

Dallas Streetcar Program Overview



It all started with . . . ?



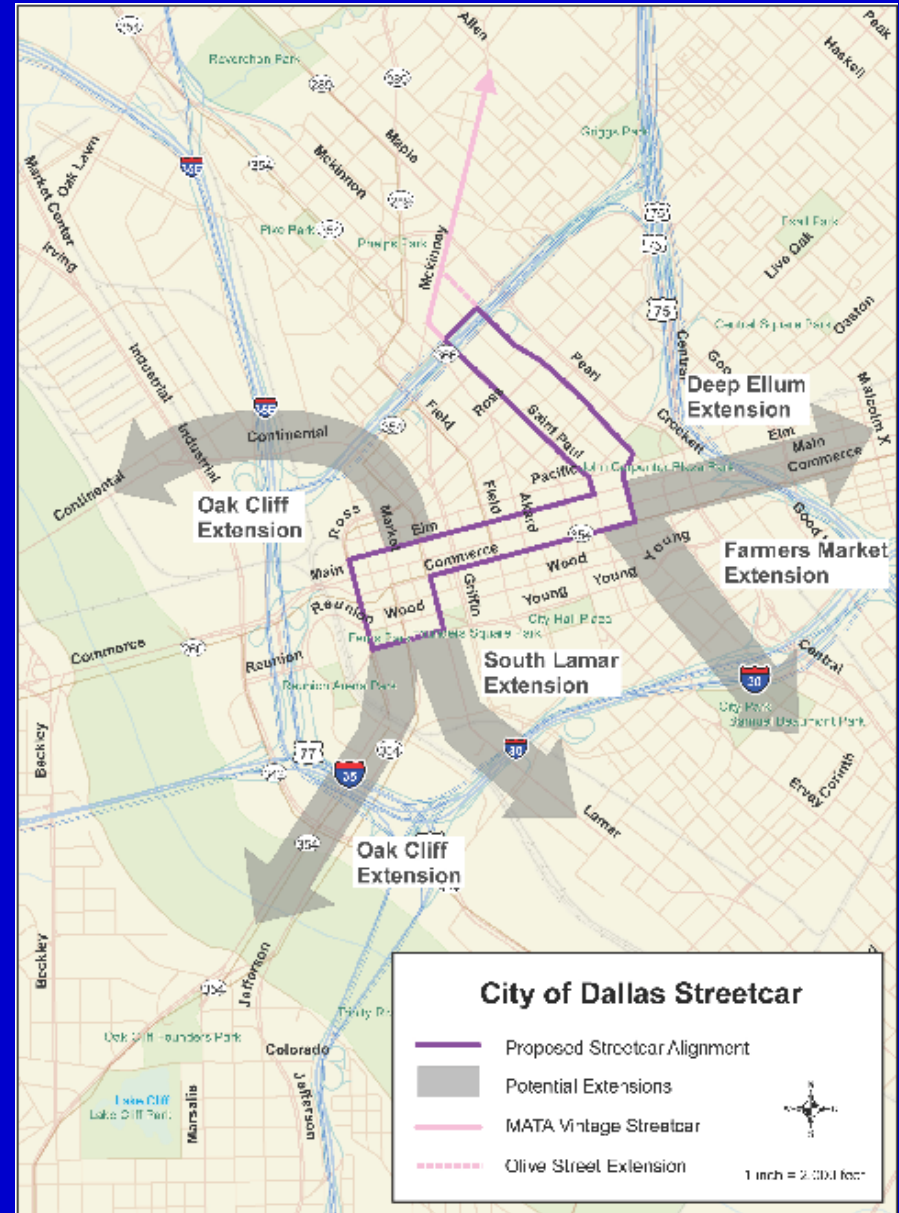
Potential Initial Project

Expectations / Motivation

- City of Dallas
- DART
- Private Sector

Catalysts

- Success of Light Rail System
- Interest from Private Sector
- Political Champions
- Olive Street Extension of MATA



Dallas Streetcar Business Plan

- Part of D₂ Study



- ✓ Public Involvement
- ✓ CBD Focus
- ✓ Coordination with CBD LRT

- Purpose

- ✓ Recommend technology
- ✓ Recommend an organizational structure
- ✓ Recommend a funding strategy
- ✓ Recommend a starter line and operating plan

- Goals

- ✓ Improved Circulation
- ✓ Economic Development
- ✓ Coordination with existing transit



Technology



Organization

- Concept
 - ✓ Owned and funded by City of Dallas or Local Government Corporation
 - ✓ Operated by DART by agreement

Organizational Roles

City of Dallas and/or LGC:

- Owns and maintains right-of-way
- Provides funding for infrastructure, vehicles and operations
- Owns capital assets
- Provides oversight

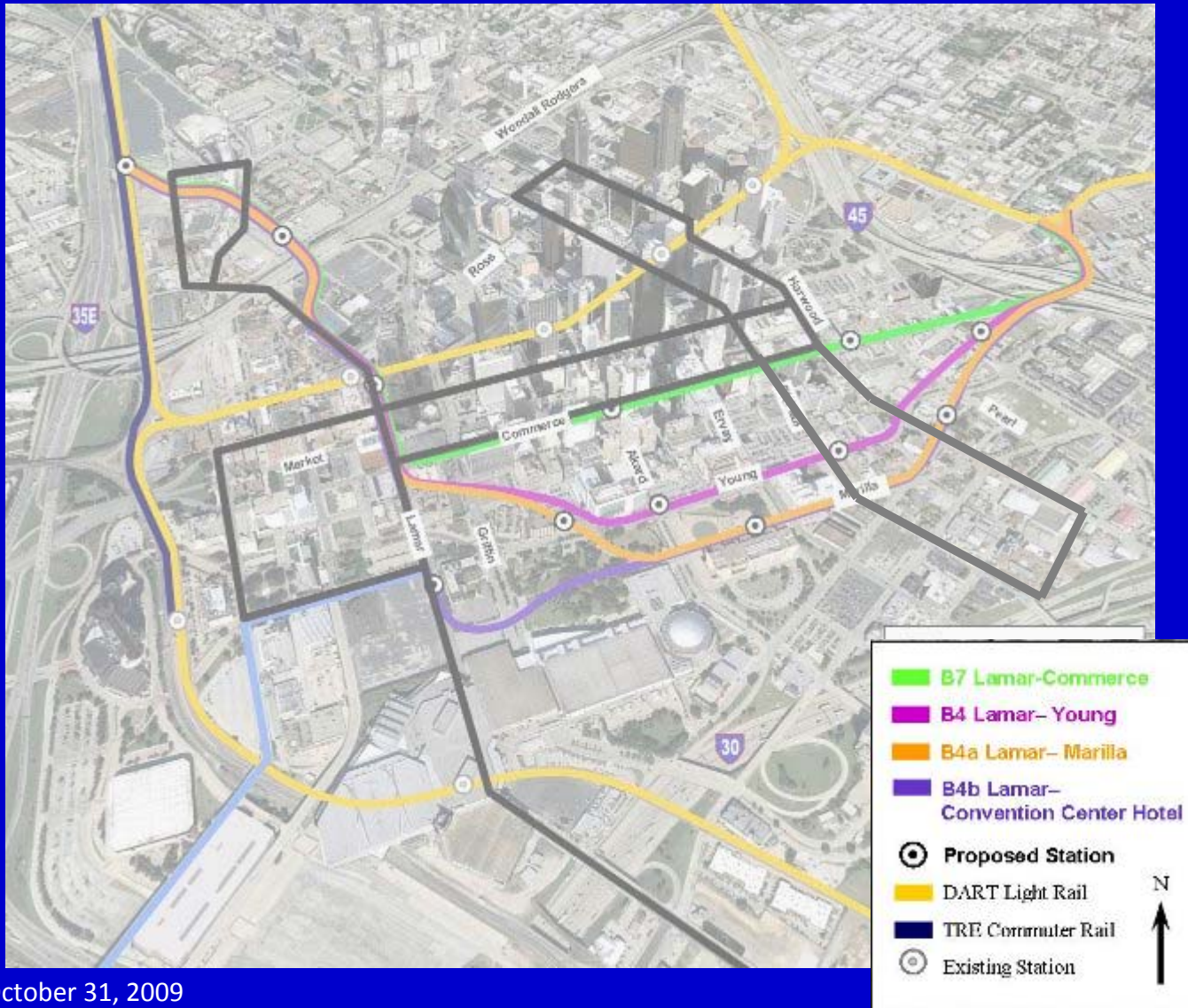
DART (by agreement with / funding from Owner):

- Designs the system
- Procures the vehicles
- Contracts for construction
- Operates the streetcar
- Maintains the streetcar system

Private Sector (Developers, landowners, etc):

- Support the operation through public funding
- Support the operation through private funding

Alignment Options



Alignment Options

(1=Most Effective, 4=Least Effective)

	Harwood/Olive/St. Paul	Elm/Commerce	Full Lamar	HYBRID
Service Proxies:				
Assessed Value Served	4	2	4	1
Assessed Value Growth	2	3	4	1
Ridership Proxy	2	3	4	1
Venues Connected	1	4	4	1
Parking Accessed	2	2	4	1
IF TOTALLED	11 = 2	14 = 3	20 = 4	5 = 1
Cost Effectiveness Proxies				
As % of Assessed Value	1	1	4	1
Amount of 15Yr. AV Growth per \$/Capital	1	1	4	1
\$ per Daily Rider Generated	2	1	4	2
IF TOTALLED	4 = 1	3 = 1	12 = 4	4 = 1
COMBINED	15 = 2	17 = 2	32 = 4	9 = 1

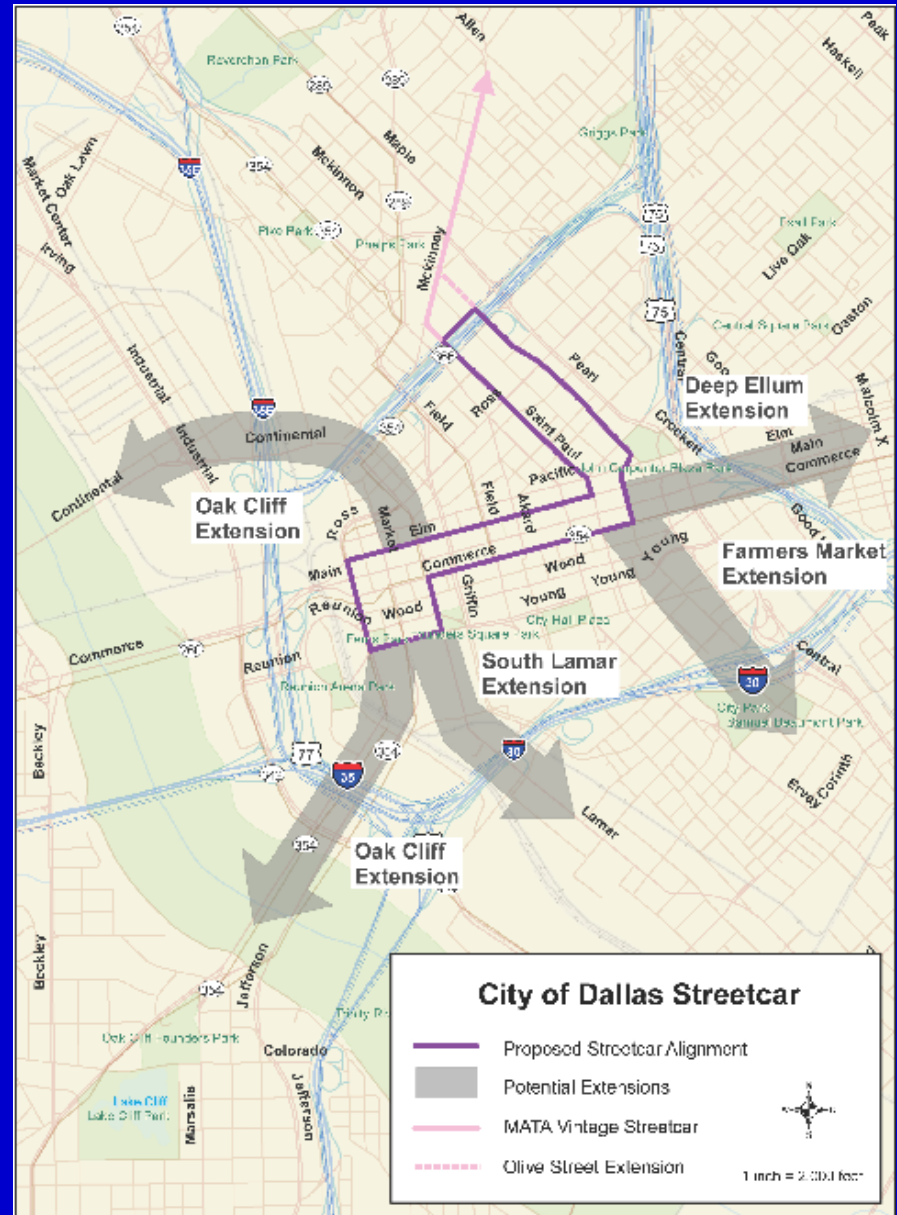
Potential Initial Project

The Hybrid Alignment:

- Most hotels and venues
- Most existing residents and employees
- Most existing Assessed Value
- Most growth potential for next 15 years
- Development capacity for 25 years

Herding the Cats:

- MATA / OCTA / Others
- Streetcar System Plan



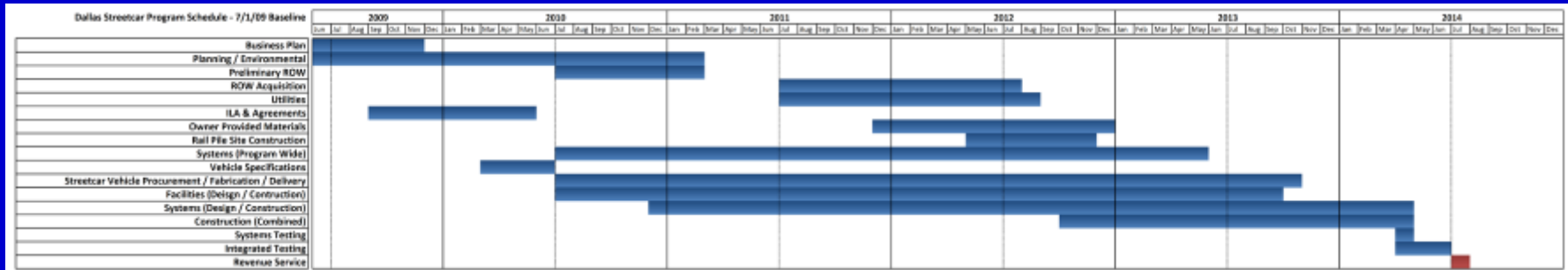
Funding

- ~~Ø~~ City's Budget
- ~~Ø~~ DART's Financial Plan
- ~~Ø~~ Federal
 - ✓ Small Starts
 - ✓ STP / CMAQ
- ~~Ø~~ State
- Regional/local/private

Funding Strategy

- Business Plan Study considering property value increase tools (PID, TIF) using Downtown resource base “inside loop” to support a bond program
- City of Dallas, DART, and consultants are studying options in detail
- Tied to Organizational Structure

DRAFT Schedule



DRAFT

Timing of Funds

(Near Term)



Funding in place



Need Funding

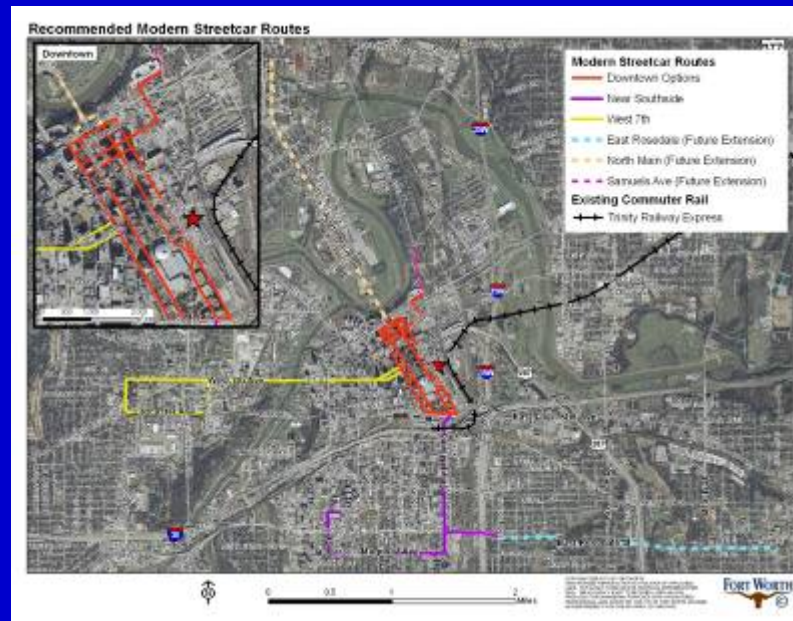


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Coordination

(Regional / State / Interstate)

- City of Dallas and DART
- City of Dallas and City of Fort Worth !
- San Antonio, Austin, Oklahoma City





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