

# Memorandum



CITY OF DALLAS

DATE December 2, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **Fiscal Year (FY) 2023 Streetcar Funding Follow-Up**

During the October 12, 2022, City Council Agenda Meeting, Councilmember Mendelsohn provided staff a list of thirteen (13) questions regarding Agenda Item No. 14 – FY 2023 funding for the operation and maintenance of the Dallas Streetcar.

This memorandum serves to provide responses to those questions.

## Questions and Responses

### **1) Are there performance requirements in the contract for DART to operate the streetcar?**

The Master Streetcar Interlocal Agreement (“Master Agreement”) was developed in part to consolidate provisions in various prior agreements between the City of Dallas and Dallas Area Rapid Transit (DART). While the Master Agreement does not include a dedicated “Performance Requirements” section, there are standards for DART and the City outlined throughout the agreement. Article IV of the Master Agreement states that DART is responsible for developing a Service Plan, Operations Plan, Capital Maintenance and Replacement Plan, along with Safety Plans. At the request of the City, DART provides the following level of service:

1. Two (2) streetcar vehicles in service
2. Service provided 7 days a week
3. Twenty-minute headways
4. Service hours: 5:30am to midnight

### **2) Are there penalties if they do not live up to the performance?**

There are no performance penalties identified in the Master Agreement.

### **3) Please share with us the performance metrics of the streetcar.**

DART has provided the following metrics to the city (fiscal year to-date performance):

- On time performance: 95.85%
- Mean distance between service calls\*: 3,178 miles

\*Service call defined as a delay of 10 minutes or more\*

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**4) How many times has the streetcar been reduced to one car operating in the last 1 or 2 calendar years?**

In the last 12 months the streetcar has been reduced to one car operating a total of ten days.

**5) How many times has the streetcar failed to operate in the last 1 or 2 calendar years?**

In the last 12 months the streetcar failed to operate for one day due to mechanical issues. This does not include weather related days.

**6) How much did DART receive in sales tax from the City of Dallas in the last 12 months?**

In the last 12 months DART received \$383,523,887 in sales tax from the City of Dallas.

**7) Is this \$1.5 million on top of the sales tax revenue received?**

The funding approved as part of Agenda Item No. 14 is in addition to the sales tax revenue DART receives from the City.

**8) What is the weekday and weekend daily ridership for the streetcar?**

The weekday daily ridership average is 471 and the weekend daily ridership average is 776.

**9) What is the weekday and weekend daily fare collection for the streetcar?**

The weekday daily fare collection average is \$125, and the weekend daily fare collection average is \$188.

**10) If we add additional streetcar tracks in the Central Business District (CBD) and nearby areas, could the operation of them be rolled in together?**

The Master Agreement acknowledges a potential expansion of the Streetcar, and states that DART will support the City with long-range planning efforts. While it has not been fully designed and O&M has not been fully planned, a single operator may be considered to manage the entire Streetcar System.

**11) Does the streetcar contract allow for a different operator?**

Beginning with the original Transportation Investments Generating Economic Recovery (TIGER) grant application for the Streetcar, and grant award from the

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Federal Transit Administration (FTA), DART has been identified as the North Central Texas Council of Government's (NCTCOG) technical representative and the Operator of the Streetcar. FTA and NCTCOG involvement would likely be required for any change in Operator of the current system.

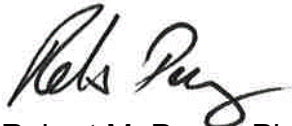
**12) If yes, at what point?**

See response to question 11.

**13) Have other operators been explored?**

Operation of the Streetcar requires extensive expertise in rail-related operations, streetcar facilities, safety requirements, safety plan development, and environmental clearance, as well as wide-ranging services from streetcar vehicle storage and repair to law enforcement. Given DART's role as identified in prior agreements, City staff have not actively explored alternative operators.

If you have questions or need additional information, please contact Ghassan 'Gus' Khankarli, Ph.D., P.E., PMP, CLTD, Director of the Department of Transportation, at [Ghassan.Khankarli@dallas.gov](mailto:Ghassan.Khankarli@dallas.gov).



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[Attachments]

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Preston Robinson, Administrative Judge  
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