



Passenger Rail Planning Update

Transit Committee
August 12, 2010



July 28, 2010.

MAG Regional Council approved a resolution supporting the expansion of Amtrak passenger service into the metropolitan Phoenix region as part of the National Intercity Rail Network.

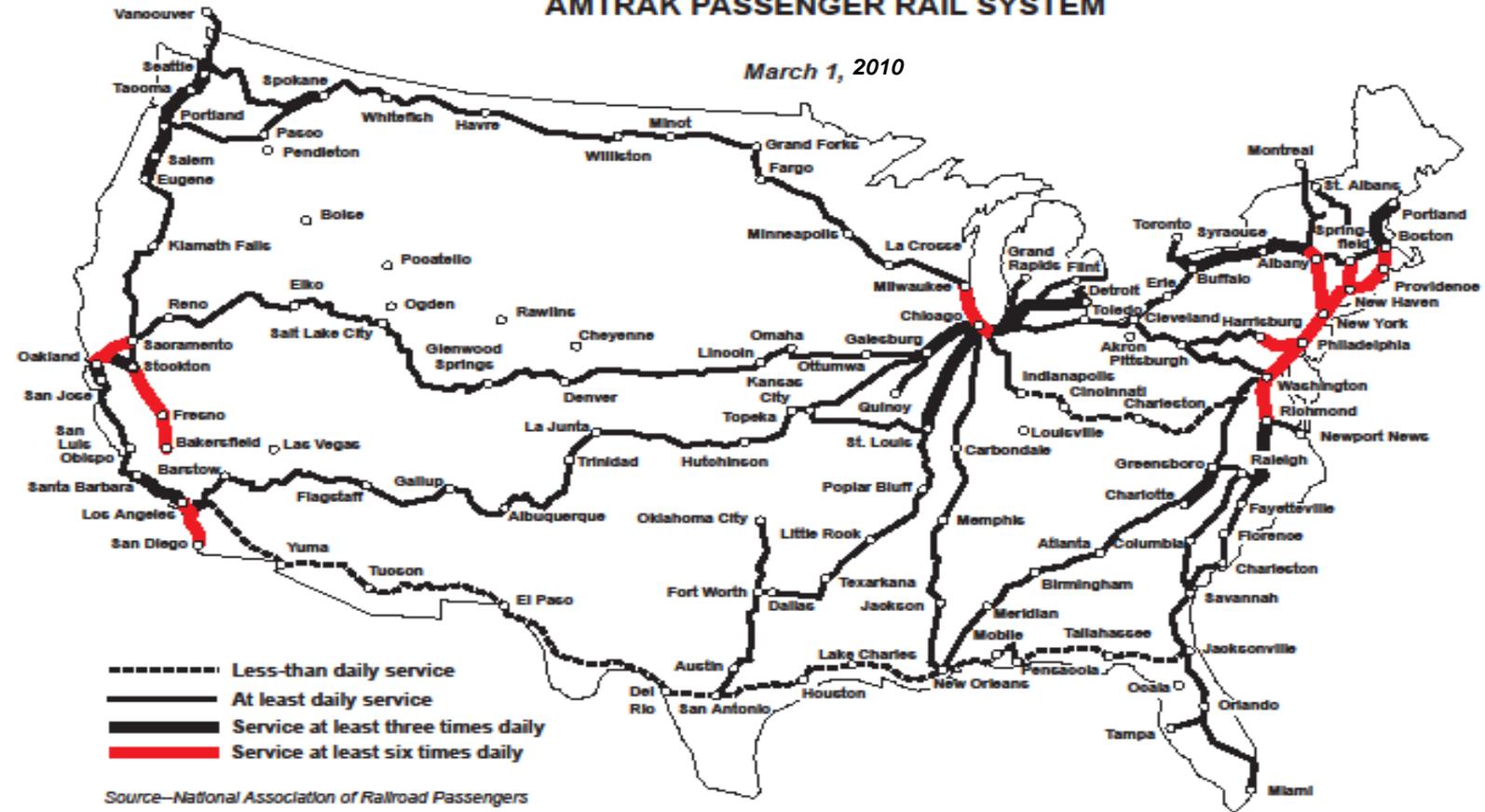
Most populous metro areas/cities in U.S. lacking Amtrak service

1. Phoenix, Arizona (Metro Population 4,281,899) Lost service in 1996.
2. Las Vegas, Nevada (Metro Population 1,865,746) Lost service in 1997.
3. Columbus, Ohio (1,773,120) Lost service in 1979.
4. Nashville, Tennessee (1,550,733) Lost service with in 1979.
5. Louisville, Kentucky (1,244,696) Lost service in 2003.
6. Tulsa, Oklahoma (916,079) Lost service in 1979.
7. Dayton, Ohio (848,153) Lost service in 1979.
8. Allentown, Pennsylvania, (808,210)
9. Baton Rouge, Louisiana (774,327)
10. McAllen, Texas (710,514)
11. Knoxville, Tennessee, (691,152)
12. Colorado Springs, Colorado (617,714)
13. Wichita, Kansas, (603,716) Service lost in 1979,
14. Boise, Idaho (599,753) Lost service in 1997.
15. Madison, Wisconsin, (561,505)
16. Des Moines, Iowa (556,230)
17. Augusta, Georgia (534,218)
18. Chattanooga, Tennessee, (518,441)
19. Tri-Cities, Tennessee, (500,538)
20. Lexington, Kentucky, (453,424)
21. Fayetteville, Arkansas, (443,976)
22. Springfield, Missouri, (426,206)
23. Corpus Christi, Texas, (415,376)
24. Fort Wayne, Indiana (411,154) Lost service in 1990.
25. Asheville, North Carolina, (408,436)



AMTRAK PASSENGER RAIL SYSTEM

March 1, 2010



Amtrak System Rail System Map - 2010



MAG Commuter Rail Studies accepted by the MAG Regional Council on May 26, 2010.

MAG COMMUTER RAIL SYSTEM STUDY

EXECUTIVE SUMMARY 2010

COMMUTER RAIL SYSTEM STUDY OVERVIEW

The purpose of the Commuter Rail System Study is to define an optimized network of commuter rail corridors and the elements needed to implement a regional commuter rail system. As envisioned, a commuter rail system would radiate from downtown Phoenix and would share existing freight track along five corridors. The System Study provides a detailed evaluation of potential commuter rail links to the East Valley (including the Tempe, Chandler, and Southeast Corridors) and links to the West Valley by incorporating the findings of the Grand Avenue (Grand) and Yuma West (Yuma) Corridor Development Plans, both of which are being produced in conjunction with this System Study.

Potential commuter rail corridors along existing railroad lines are shown below.

Source: URS Corp., 2009

COMMUTER RAIL System Study 1

MAG YUMA WEST

COMMUTER RAIL CORRIDOR DEVELOPMENT PLAN

EXECUTIVE SUMMARY 2010

YUMA WEST COMMUTER RAIL CORRIDOR DEVELOPMENT PLAN

The Phoenix metropolitan area has experienced unprecedented population growth over the last several decades, impacting all aspects of community development, land use, public service delivery, and particularly the demand on the Valley's transportation system. The western metropolitan region (or West Valley) has contributed a significant portion of the region's overall growth and, with developable land still available, is projected to continue to do so in the years ahead. The Yuma West Corridor Development Plan explores the feasibility of commuter rail to enhance mobility in the West Valley. It is assumed that commuter rail would share existing right-of-way owned by the Union Pacific Railroad (UPRR), similar to systems in other parts of the country.

Interstate 10 (I-10) is the only major freeway that connects downtown Phoenix with the communities in the West Valley. In addition to I-10, Buckeye Road is a major arterial roadway that provides a connection into downtown Phoenix and generally parallels the UPRR corridor. As the population of this area has grown, more residents are commuting along the I-10 and Buckeye Road corridors to key employment destinations in the central metropolitan area, including downtown Phoenix. Commuter rail technology can provide an additional tool to serve commuter travel demand. In addition, the implementation of commuter rail may promote economic and land use development opportunities if paired with local efforts to facilitate transit-supportive development. Many jurisdictions in the West Valley are identifying a public interest in such development in ongoing planning efforts.

Source: URS Corp., 2009

YUMA WEST Commuter Rail Corridor Development Plan 1

MAG GRAND AVENUE

COMMUTER RAIL CORRIDOR DEVELOPMENT PLAN

EXECUTIVE SUMMARY 2010

COMMUTER RAIL CORRIDOR DEVELOPMENT PLAN OVERVIEW

Maricopa County has experienced unprecedented population growth over the last several decades, impacting all aspects of community development, land use, public service delivery, and particularly the demand on the region's transportation system. The Grand Avenue Corridor Development Plan explores the feasibility of commuter rail to enhance mobility in the northwestern metropolitan region. As envisioned, commuter rail would share existing right-of-way with the Burlington Northern Santa Fe (BNSF) Railway that parallels Grand Avenue.

By 2030, the Grand Avenue Corridor is expected to experience a 41 percent increase in population and a 52 percent increase in employment. As a result of this growth, and even with planned roadway improvements and transit service programmed within MAG's Regional Transportation Plan (RTP), congestion in the Grand Avenue Corridor is expected to worsen. Levels of automobile congestion are forecasted to range from moderate to severe throughout the length of the project corridor and motorists will experience increases in travel time to reach their destinations, especially during peak commuter times.

Commuter rail service would provide an opportunity to improve mobility, reduce travel time, and provide an alternative to an automobile for commuters traveling along Grand Avenue.

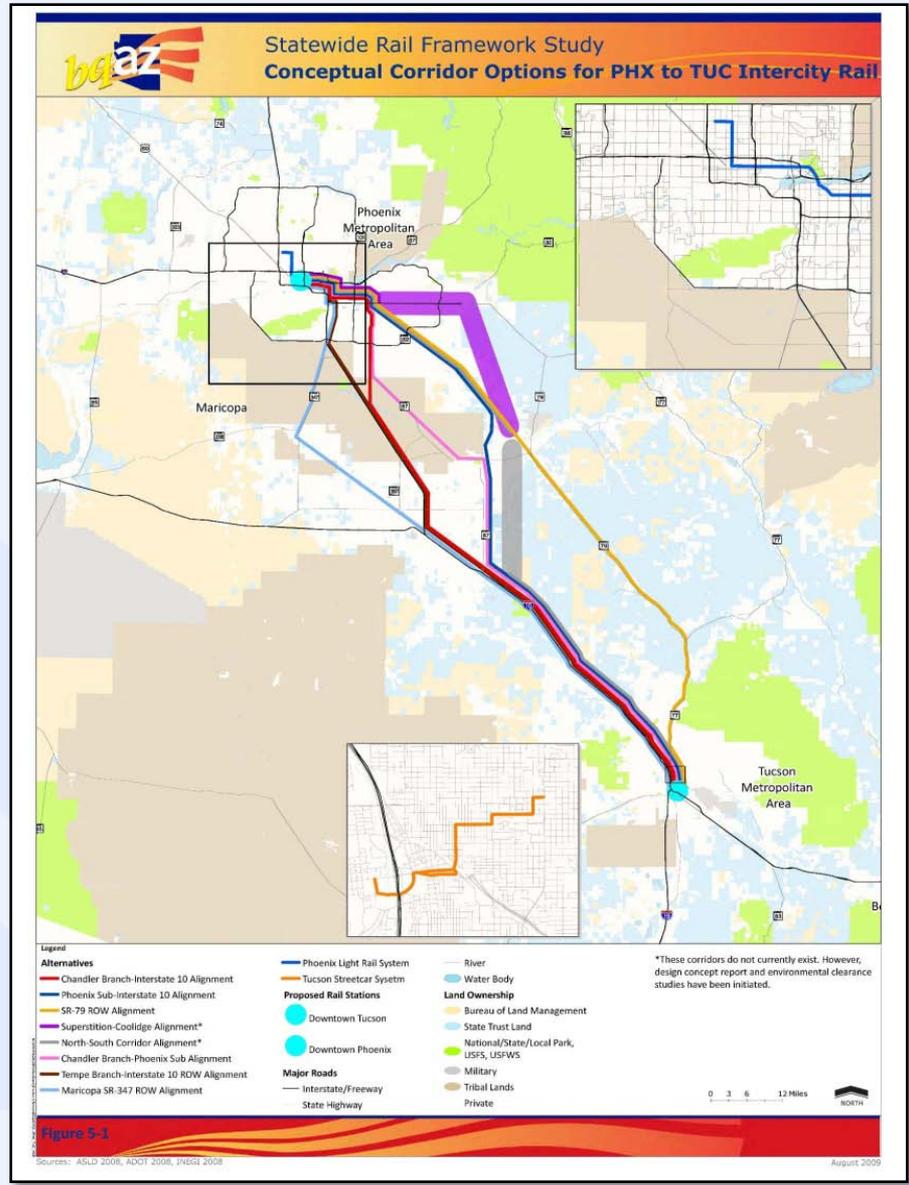
Source: URS Corp., 2009

GRAND AVENUE Commuter Rail Corridor Development Plan 1



Phoenix-Tucson Rail Alternatives (AA) / Environmental Impact Statement (EIS)

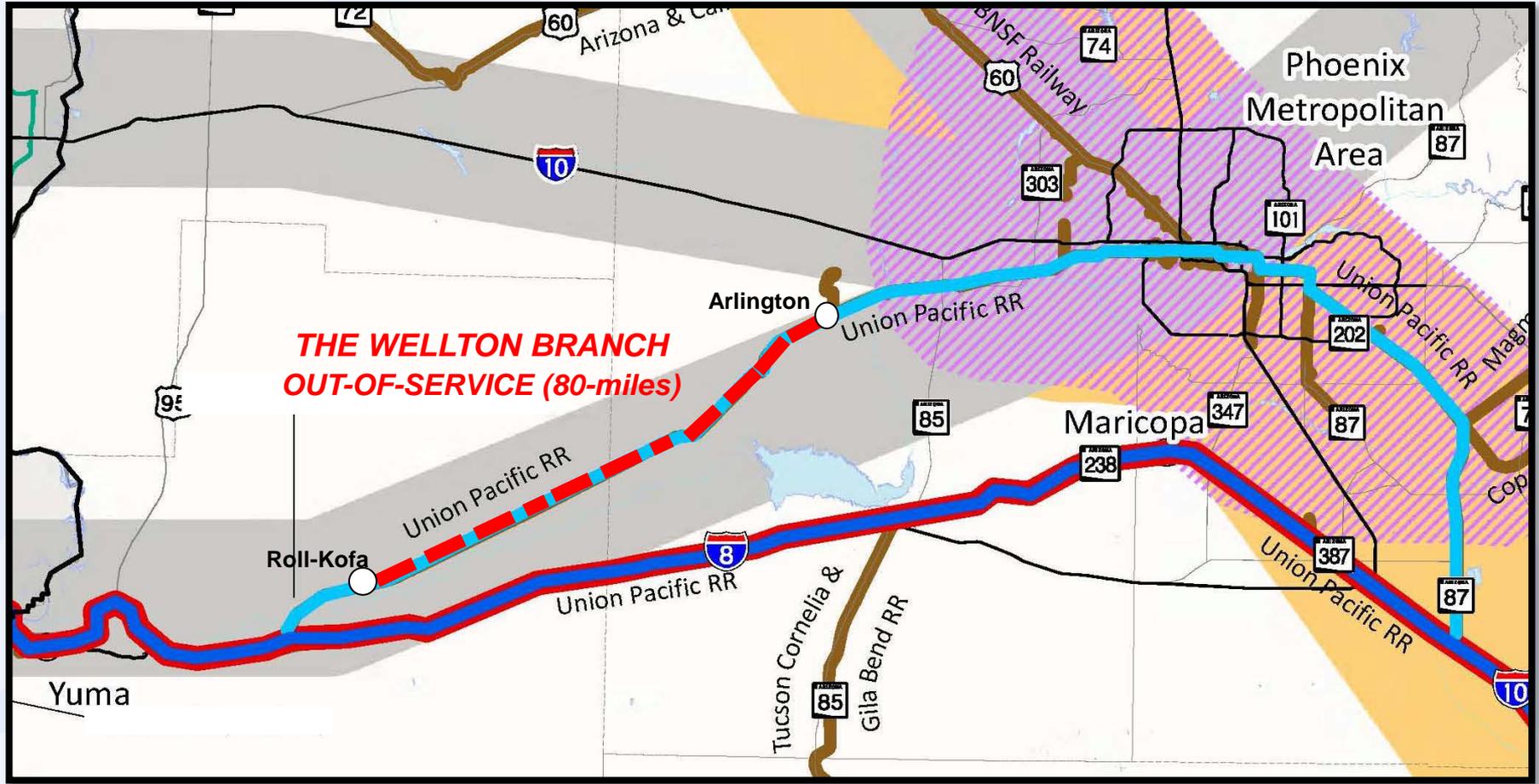
Kickoff est: September 2010





The Wellton Branch

Union Pacific Railroad's Phoenix mainline and former Amtrak route through Phoenix. 1926-1996
Amtrak's current route through Maricopa.



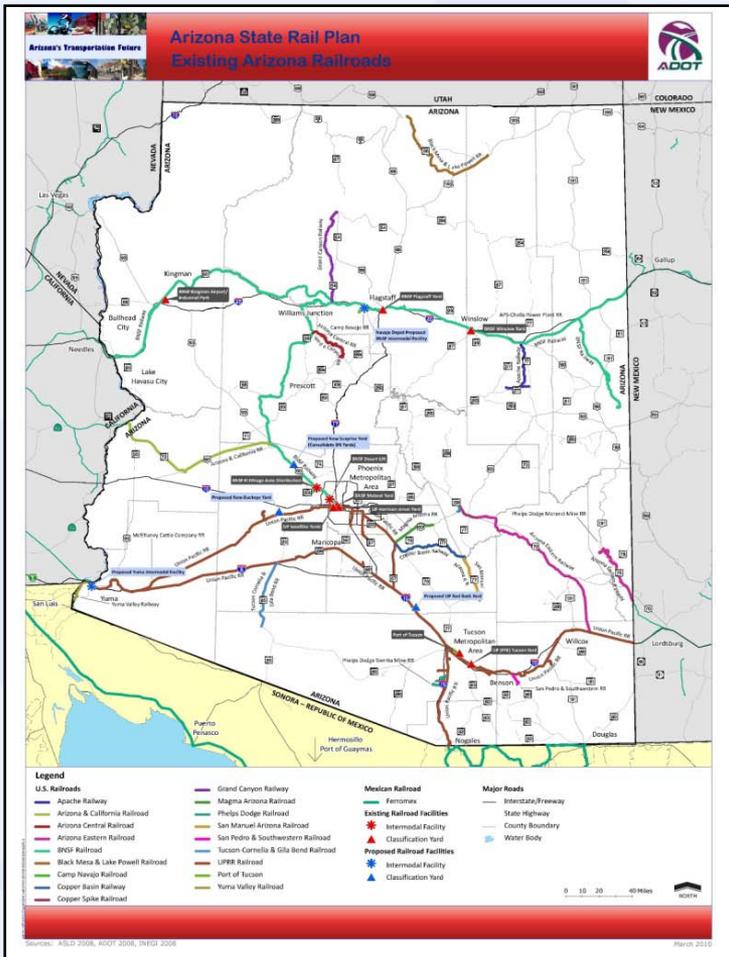
ADOT BQAZ / MAG- April 2010



"Building a Quality Arizona"

Arizona State Rail Plan Final Draft ~ Fall 2010

www.bqaz.gov/rail_asrp.asp



2010 Statewide Rail Framework Study

Arizona Department of Transportation
<http://www.bqaz.gov>

EXECUTIVE SUMMARY
February 2010





- Working with USDOT to officially recognize western corridors as future US HSR corridors.
- Soliciting FRA funding grants for HSR corridor feasibility studies in the Western Region.



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Questions?

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