

# Memorandum



CITY OF DALLAS

DATE September 9, 2016

TO Honorable Members of the Quality of Life & Environment Committee: Sandy Greyson (Chair), Tiffinni A. Young (Vice Chair), Rickey D. Callahan, Mark Clayton, Phillip T. Kingston, B. Adam McGough

SUBJECT **Consideration of Resolution on Proposed Dallas Area Rapid Transit 2017 Financial Plan**

I have placed a draft Council resolution regarding the DART 20-Year 2017 Financial Plan on the September 12, 2016 Quality of Life & Environment Committee agenda for your consideration. A copy of the draft resolution is attached. Please let me know if you have any questions.

A handwritten signature in cursive script that reads "Sandy Greyson".

Sandy Greyson, Chair  
Quality of Life & Environment Committee

## Attachment

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

Jill A. Jordan, P.E., Assistant City Manager  
Eric D. Campbell, Assistant City Manager  
Mark McDaniel, Assistant City Manager  
Joey Zapata, Assistant City Manager  
M. Elizabeth Reich, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council

September 14, 2016

DRAFT

**WHEREAS**, improving the access, service, and design of Dallas' public transportation system is critically important to enhancing the quality of life for Dallas residents; and,

**WHEREAS**, DART's Twenty-Year Financial Plan is a long-term projection of revenues and expenses that validates the affordability of system expansion, and is approved annually by at least a two-thirds affirmative vote by their Board; and,

**WHEREAS**, DART is in the process of developing its 2017 Twenty-Year Financial Plan which includes funding for rail projects such as a second light rail transit (LRT) line through the Central Business District (CBD), commuter rail transit in the Cotton Belt corridor between Richardson/Plano and DFW Airport, and the Dallas streetcar, as well as funding for bus service operations and expansion; and,

**WHEREAS**, on September 9, 2015, the Dallas City Council approved a Locally Preferred Alternative (LPA) for the development of a second CBD LRT line (D2), the region's priority transit project, that included a combination of subway and at-grade segments, and specifically followed a Jackson Street alignment at the eastern end of downtown; and,

**WHEREAS**, the Project Development phase of D2 has shown that the City Council's LPA on Jackson Street is not feasible because of the narrow width of the street; and, since other at-grade alignments also result in unacceptable impacts, a subway alignment throughout the CBD is needed; and,

**WHEREAS**, DART is also developing its 2040 Transit System Plan whose first phase has focused on a Comprehensive Operations Analysis (COA) intended to expand and improve the bus network to provide better service and build ridership; and,

**WHEREAS**, DART has identified a ten-year implementation schedule for bus system enhancements which is not aggressive enough to meet the urgent need for convenient access to jobs and essential services for low income and transit-dependent riders; and,

**WHEREAS**, the City of Addison is one of the original member cities of DART, and has been waiting for the delivery of rail transit services; and,

**WHEREAS**, rail transit services can efficiently be provided to Addison through a single track commuter rail line or BRT between the Addison Transit Center and DFW Airport, which would save greater than \$500 million which could be reallocated to the City of Dallas' stated priorities of improved bus service and a D2 subway; and,

**WHEREAS**, DART's 2017 Twenty-Year Financial Plan is not a reflection of the City of Dallas' priorities.

**Now, Therefore,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**Section 1.** That the City Council has identified its two highest immediate priorities for improved transit services, and urges the DART Board to include these projects for priority implementation in their 2017 Twenty-Year Financial Plan:

1. Construction of the second LRT line through the CBD in a subway generally between Woodall Rodgers and I-345 along an alignment to be developed by DART, and subject to approval by the Dallas City Council.
2. Expedited implementation of expanded bus services targeted toward the transportation needs of low income and transit-dependent riders.

**Section 2.** That the City Council acknowledges the significant financial contribution to DART by the City of Addison, and encourages DART to construct rail service to Addison as soon as financially feasible by providing a rail or BRT connection between the Addison Transit Center and DFW Airport.

**Section 3.** That the City Council acknowledges the need to provide DART with a more comprehensive list of priorities in the future based on review of DART's draft 2040 System Plan.

**Section 4.** That this resolution shall be immediately transmitted to DART's Board and its member cities.

**Section 5.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.