A History of Regional Cooperation

Regional Transportation Council Briefing

November 10, 2011
Presentation by Dick Ruddell
*President/Executive Director, The T*

Presentation by Jim Cline
*President, DCTA*

Presentation by Gary Thomas
*President/Executive Director, DART*
DICK RUDDELL – THE T
PARTNERSHIPS AND PROJECTS
## Regional Daily Ridership by Mode

**August 2011**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Rail</td>
<td>76,629</td>
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<tr>
<td>Light Rail</td>
<td>104,340</td>
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<tr>
<td>Buses</td>
<td>127,745</td>
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<tr>
<td>Paratransit</td>
<td>2,030</td>
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<tr>
<td>TRE</td>
<td>4,955</td>
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<tr>
<td>Buses</td>
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<tr>
<td>TRE</td>
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<tr>
<td>Regional Rail</td>
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<tr>
<td>Light Rail</td>
<td>2,821</td>
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<tr>
<td>Buses</td>
<td>105</td>
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<tr>
<td>TRE</td>
<td>1,100</td>
</tr>
<tr>
<td>Paratransit</td>
<td>1,052</td>
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</table>
JOINT RECOMMENDATION FOR REGIONAL RAIL IN NORTH CENTRAL TEXAS

The three existing transit authorities support expanding meaningful public transit in North Texas through our existing organizations. Such transit authorities support the Statement of Principles for the Implementation of a Regional Rail System in North Central Texas agreed to in August 2004 by regional leadership under the following conditions:

- New regional rail projects will require new sources of funding. The State authorized Sales and Use Tax has been the primary means of funding public transit service within the region, and the magnitude of the required funding will most likely dictate that sales tax should be the source of funds for new regional rail projects. However, most cities in the region do not have the ability to fund public transit services because sales and use tax capacity has been committed to other uses.

- The three existing transit authorities support local option funding of public transit in the region by exempting an amount equal to the locally authorized transit sales tax from the 2% cap in the following counties:
  - Tarrant
  - Parker
  - Johnson
  - Denton
  - Wise
  - Dallas
  - Collin
  - Rockwall
  - Ellis

- This action would provide an equitable means of allowing “non-transit” jurisdictions to determine as a local option whether or not they would choose to fund public transit, while allowing jurisdictions that currently support public transit to determine whether they would choose to allocate sales tax capacity for non-transit uses (up to the existing cap).

- We support a determination of citizens’ support of a regional rail system outside the existing transit authorities’ territory or service area, and inside The T’s service area.

- Formation of a 4th transit entity is not recommended.

[Signatures]

DART, Chairman of the Board

DART, President/Executive Director

DCTA, Chairman of the Board

DCPA, Executive Director

The T, Chair of the Board

The T, President/Executive Director
Cities Supportive of Tri-Party
Strategic Plan
Fort Worth Transportation Authority
2010

From Yesterday...

Beyond Today...

Toward Tomorrow...

Transportation * Technology * Timeliness
Trinity Railway Express (TRE)

- First commuter rail line in the Southwest US
- Seamless fare transfer
- Result of partnership between The T and DART
- Operating costs are shared based on revenue seat miles
- Capital costs split 50-50 between agencies
- TRE Advisory, Management, and Coordinating Committees
Super Bowl XLV Coordination

Regional Transit Passes for Super Bowl

4 day pass on TRE, including service to CentrePort and back on Game Day
TEX Rail - Cotton Belt
A little “brag” from The T

The Spur

A pilot “rail simulation” project on our busiest bus corridor featuring:

- 60’ Articulated Compressed Natural Gas Fueled Buses
- Signal Progression
- Solar powered kiosks
- NextBus Technology

Of course, our experience will be shared with others in the region
JIM CLINE – DCTA

REGIONAL COLLABORATION ON DCTA PROJECTS
Denton County Transportation Authority

• Services – Commuter rail, fixed-route bus, campus shuttles, demand-response, and vanpools
  – 4% growth in 2011 = 2.5 million total passengers
    • 2.4 million bus passengers
    • 133,000 A-train passengers (June Opening)
  – 25% increase in ridership on all services since August 2011

• Major Initiatives
  – Service Plan Update
  – Alternative Vehicle Compliance
  – Improved Transit Connections
The A-Train Experience

• Local and regional champions facilitated an aggressive and successful service implementation
  – Strategic decisions and guidance by DCTA Board of Directors and member cities
  – Innovative funding partnership between DCTA, RTC, NTTA and TXDOT (RTRFI)

• Collaboration and partnerships with DART and The T
  – Use of leased interim vehicles
  – Joint operations and maintenance contract
  – Joint procurement on ticket vending machines
  – Usage rights of right-of-way
  – Reciprocal fare agreement
  – Back-up dispatch center
  – Call center/Customer service collaboration
  – Shared station at Trinity Mills
  – Joint efforts on Alternative Compliant Vehicle
Green Line DCTA A-Train Interface

[Map of Green Line DCTA A-Train Interface]

[Images of Green Line DCTA A-Train Interface at stations and a group of people celebrating the launch]
Regional Rail Vehicle
4th Gen. / Seeking Full FRA Compliance
GARY THOMAS – DART
FORGING REGIONAL PARTNERSHIPS
700 square mile service area
12,150 bus stops
71.2 existing LRT miles
Longest light rail system in the country
22 additional miles by 2019
55 existing LRT stations
9 additional stations by 2019
33.8 TRE miles
10 TRE stations (5 in DART Service Area)
84 HOV centerline miles
13 bus transit centers/transfer centers/transfer locations/park-and-rides
DART Rail Expansion
Green Line – Coordination Efforts

- Collaborative design and construction of Trinity Mills facilities to interface with DCTA A-Train
- Seamless regional fare
- Reduced fixed costs
- RDC vehicles leased for interim service
- Corridor access agreement
- Regional TVM purchase and installation
Orange Line Phases 1 & 2

- Phases 1 & 2 to Belt Line Station open in 2012
- Series of Stakeholders Meetings
- Collaboration with TXDOT, City of Irving, NTTA, City of Dallas, DCURD, and Army Corps of Engineers
Orange Line Phase 3

- Phase 3 from Belt Line Station to DFW Airport Terminal A opens in 2014
- Collaboration with DFW Airport, The T, City of Irving, FAA, and FTA
DART Rail Expansion
Blue Line Extension

- 4.5 miles under construction
- New Downtown Rowlett Station
- Revenue service beginning Dec. 2012
Special Event Coordination

• NBA All-Star Game
• Super Bowl
• State Fair of Texas – TX-OU Weekend
• New Year’s Eve at Victory Park
• Dallas Mavericks Victory Parade
Positive Train Control (PTC)

- Unfunded federal mandate
- Bandwidth Accessibility
- Collaboration on design and discussions on regional implementation
- Interoperability with freight carriers
Railroad Negotiations

- Collaboration between DART and The T
- Amtrak
- Cotton Belt corridor access
- Union Pacific access
- FRA/TXDOT grant for double tracking
Regional Fare Card

- DART is finalizing the scope and systems definition for a comprehensive fare payment system
- Plan to issue formal RFPs in Q1 of 2012
- The proposed system anticipates a partnership with the NTTA for provision of account management services
- Utilization of a mobile smartphone ticketing application
- Full deployment of contactless readers on all buses within the fleet
- Distribution of transit card products in 800+ outlets throughout the service area
Regional Rail Vehicle

• Original collaboration effort between DART and MARTA
• DCTA and The T joined the effort
• Waiver of Compliance component added to the Code of Federal Regulations
• Provisions for a European design with crash energy management to coexist within the carbody strength
• Timing was perfect due to PTC and High Speed Rail events
Summary of Regional Transit Coordination Efforts

- We move people everyday
- Proven delivery of joint services and operations
- Share equipment and rolling stock
- Seamless fare structure
- Compatible facilities and infrastructure
- Special event operations
- Regional rail vehicle development and procurement
- Regional Fare Card
- An established history of agency coordination – we agree to agree!
Opportunities for Future RTC and Transit Agency Collaboration

- TEX Rail New Start Application and Cotton Belt efforts
- Regional Trip Planner
- Manufacturing/Assembly Facility Possibilities
- High Speed Rail
- Regional Call Center

- 83rd Legislative Session and beyond
- “Heavy Lift” Funding Needs for Mobility 2035
  - Advancing regionally significant rail corridor projects
  - Dallas Second Alignment to sustain core capacity
Corridor specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.

*See High Speed Rail map for additional inter-region rail access.