



MORPC Presentation
November 9, 2006



Mayor's Working Group

- Convened last spring
- 42 members
- Representatives from neighborhoods, business, civic groups
- Six meetings since April (open to public)
- 2 public meetings
- Website input
- Recommendation expected Nov. 13th

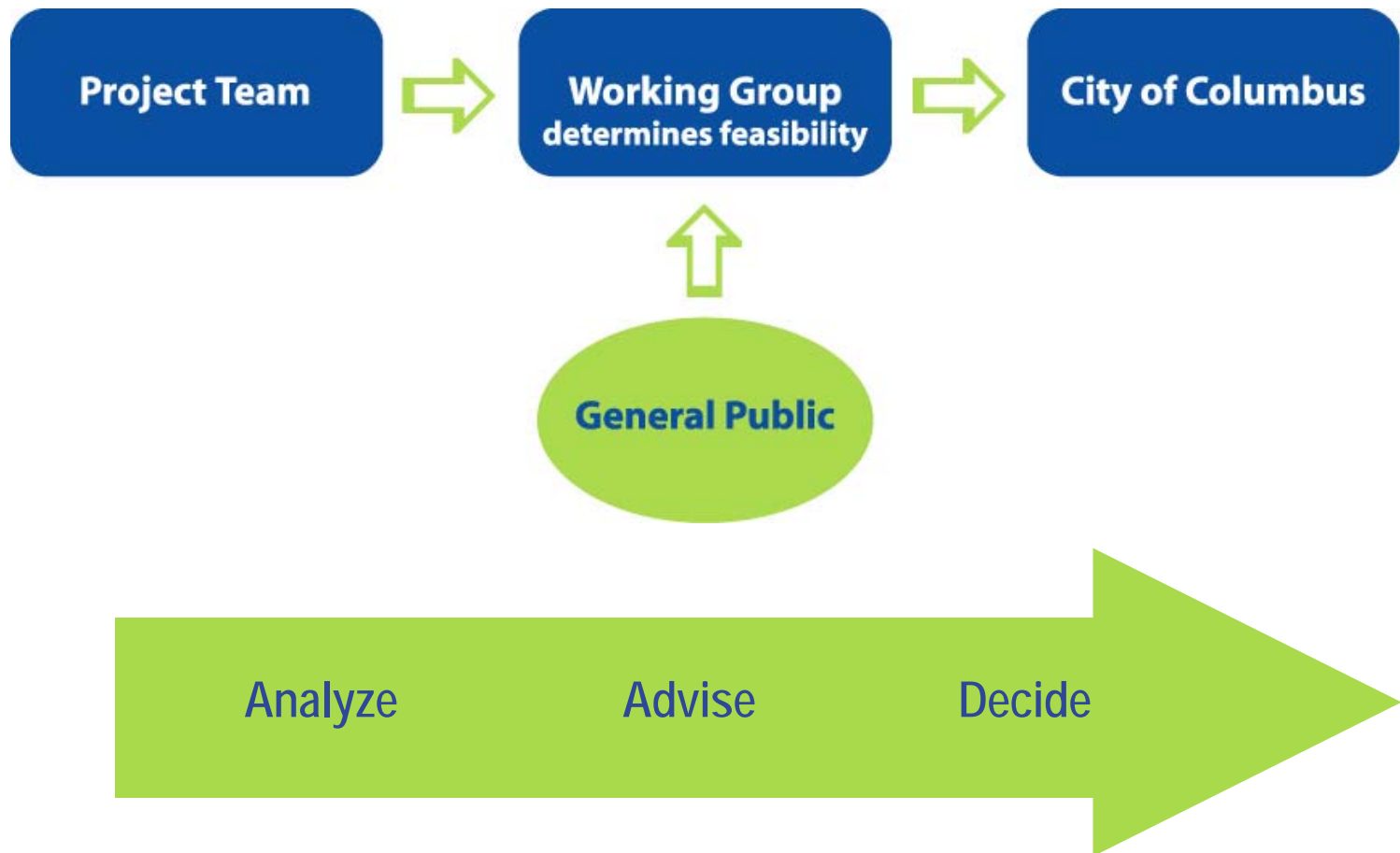


Working Group's Mission

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





Downtown Revitalization is Working

- 3,800 new housing units built, under construction or in planning
- \$1.37 billion in private investment
- Office vacancy rates on the decline since 2002



Why Streetcars Downtown?

- Spur *more* economic development
- Connect downtown destinations
- Make it easy for people to get around
- Make it easy for multiple stops
- Help with parking



Memphis Streetcar





Portland Streetcar





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



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?



Where does it go and
how much does it cost?



Many Routes Considered

- 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

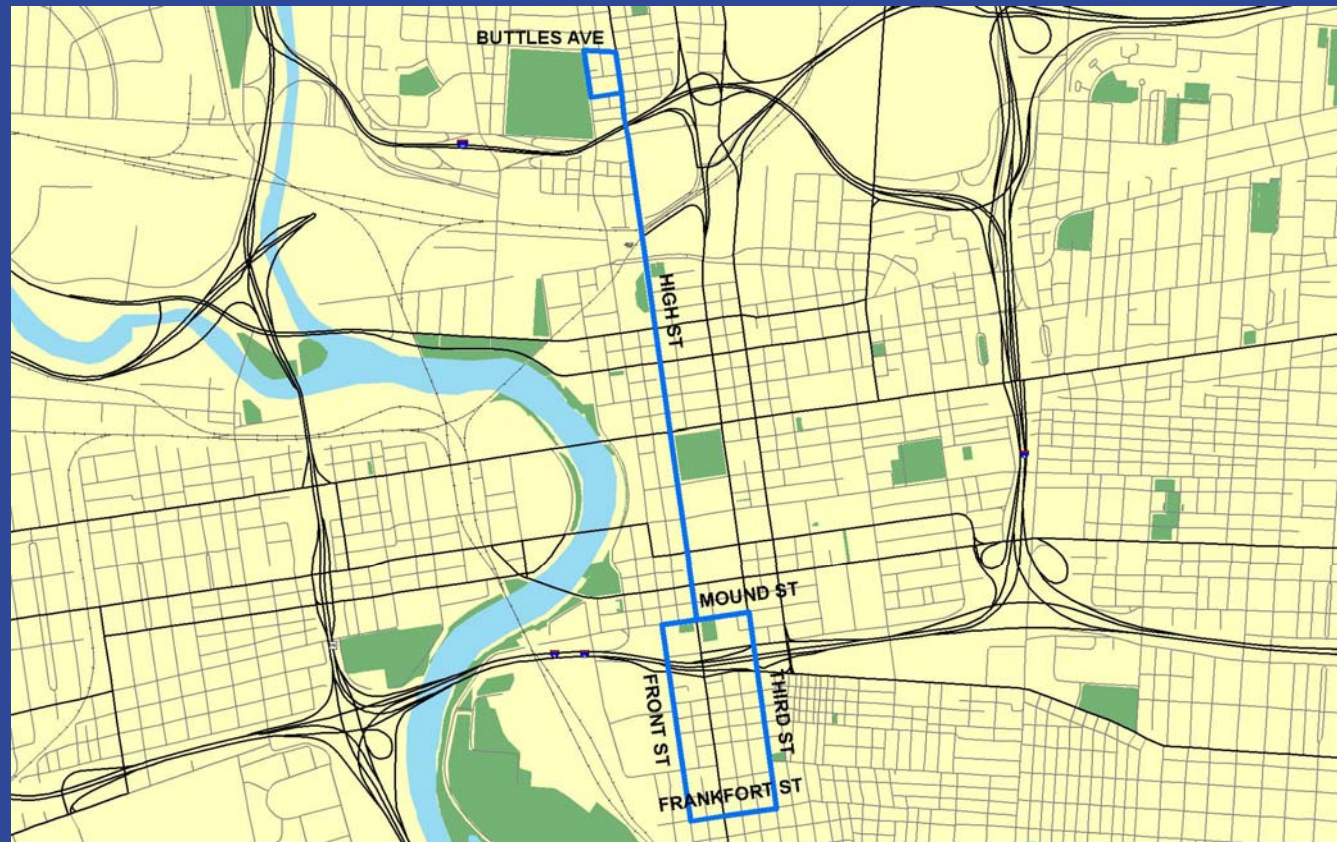


High Street “Blue” Line Preliminary Cost Estimate

\$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



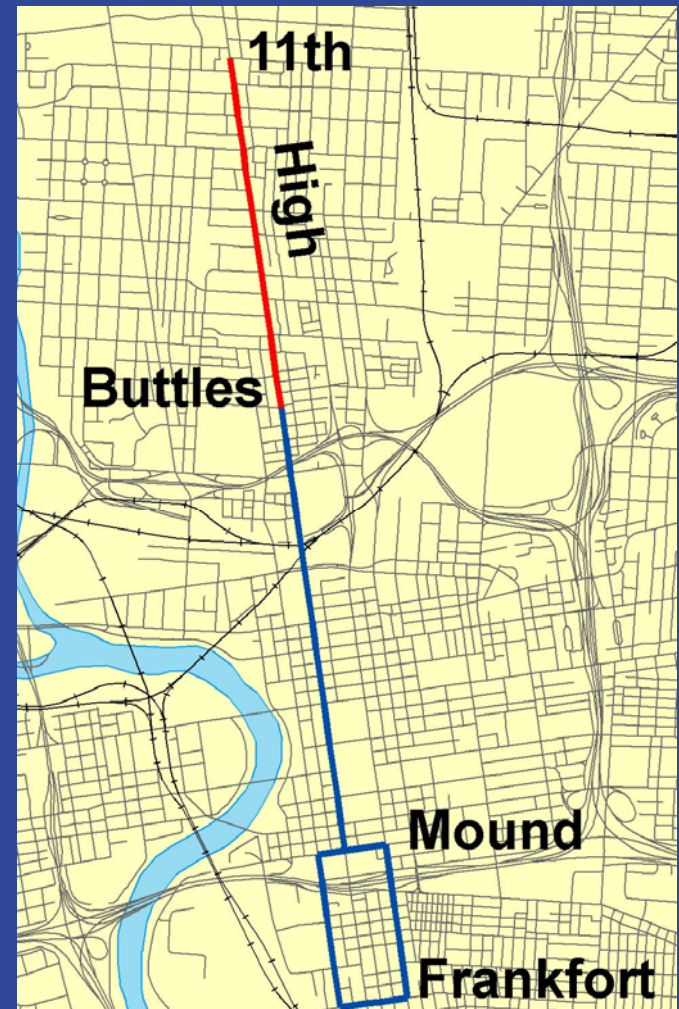
OSU “Blue + Red” Line Preliminary Cost Estimate

\$97 - \$116 million capital cost*

**\$4.9 - \$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





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*

\$4.9 - \$5.3 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





High St./West Z Loop Preliminary Cost Estimate

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

**\$4.9 - \$5.3 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





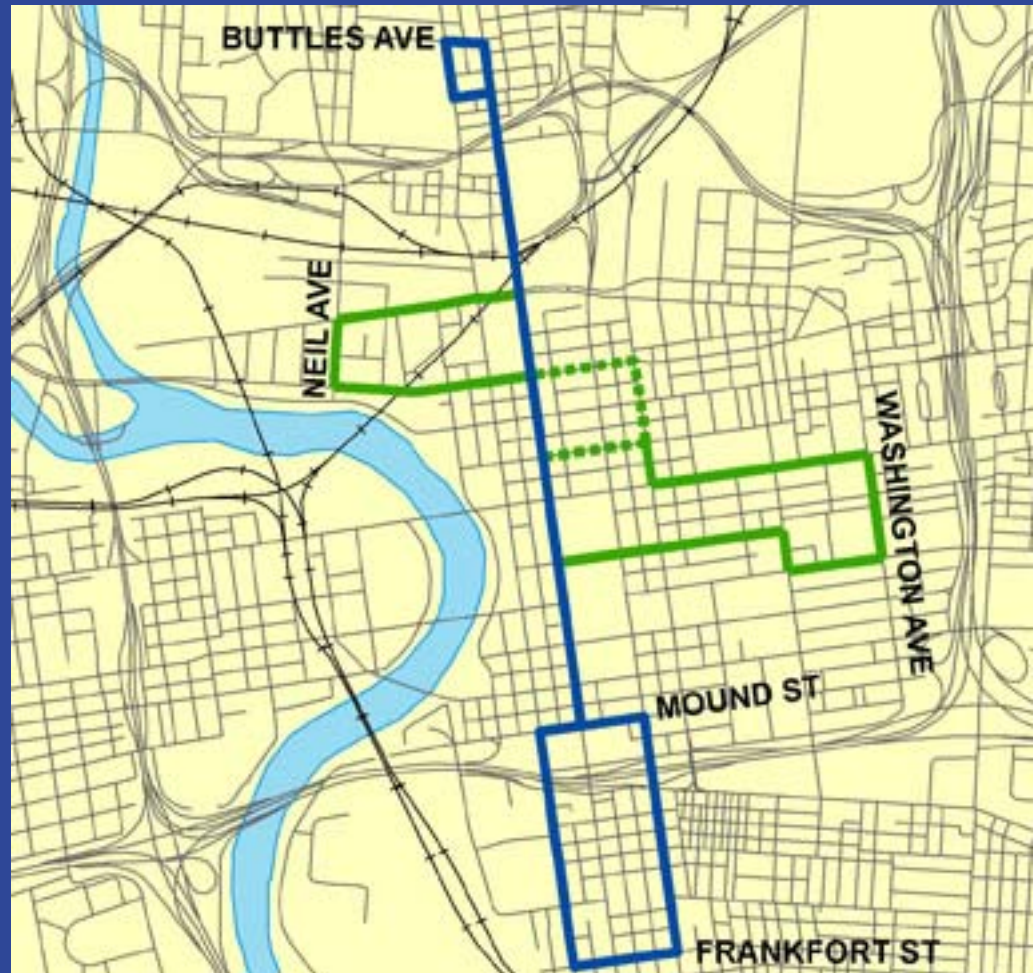
High Street/Z Route Preliminary Cost Estimate

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

**\$5.1 – \$5.5 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





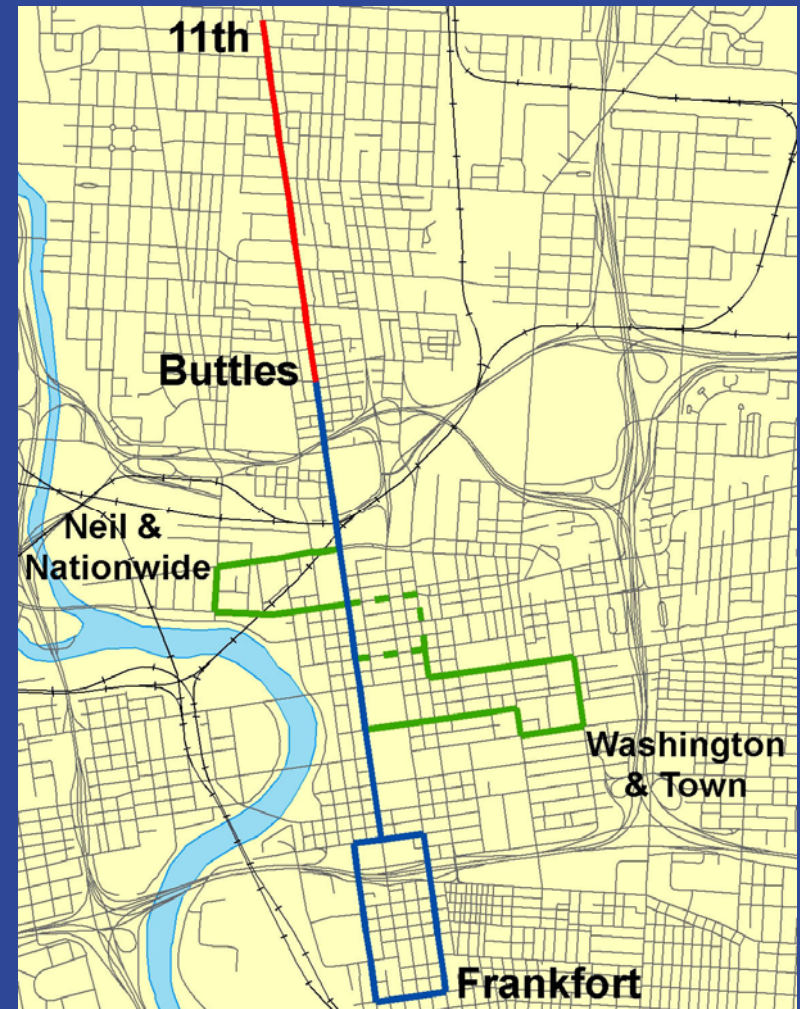
“Blue + Red + Green” Line Preliminary Cost Estimate

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

**\$5.7 – \$6.3 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





Environmental Analysis

- Required for federal funding (NEPA)
- All public right of way
- Public participation
- Analyzes multi-modal alternatives on various routes
- \$750,000 cost estimate



What will be the economic impact?



Preliminary Economic Impact Findings

- Additional Housing
 - Over 1,500 units within 5 years of operation
 - Associated retail/commercial
 - 120,000 to 150,000 square feet
- *Preliminary* estimated impact on market value from development: \$400 million within 5 years of opening



More Economic Impacts Expected

- Economic impact from increased residential base
- Increase employment
- Increased demand for office space
- Ridership and increased pedestrian activity



How will we pay for it?



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
- 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 (theater/event tickets, restaurants, hotels)
- Pre-paid fare agreements with employers
- Sponsorships



If/When Project Advances

- City to work closely with MORPC and COTA both to coordinate with transit and tap expertise
- Resolve transit compatibility questions:
 - Cost/feasibility to carry light rail vehicles on streetcar tracks
 - Co-existence with future light rail
 - Connections between bus and all rail modes



Next Steps

- Working Group recommendation on November 13th
- Mayor/City Council to consider recommendation and whether/how to move forward





Discussion