



Dallas Area Rapid Transit (DART) Cotton Belt Regional Rail “Silver Line” Project Frequently Asked Vehicle Questions

Q: Why will the DART Silver Line use diesel trains?

A: The selected vehicle is discussed in Section 2.3.2 of the FEIS/ROD. Vehicles operating in the Cotton Belt Corridor must be compliant with FRA requirements since the passenger rail will share much of the corridor with freight operations. As such, overhead catenary cannot be used as they are incompatible with freight clearances. Air Quality is discussed in Section 4.13 of the FEIS/ROD. The diesel engines will be compliant with EPA Tier 4 ultra-low emission standards.

Q: What is the maximum speed the DART Silver Line will operate at in North Dallas?

A: Maximum operating train speed in North Dallas will be 45 mph.

Q: What else is there to know about the DART Silver Line trains?

A: The vehicle manufacturer, Stadler Inc., proposes to equip the vehicles with closed-cell, noise absorbing polyethylene foam in the bogie (truck) areas of the vehicle. DART will work with Stadler to complete the review of this material as a viable option to implement on the underbody. The material would be limited to the bogie (truck) areas, since there are no other noise sources below the vehicle. This material has been in use on Stadler vehicles for the “S-Bahn Stuttgart” (Stuttgart’s commuter rail system) for 5 years with no reported issues.

Q: Will the DART Silver Line carry freight?

A: Freight abandonment occurred through a federal action by the Surface Transportation Board on or about January 2010. Pursuant to federal regulation 49 CFR 1152, Subpart F-Exempt Abandonments. Abandonment or discontinuance of trackage rights occurred in over 5.34 miles of the Cotton Belt, extending between Waterview Parkway and Knoll Trail Drive. There are no plans for freight activity or service in this area. The process for re-initiating freight activity in this area would include 1) DART Board resolution; 2) City of Dallas resolution, and 3) action by Surface Transportation Board. The process includes an Environmental Impact Statement, public hearing and a finding relative to the economic benefit of re-establishing service. The City of Dallas is working on steps required for an ILA.

Q: In a worst-case scenario, the train needs to be evacuated, will there be emergency access doors such as emergency egress?

A: The design will be evaluated by DART’s fire, life and safety group to ensure all safety criteria are met. Emergency egress is determined by several factors, which will be evaluated as the design progresses.

Q: How many decibels will the DART Silver Line train usually put out as far as noise? Will DART follow all the regulations on the federal noise control act for residential areas?

A: DART will be conducting additional noise analysis based on updated vehicle information. The vehicle manufacturer is still at an early stage of design and cannot yet provide the exact vehicle sound level at 45mph. However, based on analytical estimates, the noise level generated at an operating speed of 45 mph is estimated to be 75 dBA measured at a distance of 50ft from the train. Sound walls will reduce noise levels from trains by 5-15 dB. A reduction of the project noise by 5-15 dB represents a significant reduction in noise. Computer modelling has determined that all identified noise impacts are being mitigated. Inputs for each residence included site specific geometry between the source (train), sound wall, and receiver (residence).

The Noise Control Act of 1972 (NCA) authorized federal action to address sources of noise. The act authorized the Environmental Protection Agency (EPA) to issue noise emission regulations for these sources. The noise impact assessment for the Cotton Belt Project adhere to the requirements of the National Environmental Policy Act of 1969 (NEPA) and the guidelines set forth by the EPA and Federal Transit Administration (FTA).

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Q: What is the annual maintenance capital – ex: spares, etc. – to maintain the DART Silver Line fleet?

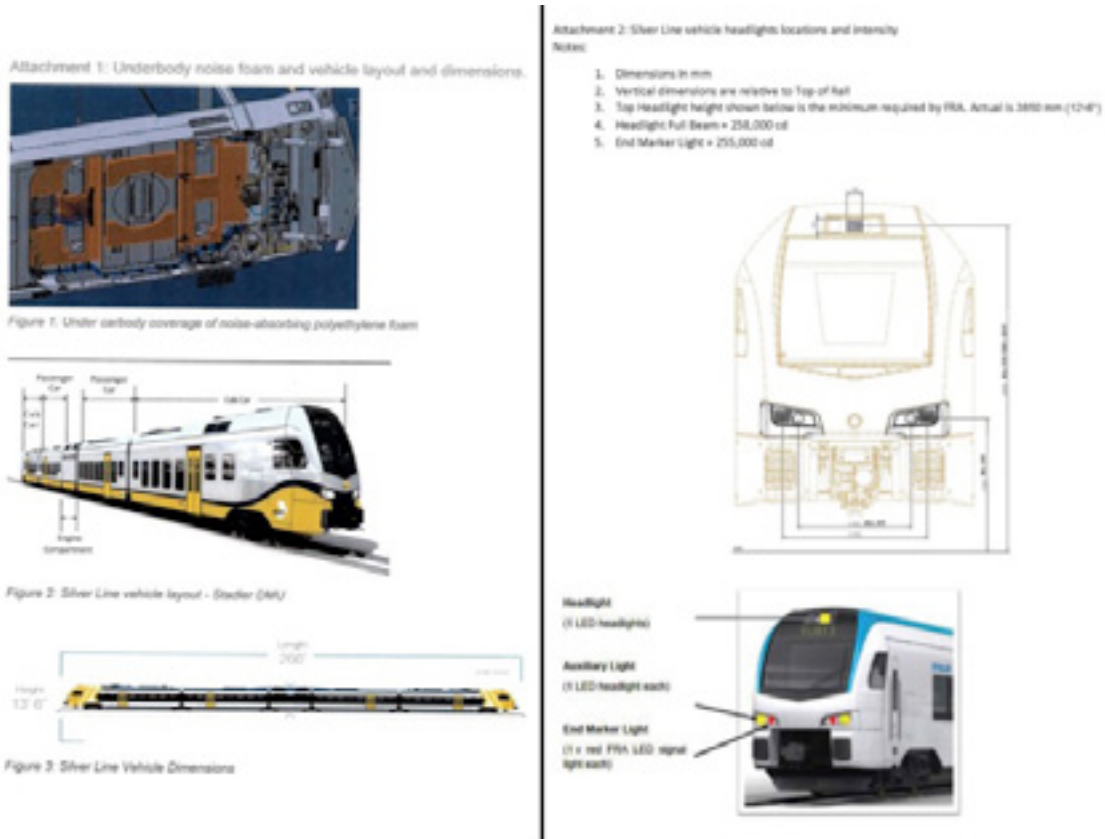
A: Operating costs (reflected in the commuter rail line item in the DART FY 2019 Twenty-Year Financial Plan) total \$17.2 million annually. This includes maintenance and administrative costs.

Q: How do you calculate trains will average 35 MPH through North Dallas Area?

A: The DART Cotton Belt Operations Simulation Methodology & Results report indicates an approximate travel time of 6 minutes between Knoll Trail Station and Coit Road Station at a distance of approximately 3 1/2 miles. The resultant average speed is 35 mph.

Q: What is the dimensioned profile of the train?

A: Please see Attachment 1, Figures 2 and 3 for the layout of the Silver Line Vehicle and overall vehicle dimensions. See Attachment 2 for the dimensions of the lights.



Q: When the train is at its maximum speed, will it impact the items in the EIS? (Ex: sound mitigation, line of sight, etc.)

A: The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour and will not impact items in the EIS.

If you have questions about the DART Silver Line, please send them to Cottonbelt@DART.org, call 972-833-2856, or visit www.DART.org/cottonbelt.