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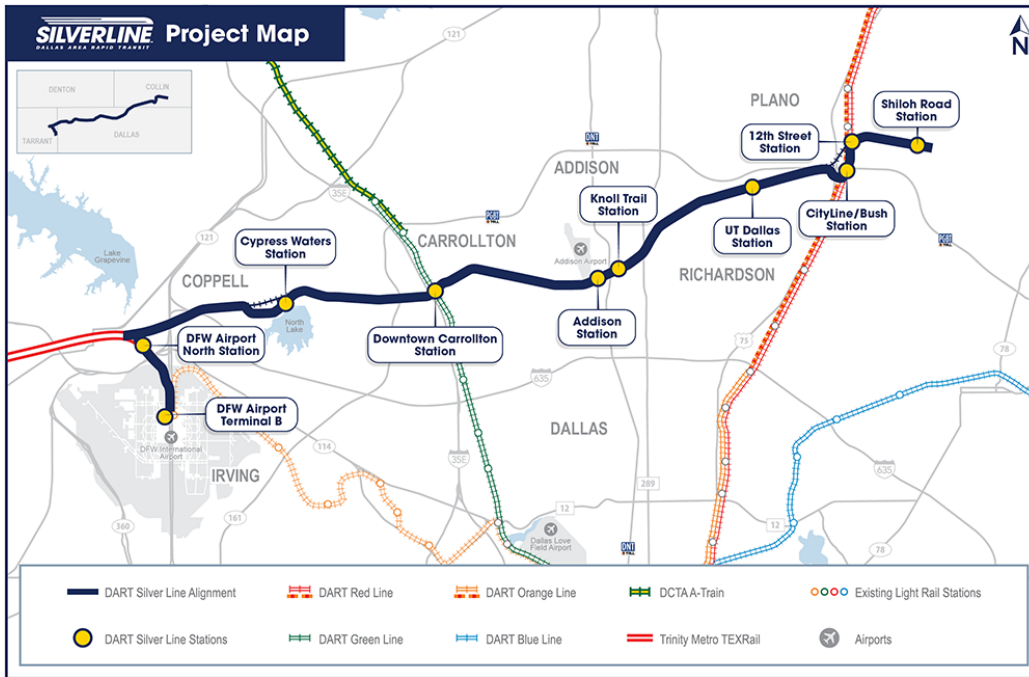
Leading Mobility: Silver Line Update

SEPTEMBER 2024

Dear Community Partners:

The [Silver Line Regional Rail](#) has reached significant milestones this year in preparation for future service. We began testing the eight new vehicles on Sundays on our Trinity Railway Express tracks and along a completed portion of the Silver Line alignment between Plano and Richardson. Construction is 75% complete, which includes laying over 28 miles of new track, and we plan to break ground on construction of the Equipment Maintenance Facility near Shiloh Road Station in Plano later this year.

We still expect to begin revenue service in late 2025 or early 2026, with a more certain date established by next spring. The agency will hold a public hearing in 2025 regarding the proposed operating plan to establishes the frequency and hours of service .prior to the DART Board making a final decision.



[Waters](#), the namesake station will accommodate future growth in the master-planned development surrounding Dallas's North Lake.

Along with [more information about the Silver Line](#), this issue also includes:

- A recap of the [2024 State of the Agency](#) event.
- A [profile of Marc Abraham](#), who represents Garland on the DART Board of Directors.
- A [city spotlight on Garland](#) and the investment in fantastic spaces near some of DART's passenger facilities.

I hope you will keep following the exciting progress on the Silver Line and become actively involved in leveraging the DART System to catalyze economic growth and advance the quality of life in North Texas.

Nadine S. Lee

President & Chief Executive Officer
Dallas Area Rapid Transit
LeadingMobility@DART.org

NOTE FROM KAREN: Since these articles are posted on DART Daily, those subscribers will not see the email letter from Nadine. Plus, many of the email recipients will not click through, which is why some information repeats.

Karen is working with Mario to get photos for this article.

Long version for DART Daily

Silver Line Construction Progresses, Vehicle Testing Begins



By DART President & CEO Nadine S. Lee, Leading Mobility newsletter

In late July, DART began testing the Silver Line vehicles, signals, and safety systems on a completed portion of the project's dedicated track in [Richardson and Plano](#). Operators first started exercising the trains in May [along the Trinity Railway Express corridor](#) on Sundays when the TRE is not in service.

Vehicle testing is a positive indicator that the long-awaited [Silver Line Regional Rail project](#) is moving much closer to completion.

In the fall, the agency will begin testing trains on a longer segment between the Knoll Trail Station in Dallas and Terminal B Station at DFW Airport. In early 2025, we will be able to run trains between the UT Dallas and Knoll Trail stations. End-to-end testing, which will include simulated revenue service of the entire corridor, is planned for summer 2025.

DART is more than 75% complete with construction of the rail line and stations. To date, crews have installed over 150,000 linear feet of new railroad track (just over 28 miles) along the corridor.

The Silver Line is a 26-mile commuter rail that connects cities in the northern portion of the DART Service Area with Dallas Fort Worth International Airport. This regional rail line will improve access to major employment and educational centers while also stimulating economic development.

Ten stations will provide access to DFW Airport, Dallas, Carrollton, Addison, Richardson, and Plano. The Downtown Carrollton, CityLine/Bush, and 12th Street stations will serve as transfer points to existing DART Light Rail, and the project is also adding an infill aerial light rail station at 12th Street in Plano. Passengers can connect to Trinity Metro's TEXRail line at the DFW Airport North and DFW Airport Terminal B stations.

Concurrent with our effort, the North Central Texas Council of Governments, Dallas County, and local communities along the corridor – with the assistance of federal transportation programs – are funding the construction of a hike-and-bike trail that will parallel the Silver Line. When complete, the entire [Cotton Belt Trail Corridor](#) will span from Plano to Fort Worth, creating both a recreational and transportation asset for the region.

We expect to begin revenue service on the Silver Line in late 2025 to early 2026, and our team is working diligently to open on the earlier end of that range.

To learn more about the Silver Line Regional Rail Project and to sign up for construction updates on the project, please visit [DART.org/SilverLine](https://www.dart.org/SilverLine).

[Short version for email](#)

Silver Line Construction Progresses, Vehicle Testing Begins

In late July, DART began testing the Silver Line vehicles, signals, and safety systems on a completed portion of track in Richardson and Plano. Operators first started exercising the trains in May along the Trinity Railway Express corridor.

Vehicle testing is a positive indicator that the long-awaited Silver Line Regional Rail project is moving much closer to completion.

The agency will continue testing trains on segments of the Silver Line as they are completed over the next year. End-to-end testing of the entire corridor is planned for summer 2025.

[Click here to learn more about our rail vehicle testing schedule and other aspects of the Silver Line Regional Rail Project.](#)

Long version for DART Daily

2024 State of the Agency Highlighted Value of Transit



By DART President & CEO Nadine S. Lee, Leading Mobility newsletter

[\[Embed SOTA 2024 video when it is available\]](#)

DART's commitment to public safety, economic development, and quality service has never been stronger, something I was proud to share during our second annual State of the Agency event on Sept. 6 in Addison.

The luncheon was well attended with more than 300 government, business, community, and DART leaders in the audience. The program is an important way for us to engage directly with our community partners.

I addressed some of what the agency has accomplished over the past year and what we have in store for 2025 and beyond.

The pandemic dealt a severe blow to public transit ridership and revenues at DART and across the globe. As a result, we have been focused on building a safer, cleaner, and more reliable system to win back our riders and build a generation of new ones.

DART is now carrying 80% of pre-pandemic ridership levels, which is ahead of the national average of 76%. Bus and rail service cancellations and missed trips are less than 1%, which is down from 15% just two years ago. And we have been hitting that mark for the past 12 months.

On the public safety front, DART Police have taken a multifaceted approach to increasing security and the perception of safety on our system. They have increased the number of transit security officers, introduced elevator attendants, and deployed a multidisciplinary response team to bring on-site care to riders experiencing mental health issues. The department is also replacing body worn cameras and the video surveillance system.

Quality service requires investment

In June, the DART Board of Directors approved our new strategic plan, "[Point B: A New Vision for Mobility in North Texas](#)." Over the next decade, the Point B Strategic Plan will help us to move DART from being a service that people sometimes use to being a valued regional economic and mobility asset.

[Embed "DART Strategic Plan" video]
<https://youtu.be/Ny1sM5SOi7s?si=dbLR9xXZ3j632pB1>

Unlike several of the legacy transit systems in the U.S., DART – at 41 years young – continues to invest strategically in equipment and infrastructure to keep our system, not only in a state of good repair, but fresh and modern for future generations.

Just last month, the agency completed the conversion of our bus and rail vehicle seats from worn-out fabric to new vinyl seat covers that are easier to clean.

We are also advancing our DART Transform System Modernization Program, which includes:

- Ordering more than 500 new buses.
- Designing a unified signal system for light rail.
- Enhancing system resiliency during extreme weather events.
- Improving station accessibility and wayfinding for a better rider experience.

Around this time next year, the agency will be preparing for the long-anticipated launch of our 26-mile Silver Line Regional Rail. We are already testing our state-of-the-art diesel-electric vehicles on a completed section of the Silver Line, and we will expand from segment to end-to-end testing by next summer.

These are a few examples that demonstrate the investments we are making to improve rider journeys as part of the "Quality Service" goal in our Point B Strategic Plan.

Together we can achieve mutual goals

DART's formation and growth has only been possible with regional collaboration, and it is essential to our future success.

I am very committed to working with our service area cities and regional leaders to devise a path forward that can achieve city and regional goals, grow revenue for all, and improve transit at the same time. As we work with one another to share ideas and develop consensus, we will transform the North Texas area for a brighter future for everyone.

Short version for email

2024 State of the Agency Highlighted Value of Transit

DART's commitment to public safety, economic development, and quality service has never been stronger, something I was proud to share during our second annual State of the Agency event on Sept. 6 in Addison.

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I addressed some of what the agency has accomplished over the past year and what we have in store for 2025 and beyond.

[Click here to read more about my presentation at this year's State of the Agency event.](#)

DART Board Director Spotlight – Marc C. Abraham

By DART President & CEO Nadine S. Lee, Leading Mobility newsletter



The City of Garland appointed Marc C. Abraham to the DART Board of Directors in April 2023. In addition to serving as the vice chair of the Audit Committee, he is also a member of the DART Employees' Defined Benefit Retirement Plan & Trust Retirement Committee, the Budget & Finance Committee, and the Development Committee. Previously, Marc served on the Financial Standards & Budget Process subcommittee.

Marc is the Chief Financial Officer of Provident General Contractors, a full-service general contracting firm based in Dallas, specializing in multifamily construction. Prior to joining Provident, he was the Chief Financial Officer at Abby Development and the Controller at StreetLights Residential, among other roles. Marc is a certified public accountant (CPA) in the State of Texas, and his experience in finance, construction, and real estate development has been very valuable to the agency.

I asked Marc why he serves on the DART Board, and he said,

“I wanted to serve the city where I live. I rode DART a lot in my 20s taking the train to and from work, and it helped me save a lot of money and avoid traffic. Our residents are active users of the DART System – whether they are going to jobs, services, errands, medical care, or entertainment – so DART is a huge deal to me.

“From participating on the DART Board over the past year and a half, I am more focused than ever on providing service that is clean, reliable, and safe. I believe in what Nadine and all employees are building and look forward to continuing to see the progress made. When making decisions on the board, I do everything I can to consider the future impacts 5, 10, and 20 years down the road.”

Before starting his career, Marc received his Bachelor of Business Administration in Accounting from Stephen F. Austin University. He also took classes at The University of Texas at Dallas in preparation for the CPA exam.

Thank you, Marc, for sharing your experiences as a DART rider and Garland resident to make our agency stronger.

Short version for email

DART Board Director Spotlight – Marc C. Abraham



The City of Garland appointed Marc C. Abraham to the DART Board of Directors in April 2023. Currently, he is the vice chair of the Audit Committee and a member of three other committees.

Marc is the Chief Financial Officer of Provident General Contractors, a full-service general contracting firm based in Dallas, specializing in multifamily construction. He is a certified public accountant (CPA) in the State of Texas. His experience in finance, construction, and real estate development has been very valuable to the agency.

[Click here to learn more about Director Abraham and his interest in serving Garland on the DART Board.](#)

[Long version for DART Daily](#)

[Karen is collecting photos for this article.](#)

City Spotlight: Garland

By Leading Mobility newsletter

Garland is a dynamic city just northeast of Dallas with a population of about 246,200 residents, making it the second most populous municipality in Dallas County. The area is culturally diverse with a rich history and the community enjoys a variety of dining, shopping, arts, outdoor and lakeside activities, and special events.

Today, DART operates bus, light rail, and GoLink services in Garland that connect residents to destinations throughout its service area.

In Q3 FY 2024, DART had:

- 673,294 total boardings in Garland.
- 541,343 boardings on bus routes 15, 16, 18, 20, 22, 200, 202, 203, 204, 212, 214, 224, 238, 242, 243, 245, 247, 250, 251, and 383.
- 104,969 boardings at the Downtown Garland and Forest/Jupiter DART Rail stations.
- 19,510 boardings on Paratransit service.
- 7,472 in the Southeast Garland and Eastern Pilot GoLink zones.

A long history of transit

The city's investment in public transportation predates DART. Garland initiated express bus service to and from Dallas in 1975, which was operated by the Dallas Transit System, and it built a park-and-ride facility in its downtown area, which opened later that year.

When DART assumed operations of the Dallas Transit System in 1988, the agency purchased the transit center from the city and named it the North Garland Transit Center. In 1993, DART replaced the passenger facility and renamed it again as the Central Garland Transit Center, setting it up to later become part of Downtown Garland Station when the Blue Line was extended to Garland in November 2002.

In addition, the Dallas Transit System built the South Garland Park & Ride in 1978, which DART replaced with the South Garland Transit Center on another lot in 1993. DART then opened the Lake Ray Hubbard Transit Center in southeastern Garland in 1994, replacing a park-and-ride lot nearby.

Revitalizing downtown while maintaining heritage

Since the Blue Line opened in Downtown Garland, the city has renovated its City Hall, added a large parking garage, redeveloped its pedestrian plazas and streetscapes, and improved the surrounding utility infrastructure to allow for future development. The Oaks 5th Street Crossing has opened three phases of apartments, adding an urban living option to the city center.

Downtown Garland also recently underwent a significant \$30 million renovation project, which added an imaginative play area, an event lawn, an urban water feature, and a unique gateway feature. The

redesigned Downtown Square was unveiled in October 2023 with a grand opening party that culminated with Garland's very own LeAnn Rimes performing for over 10,000 people.

This revitalization has made Downtown Garland a central hub for community gatherings and festivities within walking distance of its namesake DART Rail station. The City of Garland won the 2024 Community Impact Award from the Dallas Business Journal's Best Real Estate Deals for this project.

New growth near transit centers

The City of Garland and DART are working together to redevelop the areas at the Lake Ray Hubbard and South Garland transit centers. These will be the first transit-oriented developments in DART's service area to be anchored by a transit center, not a rail station.

Adjacent to the Lake Ray Hubbard Transit Center, [Anthem Development](#) is close to completing construction on the first phase of its new mixed-use community. The Lofts iThirty apartments are the residential component of this phase. The agency is working closely with Anthem Development to transform the area around the transit center into a fantastic space for the Garland community.

DART is in the beginning stages of a project that would move and redesign the South Garland Transit Center so that its former location can be redeveloped into a mixed-use development. The agency and city are also looking for new transit-oriented development opportunities near Forest/Jupiter Station as well as further growth near Downtown Garland Station.

Marc C. Abraham and Mark Enoch represent Garland on the DART Board of Directors.

[Short version for email](#)

City Spotlight: Garland

Garland is a dynamic city located just northeast of Dallas. The area is culturally diverse with a rich history and the community enjoys many shopping, arts, outdoor activities, and special events.

The city's investment in public transportation predates DART. Garland initiated express bus service to and from Dallas in 1975, which was operated by the Dallas Transit System. Today, DART operates bus, light rail, and GoLink services in Garland that connect residents to destinations throughout its service area.

Since the Blue Line opened in Downtown Garland, the Oaks 5th Street Crossing has opened three phases of apartments. Downtown also recently underwent a significant \$25 million renovation project. This revitalization has made Downtown Garland a central hub for community gatherings and festivities within walking distance of its namesake DART Rail station.

[Click here to learn more about transit service and DART's economic impact in the City of Garland.](#)