

Quick Take

What:

**Cotton Belt Corridor
Innovative Finance
Initiative**

Significance:

The Dallas-Fort Worth area faces a multibillion dollar long-range transportation shortfall, making funding innovation crucial to continued transportation system development.

Overview:

Right-of-Way Owners:
DART, Union Pacific and
Fort Worth & Western
Railroad

Length: 62 miles

Limits: Southwest Fort
Worth to Plano/
Richardson

Stations: 24 (potential)

Service: Projected to start
in late 2015

Corridor population:
450,000+

Forecast daily ridership:
33,000

Expanding Passenger Rail Through Innovation



The Dallas-Fort Worth region is conducting an innovative finance initiative to identify funding options designed to deliver passenger rail service to the 62-mile Cotton Belt corridor, extending from southwest Fort Worth to Plano and Richardson. Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T) requested the North Central Texas Council of Governments to pursue funding and delivery options that could provide passenger rail service to the corridor more quickly than traditional methods.

When implemented, the line will provide passenger rail access to more than 12 cities and Dallas/Fort Worth International Airport, while perhaps serving as a model for future passenger rail expansion projects. With the help of a consultant, NCTCOG has evaluated many funding sources and concluded substantial funding is available for the Cotton Belt.

Passenger rail service would provide another travel option for residents along the corridor to access the DART system and the Denton County Transportation Authority's A-train commuter rail. The Tarrant Express, or TEX Rail, The T's planned passenger service from southwest Fort Worth to DFW Airport, would run on the western half of the line. DART has included service on the eastern half from DFW Airport to Plano/Richardson in its long-term service plans.

Project funding would involve a mix of public- and private-sector financing options rather than relying primarily on traditional revenue sources such as taxes. Some federal funding may be provided through loans or grants, but much of the money would come from local sources, including many that have not been used before for infrastructure projects.

Potential Revenue Sources

Direct: Development value capture, public-private joint development, tax revenue sharing, enhanced farebox recovery, parking, transit availability payment, new member equity payment/connection fee, vehicle registration fee, air freight revenue, loans and grants, federal funding, advertising, naming rights, non-transportation corridor access concessions (fiber optic), capital and operational cost savings

Indirect: Fort Worth & Western Railroad, toll revenues, vehicle manufacturing facility, smart card

Policy: Fair fare, structured finance entity, smart card data

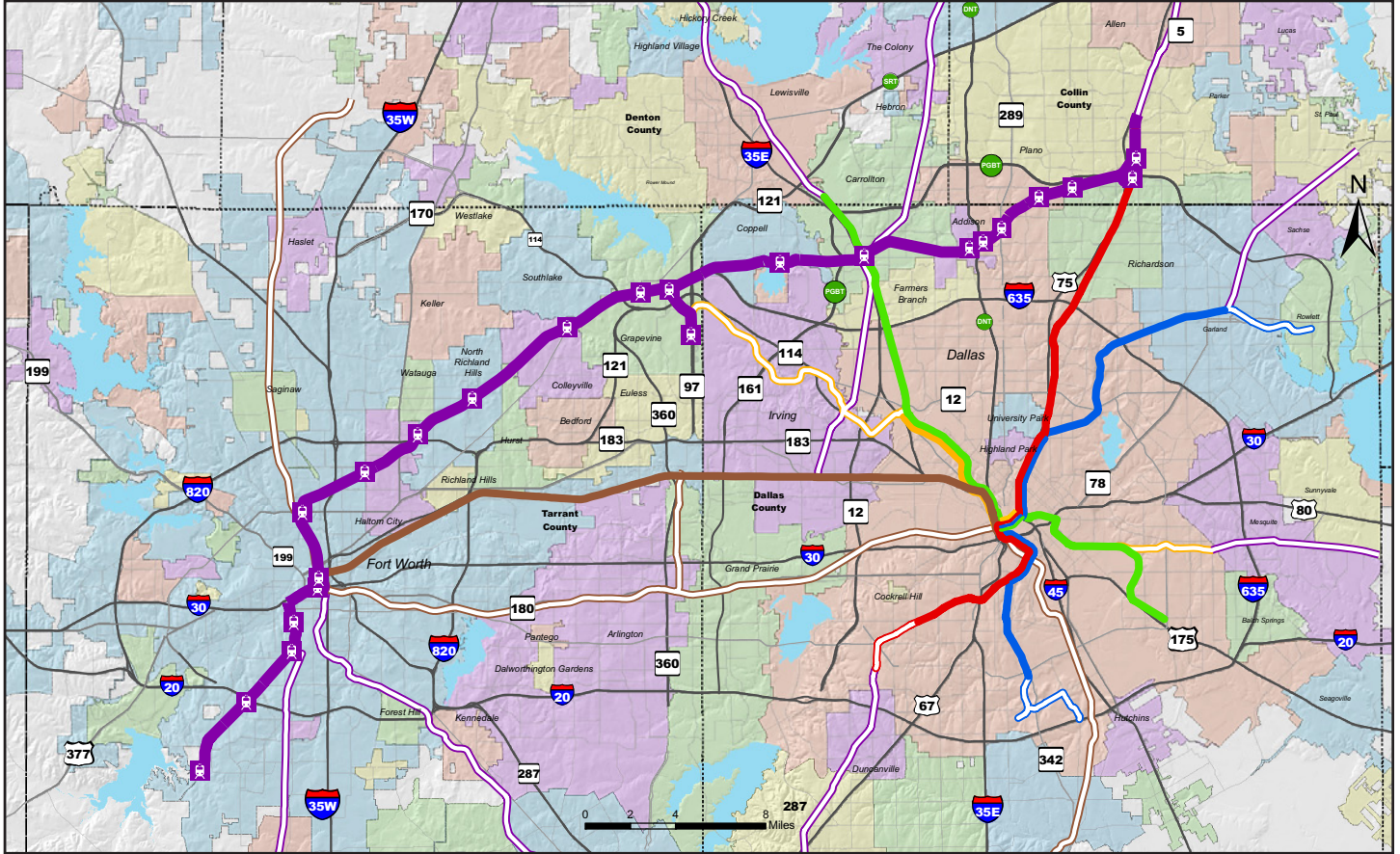
Key Facts

- The Cotton Belt corridor is the spine for a regional sustainable development network.
- The corridor could become a model to expand the passenger rail network to areas of the region without direct access to rail: Frisco, McKinney, Waxahachie, Midlothian, Duncanville, and northern Tarrant and southern Denton counties.
- Cotton Belt service would enhance the region's economic potential.
- The Cotton Belt corridor brings together communities, landowners and other institutions, including DFW Airport, Texas Christian University, Texas A&M University and the University of Texas at Dallas, with connections to the University of North Texas and Southern Methodist University.

FACTSheet

North Texas Passenger Rail System

Existing and Proposed Corridors



Legend



Proposed Cotton Belt Stations



Primary Highway



Secondary Highway



Major Arterials

MODE

Light Rail

LINE

Red Line
Blue Line
Green Line
Orange Line

EXISTING



FUTURE



Light Rail
New Technology

Cotton Belt
Corridor
A-Train
Future

Regional Rail

TRE Line
Future



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