I-3
DFW Extension
Scoping Meeting

October 19/20, 2009
DFW LRT Extension

Agenda:

• Introductions
• Project Development Process
• Light Rail Transit
• Project Review/Update
• Scoping
  – Purpose & Need
  – Agency Coordination
  – Significant Issues
• Next Steps
• Public Involvement
• Project Schedule
DART Project Development Process

System Planning
- Needs Assessment
  - Ongoing

Major Investment Study
- Select Alternative
  - 2000
- Refine Alignment
  - 2004-09
- Approvals
  - 2009

PE / Environmental Assessment
- FONSI
  - Spring 2010

Design/Build
- Operation
  - 2011-13

Approvals
- 2009

Scoping Meetings
- Agency (10/19/09)
- Public (10/20/09)

Scoping
- October 2009
DART LRT (Light Rail Transit)

- Electric Powered
  - Clean
  - Quiet
  - Light Weight

- Flexible
  - 1 to 3 Cars
  - At-Grade, Aerial, Below Grade
DART LRT Operating Characteristics

Operating Hours
• 5:00 am to Midnight
• 7 days a week

Frequency
• 10 Minutes Peak
• 20 Minutes Off-Peak
• 30 Minutes Evenings/Sundays

Speed
• Maximum: 65 mph
• Typical: 35-45 mph
DFW Extension

2000 MIS

2002 DFW Access Study
FWTA: SW2NE Project
DART/FWTA are seeking a PPP to implement Commuter Rail service on the Cotton Belt
DFW Transit Options Overview
I-3 DFW Extension Coordination

- December 17, 2008: Executive Coordination Meeting *
- February 3, 2009: DART/FTA Meeting
- March 2, 2009: DART/FAA Meeting
- April 7, 2009: Multi-Agency Meeting *
- April 21, 2009: Transit Agencies/FTA/FAA
- April 28, 2009: DART Planning Committee Briefing
- May 26, 2009: DART Planning Committee Briefing
- June 9, 2009: DART Committee of the Whole
- June 11, 2009: Multi-Agency Meeting *
- June 17, 2009: DART Public Meeting
- June 23, 2009: DART Board Recommendation

* DFW, DART, FWTA, NCTCOG
I-3 DFW LRT Extension

Tuesday, June 23, 2009: DART Board achieves regional consensus by approving the Phased Approach

• Phase I: Fishhook alignment directly into Terminal A
• Phase II: Extend alignment to interface with Cotton Belt before turning to Terminal A
• Phase II: To be implemented in conjunction with service on the Cotton Belt perhaps as part of PPP process
Two Phases:
1. LRT to Terminal A
2. Extension to Cotton Belt
Federal Project:

- Advancing Phase I
  - Phase II evaluated as cumulative impact project
- FTA: Lead Agency
- FAA: Cooperating Agency
- Federal Action: FTA Funding
  - Urbanized Area Formula Program (UAFP)
- FTA Environmental Process
  - EA (Emphasis on FAA Order 5050.4B)
- Seeking a FONSI
  (Finding of No Significant Impact)
Environmental Assessment Categories

- Land Use
- Acquisitions
- Displacements
- Transportation
- Air Quality
- Noise/Vibration
- Visual/Aesthetics
- Ecosystems
- Geology

- Wetlands/Floodplains
- Water Quality
- Hazardous Material
- Safety/Security
- Cultural Resources
- Parklands
- Environmental Justice
- Construction
- Airport (5050.4B)
FAA Order 5050.4B (EA)

- Air Quality
- Coastal Barriers
- Compatible Land Use
- Construction Impact
- Coastal Zones
- Section 4(f)
- Fish, Wildlife, Plants
- Floodplains
- Hazardous Materials
- Historic, Architectural, Archaeological & cultural

- Light emissions/visual
- Natural resources/Energy
- Noise
- Socioeconomic (EJ, Children, Risks)
- Solid waste
- Water Quality
- Wetlands/Waters
- Wild Scenic Rivers
DFW Extension Project

Scoping:
• Receive Early Public/Agency Input
  – Purpose & Need
  – Agency Coordination
  – Significant Issues
  – Opportunities for Public Involvement
Purpose & Need:

• Northwest Corridor to Irving/DFW
  – Serve General NW-SE Travel Pattern
• DFW Access Study
  – To provide a seamless, customer sensitive, affordable, clearly achievable rail interface between the regional rail system and the DFW International Airport Central Terminal Area.
• SW2NE
  – Provide Multimodal solutions
  – Provide transportation solution that interacts seamlessly and efficiently with other transportation systems in the region
• Cotton Belt PPP
  – Provide key east-west link to activity centers
  – Serve DFW Airport
Purpose & Need:

• DFW Extension
  – Continue extension of Orange Line NW-SE Travel Pattern
  – To provide a seamless rail interface between the regional rail system and the DFW International Airport Central Terminal Area
  – Provide Multimodal solutions
  – Provide transportation solution that interacts seamlessly and efficiently with other transportation systems in the region
  – Interface with key east-west links
  – Link Activity Centers
DFW Extension Project

Agency Coordination:

• Federal
  – FTA, FAA, USACE, FHWA, FEMA, EPA

• State
  – TxDOT, THC

• Regional
  – DFW, RTC, NCTCOG, NTTA, FWTA, DCTA

• Local
  – Member Cities, Non-member Cities
Unique Rail Transit Project:

- No existing rail right-of-way (ROW)
- Few Affected Parties
  - DFW Airport (Primary Property Owner)
  - Some TxDOT ROW
  - 2 Businesses (DFW is landlord)
  - Few Neighbors (No Residential)
  - Chesapeake
  - FAA Facilities
- Many Interested Parties
  - 13 Member Cities, Other Cities, RTC, FWTA, DCTA
- 5 mile alignment with 1 Station (Phase I)
  - DFW has Station ownership
DFW Extension Project

Future LRT Phase

Terminal B  Terminal A

FWTA Regional Rail

DART "LIGHT RAIL"
Potential Issues FAA

Other:
• Air Space
• Human Factors
• Connected Actions

At Grade
Aerial
Cut
(Phase II Dashed)
Potential Issues
Transportation

DFW North Station Area
SW2NE(FWTA)
North Airfield Drive
Pedestrian Access
Future East Airfield Drive
Cotton Belt PPP

DFW Connector (TxDOT)
Pinch Point
- Perimeter Taxiway
- North Airfield Drive
- DART LRT
- SH 114
- Other

- Chesapeake
- Utilities

At-Grade Crossings
1 NavAid Access Road
2 NavAid Access/Future East Airfield Drive
3 Plaza Drive
4 Cross Under # 2
5 Future Development Access

- At Grade
- Aerial
- Cut
(Phase II Dashed)
Potential Issues
Environmental

DFW North Station Area

Archeology?

Business Impacts

Floodplain Water

Hazardous Material?

At Grade

Aerial

Cut

(Phase II Dashed)

Belt Line Station
Cumulative Impact Projects:

- **DART**
  - DFW Extension Phase II
  - Cotton Belt PPP
- **FWTA**
  - SW2NE
- **TxDOT**
  - DFW Connector
- **Other**
  - Chesapeake Wells/Pipelines
- **DFW**
  - Perimeter Taxiway
  - East Airfield Drive
  - East/North Airfield Drive Connection
  - Terminal Modernization
  - Terminal Link Surface Road Reconstruction
  - Employee Parking Consolidation
DFW Extension
Next Steps

- Aeronautical & Human Factors Analysis
- Airspace Study(ies)
- Resolve all FAA Issues
  - Avoid/Minimize/Mitigate
  - Memorandum of Understanding
  - Facility / Infrastructure / Service
- Identify Environmental Impacts
  - Avoid/Minimize/Mitigate
- 10% Design
- Complete EA
- FONSI
DFW Extension
Public Involvement

• Public Meetings/Hearings
• Ongoing Coordination
  – DFW
  – FWTA
  – NCTCOG
  – FAA/FTA
  – Interest Groups
• Newsletters
• Web Site – www.dart.org/dfwextension
  – Newsletters
  – Presentations
  – Documents
### DFW Extension Project Timeline

**LRT to Terminal A Phase I**

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- **Environmental/PE**
  - 2010 3rd Quarter
- **Procure/Design/Construct**
  - 2011 2nd Quarter to 2013 4th Quarter
- **Integrated Testing:**
  - 2013 3rd Quarter
- **Revenue Service**
  - 2013 4th Quarter

*Phase II: Dependent on Cottonbelt Service*