

Phoenix to Tucson Intercity Passenger Rail Corridor Study

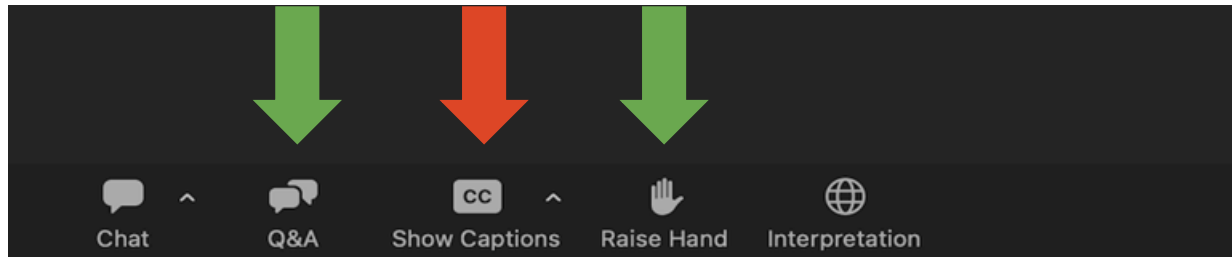
Federal Railroad Administration (FRA) Corridor
Identification and Development Program

Agency Webinar

December 3, 2024

Housekeeping

- All participants have been muted to avoid background noise.
- Meeting is being recorded. Presentation will be available for those unable to attend.
- Following the presentation, we will address questions.
 - Anytime during the presentation use Q&A feature to enter your question.
 - Use “raise hand” feature to request to speak after the presentation.
- To turn on closed captioning select that option from the menu.



ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities. ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office via the information listed below:

ADOT External Civil Rights
MD 154A, 1801 W. Jefferson St., Ste 101., Phoenix, AZ 85007
PHONE: 602.712.8946
EMAIL: CivilRightsOffice@azdot.gov

Danielle Valentine
Title VI Coordinator
EMAIL: DValentine@azdot.gov

AUXILIARY AIDS AND SERVICES

In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services, and activities.

ADOT will make reasonable accommodations to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation please notify an ADOT staff member.

For additional information or questions about ADOT's External ADA Program, please contact the External Civil Rights Programs at 602.712.8946.

Meeting Purpose

- Early outreach to provide an overview of the Phoenix to Tucson Intercity Passenger Rail Study
- Overview of how your agency can be involved
- Answer initial questions from key stakeholders



Invited Participants

Local Jurisdictions

- City of Apache Junction
- City of Avondale
- City of Buckeye
- City of Casa Grande
- City of Chandler
- City of Coolidge
- City of El Mirage
- City of Eloy
- City of Glendale
- City of Goodyear
- City of Litchfield Park
- City of Maricopa
- City of Mesa
- City of Peoria
- City of Phoenix
- City of South Tucson
- City of Surprise
- City of Tempe
- City of Tolleson
- Laveen Community Council
- Town of Oro Valley
- Town of Florence
- Town of Gilbert
- Town of Guadalupe
- Town of Marana
- Town of Queen Creek
- Town of Youngtown

MPOs/COGs and Counties

- Central Arizona Governments
- Maricopa Association of Governments
- Maricopa County
- Pima Association of Governments
- Pima County
- Pinal County
- Sun Corridor Metropolitan Planning Organization

Tribal Nations

- Fort McDowell Yavapai Nation
- Gila River Indian Community
- Hopi Tribe
- Pascua Yaqui Tribe
- Pueblo of Zuni Tribe
- Salt River Pima-Maricopa Indian Community
- Tohono O'odham Nation

Rail/Transit

- Amtrak
- Union Pacific Railroad

Discussion Items

- Project background
- FRA's Corridor Identification and Development program (Corridor ID)
- Service Development Plan Overview
- Engagement and outreach
- Next steps

Key Facts

- FRA has awarded ADOT a grant to develop Intercity Passenger Rail between Phoenix and Tucson metro areas.
- ADOT is moving forward based on findings and recommendations from the Arizona Passenger Rail Tier 1 EIS completed in 2016.
- Intercity Passenger Rail program is not currently funded for design, construction and operations.

Study Background

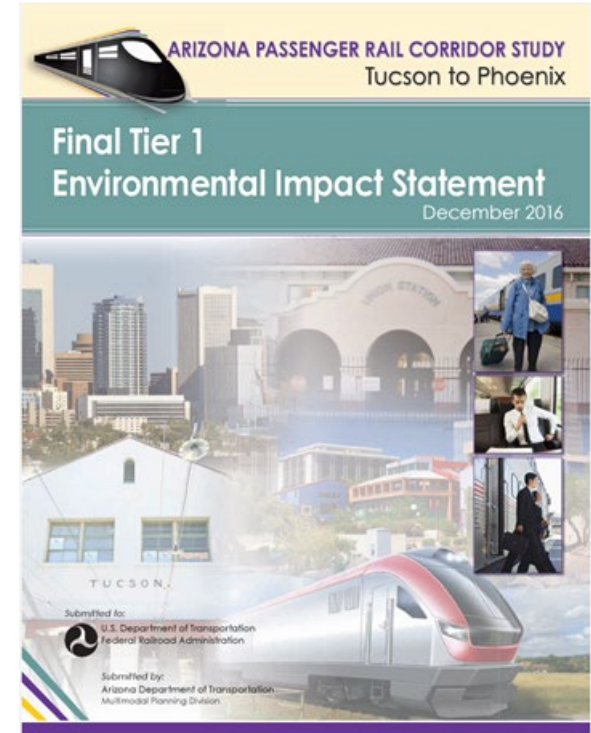
2016 Arizona Passenger Rail Corridor Study: Tucson to Phoenix

Purpose and Need

- Provide transportation alternatives between Phoenix and Tucson and support reliable travel times.
- Increase access to existing and planned employment and activity centers.

Outcomes

- Identified the selected corridor route and potential station location recommendations.
- Demonstrated strong public interest in passenger rail.

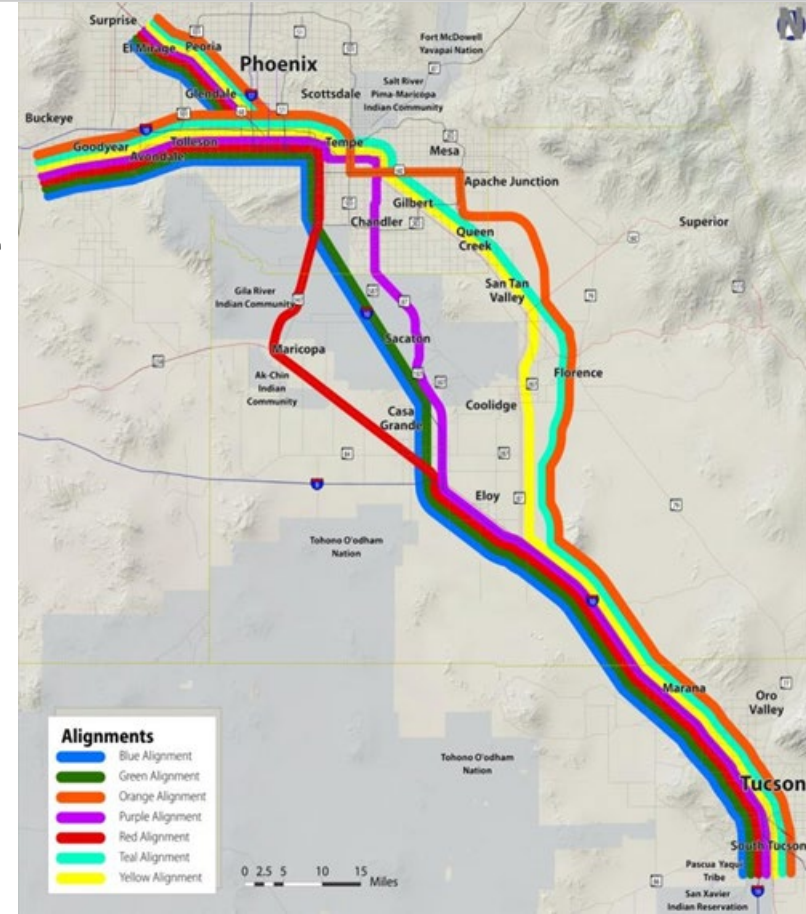


Tier 1 Study: Alternatives Evaluation

- Study evaluated 6 potential rail corridor routes and 1 bus route.
- **Selected Yellow corridor alternative** based on several engineering, environmental and public criteria.

Corridor Alternative Public Preferences

—Yellow	48%
—Green	30%
—Orange	22%



-
- The map displays the proposed high-speed rail network in the Phoenix and Tucson areas. The main map shows the route from Phoenix, AZ, through Tempe, Chandler, Gilbert, Green Creek, San Tan Valley, Florence, Coolidge, Eloy, and Tucson, AZ. The preferred alternative is highlighted in yellow. Other options are shown in orange. The map includes major highways (I-17, I-19, I-20, I-21, I-22, I-23, I-24, I-25, I-26, I-27, I-28, I-29, I-30, I-31, I-32, I-33, I-34, I-35, I-36, I-37, I-38, I-39, I-40, I-41, I-42, I-43, I-44, I-45, I-46, I-47, I-48, I-49, I-50, I-51, I-52, I-53, I-54, I-55, I-56, I-57, I-58, I-59, I-60, I-61, I-62, I-63, I-64, I-65, I-66, I-67, I-68, I-69, I-70, I-71, I-72, I-73, I-74, I-75, I-76, I-77, I-78, I-79, I-80, I-81, I-82, I-83, I-84, I-85, I-86, I-87, I-88, I-89, I-90, I-91, I-92, I-93, I-94, I-95, I-96, I-97, I-98, I-99, I-100) and major cities (Phoenix, Tempe, Chandler, Gilbert, Green Creek, San Tan Valley, Florence, Coolidge, Eloy, Tucson). The map also shows the proposed rail line and the locations of existing rail lines and commercial airports.
- Legend:**
- Preferred Alternative (Yellow line)
 - Optional Route (Orange line)
 - Approximate Station (Black circle)
 - System Hub (Black circle with a dot)
 - Station (White circle)
 - Optional Route Station (White circle with a dot)
 - Existing Rail Line (Red line)
 - Commercial Airport (Airplane icon)

- [illegible]

ADOT 2023 FRA Corridor ID Grant Application

- Previous study recommendations set the foundation for the FRA Corridor ID program proposal
- Grant application proposed following existing Union Pacific Railroad (UPRR) corridor between Buckeye, Phoenix and Tucson
- FY 2024 state budget included \$3.5M to support FRA Corridor ID program



Federal Railroad Administration
Corridor Identification and Development Program:
Phoenix – Tucson Intercity Passenger Rail Corridor

Corridor Narrative

March 27, 2023

Applicant:
Arizona Department of Transportation (ADOT)
206 S. 17th Ave, MD 310B; Phoenix, AZ 85007

Contact:
Paul Patane, P.E. MPD Director, ADOT
602-712-7435, ppatane@azdot.gov



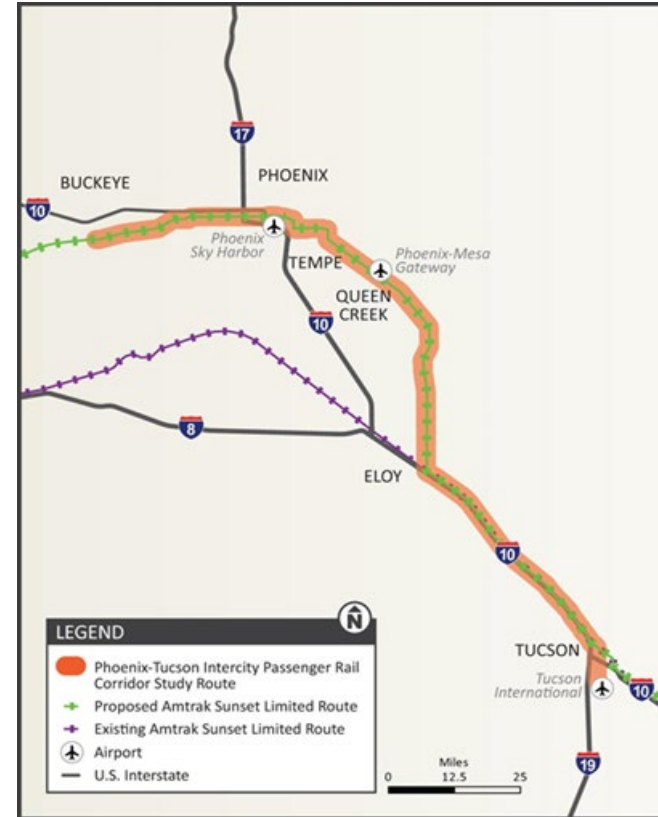
Amtrak Daily *Sunset Limited* Service

- Amtrak has concurrent Corridor ID project
- 1,995-mile Amtrak long distance passenger service between Los Angeles and New Orleans
- Amtrak Corridor ID study to evaluate:
 - Rerouting through Phoenix
 - Increasing existing service from 3 times/week to daily

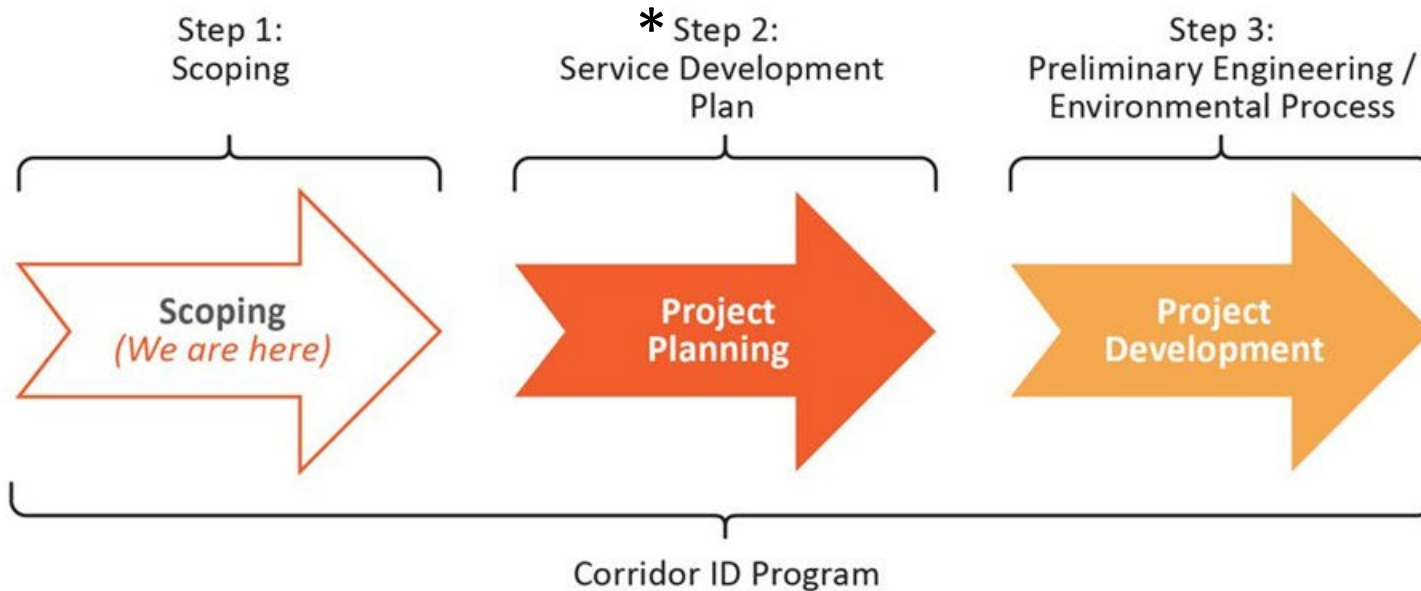


FRA Corridor ID Project Context

- Builds upon the FRA's Selected Yellow Corridor Alternative
- Intercity Rail Emphasis: FRA oversees intercity passenger rail including long-distance and regional rail services
- ADOT's and Amtrak's Corridor ID projects are complementary, requiring coordination between Union Pacific Railroad, agency, and public outreach programs



Passenger Rail Corridor ID Program Development Stages



*If readiness criteria are met, capital projects identified in the SDP (Step 2) may be advanced into Step 3

Service Development Plans Answer Important Questions

Task 2: Draft Purpose & Need Stakeholder Coordination

What is the corridor and who does it serve?

What are the goals for new or improved service?

Who are the relevant stakeholders?

Task 3: Alternatives Analysis

What are the alternatives to achieve the goals?

Task 4: Transportation Planning

What alternatives make sense from a transportation perspective?

Task 5: Environmental Planning

What alternatives make sense from an environmental perspective?

Task 6: Financial Planning & Economic Evaluation

What are the improvements required for service, how much do they cost, and how do we pay for it?

Task 7: Governance

Who's in charge of which aspects of the program?

Task 8: Implementation Phasing

What order should improvements advance and be constructed?

Readiness Criteria* to Advance to Step 3

1. Corridor Sponsor has the support of participant stakeholders (identified in the SDP)

- ✓ State leadership, participant state leadership, host railroads and other participant stakeholders and funding partners
- ✓ Letters of support / documentation indicating stakeholders are generally supportive of the proposal and will participate in the corridor's advancement

2. Governance structure and institutional capacity exists to implement and maintain ongoing service

- ✓ Structure is inclusive of all required parties; all parties are active participants in structure
- ✓ Corridor sponsor(s) demonstrates adequate institutional capacity exists to advance the corridor into the Project Development phase

3. Funding is identified for implementation and ongoing operations support

- ✓ Corridor Sponsor provides evidence that funding is likely to be available by the time the Corridor (or Corridor Implementation Phase) enters the Implementation Stage of the FRA Project Lifecycle
- ✓ Sponsor provides FRA with a description of the terms and types of funding expected to be committed, such as state bonds, loans, future federal funding, along with projected timeframe for the commitment

4. There is a defined standalone benefit for the Corridor (or Corridor Implementation Phase)

- ✓ Does not rely on other future service to be feasible.

**Readiness criteria for high-speed rail corridors will differ from those listed above.*

Agency Outreach Goals and Objectives

- **Agency Coordination**
 - Involvement in key decisions
 - Station area planning and service options
 - Agency workshops before decision milestones
 - Proposed Executive Leadership Team with MPO partners
 - Tribal Outreach and Engagement
- **Governance and funding discussions**
 - Joint Planning Advisory Council (JPAC) or similar structure



Public Outreach



- Robust public outreach and agency coordination
- Public understanding and sentiment
- Various tools and techniques for involvement
 - Participation at community events
 - Numerous meetings and surveys
 - Virtual and social media tools
 - Platforms to document and analyze output obtained

- SDP will need an updated Travel Demand Model to forecast ridership
- Coordination process with MPO's on the existing and projected characteristics of the transportation market to be served (socioeconomic data, travel demand modeling)
- Intercity Rail Service Plan based on outcomes



Station Areas and Access Analysis

- Agency coordination, public input and technical analyses are critical in station area development
- Look forward to partnering with agencies to define station area analysis process



Buildout Development

LOCAL STATION



STATION AREA PLANNING GUIDANCE FOR COMMUNITIES

ADOT PASSENGER RAIL CORRIDOR STUDY
TUCSON TO PHOENIX

November 26, 2013

Prepared by:
AECOM

Next Steps

- **Corridor ID Step 1:** Complete development of a project scope, schedule and budget to prepare the Service Development Plan
 - Anticipated completion in Spring 2025
- **Corridor ID Step 2:** If approved by FRA and ADOT, includes the development of the Service Development Plan with stakeholder and public outreach
 - Anticipated spring 2025 through 2027

Next Steps

- **Step 3:** Tier 2 Environmental Study and Preliminary Engineering
 - Meet FRA readiness criteria, including identifying funding for implementation and operations
- This is a long-term process. Many steps need to occur before intercity passenger rail becomes a reality.
 - Our current study is an important next step.

Thank you!

Thank you for your interest in the Phoenix to Tucson Intercity Passenger Rail Corridor Study!

Carlos D. Lopez, PE,
ADOT Project Manager
CLopez5@azdot.gov

Michael Kies, PE
ADOT Strategic Advisor
MKies@azdot.gov

azdot.gov/PhoenixTucsonPassengerRail