

The Case for Rail Transit

Public transportation provides a needed mobility solution for many, while providing a mobility choice for all. For a lot of residents, transit is their only mode of transportation. To create and sustain a complex and diverse society, choice is compulsory.

SUBSIDY

Yes, public transportation receives a financial boost from sources other than ridership. This is also true for highways and roadways. The current 18.4 cents federal and 20 cents state motor fuel taxes have not been raised in more than 20 years. The combined 38.4 cents per gallon paid by motorists is used for roadways and public transportation.

In addition, the 38.4 cents federal and state motor fuel taxes per gallon and other user fees only cover approximately 58 percent of direct highway costs.¹ This leaves approximately 42 percent of highway system costs subsidized by other funding sources (i.e., sales taxes, property taxes, general revenues, etc.). Conversely, public rail transportation user fees generally cover about 50 percent of total system costs.² In general, public rail transportation system user fees and highway system user fees each contribute approximately the same percentage of costs to their respective systems.

PROPERTY VALUE

Passenger rail systems increase property value. In cities with passenger rail systems, property values rise with proximity to rail stations and fall in proximity to highway interchanges.³ Locally, this fact is borne out in several locations. Most recently, the decision by State Farm Insurance executives to locate their corporate headquarters adjacent to existing (DART Red Line) and proposed (Cotton Belt Line) passenger rail systems has increased property values. The City of Richardson is a direct beneficiary to the State Farm Insurance corporate relocation and increased property values near passenger rail stations. Increased property value equates to increased property taxes and higher revenues collected for local governments.

SAFETY

Overall, riding in a passenger car is less safe than riding public rail transportation. In 2013, 3,377 people died on Texas roadways. In the Dallas-Fort Worth 12-county region, 553 people died on area roadways.⁴ In Fiscal Year (FY) 2013, no deaths were reported on the DART light rail system or the Trinity Railway Express. In FY 2013, the DART light rail system experienced 1.36 passenger accidents per 1,000,000 passengers carried, with no fatalities. During FY 2013, the Trinity Railway Express experienced 3 collisions and no fatalities.⁵

¹ Goodyear, Sarah, 2010, <http://grist.org/article/2010-10-21-william-lind-makes-the-conservative-case-for-public-transit-but/>

² Goodyear, Sarah, 2010, <http://grist.org/article/2010-10-21-william-lind-makes-the-conservative-case-for-public-transit-but/>

³ Goodyear, Sarah, 2010, <http://grist.org/article/2010-10-21-william-lind-makes-the-conservative-case-for-public-transit-but/>

⁴ Texas Department of Transportation, 2014. http://ftp.dot.state.tx.us/pub/txdot-info/trf/crash_statistics/2013/11-2013.pdf

⁵ Dallas Area Rapid Transit, 2014, page 10. <http://www.dart.org/about/dartreferencebookmay14.pdf>

Nationally, the fatality rates indicate commuter passenger rail travel is safer than traveling by automobile. Per billion miles traveled, the fatality rates are:⁶

- 7.28 – cars and light trucks
- 0.43 – commuter and long haul trains

RIDERSHIP

As is the case with most public transportation system providers, rail passenger ridership has increased over the past 12 years. While Trinity Railway Express (TRE) ridership dipped slightly due to a fare increase and the recession's end, ridership has returned to levels higher than 2002. The DART light rail system similarly has seen annual ridership increases. While the DART light rail system has continued to add service, ridership levels are currently their highest. The following table identifies the total annual trips for the DART light rail system and the TRE.

Total Annual Ridership (Millions)							
System	2002	2010	2011	2012	2013	2014	Increase 2002 to 2014
DART Light Rail	13.7	17.8	22.3	27.7	29.5	29.5	53.6%
Trinity Railway Express (TRE)	2.1	2.5	2.4	2.3	2.1	2.3	8.7%

Source: Dallas Area Rapid Transit

REGIONAL RAIL VEHICLES

The Dallas-Fort Worth region has begun the process of migrating from traditional “push-pull” passenger rail vehicle technology to a technologically-advanced regional rail vehicle. The traditional heavy diesel locomotive pulling passenger rail cars is characterized by the current TRE service. The push-pull passenger rail system is depicted in Figure 1. The technologically-advanced regional rail vehicle employed by the Denton County Transportation Authority for the A-Train service is shown in Figure 2. The modern regional rail vehicle will be used for the TEX Rail project.



Figure 1 – Traditional “push-pull” passenger rail vehicles used by the TRE



Figure 2 – Modern passenger rail vehicles used by the DCTA for the A-Train service

⁶ Walsh, Bryan, 2013. <http://science.time.com/2013/12/02/despite-metro-north-crash-riding-the-rails-is-safer-than-riding-a-car/>

DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

MAJOR HIGHWAY IMPROVEMENTS UNDER WAY IN COLLIN COUNTY

COLLIN COUNTY — The population here continues to grow by leaps and bounds, presenting new challenges for transportation officials tasked with keeping up with the boom.



Collin County accounted for the highest population growth (26 percent) in all of North Texas for 2013-2014, according to findings from the North Central Texas Council of Governments.

As of the 2010 census, the county had a population of nearly 800,000, which was a 61-percent increase from just a decade earlier.

No one reading this story will be surprised by the enormous need for the large amounts of new highway construction happening in Collin County. Such a steady and rapid climb in population means more commerce, more development and — perhaps most importantly for transportation leaders — more vehicles on the road.

Nearly every major roadway in Collin County is undergoing some kind of improvement project in an effort to keep pace with the tremendous growth to the suburbs.

The most significant north-south corridor being reconstructed is US 75:

- 1 From Spring Creek Parkway to Sam Rayburn Tollway, the project to widen the six lane freeway to eight lanes and improve the frontage roads and ramps is 27-percent complete and is expected to be complete by January 2017.
- 2 From Spur 399 (SH 121 south) to US 380, the project to widen the freeway and frontage roads is 68-percent complete, with an estimated completion date of July 2015.
- 3 From south of Bloomdale Road to County Road 275 (Telephone Road), the project to widen



SOURCE: Texas Department of Transportation.

TxDOT photo archive

Looking north near McKinney, Texas: US 75 expansion construction is in full gear.

the freeway from four to eight lanes with three-lane frontage roads is 84-percent complete, with an estimated completion date of July 2015.

- 4 From Telephone Road to north of Melissa Road, the project to widen the highway from four to six lanes with two-lane frontage roads is 50-percent complete, with an estimated completion date of October 2016.

Three more funded projects and one currently unfunded project would take the US 75 highway improvements all the way to the Grayson county line:

- 1 From PGBT to Park Boulevard, a project is scheduled that would widen the direct connector ramp from PGBT to northbound US 75 and southbound US 75 to PGBT; widen DART rail road and Plano Parkway underpasses; build an auxiliary lane northbound to the Park exit ramp. Cost: \$37 million. Est. letting: May 2015.
- 2 From north of Melissa Road to south of FM 455, a project to widen the highway from four to six lanes with two-lane frontage roads has an

estimated cost of \$55 million and is scheduled for letting in December 2015.

- 3 A new interchange at FM 455 in Anna has an estimated cost of \$24 million and an expected letting of December 2015.
- 4 From FM 455 to County Road 375, a project to reconstruct the highway and widen it from four to six lanes with two-lane frontage roads has an estimated cost of \$65 million and an estimated letting to be determined (unfunded).

Combined construction and maintenance expenditures topped \$204 million for FY '14. Construction expenditures alone topped \$175 million with 729,624 vehicles registered. And 80 percent of construction projects in FY '14 were completed on time.

Analysts hardly expect the population boom to slow down any time soon, and transportation officials hope these current projects are paving the way to a future free of growing pains for North Texas. ■

FEBRUARY 2015 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ***	CONTRACTOR	
0009-02-045	SH 78	Garland Rd.: S of Tranquilla to SP 244 (Northwest Hwy.)	9 Intersection improvements and utility adjustment	\$6.98	\$7.78	11.39	\$9.45	Lone Star Civil Construction, Inc.	1
0312-02-016	FM 51	At Blocker Creek and Relief	Replace bridge and approaches	\$2.40	\$2.58	7.46	\$2.96	Iowa Bridge & Culvert, LC	2
0353-02-063	SH 114	At FM 156	Construct interchange	\$29.71	\$30.58	2.94	\$42.13	Ed Bell Constr.Co.	3
1015-01-022	FM 3549	SH 66 to FM 552	Rehabilitate existing roadway	\$2.96	\$2.58	-13.11	\$2.95	D. L. Lennon Inc.	4
1051-02-017	FM 876	FM 876 at Big Onion Creek to FM 308 at draw	Replace bridge and approaches	\$1.74	\$1.72	-0.84	\$2.29	Massana Construction Inc.	5
1092-01-017	FM 741	US 175 to east of FM 548	Pavement surface and overlay	\$6.27	\$4.55	-27.43	\$5.20	APAC-Texas, Inc	6
1950-01-036	FM 407	FM 407: Briarhill to I-35E; FM 2281: Hebron Pkwy. to SH 121	Full-depth pavement repair	\$1.74	\$1.06	-39.00	\$1.22	O. Trevino Construction, LLC	7
2374-01-176	I-635	West of I-30 to west of US 75	Convert HOV lanes to express lanes	\$7.88	\$6.76	-14.14	\$8.00	Austin Bridge & Road, LP	8
0048-01-061*	SH 342	Various locations in Dallas Co.	Rehabilitation of traffic signals	\$0.78	\$0.84	7.40	\$1.09	Hwy. Intelligent Traffic Solutions, Inc.	
FEBRUARY 2015 TOTAL				\$60.47	\$58.45	-3.33	\$75.29		
DISTRICT FY ACCUMULATIVE LETTINGS				\$868.83	\$1,012.5	16.54			
DALLAS DISTRICT LETTING CAP				\$1,046.87**					

*Unmapped.

**District FY 2015 Letting Vol. Cap includes the following:
1) The SH 183 Managed Lanes project for \$513 million.

***Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

MARCH 2015 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0009-02-063	SH 78	SH 78: Shadyside Ln to SL 12; SH 352: Carmack to Pioneer	Overlay and Pavement Markings	\$2.82	1
0197-04-078	US 175	Three locations in Kaufman County	Landscape Development	\$0.31	2
0581-02-141	SL 12	SL 12: Illinois to N of Singleton; FM 1382: Victoria to E Skyline	Full Depth Repair Concrete Pavement and Overlay	\$3.15	3
1051-01-042	FM 664	From north of US 287 to south of Red Oak Creek in Ovilla	Add 3-Foot Paved Shoulders	\$9.82	4
1451-01-023	FM 55	0.14 miles south of Nash Howard Rd to US 77	Provide Additional Paved Surface Width	\$4.97	5
2679-03-010	FM 2514	West of FM 1378 to east of Lavon Pkwy.	Realign and Widen Highway	\$5.75	6
0918-47-100*	VA	Various locations on State Highways in Dallas County	Construct Curb Ramps	\$3.29	
TOTAL				\$30.10	

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM FEBRUARY 1 – 28, 2015)

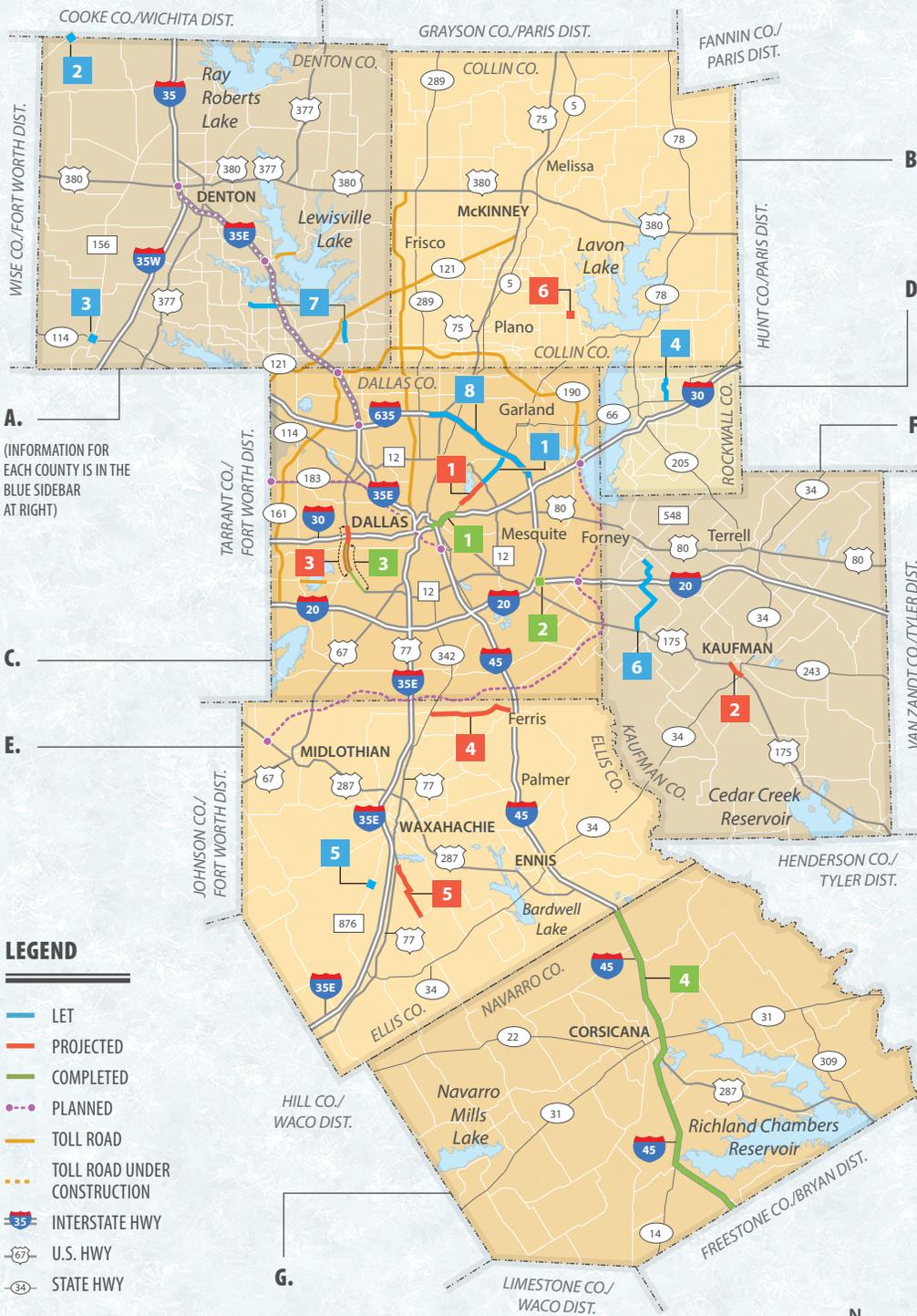
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0009-11-230	I-30	Haskell Ave. to SH 78	Concrete Full Depth Repair	2/18/2015	\$0.64	1
0095-13-025	I-20	I-635 to Seagoville Rd.	Connecting I-20 with Kleberg Blvd.	2/10/2015	\$4.97	2
0581-02-139	SL 12	Cockrell Hill Rd. to Anderson St.	Bridge Deck Repair	2/9/2015	\$0.25	3
0092-06-100	I-45	Freestone County Line to Ellis County Line	Install Guide Signs	2/12/2015	\$0.23	4
TOTAL					\$6.09	

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in February, are projected to let in March or have recently been completed.



A.
(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

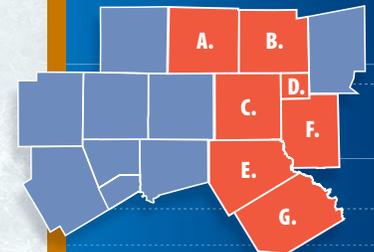
C.

E.

LEGEND

- LET
- PROJECTED
- COMPLETED
- - - PLANNED
- TOLL ROAD
- - - TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,591,178
*POPULATION ESTIMATE | 4,259,090
LANE MILES | 10,847.34

A. | DENTON COUNTY
VEHICLE REGISTRATION: 559,501
*POPULATION ESTIMATE: 683,010
LANE MILES: 1,597.47

B. | COLLIN COUNTY
VEHICLE REGISTRATION: 680,383
*POPULATION ESTIMATE: 804,390
LANE MILES: 1,563.69

C. | DALLAS COUNTY
VEHICLE REGISTRATION: 1,952,662
*POPULATION ESTIMATE: 2,385,990
LANE MILES: 3,440.13

D. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 79,075
*POPULATION ESTIMATE: 80,270
LANE MILES: 346.35

E. | ELLIS COUNTY
VEHICLE REGISTRATION: 165,360
*POPULATION ESTIMATE: 152,580
LANE MILES: 1,516.77

F. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 103,929
*POPULATION ESTIMATE: 104,600
LANE MILES: 1,191.95

G. | NAVARRO COUNTY
VEHICLE REGISTRATION: 50,268
*POPULATION ESTIMATE: 48,250
LANE MILES: 1,190.98



TxDOT PREPARED FOR WINTER WEATHER



DALLAS — TxDOT has spent the past few months gearing up for the upcoming winter weather season, updating response plans and restocking inventory.

maintenance resources in Dallas County, including during winter weather events. The performance-based contract means Amey-Webber is responsible for treating interstates in Dallas County, including I-30, I-20, I-635, I-45 and I-35, along with the Dallas County portion of US 75.

185 pieces of equipment and nearly 350 employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

What's more, the Dallas District has 14 snow plow blade attachments and three new brine makers at its disposal. Brine is a liquid, salt-based anti-icer used to pre-treat roads just before temperatures drop below freezing. ★

In addition, TxDOT has contracted with a joint venture between Amey Consultants and Webber Construction to increase its

TxDOT will now be able to refocus its resources elsewhere in the district. This season, TxDOT will again have more than

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

WHAT MATERIALS ARE USE ON THE ROADS?



Before an ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/Snow Event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

HOW DO THE CHEMICALS WORK?

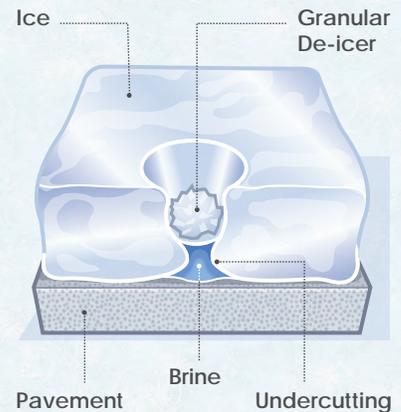
Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use).

When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



SOURCE: www.usroads.com

TxDOT graphic



From Mr. B. Ade of Carrollton, Texas:

"Thanks for having the striping done on SH 121! Much improved and looking towards completion. I know you are aware that the high banks at SH 121 x SH 114 have been out for three weeks. Hope that gets done soon, too."

SOURCE: Texas Department of Transportation

From Ms. Wesbrook of Frisco, Texas:

"I just want to say 'kudos' and good job to your crew... You all did an excellent job on the roads in this snow!"



TxDOT graphic

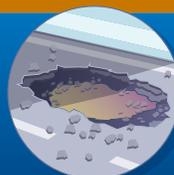
DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

**DALLAS AREA RAPID TRANSIT
PRIORITIES REPORT 2015**

EXPLORE



TURNING VISION INTO REALITY

In 2014, DART completed a global connection with the opening of our newest stop: DFW Airport Station.

Thanks to the light rail station located at Terminal A at Dallas/Fort Worth International Airport, travelers and employees are enjoying convenient access to the airport that can take them around the country – or the world.

Meanwhile, airlines now can fly anywhere in the U.S. from Dallas Love Field, and DART's "Love Link" buses bridge the short distance between that airport and the Inwood/Love Field Station.

We are connecting North Texans to better job opportunities, higher education, improved health care and greater entertainment options, while saving our customers money and giving them a transportation choice.

Construction has begun on a Blue Line extension – scheduled to open in 2016 – that connects to the University of North Texas at Dallas. DART Rail will give students and staff convenient access to this growing university, as well as provide residents of southern Dallas improved transportation options for reaching employment centers throughout the region.

In the year ahead, the agency will complete streetcar projects with the city of Dallas and the McKinney Avenue Transit Authority. Studies are examining ways to improve bus service over the next decade. Plus, we are developing the 2040 Transit System Plan that maps out major projects for the next 25 years.

DART's strengths always have been visionary thinking and achievable plans. As a result, we have built a public transportation system that is changing travel in North Texas, improving the quality of life and stimulating economic development. As we look to the future, we're excited by what the region's investment in public transit may bring. Explore the possibilities with us.



Robert W. Strauss
Chairman, Board of Directors



Gary C. Thomas
President/Executive Director



DART President/Executive Director Gary Thomas and Board Chairman Robert Strauss discuss plans for major capital projects in the years ahead.

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On the Cover:

DFW Airport Station, which opened in August 2014, is located adjacent to Terminal A and provides convenient access to the DART Rail Orange Line.

FACTS ABOUT DART

FY 2015 Operating Budget	\$475.9 million
FY 2015 Capital Budget	\$316.9 million
FY 2015 Net Debt Service Budget	\$191.1 million
FY 2015 Total Budget	\$983.9 million
FY 2015 Budgeted Positions	3,682
FY 2014 Actual Operating Expenses	\$448.4 million
FY 2014 Sales Tax Revenue	\$485.7 million
FY 2014 Systemwide Ridership (all modes)	92.1 million passenger trips
Total Bus Fleet	652
Number of Transit Centers	9 + 2 passenger transfer locations
Number of Bus Stops	11,973
FY 2014 Bus Ridership (includes Charter)	37.4 million passenger trips
Light Rail System Length	90 miles
Number of Light Rail Stations	62
Total Light Rail Fleet	163
FY 2014 Light Rail Ridership*	29.5 million passenger trips

Commuter Rail System Length (Trinity Railway Express)	34 miles
Number of Commuter Rail Stations	10
Total Commuter Rail Fleet	9 locomotives 17 bi-level coaches 8 bi-level cab cars 13 rail diesel cars
FY 2014 Commuter Rail Ridership	2.3 million passenger trips
Number of High Occupancy Vehicle (HOV) Lanes	8
Number of HOV Lane Miles	75
FY 2014 HOV Commuter Trips**	21.4 million passenger trips
FY 2014 Vanpool Ridership	893,000 passenger trips
FY 2014 Paratransit Ridership	753,398 passenger trips

* Light rail ridership is tabulated using Federal Transit Administration-approved automatic passenger counters (APCs) as its official methodology.

** In 2012, the Texas Department of Transportation (TxDOT) assumed from DART responsibility for operations, maintenance and enforcement of the regional system of high-occupancy vehicle (HOV) lanes as it transitioned to tolled managed lanes. DART remains a capital funding partner in the I-635 HOV/Managed Lanes currently under construction by TxDOT. DART is permitted to continue reporting HOV usage (i.e. ridership) and the revenue miles from DART's operation of buses on the HOV lanes within its service area to continue receiving the associated FTA formula funds that support DART's ongoing transit operations.

LIGHT RAIL EXPANDS HORIZONS

On Aug. 18, 2014, DART reached one of its biggest milestones in the rail expansion: the opening of DFW Airport Station at Dallas/Fort Worth International Airport. Now the country's longest light rail system connects to one of the world's busiest airports.

DFW Airport built the station as part of its Terminal Renewal and Improvement Program while DART focused on the rail line extension. According to DART President/Executive Director Gary Thomas, sharing construction duties allowed DART to open the station four months sooner than scheduled.

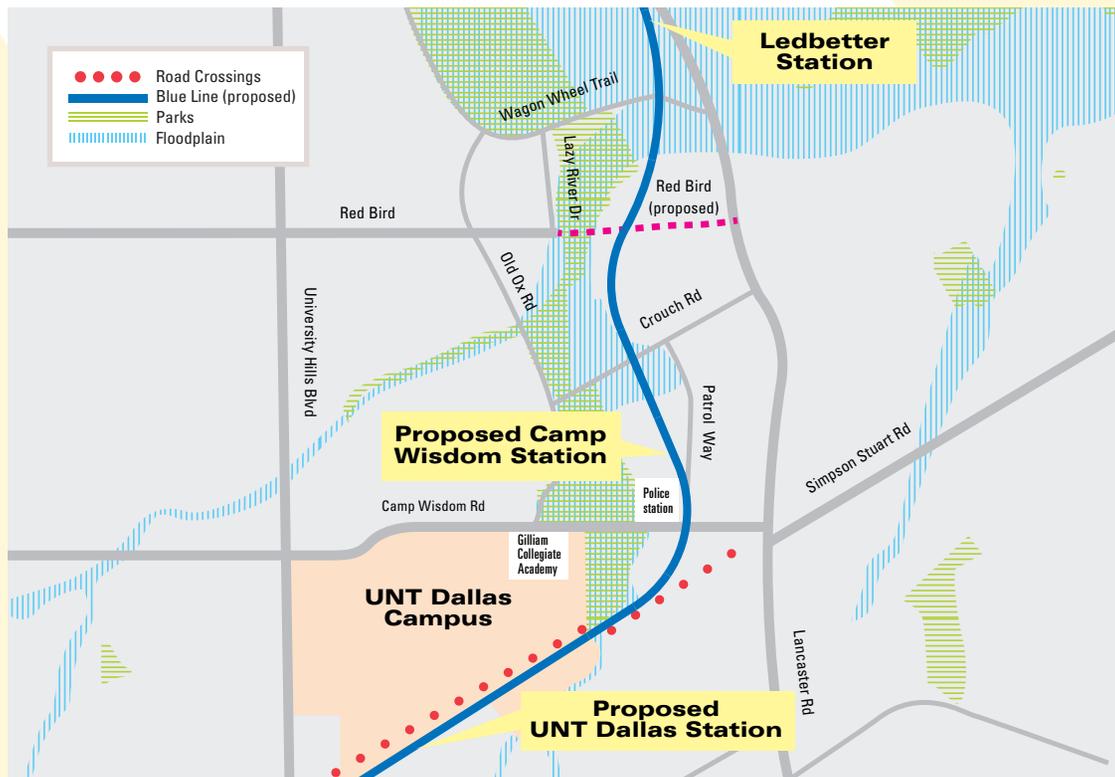
North Texas residents and visitors now have direct rail access between downtown Dallas and the airport and its growing roster of international and domestic destinations. Regional leaders believe that light rail service between the airport and the rest of the DART Service Area will help attract everything from corporations to conferences, tourists to college students.



Both airport-based employees and travelers appreciate the convenience of rail service at DFW Airport's Terminal A.

"Every renowned global airport has rail service to the city center," said Sean Donohue, CEO of DFW Airport. "The DART Orange Line connecting the airport and downtown Dallas is a critical component to DFW's status as a top-tier international gateway."

DFW Airport also is one of the region's major employment centers. The rail connection provides nearly 60,000 workers a convenient and cost-effective option to commute.



The Blue Line Extension south from Ledbetter Station will improve access to the University of North Texas at Dallas campus.

Partnerships Advance Projects

When the Blue Line Extension to UNT Dallas Station opens in 2016, the current rail program will be complete. The light rail system has doubled in size over the past five years, from 45 miles in August 2009 to 90 miles currently.

To advance rail projects now and in the future, collaboration is key. The cooperation between DART and the airport to build DFW Airport Station modeled the collaboration necessary to improve regional mobility.

The agency is working with both the University of North Texas System and the city of Dallas to integrate two future Blue Line stations into the vision for greater economic development in southern Dallas.

The city of Dallas has contracted with DART to help build two streetcar projects that will open in 2015. These streetcar lines will complement the DART Rail System as part of a growing rail network through the city center.

“Above all, we will continue to embrace partnerships with other transit agencies, regional bodies and municipalities,” Thomas said. “That’s the way forward as the population booms but revenue for rail expansion is harder to come by.”

Blue Line Connects to Better Opportunities

In less than two years, students and faculty will be able to reach the University of North Texas at Dallas campus by train. Residents in southern Dallas will have new means to access job opportunities, earn an education or reach any destination served by public transportation.

The agency is extending the Blue Line south from Ledbetter Station approximately three miles to new stations at Camp Wisdom Road and the UNT Dallas campus. The project, known as the South Oak Cliff Blue Line Extension, is expected to help lower transportation costs for residents of and spur development in southern Dallas.

DART is working with UNT officials so the station location and design mesh with plans for the university’s future growth. Bus access, parking and disabled parking will be provided at both stations.

In addition to the new stops, the existing Ledbetter Station will be updated to accommodate the track extension and improve passenger safety and convenience. Modifications to the station will take place concurrently with other rail construction. The Blue Line Extension is scheduled to open in late 2016, three years sooner than originally scheduled.

Dallas Streetcar Links Districts

Just outside of downtown, parts of Dallas' Oak Cliff district are thriving with new residents, restaurants, shops, theaters and more. The city of Dallas has partnered with DART on two projects to improve transit to this up-and-coming area.

D-Link, a free downtown circulator bus, currently loops through the area (see Page 7). The city and Downtown Dallas, Inc. are subsidizing the route's two-year pilot program.

In spring 2015, the city and DART will open the first phase of the Dallas Streetcar. DART has designed and constructed the modern streetcar line, and will operate and maintain it under contracts with the city.

The first 1.6-mile segment will run from Union Station in downtown to Methodist Dallas Medical Center in Oak Cliff and replace part of the D-Link route. Future phases will extend the line to the Bishop Arts District – an eclectic area of shops and restaurants in Oak Cliff – in one direction and to the Kay Bailey Hutchison Convention Center and Omni Dallas Hotel in the other.

Dallas is funding the capital project primarily with a \$23 million Transportation Investment Generating Economic Recovery (TIGER) grant from the Federal Transit Administration and a grant from the Regional Transportation Council of the North Central Texas Council of Governments. DART is contributing approximately \$9 million for two vehicles and another \$11 million allocated over 25 years for partial support of annual operating requirements.



The M-Line Trolley will transport riders from Cityplace/Uptown Station, past Klyde Warren Park to the Dallas Arts District.

M-Line Trolley Circles the Arts District

DART is assisting the city of Dallas to construct new streetcar tracks that will allow the McKinney Avenue Transit Authority's (MATA) heritage M-Line Trolley to loop through the Dallas Arts District. The trolley will connect Dallas' dense Uptown district to the Central Business District, expanding the line's utility from tourist attraction to functional mode of transportation for the many commuters who use it each day.

The agency is the project sponsor and recipient of an Urban Circulator grant from the Federal Transit Administration and is constructing a 0.65-mile track extension along St. Paul and Federal streets from its current terminus near the

Dallas Museum of Art. DART's extension will connect to the city's related project along Olive Street, which is funded from city and state resources. Together, the two extensions form a loop that brings the M-Line Trolley within walking distance of St. Paul Station (see Page 13).

The city will own the new tracks, which were designed to serve both heritage streetcars and be compatible with a future connection to the city's modern streetcar system. The loop, combined with the turntable near DART's Cityplace/Uptown Station, permits MATA to operate streetcars that travel in only one direction, which will increase service capacity. Both parts of the M-Line extension will open in 2015.

REIMAGINING BUS TRANSIT

In early 2015, DART received the last of 459 buses purchased from North American Bus Industries (NABI), which was recently acquired by New Flyer Industries. The agency now has replaced most of its vehicles with those fueled by compressed natural gas (CNG).

The fleet replacement began in late 2012 with the delivery of 123 smaller, 26-foot ARBOC buses in use on a variety of routes including Flex and On-Call. In January 2013, the first of 459 larger buses – a mix of 31-foot and 40-foot vehicles – arrived from NABI, part of a three-year contract valued at more than \$210 million.

The new buses boast features that operators and customers now expect: spacious interior, comfortable seating, efficient air conditioning, security cameras, low-floor boarding, large LED destination signs and the like. In addition, upgrades like infotransit screens and purified air provide a great ride for DART's largest category of customers.



Passengers appreciate the amenities on the new fleet of buses, like low-floor boarding and infotransit screens.

New Express Buses Coming

Customers who ride DART's Express bus routes soon will receive a travel upgrade. The agency is exercising an option in its contract with NABI and is purchasing 46 new buses, which are scheduled to arrive in FY 2016.

As with the rest of the fleet, the vehicles used as Express buses are near retirement age. Although light rail has replaced several routes in the past five years, 15 routes remain.

Express bus routes originate at a suburban or intracity bus transit center or park-and-ride, and operate without stops outside the Uptown/Downtown area. The typical patron is a commuter traveling to and from part of the service area without nearby rail access.

The new buses will incorporate most of the key design features of the other NABI buses. But these CNG-fueled vehicles will uniquely feature high-back reclining seats and overhead parcel racks to accommodate Express riders who are on the bus for longer travel times.

D-Link Connects Downtown and Oak Cliff

Since November 2013, bold magenta-and-yellow D-Link (DART Route 722) buses have circulated downtown Dallas and neighboring districts, connecting major tourist attractions, dining destinations and employment centers as well as the DART Rail System. These branded buses are providing improved access to the urban neighborhoods that have become entertainment destinations over the last decade.

The two-year pilot project is funded by DART, the city of Dallas and Downtown Dallas, Inc. To encourage ridership, project partners are offering the D-Link trips for free.

The route provides better connections between downtown and the Bishop Arts District and Jefferson Avenue areas of Dallas' Oak Cliff neighborhood, which is home to various restaurants, shops, theaters and residential communities. Once the Dallas Streetcar between Union Station and North Oak Cliff opens later this year (see Page 5), the D-Link route may be modified.

During the first year, ridership averaged 500 people daily during the colder winter months and often exceeded 1,000 customers daily during the summer.



Love Link Route 524 buses bridge the short distance between the Inwood/Love Field Station and Dallas Love Field.

Love Link Reaches Dallas Love Field

Buses transporting travelers between Dallas Love Field and DART's Inwood/Love Field Station have a new name and look as of December 2014. Route 524 now is branded the "Love Link" and the vehicles are easily recognizable, wrapped in a design that combines the airport's signature red and DART yellow.

Interest in DART service at Dallas Love Field was renewed with both the opening of DFW Airport Station and the expiration of the Wright Amendment, a federal law that restricted airlines operating from Love Field to flying nonstop only within Texas and the contiguous states. Now that carriers are allowed to fly nonstop to any U.S. destination, airport officials predict that Love Field travel will increase significantly. DART has offered bus service between light rail and Love Field since the final section of the Green Line opened in December 2010.

CNG Saves Money, Environment

DART is one of many U.S. transit agencies transitioning their fleets to natural gas. Compared with the alternatives, CNG offered both a reduction in greenhouse gas emissions and fuel cost savings. Through a deal with the Texas General Land Office, the agency secured a fixed-price contract that locked in natural gas costs through 2020 and took advantage of favorable market conditions.

"Switching our bus fleet to compressed natural gas was a carefully weighed decision. But in the end, it was a no-brainer: Go with the fuel source that will promote clean air while saving taxpayers at least \$120 million in fuel costs over the next 10 years," said DART President/Executive Director Gary Thomas.

TRANSIT INFRASTRUCTURE NEEDS FEDERAL INVESTMENT

Across the nation, and here in North Texas, demand for public transportation is on the rise. Congressional authorization of a multiyear surface transportation bill will allow transit agencies and local governments to make realistic plans for the growth and maintenance of public transportation systems.

It has been a decade since Congress approved a long-term transportation bill. And the Moving Ahead for Progress in the 21st Century Act (MAP-21), the two-year law that authorizes federal funding for highway and transit projects, expires on May 31.

The DART Rail System has grown rapidly because the agency leveraged every federal grant and financing program available, including full-funding grant agreements, TIGER grants, TIFIA loans and Build America Bonds. While more capital projects are needed, uncertain funding in the years ahead makes the agency's plans tentative.



DART Rail makes taking the train a viable way to reach major events like the State Fair of Texas and the annual AT&T Red River Showdown.

DART supports the American Public Transportation Association's (APTA) recommendation that Congress authorize a six-year federal public transportation program totaling \$100.4 billion.

Such a program would provide transit providers with predictable funding and accommodate the development of long-term, major capital investments needed to:

- Bring existing public transportation infrastructure and facilities into a state of good repair
- Expand the core capacity of current infrastructure
- Support the operation and maintenance of transit systems
- Fund research, training and policy to meet the growing demand for safe, convenient and dependable service

Fund State of Good Repair Projects

With the majority of the light rail build-out complete, DART's plans reflect an increasing focus on attracting and retaining customers with responsive service and a sustainable system. Consequently, approximately 66 percent of capital spending over the next 20 years is dedicated to state-of-good-repair projects and capital reserves.

Board policy mandates that staff balance the expenses of operations, asset management and capital expansion in the 20-Year Financial Plan. Even in tough economic times, the board and staff prioritize funding for state-of-good-repair projects ahead of growth initiatives to ensure that DART serves the community with high-quality, reliable vehicles and infrastructure.

In the enactment of MAP-21 in 2012, the federal government identified the need for sound financial planning and asset management practices throughout the transit industry. DART has worked with the Federal Transit Administration, other key transportation authorities and APTA to craft national guidelines for this federal policy based substantially on the practices DART has employed since its inception in 1983.

MAP-21 also created a specific "State of Good Repair" grant program to help fund this mandate. DART supports APTA's recommendation that the federal government designate at least \$85 billion toward



As the system matures, DART will make major capital investments to maintain and replace its vehicles, equipment and facilities.

state-of-good-repair grants in future programs to assist public transportation providers in:

- Maintaining the operating condition of vehicles and facilities
- Bringing facilities and vehicles up to good operating condition
- Modernizing rail track, roadway, passenger stations and maintenance facilities
- Reducing the estimated \$78 billion backlog in deferred maintenance and replacement needs



Mockingbird Station is one of DART Rail's most used stations, serving the Red, Blue and Orange lines.

Facilitate Positive Train Control

In response to several fatal accidents on other rail systems between 2002 and 2008, Congress passed the Rail Safety Improvement Act of 2008, which requires that Class 1 and commuter railroads implement Positive Train Control (PTC) systems by the federally mandated deadline of Dec. 31, 2015.

PTC systems can intervene in train operations by warning crews or causing trains to stop to prevent train-to-train collisions, overspeed derailments, incursion into an established work zone, and movement through a main line switch in the improper position.

Systems must be interoperable between host and tenant railroads; thus, they require utilizing a common range of radio frequency, or spectrum, so that various types of equipment owned by the different railroads are able to communicate. Interoperability with freight railroads along North Texas' train corridors requires radio spectrum in the 217.6-220.0 MHz range.

The Trinity Railway Express (TRE) is working to implement positive train control according to the approved PTC Implementation Plan. TRE, DART and its regional commuter and freight partners are working together to ensure compliance with the PTC federal mandate with safety, interoperability and cost effectiveness as core objectives. For efficiency, the partners will seek to implement PTC as a regional solution with a strategy that leverages shared operations, technology and maintenance.



Positive train control systems along the Trinity Railway Express line can intervene in train operations by warning crews or causing trains to stop if they are not being operated safely.

DART plans to purchase a license for spectrum allocation that is large enough for the region's current and future PTC needs. Since spectrum in this range is designated by the Federal Communications Commission for other uses, DART has applied for a waiver to use it for PTC.

The Federal Railroad Administration is aware of the challenges facing the railroad industry and is

working with DART and its regional partners as they document the project's scope of work, budget and schedule toward PTC implementation.

TRE will begin installing its positive train control system later this year and anticipates completion by 2017.

Promote Transit Commuting

DART supports federal legislation that would create permanent parity in the tax benefit for people who use public transportation and those who drive and park their vehicle at work.

The IRS provision that allows people to set aside up to \$250 per month pre-income tax for commuting costs has expired. The tax benefit for using transit has reverted to \$130 per month pretax, roughly half of the tax benefit for parking costs (\$250 per month pretax) – creating tremendous inequity.

A recent study on mobility attitudes by the nonprofit organization TransitCenter found that “people offered pretax transit commuting benefits from their employers are over five times as likely to take transit regularly as employed persons who are not receiving benefits.”

The commuter tax benefit should encourage – not discourage – people to take the subway, bus, trolley, train or vanpool. Expanding public transit use reduces traffic, air pollution and the overall demand for parking. Employers decrease their payroll taxes, freeing capital that can be reinvested in workers, benefits and business growth. Transit benefits are a valuable employee recruitment and retention tool.



DART's new bus fleet is fueled by compressed natural gas, which offers cost savings.

Support the Use of Alternative Fuels

DART supports federal legislation that would make permanent the existing federal tax credits for alternative fuels and related infrastructure.

These tax credits mean several million dollars to DART for FY 2015 and beyond. This provision offsets alternative fueling costs, freeing revenue to be spent on asset maintenance and other capital projects.

The federal tax credit is a powerful incentive for public transportation agencies to adopt

alternative fuel programs and an important source of revenue for those that utilize natural gas for a portion or all of their fleet fueling needs.

The agency is replacing its bus fleet with vehicles fueled by compressed natural gas, which will reduce harmful vehicle emissions and contribute to cleaner air. By locking in a price on natural gas fuel through 2020 from the Texas General Land Office, DART is creating jobs and generating economic activity by purchasing fuel produced in Texas.

PROJECTS WILL EXPAND CORE CAPACITY

For DART, the “core” of the transit system is in downtown Dallas. All four lines of DART Light Rail converge and run on the same track through the Dallas Central Business District (CBD) transitway mall. “Capacity” is the number of people or vehicles that can be moved during any given hour.

The lines operate on 15-minute peak service, which results in an average 3.75-minute combined headway (time between trains).

The agency is obligated by an interlocal agreement with the city of Dallas to begin planning for a second downtown alignment (D2) when either the headways or the passenger capacity reaches its limit. DART Rail has reached the maximum number of trains during peak service that the infrastructure can handle. Although the passenger loads are not at full capacity, regional growth and planned transit expansion eventually will necessitate additional service.



A combination of capital projects will improve DART’s ability to move more trains – and people – through downtown Dallas effectively.

Planning for D2 began in 2007, and the draft environmental document was published in 2010. Changed conditions warrant additional analysis of alternatives for the alignment, including:

- Completion of the Downtown Dallas 360 plan by the city of Dallas
- Opening of the Omni Dallas Hotel and the Perot Museum of Nature and Science
- Opening of the Dallas Streetcar Project and the St. Paul/Olive loop of the M-Line Trolley this year
- Planning for high-speed rail by a private developer

Further, DART’s current 20-Year Financial Plan lacks sufficient resources to construct D2 before 2030. Federal funding would help DART construct D2 sooner.



Planned rail expansion downtown includes a stop near the Omni Dallas Hotel, currently served by D-Link.

Program of Interrelated Projects

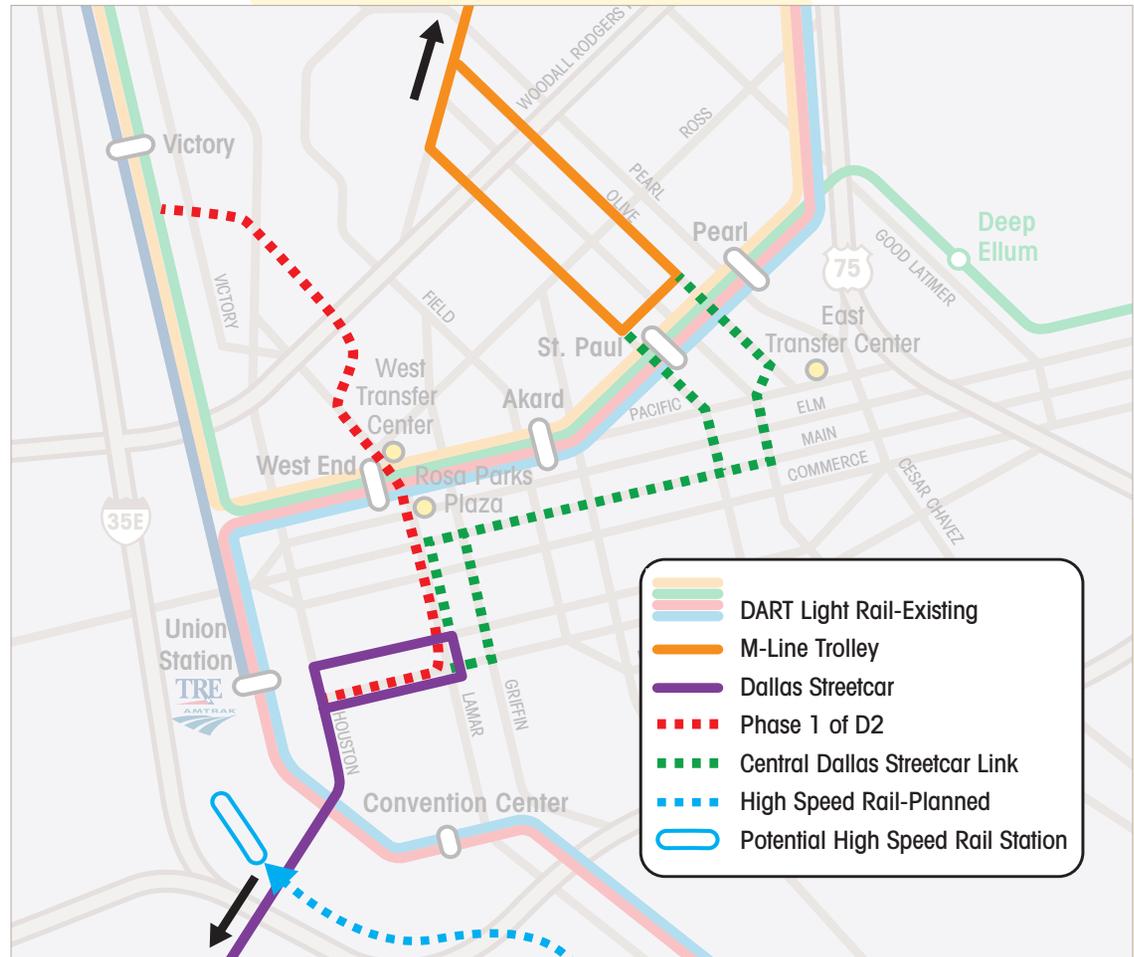
Seeking Federal Assistance

Within the category of Capital Investment Grants, MAP-21 expanded eligibility to include Core Capacity Improvement projects. These grants are designed to aid maturing transit agencies like DART, which need to expand the passenger capacity of major, fixed-guideway transit corridors that will reach their limit within five years.

MAP-21 also allows transit agencies to develop simultaneously a combination of multiple New Starts and/or Core Capacity projects as a “program.” Rather than evaluating each project individually, the Federal Transit Administration would evaluate the entire program of projects as one package.

Projects in a program of interrelated projects must have “logical connectivity” and be built within a “reasonable time” of each other to keep the federal funding. By advancing multiple projects simultaneously, agencies would be able to reduce costs.

The agency hopes core capacity grant programs will be included and expanded in the authorization of the next surface transportation bill.



To increase system capacity and operational flexibility downtown, DART is designing a program of interrelated projects that includes platform extensions, the first phase of the second downtown rail alignment and a new streetcar line.

Adding Capacity Downtown

The agency has identified its own Program of Interrelated Projects that would expand core capacity by 67 percent until D2 can be constructed. DART currently has a significant amount of discretionary federal funding related to the core capacity projects programmed into the Financial Plan through 2020. If this funding is not received, some projects may need to be deferred.

DART is working with the Federal Transit Administration and the American Public Transportation Association to define the criteria for core capacity grants so that maturing transit systems can qualify.

Platform Extensions on Red and Blue Lines

DART can operate three-car trains (495 passengers) – the maximum length that is still shorter than the shortest city block in downtown Dallas – on the more recently built Green and Orange lines. Outside of the Dallas CBD, the platforms at 28 Red and Blue line stations can accommodate only two-car trains (330 passengers).

While DART cannot increase train frequency at this time, by lengthening the platforms at these Red and Blue line stations, it can make each train longer. The same number of trains would pass through the CBD, but each would be able to carry more passengers.



Extending the platforms at 28 Red and Blue line stations outside of downtown Dallas will enable DART to operate three-car trains on all rail lines.

DART is designing a project that will extend the platforms at these older stations by approximately 100 feet and raise the platform height to provide level boarding at all doors in preparation for light rail vehicle fleet replacement, which begins in 2025.

The ability to run three-car trains throughout the rail system would increase system capacity and provide operational flexibility.



Customers can use either DART's GoPass app or mobile website to look up arrival times, view rider alerts or use other travel planning tools.

D2 – Phase 1

Construction of the northern segment of D2, known as Phase 1, would allow DART to relieve some congestion in the current CBD transitway mall until the entire second alignment can be built. Under Phase 1, the Orange Line would be rerouted to an alignment that branches off at Victory Station and terminates at a new station serving the Union Station/Convention Center area.

The agency would construct two additional stations: one in the Victory Park district and one near the transit hub comprised of West End Station, CBD West Transfer Center and Rosa Parks Plaza.

The Orange Line would directly connect the Dallas/Fort Worth International Airport and Dallas Love Field with the Kay Bailey Hutchison Convention Center and Omni Dallas Hotel. Regular rail service also would connect the convention center district to the American Airlines Center at Victory Station, replacing supplemental bus service currently provided during major conferences and special events.



DART and the city of Dallas hope to build a central Dallas streetcar link that would connect the Dallas Streetcar line to the M-Line Trolley line, which will soon loop through the Dallas Arts District.

Central Dallas Streetcar Link

By mid-2015, both the Dallas Streetcar and the M-Line Trolley Urban Circulator projects (see page 5) will be open. DART is assisting the city of Dallas in the development and review of alternatives for a new streetcar alignment through downtown that would connect the two systems, and by extension, the Dallas Arts District and the Oak Cliff/Bishop Arts District.

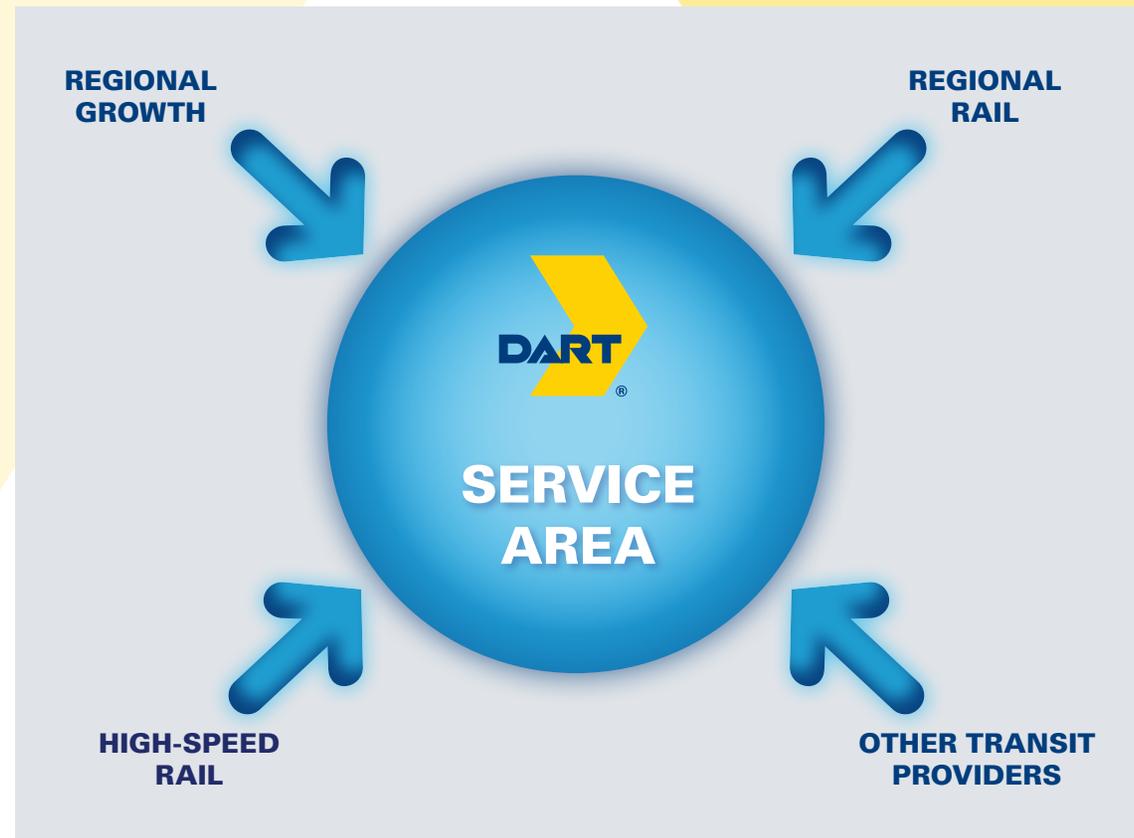
This streetcar line through the city center will enhance transit access and capacity within downtown, extending the reach of the DART Rail System. Until the entire D2 alignment is built, expanding the modern streetcar line will serve as a second east-west rail transit connection within the CBD. Also, the location of the streetcar route will impact where the D2 line goes.

PREPARING FOR FUTURE GROWTH

The Dallas-Fort Worth-Arlington metropolitan area is one of the fastest growing regions in the United States. Regardless of where they live, many North Texans travel within the DART Service Area every day for work, school, medical care, entertainment and more.

According to forecasts by the North Central Texas Council of Governments, the Dallas-Fort Worth region is expected to grow from the current population of 6.8 million to 9.8 million people by the year 2035. The increasing population is placing greater demands on the regional transportation system, including DART.

Transportation providers as diverse as intercity bus services, like Megabus and Greyhound, and rural transit agencies deliver riders daily onto DART's trains and buses. Yet it is other regional rail providers, like the Denton County Transportation Authority (DCTA), that create the greatest influx of ridership as they deliver passengers by the train load.



Many factors will influence ridership growth within the DART Service Area in the decades ahead.

Since the '90s, DART and the Fort Worth Transportation Authority (The T) have jointly developed and operated the Trinity Railway Express (TRE) – the first commuter rail line in the Southwest – which brings travelers to Victory and Union stations. DCTA launched its A-train commuter rail service in June 2011 and connects to the Green Line at Trinity Mills Station in Carrollton.

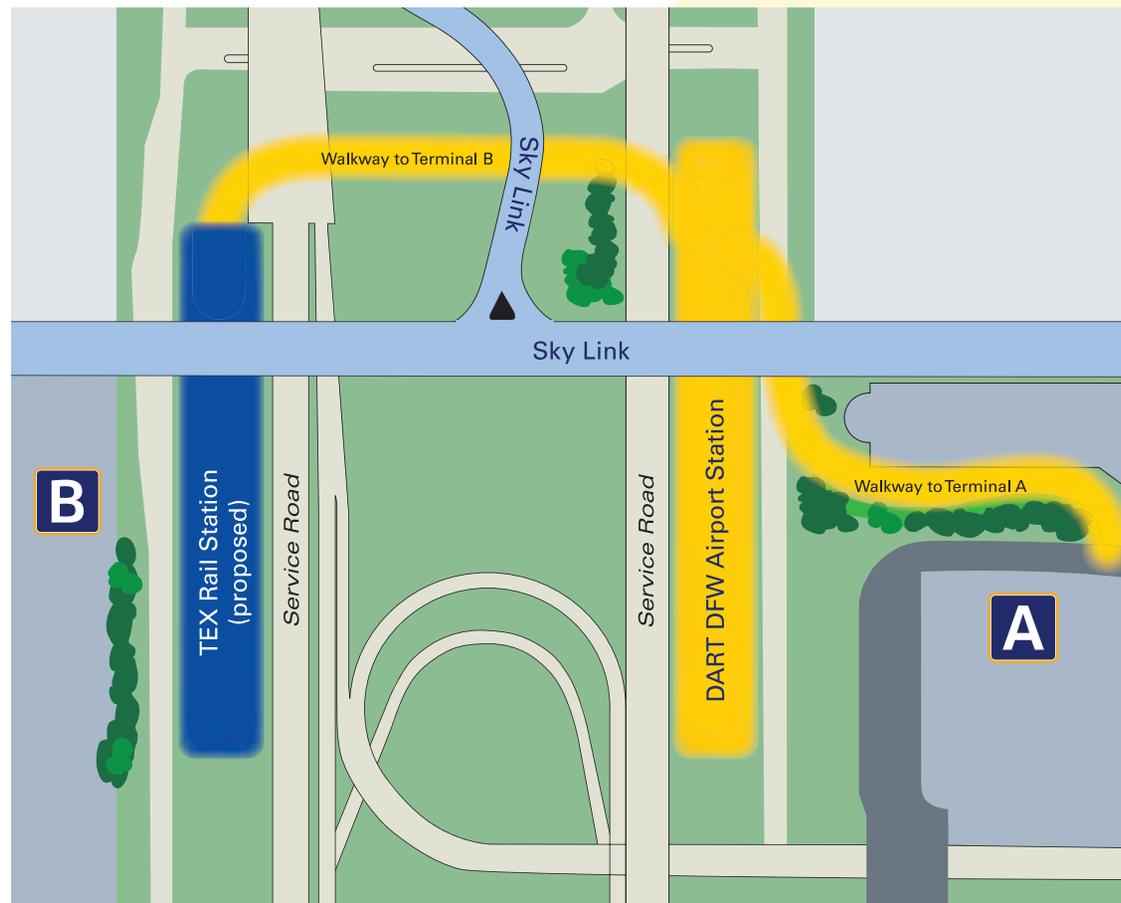
The T Begins Design of TEX Rail to DFW Airport

The T is developing a 27-mile commuter rail project known as TEX Rail in Tarrant County. The initial service section will extend from downtown Fort Worth through Haltom City, North Richland Hills and Grapevine to the TEX Rail Station at Terminal B at Dallas/Fort Worth International Airport.

For most of the route, the proposed rail line would lease existing right-of-way owned by DART, or owned/operated by freight railroads. TEX Rail would connect with the TRE at the two existing downtown Fort Worth stations – Fort Worth Intermodal Transportation Center and T&P stations – and with DART Rail at DFW Airport.

In September 2014, The T received a Record of Decision (ROD) from the Federal Transit Administration and the Federal Aviation Administration that could lead to the start of TEX Rail construction in 2016.

The ROD signals federal approval of TEX Rail’s environmental impact statement and authorizes The T to contract for and begin the design of the project. The ROD also allows The T to begin acquiring the property necessary for stations and other project needs.



The T’s TEX Rail commuter rail line would terminate at DFW Airport adjacent to Terminal B and would connect to DART’s DFW Airport Station and Terminal A via a walkway.

The T anticipates FTA permission to enter the engineering phase of the project during the second quarter of 2015. The agency has selected its design consultant and begun acquiring real estate, and is negotiating with the proposed train manufacturer. The schedule for beginning service is 2018.

High-Speed Rail Gains Momentum

Texas Central Railway, a private Texas company, is working to bring high-speed rail between Dallas and Houston as early as 2021. TCR announced that it had selected two locations as potential sites for the Dallas station, both located south of the Kay Bailey Hutchison Convention Center in the district anchored by the mixed-use development South Side on Lamar.

TCR's proposal is making its way through a federal environmental review process, with the goal of completing it by 2016. If cleared and private funding is secured, construction could begin on the route and stations by 2017. Train service would start four years later in 2021.

The trip would take approximately 90 minutes – revolutionizing travel in Texas.

With the arrival of each high-speed rail train, approximately 200 to 300 passengers could transfer onto the DART System. The public transit agency's plans for platform extensions and a second downtown alignment (see page 15) would help accommodate the potential surges in ridership.

TCR also is studying the possibility of high-speed rail along a 35-mile corridor between Dallas and Fort Worth. The company envisions a high-speed rail network connecting major cities throughout Texas and neighboring states.



Photo courtesy of Central Japan Railway Company

Texas Central Railway is working with Central Japan Railway Company on the deployment of a “N700-I Bullet” high-speed rail system between Dallas and Houston.

DART Plans for the Future

In 2014, DART began a two-year process to update the long-term Transit System Plan. Since that time, major changes in the demographics and economic development of the region have occurred. The DART Board will be asked to approve the new 2040 Transit System Plan in 2016.

During 2015, DART will complete Phase 1, which includes a Comprehensive Operational Analysis (COA) of the bus network. Coupled with a market analysis and a thorough public outreach program, the COA will result in several short- and medium-term recommended plans for bus service through 2025.

During Phase 2 of the Transit System Plan, DART will evaluate its long-term capital projects and programs to ensure that the DART System meets the future travel needs of the region. This phase will be completed in 2016.

DART is working with riders, citizens, staff of cities within the service area, and other stakeholders to get public comment on both the COA and the 2040 Transit System Plan.



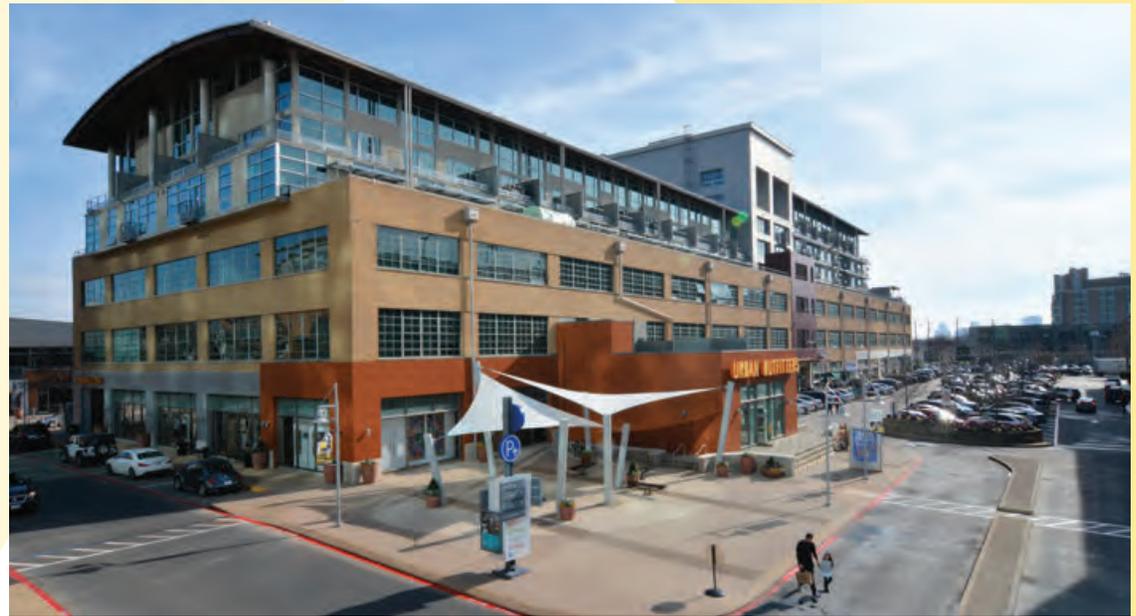
The agency is collecting community input on the future growth of the DART System through field interviews and online discussion forums.

STIMULATING ECONOMIC DEVELOPMENT

Expansion of the DART Rail System has been one of the region's largest public works projects for more than a decade. DART's capital spending between 2003 and 2013 was almost \$5.63 billion, or \$4.7 billion in inflation-adjusted 2013 dollars.

A study released in January 2014, by the Center for Economic Development and Research at the University of North Texas, examined the build-out's economic impact. In the 11-year period studied, the expansion generated \$7.4 billion in regional economic activity, creating more than 54,000 person-years of employment that paid in excess of \$3.3 billion in salaries, wages and benefits.

To encompass the completion of the Orange Line to DFW Airport and the Blue Line extension in southern Dallas in 2016, the researchers extended the analysis time line to consider future capital spending through FY 2017. They estimate that the total light rail expansion program will exceed \$5.6 billion in cost, expressed in 2013 inflation-adjusted dollars.



Mockingbird Station, Texas' first transit-oriented development, has been the model for mixed-use projects near other DART Rail stations.

Beyond construction of the rail lines themselves, the investment in DART continues to catalyze transit-oriented development near rail stations.

In a companion study, also released in January 2014, the UNT researchers found that more than \$5.3 billion in private-capital transit-oriented development projects have been built, are under construction, or are planned within a quarter mile of DART's light rail stations since the debut of DART Rail in 1996.

New commercial developments built between 1993 and 2013 totaled more than \$1.5 billion in valuation, compared with roughly \$600 million in control areas. Estimated tax contributions for new development exceeded \$36 million annually, which is more than twice the \$14 million estimated in the control group areas.

"DART service will have a big effect on the local economy because a lot of businesses will start to line up near rail stations; that's where people congregate," said Dale Petroskey, president and CEO of the Dallas Regional Chamber.

Developers have announced plans to build roughly \$3.8 billion in projects deliberately located near DART Rail over the next decade. The estimate of DART-attributable investment is a moving target, and researchers intend to update the figure as more information becomes available or new projects are announced.

Researchers also documented that offices located within the quarter-mile radius of DART Rail stations command an average 13.9 percent higher rental rate than comparable properties with highway-only access.

Although not part of the study, transit access also has played an important role in the expansion of many nonprofit and civic projects, including hospitals, colleges and governmental institutions located near rail stations.

Many transit-oriented development projects are underway throughout the DART Service Area. Here are a few examples:

*CityLine/State Farm at
Bush Turnpike Station*

Located on 186 acres adjacent to the Red Line's Bush Turnpike Station, near Richardson's border with Plano, developer KDC is constructing the multiuse CityLine development. Anchor tenant State Farm is leasing 2 million square feet of office space across four buildings.

KDC and JLB Partners have started construction on two apartment communities at CityLine, both located within walking distance of the rail station. The northern, four-story community will feature 233 units, and the five-story southern project will contain 299 units.

The focal point of the initial phase will be CityLine Plaza, a landscaped open space that will be framed by retail, restaurant and entertainment venues integrated into the base of the office towers and apartment communities.



At full build-out, the CityLine project will include approximately 6 million square feet of office space, two hotels, apartment communities, three parks, and approximately 300,000 square feet of grocery, restaurant, entertainment and retail space.

Raytheon also is constructing a 489,000-square-foot office complex in the area, which will consist of three buildings.

Construction of the 2.3 million-square-foot initial phase of the CityLine development began in summer 2013 with completion scheduled for 2015.

Parkland Health Center at Hatcher Station

Frazier Revitalization Inc. is constructing a new community health center for Parkland Health & Hospital System adjacent to Hatcher Station on the Green Line.

Development of the \$19.8 million facility is a public-private partnership between the city of Dallas and Frazier, a community development organization. The clinic will anchor Frazier's Hatcher Station Village.

The single-story, 44,378-square-foot outpatient center will serve geriatric patients, along with adults, women, children and infants, and provide behavioral health services, on-site diagnostic imaging and lab services. Parkland is replacing an aging facility in East Dallas and estimates the new, larger clinic will serve 70,000 patients annually.

Parkland will lease the building from Frazier Revitalization. It is slated to be ready for occupancy by the second quarter of 2015.



Lancaster Urban Village, located near VA Medical Center Station, provides attractive apartment living options in southern Dallas.

Lancaster Urban Village at VA Medical Center Station

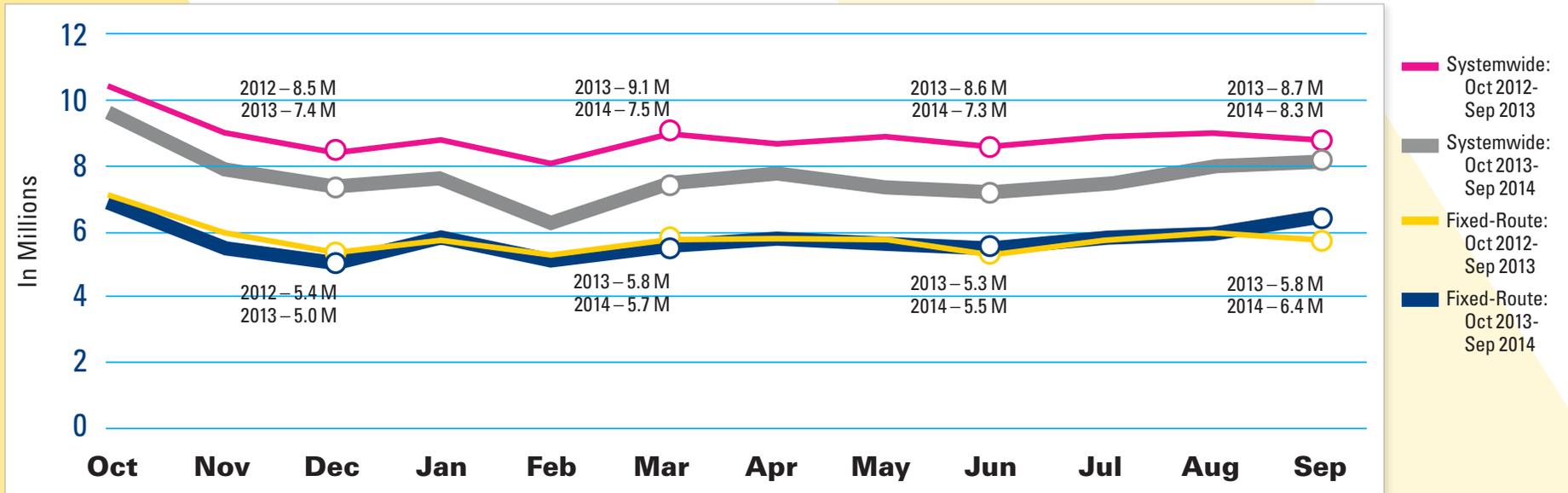
A block from the Dallas Veterans Affairs Medical Center and its namesake Blue Line station, Lancaster Urban Village includes 193 apartments and 14,000 square feet of commercial space. The 3.5-acre development also comprises a headquarters expansion of the Urban League of Greater Dallas and North Central Texas, which is being used for workforce training and services.

The \$30 million project – which opened in June 2014 – provides affordable housing and retail services in a pedestrian-friendly setting. The Dallas VA Medical Center employs 3,000 workers and records thousands of annual patient visits, providing a substantial economic base for the new development.

RIDERSHIP: FIXED-ROUTE AND SYSTEMWIDE

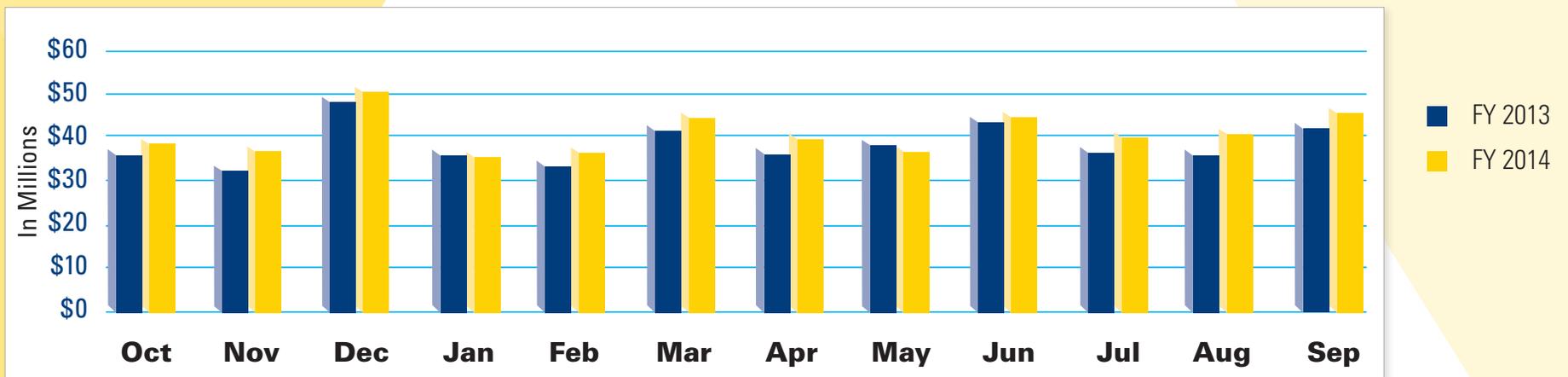
Systemwide: Bus, DART Rail, Trinity Railway Express, Vanpool, Paratransit, HOV

Fixed-route: Bus, DART Rail, Trinity Railway Express



Light rail ridership is tabulated using Federal Transit Administration-approved automatic passenger counters (APCs) as its official methodology.

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