



Project Update

Two new streetcar vehicles on the way

The District Department of Transportation (DDOT) recently selected Oregon Iron Works, Inc. to manufacture two modern streetcars for the DC Streetcar system. The new vehicles will be built in the United States and will run – along with the three vehicles the District already owns -- on the H Street/ Benning Road line beginning in 2013.

Oregon Iron Works (OIW) was founded in 1944 and now has more than \$100 million in annual sales and 400 skilled craftsmen and support employees. It is the only domestic manufacturer of streetcar vehicles and has the only streetcar test track in the U.S. for testing vehicles before they are delivered.

“We are extremely proud to be supplying American-made, modern streetcars to our nation’s capital,” said Chandra Brown, Vice President of Oregon Iron Works. “This means more manufacturing jobs throughout the United States for us and our great subcontractors.”

Hopscotch Bridge Simulations Now Online

Interested in a preview of what streetcars will look like running on H Street and crossing the Hopscotch Bridge? The DC Streetcar team recently produced two new simulation videos to help do this. The videos can help viewers understand streetcar operations, station design, passenger boarding, and more.

One simulation video shows the streetcar going west on H Street and stopping at a proposed station on 3rd Street, where it picks up passengers and continues up the Hopscotch Bridge. The other shows the streetcar stopping on the bridge to unload its passengers, who use the crosswalk to access Union Station.

Both simulation videos are available online at dcstreetcar.com. The videos will also be shown at the April 12 public meeting at Spingarn High School.



Introducing Carl Jackson

Earlier this year, DDOT welcomed a new leader for DC Streetcar to its team. Carl Jackson joined DDOT as Associate Director of the Progressive Transportation Services Administration (PTSA), after more than 35 years of experience and education in transportation, operations, and management. Mr. Jackson’s record of accomplishments in Greenville, SC, Macon, GA, Chicago, IL, and Jamaica, NY make him an excellent fit for DDOT and the Streetcar program.

“Carl’s strong academic foundation, leadership skills and vast experience in transportation will make him a great asset to PTSA and DDOT,” said Director Bellamy. “With a unique national and international perspective on transportation, transit and parking, he will bring fresh ideas to the District, which will ultimately boost DDOT’s status as one of the nation’s foremost transportation departments.”

Car Barn Training Center

DDOT, in partnership with Spingarn High School, is proud to announce plans for the Car Barn Training Center, which will be located at the northwest corner of Benning Road and 26th Street NE.

While several of the old Car Barns from DC's first streetcar system can still be seen around town, the new DC Streetcar envisions more than simply a place to store and repair vehicles. The District's Car Barn Training Center will be a place to train the future, in collaboration with DC Public Schools.

At this state-of-the-art facility, DCPS students could train alongside DC Streetcar employees and have a unique advantage upon entering the workforce. This hands-on training would give our local students a head start to joining one of the country's most rapidly growing industries. The District looks forward to helping create the workforce of the future, right here in the nation's capital.

The site's proximity to the Spingarn campus makes it a strong choice to house the Training Center. A forthcoming formal agreement between DDOT, DCPS, and the Streetcar operator would outline the details of the training program.

In addition to the academic coordination potential with DCPS as a benefit, DDOT has taken the following criteria into consideration that this site location successfully met:

- Ownership by District government
- Easy access to the planned streetcar line
- Large enough to house a 3-car facility (about a 15,000 square foot structure)
- Constructible on time and on budget for a Late Summer/Early Fall 2013 service start

DDOT also considered several other sites for the CBTC location, which can be seen on the following page.

The CBTC will have room for training areas, maintenance services, offices, locker rooms, a break room, and a substation. Over time, the site has the capacity to serve the entire One City Line.

DDOT's engineers have vetted two possible site layouts for the CBTC, which are shown on the next page. One conceptual site layout features the CBTC set back from Benning Road, while the other features the CBTC fronting Benning Road.

The DC Streetcar team looks forward to hearing your thoughts on the two site layout options.

CBTC Community Survey Results

In a survey that was distributed at community meetings and hosted online for over three months at dcstreetcar.com, the DC Streetcar team solicited feedback on design elements of the CBTC. 164 residents filled out the survey. The full results can be found at dcstreetcar.com. Highlights include:

Is it desirable for the CBTC facility to...

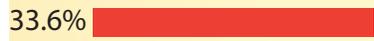
Be similar to the school



Have a more traditional appearance



Have a more contemporary appearance

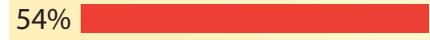


Should the building....

Stand out and be a noticeable symbol of the DC Streetcar?



Blend in with the rest of the community?



When considering a way to screen (or shield) public views of the streetcar storage area, would you prefer...

Using landscaping



Using some sort of fencing

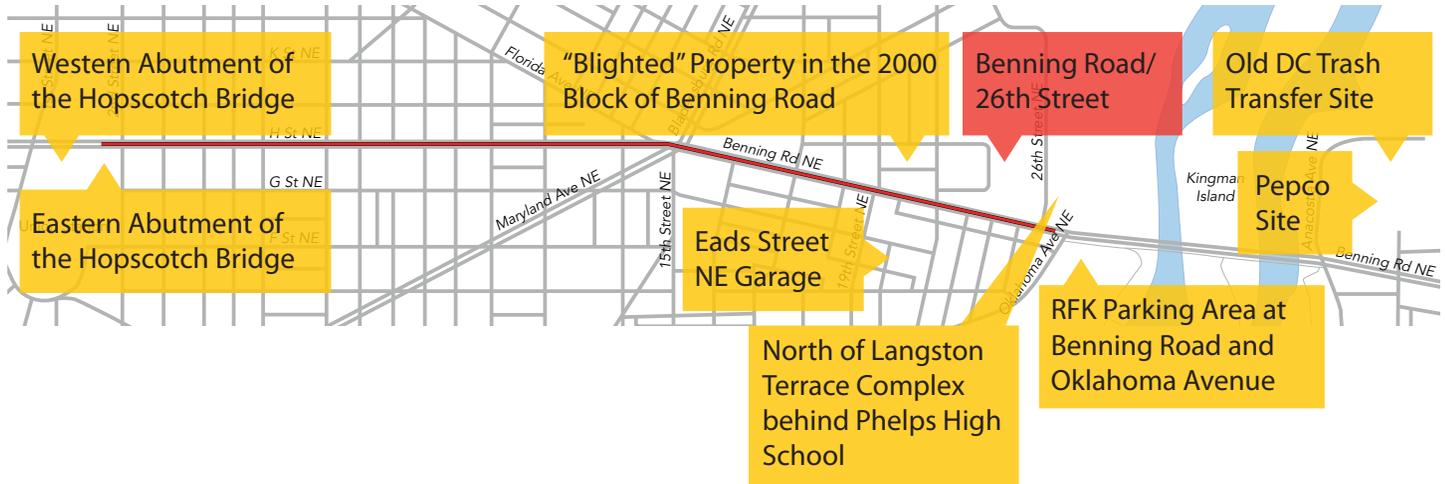


Other



Car Barn Training Center (CBTC) Site Selection

These sites were all considered as possible locations for the CBTC. The Benning Road and 26th Street site performed better against DDOT's criteria than any other location. The full evaluations of each site will be shared at the CBTC Comment Station at the April 12 public meeting and can also be found online at dcstreetcar.com.

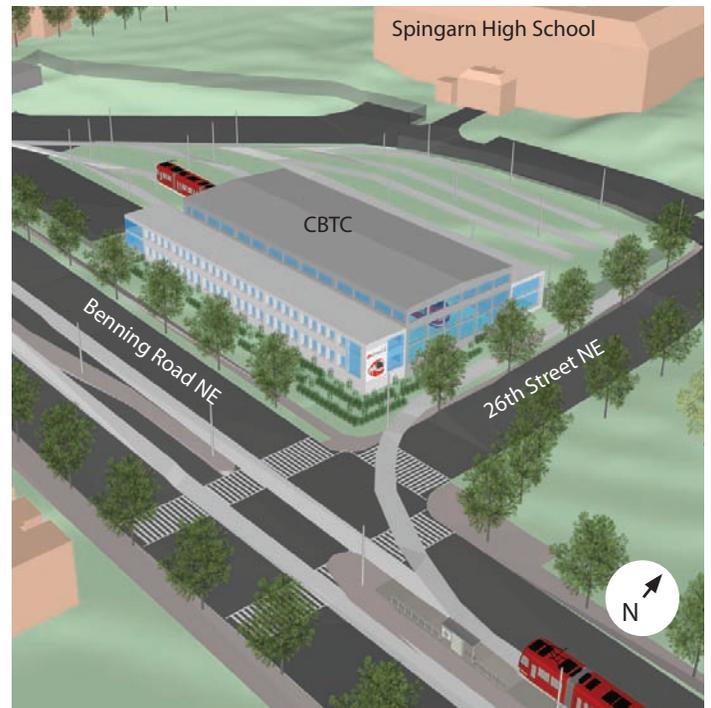


Car Barn Training Center (CBTC) Conceptual Site Plans

The following renderings demonstrate two possible layouts for the CBTC at Benning Road and 26th Street. These layouts are conceptual in nature and are meant only to show building footprints. Design of the site and the structure will take place once DDOT's Design-Build team is on board.



Conceptual Site Plan A: CBTC set back from Benning Road



Conceptual Site Plan B: CBTC fronting Benning Road

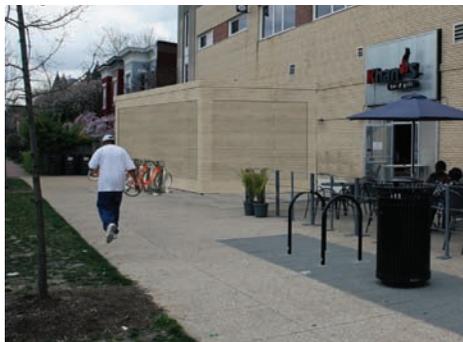
Substations

Substations are a safe, enclosed system that power the streetcar. Three substations will be required for the H/Benning Line. The Western substation will be located under the Hopscotch Bridge; the midline substation will be located within DDOT Right of Way at the northwest corner of H and 12th Streets NE; and the Eastern substation will be located on the grounds of the CBTC.

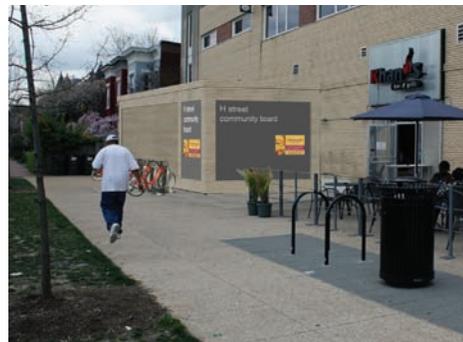


Midline Substation

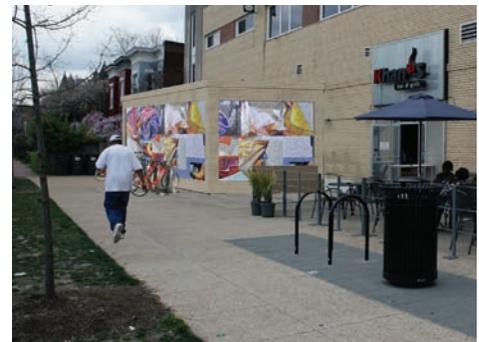
The midline substation at H and 12th Streets NE is set back from the street to preserve sidewalk space and will feature a new Capital Bikeshare station. The baseline brick facade proposed for this substation blends right into the neighboring building. Many facade treatments along with the brick are also available. These renderings demonstrate some of the possibilities for how the substation could enhance its surroundings.



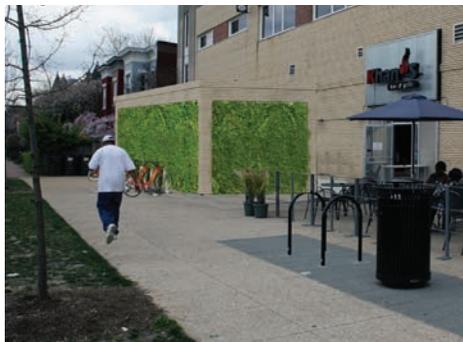
Brick Facade



Community Bulletin Board Facade



Local Art Facade



Greenery Facade



Ticket Vending Facade



Combination Facade