

Memorandum



CITY OF DALLAS

DATE August 7, 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee: Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson, Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **DART Priorities Overview**

On Monday, August 10, 2015, you will be briefed by DART on the DART Priorities Overview. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in blue ink, appearing to read 'Mark McDaniel'.

Mark McDaniel
Assistant City Manager

c: 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

Jill A. Jordan, P.E., 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



City of Dallas
Transportation and Trinity River Project
Committee

DART Priorities Overview

Gary C. Thomas
President/Executive Director

August 10, 2015





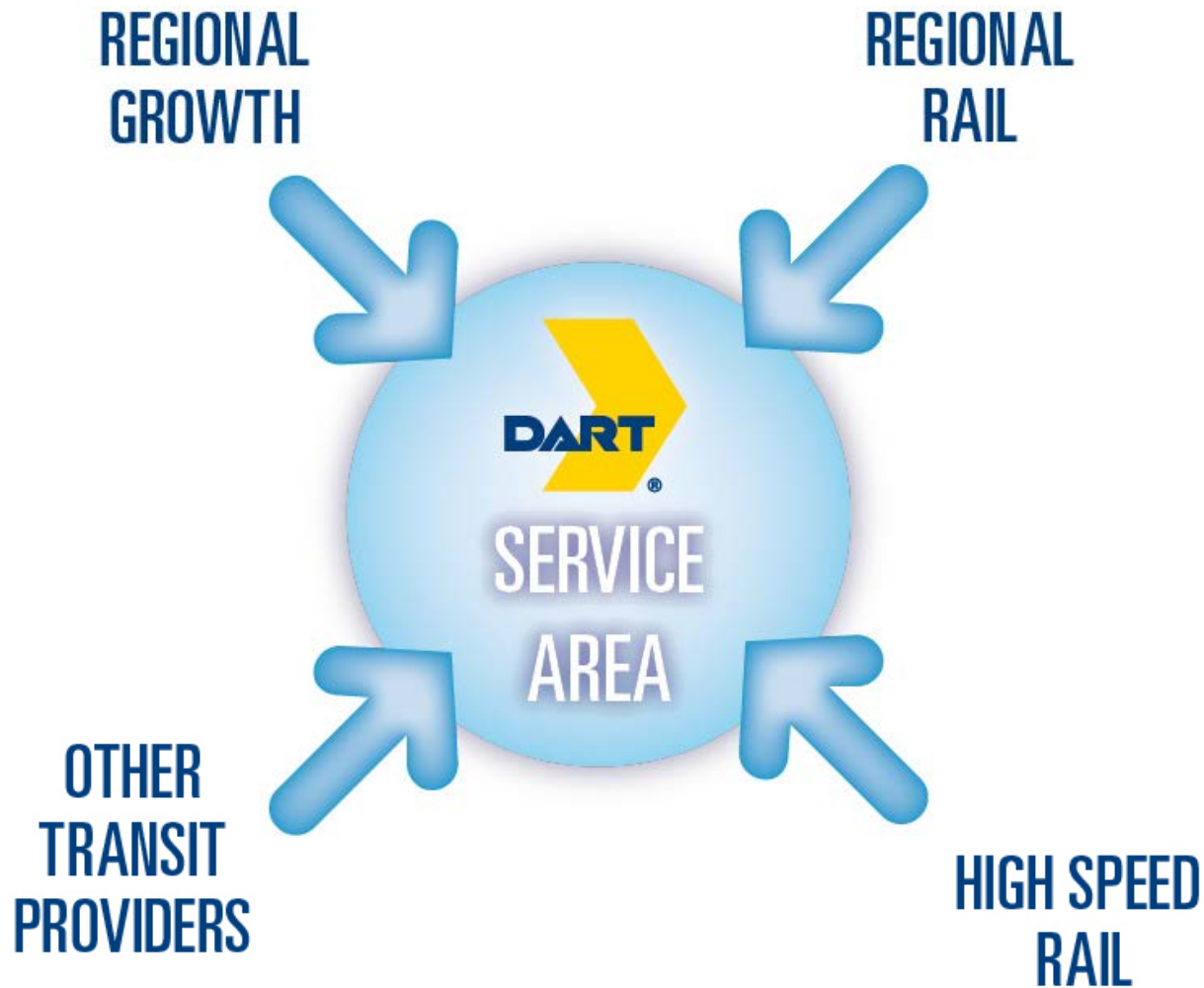
City of Dallas
Transportation & Trinity River Committee
Downtown Second Alignment (D2)

Gary C. Thomas
President/ Executive Director

August 10, 2015



Why is D2 Important?



Why is DART Concerned?

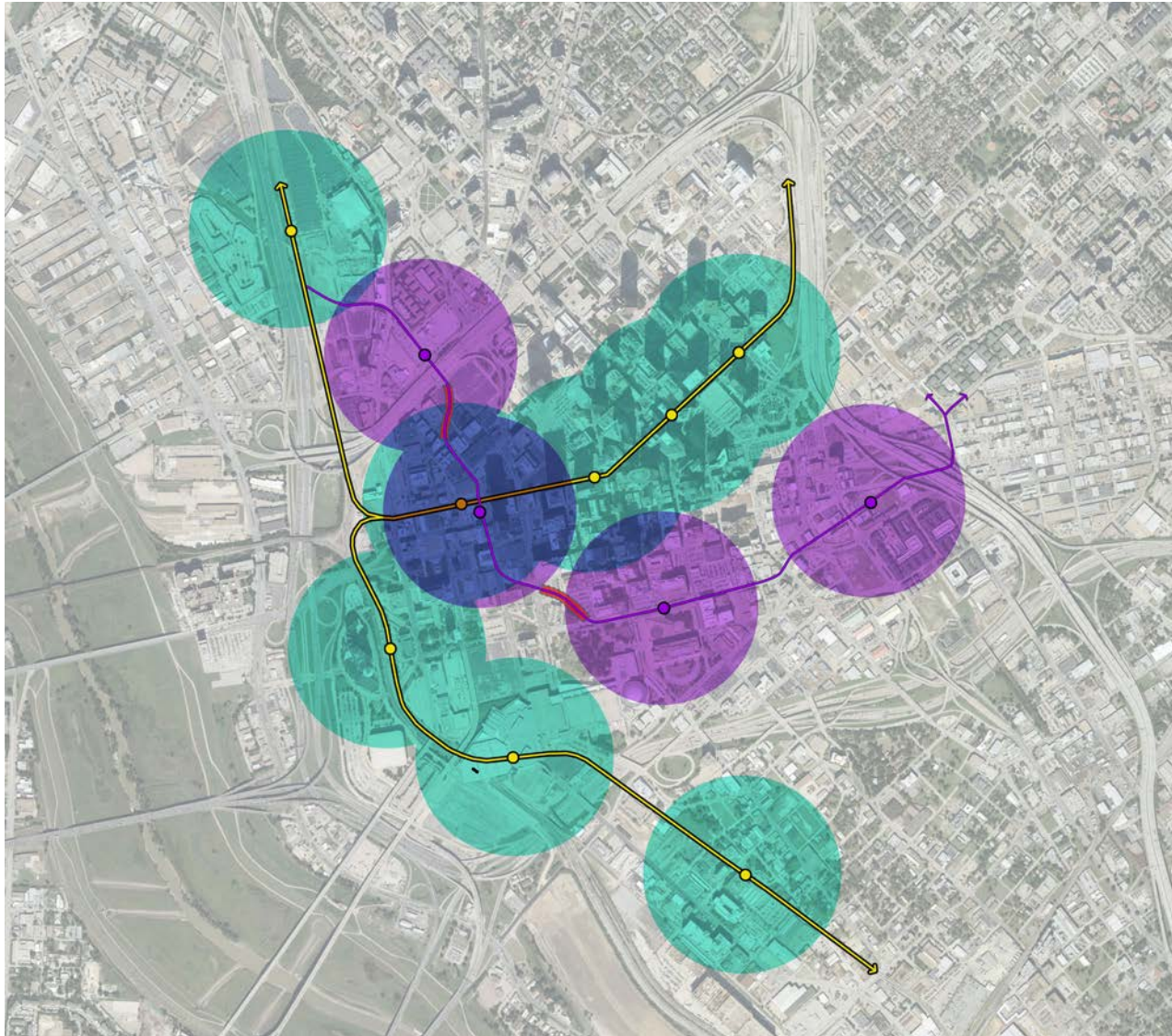


Capacity



Flexibility



Market Area Coverage



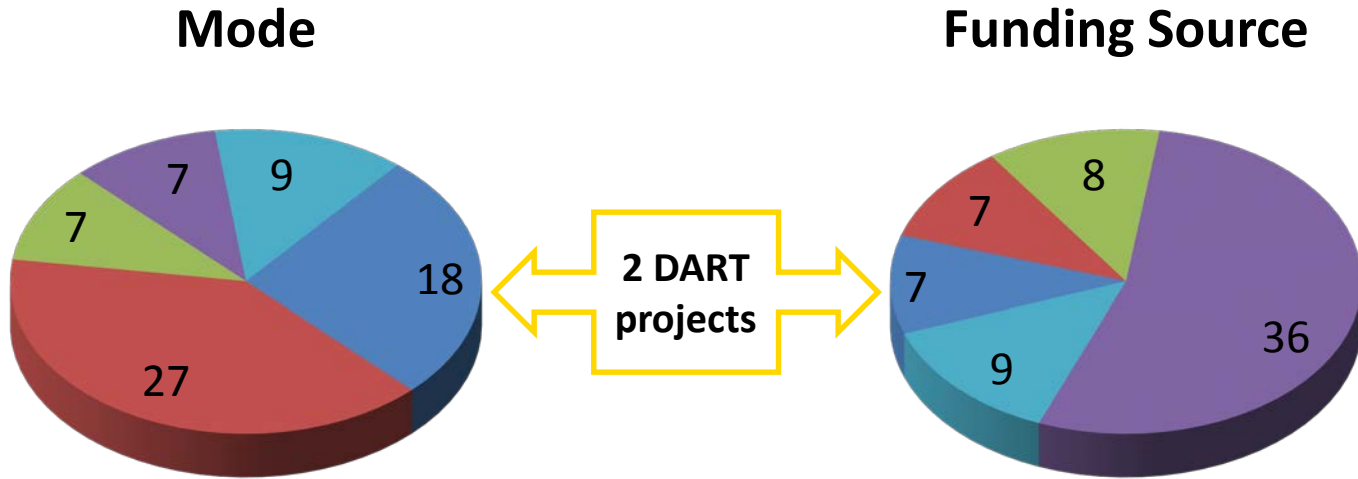
Legend

-  Existing Station
1/4 mile walk distance
-  D2 Station 1/4 mile
walk distance

Federal Funding Schedule

- Projects can be submitted any time for review
- Estimated request for funding between \$350 M- \$400 M
- Current Window
 - September 2015 – Submittal to FTA
 - October – November – FTA Review
 - December 2015 – Project Rating
 - February 2016 – President's FY 17 Budget
- Missed Window
 - February 2017 – President's FY 18 Budget or beyond
 - Change in Administration

Current Capital Investment Grant Program Pipeline



- Light Rail
- Bus Rapid Transit
- Heavy Rail
- Commuter Rail
- Streetcar

- Core Capacity Project Development
- New Starts Engineering
- New Starts Project Development
- Small Starts Project Development
- Full Funding Grant Agreement

67 Projects Nationwide Competing for Funding

Program of Interrelated Projects

1 Platform Extensions

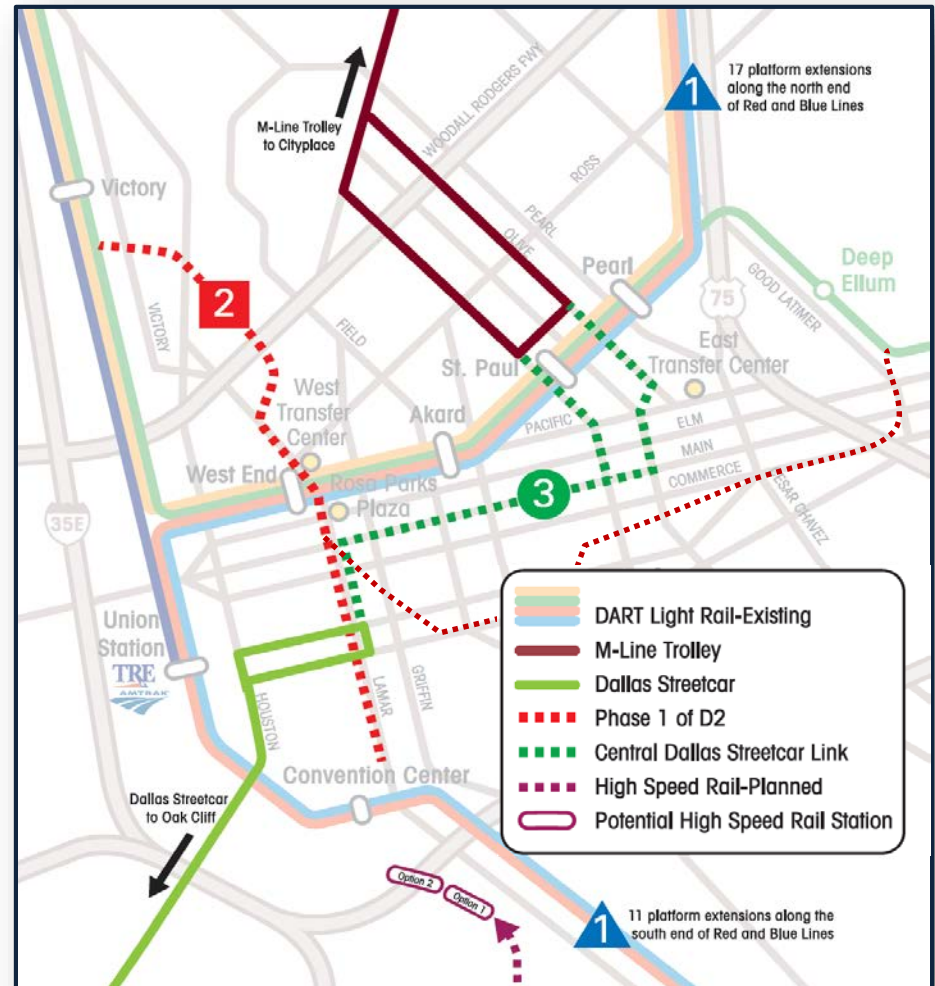
- 28 LRT Stations

2 Light Rail (D2)

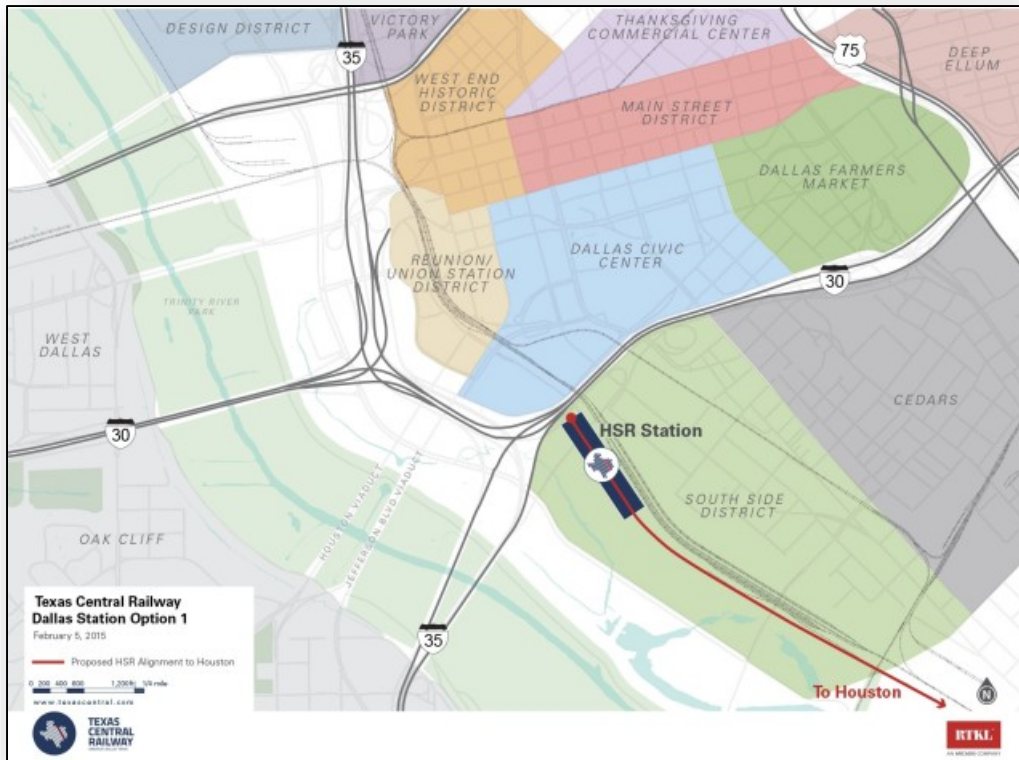
- Victory Station to Green Line

3 Streetcar (Central Dallas Streetcar Link):

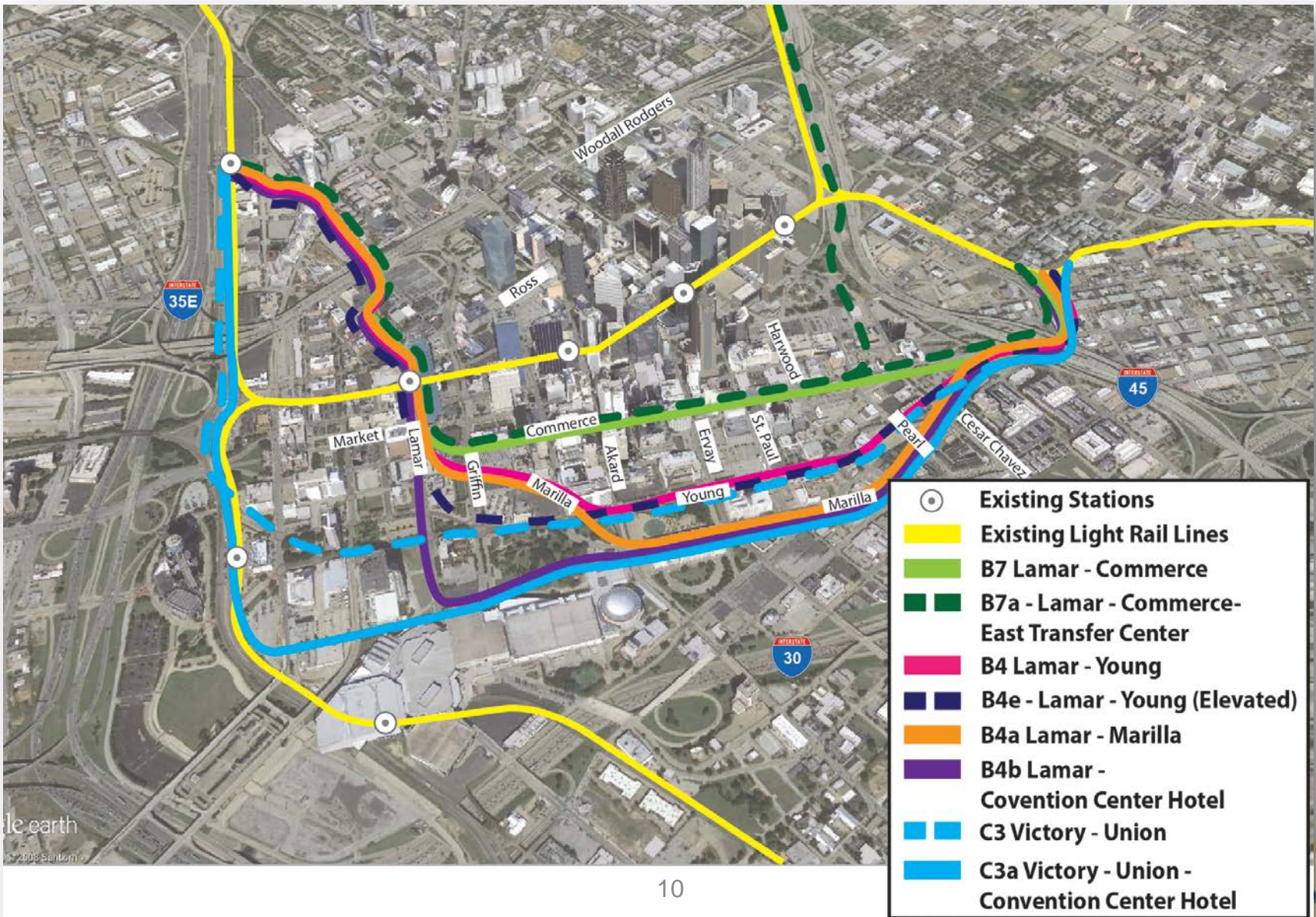
- Omni Hotel to St. Paul LRT Station



High Speed Rail Dallas Station Options



D2 Alternatives



D2 Preliminary DRAFT Evaluation Results

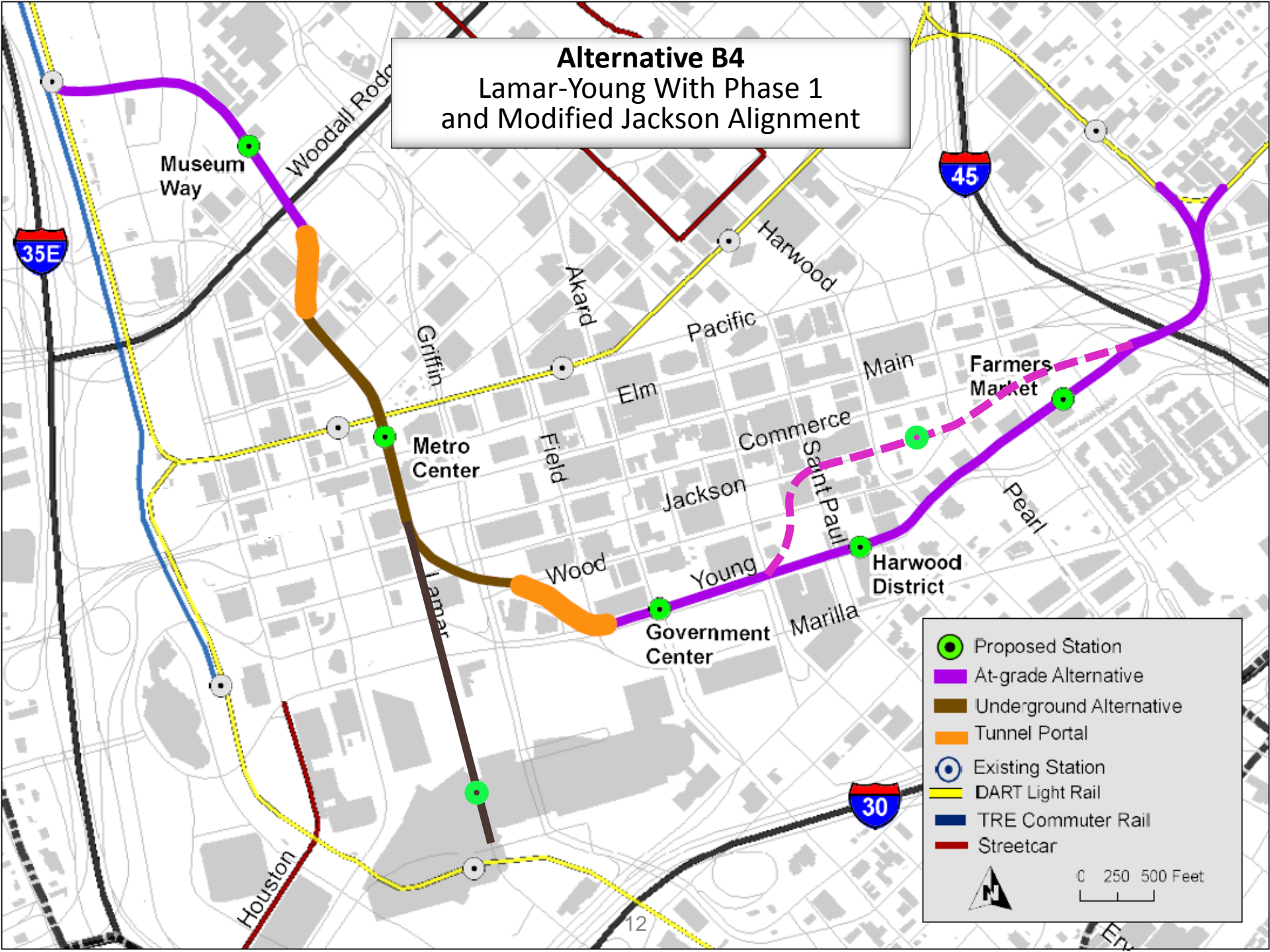
	B4	B4wo	B4a	B4b	B4e	B7	B7a	C3 ¹	C3a ¹
Project Length (miles)	2.41	2.41	2.48	2.64	2.67	2.27	3.29	2.24	2.26
% Tunnel (miles)	21%	21%	41%	44%	Elevated	49%	65%	34%	54%
Capital Costs (2013,\$M)	\$511	\$493	\$830	\$898	\$505	\$912	\$1,173	\$596	\$1,057
O&M Cost Increase over No-Build (2013,\$M)	\$2.5	\$2.2	\$4.3	\$4.4	\$2.5	\$3.4	\$3.9	\$8.0	\$10.2
Project Trips	40,462	31,068	37,636	33,244	40,522	31,578	38,062	30,894	31,917
Added Riders	5,122	-4,454	1,761	-3,528	6,201	-3,945	-4,685	-8,886	-1,932 ²
FTA Core Capacity Criteria (Interim Guidance)	Med-High	Med	Med-High	Med	Med-High	Med	Med	Med	Med

1 Assumes West End Bus Transfer Facility is relocated to Union Station.

2 Added riders drops to -5437 if bus transfer facility is not relocated to Union Station.

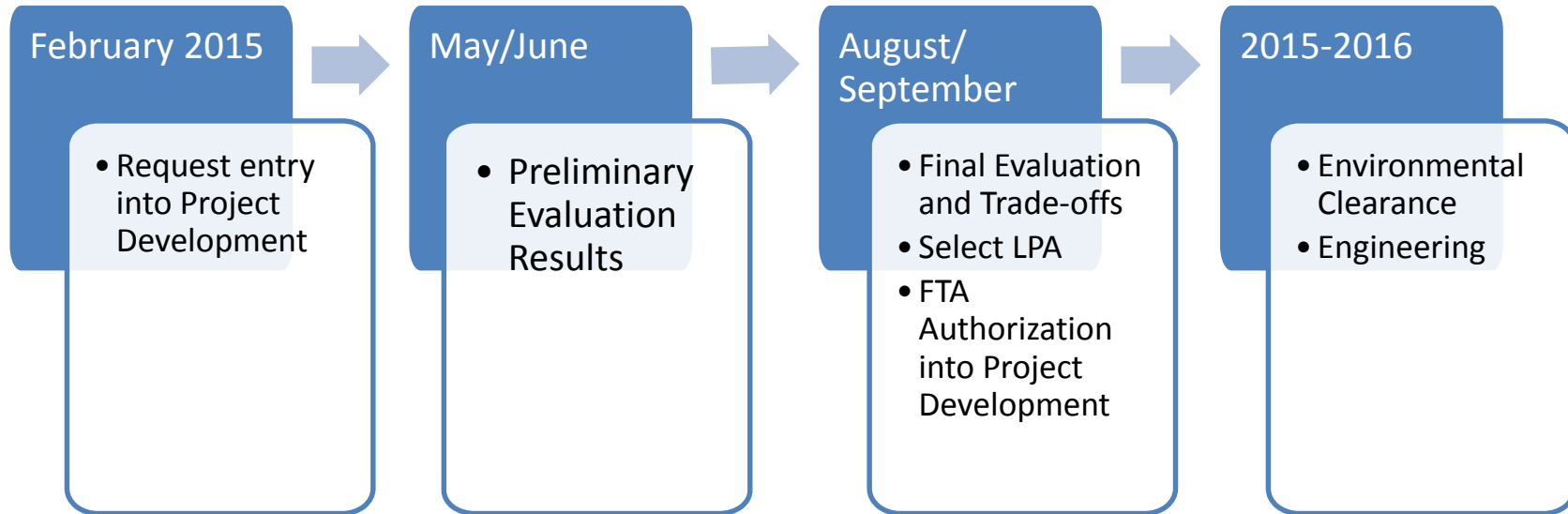
Alternative B4

Lamar-Young With Phase 1 and Modified Jackson Alignment



D2 Next Steps

Full D2 Corridor





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South Oak Cliff Extension to UNT-Dallas

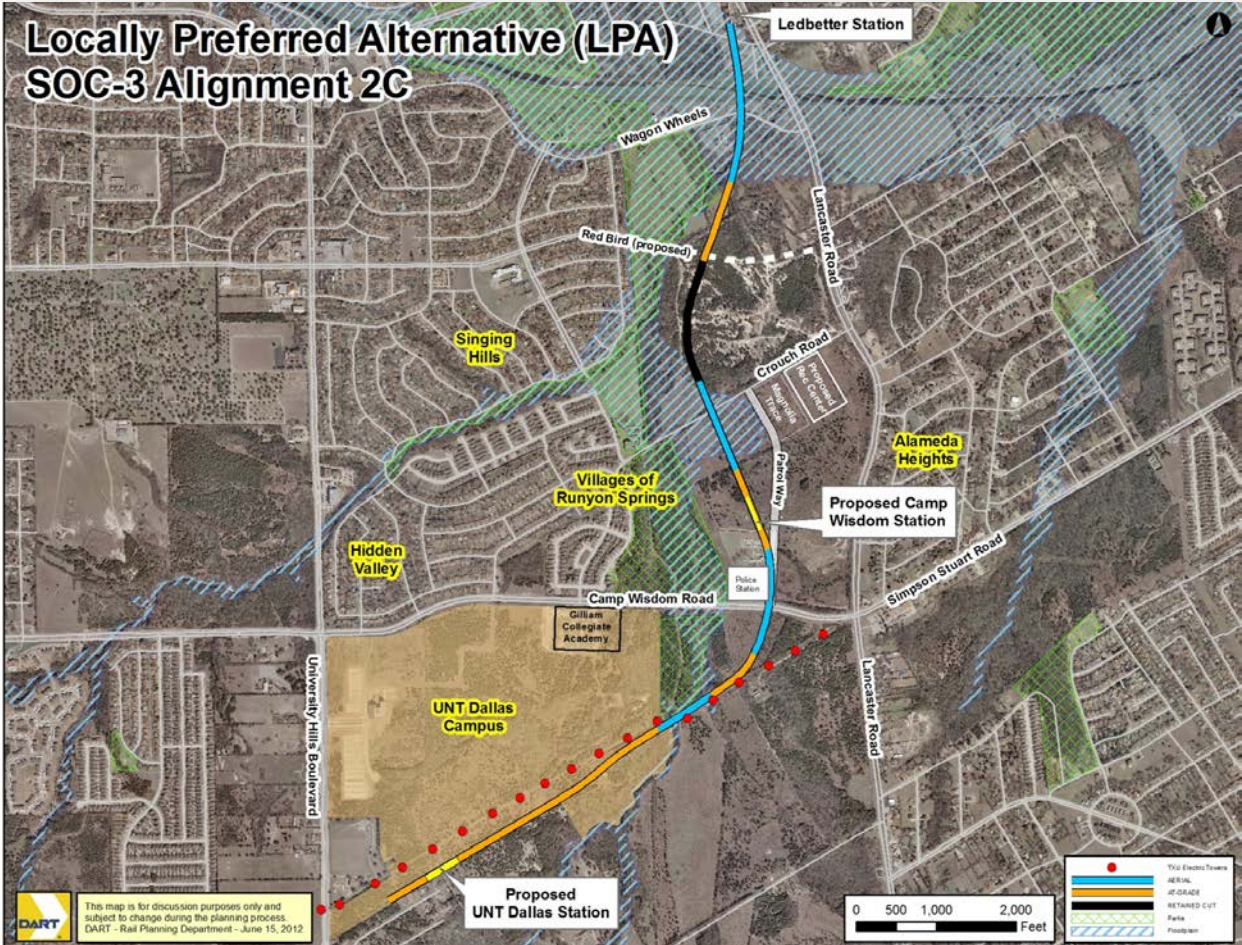
Gary C. Thomas

President/ Executive Director

August 10, 2015



Blue Line Extension to UNT-Dallas



South Oak Cliff - Status

- 2.61 mile extension of the Blue Line south from Ledbetter Station to UNT-Dallas
- Construction cost: \$104 M
- Two new stations
 - Camp Wisdom
 - UNT Dallas
- Camp Wisdom Station
 - Design coordinated with new Singing Hills Recreation Center
- Construction initiated October 10, 2014
 - Water line
 - Bridge construction
 - Ledbetter Station
- Anticipated revenue service – December 2016

Ledbetter Station



Camp Wisdom Station and Singing Hills Recreation Center



Above rendering as of January 2015
Value Engineering is being performed on
recreation center design
Station trellis are deferred

UNT Dallas Station

View from bus load/unload area



South Oak Cliff Construction

Ledbetter Station Improvements



South Oak Cliff Construction

View from North Abutment of Five-Mile Creek



South Oak Cliff Construction

Hanging Beams over Wagon Wheels Trail



South Oak Cliff Construction

North & South Abutments at Runyon Springs Tributary





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City of Dallas
Transportation & Trinity River Committee
Cotton Belt Corridor Update

Gary C. Thomas
President/ Executive Director

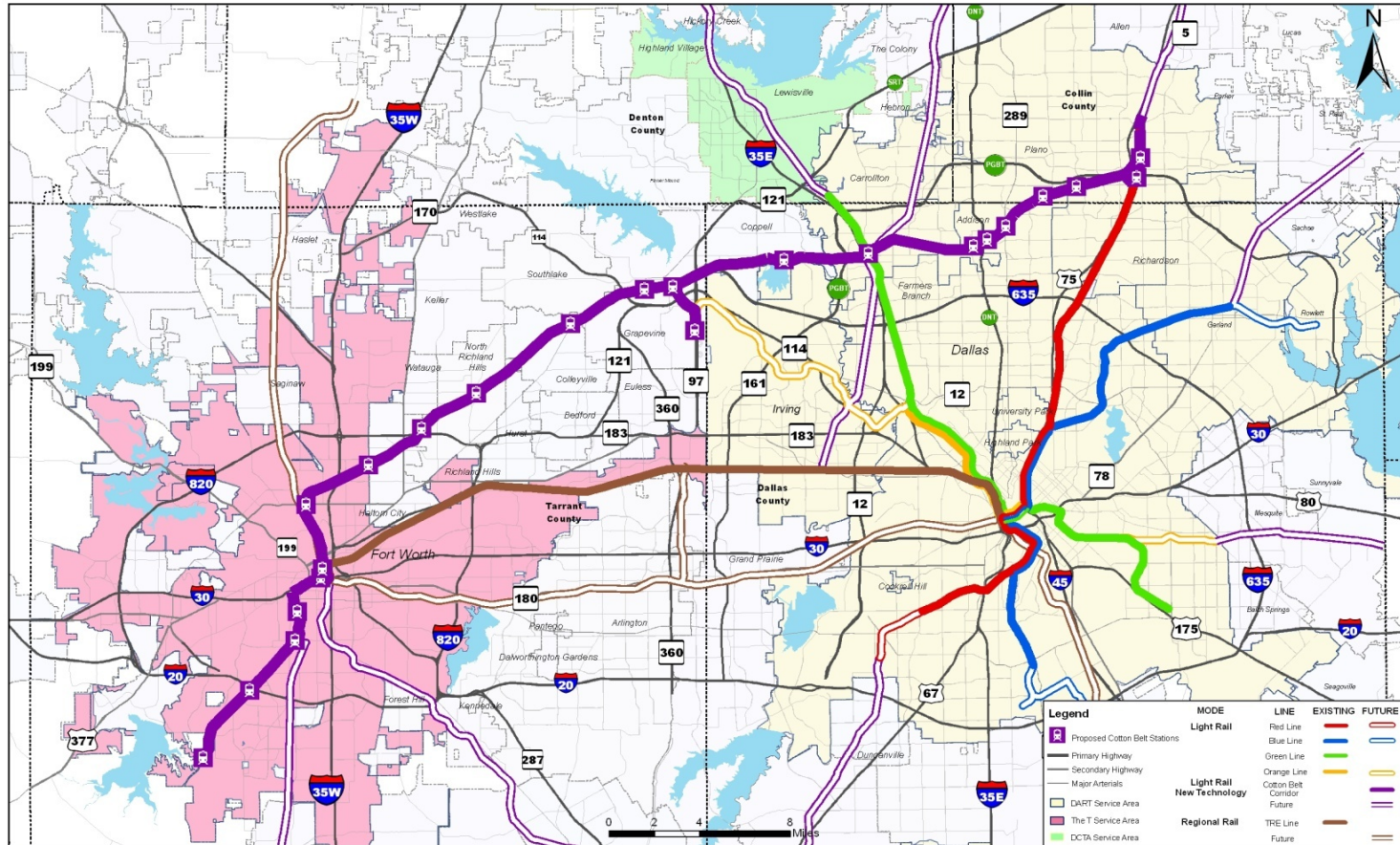
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Overview

- Two independent projects
 - The Fort Worth Transportation Authority (TEX Rail)
 - Dallas Area Rapid Transit
- Serves a large part of the region
 - Located in Dallas, Collin and Tarrant counties
 - 13 Cities
 - 2 Universities (UTD and Texas A&M Research & Ext Center)
- Important transit connections
 - D/FW Airport and Orange Line Connection
 - DART Green Line and Red Line Connections
- DART owns 52-miles of Cotton Belt right-of-way
 - North side of Fort Worth to Wylie

Cotton Belt Corridor



RAIL NORTH TEXAS
Existing and Proposed Passenger Rail Lines



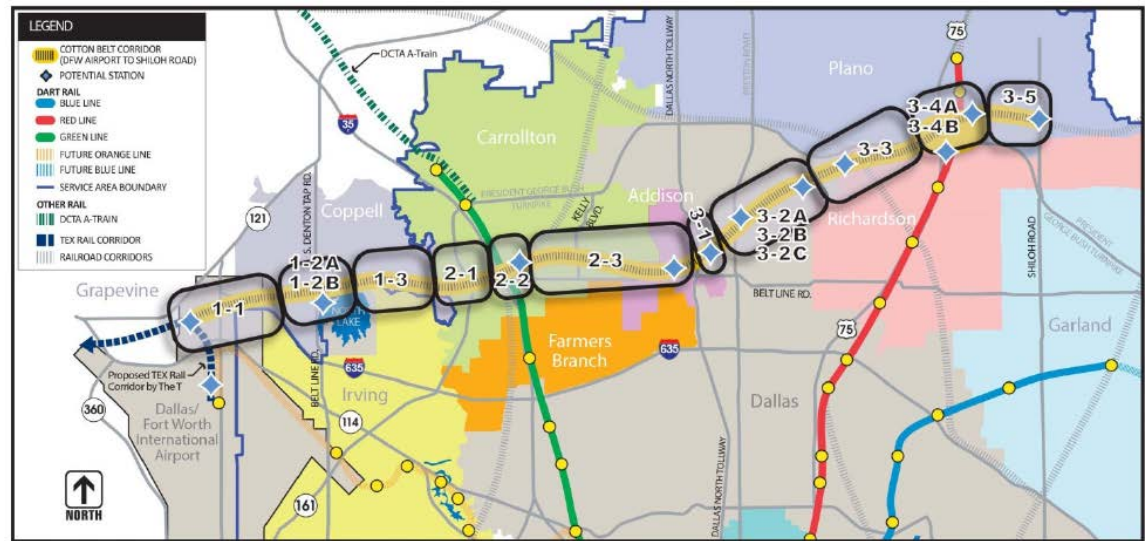
TEX Rail Status

- The T submitted New Starts application for Tex Rail in October 2011
 - Seeking \$405 million in federal funding
- In August 2013, the T Board redefined project as Minimum Operable Segment (MOS) from Downtown Fort Worth to the DFW Airport station
 - Revised environmental document under review by FTA and FAA
- Authorized for Engineering in June 2015
- Contract for 8 “FLIRT” vehicles with Stadler
- Anticipated revenue service in December 2018

Eastern Portion of the Cotton Belt

41 Options Evaluated

- BRT & Rail
- Base Line Project
- Alignment Alternatives
 - Cypress Waters
 - Bush Turnpike Station
- Profile Options
 - Trench
 - Tunnel



Summary Table: Gross Capital Cost

Operable Segment (At-grade)	Rail: Double Track	Rail: Single Track	Bus Rapid Transit (BRT)
DFW Airport to Plano	\$1,599 M	\$690 M	\$393 M

Regional Rail Vehicle



BRT Vehicle



Cotton Belt – Recent Activity

- Cotton Belt in the proposed 20 Year Financial Plan
 - Revenue service in 2035
- Town of Addison requested technical assistance from the NCTCOG to identify options to deliver the project earlier than 2035
 - Six operational scenarios identified
 - DART conducting financial review of proposals



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