Future Corridors

Tempe Streetcar
Planning & Environmental
Tempe Streetcar

2007 – 2010
Planning
• Project Initiation
• Purpose & Need
• Alternatives Analysis
• Downtown Alignment
• LPA Adoption

2011
Project Definition
• Project Definition
  • Station Locations
  • Street Configuration
  • Urban Design
  • Vehicle assessment
• Environmental Assessment
• TIGER III

2012
Funding & Environmental
• TIGER IV
• Small Starts
• Environmental Assessment
Overview

Tempe Streetcar

• 2.6-mile route
• 13 stops
• Opens in 2016
• Connects:
  – Downtown Tempe / ASU (N)
  – Residential areas (S)
• Future extensions on north and south ends
Downtown Alignment
Tempe Streetcar

• One-way loop
  – Defines downtown
  – Stimulates redevelopment
  – Avoids utility impacts
  – Reduces parking impacts
  – Offers operational flexibility for special events
  – Minimizes construction on Mill
  – Lowest cost
Project Definition
Tempe Streetcar

• Stop locations
• Street configuration
  – Location of track in street
  – Traffic lane configuration
  – On-street parking
  – Bike/pedestrian configuration
• Urban design guidelines
• Vehicle assessment
## Project Financing

### Tempe Streetcar

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total Rio Salado to Southern (2.6 mi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Sales Tax (PTF)</td>
<td>$41M*</td>
</tr>
<tr>
<td>Federal Formula (CMAQ)</td>
<td>$32M*</td>
</tr>
<tr>
<td>Small Starts</td>
<td>$56M</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$129M</strong></td>
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</table>

* $73 million currently committed in Regional Transportation Plan for the Tempe Streetcar project
## Small Starts Summary of Ratings

**Tempe Streetcar**

<table>
<thead>
<tr>
<th>Project Justification Evaluation Criteria</th>
<th>Expected Rating</th>
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<tbody>
<tr>
<td>Cost Effectiveness</td>
<td>Low</td>
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<tr>
<td>Land Use</td>
<td>TBD</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Medium-High</td>
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<tr>
<td>Overall</td>
<td>TBD</td>
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</tbody>
</table>
Small Starts Ratings
Tempe Streetcar

FTA suggestions to improve overall rating:
• Cost effectiveness and economic development ratings not likely to change
• Update information on land use data
• Include additional information under “other factors”
Project Schedule
Tempe Streetcar

2013 – 2014
Design

Summer 2014
PCGA

2014 – 2016
Construction

End 2016
Operations
THANK YOU!

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