



**Briefing to the Plano City Council**  
**Paul N. Wageman**  
**City of Plano Appointee to the**  
**DART Board of Directors**

January 12, 2015



# Discussion Items

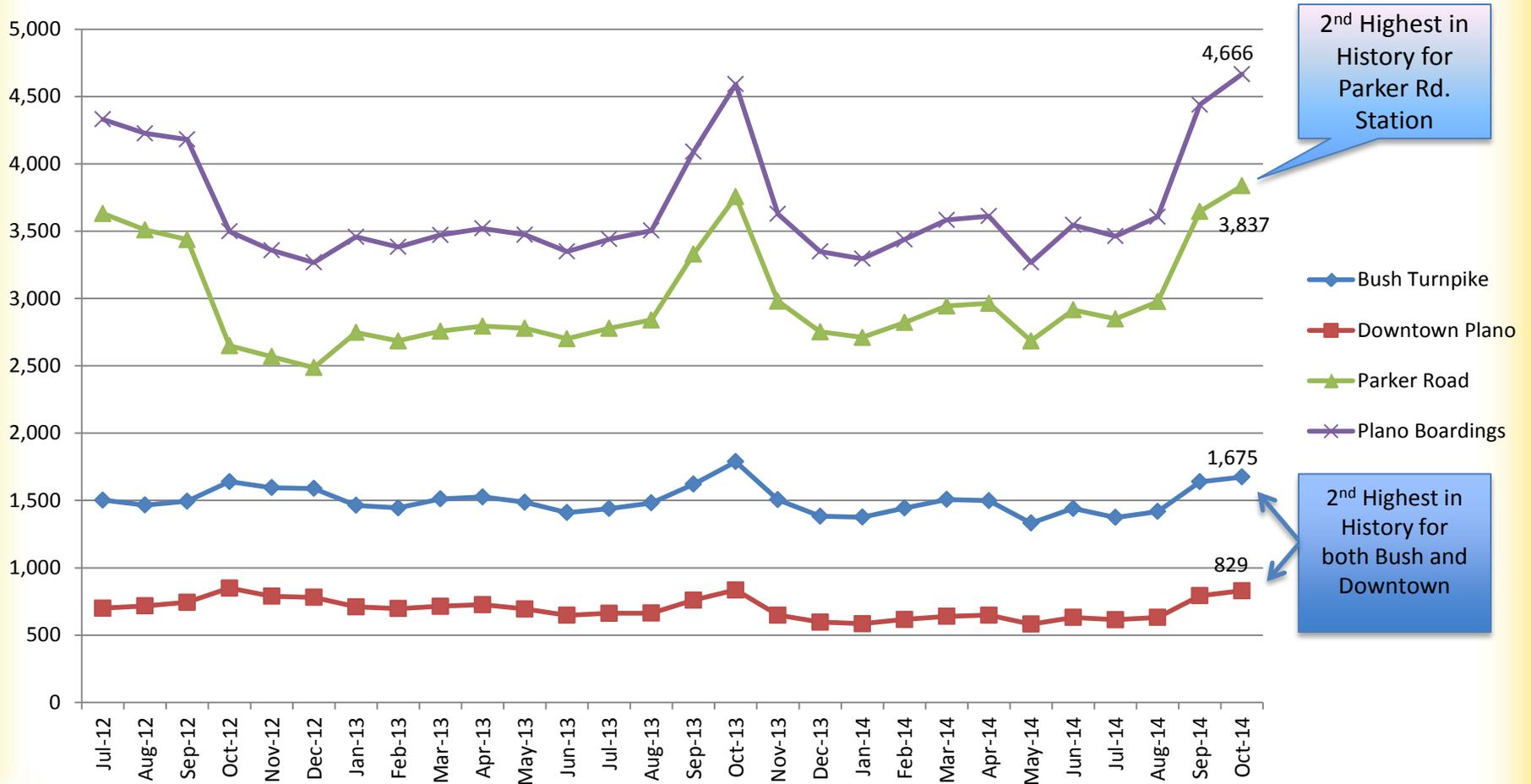
- DART and Plano Area Ridership
- Parking and Parker Road
- Status of Signal Equipment Relocation at 15th Street in Plano
- Interrelated Core Capacity Projects
  - D2 Phase 1
  - Platform Extensions
- Status of Cotton Belt Corridor
- Non - Service Area City Admission and Contracting Policies

# October 2014 System Ridership

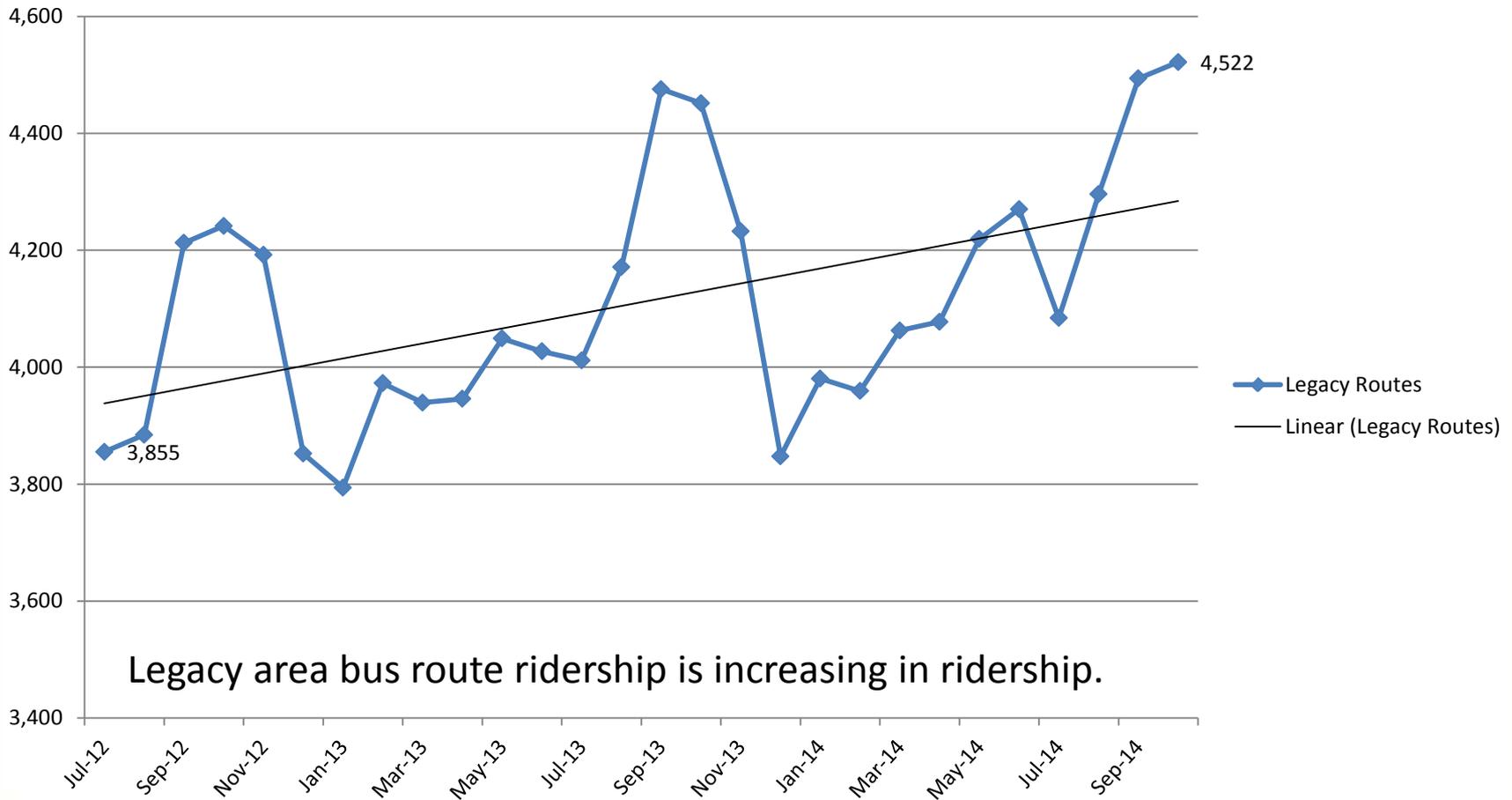
	OCTOBER			FY 2015 Year to Date		
	FY 2014	FY 2015	Change	FY 2014	FY 2015	Change
Bus	3,490,150	3,664,245	5.0%	3,490,150	3,664,245	5.0%
LRT	3,192,293	3,335,077	4.5%	3,192,293	3,335,077	4.5%
TRE	231,639	244,971	5.8%	231,639	244,971	5.8%
<b>Subtotal</b>	<b>6,914,082</b>	<b>7,244,293</b>	<b>4.8%</b>	<b>6,914,082</b>	<b>7,244,293</b>	<b>4.8%</b>
Paratransit	68,689	71,858	4.6%	68,689	71,858	4.6%
Vanpool*	83,812	70,752	-15.6%	83,812	70,752	-15.6%
Spec.Event	1,052	1,992	89.4%	1,052	1,992	89.4%
<b>Total</b>	<b>7,067,635</b>	<b>7,388,895</b>	<b>4.5%</b>	<b>7,067,635</b>	<b>7,388,895</b>	<b>4.5%</b>

\*Vanpool is down due to the transition of a new van provider. Van pool usage is anticipated to show increasing usage.

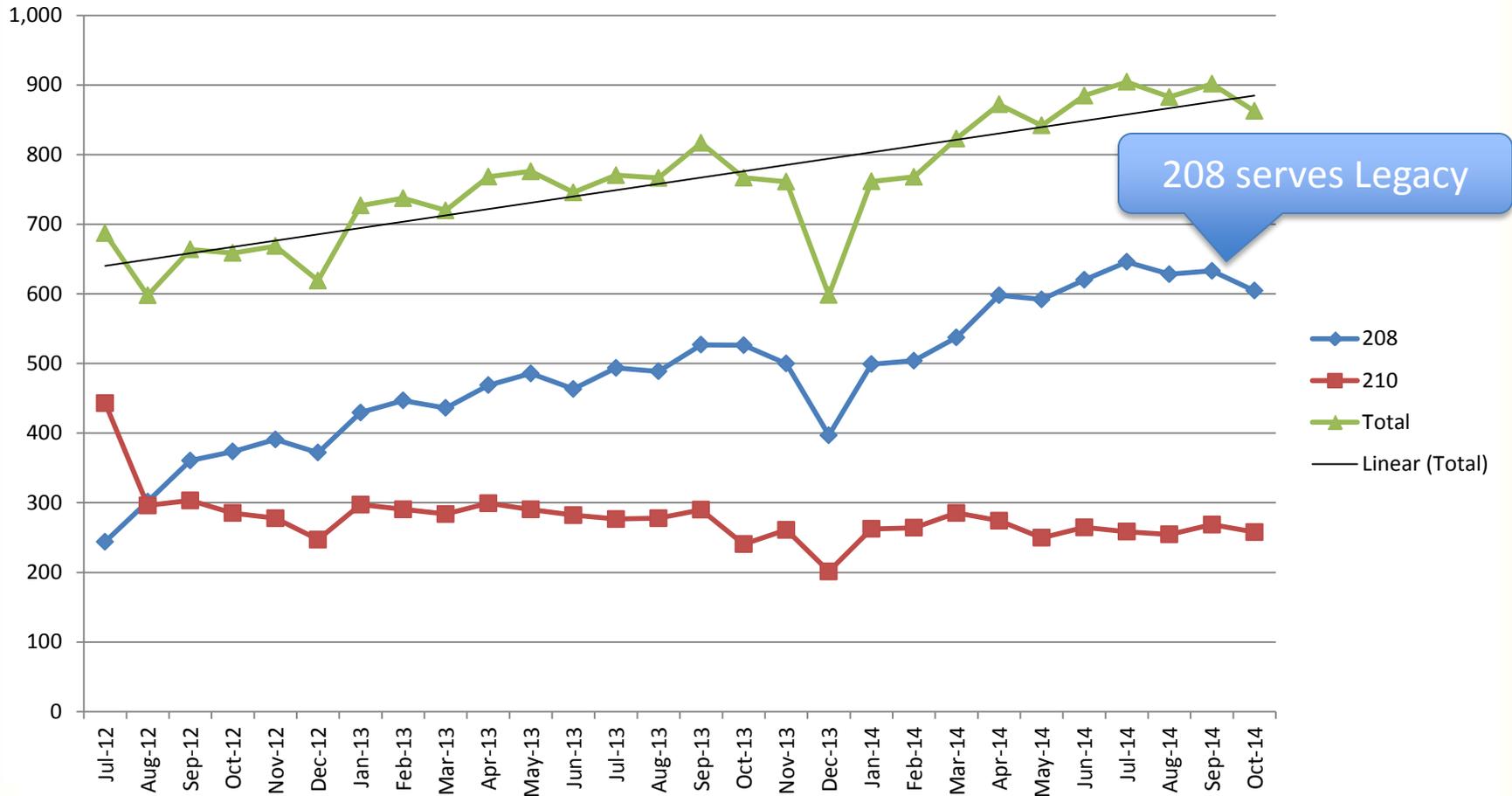
# Trend of Weekday Plano Area LRT Boardings



# Legacy Area Weekday Bus Ridership Since 2012 Restructuring



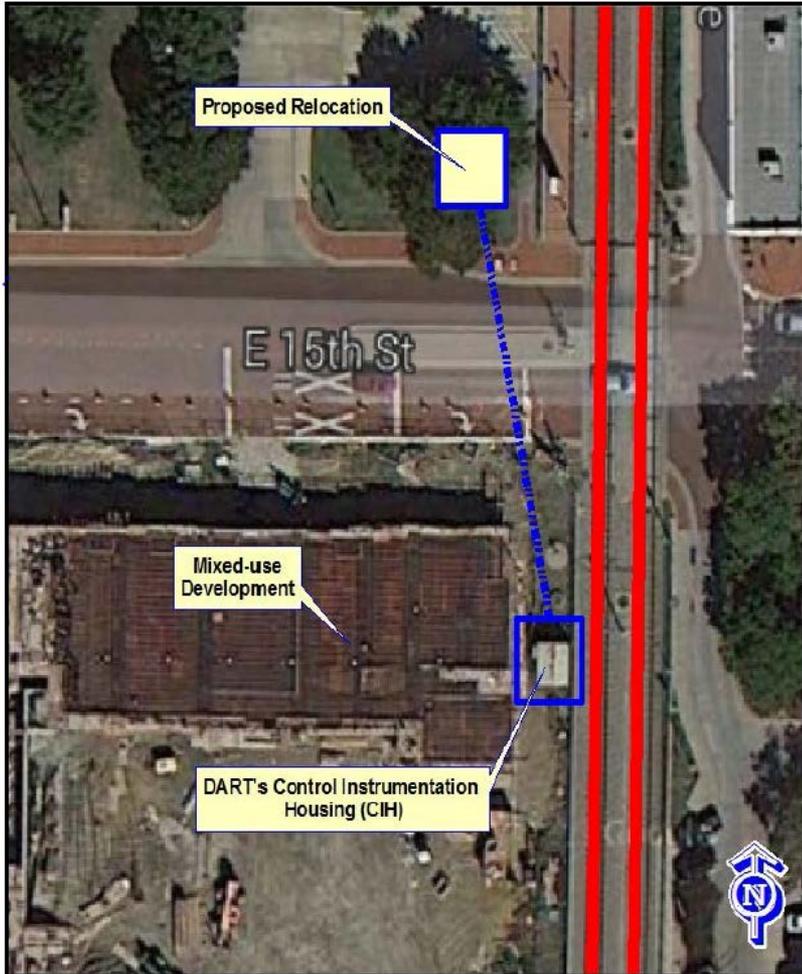
# Weekday Plano Express Ridership



# Status of Parker Road Parking Capacity

- Parker Road has about 2,100 parking spaces.
- 300 spaces remain available on a daily basis in the lot reserved for service area residents.
- Up to 200 spaces remain available in lots open to the general public on a daily basis.

# Relocation of Signal Equipment at 15<sup>th</sup> Street in Plano: Status and Anticipated Timeline



Activity	Status
DART-Plano Compensation Agreement to Share Cost	Anticipated January 28
<ul style="list-style-type: none"> <li>• Anticipated Plano Share – Paid by Plano’s DART LAP Funds</li> </ul>	\$460,250
<ul style="list-style-type: none"> <li>• Anticipated DART Share</li> </ul>	\$460,250
Design Phase	Complete
Construction Bid Phase	In Progress
Construction NTP	January 2015
Project Completion	May 2015

# Core Capacity -- Interrelated Projects

## 1 Platform Extensions

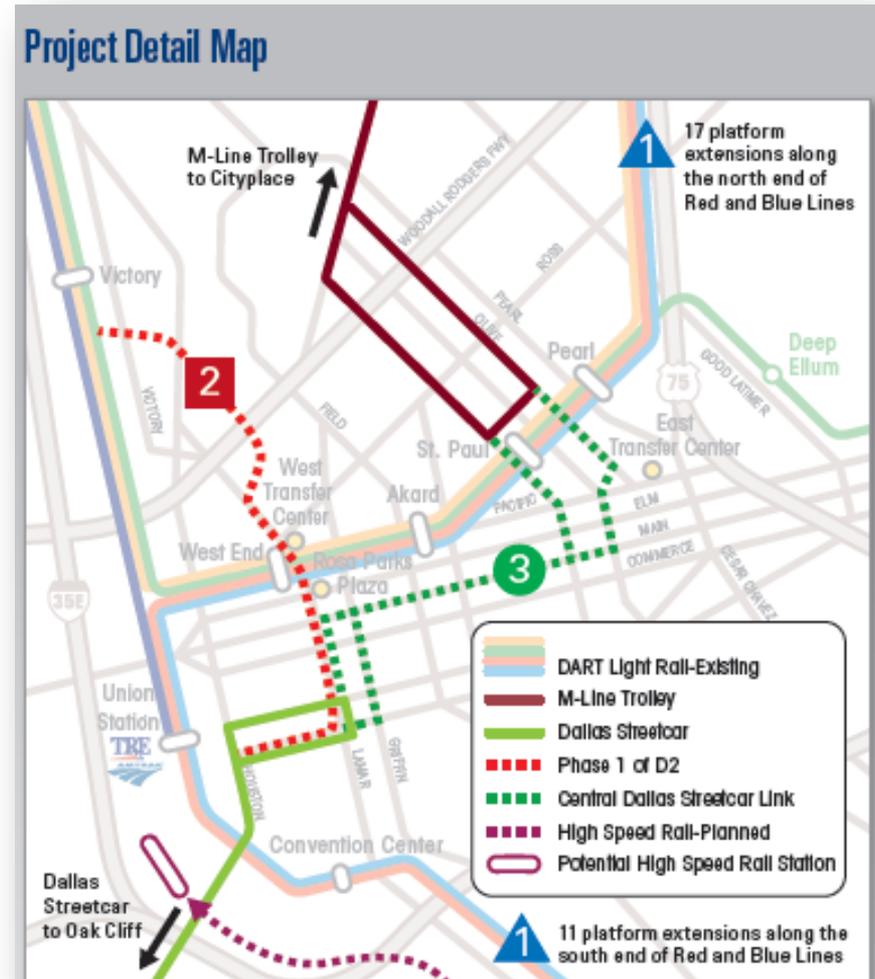
- 28 LRT Stations

## 2 Light Rail (Phase 1 of D2)

- Victory Station to Union Station

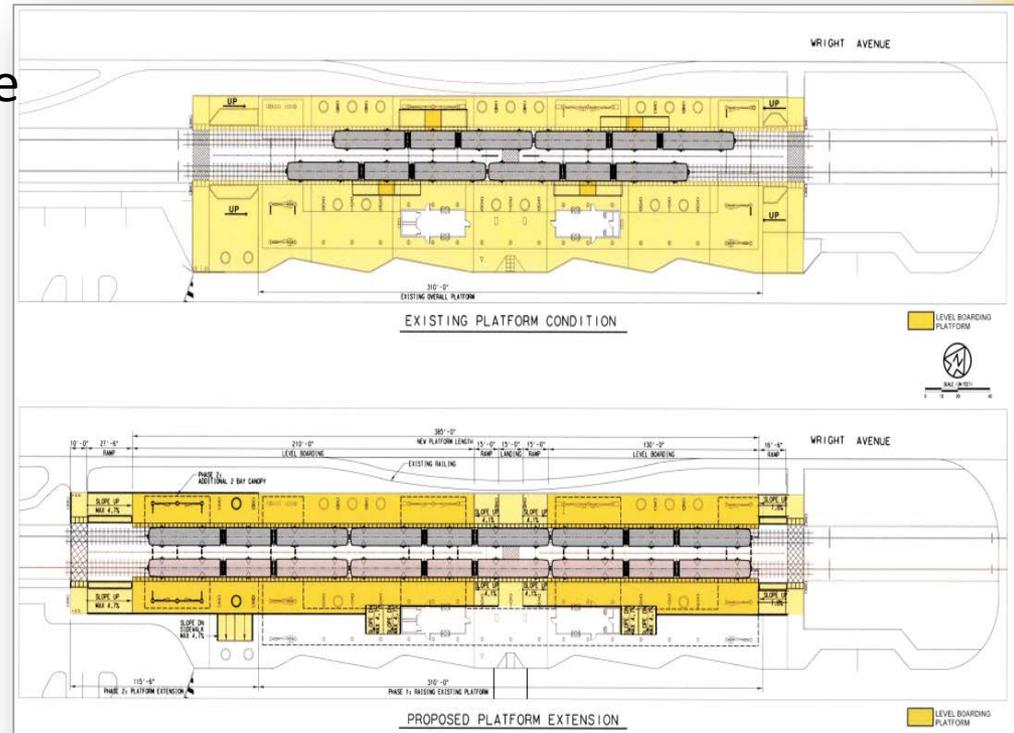
## 3 Streetcar (Central Dallas Streetcar Link):

- Omni Hotel to St. Paul LRT Station



# 1 Platform Extension Project

- Red/Blue – 28 Stations
- Design directives are complete
- Allows flexibility to use 3-car train during peak or special events
- Delays immediacy for phase II of D-2 project
- Concurrent level boarding improves accessibility and prepares platforms for future rail fleet replacement



# Platform Extension Funding

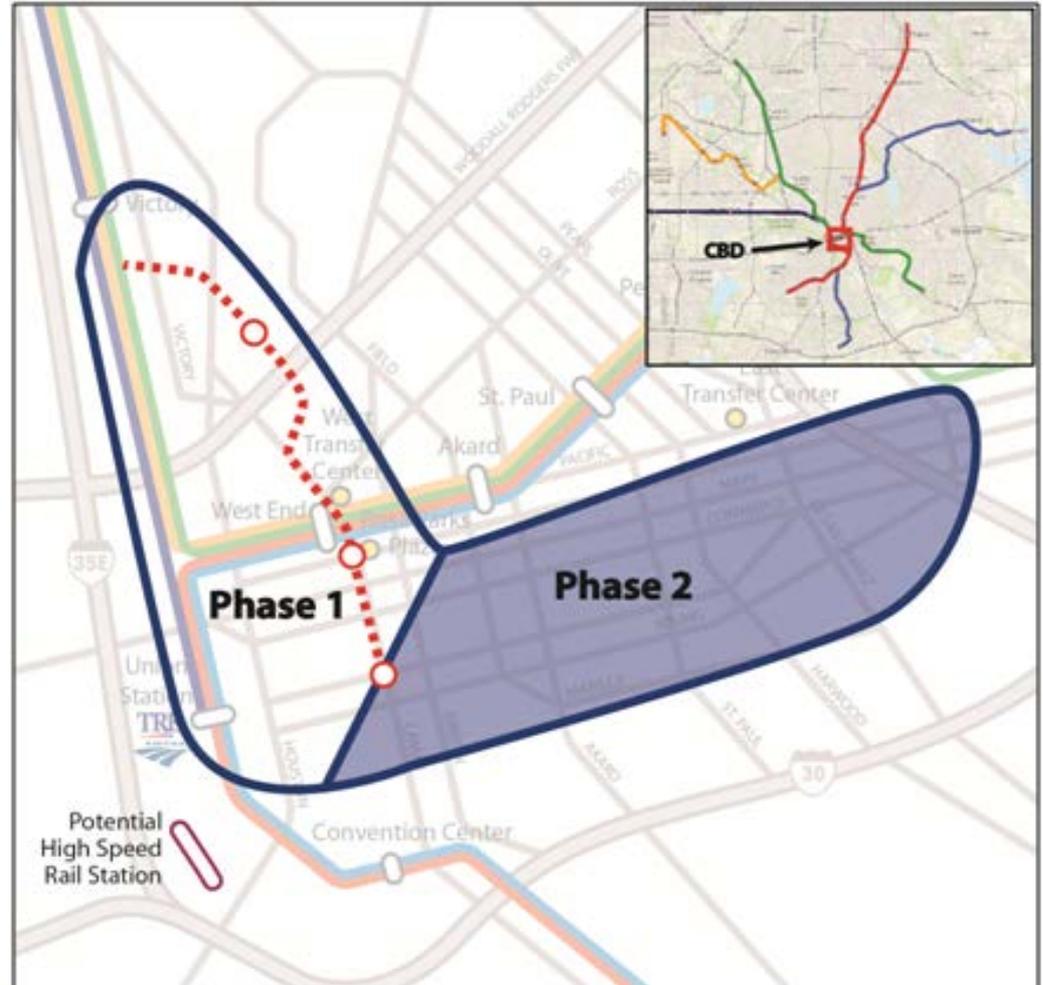
- Project cost estimated at \$184.4M
- FTA letter granting DART's request to enter Project Development received Dec 11, 2014
- Texas Transportation Commission (TTC) approved Unified Transportation Program (UTP) with \$60M of Texas Mobility Funds
- Surface Transportation Technical Committee (STTC, NCTCOG) approved Transportation Improvement Program (TIP) modifications including \$60M TMF
- Regional Transportation Council (RTC, NCTCOG) approval Jan 2015

# 1 Platform Extensions Timeline

Milestone	Date
Project Development	2015
Engineering (Final Design)	2016
Construction	2017
Completion	2018

# D2 Phase I Project

- Jan. 2015 – Request FTA Approval to Move to Project Development for Phase I
- Early 2015 – Selection of Locally Preferred Alternative for both Phase I and II



# Status of Cotton Belt Project

- **5% Engineering for a rail design was completed in April 2014**
- **Development of 1% design for a BRT option will soon be underway for Cotton Belt Corridor**
  - **Also for DART-owned rail corridor between Plano and McKinney**
- **January 23 – Regional Leader Tour to Los Angeles to see LA BRT Facilities and Operation**

# Current Policy III.07

## Contracting by Non-Service Area Cities

- To incentivize eventual membership, Policy III.07 was modified in March 2013 to permit contracting.
- Policy allows contracting with non-service area cities with the following stipulations:
  - Maximum contract term of 48 months without a successful election to join DART.
  - Policy requires a service plan within 36 months.
  - Requires an access fee under certain conditions.
  - Requires payment of all operating and capital costs.

# Proposed Revisions of Policy III.07

- Policy III.07 as currently approved has not stopped a movement of non-DART cities to contract for transit from other transit districts ---due in part to the 4 year election requirement in Policy III.07.
- The proposed revisions being considered authorize contracting for all services other than light rail without the requirement for an election.
  - Requires service plan within five years.
  - Contracts up to \$5 million require a per passenger access fee for higher volume services.
  - Contracts above \$5 million require a 10 % fee above annual costs to support the DART system.
  - Requires payment of full operating and capital costs.

# Policy Discussion Timeline

- Board has required the consideration of feedback from both:
  - DART Cities
  - Non-DART Cities
- Policy III.07 is a topic for 2015 Board retreat
  - January 29 – 31, 2015

# Questions



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[www.DART.org](http://www.DART.org)