

A map of North Texas serves as the background, showing major cities like Dallas, Fort Worth, and Austin. Overlaid on the map are the logos for DCTA (Dallas County Transportation Authority) and DART (Dallas Area Rapid Transit). The DCTA logo is a blue star with the word "The" in red script to its left. The DART logo is a yellow chevron shape with the word "DART" in blue bold letters inside. A yellow swoosh graphic connects the two logos.

DCTA

Working Together to Connect North Texas

Northeast Tarrant Transportation Summit

DART
February 10, 2012

Gary Thomas

President/Executive Director

Dallas Area Rapid Transit



2030 Transit System Plan

Approved October 24, 2006



Rail

-  Rail Line & Station (Existing/Committed)
-  Express Rail
-  Rapid Rail



Bus

-  Express Bus
-  Enhanced Bus
-  Rapid Bus



Managed HOV Lanes

-  DART Participation
-  No DART Participation



Paratransit

(service provided systemwide)



Systemwide Mobility

- Intelligent Transportation Systems
- Transportation System Management
- Travel Demand Management
- Safety and Security
- Passenger Facilities
- Bicycle/Pedestrian Integration
- System Accessibility

700 square mile service area

12,150 bus stops

71.2 existing LRT miles

Longest light rail system in the country

22 additional miles by 2019

55 existing LRT stations




9 additional stations by 2019

33.8 TRE miles

10 TRE stations (5 in DART Service Area)

84 HOV centerline miles

13 bus transit centers/transfer centers/transfer locations/park-and-rides

-  Transit Center
-  Bus Transfer Center
-  Park-and-Ride

Glenn Heights

Future Rail alignments and station area locations subject to Service Plan amendments.

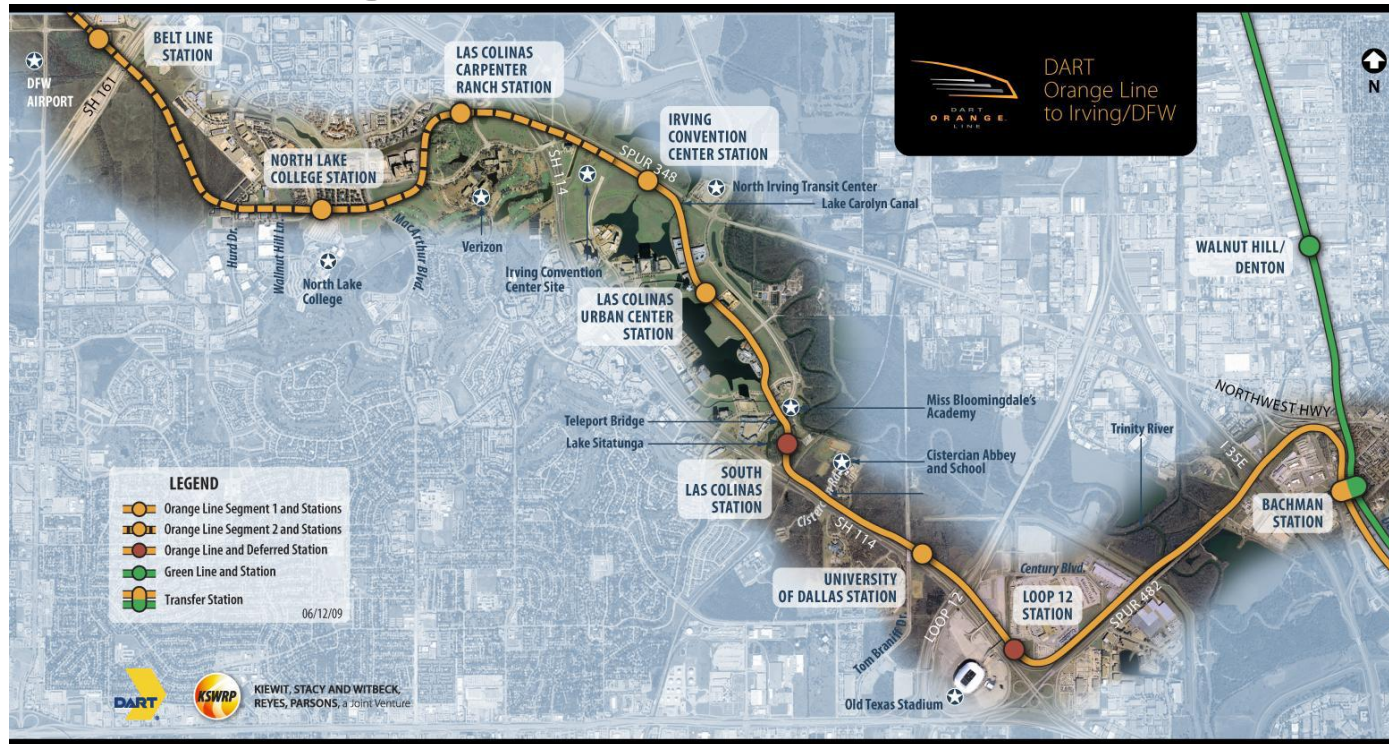
DART Rail Expansion

Green Line – Coordination Efforts



- Collaborative design and construction of Trinity Mills facilities to interface with DCTA A-Train
- Seamless regional fare
- Reduced fixed costs
- RDC vehicles leased for interim service
- Corridor access agreement
- Regional TVM purchase and installation

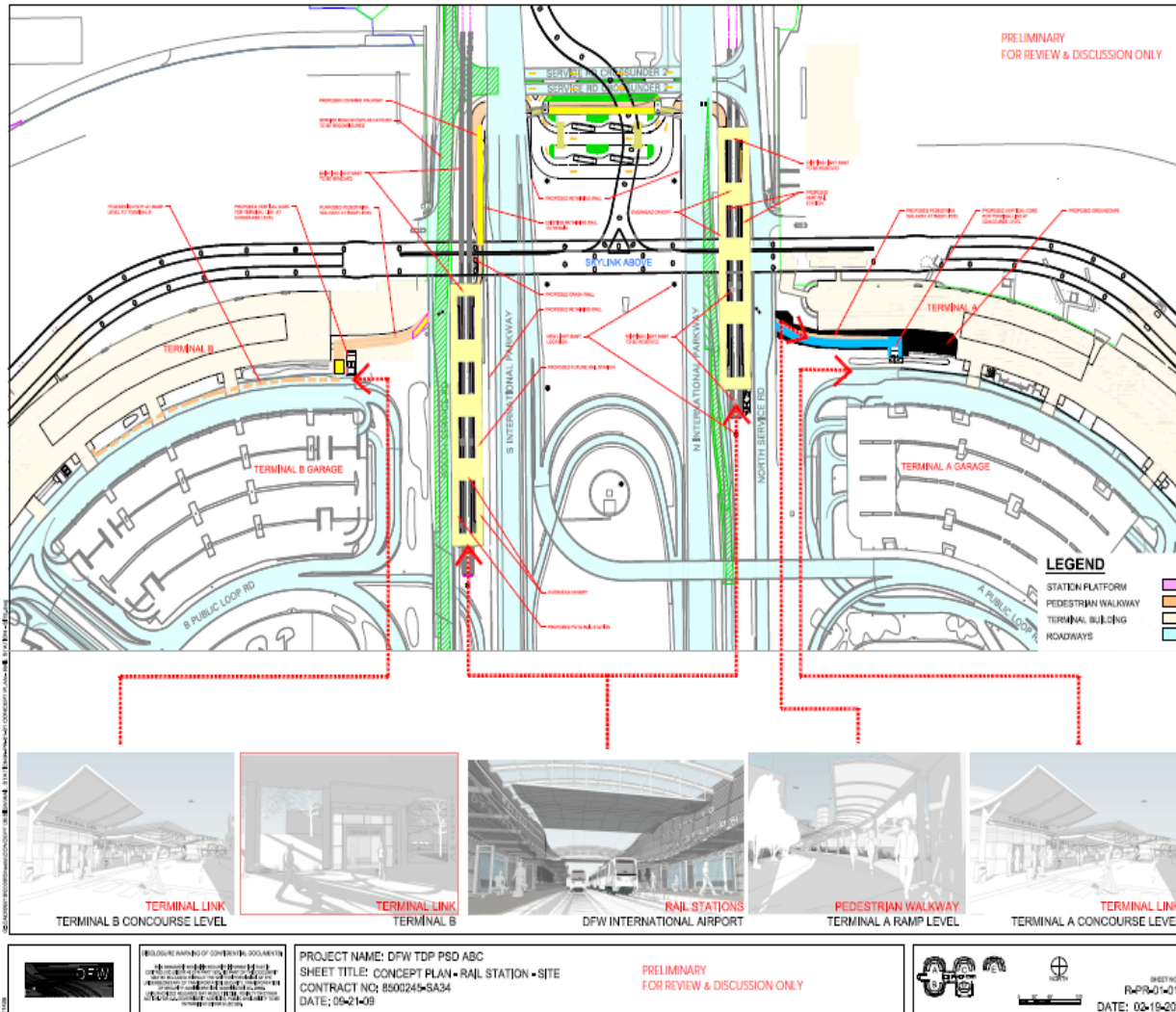
Orange Line Phases 1 & 2



- Phases 1 & 2 to Belt Line Station open in 2012
- Series of Stakeholders Meetings
- Collaboration with TXDOT, City of Irving, NTTA, City of Dallas, DCURD, and Army Corps of Engineers

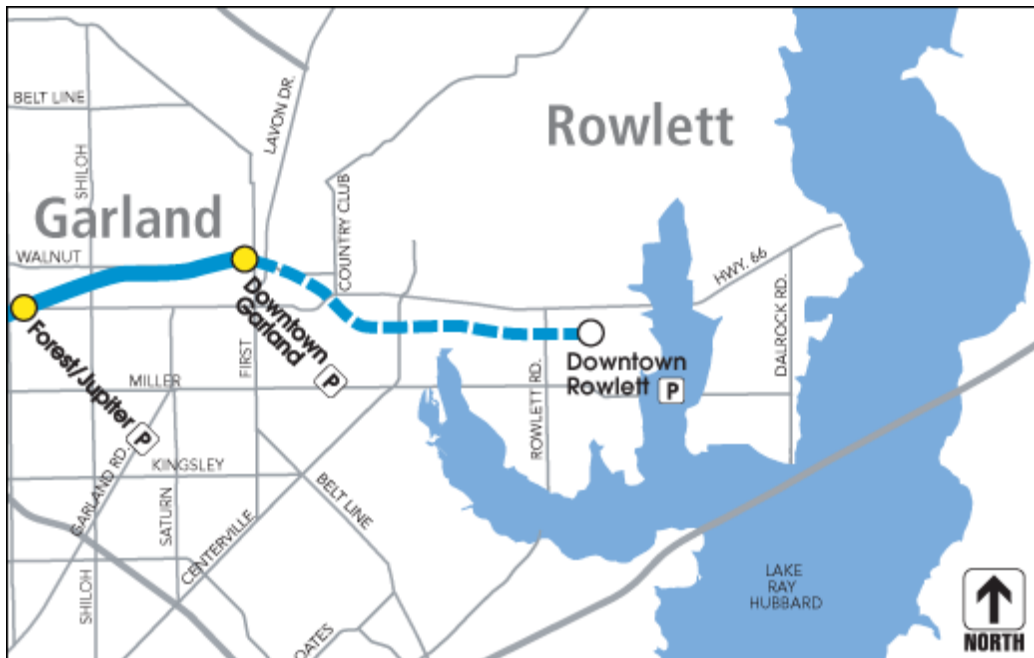
Orange Line Phase 3

- Phase 3 from Belt Line Station to DFW Airport Terminal A opens in 2014
- Collaboration with DFW Airport, The T, City of Irving, FAA, and FTA



DART Rail Expansion

Blue Line Extension



-  Light Rail Blue Line & Station (Existing)
-  Future Light Rail Blue Line Expansion

- 4.5 miles under construction
- New Downtown Rowlett Station
- Revenue service beginning Dec. 2012

Special Event Coordination



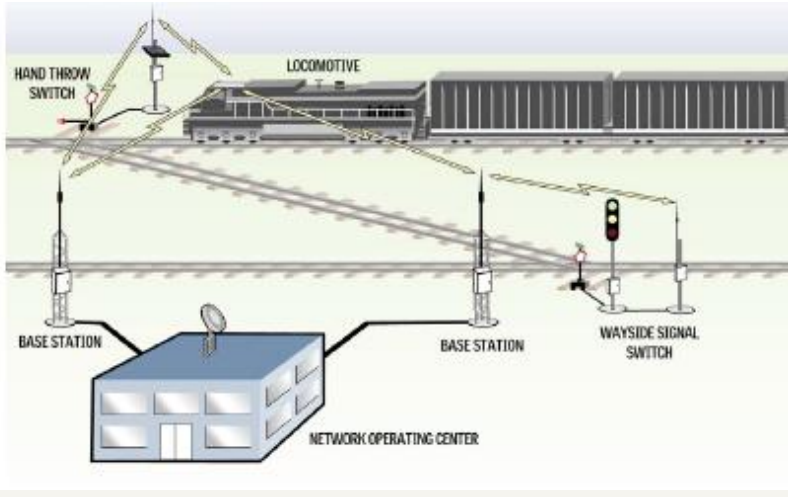
- NBA All-Star Game
- Super Bowl
- State Fair of Texas
 - TX-OU Weekend
- New Year's Eve at Victory Park
- Dallas Mavericks Victory Parade



Positive Train Control (PTC)



- Unfunded federal mandate
- Bandwidth Accessibility
- Collaboration on design and discussions on regional implementation
- Interoperability with freight carriers



Railroad Negotiations



- Collaboration between DART and The T
- Amtrak
- Cotton Belt corridor access
- Union Pacific access
- FRA/TXDOT grant for double tracking

Regional Fare Card

- DART is finalizing the scope and systems definition for a comprehensive fare payment system
- Plan to issue formal RFPs in Q1 of 2012
- The proposed system anticipates a partnership with the NCTA for provision of account management services
- Utilization of a mobile smartphone ticketing application
- Full deployment of contactless readers on all buses within the fleet
- Distribution of transit card products in 800+ outlets throughout the service area



Regional Rail Vehicle

- Original collaboration effort between DART and MARTA
- DCTA and The T joined the effort
- Waiver of Compliance component added to the Code of Federal Regulations
- Provisions for a European design with crash energy management to coexist within the carbody strength
- Timing was perfect due to PTC and High Speed Rail events



Summary of Regional Transit Coordination Efforts

- We move people everyday
- Proven delivery of joint services and operations
- Share equipment and rolling stock
- Seamless fare structure
- Compatible facilities and infrastructure
- Special event operations
- Regional rail vehicle development and procurement
- Regional Fare Card
- An established history of agency coordination – we agree to agree!



Opportunities for Future RTC and Transit Agency Collaboration

- TEX Rail New Start Application and Cotton Belt efforts
- Regional Trip Planner
- Manufacturing/Assembly Facility Possibilities
- High Speed Rail
- Regional Call Center
- 83rd Legislative Session and beyond
- “Heavy Lift” Funding Needs for Mobility 2035
 - Advancing regionally significant rail corridor projects
 - Dallas Second Alignment to sustain core capacity



DCTA

The



DART

Funded Recommendations

Passenger Rail Improvements

Legend

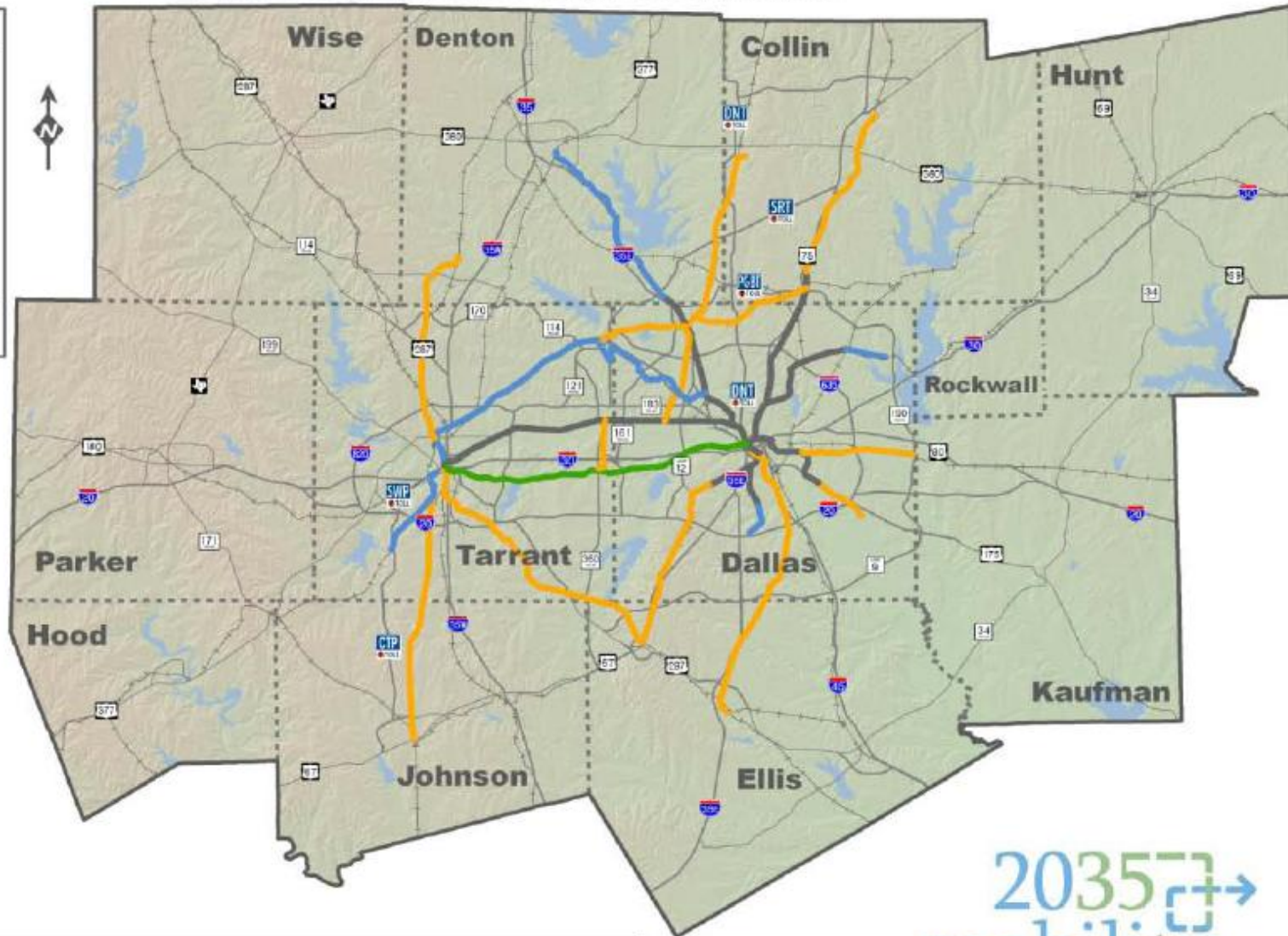
Funding Sources

- Public
- Public and Private
- HSR/Regional Rail Integrated Corridor*
- Completed Projects
- Rail Lines

Fort Worth CBD



Dallas CBD



Corridor specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.

*See High Speed Rail map for additional inter-region rail access.

2035 mobility



North Central Texas
Council of Governments

March 10, 2011