

Dart Rail Expansion

DART Current and Future Rail Services

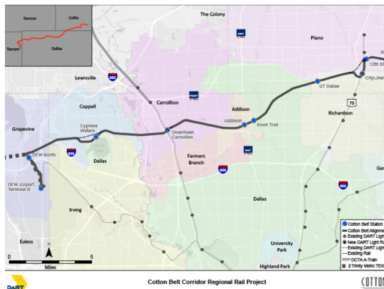


Cotton Belt
D2 Subway



Cotton Belt

- The DART 2030 Transit System Plan (TSP), approved in October 2006, identified the Cotton Belt Corridor as a priority project. In 2016, DART advanced implementation of the Cotton Belt to the year 2022 in its FY2017 Twenty-Year Financial Plan. The DART 2045 Transit System Plan, which is under development, will reflect this change to the project schedule.
- The 26-mile Cotton Belt Corridor extends between DFW Airport and Shiloh Road in Plano (see map). The alignment traverses seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. The Cotton Belt Project's primary purpose is to provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area.
- The Cotton Belt Project would interface with three DART LRT lines: The Red/Orange Lines in Richardson/Plano, the Green Line in Carrollton and the Orange Line at DFW Airport. In addition, at DFW Airport, the project would connect to the Fort Worth Transportation Authority TEXRail Regional Rail Line to Fort Worth and provide access to the DFW Airport Skylink People Mover.
- On August 28, 2018, the DART Board approved a Service Plan Amendment for Cotton Belt Corridor which defined the Project alignment, grade separations, and station locations. Also on August 28, 2018, the DART Board approved a residential betterments program for the Cotton Belt Corridor.
- On September 26, 2017, the DART Board approved a budget and 20-year financial plan supporting these projects. The board previously approved new debt resolutions providing funding mechanisms for the Cotton Belt and D2.



Source: <https://www.dart.org/about/expansion/cottonbelt.asp>

D2 Subway

- The D2 Subway project is a future second light rail line through downtown Dallas that extends from Victory Park to Deep Ellum. DART began planning for D2 in 2007. Since then, several studies and planning efforts have been completed. The most recent efforts resulted in both the Dallas City Council and the DART Board of Directors approving the D2 Subway Locally Preferred Alternative (LPA) in September 2017. DART is currently in Project Development (PD) to develop Preliminary Engineering (PE) and a Supplemental Draft Environmental Impact Statement (SDEIS).
- The existing downtown light rail line is the at-grade Bryan-Pacific Transit Mall. The D2 Subway will help to ensure the sustainability of the DART system by providing needed capacity and improving system reliability and passenger service through downtown Dallas. Reliance upon one single LRT transit route through downtown constrains the ability of both DART and the region to implement additional radial light rail line projects or increase service levels on all existing radial light rail lines. Dependence on one single downtown mall also increases the risk for system wide service disruption due to incidents on the mall, such as traffic accidents and closure of the mall due to fire in adjacent buildings. The D2 Project Purpose and Need found that capacity on the mall and some of the radial LRT lines is an issue now and becomes a critical issue by 2030, if not sooner, phasing of regional development and adjustments to demographic forecasts could have a significant impact on the timing of the D2 need and an increasing number of all LRT riders (one quarter) will be coming from areas outside of the DART service area by 2035, affecting train capacity and crowding on radial lines outside of downtown Dallas, indicating that D2 capacity solutions will be of regional significance.



Source: <https://www.dart.org/about/expansion/downtowndallas.asp>