

Memorandum



CITY OF DALLAS

DATE 25 October 2013

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, Sheffie Kadane

SUBJECT **2040 Transit System Plan**

At the Joint Transportation and Trinity River Project Council Committee and Dallas Area Rapid Transit (DART) Board Meeting on Monday, 28 October 2013, DART will present an Update on the Status of the 2040 Transit System Plan. The material is attached for your review.

A handwritten signature in blue ink, appearing to read 'Jill Jordan'.

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

Attachment

c: A.C. Gonzalez, Interim City Manager
Warren M. S. Ernst, City Attorney
Judge Daniel F. Solis, Administrative Judge
Rosa A. Rios, City Secretary
Craig D. Kinton, City Auditor
Ryan S. Evans, Interim First Assistant City Manager
Forest E. Turner, Assistant City Manager
Joey Zapata, Assistant City Manager
Charles M. Cato, Interim Assistant City Manager
Theresa O'Donnell, Interim Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Frank Libro, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor and Council



2040 Transit System Plan

Joint Meeting of DART Board of Directors/City of Dallas
Transportation and Trinity River Project Council Committee

28 October 2013

Steve Salin, AICP
Vice President, Rail Planning



Discussion Items

- Transit System Plan Background
- Regional Context
- Overview of Process
- Guiding Principle Themes
- Schedule
- Next Steps

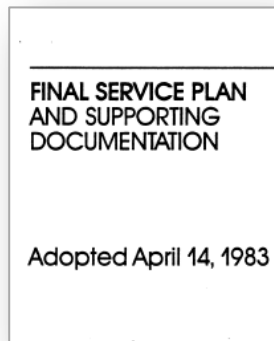
DART Transit System Plan

- What is it?

The Transit System Plan is the long-range element of DART's Transit Service Plan and provides guidance for the development of future capital and operating programs for DART.



- **Vision** (the big picture)
- **Policies** (framework)
- **Strategies** (tools)
- **Implementation and Phasing** (when)



Adopted April 14, 1983

DART Service Plan



NCTCOG Regional Mobility Plan



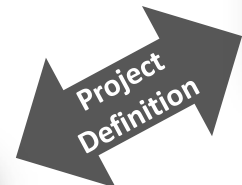
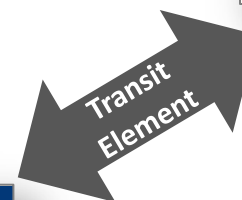
DART Transit System Plan



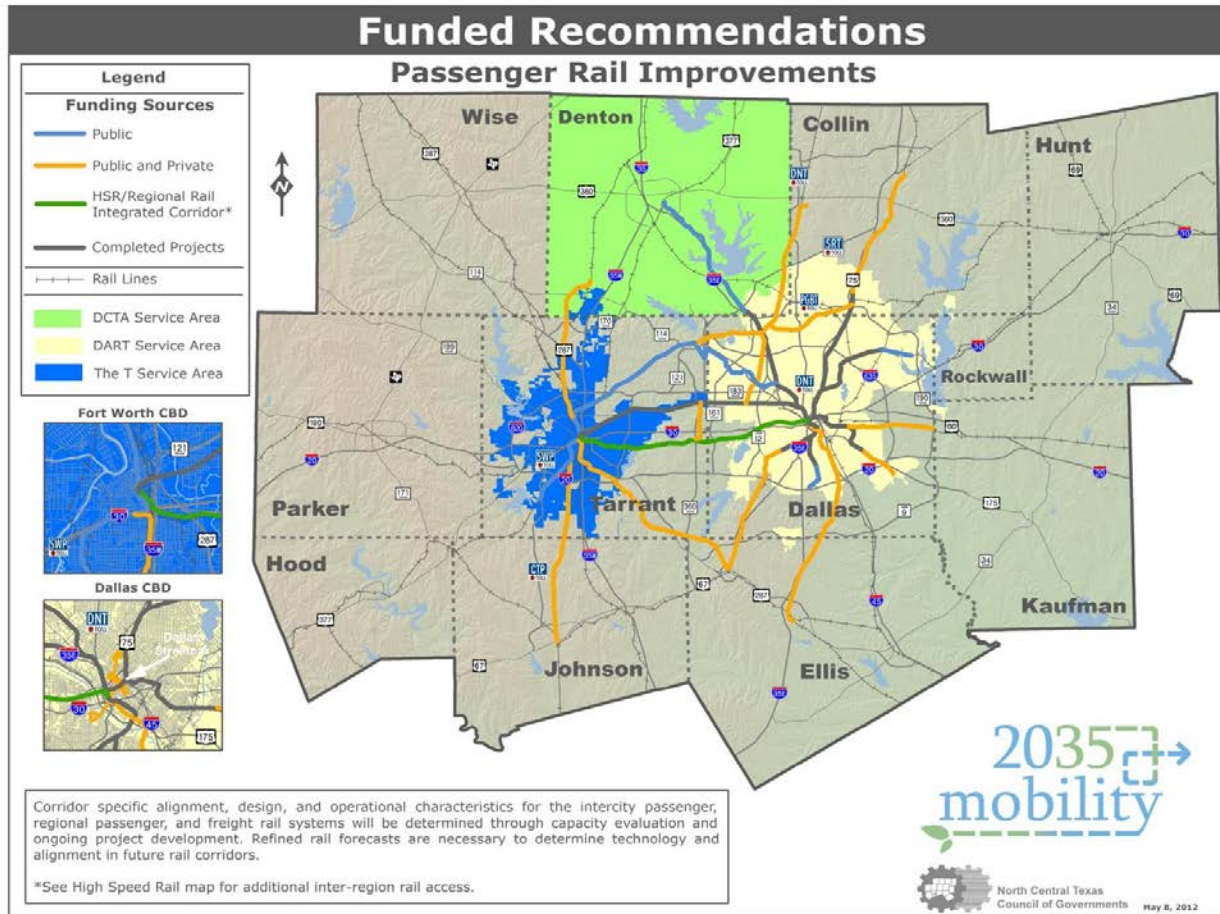
Project Studies / Department Plans



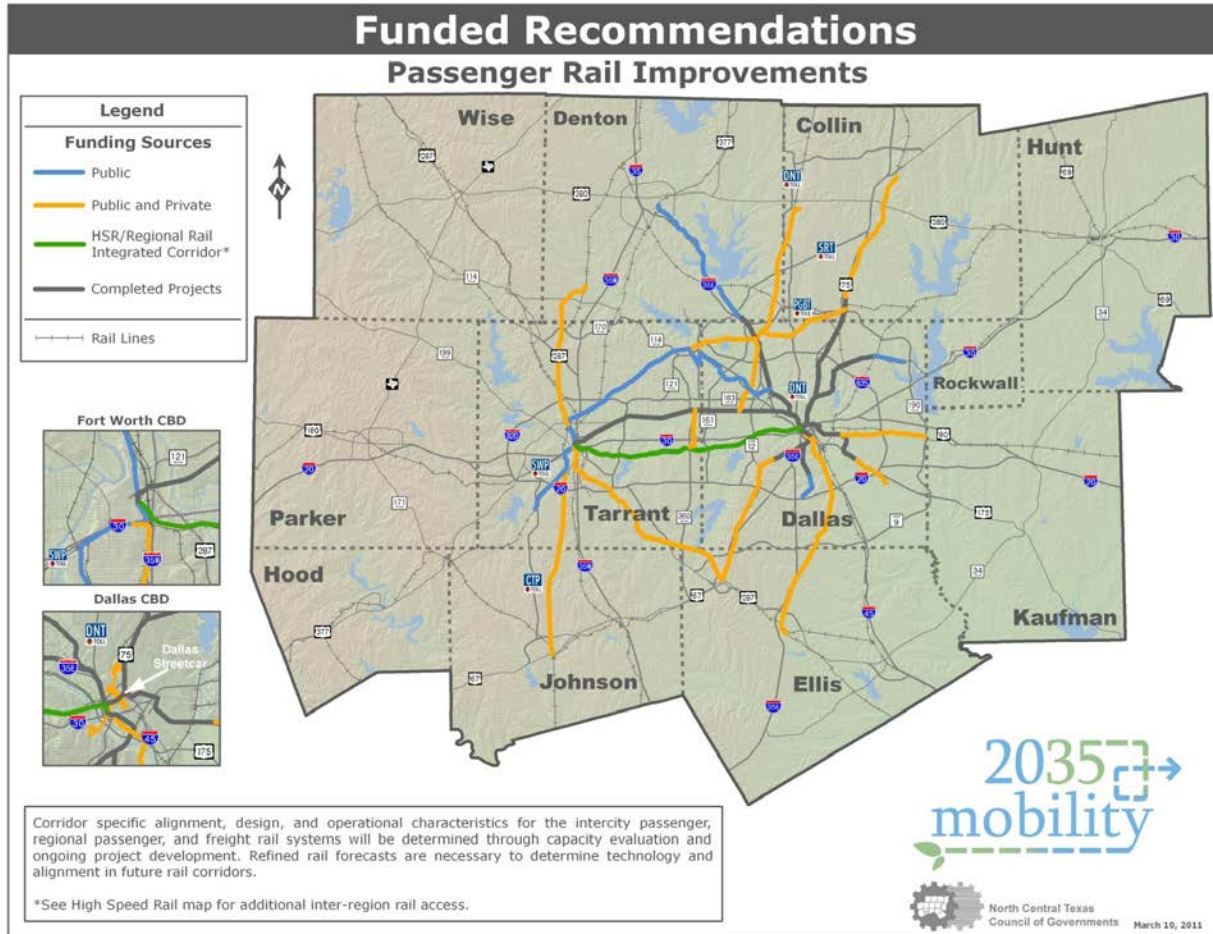
DART Financial Plan



Regional Context



Regional Context - Rail



DART Transit System Plan

- System Plans in 1989, 1995, 2006
- Why update the plan?
 - Changes in Transportation Law and guidance
 - Intermodal Surface Transportation Efficiency Act (ISTEA) -1991
 - Transportation Equity Act for the 21st Century (TEA-21) - 1998
 - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-2005
 - Moving Ahead for Progress in the 21st Century (MAP-21)- 2012
 - Changes in local and regional policy
 - Changes in financial conditions and assumptions
 - DART sales tax projections
 - Other local, regional or federal funds
 - Changes in land use and development patterns

2030 Transit System Plan

Approved October 24, 2006



Rail

- Rail Line & Station (Existing/Committed)
- Express Rail
- Rapid Rail



Bus

- Express Bus
- Enhanced Bus
- Rapid Bus



Managed HOV Lanes

- DART Participation
- No DART Participation



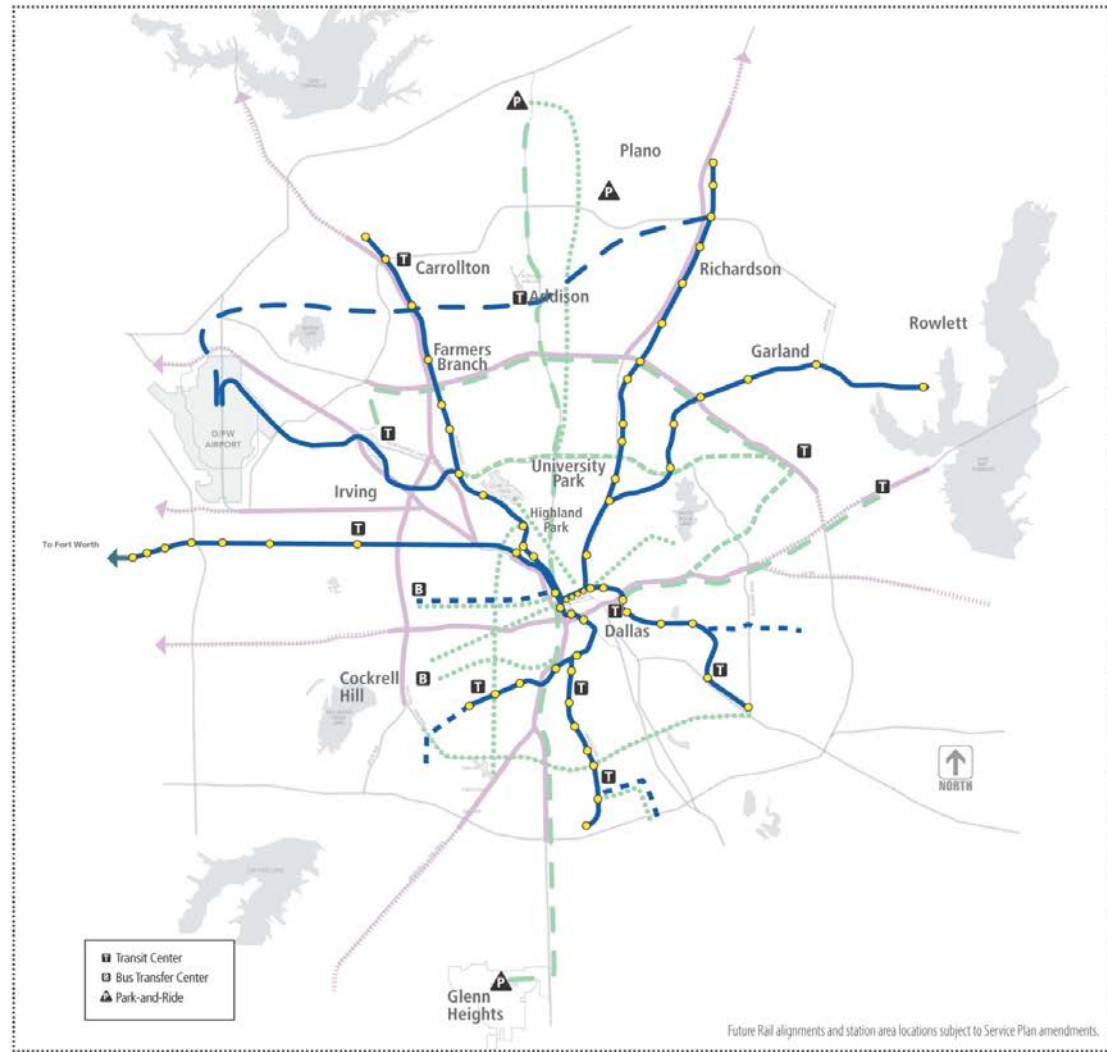
Paratransit

(service provided systemwide)



Systemwide Mobility

- Intelligent Transportation Systems
- Transportation System Management
- Travel Demand Management
- Safety and Security
- Passenger Facilities
- Bicycle/Pedestrian Integration
- System Accessibility



2030 Transit System Plan Status

- Impacts of the Financial Crisis of 2007-2008
 - FY11 - CBD 2nd Alignment moved from 2016 to beyond 2030; planning funds remain
 - FY11 - New 2030 bus/rail corridors moved out past 2030
 - FY12 - SOC-3 accelerated from 2019 to 2016 due to cost savings
- CBD 2nd Alignment Study ongoing
- South Oak Cliff (SOC-3) is under final design and will open in June 2016 to the UNT-Dallas Station

2030 TSP– Rail Vision Element

Corridors that:

- Are technically sound, but not affordable through 2030, and/or
- Need additional land use planning to maximize rail potential

Corridors will be:

- Monitored and re-evaluated in future Transit System Plan updates

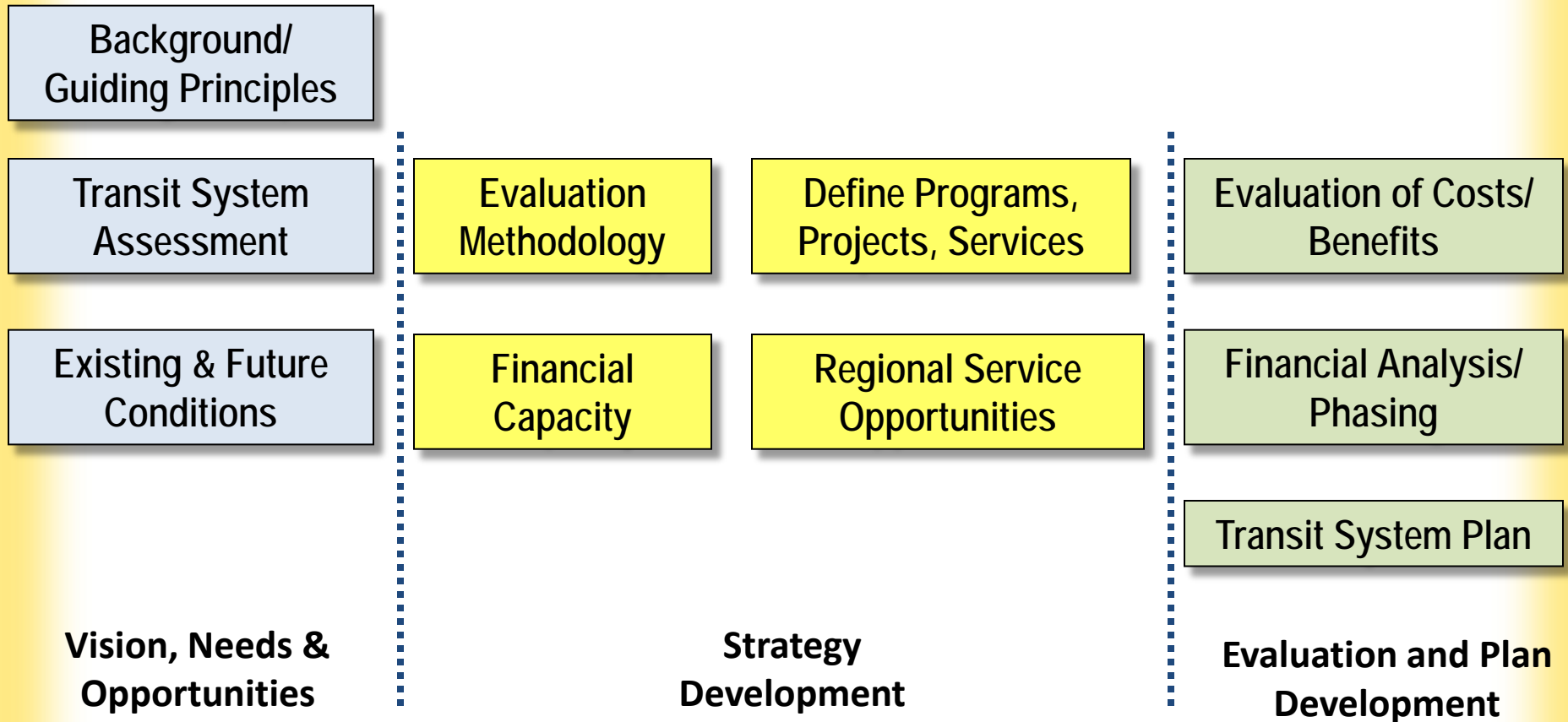


2040 Transit System Plan

- Given financial constraints through 2030, the 2040 plan will emphasize smaller, low cost services, programs or projects through 2030
 - Optimize the system,
 - Improve the customer experience
- 2030-2040 timeframe will examine capital expansion opportunities in light of new land use and/or demographic information
 - Re-revaluation of 2030 projects
 - Identify new potential projects
 - D2 will remain a priority



System Planning Process









Guiding Principles - Themes

- Customer Focus
- Service Excellence
- Innovation
- Sustainability
- Leadership
- Fiscal Responsibility
- Common Vision



Schedule

	2013	2014												2015	
		J	F	M	A	M	J	J	A	S	O	N	D		
Public Involvement															
Guiding Principles															
Background															
Existing & Future Conditions															
Existing System Assessment															
	Develop Transit Competitive Index (TCI) Tool														
Alternatives Development					Needs, Ideas, Opportunities				Phase 1 (Near, Mid-term)				Phase 2 (Long-term)		
Evaluation							Methodology				Evaluation/Trade-offs				
Financial Capacity	FY14								FY15						FY16
Regionalism Issues															
2040 Plan															

 Public Outreach

 Focus Group



Next Steps

- Initiate early tasks to support public and agency outreach in early 2014
- Regular DART Board briefings to gain feedback and update on progress
- Briefings to DART Cities

