High Capacity Transit System
57-Mile System
Tempe South Study Area

Proposition 400 sales tax (2004) included two projects per the MAG Regional Transportation Plan:

- High Capacity Transit: 2 miles  
  - FUNDED
- Rural Rd Bus Rapid Transit: 12 miles  
  - UNFUNDED - Prop 400 revenue shortfall  
  - BRT was funded for 2015 completion

Recommendations for both projects are included in this study
<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notice to Proceed</td>
<td>July 2007</td>
</tr>
<tr>
<td>Scoping Meetings</td>
<td>January 2008</td>
</tr>
<tr>
<td>Tier 1 Evaluation</td>
<td>December 2007 - June 2008</td>
</tr>
<tr>
<td>Tier 1 Public Meetings</td>
<td>June 2008</td>
</tr>
<tr>
<td>Tier 2 Evaluation</td>
<td>July 2008 - November 2008</td>
</tr>
<tr>
<td>Tier 2 Public Meeting</td>
<td>December 2008</td>
</tr>
<tr>
<td>Tier 2 Refinement &amp; LPA (downtown refinement)</td>
<td>January 2009 – October 2010</td>
</tr>
<tr>
<td>AA Study Rec. Public Meetings</td>
<td>October 2010</td>
</tr>
</tbody>
</table>
Alternatives Analysis: Purpose

- Transit Technologies
  - Light Rail Transit
  - Commuter Rail
  - Modern Streetcar
  - Bus Rapid Transit

- Alignment/Route
  - Rural
  - McClintock
  - Mill
  - Kyrene
  - Tempe Branch UPRR
Project Goals

- Improve mobility
- Develop an efficient, affordable transportation system
- Accommodate future demand
- Support development goals and strategies
- Develop a transportation system that provides connectivity to/from neighborhoods, employment, and recreational opportunities
Travel Characteristics of Tempe South Corridor

- **ASU (1)**
  - Region-wide Special Generator
  - Unique Trip Patterns
  - Non Peak Trip Patterns

- **North Tempe (2)**
  - CBD
  - Pedestrian/Transit Friendly
  - High Density Neighborhoods
  - Regional Employment Center

- **South Tempe/Chandler (3)**
  - Commute Corridor
  - Higher Income
  - Low Density Housing
  - Low Density Employment

- One solution will not fit all
Why Mill/Ash Avenue Loop?
- Helps define downtown
- Opportunity to stimulate development/redevelopment
- Avoids utility impacts
- Reduces parking impacts
- Offers flexibility for special events
- Minimizes construction impacts
- Flexibility for future expansion
- Lowest cost
Why Advance the Streetcar Proposal?

- The Streetcar will...
  - Increase transit ridership
  - Connect neighborhoods to downtown Tempe
  - Connect downtown residents to neighborhood services
  - Encourage redevelopment and reinvestment in neighborhoods
  - Promote livable city community
  - Provide seamless connection to LRT
Modern Streetcar Ridership & Cost Estimate
(in year of expenditure dollars)

- Ridership (opening day):
  - 1,100 to 1,600 per day
    - (Includes special events)
- Capital: $162 million
  - Regional Prop 400 (26%)
  - Federal Small Starts (47%)
  - Federal CMAQ (27%)
- 2.6 miles - Rio Salado to Southern
- Operations & Maintenance: $3.6 million/yr
  - City of Tempe
  - Farebox
Rural Road BRT

Typical Cross Section – University to Baseline

LEGEND
- Light Rail Starter Line / Station
- Semi-exclusive Lane
- Bus Route 72
- BRT - Chandler Mall to Tempe Transportation Center
- BRT - Kyrene/202 to Tempe Transportation Center
- BRT Station
- Transit Center
- Study Area
- Union Pacific Railroad
- City Boundary
Why Advance BRT?

BRT will...

- Enhance bus service levels
- Relieve Rural Road bus overcrowding
- Improve bus operating speeds in the corridor
- Attract a significant number of new transit riders
- Provide seamless connections to LRT and other transit modes
- Better serve ASU, downtown Tempe and Chandler Fashion Mall travel destinations
AA Study
Recommendation

- Modern Streetcar
  Rio Salado to Mill/Southern

- BRT on Rural
  Unfunded

- Commuter Rail
  Further Study Needed
Tempe South Study – Public Process

- Ten Public Meetings – 446 attended
  - Scoping
  - Tier 1 & 2
  - Project Update
  - Alternatives Analysis Preliminary Staff Recommendations

- Presentations – over 50 given to date
  - Advisory Committees
  - Neighborhood Associations
  - Civic Organizations

- Project updates via website, e-mail, newsletter
Public Input Summary
AA Study Recommendations

- Two public meetings
  - Tempe & Chandler
  - 126 attendees
- Presentations to advisory committees, neighborhoods, civic organizations
- One-on-one stakeholder meetings
- 107 questions/comments received, to date
  - Public meetings
  - METRO website (www.metrolightrail/tempesouth)
  - Email – METRO, City of Tempe
Public Input Summary
AA Study Recommendations

- General project support: 34 comments
- General non project support: 9 comments
- Other questions/comments:
  - Operations (13)
  - Study area/modern streetcar alignment (8)
  - Funding/costs (7)
  - Miscellaneous (6)
  - Bikes/wheelchairs on vehicles (6)
  - Extensions/system expansion (5)
  - Bus service changes due to modern streetcar (4)
  - Modern streetcar vs. BRT (4)
  - Ridership (3)
  - Economic development (3)
  - Construction/construction impact (3)
  - Commuter rail (2)
Public Input Summary
AA Study Recommendations

- **Letters of Support**
  - Downtown Tempe Community
  - Arizona State University
  - Tempe Convention & Visitors Bureau
  - Tempe Chamber of Commerce
  - Tempe Union High School District
  - Yucca Tap Room
  - Burgis Envirolutions
  - Monti’s La Casa Vieja
  - Mountain Park Health Center
  - Gateway Tempe LLC
  - LVA Urban Design Studio
  - Hayden Square Office & Retail
Public Input Summary – AA Study Recommendations

Endorsements

- Tempe Transportation Commission
- Tempe Ad-Hoc Advisory Committee
- Maricopa Association of Governments Transit Committee
- Chandler Transportation Commission
Mill Avenue Streetcar
Capital Funds

Available Regional and Federal Funds for Capital

- Regional Prop 400: $42.4 million
- Federal CMAQ: $44.2 million
- Federal Small Starts: $75.4 million
- Total Capital funds Available: $162 million
Mill Avenue Streetcar
Operating Funds (in year of expenditure)

- City of Tempe ($3.6 million per year beginning FY 2016-2017)
  - Source: City Transit Fund
    - 3-year fund-balancing plan in place
    - Streetcar not a stand-alone service

- Potential Cost Offsets:
  - Fare Revenue
  - Elimination of redundant bus service in corridor
  - Lock-in low rate and reduce high admin fees on existing variable rate debt
  - Improve efficiency of transit operations citywide over next 7 years
Mill Avenue Streetcar
Operating Funds, cont.

- New revenue potential for transit fund:
  - Advertising and/or station naming rights
  - Special event transportation fee
  - Parking meter revenue
  - Special Assessment District
  - Economic development transfer from the General Fund
Potential one-time unbudgeted revenues for the transit fund

- Recovery of light rail station costs from private property owners (2012-2017): $2.6 million
- Pending sale of property: $1.8 million
- Light Rail remnant parcels: $1.0 million
- Total unbudgeted revenues: $5.4 million
Next Steps – Approval Process

- **Council Actions**
  - Tempe: October 21
  - Chandler: November 18

- **Regional Actions**
  - METRO Board: November 17
  - MAG TPC: November 17
  - MAG Regional Council: December 8

- **Small Starts Submittal**: Spring 2011
After Recommendations Are Adopted

- **Design Refinement**
  - Location of track in street
  - Stop locations and layout
  - Traffic lane configuration
  - On-street parking
  - Bicycle lanes
  - Left turn requirements
  - Pedestrian access points
  - Park-and-ride
  - Power sub-station locations