



City of Dallas

Streetcar O&M Study Update

**Transportation &
Infrastructure Committee
April 21, 2025**

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Department of Transportation & Public Works
City of Dallas

Purpose



- Provide a status update on the Dallas Streetcar Operations and Maintenance (O&M) Study



Overview



- Objectives of the Dallas Streetcar O&M Study
- Funding Evaluation Approach
- How Dallas Compares to Peer Cities
- Shortlist of Funding Sources for Initial Phase
- Update on Proposed Lamar – Fair Park – MLK route
- Update on Proposed Southern Gateway/Zoo Expansion
- Dallas Streetcar O&M Next Steps



Objectives of Streetcar O&M Study



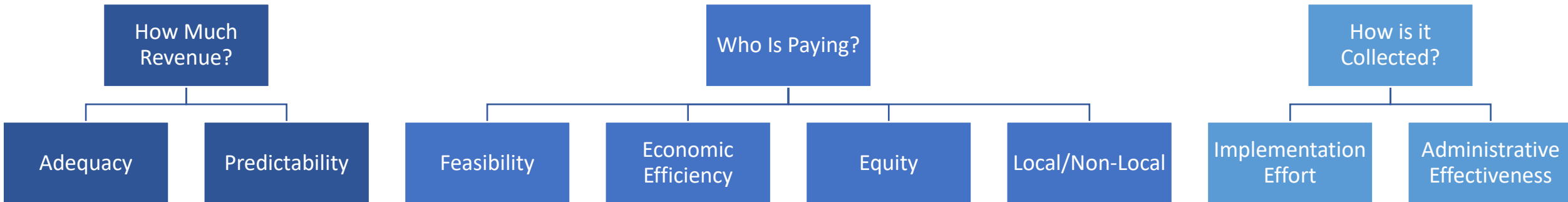
- Identify existing and proposed Dallas Streetcar O&M Costs and revenue options
 - O&M revenue options of existing operations - Union Station to Bishop Arts
 - O&M revenue options of existing operations and expanded routes to include:
 - Omni Extension
 - Downtown extension from the Omni extension to link up with McKinney Avenue Trolley Authority (MATA)
 - Southern extension from Bishop Arts to Southern Gateway Deck Park
- Planning routes for connection to Fair Park through Botham Jean Blvd and MLK Blvd
- Evaluate best practices/options for third-party O&M provider and/or operator



Dallas Streetcar O&M – Funding Evaluation Approach



- Approach based on evaluation of peer cities' strategies and best practices
- First phase: short-term recommendations
 - Includes evaluation of funding options described in the following slides
- Second phase: evaluation of funding options for expanded system and/or longer-term implementation
 - More expansive list of Sources



How Dallas Compares to Peer Cities



	Fares	General Fund Transfer	Sales Tax	Naming / Ads/ Sponsors	Parking Fees	Grants	Real Estate	Other
Dallas	YES							
Kansas City	NO							
Seattle	YES							
Portland	YES							
Cincinnati	NO							
Detroit	YES							
Atlanta	YES							
Milwaukee	NO							
Tucson	YES							
Charlotte	YES							
Washington, DC	NO							
Oklahoma City	YES							
Little Rock	NO							
El Paso	YES							



Key: Main Revenue Source Secondary Tertiary

Source: Dallas Streetcar O&M Funding Analysis Overview, LDR Advisory Partners, January 2021

Shortlist of Funding Sources – Phase I



Candidate Funding Source		Short Description	Peer Agencies
Naming Rights/ Ads/Sponsorships	Advertisements	Targeting public/private sponsors interested in promoting goods and/or services to riders.	<ul style="list-style-type: none">• Portland• Little Rock• Oklahoma City
	Naming Rights & Sponsorship	Rebranding certain assets under a sponsor's naming, for advertisement and visibility purposes.	<ul style="list-style-type: none">• Cincinnati• Detroit• McKinney Ave• Milwaukee
Parking	Parking Fees	Establishing a parking benefit district (PBD) in areas with metered curbside parking, with the revenue generated from a PBD used for streetcar operations.	<ul style="list-style-type: none">• Kansas City• Cincinnati• Portland



Shortlist of Funding Sources – Phase I



Candidate Funding Source		Short Description	Peer Agencies
Real Estate	Transportation Utility Fees (TUF)	Households/businesses located along the streetcar route would be billed a fee alongside utilities.	<ul style="list-style-type: none"> Austin roadway O&M
	At-Grade Joint Development	Royalties charged to future developments, based on additional value brought by the streetcar.	<ul style="list-style-type: none"> Vancouver, BC
	Above-Grade Joint Development	Earmarking the disposition of city-owned air rights.	<ul style="list-style-type: none"> Seattle
	Public Improvement District (PID)	City program allowing for property owners in an area to contribute with special property tax assessments for the provision of special services.	<ul style="list-style-type: none"> Milwaukee (TIF)
	Property Tax Assessments	The possibility of collecting additional property taxes more generally and independent of the creation of a PID.	<ul style="list-style-type: none"> Kansas City



Shortlist of Funding Sources – Phase I



Candidate Funding Source		Short Description	Peer Agencies
Sales Tax	Sales Tax	A tax on sales of goods and/or services.	<ul style="list-style-type: none"> • Kansas City • Seattle • Atlanta • Several others
Other	Voluntary Special Collections	Passengers or neighbors may contribute to the streetcar funding with voluntary donations.	<ul style="list-style-type: none"> • McKinney Ave Trolley • Detroit
	Federal FTA Formula Funds	Formula funds in several categories, in part based on Fixed Guideway miles for the service.	<ul style="list-style-type: none"> • Little Rock • El Paso
	Hotel/Motel Taxes	Taxes on short-term stays at hotels/motels.	<ul style="list-style-type: none"> • N/A
	Local Motor Vehicle Registration Fee	Fee on local motor vehicle registrations at the municipal or district level.	<ul style="list-style-type: none"> • Charlotte





Fair Park Extension through Lamar/ Botham Jean and MLK route



Review of Proposed Lamar – Fair Park – MLK route



- Planning level review of Fair Park extension through Lamar/Botham Jean and MLK route
 - Determination of viability of existing roadway to accommodate addition of proposed streetcar
 - Evaluation of right-of-way and property impacts
 - Consideration of traffic impacts
 - Identification of any red flags and conflict points
 - Preliminary alignment analysis
- Data gathering currently ongoing
- Preliminary concept anticipated in Q4 2025





Halperin Park (aka Southern Gateway (SGP))/Zoo Expansion Update



SGP/Zoo Expansion Update



- Streetcar Southern Extension
 - Extend from existing Bishop Arts Station to SGP
 - Current status: Identification of route options and associated evaluation



Source: DART Service Area Streetcar Feasibility Study, 2022

Dallas Streetcar O&M – Next Steps



- Finalize O&M Revenue Options for Existing Operations – Q4 2025
- Planning Route for Fair Park Extension to be submitted – Q1 2026
- Public Outreach – Targeting Public Meetings Summer 2025
- O&M Revenue options of existing operations and expanded routes – Study to be complete – Q2 2026
- Evaluate best practices/options for third party O&M provider and/or operator – Q2 2026
- Final Report – Spring 2026





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