

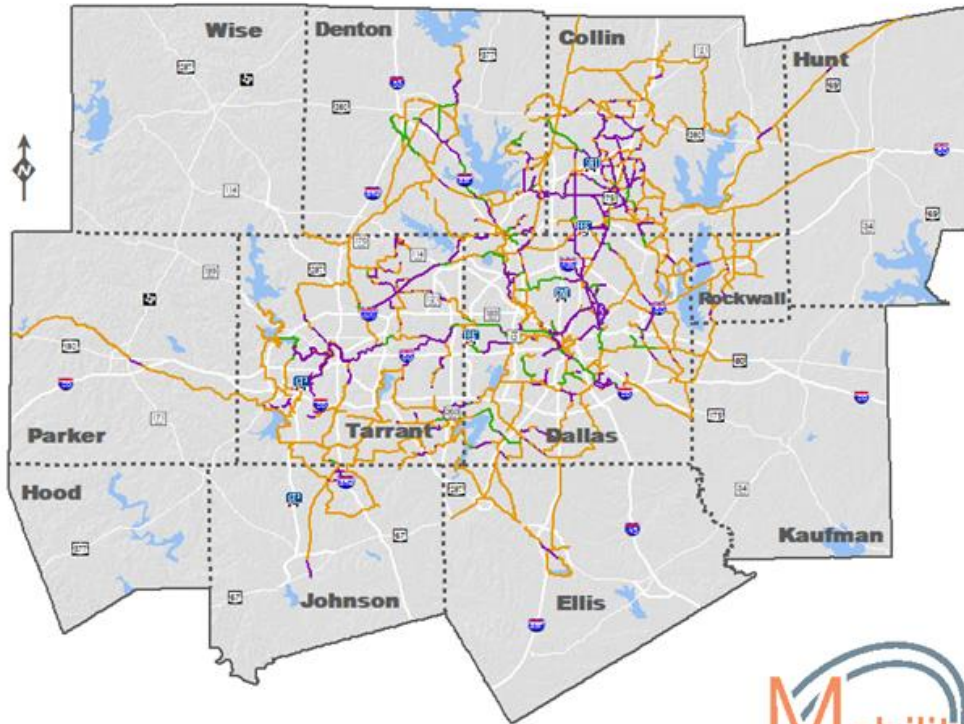
# Cotton Belt Trail Update and Grant Application

August 23, 2022

The logo for Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font centered within a white circle. The circle is set against a blue background that is part of a larger graphic design on the right side of the slide, which includes diagonal white lines and a grey triangle in the top-left corner.

## Regional Veloweb

- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



The Cotton Belt Trail is part of the Regional Veloweb a 1,883 mile network of off-street shared-use paths that connect 10 Counties and 105 Cities in North Central Texas.

- Between October 2018 and September 2020 funding sections of the Cotton Belt Trail between Plano and DFW Airport has been approved.
  - October 2018 - Regional Transportation Council (RTC) approved funding for design (\$8.2M) and construction of the Cotton Belt Trail critical sections (\$19.64M federal and \$1.8M local).
  - September 2018 – Dallas County approved funding for other trail sections (\$5.2M).
  - June 2019 – RTC approved Transportation Alternatives funding for other trail sections (\$8.5M federal and \$1.9M local).
  - September 2020- RTC approved additional funding for design (to increase original funding from \$8.2M to \$14.9M).
  - November 2020 – Notice to Proceed was issued for trail engineering design.

Currently nearly \$55M for engineering and construction phases programmed for the Cotton Belt Trail between Plano and DFW Airport.

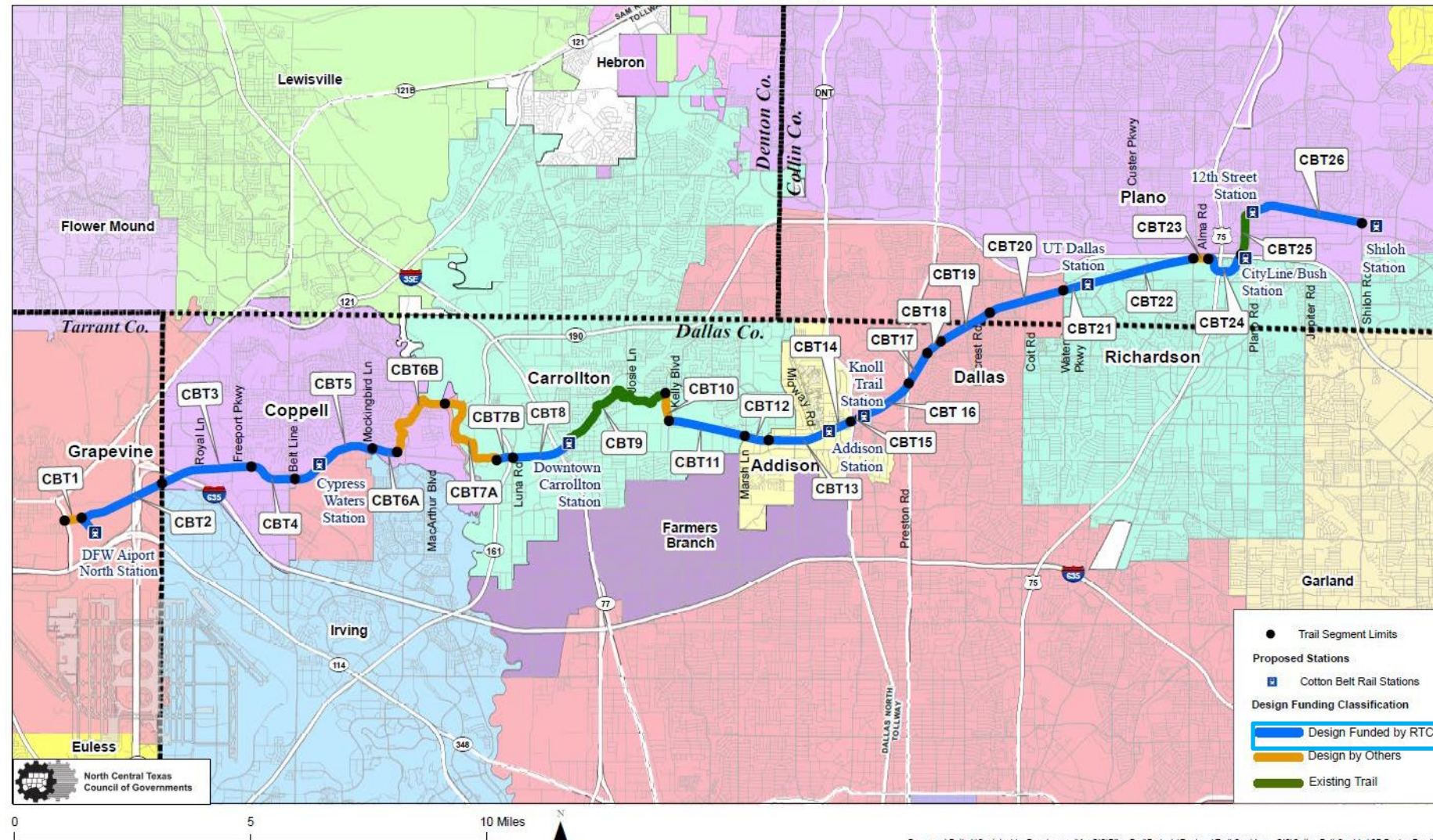
# TRAIL FUNDING - DESIGN

## Design Schedule

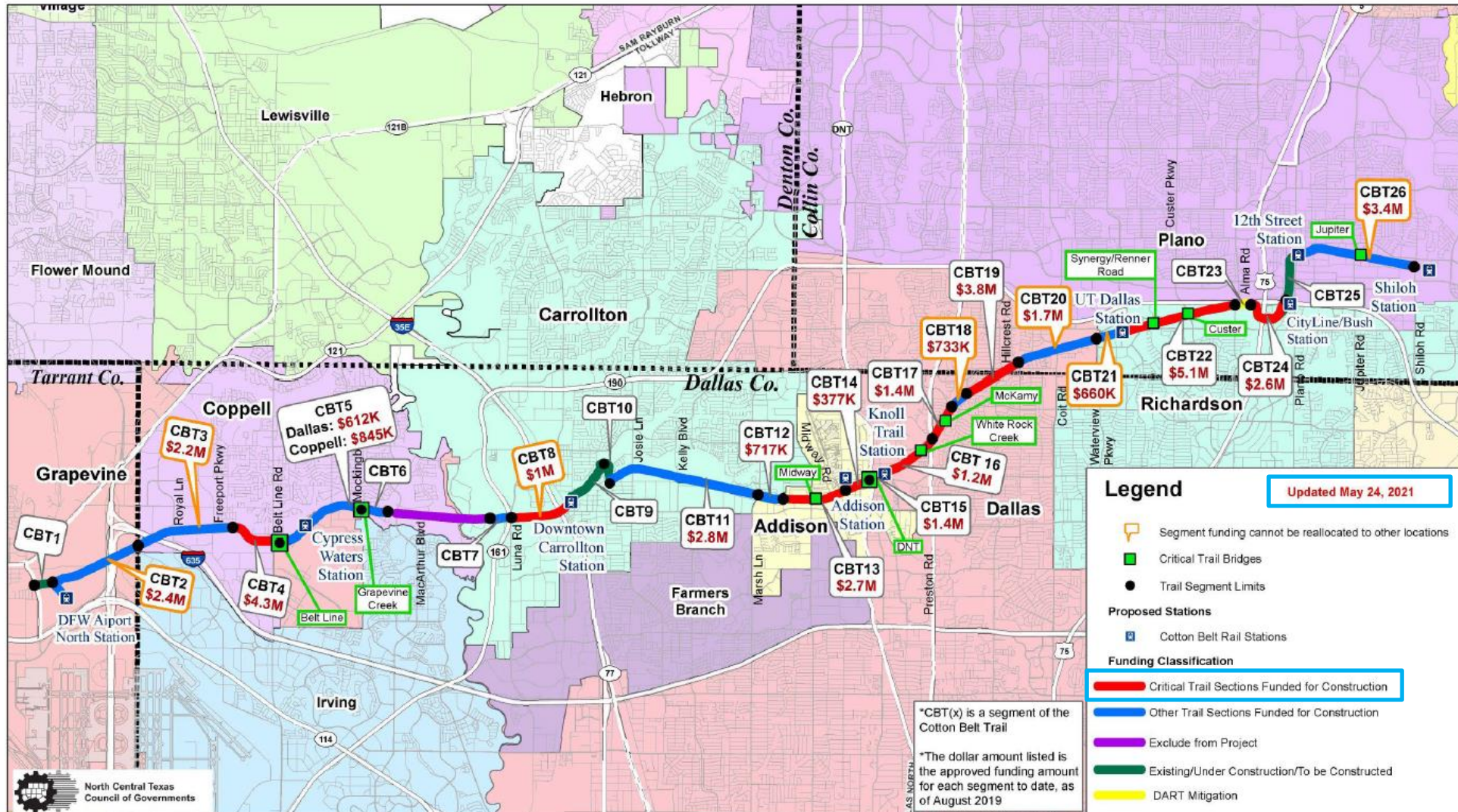
### Addison Related Segments

- Phase I Dallas North Tollway Bridge 100%
- Phase II Midway Bridge
  - 60% Sept. 2022
  - 100% Nov. 2022
  - Issued for Construction (IFC) May 2023
- Phase III Connecting Trail Segments
  - 60% Oct. 2022
  - 100% Feb. 2023
  - (IFC) May 2023

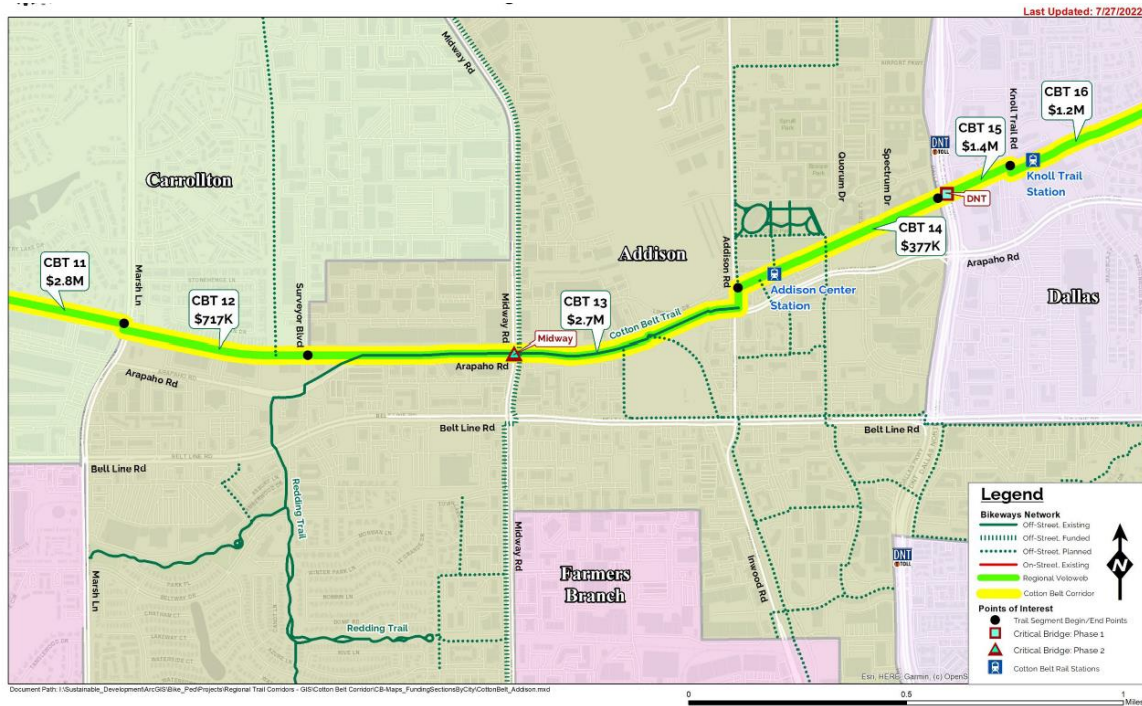
\$14.9M in Funding



# TRAIL FUNDING - CONSTRUCTION



- As Early as 2018 NCTCOG indicated Critical Trail Sections were funded for construction.
- Opinion of Probable Costs were based on information developed in conceptual design.
- Midway Bridge is identified as a critical trail section, \$2.7M in funding is available for the bridge.



- In August of 2022 NCTCOG indicated that the Critical Section in Addison, the Midway Bridge, is not fully funded. Current estimates are \$11M.
- The delta in early funding costs estimates in 2018 and in 2022 (\$2.7M to \$11M) are attributed to the following:
  - Early estimates were developed from 10% plans and were prior to obtaining site survey, geotechnical reports, utility locations and design of the bridges and abutments.
  - Four years of inflation and a volatile construction market.
  - Construction sequencing to construct the bridge in conjunction with the rail line was not possible.

Trail Section	Total Funding	Federal (80%-100%)		Local		Trans. Dev. Credits (TDCs)*	Notes
		CMAQ	TAP	Local Match (City)	Local Match (Dallas Co.)		
CBT12	\$717,338	-	-	-	\$717,338	-	Funded 100% by Dallas County Trail and Preserver program approved by Dallas Co. Commissioners Court on 9/14/18.
CBT13	\$2,697,457	\$2,157,965	-	\$269,746	\$269,746	-	Awarded by RTC on 10/11/18, half of the local match funded by Dallas Co.
CBT14	\$377,232	\$301,786	-	\$37,723	\$37,723	-	Awarded by RTC on 10/11/18, half of the local match funded by Dallas Co.
<b>Total</b>	<b>\$3,792,027</b>	<b>\$2,459,751</b>	<b>-</b>	<b>\$307,469</b>	<b>\$307,469</b>	<b>-</b>	

\*Town of Addison has not qualified for use of MTP Policy Bundle TDCs

Program	Funding Awards	Potential Funding	Trail Project Funding Applications
NCTCOG Regional Transportation Alternatives Program Call for Projects	Dec. 2022	\$40M	Midway Bridge (approx. \$11M)
STATEWIDE Transportation Alternatives Program Call for Projects	Mid 2023	\$250M	-
USDOT Active Transportation Infrastructure Investment Prog.	FY 23	\$100M	Trail: Surveyor Blvd to DNT (delta \$\$\$ TBD)
Regional Transportation Council	TBD	TBD	-
City and/or County Funds	TBD	TBD	-

NCTCOG has issued a Regional Transportation Alternatives Program call for projects. The grant indicates that priority will be given to applications that make regional Veloweb connections. Staff is preparing a submittal for construction of the section of the Midway Bridge portion of the Cotton Belt. If grant funds are awarded:

- A match would not be required for Regional Veloweb connections.
- DART would be responsible for managing the construction project and Addison would not be responsible for funding the construction and applying for reimbursement through the grant.
- Addison will have \$3.7M available to construct the other trail segments. Additionally, there is another call for projects facilitated by the USDOT that could be applied for if necessary.

# Questions?