

DART Red and Blue Line Platform Extensions

Dallas, Texas

Core Capacity Engineering
(Rating Assigned June 2017)

Summary Description

Proposed Project:	Light Rail Transit 48.1 Miles, 28 Stations
Core Capacity Capital Cost (\$YOE):	\$149.25 Million (Includes \$0.64 million in finance charges)
Section 5309 Core Capacity Share (\$YOE):	\$74.47 Million (49.9%)
Annual Operating Cost (opening year 2021):	\$0.22 Million
Existing Ridership in the Corridor:	27,000 Daily Linked Trips 8,251,800 Annual Linked Trips
Existing Useable Space per Passenger:	5.7 Square Feet
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: Dallas Area Rapid Transit (DART) intends to extend and modify platforms along the existing Red and Blue lines to accommodate three-car trains with level boarding. The Red and Blue lines are presently limited to two-car train lengths, since platforms at 28 of the existing stations on these lines are only long enough to accommodate two-car trains. By expanding the platforms at these stations, three-car trains can be operated system-wide, and the capacity of the Red and Blue line service will be significantly increased. The project does not include the purchase of railcars. DART estimates that when the project is complete, capacity in the corridor will be increased 12 percent, which exceeds the ten percent minimum required by law for Core Capacity projects.

Project Purpose: As ridership has increased on the DART rail network, crowding issues have arisen in the downtown core during the peak period. The current operating plan represents the maximum practical operating capacity without compromising schedule reliability during the peak period. Since the track configurations into and out of the existing downtown transit mall preclude train frequency improvements, DART believes that adding cars to existing trains represents the most feasible means to improve capacity in the near term.

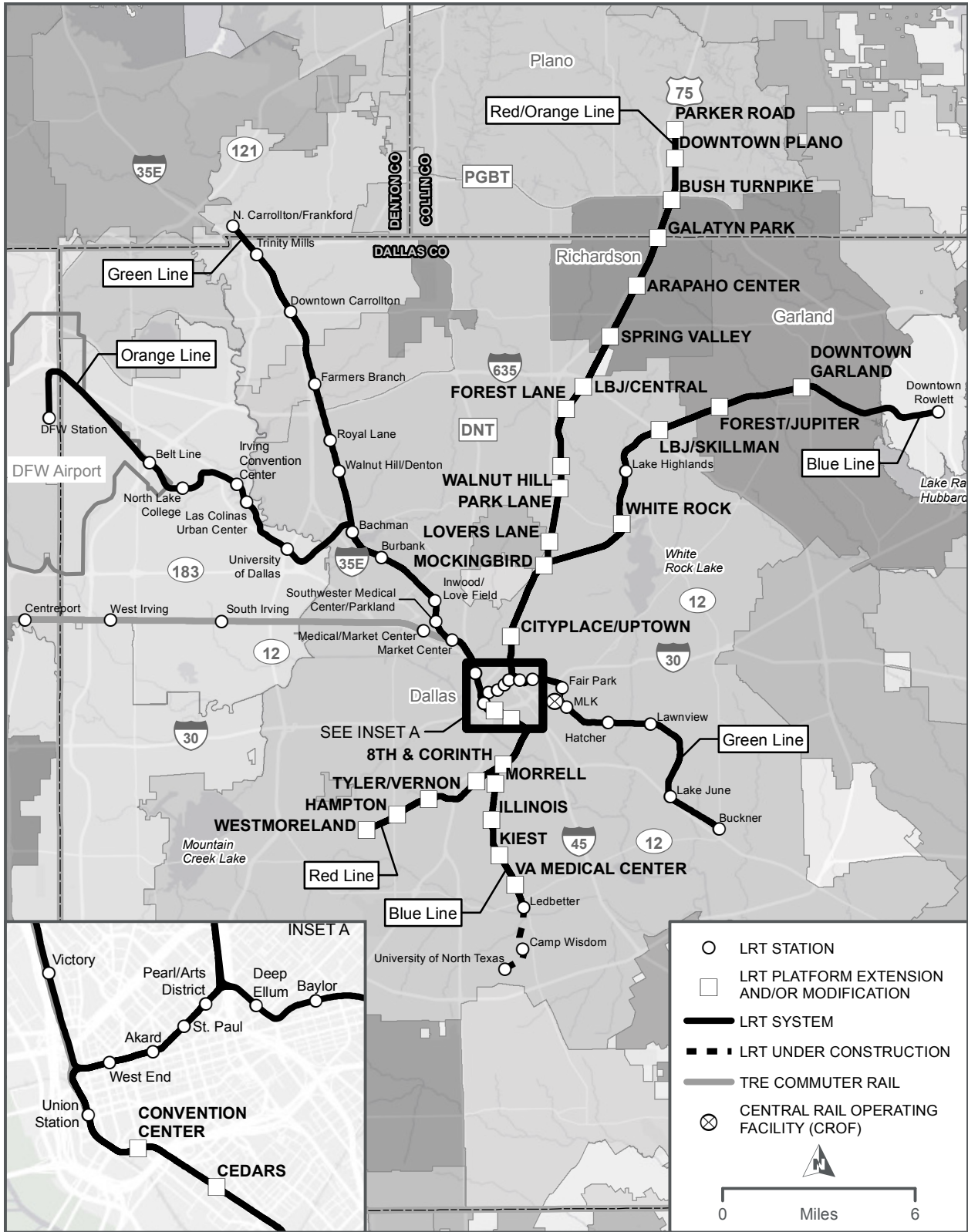
Project Development History, Status and Next Steps: DART selected a locally preferred alternative in July 2014, and it was adopted into the fiscally constrained long-range transportation plan in November 2014. The project entered Core Capacity Project Development in December 2014. DART completed the environmental review process with receipt of a Categorical Exclusion in September 2015. After postponing entry into Engineering to refine costs further, DART entered Engineering in July 2017. DART anticipates receiving a Full Funding Grant Agreement in late 2018, and completing the project in late 2021.

Significant Changes Since Last Evaluation (November 2016): DART has continued refinement of the design plan for construction phasing across all 28 stations with a focus on minimizing disruptions to existing service. The project cost estimate thus changed from

\$139.66 million to \$149.25 million. The amount of Core Capacity funding that the project is seeking changed from \$69.13 million to \$74.47 million, revising the CIG share to 49.9 percent.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Core Capacity	\$74.47	49.9%
State: Texas Department of Transportation Mobility Fund Grant	\$60.00	40.2%
Local: DART Dedicated Sales Tax Revenues	\$14.77	9.9%
Total:	\$149.25	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.



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DALLAS, TX