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DART Capital Program Symposium

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WELCOME
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Project Narrative

• Dallas CBD Second Light Rail Alignment (D2):
  • Will be the 2nd light rail line through Downtown Dallas
  • Will connect Victory Station through CBD to Deep Ellum
  • Is being planned as a subway line between Woodall Rodgers and IH 345
  • Provides flexibility and improved capacity through Downtown Dallas

• DART Staff is currently working on the LPA Refinement and will resume Project Development before advancing to Design/Build.

• Project completion is anticipated in 2024.
Key Issues

• Selection of alignment/corridor
• Location of portals (i.e., train access, pedestrian, ventilation)
• Station locations
• Property acquisition
• Positioning project to be competitive for Federal Core Capacity funding
Project Elements and Milestones

**ORIGINAL SCHEDULE**
- Original D2 LPA Approval
- Original 2-Year PD
- Design-Build
- OPEN 2021

**NEW SCHEDULE**
- Subway Decision
- LPA Refinement
- 2-Year PD Extension
- Refined LPA Approval
- Early Utility Relocations
- Design-Build

**Preliminary Schedule subject to determination of subway alignment and construction methods**
Project Map

D2 SUBWAY ALTERNATIVES TO ADVANCE SCREENING EVALUATION

- DART Victory ROW Option
- Swiss Avenue Option
- DART Railroad ROW Option
- Monument Street Option

PRELIMINARY CONCEPTS STILL UNDER STUDY FOR DISCUSSION ONLY | JAN 2017
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Project Narrative

- Plano to DFW Airport (26 miles)
  - Includes South Alternative to CityLine/Bush
  - Potential Cypress Water Design Option
- Single track with passing tracks; double track stations
  - Future expansion to double track anticipated
- Up to 11 Stations (TBD during project development)
- 30 minute peak headways
  - Future 20 minute peak
- Regional Rail Vehicle
- Betterments along the corridor
Key Issues

- Federal Agency Coordination (FTA, FRA, FAA)
- Enhanced public outreach program
- Initiating PE/Draft EIS based on prior work
- Critical engineering issues:
  - DFW Airport North Station
  - Cypress Waters
  - Downtown Carrollton
  - North Dallas
  - Cityline/Bush Station
- 10% design complete by December 2017
Project Elements and Milestones

- October 25, 2016: DART Board advances project
- March 2017: Public Meetings (anticipated)
- July 2017: Publish Draft EIS
- August 2017: Public Hearing
- December 2017: Final EIS and ROD from FTA, FRA and FAA
Project Map
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Positive Train Control

COTTON BELT
Overview of Regional Commuter Rail Systems

Regional Partners
- TRE – Joint venture between DART and FWTA
  - 34 Mile – Ft Worth to Dallas
- TEX Rail – Being designed and funded by FWTA
  - 27 Mile – Ft Worth to DFW Airport
- Cotton Belt – DOTA operates on DART-owned lines
  - 16 Miles – DFW Airport to Plano

Freight Partners
- TRE – BNSF, UPRR, DGNO, FWWR
- TEX Rail – FWWR & Grapevine Vintage RR
- Cotton Belt – BNSF, DGNO, FWWR, KCS
Code of Federal Regulations

Federal Mandate:

- Rail Safety Improvement Act (RSIA) of 2008
- Code of Federal Regulations (CFR) Parts 229, 234 235 and 23

Goals

- Prevent train-to-train collisions
- Prevent over speed derailments
- Prevent incursions into established work zone limits, without receiving appropriate authority
- Prevent movement of a train through a switch left in the improper position
- Provide interoperability between PTC systems of different railroads
Major Components

Owner Provided:
- Spectrum: Lease Agreement with PTC 220 LLC
- Radios: Lease Agreement with MeteorComm LLC
- Computer Aided Dispatch / Back Office System
  - Single dispatching for the Regional Partners across all corridors

Cotton Belt Design Requirements:
- Onboard (Rolling Stock)
- Wayside Units (WIUs)
- Fiber Communication (Design / Build)
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TRE
TRINITY RAILWAY EXPRESS
MP 639.6 Obsession Bridge
Current issues: Deteriorating condition: 10 mph slow order for freight trains exceeding 134 tons

Future Plans: Replace truss and timber approaches and double track

Next Steps: Procurement of construction services

MP 640.41 Inwood Bridge
Current Issues: Decayed timber ballast deck and decaying timber approach

Future Plans: Replace ballast deck and timber approach

Next Step: Procurement of construction services
MP 705.2 M&M Bridge

- Built in 1924
- Current Issues:
  - Multiple Caps/Shims due to settlement
  - Deflection under live loads

- Future Plans: Complete replacement
- Anticipated Construction Year: 2018
MP 707.45 Elm Fork Bridge

Timber Pile Trestle Section (1924)
Current Issues:
• Off Center Bents
• Track alignment issues due to settlement
• Timber Deterioration
Anticipated Construction Year: 2019/20
Future Plans: Complete Replacement

Deck Plate Girder Section (1965)
Current Issues:
• Normal Rating Less than E-80; settling
Anticipated Construction Year: 2019/20
Future Plans: Complete Replacement/Rehabilitation
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Project Management Owner’s Representative

(PMOR)
Project Management Owner’s Representative (PMOR)
Dallas CBD Second Light Rail Alignment (D2)

- Solicitation – Fall 2018
- Outreach Communications Coordination
- Design Management
  - Architects, Engineers, Systems
- Construction Management
  - Inspectors, Operations
Project Management Owner’s Representative (PMOR)
Cotton Belt/Commuter Rail

- Solicitation – Spring 2017
- Outreach Communications Coordination
- Design Management
  - Architects, Engineers, Systems
- Construction Management
  - Inspectors, Operations
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Capital Project Support Services Solicitation – Summer 2018

- Quality
- Records Management
- Technology Coordination
- Project Controls
- Construction Safety & Security
- Systems Integration & Start-up
- Systems Safety Certification
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“Procuring for a World Class Transit Agency”

Procurement Capital Program Overview
The Design-Build Procurement Regulation

This procurement will be conducted in accordance with Texas Government Code Chapter 2269, Subchapter H. “Design-Build Procedures for Certain Civil Work Projects.

- Phase I- Request for Qualifications (RFQ). Select the most highly qualified Offeror on the basis of demonstrated competence and qualifications.

- Phase II- Request for Proposal (RFP). Select a Design-Build Firm that submits a proposal that Offers the best value for the Agency.
The Design-Build Procurement Projects

- CBD Second Light Rail Alignment
- Cotton Belt
- Elm Fork and M & M Bridge
The Design-Build Advantages

• Faster Completion Time
• Higher Quality
• One Contractor
• Incentives
• Stipends
The Anticipated Evaluation Criteria

- Design-Build Team Experience
- Technical Competence
- Capability to Perform
- Key Personnel
This procurement will be conducted in accordance with Texas Government Code Chapter 2269.056 “Using Method other than Competitive Bidding for Construction Services…”

- One solicitation package
- Single Award
- Heavy Rail Experience
Project Management Owner’s Representative Procurement

This procurement will be conducted in accordance with the Texas Professional Services Procurement Act (Government Code Chapter 2254).

- Select the most highly qualified provider on the basis of demonstrated competence and qualifications.
- Attempt to negotiate a contract at fair and reasonable price.
Project Management Owner’s Representative

Procurement

Anticipated Evaluation Criteria:

• Capabilities and Experience
• Project Understanding
• Project Personnel
• Project Approach
• Team Composition / Subcontracting Opportunities
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Thank You!