

Memorandum



CITY OF DALLAS

DATE April 5, 2013

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Sandy Greyson,
Delia Jasso, Vonciel Jones Hill, Pauline Medrano

SUBJECT **Tiger Street Car Extension Update**

On Monday, April 8, 2013, the Transportation and Environment Council Committee will be briefed on the Tiger Street Car Extension Update. The material is attached for your review.

Please feel free to contact me if you need additional information.

A handwritten signature in cursive script, reading "Jill Jordan".

Jill A. Jordan, P.E.
Assistant City Manager

C: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr. City Attorney
Rosa Rios, City Secretary
Craig Kinton, City Auditor
Daniel F. Solis, Administrative Judge
A.C. Gonzalez, First Assistant City Manager
Ryan S. Evans, Assistant City Manager
Forest Turner, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Edward Scott, Director, Controller's Office
Frank Libro, Public Information Office
Rick Galceran, Director, Public Works and Transportation
Stephanie Cooper, Assistant to the City Manager – Council Office

TIGER STREETCAR PROJECT UPDATE

Transportation and Environment Committee

April 8, 2013



Presentation Outline

- Purpose of Briefing
- TIGER Streetcar Project Background
- TIGER Streetcar Project Extension
- Extension Operation & Maintenance

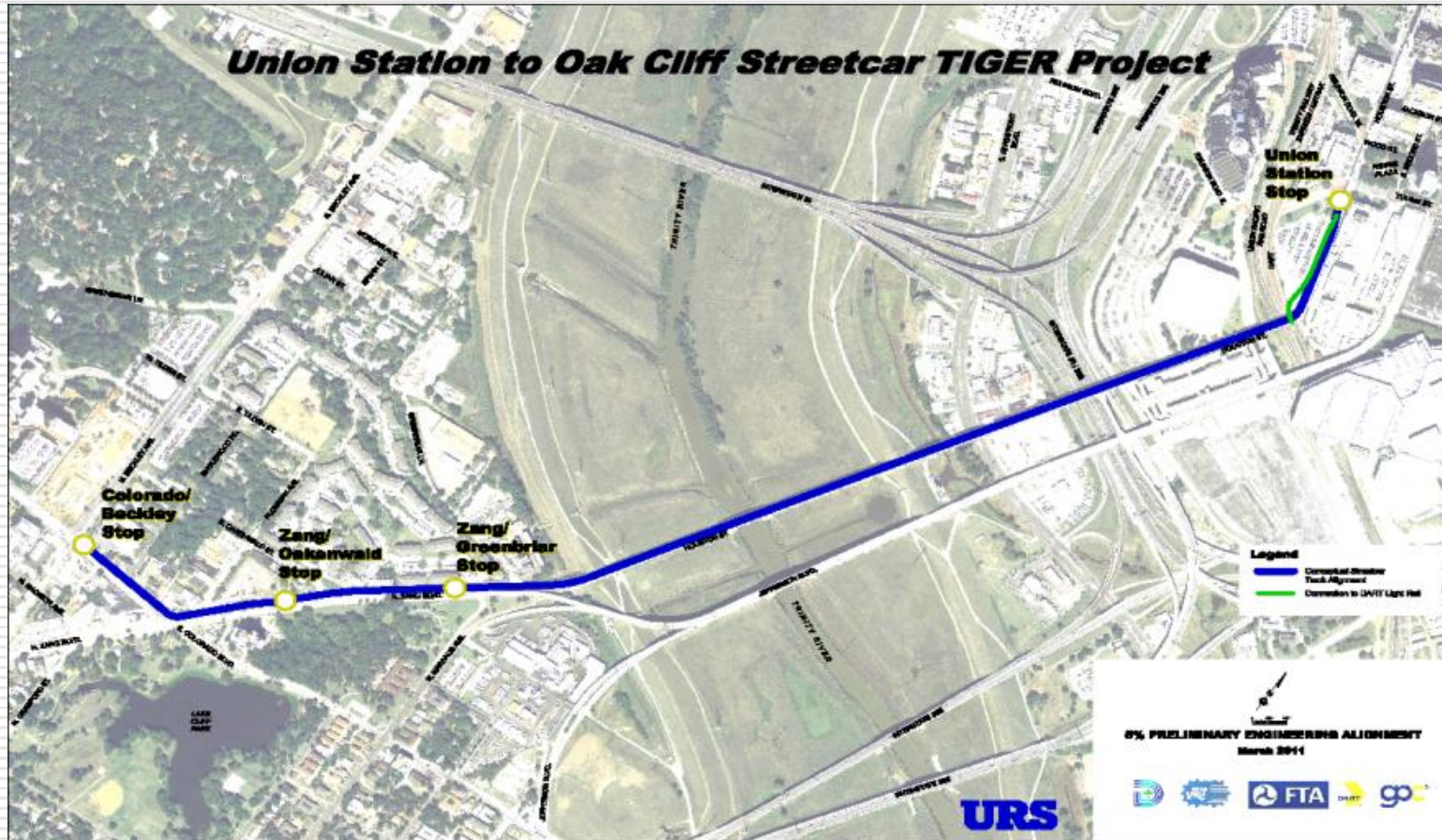
Purpose

- ❑ Council will be asked to consider acceptance of a \$30.87M grant from the Regional Transportation Council to extend the TIGER Streetcar Project
- ❑ The project extension will increase the Operation and Maintenance cost for the streetcar project for which the funding source is undetermined
- ❑ Accepting this grant will commit the City as project owner to identifying the Operation and Maintenance funding
- ❑ This briefing explores this issue and possible funding sources

TIGER Streetcar Project

- Initial Dallas streetcar planning efforts grew out of CBD Comprehensive Transportation Plan and D2 light rail analysis
 - Focused within downtown loop
 - NCTCOG received a grant on behalf of the City of Dallas from the Federal Transit Administration for the streetcar starter line to serve the CBD and North Oak Cliff workforce
 - The 1.6 mile base project runs from Union Station to Methodist Hospital at a cost of approximately \$48.6M including vehicles
 - \$26M in federal funding
 - \$12.8M in local funding (Regional Tollroad Revenue)
 - \$9M from DART for vehicles

TIGER Streetcar Project



TIGER Streetcar Project

- Stacey and Witbeck/Carcon were given notice to proceed with final design and construction in September 2012 and bridge demolition is currently underway
 - Base project has been enhanced to provide double track operation along Zang and Colorado
 - Completion of base project is scheduled for October 2014

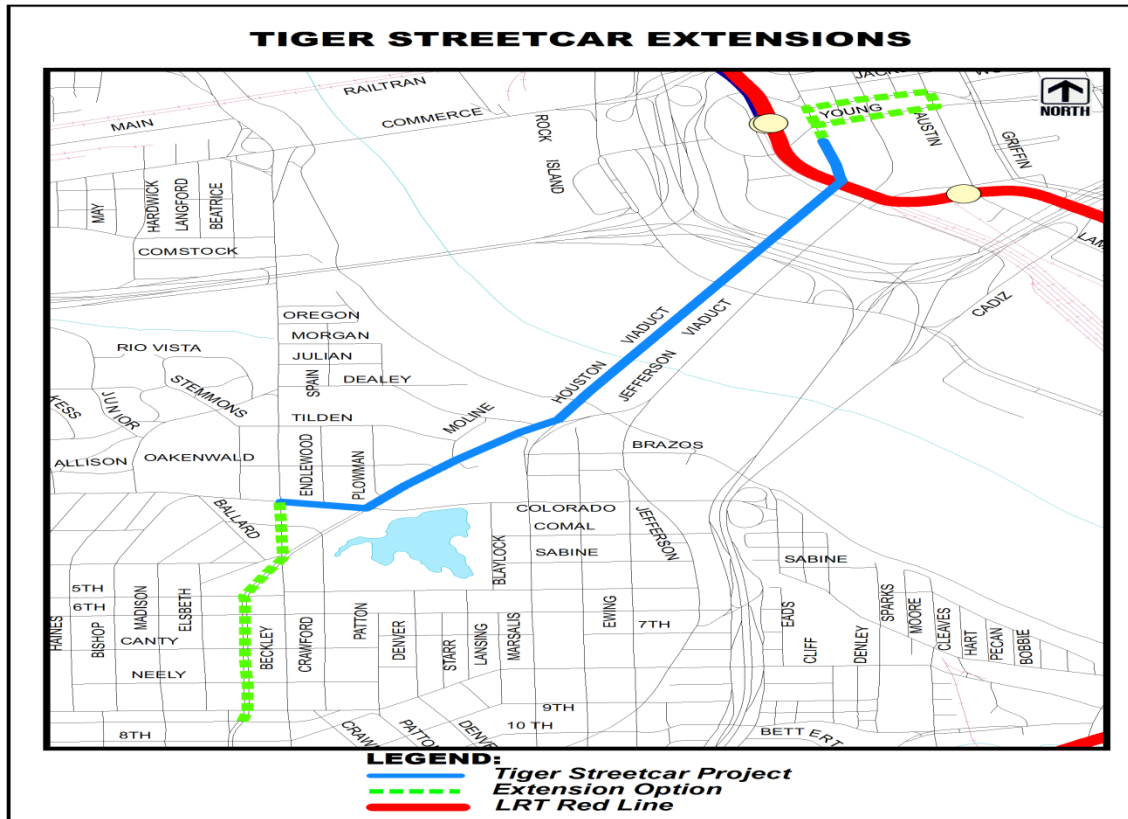
- Brookville Equipment Corporation was given notice to proceed with production of two vehicles in March 2013
 - First American made off-wire modern streetcar vehicle
 - The Dallas streetcar will be 8' wide, 66.5' long with capacity to carry 41 passenger seated and maximum 170 standees
 - Anticipated vehicle delivery is late summer 2014

TIGER Streetcar Project Extension

- The Regional Transportation Council (RTC) recently reprogrammed \$30.87M in Texas Mobility Funds to the Dallas Streetcar Project

- The funds are proposed to extend the base project an additional 1.25 miles and provide two additional vehicles
 - .75 miles south from Methodist Hospital to the Bishop Arts District (\$15M)
 - .5 miles north to the Dallas Convention Center/Omni Hotel (\$7.87M)
 - Streetcar Vehicles (\$8M)

TIGER Streetcar Project Extension



TIGER Streetcar Project Extension Operation and Maintenance Cost

- Operation and Maintenance Costs for base Streetcar Project funded by Dallas Area Rapid Transit
 - Base project assumes weekday service only
 - 5:00 a.m. to 7 p.m. estimated at \$500K per year.
 - Assumes 20 minute peak service and 30 minute off peak service

- Operation and Maintenance Cost for Streetcar Extension
 - Extensions with weekday service only
 - 5:00 a.m. to 7 p.m. estimated at \$750K per year
 - Assumes 20 minute peak service and 30 minute off peak service
 - Extensions with weekday and weekend extended hours
 - Service until midnight estimated at \$2.5M per year
 - Assumes 15 minute headways

TIGER Streetcar Project Extension Funding Challenges

- Operation and Maintenance funding must be available prior to revenue service on the extension estimated for Spring 2015

- Existing financing structures to be explored:
 - Municipal management district (MMD)
 - Public Improvement District (PID)
 - Tax Increment Financing District (TIF)
 - DART contribution (Site Specific Shuttle Policy)
 - Private contribution

Next Steps

- ❑ Identification of funding sources for future Operation and Maintenance
- ❑ Council Acceptance of Regional Transportation Council Grant awarded through The Texas Department of Transportation. Award pending State and Federal approval of the Transportation Improvement Program(TIP) and Statewide Transportation Improvement Program (STIP) modifications