

# Memorandum



CITY OF DALLAS

DATE September 18, 2020

TO Honorable Mayor and Members of the City Council

SUBJECT **Agenda Item #31, September 23, 2020 – Dallas Streetcar Safety Plan**

On September 23, 2020, the City Council will consider agenda item 31 for approval of a Public Transportation Agency Safety Plan (PTASP) for the Dallas Streetcar. This memorandum is intended to provide background information on that agenda item, as well as an update on the operations and maintenance funding for the Streetcar.

### Upcoming City Council Agenda Item

On the September 23, 2020 agenda, the City Council will be asked to approve a PTASP for the Dallas Streetcar. The PTASP is a result of recent federal and state legislation and is required to be approved by the governing body. As the Dallas Streetcar is a City-owned transit facility, the City Council is the governing body that must approve it. The PTASP replaces the former System Safety Program Plan (SSPP) that was prepared by staff and approved by the State.

As a part of our agreement with Dallas Area Rapid Transit (DART), the PTASP was prepared by DART with input from City staff. As the operation of Dallas Streetcar is similar to the operation of DART's light rail, our PTASP is similar to and compatible with the PTASP for DART's system. While the PTASP is prepared to address safety issues as they arise, it is primarily focused on proactively establishing systems to prevent safety issues from occurring.

### Operations and Maintenance Funding

On February 12, 2020, the City Council considered an agenda item for the FY20 operations and maintenance (O&M) funding of the Dallas Streetcar. The City Council voted to defer the item to the Transportation and Infrastructure (TRNI) Committee for further review and discussion. The TRNI Committee directed staff to develop a means to fund the O&M without drawing on the City's General Fund. For FY20 this was accomplished by using up reserves from several other Dallas Streetcar funding sources and required no further City Council action. For FY21 it will be necessary to seek funding from both the Oak Cliff Gateway Tax Increment Financing District (TIF) and the Downtown Dallas Improvement District (DDI). Approval of the FY21 funding will be brought to the TRNI Committee and to City Council for approval later this year.

For FY22 and beyond, staff from the Office of Economic Development and the Department of Transportation are coordinating to develop a plan for a public-private partnership (P3). Progress updates on the potential P3 will be brought regularly to the TRNI Committee and to City Council for approval next summer.

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The following table shows an overview of the estimated funding for FY20 and FY21:

<b>STREETCAR O&amp;M FUNDING PLAN</b>		
	<b>FY 2020</b>	<b>FY 2021</b>
Total O&M Budget Need	\$2,000,000.00	\$2,000,000.00
DART O&M Contribution	\$615,119.00	\$633,573.00
Available DART Carryover	\$620,982.34	
TIGER Correction	\$328,112.42	
Estimated Fare Collection	\$10,000.00	\$52,000.00
Developer Fund	\$439,500.00	\$300,000.00
Potential DDI PID Contribution		\$100,000.00
Oak Cliff Gateway TIF	\$10,000.00	\$950,000.00
Carry Over from Previous Year		\$23,713.76
City General Fund	\$0.00	\$0.00
Total Funding	\$2,023,713.76	\$2,059,286.76
Estimated End of the Year Surplus	\$23,713.76	\$59,286.76

If you have any questions or need additional information, please contact Michael Rogers, Director of the Department of Transportation, at [michael.rogers@dallascityhall.com](mailto:michael.rogers@dallascityhall.com).



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