

Love Field Service Options Study



City of Dallas CTTC
February 14, 2005

Discussion Items

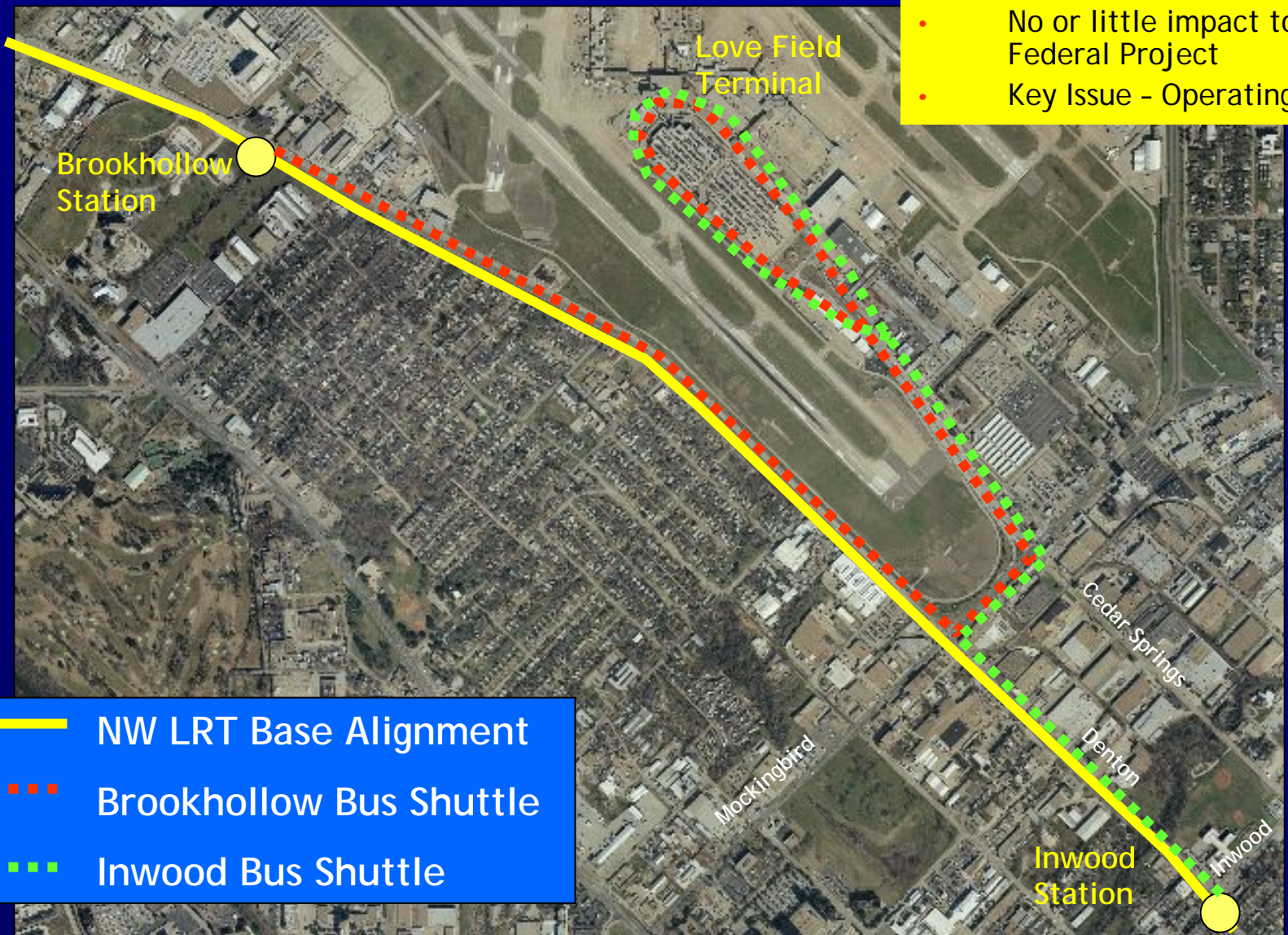
- Background
- Initial Alternatives
- Key Issues
- Next Steps

Background

- Love Field tunnel option not approved as part of NW/SE Federal Project
 - ✓ Did not meet FTA cost-effectiveness criterion
 - ✓ Love Field Interlocal Agreement (ILA) expired
- DART Board maintains \$20 M commitment for service to Love Field in Financial Plan
 - ✓ Directed staff to study other options
 - ✓ Four “families” of alternatives identified
- Overriding goal is to not compromise the NW/SE Federal project

Bus Shuttle Alternatives

- ### SUMMARY
- Possible need for additional bus/shuttle bay at LRT stations
 - ✓ Minor design change
 - No or little impact to Federal Project
 - Key Issue - Operating Costs



People Mover Option

SUMMARY

- Approximately 4,000 feet underground connection
- People mover technologies and costs being researched
- Could provide check-in/ticketing at LRT Station
- Could incorporate connection to SW Airlines HQ
- Could be built/operated by others as funding becomes available
- No or little impact to Federal Project



— NW LRT Base Alignment

- - - People Mover Option

Love Field Spur Options

- SUMMARY**
- Could be stand-alone LRT spur line or first phase of full tunnel in future
 - All would require design changes to accommodate connection to NW line
 - ✓ Potentially significant right-of-way impacts
 - Key issues:
 - ✓ Capital cost impacts to Federal Project
 - ✓ Operating costs with different termini
 - ✓ Funding availability and commitment



- NW LRT Base Alignment
- - - At-Grade/Aerial Spur
- - - Inwood Tunnel Spur
- - - Brookhollow Tunnel Spur

Future Tunnel Option

SUMMARY

- Would require design changes at each portal to accommodate future connections to NW line
 - ✓ Potentially significant right-of-way impacts
- Key issues:
 - ✓ Capital cost impacts to Federal Project
 - ✓ Funding availability and commitments
 - ✓ Perception



— NW LRT Base Alignment

- - - Future Tunnel Option

Key Issues

- Schedule - Final design for NW/SE is being initiated
 - ✓ Any design changes must be identified and approved in Spring 2005 to avoid any impacts to opening dates
- Capital cost impacts to NW/SE Federal Project must be reflected in revised project costs - could affect:
 - ✓ Cost-effectiveness rating for next New Starts submittal
 - Currently at \$21.59 (low-medium)
 - ✓ Risk Assessment for \$700 M Full Funding Grant Agreement
- Operating costs
- Continued availability of funding sources for various options (*what, how much, when*)
- Potential need for new ILA

Next Steps

- Alternatives development and research
- Annual Operating Costs
- Capital Costs
- Assessment of risks to Federal Project
- Evaluation of options
- Recommendations
 - ✓ Implementation Schedule
 - ✓ Funding Sources and Amounts
 - ✓ ILA needs, if any