

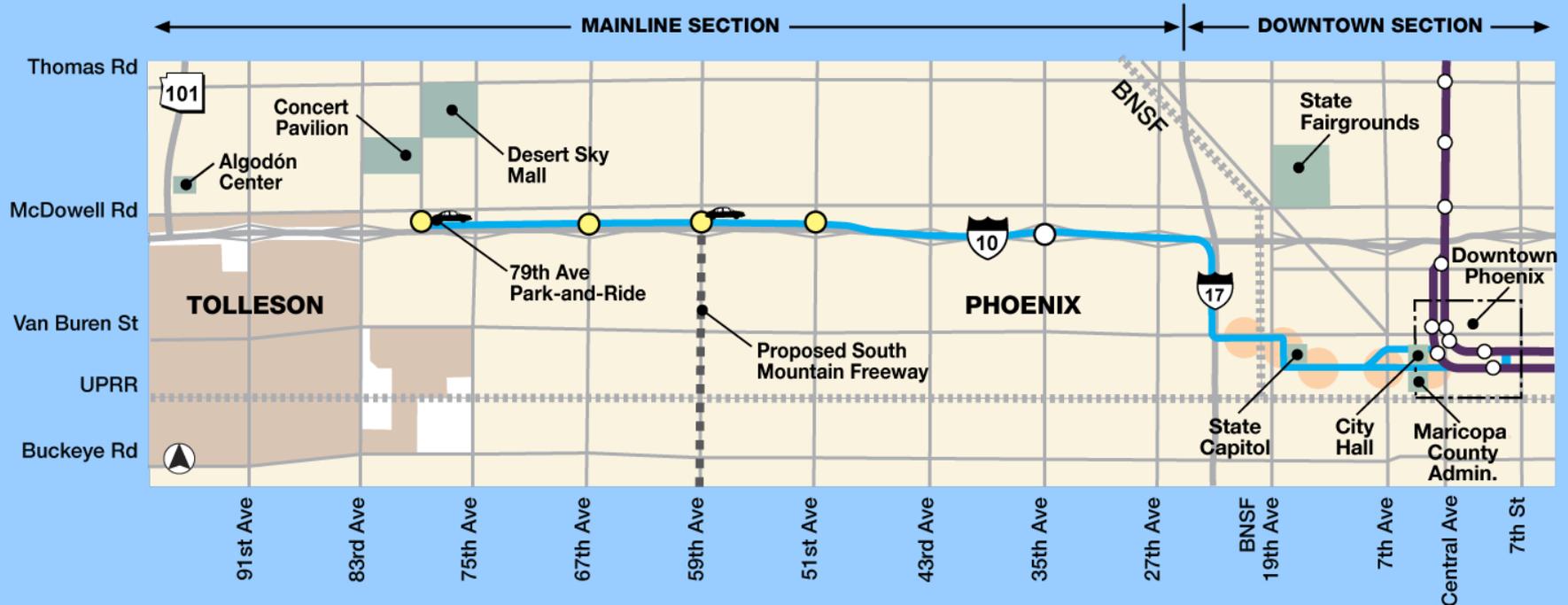


Phoenix West Locally Preferred Alternative

Eileen Yazzie & Tom Callow

July 11, 2012 MAG Management Committee

Phoenix West Study Area



LEGEND

-  METRO Light Rail Line / Station
-  Recommended LRT Alignment
-  Park-and-Ride
-  Station Target Area
-  Activity Center
-  Preliminary Median Station Site
-  Preliminary North Side Station Site
-  City of Phoenix
-  City of Tolleson
-  Unincorporated Maricopa County

Phx West Ext – AA Components

Develop a recommendation for high-capacity transit improvements in the study area: **Alignment – *WHERE*** **Technology – *WHAT***

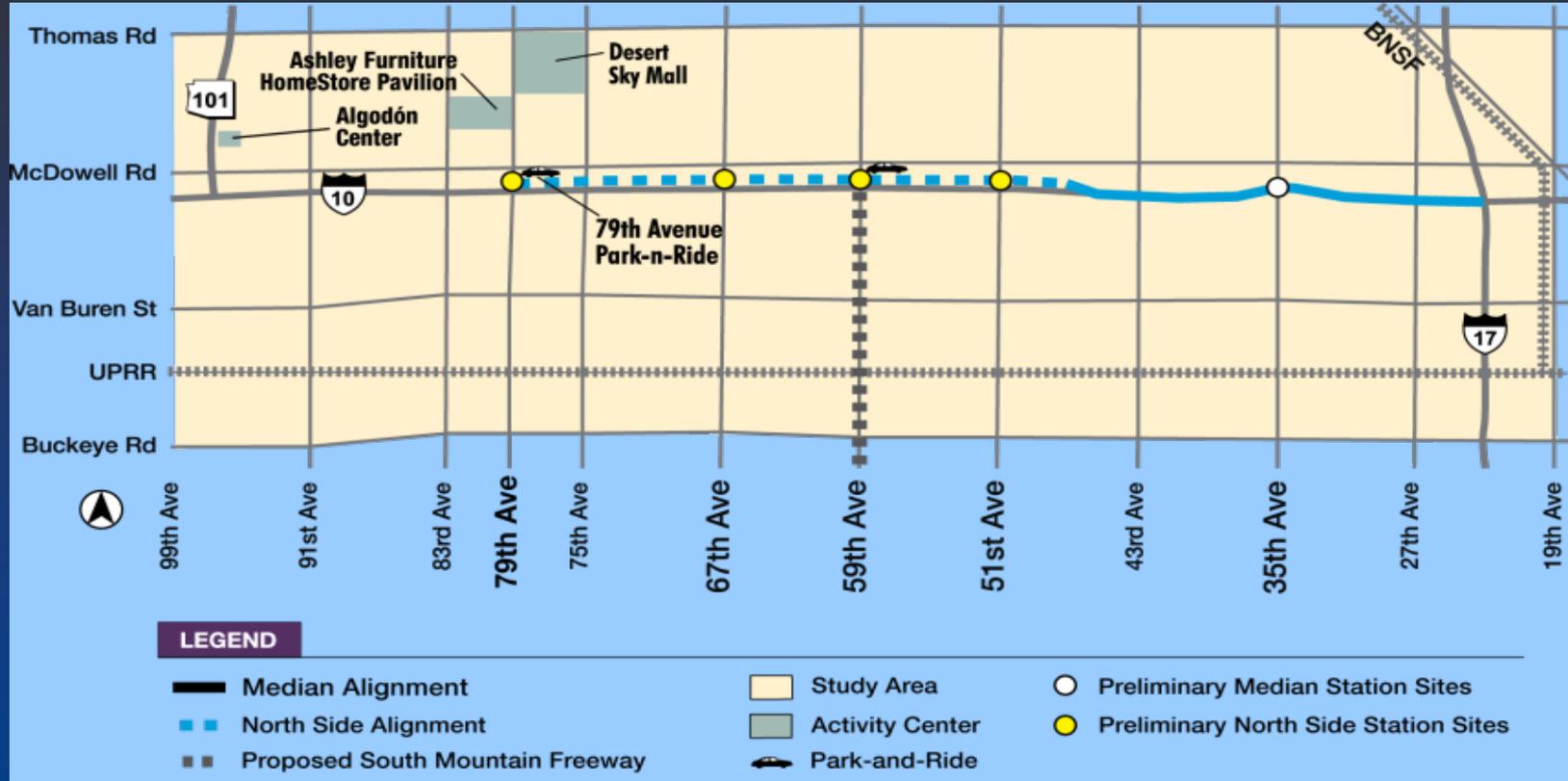


Alignment – *WHERE* ?

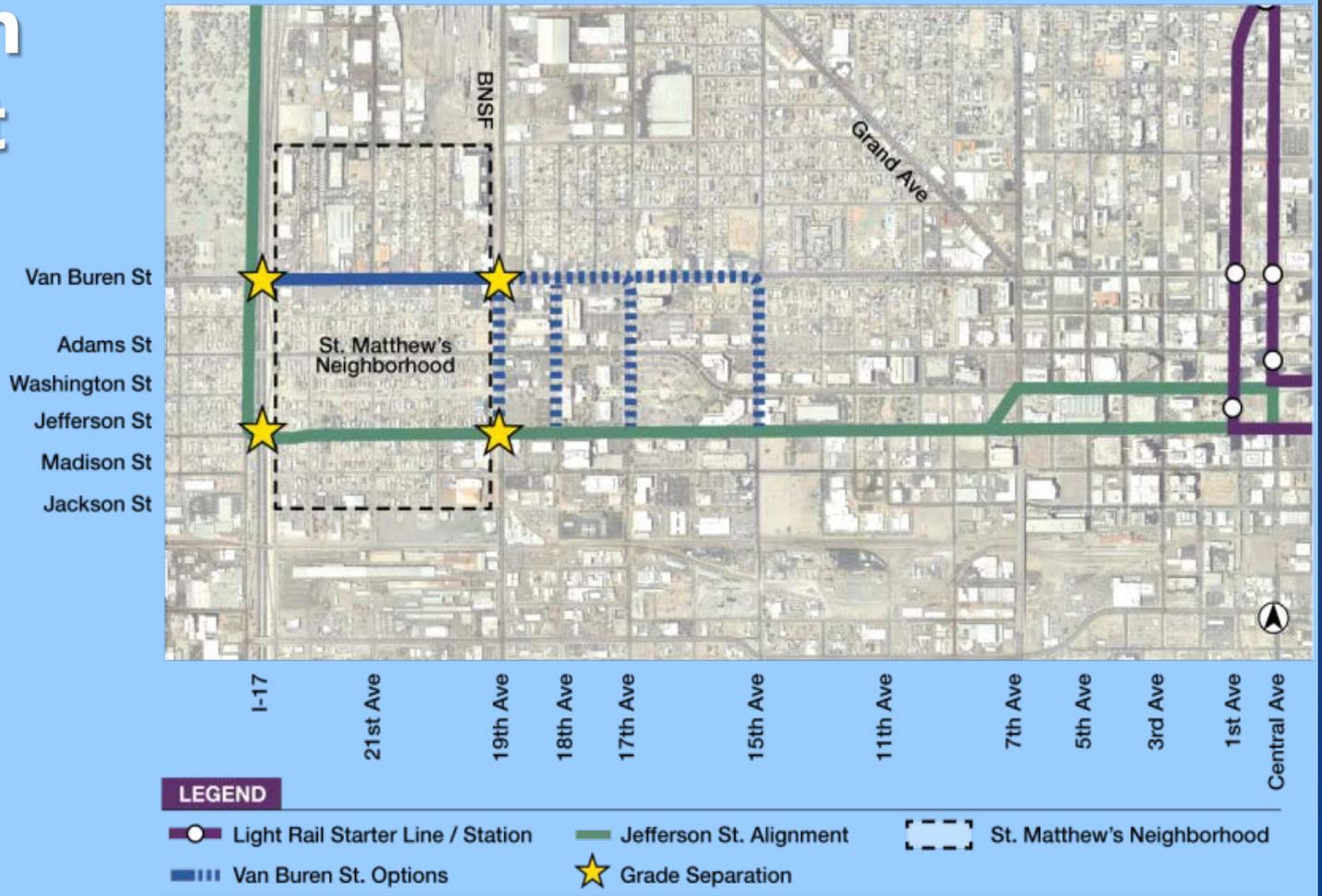
Approvals to Date

- Recommendation for High Capacity Transit Improvements in the I-10 Right-of-Way west of I-17:
 - Phoenix City Council – April 2008
 - METRO Board – June 2008
 - MAG Regional Council – July 2008
- Acceptance for AA, Locally Preferred Alternative (LPA) and recommendations:
 - Phoenix City Council – May 15, 2012
 - METRO Board – May 17, 2012

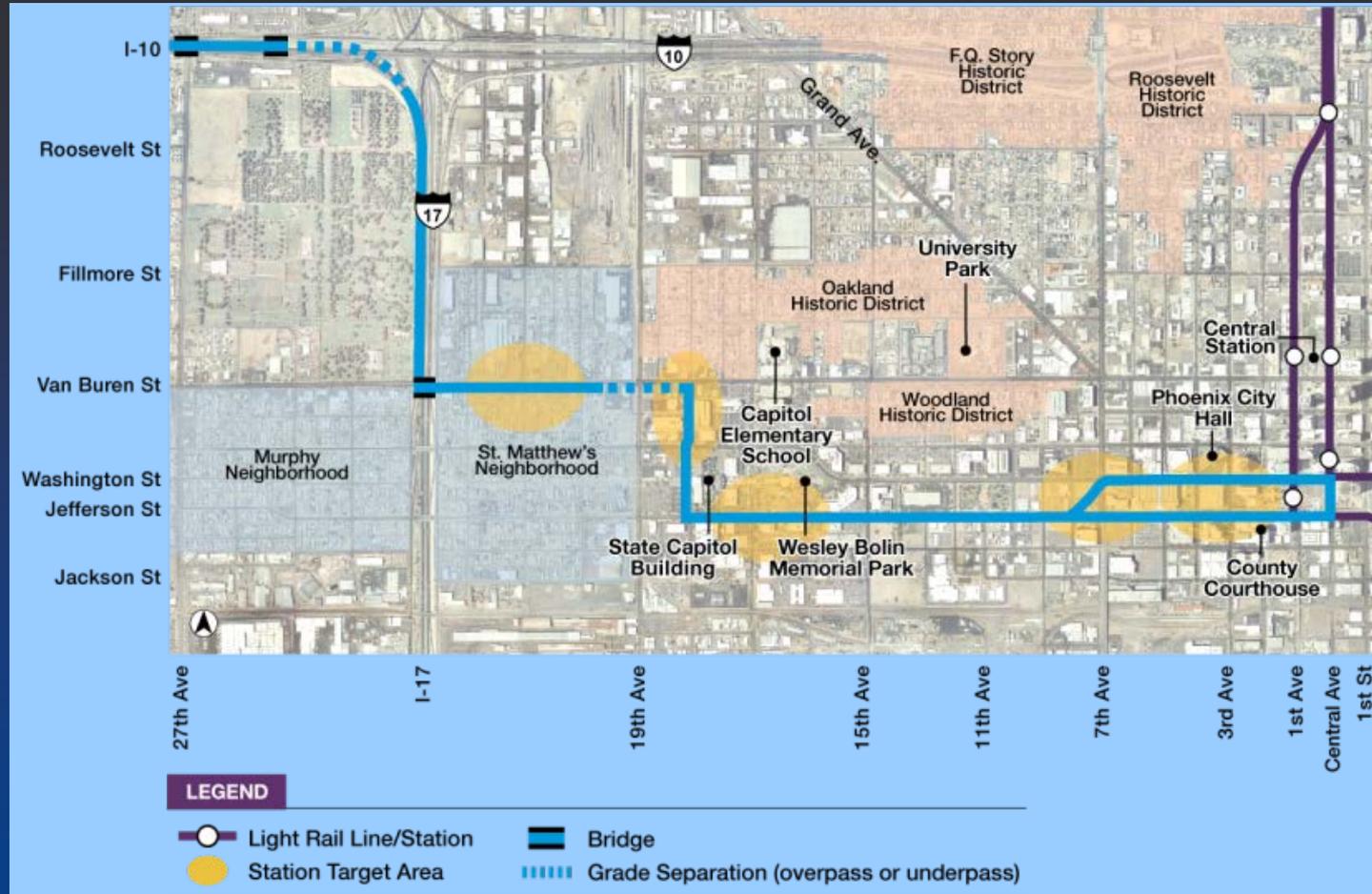
Route Recommendation Mainline Alignment



Downtown Alignment Options



Recommended Downtown Alignment



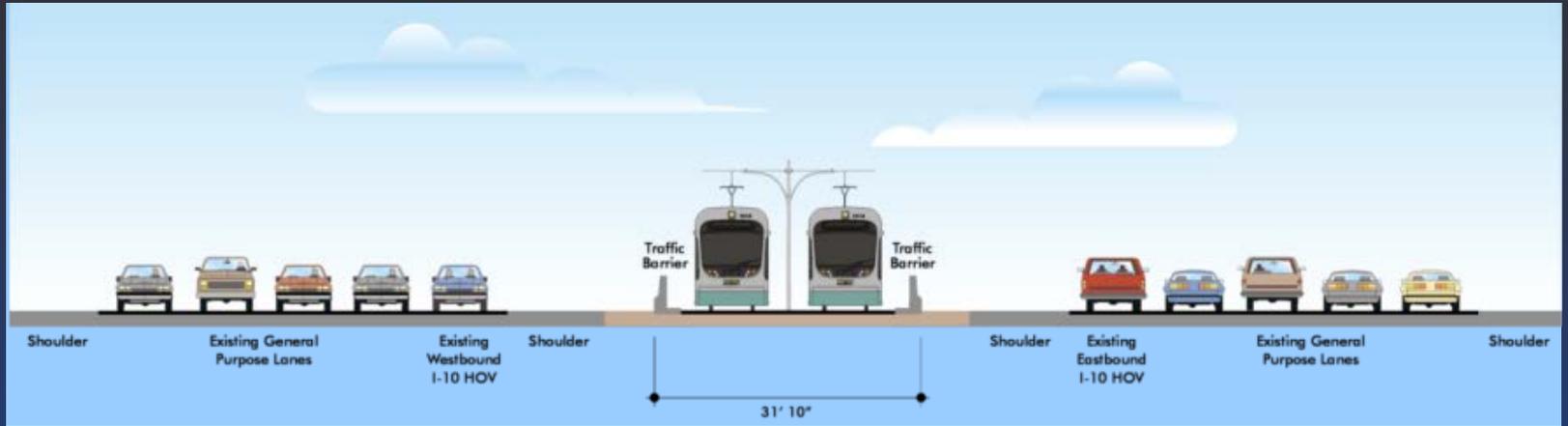
Route Recommendation



LEGEND

- | | | |
|---------------------------------|-------------------------------------|--------------------------------|
| METRO Light Rail Line / Station | Activity Center | City of Phoenix |
| Recommended LRT Alignment | Preliminary Median Station Site | City of Tolleson |
| Park-and-Ride | Preliminary North Side Station Site | Unincorporated Maricopa County |
| Station Target Area | | |

I-10: Median and North-side



Technology – *WHAT* ?

Technologies Considered

Light Rail Transit



Bus Rapid Transit



Comparison of LRT and BRT Alternatives Issue

	<u>LRT</u>	<u>BRT</u>
• Capital Costs	\$1 Billion*	\$496 Million
• Total Cost per Boarding (Annualized Capital + Operating Costs)/Annualized Boardings	\$16.2*	\$40.80
• Ridership Potential (2030 Average Daily Boardings)	32,900*	9,200
• Hourly Capacity in One Direction (number of passengers per hour per direction)	5,000	1,000
• Travel Times (79th Avenue to Central Avenue/Washington)	19 Minutes	26 Minutes

*Based on 2010 Evaluation

Technologies Considered

Light Rail Transit



Bus Rapid Transit



RECOMMENDED

Daily Boarding Estimates for the Recommended LRT Alternative

Daily Boardings Estimate	Phoenix West LRT (2031) (79th Ave to Downtown Phoenix) 9.85 Track Miles	Phoenix West LRT (2031) (79th Ave to 19th Ave/Dunlap) 19.55 Track Miles
Average Daily Boardings	18,900	39,900
Boardings Per Mile	1,918	2,040

Source: METRO 2010

Capital Funding Sources for the Phoenix West Extension LRT Project (YOE\$ millions)

Funding Source	Amount (YOE \$ million)
Public Transportation Fund	\$183.6 – \$194.5
T-2000 (City of Phoenix)	\$220.3 – \$233.4
Congestion Mitigation Air Quality (CMAQ)	\$208.10
FTA Section 5309 New Starts	\$612.00
Total:	\$1.224-\$1.248 billion

Source: METRO 2012

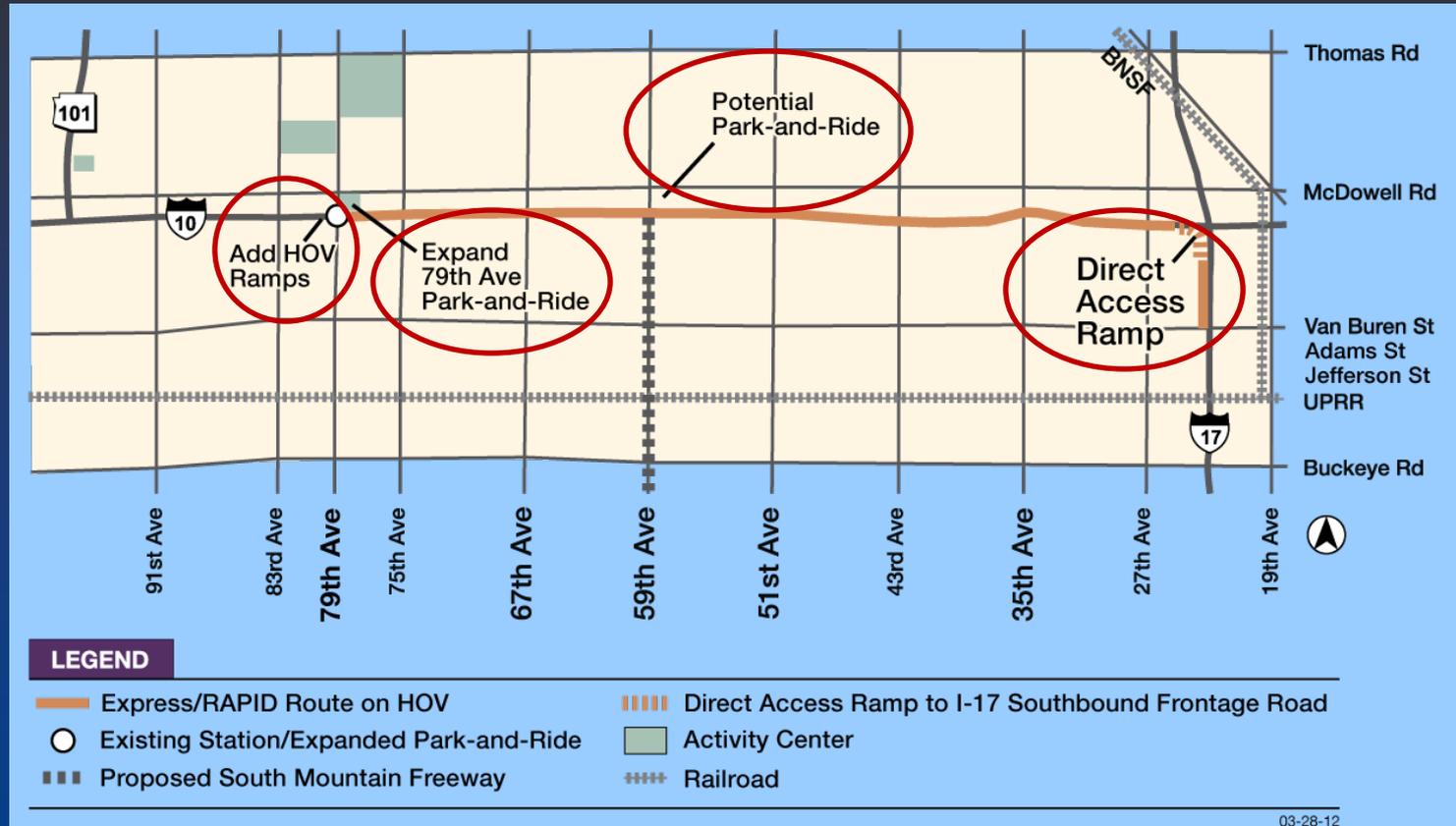


Operating Costs - Phx West Ext. LRT Project

- The operating costs match the proposed capital expenditures, including: bus feeder connections to the light rail end-of-line station, and interlining with the existing 20-mile system.
- The annual opening year operating costs, in 2023 dollars, are:
 - 79th Avenue to Downtown Phoenix – \$17.0 Million
 - 79th Avenue to 19th Avenue/Dunlap – \$29.3 Million

Other Recommendations:

Corridor Advanced Transit Opportunities





Action

Information, discussion, and possible recommendation to accept the Phoenix West Alternatives Analysis for the:

(1) A Locally Preferred Alternative for the Phoenix West corridor, including a light rail alignment along I-10 from 79th Avenue to I-17; southbound along I-17 Southbound Frontage Road; east along Van Buren Street to 18th Avenue; southbound along 18th Avenue to Jefferson Street; then east to 7th Avenue along Jefferson Street; and then along the Washington/Jefferson couplet to downtown Phoenix.

(2) Inclusion of a potential early action bus program (*Corridor Advanced Transit Opportunities*) that consists of near term improvements and investments to improve existing mobility, enhance transit service, and lay the groundwork for future light rail service within the study area.

(3) Future consideration for increased transit service for areas within and west of the study area, per the long range transit needs identified in MAG's Regional Transit Framework Study, through the regional transportation system planning process.

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