

MAG Commuter Rail Strategic Plan

Management Committee Briefing

November 7, 2007





Project Approach

- Convene stakeholders from around the region to define requirements
- Develop consensus for Commuter Rail in Regional Transportation Plan
 - **Role in region travel market**
 - **Define requirements for successful system implementation**





Rail Technologies

- **Light Rail**
 - Houston Metro

- **Heavy Rail**
 - San Francisco BART

- **Commuter Rail**
 - Trinity Railway Express (Dallas)





What can Commuter Rail provide for the consumer?

- Carry longer trips in congested corridors
- Offer relief in peak periods to parallel highways
- Provide service to urban centers
- Consistent travel times into the future
- Link to developing areas





Commuter Rail Service – Trip Purpose

- Commuters – Daily – Morning & Afternoon
- Mid-Day, Evenings, Weekends – Occasional Trips/Events
- Transfer Connections to Other Transit Services (Bus/LRT)





Across the U.S.

- 21 systems currently operating
- 26 systems proposed/planning
- Regions we compete with for employers and skilled employees are investing in rail
 - Denver, Salt Lake City, Seattle, Dallas, Houston





The Need in Maricopa and Northern Pinal Counties

- Population and traffic growth
- Rising transportation costs
 - \$7,823 – 2006 National avg. to drive a car 15,000 miles (AAA)
 - Fuel prices—\$90/barrel (\$23 in 2003)
- Air quality concerns
- Economic sustainability
- Existing railroad alignments

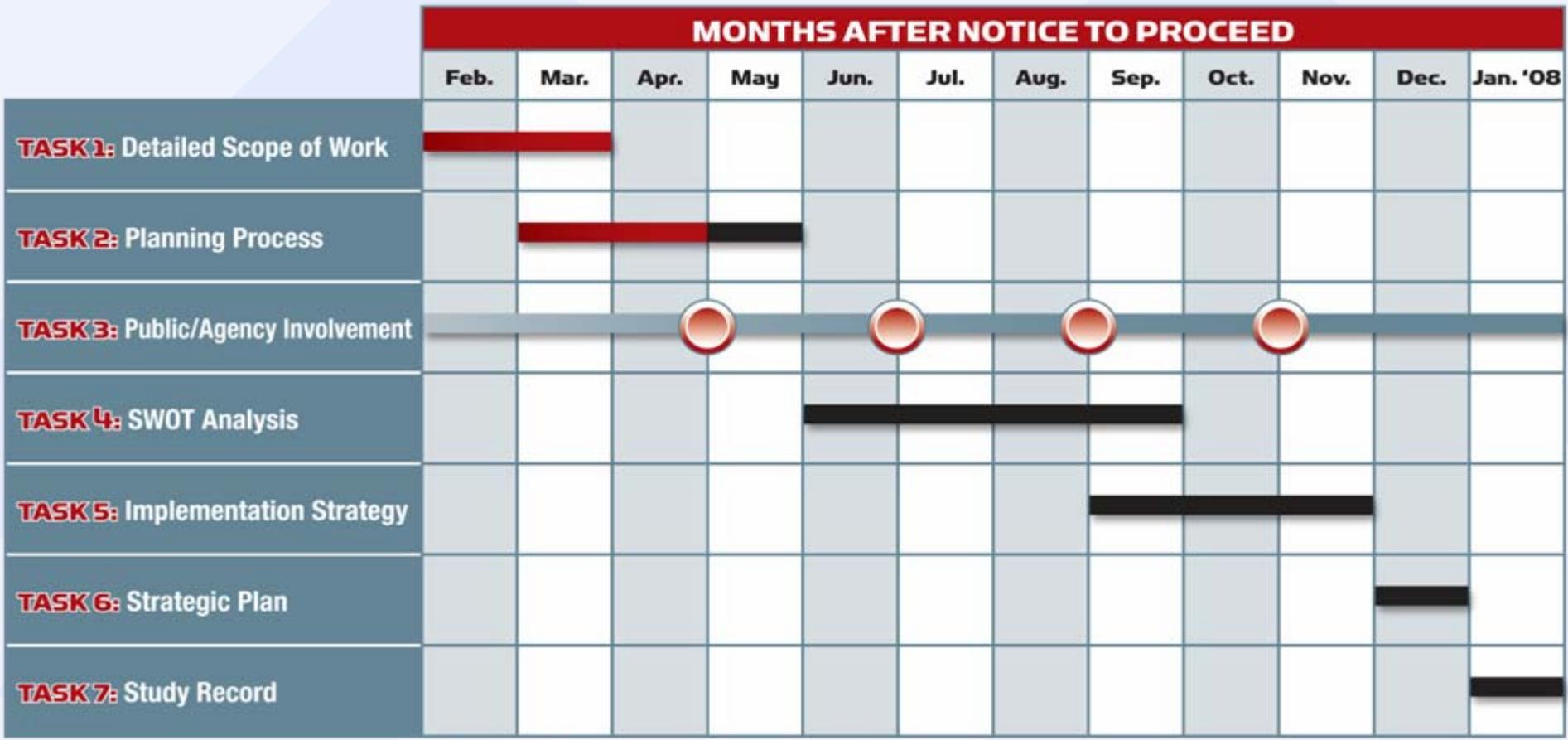


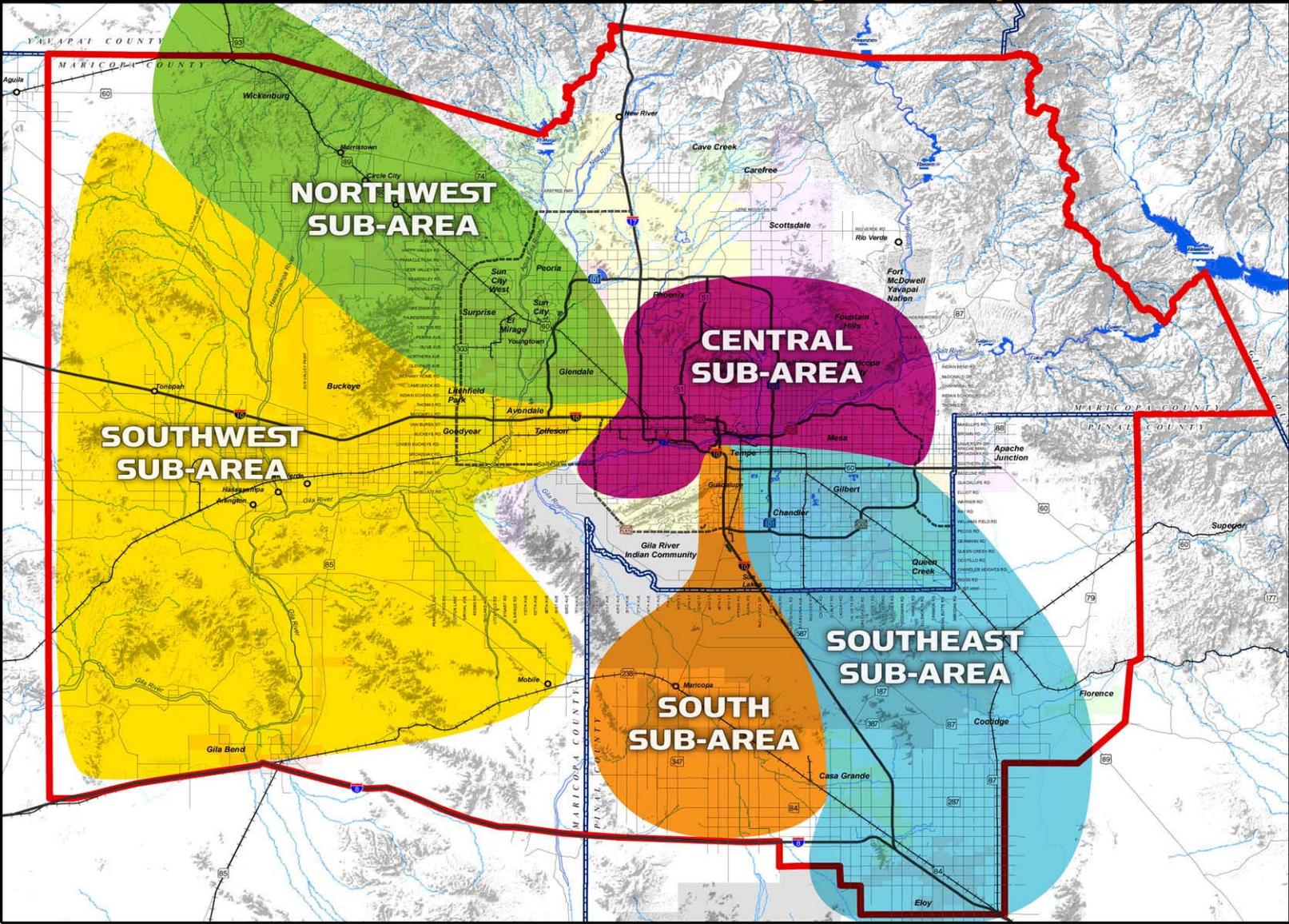
Strategic Plan Overview

- **Develop a strategy for MAG Region and Northern Pinal County to determine “how” to implement Commuter Rail**
- **SWOT Analysis – Address physical, operational, jurisdictional and financial opportunities and constraints with stakeholders**
- **Provide a Strategic Plan for adoption by MAG Regional Council**



Strategic Plan Process







Proposed Goals for Commuter Rail Strategic Plan

- 1) Employ Commuter Rail to Shape Growth**
- 2) Improve Transportation Mobility Opportunities by Implementing Commuter Rail**
- 3) Provide a Seamless and Cost Effective Commuter Rail Option**
- 4) Promote Sustainability through the Implementation of Commuter Rail**
- 5) Increase Public/Private Cooperation to Implement Commuter Rail**



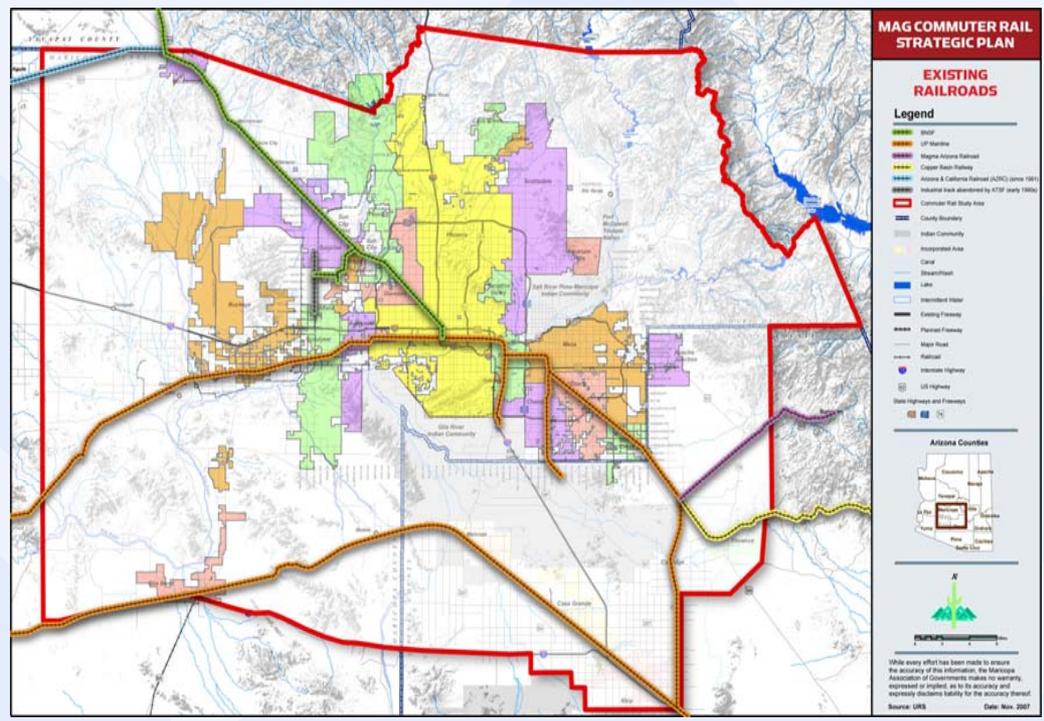
Implementation Framework

- **Concept System Plan**
- **Implementation Requirements**
- **Implementation Scenarios**
 - **Get Started**
 - **Starter System**
 - **Regional System**



Concept System Plan

- Utilize existing freight lines:
 - BNSF/Grand Avenue
 - UP Main/Chandler
 - UP Main/Southeast
 - UP Main/Tempe
 - UP Yuma/West
- Consider potential alignments in developing areas:
 - Tempe Branch to Maricopa
 - Chandler Branch to Coolidge
 - Hassayampa/Hidden Valley





Implementation Requirements

- **Governance and Administration**
 - Policy, Construction and Operations
 - Roles and Responsibilities
- **Railroad Cooperation**
 - Purchase or Capacity Rights Agreements
- **Funding and Finance**
 - Sources and Uses
 - Regional Priorities





Potential Scenarios

- **Get Started (Minneapolis)**
 - Single corridor, low cost of entry
- **Starter System (Salt Lake City)**
 - Two or more corridors, moderate cost of entry
- **Regional System (Los Angeles, Denver)**
 - Multiple corridors, complex, highest cost of entry



Scenario Implementation Requirements

- **Railroad Coordination**
- **Governance**
- **Administration, Legislation**
- **Operations**
- **Costs**
- **Funding**





Next Steps

- **Final stakeholders meeting was held on Tuesday, October 30th**
- **Draft plan for MAG staff review in December**
- **MAG Committee review process in January and February 2008**

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