



Albuquerque Streetcar

February 20, 2007

Presented to:

Twenty-First Century
Transportation Task Force

Presented by:

 LELAND CONSULTING GROUP


FEHR & PEERS
TRANSPORTATION CONSULTANTS

Presentation Outline

- Introduction
- Project Goals
- Streetcars, Transit, and Development
 - Case studies: The Streetcar in other US Cities
- Streetcar Cost-Benefit Analysis
- Discussion

About this Project

- Project Team
 - Leland Consulting Group
 - Fehr & Peers
- Scope of Work: Cost benefit Analysis of Albuquerque Streetcar
 - Review Cost and Ridership Estimates
 - Identify Development Potential
 - Market Strategy
 - Financing Strategy
 - Planning Context

Cost Benefit Analysis

Costs

- Capital
- Operations
- Opportunity Cost

Benefits

- Economic Development
 - Downtown Revitalization
 - Connect major destinations
 - Quality of life
- Transportation Benefits
 - Ridership
 - Improved environment for walking, biking
 - Transportation options
 - Congestion mitigation
- Environmental Impacts
 - Reduced pollution
 - Improved air quality

The Transit Landscape



	Light Rail	Streetcar	Bus
Markets Served	Regional	Local "central city circulator"	Usually local, sometimes regional
Ridership	Commuters	Commuters, shoppers, tourists, students, conventioners,	Commuters, some shoppers
System characteristics	Emphasis: Speed, distance 1/2 mile+ between stations	Emphasis: Frequency, connectivity 1/4 mile between stations	Varies
Vehicle characteristics	150 feet long Wide turn radius Low floor	65 feet long Tight turn radius Low floor	65 feet long Tight turn radius Often high floor
Right of Way	Dedicated lanes	Mixed traffic lanes	Mixed traffic lanes
Development Impacts	Strong	Very strong	Weak
Capital Cost	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Operations Cost	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>

Portland

Why Portland?

- First modern model
- Connects the dots
 - Downtown: Employment and retail center
 - Urban neighborhoods: Historic and new
 - University
- High ridership
- Public-Private Partnership
- Development impacts



Portland: Visualizing the Impact



The Pearl District

Downtown/West End

Portland State University

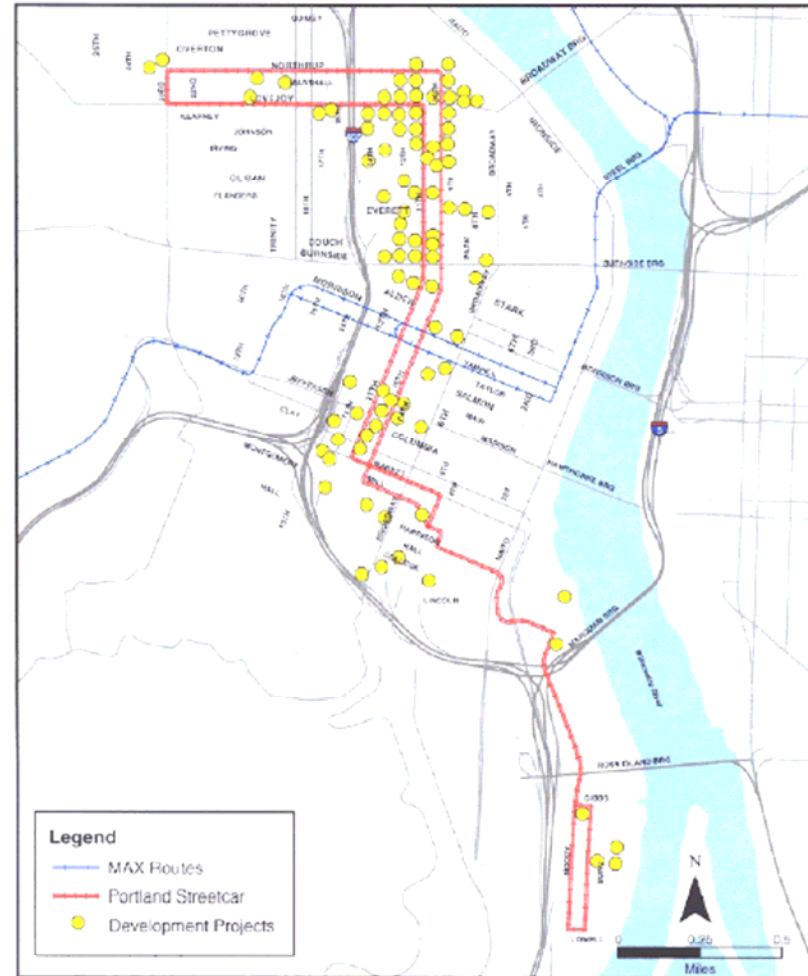
South Waterfront



Portland: Quantifying the Impact

- \$2.3 billion investment within 3 blocks 1997 - 2005
- 7,200 residential units
- 4.6 million sf commercial
- Condos: Market now as high as \$600+ per s.f.

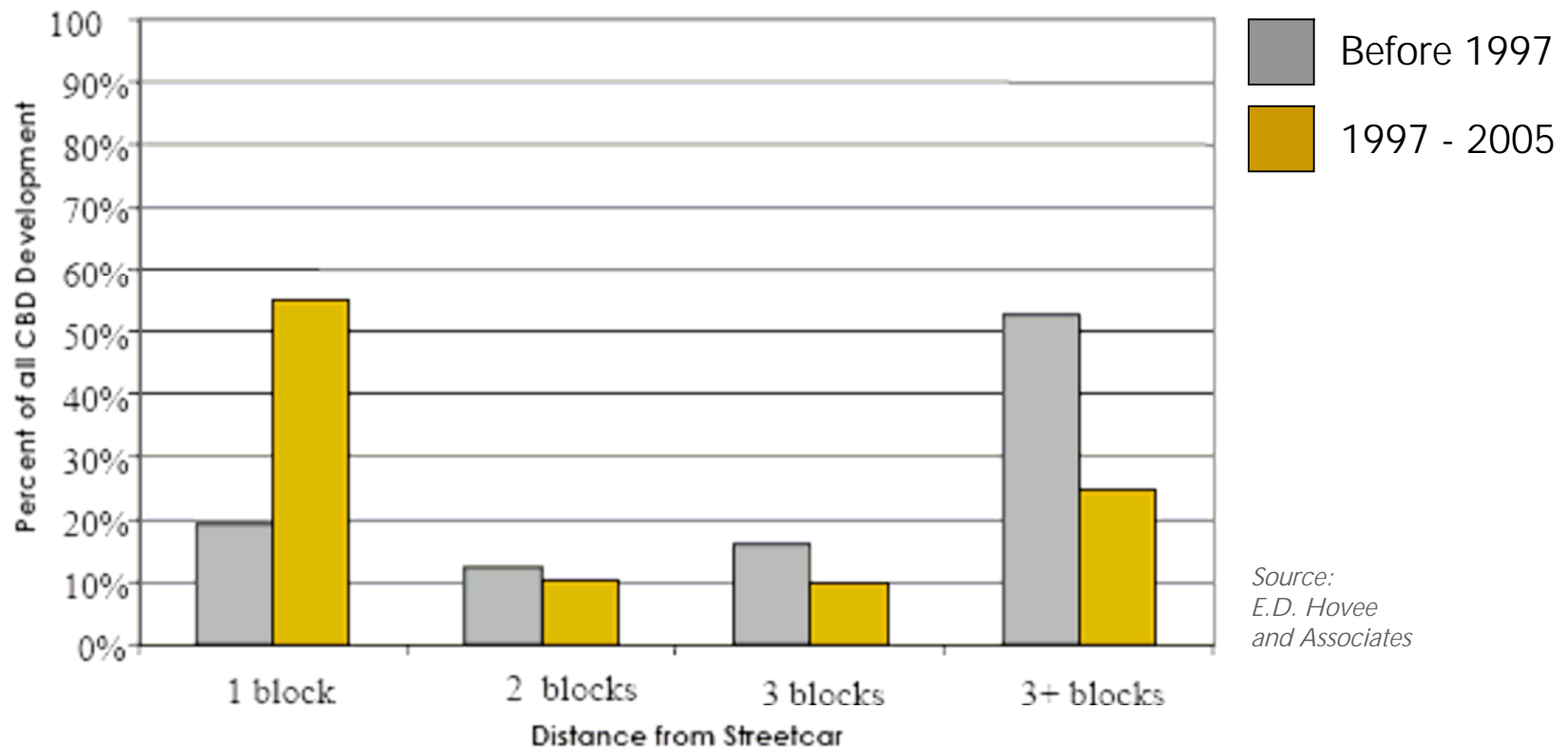
Development Projects



Source: E.D. Hovee and Associates

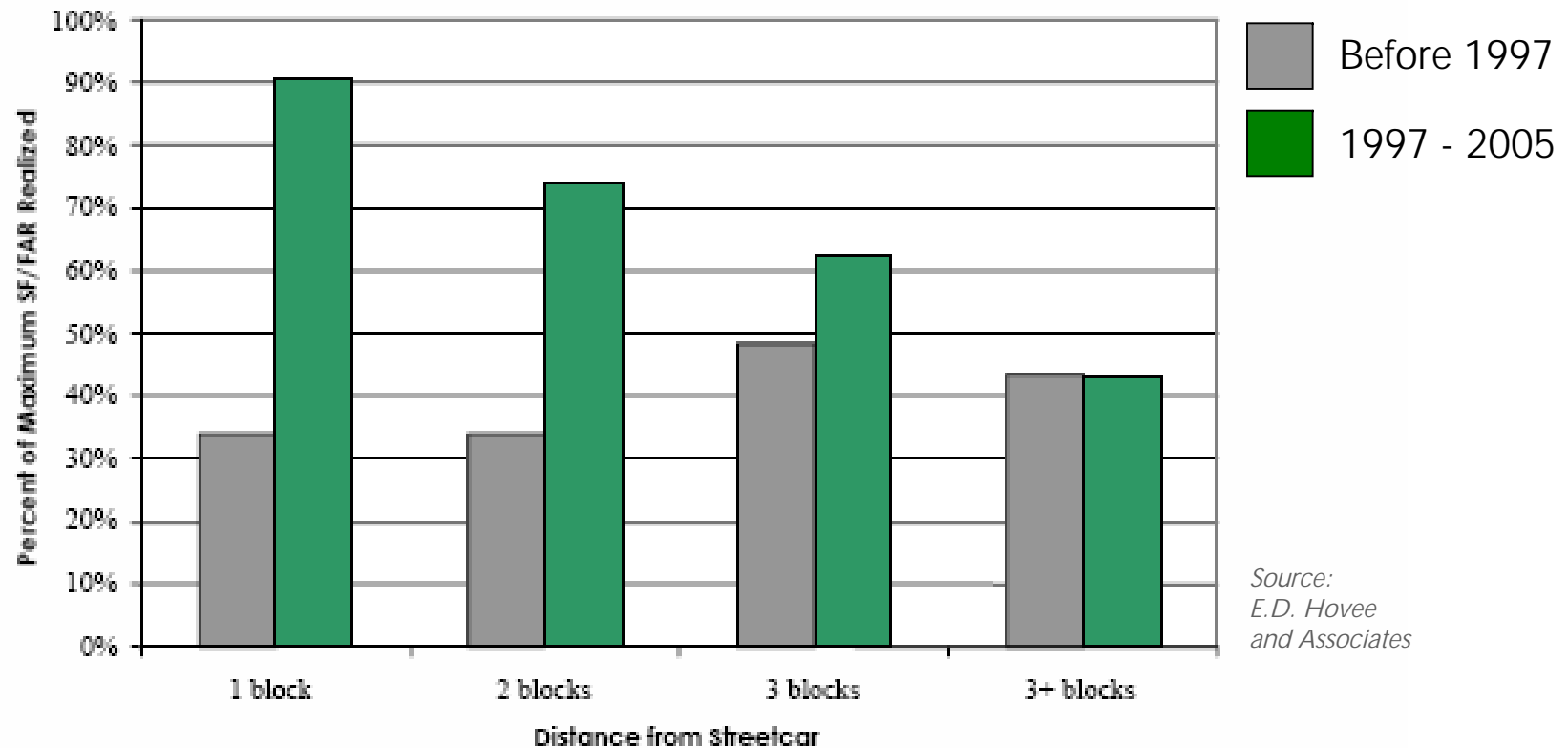
Portland: Quantifying the Impact

Location of Central Portland Development



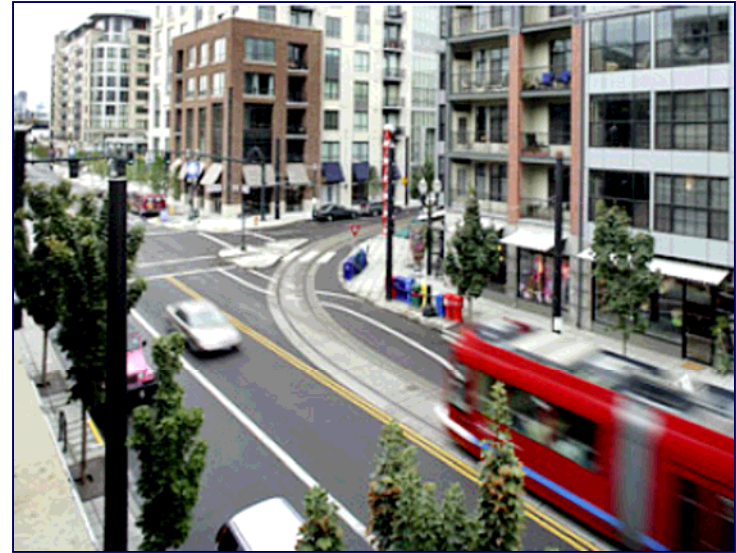
Portland: Quantifying the Impact

Development Potential Achieved



Portland: Keys to Success

- Strong Anchors (Connecting the Dots)
 - Downtown, Pearl District, Portland State
- Political Leadership and Vision
 - “Central City Circulator” suggested as early as 1970s
 - Leaders take the case to land owners, public, and media
 - Public responsibilities include freeway demolition, parking strategies, three parks
 - Back up vision with public dollars
- Savvy Developers & Site Control
 - Urban developer Hoyt St. Properties owns 40+ acres directly surrounding alignment
 - Other major developers control other key parcels

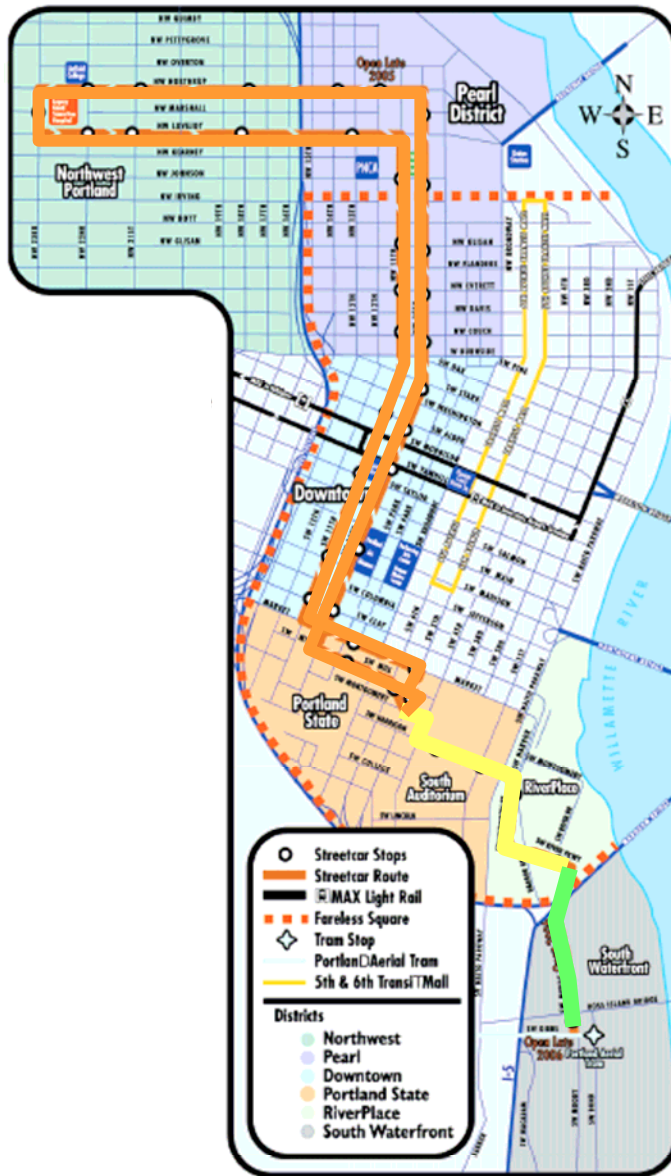


Portland: Keys to Success

- Private sector leadership
 - Local merchants lead assessment district
- Healthy residential, office, and retail markets; good demographics
 - Real estate soars in 1990s and 2000s
 - High density urban housing fulfills unmet demand for young singles, couples, and downsizing boomers
 - Regional population and employment growth
- Appropriate regulation; quality urban design and architecture
 - Both public and private committed to quality
 - Several district-wide plans
 - Development agreements require: high density, active ground floors, high quality, parking location and quantity, affordable housing and more



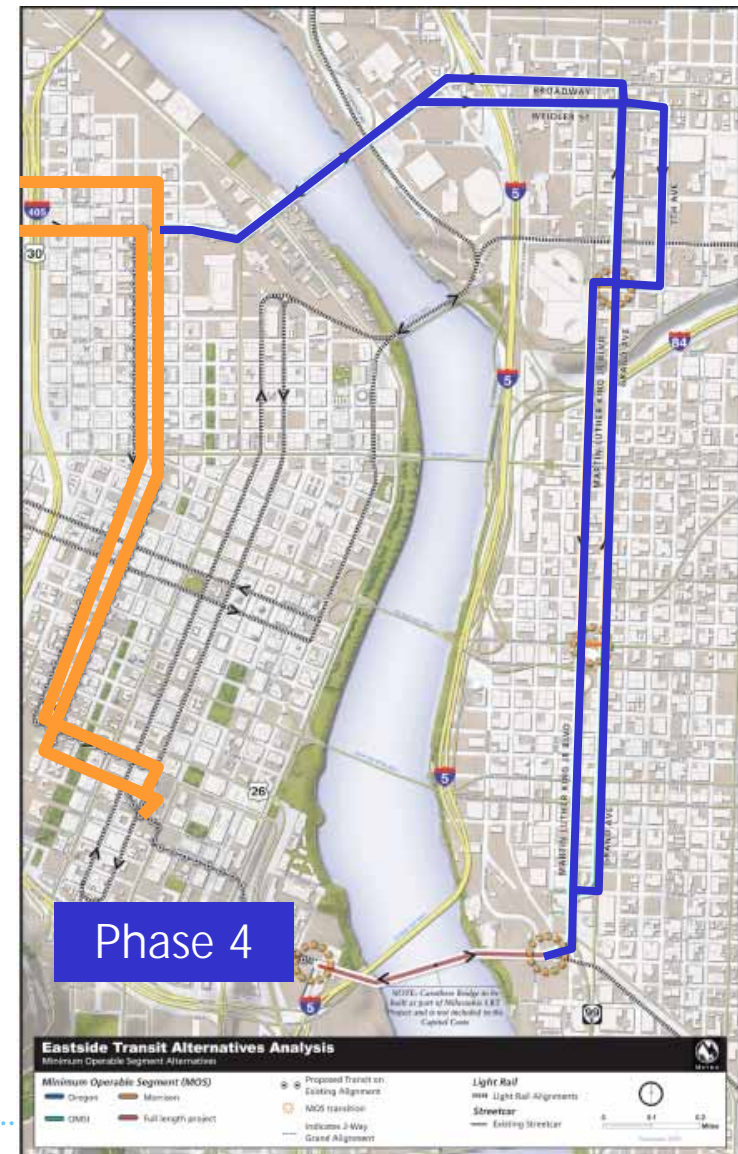
Portland: Phasing



Phase 1

Phase 2

Phase 3

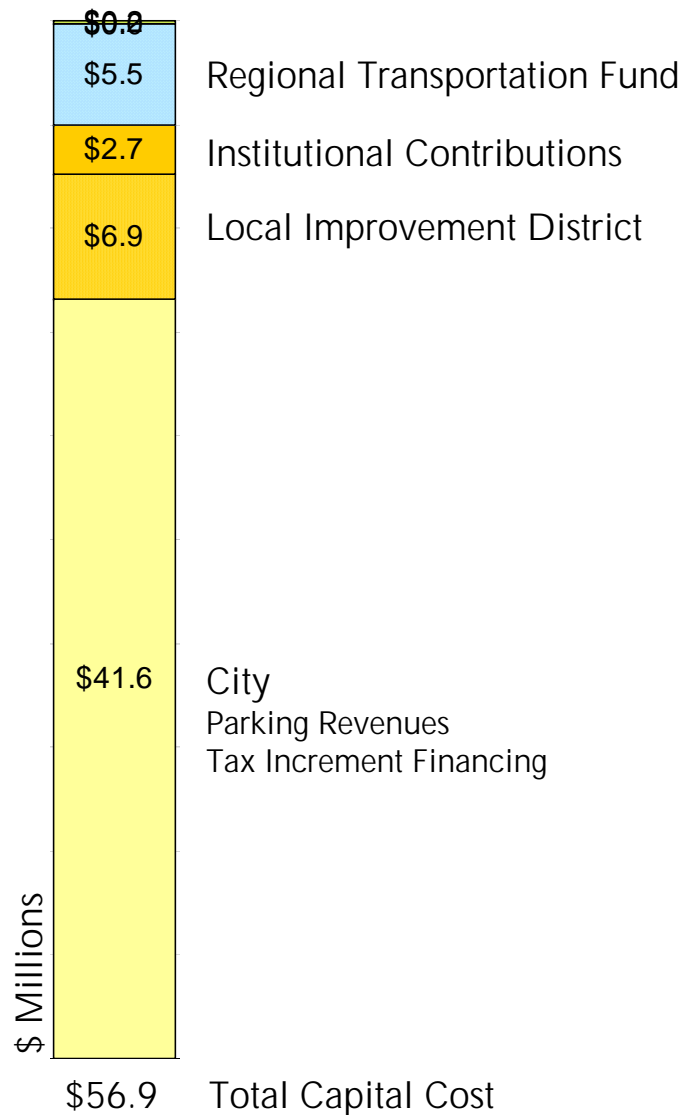


Phase 4

Abuquerque Streetcar Evaluation

Portland: Funding

- Local lead
- A new model for transit funding
- Independent, non-profit management



Seattle

- Opened December 2007
- 1.3 mile starter line
- 1,000 daily ridership
- Connects
 - Biotech: UW campus and private labs
 - South Lake Union area including lakefront park
 - Downtown
- Development Partner
 - Vulcan Real Estate
- Roaring real estate market
- Funding
 - Local improvement district
 - Federal/MPO grants
 - Joint development



Tacoma

- Opened 2003
- 1.6 miles
- 2,500 + daily ridership
- Connects
 - Cultural district
 - Convention center
 - Downtown employment
 - Regional transit links
- No master developer
- Middling residential and office markets compared to Portland and Seattle
- Constrained development sites
- Largely funded by regional transit agency



Tampa

- Moving tourists first, locals later
- Connecting the dots

"The streetcar was an exercise in place-making. Transportation is never just about moving people from A to B, it's a tool for creating communities."

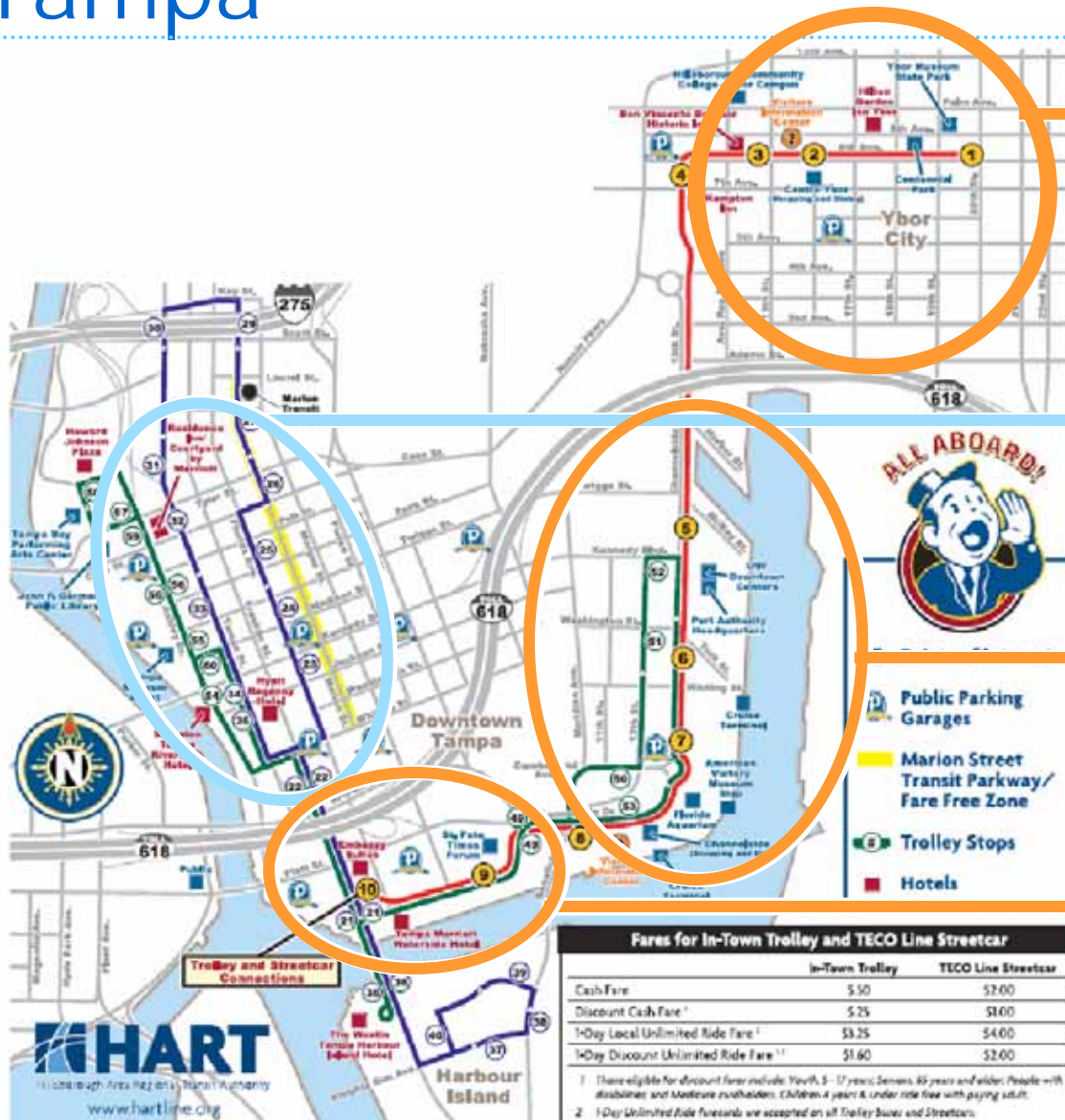
—HART

"It's like Riverwalk in San Antonio. It gives convention organizers a reason to choose Tampa."

—Chamber of Commerce



Tampa



Ybor City

Historic landmark district;
Retail and residential
revitalization begins in '90s.

Downtown

(Not served by streetcar)

Channelside

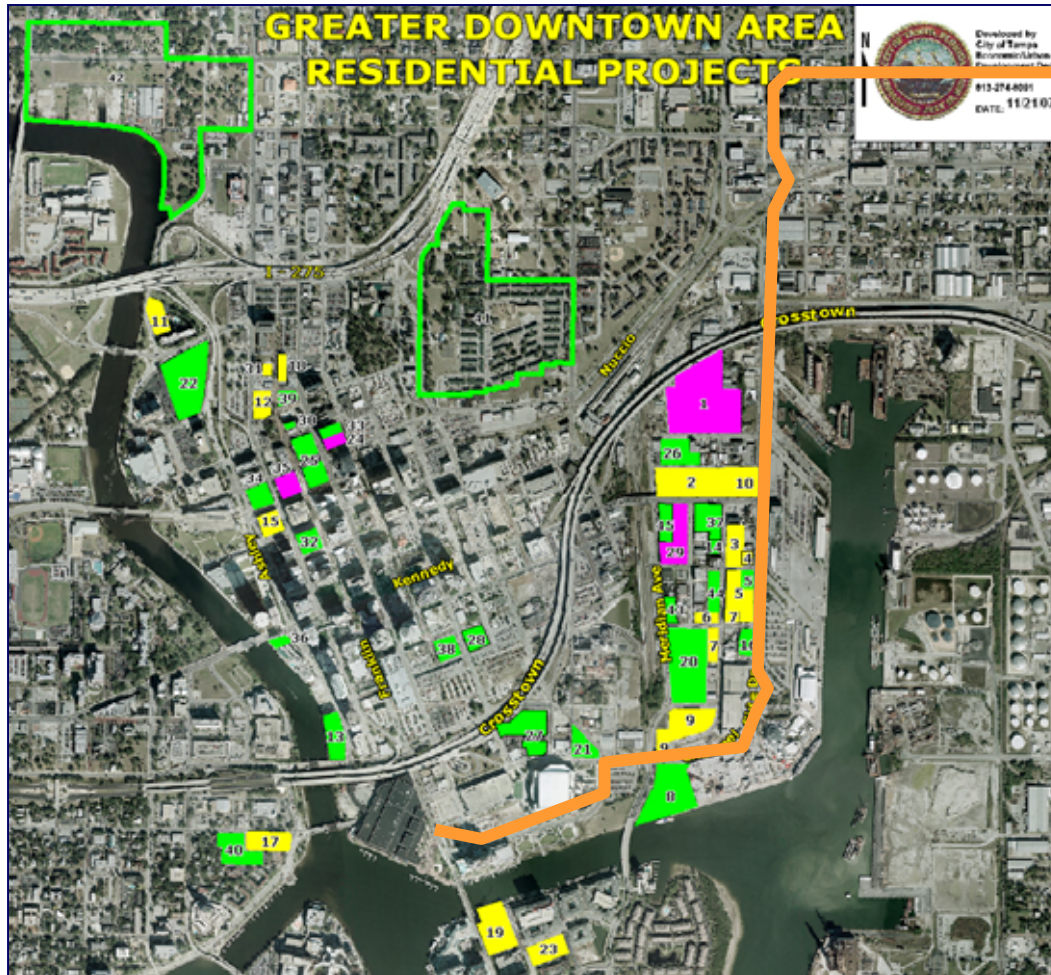
Cruise Terminal, new
residential, South Florida
College, Aquarium

Convention and Arena Area

St. Pete Times Forum,
Hotels, Convention Ctr.,
waterfront park

Albuquerque Streetcar Evaluation

Tampa: Visualizing the Impact



"We wanted this part of town to be like LoDo in Denver. These kinds of higher density residential projects didn't exist outside of downtown until the streetcar was built"

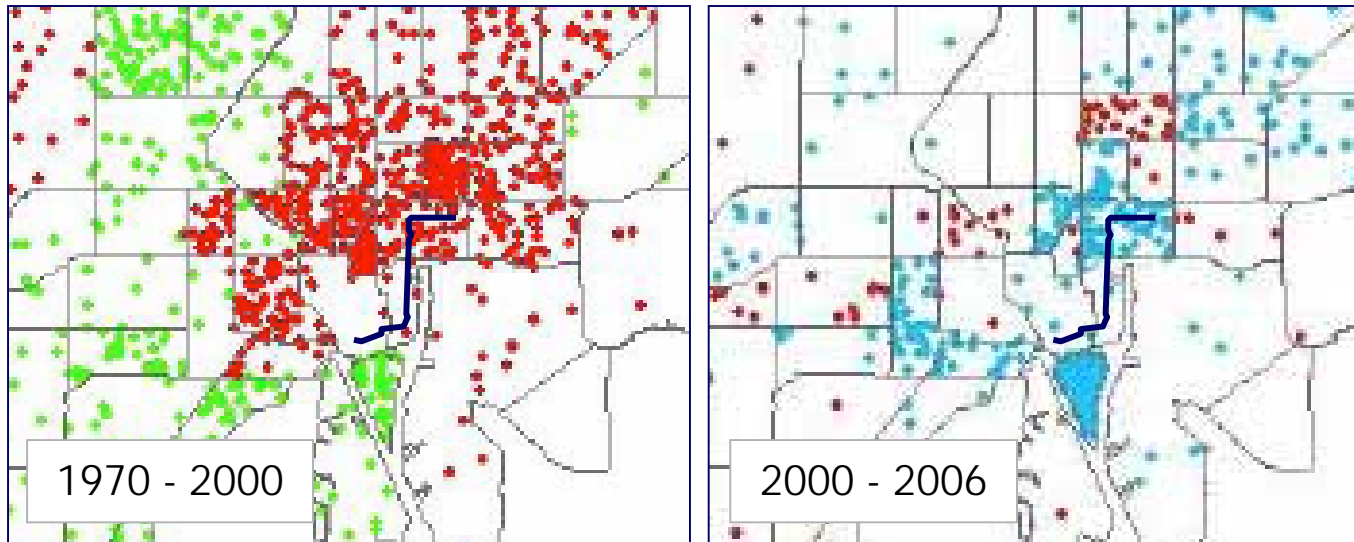
—Michael English, former Planning Commissioner



	Complete	Units	2,229
	Under Constr.	Units	1,317
	Planned	Units	11,717

Tampa: Visualizing the Impact

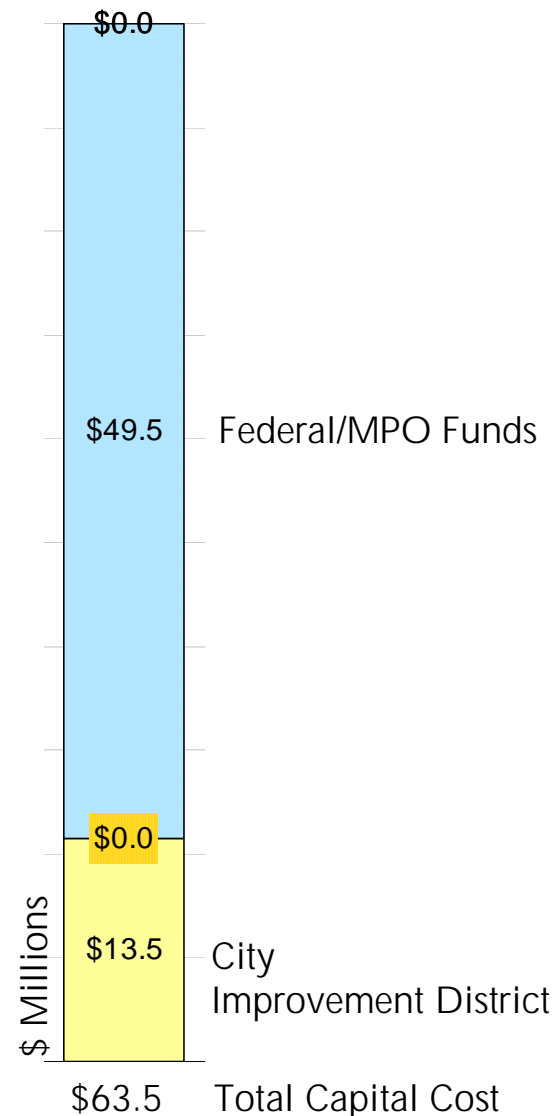
Net Housing Change



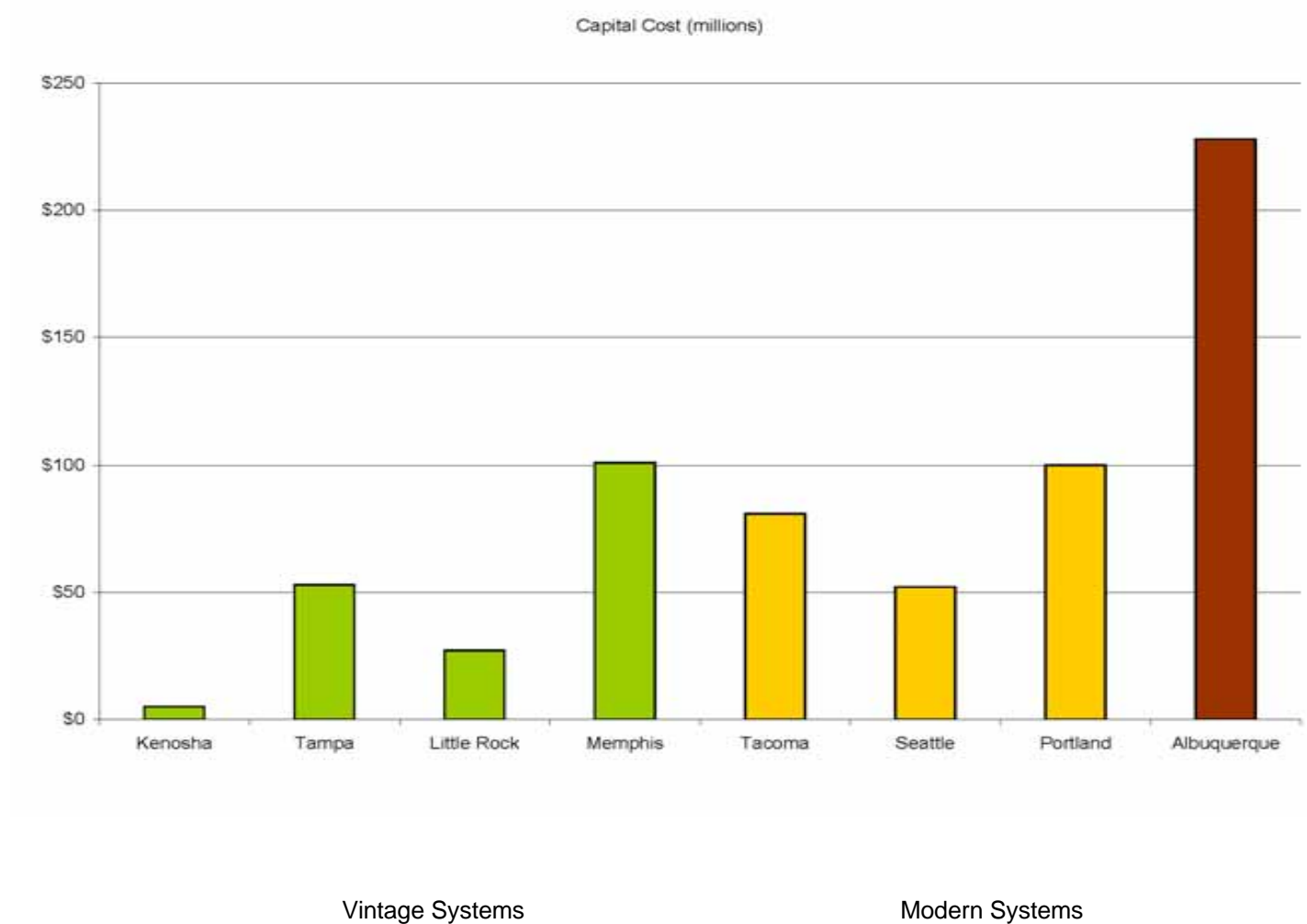
- Most of central city loses population with exception of Harbor Island
- Several central city areas gain residents, especially Ybor City
- Channelside expected to add residents next

Tampa: Funding

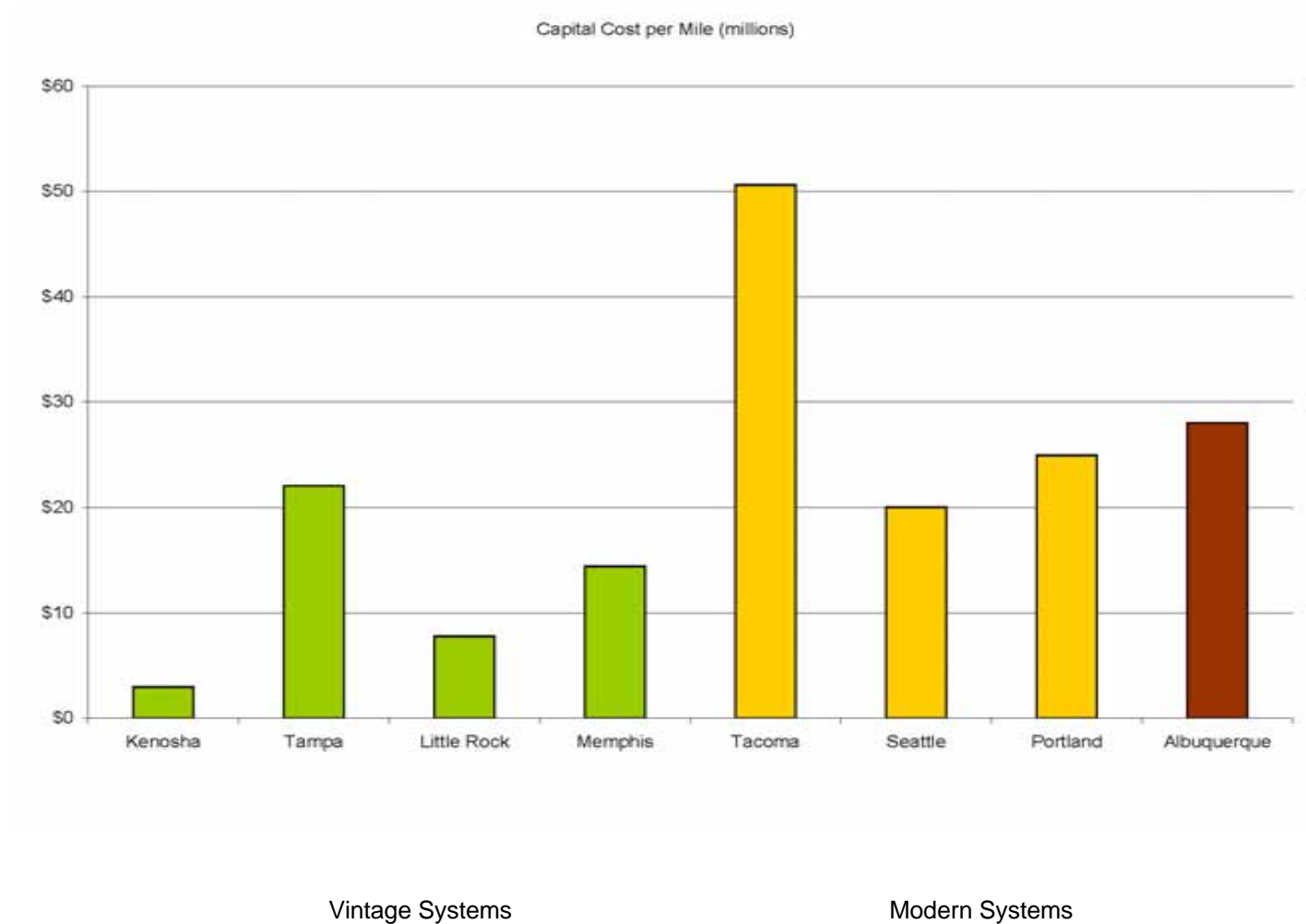
- Local leadership critical, despite large role of Federal funds,
- Improvement District
- Sponsorships
 - \$2.5 M total, including TECO sponsorship
- Endowment Fund for Operations
- City owned; non-profit managed; transit agency operated.



How do the overall capital costs compare?



How do the capital cost per mile compare?



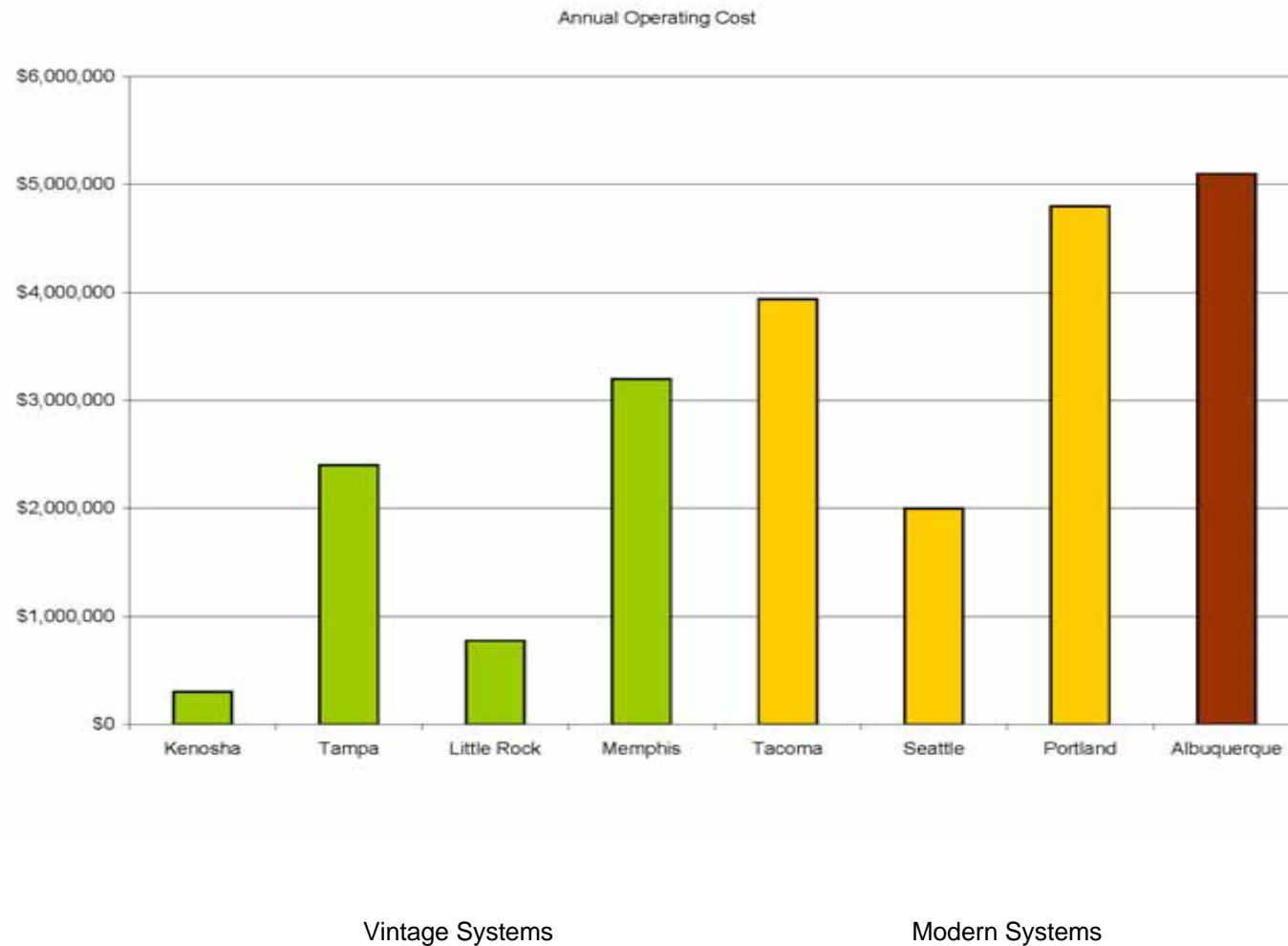
What Do We Know About the Capital Costs?

- Albuquerque's system is consistent with modern streetcar capital costs per mile
 - Above average system length
 - Average costs for infrastructure
 - Average costs for system amenities

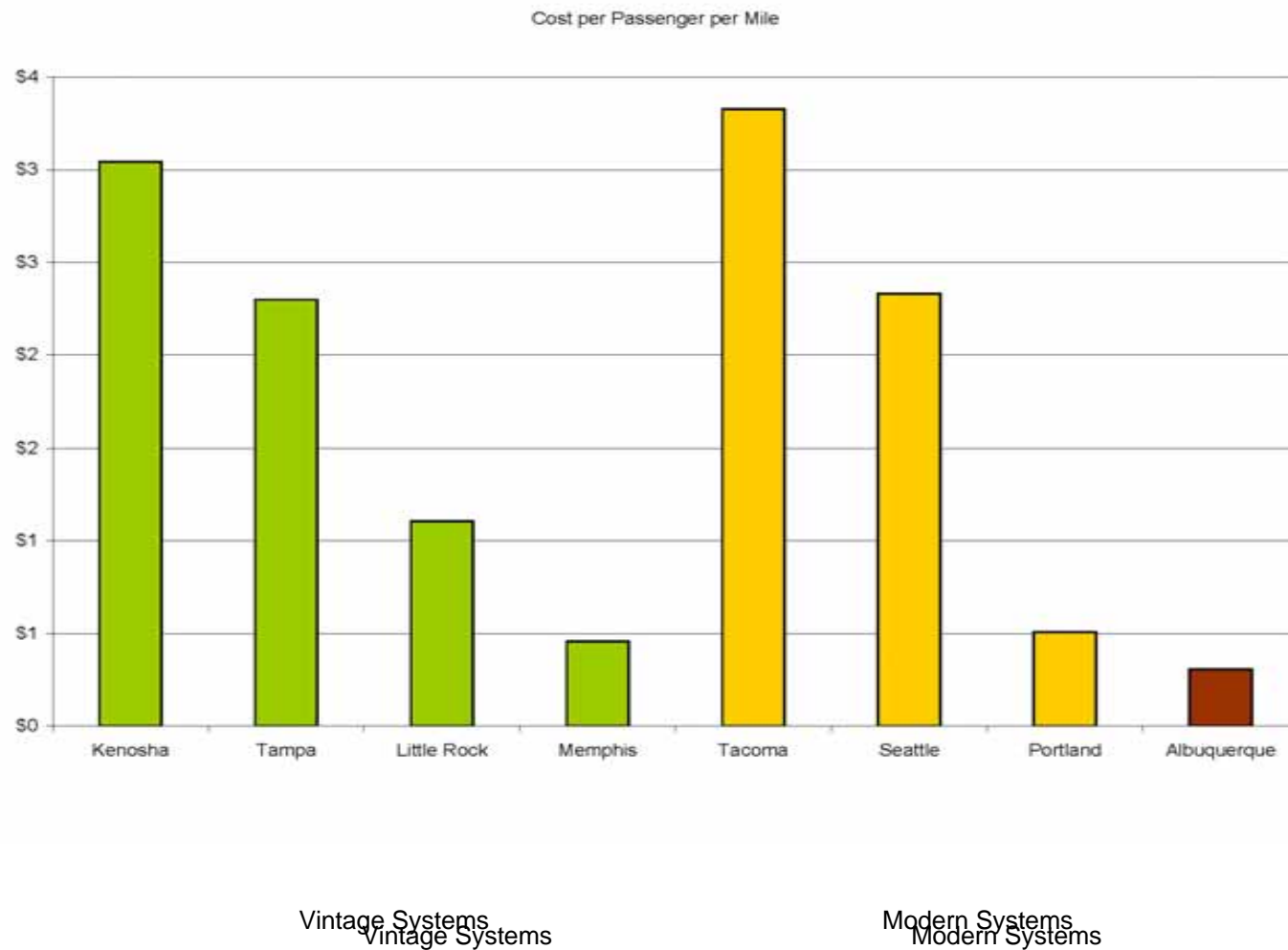
Are there cost sharing opportunities?

- Share cost with other capital improvements
- Secure costs or purchase material for later phases of the project..NOW
- Reallocate capital funds earmarked for future ABQ ride routes replaced by streetcar
- Share stops with Rapid Ride
- Use a “toolbox” of funding options

How do the overall operating costs compare?



How do the operating cost per passenger mile compare?



What Do We Know About the Operating Costs?

- Albuquerque's system is lower than average to operate per passenger mile*
 - Above average operations plan
 - Track length at build out is long
 - Anticipated ridership is high

Are there cost sharing opportunities?

- Peer systems used a variety of operation configurations to maximize budget
 - Public transit authority
 - Non-profit organizations
 - Private contractors
- Special services to offset operations costs
 - Charters for special events during off-peak hours
- Shift operating costs from ABQ Ride

Are there cost sharing opportunities?

	TCSP	FTA 5307/5309	Small Starts	CMAQ	STP	CDBG	TIF	Sales Tax	Parking Garage Bonds	Parking Revenue	Advertising and Sponsorship	Gas Tax	Farebox	Special Farebox	Development Impact Fees	Local Improvement Districts	Transportation Authority	State DOT	Private Contribution	Special Assessment
Kenosha		X					X						X							
Tampa		X		X							X	X	X		X		X	X		X
Little Rock	X		X		X						X		X							
Memphis		X											X				X	X		
Tacoma								X												
Seattle		X						X			X		X	X		X			X	X
Portland							X		X	X	X		X			X	X			

Peer System Ridership

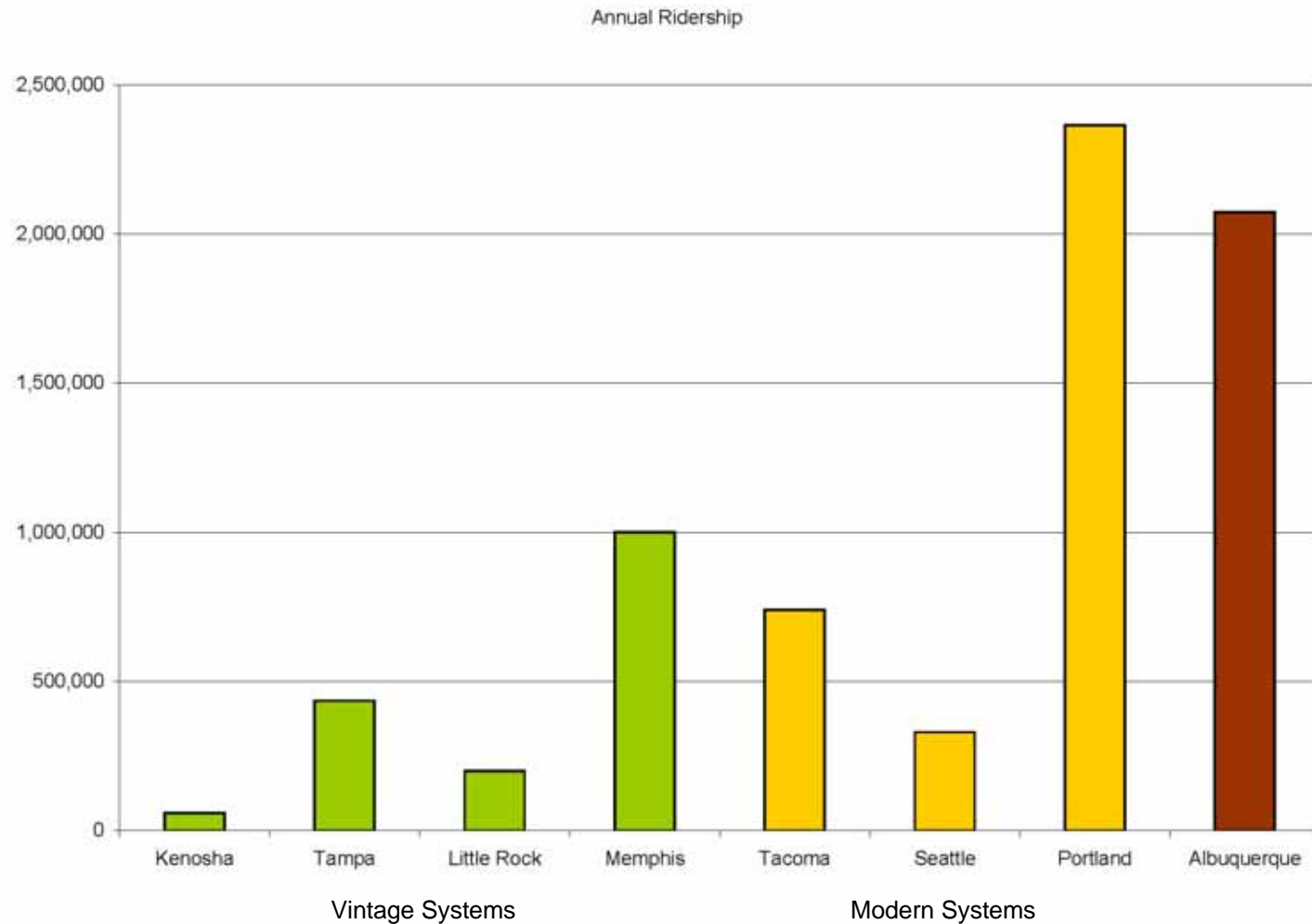
- Ridership projections do not define success!!!
 - Particularly if not using FTA funds
 - Future ridership projections should use 4D's
- Phasing can serve specific travel needs
 - Planned and built as part of a larger systems
 - Built a ridership market and excitement

Ridership Generators

RIDERSHIP GENERATORS	Modern Systems			
	Tacoma	Seattle	Portland	Albuquerque
Stadium	X			X
International Airport				X
University	X		X	X
Convention Center	X			X
Medical Center/Hospital		X	X	X
Other Destinations	State museum	Seattle Center	Theater District	Historic Plaza

RIDERSHIP GENERATORS	Vintage Systems				
	Kenosha	Tampa	Little Rock	Memphis	Albuquerque
Stadium		X	X	X	X
International Airport			X		X
University					X
Convention Center	X	X	X	X	X
Medical Center/Hospital				X	X
Other Destinations	Harbor Park	Cruise Port	Clinton Library	Beal St	Historic Plaza

Peer System Ridership



Lessons Learned

Conventional wisdom versus complicated reality:

Economic = Streetcar + time

Development

- + Strong Anchors
- + Political leadership, vision
- + Private sector leadership
- + Healthy residential, office markets
- + Available sites
- + Appropriate regulation
- + Creative financing
- + Developer experience
- + Urban Design, architecture, and great plans

Lessons Learned

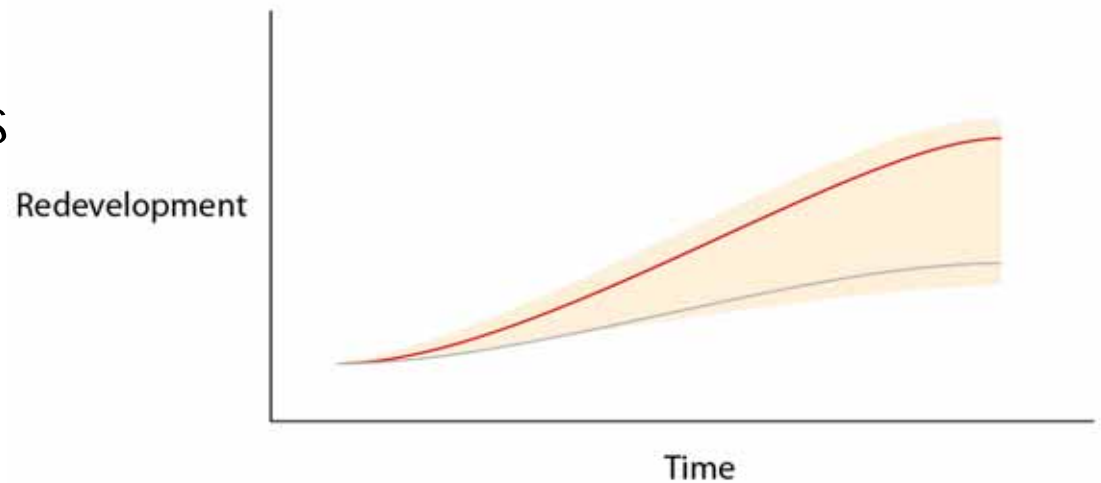
Lessons Learned

- Broad support base
 - Public Private partnerships
 - Connect the dots
 - “Think development when thinking transit.”
 - Phasing is key – bite sized pieces
-
- A streetcars is a tool to achieve other policy goals, not an end in itself



Measuring Economic Development

- New housing
- New jobs and business retention
- Tax revenue
 - Sales
 - Property
 - Business
- Place making
 - Downtown revitalization
 - Corridor revitalization
- Tourism
- Funding potential



Opportunity Sites

- Infill and redevelopment
- Where will the landscape change the most?



Conclusion and Discussion

- How can we best support you?
 - Questions
 - Discussion





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