

# Memorandum



DATE 25 April 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,  
Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT **Streetcar Production – Final Phase**

On Monday, 28 April 2014, the Transportation and Trinity River Project Committee will be briefed on the Streetcar Production – Final Phase. The material is attached for your review.

Please contact me if you have questions.



Jill A. Jordan, P.E.  
Assistant City Manager

Attachment

c: A.C. Gonzalez, City Manager  
Warren M.S. Ernst, City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Solis, Administrative Judge  
Ryan S. Evans, (I) First Assistant City Manager  
Forest E. Turner, Assistant City Manager

Joey Zapata, Assistant City Manager  
Charles M. Cato, (I) Assistant City Manager  
Theresa O'Donnell, (I) Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Shawn Williams, (I) Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council

# Streetcar Production – Final Phase

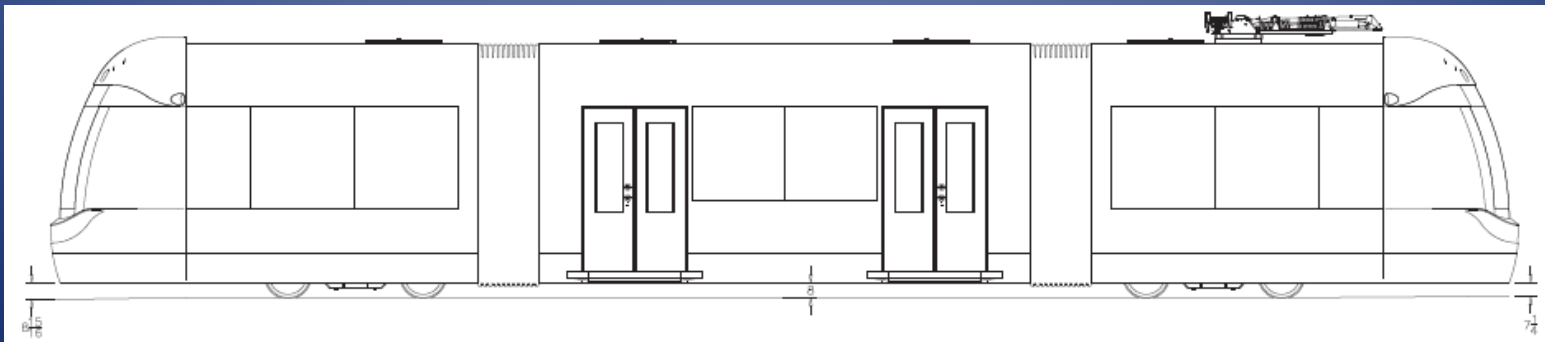
Transportation and Trinity River Project Committee

28 April 2014



# Streetcar Vehicle Specifications

- Base Project – two Streetcar vehicles from Brookville Equipment Corporation
- Option up to two additional vehicles
- Double-articulated with low floor center section
- Dual mode – capable of both overhead contact system operation and off-wire operation
- 30 year service life
- FTA Compliant
  - Buy-America
  - ADA
- Compatible with DART Light Rail System Requirements



# Vehicle Components

The Vehicles will be provided with the following equipment:

- Closed Circuit Television installed
- Automatic Passenger Counters installed
- Fare Collection Equipment (made ready to accept for future installation)
- Load Leveling System for 14 inch platform height installed
- Automatic Train Protection (Vehicles made ready to accept for future installation)
- Communications / Radio Equipment installed (Consistent with DART requirements)
- Train Stop System installed
- Train to Wayside Communications installed (consistent with DART requirements)
- Off-Wire Energy Storage System [“OESS”] installed
- Spare Parts
- Special Tools
- Necessary Test Equipment and Software

# Vehicle Color

Color based upon:

- Future maintenance cost was a major consideration
- Color is compatible with DART Light Rail Transit (“LRT”) vehicles
- The seat fabric is the same as the LRT vehicle seat fabric
- Interior materials ensure ease of maintenance and efficiency
- The Dallas Streetcar System will have specific branding that will distinguish it from the existing transit fleet while maintaining compatibility

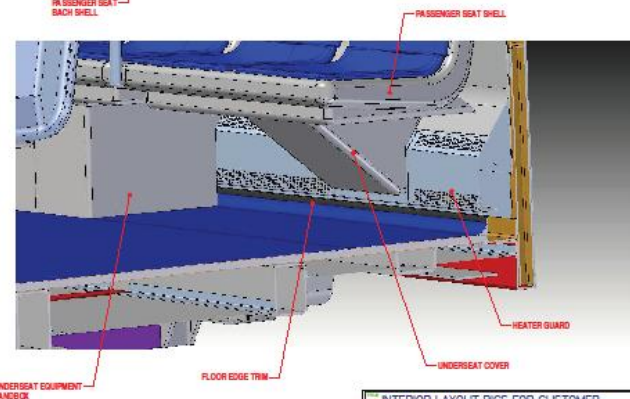
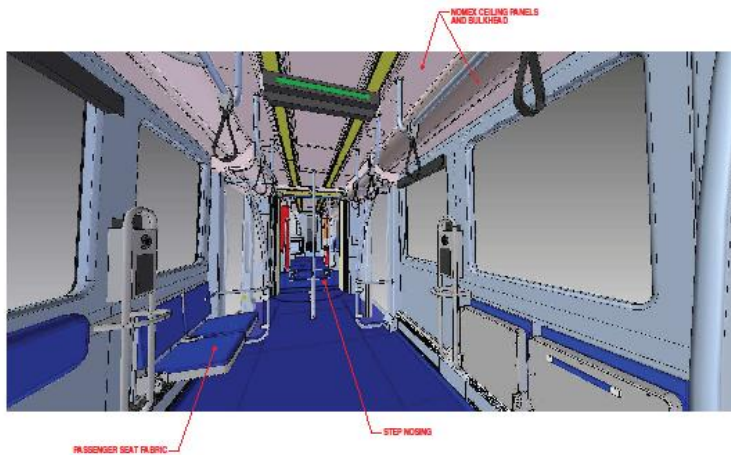
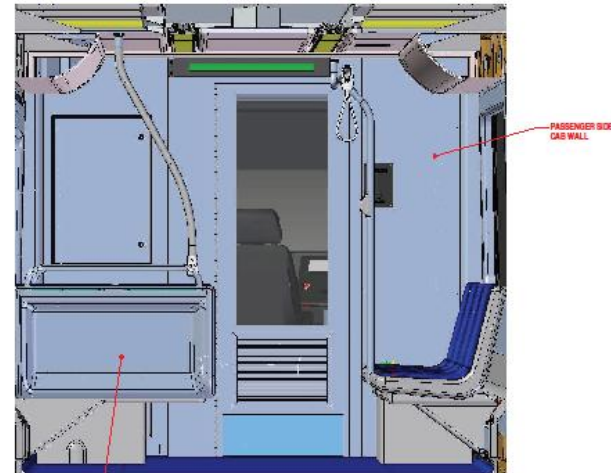
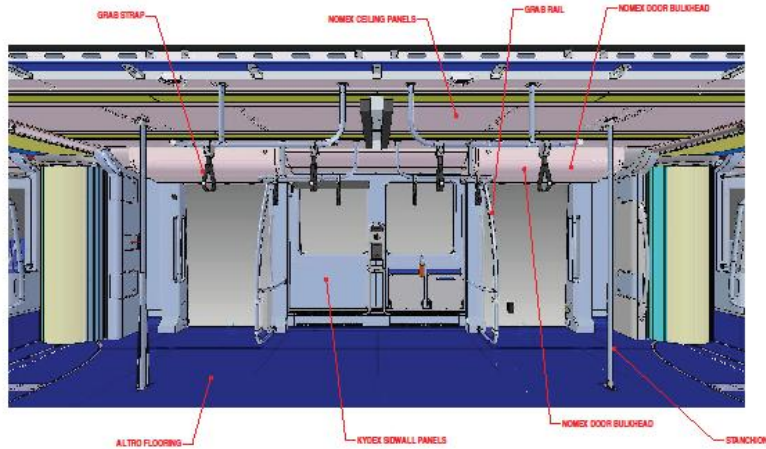
# Streetcar (side view)



# Streetcar (front view)



# Streetcar Interior



INTERIOR LAYOUT PICS FOR CUSTOMER	
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