

LPA & Proposed Major Amendment: South Central LRT

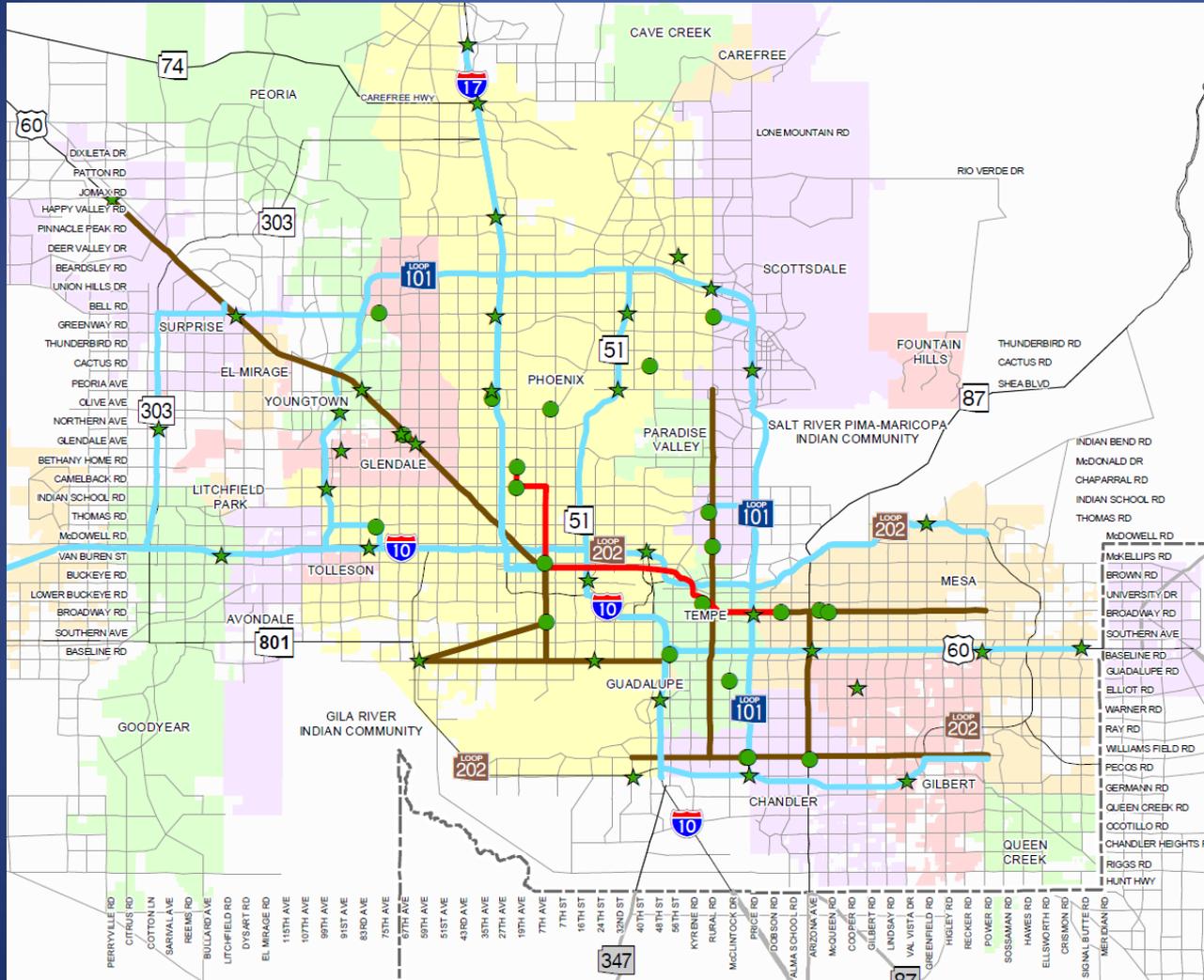


Transportation Review Committee

July 31, 2014

Eileen Yazzie

Proposition 400 Map



2006 Update
Regional Transportation Plan

Fig. 8-2
REGIONAL TRANSPORTATION PLAN

Bus Rapid Transit (BRT)

- Approved Minimum Operating Segment
- Arterial BRT Routes
- Freeway BRT Routes
- ★ Planned or Existing Park-and-Rides
- Planned or Existing Transit Centers
- County Boundary
- Freeways/Highways
- Other Roads

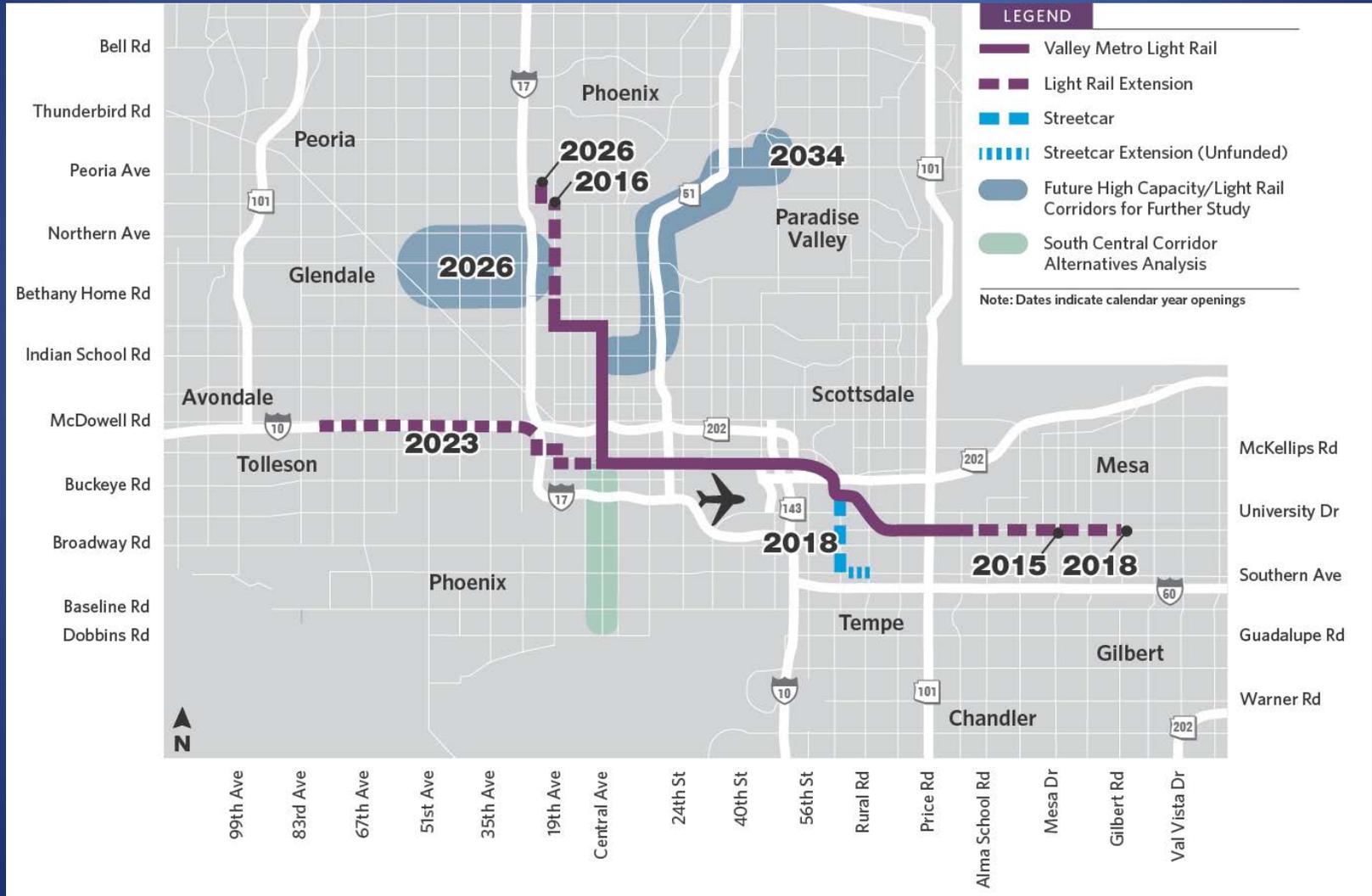
Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).

MAP AREA

MARICOPA COUNTY

Future High Capacity Transit Systems



Alternatives Analysis

Initiated: 2012

- Purpose: develop a recommendation for high capacity transit improvements in the study area
 - Mode
 - Alignment
 - Station location
 - Street configuration
- Phoenix City Council approvals in May 2013
 - Leading alternative (light rail on Central Ave.)
 - Formation of a community working group



Study Area

About 6 miles in length

About 1 mile on either side of the corridor

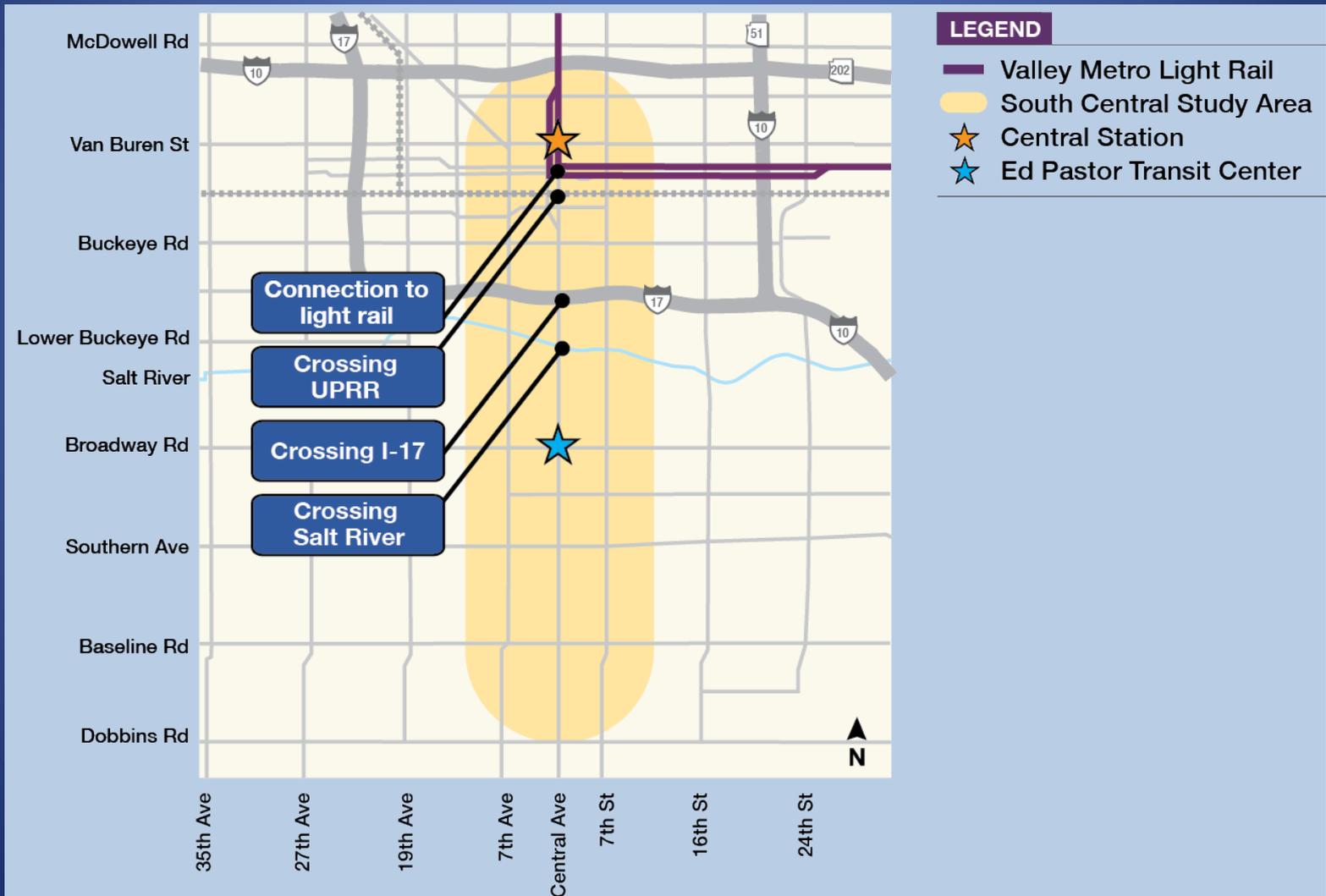


Figure 14 – Tier 1 Alignment Alternatives Carried Forward for Additional Study

Alternative 1



Alternative 2



Alternative 5



Tier 2 Evaluation

- **10 Evaluation Categories:** Mobility Improvement, Traffic Impacts, Land Use & Econ. Development, Community Support, etc.
- **Technology:** Bus Rapid Transit (BRT), Modern Streetcar (MSC), Light Rail Transit (LRT)
- **Public Involvement:** City of Phoenix -Community Working Group and extensive public outreach
- **Engineering Constraints:** Bridges, UPRR and Grade Separations, I-17

Locally Preferred Alternative (LPA)

Light Rail on Central and 1st Avenues



Agency Actions

Phoenix City Council

December 2013

- LPA approved



April 2014

- Formation of a community-based committee to prepare a plan for Transit 2000 extension
- South Central financing as part of Transit 2000 extension
 - Capital
 - Operations and maintenance

Valley METRO Rail

June 2014

- LPA Approved



Project Cost Estimate



- Total Capital cost estimate: \$680M (YOES)
 - Phoenix transit tax
 - Possible federal discretionary funds
 - No regional PTF
- Annual operating costs = \$16 million (2034\$)
 - Phoenix transit tax
 - Farebox

Schedule

Program project for 2034 opening



Major Amendment Process

The proposed amendment to the RTP qualifies as a Major Amendment in accordance with A.R.S. 28-6301, which states that a Major Amendment means 'the addition or deletion of . . . a fixed guideway transit system that either exceeds one mile in length or exceeds an estimated cost of forty million dollars as provided in the RTP.'

RTP - Major Amendment Process

Next Steps

When?	Who?	Action
August 2014	MAG Management, TPC & Regional Council	Approve LPA and Initiate Major Amendment Process
September 2014	Maricopa County Bd of Sup., RPTA, State Transp. Board	Recommend approval of Major Amend.
October – December 2014	MAG Transp. Review Comm., MAG Management, TPC & Regional Council	Recommend approval subject to the necessary air quality conformity analysis (AQCA)

RTP - Major Amendment Process

Next Steps

When?	Who?	Action
April 2015	MAG Transp. Review Committee	Recommend approval of RTP Amendments
May 2015	MAG Management, TPC. & Regional Council	Recommend and Approve of RTP, Amendments and AQCA

Requested Action

Possible recommendation to approve

- (1) LPA for the South Central project, including light rail transit on Central Avenue from Washington/Jefferson to Baseline Rd; and
- (2) (2) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee for the major amendment process, as required by A.R.S. 28-6353, on the proposal to add the 5 mile light rail transit (LRT) extension on Central Avenue from Downtown Phoenix (near the existing LRT turns at Washington and Jefferson streets) to Baseline Road to the 2035 MAG Regional Transportation Plan, contingent on the finding of air quality conformity.