

streetcars in the boomtown



Keith Jones

Regional Transit Planning Manager

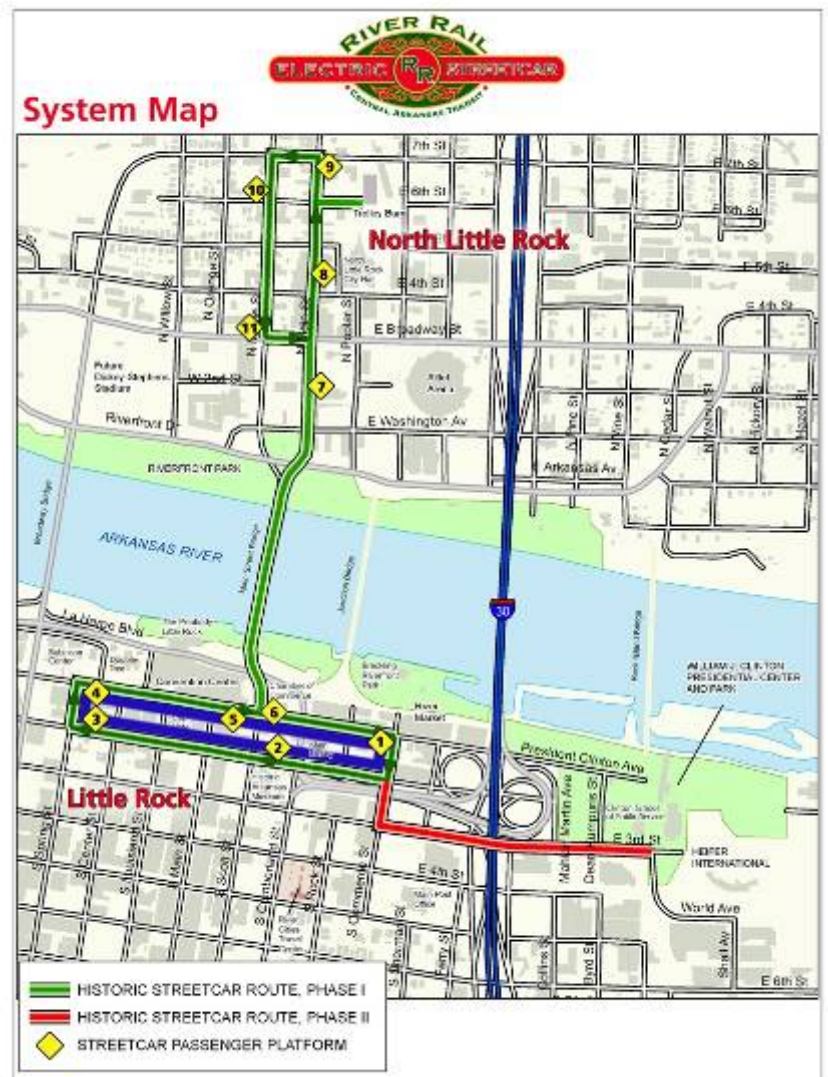
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Fort Worth Texas

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River Rail -Little Rock & North Little Rock



Benefits of Streetcar Projects

- Economic Development
- Environmental Benefits
- Mixed Use Developments
- Return to Traditional Housing Densities
- Walkable Neighborhoods
- Enhanced tourism and convention activity
- Reduced auto traffic at activity centers
- Sense of Community

River Rail 101



Phase 1

\$20.5 million capital cost

\$4.2 million local share

Opened November 2004

New Real Estate

Investment:

\$400+ million

Real Estate Investment

- **Portland**
 - \$3 billion for \$54 million
- **Little Rock**
 - \$400 million for \$20 million
- **Tampa**
 - \$1.2 billion for \$48 million

Economic Development

Major Projects

- 18 floor condominium tower, opened 2007 **\$75M**
- 20 floor condominium tower, opening 2009-**\$80 M**
- 8 floor Hampton Inn Hotel, opening 2009-**\$20 M**
- 7 floor Doubletree Condomium Project-**\$35 M**
- 260 Unit Enclave Development-**\$25 M**
- Arkansas History Center-**\$22 M**
- Cregghan Irish Pub/Offices-**\$20 M**
- Arkansas Travelers Ballpark-**\$35 M**
- Capital Hotel Renovation-\$24 M**
- 4 more restaurants, two office bldgs announced in 2008**

TOPICS

- **Benefits of Recent Streetcar Projects**
- **Planning Principles for River North Streetcar Project**
- **Construction Issues**
- **Funding & Operating**



River Rail 101

- Led by 3 Mayors
- No special tax or fund
- 80% Federal funding—piecemeal
- 3.4 miles
- 5 Replica Streetcars
- 1 New Trolley Barn
- 11 Platforms



River Rail 101



Operates 7 days a week
7:30 am-midnight- Mon-Sat
Fare: \$1.00
Annual Budget: \$650,000

Streetcar Rebirth-Recent Projects

- Portland
- Seattle
- Tacoma
- San Francisco
- Little Rock
- Memphis
- Kenosha
- Tampa
- Canal Street –New Orleans

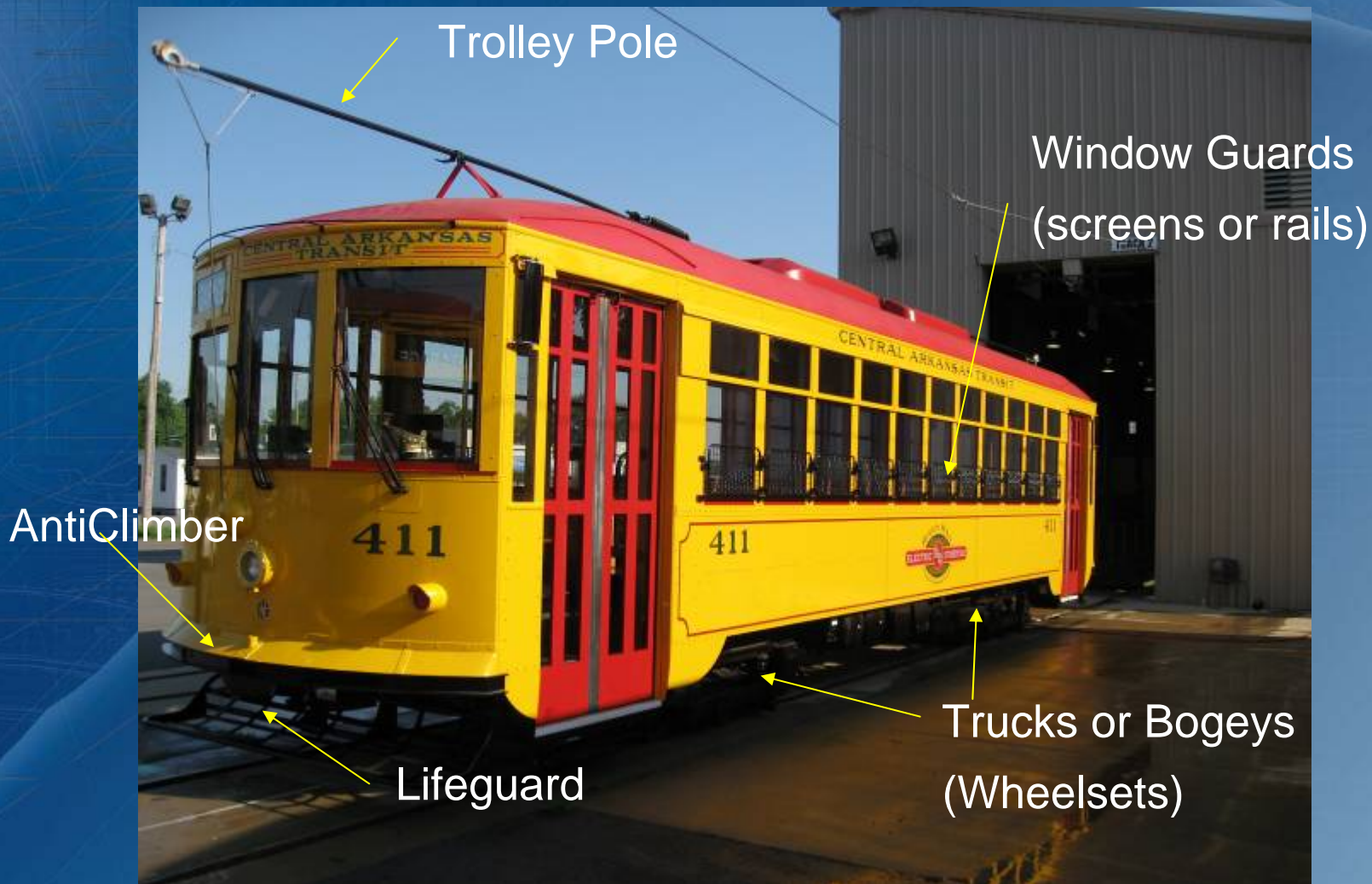
On The Drawing Board

- Tucson
- LA
- St Louis
- Dallas
- Birmingham
- Grand Rapids
- Cincinnati
- Columbus
- Atlanta
- Boise
- Oklahoma City
- MANY MORE

Urban Rail & Fixed Guideway Modes

- Streetcars/trolleys
- Light Rail—DART, Houston
- Heavy Rail-BART, Washington Metro
- Commuter Rail-Austin
- Bus Rapid Transit-San Antonio, Pittsburg, Eugene

Streetcar/Trolley Terms



Controllers



Electro-mechanical



Solid State

What kind of Streetcar?

- Restored (Vintage) cars
- Replica (new) cars with some refurbished components
- Modern Cars

Modern Streetcars

Portland, Tacoma

Made in Czech Republic (Oregon Mfr In Progress)

Articulated—it bends



Restored Streetcar

- Kenosha Wisconsin, San Francisco “PCC” Cars
- Single-ended



Restored Streetcar

- Memphis, Portland, Dallas (McKinney Ave)



Replica Streetcar

- Little Rock (Tampa & Charlotte)



New Body Made in Iowa
Refurbished Milan Wheels and Motors



Vehicle Capital Costs

- **Restoration**
 - May involve volunteers
 - \$500,000 to \$2 million per car
 - Constant care and feeding
- **Replica**
 - \$800,000 to \$1 million per car
 - 25-50 year life cycle
 - ADA Compatible
- **Modern**
 - \$1.2 million-\$ 2 million per car
 - 25-50 year life cycle
 - ADA Compatible



Developers on River Rail

- “We felt the first thing to do would be to develop along the planned rail system and grow from there. It connects Little Rock and North Little Rock so it breaks down that barrier automatically”.
- “It’s more than a contributing factor. It identifies and gives a sense of place to the area.”
 - Paul Esterer, First Security Vanadis

North Little Rock Before & After



Developers on River Rail

Jimmy Moses, developer of two high-rise condos worth \$150 million, a hotel, apartments, other commercial properties on the River Rail streetcar line:

- “It’s by design. It really is a link for the major anchors now, so it’s easy to see why that would make a good location to build housing”

Moses Tucker Developments



Developers on River Rail

- “It just made sense to be in the middle of all the things there. The streetcar is one piece of the puzzle”.
- John Gilbert, Senior VP of Bormasado Group, Houston TX

Bormasado Development 260 Units adjacent to Alltel Arena platform





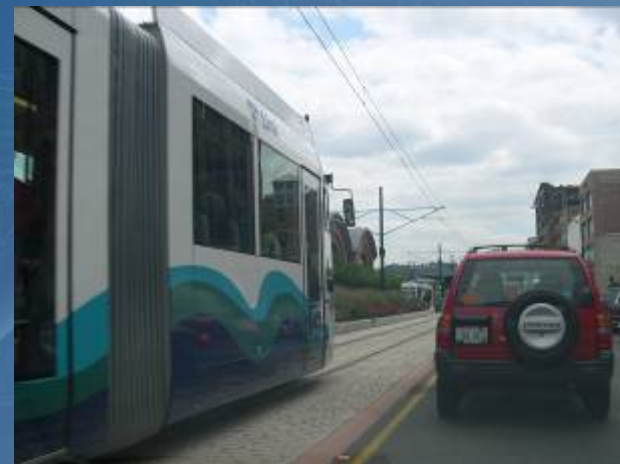
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Planning & Design

- Keep it Simple and Inexpensive
- Minimize Loss of On Street Parking
- Minimize Construction Impacts
- Blend Into Neighborhoods
- Support a Pedestrian-Oriented Environment
- Single Track Loops, Contra Flow, Double Track on One Street?
 - Switches & Special Curved Track=\$\$\$\$\$

Streetcars Fit in the Existing Cityscape



Fitting in...



Fitting In...

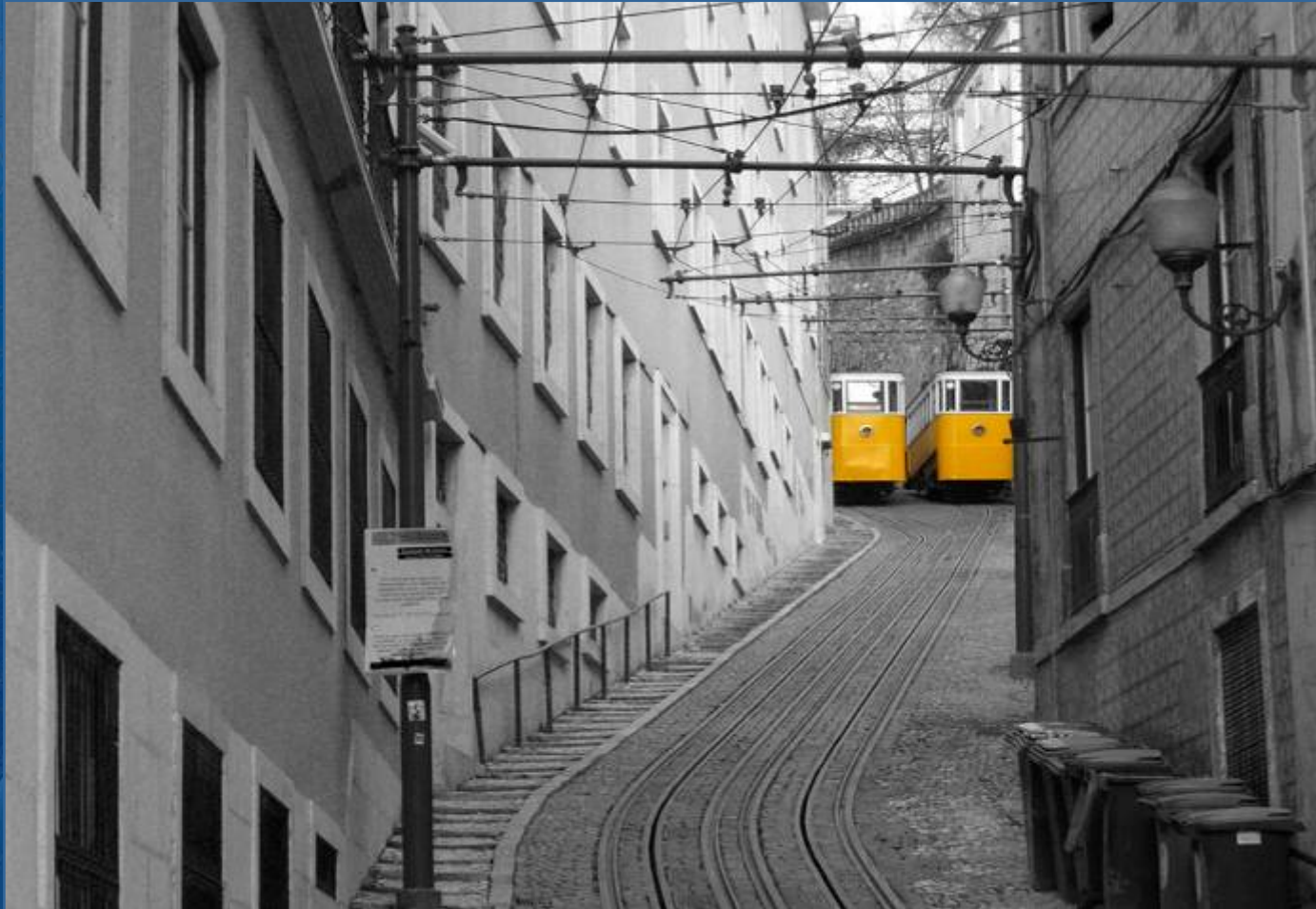


..fitting in....



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..REALLY fit in...



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and Improve it....



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Low-Impact Construction

SHALLOW EXCAVATION

(18"-24")

AVOID UTILITIES

MAINTAIN TRAFFIC

TWO BLOCKS-TWO WEEKS

(Trackbed and rails)



Low-Impact Construction....

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Operating Revenue and Expenses

- \$50 to \$80 per vehicle hour
 - Little Rock--\$500,000 annual
- Farebox Recovery
 - 8%-25%

Federal Funding (Capital Only)

- New Starts/ Small Starts
- Project must go through 2 year planning process (minimum) for Environmental Impact, Alternatives Analysis, and development of Cost Effectiveness Index (CEI)
- Stacked Deck—against you

FY2008 Small Starts "Streetcar" Earmarks

Mountain Links BRT	Flagstaff	\$6.2
Livermore BRT	Livermore CA	8.0
Metro Rapid Bus System Gap	LA	0.3
Wilshire Blvd Bus Only	LA	10.9
Perris Valley Line	Riverside CA	50.0
Mid City Rapid	San Diego CA	21.7
Mason Corridor BRT	Ft Collins CO	11.7
Commuter Rail Improvements	Fitchburg MA	30.0
Troost Corridor BRT	KC MO	0.1
Streetcar Extension	Portland	50.0
Pioneer Parkway BRT	Springfield OR	0.3
Bellevue BRT	King County WA	11
Pacific Highway South BRT	King County WA	0.3
TOTAL FY 2008		\$200 M

Federal Funding

- Other Federal Funds
 - STP
 - CMAQ
 - Livable Communities

Local, State, Private Funding

- Portland first phase used non federal funds
- Private 501c3 organization-developer
- Parking Revenue-bonding
- Other local fees and financing
- Naming Rights (see Tampa)
- TIF
- Joint Development Strategies

Support Organizations

- Railvolution
 - October 27-29 San Francisco
 - www.railvolution.com
- American Public Transportation Association (VIA member)
 - Rail Conferences, Advocacy help, Vintage Trolley Task Force
- Reconnecting America
 - Gloria Ohland
 - One Day Workshop---Next workshop March in LA
- Community Streetcar Coalition
 - (also New Starts Working Group)
 - *Jeffery Boothe* jeff.boothe@hklaw.
 - *Holland and Knight* 2099 Pennsylvania Avenue
Suite 100
Washington, DC 20006
202-457-1838



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Streetcars or Trolleys?

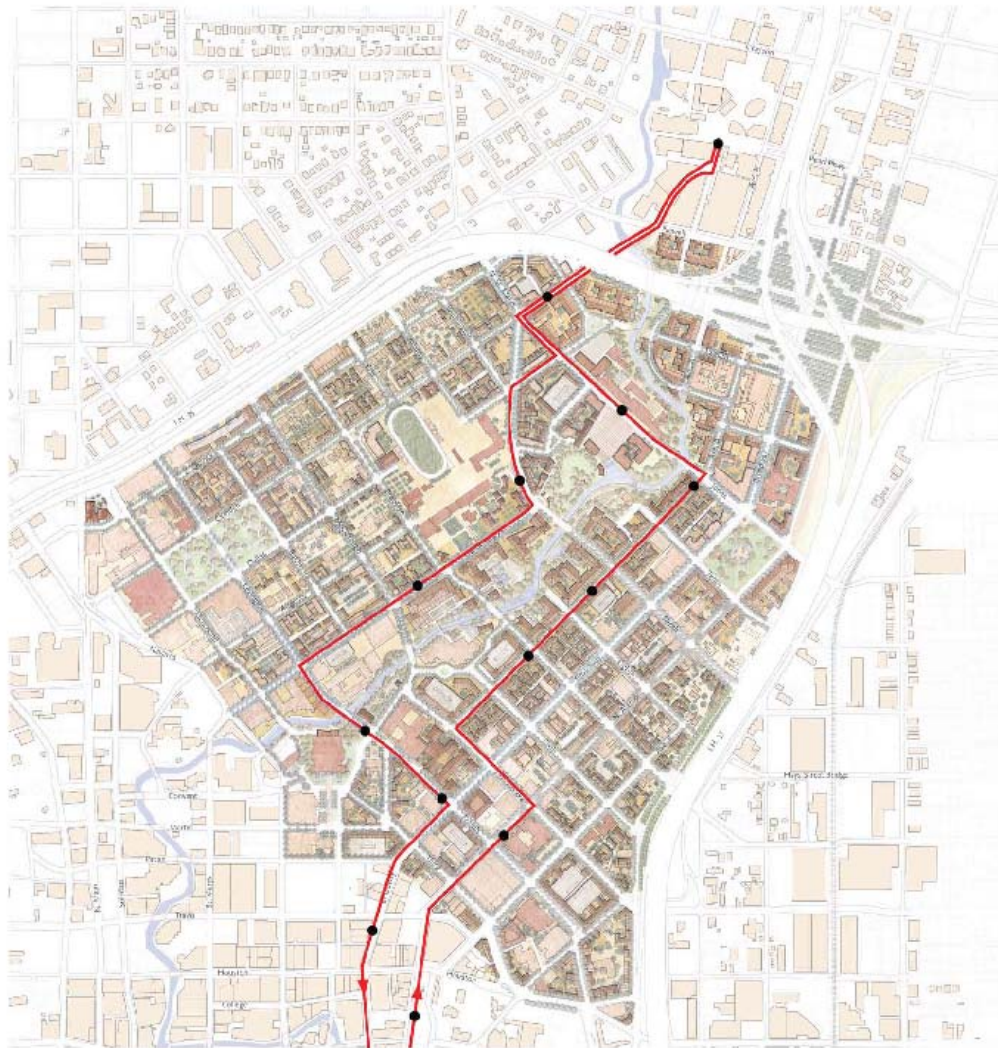
- Interchangeable Terms
- Street-running, Grass Running, Separate Guideway, etc
- Single Track, Double Track
- Powered by Overhead Electric Wires
- Top Speed around 30 mph
- Passenger loading from sidewalks or simple platforms

Design Basics

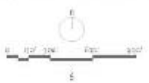
- Vehicle Length—40'-70'
- Trackbed Width-10' Desired
- Overhead Clearance-18' Desired
- Turning Radius=50' minimum
- Boarding Platform-40' length
- ADA Vehicles and Boarding Areas
- Weight—30,000-50,000 lbs

Kenosha—Before and After





RIVER NORTH STREET TROLLEY ROUTE



Capital Cost

- **Recent Projects –Wide Range**
 - \$3 million per mile-Kenosha
 - \$8 million per mile-Little Rock
 - \$20 million per mile-Portland, Tampa
- **Variables—**
 - Frills
 - Utilities
 - Subsurface issues
 - Structures