DART Major Capital Projects

S.A.M.E. Infrastructure Forum

February 2, 2018
Agenda of Projects

• Dallas CBD 2\textsuperscript{nd} Light Rail Alignment (D2 Subway)
• Light Rail Platform Extensions/Modifications
• Cotton Belt
• Central Link Streetcar
Why is D2 Important?

- Add **Core Capacity** to and through downtown
  - Some trains will be at capacity within a few years
Why is D2 Important?

• Provide **Operational Flexibility** for the system
  – Continuity of service during incidents
  – System expansion/added service

• Enhance **Mobility and Access** for existing and future riders
  – Get our riders where they need to go
How will D2 Affect Today’s Riders?

Operating Plan Concept

- Green and Orange to shift to D2
- Orange Line terminus to be determined
  - Deep Ellum
  - Lawnview
  - Other
- Red Line loads addressed by extra insert trains
Commerce/Victory/Swiss Alternative
Commerce Alternative
via Victory-Swiss

Station locations for evaluation purposes only and subject to change based on subsurface and surface conditions.
Project Development Considerations

- Portal Transition Areas
- Station Location and Portal Location
- Construction/Traffic Impacts
- Public Involvement Program
Portal Transition Areas
Mockingbird Station & North Portal

- Open shaft for lowering/assembling equipment
- Construction staging area
- Hauling routes
Potential Subway Station Access Points

Source: DART GPC6, 2017.
Installation/Traffic Impacts

Install concrete decking/
temporary street surface
Public and Agency Involvement
Key to Success

Policy & Management

DART Board

Dallas City Council
Policy Committee
DART Staff/Consultant Team

Public Input

Stakeholders

Stakeholder Committee
Technical Committee
DDI Mobility Committee
## Capital Cost Estimates

<table>
<thead>
<tr>
<th>Alternative</th>
<th>2017 (Millions$)</th>
<th>Year-of-Expenditure (Millions$)</th>
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<tbody>
<tr>
<td>Commerce (LPA)</td>
<td>1,098</td>
<td>1,261</td>
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<tr>
<td>Pacific (Routing Option)</td>
<td>818</td>
<td>938</td>
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<tr>
<td>Elm (Routing Option)</td>
<td>1,126</td>
<td>1,292</td>
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Source: DART GPC6, D2 Cost Estimates Alignments v8 xls, 2017
D2 Subway Project Schedule

ORIGINAL SCHEDULE
- Original D2 LPA Approval
- Original 2-Year PD
- Design-Build
- OPEN 2021

NEW SCHEDULE
- LPA Refinement
- Subway Decision
- Refined LPA Approval
- 2-Year PD Extension
- Early Utility Relocations
- Design-Build
- OPEN 2024

Preliminary Schedule subject to determination of subway alignment and construction methods
Red/Blue Line
Platform Extensions/Modifications
Platform Extensions

- Red/Blue Line Stations
- 28 Stations
- Allows flexibility to use 3-car trains during peak or special events
- Increase train capacity from 330 to 495 (50%)
Platform Extensions

- Estimated cost: $124 million
- Estimated completion date: 2021

Center platform station
Cotton Belt Corridor
Project Scope

- Plano to DFW Airport
  - Includes CityLine/Bush Alignment
  - Includes Cypress Waters Alignment
- Up to 11 Stations
- Environmentally clearing double track project
- Service
  - 30 minute peak headways
  - Future 20 minute peak headways
  - 60 minute off-peak headways
- Regional Rail Vehicle
- Betterments along the residential areas of corridor
- Cost: $1.1 billion
Regional Impacts

- Transit Access
- Connection to Red, Green, Orange Lines, TEXRail and DFW Airport
- Transit Oriented Development opportunities at stations
- Crosstown Connection
- Quicker trip across the region
Vehicle

- TEXRail has purchased the Stadler FLIRT vehicle
- Cotton Belt Project is being designed with these specifications in mind
- DART has not yet selected a vehicle manufacturer
Community Impacts/Mitigation

Traffic

Noise

Vibration

Visual
**COTTON BELT CORRIDOR**  
Project Implementation Schedule

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<tr>
<th>Activity</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>10% PRELIMINARY ENGINEERING</td>
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<td>ENVIRONMENTAL IMPACT STATEMENT</td>
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<td>DESIGN/BUILD: FINAL DESIGN &amp; CONSTRUCTION</td>
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<td>TESTING</td>
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<td>REVENUE SERVICE</td>
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Dallas Streetcar
Central Link
Dallas Streetcar System

- 1.6-mile Starter Line opened in April 2015 from Union Station to Methodist Dallas Medical Center in Oak Cliff (TIGER grant)
- 0.75-mile dual-track extension opened in August 2016 to Bishop Arts terminus at Zang and 7th Street
- Four (4) dual-mode vehicles
- 20-minute service all day 5:30 am to midnight
- Yard lead to DART rail facility (CROF) for storage/maintenance
Expansion Projects

• Expansion plans include Convention Center Loop and Central Link
  - Convention Center Loop ILA in place; uses Texas Mobility Funds
    o Phase 1 of Loop to Omni along Young Street in design
  - Central Link project will connect from Omni/Convention Center Loop to M-Line/Klyde Warren Park area
Purpose and Need

Serve Existing and Expanding Downtown Markets and Neighborhoods

Connect Downtown Central Link Efficiently

Improve Integration with Downtown Rail and Bus Services

Support Sustainable Economic Development
Main Street Alternative
Elm-Commerce Alternative
Young Street Alternative
Next Steps

• Initiate Interlocal Agreement (ILA) to outline roles and responsibilities
• Request entry in Project Development under FTA Small Starts program