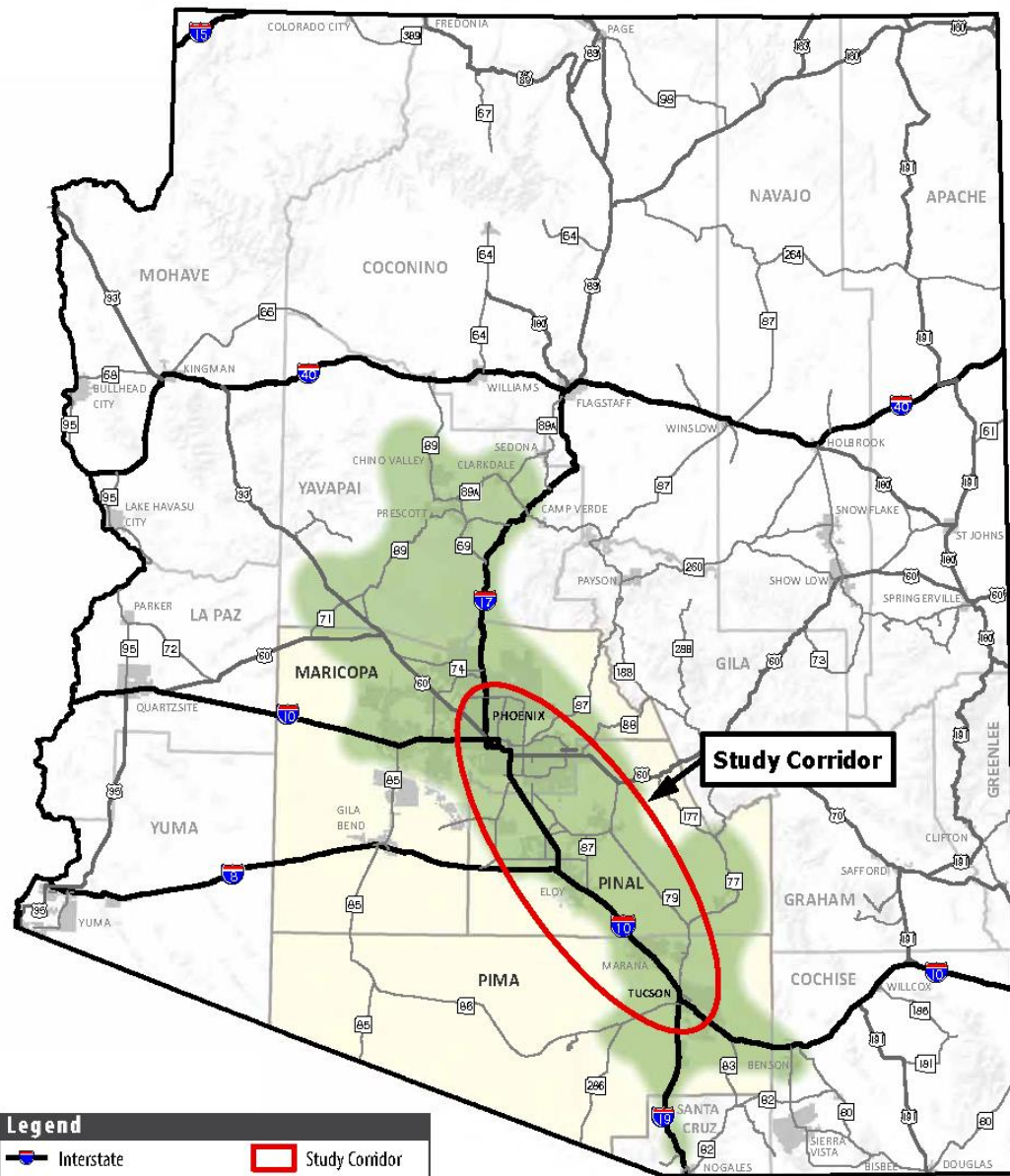


Arizona Passenger Rail Corridor Study Review

Colorado Rail Passenger Association
September 17, 2020



PASSENGER RAIL CORRIDOR STUDY
Tucson to Phoenix



- Tucson to Phoenix, 120-mile Corridor
- I-10, only high capacity corridor in study area
- Expected Growth
- Travel Demands



PASSENGER RAIL CORRIDOR STUDY
Tucson to Phoenix

Purpose and Need Elements

Table 1-2. Projected Population and Employment Growth within the Sun Corridor

	Maricopa County	Pima County	Pinal County
2010 Population	3,763,853	956,082	349,688
2035 Projected Population	5,684,351	1,277,301	728,729
Percent Increase from 2010	51.0%	33.6%	108.4%
2010 Jobs	1,597,898	337,218	51,788
2035 Projected Jobs	2,636,798	472,599	244,096
Percent Increase from 2010	65.0%	40.1%	371.3%

Sources: US Census Bureau, Arizona Department of Administration, Office of Employment and Population Statistics 2014, US Bureau of Labor Statistics (Population); and Maricopa Association of Governments, Pima Association of Governments, and Central Arizona Governments geographic growth forecasts (Jobs).

Table 1-1. 2010, 2035, and 2050 Travel Time Comparison for Trips in Study Corridor

Origin and destination (trip distance)	Congested travel time (minutes) ^a				
	2010	2035 baseline	Percent increase over 2010	2050	Percent increase over 2010
Apache Junction to Coolidge via US 60 (37 miles)	54	72	33%	97	80%
Eloy to Phoenix-Mesa Gateway Airport by way of I-10 (56 miles)	62	93	50%	122	97%
Phoenix to Marana (93 miles)	85	106	25%	134	58%
Marana to Tucson (25 miles)	33	43	30%	51	55%
Tucson to Phoenix by way of I-10 (116 miles)	113	142	26%	180	59%

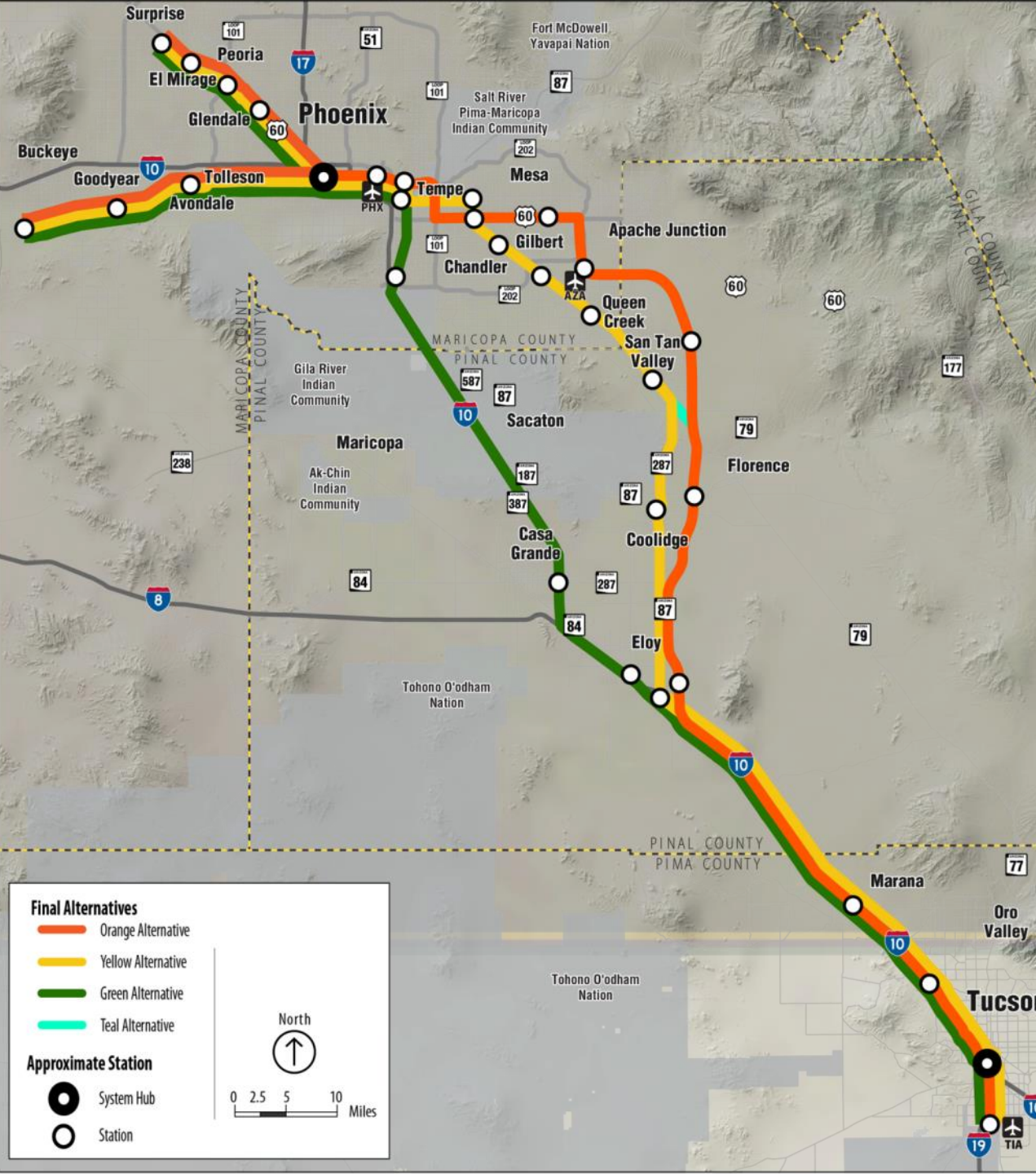
^a Estimated using Arizona Travel Demand Model, version 2 (AZTDM2).



NEPA Tier 1 vs. Tier 2

- Tier 1 (Programmatic) Study
 - Evaluates wide corridors at a program level, within which a new transportation facility could be located
 - Outcome: Select a corridor within which an alignment would be identified in Tier 2 studies
- Tier 2 (Project specific) Study
 - Evaluates design concepts for specific alignments within the corridor, such as 80 feet for a typical double track alignment.

Corridor Alternatives





834 Emails Received



9 Media Interviews Conducted



25 Social Media Posts

20 Events and Festivals Attended



31 Do-it-Yourself Kits Distributed



30 Newspaper Coverage/Stories

8,750 ADOT Online Video Views



6 Radio Coverage/Stories



11 Formal Letters Received



8 Public Open Houses



6,675 Completed Comment Forms



3,500 Information Booklets Distributed



21 Television Coverage/Stories



25,449 Website Views

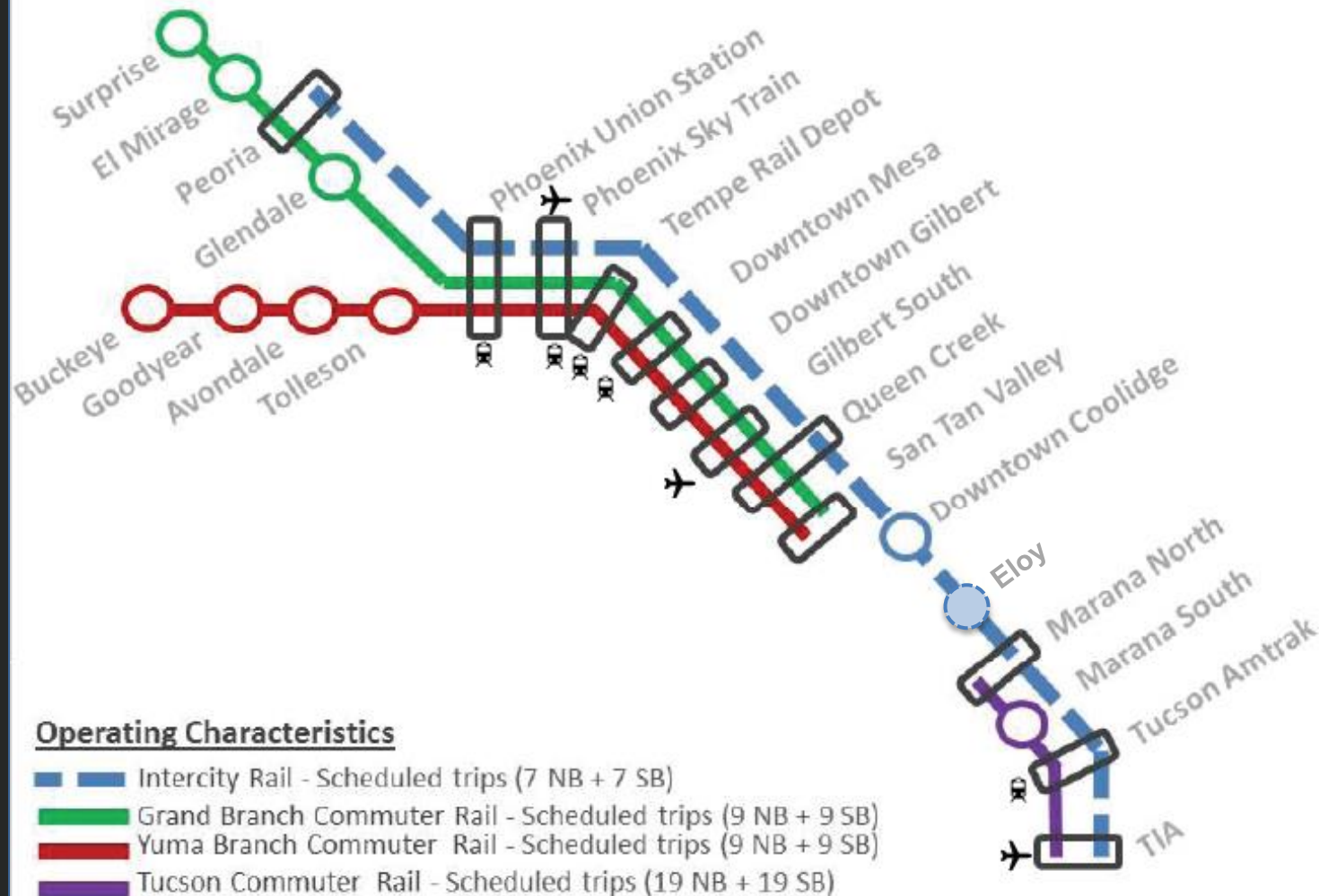


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Tucson to Phoenix

OUTREACH

Alternative Service Plan

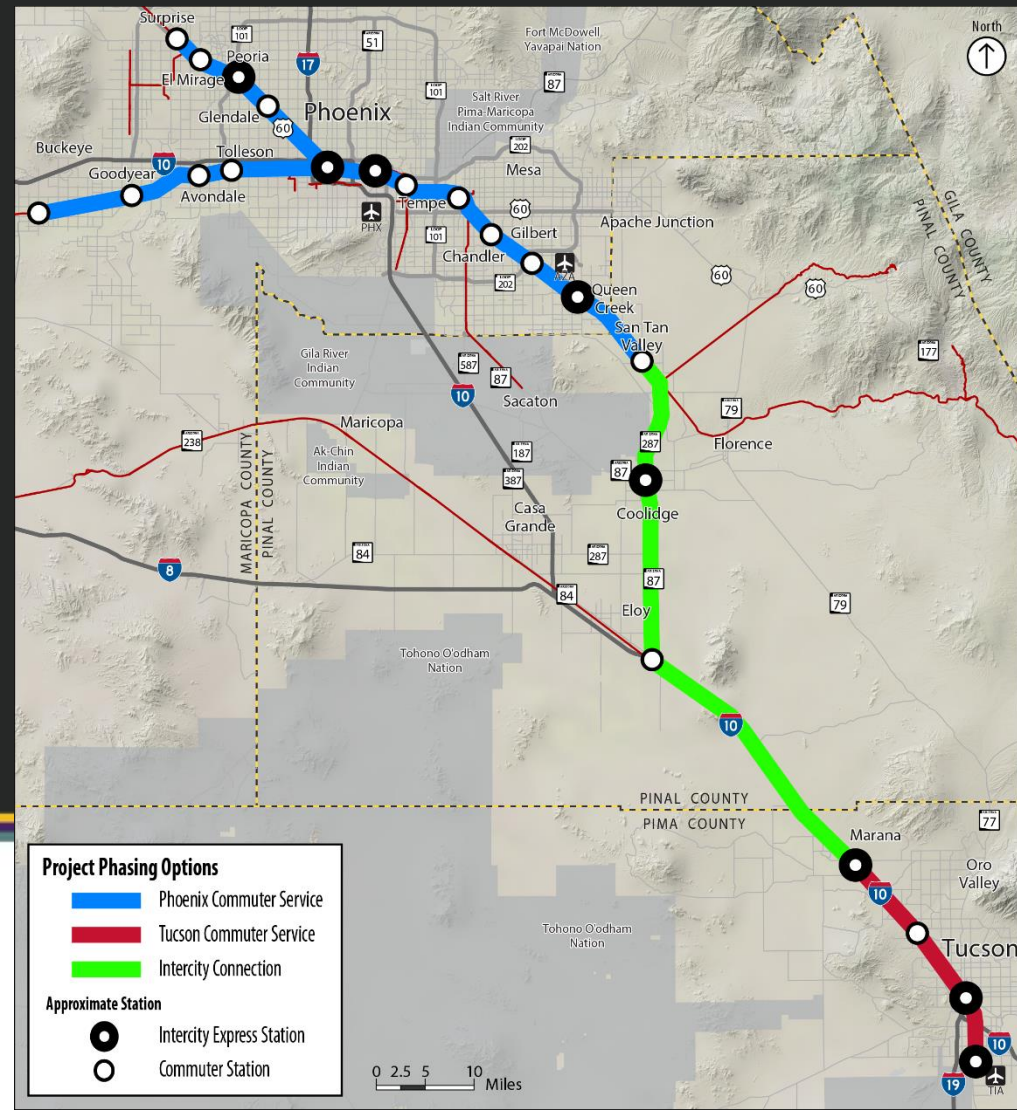


U.S. Department of Transportation
Federal Railroad Administration
Federal Transit Administration

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Sample Project Phasing Options

- Intercity Phase
- Phoenix Metro Phase
 - Surprise Extension
 - Buckeye Extension
- Tucson Metro Phase



High-Level Capital Cost Estimate

Includes:

- ROW impact
- Construction
- Equipment
- Facilities

Phase	Segment	Segment Cost
Phoenix Metro		
	Santan-Phoenix	\$ 1,540,000,000
	Phoenix-Surprise	\$ 600,000,000
	Phoenix-Buckeye	\$ 750,000,000
Tucson Metro		
	Marana-Tucson	\$ 900,000,000
	Tucson-TIA	\$ 306,000,000
Intercity		
	Santan-Marana	\$ 1,500,000,000



Next Steps

- FRA Final Tier I EIS/Record of Decision – Completed 2016
- Service Development Plan –Completed 2016
- Currently no funding/timeline for future Tier 2 project level NEPA and engineering studies

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