Cotton Belt Corridor

Area Focus Group (AFG)
DFW Airport/Coppell/Cypress Water
May 4, 2017

John Hoppie, Capital Planning
Agenda

- Introductions
- Area Focus Group (AFG) Purpose
- Project Background
- Project Scope
- DFW/Coppell/Cypress Waters Focus Area
- AFG input
- Next Steps
Cotton Belt Corridor

[Map of the Cotton Belt Corridor with various transit lines and stations.]
Area Focus Groups

- DFW/Cypress Waters/Coppell AFG
- Addison/Carrollton AFG
- North Dallas AFG
- Richardson/Plano AFG

Map showing Cotton Belt Line and stations.

*TEX Rail*
Area Focus Groups

- Composed of residents, stakeholders and community leaders
- Provide input and assist with resolving issues
- Developing support for the project
- Disseminate information to their respective neighborhoods or groups
Cotton Belt Corridor Public Involvement Plan

Community Input
- Government Stakeholders
- General Public
- Community Stakeholders
- Area Focus Groups
- Railroads

Project Oversight
- DART Board of Directors
- One DOT (FTA/FAA/FRA)
- Local Government Approvals

Technical Input
- City/County Staffs
- Airports
- FWTA TEX Rail
- Resource Agencies
- Regional/State Agencies
Project History

- 2010: DART initiated the Cotton Belt Environmental Impact Statement (EIS)
- Late 2011 the EIS process was suspended
- 2016: Cotton Belt Project Reinitiated
Alternatives & Environmental Considerations Report (AECR)

- Identifies existing environmental conditions and potential impacts along the length of the Corridor: DFW to Red Line
- Stations: Up to 11 Station Locations
- Assumed DCTA-like Vehicle
- Advanced Current Scope to 5% Design
Project Scope

- Plano to DFW Airport
  - Includes South Alignment to CityLine/Bush Station
  - Includes Cypress Waters Design Option
  - Freight will continue to operate on most of main corridor
- Single track with passing tracks; double track stations
  - Design will account for future expansion to double track
- Up to 11 Stations (TBD)
  - Some may be deferred, with limited structures to minimize disruption to operations during future buildout
- 30 minute peak headways
  - Future 20 minute peak headways
- Regional Rail Vehicle
- Required mitigation measurements along corridor
Alignment Modifications

Four areas with significant alignment modifications:

- **DFW North**: Alignment diverges from RR ROW to interface with TEX Rail project into DFW Airport
- **Cypress Waters**: Design option diverges from RR ROW to provide station in Cypress Waters development
- **Downtown Carrollton**: Junction with BNSF realigned to provide grade separation; Modifications to Mercer Yard and lumber yard
- **CityLine/Bush**: Alignment diverges from RR ROW to serve CityLine Bush LRT Station
Rail Interfaces

- **DFW Terminal B**: Shared Platform With TEX Rail; pedestrian connection to Orange Line Terminal A LRT Station
- **DFW North**: Shared Platform With TEX Rail
- **Downtown Carrollton**: New connection between at-grade Cotton Belt Station and aerial Green Line Station
- **CityLine/Bush**: Adjacent to Red Line Platform
- **12th Street**: Retrofitted aerial Red Line Station at 12th Street
Rail Interfaces

Cotton Belt Line

DFW NORTH

NORTH LAKE (DALLAS)

Cypress Waters Alternative

TERMINAL B → TERMINAL A

To Fort Worth (TEX Rail to be operated by FWTA)

To Denton (A-train operated by DCTA)

DFW

Downtown Carrollton

Renner Village

UTD/Synergy Park

President George Bush Turnpike

Preston Road

Knoll Trail

Richardson

Addison Transit Center

Addison

Carrollton

Farmers Branch

University Park

Highland Park

Garland

DALLAS

Irving

Plano

Shiloh Road

12th Street

Cityline/Bush

Trinity Rail Express

Interface Station

Potential Cotton Belt Stations

Cotton Belt

Alternative Alignment

TEX Rail

DART Orange Line

DART Green Line

DART Red Line

DART Blue Line

DCTA A-train

let's go.

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Regional Rail Vehicle

- Regional Rail Vehicle
- Environmentally and Community Friendly
  - Tier 4 EPA Emissions Standards
- Meets FRA Standards
- Compatible with TEX Rail (FLIRT)
- Self-propelled
Current Design Effort

• Coordinate project design with community
• Advance 5% Design to 10%
• Alignment/Station Refinement
  – DFW North: Coordinating with DFW/TEX Rail
  – Cypress Waters: Coordinating with Coppell/Developer
  – Downtown Carrollton: Coordinating with Railroads
  – UTD Station: Coordinating with Richardson/UTD
  – 12th Street Alignment: Coordinating with Plano
Current Environmental Effort

- Update AECR Information
- New Noise/Vibration Analysis
- New Traffic Analysis
- Assess impacts to the natural and human environment
- Identify mitigations
- Producing an Environmental Impact Statement (EIS)

NOTE: Few impacts identified in AECR
Project Advancement

• Coordinate project design with community
• Advance project design
• Identify/Mitigate impacts
• Integrate project into community
  - Identify improvements in residential areas
  - Identify improvement in non-residential areas
Focus Area Alignment/Stations
DFW Airport Alignment/Station

Terminal B
Regional Rail Station

Terminal A
Orange Line LRT Station
Cypress Waters Alignment/Station
Focus Area Grade Separations

SH 121

IH 635

S. Belt Line/
Sanders Loop

SH 114

N. Airfield
Drive
Coppell/Cypress Waters Issues

- Property Acquisition
- Residential Adjacency
  - Noise
  - Visual
- Radio Towers
- Trails
- Transit Oriented Development
Property Acquisitions
Property Acquisitions

Acquisition must adhere Federal guidelines regarding acquisition and relocation assistance including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

- Fair market value
- Relocation benefits are provided for all dislocated businesses and residents (owner occupants and tenants)
Residential Adjacency (Existing)

- **Freight and Passenger Adjacency**
- **Freight only Adjacency**
Residential Adjacency
Radio Towers
Trails

GRAPEVINE CREEK TRAIL
6 MILE TRAIL SYSTEM

Hike and bike trail circling The Sound and connecting to surrounding cities to be complete in 2018.
Transit Oriented Development

DART DRIVES INVESTMENT
How the DART transit network strengthens the local community and adds economic value:

**Jobs and Wages**

- **43K NEW JOBS**
- **$3BIL IN WAGES**


How it helps:
- Financial freedom for project employees
- Steady employment for North Texas families
- Increased local economic activity

**Economic Stimulus**

- **$7BIL IN NEW & PLANNED DEVELOPMENT**

Local businesses and communities benefit as economic activity grows near DART stations.

How it helps:
- Developers spend money on local supplies and services
- Businesses move to our region due to proximity to public transit
- Public transit-accessible local destinations see increased traffic

**Community Investment**

- **$229MIL IN TAX REVENUE**

New transit-oriented development has already generated $69 million in tax revenue—with an anticipated $160 million in tax revenue for planned projects.

How it helps:
- More funds to support North Texas schools, emergency services, and health care programs, other community services
- Increased support for cultural and arts programs
- Neighborhood revitalization and infrastructure improvements

**Securing Our Future**

- **$5.3BIL IN ECONOMIC INVESTMENT FROM 2008-2015**

DART has and continues to improve the region’s economy in periods of economic downturn (DART contributed more than $3.3 million to the regional economy during the Great Recession).

How it helps:
- Capital investment in our communities
- New business development
- Planning for population growth and expansion

DART isn’t just a transportation system that moves people from point A to point B. It’s an economic driver, nurturing community development and economic growth for all of North Texas.
Transit Oriented Development
AFG Identified Issues

What are your:
• Issues?
• Concerns?
• Comments?
• Advice?
Area Focus Group Meetings

• Designed to be Flexible
• Potential meetings
  • July
  • September
  • November
### Preliminary Engineering/Environmental Impact Statement Milestones

- December 14, 2016: Project initiation
- May 2017: Public Meetings
- November 2017: Publish DEIS
- January 2018: Public Hearing
- March 2018: FEIS/ROD

**COTTON BELT CORRIDOR**  
Project Implementation Schedule

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Public Meetings

Monday, May 15, @ 7:00 p.m.
Parkhill Junior High School Cafeteria
16500 Shadybank Drive, Dallas, TX 75248

Wednesday, May 17 @ 6:30 p.m.
Richardson Civic Center
411 West Arapaho Road, Richardson, TX 75080

Monday, May 22 @ 6:30 p.m.
DeWitt Perry Middle School
1709 E Belt Line Rd, Carrollton, TX 75006