



Rail~Volution 2011



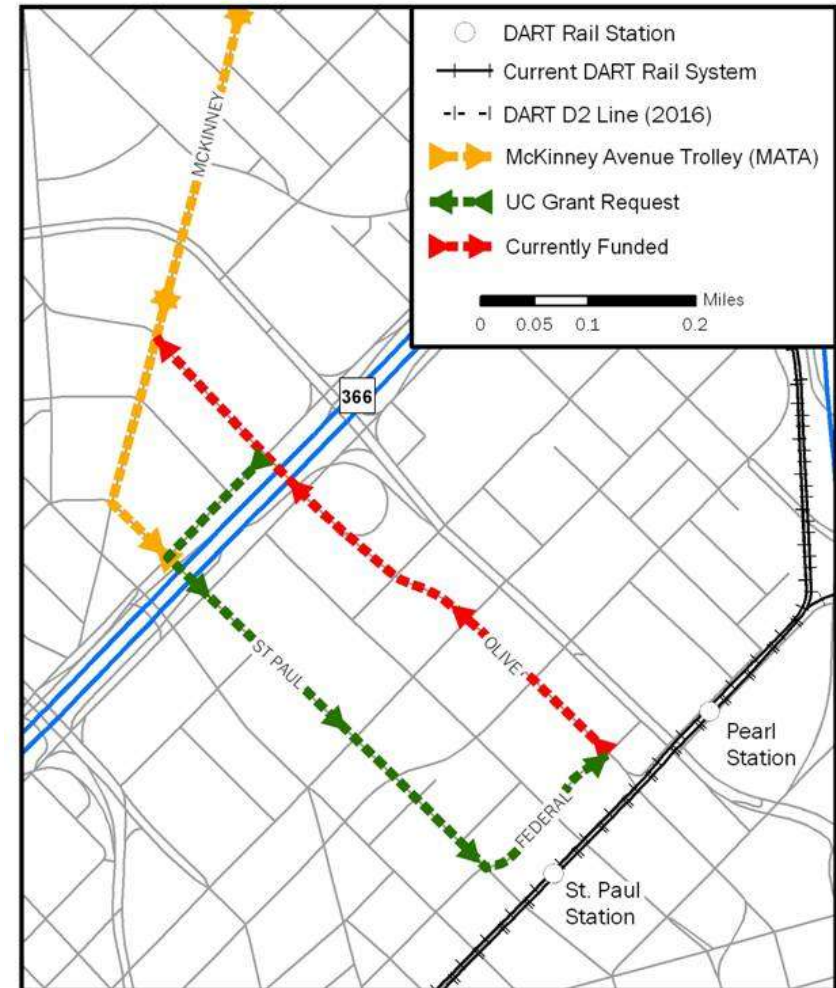
Implementing Streetcar Projects
Three Case Studies

Project Examples

- Charlotte – Streetcar Starter Project
 - Urban Circulator Project
- Dallas – Olive/St. Paul Connector
 - Urban Circulator Project
- Dallas – Union Station to Oakcliff Streetcar
 - TIGER Project

Project Overview – Dallas Urban Circulator

- DART awarded \$4.9 Million – June 2010
- Total funding for project is \$9.9 Million – June 2011
 - \$4.9 Million from grant
 - \$5.0 Million from Dallas share or the Regional Toll Revenue
- Purpose of the project
 - Connect MATA to DART LRT
 - Eliminates contraflow operation on Olive Street
 - Accommodates modern fleet expansion as well as vintage



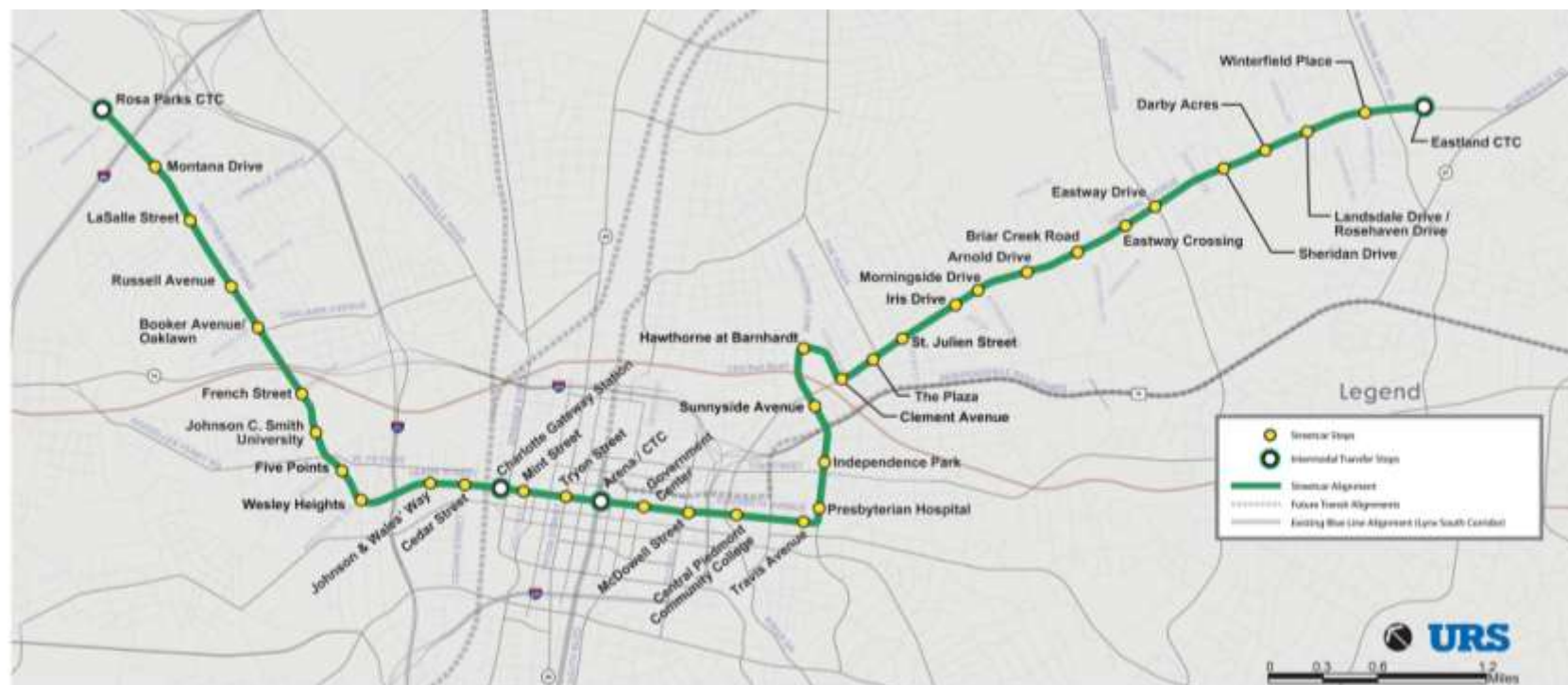
Implementation Issues – Dallas Urban Circ.

- Implementation Issues
 - Not many
 - Low clearance bridges on Federal
 - Loosely defined Streetcar System Plan
 - Accommodation of multitude of vehicles
 - Coordination with other City funded projects (Olive Street)
 - Normal Stuff

Normal Stuff



Project Overview – Charlotte Streetcar



- 10-mile Modern Streetcar Route
 - Rosa Parks Transit Center to Eastland Transit Center
- 37 Planned Stops
- NEPA process at Draft EA in 2007

Project Development – Charlotte Streetcar

- Charlotte Region Passes ½ Cent Sales Tax – 1998
- Conceptual Work Begins on the Center City Streetcar Project - 2004
- Elizabeth Avenue Project Enters Construction - 2007
- Metropolitan Transportation Commission Prioritized Transit Projects in Region – 2006
- Sales Tax Money Rolls in (or not)
- City Decides to Advance PE for Streetcar outside of the MTC program – 2009



Urban Circulator Grant

- Grant can only be used for construction, ROW & vehicles
- Project must enter construction in 18 months
- Project must be operational at completion

Schedule

- Grant Program Advertised December 2009
- Award Announced June 2010
- Funds Obligated September 2011
- Must Enter Construction by December 2012
- Anticipated Opening in 2015

Streetcar Starter Project

Presbyterian Hospital to Charlotte Transportation Center



Project Overview – Charlotte UC

- City awarded \$24.99 Million – June 2010
- Total funding for project is \$37 Million
 - \$24.99 Million from grant
 - \$12 Million from City of Charlotte
- Purpose and need of the project
 - Connect Charlotte Transportation Center to Presbyterian Hospital
 - Provide additional mobility options for CPCC students
 - Promote economic development

Project Implementation Issues

- Meet Grant Requirements
 - Utilize Elizabeth Avenue
 - Utilize Existing Engineering Work
 - Utilize Existing Maintenance Facility
 - Utilize Existing Right of Way
 - Utilize Existing Vehicles
 - Utilize Existing Equipment
- Complete Environmental Assessment
- Democratic National Convention
- Blue Line Extension
- Low Bridge Clearance
- Normal Stuff



Normal Stuff



Project Overview – Dallas TIGER

- NCTCOG awarded \$23 Million – February 2010
- Total funding for project is \$35 Million – June 2011
 - \$23 Million from grant
 - \$12 Million from NCTCOG Regional Toll Revenue initiative
- Purpose and need of the project
 - Critical rail crossing of the Trinity River
 - Connectivity to Union Station
 - Potential to enhance economic development

Project Definition – Dallas TIGER

- Modern Streetcar
- Single track in dedicated lane
- 4 Stops
- Existing Right-of-Way
- ~1.6 miles
- Trinity River Crossing on Historic Bridge
- Connectivity to LRT maintenance facility



Project Implementation Issues

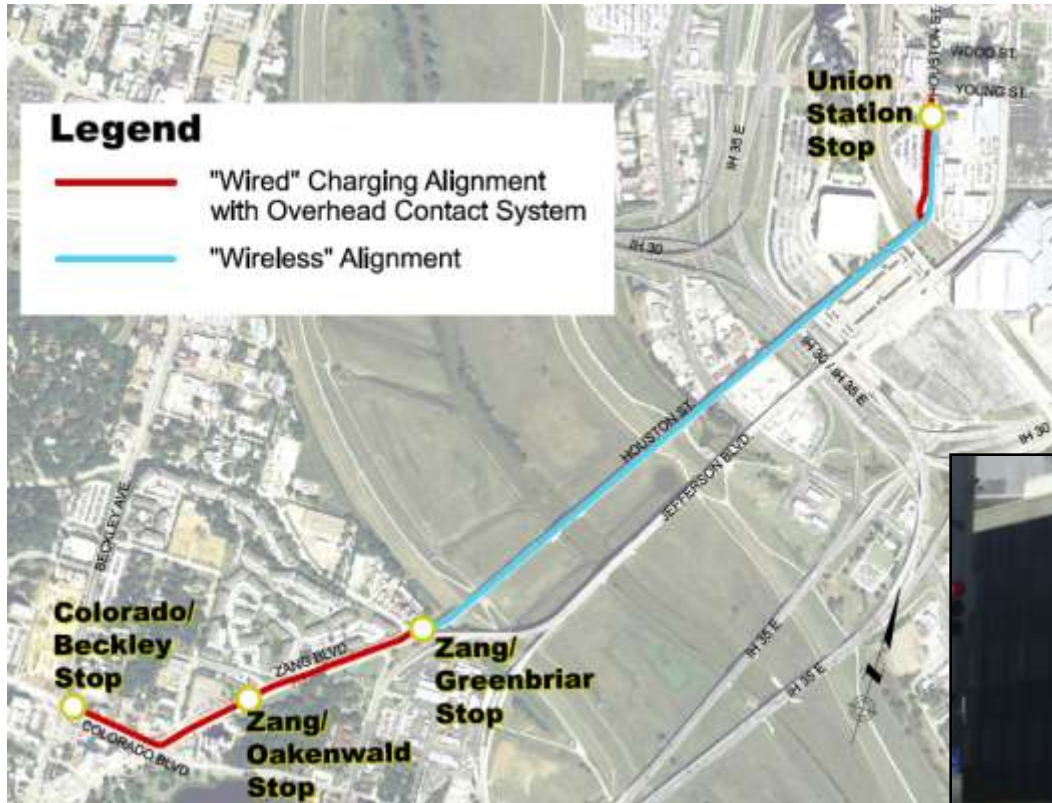
- Meet Grant Conditions → Schedule and Budget
 - Utilize existing maintenance facility
 - Utilize existing SLRV(s).....
 - Single track
- Obtaining permits for modifications to a 100 year bridge can be complicated
- Accommodation of future conditions
- 100 year old bridge
- Normal stuff

Houston Street Viaduct

- National Historic Preservation Act of 1966
 - Requires Federally funded projects to account for effects on historic resources
 - Coordination must occur with the State Historic Preservation Office (SHPO)
- Houston Street Viaduct is listed on National Register of Historic Places (NRHP)
- May 2011 SHPO concurred with finding of no adverse effects to historic resources including viaduct



Wiring a "Wireless" System

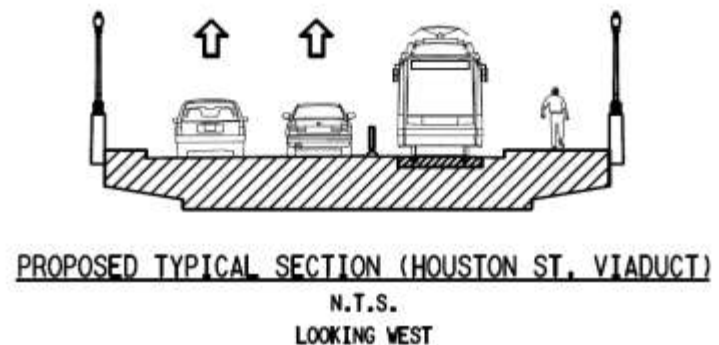
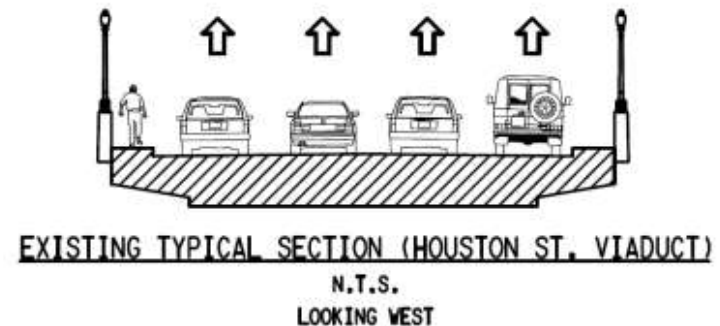


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Best Lane Evaluation

- Houston Street Viaduct
 - Current 4-lane roadway
 - Criteria utilized to determine “best lane” location
 - Allow dedicated 12-foot streetcar lane
 - Allow pedestrian movement on viaduct
 - Minimize impact to automobile traffic and historic structure
 - Selected southbound right lane with 10-foot pedestrian walkway



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