

D2 Subway

Dallas City Council Transportation
and Infrastructure Committee

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Planning



Today's Briefing

- Project Overview
- Project Status, Funding, and Schedule
- Deep Ellum Foundation Coordination
- D2/I-345 Interface
- Path Forward

D2 Subway Alignment



Local and Regional Significance

- Reliance upon the existing at-grade Bryan/Pacific transitway mall for all LRT lines constrains the ability of both DART and the region to expand and improve transit
- Continued high regional growth, increasing congestion, planned regional transit expansion, and high-speed rail projects affect capacity
- These items, along with future transit-oriented development (TOD) investments along the system, will further increase DART system demand and stress DART's limited core capacity



CORE CAPACITY

OPERATIONAL FLEXIBILITY

MOBILITY & ACCESS

LAND USE / URBAN DESIGN

D2 Benefits to Dallas

- More frequent or new LRT service expansion will be possible in the future
- Investment in downtown to support strong city core
- New market areas served and station development opportunities
- Service can continue to operate in case of disruption, incident or construction along current at-grade mall
- DART and City can accept the \$1M Transit-Oriented Development (TOD) grant just awarded for the D2 Subway project



Project Status

- 30% Design complete, consistent with 2017 Council resolution
- Final Environmental Impact Statement/Record of Decision (FEIS/ROD) is ready for FTA signature
 - Signature and Notice of Availability (NOA) of FEIS/ROD in Federal Register is pending City Council action to approve project
- FEIS/ROD must be complete to request entry into next phase of Engineering and be eligible for grant

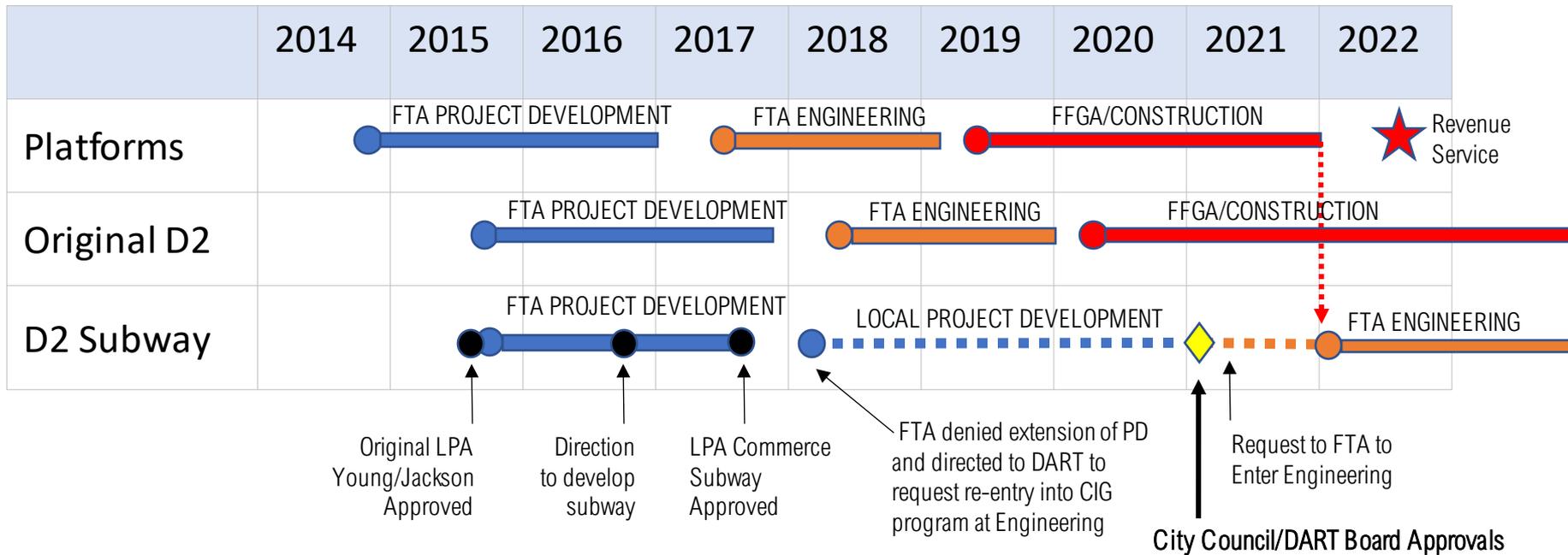


Project Cost and Funding

- FY21 DART Financial Plan assumes \$1.4B project and \$650M grant
- Current project estimate is \$1.7B so would require Board approval to update Financial Plan with updated budget and larger grant of approximately \$800M
 - 30% design contingency included
 - Will conduct value engineering and cost review
- Project has rated Medium-High in past FTA reviews and anticipate same rating
- FTA is encouraging DART to submit project as soon as possible
- New federal administration supportive of transit infrastructure and climate related initiatives

Project Schedule

- Window to re-enter FTA Capital Investment Grant program and be eligible for funding is narrowing



A photograph of a city street featuring a tram. The tram is white with a yellow stripe and has "LED BETTER" on its destination sign and the number "171" on its side. The street is paved with cobblestones and has tram tracks. In the background, there are modern buildings, one with a "1505" sign. A semi-transparent blue overlay covers the entire image, and a yellow rectangular border frames the central area where the text is located.

Deep Ellum Foundation

Deep Ellum Area

- DART has responded to the six issues identified in Deep Ellum Foundation (DEF) letter and has met with several stakeholders
- DEF opposes any connection in this area
- Held meeting on December 16, 2020 with DEF Board and several Good Latimer Committee members

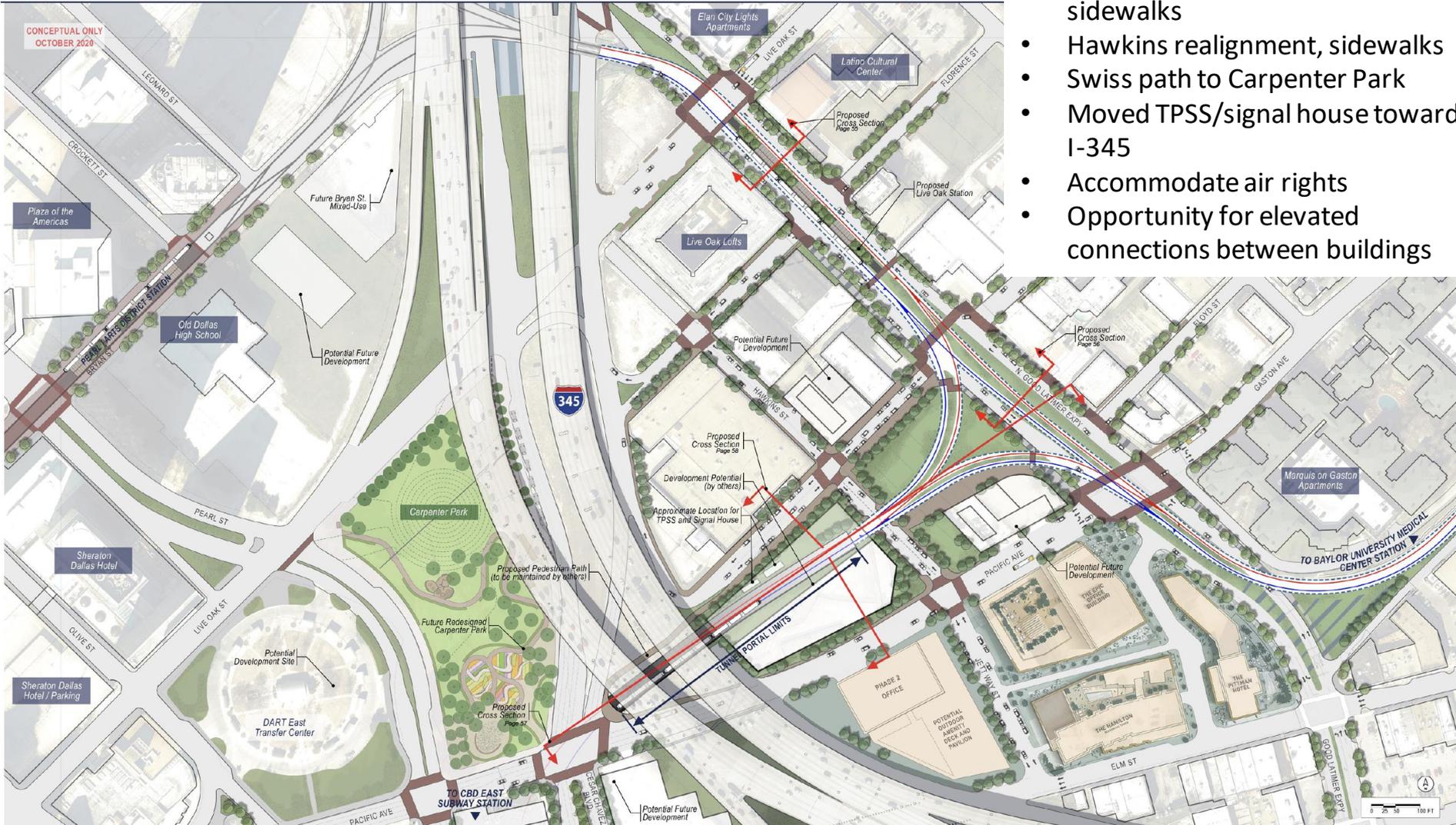
Key issues:

1. Severing Connectivity
2. Development Disruption
3. Traffic Congestion
4. Live Oak Station & Intersection Safety Risk
5. Cultural Trail Hindrance
6. Construction Disruption

Deep Ellum Area

D2 SUBWAY | LIVE OAK STATION & EAST TUNNEL PORTAL AREA | URBAN DESIGN PLAN

- Remove ballast
- Crosswalk improvements
- Swiss reconstruction with wider sidewalks
- Hawkins realignment, sidewalks
- Swiss path to Carpenter Park
- Moved TPSS/signal house toward I-345
- Accommodate air rights
- Opportunity for elevated connections between buildings

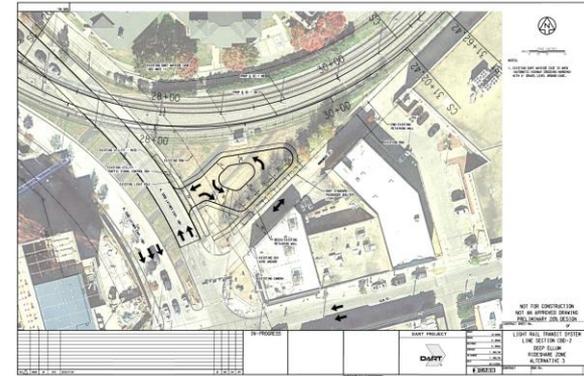


Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.

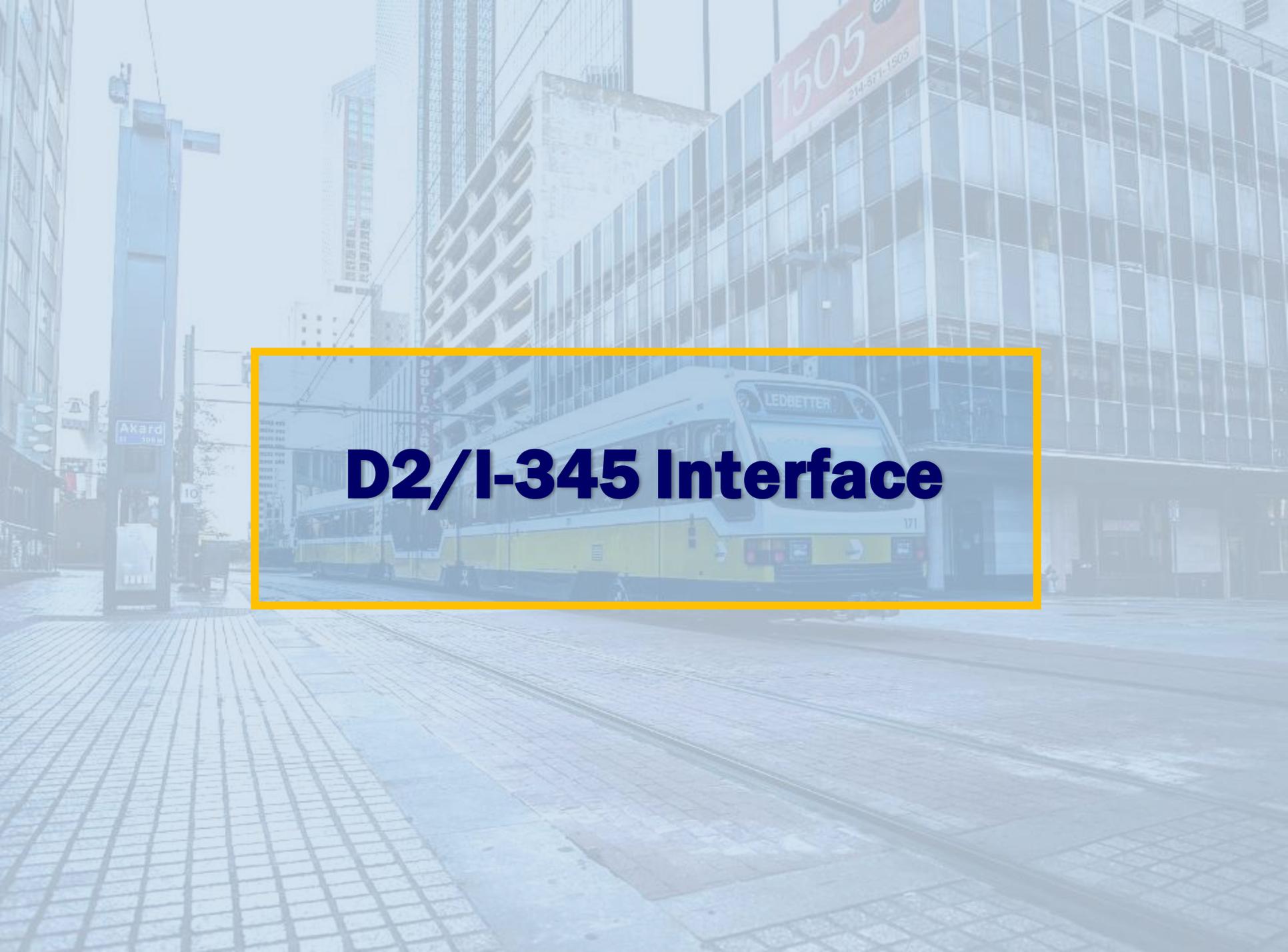
Deep Ellum Area

- DART has been faced with similar localized issues on major expansion projects and has created new policy (Betterments) or approved resolutions to help resolve concerns (Love Field West, Deep Ellum Gateway)
- A similar approach here to provide or coordinate on "enhancements" to support better integration of D2 Subway and help advance related Deep Ellum Foundation objectives may be desirable
- NCTCOG, City of Dallas, DART and Deep Ellum Foundation also working together to identify priorities for RTC \$10M Deep Ellum Transportation Priority Improvements program
- FTA allows for some enhancements to be reimbursable – subject to review and negotiation

Potential Enhancements in Deep Ellum



- Potential "enhancements" to consider:
 - TNC "pick up/drop off" facility on DART property
 - Enhanced sidewalks, amenities, signage along Good Latimer portion of "Deep Ellum Cultural Trail"
 - Baylor Station renamed Baylor/Deep Ellum with refresh and connectivity improvements
 - Deep Ellum gateway signage and/or art
 - Bike trail/bike lane integration
 - Site Specific Shuttle from stations/peripheral parking during peak times
 - DART Police security review/improvements at stations
 - Enhanced landscaping/fencing/paving along alignment

A photograph of a city street featuring a tram. The tram is blue and yellow, with 'LED BETTER' on its destination sign and the number '171' on its side. The tram is positioned on tracks in the middle of the street. In the background, there are modern buildings with glass facades. One building has a sign that says '1505' and another has 'KORONA'. A street sign on the left reads 'Akard St. 109th'. A yellow rectangular box is overlaid on the image, containing the text 'D2/I-345 Interface' in a bold, dark blue font.

D2/I-345 Interface

D2/I-345 Interface

- TxDOT has indicated D2 Subway does not preclude range of options
 - Key interest is ensuring commitments for mitigation associated with a deeper I-345 facility if selected as preferred option
 - Selection of preferred option expected in late 2021 or 2022 followed by several years of design/environmental clearance
- NCTCOG has suggested that at-grade crossing under I-345 may be best option - places portal in downtown, west of I-345
 - Not consistent with current plans and would impact project schedule
 - Maximum flexibility for depressed I-345; may preclude at-grade boulevard
 - Would impact some city streets, potential for cut-and-cover through Main Street Garden and along Commerce Street

D2 Subway 30% Design with portal under/east of IH 345

Consistent with 2017 City Council Resolution



Tunnel portal begins just past Pacific/Cesar Chavez

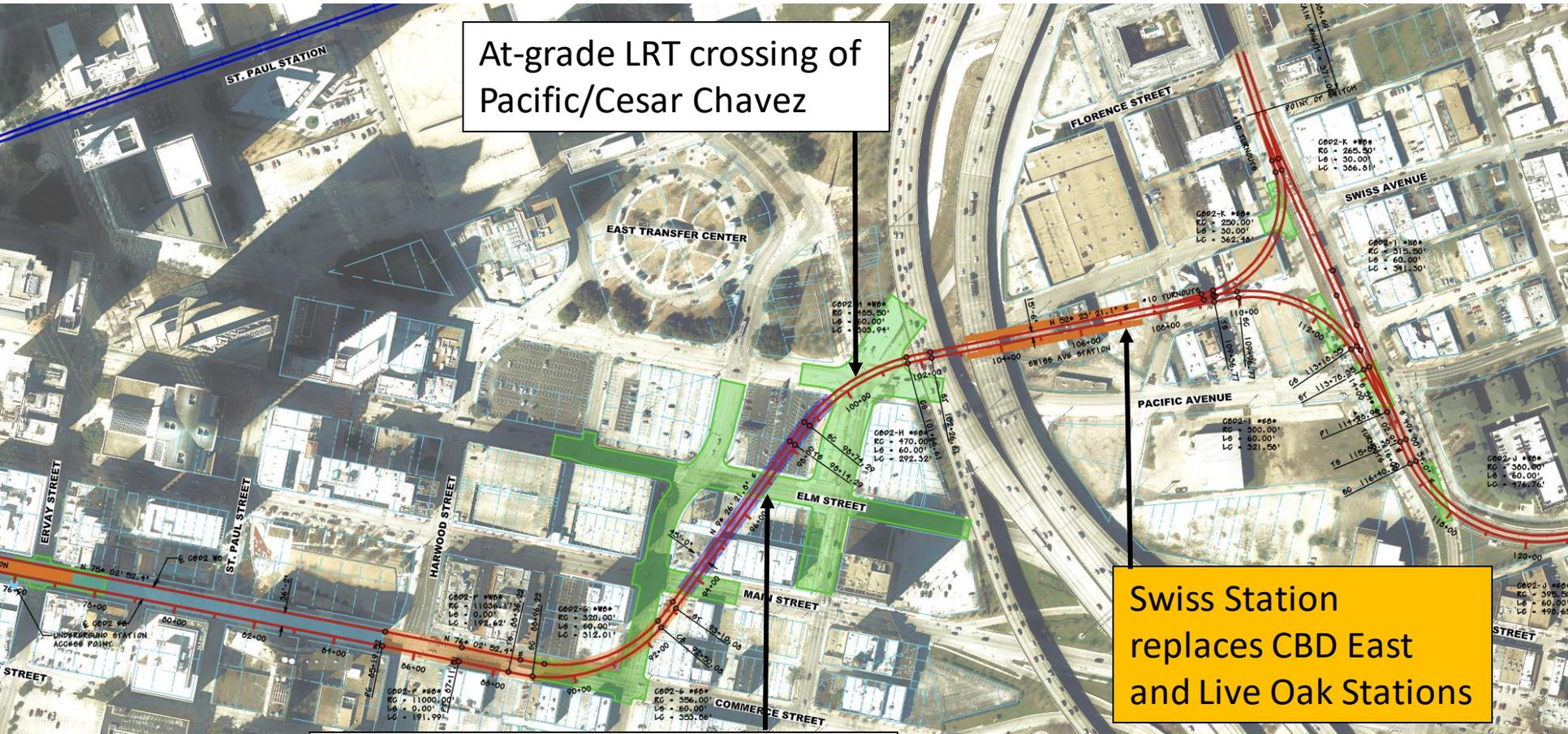
Live Oak Station

CBD East Station

Only street impact is closure of Central Expressway frontage road to through traffic



Swap Portal and Station Concept

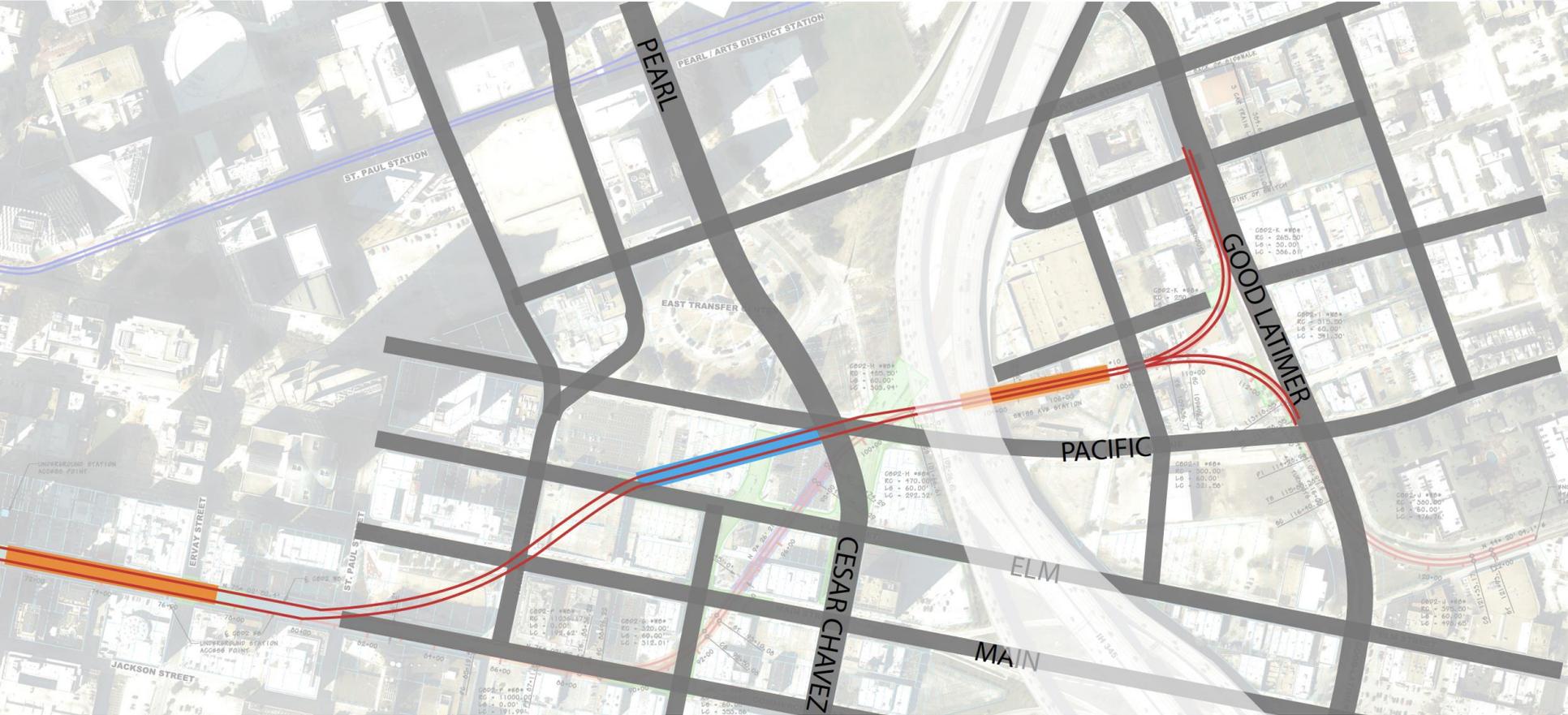


At-grade LRT crossing of Pacific/Cesar Chavez

Swiss Station replaces CBD East and Live Oak Stations

Elm Street raised up to 18 feet requiring closure or reconstruction of several nearby streets

City of Dallas Concept #1 Pacific Portal

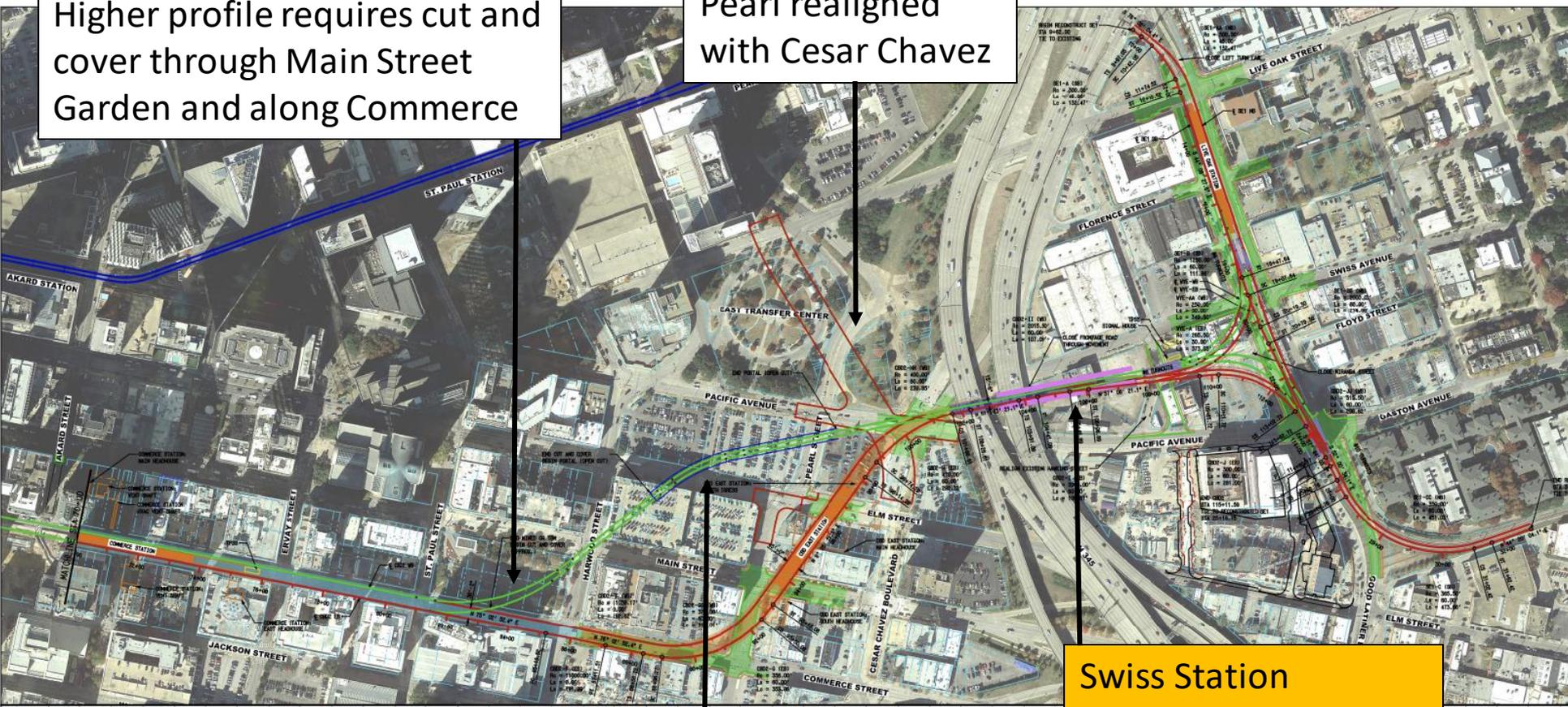


Review of City of Dallas Concept #1 Pacific Portal

(overlaid with current D2 Subway)

Higher profile requires cut and cover through Main Street Garden and along Commerce

Pearl realigned with Cesar Chavez

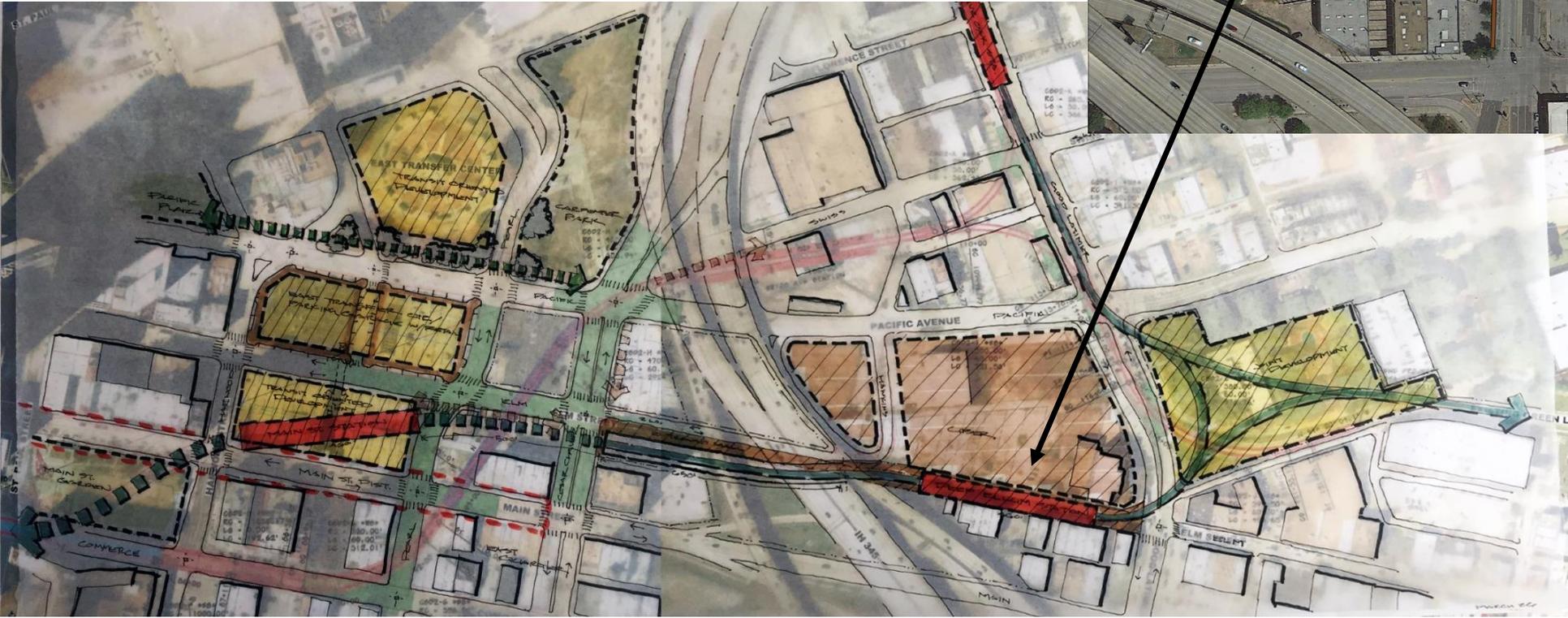


Elm Street raised 5 feet; Elm Street garages need to be rebuilt

Swiss Station replaces CBD East and Live Oak Stations



City of Dallas Concept #2 Elm Portal



Review of City of Dallas Concept #2 Elm Portal

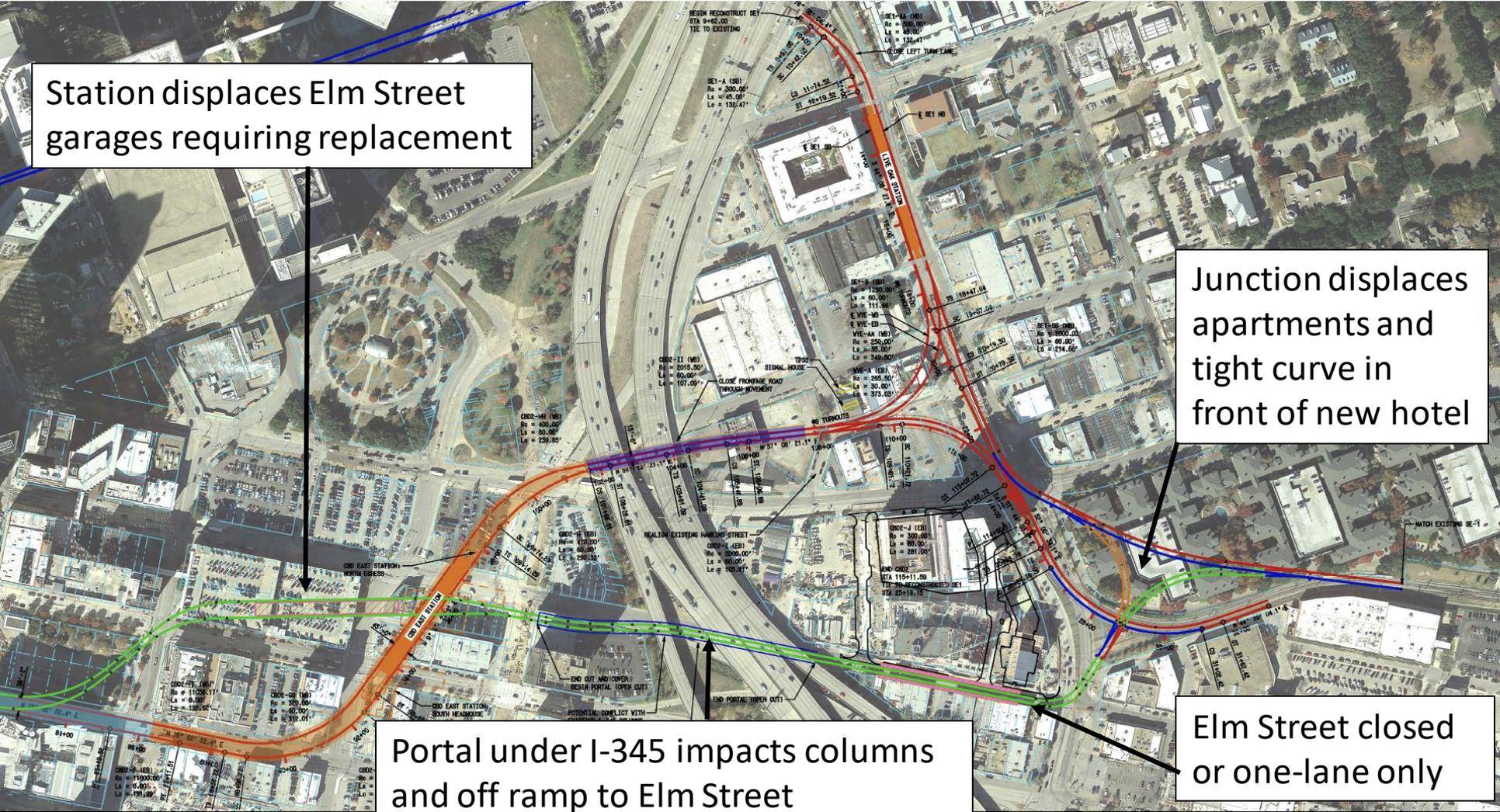
(overlaid with current D2 Subway)

Station displaces Elm Street garages requiring replacement

Junction displaces apartments and tight curve in front of new hotel

Portal under I-345 impacts columns and off ramp to Elm Street

Elm Street closed or one-lane only



At-grade Option Summary

- Any major departure from current D2 Subway alignment and profile will require direction from Dallas City Council and DART Board
- Departure from current alignment will likely add at least 12-18 months to schedule - missing core capacity grant window
- Additional stakeholder opposition is likely compared to current plan
- Does not improve Deep Ellum concerns
- DART would require eminent domain and stakeholder assistance from City of Dallas

I-345 Interface Path Forward

- Recommend advancing current design with portal under I-345
- At-grade option with portal in downtown will impact city streets, removes a station, and will likely have opposition
- DART is willing to be part of agency cooperation agreement for mitigation with a deeper I-345 option if that is the preferred alternative of TxDOT study
- Statement of Cooperation drafted to demonstrate working together
- Memorandum of Understanding (MOU) in development
 - Continued coordination among agencies
 - Continued design refinement as both projects progress
 - Approach to contingency funding if depressed I-345 option is advanced in future

Proposed Next Steps

- Joint Agency Statement of Cooperation
- February 2021 – Dallas City Council Action/DART Board Service Plan amendment
- February 2021 – FTA issuance of FEIS/ROD
- Spring 2021
 - Six-Month Advance Notice to Enter Engineering
 - CIG/Core Capacity submittal for Project Rating
 - Local/Federal share
 - Value Engineering/Risk Assessment/Independent Cost Review
 - Procurement Approach/Plan
 - Draft Readiness Review Documents

Discussion

- There is limited movement in FTA schedule to remain eligible for Core Capacity grant
 - Next two months are critical to advance project
 - Feedback on City Council action to approve adding D2 Subway to DART Service Plan
- Discussion relative to:
 - TxDOT I-345 Interface
 - Deep Ellum Foundation "enhancement" package



let's go.



DART.org²⁶

FTA Capital Investment Grant Process

- Project Development phase nearly complete
- FTA is ready for DART to request entry into Engineering
- D2 received **MEDIUM-HIGH** ratings in 2015, 2016, and 2017.

