



# **Call for Public Hearing on Dallas Streetcar Service Reduction**

Committee-of-the-Whole

March 9, 2021

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# Today's Consideration

- Approve to Call a Public Hearing for April 13, 2021, to reduce service levels effective April 19, 2021, based upon funding availability

# Background

- On April 2015, the Dallas Streetcar starter system opened with 1.7-mile corridor and four stops from EBJ Union Station to Beckley stop at the Methodist Hospital. The system opened with two streetcar vehicles
- In August 2016, expanded to Bishop Arts District with an additional .75-mile extension and two stops. Two additional streetcar vehicles were added
- The City of Dallas is the Owner of the streetcar system
- DART serves as the Technical Advisor/Owner's Representative for the streetcar system
- The Master Streetcar Interlocal Agreement between DART and the City of Dallas, states that the City shall be responsible for funding all aspects of the streetcar system

# Streetcar Service Level History

- April 2015-Feb 2016; 1 Vehicle; 5:00am-7:00pm; M-F (30-minute frequency)
- Feb 2016- Aug 2016; 1 Vehicle; 7:00am-9:00pm; M-F, Weekend (30-minute frequency)
- Aug 2016- Oct 2016; 2 Vehicles; 7:00am-12:00midnight; M-F, Weekend (20-minute frequency)
- Oct 2016- Present; 2 Vehicles; 5:30am-12:00midnight; M-F, Weekend (20-minute frequency)

# Funding Responsibilities

- The Master Streetcar Interlocal Agreement between DART and the City of Dallas states that the City shall be responsible for funding all aspects of the streetcar system
  - Planning
  - Capital
  - Operations and Maintenance
- Per Master Streetcar ILA, DART makes an annual contribution to the O&M. It started in 2015 and will end 2040
  - FY2021: \$633,573
  - FY2022: \$652,580

# Operations and Maintenance Costs, Revenues, and Shortfalls

FY2021 O&M needs are \$2,385,325.

\$ 633,573	DART contribution in FY21
\$ 1,751,752	Remaining City responsibility
\$ 705,000	Available funding from City
\$ 1,040,000	Shortfall gap

FY2022 O&M needs are \$2,456,885.

\$ 652,580	DART contribution in FY22
\$ 1,804,305	Remaining City responsibility
\$ 386,000	Available funding from City
\$ 1,418,305	Shortfall Gap

# FY20 Streetcar Payment History

	Capital Expense Invoices	FY20 O&M Invoices	Total
Total Dallas Streetcar Invoiced Amounts from DART	\$ 975,480.26	\$1,973,881.58	\$ 2,949,361.84
Description of Payments			
City of Dallas Payment (11/3/20)		\$437,720.25	\$437,720.25
City of Dallas Payment (11/4/20)	\$ 127,533.73		\$127,533.73
City of Dallas Payment (11/6/20)	\$ 519,834.11		\$519,834.11
City of Dallas Payment (12/3/20)		\$ 300,059.99	\$300,059.99
Draw from 2020 Love Field ILA Streetcar Allocation		\$ 615,119.00	\$615,119.00
Draw from Previous Years balance of Love Field ILA Streetcar Allocation**		\$ 620,982.34	\$620,982.34
City of Dallas Payment (December 14, 2020 )	328,112.42		\$328,112.42
Total Payments toward Invoices	\$ 975,480.26	\$1,973,881.58	\$ 2,949,361.84
Balance Due to DART (FY20 Payments complete by December 14, 2020)	\$ -	\$ -	\$ -

# FY 21 Streetcar Payment History

Description			Total
Total Dallas Streetcar Cost Estimate FY21			\$2,385,325
Description of Invoices	Invoice Number	Invoice Amount	Paid by City
10/31/2020	STCROM10312020	\$178,176.73	
11/30/2020	STCROM11302020	\$177,055.91	
12/31/2020	STCROM12312020	\$204,150.90	\$204,150 (on 3/1/21)
1/31/2021	STCROM01312021	\$83,761.81	
Total		\$643,145.35	



# Change in Dallas Funding Commitment

- In previous years, the City of Dallas has paid its share of the O&M from the City's General Fund
- For FY2021, the Dallas City Council did not approve the use of the General Fund
- Council asked staff to determine alternate funding sources that did not involve use of the General Fund
- For FY2021, the City was able to secure \$100,000 from DDI and possibly \$950,000 from Oak Cliff Gateway TIF. Only \$475,000 has been approved from the TIF by the Council as of this date
- The City has engaged the services of a consultant to conduct a study to determine sustainable funding sources. The study is in progress

# DART Public Hearing Requirement

- If funding is unavailable from the City, DART must inform the City of the shortfall and call a Public Hearing to reduce service to meet the available funding.
- All available funding will be depleted in April 2021.
- DART is required to call a public hearing to reduce service. Enabling legislation requires that DART hold the Hearing no less than 30 days from approval of the call for a Public Hearing.
- On March 9<sup>th</sup> the Board must call a Public Hearing for April 13<sup>th</sup> to reduce service
- On March 23<sup>rd</sup> the Board will be asked to approve the reduction of service subject to the Public Hearing to be held on April 13<sup>th</sup>

# Proposed Service Levels

Service Option	Date	Service change	Frequency	Hours	Days
\$475,000 additional TIF funding if provided	April 19, 2021	Reduced Service	40 minute	6:30 a.m. to 7:00 p.m.	Monday through Saturday
FY22 Funding \$976,000	Oct. 1, 2021	Reduced Service	40 minute	6:30 a.m. to 7:00 p.m.	Monday through Saturday

# Today's Action

- Approve to Call a Public Hearing for April 13, 2021, to reduce oservice levels effective April 19, 2021, based upon funding availability



**DART**

*let's go.*



**DART.org**