

MAG-BNSF RAILWAY - GRAND AVENUE COMMUTER RAIL CORRIDOR COST ANALYSIS UPDATE



Maricopa Association of Governments

TPC

May 16, 2012

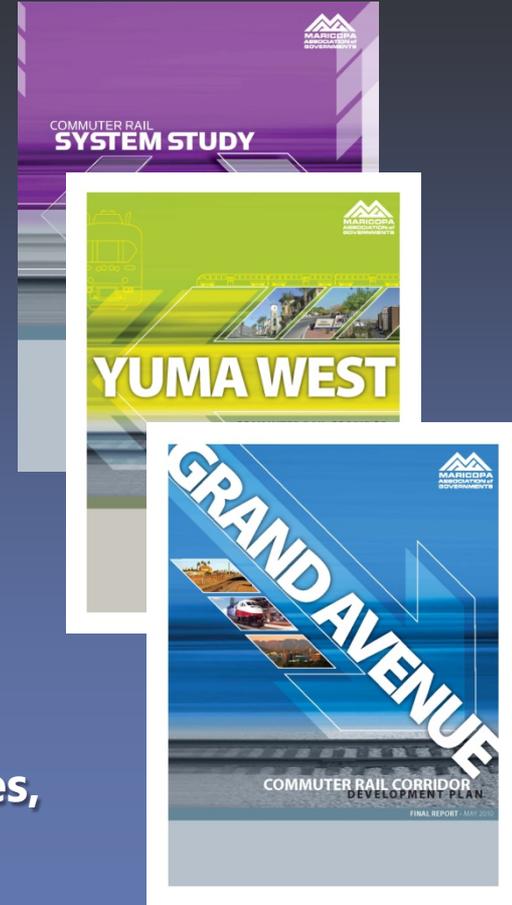
History of Grand Avenue Rail

- Opened in 1895 by the Santa Fe, Prescott & Phoenix Railway
- Daily passenger trains from Phoenix to Glendale, Peoria, Wickenburg, Parker, Prescott, Williams, Grand Canyon and Flagstaff (with connections to Chicago and Los Angeles) for nearly 85 years.
- Final Santa Fe passenger train via Grand Avenue Corridor – April 30, 1969
- Burlington Northern and Santa Fe merge in September 1995, creating BNSF Railway

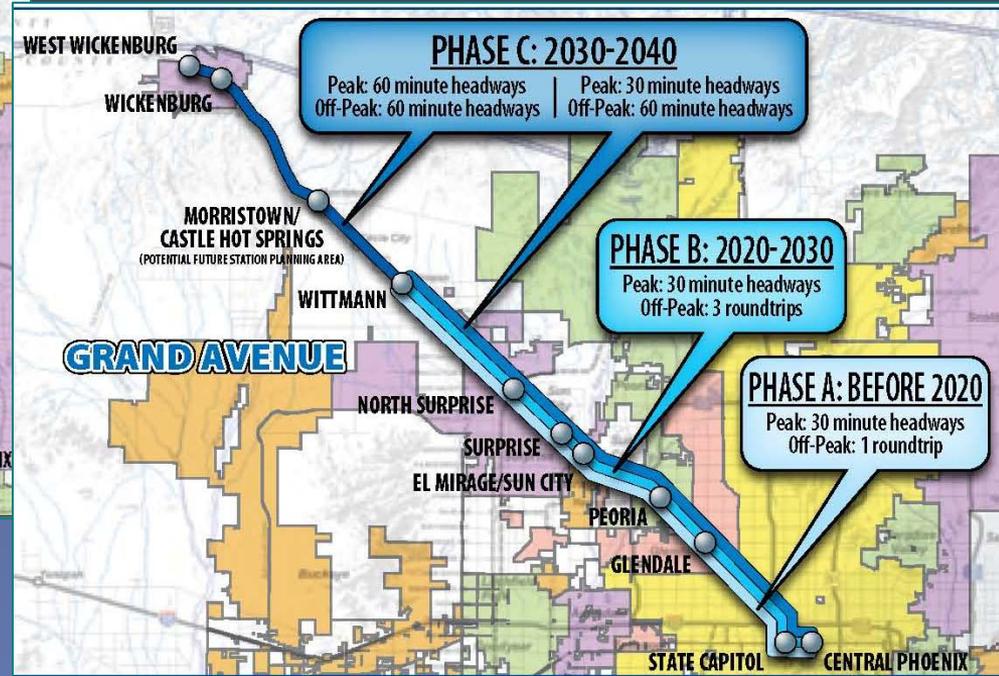
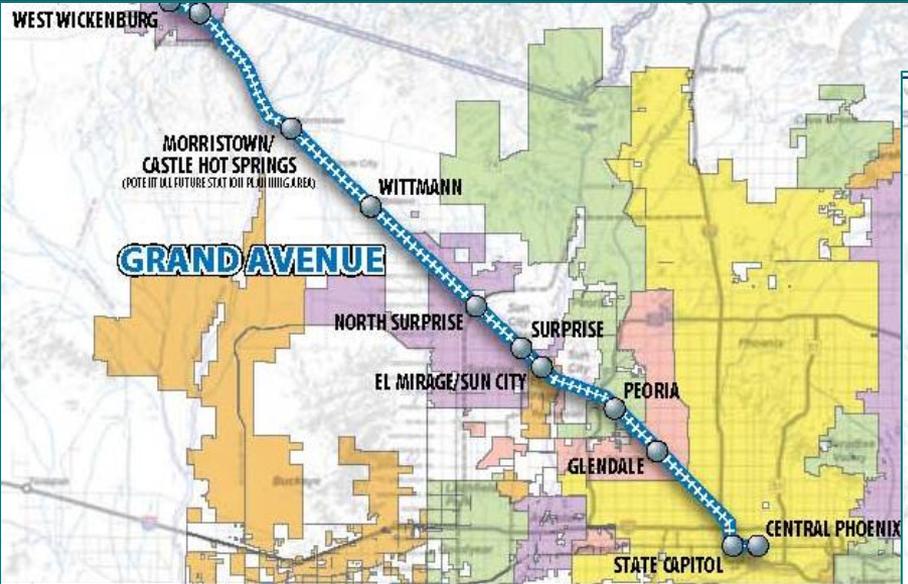


MAG Commuter Rail System Study

- Multimodal RTP approved by voters in November 2004
- Commuter rail study funds allocated to MAG in RTP
- Commuter rail Strategic Plan completed in 2008
- Commuter rail System Studies Project added to MAG work program in January 2009, completed in 2010.
- Study purpose - Evaluate passenger rail service on existing freight corridors and possible extensions
- Prioritize implementation of commuter rail service through evaluation of:
 - Ridership Potential
 - Operating Strategies
 - Capital and Operating Costs
- System study recommends:
 - **Corridor ranking, ADOT coordination, further studies, Next Steps**

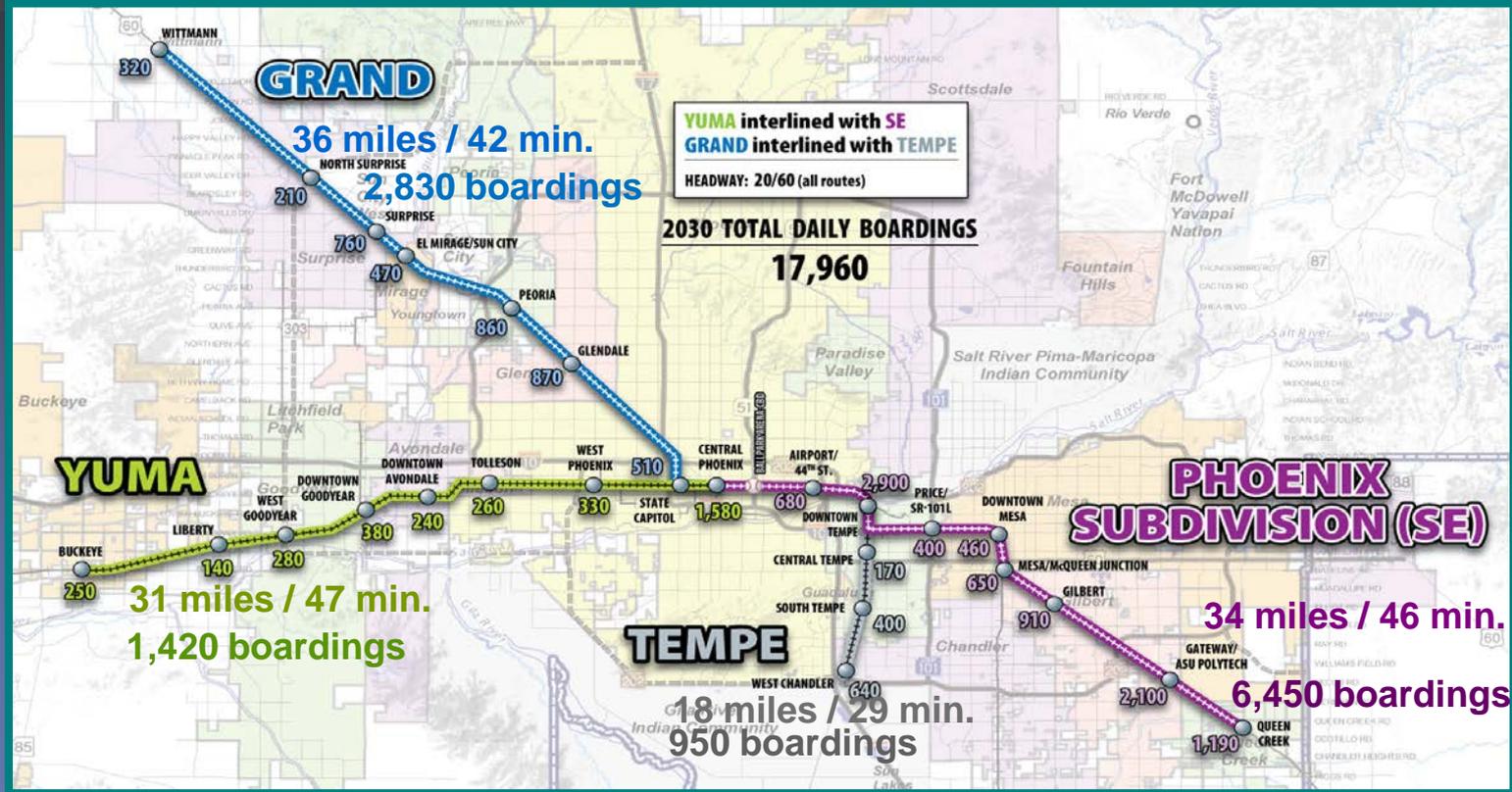


MAG Grand Avenue Commuter Rail Corridor Development Plan



Overall Most Productive Commuter Rail System

2030 Daily CRT Boardings by Station



Commuter Rail Implementation Steps

1. Continued coordination with ADOT and railroads
2. Determine liability and indemnification statutes
3. Regional Sustainable Transportation and Land Use Integration Study
4. Identify local funding
5. Develop and implement governance plan
6. Railroad agreements
7. Design and construction
8. Operation



BNSF Railway Passenger Rail Principles

- Ensure that current and future passenger use of freight capacity is replaced and fully paid for.
- Ensure that all passenger rail access to freight rail assets is achieved through an arm's length, bilateral negotiation between the public entity seeking to provide service and the private freight rail carrier.
- Ensure that passenger rail use contribute fully allocated costs for use of freight lines.
- Ensure adequate commuter rail/ICPR capital and operating funding is available to provide envisioned service.
- Provide separate right of way for high speed passenger rail in corridors which meet volume/freq. speed targets.



Focus Development and Maximize VELOCITY

- BNSF master plan includes two Southwest Logistic Centers in metro Phoenix.
- Proposed logistic centers provide bookend industrial hubs in future Glendale and Surprise.
- State of the art rail infrastructure and high tech facilities that create a regional transportation hub within the greater southwest US.



MAG-BNSF Railway - Grand Avenue Commuter Rail Corridor Cost Analysis Update

BNSF Railway recently suggested to MAG that 2010 cost assumptions for the capital, operations and rail vehicles on Grand Avenue mainline may be candidate for revision.

Many recent industry changes in signal technology, crew management, track profiles and vehicle technology, such as the Denton County, Texas A-Train.

BNSF offered, at no cost to the MAG Region, to task their passenger rail department to work with MAG planners to revise only the financial, operating and capital

Study would not update regional socioeconomic, census or ridership data.

Information within the study would apply only to BNSF's Grand Avenue corridor.

On-call study to commence in the fall of 2012.



Opened June 2011
New Vehicles Fall 2012

Denton County Transit Authority (TX) ~ DCTA A-Train ~ DMU – Diesel Multiple Unit





CONCEPTUAL PHOTO SIMULATION OF MAG REGION COMMUTER RAIL SYSTEM.

Thank you.

Questions and comments? Please contact:

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