



Commuter Rail Coalition ASHE Presentation

October 13, 2020



What is the Commuter Rail Coalition?

The Commuter Rail Coalition:

- is an association representing the interests, needs and benefits of the nation's commuter railroads, which deliver 490 million passenger trips each year.
- was formed by industry leaders to **engage** and **educate** stakeholders and to **advocate** for the resources necessary to sustain these vital public assets, which the National Safety Council recognizes as the safest means of transportation.

Why is the CRC Necessary?

- To safely and efficiently move the metropolitan regions that they serve, US commuter railroads must have a seat at the table before Congress and federal agencies.
- The **Commuter Rail Coalition** advocates for commuter railroads in the US, calling attention to the many benefits they deliver to their communities. The Coalition further identifies and communicates the resources needed to sustain these vital public assets well into the future.
- With the formation of the **Commuter Rail Coalition**, US commuter railroads now have a single-minded advocate in Washington, DC, to voice their concerns, needs, and interests – and to advocate on their behalf.
- As it works with Congress and the federal sector **the Commuter Rail Coalition is the new voice of commuter railroads.**



What is Commuter Rail?

What is Regional Commuter Rail (CRT)?

	Commuter Rail (CRT)	Light Rail (LRT)
Service Frequency	Peak hour, peak direction	All day, frequent (10-12 minutes)
Trip Length	Longer distances Fewer passengers per mile	Shorter distances More passengers per mile
Station Spacing	Average 3-7 miles	Average ½ - mile
Right of Way	Shared with existing railroads	Exclusive track in/adjacent to roadways
Vehicles	Heavier profile	Lighter profile
Capital Costs	Average \$25-\$35M/mile	Average \$70M - \$110M/mile
Speed	Max 79 mph Average 43 mph	Max 55 mph Average 25 mph

What is Commuter Rail?

- Delivering 490 million passenger trips annually, US commuter railroads benefit passengers and the metropolitan regions they serve.
- Commuter Rail is the **safest form of transportation**.
- Commuter Rail service **supports economic development** and grows a tax base by providing access to metropolitan centers.
- Commuter Rail **facilitates the talent demands of employers** through safe, environmentally sound transportation to jobs.

What is Commuter Rail? (cont.)

- Commuter Rail provides a city's workforce with **access to more affordable housing** beyond the city center.
- Using Commuter Rail can **prevent the adverse health effects attributable to driving** in rush hour traffic.
- By removing cars from roadways, **Commuter Railroads reduce the carbon footprint of riders**, and spare remaining drivers even worse roadway congestion.



Why should Phoenicians care about Commuter Rail?

ACCORDING TO TEXAS TRANSPORTATION
INSTITUTE'S URBAN MOBILITY SCORECARD...

...TRAVEL DELAYS DUE TO TRAFFIC CONGESTION CAUSED DRIVERS TO
WASTE MORE THAN 3 BILLION GALLONS OF FUEL AND KEPT
TRAVELERS STUCK IN THEIR CARS FOR **NEARLY 7 BILLION EXTRA
HOURS** – 42 HOURS PER RUSH-HOUR COMMUTER.

**THE TOTAL NATIONWIDE PRICE TAG: \$160 BILLION, OR \$960 PER
COMMUTER.**



What does Commuter Rail mean for metro Phoenix?

Challenges ...

- Phoenix is the 4th most populous city in the US.
- Maricopa County has been the fastest-growing county in the US for 3 years running.
- Phoenix itself will add another 1 million residents in the next 10 years; growth is projected to hit 2.2 million in 2030
- Greater metropolitan region will count 6.3 million residents in 2030

...and Opportunities

- Commuter Rail is the final mode in the region's mobility toolbox

HIGH CAPACITY RAIL TRANSIT MODES CAPITAL COST COMPARISON

	SYSTEM (Example)	Mode Type	Cost per mile (2017 avg.)	Speed Range (avg.)
URBAN		LRT (Light Rail Transit – at grade)	\$70-100 million	35-60mph
		Elevated LRT (Light Rail Transit)	\$150-350 million	50-60mph
		HRT / Elevated HRT (ART) (Heavy Rail Transit / + Automated RT)	\$150-350 million	50-60mph
		Monorail (Elevated Transit)	\$150-350 million	50-60mph
		Subway (Subterranean/Underground Rail Transit)	\$400-700 million	50-60mph
SUBURBAN		CRT (Commuter Rail Transit) IRT (Intercity Rail Service) <i>(limited stops)</i>	\$20-40 million	50-79mph (CRT) 79-90mph (Intercity)
		HSR (High Speed Rail) <i>(limited stops)</i> HrSR (Higher Speed Rail)	\$40-150 million	120-357mph (HSR) 90-110mph (HrSR)
		Maglev (Magnetic Levitation) <i>(limited stops)</i>	\$100-500 million	140-375mph

...and Opportunities, cont.

- Safest of all modes of travel
- Commuter rail currently supports the highest GDP-generating metros of the country.

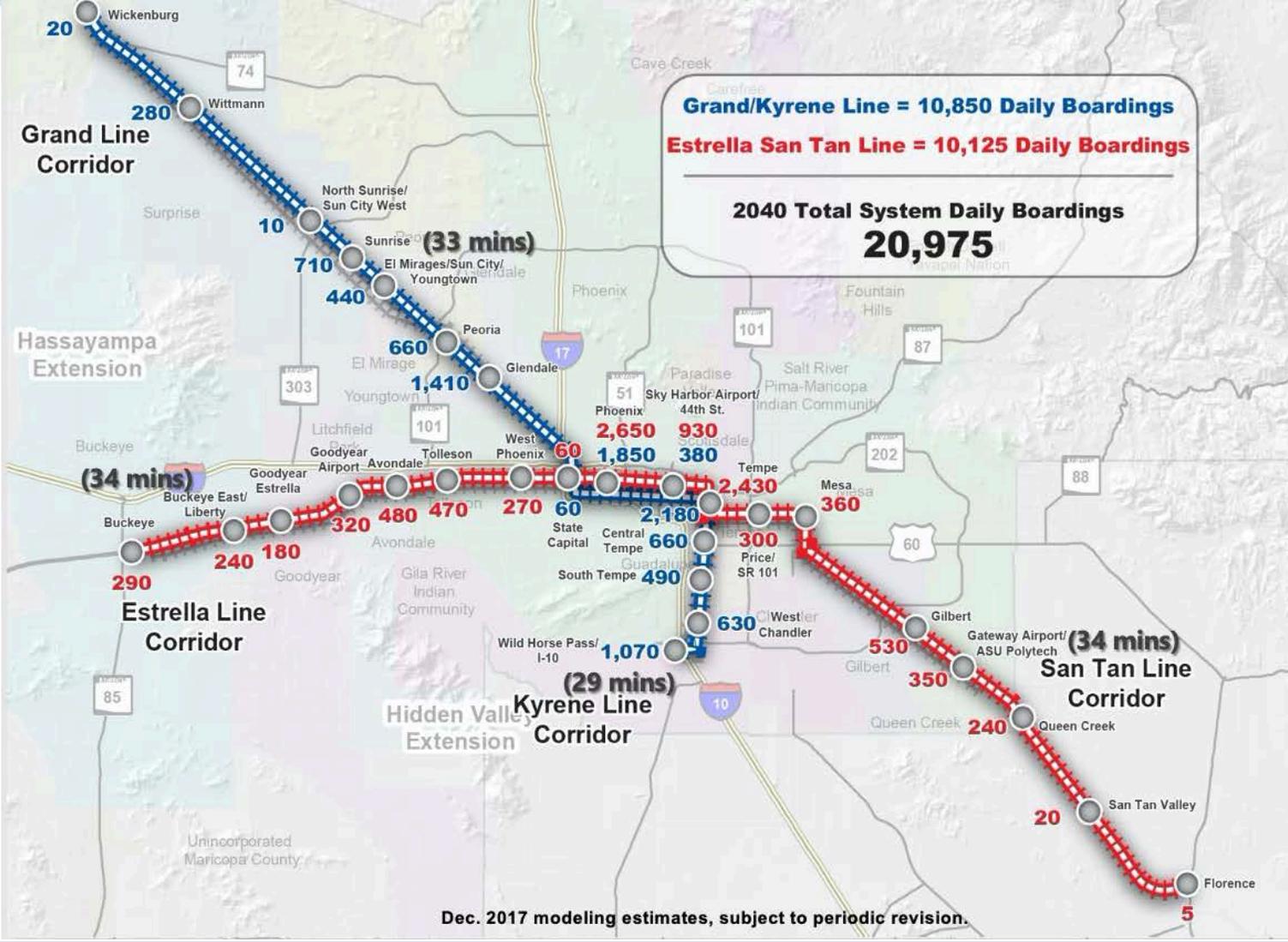
USA - COMMUTER RAIL SYSTEMS



- "Heritage" Systems (Pre-1985)
- "New" Systems (Since 1985)
- Opening in 2018
- Proposed, planned or in design

...and Opportunities, cont.

- Reduces road congestion in the face of ever-increasing population growth, and, thus, every rider's carbon footprint
- Utilizes existing infrastructure, less disruption & lower cost to implement



Dec. 2017 modeling estimates, subject to periodic revision.

MAG Commuter Rail System 2040 Daily Boardings by Station

- Stations
- ▬▬▬ Estrella/San Tan Line
- ▬▬▬ Grand/Kyrene Line



© 2018, All Rights Reserved



List of United States commuter rail systems by ridership [edit]

Rank ↕	System ↕	Major cities served ↕	Annual Ridership (2016) ^[1] ↕	Average Weekday Ridership (Q4 2016) ^[1] ↕	Route miles ↕	Ridership per mile (Q4 2016) ↕	Year Opened ↕
1	MTA Long Island Rail Road	New York	103,196,800	354,800	321 ^[2]	1,105	1834 ^[3]
2	NJ Transit Rail	New York / Newark / Trenton / Philadelphia	88,050,000	241,233 ^[note 1]	530 ^[4]	455	1983 ^[5]
3	MTA Metro-North Railroad	New York / Yonkers / Bridgeport	86,302,500	305,700	385 ^[7]	794	1983 ^[8]
4	Metra	Chicago	80,402,000	294,600	487.5 ^[9]	582	1984
5	SEPTA Regional Rail	Philadelphia	35,453,700	125,400	280 ^[10]	448	1983
6	MBTA Commuter Rail	Boston / Worcester / Providence	33,749,600	127,500	368 ^[11]	346	1973
7	Caltrain	San Francisco / San Jose	19,038,300	56,100	77 ^[12]	729	1987 ^[note 3]
8	Metrolink	Los Angeles / San Bernardino	10,903,000	39,500	388 ^[13]	102	1992
9	MARC Train	Baltimore / Washington, D.C.	8,980,600	33,300	187	178	1984
10	UTA FrontRunner ^[14]	Salt Lake City / Provo	4,545,800	17,200	88	195	2008
11	Virginia Railway Express	Washington, D.C.	4,496,000	17,900	90 ^[15]	199	1992
12	Denver RTD: A and B Lines	Denver	4,317,400 ^[note 4]	19,400	29 ^[16]	669	2016
13	Tri-Rail	Miami / Fort Lauderdale / West Palm Beach	4,175,000	14,200	70.9 ^[17]	200	1987
14	Sounder Commuter Rail	Seattle / Tacoma	4,163,400	15,800	83 ^[18]	190	2000
15	NICTD South Shore Line	Chicago / South Bend	3,503,700	11,700	90 ^[19]	130	1903
16	Trinity Railway Express	Dallas / Fort Worth	2,032,800	7,700	34	226	1996
17	Capitol Corridor	San Jose / Oakland / Sacramento	1,573,200	5,100	168	30	1991
18	NCTD Coaster	San Diego / Oceanside	1,503,700	4,600	41 ^[20]	112	1995 ^[20]
19	Keystone Service	Philadelphia	1,492,000	4,900	104.6	47	1976(?)
20	Altamont Corridor Express (ACE)	San Jose / Stockton	1,295,500	5,200	86 ^[21]	60	1998



What's Next for the Region?

MAG Regional Commuter Rail Projections

Weekday ridership (trips)	21,000
System Capital Cost/Mile (110-mile system)	\$24 million
System Total Capital Costs	\$2.6 billion
System Annual Operations & Maintenance	\$41 million
System <u>Farebox</u> Recovery (Base fare assumption \$3 one-way)	36-40%

Commuter Rail Implementation – Next Steps

ITEM	RESPONSIBLE PARTY	PARTNERS	TIMEFRAME
1) Periodic Ridership Forecasting Updates	• MAG	• Local Jurisdictions	Ongoing
2) Coordination with Railroads	• ADOT • MAG • Railroads	• Local Jurisdictions • Valley Metro	Ongoing
3) Local Planning Efforts	• Local Jurisdictions	• MAG • ADOT	Ongoing
4) Address Enabling Legislation regarding Liability and Indemnification	• ADOT • MAG	• Railroads	2018-2022
5) Coordination of Infrastructure Improvements with the Railroads, ADOT and Local Jurisdictions	• MAG • Local Jurisdiction • ADOT	• Railroads • Valley Metro	Ongoing
6) Identify Funding Commitments	• MAG • ADOT • Legislature	• Local Jurisdictions	2018-2022
7) Develop and Implement Governance Plan	• MAG • ADOT	• Local Jurisdictions • Valley Metro	Following identification of local funding commitments
8) Initiate Process for Federal Funding	• MAG	• Local Jurisdictions	Following identification of local funding commitments
9) Preserve Future Options	• Commuter Rail Authority or JPA	• Local Jurisdictions • Railroads • MAG • CAG • ADOT	Ongoing

Rail operations may begin approx. 3-5 years after funding identified (industry avg.)

Commuter Rail Implementation – Next Steps, cont.

- ➔ **Spring 2021:** MAG will decide what modes are included in the next regional transportation plan, then
- ➔ **November 2022:** Ballot initiative

THANK YOU!

KellyAnne Gallagher

Founder & Executive Director

Commuter Rail Coalition

KAG@CommuterRailCoalition.org

CommuterRailCoalition.org

Local data courtesy of MAG

