

Memorandum



CITY OF DALLAS

DATE 6 November 2014

TO Transportation and Trinity River Project Committee Members: Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT DART's Program of Inter-Related Projects

On Monday, 10 November 2014, you will be briefed on DART's Program of Inter-Related Projects. The materials for the briefing are attached for your review.

Should you have any questions, please do not hesitate to contact me.

A handwritten signature in cursive script that reads "Jill Jordan".

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

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



DART's Program of Inter-Related Projects

Joint DART and Transportation and Trinity
River Project Committee

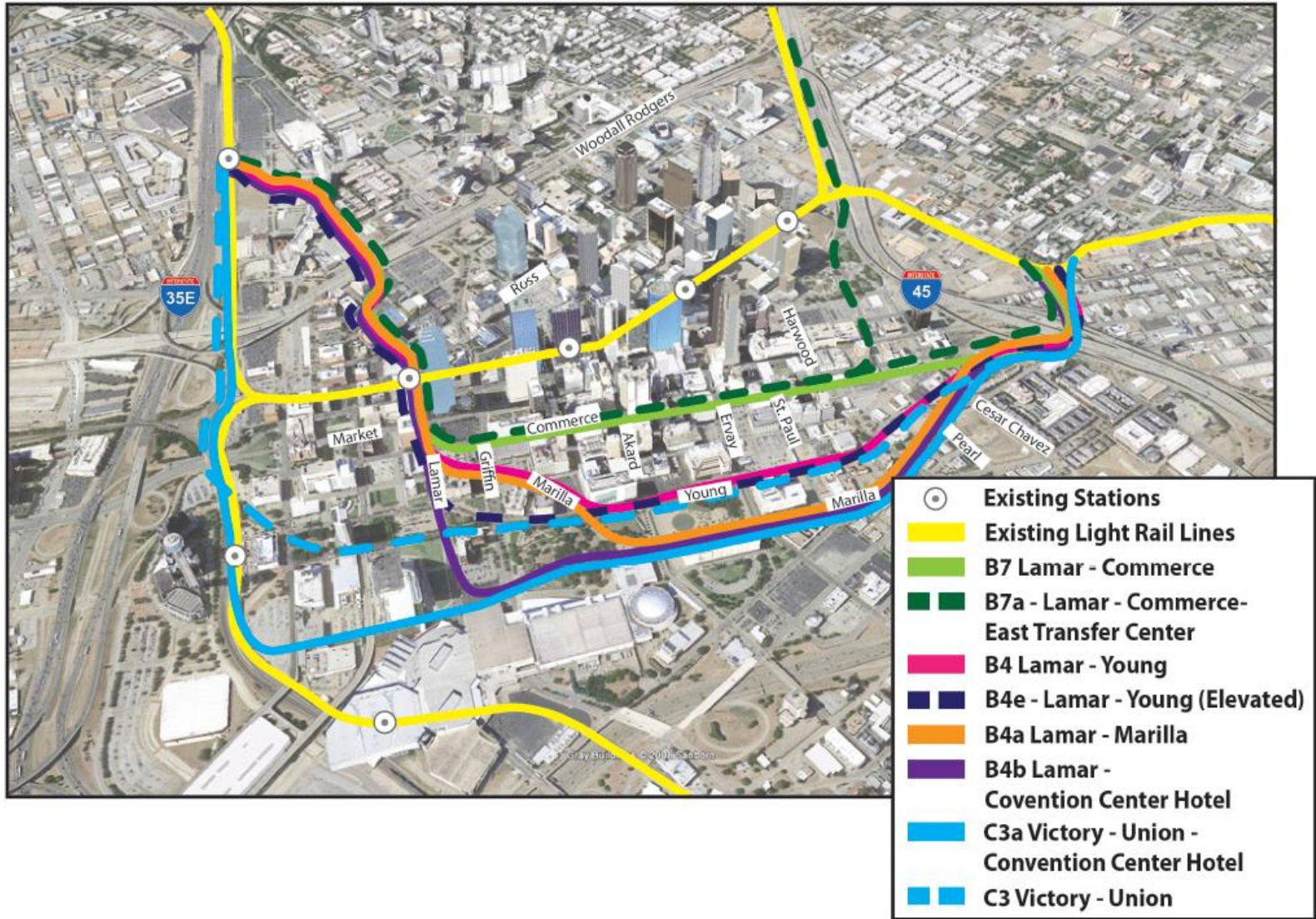
10 November 2014



Outline

- Dallas CBD Second Alignment (D2)
- What's Changed Since 2006
- Core Capacity Program Approach
 - Platform Extensions
 - D2 Phase 1 Concept
 - Central Dallas Streetcar Link
- Streetcar
 - TIGER
 - Urban Circulator
- Summary

D2 Alternatives

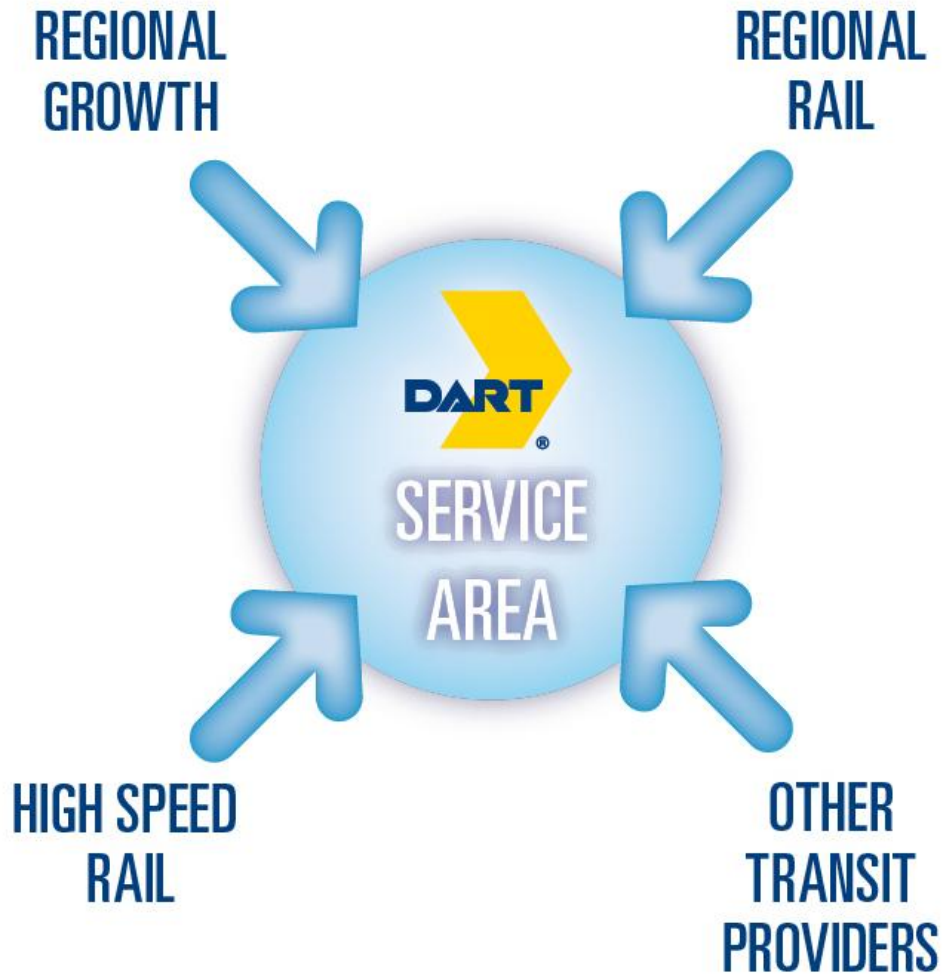


Changes since 2006

- Economic recession
- SOC-3 to UNT accelerated
- 2030 projects deferred
- Streetcar
- High speed rail



Purpose and Need - System Demands



Context

- MAP-21 and Core Capacity
- Meeting with FTA
- Limited Funding
- Interest from FTA
- Confidence in DART
- What can we afford?
- What would satisfy the requirements of both DART and FTA?



Why is DART Concerned?

***CAPACITY AND
FLEXIBILITY!***



Program of Interrelated Projects

1 Platform Extensions

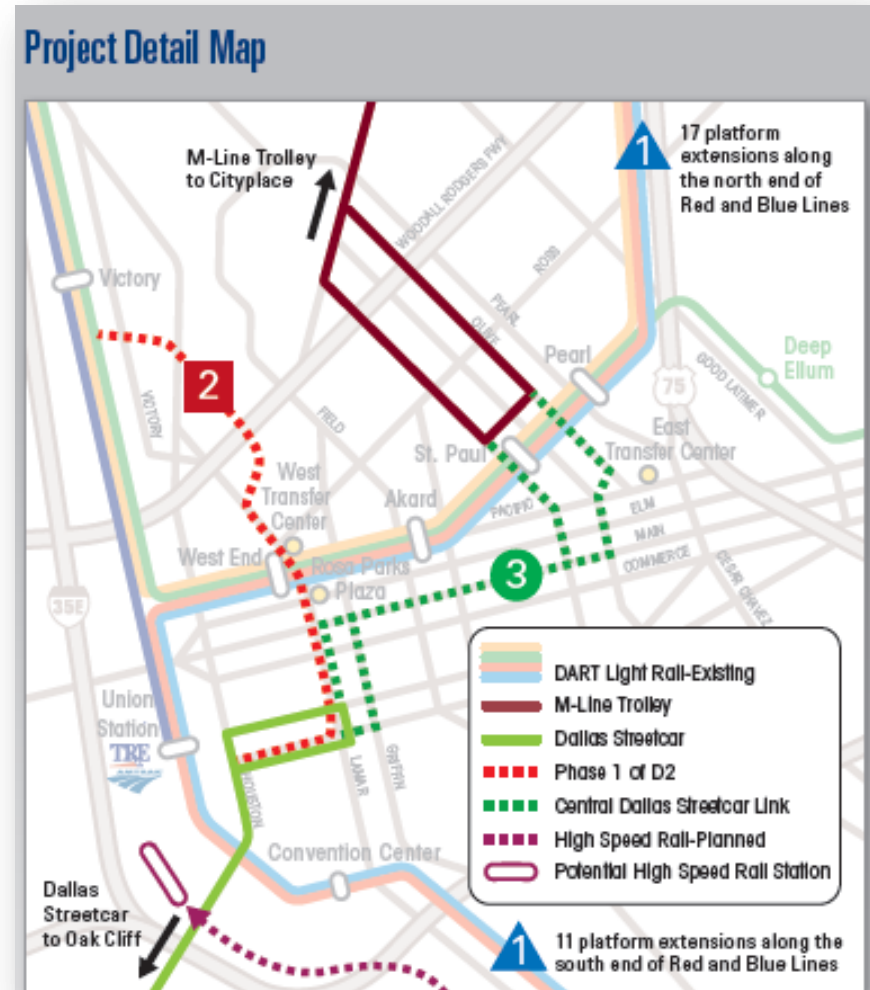
- 28 LRT Stations

2 Light Rail (Phase 1 of D2)

- Victory Station to Union Station

3 Streetcar (Central Dallas Streetcar Link):

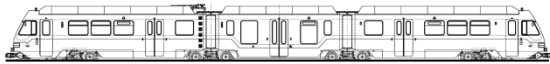
- Omni Hotel to St. Paul LRT Station



Light Rail Vehicle Capacity

Seated Capacity = 94 riders per vehicle

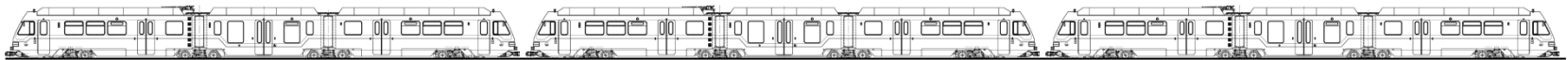
Seated and Standing = 164 riders per vehicle



Length: 124 feet 164 riders



Length: 248 feet 329 riders

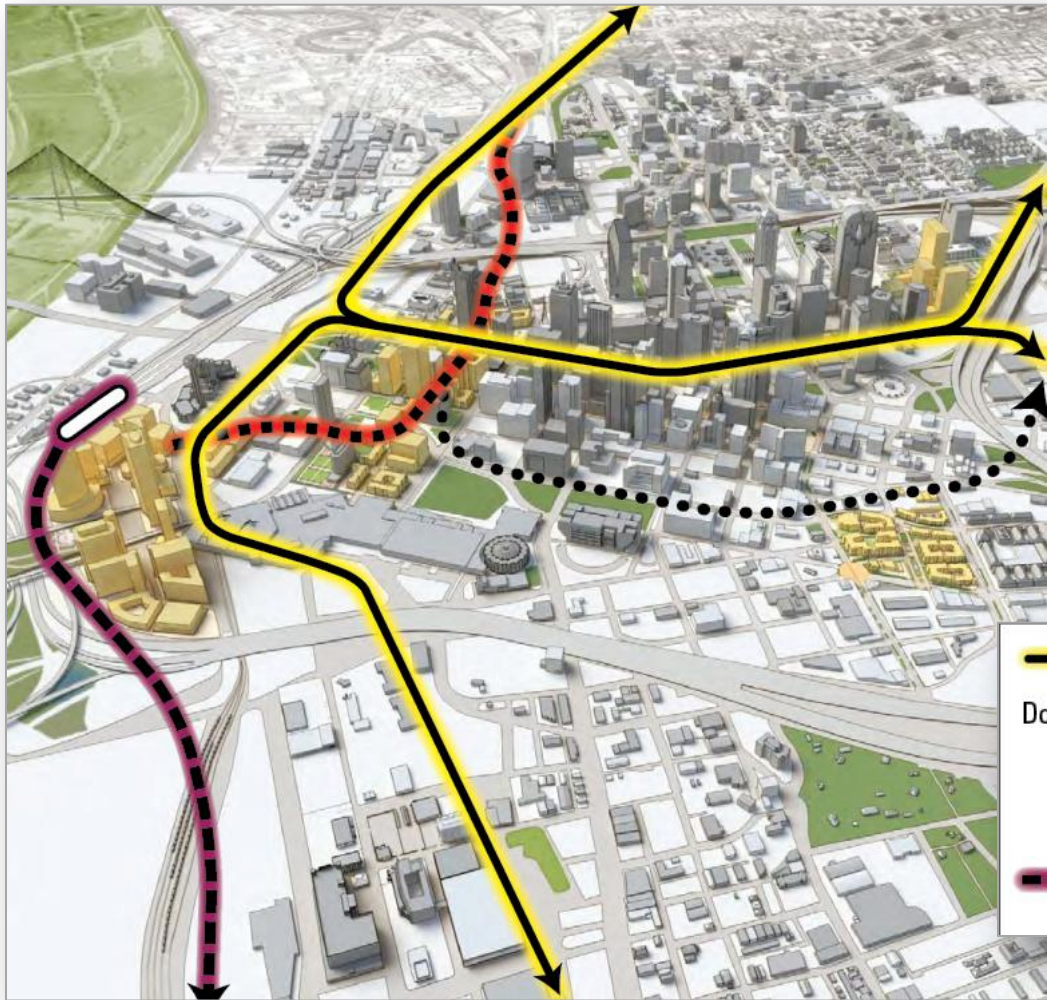


Length: 372 feet 493 riders

Platform Locations

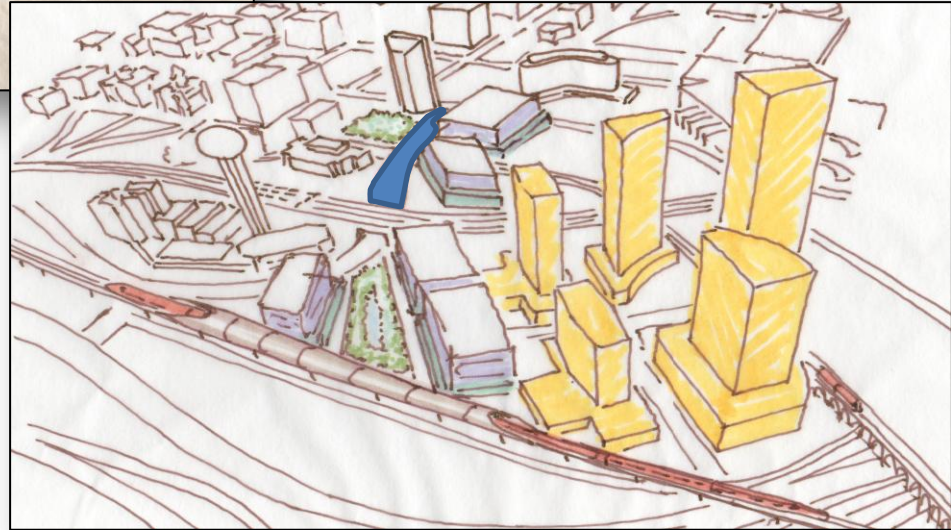
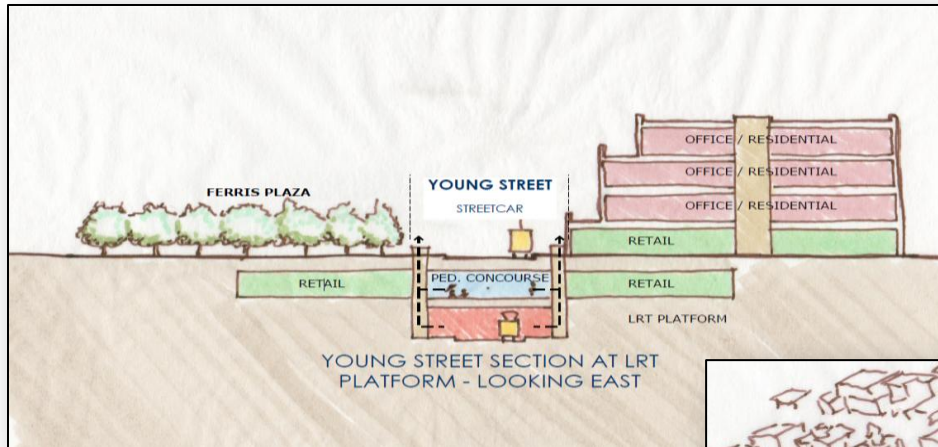


2 D2 Phased Development



- Existing Light Rail Transit Alignment
- Downtown Dallas 2nd LRT Alignment (D2)
- - - Phase 1 of D2
- • • Phase 2 of D2 (post 2030)
- - - Proposed High Speed Rail to Houston

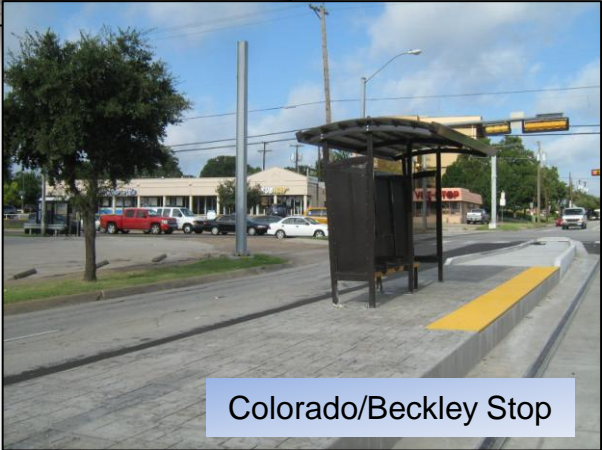
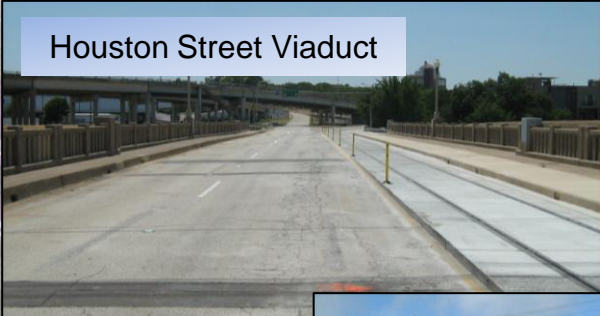
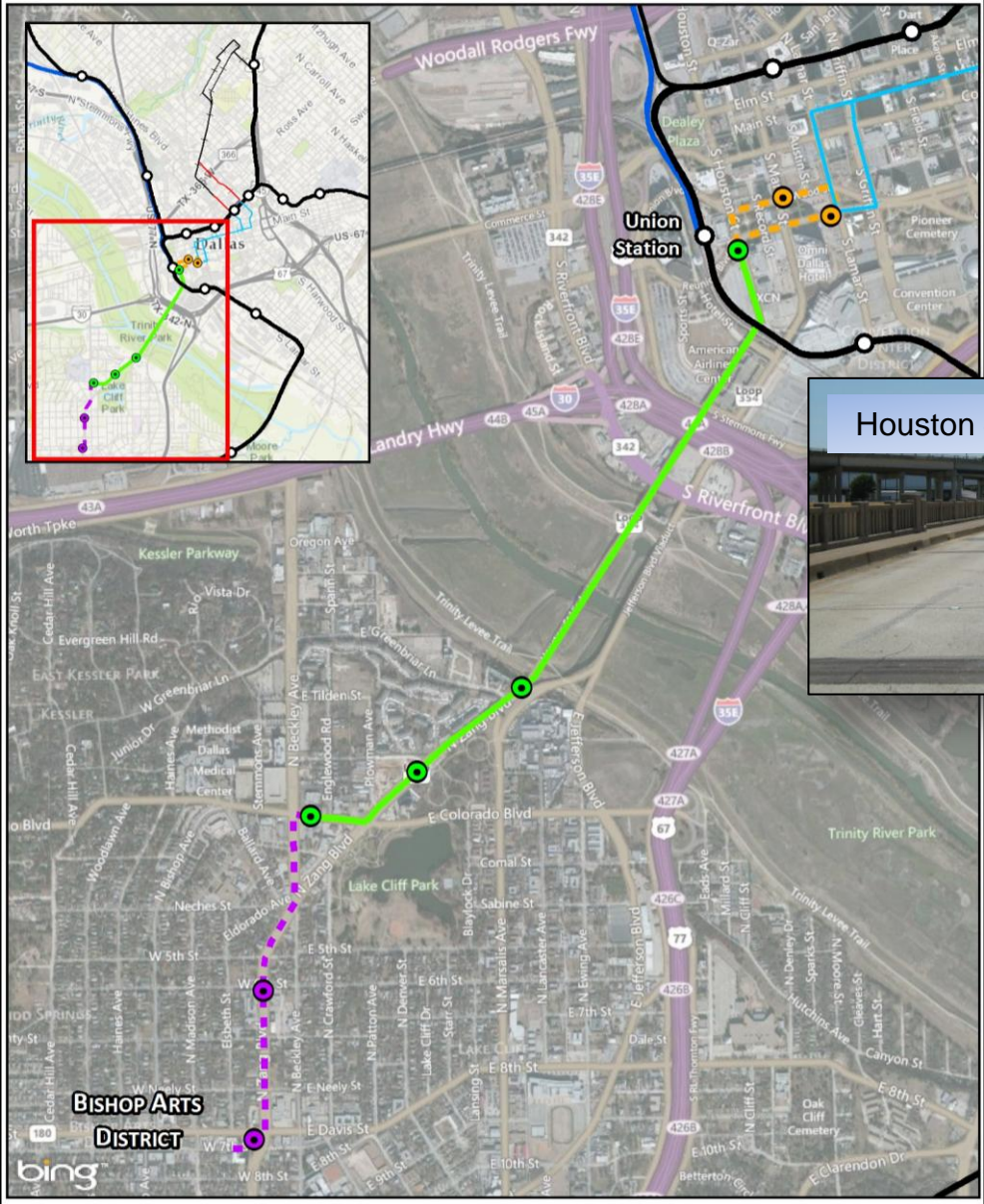
Underground Pedestrian Corridor Cross-section



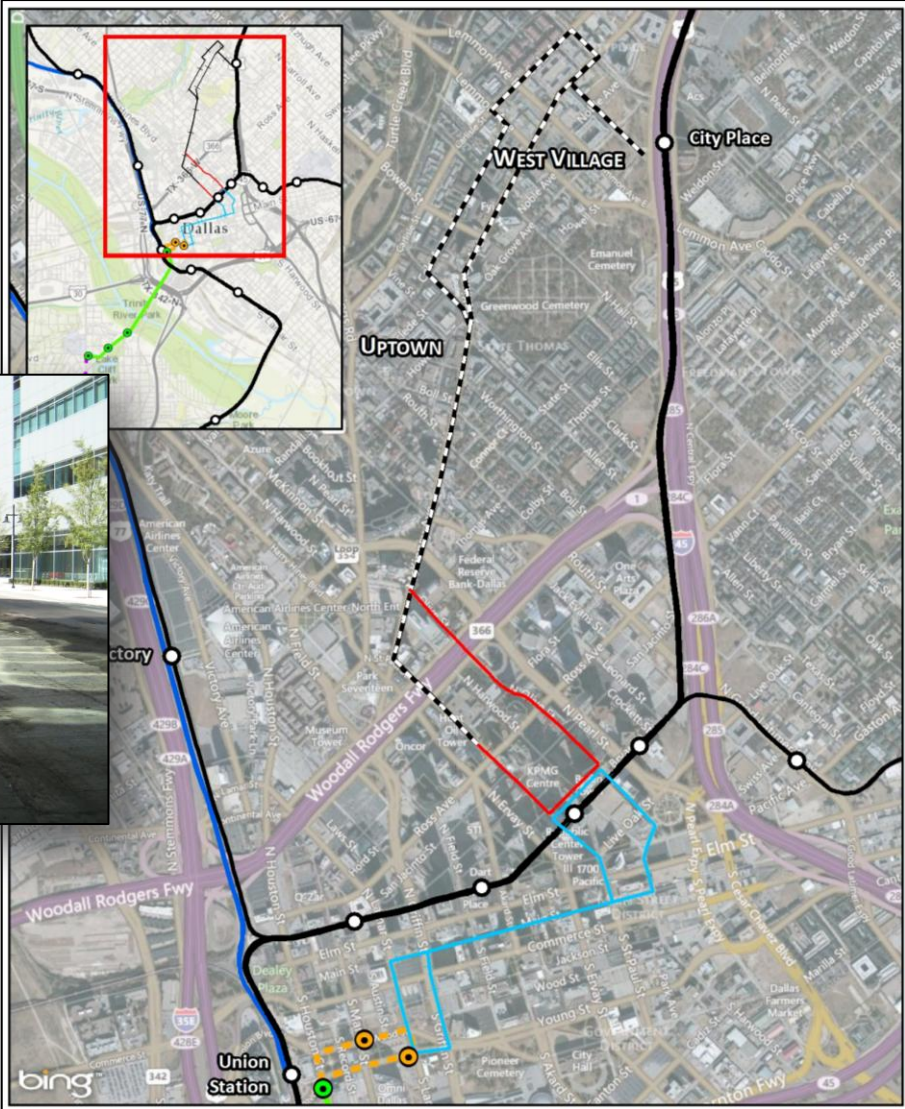
Union Station, Dallas Concept Option 1



Dallas Streetcar to Oak Cliff



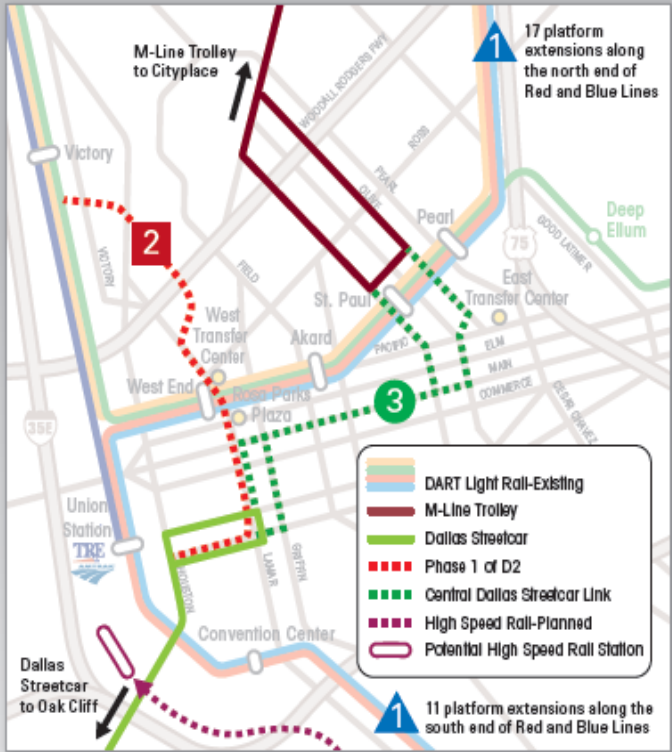
Urban Circulator

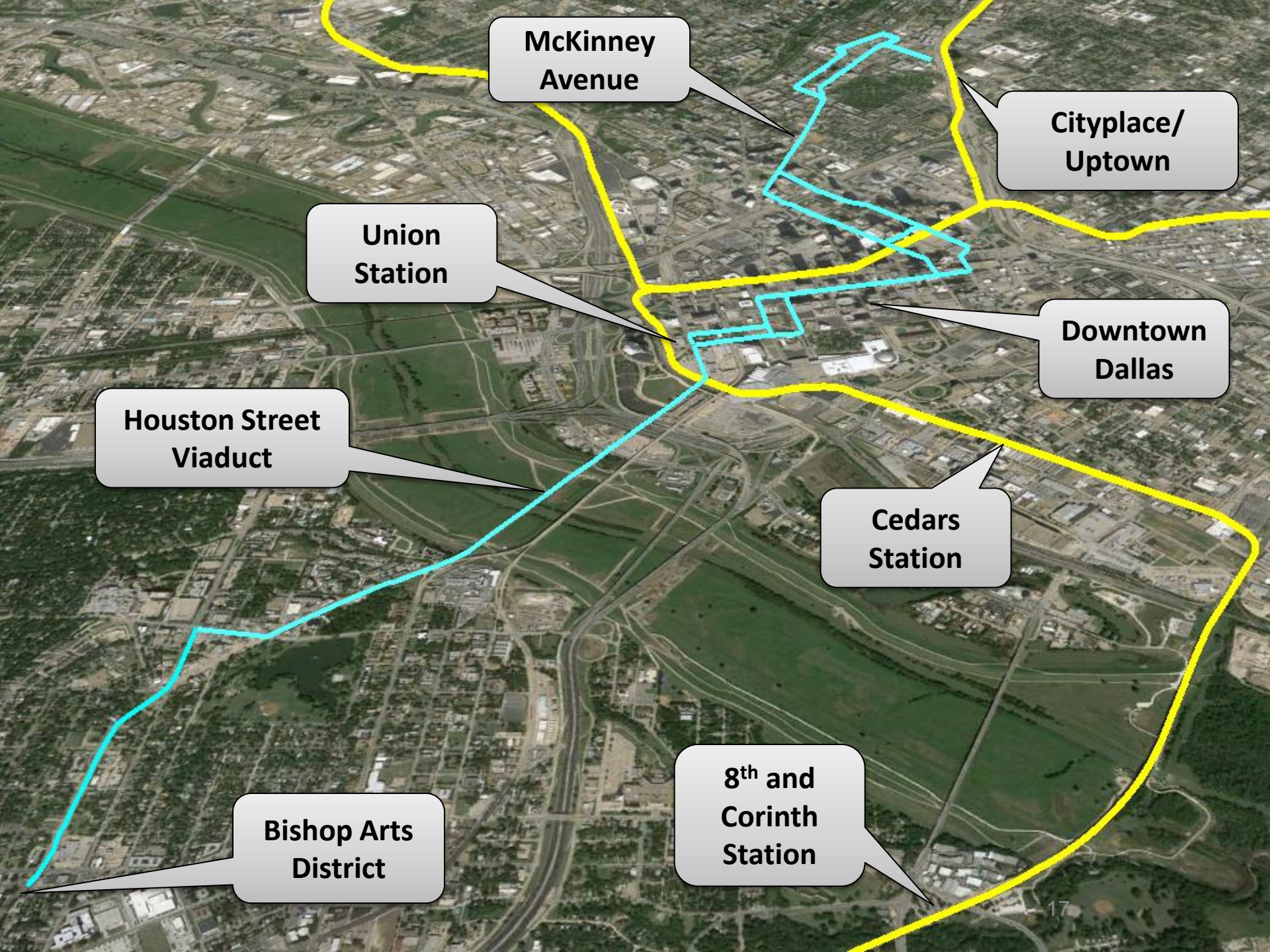


3

Central Dallas Streetcar Link

Project Detail Map





McKinney Avenue

**Cityplace/
Uptown**

Union Station

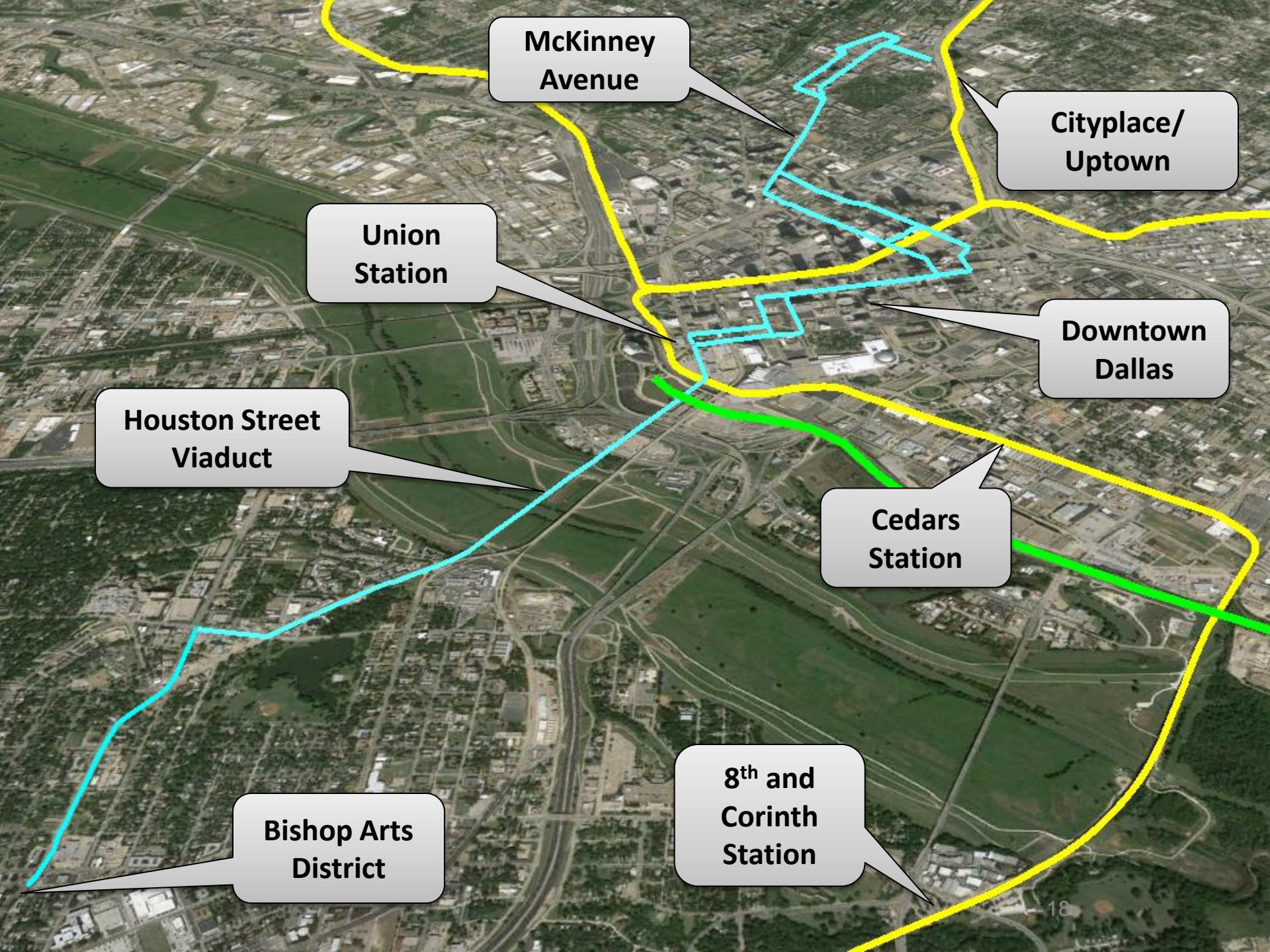
Downtown Dallas

Houston Street Viaduct

Cedars Station

Bishop Arts District

8th and Corinth Station



McKinney Avenue

**Cityplace/
Uptown**

Union Station

Downtown Dallas

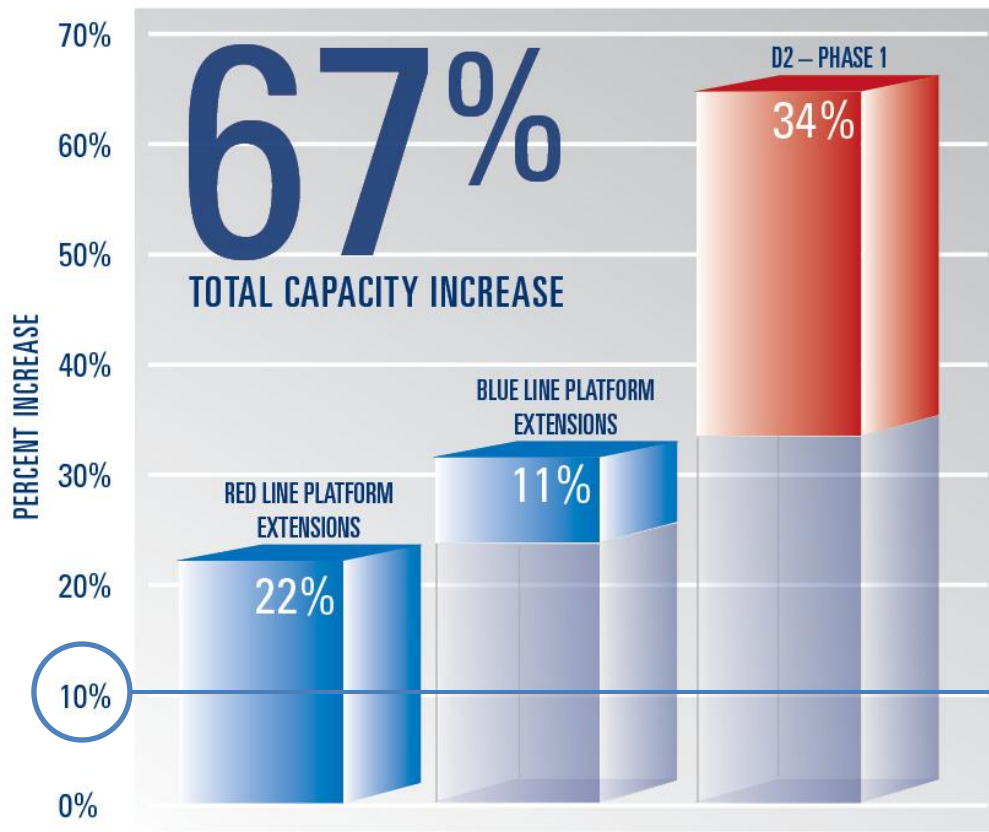
Houston Street Viaduct

Cedars Station

Bishop Arts District

8th and Corinth Station

Benefit of Core Capacity Improvements*



*Streetcar benefits not yet quantified

Core Capacity Cost and Funding (\$M YOE)

| Project | Conceptual Cost Estimate |
|---|--------------------------|
| Platform Extensions | \$184.4 |
| Streetcar Extension | \$92.2 |
| Orange Line Extension (D2 Phase 1) | \$706.8 |
| Total Core Capacity Cost | \$983.4 |
| Proposed Funding Sources | |
| Savings from current projects | \$150.0 |
| Capital project phasing | \$80.0 |
| CBD, Platform Extension and other related budgets | \$27.0 |
| TxDOT | \$60.0 |
| NCTCOG (MPO) | \$40.0 |
| Core Capacity Grant | \$400.0 |
| Additional Long-Term Debt | \$350.0 |
| Total Funding Sources* | \$1,107.0 |

*Due to the timing of cash receipts and disbursements, funding for the project exceeds the project cost but is necessary to maintain cash balances throughout the Plan.

Next Steps

- Project Development phase for Platform Extensions (pending FTA approval)
- Complete D2 Alternatives Analysis
- Refine Phase 1 concept to request entry into Project Development phase
- Continued streetcar coordination with City



214.979.1111
www.DART.org

State Safety Oversight Program

TRANSPORTATION AND TRINITY RIVER PROJECT/DART BOARD

JOINT COMMITTEE MEETING

NOVEMBER 10, 2014

State Safety Oversight Program

- What does the State Safety Oversight Program (SSOP) accomplish
- Why are the Dallas streetcar projects included
- Who is responsible for administration of the SSOP
- When does State Safety Oversight begin

What is the State Safety Oversight Program

- The purpose of the SSOP is to oversee safety at rail transit systems.
- The Office of Program Oversight is responsible for the development and implementation of an effective and comprehensive national oversight program to ensure compliance with Federal Transit Administration (FTA) requirements
- The SSOP fosters stewardship of federal funds
- The SSOP monitors safety oversight programs implemented by the State and local governments to ensure that:
 - elements of an effective program are in place
 - adequate financial resources are available
 - the mechanism through which the oversight is being accomplished is appropriate given the nature of the particular transit system

Why are the Dallas Streetcar Projects included in State Safety Oversight

- The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) added Section 28 to the Federal Transit Act requiring the FTA to issue a regulation creating the first state-managed oversight program for rail transit safety
- This regulation applies to all rail fixed guideway systems receiving funding under FTA's formula program for urbanized areas
- The DART fixed rail system is currently included in State Safety Oversight

Why are the Dallas Streetcar Projects included in State Safety Oversight

The designated State Oversight Agency is required to perform seven distinct functions. These activities constitute the core of FTA's State Safety Oversight Rule

The Oversight Agency must:

- Develop a System Safety Program Standard
- Require, review and approve, and monitor the implementation of an System Safety Program Plan that complies with the Oversight Agency's Program Standard at each rail transit system
- Require each rail transit system to report the occurrence of accidents and unacceptable hazardous conditions within a period of time specified by the Oversight Agency
- Require the rail transit system to implement a Corrective Action Plan when appropriate
- Conduct on-site visits at each rail transit system at a minimum of every three years to perform a formal Safety Review
- Require the rail transit system to conduct safety audits according to the Internal Safety Audit Process
- Report to FTA

Who is responsible for administration of the SSOP

- The Office of Transit Safety and Oversight administers a national transit safety program and program compliance oversight process to advance the provision of safe, reliable, and equitable transit service through regulatory requirements established by FTA
- Our SSO program is administered by the Texas Department of Transportation (TxDOT) with rail transit systems in their jurisdiction
- The City of Dallas as the project owner for the TIGER Streetcar Project and The Urban Circulator Project is responsible for overseeing the Program
- The City of Dallas and DART will administer the program for the TIGER Streetcar Project
- The City of Dallas and the McKinney Avenue Transit Authority (MATA) will administer the program for the Urban Circulator Project and existing MATA System

When does the State Safety Oversight Program begin

- The City of Dallas, DART and MATA are currently finalizing the State Safety Oversight components
- The TIGER Streetcar project is currently under State Safety Oversight
- The Urban Circulator and entire MATA system will fall within State Safety Oversight when revenue service begins

Further Staff Action

- Finalize the State Safety Oversight requirements for the TIGER Streetcar Project and The Urban Circulator/MATA system
- Submit the SSOP to the State Oversight Agency and FTA
- Add the SSOP requirements to the City of Dallas/MATA Operating Agreement
- Council approval for the City's State Safety Oversight Program