributing the remaining seventy five percent (75%) of the operating and maintenance costs from other revenue sources including federal formula funds, local sales taxes dedicated for transit and advertising revenues. The operating cost amount contributed by each city is based on the number of light rail revenue miles operated within the city receiving service. In Fiscal Year (FY) 2012, the light rail system had a fare revenue percentage of 41%, 16 percentage points above the assumed 25% fare revenue percentage. In turn, the greater the percentage of fare revenues recovered from users directly lowers the burden on the other revenue sources to offset the total operating cost.</p> <p>Considered collectively, all Valley Metro fixed route bus and light rail services have operated at a 24% fare revenue percentage in FY2012.</p>
20	I'm referencing the May Commuter Rail System Study from 2010. It specifically states its purpose is to "define...commuter rail corridors and the elements needed to implement a regional commuter rail system." This study shows that the top priority for commuter rail is the SE line from Queen Creek. Yet you said that this is not part of the regional plan. Please explain how	<p>There are several steps that need to occur in order for a project that is in the planning stage to be included in the Maricopa Association of Governments (MAG) Regional Transportation Plan. The agency conducting the planning study must:</p> <ul style="list-style-type: none"> • Adopt a preferred alternative or project with the support of the local municipality, the MAG Regional Council, and for the Commuter Rail project, support from the State Transportation Board.

No.	Comment	Valley Metro Response to Comment
	something goes from being planned to part of “the regional plan.”	<ul style="list-style-type: none"> • Identify and secure capital funding to construct the project, along with the identification of funds for the continued operation and maintenance of the project. • Identify the appropriate governance structure that will be responsible for the design, construction, and operation of the system. • Advance the project through the “Major Amendment” process to the Regional Transportation Plan. • Amend the Transportation Implementation Plan, the region’s five year schedule for specific projects to be constructed. • Meet air quality conformity requirements.
21	<p>Have any studies been done regarding the impact the light rail has had on property prices 1 mile on both sides of the rail? It seems from observation that properties have declined in price and there is a significant increase in the transient population around the rail.</p> <p>Ray Speakmann 6/13/13</p>	<p>Traditionally, most property valuation studies have considered properties within one-half mile of light rail stations, the same distance used to evaluate potential economic effects for the Gilbert Road LRT Extension project. It is important to note that changes in both property values and the built environment do not occur immediately, are not spot-specific, and both property values and development of property are driven by a number of factors beyond the implementation of light rail. Despite the recent national and local economic fluctuations, local trends have continued to show that land values for properties near light rail stations in Phoenix, Tempe, and Mesa have risen at a greater rate as compared to property values of parcels at greater distances from light rail stations. A number of studies have been done that indicate varying property value increases for properties within walking distance of transit systems. One recent study can be found at the following link: http://www.metro-magazine.com/news/story/2013/03/report-home-values-performed-42-better-near-public-transportation.aspx?ref=Express-Thursday-20130321&utm_source=Email&utm_medium=Enewsletter.</p> <p>Another study conducted by National Association of Realtors and the American Public Transportation Association shows property values went up close to light rail stations compared to the region during the recession. The study is located here: http://www.apta.com/resources/statistics/Documents/NewRealEstateMantra.pdf</p> <p>Here is a link to the DART system in Dallas, Texas: http://www.valleymetro.org/images/uploads/general_publications/2003_DART_Study.pdf</p>
22	<p>How do you anticipate car traffic will flow to residential streets? Where exactly will the noise and vibration is most likely to be felt? Where will rubber mats be at?</p>	<p>Currently there are traffic signals at the intersections of Horne, Stapley Drive, Lazona Drive, South Williams, and Gilbert Road with Main Street. Valley Metro plans to install a new traffic signal at Miller Street, and roundabouts at Horne and North Harris Drive. The existing traffic signals, coupled with the new traffic signals and roundabouts will provide access to the residential neighborhoods to the north and south of Main Street. In addition, the signalized intersections and roundabouts will allow traffic to make U-turns to access properties on the north and south sides of Main Street and unsignalized neighborhood streets connecting with Main Street.</p>

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		<p>Potential noise impacts were identified at a limited number of properties adjacent to Main Street. These included an unnamed motel, the Frontier motel, and the Shady Grove trailer park. Potential vibration impacts were identified at the Days Inn, Frontier Motel, an unnamed motel, and the Suit You trailer park. The use of rubber mats that would be installed beneath the trackway in the area where potential vibration impacts have been identified. These locations are specified in the EA. A well-designed flange-bearing frog will be installed near the Days Inn hotel to reduce the vibration impacts. Please refer to Chapter 3, Section 3.8 of the EA for complete detail of the noise and vibration impacts and measures to reduce or eliminate potential noise and vibration impacts.</p>
23	<p>Has any study been done to show emergency response times – before LR and after. I.e. Fire dept., police, etc.</p>	<p>Unfortunately, there is very limited information available for studies that have specifically considered emergency response times before and after the implementation of light rail. Typically, if this subject has been concerned, it has been associated with a specific project, and therefore is likely not comparable to the Gilbert Road LRT Extension project given the differences in project elements and design. However, current experience by emergency responders with light rail construction and operation in the greater Phoenix region has suggested that emergency response times have not been affected by the implementation and operation of light rail.</p> <p>As noted in response to question #13 above, the City of Mesa Fire Department and ambulatory services have signal priority at arterial intersections, stopping traffic and allowing these vehicles to pass through the intersection to minimize delay. In addition, emergency vehicles are able and will cross the trackway at any location along the alignment. The City of Mesa Fire and Police departments have been actively consulted with during the planning and development of the project. To date, neither the fire or police departments have raised objections to the proposed project. Both departments have commented on design specifications they would prefer to have incorporated into the project, and these elements have been included.</p>
24	<p>How much will the light rail cost? Who is going to pay for it? How long will it be before it is self-sustaining? What did the bond issue that was passed cover? How much more bond issue will need to pass to cover the extension? Will it ever be self-sustaining?</p> <p>Lorraine Strickland 6/13/13</p>	<p>The Gilbert Road project will cost approximately \$143 million to build and approximately \$3.2 million to maintain and operate annually.</p> <p>As discussed in the response to question #15, the City of Mesa has shifted federal funds previously committed to the City for roadway projects to fund this transit improvement. The re-appropriation of these funds has been approved by the Mesa City Council, Valley Metro Boards, Maricopa Association of Government Regional Council, the State Transportation Board, and the Maricopa County Board of Supervisors.</p> <p>The City of Mesa will issue Transportation Project Advancement Notes (TPAN) that will cover the capital costs of the project including financing. The city will be reimbursed for the amount of the notes with the federal funds identified above.</p>

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		<p>Transit projects are not self-sustaining. In fact, there are no transportation projects (roads and highways) that are self-sustaining. These projects are paid for through the federal gas tax revenues. The revenues collected from transit fares pay for a portion of the operating and maintenance costs, with the remainder of the costs being paid for by the cities receiving light rail service, either through their general fund or through a dedicated transit tax. The amount each city contributes is based on the annual number of revenue miles operated within each city.</p>
25	<p>What are Federal formula monies? (Follow-up to funding question.)</p>	<p>The federal government has established a series of federal formula grant programs created by Congress to distribute funding to states and municipalities using specific funding formulas based largely on population estimates from the U.S. Census Bureau. A mathematical formula determines how much each state or local government is eligible to receive based on different variables, such as total population and population density as well as levels of transit services in operation. Typically, an equal base amount is given to each state or municipality, but additional dollars are provided to states or cities with larger populations to account for the proportionately greater need for services.</p>
26	<p>Can a traffic light be installed at Spencer and Main because we have a car wash and customers won't be able to come in.</p>	<p>Typically traffic signals are installed at the intersections of major and minor arterial streets. Major arterial streets are generally one mile apart, while minor arterial streets are generally spaced at one-quarter (¼) to one-half (½) mile intervals. The spacing of signals is strategically important toward maintaining traffic flow, and minimizing traffic delays and the potential for traffic jams. Spencer is not considered a minor arterial street. Because Spencer is located one-eighth (1/8) of a mile from traffic signals at Stapley Drive and Miller Street, a traffic signal at Spencer could result in traffic delays at the intersection of Main Street and Stapley Drive. However, the City of Mesa can review this matter and determine whether a traffic signal is warranted at Spencer and Main Street.</p>
27	<p>Will the light rail bring businesses to Mesa?</p> <p>What facts (data) show that building light rail will do this?</p> <p>Suzanne & Larry Bird 6/13/13</p>	<p>Several past studies have shown that fixed-guideway transit systems can have a positive effect of attracting new development and/or re-development to areas surrounding transit stations and the alignment. Land developers and businesses have often stated that light rail represents a fixed, high-value community asset that will be in place for years into the future and be used regularly, giving them confidence that developing property or opening a business will yield economic returns. Recently, four new colleges have opened or will be opening in downtown Mesa. These institutions have all identified the future availability of light rail as a key reason for their locating in downtown Mesa. However, it is important to note that while light rail can be a catalyst capable of promoting private development and business growth, there are a number of other influencing factors beyond the control of light rail that can determine whether businesses locate within the City of Mesa. Businesses and institutions often consider a number of indicators such as market competition, workforce characteristics, quality-of-life, and community values in addition to public infrastructure when considering whether to establish a business practice within a city. However, a diversified, reliable transportation network is often cited as a key consideration by land developers and</p>

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		<p>businesses when considering new locations.</p> <p>Here are links to studies that have been completed demonstrating that rail projects stimulate economic development: http://www.valleymetro.org/images/uploads/general_publications/09-ULI_Final_Report.pdf http://www.valleymetro.org/images/uploads/general_publications/Business-Journal_Block-by-Block.pdf</p>
28	<p>Can light rail pay for itself?</p> <p>Suzanne & Larry Bird 6/13/13</p>	<p>Please refer to response to comment #24 above.</p>
29	<p>Crazy question – why a cable car design with cables...why not a mona rail design? Old design/Futuristic.</p> <p>Suzanne & Larry Bird 6/13/13</p>	<p>A monorail system would require the elevation of the guideway and stations. The cost to construct such a system would dramatically increase the cost of the project, potentially by more than two to three times. For a project of only 1.9 miles, the cost to construct an elevated guideway and stations would make this project unaffordable. In addition, an elevated system also can result in greater visual impacts and privacy issues with neighboring residential subdivisions.</p>
30	<p>Did Prop. 400 specifically mention light rail? And if no, was the light rail/bond ever voted on?</p>	<p>In 2004, Maricopa County voters passed Proposition 400, a half-cent sales tax for transportation in Maricopa County. The tax continues for 20 years, through calendar year 2025 to implement projects and programs in the Regional Transportation Plan. The tax is used to construct new freeways, widen existing freeways and make improvements the arterial street system, help fund regional bus services, and provides funds for high-capacity transit services such as light rail, bus rapid transit, and express buses, along with other specialized transportation services. All projects funded from the half-cent sales tax are specified in the RTP and provides over half of RTP revenues. Proposition 400 did specifically state light rail and other high capacity transit for the 57-mile system that was approved by Maricopa County voters in 2004. A summary of Proposition 400 (written prior to the Proposition's approval by Maricopa County voters) may be found at the following website: http://www.azcentral.com/news/election/special1/articles/0916Prop400QampA.html?&wired</p>
31	<p>Is there a possibility of a future connection of the light rail to the proposed passenger rail from Tucson to Phoenix?</p>	<p>It is possible that in the future light rail could provide a connection to the passenger rail project that the Arizona Department of Transportation is evaluating. However, at this time, there are no formal plans for future light rail extensions in Mesa and the location of the passenger rail alignment and stations have not been finalized. It is therefore difficult to know when or how light rail might interact with this project.</p>
32	<p>How do we know the federal government will pay their share when we know they're already \$14 trillion in debt and this will only add to the debt?</p> <p>Anne Berryman 6/13/13</p>	<p>The Surface Transportation Program funds the City has re-purposed to pay for the capital costs of the project were previously committed to the City of Mesa.</p>

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33	<p>How much will our city taxes go up?</p> <p>Anne Berryman 6/13/13</p>	<p>Local taxes will not be increased to pay for construction of the project.</p>
34	<p>How many people have been put out of business by light rail already? (Please be specific.)</p> <p>Anne Berryman 6/13/13</p>	<p>Neither Valley Metro nor the cities within which light rail currently operates keep statistics on business openings, closures, nor the financial conditions of businesses that may be related to light rail construction. There are many factors that contribute to how businesses perform during construction periods, such as individual business health prior to construction and general strength of the local and national economy, to name a few.</p>
35	<p>What will be the constructions impact to SRP irrigation customers and later on after construction the impact of vibration from the light rail on SRP's aging irrigation infrastructure? (Irrigation, delivery, pipes, etc.).</p> <p>Ben Tarango 6/13/13</p>	<p>SRP has two dry up periods, one in the summer and one in the winter. SRP will be doing any work on their irrigation pipes and will schedule this work during that dry up period. Therefore, there will be no impacts to customers. The potential vibration impacts that Valley Metro has identified are minor and are not enough to cause any structural damage to buildings or utility pipes. Therefore, vibration will not be an issue for the SRP irrigation pipes.</p>
36	<p>Has the Gilbert extension gone through the election process yet?</p> <p>Bob Jones 6/13/13</p>	<p>In May 2009, the Mesa City Council approved the Central Mesa LRT Extension project that also included consideration of a future light rail extension to Gilbert Road. In 2011 and 2012, a planning study was completed for the Gilbert Road LRT Extension project, followed by the environmental review phase of the project. Valley Metro and City of Mesa staff held meetings with the public and business owners to discuss the proposed project. With the feedback received from the public, input from city staff and management, along with the findings of the environmental analyses conducted the City of Mesa Council voted to approve the project in April 2013.</p>
37	<p>How many additional passengers will LR acquire on this 1.9 mile extension to Gilbert Road? So the cost per (new) passenger to build this extension will be...?</p>	<p>Travel forecasts completed for the project suggest that extension of light rail to Gilbert Road has the potential to result in an additional 4,500 daily boardings. This number reflects an average of the total number of actual daily boardings and may be more or less than this number. The Maricopa Association of Governments regional travel demand model was used to develop this ridership forecast. Ridership forecasting models are origin-destination based models that attempt to predict the average travel behavior of persons in the region, and the number of persons who would be inclined to use transit for their normal weekday trips.</p> <p>The current operating cost per passenger per Valley Metro's FY12 budget is approximately \$2.13.</p>
38	<p>Why a light on Miller St.? I'm concerned a lot of driving traffic will be on that street.</p>	<p>Currently, the intersection of Main Street and Miller Street has left turn bays enabling traffic from both eastbound and westbound directions to turn onto Miller Street. Without a traffic signal, left turns would not occur. To maintain access to Miller Street, Valley Metro and the City have proposed a traffic signal at this intersection. In addition, Miller is a one-quarter mile street and it is standard practice to have a traffic signal at one-quarter mile streets. A traffic signal at this street also allows traffic to make U-turns to access businesses on the other side of Main Street.</p>
39	<p>Is there going to be one lane or two lanes on Main Street?</p>	<p>The lane configuration approved by the City of Mesa Council consists of both a two</p>

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	Carl 6/13/13	and four lane design. Between Mesa Drive and Miller Street, two travel lanes (one lane in either direction), will be provided. Between Miller Street and Lazona Drive, four travel lanes (two lanes in either direction) will be provided. Between Lazona Drive and South Williams, the roadway will narrow down to two lanes (one lane in either direction). Finally, from South Williams to Gilbert Road, four lanes (two lanes in either direction) will be provided. The City Council opted to maintain four travel lanes at specific locations along Main Street to ensure sufficient vehicle capacity was available given current and anticipated future traffic volumes at intersection arterial streets (Stapley Drive and Gilbert Road), and for business accessibility.
40	It's important to me that there will be a stop on Stapley/Main. We need it for business environment. I am happy for traffic light on Miller/Main. Pih Lung Pang 6/13/13	Comment noted.
41	We are against the light rail: The Mesa voters already voted NO, and yet it goes on as if the votes don't count. Unamerican. It's WAY, WAY too expensive. And OUT-of-state people come in to build it. (Boo) It's NOT a good idea to accept Federal money – that ALWAYS brings problems. This is a “Cram it Down Their Throats” project.	The voters of Maricopa County approved Proposition 400 in 2004. The measure provides a ½ cent sales tax for highways, road, and transit projects. It included 57-miles of light rail / high capacity transit projects in the Phoenix metro area. This light rail / high capacity transit system included the existing 20-mile system as well as the Central Mesa LRT Extension project that is currently under construction. The Mesa City Council in 2009 approved the Locally Approved Alternative for the Central Mesa LRT Extension project and also approved a recommendation to extend light rail east to Gilbert Road. The potential to extend light rail to Gilbert Road was also identified in the Central Mesa LRT Extension Environmental Assessment. In April 2013 the Mesa City Council approved the Hybrid Project and the park-and-ride location. While the firm(s) selected to design and construct the project may be headquartered out-of-state, the project will use local design professionals and construction workers to construct the project.
42	I strongly oppose the proposed expansion of a multi-billion dollar boondoggle – A rigid system that costs billions to generate millions, to transport a comparative handful of people to selected favored locations. The construction interruptions will kill many small businesses, disrupt residential neighborhoods. It is disturbing that Valley Metro has committed to an already out-dated concept at such horrendous costs. The benefits of this system are highly exaggerated – I know several former business owners who lost because of light rail. K. Adams 6/13/13	Comment noted.
43	Can you compensate us for business lost during construction?	Neither federal regulations nor state law (i.e., Arizona Constitution's “No Gift” clause) allow payment for loss of business revenue. However, funds are allocated to several programs targeted to assist businesses, for example, marketing, signage, and

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		business assistance consulting.
44	I do not want light rail because it will be so expensive and disrupt business and family life.	Comment noted.
45	<p>Does the budget (“the Federal formula monies”) include funds for taking of property or property rights for the Gilbert Road Light Rail extension?</p> <p>Bill Sandry 6/13/13</p>	<p>The capital cost estimates for the project include funds for purchasing right-of-way. As part of the project, right-of-way surveying and legal descriptions for each parcel where right-of-way is acquired will be conducted. All properties that will be purchased will be required to follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Uniform Relocation Assistance Act of 1987. The Uniform Relocation Act and its amendments provide protection and assistance for residents and businesses affected by the acquisition or demolition of real property during construction of Federally funded projects.</p> <p>The Uniform Relocation Act mandates that relocation services and payments be made available to eligible residents and businesses. An offer of just compensation, which will not be less than the approved appraisal value of the property, will be made to each property owner. Equivalent, safe, and sanitary replacement housing or business facility, which is within the displaced person or business’ financial means, will be made available before the person or business is displaced. Expenses for moving personal property to the relocation site, escrow fees, surveys, appraisals, and other closing costs on a new home or business site would also be eligible for payment within certain limits.</p>
46	During an economic downturn I do not think it is wise to be spending more money we don’t have. There is talk of Federal money but the Federal government is borrowing or printing 45 cents of every dollar. This is not wise to burden the residents of Mesa with a project that is going to affect a small number of citizens. We should not be subsidizing projects that are money consumers to people who are struggling and a country \$16,000,000,000 in debt.	Comment noted.
47	<p>I used to live in an apartment next to train railway in Wash. State for 2 years. The train tends to waken by whistle very often during day and overnight. I asked my next door neighbor if the train really bother residents when they sleep. She said that they used to the noise as they can ignore! I believe the light railway would not bother residents in Mesa area.</p> <p>Janet Mitchell 6/13/13</p>	Comment noted.
48	<p>How will access to my restaurant change. Right now...traffic can access N/S/E/W. Any change to my building?</p> <p>Rahul Haria 6/13/13 (Owner of the Denny’s Restaurant on the northeast corner of</p>	Access to the restaurant from the north and south along Stapley Drive will not change. Access to the restaurant for people traveling west on Main Street will not change. However, access for people traveling east on Main Street will change. They will no longer be able to turn left into the restaurant parking lot using the existing driveway. However, people traveling east on Main Street can turn left on Stapley and access the

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	Main Street and Stapley Drive.)	restaurant using the northern driveway or they can continue east on Main Street and make a U-turn at Lazona to access the driveway on Main Street.
49	<p>What is being accomplished that could not be done with greater flexibility and cheaper costs with the existing bus routes? If it is for the lower income population what is wrong with subsidizing bus passes. This is way too expensive and is being shoved down our throats!</p> <p>Don Jolley 6/13/13</p>	<p>The 1.9 mile extension will extend the highly successful 26-mile LRT line into east Mesa to provide high quality seamless service to Mesa and other East Valley residents. This project will also provide a seamless connection to other regional destinations such as downtown Tempe, ASU, Sky Harbor International Airport, Phoenix Convention Center, and sporting events. While bus services do provide more flexibility in operation and typically require lower capital costs, there are no current services that would link all the major activity centers in the region with one route like the current light rail does.</p>