

# Regional Streetcars Policy Development

February 18, 2015

Transportation Advisory Board



# 2040 TPP Streetcars Language

- Modern streetcar alternatives being considered in some corridors
- Minneapolis and St. Paul proposing long-term streetcar networks
- Nicollet-Central streetcar LPA recommendation by City of Minneapolis
- Streetcars eligible for Small Starts funding
- Work Program to consider modern streetcar regional policy

# Streetcar Policy Considerations

- What is role of streetcars in local and regional transit systems as a transportation investment and an economic development investment?
- How do these roles fit in with potential funding sources for streetcar capital and operating costs?
- Should there be typical funding sources and shares for streetcar projects?
- How will streetcars be prioritized
  - Within the region?
  - Within a community?

# Streetcar Policy Considerations

## Survey Input

- Integration with street, LRT, bus, bicycle & ped systems
- Redevelopment impact
- Regional economic competitiveness impact
- Ridership and cost comparisons with other modes
- Cold climate operations
- Governance
- Look at peer regions streetcar projects

# Peer Regions Case Studies

- Atlanta Streetcar
- Cincinnati Streetcar
- Columbia Pike Streetcar (Arlington County, VA)
- Delmar Loop Trolley (St. Louis)
- Dallas-Oak Cliff Streetcar
- M-1 Rail (Detroit)
- Portland Streetcar
- South Lake Union Streetcar (Seattle)
- Sugar House Streetcar (Salt Lake City)

# Streetcar Case Studies Findings

- Governance varies and changes during project implementation
- MPO and regional view varies
- Project capital and operating costs vary
- Economic development expectation is high
- Large variety of capital sources used
- Operating funding is one of greatest challenges
- Projects can be strongly influenced by local politics

# Next Steps

- Gather additional information as requested
- Confer with Council leadership on direction to develop policy