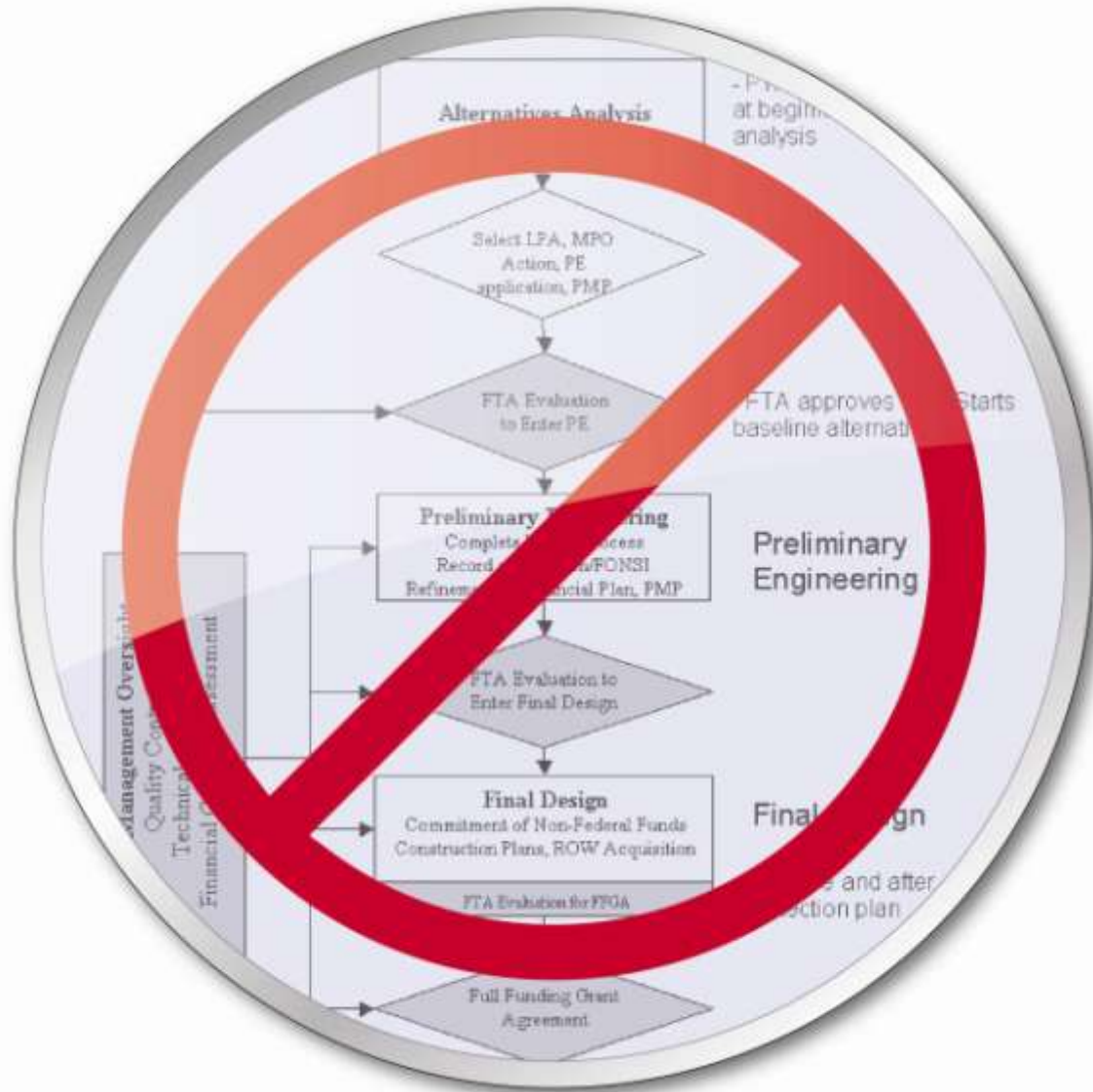


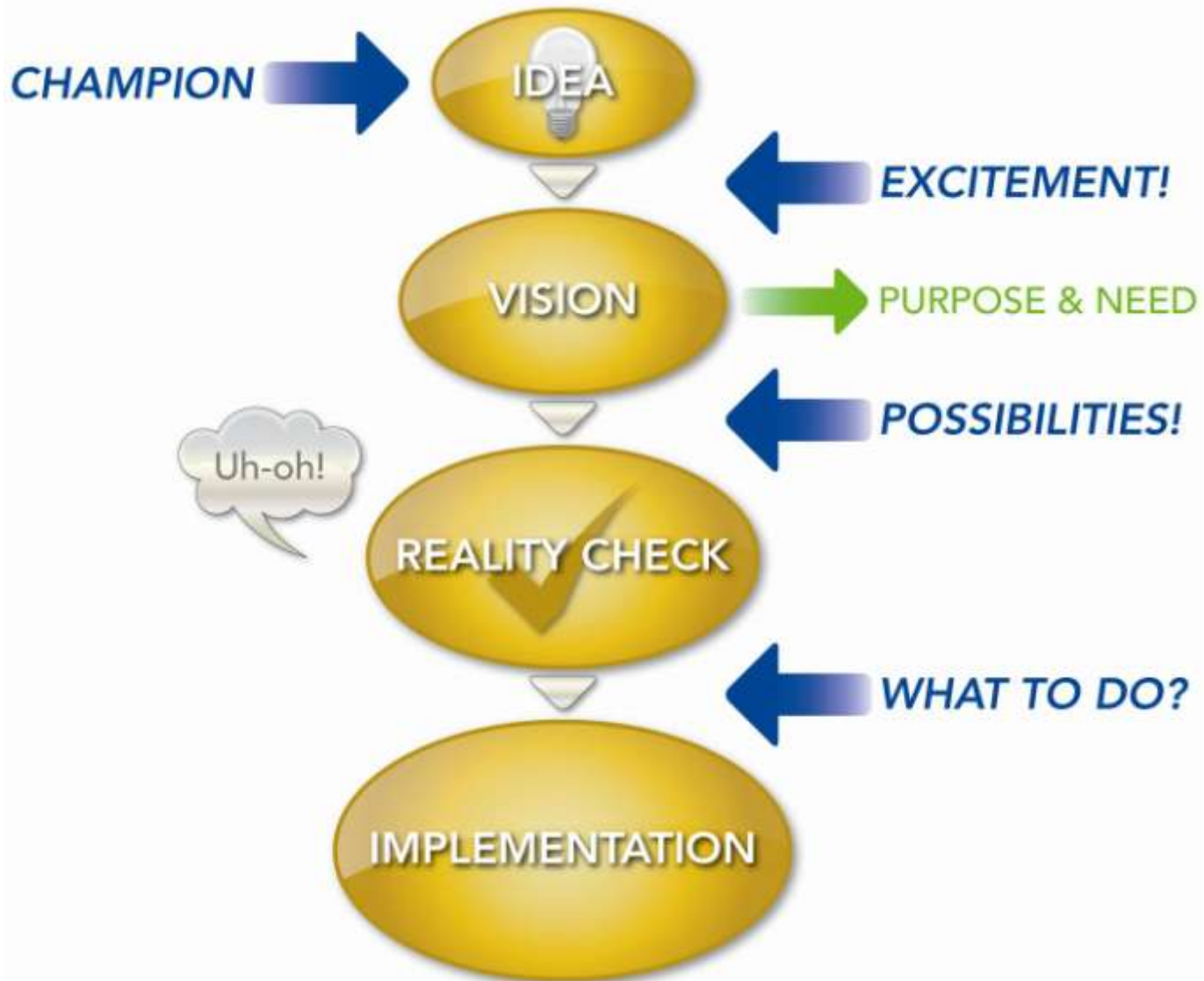
# Implementing Streetcars –the Sugar House Example

Rail~Volution 2011, Washington, D.C.

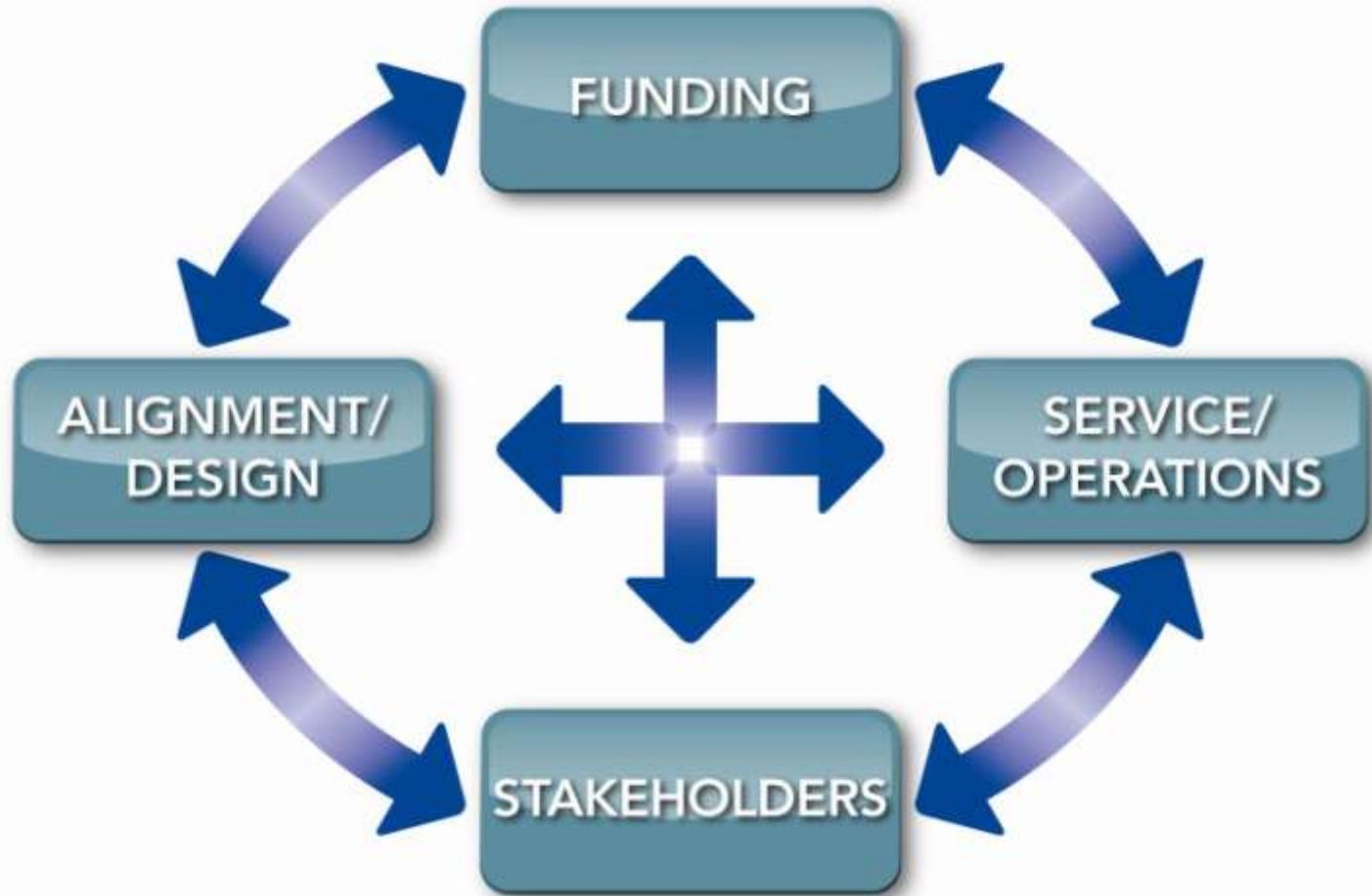
Kerry Doane, Utah Transit Authority

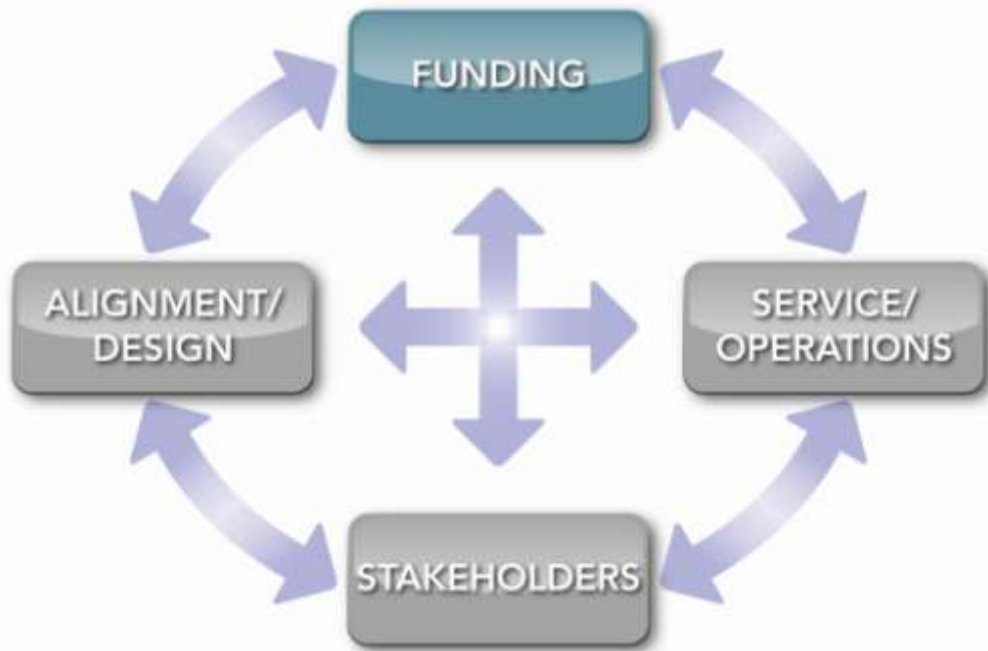
# Streetcar Project Development





Implementation





- Capital
- Operations/ maintenance
- Local public sources
- Local private sources
- Interlocal agreements
- Grants

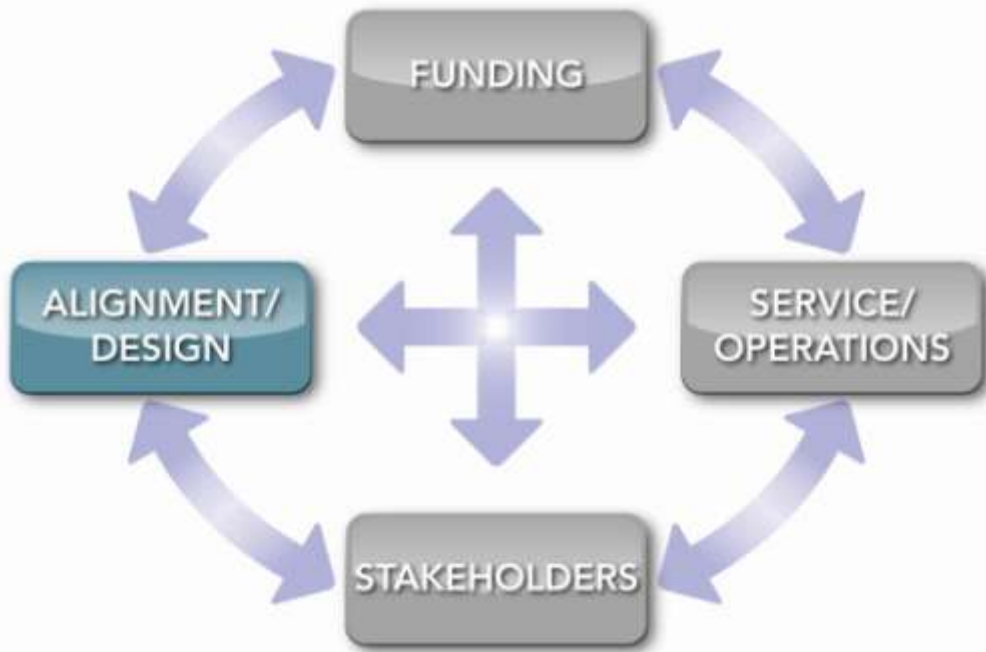
Funding





- TIGER -\$26M
- Cities-\$2.5M each
- Less grant than requested
- Capital gap
- Private sources not committed
- Recessioninduced operating revenue decline
- Establishing funding districts

Funding



- Stakeholder involvement
- Requirements
- Roadway geometry, right-of-way
- Traffic
- Bikes/ pedestrians
- Exceptions to standard

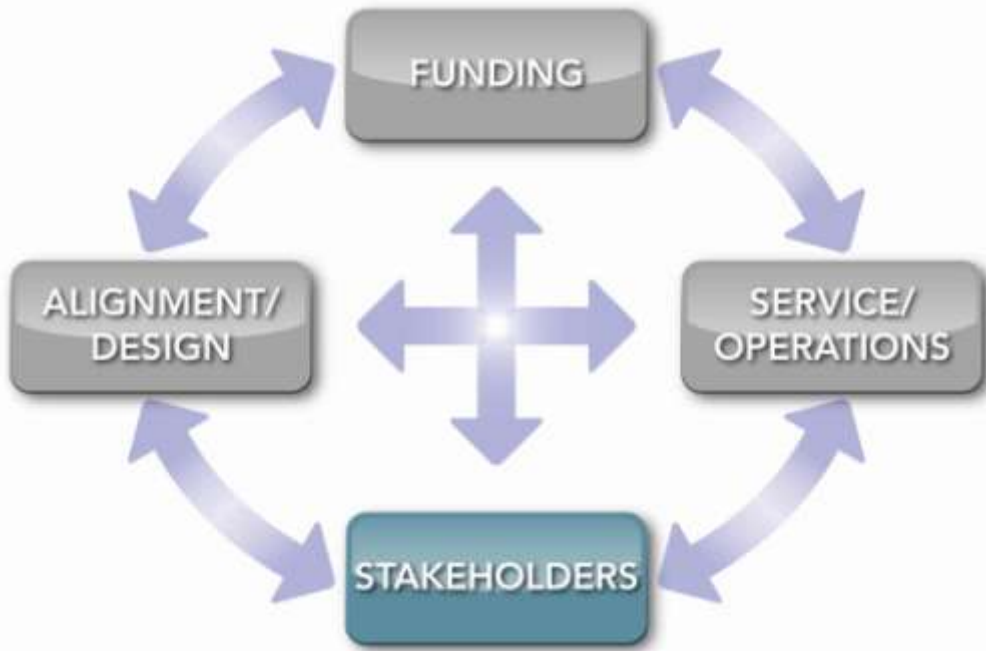


Alignment / Design





- Grant budget of \$37.18M
- RR right-of-way through two cities
- Multiple city and DOT street crossings
- Single ballasted track
- Corridor visioning process
- Build to a budget that accommodates the future full build vision
- Accommodation of regional trail
- Future second track
- Potential development and opportunities adjacent to corridor



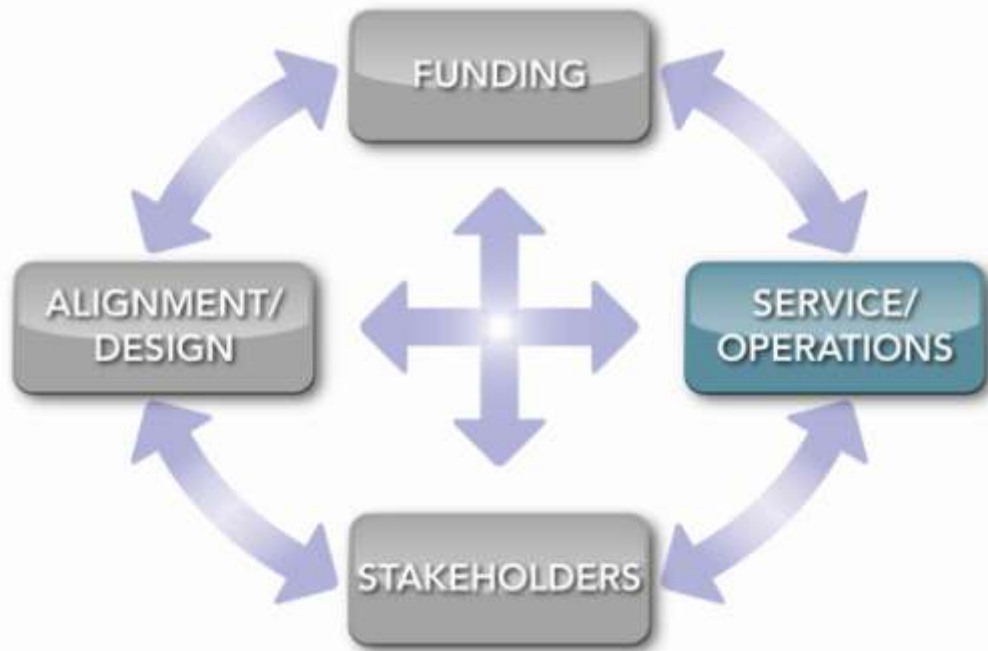
- City (ies)
- Businesses
- Public
- Residents
- Transit Agency
- Developers
- Non-profit





- Two Cities
- Citizens' Advisory Committee
- Transit Agency
- FTA
  
- Two different sized cities
- Competing interests of stakeholders
- Understanding federal processes

Stakeholders



- Frequency
- Span
- Day of week
- Maintenance facility

Service / Operations



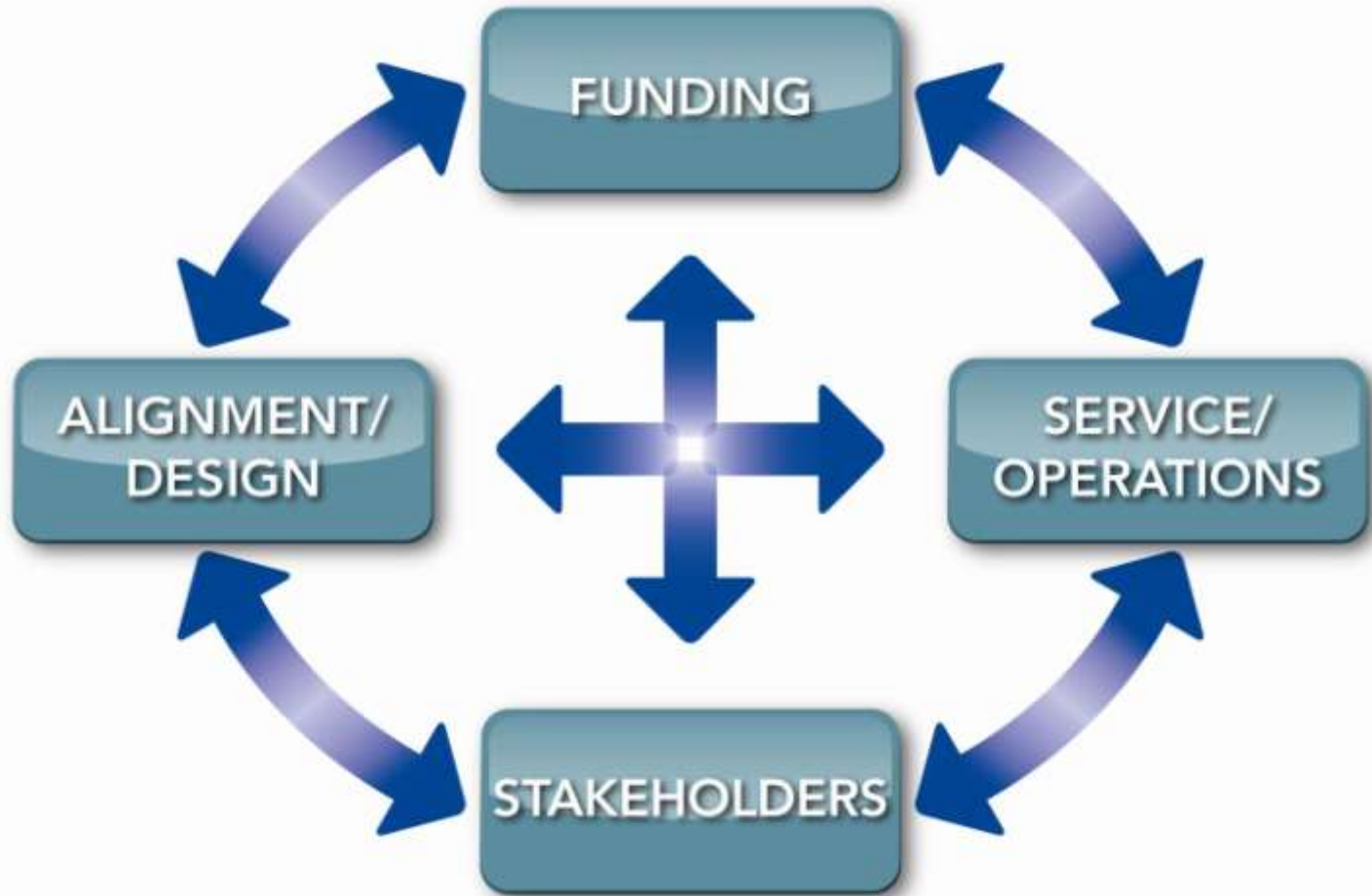


- 15 min peak
- 30 min off-peak
- \$1.5M per year to operate
- Limited by single track design
- Desire to be frequent enough to be attractive
- Late night uses
- Varying adjacent land uses

Service / Operations



Implementation



Construct

