



Briefing on DART-Owned Rail Corridors

Committee-of-the-Whole
Development Subcommittee

June 10, 2025

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Director, Railroad Management



Purpose

The purpose of this briefing is to provide information pertaining to DART's use of its rail corridor assets as follows:

- DART corridors utilized for light rail
- DART corridors utilized for commuter rail
- DART corridors utilized for freight service
- DART corridors utilized for trails
- Future opportunities

A yellow and white bus with the number 41041 is parked on a city street. The bus has a large advertisement on its side. In the background, there are several tall, modern buildings with glass facades. The sky is blue with some clouds. The entire image has a light blue tint.

DART-Owned Rail Corridors

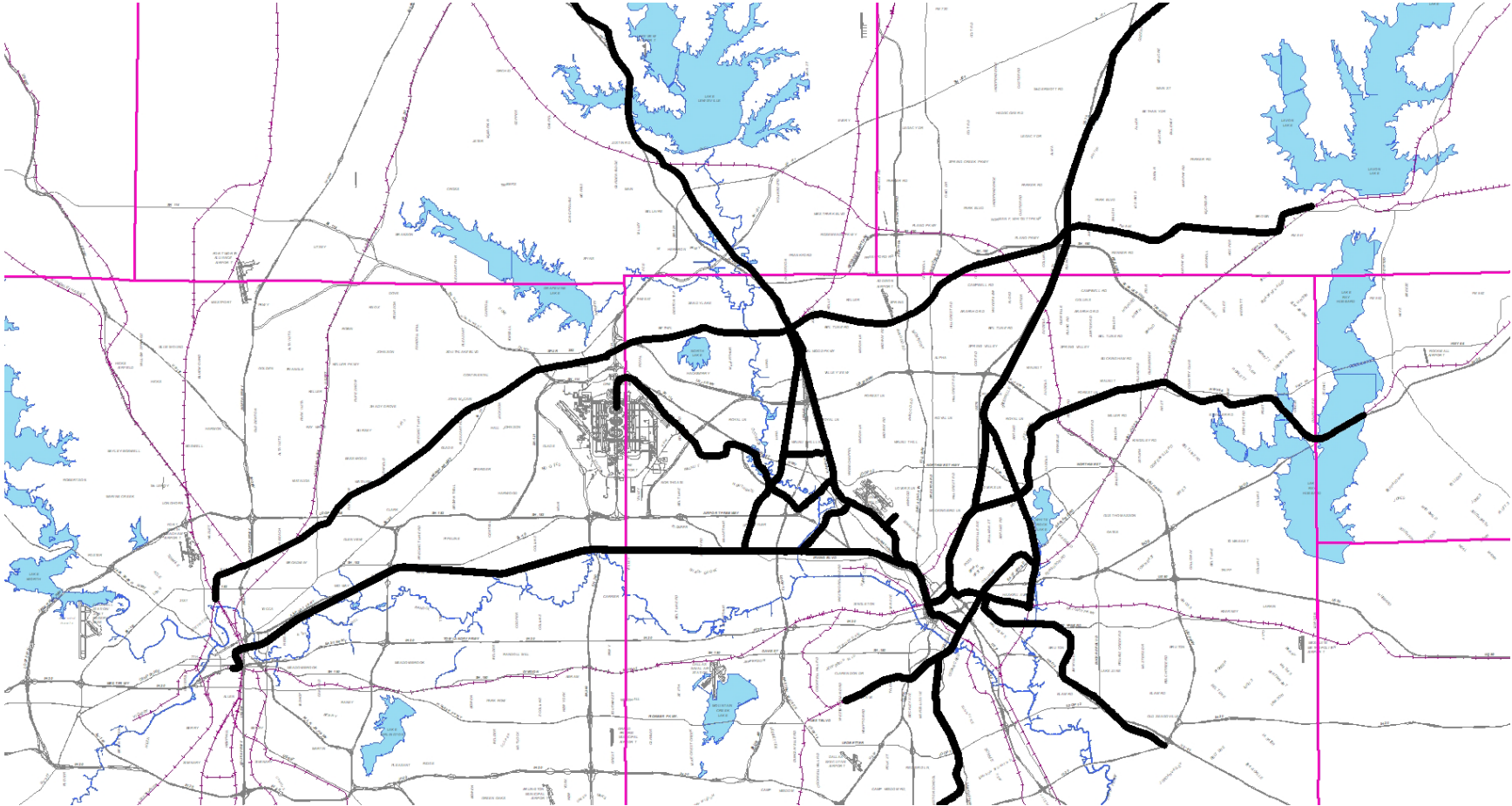
History of Corridor Purchase

DATE	Grantor	Approximate Length of Corridor
April 1988	Southern Pacific Transportation Co	34 Miles
September 1990	Union Pacific / Missouri Pacific RR	32 Miles
December 1990	St. Louis Southwestern Railway	52 Miles
September 1995	Atchison, Topeka & Santa Fe Railway	17 miles + East Dallas Yard
December 1999 *	Cities of Dallas & Ft Worth	33 Miles
June 2001	Union Pacific Railroad	70 Miles
March 2010	City of Denton	8 Miles
November 2015	City of Dallas	6 Miles

* TRE Corridor was purchased by City of Dallas & City of Fort Worth from Chicago, Rock Island & Pacific Trustee in January 1984. The Cities then transferred to DART & Trinity Metro in December 1999.

** Various small corridor acquisitions not included in list

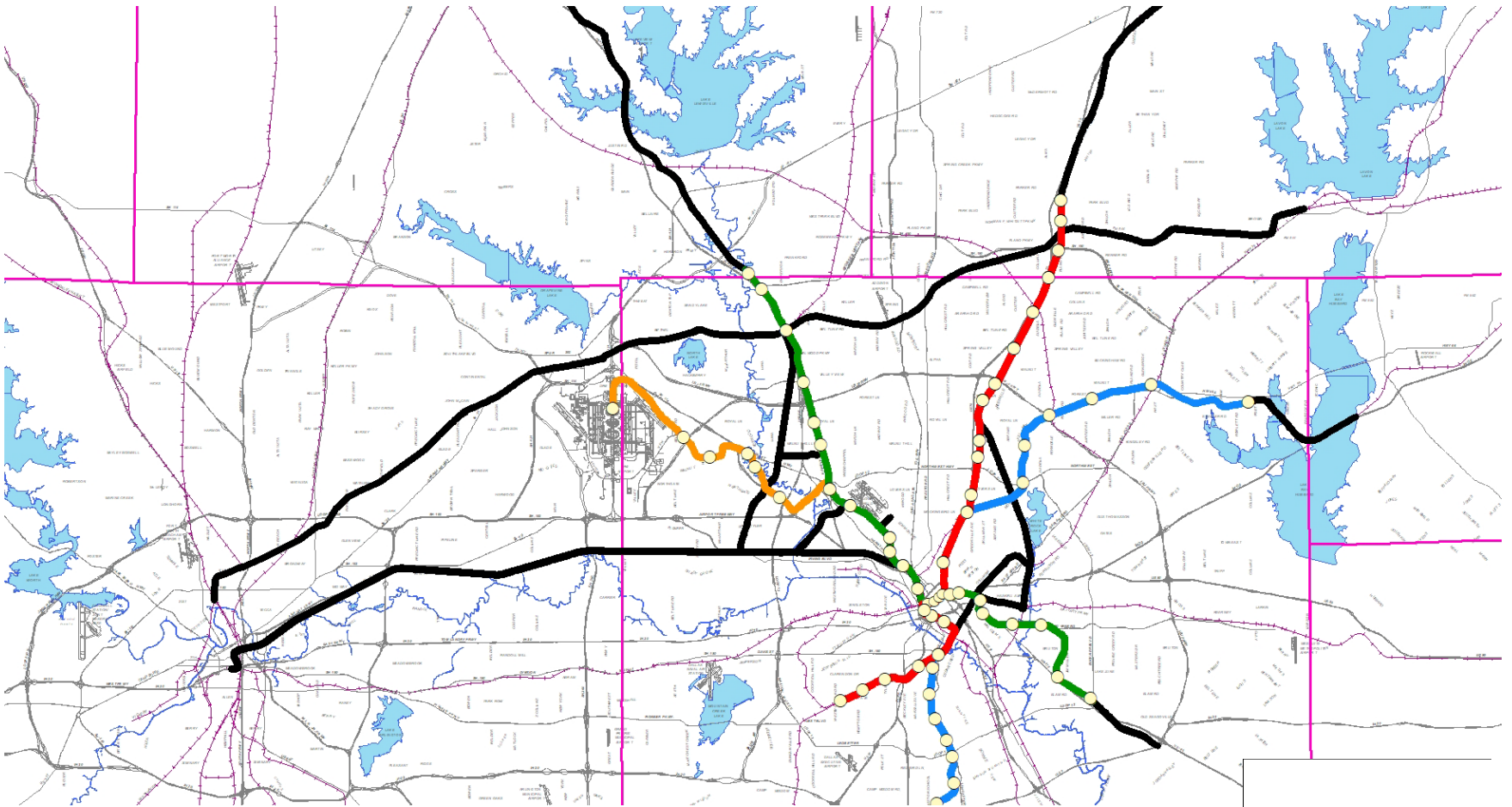
DART-Owned Rail Corridors



A photograph of a light rail train on a city street. The train is white with yellow accents and has "EDGETT" and the number "171" on its front. It is moving along tracks embedded in a brick-paved street. In the background, there are modern glass-fronted buildings. One building has a large red sign with the number "1505" and a phone number "214-571-1905". A street sign on the left reads "Akard St. 309 W" and "10". The entire image has a light blue tint, and a yellow rectangular border surrounds the text overlay.

DART Corridors Utilizing Light Rail

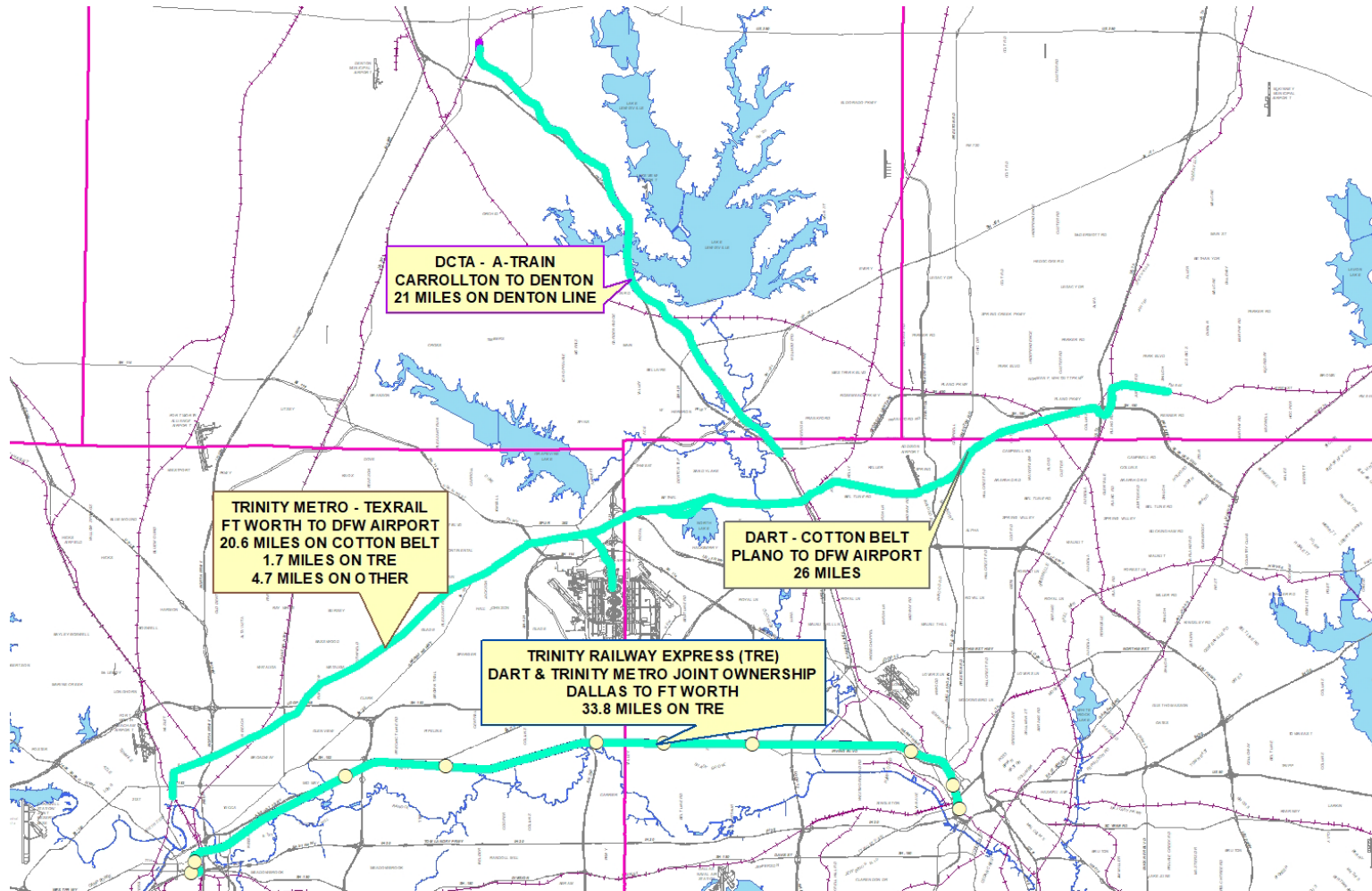
DART Corridors Utilizing Light Rail



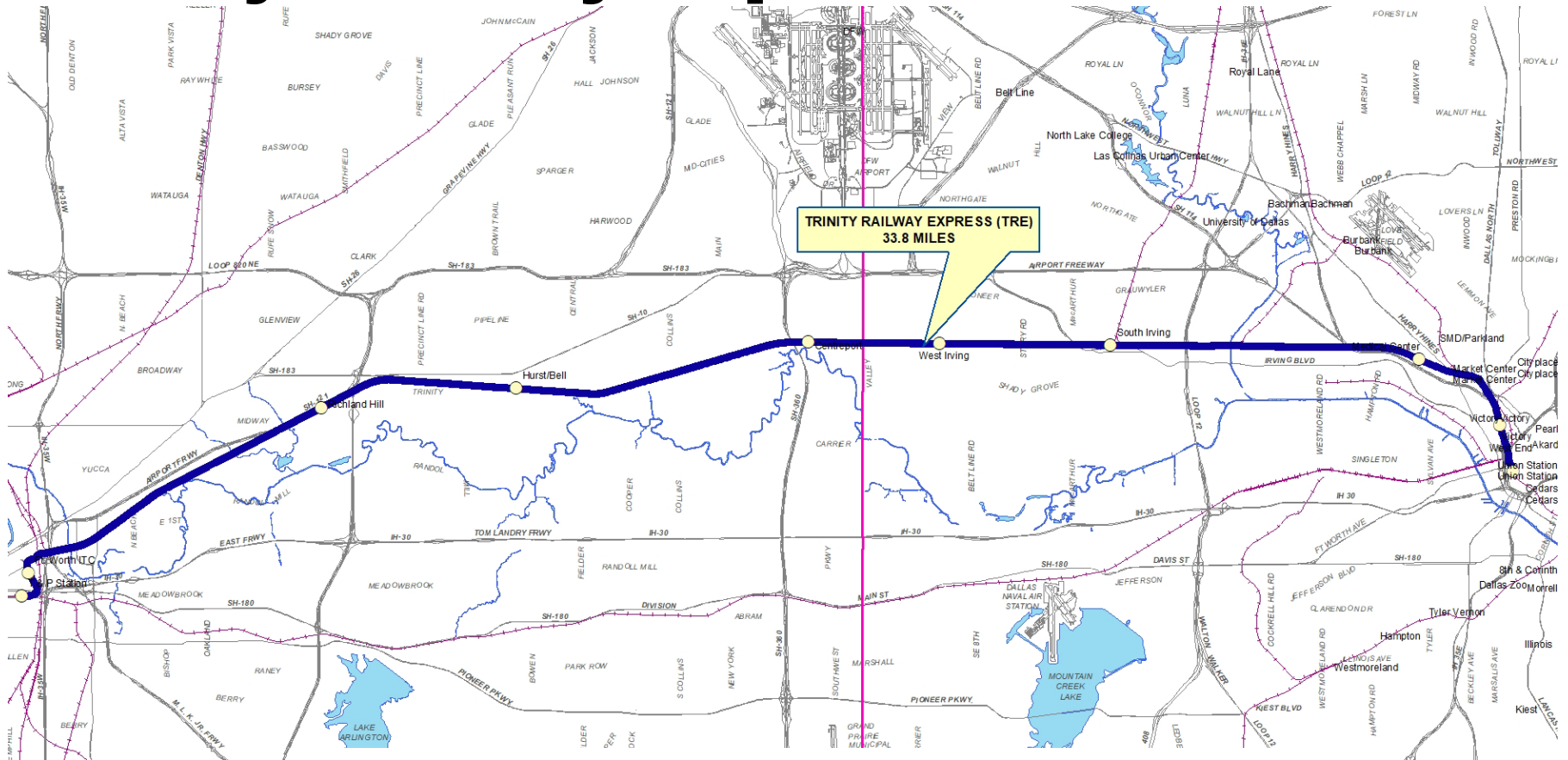
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DART Corridors Utilizing Commuter Rail

DART Corridors Utilizing Active Commuter Rail



Trinity Railway Express



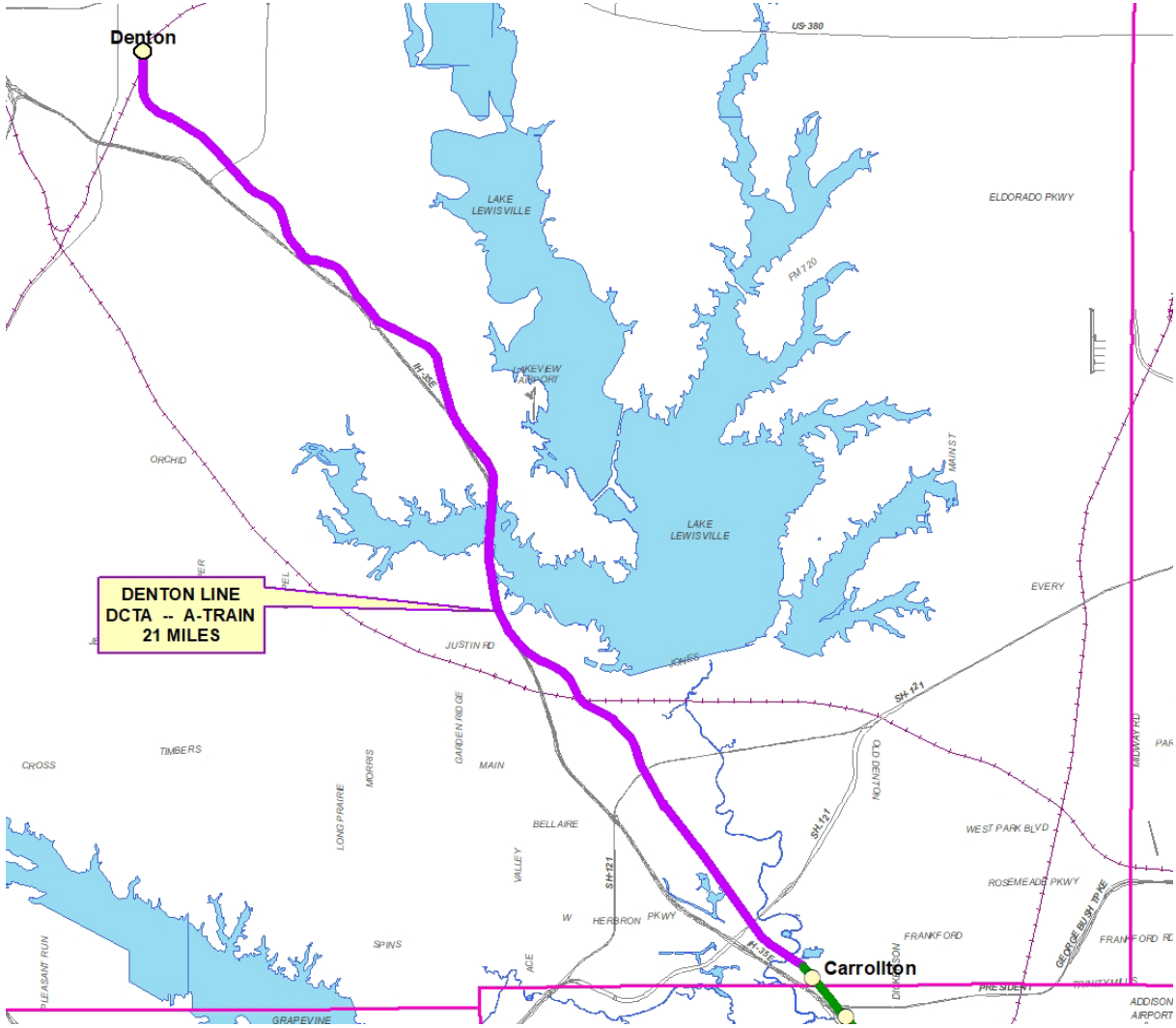
DART & Trinity Metro Co-Owned Corridor

- TRE Operated by Herzog Transit Services, Inc.
- TEXRail Operated by Herzog Transit Services, Inc. (1.5 Miles on TRE)
- AMTRAK operates two trains per day across TRE Corridor

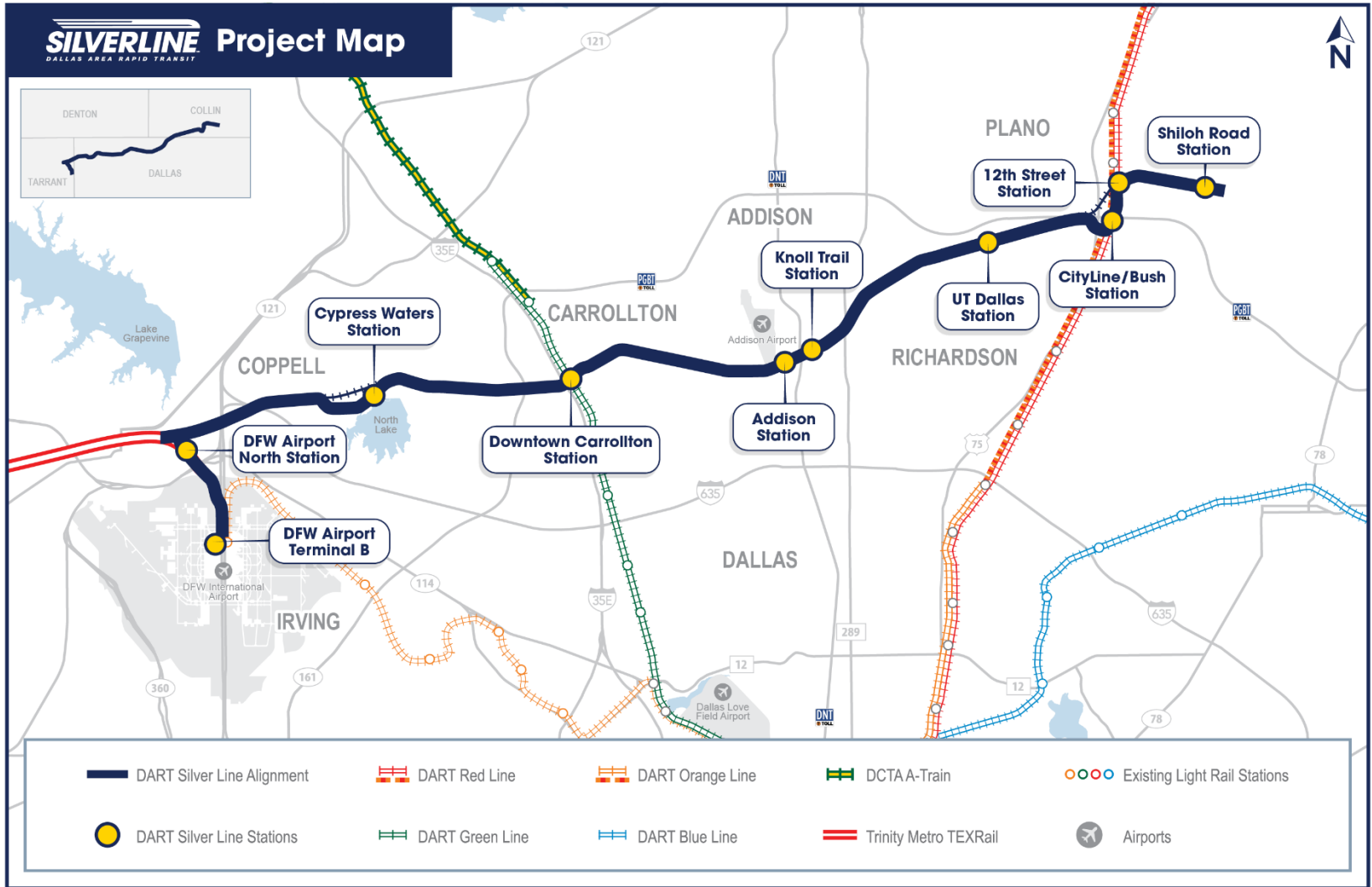


Denton County Transportation Authority – A Train

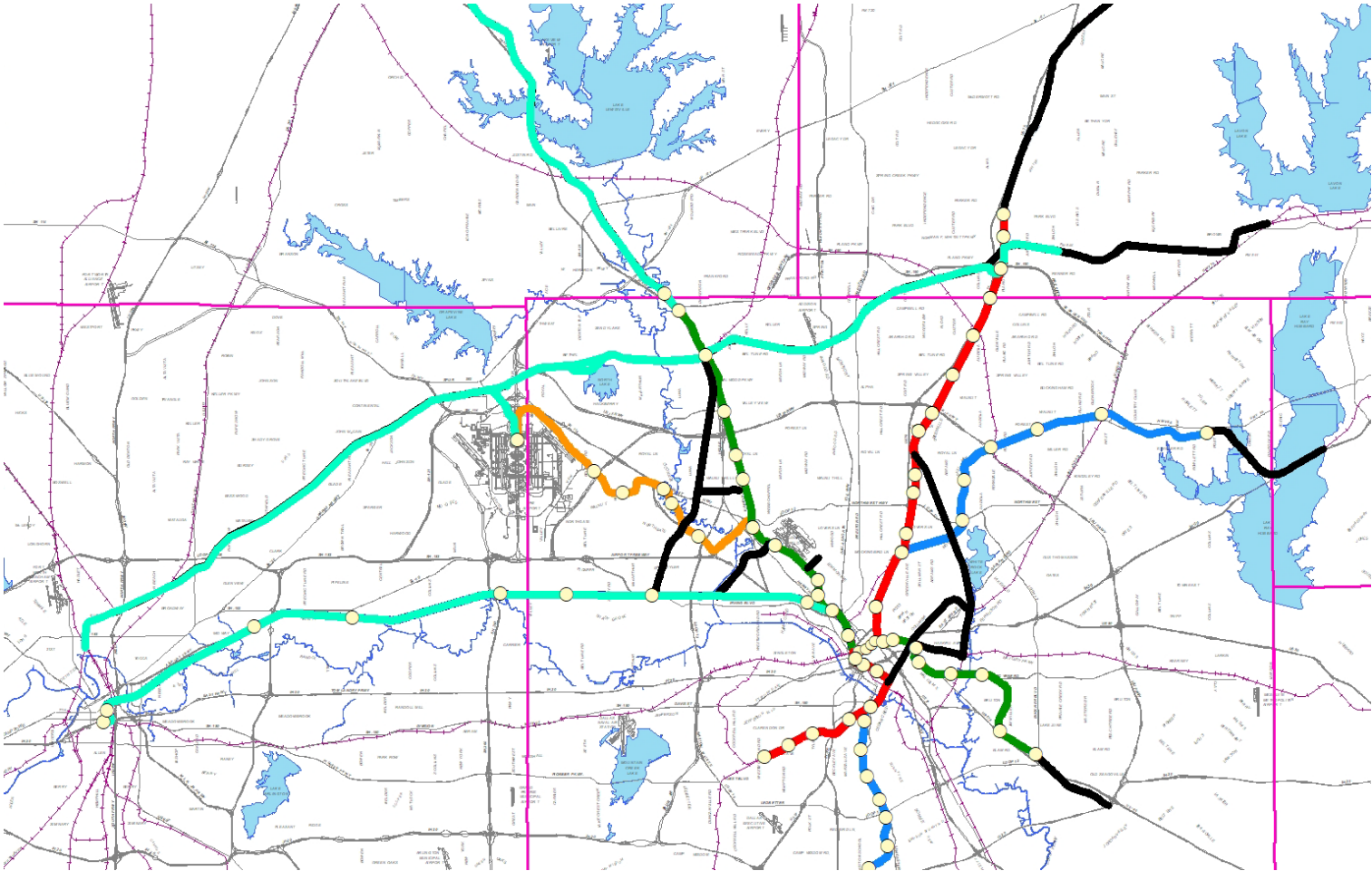
- DCTA provides A-Train commuter rail service on the DART-owned Corridor
- A-Train Operated by Rio Grande Pacific Corp.



DART – Silver Line



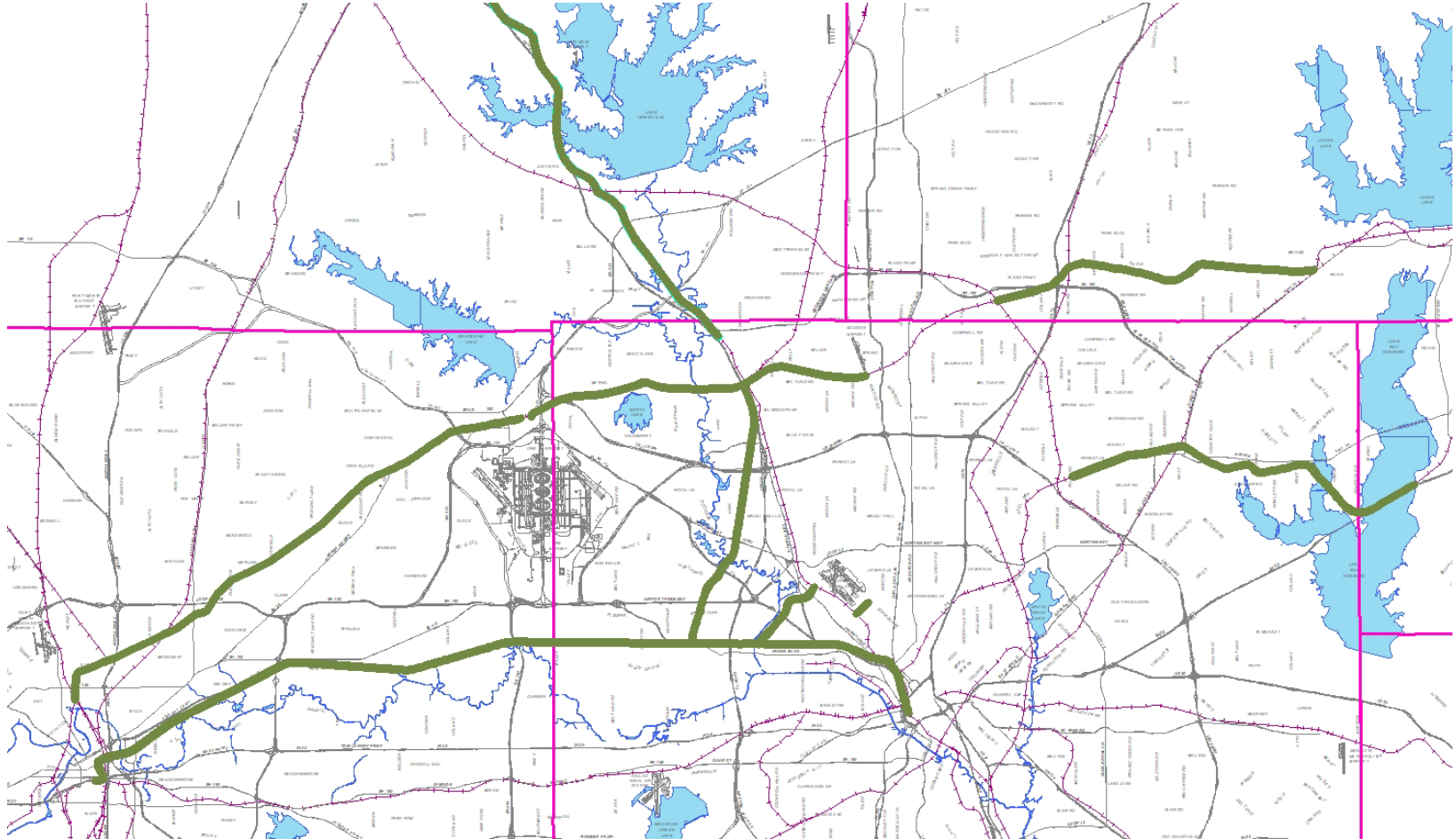
DART Corridors Utilizing Active Passenger Rail



A photograph of a city street scene featuring a blue and yellow DART bus. The bus is positioned in the middle ground, moving away from the viewer. The street is paved with cobblestones and has tram tracks. In the background, there are several modern buildings with glass facades. A sign on one of the buildings reads "1505" and "214-571-1505". A street sign on the left indicates "Akard St. 309 W" and "10". A yellow rectangular box is overlaid on the image, containing the text "DART Owned Active Freight Corridors" in bold, dark blue font.

DART Owned Active Freight Corridors

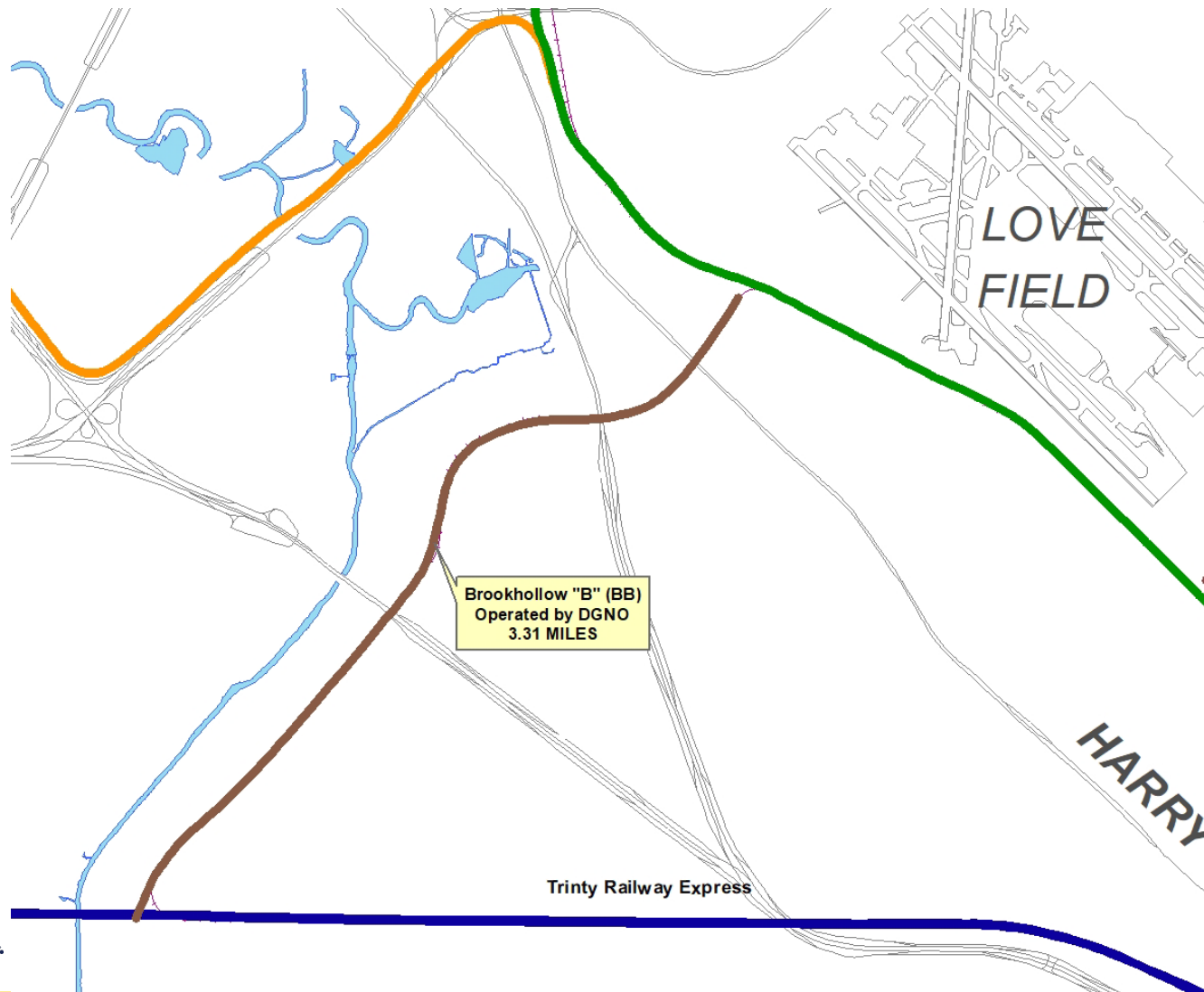
Active Freight Corridors



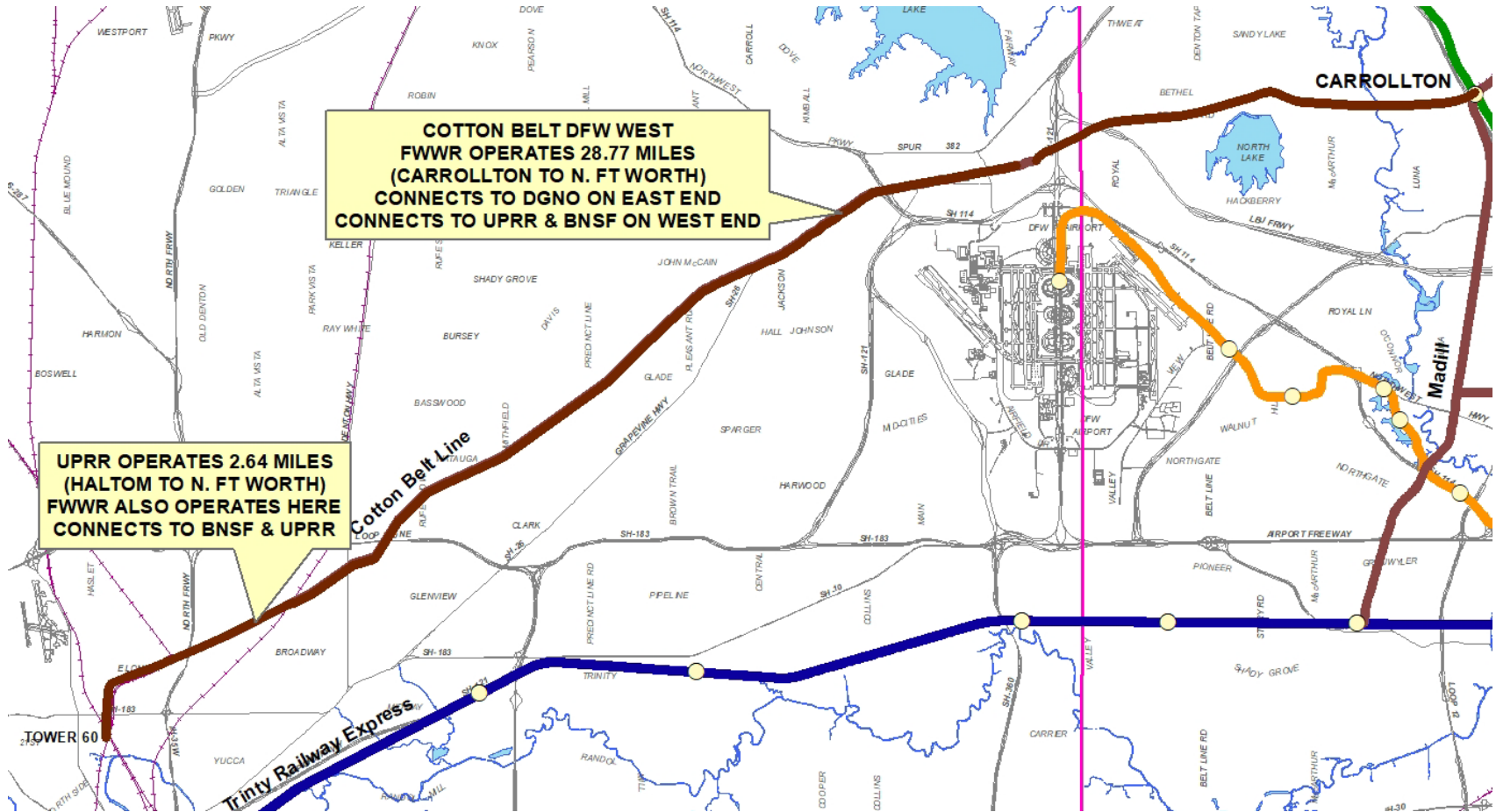
Active Freight Corridors

- Brookhollow “B” (BB)
- Cotton Belt (CB)
- Carrollton Line (CARL)
- CocaCola Spur (COLA)
- Denton Line (DENT)
- East Dallas Lead (EDAL)
- Fair Park Lead (FAIR)
- Garland Line (GARL)
- Madill Line (MAD)
- Highland Industrial (HI)
- Sherman Line (SHER)
- Trinity Railway Express (TRE)
- Tenison Connector (TENI)

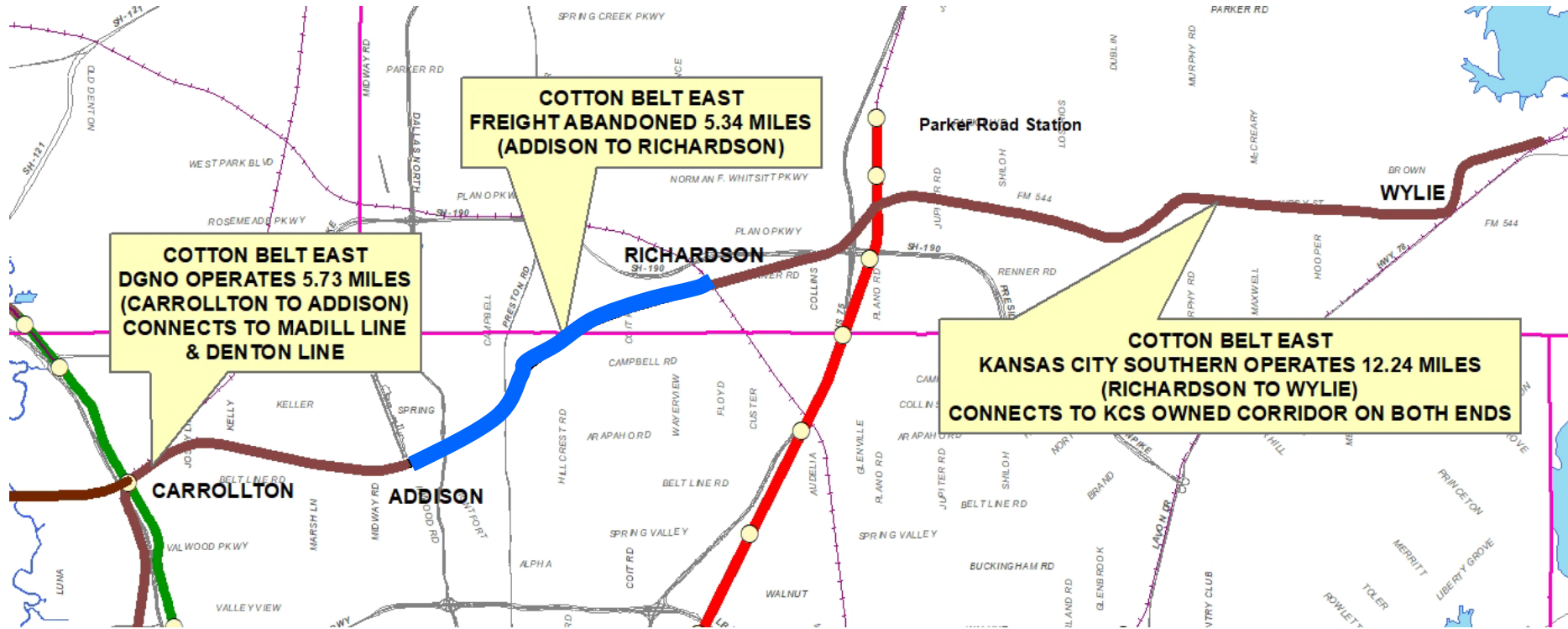
Brookhollow "B"



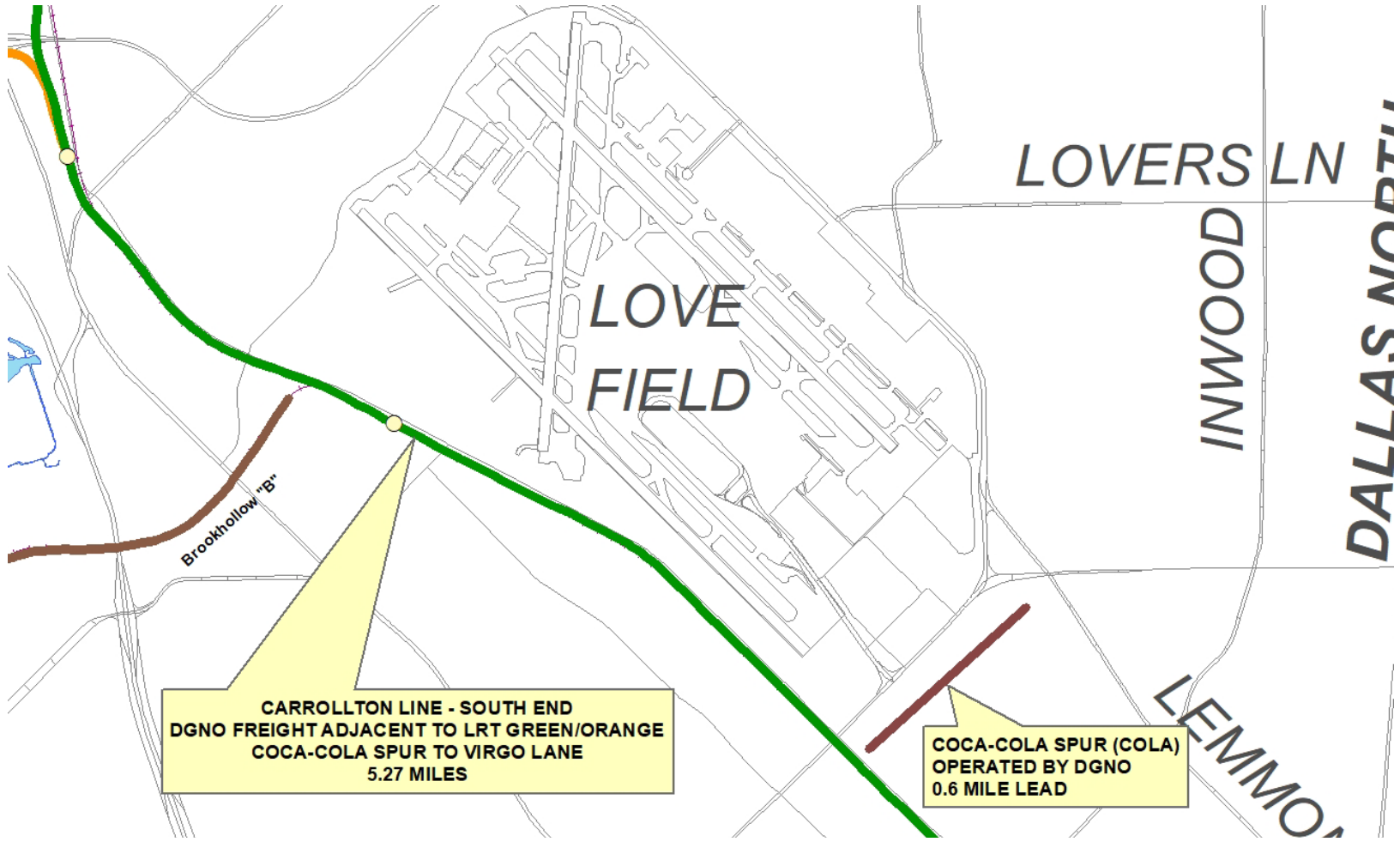
Cotton Belt – West



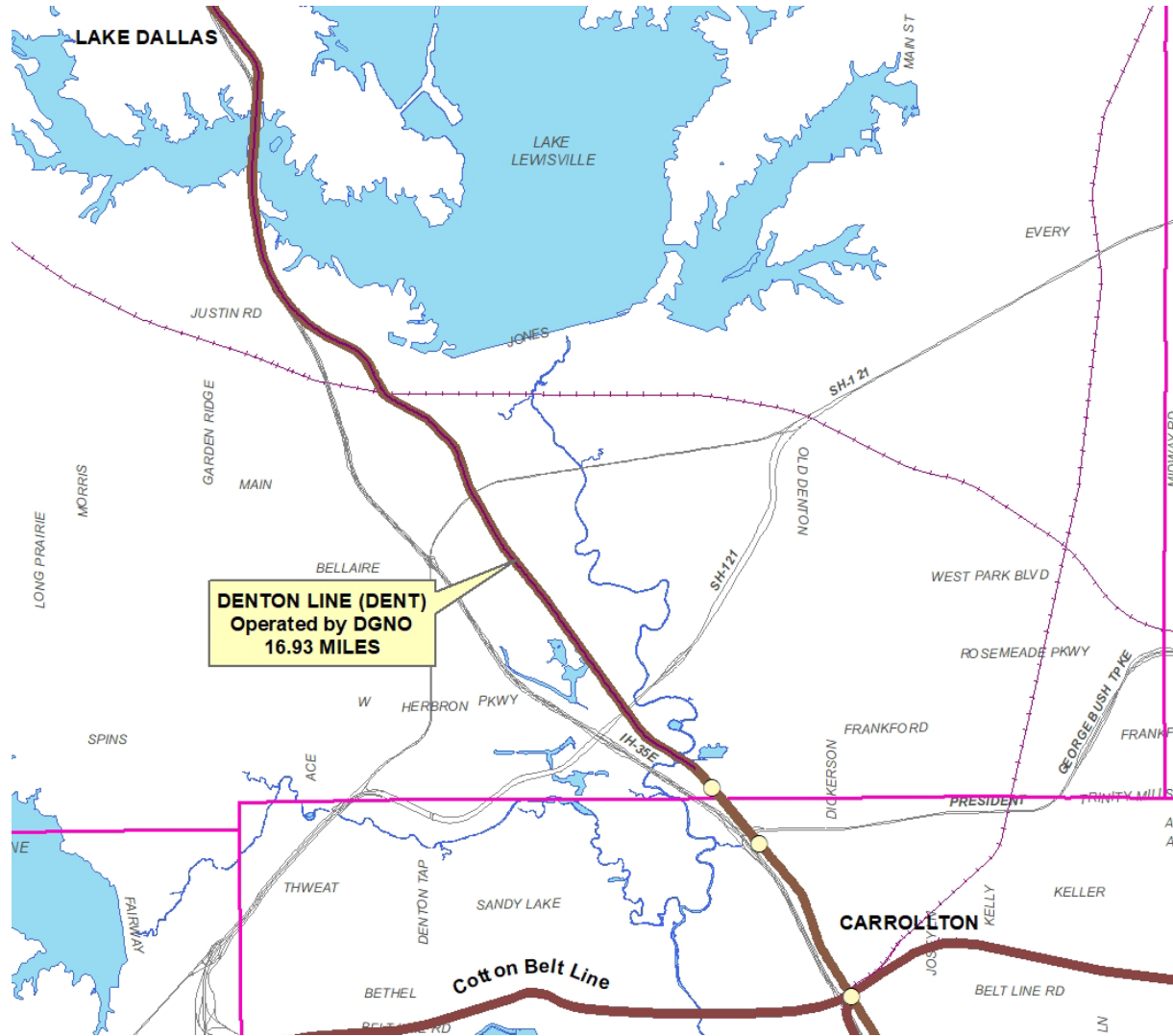
Cotton Belt - East



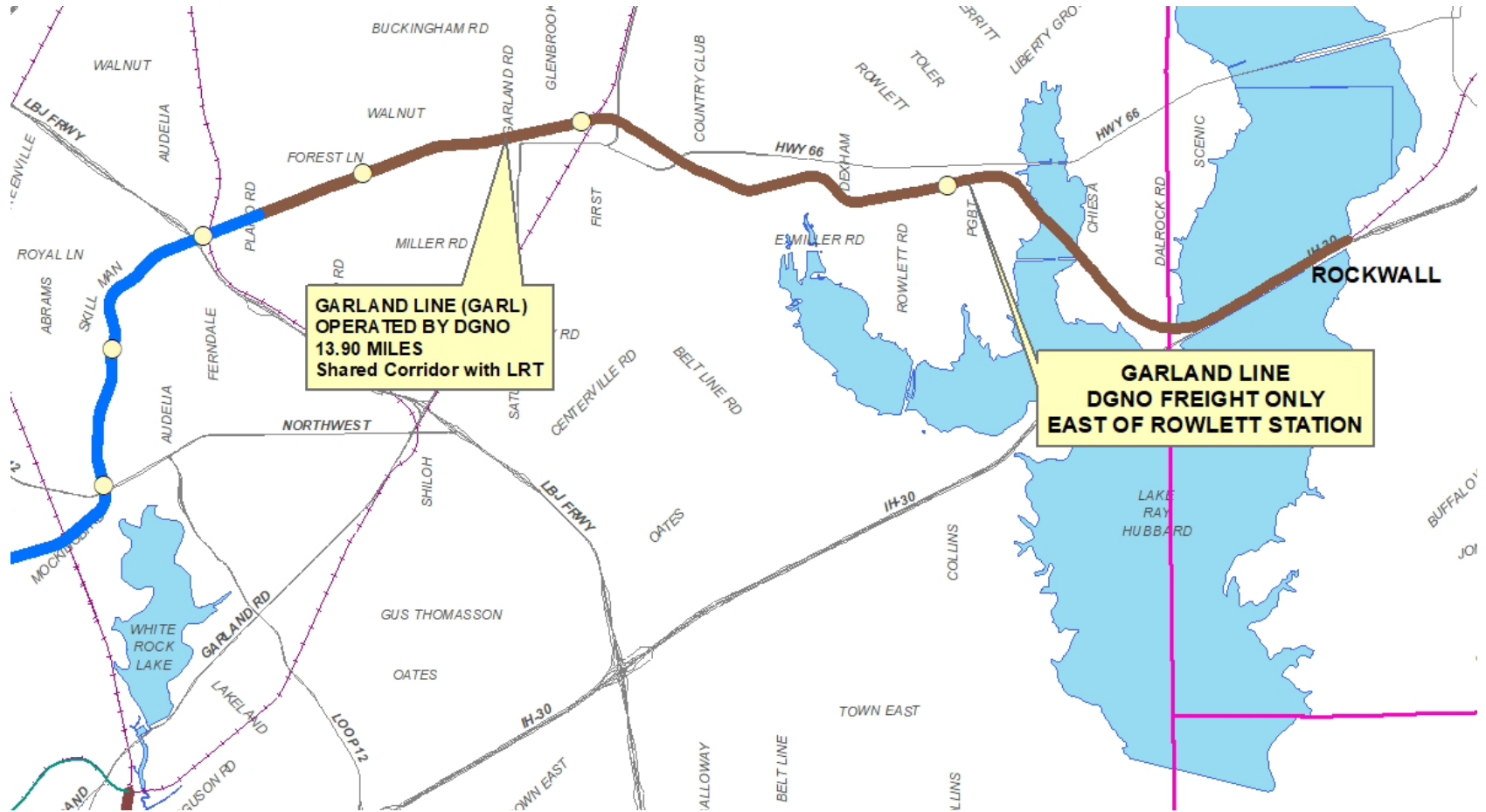
Coca-Cola Spur & Carrollton Line - South End



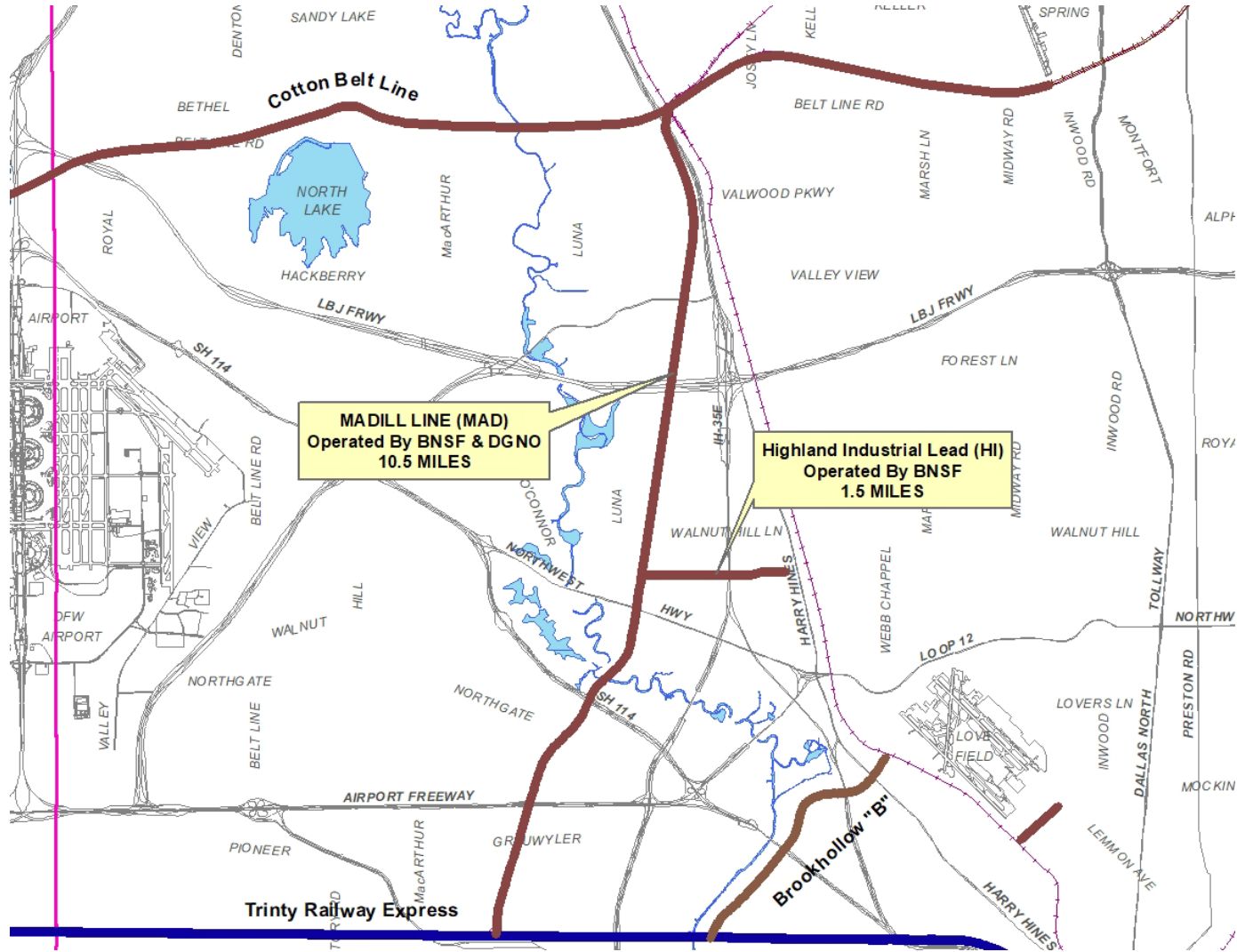
Denton Line



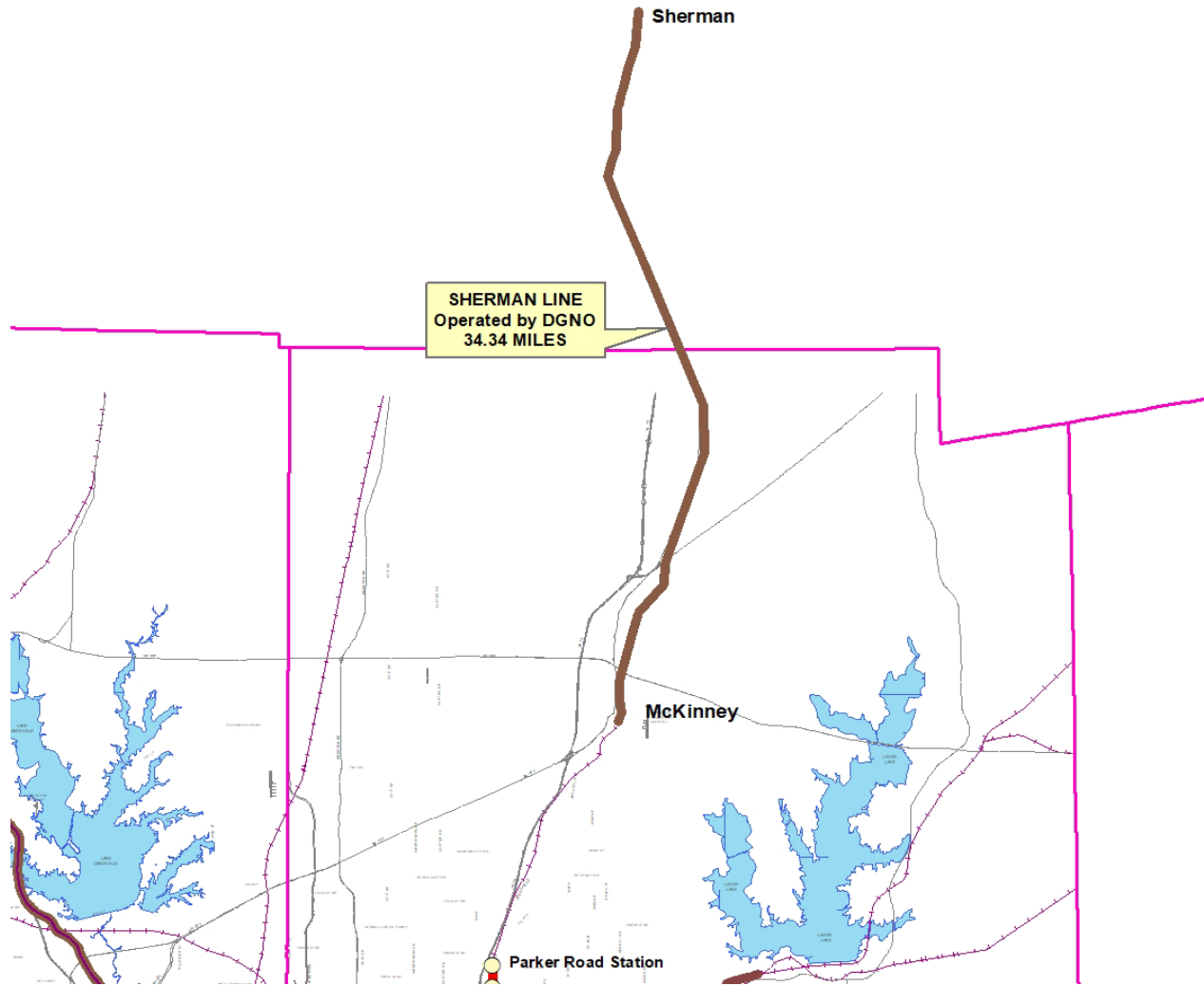
Garland Line



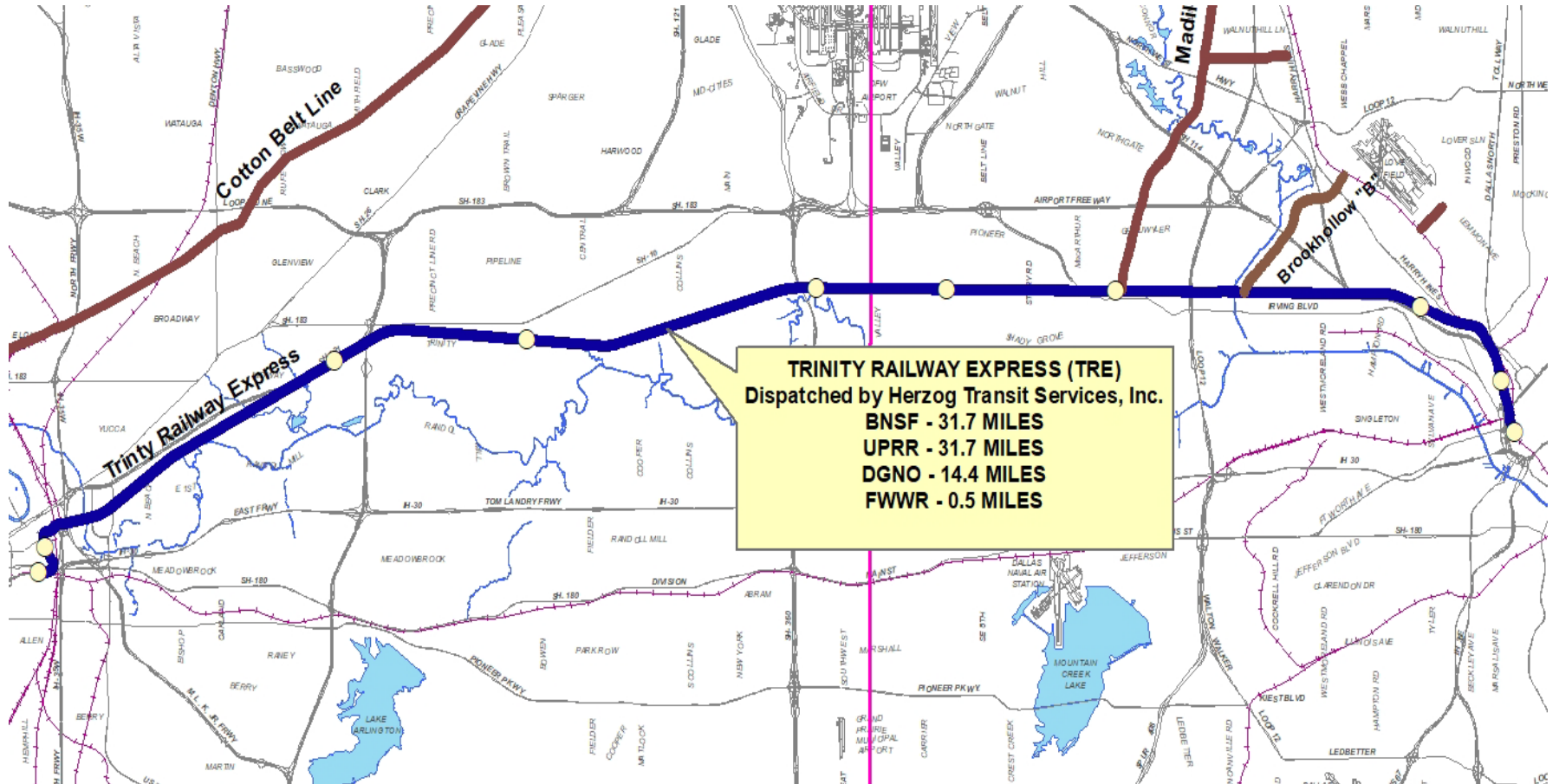
Madill Line & Highland Industrial Lead



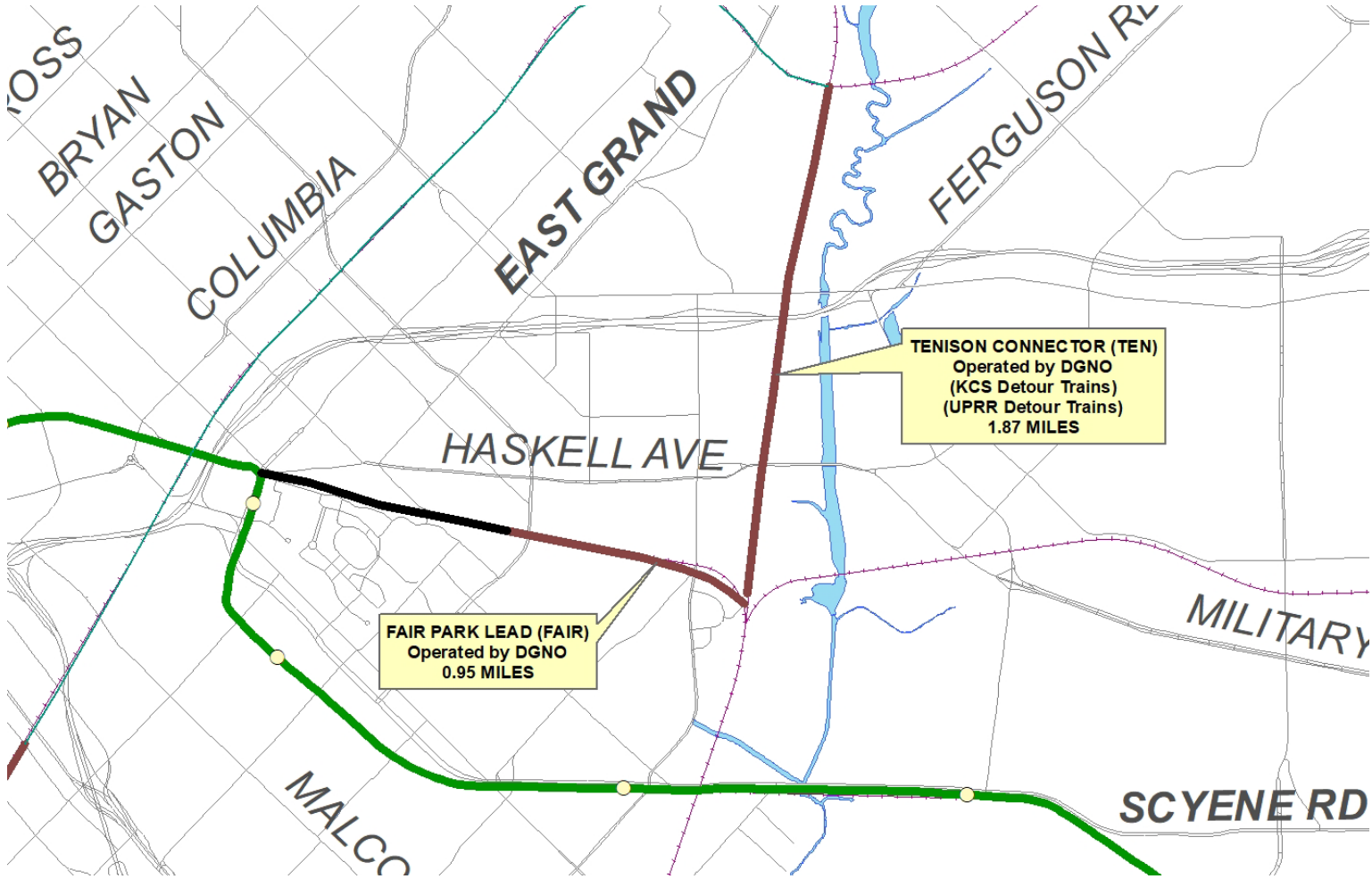
Sherman Line



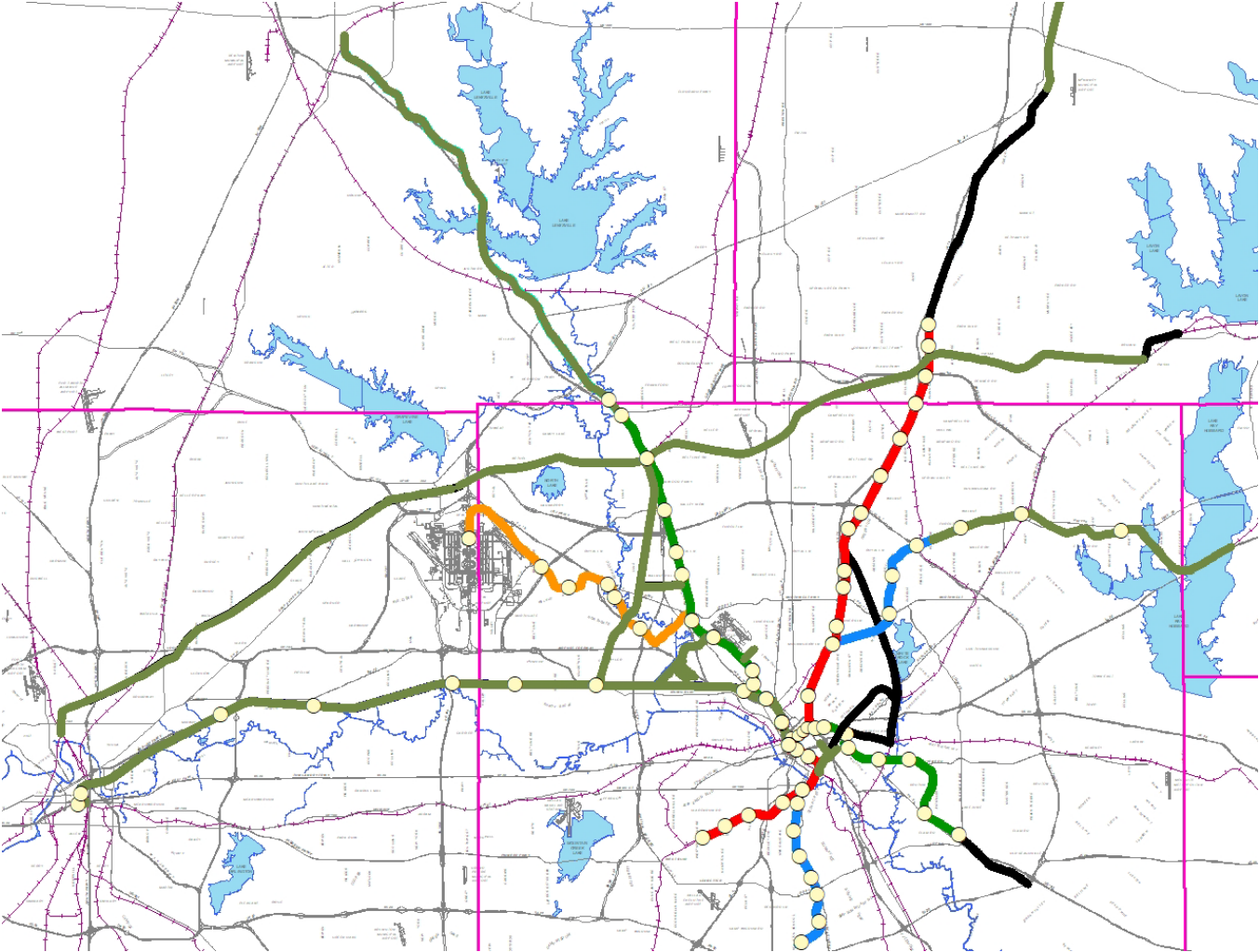
Trinity Railway Express - Freight



Fair Park Lead & Tenison Connector



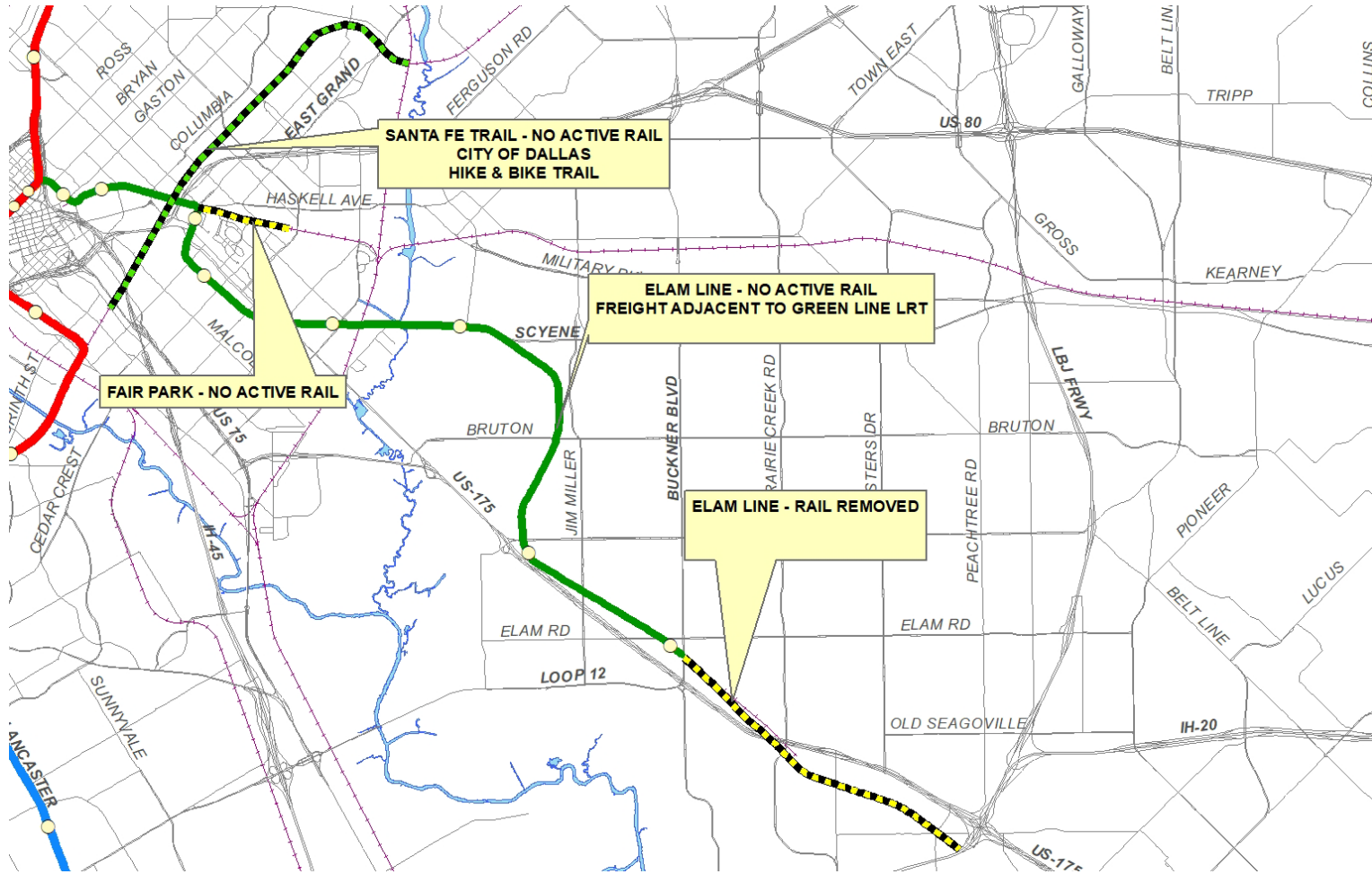
DART Corridors Utilizing Light Rail, Commuter & Freight



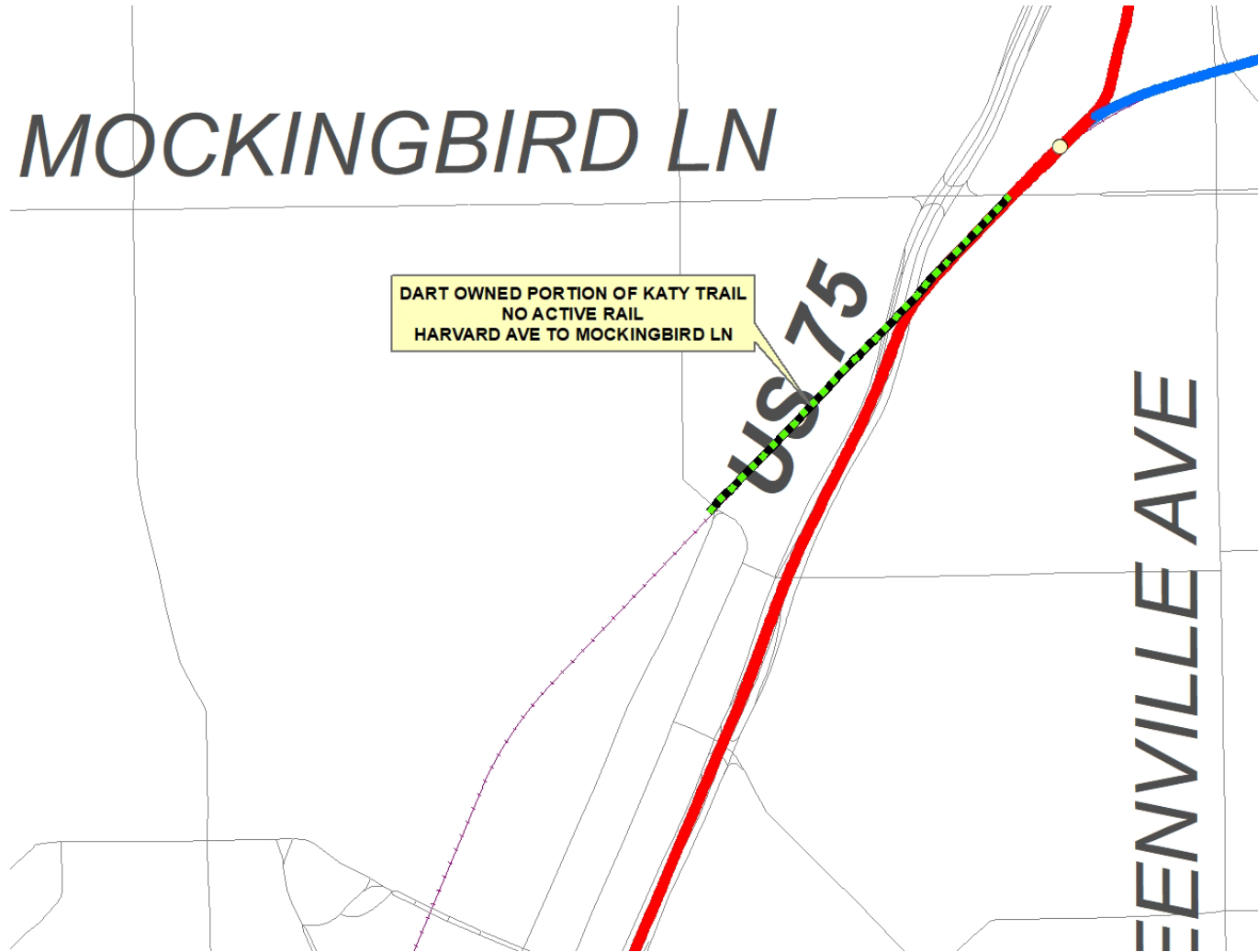
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Trail Use of Railroad Corridors

Trail Use of Corridors - Santa Fe Trail



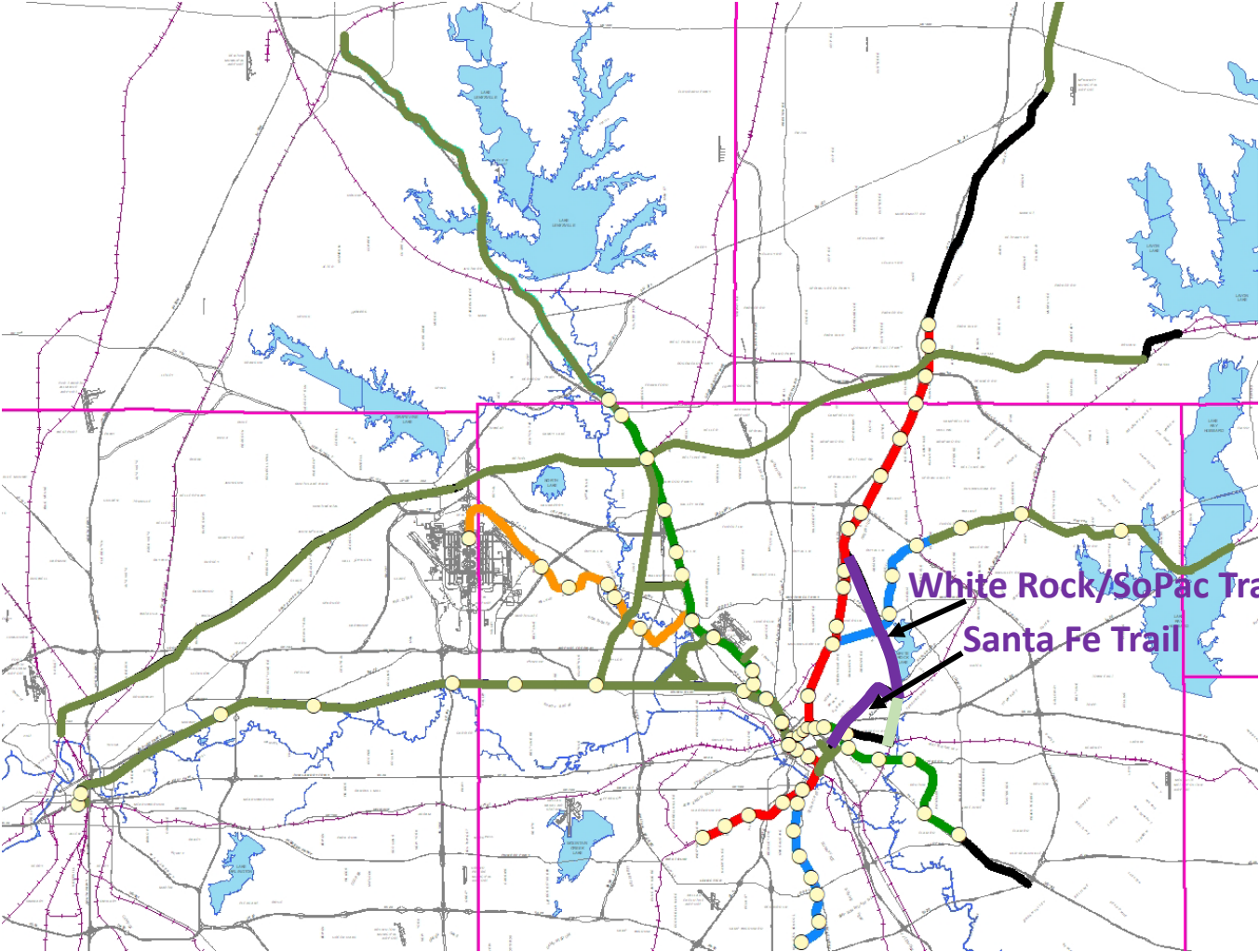
Trail Use of Corridors – Katy Trail



Trail Use of Corridors - White Rock/SoPac Trail



Trail Use of Corridors

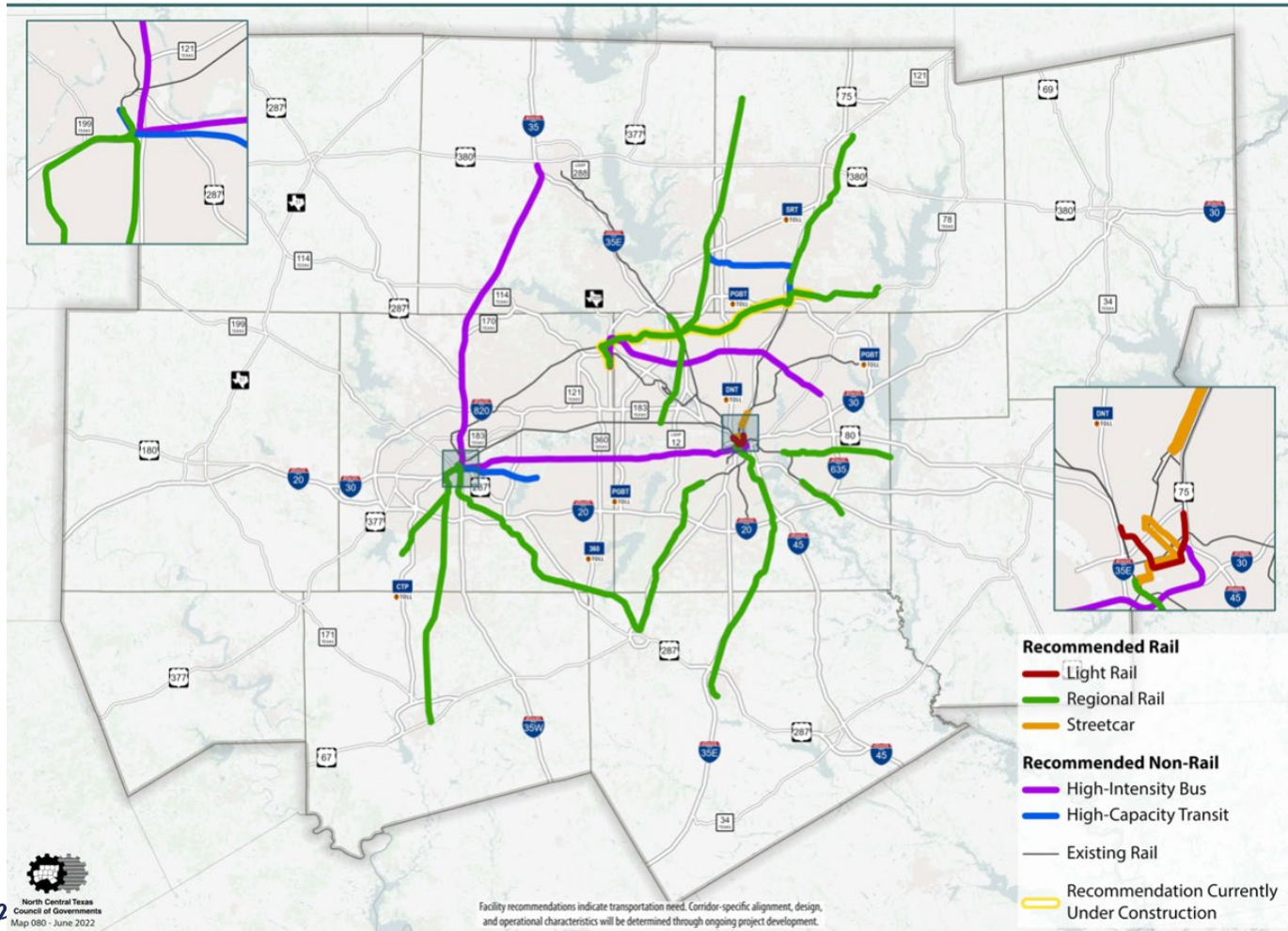


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Future Opportunities

NCTCOG 2045 Regional Plan Transit Corridors

Mobility 2045 Major Transit Corridor Recommendations



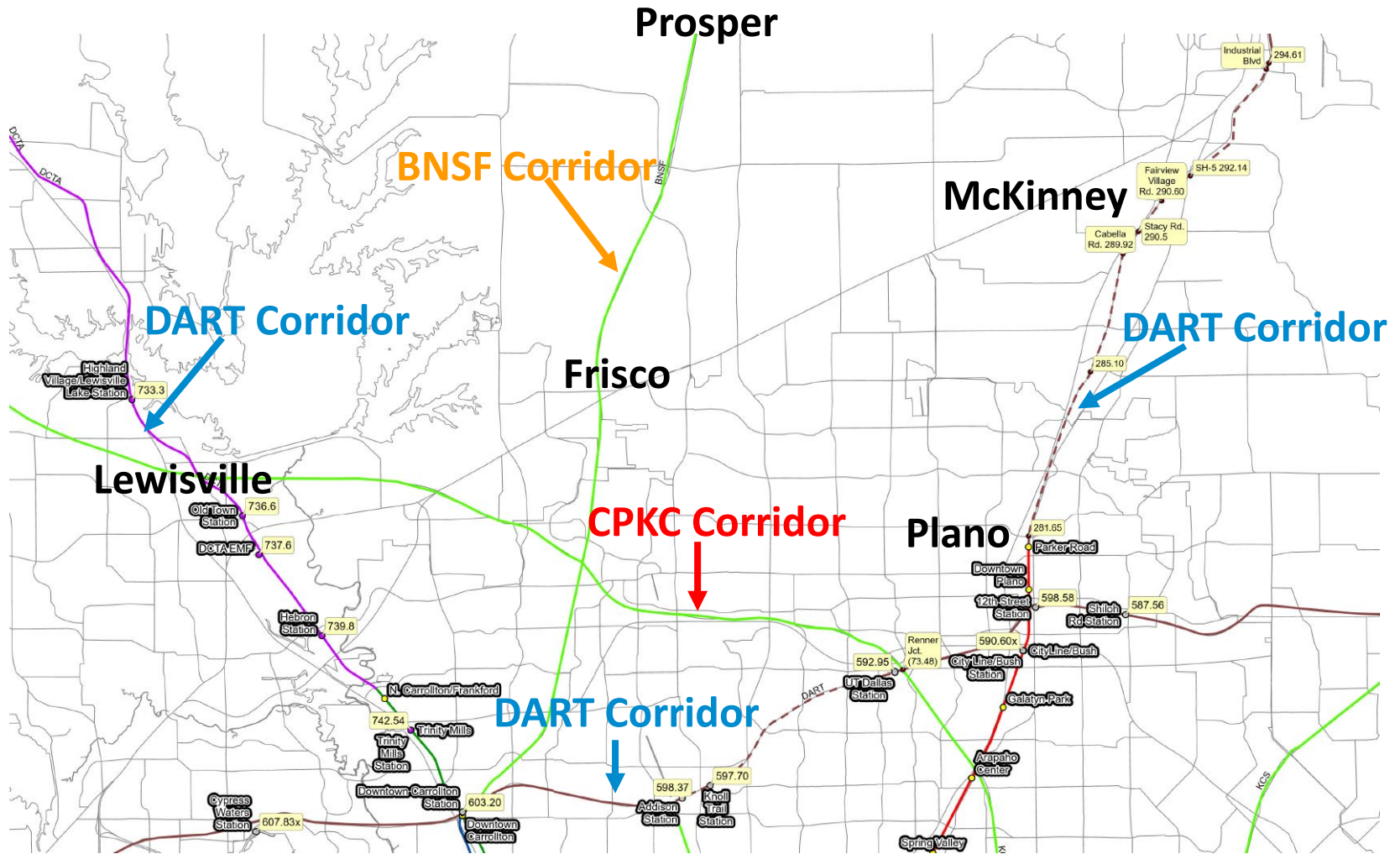
Potential Future High-Capacity Corridors

Figure 2-3 Potential High Capacity Corridor Alternatives

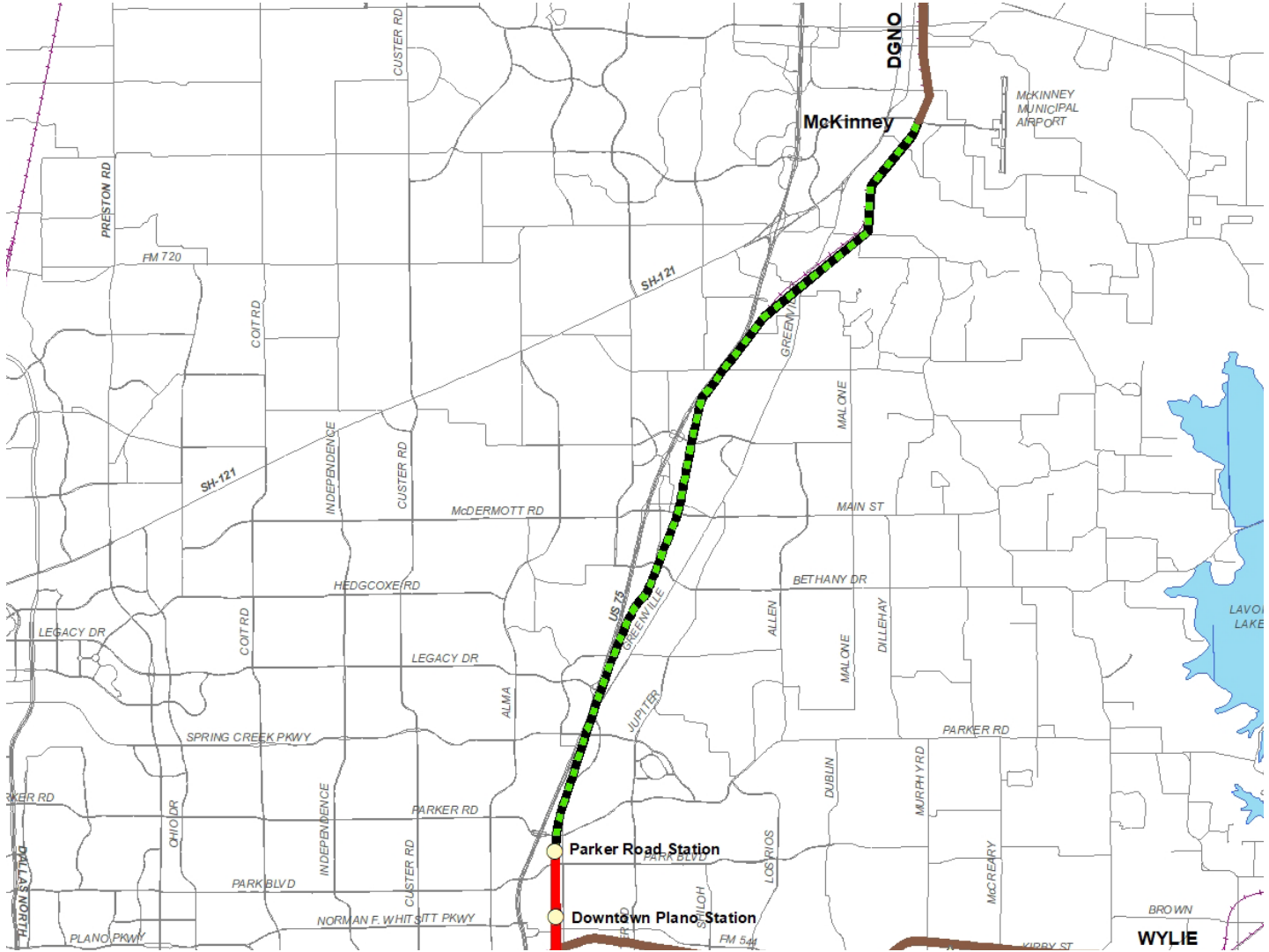


 Leverages existing DART owned rail corridors

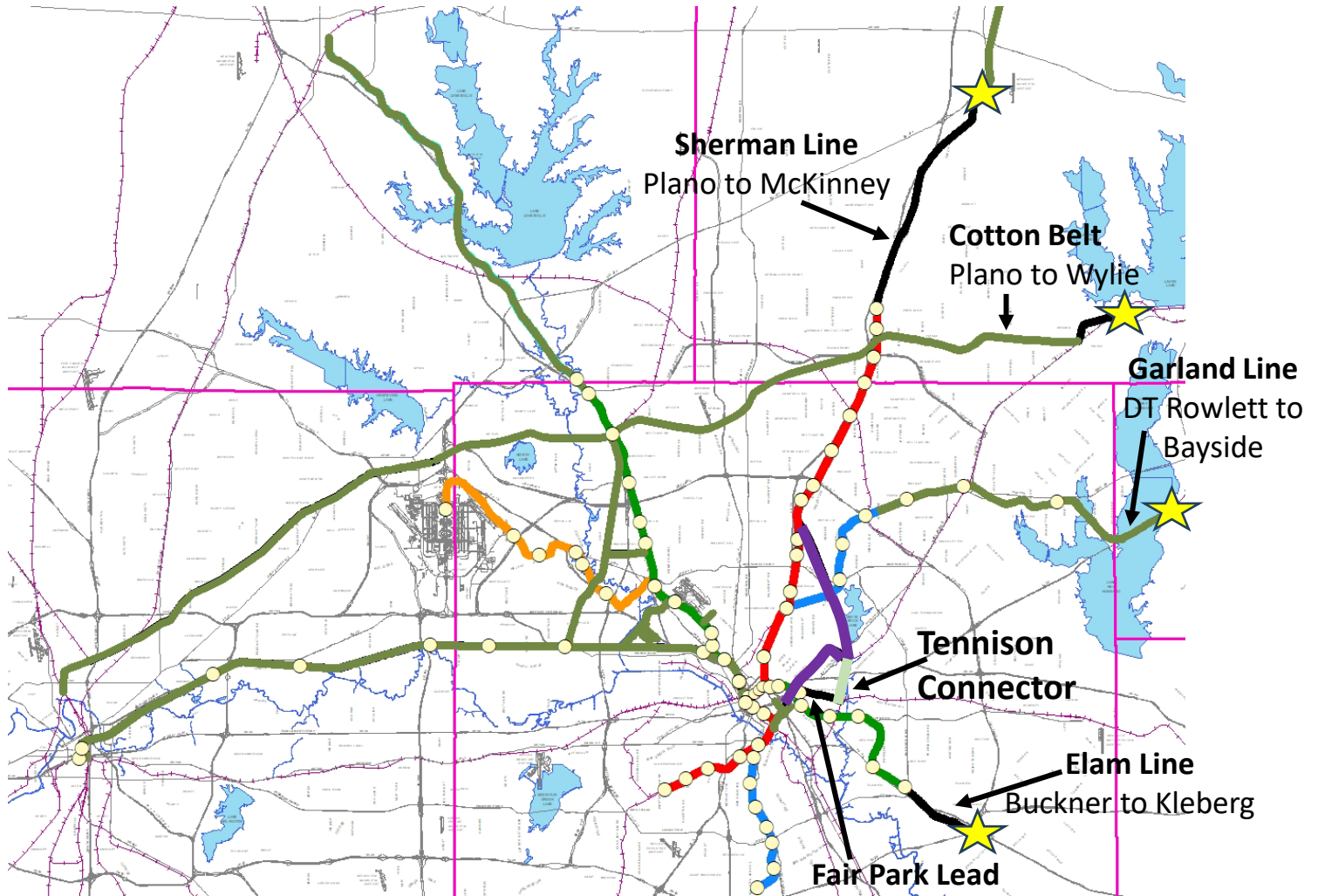
Rail Corridors in High Growth Areas



Sherman Line - Section of No Active Rail Service



Possible Future Utilization of DART RR Assets





DART

let's go.



DART.org