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Many TRE riders will pay less with change in boundary fare-zone on Dec. 6

The fare zone boundary for the Trinity Railway Express (TRE) will shift two miles west from the Dallas/Tarrant County line (near the West Irving Station) to TRE's CentrePort/DFW Airport station, effective Monday, Dec. 6.

The new fare boundary will equalize fare options for both Dallas and Tarrant County customers and makes it possible for riders from either side of the region to travel to DFW Airport for the same fare, according to Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T), joint owners and operators of TRE.



TRE Map effective December 6, 2010

TRE fares will not change. However, the change in the mid-point boundary potentially enables more riders to purchase less expensive tickets because more rider destinations will be within one fare zone.

The fare-zone boundary change allows all riders going to or from CentrePort from either east or west to purchase a one-zone day pass for \$7 instead of paying \$10 for the two-zone full corridor. The one-way fare for one-zone is \$3.50 compared to \$5 for two zones.

A TRE rider on the west side of the fare boundary will pay just the one-zone fare to travel to and from CentrePort. A rider on the east side of CentrePort also will need only a one-zone fare to ride TRE to and from CentrePort. For example, Tarrant County riders taking TRE to the American Airlines Center from CentrePort/DFW Airport Station will be able to ride for a one-zone fare instead of the current two-zone fare. Likewise, TRE riders traveling from Dallas-area TRE Stations, who previously paid a two-zone fare to go to CentrePort to get to DFW Airport, will only have to purchase a one-zone fare.

For customers who want to access both east and west sides of the TRE corridor, the Regional or two-zone fare, will remain the best buy. The Regional Fare also includes access to DART bus and light rail and The T's bus system.

The current county line boundary at the West Irving Station was originally established to reflect DART's operation within Dallas County and The T's service in Tarrant County.

However, CentrePort Station has become by far the largest mid-way station for boardings on the TRE corridor, with the largest parking capacity, and is a primary destination for connections to DFW Airport and its surrounding employment centers.

The boundary change to CentrePort better matches today's commuter patterns and is more equitable due to the station's high ridership - the highest except for TRE boardings in downtown Dallas and in downtown Fort Worth.

The zone boundary change will provide all passengers traveling to the CentrePort/DFW station with more flexibility in their fare purchases.

More information on the TRE is available at www.trinityrailwayexpress.org.