

North Central Corridor Extension

Before and After Study

November, 2006

1983-1987

August 13, 1983

Voters create Dallas Area Rapid Transit (DART) to develop and operate a multimodal regional transit system

1984 DART board selects light rail mode for the future DART Rail system.

1985 Local bus routes open in suburban cities.

1986 Paratransit van service expands to all DART member cities.

1988-1992

1988 Dallas Transit System merges with DART.

1988 North Carrollton and South Irving Bus transit centers open.

1988 Voters reject long-term bonds for rail construction.

1989 West Plano, Red Bird and Richardson bus transit centers open.

1990 First transit police officers go on duty.

1990 Light rail construction begins.

1992 East Plano bus transit center opens.

1996-1999

1996 DART's 20-mile light rail starter system opens.

1997 DART completes the 20-mile starter system.

1999 DART enters into a \$333 million Full Funding Grant Agreement (FFGA) with the Federal Transit Administration - the first FFGA approved under the Transportation Efficiency Act for the 21st Century.

1999 Construction begins on the North Central Corridor Extension to North Dallas, Richardson and Plano.

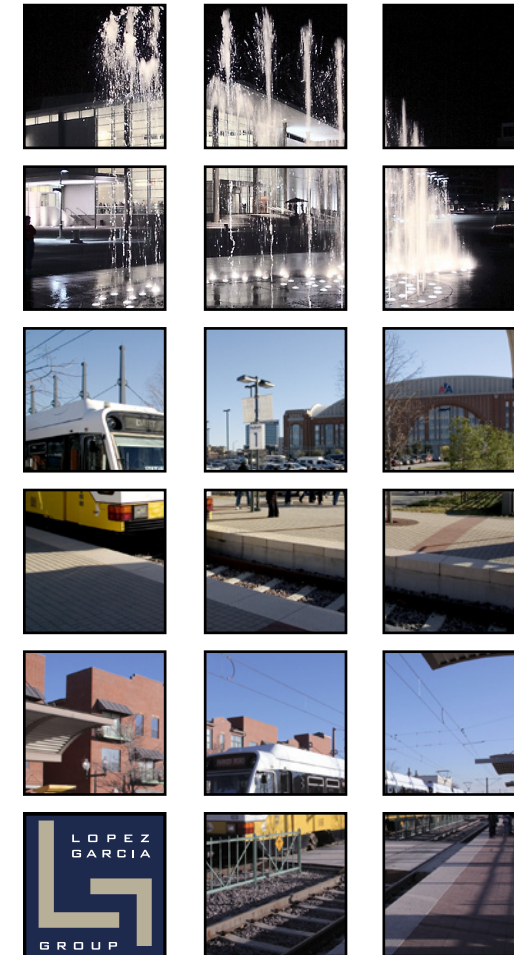
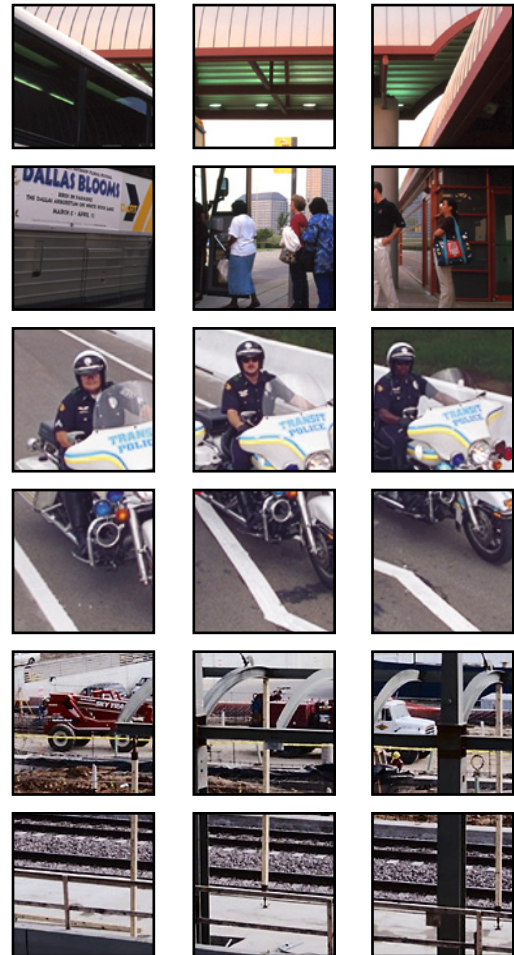
2000-2006

2000 Voters approve \$2.9 billion in long-term bonds for rail expansion.

2002 DART Rail expands to North Dallas, Richardson and Plano.

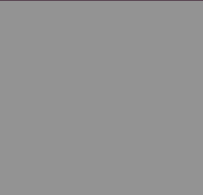
2004 Victory Station at American Airlines Center opens.

2005 DART completes North Central Corridor Extension Before and After Study.



Mission Statement

The mission of Dallas Area Rapid Transit is to build, establish and operate a safe, efficient and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development through the implementation of the DART Service Plan as adopted by the voters on August 13, 1983, and as amended from time to time.



DART Rail Expansion Map

