

Client: Dallas Area Rapid Transit (DART)

Location: Dallas, TX

Our staff has assisted DART under General Planning Consultant (GPC) contracts over the past decade. Our current GPC contract is under a team headed by URS Corporation. The following efforts are representative of work that has occurred or is currently underway.

DART Operating & Maintenance (O&M) Cost Estimation Model – A cost model was developed to estimate the annual operating budget required for Dallas Area Rapid Transit (DART) to provide and sustain various future transit service scenarios under study. This cost model was first developed in 1999 by our staff (under MPA), to estimate annual O&M costs for the various rail development projects under study.

Since then, it has undergone several updates. The O&M cost model is disaggregate and resource build-up in format and fully allocates every operating expense to one or more transit modes.



Love Field Alternatives Analysis and Rowlett Line Extension - Utilizing the DART O&M cost estimation model (see above), our staff developed annual O&M cost estimates for various Love Field Alternatives, as well as the Rowlett extension of the Blue Line.

Northwest/Southeast Before and After Study Operating Plan Documentation - Our staff documented operating plans and O&M costs for the planning phases of the Northwest and Southeast corridors, as part of the Before and After study requirement under the Federal Transit Administration New Starts program.

DART System Impacts Analysis - For this effort, DART was trying to assess impacts to the DART system if it were connected with proposed regional rail expansion. Our staff provided analysis of peak hour loads to determine changes to passenger volumes that might trigger changes to assumed service (e.g., changes to service frequencies, consists of trains).

Service Expansion Analysis – CTG has been involved in developing concept plans and associated O&M costs for potential service that extends beyond DART’s current service area.

Cotton Belt PE/EIS – This effort, currently underway, involves developing bus and rail service plans for the Cotton Belt rail corridor, as well as developing annual O&M cost estimates.