The DART System
Past, Present & Future

Institute of Transportation Engineers
Joint Meeting of the Greater Dallas and Greater Fort Worth Sections

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Dallas Area Rapid Transit

June 8, 2012
Presentation Outline

• About DART
• System Plan
• Capital Program
• What’s Next

Sophie Anthony, 9th Grade
Booker T. Washington High School for the Performing and Visual Arts, Dallas
Grand Prize

DART History

• Formed in 1983
• 13 cities today
• One-cent sales tax
• $7.4 Billion collected since inception (2010)
• Service Area 700 Sq-mi
• Service Area Population of 2.3 Million
Rubber Wheels

Bus
692 Buses
139,500 avg weekday trips (FY11)

Paratransit
186 Vehicles
2,821 avg weekday trips (FY11)

Vanpool
175 Vanpools
2,030 avg weekday trips (FY11)

HOV Lanes
84 Miles
146,000 avg weekday trips (FY11)

Steel Wheels

Light Rail
55 Stations
71.2 Miles of Track
76,800 avg weekday trips

Commuter Rail
10 Stations (5 in DART Service Area)
33.8 Miles
8,680 avg weekday trips
Daily Activity

- Our extensive network of rail and bus services moves more than 220,000 passengers per day
- More than 145,000 commuters use our HOV lanes each weekday

250 Million and counting

Where Employees Live & Work

800,000 Live Outside of Service Area
700,000 Work and Live in Service Area
300,000 Work Outside of Service Area
700 Square mile service area
12,150 Bus stops
71.2 Existing LRT miles
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 Oriented Development

- UNT reports more than $8 Billion in TOD (2009)
- UNT estimates an additional $5 Billion in economic activity between 2009-2014
DART Green Line

- 27.7 Miles/20 Stations
- $1.8 Billion
- $700 Million FFGA
- Six Hospitals
- Connection to DCTA

2030 Transit System Plan
DART Orange Line (I-1 & I-2)

Approx. Travel Time
8 min. to Belt line
16 min. to Irving CC
50 min. to West End
DART Orange Line (I-3)

- Opens in 2014
- Collaboration with DFW Airport, The T, City of Irving, FAA, and FTA
DART Blue Line (R-1)

- 4.5 miles under construction
- New Downtown Rowlett Station
- Opens December 2012
SOC3 to UNT – Dallas Campus

2030 Transit System Plan

Second Alignment
Dallas CBD Second Alignment

Cotton Belt
Regional Rail Vehicle

The artistic concept plants one foot in the rich history of Deep Ellum and the other foot in the neighborhood’s bright future.

What’s Next? - Regionalism
One Approach

Regional Context
Regional Context - Rail

Joint Recommendation for Regional Rail in North Central Texas

The joint recommendation suggests expanding public transit to handle commute flows through regional corridors. The three regional transit authorities have joint jurisdiction over the following corridors:

- North-South:... (details not visible in image)
- East-West:... (details not visible in image)
- Northeast-Southwest:... (details not visible in image)

This action would provide an equitable means of allowing "non-net" jurisdictions to determine whether the demand for regional infrastructure serves the public interest. If regional jurisdictions agree, public transit is determined whether they should be allowed open access to the corridor for investment and planning.

We support the development of a joint report on the potential operational benefits for the joint regional rail system. The report will summarize the joint findings and recommendations for further action.

(Names and signatures not visible in image)
Why DART is Concerned

• Customer Experience
• Physical Connections
  – Is capacity available?
  – Maximum capacity determined by:
    – Number of trains per hour
    – Number of cars per train
    – Number of passengers per car
  – Occurs at the maximum load points on each line
  – Occurs at the peak one hour of each peak period

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!
More Work to Be Done
(from May 10, 2012 RTC Subcommittee on Legislative Fundamentals)

- Equity - “The quality of being fair or impartial; fairness; impartiality – financially, the value of real property after deducting charges against it.”
  - How much one DART city paid versus another city and the level of service offered?
  - How much a DART city paid for service versus a non-paying city?
  - Who paid for the service and who gets to use it?
  - How much funding goes to rail/transit versus roadways?
  - How much should someone pay in order to catch-up and begin using transit services?
  - How much does it cost to extend rail transit or bus services?
  - Should ED sales tax be used for transit –how and when?
  - Should funds be used to attract businesses from one city to another within the same region?
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 NTTA 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 Daily Ridership
(Mode - August 2011)

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More Than One Mode

- System-wide Mobility
- Managed HOV Lanes
- Bus
- Rail

DART’s Regional Transit Coordination Efforts

- Local Government Corporations (LGCs)
- Contracted Service
  - Mesquite