DART: North Texas’ Mobility Manager

Gary C. Thomas
President/Executive Director
Dallas Area Rapid Transit
Cotton Belt Passenger Rail
Cotton Belt Passenger Rail

COTTON BELT REGIONAL RAIL CORRIDOR
DFW AIRPORT TO SHILOH ROAD STATION

COTTON BELT CORRIDOR AT A GLANCE

- 11,200
  2014: Weekday riders
- 210,000
  Jobs within 1/2 mile of corridor
- 2022
  Opening Year
- 10
  Regional Rail Stations
- 58 minutes
  DFW Airport to Belt Road
- 26
  Through 7 Cities
- $1,135M
  Project Budget
  (STIPM BSLF Loan)
- 4
  Rail Connections
  (Orange, Green & Red, LT
  and TRAX)

DAILY STATION RIDERSHIP PROJECTIONS

PROJECT TIMELINE

SERVICE CHARACTERISTICS

DID YOU KNOW?

The 26-mile alignment traverses three counties (Tarrant, Dallas, and Collin), and seven cities across the northern part of the DART Service Area (Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano).

WWW.DART.ORG/COTTONBELT

LET’S GO.
D2 Subway Commerce via Victory/Swiss
D2 Subway
Commerce via Victory/Swiss

D2 SUBWAY SECOND CBD ALIGNMENT
VICTORY STATION TO DEEP ELLUM

D2 SUBWAY AT A GLANCE

- $1.4B Cost Estimate (2019)
- Light-Rail Federal Grant
- 3 Subway Stations
- 1 Alt-Grade Station
- 2 Light Rail Lines
- 150,000 Jobs Within 1/4 mile of Stations
- 11 minutes Travel Time - Victory to Baylor
- 2 miles Victory Station to Good Lathame in Deep Ellum

PROJECT TIMELINE

- MARCH 2010 Alternative Analysis/Grant Environmental Impact Statement (EIA/GEIS)
- SEPTEMBER 2010 Draft EIS Approved
- SEPTEMBER 2017 TAC Board Approves Victory/Swiss as D2 Subway
- 2024 Target Revenue Service Date
- PROJECT DEVELOPMENT OPERATIONAL & DESIGN

D2 SUBWAY OPERATING PLAN

- D2 SUBWAY
- RED/BLUE LINE
- TRANSFERS TO AT VICTORY STATION
- TRANSFERS TO DART VIA CENTER STATION
- RED/BLUE LINE EXTENSIONS TO FHA TRANSIT MALL PM ADD CAPACITIES
- DID YOU KNOW?
The benefits of the D2 Subway include increasing the capacity of the DART Light Rail system, improving reliability, enhancing operational flexibility, and creating economic development opportunities.

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JANUARY 2019
DART Rail Platform Extensions
DART Rail Platform Extensions

**PLATFORM EXTENSIONS AT A GLANCE**

- **$128.8M** Project Cost
- **$60M** Texas Mobility Grant (47%)
- **$60.8M** Categorical Grant (47%)
- **$8M** Local DART Funds (6%)

**# of Stations by Location**

- **28** Total Stations
- **22** At-Grade Stations
- **4** Elevated Stations
- **2** Below-Grade Stations

**PROJECT TIMELINE**

- **2014**: Project Development
- **2015**: Design & Construction
- **2016**: Entree into Engineering
- **2017**: Approval of Categorical Exclusion
- **2022**: Revenue Service

**PEAK HOUR PASSENGER CAPACITY**

- **Existing**: 5,900
- **Future with Platform Extensions**: 7,900
- **Up To 33% Increase**

**PROJECT DESCRIPTION**

The Dallas Area Rapid Transit (DART) Red and Blue Line Platform Extension project includes modifications to 28 stations constructed prior to 2004. The modifications will enable the platforms to accommodate 3-car Light Rail Vehicle (LRV) consist. Modifications include extending platforms and/or raising portions of the platform to permit level boarding. The changes will increase system-wide carrying capacity and enhance the network core capacity. DART intends to design and construct the project with minimal impact to patrons and areas in and around the stations.

**DID YOU KNOW?**

The initial at-grade platforms on the Red and Blue Lines were constructed as 300-foot platforms. The construction preserved a station envelope for the extensions to account for a future extension to accommodate longer trains.
Dallas Streetcar

CENTRAL LINK ALTERNATIVES

Existing M-Line Trolley to Uptown

Dallas Streetcar Central Link Elm/Commerce Preferred Alternative

Existing Dallas Streetcar to Bishop Arts

Convention Center Loop (in Design)
Dallas Streetcar

**DALLAS STREETCAR CENTRAL LINK**

**CONVENTION CENTER AREA TO UPTOWN/KLYDE WARREN PARK**

**CENTRAL LINK AT A GLANCE**

- **$96.2M** Project Budget
- **48.1M** Local DART Funds
- **180,000** Jobs Created (1.4 yrs)
- **10,000** Ridership 10.4 Mil.
- **4** New Streetcar Vehicles
- **3.4** Miles

**PROJECT DESCRIPTION**

The Dallas Streetcar Central Link is a proposed modern streetcar project connecting from the Convention Center area through the central core of Downtown Dallas, linking the current Dallas Streetcar system to the M-Line trolley near Uptown and Klyde Warren Park.

DART, in cooperation with the City of Dallas and Downtown Dallas, Inc. (D3I), evaluated a range of alternatives in 2017. Dallas City Council approved a resolution on September 18, 2017 endorsing the Elm/Commerce alternative as the locally preferred alternative. The resolution also stated the need for additional analysis of the Main Street and Young/Harwood alternatives during subsequent FTA Project Development (PD) efforts.

**STREETCAR SYSTEM & PROJECT TIMELINE**

- **2015** Modern Streetcar Planning Initiated
- **2015** Funding Grant Awarded for Starter Line
- **2016** Extension to Arts District Opens
- **2017** August
- **2017** September
- **2017** Dallas City Council Approves Central Link Preferred Alternative
- **2018** Streetcar Line Opens
- **2019** Project Development / Design & Construction
- **2020** Revenue Service

*Revenue service date may be adjusted depending on coordination with D2 Subway construction.*

**DID YOU KNOW?**

The modern Dallas Streetcar system is owned by the City of Dallas. Through a series of agreements with the city, DART has led project delivery efforts to date and manages operations and maintenance of the system.

**WWW.DART.ORG**

JANUARY 2019
DART’s Mobility as a Service Framework

**Mobility Services**
- Bike Sharing
- Dynamic Car Pooling
- Car Sharing
- Transit
- Multimodal Services

**APPs + Services**
- Smart Payments
- WiFi
- Interactive Kiosk
- Trip Planning

**P3 Agreements**
- Paratransit
- Microtransit
- Car Companies
- Taxi
- Dynamic Parking
- Traffic Management
- Automated Vehicles
- TNCs

**Connected Services**
- Connected Traveler
- Real-Time Information
- Rewards + Incentives
- System Integration

**Communications**

Currently in process
- DART’s Mobility as a Service Framework

Not currently in process
- Paratransit
Thank You

Learn more at www.DART.org