

Phase III Streetcar Operating Plans

DRAFT

Summary

Corridor	Notes	Peak Streetcar Vehicle Requirement	Net Change in Ann Operating Hours (+)	Net Change in Daily Vehicle Volumes – NB/EB (+)	Net Change in Daily Vehicle Volumes – SB/WB (+)
Broadway		7	14,400	20	21
Chicago		8	29,900	98	102
Central		9	5,900	4	1
Midtown Greenway	1, 2	3	19,000	72 (1)	72 (1)
University/4th	See Hennepin				
Nicollet		9	3,400	5	4
Hennepin (Short Line)	3	4	22,000	30	32
Hennepin (Long Line)	3	7			

Notes:

- (1) Operates in exclusive ROW and is not adding or replacing an existing bus line.
- (2) No impact on bus routes has been determined yet. This figure will be lower if service on parallel corridors is replaced.
- (3) Long line and short line are intended to operate together as part of the long-term network.

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W. Broadway Ave

Route

(Robbinsdale TC, R Hubbard, L 41st, R Broadway, R France, L Oakdale, R Broadway, R Washington, R Nicollet Mall to 5th Street)

Monday-Friday, 10 min. frequency, 6:00-9:00 am and 3:30 – 6:00 pm; 15 min. frequency other times (total operation 5:00 am – 1:00 am)

Saturday and Sunday, 15 min. frequency, 6:00 AM – 12:00 AM

Southbound Buses:

Route 14E and 14A via Broadway/Oakdale replaced by streetcar

Route 14E and 14A via Regent/39th/Noble/36th replaced by streetcar.

Northbound Buses:

Route 14R via Broadway/Oakdale replaced by streetcar.

Route 14N via 36th/Noble/39th/Regent replaced by streetcar.

Peak Streetcar Vehicle Requirement: 7

Estimated Impact:

Streetcar Operating Hours:	+	34,000 annual revenue hours
<u>Reduction in bus operating hours:</u>	-	<u>19,600 annual revenue hours</u>
Operating cost difference:	+	14,400 annual revenue hours
M-F daily streetcar trips (NB):	+	84
<u>M-F daily bus trips (NB):</u>	-	<u>64</u>
NB trip difference:	+	20
M-F daily streetcar trips (SB):	+	84
<u>M-F daily bus trips (SB):</u>	-	<u>63</u>
SB trip difference:	+	21

Notes:

- Assumes a 12.5 mph streetcar average operating speed peak and base, 15 mph evening.
- May be some additional costs b/c some 14 trips not interlined in downtown (not calculated at this point).
- Some additional operating hours may be required to cover lost service in Robbinsdale (14N Northbound and 14A/E Southbound). These hours are not reflected in the figures shown above.

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Chicago Ave S

Route

(38th St/Chicago, continue via Chicago, L 9th, R Nicollet Mall to Washington)

Monday-Friday, 7.5 min. frequency, 6:00 am - 6:00 pm; 10-15 min. frequency other times (total operation 4:00 am – 2:00 am)

Saturday, 10-15 min. frequency, 4:00 AM – 2:00 AM

Sunday, 10-15 min. frequency, 4:00 AM – 12:00 AM

Southbound Buses:

Monday-Friday, all Route 5 buses operating only between downtown and 38th St replaced by streetcar.

Monday-Friday, all Route 5 buses operating only south of 38th run very limited stop (only two stops) between Nicollet Mall and 38th St.

Northbound Buses:

Monday – Friday, all Route 5 buses operating only between 38th St and downtown replaced by streetcar.

Monday-Friday, all Route 5 buses operating only south of 38th run very limited stop between 38th St and Nicollet Mall.

Peak Streetcar Vehicle Requirement: 8

Estimated Impact:

Streetcar Operating Hours:	+	46,000 annual revenue hours
<u>Reduction in bus operating hours:</u>	-	<u>16,100 annual revenue hours</u>
Operating cost difference:	+	29,900 annual revenue hours

M-F daily streetcar trips (NB):	+	140
<u>M-F daily bus trips (NB):</u>	-	<u>42</u>
NB trip difference:	+	98

M-F daily streetcar trips (SB):	+	140
<u>M-F daily bus trips (SB):</u>	-	<u>38</u>
SB trip difference:	+	102

Notes:

- Assumes a 1.75 times improvement in travel speed between 38th and 8th St downtown
- Assumes a 8 mph streetcar average operating speed peak, 10 mph base, 12 mph evening.
- Route extended to 38th St E to connect with Route 23 and to replace shortline buses to 38th (39 trips SB and 42 NB).

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Central Ave NE

Streetcar

(Columbia Heights TC, continue via Central Ave NE to 3rd Ave Bridge, R Washington, L Nicollet Mall to Grant)

Monday-Friday, 4:30 AM – 12:30 AM, 10 min peak and midday frequency, 15-30 min other times.

Saturday, 4:30 AM – 12:30 AM, 15 min peak and midday frequency, 30 min other times

Sunday, 4:30 AM – 12:30 AM, 20 min peak and midday frequency, 30 min other times

Southbound Buses:

All Route 10 trips replaced by streetcar.

Northbound Buses:

All Route 10 trips replaced by streetcar.

Peak Streetcar Vehicle Requirement: 9

Estimated Impact:

Streetcar Operating Hours:	+	40,000 annual revenue hours
<u>Reduction in bus operating hours:</u>	-	<u>34,100 annual revenue hours</u>
Operating cost difference:	+	5,900 annual revenue hours
M-F daily streetcar trips (NB):	+	97
<u>M-F daily bus trips (NB):</u>	-	<u>93</u>
NB trip difference:	+	4
M-F daily streetcar trips (SB):	+	97
<u>M-F daily bus trips (SB):</u>	-	<u>96</u>
SB trip difference:	+	1

Notes:

- Assumes a 10 mph streetcar average operating speed peak, 12 mph base and 15 mph evening.
- Assumes that at-grade RR crossing at 37th Ave NE is no longer operational.

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Midtown Greenway

Streetcar

(Via Greenway from SW LRT to Hiawatha LRT)

Monday-Saturday, 15 min. frequency, 5:00 AM – 11:00 PM

Sunday, 15 min. frequency, 6:00 AM – 11:00 PM

Eastbound Buses:

No bus routes replaced by streetcar.

Westbound Buses:

No bus routes replaced by streetcar.

Peak Streetcar Vehicle Requirement: 3

Estimated Impact:

Streetcar Operating Hours: + 20,000 annual revenue hours

Reduction in bus operating hours: - 0 annual revenue hours

Operating cost difference: + 20,000 annual revenue hours

M-F daily streetcar trips (EB): + 72

M-F daily bus trips (EB): - 0

EB trip difference: + 72

M-F daily streetcar trips (WB): + 72

M-F daily bus trips (WB): - 0

WB trip difference: + 72

Notes:

- Assumes an 18 mph average operating speed throughout the day.
- If SW LRT alignment via Greenway/Nicollet is chosen, streetcar would not be feasible in Greenway.

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University / 4th

See Hennepin Avenue

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Nicollet

Streetcar

(Via Nicollet from 46th Street/Nicollet to downtown):

Monday-Friday, 4:30 am - 2:30 am, 7.5 min. frequency 6:00 am – 8:00 pm, 10-30 min. frequency other times; Saturday, 10-15 min. frequency, 5:00 am - 1:30 am; Sunday 5:00 am – 2:30 am, 10-12 min. frequency 11:00 am-7:00 pm, 15-30 min frequency other times.

Northbound Buses:

Replace all Route 18 buses between downtown and 46th Street, including those operating on Grand Ave S. Connections would be made with buses that continue south of 46th.

Southbound Buses:

Replace all Route 18 buses between 46th Street and downtown, including those operating on Grand Ave S (a neighborhood shuttle would continue to operate between Grand/46th and Lake/Nicollet). Connections would be made with buses that continue south of 46th.

Peak Streetcar Vehicle Requirement: 9

Estimated Impact:

Streetcar Operating Hours:	+	47,000 annual revenue hours
<u>Reduction in bus operating hours:</u>	-	<u>43,600 annual revenue hours</u>
Operating cost difference:	+	3,400 annual revenue hours

M-F daily streetcar trips (NB):	+	146
<u>M-F daily bus trips (NB):</u>	-	<u>141</u>
NB trip difference:	+	5

M-F daily streetcar trips (SB):	+	146
<u>M-F daily bus trips (SB):</u>	-	<u>142</u>
SB trip difference:	+	4

Notes:

- Assumes a 10 mph streetcar average operating speed peak, 12 mph base, 15 mph evening.
- 18G route (via Grand) would be replaced by a neighborhood shuttle between Grand/46th and Lake/Nicollet.

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Hennepin and University/4th

Route

Long Line (From Uptown TC via Hennepin to Washington Ave SE via University/4th):

Monday-Friday, 15 min. frequency, 5:00 am 1:00 am; 30 min frequency 4:00 am – 5:00 am and 1:00 am – 2:00 am.

Saturday and Sunday, 15 min. frequency, 5:30 am – 12:30 am; 30 min 4:30 am – 5:30 am and 12:30 am – 1:00 am

Short Line (From Uptown TC via Hennepin to Washington Ave)

Monday-Saturday, 30 min. frequency 9:30 am – 3:30 pm.

Eastbound/Northbound Buses:

Replace all Route 6 buses between 36th/Hennepin and the University – all day.

Terminate all Route 6 buses between 36th/Hennepin and downtown/University at the Uptown Transit Center – midday, early morning and evening only. Peak buses continue to downtown.

Westbound/Southbound Buses:

Replace all Route 6A buses between the University and 36th/Hennepin.

All Route 6 buses between downtown/University 36th/Hennepin begin trip at the Uptown Transit Center – midday, early morning and evening only. Peak buses continue to downtown.

Peak Streetcar Vehicle Requirement (Long Line): 7

Peak Streetcar Vehicle Requirement (Short Line): 2

Estimated Impact (Long and Short Line):

Streetcar Operating Hours:	+	46,000 annual revenue hours
Reduction in bus operating hours:	-	24,000 annual revenue hours
Operating cost difference:	+	22,000 annual revenue hours

M-F daily streetcar trips (EB/NB):	+	96
M-F daily bus trips (EB/NB):	-	66
EB/NB trip difference:	+	30

M-F daily streetcar trips (WB/SB):	+	96
M-F daily bus trips (WB/SB):	-	64
WB/SB trip difference:	+	32

Notes:

- Assumes a 8 mph streetcar average operating speed peak, 10 mph base, 15 mph evening.

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- Route 12 not affected. Might be able to eliminate evening trips on 12 (minimal impact)

**Ridership Pivot Model
Minneapolis Streetcar**

Bus Route	Corridor	Period	Days per Year	Notes	Productivity	Intensity of Land Use	Mix of Land Use	Travel Time	Frequency Span	Fares	Connectivity	Legibility	Comfort	Total Adjustments	Adjusted Productivity	Streetcar			Productivity Range		
																Service Hours Per Day	Adjusted Daily Ridership	Adjusted Annual Ridership	Low	High	
						-5%	-10%	-5%	-5%	-5%	-5%	-10%	-5%								
						0%	0%	0%	0%	0%	0%	0%	0%								
						5%	10%	5%	5%	5%	5%	10%	5%								
5	Chicago	Weekday	255		68	5%	5%	0%	5%	0%	0%	10%	5%	30%	88.4	137.0	12,111	3,088,254	79.56	97.24	
5	Chicago	Saturday	52		62	5%	5%	0%	5%	0%	0%	10%	5%	30%	80.6	126.0	10,156	528,091	72.54	88.66	
5	Chicago	Sunday	58		67	5%	5%	0%	5%	0%	0%	10%	5%	30%	87.1	70.0	6,097	353,626	78.39	95.81	
6	Henn/Univ/4th	Weekday	255		70	0%	0%	0%	5%	0%	0%	10%	5%	20%	84.0	128.0	10,752	2,741,760	75.60	92.40	
6	Henn/Univ/4th	Saturday	52		52	0%	0%	0%	5%	0%	0%	10%	5%	20%	62.4	126.0	7,862	408,845	56.16	68.64	
6	Henn/Univ/4th	Sunday	58		41	0%	0%	0%	5%	0%	0%	10%	5%	20%	49.2	114.0	5,609	325,310	44.28	54.12	
18	Nicollet	Weekday	255		63	5%	5%	0%	0%	0%	0%	10%	5%	25%	78.8	139.0	10,946	2,791,294	70.88	86.63	
18	Nicollet	Saturday	52		56	5%	5%	0%	0%	0%	0%	10%	5%	25%	70.0	121.0	8,470	440,440	63.00	77.00	
18	Nicollet	Sunday	58		59	5%	5%	0%	0%	0%	0%	10%	5%	25%	73.8	96.0	7,080	410,640	66.38	81.13	
14	W Broadway	Weekday	255		42	0%	0%	0%	5%	0%	0%	10%	5%	20%	50.4	96.0	4,838	1,233,792	45.36	55.44	
14	W Broadway	Saturday	52		35	0%	0%	0%	5%	0%	0%	10%	5%	20%	42.0	90.0	3,780	196,560	37.80	46.20	
14	W Broadway	Sunday	58		32	0%	0%	0%	5%	0%	0%	10%	5%	20%	38.4	90.0	3,456	200,448	34.56	42.24	
10	Central	Weekday	255		40	5%	5%	0%	0%	0%	0%	10%	5%	25%	50.0	123.0	6,150	1,568,250	45.00	55.00	
10	Central	Saturday	52		32	5%	5%	0%	0%	0%	0%	10%	5%	25%	40.0	84.0	3,360	174,720	36.00	44.00	
10	Central	Sunday	58		32	5%	5%	0%	0%	0%	0%	10%	5%	25%	40.0	66.0	2,640	153,120	36.00	44.00	
-	Greenway	Weekday	255	1	35	-5%	-10%	5%	-5%	0%	5%	-5%	5%	-10%	31.5	54.0	1,701	433,755	28.35	34.65	
-	Greenway	Saturday	52	1	32	-5%	-10%	5%	-5%	0%	5%	-5%	5%	-10%	28.8	54.0	1,555	80,870	25.92	31.68	
-	Greenway	Sunday	58	1	32	-5%	-10%	5%	-5%	0%	5%	-5%	5%	-10%	28.8	54.0	1,555	90,202	25.92	31.68	

actual
estimated

Notes
1 Greenway productivities based on 50% of Route 21 productivity

Capital Cost Notes

Background Data

- ❖ All calculations were made assuming a single track in each direction
- ❖ Single track cost per Greenway (in pavement) is \$350/FT
- ❖ Line Poles - Greenway used 240 poles and system is 4.3 miles therefore
 - $240/4.3 = 56$ poles/mile
 - $(\$2600 \text{ per pole} \times 56 \text{ poles/mile}) / 5280 = \$28/\text{FT}$
- ❖ Substations - 2 per mile
 - $(\$500,000 \times 2) / 5280 = \$189/\text{FT}$
- ❖ Platforms - 5 per mile @ \$50,000 ea (Greenway)
 - $(5 \times 50,000) / 5280 = \$47/\text{FT}$ Single Track
- ❖ Utilities - SW Corridor included general per-route-mile costs. We used a moderate \$350 per route-foot to account for unforeseen utility costs.
- ❖ Total per mile cost had 20% added for engineering and project management and then an additional 25% for contingencies.
- ❖ Power Costs were originally calculated per the Greenway but seemed vague enough that we were more comfortable using the SW Corridor general figure \$2,000,000/route mile
 - Double Track = $\$2,000,000 / 5280 = \379
 - Single Track = \$190/FT

MIDTOWN GREENWAY

Assume:

- ❖ Side Tracks (3), One each (7A, 7B, 7C, 7D) Segment plus one for 7D

Location - Approx 1/3 point

400 FT in length

❖ **Stations**

Assume - \$50,000 ea., 5 per mile each direction

- \$10,000 per bump out plus platform, shelter, bench,

ramps, lighting

- Located every other block

Downtown - Every block Approx 10 per mile

Hennepin - Center Station @ \$100,000 each

❖ **Elevators**

- \$200,000 each

Assume - 3per segment

❖ **Side Tracks: 1 each, Segment #7 Sections**

Single Track - 400FT each @ \$350/FT - \$140,000

Switches - \$40,000 ea (2) \$ 80,000

Signal per siding track - \$400,000 \$400,000

\$620,000

OTHER

❖ **Lowry Tunnel - Track over Tunnel, Assume \$100 per Lineal Foot**

NB Hennepin = 1320FT

SB Hennepin = 1120

2440 FT X \$100/FT = \$244,000

❖ **LRT Crossings**

- \$50,000 each double track crossing

❖ **Brick Roadway (Chicago Avenue)**

- Assume \$20/Ft²

- 400Ft long block x 20ft cross section = 8,000 Sq Ft

- 8000 FT² x \$20/Ft² = \$160,000

❖ **Nicollet Mall**

- Assume \$200K per block (5th Street to Grant Street)

- Assume \$100K per block (5th Street to Washington Avenue)

Footnotes

Underpasses - Not considered to be a problem and therefore no extraordinary costs

Skyways - No extraordinary costs but further study needed to determine if streetcar line under hospital (HCMC) has any electrical interference issues

Transit Stations - Standard Station costs were used at the Transit Center end points in Robbinsdale and Columbia Heights as well as the West Lake LRT Stop. Any extraordinary costs for these locations would need to be added.

Streetcar Line Endpoints - No extraordinary costs were applied to these locations, standard station costs were used

Midtown Greenway - A single track design with side tracks in each segment was used. It was assumed that no bridge modifications were needed at any underpass location. Also any bike trail realignment costs due to the streetcar track placement were not included

Chicago Av. S (4th St S-5th St. S) - This segment also known as Kirby Puckett Way is subject to closure for most events held at the Metrodome.

Roadway section over Lowry Tunnel - All extraordinary costs were included in the Hennepin (4th St. SE - Groveland) section although some would undoubtedly fall in the section south of Groveland.

List of Extraordinary Costs By Segment
2/12/07

1A	Hennepin (Groveland - Univ/4)		
	Lowry Tunnel 2440 FT x \$100/FT ²		= \$ 244,000
	Hennepin Avenue Bridge (Mississippi River) 1040 FT @ \$2,000 FT		= \$2,080,000
	Center Stations 9 @ \$50,000 additional		= \$ 450,000
	LRT Crossing 1 @ \$50,000/crossing		= \$ 50,000
1B	Hennepin (Groveland - Lake)		
	Bridge - 29 th St Greenway 60FT x \$2000/FT		= \$ 120,000
2A	Univ. (Central - EWASH)		
	Bridge - I35W 200FT x \$2000/FT		= \$ 400,000
	Bridge - Dinkytown 220FT x \$2000/FT		= \$ 440,000
3A	WASH (10 th Avenue North - NIC)		
	Bridge - 4 th Ave. N. 35FT x \$2000/FT		= \$ 70,000
3B	NIC (WASH - 5 th St)		
	LRT Connection Assume same as a crossing @ \$50,000		= \$ 50,000
	Mall Modifications Assume \$100K per block		= \$ 300,000
3C	WASH (NIC-Chicago) & Chicago (Wash-5 th St)		
	LRT Crossing (angle) 1 @ \$50,000		= \$ 50,000
3C1	WASH (NIC-Park) & Park (Wash - 5 th St)		
	LRT Crossing 1 @ \$50,000		= \$ 50,000
3D	10 th /Wash - N. Mem Hosp (Via W. Broadway)		
	I94 Bridge 300FT x \$2000/FT		= \$ 660,000
3E	Broadway - Wash (N. Mem Hosp - Robbinsdale TC)		
4A	Chicago via NIC (5 th - 9/10) - (9/10 - Chicago)		
4B	Chicago - (5-14 th)		

4B1	Park (5 th St - 9 th /10 th St) & 9 th /10 th St (Park - Chicago)			
4C	Chicago (14 th St - Lake St)			
	I94 Bridge	330FT @ \$2000/FT	= \$	660,000
	Midtown Greenway Bridge	90 FT @ \$2000/FT	= \$	180,000
4D	Chicago (Lake- 38 th St)			
5A	Nicollet (5 th St-Grant)			
	Mall Modifications	Assume \$200K per block	= \$	1,800,000
5B	Nicollet (Grant - Lake)			
	I94 Bridge	200 FT @ \$2000/FT	= \$	400,000
	K-Mart Bridge?	100 FT @ \$2000/FT	= \$	200,000
5C	Nicollet (Lake-46 th St)			
6A	Central/Wash (NIC - 3 rd Ave S) & 3 rd Av. S (WASH - Univ)			
	Miss River Bridge	1900FT x \$2000/FT	= \$	3,800,000
6B	Central (Univ - 29 th Av NE)			
	9 th St NE	RR Bridge 150 FT x \$2000/FT	= \$	300,000
	Broadway St NE	Bridge 220 FT x \$2000/FT	= \$	440,000
6C	Central (29 th Av NE - Columbia HTS TC (40 th))			
	36 th Av NE	RR Crossing Use 1 LRT Crossing @ \$50,000	= \$	50,000
7A	Greenway (Lake St Station - Hennepin)			
	Side Track	Single Track 400FT @ \$350/FT	= \$	140,000
		Switches 2 @ \$40,000	= \$	80,000
		Signals per siding	= \$	400,000
			\$	620,000
	Calhoun/Isles	Channel Bridge (RR capable)		NONE
	Elevators	1 @ \$200,000	= \$	200,000

7B	Greenway (Hiawatha/Lake - Chicago)		
	Elevators	2 @ \$200,000	= \$ 400,000
	Side Tracks	1 @ \$620,000	= \$ 620,000
7C	Greenway (Chicago - Hennepin)		
	Elevators	2 @ \$200,000	= \$ 400,000
	Side Track	1 @ \$620,000	= \$ 620,000
7D	Greenway (Hiawatha/Lake - Nicollet)		
	Elevators	2 @ \$200,000	= \$ 400,000
	Sidetracks	1 @ \$620,000	= \$ 620,000

Note

Construction Costs on Bridges

\$50/FT²

20FT width in each direction

(Due to support beams)

\$50/FT² x 20FT width = \$1000 per lineal foot

OR \$2000 per lineal foot - both directions

Peer City Funding Characteristics - Capital

Streetcar Location/System	Federal Funding Sources					State Funding Sources	Local Funding Sources						Notes	
City	Interstate Substitution Funds	New Starts	Other Federal Sources	CMAQ	HUD	DOT	City General Fund	Transit System	Voter Approved Taxes	Local Improvement District	Tax Increment Financing	Parking Bonds		Other
Charlotte								X	X				Convention Center	Original trolley service cost 16.7 million to construct, which was allocated out of the General Fund on the assumption increased property taxes would pay it off within 8 years. It took only half that time. The extension completed in 2004, was as part of a larger transit capital projects program funded by a 1/2-cent sales tax passed by the voters in 1998. The Charlotte Convention Center and the Charlotte Area Transit System are also contributors.
Memphis	80% (first two rail projects)	80% (third rail project)					20%							The first 2 of 3 rail projects (in 1993 and 1997) were 80% funded by Federal Interstate Substitution funds (no longer available) and 20% from City's general fund. Third project (2004) was 80% funded with New Starts, 20% from City's general fund.
Portland - Central City			9%		1%		3%			17%	13%	50%	4% - City Parking Fund (\$2,000,000) 1.5% - City Transportation Fund (\$863,539) 1.5% - Tax-Advantage Lease Agreement (\$850,000)	For original 2.4 mile portion cost \$57 million to construct, funded by : <ul style="list-style-type: none"> • Federal Transportation Funds (reallocated with TriMet for local funds) \$5,000,000 (9%) • Federal HUD Funds \$500,000 (1%) • Local Improvement Districts \$9,608,000 (17%) • Tax Increment Financing \$7,527,000 (13%) • City Parking Fund – Cash \$2,000,000 (4%) • City Parking Bonds \$28,551,238 (50%) • City Transportation Fund \$863,539 (2%) • City General Fund \$1,863,000 (3%) • Tax-Advantage Lease Agreement \$850,000 (1%)
Portland - 1.2 mile extension					7%	11% (Land Exchange / Sale)	20%			16%			46% (Portland Development Commission)	The new 1.2 mile extension cost \$18.2 million, funded by: <ul style="list-style-type: none"> • \$3 million Local Improvement District (LID) • \$5.25 million Portland Development Commission – Streetcar • \$3.10 million Portland Development Commission - Harrison Street connector • \$1.25 million HUD grants • \$3.60 City funds for two new streetcars • \$2.00 ODOT/PDOT land exchange/sale
Savannah							X (primary source)		X					Essentially 100% from City general fund; some of the funding was from a voter approved tax bill that included many other initiatives; voters did not specifically vote on this issue.
Tacoma									X					The full \$80.4 million cost was funded as part of a transportation package that went before voters in 1996 paid for by a sales and use tax, motor vehicle excise tax, and rental car tax.
Tampa	51% - "Federal TEA 21 Grants"					11%	38%						Funding for first phase (\$32M): 62% from Federal DOT and Florida DOT. 38% from local funds	

Peer City Funding Characteristics - Operating

Streetcar Location/System	Federal Funding Sources		State Funding Sources	Local Funding Sources									Advertising	Fares	Notes	
	City	Other Federal		CMAQ	DOT	City General Fund	City DOT	Transit System	Voter Approved Taxes	Local Improvement District	Tax Increment Financing	Parking Revenues				Naming Rights & Sponsorships
Charlotte							X (primary Source)						Arts & Science Council			The primary operating fund is the 1/2 cent sales tax. For FY2005 Charlotte Trolley also received a Basic Operating Grant of \$52,518 from the local Arts & Science Council (ASC).
Memphis		X (part of 40%)	15%	45%										X (part of 40%)		<ul style="list-style-type: none"> 45% City General Fund 15% Tennessee DOT 40% Fares and Federal grants Utilized CMAQ funding for first 3 years of operating costs.
Portland - Central City						59%					30%	X (part of 11%)	X (part of 11%)	X (part of 11%)		For the original section (\$2.7 million annually): <ul style="list-style-type: none"> 59% TriMet - \$1.6 million 30% parking meter revenues - \$800,000 11% farebox revenues, sponsorships and promotions - \$300,000
Portland - Extension					25%	66%								9%		Source of additional operating funding (to cover extended service) includes: <ul style="list-style-type: none"> 66% TriMet - \$400,000 25% City of Portland Office of Transportation - \$150,000 9% fares/sponsorships - \$50,000
Savannah				100%												Possibility of advertising and fare revenue, but limited
Tacoma						X	70.7% Sales Tax 20.4% MVET & Rental Car Tax						4%		5%	Total 2006 Operating Budget is 3.5 million. Funded from Sound Transit's General Revenue, which is primarily from: <ul style="list-style-type: none"> 70.2% Retail Sales and Use Tax 20.4% Motor Vehicle Excise Tax (registration fees) & Rental Car Tax 5.0% Farebox Revenue 1.9% Interest Earnings 2.1% Misc. Revenue (including advertising on bus and commuter rail, rental income from Sound Transit properties, etc)
Tampa	8% (Through Transit System)	0.5% (Through Transit System)				X		12%				49%	8% - Port Authority; Car Leasing (0.3%)	0.6%	18%	Total operating cost \$1.2 million per year and come from the following sources: <ul style="list-style-type: none"> 12% Voluntary special assessment within downtown Tampa, Ybor City and Channelside 49% Income from a naming rights endowment fund 18% Fare box revenue 0.6% Advertising CMAQ Grant for \$700,000 each of first three years