

Oak Cliff Gateway Community Meeting

TIGER Streetcar Project Update

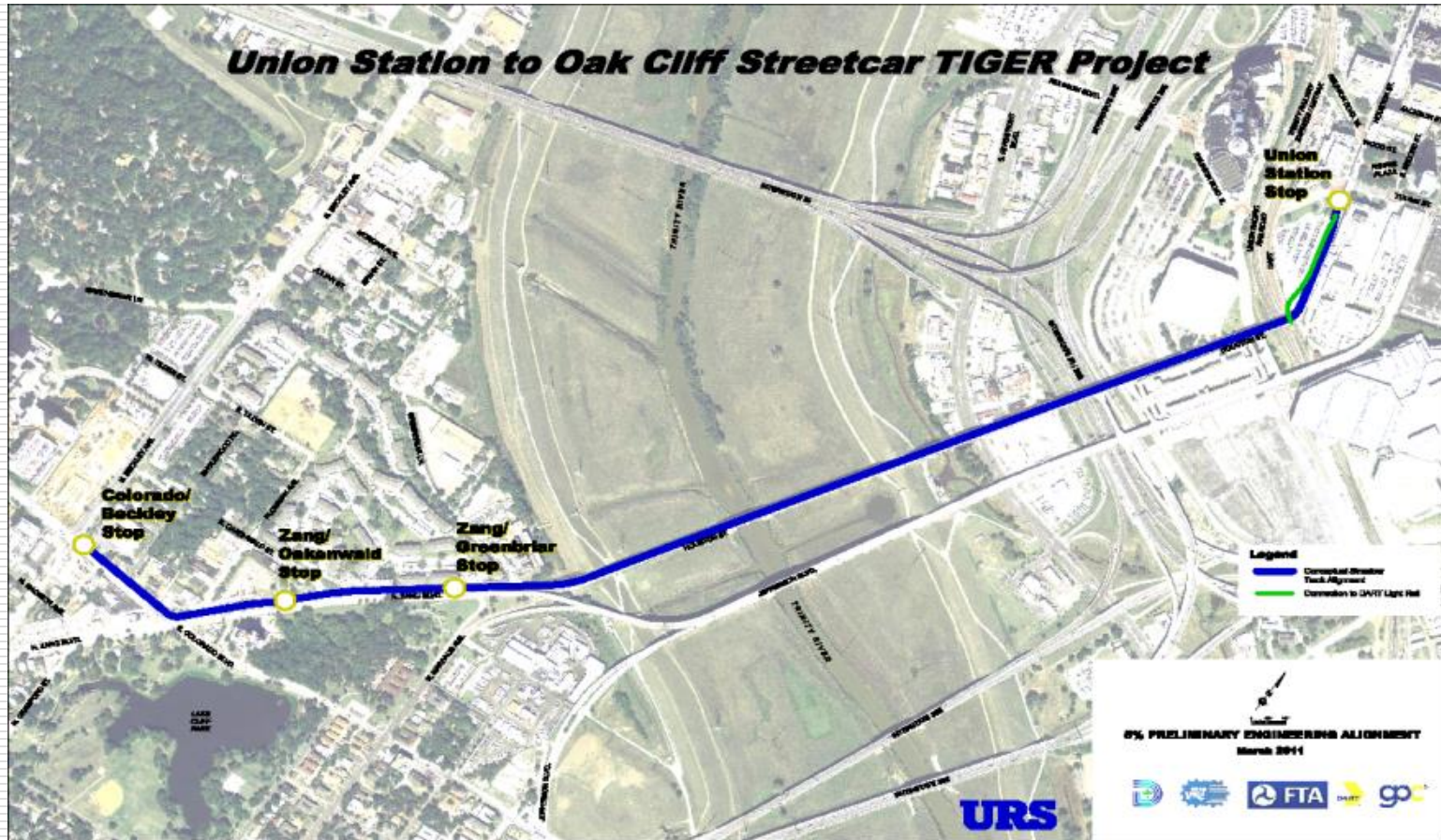
Bicycle and Pedestrian Projects



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 Toll-road 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

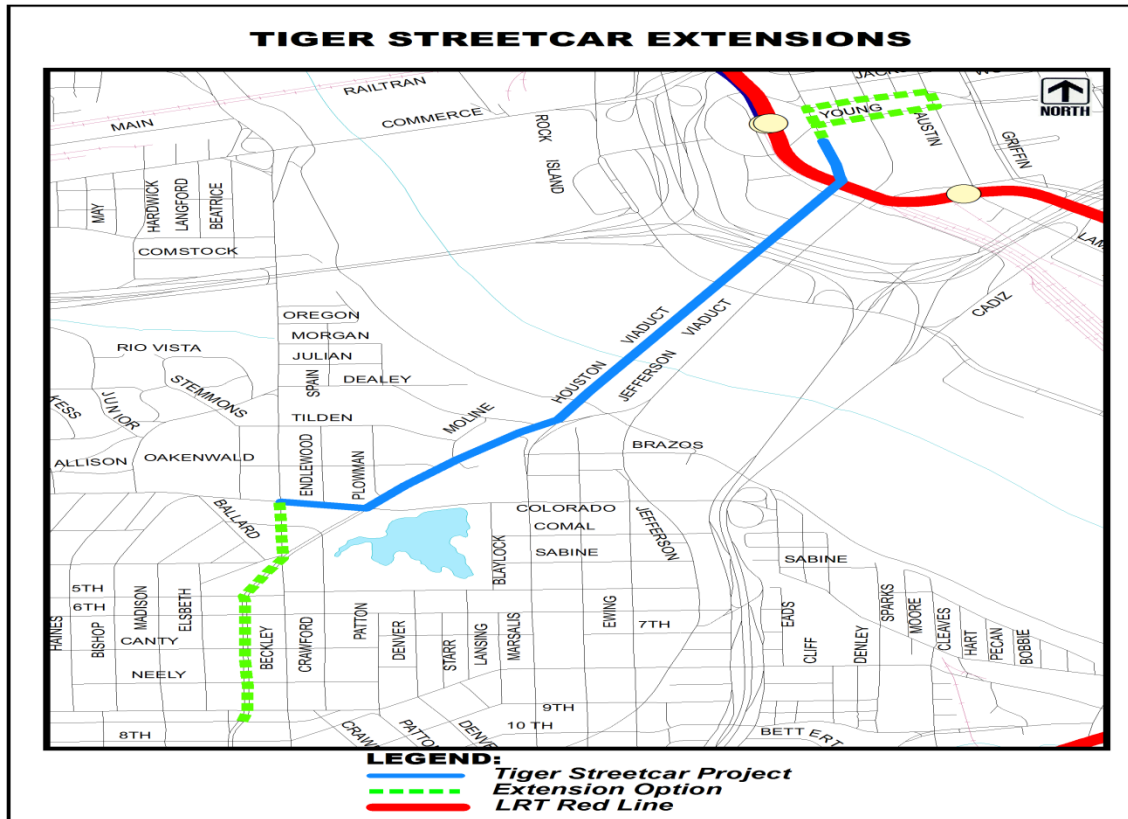
- Brookville Equipment Corporation was given notice to proceed with production of two vehicles in March 2013
 - First American made off-wire modern streetcar vehicle
 - The Dallas streetcar will be 8' wide, 66.5' long with capacity to carry 41 passenger seated and maximum 170 standees
 - Anticipated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

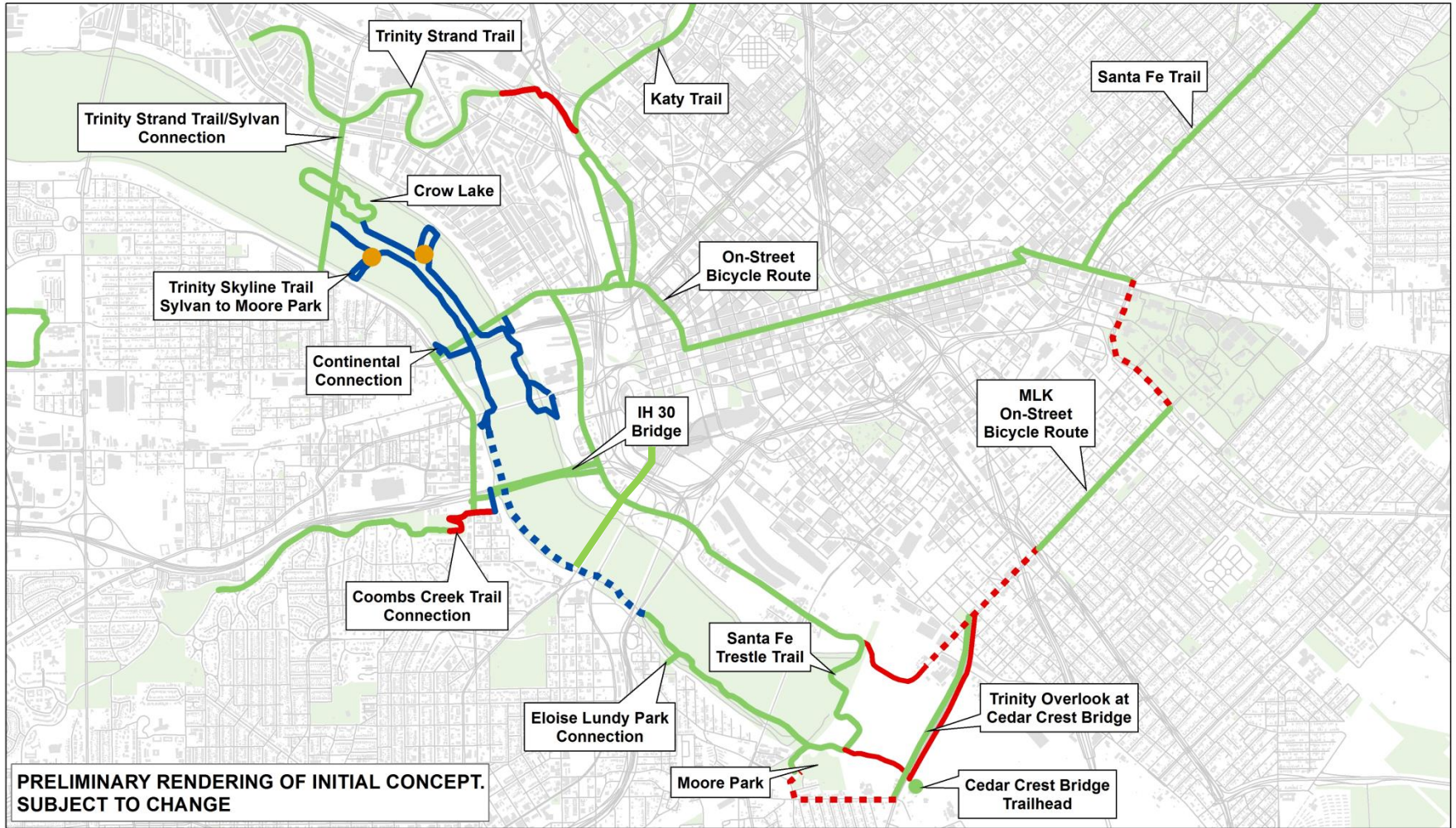
- Operation and Maintenance Cost for Streetcar Extension
 - Extensions with weekday service only
 - 5:00 a.m. to 7 p.m. estimated at \$750K per year
 - Assumes 20 minute peak service and 30 minute off peak service
 - Extensions with weekday and weekend extended hours
 - Service until midnight estimated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

Bicycle and Pedestrian Projects



Trinity Trail

- Existing/Funded Projects
- 2012 Connection Projects
- - - Trail Extension: Future Phase
- Bridge Crossings: Future Phase
- Future Linkage Opportunities
- - - On-Street Bicycle Route Gap

