Regional Cotton Belt Veloweb Trail: Design Funding

October 2020 Online Input Opportunity



Background

➢In 2018, the RTC approved funding for design and construction of the Cotton Belt trail "critical" sections.

Proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than anticipated.



Solution

> New approach proposed to minimize current high costs and expedite construction with two contractors.

- > Increase RTC funding to complete 100% design to minimize risk. One designer for all parts of the rail and trail.
- Proceed with construction of strategic critical sections with current DART contractor the crossing of the Dallas North Tollway (Contractor 1, Archer Western Herzog).
- Proceed with construction of strategic critical sections with a second contractor critical sections (Contractor 2). Contractor 2 will have lower prices because they will have more experience as a "trail" contractor.
- DART will procure the second contractor within 6-9 months. They will build in various constrained locations before the trains are operable. Costs more in line with industry standards will allow DART to build the project cheaper and will allow public funds to go further. Construction will follow the agreed upon design crossings.



Exhibit 1 Cotton Belt Regional Veloweb Trail: DFW Airport to Plano Trail Design Funding 121 Hebron Lewisville Co. 121B DNT Denton 0 Gollin CBT26 S 12th Street Station Plano Flower Mound CBT23 75 CBT20 UT Dallas CBT25 Shiloh 2 Station Station CBT19 CityLine/Bush Station 121 CBT22 CBT18 S CBT24 Tarrant Co. CBT21 Dallas Co. 190 CBT17 CBT14 Water Richardson CBT6B Knoll Dallas Mid Carrollton CBT5 Trail CBT10 CBT3 ANY Rd Station CBT12 Coppell CBT7B CBT8 **CBT 16** 5 Roval CBT9 CBT15 Addison Grapevine CBT11 Addison Station Downtown B CBT1 Cypress Carrollton á CBT13 CBT7A 635 Waters CBT6A Station Station CBT2 CBT4 Farmers Prest 夏 Branch Ma DFW Aiport 161 North Station 76 835 Garland 77 Irving Trail Segment Limits **Proposed Stations** 114 ÷ Cotton Belt Rail Stations TOLLAS NOR **Design Funding Classification** Design Funded by RTC 348 Euless Design by Others North Central Texas Existing Trail **Council of Governments** 5

10 Miles

Document Path: It/Sustainable Development/ArcGIS/Bike Ped/Projects/Regional Trail Corridors - GIS/Cotton Belt Corridor/CB Design Funding.mxd

RTC Action

➤Design of 100% of the entire trail:

- ➢ Increase RTC award of \$8.2M to \$14.9M
- Increase use of Regional Transportation Development Credits (TDC) to 3.0 million in lieu of local match
- Construction of strategic critical trail bridge sections will be done with two DART contractors.
- Fund additional safety walls near school locations for \$245K STBG funds. RTC Transportation Development Credits will be used for match.
- Assemble inventory for locations for second DART contractor.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.



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