Implementing Streetcars
—the Sugar House Example
Rail~Volution 2011, Washington, D.C.
Kerry Doane, Utah Transit Authority
Streetcar Project Development

- Champion
- Idea
- Vision
- Possibilities!
- Purpose & Need
- Reality Check
- Uh-oh!
- What to do?
- Implementation
Implementation
- Capital
- Operations/maintenance
- Local public sources
- Local private sources
- Interlocal agreements
- Grants

Funding

ALIGNMENT/DESIGN
SERVICE/OPERATIONS
STAKEHOLDERS
FUNDING

USDOT
TIGER
DOT.GOV

$
• TIGER - $26M
• Cities - $2.5M each

• Less grant than requested
• Capital gap
• Private sources not committed
• Recession induced operating revenue decline
• Establishing funding districts
- 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

Stakeholders
• Two Cities
• Citizens’ Advisory Committee
• Transit Agency
• FTA

• Two different sized cities
• Competing interests of stakeholders
• Understanding federal processes
- Frequency
- Span
- Day of week
- Maintenance facility
• 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