

Memorandum



CITY OF DALLAS

DATE August 21, 2017
TO The Honorable Members of the Mobility Solutions, Infrastructure and Sustainability Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins
SUBJECT **Dallas Streetcar Central Link Locally Preferred Alternative Selection**

On Monday, August 28, 2017, you will be briefed on the Dallas Streetcar Central Link Locally Preferred Alternative Selection. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jody Puckett'.

Jo M. (Jody) Puckett
Assistant City Manager (I)

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed Al-Ghafry, Assistant City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Nadia Chandler Hardy, Chief of Community Services
Raquel Favela, Chief of Economic Development & Neighborhood Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

Dallas Streetcar Central Link Locally Preferred Alternative Selection

Mobility Solutions, Infrastructure &
Sustainability Committee

August 28, 2017

Tanya Brooks, Assistant Director
Mobility and Street Services



City of Dallas

Agenda

- Purpose of Presentation
- Background
- Project Purpose and Need
 - Evaluation Framework
- Alternatives
- Evaluation Findings and Summary
- Next Steps
- Proposed Schedule

Purpose of Presentation

- Provide input to the Mobility Solutions, Infrastructure, and Sustainability Committee (MSIS) on the selection of a Locally Preferred Alternative (LPA) for a Dallas Streetcar Central Link alignment
- Provide a draft Council Resolution for MSIS consideration

Why is City Council action needed now?

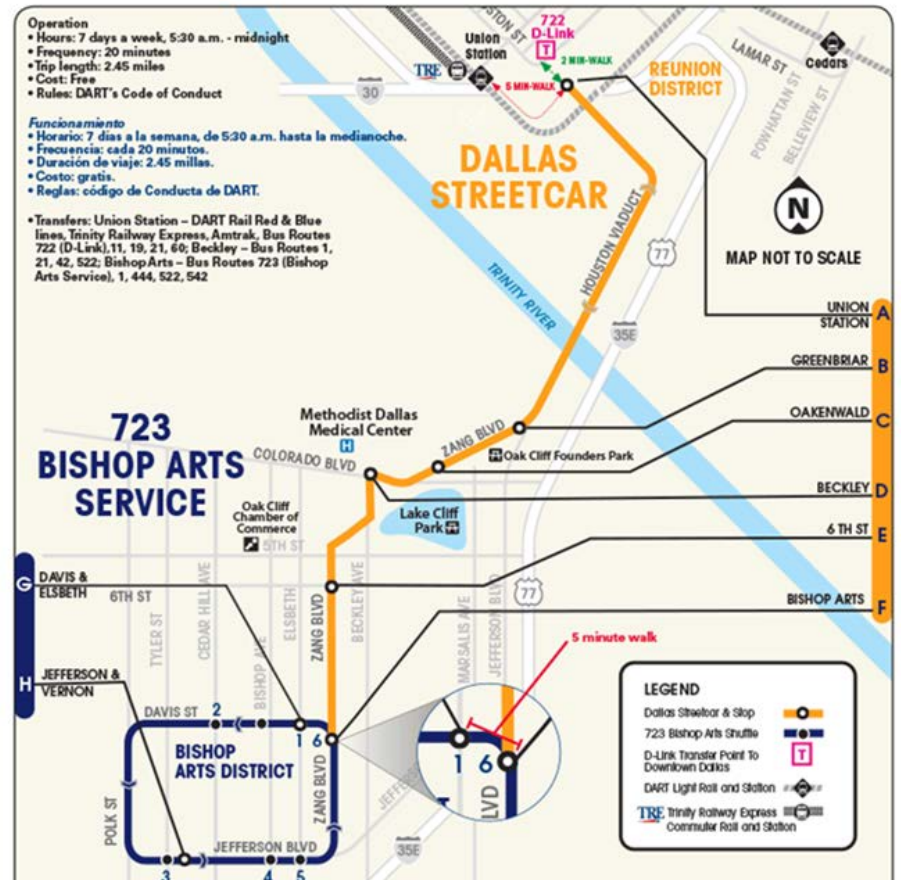
- An endorsement now would provide staff guidance to masterplan the downtown area around a connected streetcar system.
- City of Dallas endorsement of a locally preferred alignment would provide DART direction to develop the LPA and request entry into Federal Transit Administration (FTA) Project Development.
- Once LPA is selected, DART would proceed with further refinement and detailed design, providing additional opportunities for community engagement, stakeholder involvement and City Council input.

Background

- Transportation and Trinity River Project Committee briefed in August 2016 on Dallas Streetcar Central Link Alternatives Analysis (AA) for 3 alternatives (Main, Young, Ross/San Jacinto)
 - DDI requested a 4th alternative be evaluated using Elm/Commerce couplet
- DART, City and DDI staff have jointly updated AA effort to support a decision on a LPA and approach to requesting entry into FTA Project Development

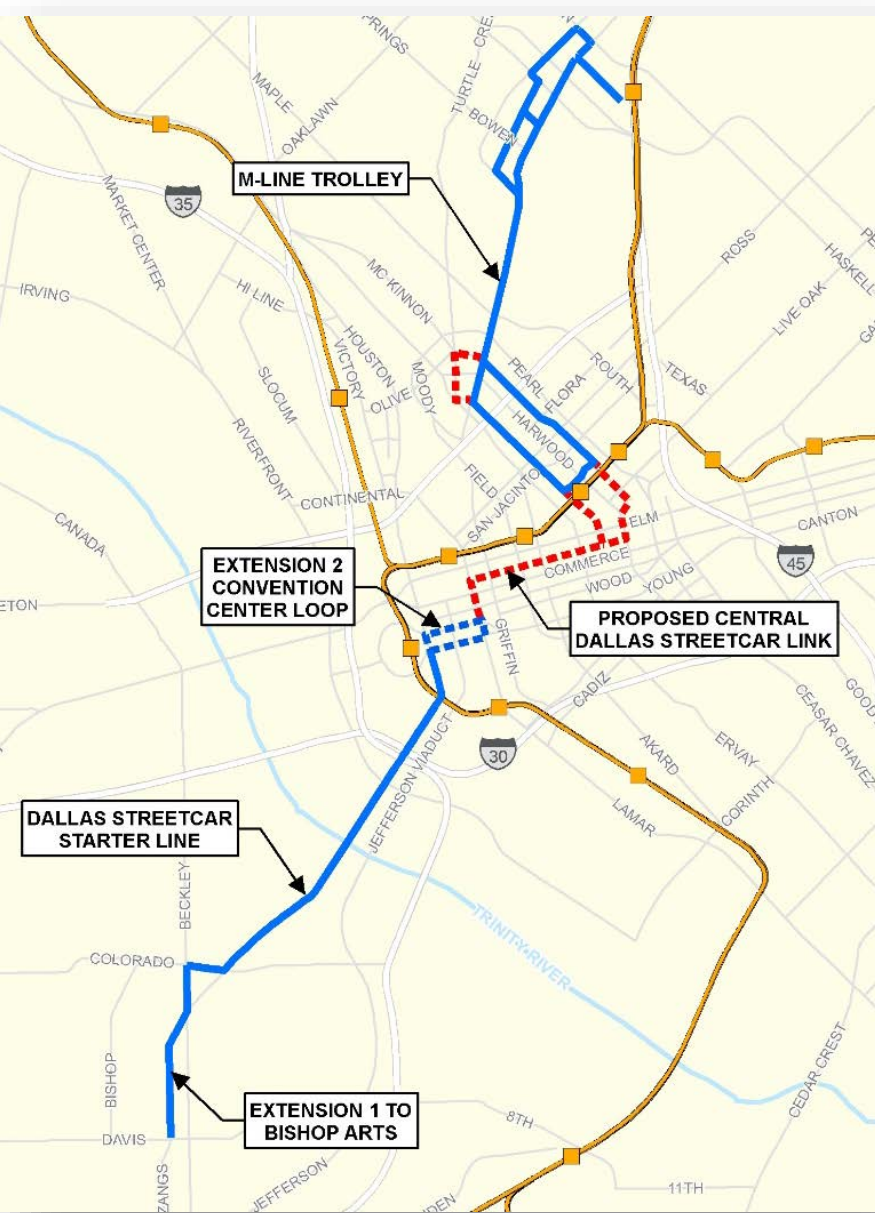
Existing Dallas Streetcar System

- 1.6-mile Starter Line opened in April 2015 from Union Station to Methodist Dallas Medical Center in Oak Cliff (TIGER grant)
- 0.75-mile dual-track extension opened in August 2016 to Bishop Arts terminus at Zang and 7th Street
- Four (4) dual-mode vehicles
- 20-minute service all day 5:30 am to midnight
- Yard lead to DART rail facility (CROF) for storage/maintenance



Streetcar Expansion

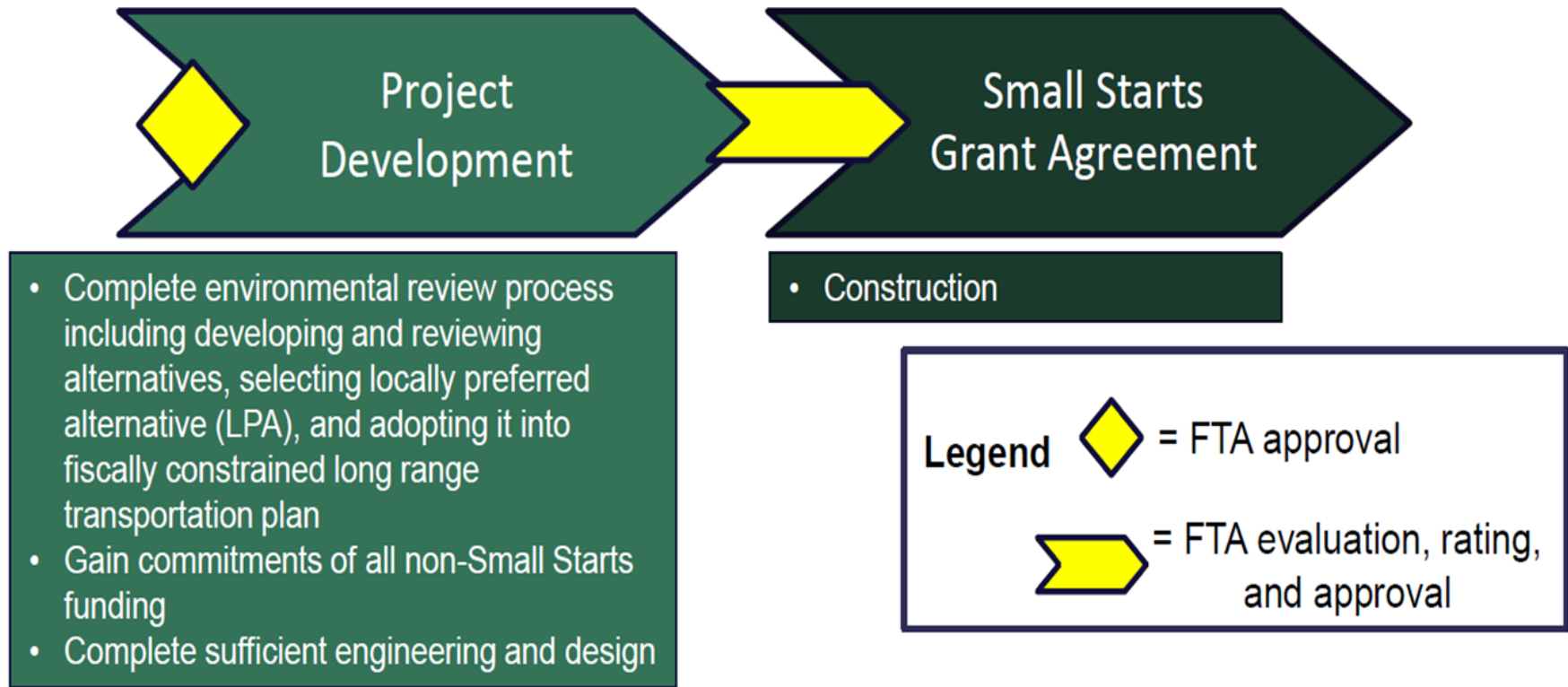
- First Segment of Convention Center Loop Extension (Union Station to Omni Hotel) is currently funded and in design
- Central Streetcar Link
 - Submittal to FTA pending city approval of route and ILA



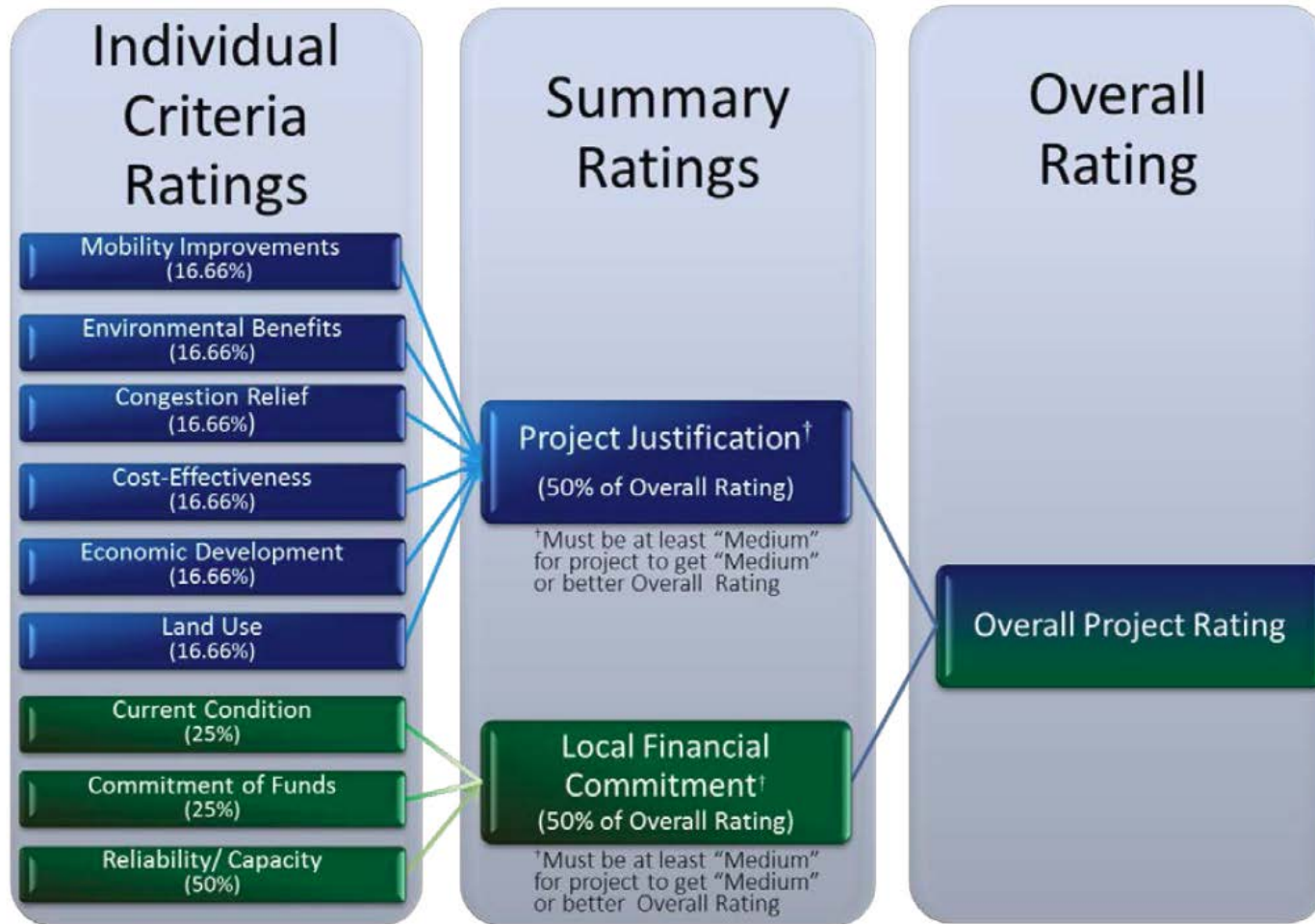
Funding Approach for Central Link

- DART funding local project share as part of Program of Interrelated Projects to increase core capacity
- DART FY17 Financial Plan
 - \$92M budget in Year of Expenditure (YOE) dollars
 - Assumes \$40M FTA Small Starts Capital Investment Grant

FTA Small Starts Process



FTA Small Starts Evaluation



Purpose and Need for Project



Serve Existing and Expanding Downtown Markets and Neighborhoods



Connect Downtown Central Link Efficiently



Improve Integration with Downtown Rail and Bus Services



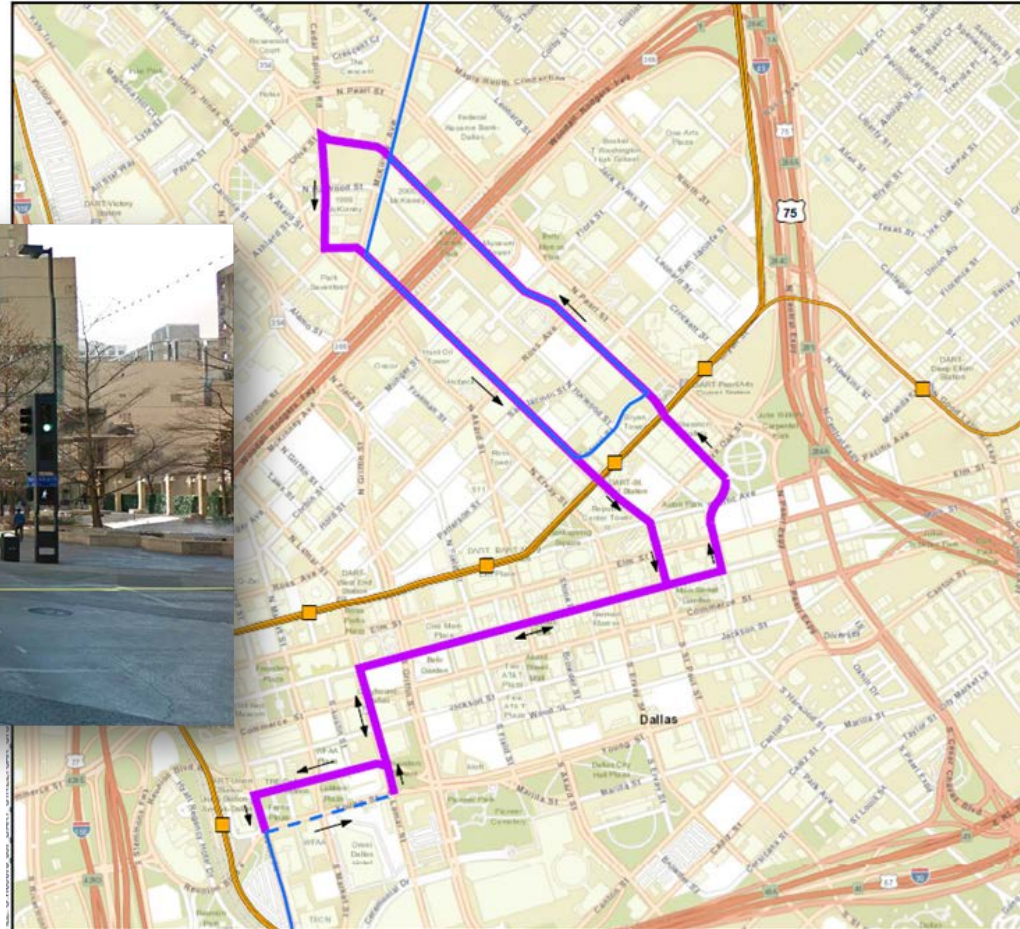
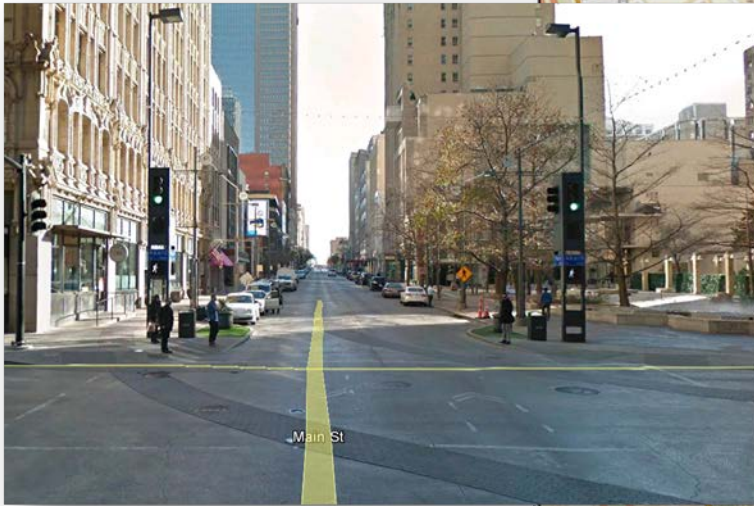
Support Sustainable Economic Development

Streetcar Evaluation Framework

Evaluation Framework		Criteria
Purpose and Need	Builds on the 2016 AA to support the definition and evaluation of alternatives.	Serve existing downtown markets and neighborhoods
		Efficiently Connect Central Link
		Improve Integration with Downtown Rail and Bus Services
		Support Sustainable Economic Development
Performance and Impacts	Key performance indicators to support technical evaluation.	Ridership
		Capital and O&M costs
		Cost effectiveness indicators
		Traffic, parking and pedestrian impacts
		Community and environmental impacts
Land Use and Economic Development	The City of Dallas and DDI identified a set of land use and economic development indicators and measures of success.	Constructability and operability
		Tourism/Entertainment (Spending Potential)
		Real Estate Premiums (Commercial)
		Real Estate Development (Residential)
		Access to jobs (see Purpose and Need)
FTA Small Starts Project Justification Potential	Potential for favorable Small Starts rating to support future grant request.	Mobility benefits
		Environmental benefits
		Congestion relief
		Cost effectiveness
		Land use
		Economic development



Dallas Streetcar Central Link Main Street Alternative



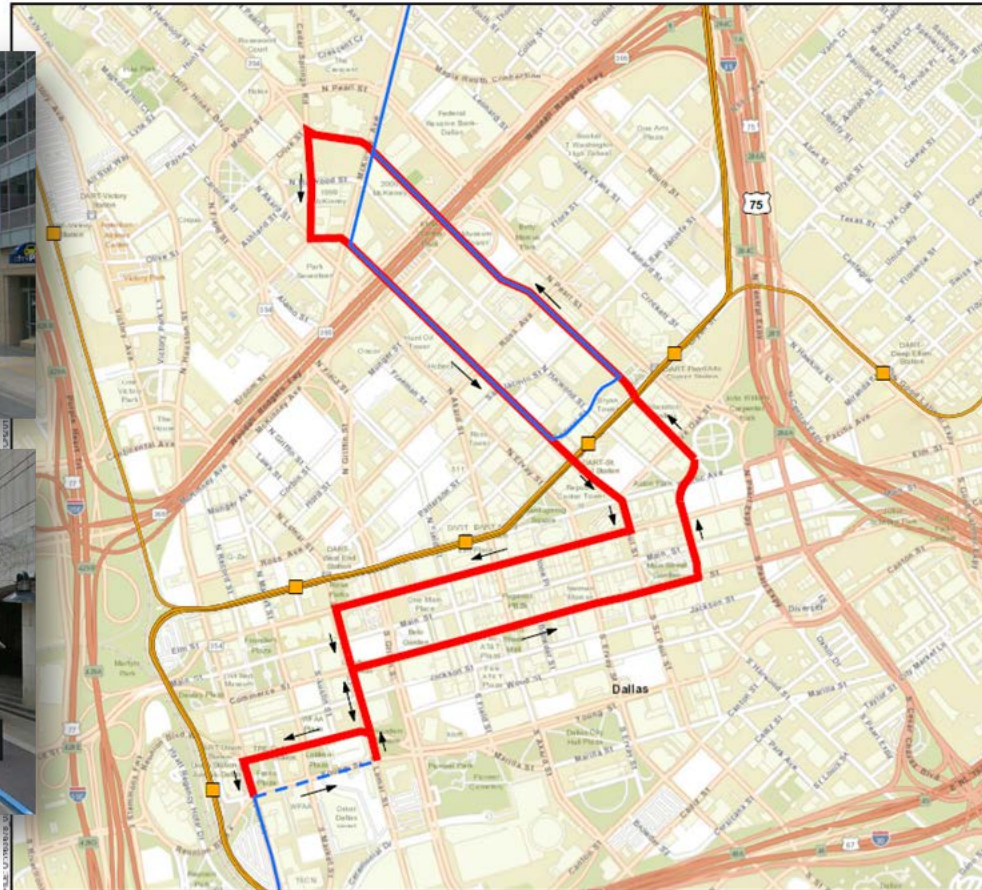
DALLAS STREETCAR CENTRAL LINK EVALUATION

- MAIN STREET ALTERNATIVE
- EXISTING STREETCAR ALIGNMENT
- FUTURE STREETCAR EXTENSION TO OMNI
- EXISTING LRT STATION
- EXISTING LRT

0 500 1,000 FEET

HDR

Dallas Streetcar Central Link Elm/Commerce Alternative

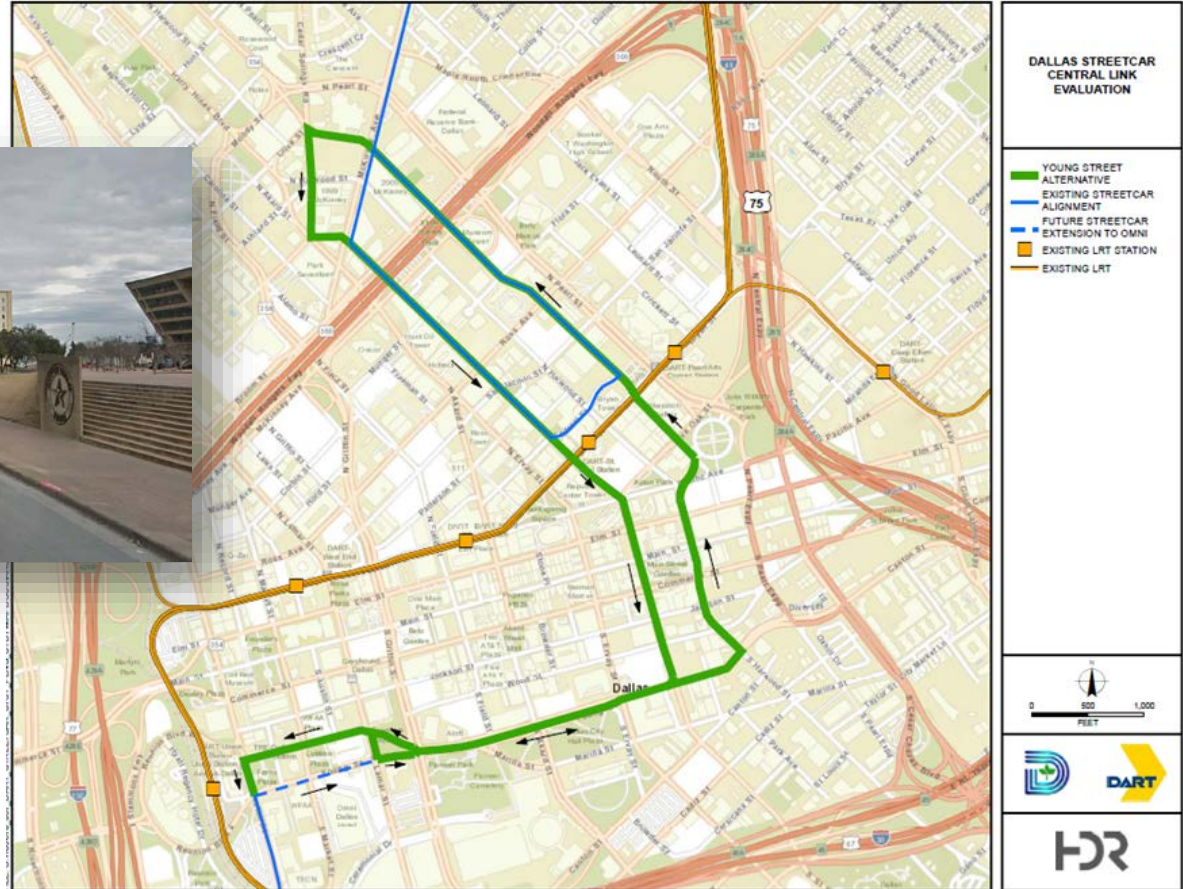


DALLAS STREETCAR CENTRAL LINK EVALUATION

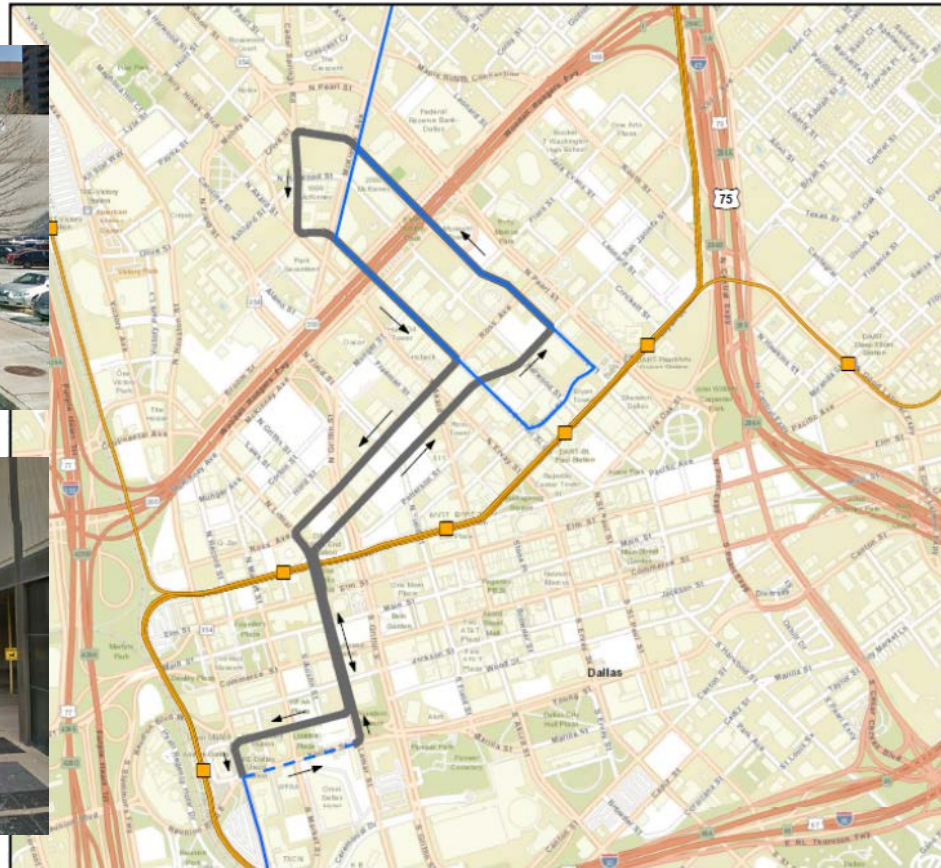
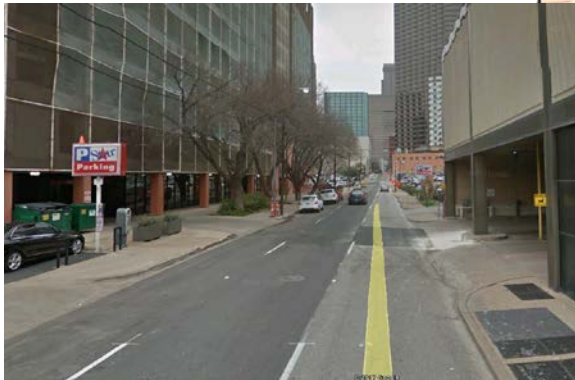
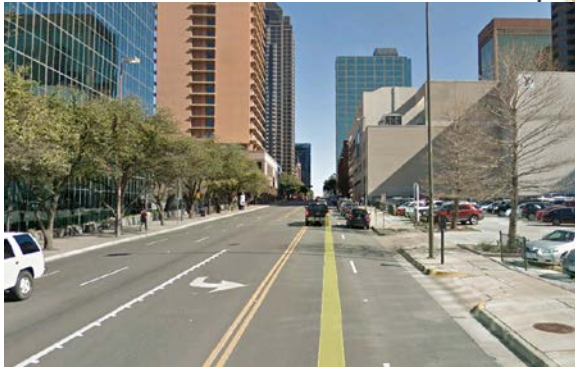
- ELM/COMMERCE ALTERNATIVE
- EXISTING STREETCAR ALIGNMENT
- FUTURE STREETCAR EXTENSION TO OMNI
- EXISTING LRT STATION
- EXISTING LRT

0 500 1000 FEET

Dallas Streetcar Central Link Young Street Alternative



Dallas Streetcar Central Link Ross/San Jacinto Alternative



**DALLAS STREETCAR
CENTRAL LINK
EVALUATION**

- ROSS/SAN JACINTO ALTERNATIVE
- EXISTING STREETCAR ALIGNMENT
- FUTURE STREETCAR EXTENSION TO OMNI
- EXISTING LRT STATION
- EXISTING LRT

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DART
HDR

Evaluation Findings

CONSIDERATIONS		ALTERNATIVE 1 MAIN STREET	ALTERNATIVE 2 ELM/COMMERCE	ALTERNATIVE 3 YOUNG STREET	ALTERNATIVE 4 ROSS/SAN JACINTO
Length of Alternatives		2.4	2.4	2.5	2.0
Economic Development Potential (Next Slide)		-	-	-	-
Projected Population Served (within 1/8 mile)	2014	9,000	9,600	8,000	7,300
	2040*	21,500 – 26,000	23,400 – 27,500	20,200 – 24,500	16,500 – 20,300
Projected Employment Served (within 1/8 mile)	2014	174,000	177,000	145,000	139,000
	2040*	166,000 – 184,000	173,000 – 192,000	148,000 – 163,000	130,000 – 155,000
Projected Ridership (2040)**		3,500	3,500	1,600	4,200
Intermodal Connectivity, Multi-Modal Transfer Opportunities		6	6	4	4
Conceptual Capital Cost (2017\$)		\$90.2M	\$97.4	\$100.0M	\$87.4M
Conceptual Operating and Maintenance Cost (Entire System)		\$4.9M	\$4.94M	\$4.95M	\$4.74M

* Evaluations based on NCTCOG 2040 and Dallas 2040 alternate forecast

** Evaluations based on Dallas 2040 alternate forecast

Economic Development

- On August 14, 2017, this Committee was briefed on economic analysis
- Elm/Commerce and Main have highest potential for economic and real estate benefits

	Main	Elm/ Commerce	Young	Ross/ San Jacinto
Tourism/Entertainment (Potential Spending)	\$209M	\$202M	\$186M	\$180M
Real Estate Premiums (Office)	\$30-50M	\$50-70M	\$30-40M	\$30-40M
Real Estate Development (Residential)	\$60M	\$100M	\$10M	\$50M

Traffic/Transit Considerations

- Streetcar will operate in mixed traffic
- A detailed traffic analysis will be done in next phase of project development
- Key issues for this high level evaluation focused on potential impacts relative to:
 - Parking
 - Valet operations
 - Driveways/access
 - Rail interface/Bus operations

Evaluation Summary

(Based on DART and DDI Analysis)

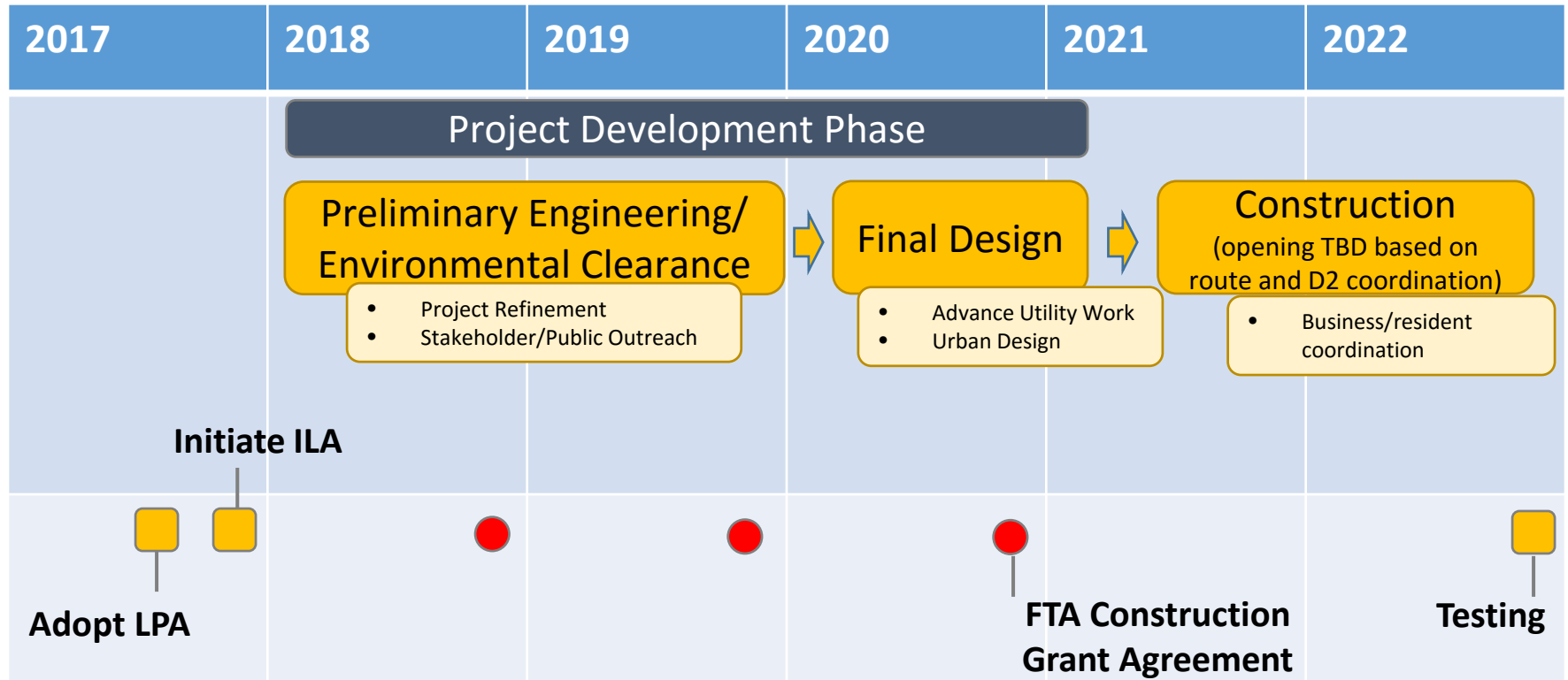
Category	Criteria	Main	Elm/ Commerce	Young	Ross/ San Jacinto
Route Information	Route Length in Track Miles	2.38	2.39	2.51	1.95
	Capital Cost (2017 dollars in millions)	\$90.2	\$97.36	\$100.0	\$87.4
	Annual O&M Costs (in millions)	\$4.93	\$4.94	\$4.95	\$4.74
	Average Weekday Ridership (2040)	3,500	3,500	1,600	4,200
Purpose and Need	Serve Downtown Markets and Neighborhoods	●	●	●	●
	Efficiently Connect Central Link	●	●	●	●
	Improve Integration with Downtown Rail and Bus Services	●	●	●	●
	Support Economic Development	●	●	●	●
Performance and Impacts	Ridership	●	●	●	●
	Capital and Operating Costs	●	●	●	●
	Cost Effectiveness Indicators	●	●	●	●
	Traffic, Parking, Transit and Pedestrian Impacts	●	●	●	●
	Community and Environmental Impacts	●	●	●	●
	Constructability and Operability	●	●	●	●
Economic Development	Tourism/Entertainment (Potential Spending)	●	●	●	●
	Real Estate Premiums (Office)	●	●	●	●
	Real Estate Development (Residential)	●	●	●	●
FTA Small Starts Criteria	Rating Potential	●	●	●	●
SUMMARY RATING		●	●	●	●

● Good ● Fair ● Poor ● Not acceptable

Next Steps

- Take action on a Council Resolution endorsing a locally preferred alternative in concept and articulating key priorities and considerations for further design of the alignment
- Forward selection to City Council for approval
- Initiate Interlocal Agreement (ILA) to outline roles and responsibilities
- Request entry in Project Development under FTA Small Starts program

Draft Project Schedule



● FTA Rating and Evaluation

Proposed Schedule

- August 28, 2017 – MSISC action on a Council Resolution
- September 13, 2017 – Proposed City Council action on resolution

Dallas Streetcar Central Link Locally Preferred Alternative Selection

Mobility Solutions, Infrastructure &
Sustainability Committee

August 28, 2017

Tanya Brooks, Assistant Director
Mobility and Street Services



City of Dallas

Appendix

Appendix A - Draft Council Resolution

Appendix B - Stakeholder Letters

WHEREAS, on February 27, 1990, a Master Interlocal Agreement was executed between Dallas Area Rapid Transit (DART) and the City of Dallas including language stating that a subway remains the City's preferred solution for light rail transit passing through the Dallas Central Business District (CBD) and requiring DART to begin planning for a subway within the CBD when certain ridership and headway thresholds are met; and

WHEREAS, DART has subsequently proposed that a second light rail transit line, called D2, be constructed as a reliever route to the existing Bryan/Pacific CBD Transit Mall to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as enhanced downtown circulation and economic development; and

WHEREAS, on August 10, 2015, DART staff briefed the Dallas City Council Transportation and Trinity River Committee on D2 and identified a window of opportunity for a Federal Transit Administration (FTA) Capital Investment Grant for implementation of D2 as a Core Capacity Program project; and

WHEREAS, on October 11, 2016, the Dallas City Council identified the construction of D2 in a subway within the downtown freeway loop as its highest priority project for DART; and

WHEREAS, Texas Central Railway, a private Texas based company, is proposing inter-city high speed rail service between Dallas and Houston, with a potential downtown high speed rail station in the vicinity of the Dallas Convention Center; and

WHEREAS, based on DART's evaluation, the _____ alternative, with potential alignment refinements that may further reduce impacts provides the best balance between serving existing downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, limiting cost, and meeting the Federal Transit Administration grant criteria for the Core Capacity Program; and

WHEREAS, based on DART's evaluation, the _____ alternative provides a connection between the existing Oak Cliff Streetcar and the McKinney Avenue Trolley Authority (MATA) line and serves existing Downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, and meeting the Federal Transit Administration grant criteria for a Small Starts Grant; and

WHEREAS, a Dallas City Council resolution endorsing preferred alignments for D2 and the Dallas Streetcar Central Link would significantly strengthen DART's applications for Federal Capital Investment Grants.

Now Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle, the Dallas City Council endorses the _____ alternative in concept with additional consideration of potential alignment modifications as shown in EXHIBIT 1 as the preferred D2 alternative with the understanding that DART will address the following City priorities during future detailed design of the alignment:

- (a) Integration of the at-grade light rail line segments within street rights-of-way will be designed and constructed in a manner that enhances the quality of the street environment through balanced consideration of multimodal accessibility to adjacent buildings and development sites.
- (b) Sufficient engineering analysis will be undertaken during the design process to study and take into consideration the impact of train operations on street-level traffic operations.
- (c) Alternative locations of the transition from at grade to below grade rail will be examined to optimize development potential on adjacent property, and to minimize street closures.
- (d) The alignment will be refined to minimize to the extent feasible negative impacts on adjacent properties.
- (e) A minimum of four new stations will be added in order to maximize transit oriented development potential.
- (f) Necessary planning and design will be undertaken to maximize the flexibility of D2 to accommodate, to the extent possible, the operation of all lines through downtown, and to preserve the option for future extension of the D2 alignment or other appropriate linkages to connect to the Red and Blue line alignment south of downtown.

SECTION 2. That the D2 alignment will be brought back for Council approval, once the FTA Project Development Phase (ten percent design stage) is complete and prior to incorporation of the alignment into the DART Service Plan under section 452.304 of the Texas Transportation Code, with regard to integration of the at-grade light rail line within street rights-of-way and the analysis of impacts on adjacent properties.

September 13, 2017

SECTION 3. That the Dallas City Council recommends that funding be set aside in DART's financial plan in a timely manner to enable construction of an extension of the D2 alignment to serve future high speed rail.

SECTION 4. That the Dallas City Council endorsement of the _____ alternative with potential alignment modifications aligns with DART's commitment in the Master Interlocal Agreement to build a subway within the CBD.

SECTION 5. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle, the Dallas City Council endorses the _____ alternative in concept as shown in EXHIBIT 2 as the Dallas Streetcar Central Link locally preferred alternative.

SECTION 6. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

DRAFT



**DOWNTOWN
DALLAS INC**

901 Main Street
Suite 7100
Dallas, TX 75202
P 214.744.1270
F 214.744.1986

Chair of the Board
Jim Greer
Oncor

August 7, 2017

President & CEO
Kourtny Garrett
Downtown Dallas, Inc.

Mayor Mike Rawlings
City of Dallas
1500 Marilla, 5EN
Dallas, Texas 75201

Dallas City Council Members
City of Dallas
1500 Marilla
Dallas, Texas 75201

Vice Chairman
John F. Crawford
Downtown Dallas, Inc.

Executive Committee:

Dr. José Adames
El Centro College

Dear Mayor Mike Rawlings and Dallas City Council Members:

Liz Beauchamp
Atmos Energy Corporation

In advance of the upcoming Mobility Solutions, Infrastructure, and Sustainability Committee and full Council agenda items related to the DART Second Light Rail Alignment and the Central Dallas Link of streetcar, please find the positions and recommendations from Downtown Dallas, Inc. as follows.

Ted Benn
Thompson & Knight LLP

Brian Bergersen
Spectrum Properties

Doug Curtis
AT&T Performing Arts Center

As always, we appreciate our partnership and look forward to decisions that continue to grow the center of our city.

Mattia Flabiano, III
Page

Thank you,

Ted Hamilton
Hamilton Properties Corporation

David Lind
Corgan

Kourtny Garrett
President & CEO
Downtown Dallas, Inc.

Katy Murray
A.H. Belo Corporation

Holly Reed
Texas Central Partners, LLC.

Randy Robason
Grant Thornton LLP

cc:

Jon Ruff
Spire Realty Group

Kristi Sherrill Hoyl
Baylor Scott & White Health

City of Dallas:
T.C. Broadnax, City Manager
Kimberly Tolbert, Chief of Staff
Majed Al-Ghafry, Assistant City Manager
Raquel Favela, Chief of Economic Development & Neighborhood Services
Tanya Brooks, Assistant Director, Mobility and Street Services
Rick Galceran, Director, Mobility and Street Services
Peer Chacko, Director, Economic Development

Michael Tregoning
Headington Companies

Jim Truitt
Forest City Residential, Inc.

DART:
DART Board of Directors
Gary Thomas, President & Executive Director
Steve Salin, Vice President of Rail Planning
Michael Miles, Vice President of Government Relations
Frank Turner, Urban Opportunity



DOWNTOWN
DALLAS INC

August 7, 2017

Re: Improving Urban Mobility in Downtown Dallas: DDI Position on the DART Second Light Rail Alignment (D2) and the Central Dallas Link of Modern Streetcar

Downtown Dallas, Inc. (DDI) is the principal advocate, champion, and steward of Downtown. For nearly 60 years we have worked to ensure our urban core remains a top priority, contributing to the growth of the entire city. Our annual priorities and program of work are guided by:

Our mission: To effect change by developing strategies, setting targets, and mobilizing resources that:

- Stimulate a vibrant and sustainable Downtown environment
- Improve infrastructure
- Enhance economic competitiveness
- Create an inclusive urban center
- Position the area as a global destination
- Foster innovation and technology in all aspects of the urban experience

Our 2017 priorities:

- Public Safety
- Create and Foster Vibrant Streets and Public Spaces
- Ensure Great Urban Design
- Promote Positive Downtown Perceptions and Experiences
- Support a 21st Century Economy
- Foster the Growth of Complete Neighborhoods
- Advance Balanced Mobility Principles for Urban Core

The 360 Plan:

The 360 Plan continues to serve as a roadmap for the rebirth of the center city, and current work to update its strategies includes the following urban mobility principles, intended to guide future planning that impacts Downtown and adjacent neighborhoods:

- Create a balanced multimodal system that can support transit, bicycles, and pedestrians in addition to automobiles, particularly for short trips.
- Provide a system that is safe, well-lit, comfortable, and accessible for a diverse base of users.
- Improve inter-district connectivity for all modes of travel.
- Encourage mixed use, pedestrian-oriented design and development.
- Ensure that both regional and local transportation systems support urban design and livability goals for the urban core.

- Deliver a system that responds proactively to future trends in technology, demographics, and user preferences.

Resting on our mission, priorities, and The 360 Plan as the foundation, the DDI Executive Committee, with contribution from the DDI Mobility Committee, presents the following position related to D2 and the Central Dallas Link of modern streetcar.

DART Second Light Rail Alignment (D2)

Current Status: It is the understanding of the DDI Executive Committee and Board of Directors that DART continues to seek a Federal Transit Administration (FTA) Core Capacity Grant for a match to construct an approximate \$900 million - \$1.3 billion system, to be a subsurface line through (at minimum) the Central Business District. DART staff recommendations to date include three proposed alternatives, "Commerce," "Elm," and "Pacific," with the greatest stakeholder preference for "Commerce."

We further understand that DART plans to submit the project update to FTA by September 8, 2017, to keep the project in the funding queue. An extended two-year project development period is included in the September submittal.

DDI acknowledges and supports DART's need for operational improvements to the light rail system, necessitating the construction of a second light rail alignment that will increase system flexibility and further saturate the urban core with transit coverage. We also recognize that the second alignment has the potential to be a net gain: in principle, more transit equals better connectivity and support of the rapid growth in Dallas' central city. Downtown employee transit ridership is increasing and many companies report that access to public transit is an attraction, helping to relieve parking demand, and supporting mobility preferences of today's talent. Finally, it is critical that comprehensive planning be fundamental, recognizing and planning for other potential changes, like streetcar, additional bike lanes, bus operations, and pedestrian and public realm improvements to the street network.

- 1) DDI prefers the currently proposed "Commerce Street" alignment, with conditions as outlined below. The Commerce alignment is preferred due to improved geographic coverage, and potentially enhanced ridership and support of future development in the Downtown core.
 - a. Further engineering analysis of the Commerce alignment is required to ensure feasibility of construction and mitigation of real estate impacts.
 - b. Swiss Avenue Portal Options: Proceed with the station west of I-345 and portal east of I-345 at Swiss Avenue. This alternative avoids significant negative impacts to the Downtown street grid and provides a below grade station location that can be designed with better integration with the East Bus Transfer Station.
 - c. West Portal:
 - A recent proposal to move the Museum Way station under Woodall Rodgers and place the portal in Museum Way north of Woodall Rodgers has been determined to be infeasible due to geometric and profile issues.
 - Several big picture alternatives are being studied that would keep the portal south of Woodall Rodgers and enhance development opportunity for the surrounding property. This includes potential removal of the ramp from eastbound Woodall Rodgers to Field and introducing a new street grid.
 - Particular opportunities to leverage reconstruction in the area include:
 - Enhancement of development sites with consideration of removal of the Field Street off ramp and realignment of Griffin Street
 - Enhanced walkability including pedestrian permeability of Woodall Rodgers

- Restoring the street grid
 - Air righted development over the portal
 - DDI recommends that work should continue toward validation and feasibility of the above concepts. This should be done in coordination with the 360 Plan and CityMAP to maximize development opportunity, improve multi-modal access and the pedestrian environment, and minimize conflicts presented by the west portal location.
 - A West Portal Charrette will be facilitated in October with the intent to involve agencies, property owners and stakeholder in the area. The charrette will address streets, walkability, urban design, and real estate issues.
- 2) Elm should remain a secondary LPA option during project development until Commerce is proven as feasible.
 - 3) Pacific should NOT remain in the alternatives package due to redundancy of service with the current transit mall, even if federal funding is decreased or eliminated.
 - 4) Stakeholders request that DART provide further engineering analysis to ensure that the Elm and Commerce alternatives do not preclude any of the I-345 alternatives, and that TxDOT confirms that there are no significant impacts to the future I-345 project by either alignment.
 - 5) Regardless of alignment, achieving "great urban design," inspired by the greatest urban transit systems in the world, should be the first priority. DDI's Mobility Committee, working with the City of Dallas Department of Planning and Urban Design, with input from a number of stakeholders and relevant neighborhood organizations, has created the Urban Transit Design Manual, adopted by the Dallas City Council, to be stewarded by the City of Dallas Urban Design Peer Review Panel (see supplemental report). This provides the principles, solutions, and process to ensure the best decisions are made to integrate the system into the urban fabric.
 - 6) Safety is imperative. Any additional transit requires an increase in DART security and enhanced operational plans that minimize both criminal and quality of life issues.
 - 7) Current D2 planning should allow for a future connection to the High-Speed Rail (HSR) station and should begin to consider future extensions, particularly serving southern areas of the city.

Modern Streetcar: The Central Dallas Link

Current status: In coordination with D2, but as a separately funded project owned by the City of Dallas and operated and maintained by DART, planning has commenced for the next phase of modern streetcar. This phase will connect the current terminus at Union Station, through the Central Business District, to the McKinney Avenue Trolley. Capital costs for the proposed extension are estimated to be \$90 million, funded by DART capital funds as the local share to match FTA investment through the Small Starts Capital Improvement Grant program. The City of Dallas will serve as the applicant for the grant, with cooperation from DART and support from DDI. Current study of proposed alignments includes an Economic Benefits Assessment led by DDI, and operations, maintenance, ridership, and cost recovery models led by DART and the City of Dallas. These studies will inform LPA preferences by all parties to be determined in concert with D2 LPA determination.

DDI has previously been on record supporting an "Elm-Commerce" couplet, one of four alternatives in the current study. With the shift in light rail alignments since the original recommendation, DDI is now considering additional alignment opportunities. We anticipate confirmed or revised recommendations to be complete by August 28. Furthermore, because of the importance of comprehensive planning, The 360 Plan will leverage more than one year's worth of stakeholder and community input on mobility issues in the urban core to suggest desire lines to further connect the streetcar to adjacent neighborhoods. The

Central Core Link should be considered a "next phase" of a fully developed system, not a finite line with a start and end.

Streetcar is of the utmost significance to Downtown stakeholders, as well as improvements to bus service. We urge DART and the City of Dallas to ensure focus remains on protecting available funding for streetcar, with equal importance to that of D2, as well as meeting federal guidelines for the upcoming grant application cycle.

- 1) Regardless of the outcome of D2, streetcar can and should move forward; *we must support existing and future growth of the center city.* The central area of Dallas, including Downtown, is experiencing the highest rate of population growth in the city and it remains the largest employment center in North Texas. Continued growth and success is dependent on a robust multi-modal transportation network that creates inter-area and regional connections that deliver equal access to housing, jobs, entertainment, and recreation. Such connections will not only serve current Dallas residents, but will enable us to be economically competitive, attracting new residents and talent who expect and are accustomed high quality, well-connected urban environments. Downtown is the heart of Dallas and strengthening mobility options through streetcar, bus, rail, bike lanes, and walkable infrastructure will benefit the entire city.
- 2) Streetcars are a proven transportation option that can reduce dependence on auto usage, especially for traveling within the central Dallas area for "short trips". This reduction of automobile dependence lowers congestion and parking demand, and improves walkability, while producing positive environmental benefits.
- 3) Streetcar will better connect neighborhoods in and around Downtown, and DDI strongly supports the Central Dallas Link as well as future expansion further east, north, south, and west. *The sooner, the better.*
- 4) Streetcar can be a "last mile" solution for DART light rail. As we seek means to move people – commuters, residents, and visitors - from light rail stations and bus stops to other parts of the urban core that are not connected by light rail, streetcar is a logical, attainable, and desirable answer. Providing the "last mile" connection will further decrease auto dependence and better connect housing and jobs.
- 5) Streetcar has proven to stimulate economic development in other cities. Due to its permanency, ease of use, reliability, and integration into the urban fabric (i.e. slower-moving nature, frequent stops, and shorter trains), private development has been proven in other markets to be drawn toward streetcar lines and the areas it links. Furthermore, streetcar brings the potential for increased sales-tax revenues for businesses on or near a streetcar line.
- 6) Streetcar in the central area of Dallas could help improve efficiency and effectiveness of the overall bus system, allowing for the redistribution of some buses to underserved, high demand areas.
- 7) The Streetcar Locally Preferred Alternative (LPA) must be coordinated with the D2 project with respect to alignment, ensuring that neither project precludes options for the other and those issues such as construction staging and future connection points are considered to avoid delays and future rework of the streetcar.

8) Streetcar is supported by The 360 Plan, as adopted by the Dallas City Council in 2011:

As the center of the city and one of the region's most prominent employment centers, it [Downtown Dallas] is the place where freeways, arterial roads, commuter rail, light rail, bus lines and trolley cars all converge. However, despite this range of transportation, most of the emphasis is on the automobile and there is a lack of connectivity between these different modes of travel. Downtown Dallas must expand its transit and realize the full potential of Transit-Oriented Development (TOD). If it does not, it risks being left behind in the competitive global marketplace of urban centers.

A modern streetcar network can be the glue that binds Downtown's established destinations together and the framework along which new development can rebuild the fabric of the central city.

D2 and modern streetcar are history-making projects for Downtown that will forever change the way residents, employees, and visitors experience the center of our city every single day. These are critical decisions that must be methodically thoughtful and made with long-term comprehensive vision. We are grateful for this opportunity to speak in the best interest of Downtown, reverberating benefits throughout the entire city.