Cotton Belt Corridor Community Meetings

Agenda

I. Welcome and Introductions

II. Acknowledgement of Groups and Organizations

III. Acknowledgement of Elected Officials

IV. Cotton Belt Regional Rail Presentation

V. Questions and Answers

VI. Adjournment

Please Note: In order to accommodate all speakers and ensure timely completion of the meeting, please confine your question or comment to three minutes or less.
Cotton Belt
Regional Rail Corridor

Public Meetings

August 2016
Cotton Belt Corridor

• Presentation Focus
  – Project History and Background
  – Project Definition/Scope
  – Proposed Project Schedule and Funding Sources
  – Next Steps for Project Development
Cotton Belt Corridor
1983 Service Plan

- Basis of 1983 vote
- Program through 2010
- 160 miles of fixed guideway
- Phased approach with some potential future expansion identified
- Assumed long term bonds to finance program
Cotton Belt History

• April 1983: DART Final Service Plan
• Oct 1990: Corridor was purchased by DART
• Nov 1995: DART 2010 Transit System Plan
• Dec 1996: Mobility 2020 – The Metropolitan Transportation Plan (included in all subsequent updates)
• Oct 2006: DART 2030 Transit System Plan
  – Regional passenger rail by 2028
  – Extends from Red Line to DFW Airport
Regional Efforts

• Cotton Belt Corridor Conceptual Engineering and Funding Study (NCTCOG, 2010)
  – Conceptual Design of Corridor with potential stations
  – Provided Key element to identify funding sources

• MOU between DART and Regional Transportation Council (RTC) to implement rail service on the Cotton Belt Corridor (May 2010)
  – DART to plan, design and environmentally clear project
  – RTC to identify funding and develop a financial plan
  – This was the genesis of iFi (Innovative Finance Initiative)
Innovative Finance Initiative (iFi)

In order to implement Regional Rail on the Cotton Belt
iFi attempted to:

• Identify revenue streams
• Identify funding sources
• Develop a funding strategy
• Develop a financing plan
• Pursue a Public/Private Proposal
Environmental Efforts to Date

• In 2010, DART initiated the Cotton Belt Environmental Impact Statement (EIS) Process to support the iFi
  – Ultimately, iFi did not generate any firm proposals

• In late 2011, without any firm (iFi) funding proposals, the EIS process was suspended

• Subsequently, the Cotton Belt environmental effort evolved into Alternatives & Environmental Consideration Report (AECR – April 2014)
Alternatives & Environmental Consideration Report (AECR – April 2014)

• Identifies existing environmental conditions and potential impacts along the length of the Corridor: DFW to Red Line
• Design Options:
  – Cypress Waters Alternative
  – Red Line Interface North (No service to CityLine/Bush)
  – Red Line Interface South (Service to CityLine/Bush)
• Profile Options through North Dallas:
  – At-Grade
  – Shallow Trench
  – Tunnel
• Stations: Up to 11 Station Locations
• 5% Design of all Design Options, Profile Options and Stations
• Assumed DCTA-like Vehicle
Cotton Belt Corridor (AECR – April 2014)
Recent Considerations

• Most cities, along the corridor, have expressed a desire to advance regional rail service on the Cotton Belt

• March 2016: RTC adopted a policy position, as part of its long-range plan, that DART explore possibilities of expediting rail service in the Cotton Belt Corridor

• DART has explored potential funding scenarios that would allow advancement of the project
Proposed Scope

The proposed scope of the project is based on:

- Coordination with DART cities
- AECR Report (April 2014)
- Current 5% Design
- Earlier City of Dallas and DART Resolutions
- Financial Considerations
Proposed Scope

• Plano to DFW Airport
  – Includes South Alternative to CityLine/Bush
  – Includes Cypress Water Design Option
• Single track with passing tracks; double track stations
  – Future expansion to double track
• Up to 11 Stations (TBD during project development)
• 30 minute peak headways
  – Future 20 minute peak headways
• Regional Rail Vehicle
• Betterments along the corridor
Conceptual Typical Section
(May vary depending on site specific conditions)
Financial Considerations

• The Cotton Belt was reintroduced in the FY 2016 Financial Plan with service beginning in 2035

• The Cotton Belt is proposed to be accelerated in FY 2017 Financial Plan with service beginning in 2022

• Initial budget of $994M is assumed
  – based on single track, at-grade concept
  – budget will be refined as scope is further defined

• The accelerated project has been determined by DART Financial Staff to be financially viable and has been proposed for inclusion in the FY 2017 Financial Plan
## Cotton Belt Funding ($M)

### Sources

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<td>Cotton Belt Capital Grants - UAFP</td>
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<td>Addiction Contribution</td>
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### Uses

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<td><strong>Total Uses</strong></td>
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Next Steps

• Approval of FY 2017 Financial Plan with accelerated Cotton Belt schedule
• Resume Environmental and Engineering effort
• Resume coordination efforts with stakeholders & public
Cotton Belt Corridor

• DART has established an email address for receiving comments on the project:

  CottonBelt@DART.org

• Additional information on the Cotton Belt, including the AECR can be found at:

  www.DART.org/CottonBelt
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