



Working Group #7
November 13, 2006



Welcome

- Today's theme:
The Recommendation!
- Today's meeting:
 - Address issues raised at last meeting
 - Update economic impact findings
 - Update Funding Sub-Group findings
 - Review/score routes
 - Revisit charge
 - Voice our recommendation

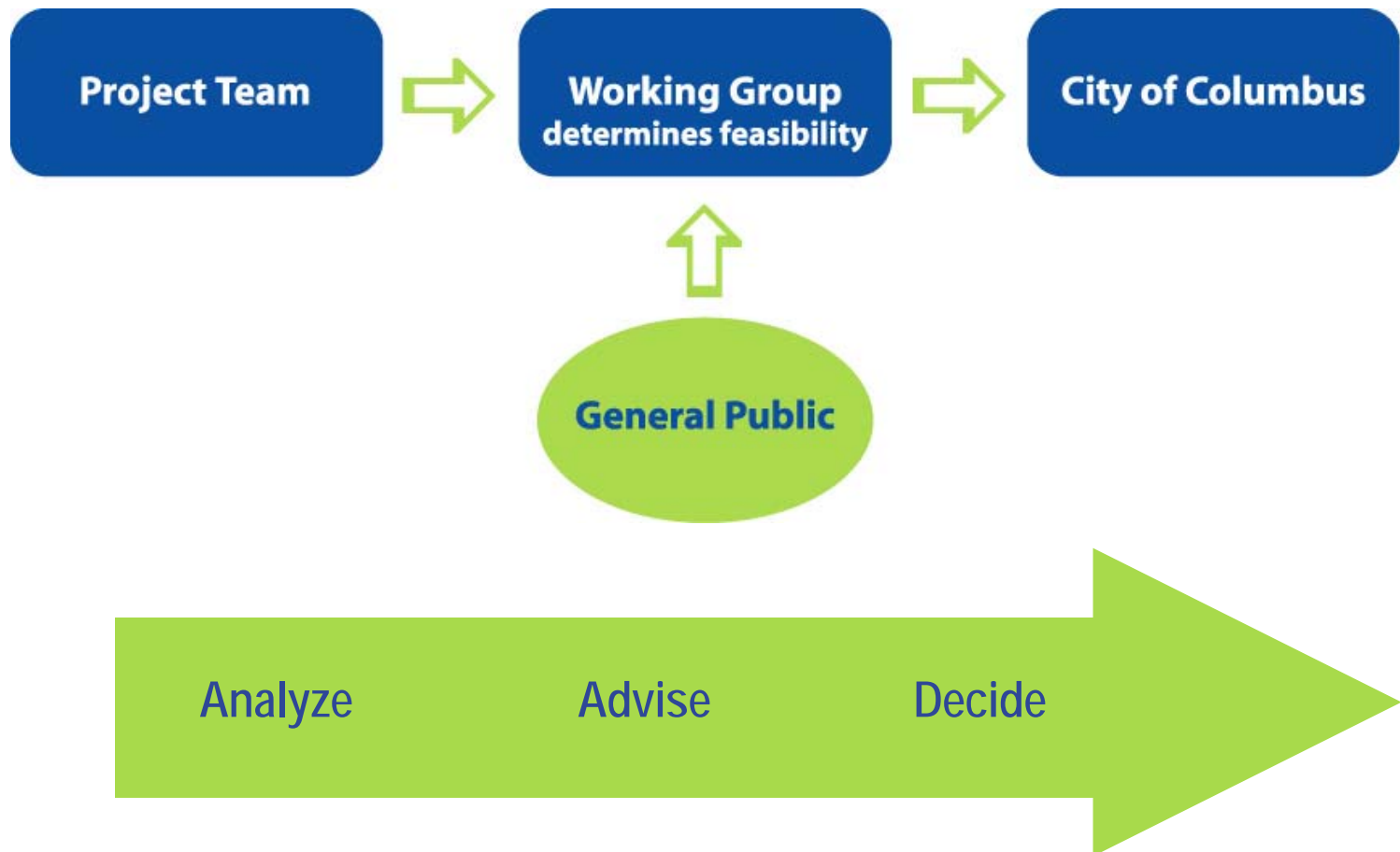


Working Group's Mission

To determine whether a reliable, affordable and inviting streetcar system can be built that spurs and sustains economic development and connects workers, residents and visitors with Downtown destinations.



Decision-Making Process





What We've Learned About Streetcars

- Local circulator, not regional commuter rail
 - Lighter, slower vehicles
- Operates on city streets in mixed traffic
- 2-4 mile routes are ideal
- Frequent service is essential
- Easy to build



Compatibility Issue Raised at Last Meeting

Light rail and streetcar should be compatible

- What is definition of compatibility?
 - Co-exist? Same track? Easy transfers?
 - What is the cost? What does FTA/City require?
- Too complex to address now
 - Address in next phase if move forward

MORPC, COTA and project team agree on this approach



The Working Group's Charge

- Where should it go?
- How much will it cost to build and operate?
- How will we pay for it?
- What kind of economic impact can we expect?
- Are streetcars feasible and desirable for Columbus?



What will be the economic impact?



Potential Economic Impacts

- Danter presentation



How will we pay for it?



Funding Sub-Group

- Lelia Cady
- Franklin Conaway
- Hugh Dorrian
- Brian Ellis
- Victor Ferguson
- Larry Fisher
- Jim Hensen

- Bill Jennison
- Bob Lawler
- Pam O'Grady
- Mike Reese
- Boyce Safford
- Greg Stype
- Joel Taylor



Capital Funding Sources

WG Funding Sub-Group opinion:

“Sufficient capital funding capacity exists for at least a \$60 million to \$85 million starter streetcar line.”

Possible sources:

- City of Columbus
- MORPC
- State
- Federal government
- Tax Increment Financing
- Private: landowners along line, other



Operating Funding Sources

WG Funding Sub-Group opinion:
“Confident that a range of \$4 million to \$5 million in annual operating revenue sources are available.”

Possible sources:

- Fares
- Pre-paid fare surcharges on parking
- Pre-paid fare surcharges on downtown activities
- Pre-paid fare agreements with employers
- Property assessments
- Sponsorships



Where does it go, how much does it cost and what do we get in return? (Score routes)



Many Routes Considered (Map Exercise in June)

- High Street – German Village to Short North
- High Street – German Village to OSU
- Broad Street – Franklinton to Eastside
- Nationwide to Grant Hospital
- Combinations of above



Goals, Cost Considerations Whittled Routes

Capital

- In-ground obstacles
- Above-ground obstacles
- Bridges
- Number of streetcars needed

Operating

- Personnel
- Power
- Maintenance
- Administration
- Other

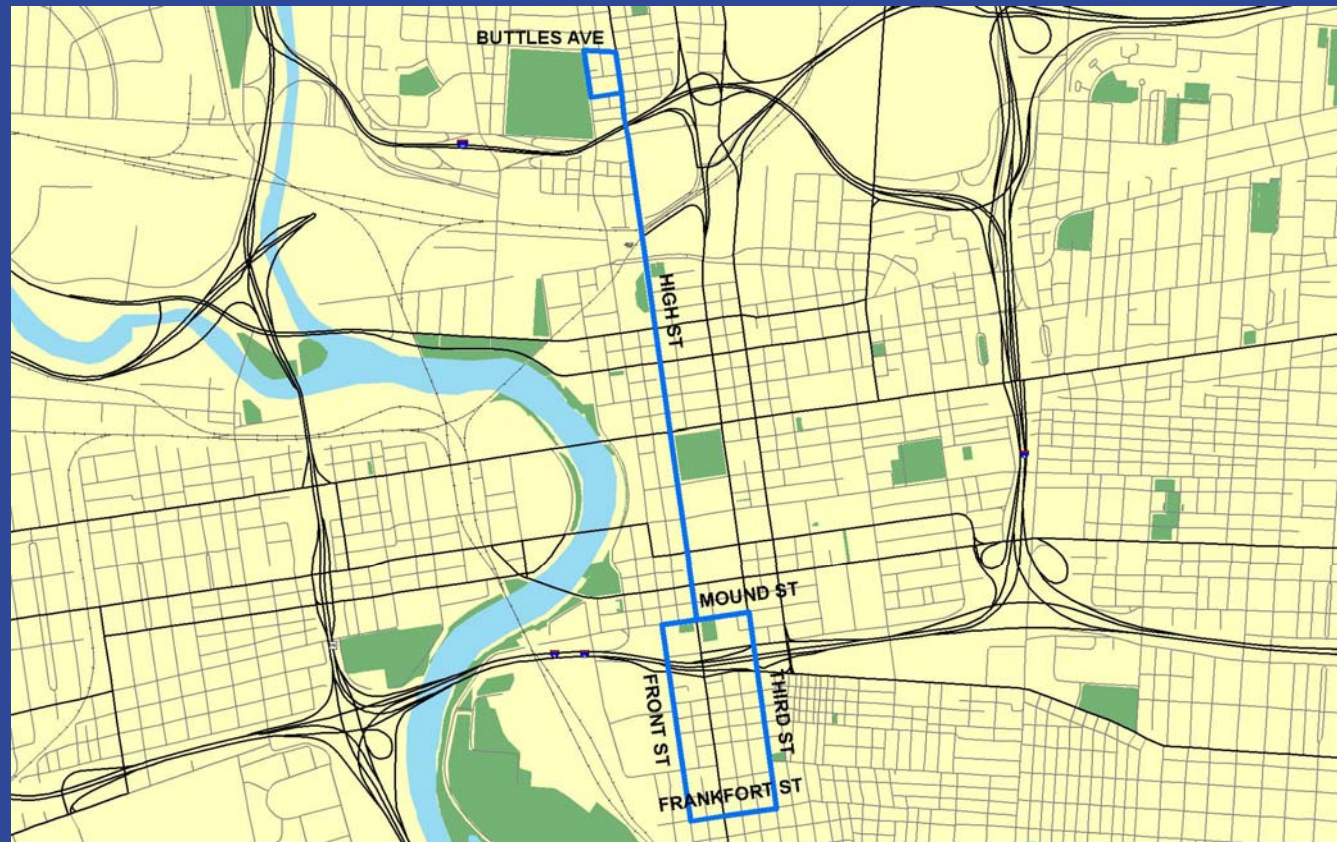


High Street “Blue” Line Preliminary Cost Estimate

\$64 - \$77 million capital cost*

**\$4.3 - \$4.6
million annual
operating cost***

- 2.1 miles
- 4.86 track miles
- 5 minute intervals downtown
- 15 minute intervals in German Village
- 17 hour operation (M-F)
- Reduced service on weekends



*2008 dollars



Potential Economic Impacts 5 Years After Opening

- In 2008 dollars: \$216 to \$248 million
- In 2013 dollars: \$259 to \$298 million
- Return on capital investment: 387%*

*Reflects the maximum 2013 economic development forecast divided by the maximum 2008 capital investment



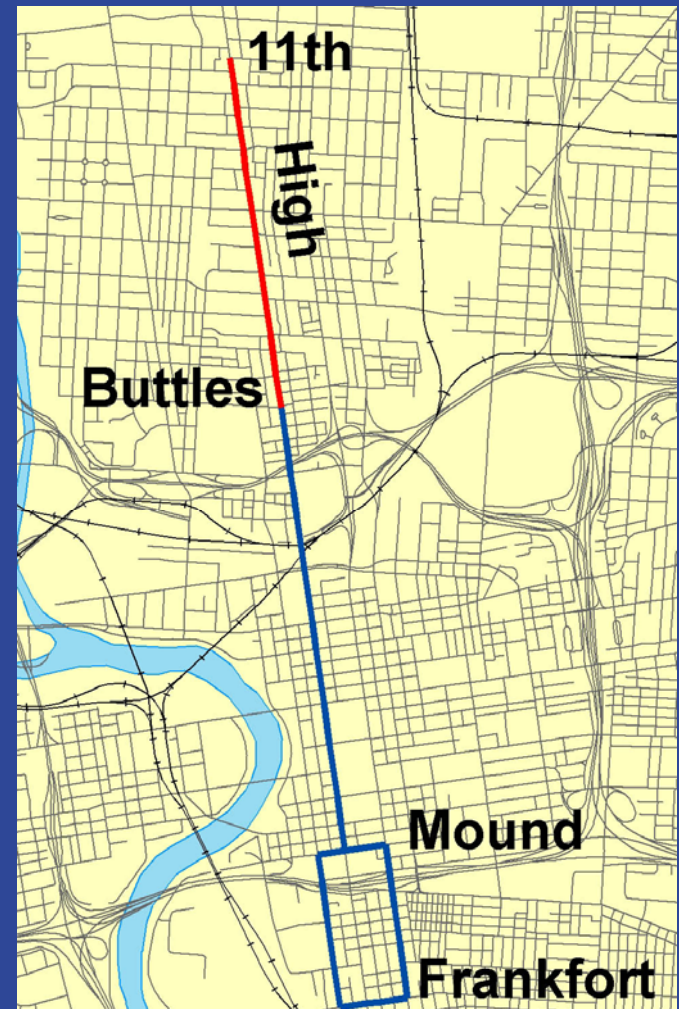
OSU “Blue + Red” Line Preliminary Cost Estimate

\$97 - \$116 million capital cost*

**\$5 - \$5.4 million annual
operating cost***

- 3.4 miles
- 7.13 track miles
- 5 minute intervals in downtown core
- 10 - 15 minute intervals at edges
- 17 hour operation (M-F)
- Reduced service on weekends

*2008 dollars





Potential Economic Impacts 5 Years After Opening

- In 2008 dollars: \$270 to \$308 million
- In 2013 dollars: \$324 to \$370 million
- Return on capital investment: 319%*

*Reflects the maximum 2013 economic development forecast divided by the maximum 2008 capital investment



Z “Green” Line

Preliminary Cost Estimate

\$43 - \$51 million capital cost*

- 1.1 miles
- 3.7 track miles

Limitations:

- Too short to stand alone
- More difficult to site maintenance facility
- Limited service to central spine

Opportunities:

- Improves core circulation when combined with Blue line
- Destination rich
- Strong economic development potential





High Street/East Z Loop Preliminary Cost Estimate

\$84 - \$100 million capital cost*

\$5 - \$5.4 million annual operating cost*

- 5 minute intervals along High Street
- 15 minute intervals along West Loop
- 17 hour operation (M-F)
- Reduced hours on weekends

*2008 dollars





Potential Economic Impacts 5 Years After Opening

- In 2008 dollars: \$410 to \$464 million
- In 2013 dollars: \$492 to \$557 million
- Return on capital investment: 557%*

*Reflects the maximum 2013 economic development forecast divided by the maximum 2008 capital investment



High St./West Z Loop Preliminary Cost Estimate

**\$76 - \$92 million
capital cost***

**\$5 - \$5.4 million
annual operating
cost***

- 5 minute intervals along High Street
- 15 minute intervals along West Loop
- 17 hour operation (M-F)
- Reduced hours on weekends

*2008 dollars





Potential Economic Impacts 5 Years After Opening

- In 2008 dollars: \$319 to \$356 million
- In 2013 dollars: \$383 to \$427 million
- Return on capital investment: 464%*

*Reflects the maximum 2013 economic development forecast divided by the maximum 2008 capital investment



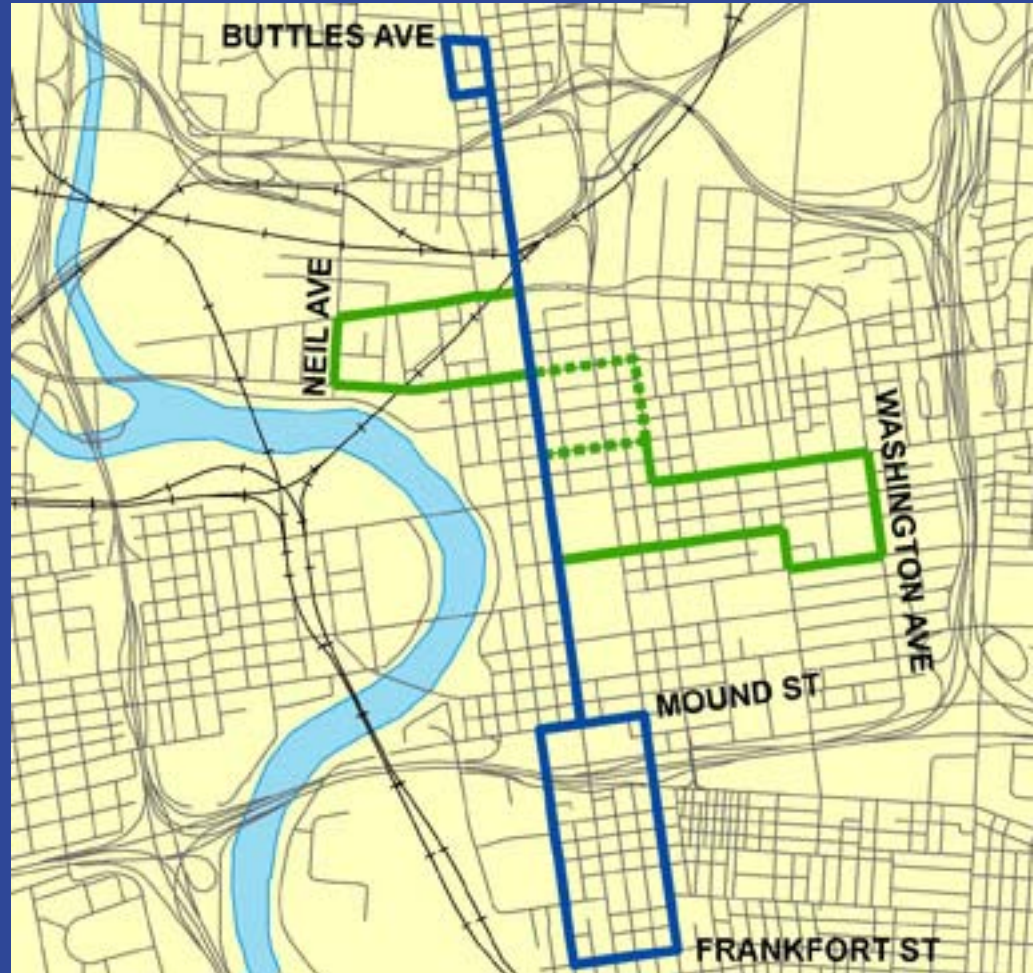
High Street/Z Route Preliminary Cost Estimate

**\$96 - \$115 million
capital cost***

**\$5.2 – \$5.6 million
annual operating cost***

- 5 minute intervals along High Street
- 15 minute intervals along Z Line
- 17 hour operation (M-F)
- Reduced service on weekends

*2008 dollars





Potential Economic Impacts 5 Years After Opening

- In 2008 dollars: \$508 to \$578 million
- In 2013 dollars: \$610 to \$694 million
- Return on capital investment: 603%*

*Reflects the maximum 2013 economic development forecast divided by the maximum 2008 capital investment



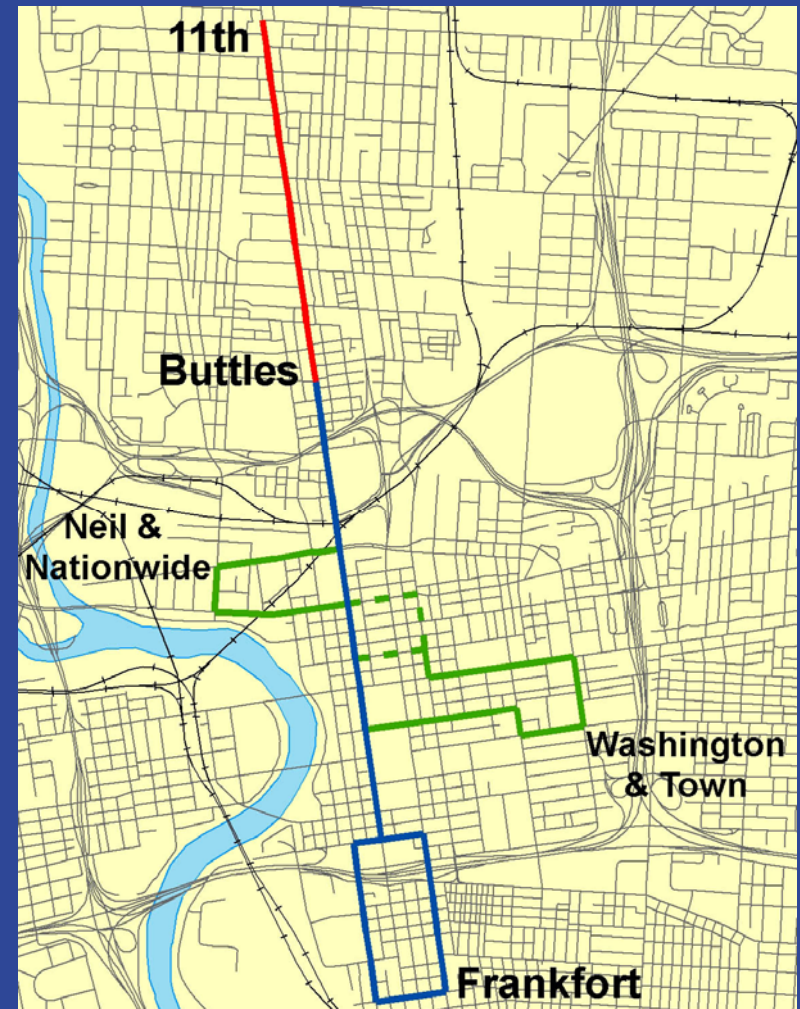
“Blue + Red + Green” Line Preliminary Cost Estimate

**\$128 - \$154 million
capital cost***

**\$5.8 – \$6.4 million annual
operating cost***

- 5 minute intervals in downtown core
- 15 minute intervals at outer edges
- 17 hour operation (M-F)
- Reduced service on weekends

*2008 dollars





Potential Economic Impacts 5 Years After Opening

- In 2008 dollars: \$562 to \$637 million
- In 2013 dollars: \$674 to \$764 million
- Return on capital investment: 496%*

*Reflects the maximum 2013 economic development forecast divided by the maximum 2008 capital investment



Total your scores



The Recommendation

- Are streetcars feasible and desirable for Columbus?
- Comments?



Mayor Coleman and
Councilperson O'Shaughnessy



Thank you!!!