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)

<table>
<thead>
<tr>
<th>Service Proxies:</th>
<th>Harwood/Olive/St. Paul</th>
<th>Elm/Commerce</th>
<th>Full Lamar</th>
<th>HYBRID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assessed Value Served</td>
<td>4</td>
<td>2</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Assessed Value Growth</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Ridership Proxy</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Venues Connected</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Parking Accessed</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>IF TOTALLED</td>
<td>11 = 2</td>
<td>14 = 3</td>
<td>20 = 4</td>
<td>5 = 1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost Effectiveness Proxies</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>As % of Assessed Value</td>
<td>1</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Amount of 15Yr. AV Growth per $/Capital</td>
<td>1</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>$ per Daily Rider Generated</td>
<td>2</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>IF TOTALLED</td>
<td>4 = 1</td>
<td>3 = 1</td>
<td>12 = 4</td>
</tr>
</tbody>
</table>

| 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

### Dallas Streetcar Program Schedule - 7/1/09 Baseline

<table>
<thead>
<tr>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>Jan</td>
<td>Jan</td>
<td>Jan</td>
<td>Jan</td>
<td>Jan</td>
</tr>
<tr>
<td>Feb 1</td>
<td>Feb 2</td>
<td>Feb 3</td>
<td>Feb 4</td>
<td>Feb 5</td>
<td>Feb 6</td>
</tr>
<tr>
<td>Mar 1</td>
<td>Mar 2</td>
<td>Mar 3</td>
<td>Mar 4</td>
<td>Mar 5</td>
<td>Mar 6</td>
</tr>
<tr>
<td>Apr 1</td>
<td>Apr 2</td>
<td>Apr 3</td>
<td>Apr 4</td>
<td>Apr 5</td>
<td>Apr 6</td>
</tr>
<tr>
<td>May 1</td>
<td>May 2</td>
<td>May 3</td>
<td>May 4</td>
<td>May 5</td>
<td>May 6</td>
</tr>
<tr>
<td>Jun 1</td>
<td>Jun 2</td>
<td>Jun 3</td>
<td>Jun 4</td>
<td>Jun 5</td>
<td>Jun 6</td>
</tr>
<tr>
<td>Jul 1</td>
<td>Jul 2</td>
<td>Jul 3</td>
<td>Jul 4</td>
<td>Jul 5</td>
<td>Jul 6</td>
</tr>
<tr>
<td>Aug 1</td>
<td>Aug 2</td>
<td>Aug 3</td>
<td>Aug 4</td>
<td>Aug 5</td>
<td>Aug 6</td>
</tr>
<tr>
<td>Sep 1</td>
<td>Sep 2</td>
<td>Sep 3</td>
<td>Sep 4</td>
<td>Sep 5</td>
<td>Sep 6</td>
</tr>
<tr>
<td>Oct 1</td>
<td>Oct 2</td>
<td>Oct 3</td>
<td>Oct 4</td>
<td>Oct 5</td>
<td>Oct 6</td>
</tr>
<tr>
<td>Nov 1</td>
<td>Nov 2</td>
<td>Nov 3</td>
<td>Nov 4</td>
<td>Nov 5</td>
<td>Nov 6</td>
</tr>
<tr>
<td>Dec 1</td>
<td>Dec 2</td>
<td>Dec 3</td>
<td>Dec 4</td>
<td>Dec 5</td>
<td>Dec 6</td>
</tr>
</tbody>
</table>

### Key Phases
- Business Plan
- Planning / Environment
- Preliminary ROIs
- ROW Acquisition
- Utilities
- ILSA & Agreements
- Owner Provided Materials
- Rail File Site Construction
- Systems (Program Wide)
- Vehicle Specifications
- Streetscape Vehicle Placement / Fabrication / Design
- Facilities Design / Construction
- Systems Design / Construction
- Construction (Combined)
- Systems Testing
- Integrated Testing
- Revenue Service

---

Railvolution - October 31, 2009

DRAFT
Timing of Funds (Near Term)

<table>
<thead>
<tr>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Plan</td>
<td>Planning / Environmental / PE</td>
<td></td>
</tr>
<tr>
<td>ILA &amp; Agreements</td>
<td>Vehicle Specs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vehicle Procurement</td>
<td>Vehicle Fabrication</td>
</tr>
<tr>
<td></td>
<td>F &amp; S Design Procurement</td>
<td></td>
</tr>
</tbody>
</table>

Funding in place
Need Funding

DRAFT
Coordination
(Regional / State / Interstate)

• City of Dallas and DART
• City of Dallas and City of Fort Worth!
• San Antonio, Austin, Oklahoma City
Jay Kline, AICP
jkline@dart.org
214-749-3539