Cotton Belt Project Summary
Project Summary

• 26-mile route from Plano to DFW Airport (DART Project only)
  – Provides direct service to seven cities
    o Addison, Carrollton, Coppell, Dallas, Grapevine, Plano and Richardson
• Serve 10 Stations, including 1 new light rail station at 12th Street
• Combination of single and double track; double track stations
  – Design will account for future expansion to full double track
  – Freight will continue to operate on most of main corridor (not North Dallas)
• In combination with the TEXRail Project it provides crosstown service with connection to three light rail lines, two commuter rail lines, one bus transfer facility and DFW International Airport
Regional Rail Vehicle

• Environmentally and Community Friendly
  – Tier 4 EPA Emissions Standards
• Meets FRA Standards
• Self-propelled Diesel Multiple Unit (DMU)
• Compatible with TEXRail (FLIRT)
  – Length: 267 feet
  – Seats: 254

Open Procurement for Vehicle
Operations Plan

• Headway
  – 30-minute peak (20-minute peak future)
  – 60-minute off-peak

• Hours of Operation
  – 5:30AM to 12:30AM

• Future through-service between Forth Worth and Plano
Environmental Mitigation

- Sound Walls
- Tire Derived Aggregate
- Grade Separations
- Intersection and Signal Improvements
- Quiet Zones
- Directional Bells at Crossings
- Landscaping
Final Environmental Impact Statement/Record of Decision (FEIS/ROD)

- Signed on November 9, 2018
- Documents are available online at: www.DART.org/CottonBelt
Regional Connections
Through Stations
Cotton Belt Corridor Regional Rail Project
DFW Terminal Stations

Cotton Belt/TEXRail Station

DART Orange Line Station

Terminal B/Skylink

Terminal A/Skylink
DFW North Station Area

Station Facts

Platform Type: Center
Parking Spaces: 362 (Shared)
Bus Bays: 4 (Shared)
Bus Routes: 1

Est. Travel Time (minutes)
To DFW Airport: 7
To Downtown Carrollton: 18
To Addison: 26
To CityLine/Bush: 44

DFW International Airport
Downtown Carrollton Station

Station Facts

Platform Type: Side
Parking Spaces: 251 existing
               231 new
Bus Bays: 4
Bus Routes: 4

Est. Travel Time (minutes)
To DFW Airport: 25
To Addison: 8
To CityLine/Bush: 26

Downtown Carrollton Master Plan (2008)
Addison Transit Center

The Kaboom Town fireworks show draws nearly 500,000 to the area each year.

Station Facts

- Platform Type: Side
- Parking Spaces: 300 existing
- Bus Bays: 9 existing
- Bus Routes: 17

Est. Travel Time (minutes)
- To DFW Airport: 33
- To Downtown Carrollton: 8
- To CityLine/Bush: 18
Station Facts

- Platform Type: Side
- Parking Spaces: Existing
- Bus Bays: Existing
- Bus Routes: 4
- Est. Travel Time (minutes)
  - To DFW Airport: 51
  - To Downtown Carrollton: 26
  - To Addison: 18
  - To Shiloh: 9

CityLine – Existing and Planned Development
Downtown Plano Vision & Strategy Update 2017:
“The new 12th Street station will anchor the south side of downtown and act as a magnet for new development. This area offers many development opportunities and is well suited for infill projects, including townhomes, live/work space and small offices and studios”.

Station Facts

- Platform Type: Side
- Parking Spaces: 314
- Bus Bays: 5
- Bus Routes: 1
- Est. Travel Time (minutes)
  - To DFW Airport: 55
  - To Downtown Carrollton: 30
  - To Addison: 22
  - To CityLine/Bush: 4
Funding and Financing
Project Funding and Financing

• Project accelerated from revenue service in FY 2035 to FY 2022
  – More cost-efficient configuration
  – Construction cost savings due to inflation avoidance
  – Favorable financing environment

• Current Project Budget of $1.135 Billion based on 10% engineering

• This project is funded with a Railroad Rehabilitation and Improvement Financing (RRIF) loan through the U.S. Department of Transportation and other local contributions
Sources of Funding ($000s)

<table>
<thead>
<tr>
<th>Sources</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>RRIF Loan</td>
<td>$908,000</td>
</tr>
<tr>
<td>FTA (CMAQ)*</td>
<td>100,000</td>
</tr>
<tr>
<td>FTA (Formula)**</td>
<td>3,300</td>
</tr>
<tr>
<td>FTA (CMAQ)**</td>
<td>36,000</td>
</tr>
<tr>
<td>Local Sources****</td>
<td>87,700</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,135,000</td>
</tr>
</tbody>
</table>

Railroad Rehabilitation and Improvement Financing (RRIF) loan through the U.S. Department of Transportation

- Programmed in Transportation Improvement Program (TIP) for FY19 $20M; FY20 $30M; FY21 $30M and FY22 $10M.

** Programmed in TIP in FY18.

*** Programmed in TIP in FY18 $17M and FY21 $19M.

**** Local sources may include a combination of the following: Sales Tax contributions; City of Plano (tax increment financing); City of Richardson (tax increment financing); City of Addison (cash contribution); City of Coppell (equivalent of 3/8 cent sales tax); fare revenues; naming rights and advertising, and other value capture sources.
Schedule
# Project Schedule

## COTTON BELT CORRIDOR
**Project Implementation Schedule**

<table>
<thead>
<tr>
<th>Activity</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>10% PRELIMINARY ENGINEERING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENVIRONMENTAL IMPACT STATEMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DESIGN/BUILD: FINAL DESIGN &amp; CONSTRUCTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>TESTING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REVENUE SERVICE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>