



Approval of the 2030 Transit System Plan

◆
Committee of the Whole

◆
October 24, 2006

Discussion Items

- DART Mission and Project Development Objectives
- Summary of Technical Recommendations
 - ✓ Changes from Draft Technical Report
 - BNSF in Vision Element
 - Lake Highlands Station
 - Conditions for Cotton Belt
- Proposed Action

DART Mission Statement

- ✓ To build and operate a safe, efficient and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life and stimulates economic development.

Project Development Objectives

- **Riders**
 - ✓ Enhance mobility and opportunity
- **Affordable**
 - ✓ Proven record of fiscal responsibility
- **Cost Effective**
 - ✓ Demonstrated leadership
- **Environmentally Sensitive**
 - ✓ DART Environmental Policy and coordination with federal, state, and local agencies
- **Safe**
 - ✓ Record of designing a safe system

Process

- Draft technical report approved for distribution in July 2006
- Eight public meetings and several organization or Member City briefings
- Comments due by September 30

Key Changes from Draft Technical Report

- BNSF added to Vision Element
- Lake Highland Station added
- Cotton Belt Corridor Conditions

Lake Highlands Station

- Funding of up to \$10 million from the Service Enhancement allocation for the near-term implementation of this station subject to:
 - ✓ Annual capital budget allocation
 - ✓ Cost-sharing through the Skillman Corridor TIF, NCTCOG, and private sources will continue to be pursued
 - ✓ Concurrent transit-oriented development as determined by DART



Cotton Belt Issue

- 700-800 attendees at Addison meeting
 - ✓ 70 percent represented neighborhood
- Desire to be treated as other corridors:
 - ✓ Emissions
 - ✓ Noise
 - ✓ Size of vehicle
 - ✓ Freight
 - ✓ Residential

Cotton Belt Issue

- Corridor conditions recommended
 - ✓ Consistent with light rail
- Freight and passenger rail with residential adjacency exists along current and planned system
 - ✓ 8 to 10 neighborhoods
- Current Betterments Policy for residential adjacency
 - ✓ \$70 per linear foot (1997\$)
 - ✓ More than \$2M would be available for Cotton Belt

Cotton Belt Conditions

- Draft 2030 Transit Plan Technical Report
 - ✓ Environmentally-friendly and neighborhood-friendly
- Developed during negotiating sessions between Dallas City Council/DART Board representatives
- Proposed language for inclusion in 2030 Transit System Plan related to:

- ✓ Emissions
- ✓ Noise and Vibration
- ✓ Rail Vehicle Size
- ✓ Freight

General agreement
between DART and City
of Dallas



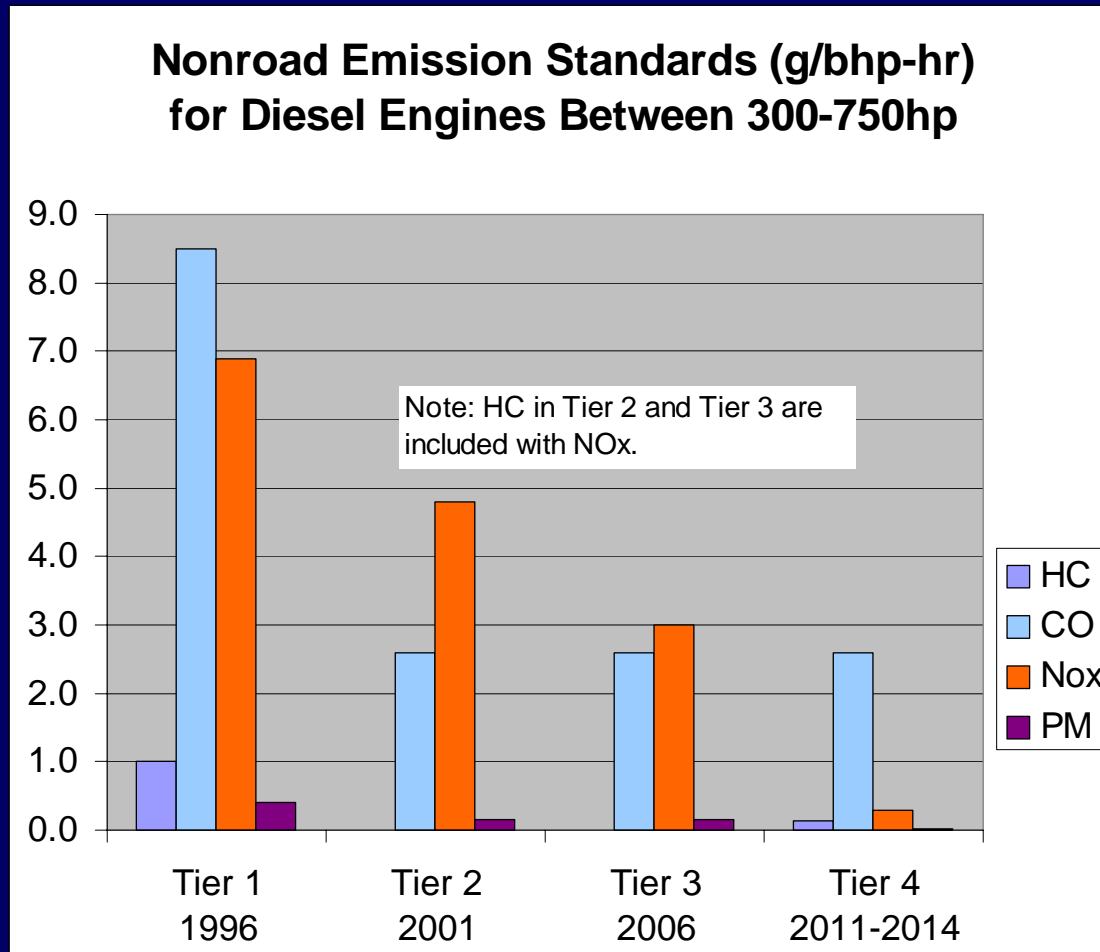
- ✓ Below-Grade Trench

Emissions

- DART is committed to improving emissions levels throughout the system
 - ✓ Replaced 710 buses since 1996
 - ✓ Reduced NOx by over 700 tons per year
 - ✓ Exhaust gas recirculation retrofit project
 - ✓ Ultra-low sulfur fuel
 - ✓ Moving toward zero-emission buses
- In Cotton Belt Corridor recommend vehicle emission levels that are approximately 10 times less than current standards (2006)

Emissions Language

- *Meet EPA Tier IV standards or better*
- ✓ *Tier IV in place 2011-2014*



Noise and Vibration Language

- *Noise and vibration impacts will be mitigated to a level that is consistent with DART light rail through:*
 - *Vehicle specifications*
 - *Noise and vibration attenuation measures*

Rail Vehicle Language

- *The Cotton Belt Express vehicle will generally be within 5 to 8 percent of the size of a DART light rail vehicle (measured in bulk as cubic feet) with an equivalent number of seats*



Freight

- There are currently nine trains per week on the Cotton Belt through north Dallas neighborhood
 - ✓ 3 round trips of “rock trains” (6 trains a week)
 - 2 locomotives hauling up to 40 cars
 - ✓ 2-3 additional small trains per week to other customers

Freight Language

- *DART will initiate discussions with railroads regarding the potential to remove freight service from residential areas*

Trench

- City preference for below-grade trench through neighborhood:
 - ✓ \$250 million (3 tracks with freight)
 - ✓ Would be at DART cost

Trench

- **Below-grade trench not recommended:**
 - ✓ Does not meet project development objectives related to riders, cost-effectiveness and affordability
 - Not required to develop a safe system
 - Other options for environmentally-sensitive approach
 - ✓ Public desire to be treated like other corridors
 - Corridor Conditions define our commitment to create light rail environment
 - Other neighborhoods have requested trench
 - ✓ DART acknowledges that there will be mitigation
 - Defined later in project development process

Trench Language

- *Examine the below-grade option as a design alternative during the Alternatives Analysis phase*

Proposed Action

- Approve the 2030 Transit System Plan with
 - ✓ BNSF in Vision Element
 - ✓ Lake Highlands Station
 - ✓ Cotton Belt Conditions
 - Emissions
 - Noise and Vibration
 - Rail Vehicle Size
 - Freight