

Dallas CBD Second Light Rail Alignment (D2 Subway) Summary

Prepared by DART March 2021

WHAT AND WHY

- Capital Investment of \$1.7 billion (2021\$) in downtown to sustain/grow LRT system capacity
- Advanced to 30% design consistent with Dallas City Council September 2017 Resolution No. 171426
- D2 Subway will:
 1. Add capacity - upon opening, additional Red Line peak service would be added, with ability to increase service over time for all lines
 2. Support continued transit expansion in Dallas and region to accommodate growth – year 2045 growth forecasts show need for more frequent service on light rail, especially if NCTCOG regional plan is in place
 3. Increase operational flexibility, reliability, and quality of service for DART riders, including during downtown incidents or during special events
 4. Provide opportunity for transformative project to support region's continued economic competitiveness and transit-oriented development; there is more than \$7 billion in downtown planned or potential economic development proximate to D2 stations.
 5. Create immediate job opportunities and have positive direct and indirect economic impacts for the city and region during post COVID recovery period
 6. Support city and regional objectives to create a more sustainable transportation system that emphasizes public transit, walkability, and transit-oriented development to reduce reliance on automobiles and support air quality goals.

WHAT DOES ADVANCING D2 SUBWAY MEAN FOR FUNDING OTHER BUS TRANSIT PRIORITIES?

- The approved 20-year FY21 Financial Plan does and will continue to accommodate rail projects like D2 Subway as well as recommendations from DARTzoom Bus Network Redesign to enhance bus service throughout the DART Service Area and the southern sector.
- D2 Subway allows for the ability to improve light rail service long term, including potential expansion into new areas
- Current and future Federal COVID relief funds will help DART to not only recover but also improve service, while minimizing competition for funds among transit priorities over next several years
- The D2 Subway project local share would be financed over 30 years. DART will maximize the FTA grant and potential other regional funding to minimize local contribution.

FTA GRANT CORE CAPACITY GRANT OPPORTUNITY

- Eligible for approximately \$800 million or more in Federal Transit Administration (FTA) Core Capacity grant
- The Core Capacity program is undersubscribed and is best opportunity for a grant
- DART has limited window to submit the D2 Subway to FTA to be eligible for Core Capacity grant funding which is why a decision to advance D2 now is needed
- If the City does not take action March 24, 2021, the DART Board would have to decide on the next steps, including not advancing a second alignment or possibly pursuing other more competitive programs such as FTA New Starts, for which it may not qualify

IF D2 DOES NOT ADVANCE

- Service will continue as it currently exists in CBD with all four LRT lines at 15-minute service at-grade
 - This limits ability to expand transit in the region

- Longer trains up to 3-car trains, will be necessary to handle demand as ridership recovers
- Special event and downtown incident operational flexibility will continue to be limited
- The current alignment may not be available in the future unless DART and City purchase right-of-way to preserve the corridor.

STAKEHOLDER SUPPORT AND OPPOSITION

- Broad based support in downtown Dallas
- City of Dallas, TxDOT, NCTCOG and DART agreed to interagency approach to evaluate project refinements and/or enhancements on east end to address community concerns and optimize D2 Subway portal interface with potential IH 345 design options.
 - All agencies must agree in writing by March 2022 – potential outcomes:
 - Confirm current design
 - Advance east end refinements/enhancements during final design phase
 - Not advance the project

