



# METRO Future Projects Update

MAG Transit Committee

Wulf Grote, P.E.  
Director of Project Development

March 11, 2010



# Future High Capacity/Light Rail Transit

## 57-Mile System – Adopted 2009





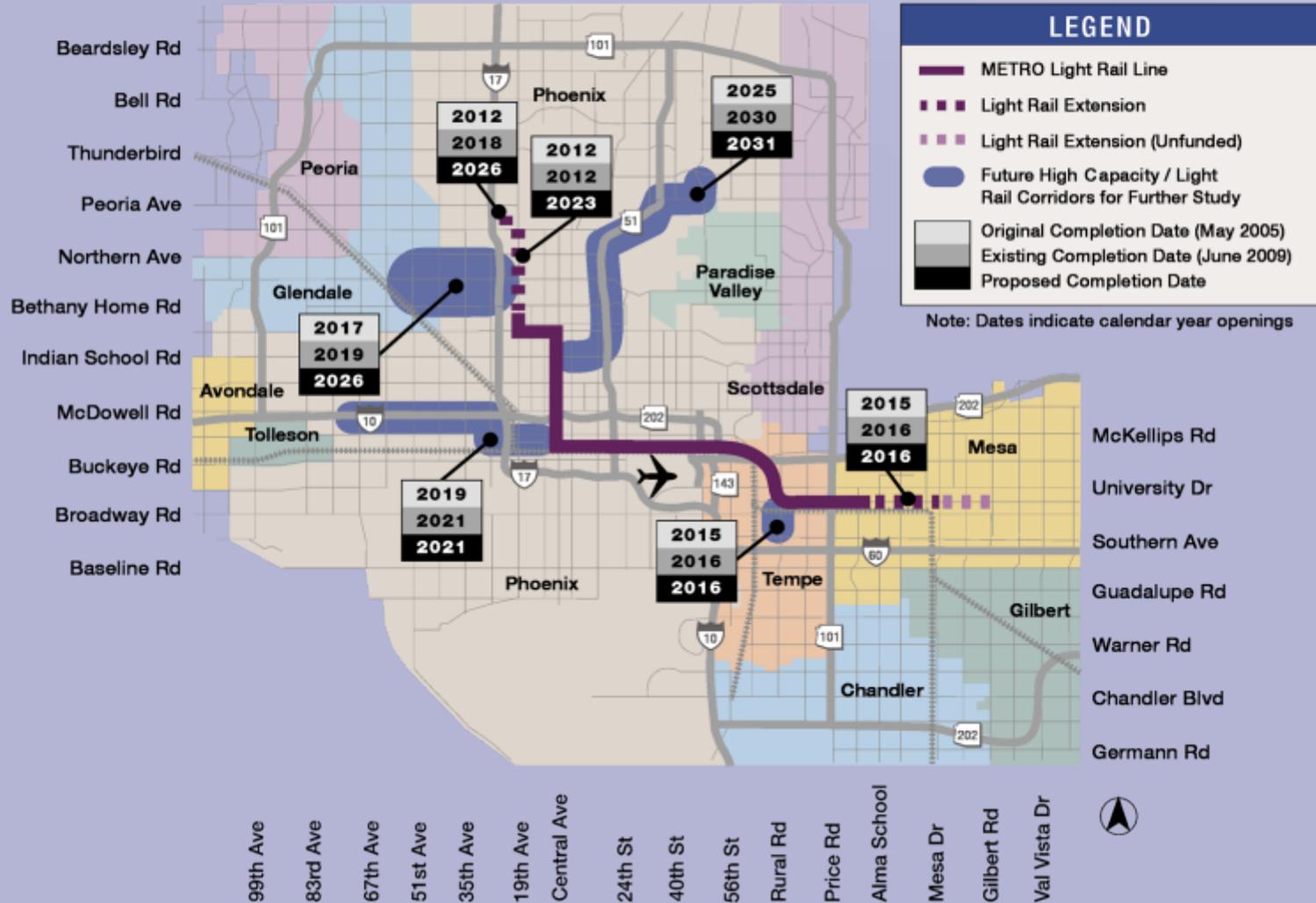
# High Capacity Transit (HCT) Funding Challenges

- **Regional Proposition 400 revenue shortfall**
  - FY 2008-09 = -\$438 million
  - FY 2009-10 = -\$62 million
- **Local funding reduced**
  - FY 2009-10 = -\$260 million
- **Federal funding potential is also affected by regional and local funding availability**



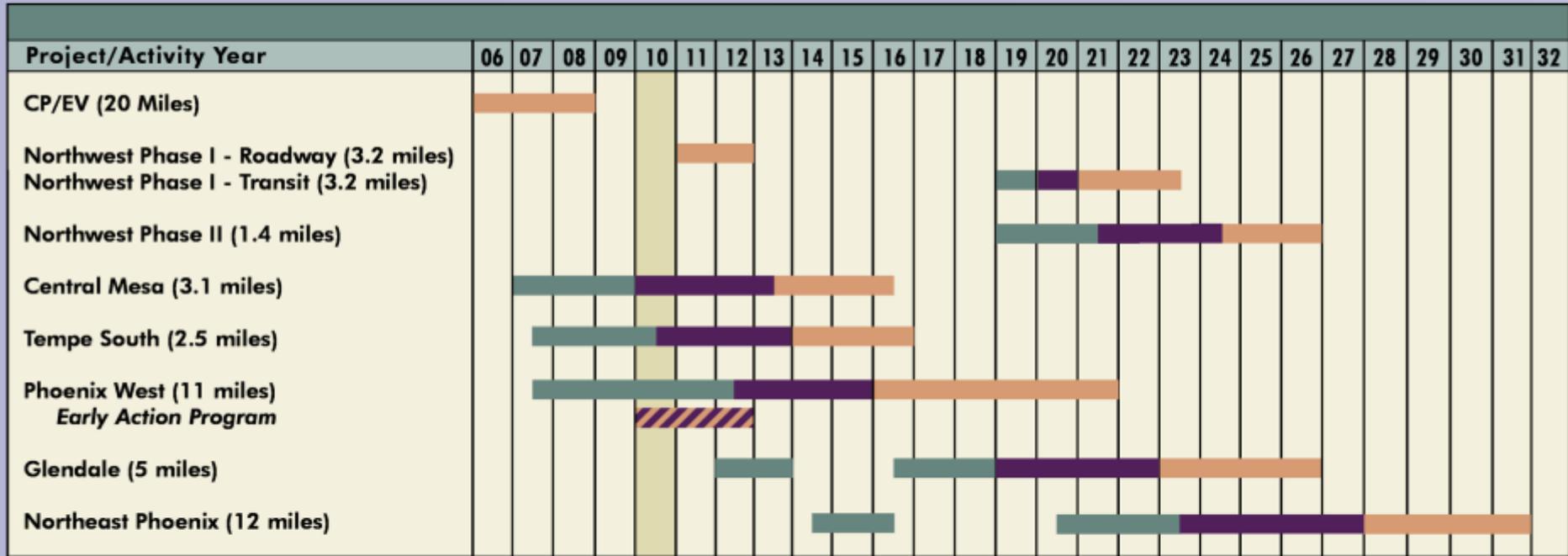
# High Capacity / Light Rail Transit

## 57-Mile System - Proposed





# Future High Capacity / Light Rail Future Projects Schedule



### LEGEND

Planning
  Engineering
  Construction

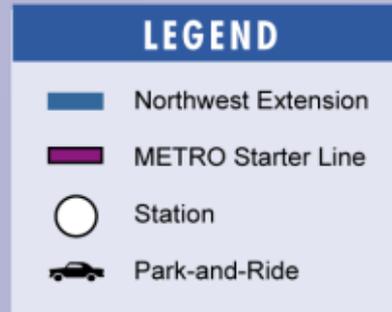
Note: Dates indicate calendar year



# Northwest Extension – Phase I

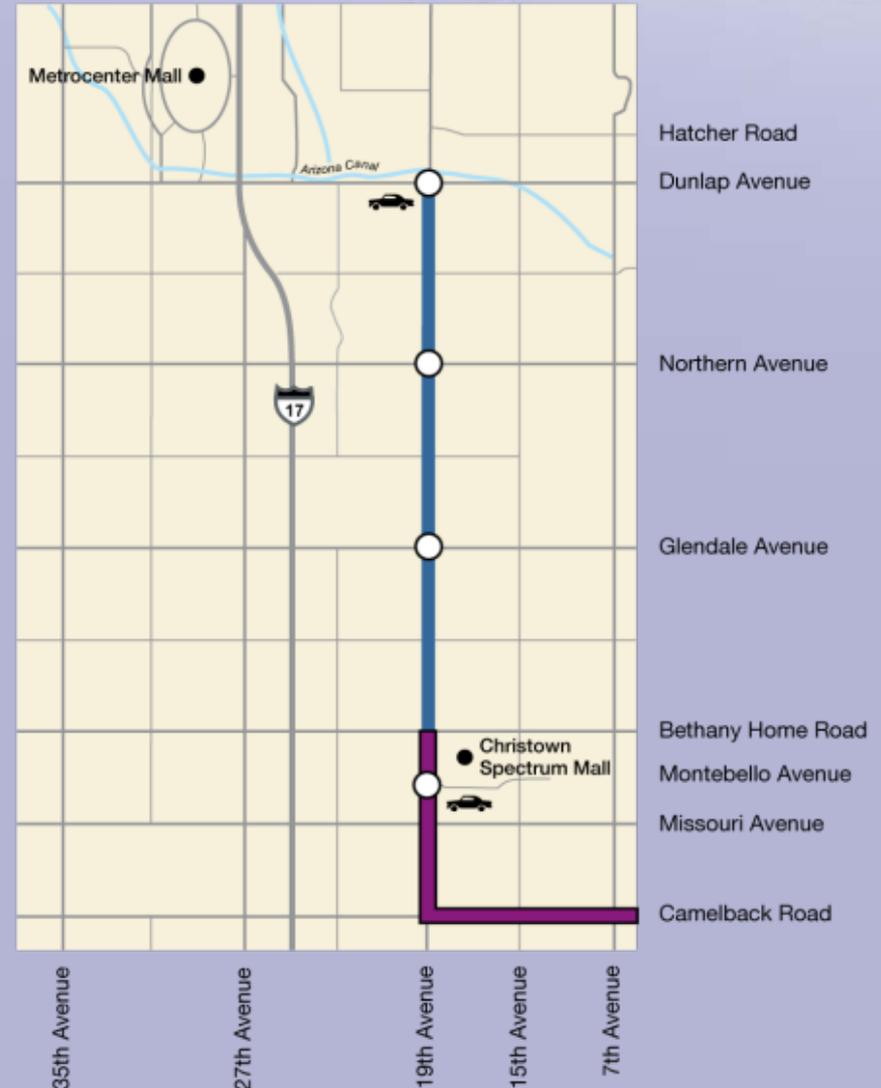


# Northwest Extension – Phase I



## Phase I

- Design Complete
- ROW Acquisition Completion – fall 2010
- Construction On Hold





# Northwest Extension Phase I

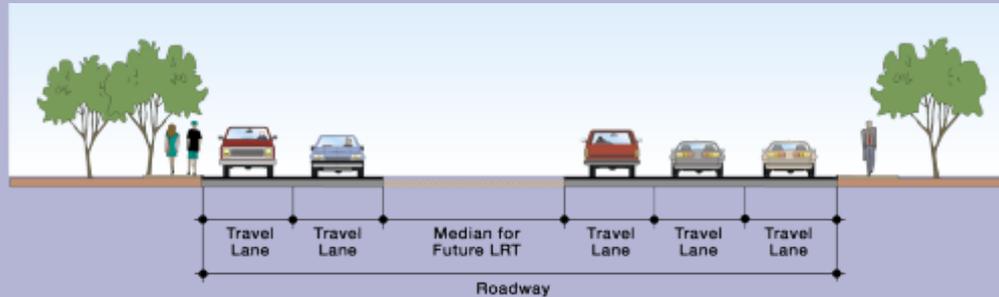
## Step 1 – Finish land acquisition and Royal Palms work – Fall 2010

- Phoenix and regional funds
- No FTA reimbursement expected



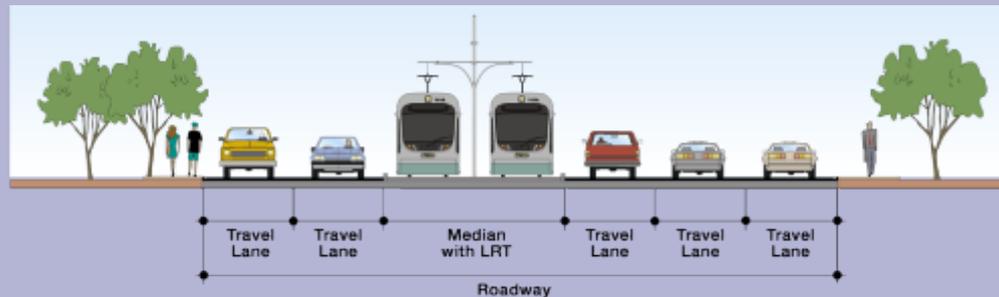
## Step 2 – Street and utility project

- Completion date - 2013
- Phoenix, regional and possibly FHWA funds



## Step 3 – LRT project

- Completion date - 2023
- FTA Small Starts, Phoenix and regional funds





# Central Mesa LRT Extension



# Central Mesa LRT Extension



## LEGEND

- Light Rail Line
- LRT Extension
- Park-and-Ride
- Existing Station
- Station
- Transit Center
- Railroad

Rev. 10-27-09



# Project Highlights

- 3.1 miles; 4 stations
- Cost Estimate = \$194 m (YOE)
- No new light rail vehicles needed
- Funding Sources
  - 5309 Small Starts = 39%
  - CMAQ = 24%
  - Regional PTF = 37%
- Daily Ridership = 4,750 (2016)





# Current Activities

- **Concept Design and Community Input**
  - Work with stakeholders to define key project design elements
  - Oct 2009 – May 2010
- **Environmental Assessment**
  - DRAFT Jul 2010
  - FINAL – Oct 2010
- **Initiate Small Starts Project Development Phase (design)**
  - Application submittal – Nov 2009
  - FTA approval – Mar/Apr 2010
- **Hire Engineering Consultant**
  - Notice to Proceed – June 2010





# Concept Design

- Station locations and layout
- Park-and-ride size and configuration
- Traffic lane configuration in downtown Mesa (2 or 4 lane)
- Turn lane requirements
- On-Street parking
- Power substation locations
- Signal/Comm. Buildings
- Street lighting and OCS
- Special trackwork
- Utility relocations
- Drainage
- ROW definition

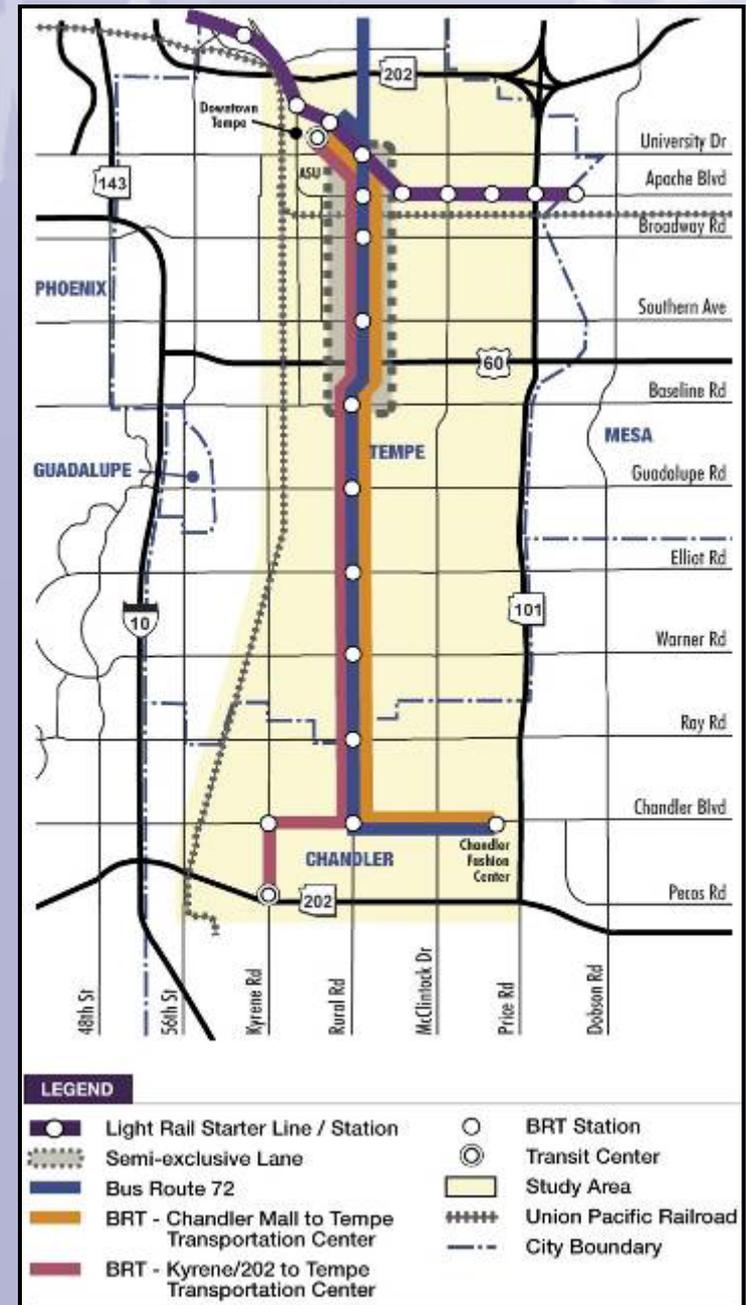
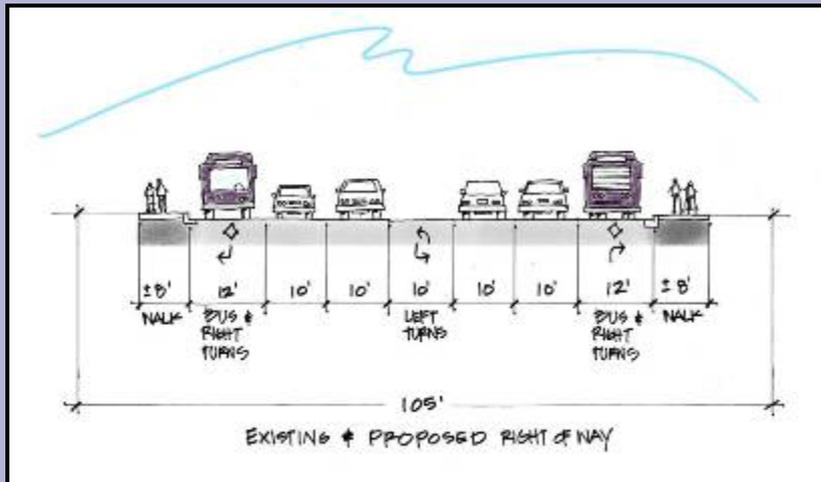




# Tempe South



# Rural Road BRT



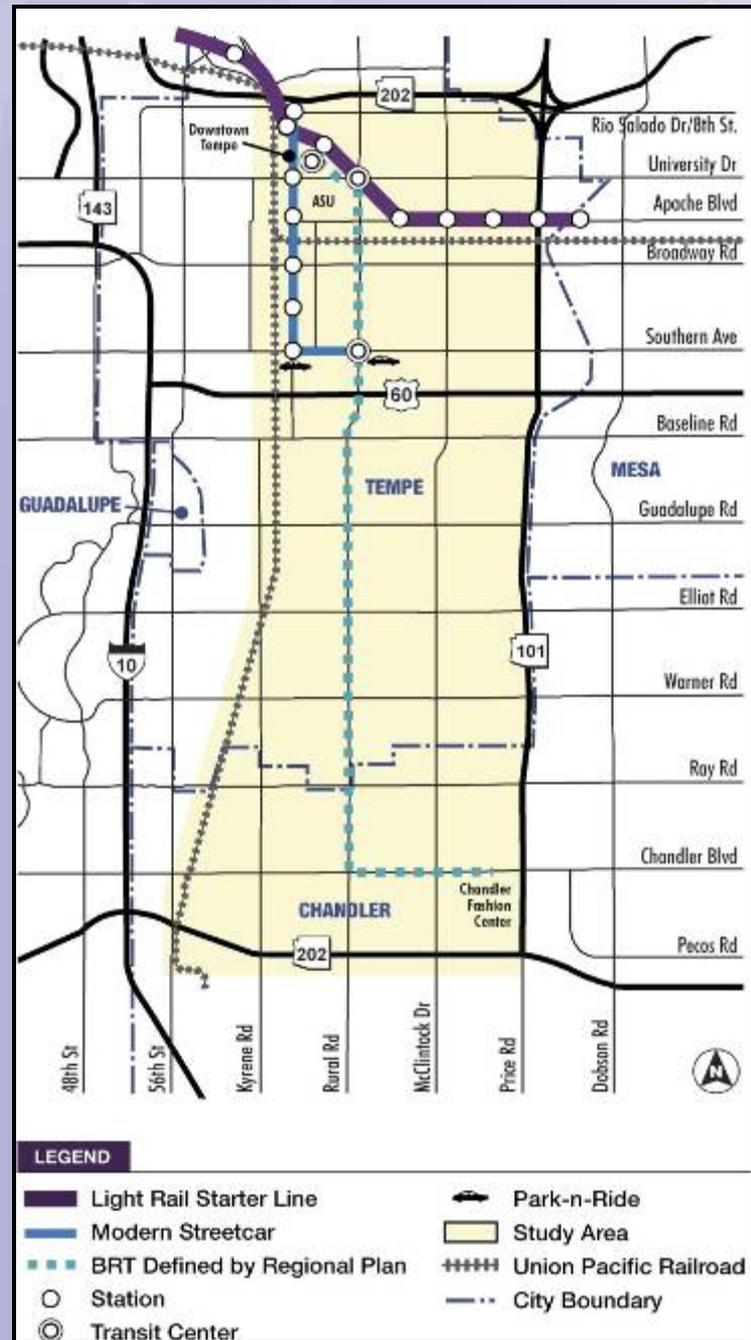


# Rural Road BRT

- RTP identified a BRT corridor on Scottsdale/Rural Roads
- PTF Funding – Tempe and Chandler portion no longer in TLCP
- PTF operating and capital funding are beyond 2026

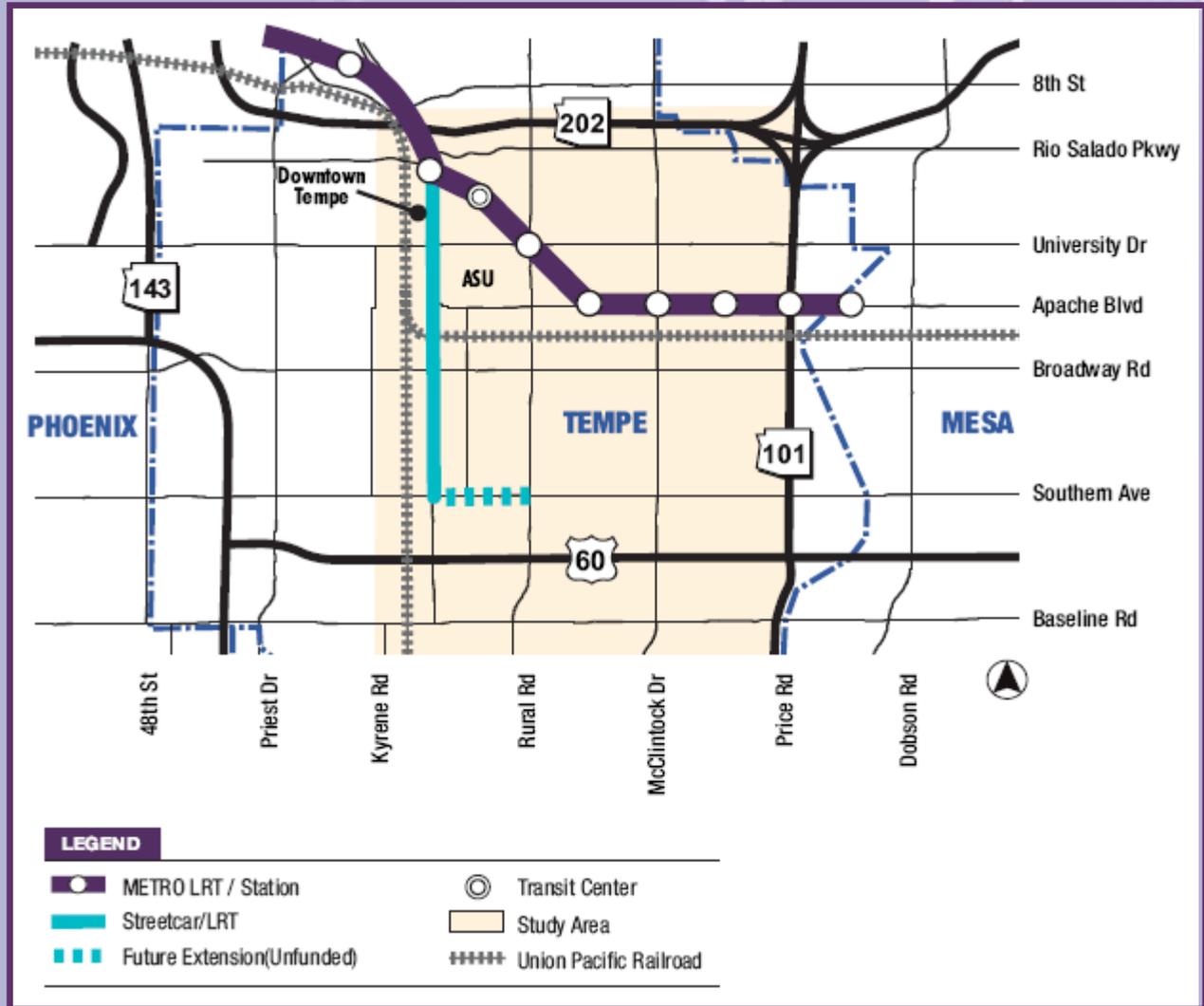


# Mill Ave Modern Streetcar





# Modern Streetcar - 2.5 mile initial phase





# Mill Ave Modern Streetcar Evaluation

- FTA Small Starts Evaluation Criteria
  - Cost-effectiveness (1/3)
  - Land Use (1/3)
  - Economic development (1/3)
- Analyzing LRT/streetcar/bus interface options
- Travel forecasting - developing small area model
- Land use assessment – existing and future plans
- Economic development potential
  - Cost Benefit Analysis (return on investment)
- Peer panel



# Tempe South Corridor Alternatives Analysis Timeline

- **Complete Technical/Funding Evaluation** April 2010
- Staff Recommendations April 2010
- Recommendations Public Review May 2010
- Tempe City Council Approval June 2010
- METRO Board Acceptance July 2010
- MAG Regional Council Adoption Aug 2010
- Small Starts Project Development  
submittal to FTA Fall 2010



# Phoenix West



# Phoenix West Mainline

## Approvals to Date

### Recommendation for High Capacity Transit Improvements in the I-10 median west of I-17:

- Phoenix City Council – April 2008
- METRO Board – June 2008
- MAG Regional Council – July 2008





# I-17 Southbound Frontage Road Preferred LRT Alignment

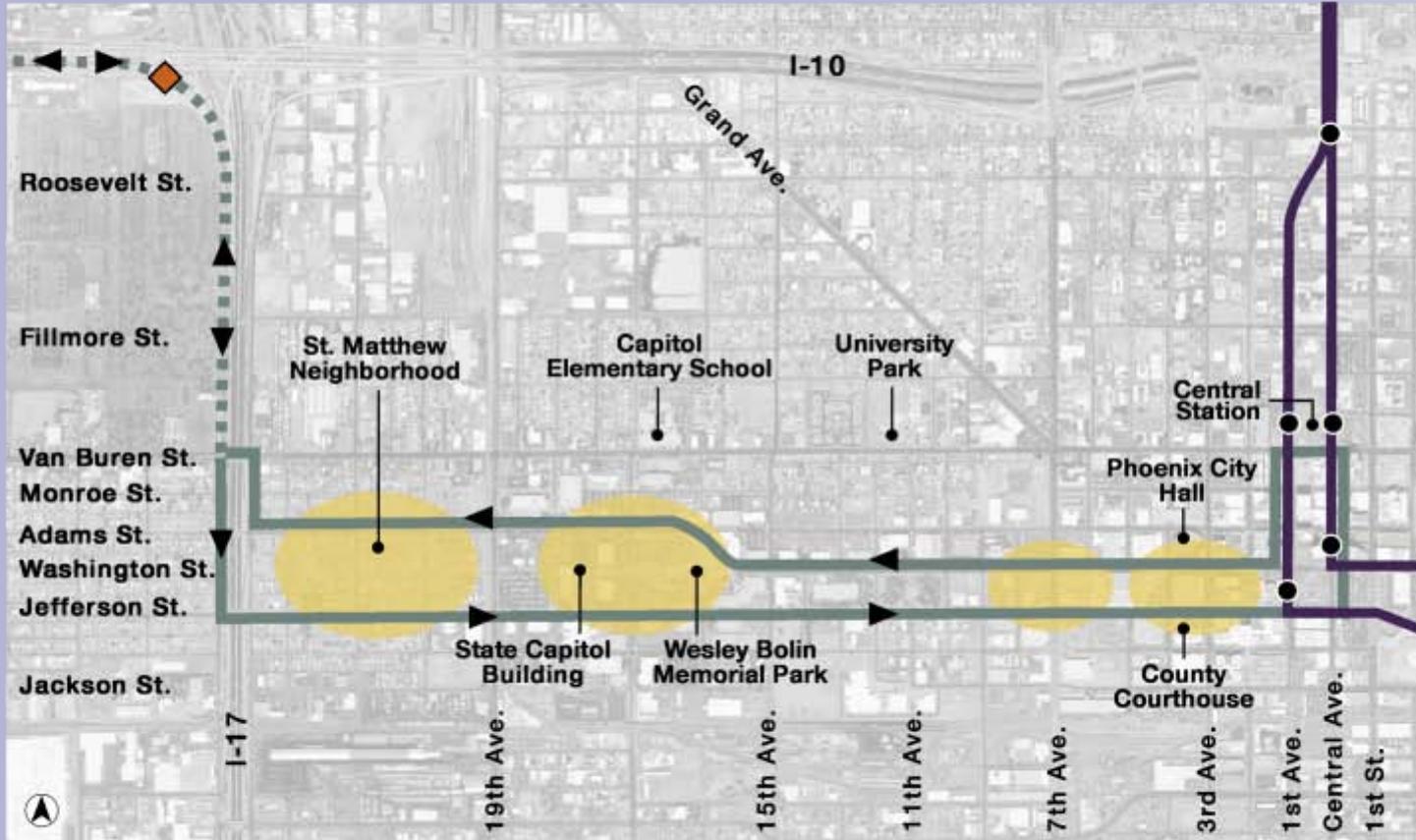


## LEGEND

- Light Rail Line/Station
- Preliminary Station Areas
- Bridge
- Early Action Street Reinforcement at CityScope
- Early Action Drop Ramps to I-17 Southbound Frontage Road
- Grade Separation (Overpass or underpass reviewed further in NEPA process)



# I-17 Southbound Frontage Road Preferred BRT Alignment

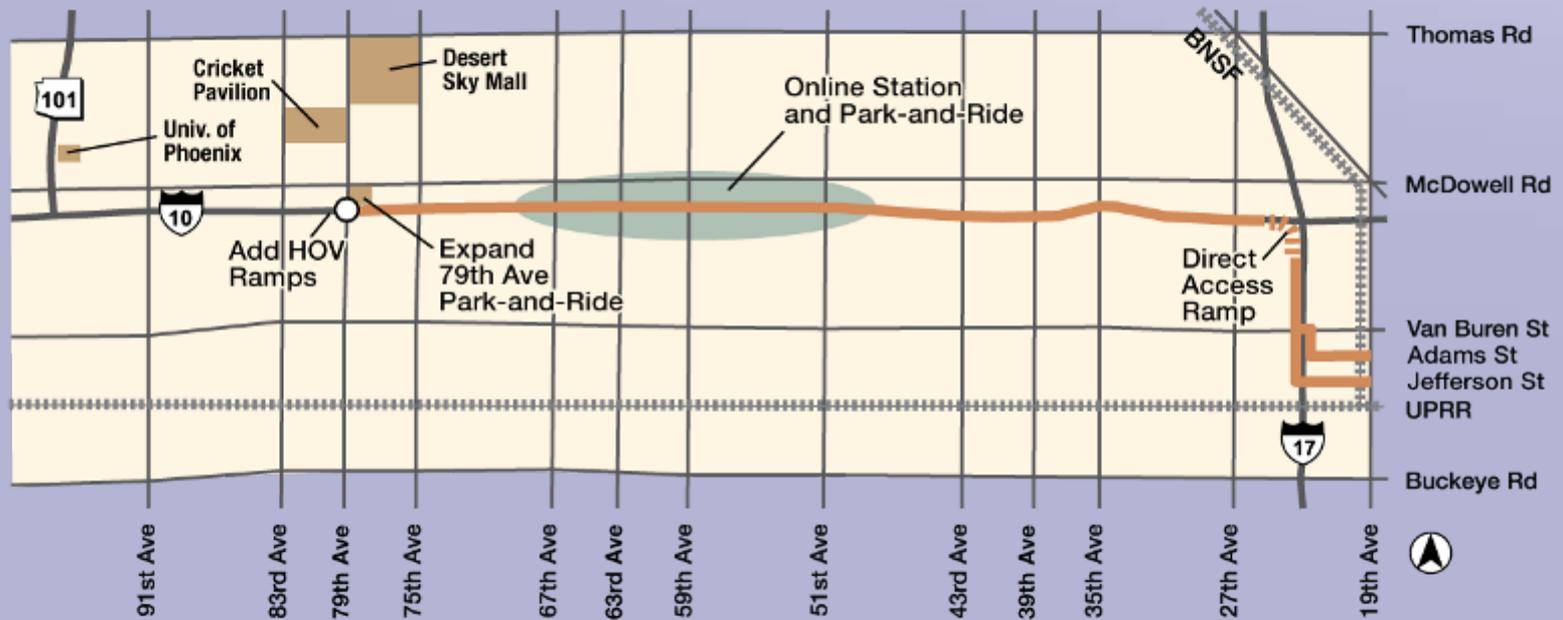


## LEGEND

- Light Rail Line/Station
- Preliminary Station Areas
- All-day BRT Route and Increased Service in Mixed Traffic
- All-day BRT Route and Increased Service in Exclusive Guideway
- ◆ Early Action Drop Ramps to I-17 Southbound Frontage Road



# Early Action Transit Program



## LEGEND

- Express/RAPID Route on HOV
- Existing Station/Expanded Park-and-Ride
- Station/Park-and-Ride Study Area
- Direct Access Ramp to I-17 Southbound Frontage Road
- Activity Center
- Railroad

01-21-10



# Early Action Program Objectives

- Right-of-Way Coordination and Preservation:
  - Facility establishes a more permanent transit presence in the I-10 Corridor
  - Facility can be converted for future HCT with minimal cost/impact to services
- Improved mobility / bus travel time
- Investment for the Future - would reduce the cost of future HCT investment
- Multi-modal Coordination
- Enhanced Connectivity to the State Capitol and other Downtown Areas of Employment



# Proposed Transit Ramp



## LEGEND

- At Grade
- - - Grade Separation



# Phoenix West Corridor Alternatives Analysis Timeline

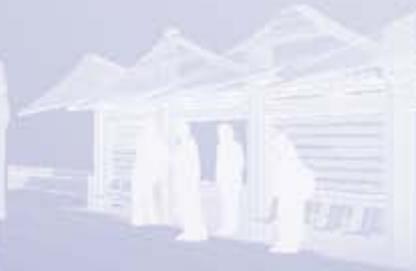
- **Complete Technical Evaluation** Spring 2010
- LPA Recommendation Spring 2010
- LPA Recommendation Public Review Summer 2010
- Phoenix City Council Approval Summer 2010
- METRO Board Acceptance Fall 2010
- MAG Regional Council Adoption Fall 2010



# Glendale



# Glendale AA – Phase I Alternative Corridors



## LEGEND

- █ Corridor 1
- █ Corridor 2
- █ Corridor 3
- █ Corridor 4
- █ Corridor 5
- █ Other RTP Corridors





# Future High Capacity / Light Rail Transit Corridors

