DALLAS AREA RAPID TRANSIT
Multimodal Transit Service

TEXITE 2016 Fall Meeting
Fort Worth
September 23, 2016
DART Background

• Formed in 1983

• 13 cities today
  – Contracted service with Mesquite & Arlington

• Service Area 700 sq mi

• Population
  – Service Area 2.3 Million
  – Region 6.6 Million

• One-cent sales tax generates $542 M (FY16)

• Annual operating budget $495 M (FY16)
DART Family of Services

Rail
DART light rail service and Trinity Railway Express commuter rail service to Fort Worth

Bus
Local, express, transit center feeder, crosstown, rail feeder, and miscellaneous bus services

Shuttles
Shuttles connecting key colleges, businesses, and public facilities, plus McKinney Avenue Trolley
DART Family of Services

**Paratransit**
Demand-responsive van and taxi services for persons with disabilities who are unable to use regular fixed-route services

**Vanpool**
Groups of up to 15 commuters share a van for work trips

**Flexible**
On Call and Flex zones offering personalized neighborhood service
FY15 Annual Ridership (millions)

- Bus, 36.5
- Light Rail, 29.9
- Commuter Rail, 2.2
- Other (HOV, Vanpool, Paratransit), 23.9

92.5 million annual riders
Current System
DART Projects

• 2040 Transit System Plan
• Red and Blue Line Platform Extensions Project (Stations)
• Dallas CBD Second Light Rail Alignment (D2) (Light Rail)
• Dallas Central Streetcar Link (Streetcar)
• Cotton Belt Corridor (Commuter Rail)
2040 TRANSIT SYSTEM PLAN
What is the Transit System Plan?

• Long-range element of DART Service Plan
• Guide for future capital and operating programs
• Programming tool that feeds into 20-Year Financial Plan
• Policy guidance
• Vision for future – our message to the region
System Plan Relationships

DART Service Plan

Long Range Element

NCTCOG Metropolitan Transportation Plan

Transit Element

DART Transit System Plan

Financial Constraints

DART Financial Plan

Project Studies

Location Specific

Project Definition
RED & BLUE LINE
PLATFORM EXTENSION PROJECT
Platform Extensions

- All DART Stations constructed since 2004 can accommodate 3-car trains
- CBD stations modified in 2008 - 2009
- 28 Red & Blue stations can only accommodate 2-car trains
- $120 M Project Cost
  - $60 M Texas Mobility Funds
Platform Extensions

- Allow 3-car trains at each station
- Increase passenger capacity by 33%
- Operational Flexibility
- Minimize passenger disruption

Mini-humps are rebuilt on one platform to align with those on the other
A future construction phase is required prior to fleet replacement to achieve full, level boarding
DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2)
2007
D2 Study launched by DART and Federal Transit Administration (FTA) to evaluate a range of transit improvements in Downtown Dallas, including a second light rail alignment.

2010
Phase one of the study included an Alternatives Analysis (AA) and concluded with a Draft Environmental Impact Statement (DEIS).

Economic downturn results in the D2 project being deferred to post year 2030.

2013
DART initiated Phase Two of the project to continue the AA study based on public comments on the AA/DEIS and changed conditions. New D2 alternatives, as well as refinements, are considered.

DART held public meetings to present the alternatives and refinements.

2015
D2 project identified as candidate for new FTA Core Capacity Funding Program.

DART held public meetings to present evaluation results for the Phase Two AA effort.

The DART Board approves the Locally Preferred Alternative (LPA) as B4 - Lamar/Young/Jackson Street.

FTA gives approval to DART to initiate Project Development (PD) for the D2 project.
LOCALLY PREFERRED ALTERNATIVE

DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2) | DALLAS, TX
DALLAS CENTRAL STREETCAR LINK
Central Dallas Streetcar Link

Proposed Locally Preferred Alternative (LPA)

Consideration for design: Move turnaround north to Cedar Springs or integrate with possible M-Line upgrade.

Other Alternatives Considered

- Young Street
- Ross/San Jacinto
COTTON BELT CORRIDOR
Proposed Scope

- Plano to DFW Airport
  - Includes South Alternative to CityLine/Bush
  - Includes Cypress Water Design Option
- Single track with passing tracks; double track stations
  - Future expansion to double track
- Up to 11 Stations (TBD during project development)
- 30 minute peak headways
  - Future 20 minute peak
- Regional Rail Vehicle
- Betterments along the corridor
For more information…

• 2040 Transit System Plan web site: [www.DART.org/2040](http://www.DART.org/2040) or [www.DART.org/Talk2040](http://www.DART.org/Talk2040)
  – Email comments/input to [2040@DART.org](mailto:2040@DART.org)

• Cotton Belt web site: [www.DART.org/CottonBelt](http://www.DART.org/CottonBelt)
  – Email comments/input to [CottonBelt@DART.org](mailto:CottonBelt@DART.org)

• D2 web site: [www.DART.org/D2](http://www.DART.org/D2)
  – Email comments/input to [D2@DART.org](mailto:D2@DART.org)