Valley Metro Rail, Inc.

- Formed in October 2002
- Purpose
  - Plan, design, construction and operate the METRO light rail system, including future extensions
- Members
  - City of Phoenix
  - Tempe
  - mesa-az
  - Glendale
  - Chandler - Arizona
  - City of Peoria
  - City of Scottsdale
3,513 Opening Day Park-and-Ride Spaces
Operations

- **Frequency**
  - 10 min. 6 a.m.-7 p.m.
  - 15 min on weekends
  - 20 min. all other times

- **Hours 4 a.m. – 12 a.m.**
  - First full trip starts at 4:40 a.m.
  - Last full trip starts at 11 p.m.

- **Travels at posted speed limits**

Hours of operation and train frequency are not yet final.
Only 62 Days Until Grand Opening!

Grand Opening Weekend:
December 27 – 28, 2008
  • Free rides through 12/31
  • Station celebrations
  • Food & entertainment

Beginning of Passenger Service:
  • January 1, 2009
Future High Capacity/Light Rail
57-Miles

Legend:
- Initial 20-mile Light Rail Alignment (Scheduled to open Dec. 2008)
- Northwest Extension Phase 1 (Scheduled to open 2012)
- Future High Capacity / Light Rail Corridors for Further Study

Note: Dates indicate calendar year openings
## Future High Capacity/Light Rail Schedule

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<td>Northwest (Phase 1, 3.2 miles)</td>
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<td>Central Mesa (2.7 miles)</td>
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<td>Tempe South (2 miles)</td>
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<td>Glendale (5 miles)</td>
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<td>Northwest (Phase 2, 1.4 miles)</td>
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<td>I-10 West (11 miles)</td>
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**LEGEND**

- **Planning**
- **Engineering**
- **Construction**

*Note: Dates indicate calendar year*
Eminent Domain & TOD:  
The METRO Context
Right-of-Way Acquisition

- METRO light rail: 90+% in-street running
- Acquisition of properties from 20-mile starter line:
  - 751 parcels
  - 258 relocations
- Each city uses their own process:
  - Appraisal
  - Offer
  - Close of escrow OR condemnation
Originally a surface park-and-ride lot
City of Tempe engaged a private developer
SEC McClintock & Apache Blvd.
Apache Blvd. redevelopment district
408 residential units
13,000 sq. ft. retail
300 park-and-ride spaces in an enclosed garage
Under construction
Completion fall 2008
**METRO’s TOD Vision**

- **METRO is steward of $1.4 billion public investment**
  - Success hinges on easy access by potential riders
  - Maximize public return on investment

- **METRO support member cities by serving as a resource**
  - Support high-quality, intensive, mixed use development
  - Increase in ridership and long-term system capacity
  - Creates attractive investment opportunities for private sector

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City of Phoenix

City of Tempe, Arizona

mesa·az
Station Area Plans
- 7th Avenue
- Central / Camelback
- Indian School
- Roosevelt
- 12th Street
- 38th Street

Downtown Development Office
- Project development
- Marketing parcels
- ASU Downtown

TOD Overlay
- Sycamore / Main St.
- Neighborhood Area Plan
- Main St. to Country Club Dr.

Member City Support
- Development activity database
- Station area planning assistance
- Marketing materials
- Project review & development coordination
- Market analysis
- TOD research
- Geographic Info. Systems mapping
Development Along Route
2004 to Present

- $6.0+ billion total investment along METRO Light Rail (planned, under construction, or completed)
  - $4.6 billion private investment
  - $1.4 billion public investment
- 15,000+ residential units
- 7+ million sq. ft. commercial
- 1+ million sq. ft. government
- 1,800+ hotel rooms

$6.0 Billion

$1.4 Billion

Light Rail investment

Non-rail investments
FTA New Starts Criteria

Summary Rating

Financial Rating
- Non-section 5309 Share
- Capital Finances
- Operating Finances

Project Justification Rating
- Mobility Improvements
- Environmental Benefits
- Operating Efficiencies
- Cost Effectiveness
  - Land Use

Other Factors
- Capital Cost
- O & M Cost
- User Benefits

Minimum project development requirements:
- Metropolitan Planning & Prog. Requirements
- Project Management Technical Capability
- NEPA Approvals
- Other Considerations
Arizona Proposition 207

- Private Property Rights Protection Act
- Voter initiative passed in 2006
- Funded by out of state interests
- Restricts ability to regulate private property
- Two components:
  - Eminent domain
  - Regulatory takings
- Smart Growth Implementation Award
- EPA Technical Assistance Team
- Collaborative effort
  - METRO, Phoenix & Mesa
- Establish TOD initiatives under Prop. 207
Project Tasks

- Develop a TOD policy inventory
- Detailed analysis of Proposition 207 and TOD policy options
- Case study of peer city TOD tool examples
- Develop a strategic package of tools to promote TOD
- Evaluate the potential financial benefits of each tool
- Stakeholder workshop
Susceptible to successful compensation claims:
- Use restrictions in overlay zones
- Parking caps

Claims possible, but such incentives are unlikely to produce a reduction in property value:
- Expedited development review
- Relaxed parking restrictions
- Density bonuses

Not land use laws (fall outside scope of statute):
- Funding for station area planning and market studies
- Financial assistance for land assembly (without use of eminent domain)
- Buying available parcels in the open market
- Capital funding for infrastructure
- Tax exempt bonds
- Underwriting development land costs
- Tax abatement
Effectiveness of TOD Policy Tools & Transit

- Bus Transit Systems
- Rail Transit Systems
- Mean Effectiveness Rating

TOD Tools

Exclusion from concurrency standards
Streamlined Review
Relaxed parking standards
Subsidized housing
Underwriting land costs
Zoning/Density incentives
Buy land on open market
Land assembly/development
Planning funding
Tax-exempt bonds
Capital funding

Mean Effectiveness Rating
(1:Low - 7:High)

Percentage Where Tool Applied

3.9 4.2 4.3 4.4 4.4 4.5 4.6 4.7 4.7 4.9 4.9 5.2 5.3 5.6
Strategic TOD Tools

- Use restrictions in overlay zones
- Expedited development review
- Relaxed parking restrictions
- Density bonuses
- Funding for station area and market studies
- Financial assistance for land assembly
- Buying available parcels in the open market
- Capital funding for infrastructure
- Tax exempt bonds
- Underwriting development land costs
- Tax abatement
- Design standards
- Form based codes
- Shared parking
- Reduced parking
- Funding for station area planning
- Housing Trust Funds
- CDC lead efforts
- City transit agency
- Livable communities program
Form Based Codes

- Attractive and comparable alternative to TOD overlay districts
  - Precedent set with Phoenix Urban Form Project
  - Supports walkability
  - Builds ridership
  - Doesn’t directly restrict uses
  - Sets up block-level development framework
    - Street frontage
    - Configuration of buildings
    - Building size in relation to one another
    - Scale of streets
    - Block size
Next Steps

- Further evaluate the potential financial benefits of each tool
- Stakeholder workshop in December
- Present key findings to local officials
Questions?

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