AGENDA

Technical / Community Advisory Committee Meeting

Date/Time: November 13, 2012 – 4:00 PM to 5:30 PM

Location: Minneapolis City Hall, Room 333 (Mayor's Conference Room)

I. Welcome and Housekeeping **4:00**

A. Introductions
B. Approve notes from October 9 meeting (attachment #1)

II. Initial Screening of Alternatives - Modes and Alignments (attachment #2) **4:05**

A. Purpose & Methodology
B. Results
C. Committee Feedback
D. Next Steps

III. Outreach Toolkit **5:00**

A. Purpose
B. November 16 Web-based Training

IV. Peer City Research **5:15**

A. 2010-2012 work presented at 10/29 PAC meeting (attachment #3)
B. Upcoming Peer City Research and Peer-to-Peer Forums

V. Adjourn **5:30**

Upcoming Meetings:
Friday, November 16, 2012 – Outreach Toolkit Training (1:00-2:30pm, online webinar or at URS Offices)
Tuesday, December 11, 2012 – T/CAC meeting (4:00-5:30pm, City Hall Room 333)
Tuesday, January 8, 2012 – T/CAC meeting (4:00-5:30pm, City Hall Room 333)
TBD Dates in January – Public Open Houses

MEETING NOTES

Technical and Community Advisory Committee Meeting #2

October 9, 2012

Attendees
See attached.

Welcome and Introductions
Committee members and attendees introduced themselves.

Public and Stakeholder Engagement
April Manlapaz reviewed the public input provided at the September 26 and 27 public open houses and via the online survey. 395 people completed the online survey (as of October 1), and 115 people signed in at the open houses. Key highlights of public input include:

- strong support for both streetcar and enhanced bus modes
- strongest support for initial implementation of improvements in the segments between Lake Street and the East Hennepin area
- Strong interest in improving street life/walking experience, attracting transit-oriented development, improving corridor neighborhoods, improving connectivity and circulation in downtown, and reducing congestion
- concern with bicycle/pedestrian safety, bus travel time/speed, bus crowding, and traffic congestion
- online survey respondents are primarily Caucasian and relatively affluent

The Project Team is working to increase outreach efforts to minority communities in the corridor and is developing a small group outreach toolkit. The toolkit will have information on the project that will allow many representatives of the project to go out and meet with underrepresented groups through the latter's already established meeting schedules/venues. The City of Minneapolis is developing a preliminary list of groups to meet with that could include faith-based and social service organizations, and will share the list with the Committee for review prior to rollout of the toolkit meetings.

Review of Purpose and Need
Anna Flintoft led the discussion of a revised Purpose and Need summary that was submitted to the Federal Transit Administration on September 19 and presented at the public open houses on September 26 & 27; the revisions were based upon input provided at the September 11 T/CAC meeting. Committee suggestions included:

- Add the last three goals to the Purpose sentence, since the first three goals are represented.
- Focus more on visitors and tourists.
- Address minimizing impacts to natural resources, as well as cultural and historic resources.
- Clarify what "disadvantaged communities" means.
- Consider changing "several" to "many" in the problem statement reference to "several major tranit investments."
- Discuss regional and local policies directing growth and development to transit and the urban core.
- Change the awkward language stating that that development market has shown that land use policies are being implemented.

- Address the public survey input regarding existing transit service scoring poorly on "safe" and "comfortable."
- Add "implementable, community-supported" to the purpose sentence.

Next Phase of Study: Initial Development and Screening of Alternatives
April Manlapaz described the process for evaluating the initial set of alternatives of modes and alignments. The evaluation of alternatives entails a two-step method to arrive at a Locally Preferred Alternative. The first step (the "initial screening") will look at a large set of alternatives and evaluate these alternatives using broad-brush criteria such as access to community; consistency with local and regional plans; connects activity centers; consistency with existing community character; and potential right-of-way impacts. These broad criteria are primarily qualitative in nature. The second step in the evaluation process will develop the pairing of alignment and mode in detail. At this juncture, information on ridership and capital cost will be developed.

The initial screening described at the Committee meeting would be a three-step process: the first two steps entail a separate evaluation of alignment and transit mode alternatives. The third step would attempt to identify starter lines, recognizing that a streetcar alternative would not likely be implemented in the full 9.2 miles of the study corridor.

The preliminary results of the initial screening will be presented at the next Committee meeting, scheduled on November 13, 2012.

Next Meeting
The next meeting will be on Tuesday, November 13, 2012.

Attendance

Technical and Community Advisory Committee Meeting

October 9, 2012, 4 PM – 5:30 PM

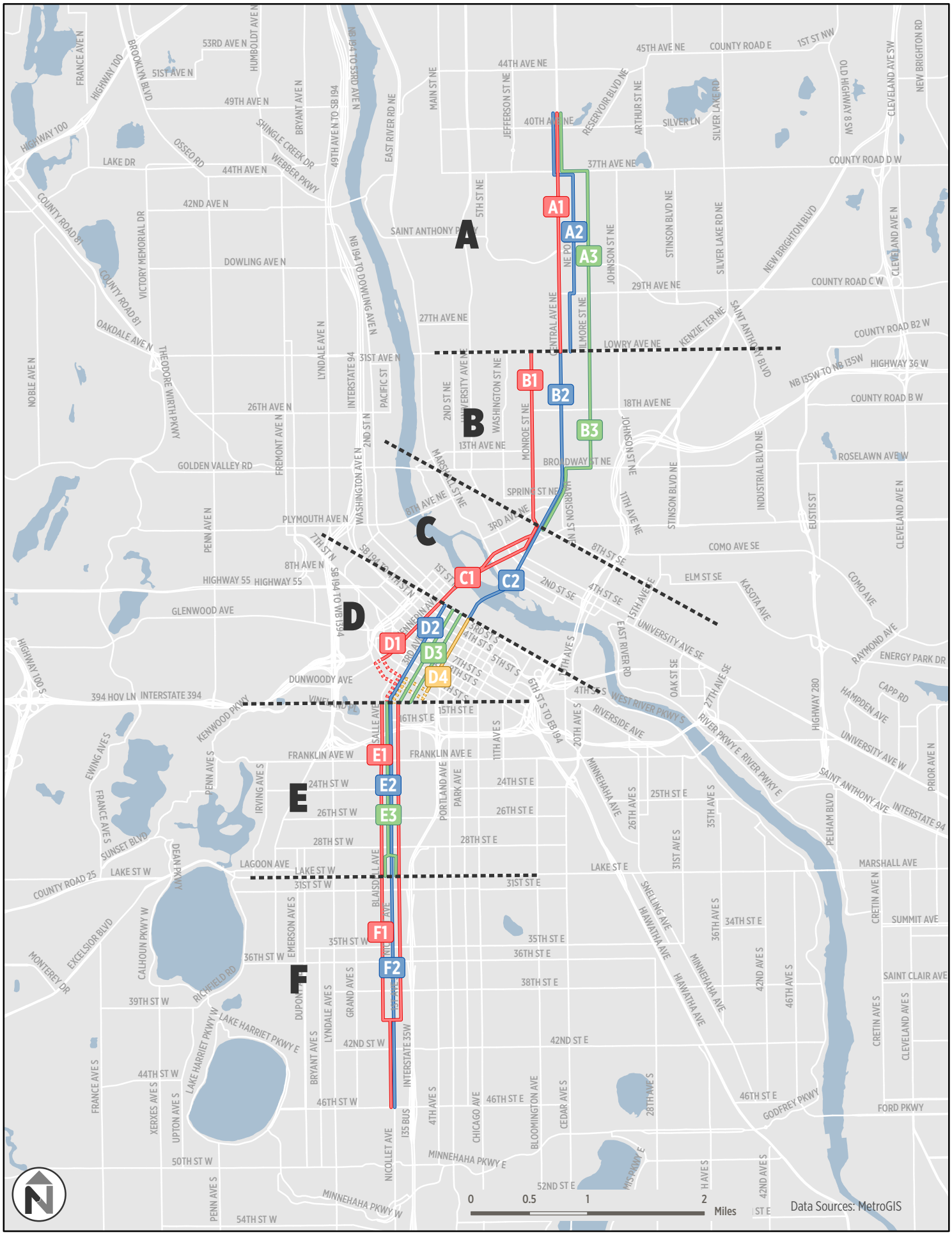
Minneapolis City Hall, Room 333

Name	Agency/Group	Committee Member	In Attendance
Allan Klugman	Minneapolis Public Works – Traffic and Parking	X	X
Betty Folliard		X	
Bob Greenberg		X	
Charles Carlson	Metro Transit	X	X
Christine Levens		X	
Cole Hiniker	Metropolitan Council	X	X
David Frank	Minneapolis CPED – TOD	X	X
David Sternberg		X	
Dean Michalko	Hennepin County Transit and Community Works	X	
Dore Mead		X	
Ed Newman		X	
Erica Christ		X	X
Henry Jimenez		X	X
Jason Orcutt	Anoka County	X	X
Jeff Sargent	Columbia Heights	X	
Jen Wendland		X	X
Joe Bernard	Minneapolis CPED – Community Planning	X	X
Joe Surisook		X	
Katie Hatt		X	X
Kevin Hansen	Columbia Heights	X	X
Kevin Upton		X	X
Mark Stenglein		X	
Matt Brown		X	X
Michael Nelson		X	X
Mike Corbett	MnDOT	X	X
Tom Johnson	Hennepin County Transportation	X	
Anna Flintoft	Minneapolis Public Works		X
Peter Wagenius	Minneapolis Mayor's Office		X
April Manlapaz	URS Corp.		X
Dan Meyers	URS Corp.		X
Jon Wertjes	Minneapolis Public Works		X

Transit Modes Considered

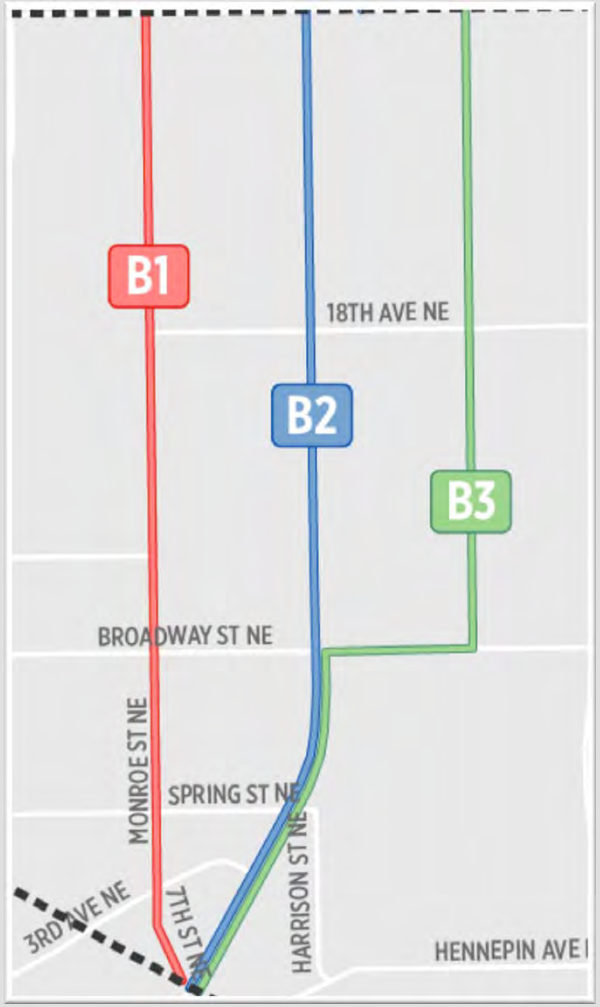
Corridor Alignments by Segment

Attachment #2



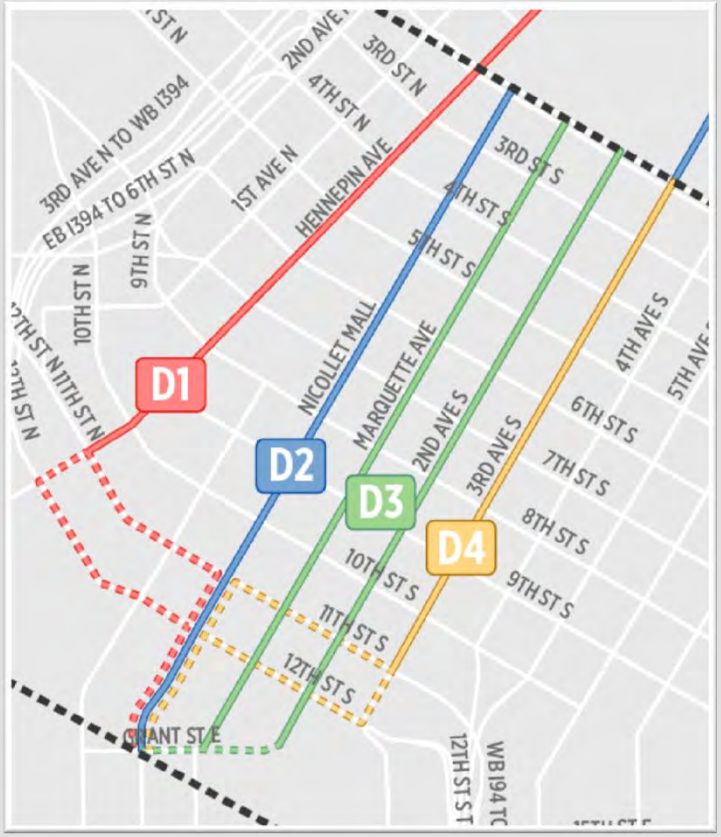
Segment A: 41st Ave – Lowry Ave

Segment B: Lowry Ave – Seventh St NE

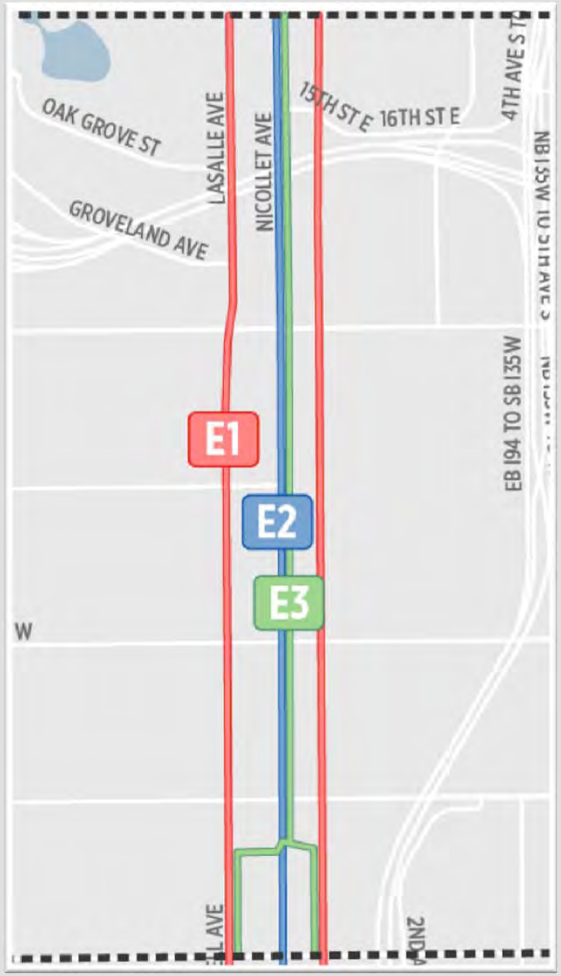


Segment D : Seventh St NE – Washington Ave: River Crossing

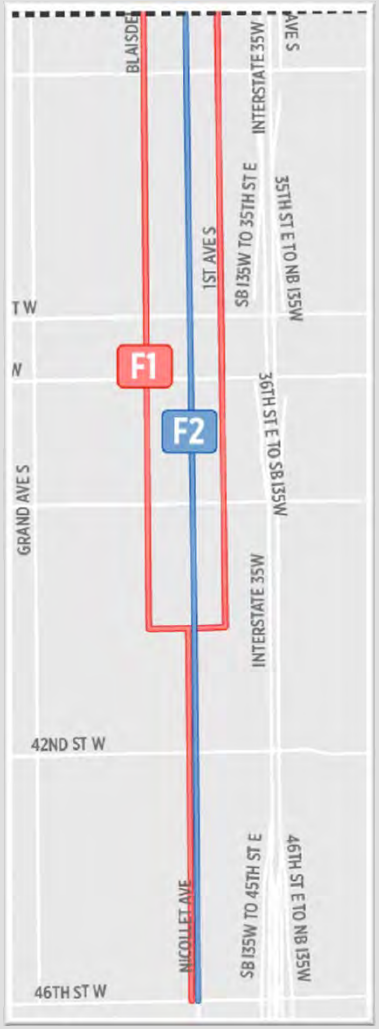
Segment C: Washington Ave – Grant St



Segment E: Grant St – Lake St



Segment F: Lake St – 46th St



Minneapolis
City of Lakes

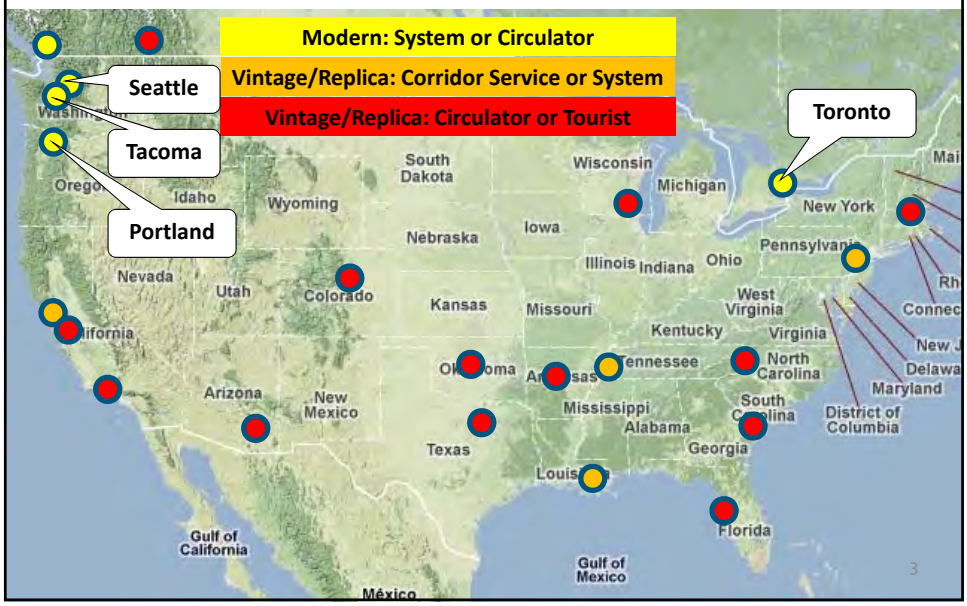
2011 STREETCAR PEER REVIEW

Updated for Oct. 29, 2012
Policy Advisory Committee Meeting,

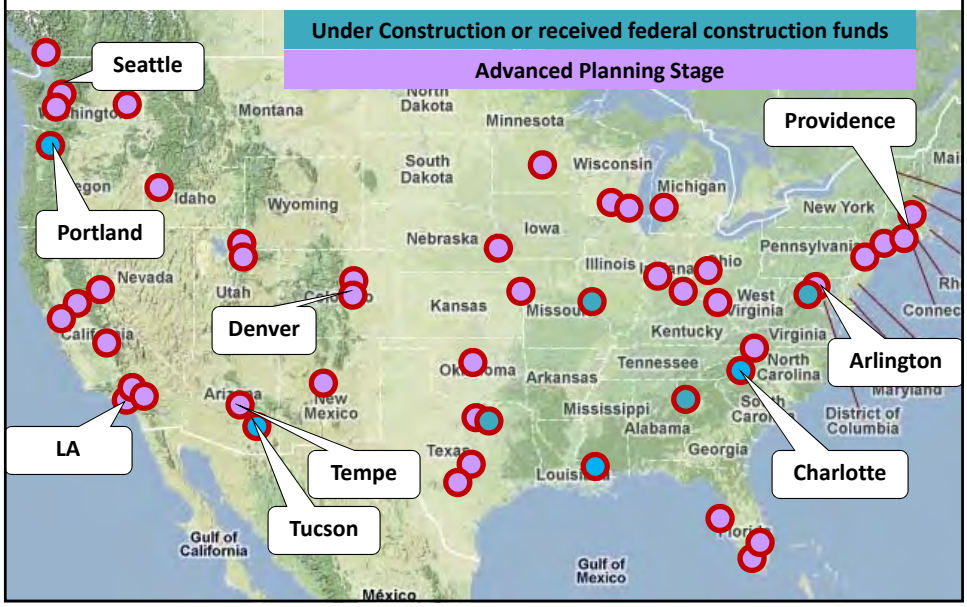
ISSUES EXPLORED

- Streetcar integration with existing bus service in same corridor
- Streetcar's effect on ridership (ridership numbers and type of rider)
- Streetcar's impacts on economic development, business/retail vitality, and quality of life.

WHAT EXISTING SYSTEMS WERE SURVEYED?



WHAT NEW/PLANNED SYSTEMS WERE SURVEYED?



SYSTEMS HIGHLIGHTED IN THIS PRESENTATION

TORONTO

510 Spadina Streetcar (Existing)

- 1 of 11 streetcar lines
- 3.2 miles long
- Opened in 1997, replacing route 77-Spadina bus
- 0.2 mile stop spacing
- 43,800 daily riders on Spadina

Spadina Streetcar, Flickr, Diego3336

TORONTO

510 Spadina Streetcar (Existing)

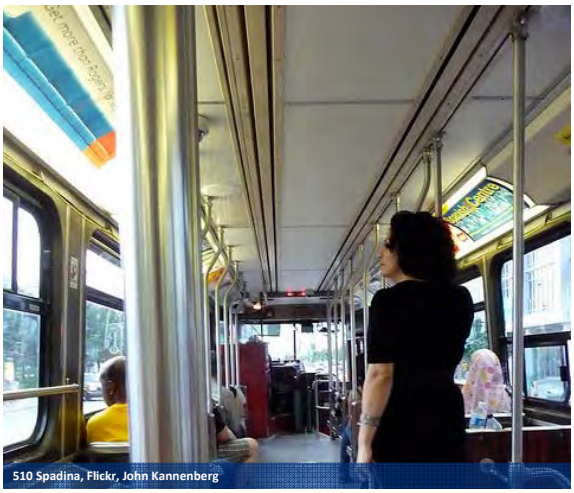
- Ridership has grown from 26,350/day in 1997 to 35,730 in 2004 to 43,800 today
- Exclusive, curbed lanes and direct access to subway
- Streetcar provides faster and more reliable service than previous bus service
- Streetcar works better than bus in tight right-of-way
- Evaluated enhanced bus but chose streetcar because "it lasts longer"

510 Spadina, Flickr, sillygwallo

TORONTO

510 Spadina Streetcar (Existing)

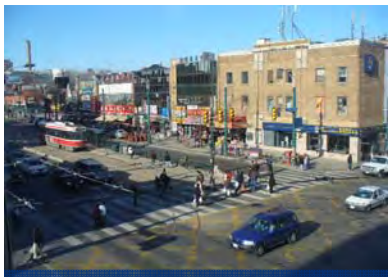
- Transit agency estimates that 60% of existing streetcar passengers are "choice" riders
- Quality of service is key factor


510 Spadina, Flickr, John Kannenberg

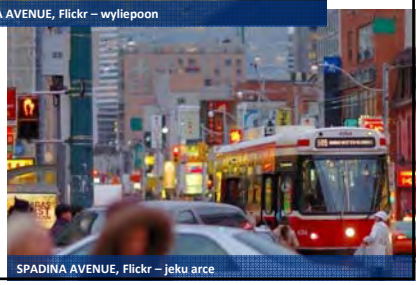
TORONTO

510 Spadina Streetcar (Existing)

- Streetcar was first opposed by merchants
- Primary concerns were loss of parking, loading impacts, and construction
- Surveys taken after project indicate that businesses overwhelmingly believed streetcar helped business
- Still have concerns about parking availability



SPADINA AVENUE, Flickr – wyliepoon

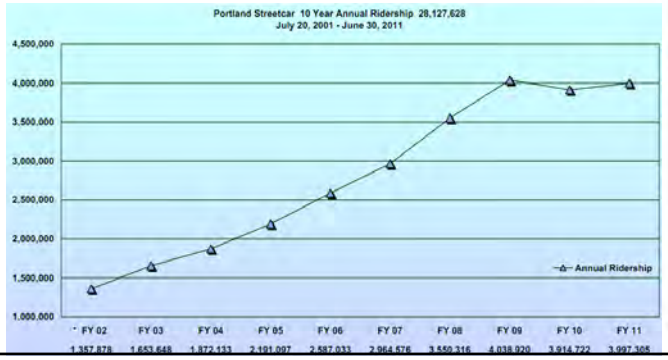


SPADINA AVENUE, Flickr – jeku arce

PORTLAND

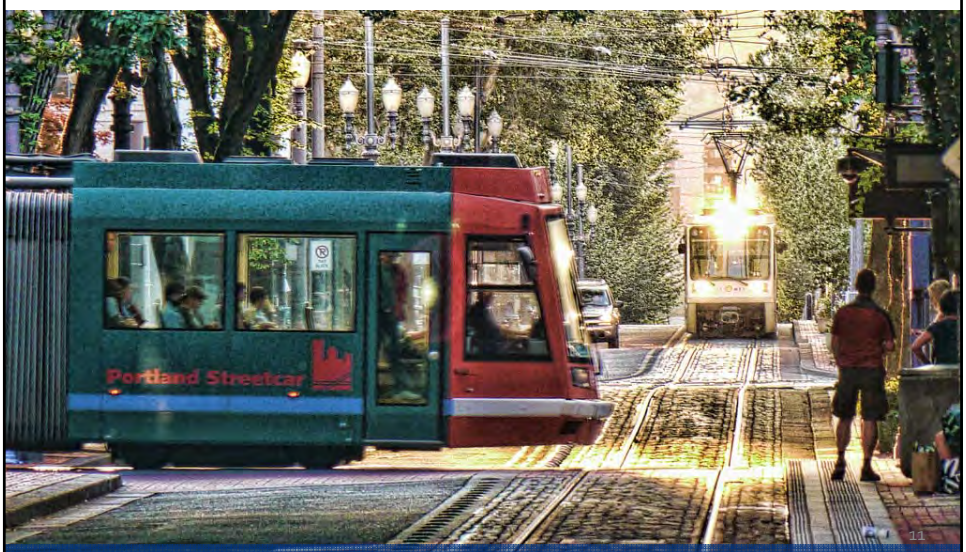
PSU-South Waterfront (Existing)

- 4.0 miles long
- Opened in 2001 (extensions in 2005, 2006, 2007)
- 0.16 mile stop spacing
- 12,000 daily riders in 2011
- Mixed traffic



PORTLAND

PSU-South Waterfront (Existing)

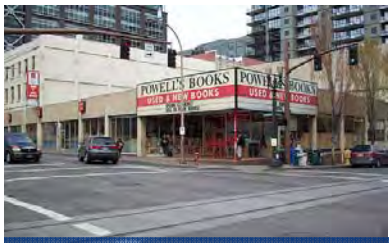


Relatively seamless connections between streetcar and MAX light rail.

PORTLAND

PSU-South Waterfront (Existing)

- Businesses now generally very supportive – but some were very vocal opponents
  - (e.g., Powell's Books)
- $19m of funding from property assessment
- Flip side of economic growth is higher assessments on property owners



Powell's Books on Streetcar Line, Flickr, paulcole

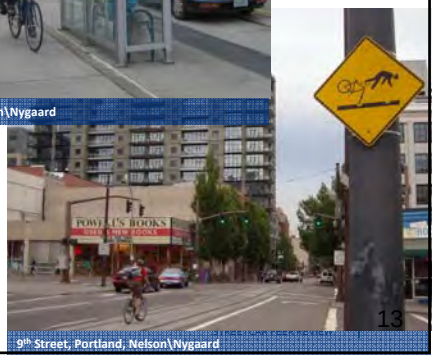
Portland Streetcar, Flickr, sfcityscape

PORTLAND

PSU-South Waterfront (Existing)

- Standards developed to better integrate bike/streetcar
- Perhaps one of the biggest design challenges
  - Flangeway hazard
  - Managing left turns
  - Integration with stops

NW Lovejoy Street, Nelson\Nygaard



9th Street, Portland, Nelson\Nygaard

13

PORTLAND

Eastside Loop (Existing)

- 3.3 miles long
- Opened in September 2012
- 0.23 mile stop spacing
- Mixed traffic
- Will operate on corridor with Route 6

Future Eastside Loop Corridor

STREETCAR PEER REVIEW

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SEATTLE

Seattle Streetcar, Flickr, Lightpattern Productions

Seattle Streetcar, Flickr, kosmosxipo

SEATTLE

South Lake Union (Existing)

- 1.3 miles
- Opened in 2007
- 0.25 mi. stop spacing
- Mixed traffic
- Ridership far exceeded projections:
  - 346,000 (2009)
  - 565,000 (2010)
  - 683,000 (2011)

Minneapolis City of Lakes
STREETCAR PEER REVIEW | 16

SEATTLE

South Lake Union (Existing)

- Strong mix of commuters and choice riders
- Peak commuters + midday "choice" riders
- Recent survey:
  - 55% commute trips
  - 45% were "choice"
- Mix may have changed with Amazon moving to SLU

SLU Streetcar, Flickr - Bejan

amazon.com

SEATTLE

South Lake Union (Existing)

- Huge amount of growth in SLU area, north of downtown
- Industrial and biotech starting to attract retail and commercial uses
- Streetcar was a key factor for attracting Amazon

South Lake Union Streetcar

SEATTLE

1st Hill Line (Construction)

- 2.2 miles
- Opening in 2014
- 0.25 mi. stop spacing
- Mixed traffic
- First Hill streetcar initial projection is 3,000-3,500 riders/day

First Hill Alignment, Seattle Streetcar

SEATTLE

1st Hill Line (Construction)

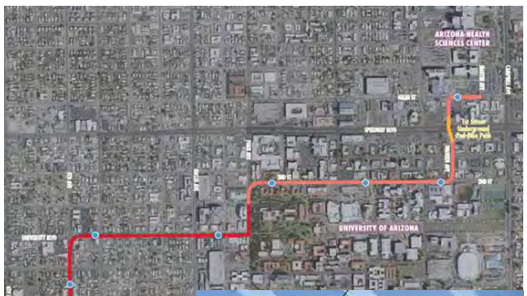
- Two-way cycle track planned in effort to "reclaim the street" from cars
- Hope to attract more bicyclists to corridor
- "Copenhagen" lefts to accommodate left turns across track

Copenhagen left turn, Gehl Architects

TUCSON

Tucson Streetcar (Construction)

- 3.9 miles
- Opens 2013
- 0.23 mile stop spacing
- Connect downtown with university
- Bus route changes TBD

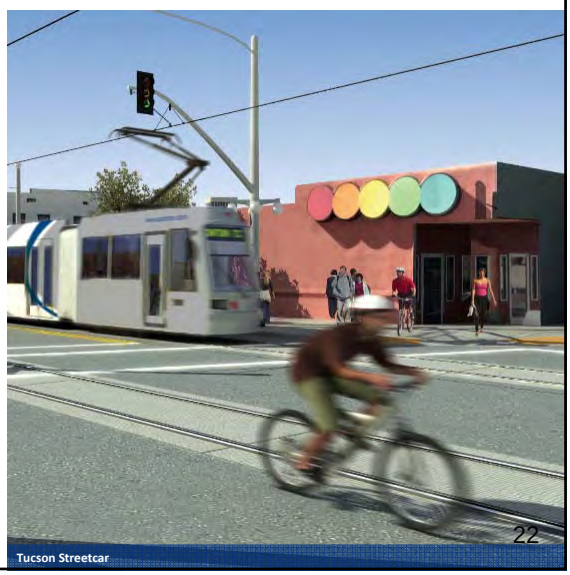


Tucson Modern Streetcar

TUCSON

Tucson Streetcar (Construction)

- Designed to minimize impact on bikes and diagonal parking
- Center platform stations outside downtown
- Left side curbside stations downtown
- Bike community not entirely satisfied – safety issues with tracks



Tucson Streetcar

22

CHARLOTTE

Charlotte Streetcar (Construction)

- 1.5 mile starter segment underway
- 10.0 mile corridor planned
- 0.27 mile stop spacing
- Connects dwtn, 4 transit centers, 2 rail lines, 2 colleges, 1 hospital
- 9,000 existing riders in corridor

CHARLOTTE

Charlotte Streetcar (Construction)

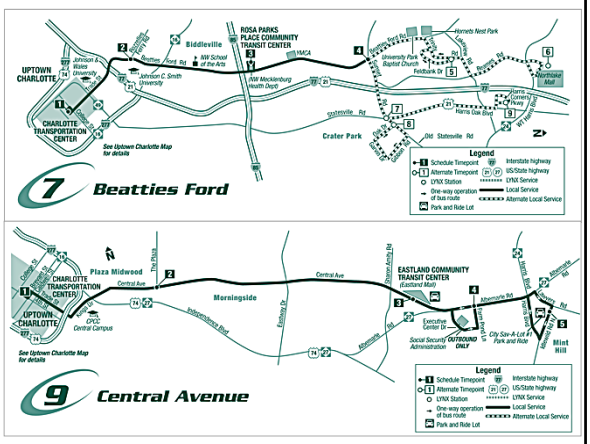
- Corridors selected for enhancement due to capacity issues
- Streetcar also seen as way to enhance development on Beatties Ford Road
- Streetcar selected over enhanced bus due to permanence of the mode

Elizabeth Avenue, Flickr, Atlantiquon

CHARLOTTE

Charlotte Streetcar (Construction)

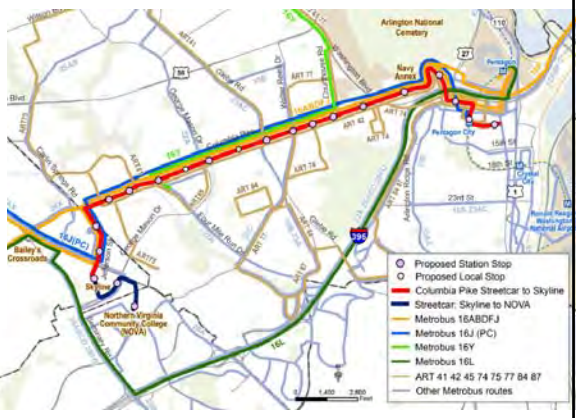
- 3 of highest volume routes: route 7, route 9, free dwtn circulator
- Bus changes TBD
  - Eliminate buses (unlikely)
  - Terminate & force transfer
  - Express buses with local streetcar
  - Reduce bus frequency & modify service



ARLINGTON

Columbia Pike (Planning)

- 5 miles
- 0.27 mile stop spacing
- 16,000 existing riders in corridor
- Crowded buses, delays
- Streetcar LPA July 2012
- $250M capital cost



ARLINGTON

Columbia Pike (Planning)

- Streetcar selected to address demand in the corridor
- Buses are limited in ability to improve existing transit service
- Enhanced bus evaluated in AA, but "what do we get with more buses? More of the same."
- Desire to diversify service and improve operations
- Streetcar seen as way to catalyze and support existing growth

Arlington Streetcar, Arlington County

ARLINGTON

Columbia Pike (Planning)

- Streetcar will replace routes 16G and 16H
- Some bus service to remain – 16Y express, ART local
- Streetcar will not serve entire corridor; transfer required for longer trips

ROLE OF TRANSIT AGENCY

City	Lead Planning Agency	Other Major Agencies Involved
Denver	City of Denver	RTD, DRCOG
Providence	RIPTA	City of Providence, Mayor's Office
Charlotte	City Eng. & Prop. Management	CATS, CDOT, City planning, utilities, etc.
Arlington	Arlington and Fairfax Counties (joint lead)	WMATA, Metro, ART
Los Angeles	Los Angeles Streetcar, Inc. 503(c)(3)	LA Metro
Toronto	TTC	Various stakeholders
Tacoma	Sound Transit	City of Tacoma, Pierce Transit
Tucson	City Department of Transportation	U of A (Cat Tran), Regional Transportation Authority (RTA), Arizona DOT
Tempe	Valley Metro	City of Tempe
Seattle	City of Seattle	Sound Transit
Portland	City of Portland	Portland Streetcar Inc, Trimet, Metro

OVERALL FINDINGS

- **Key Themes:**
  - Modern streetcar is a new mode, and there are few operating systems – most peers in construction/planning
  - Streetcar systems vary in their function (circulation vs. corridor level service)
  - Multiple project motivations
    - Economic development/growth
    - Improve transit system
  - Economics is a major driving factor in each city
  - Streetcar is all about permanence – much greater economic development potential than enhanced bus

OVERALL FINDINGS (CONT.)

- **Key Themes:**
  - Almost all streetcar systems are operated by transit agencies – sometimes non-profits are established
  - Streetcar can better accommodate corridors with heavy demand (due to higher capacity) – important for corridor projects
  - Speed and reliability comparable (or better) on enhanced bus unless in dedicated right-of-way
  - But why add more buses when can "diversify" the transit system, attract "choice" riders, and accomplish multiple goals?

Enhanced Bus Projects in Other Regions

Metropolitan Council

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2. Scope

Systems Studied in 2010 by Metro Transit

Implementation Year

- New York Select Bus Service
  2008
- Cleveland Healthline
  2008
- Kansas City MAX
  2005
- Los Angeles Metro Rapid
  2000
- Oakland Rapid
  2004
- Las Vegas ACE
  2010

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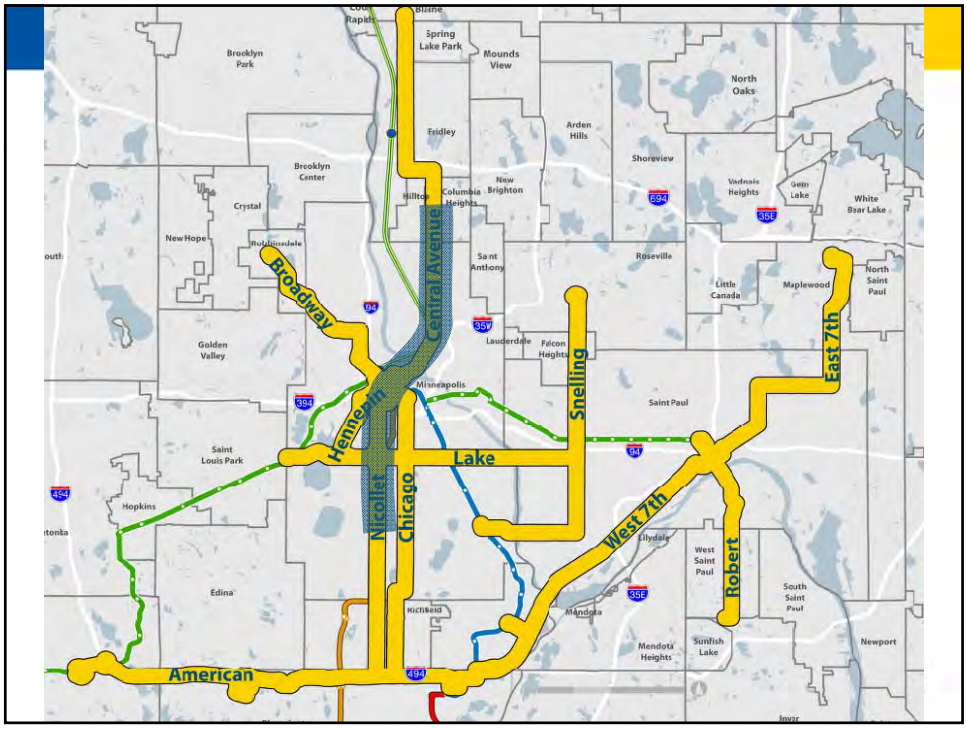

3. Characteristics

Service & Operations

	Service	Ridership (Avg. Wkdy.)	Peak (Min.)	Off-Peak (Min.)	Station Spacing (miles)	Local Service?
	New York	44,000	3-4	10	.5	X
	Cleveland	14,200	5	15	.17	
	Kansas City	4,200	9	30	.25	X
	Los Angeles*	10,100	5	10	1	X
	Oakland	6,133	10-12	No Night, Weekend Service	.41	X
	Las Vegas	---	10	---	---	X
ABRT	Twin Cities**	12,500	10	10	.41	X

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* Ventura Blvd. Metro Rapid 750

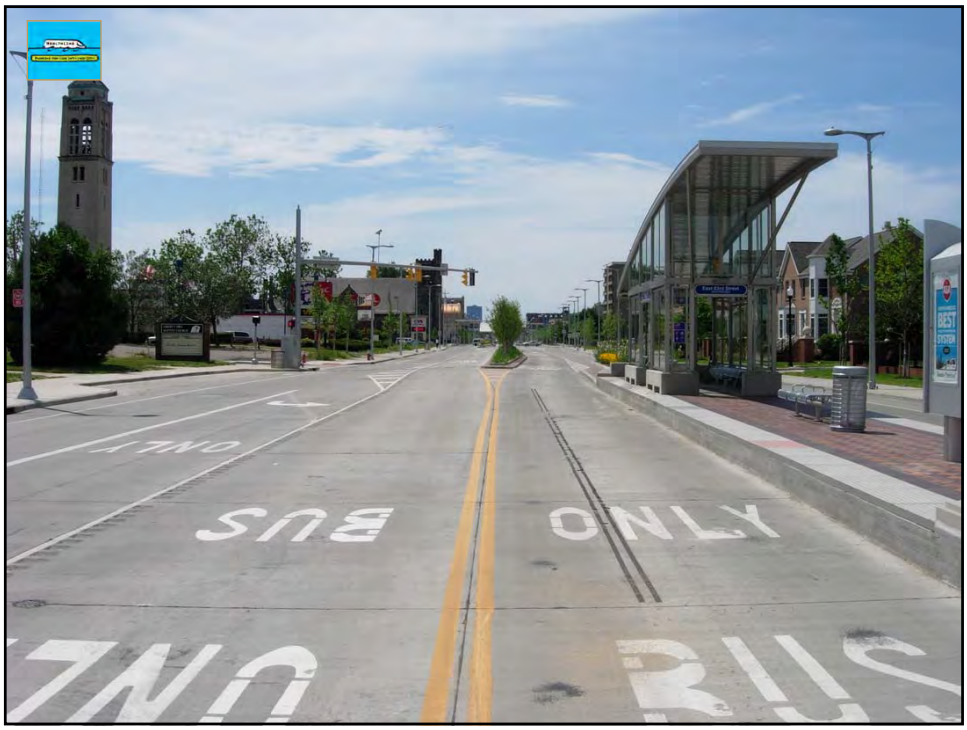
** Average Corridor in Arterial Transitway Corridors Study

3. Characteristics

Runningway

	Service	Length (mi)	Stations	Mixed-Traffic	Dedicated Right-of-Way	TSP
	New York	8.5	18	X	Downtown	X
	Cleveland	6.8	36		X	X
	Kansas City	6	20	X	Peak-Only	X
	Los Angeles	16.7	15	X		X
	Oakland	18	35	X		X
	Las Vegas	---	---	X	Downtown	X
ABRT	**Twin Cities Average**	**9.2**	**22**	**X**	**Downtown (some)**	**X**

+sel
ONLY
BUS


BUS
ONLY

3. Characteristics

Stations

	Service	Stop Location	Level Boarding	Shelter	Real-Time Signs	Shared w/ Local
+sel	New York	Curbside, farside	Level near-level	Standard	X	X
	Cleveland	Curbside/ median, farside	Level	Custom Designed	X	
max	Kansas City	Curbside, farside	Near-level	Custom Designed	X	X
Metr LOS ANGELES	Los Angeles	Curbside	Near-level	Custom Designed	X	X
RAPID East Bay Bus Rapid Transit	Oakland	Curbside	Near-level	Standard	X	X
Gold	Las Vegas	Curbside/ median	Level	Custom Designed	X	X
ABRT	**Twin Cities**	**Curbside w/ some bumpout**	**Near-Level**	**Custom Designed**	**X**	**X Typical**

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RAPID
Get on the Best National Wireless Network.
UNIVERSITY AVENUE
ANY SMART
UNIVERSITY AVENUE

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Metr
LOS ANGELE
Metro Rapid
Metropolitan Council

max
CROWN CENTER
Metropolitan Council
Metro Transit
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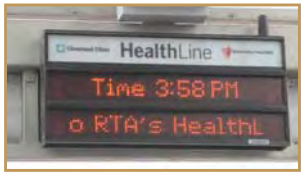
max
JUN 14 2005
max
UNION STATION
Arrive 21 min

BEST
SYSTEM
East 36th Street

3. Characteristics: Stations

Real Time Signage



Cleveland Healthline

Las Vegas ACE

Los Angeles Metro Rapid

Kansas City MAX

Metropolitan Council

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3. Characteristics

Vehicles

	Service	Brand	Length	Low-Floor	Doors	Seats	Propulsion
+sel		Nova	62’	½ fleet	3	38	Standard
		New Flyer	63’	X	5	38	Hybrid-Electric
max		Gillig	42’	X	2	39	Standard
Metr		NABI	40’	X	2	39	Standard
RAPID		Van Hool	40.5’	X	3	28	Standard
Gold		Wright Bus	62’	X	3	44	Hybrid-Electric
ABRT	Twin Cities	?	40’ & 60’	X	2-3	?	Std. and Hybrid

Metro Transit
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max
MAX MAIN STREET ORANGE LINE
3500
MAX TROOST AVENUE GREEN LINE
3503
max
MAX
max

HEALTHLINE
RTA
HealthLine
Cleveland Clinic
BOWLING
E 4 St
RTA
www.rideRTA.com

3. Characteristics

Fare Collection

	Service	On-Board	Off-Board	Enforcement	Smart Card Option
+sel	New York		X	Proof-of-Payment	X
	Cleveland	X	X	Proof-of-Payment Bus Operator	X
max	Kansas City	X		Bus Operator	
Metro	Los Angeles	X		Bus Operator	X
RAPID	Oakland	X		Bus Operator	X
Gold	Las Vegas		X	Proof-of-Payment	X
ABRT	**Twin Cities**		**X**	**Proof-of-Payment**	**X**

Metropolitan Council

Metro Transit
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+sel
Fare $2
RECEIPT
METRO CARD
Coin Fare Collector
+selectbusservice

Metro
Wilshire Bl
3200 W
Metro
754
754 VERMONT-
120TH
15

4. Outcomes

Service Performance

	Service	Capital Cost	Cost/mile	Ridership increase	Travel Time Savings
	New York	$10.5 million	$1.2 million	7%	19%
	Cleveland	$200 million	$29.4 million	40%	24%
	Kansas City	$21 million	$3.5 million	50%	20%
	Los Angeles	$3.3 million	$197,000	27%	23%
	Oakland	$25 million	$1.4 million	16%	23%
Twin Cities ABRT (ATCS)		**$32 million**	**$3.5 million**	**30%****	**19%**

* Excludes Cleveland & Los Angeles
** Over 2030 Baseline, System Average. 80%+ over existing

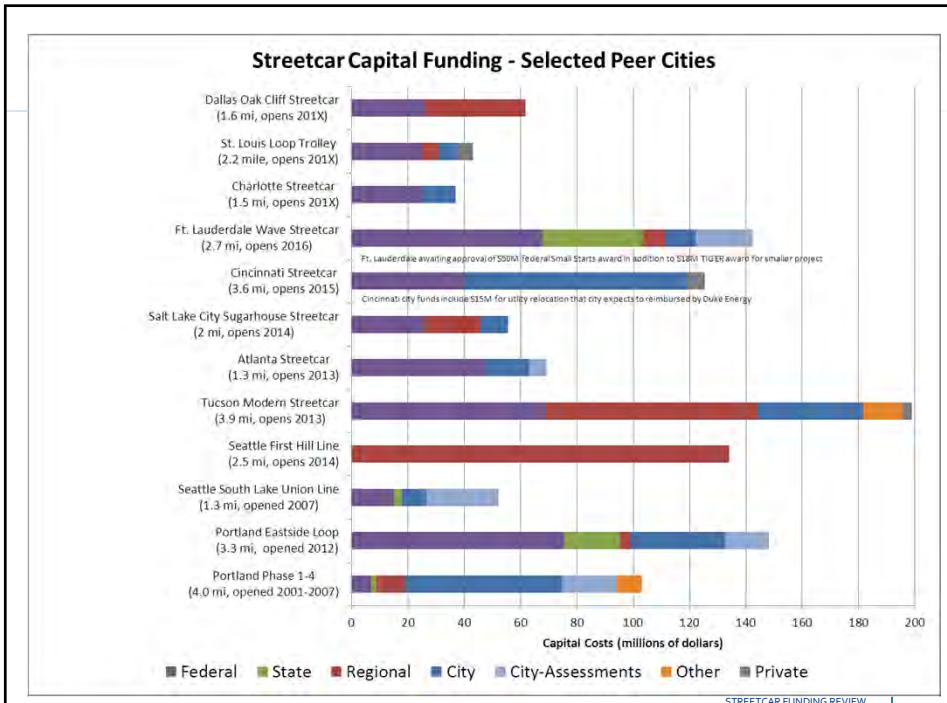
Metropolitan Council

Metro Transit
a service of the Metropolitan Council

Minneapolis
City of Lakes

STREETCAR FUNDING REVIEW

October 2012



STREETCAR FUNDING REVIEW

PORTLAND PHASE 1-4

4.0 mile, $103 M, opened 2001-7

Capital Funding Sources

- Federal (7%)
  - $5M federal transportation funds
  - $2M HUD
- State (2%)
  - $2M Connect Oregon
- Regional (10%)
  - $10 M Regional Transportation Funds
- City (54%)
  - $2M general fund
  - $29M parking bonds
  - $2M parking fund
  - $2M transportation fund
  - $22M tax increment financing
- City – Property Assessments (19%)
  - $19M local improvement district
- Other/Unknown (9%)
  - $9M

Minneapolis City of Lakes
STREETCAR FUNDING REVIEW | 3

PORTLAND EASTSIDE

3.3 mile, $148 million, opened 2012

Capital Funding Sources

- Federal (51%)
  - $75M Small Starts
  - <$1M stimulus funds
- State (13%)
  - $20M (locally manufactured streetcar vehicles)
- Regional (2%)
  - $4M regional funds
- City (23%)
  - $28M Portland Development Commission
  - $6M SDC/other city funds
- City – Property Assessments (10%)
  - $16M local improvement district

Minneapolis City of Lakes
STREETCAR FUNDING REVIEW | 4

SEATTLE SLU LINE

1.3 mile, $52 million, opened 2007

Capital Funding Sources

- Federal (29%)
  - $15M federal funds (source not known)
- State (6%)
  - $3M state funds (source not known)
- City (16%)
  - $9M sale of surplus property
- City – Property Assessments (49%)
  - $26M local improvement district

SEATTLE FIRST HILL

2.5 mile, $134 million, opens 2014

Capital Funding Sources

- Regional (100%)
  - $134M ST2 funds (2008 voter approved Sound Transit 2 transit expansion plan for Puget Sound Region)

TUCSON

3.9 mile, $199 million, opens 2013

Capital Funding Sources

- Federal (35%)
  - $63M TIGER grant
  - $7M New Starts "Exempt" appropriations
- Regional (38%)
  - $75M Regional Transportation Authority (part of the $2.1 billion Regional Transportation Plan, approved by Pima County voters in May 2006)
- City (19%)
  - $11M public utilities
  - $27M other city funds
- Private (2%)
  - $3M The Gadsden Company
- Other/Unknown (7%)
  - $14M bridge funding

Serves the University of Arizona (UA), Main Gate Square, the Fourth Avenue entertainment and shopping district, Downtown, and the Mercado District.

ATLANTA

1.3 mile, $69 million, opens 2013

Capital Funding Sources

- Federal (69%)
  - $48M TIGER grant
- City (23%)
  - $16M city capital
- City-Property Assessments (9%)
  - $6M Atlanta Downtown Improvement District ($20M commitment over 20 years)

Connects the Centennial Olympic Park area to the Martin Luther King Jr. National Historic Site.

SALT LAKE CITY

2 mile, $56 million, opens 2014

Capital Funding Sources

- Federal (47%)
  - $26M TIGER grant
- Regional (36%)
  - $6M value of land and $12M value of vehicles already purchased by transit agency
  - $2M transit agency
- City (17%)
  - $5M Salt Lake City
  - $4M South Salt Lake

Connects Sugar House Business District to the regional TRAX light rail system.

Minneapolis City of Lakes
STREETCAR FUNDING REVIEW | 9

CINCINNATI

3.6 mile, $125 million, opens 2015

Capital Funding Sources

- Federal (32%)
  - $11M TIGER grant
  - $25M Urban Circulator grant
  - $4M CMAQ
- City (63%)
  - $28M property tax capital bond proceeds
  - $11M TIF bond proceeds
  - $26M Blue Ash Airport sale (includes $15M for utility relocation that city expects to be reimbursed by Duke Energy)
  - $14M other development fund revenue
- Private (5%)
  - $7M Duke Energy/Streetlight Sale Proceeds & Private Contributions

Connects Downtown to Findlay Market and the Over-the-Rhine Historic District.

Minneapolis City of Lakes
STREETCAR FUNDING REVIEW | 10

FT LAUDERDALE WAVE

2.7 mile, $143 million, opens 2016

Capital Funding Sources

- Federal (47%)
  - $18M TIGER grant
  - $50M *anticipated* Small Starts award
- State (25%)
  - $36M Florida new starts program
- Regional (6%)
  - $8M Broward MPO
- City (7%)
  - $11M capital improvement funds and land donation for O&M facility
- City-Property Assessments (14%)
  - $21M special assessments

CHARLOTTE

1.5 mile, $37 million, opening ????

Capital Funding Sources

- Federal (68%)
  - $25M urban circulator grant
- City (32%)
  - $12M capital funds

1.5 mile starter line

10 mile long-term vision

ST LOUIS LOOP TROLLEY

2.2 mile, $43 million, opening ????

Capital Funding Sources

- Federal (58%)
  - $25M FTA urban circulator grant
- Regional (14%)
  - $6M regional MPO (federal funds)
- City (16%)
  - $3.5M tax increment funds
  - $3.5M new market tax credits
- Private (12%)
  - $5M philanthropic donations

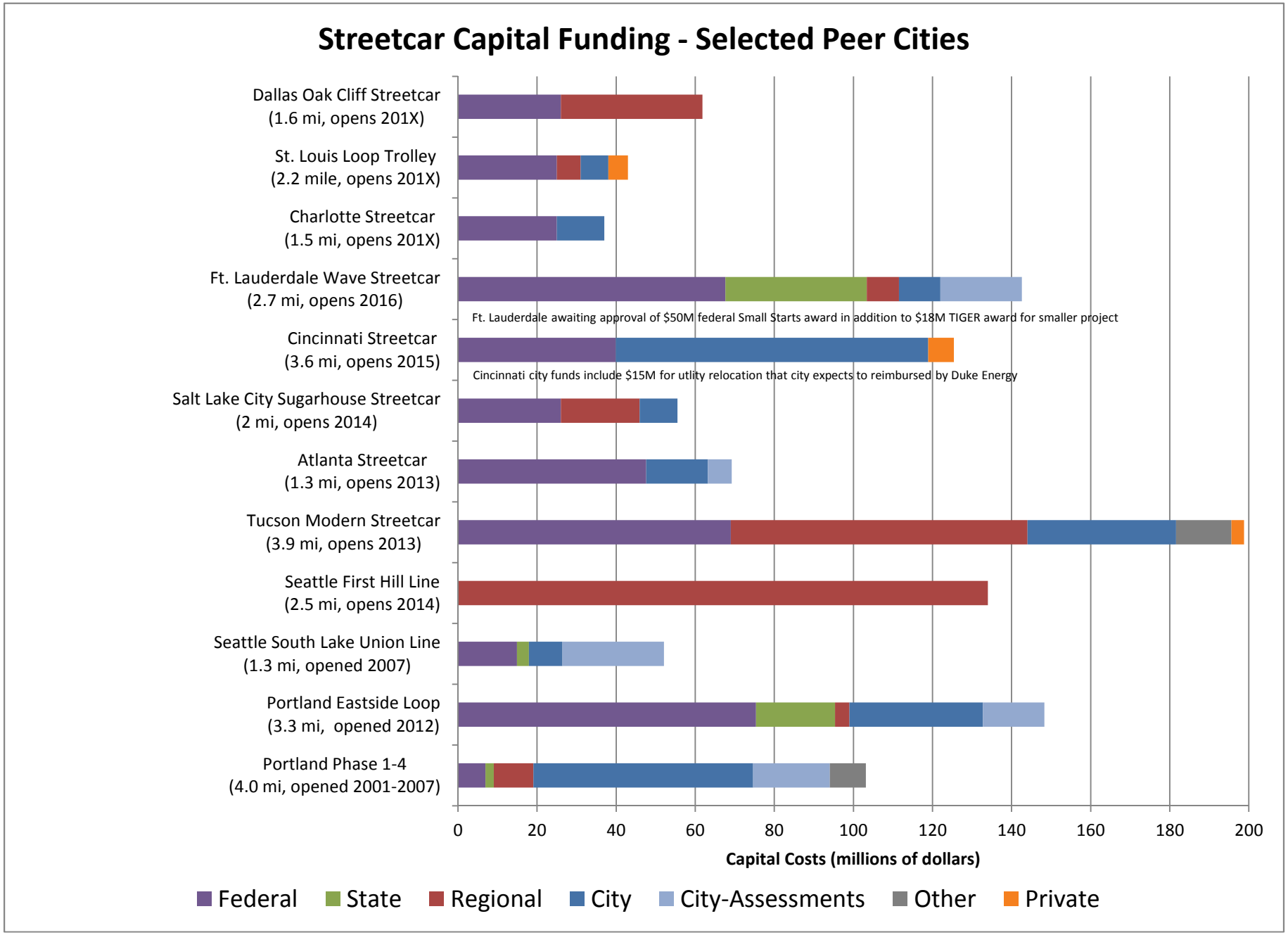
Connects two existing MetroLink Stations to cultural institutions and shopping/office/entertainment district in The Loop.

DALLAS OAK CLIFF

1.6 mile, $62 million, opening ????

Capital Funding Sources

- Federal (42%)
  - $26M TIGER grant
- Regional (58%)
  - $20M transit agency (1-cent sales tax)
  - $16M MPO (toll road revenue)


Streetcar Capital Funding - Selected Peer Cities
Dallas Oak Cliff Streetcar (1.6 mi, opens 201X)
St. Louis Loop Trolley (2.2 mile, opens 201X)
Charlotte Streetcar (1.5 mi, opens 201X)
Ft. Lauderdale Wave Streetcar (2.7 mi, opens 2016)
Ft. Lauderdale awaiting approval of $50M federal Small Starts award in addition to $18M TIGER award for smaller project
Cincinnati Streetcar (3.6 mi, opens 2015)
Cincinnati city funds include $15M for utlity relocation that city expects to reimbursed by Duke Energy
Salt Lake City Sugarhouse Streetcar (2 mi, opens 2014)
Atlanta Streetcar (1.3 mi, opens 2013)
Tucson Modern Streetcar (3.9 mi, opens 2013)
Seattle First Hill Line (2.5 mi, opens 2014)
Seattle South Lake Union Line (1.3 mi, opened 2007)
Portland Eastside Loop (3.3 mi, opened 2012)
Portland Phase 1-4 (4.0 mi, opened 2001-2007)
0
20
40
60
80
100
120
140
160
180
200
Capital Costs (millions of dollars)
Federal
State
Regional
City
City-Assessments
Other
Private

Streetcar Capital Funding - Selected Peer Cities (in millions)

Funding Source	Portland Phase 1-4 (4.0 mi, opened 2001-2007)	Portland Eastside Loop (3.3 mi, opened 2012)	Seattle South Lake Union Line (1.3 mi, opened 2007)	Seattle First Hill Line (2.5 mi, opens 2014)	Tucson Modern Streetcar (3.9 mi, opens 2013)	Atlanta Streetcar (1.3 mi, opens 2013)	Salt Lake City Sugarhouse Streetcar (2 mi, opens 2014)	Cincinnati Streetcar (3.6 mi, opens 2015)	Ft. Lauderdale Wave Streetcar (2.7 mi, opens 2016)	Charlotte Streetcar (1.5 mi, opens 201X)	St. Louis Loop Trolley (2.2 mile, opens 201X)	Dallas Oak Cliff Streetcar (1.6 mi, opens 201X)
Federal	**7**	**75**	**15**	**0**	**69**	**48**	**26**	**40**	**68**	**25**	**25**	**26**
Federal Transportation Funds (reallocated w/ TriMet for local funds)	5											
Federal Funds			14.9									
U.S. HUD Grant	1.95											
TIGER					63	47.6	26	10.92	18			26
FTA Urban Circulator Grant								25		25	25	
FTA Small Starts (awarded)		75										
FTA New Starts "Exempt" project appropriations to date					6							
Stimulus funds		0.36										
CMAQ (approved byOhio-Kentucky-Indiana Regional Council of Governments)								4				
FTA Small Starts (application, awaiting award)									49.65			
State	**2**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**0**
Connect Oregon	2.1											
State lottery funds (locally-manufactured vehicle purchase)		20										
Florida DOT (State New Starts program)									35.73			
State funds			3									
Regional	**10**	**4**	**0**	**134**	**75**	**0**	**20**	**0**	**8**	**0**	**6**	**36**
Regional Transportation Authority (voter-approved funds)					75							
DART (1 cent sales tax revenue)												20
Regional Transportation Funds	10											
MPO (toll road revenue)												15.8
Regional MPO (federal funds)											6	
Broward MPO									8.14			
value of land ($6.3M) and 3 vehicles ($12M) already purchased by UTA							18.32					
Utah Transit Authority							1.6					
2008 voter approved Sound Transit 2 (ST2) transit expansion plan for Puget Sound area				134								
Regional Funds		3.62										
City	**56**	**34**	**9**	**0**	**38**	**16**	**10**	**79**	**11**	**12**	**7**	**0**
City capital match contributions						15.6						
City funds (previously appropriate capital funds)										12		
City General Fund	1.8											
City Parking Bonds	28.6											
City Parking Fund	2											
City Transportation Fund	1.7											
Property Tax Capital Bond Proceeds (appropriated over several years - property tax that is dedicated to capital improvements								28				
TIF Bond Proceeds								11				
Blue Ash Airport Sale (includes $15M for utility relocation that city expects to be reimbursed by Duke Energy)								26				
Other Development Fund Revenue								14				
Tax Increment Funds	21.5										3.5	
New Market Tax Credits											3.5	
Portland Development Commission		27.68										
Sale of surplus property			8.5									
SDC/other City funds		6.11										
Salt Lake City ($5.38M) and South Salt Lake ($4.2M)							9.58					
Capital Improvement funds and land donation for O&M facility									10.5			
Public utilities					11							
City certificates of participation/grant anticipation notes					26.6							
City - Property Owner Assessments	**19**	**16**	**26**	**0**	**0**	**6**	**0**	**0**	**21**	**0**	**0**	**0**
Local Improvement District	19.4	15.5	25.7									
Special Assessment									20.59			
Atlanta Downtown Improvement District ($20M commitment over 20 yrs)						6						
Private	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**7**	**0**	**0**	**5**	**0**
Philanthropic donations (St. Louis)											5	
Duke Energy/Streetlight Sale Proceeds & Private Contributions								6.5				
The Gadsden Company					3.2							
Other	**9**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Luis G. Gutierrez (Cushing) Bridge					14							
Gibbs Extension Savings	0.66											
Tram Transfer	0.15											
Transporation Fund	0.6											
Transportation Land Sale	3.1											
Transporation Systems Development	2.5											
Misc	2.09											
Total	**103**	**148**	**52**	**134**	**199**	**69**	**56**	**125**	**143**	**37**	**43**	**62**