



APTA Streetcar Subcommittee Meeting Minutes

Fairmont Queen Elizabeth Hotel
900 René Lévesque Boulevard West
Montreal QC, Canada H3B 4A5
Sunday June 15, 2014
11:30 AM – 1:00 PM

T. R. Hickey *Chair*
Paul Grether *Vice Chair*
James Schantz *Secretary*

MINUTES OF MEETING

1. Welcome & Introductions

Tom Hickey

Chairman Hickey called the meeting to order at 11:30 PM, extending thanks to Herzog Transit Services for sponsoring the lunch, which many members were still selecting as the meeting started. Attending the meeting were approximately 107 individuals.

2. Previous meeting minutes

James Schantz

Minutes of the September 2013 Chicago meeting and the January 2014 Washington meetings were distributed in advance of the meeting by Charles Joseph. No corrections were offered and members accepted the minutes by acclamation.

3. Work Program Activities The committee held a working session prior to the committee meeting to review work program activities in detail. Consequently at the full committee meeting only a quick summary of each activity was presented.

- **Memphis Streetcar Peer Review**

Tom Hickey

Chairman Hickey cited the recently completed peer review of several streetcar fires in Memphis undertaken by a team of this subcommittee's members as a recent accomplishment.

- **Subcommittee Website** www.heritagetrolley.org (or www.streetcarcommittee.org)

Jim Schantz gave a quick overview of the subcommittee's website which is jointly sponsored by the Seashore Trolley Museum. He emphasized the general reference information intended for those planning streetcar systems, and the updates posted regularly for the many streetcar projects underway or being planned.

- **Streetcar White Paper**

Tom Furmaniak

Tom Furmaniak reported on the project to develop a document for people new to the field describing the difference between streetcars and light rail. He displayed a near final draft, formatted as an attractive, illustrated brochure. The authors and reviewers are wrapping up their work and expect to have the document completed and printed this summer, ready for use no later than the APTA Expo in Houston in the fall

- **Carbuilder Survey**

John Smatlak

The survey, which compares features of low floor cars from different manufacturers, will be updated to include recent developments later this year.

- **Wheel Truing**

Tim Borchers

Atlanta has purchased the first Delta Industries unit designed for smaller streetcar operators (Atlanta will have four cars when the line opens). The purchased unit includes two of the portable

units (as previously presented to the subcommittee by Delta) fixed to a structure which is bolted to the shop floor, and will handle both wheels on one axle simultaneously. The portable units alone were unable to clear brake and other equipment when they were tried on low floor cars. Thus the next step was to combine two units for handling a single axle. Though not as simple to use as had been envisioned for the a portable unit, it still allows a small operator the opportunity to remove, true, and replace axle sets more easily and quickly than any approach involving sending the axles and/or trucks to an outside contractor.

- **Operation Without Overhead Wires** John Smatlak
John Smatlak presented the latest update to tables he had developed as part of his work with the TRB Subcommittee on Light Rail Circulator Systems showing worldwide a list of cities that are actively using, building, or planning systems without trolley wire in part or in whole. The table divides the systems into those using ground level power supplies and those offering extended range off-wire capability using some type of energy storage system on the car. Interest in this field remains strong and developments are expected to come frequently in the coming years especially as more of the near-term projects are implemented and provide actual results.

4. Updates

- **Manual on Uniform Traffic Control Devices (MUTCD)** Paul Grether
Paul Grether reported on activities related to traffic control device standards as they apply to streetcar systems. He described a sign being used in Cincinnati to warn cyclists of the risks of crossing streetcar tracks. Though the warning is very useful, the fact that the sign is not in the official standards exposes the city to legal liability. Jeffrey Lamora (jlamora@rideuta.com) participates in MUTCD meetings and reported by email on their activities. Key points are that proposed changes from the Light Rail Technical Forum were circulated for comments in the spring. More revisions are being developed that would be applicable for streetcar lines.
- **13th National LRT & Streetcar Conf. in 2015** Tom Furmaniak
APTA and TRB will jointly sponsor the conference in November 2015 in the northern New Jersey area near New York City. Hotel arrangements are being made currently and a formal announcement of the conference is expected within the next three months.
- **NFPA 130** John Smatlak
Work continues to review how appropriate NFPA 130 is for modern streetcars in comparison with comparable standards in Europe. Low floor streetcars had not been developed when NFPA 130 was developed, so the standard did not anticipate car designs that have no flammable equipment below the floor.

5. Presentations and Streetcar Project Updates

- **Atlanta Streetcar update** Tim Borchers
 - The project is awaiting delivery of its fourth and final Siemens S-70 car
 - The streetcar infrastructure including all track and wire is about to be turned over to the city by the construction contractor
 - Opening of the line is anticipated for later this year
 - \$700 million of development has been spurred by the streetcar
 - A full project update is scheduled to be given later in the Rail Conference
- **Kansas City** Ralph Davis
 - Track construction has begun using block rail instead of T or girder rail used in other projects
 - Utilities relocation has been underway for 6 – 8 months
 - Rail welding is underway near the future track alignment, which will allow welded strings to be moved into place relatively easily

- Herzog Transit Services is very close to being awarded the contract to operate the system
 - The transit authority board will be providing operational overview. A director to lead that effort will be named soon
 - Three extensions of the line – 8 miles total – are in the planning stage, undergoing environmental reviews, even though the first line has not yet opened
- **Washington, DC** Steve Carroll
 - A citywide system is being planned – 37 miles in total
 - The goal is to serve neighborhoods and spur economic development
 - The Environmental Assessment for the next stretch which will extend the test line in Anacostia to near the Metrorail Station is nearly complete
 - A feasibility study for extending the H Street/Benning line further east along Benning Road is underway
 - The study for a western extension of the same line from Union Station to Georgetown is nearly complete
 - Well advanced is a study of connecting and extending the Anacostia line, including a car barn
 - The RFQ process for a DBOM team to build the entire 22 mile priority system is also moving forward – 5 proposals came in, shortlisting is anticipated by end of this month, with an RFP out in 3rd quarter, and selection by year end
 - H Street/Benning – should open late this year. A 6th car is arriving very soon
- **Eskisehir Turkey** Erhan Enbatan
 - The city's young tram system was designed to reduce traffic in city center and reduce pollution
 - The operation has a total of 334 employees
 - Flexity Outlook cars from Bombardier are in use, with conventional overhead
 - Extensions are planned in multiple directions
 - The system has been in operation since 2004
- **San Antonio**
 - The scope of the initial line has been cut to 3 miles, all in the downtown area, to stay within available funding
 - Expansion is planned once the city has a positive experience with the starter line
 - The project will apply for Federal funding for future extensions. State funding is being used for the initial line
- **Ft. Lauderdale**
 - Project moving forward with 30% design complete on first section
 - Designer for next phase has been selected
 - RFP for vehicles to go out this summer
 - TIGER and Federal funding are supporting the project
 - Construction should start in late 2014 or early 2015 with service anticipated for 2017
- **Salt Lake City**
 - Sugarhouse streetcar opened earlier this year using Siemens S-70 cars
 - The city is studying extensions
 - More streetcars are planned for downtown Salt Lake City
 - \$400 million in new development is underway along the line in Salt Lake City
 - An additional \$500-\$600 million of development is underway in neighboring South Salt Lake City, also served by the line
 - Zoning is being changed along line to increase density

- **Arlington, VA – Columbia Pike** Bruce Horowitz
 - The streetcar line is in advanced planning
 - BRT advocates claiming same development benefits as rail – being rebutted but the team needs more examples

- **Seattle – First Hill Line**
 - First car is expected this summer
 - Construction is well advanced
 - 300 foot height difference from start to end, so the cars will operate on battery power downhill to save the construction of complex trolley bus crossings at a number of points

- **Community Streetcar Coalition**
 - This group focusing on government relations is about 6 years old and meets annually in Washington
 - It has increased visibility of the streetcar movement in federal government
 - The group promotes sharing of information among coalition members
 - A policy board just seated with senior representatives, including elected officials, from cities planning or operating streetcars

6. **New Business – Installation of new officers for the Streetcar Subcommittee**

Tom Hickey completed his term as Subcommittee Chair and was thanked and roundly applauded for his service to the group. Vice Chair Paul Grether then assumed the chairmanship and Tim Borchers was elected as Vice Chair. Jim Schantz remains as Secretary

Paul Grether described activities he anticipates being major thrusts of the Subcommittee's efforts in the next few years. One is to revise and update the Heritage Trolley standard developed by the Subcommittee as its first major project some years ago. He also anticipates working to expand the Subcommittee's membership to include representatives of city governments and other organizations actively involved in planning streetcar lines.

7. **Next Meeting**

Cincinnati, Ohio – Fall/Winter timeframe

Paul Grether reported on the possibility of holding a joint FTA/APTA meeting in Cincinnati sometime over the fall or winter incorporating an FTA Streetcar Summit. It had been hoped to schedule such a meeting this past year, but the FTA was unable to make arrangements in time. The FTA is still interested in the concept and discussions about scheduling it continue.

8. **Adjourn**

Chairman Grether adjourned the meeting at 12:50 PM