

Getting There Faster

with Peter Wagenius



April 2011

Summary:

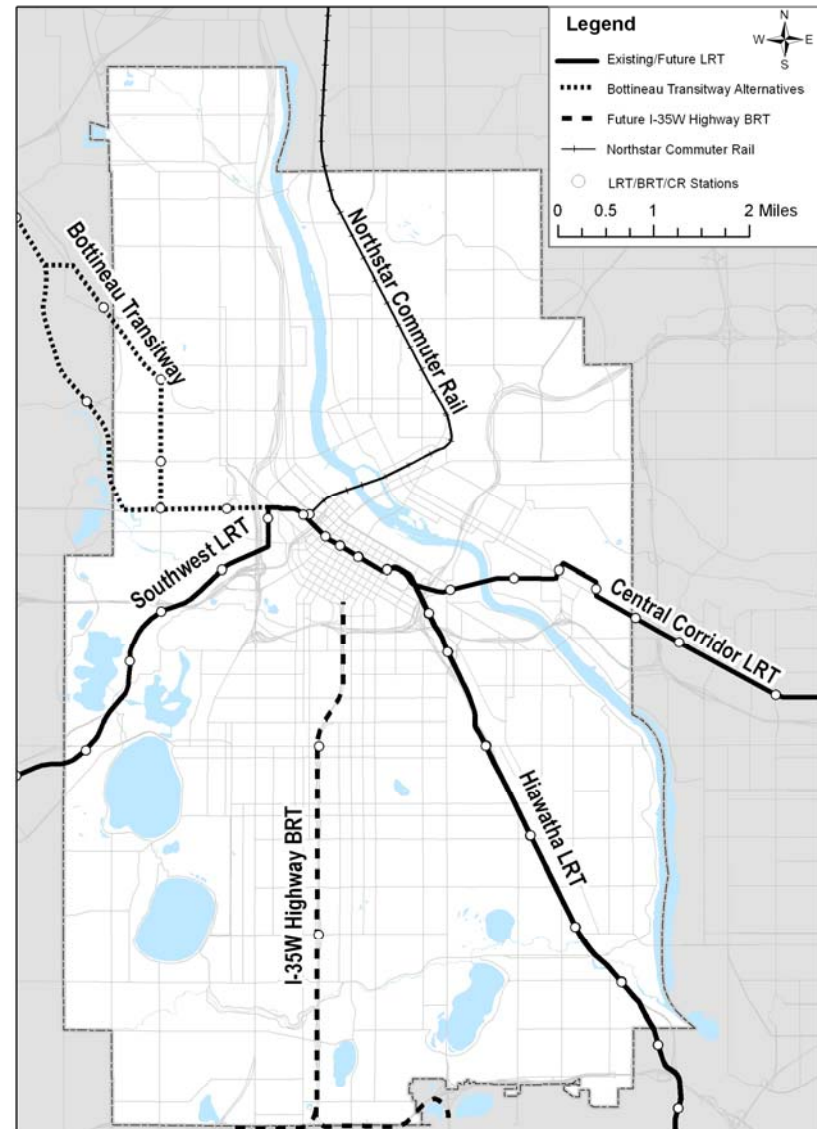
- We need to build Light Rail Transit (LRT) where it make sense.
- But even while we build LRT, we need to ask, “what’s next?”
- We need to build cost-effective alternatives to LRT on other corridors where LRT is not appropriate.

LRT Works on:

- Hiawatha
- Central
- Southwest
- *Bottineau?*
(hopefully)
- ?

What's next?

Start with funding.



The Money Challenge: Federal

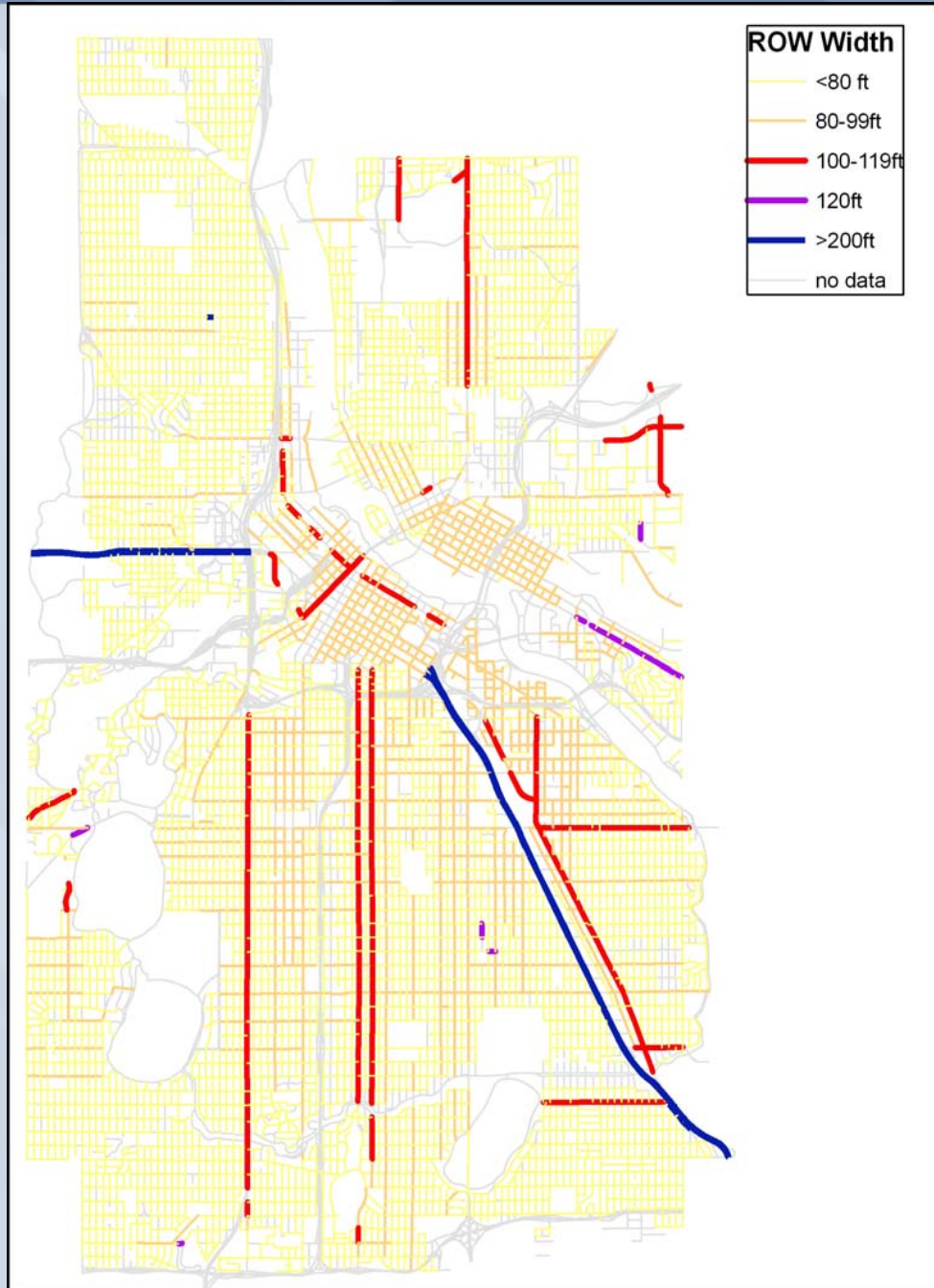
- We're much more likely to get a project built with a Federal partner.
 - That is how we built every project so far.
 - That also means abiding by federal funding formulas are crucial.
 - “Peter’s Last Words”

The Money Challenge: Minnesota

- \$2.00 a gallon = “magical thinking”
- But the region will still keep growing.
- We need to maximize the capacity of the lanes miles we’ve already built.
 - Through transit
 - Through real choices
 - Through innovation

The Limits of LRT

- Cost
- Construction Impact
- Vehicle Size
- Need for Exclusive Right of Way
 - >200 Feet
 - <100 Feet
- Inability to build on the most “developable” corridors



Good News: We can put more tools in our transit toolbox

- To bring high-speed transit to outer ring suburbs decades faster, we can build real Bus Rapid Transit (BRT) in HOT lanes on interstates.
- To redevelop and densify cities and older suburbs, we can upgrade from buses to Modern Streetcars on key developable corridors, where LRT is too big and too costly.
- Both these tools cost much less than LRT and use right of way we already own.

Minneapolis Streetcar Update



April 2011

Today's Presentation

- Changes in Federal funding opportunities for streetcar projects
- What are streetcars?
- Minneapolis transit & streetcar planning
- Nicollet-Central Alternatives Analysis

January 13, 2010

Pass/Fail CEI Requirement Rescinded for Major Transit Projects

- **Old Policy** – “medium” rating in the “cost effectiveness index” (CEI) calculation required
- **New Policy** – overall “medium” rating required, providing greater emphasis on economic development, environmental, and social benefits

“We’ll finally be able to make the case for investing in popular streetcar projects and other transit systems that people want — and that our old ways of doing business didn’t value enough,”

USDOT Secretary Ray LaHood



February 17, 2010

USDOT TIGER* Grants Announced

(4 streetcar projects win 10% of \$1.5 billion total)

| City | Federal Funds |
|-----------------|---------------|
| Dallas, TX | \$23 million |
| New Orleans, LA | \$45 million |
| Portland, OR | \$23 million |
| Tucson, AZ | \$63 million |

*Transportation Investment Generating Economic Recovery (TIGER)



July 8, 2010

FTA Urban Circulator Grants Announced

| City | Federal Funds |
|----------------|---------------|
| Charlotte, NC | \$25 million |
| Cincinnati, OH | \$25 million |
| Fort Worth, TX | \$25 million |
| St. Louis, MO | \$25 million |
| Dallas, TX | \$5 million |

“Streetcars are making a comeback because cities across America are recognizing that they can restore economic development downtown – giving citizens the choice to move between home, shopping and entertainment without ever looking for a parking space,” FTA Administrator Peter Rogoff



October 20, 2010

TIGER II Grants Announced

| City | Federal Funds |
|--------------------|---------------|
| Atlanta, GA | \$48 million |
| Salt Lake City, UT | \$26 million |

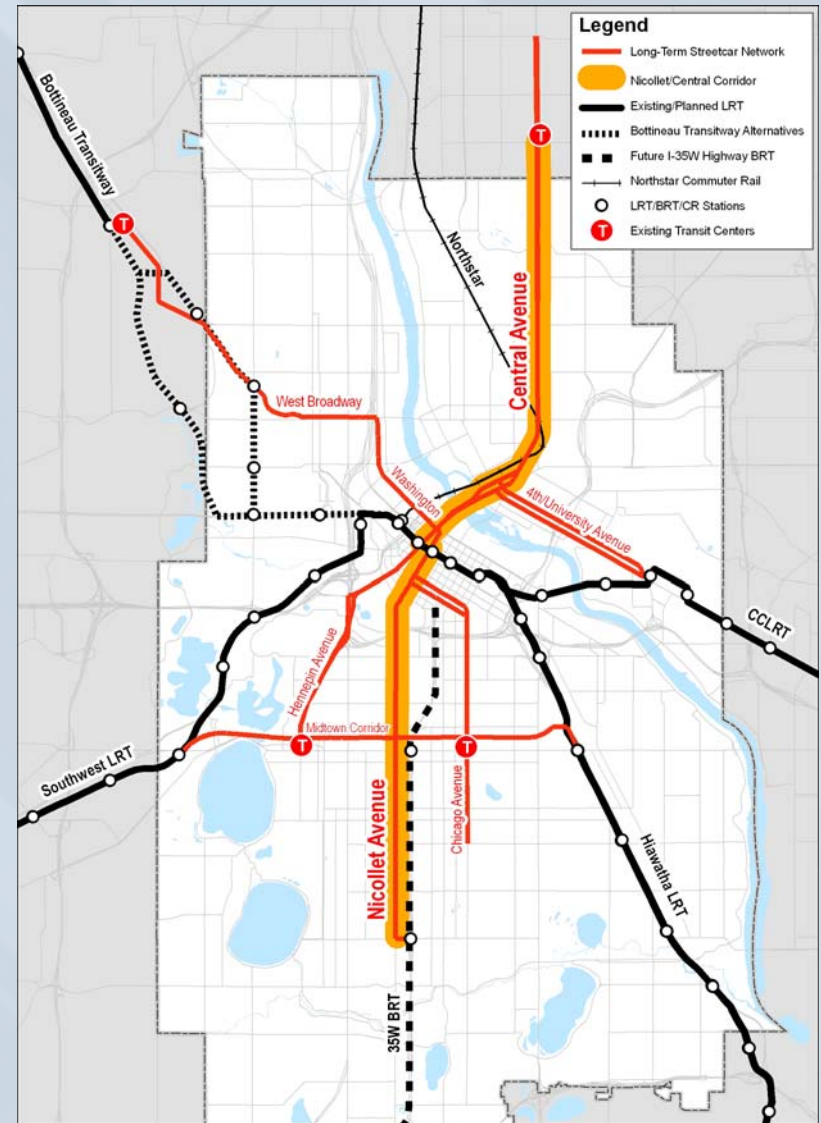
Federal Capital Funds for Streetcar

| | City | Federal Program | Award Date | Federal Funds |
|-------|--------------------|------------------|------------|---------------|
| 1. | Portland, OR | Small Starts | 10/22/2009 | \$75 million |
| | Portland, OR | TIGER | 2/17/2010 | \$23 million |
| 2. | New Orleans, LA | TIGER | 2/17/2010 | \$45 million |
| 3. | Tucson, AZ | TIGER | 2/17/2010 | \$63 million |
| 4. | Dallas, TX | TIGER | 2/17/2010 | \$23 million |
| | Dallas, TX | Urban Circulator | 7/8/2010 | \$5 million |
| 5. | Charlotte, NC | Urban Circulator | 7/8/2010 | \$25 million |
| 6. | Cincinnati, OH | Urban Circulator | 7/8/2010 | \$25 million |
| 7. | Fort Worth, TX | Urban Circulator | 7/8/2010 | \$25 million |
| 8. | St. Louis, MO | Urban Circulator | 7/8/2010 | \$25 million |
| 9. | Atlanta, GA | TIGER II | 10/20/2010 | \$48 million |
| 10. | Salt Lake City, UT | TIGER II | 10/20/2010 | \$26 million |
| TOTAL | | | | \$408 million |

December 21, 2010

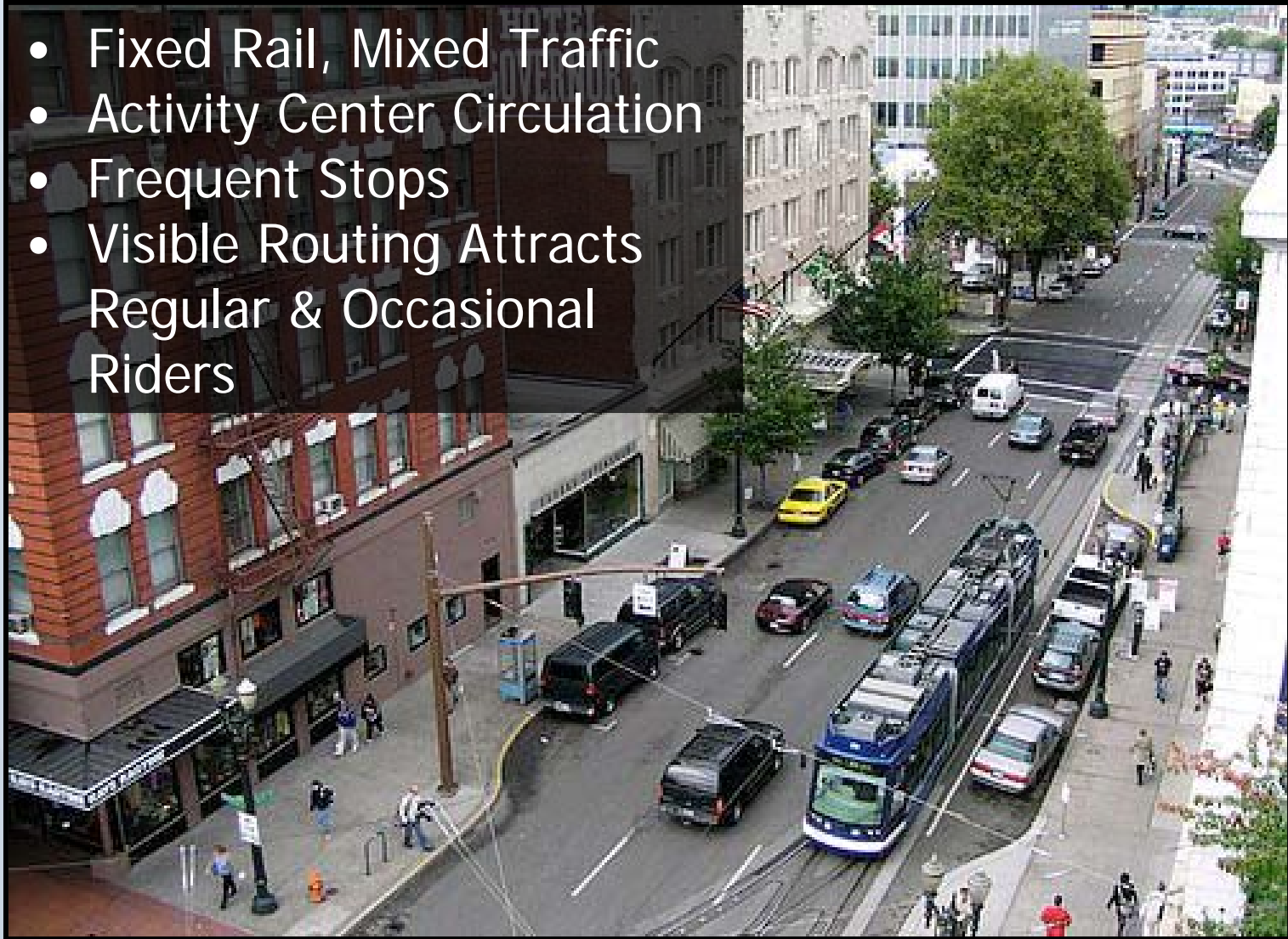
FTA Alternatives Analysis Planning Grants Announced

- **Minneapolis Nicollet-Central Urban Circulator** project awarded \$900,000 federal grant (\$300,000 local match)
- streetcar and enhanced bus alternatives to be evaluated
- 23 grants totaling \$25.7 million



What Are Streetcars?

- Fixed Rail, Mixed Traffic
- Activity Center Circulation
- Frequent Stops
- Visible Routing Attracts Regular & Occasional Riders



What Are Streetcars?

- Modern Vehicles
- Single Car Operation
- Electric Power
- Single Overhead Wire
- Multiple Doors



What Are Streetcars?

Streetcar



Bus - 40'



Articulated Bus - 60'



Streetcar - 67'



LRT - 94'



LRT - 94'



LRT - 94'



LRT - 94'



LRT - 94'

What Are Streetcars?



- Simple Stations
- Lower Cost than LRT
- Less Construction Impact than LRT

What Are Streetcars?

- Catalyze/organize walkable development

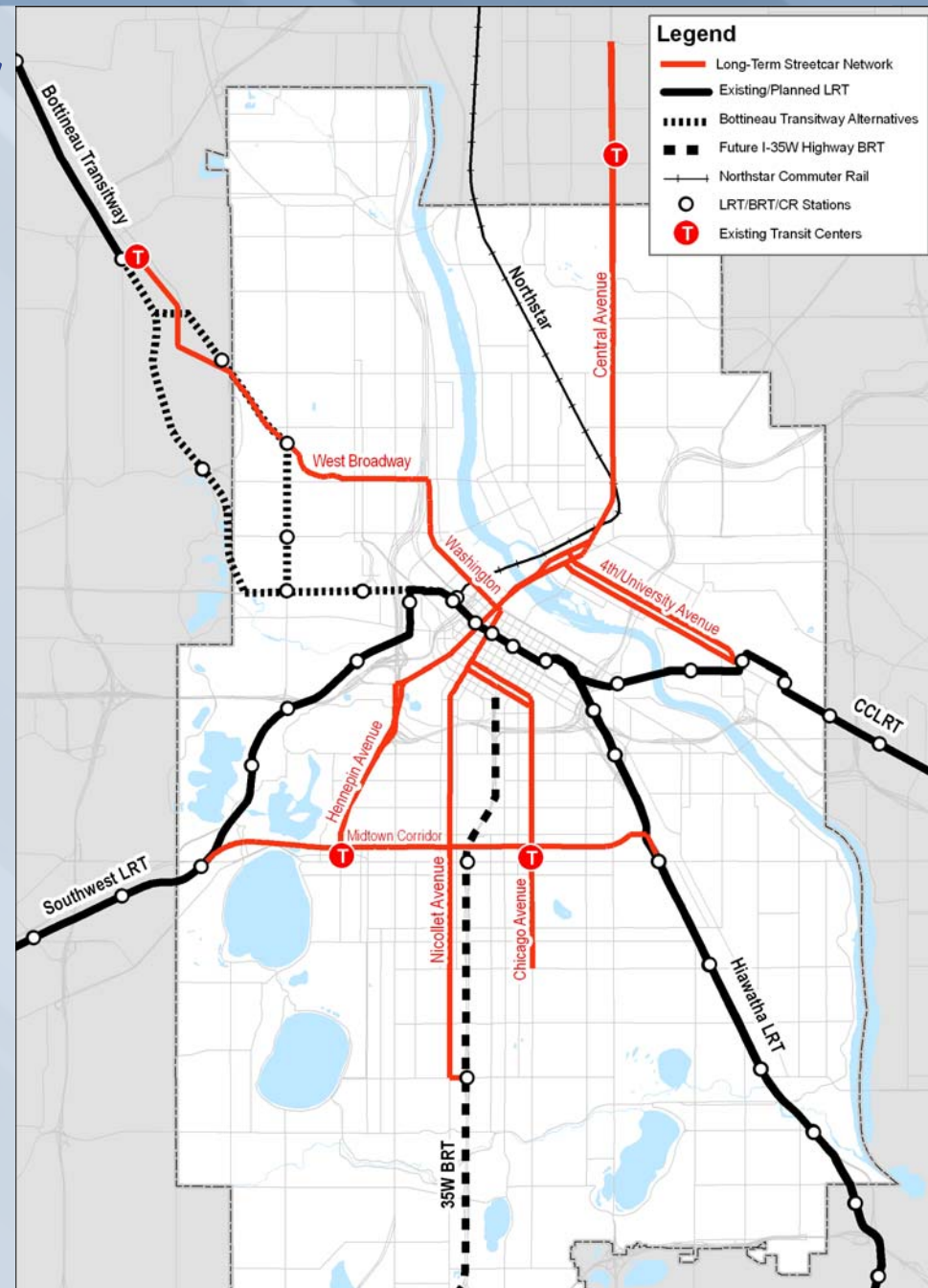


New Development

- Portland - \$3 billion
- Tampa - \$800 million

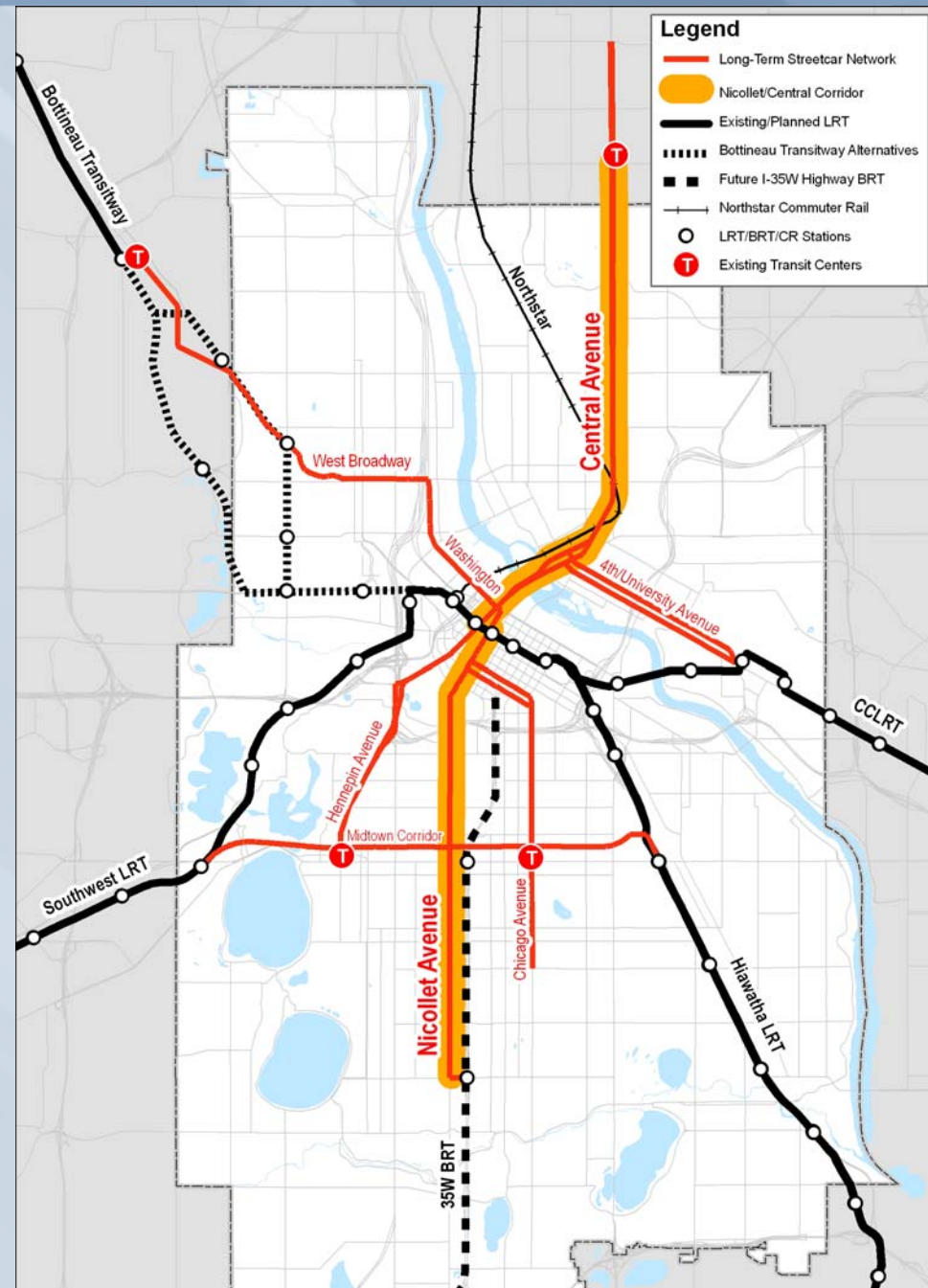
Streetcar Feasibility Study

- 7 corridors recommended for long-term network
 - Central
 - 4th/University
 - Chicago
 - Nicollet
 - Hennepin
 - West Broadway/Washington
 - Midtown Corridor



Nicollet-Central Corridor

- Prioritized by City Council for further study in 2010
- Best place to start implementation of long-term streetcar network



What is Bus Rapid Transit (BRT)

- Depends on who you ask.
- What it could be can be seen at the intersection of 35W and 46th street.
- Operates on highway in congestion-free right-of-way
 - HOV/HOT lanes
- Stops every 2 to 5 miles. Online stations where possible
- Two types of transit service in the same right of way
 - Express Lane Service
 - Station to Station Service “just like LRT, but on rubber tires”

BRT on 35W

- Bipartisan, urban & suburban support
- Progress already made
 - MARQ2 Project, completed
 - UPA Project, completed
- Challenges ahead:
 - Building BRT one station at a time?
 - Branding it before building it?