

DALLAS AREA RAPID TRANSIT
REFERENCE BOOK



May 2025

Version 16.0

WHAT

The Dallas Area Rapid Transit (DART) Reference Book is a convenient and easy-to-use compilation of information on the DART system. It provides staff with key data, maps and contacts. The objective is to allow staff to respond to inquiries with consistent, accurate information in a timely manner.

WHO

The DART Reference Book was compiled by the Capital Planning Division of the Development Department. Numerous DART departments provide input and assist Capital Planning with annual updates.

WHEN

The DART Reference Book is updated annually. The update is completed after the financial information from the previous fiscal year is available.

AVAILABILITY

A limited number of printed copies are made for senior management. A PDF version of the Reference Book is available for DART staff on DART InfoStation, and also on www.DART.org under DART Facts page, a section within About DART.

VERSION CONTROL

VERSION NUMBER	VERSION DATE	DESCRIPTION OF CHANGES
1	8.2010	DRAFT
2	3.2011	FY10 Actual/FY11 Budget Update
3	4.2012	FY11 Actual/FY12 Budget Update
4	4.2013	FY12 Actual/FY13 Budget Update
5	3.2014	FY13 Actual/FY14 Budget Update
5.1	5.2014	New Board Member committee assignments/minor edits
6	3.2015	FY14 Actual/FY15 Budget Update
6.1	7.2015	Corrected LRT on-time performance for PDF version only.
7	3.2016	FY15 Actual/FY16 Budget Update
8	3.2017	FY16 Actual/FY17 Budget Update
9	3.2018	FY17 Actual/FY18 Budget Update
10	3.2019	FY18 Actual/FY19 Budget Update
11	3.2020	FY19 Actual/FY20 Budget Update
12	3.2021	FY20 Actual/FY21 Budget Update
13	3.2022	FY21 Actual/FY22 Budget Update
14	3.2023	FY22 Actual/FY23 Budget Update
15	5.2024	FY23 Actual/FY24 Budget Update
16	5.2025	FY24 Actual/FY25 Budget Update

DART POINTS-OF-CONTACT

ADMINISTRATIVE OFFICES

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EMPLOYER RIDE SHARE PROGRAMS

214-747-RIDE

COMMUNITY AFFAIRS

214-749-2543

CUSTOMER INFORMATION CENTER

214-979-1111

CUSTOMER RESPONSE CENTER OR CUSTOMER CARE CENTER

214-749-3333

DART CONTRACTS INFO HELPLINE

214-749-2560

DART MEDIA HOTLINE

214-749-3800

DART POLICE – EMERGENCIES ONLY

214-928-6300

DART POLICE-NON-EMERGENCIES ONLY

(M-F: 8 AM TO 5 PM)

214-749-5900

DART SPEAKERS BUREAU

214-749-2506

DART MART

214-749-3282

EDUCATION PROGRAMS (SCHOOL, ADULT)

214-749-3494

LOST & FOUND

214-749-3810

MOBILITY MANAGEMENT (PARATRANSIT)

214-515-7272

(TTY) 214-828-6729

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214-749-2701

DART MAILING/PHYSICAL ADDRESS

DALLAS AREA RAPID TRANSIT

P.O. BOX 660163

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DALLAS, TX 75266-0163

OTHER POINTS-OF-CONTACT

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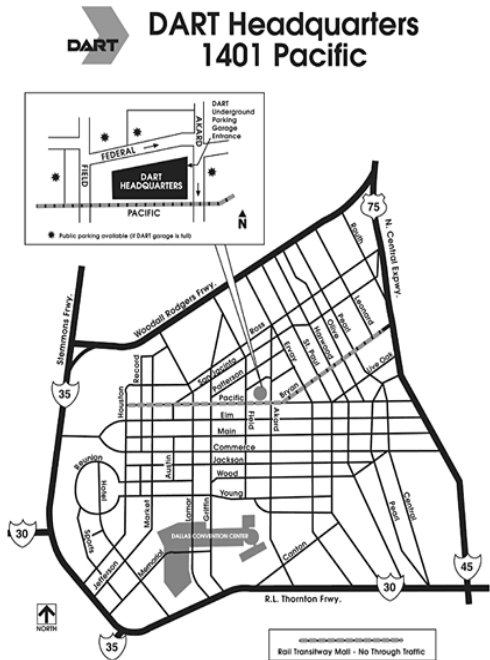
940-243-0077

TRINITY METRO

817-215-8600

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)

817-640-3300



Data contained in this document is current as of March 2025 unless otherwise noted. Time sensitive information should always be verified using more appropriate or up-to-date sources.

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1.0 FAST FACTS

SECTION	FAST FACTS		
2.0 AGENCY OVERVIEW			
15 Board Members 13 participating cities with voter-approved 1 cent sales tax	- FY24 sales tax revenue \$851.8 million 700-square mile Service Area - Service Area population 2.6 million (2024 North Central Texas Council of Governments [NCTCOG])	13-county region population 8.3 million (2024 NCTCOG) 3,832 employees (FY25)	
3.0 RIDERSHIP			
MODE	FY24 ANNUAL	FY24 AVERAGE WEEKDAY	
Bus	29.1 million	90,153	
Light Rail	22.1 million	67,038	
Commuter Rail	1.3 million	4,326	
Paratransit	939,592	1,280	
Dallas Streetcar	523,046	3,207	
GoLink	1.7 million	5,264	
TOTAL SYSTEM	55.7 million	171,267	
4.0 OPERATIONS AND PERFORMANCE (FY24)			
- Annual Bus Revenue Miles – 25,490,106 - Annual Demand Response Revenue Miles – 11,430,219 - Annual LRT Revenue Car Miles – 10,213,780 - Annual Commuter Rail Revenue Car Miles – 1,187,409	Service Quality - On - Time Performance - Bus 77.4% - Light Rail Transit (LRT)/Streetcar 90.4% - Trinity Railway Express (TRE) 98.5%	- Subsidy per Passenger – Total System \$11.36 - Subsidy per Passenger – Fixed Route \$10.66	
5.0 FLEET OVERVIEW			
BUS	- Vehicle length: 40 feet - Capacity: 37 seats	COMMUTER RAIL	
475 North American Bus Industries Transit (CNG) Buses - Vehicle length: 30 feet and 40 feet - Capacity: Up to 37 seats 46 New Flyer Suburban (CNG) - Vehicle length: 40 feet - Capacity: Up to 39 seats 41 New Flyer Standard (CNG) - Vehicle length: 40 feet - Capacity: Up to 37seats 7 Proterra Battery-Electric Buses - Vehicle length: 35 feet - Capacity: 27 seats 1 Proterra Battery-Electric Bus	LIGHT RAIL	11 TRE locomotives - Vehicle length: 58.2 feet 17 bi-level coaches - Vehicle length: 85 feet - Capacity: 152 seats 8 bi-level cab cars - Vehicle length: 85 feet - Capacity: 132 to 138 seats 8 Silver Line Stadler FLIRT DMU - Vehicle length: 266 feet - Capacity: 457	
	PARATRANSIT	164 Braun/Dodge Caravans - Capacity: 3 seated/1 wheelchair 12 Toyota Prius Sedans - Capacity: 3 seated 31 Starcraft - Capacity: 10 seated/2 wheelchair	DALLAS STREETCAR
	NON-REVENUE VEHICLE	793 vehicles	4 Dual-Mode Brookville Equipment Corporation - Vehicle length: 66.4 feet - Capacity: 36 seats

SECTION		FAST FACTS	
6.0 FACILITIES			
BUS	LIGHT RAIL	COMMUTER RAIL	
• 7,018 bus stops • 1,036 shelters, 56 enhanced shelters, 1,280 benches • 14 bus transit centers/transfer centers/transfer locations/park-and-rides • 3 maintenance and operations facilities	• 65 stations – 53 at-grade, 9 aerial, 2 below-grade, 1 tunnel • 2 maintenance and operations facilities	• 10 stations (5 in DART Service Area) • 1 maintenance and operations facility	
7.0 INFRASTRUCTURE			
STREETCAR	LIGHT RAIL	COMMUTER RAIL	
• Dallas Streetcar (City of Dallas owned) • 2.4 miles • 6 stations	• 93 LRT miles • 65 LRT stations • 3.2 miles in tunnel	• 33.8 TRE miles • 10 TRE stations	
8.0 OPERATING AND CAPITAL BUDGET (FY25)			
• \$821.3 million Capital and Non-Operating Budget • \$721.1 million Operating Budget • \$851.8 million Sales Tax Revenue	FAREBOX RECOVERY • Bus 5.5% • Light Rail 7.9% • Commuter Rail 5.3% • Total 6.3%	BUDGET SUBSIDY PER PASSENGER • Bus \$9.66 • Light Rail \$7.51 • Commuter Rail \$29.89 • Paratransit \$57.13 • GoLink \$15.77	
9.0 DART SYSTEM EXPANSION AND IMPROVEMENT PROGRAM			
• Future projects in planning, design, or construction: ◦ Light Rail Systemwide Modernization Program (various elements underway) ◦ Silver Line Regional Rail Project (Design/Build underway, complete by late 2025/early 2026) ◦ Silver Line fleet will consist of 8 26-foot-long electric diesel multiple units (DMU) with a seating capacity of 222 ◦ Dallas Streetcar Central Link (Planning underway) ◦ Dallas Streetcar Loop - Extension 2 (Planning/Design underway) ◦ Bus Corridor Improvement Program and Design Guidelines (underway) ◦ Mobility Hubs and related infrastructure planning (underway)			
10.0 ECONOMIC DEVELOPMENT			
• Existing, under construction, and planned developments around DART stations total more than \$16 billion. • Several studies are available on www.DART.org/economicdevelopment that assess the economic and fiscal impacts of DART.			

2.0 AGENCY OVERVIEW

DALLAS AREA RAPID TRANSIT

Dallas Area Rapid Transit (DART) is a regional transit agency authorized under Chapter 452 of the Texas Transportation Code and was created by voters and funded with a one-cent local sales tax on August 13, 1983. The service area consists of 13 cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park.

DART is governed by a 15-member board appointed by service area city councils based on population. Eight members are appointed by the City of Dallas and seven are appointed by the remaining cities. Board members serve 2-year terms with no limits. Board officers are elected from the board membership and serve 2-year terms.

Revenue from the voter-approved one-cent sales tax, federal funds, investment income, short and long-term financing, and farebox revenue fund the operating and capital priorities of the agency in support of agency strategic goals and the multimodal Transit System Plan.

As of March 2025, DART serves its 13 service area cities with 89 bus or shuttle routes, 31 On-Demand GoLink zones and 4 zone-to-zone pilots, 93 miles of light rail transit (DART Rail), and paratransit service for persons who are mobility-impaired. DART and Trinity Metro jointly operate 34 miles of commuter rail (the Trinity Railway Express or TRE), linking downtown Dallas and Fort Worth with stops in the mid-cities and Dallas/Fort Worth International Airport (DFW Airport).

DART continues to be a leader in innovation and mobility, with the GoPass® app serving as the region's digital platform to integrate mobility options. In addition, the 26-mile Silver Line Regional Rail Project is under construction and set to open by late 2025. DART Transform is being advanced as a 10-year systemwide modernization program to support operations, reliability, state of good repair needs, and the customer experience. This program includes bus and rail fleet replacements and facility updates.

DART's bus fleet is primarily powered by compressed natural gas (CNG), operating with 100% renewable energy sources. DART has added eight battery-electric buses to the fleet: seven in 2018 and one in 2022. The next major bus fleet replacement contract was awarded in December 2024 and is currently in the design review phase, with an estimated delivery schedule for 2026-2028. DART will continue to focus on CNG technology as the electric bus industry continues to mature.

The DART Point B Strategic Plan was approved by the DART Board in June 2024 and will guide the agency into the future. The plan outlines six strategic goals, each with objectives and initiatives. The plan effort also updated the agency's vision and mission statement, and values.

VISION STATEMENT

Your first-in-mind mobility partner.

MISSION STATEMENT

We create best-in-class mobility experiences that help people and communities connect and flourish.

VALUES

We are in this TOGETHER.

This means being always respectful and honest with each other. Saying what we mean and meaning what we say. And understanding that we are all working toward a common vision.

We are COMMITTED to serving.

This means being diligent, thoughtful, and creative in our work. Focusing on what is right, not who is right. Knowing that our individual and collective contributions are valued by our customers and communities.

We are PROFESSIONAL in all we do.

This means taking pride in our work. Conducting ourselves in a manner that allows integrity and compassion to shine through – and that reflects the DART reputation. Recognizing that we are responsible and accountable for our actions.

We are DART.

STRATEGIC GOALS

EMPOWERED AGENCY

Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.

CULTURE OF CONTRIBUTION

Create a culture that aligns roles and responsibilities with the DART vision, deepens organizational trust, and encourages growth.

QUALITY SERVICE

Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.

SEAMLESS MOBILITY

Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first-in-mind.

FANTASTIC SPACES

Create fantastic spaces that add value to our communities, enhance the rider experience, and foster a sustainable and thriving region.

STRATEGIC RELATIONSHIPS

Position DART as a collaborative leader and recognized regional economic and mobility asset.

SOURCE: DART Board Resolution 240063

FY 2025 PRESIDENT & CHIEF EXECUTIVE OFFICER'S GOALS AND PERFORMANCE MEASURES

STRATEGIC GOAL FOR AGENCY	PERFORMANCE MEASURE	METRICS/TARGET
GOAL #1		
Goal #1 - Empowered Agency: Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.	1a. Conduct organizational assessment and identify potential process, performance management, and/or organizational improvements resulting in time savings, cost efficiencies, and/or reallocation of resources to support strategic goals.	Complete study and present to Board by September 30, 2025; identify key opportunities for early action and present to Board by June 30, 2025; by September 30, 2025, develop and present to Board action plan for completed assessment to implement in FY26.
	1b. Steward DART resources.	Reduce the subsidy per passenger on Bus, Light Rail, TRE, Streetcar, Paratransit, & Microtransit services.
GOAL #2		
Goal #2 - Culture of Contribution: Create a culture that aligns roles and responsibilities with the DART vision, deepens organizational trust, and encourages growth.	2a. Identify causes, review industry best practices, and develop and implement a comprehensive program to address absenteeism in operator ranks.	Reduce unplanned operator absences to 15%.
	2b. Perform analysis to determine the causes of overtime (OT) usage in key agency areas. Develop strategies to reduce the use of overtime. Measure progress quarterly as causes are addressed.	Reduce use of rail maintenance OT to 13%.
GOAL #3		
Goal #3 - Quality Service: Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.	3a. Achieve industry benchmarks for Overall Customer Satisfaction from Annual Survey.	Achieve overall Customer Satisfaction Score of 75%.
	3b. Identify and document root causes of delay for bus and rail and develop initiatives to improve on-time performance (OTP).	Achieve OTP of 85% on bus and 95% on light rail.
	3c. Enhance security through advancement of key initiatives outlined in the Security Strategy: - Evaluate and recommend permanent Multi-Disciplinary Response Teams (MDRT) Program. - Advance targeted staffing and deployment initiatives that address known issue areas. - Review and update Crime Prevention Through Environmental Design (CPTED) Program to integrate improvements into system modernization or state of good repair (SGR) efforts.	Achieve 70% Customer Satisfaction on security metrics. Improve average response time for Priority 1 calls.

FY 2025 PRESIDENT & CHIEF EXECUTIVE OFFICER'S GOALS AND PERFORMANCE MEASURES

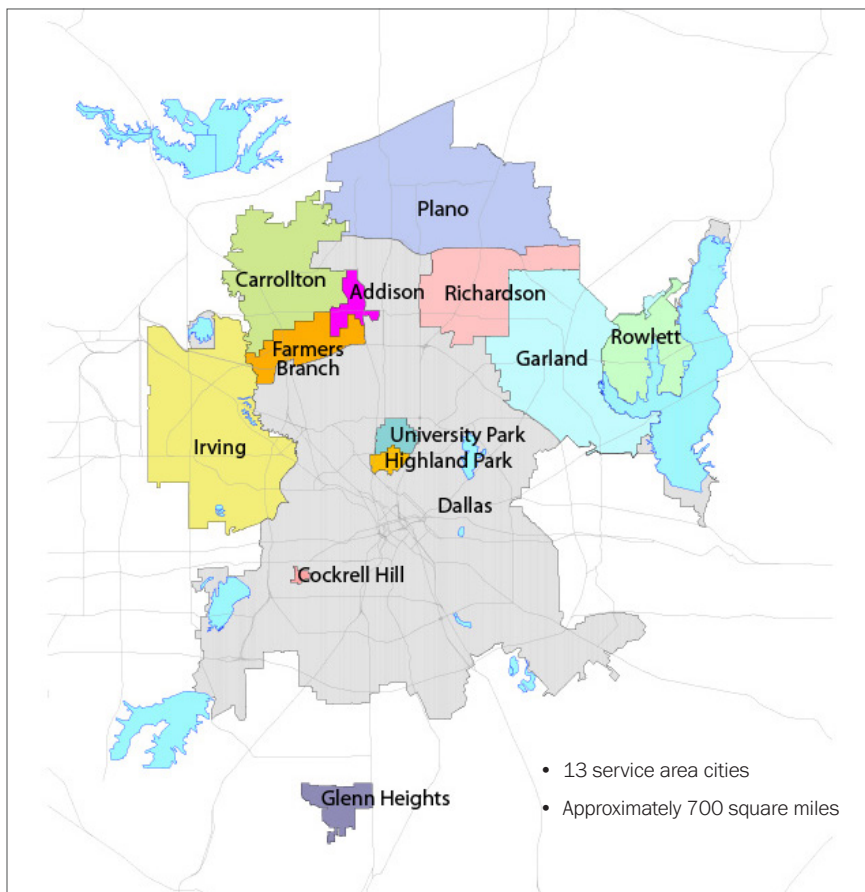
STRATEGIC GOAL FOR AGENCY	PERFORMANCE MEASURE	METRICS/TARGET
Goal #3 (Cont'd) - Quality Service: Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement	3d. Increase total system ridership beyond highest ridership FY 2013.	69.5 million riders/year.
	3e. Recapitalize and rehabilitate infrastructure and equipment through the Transform System Modernization Program.	- Replace 85 LRVs by end of FY33. - Upgrade LRV operating facilities by end of FY29. - Raise Red/Blue Line Station platforms by end of FY29. - Replace 476 buses by end of FY29. - Unify and upgrade LRT signal system by end of FY33. - Replace Passenger Information Display (PIDs) by end of FY27. - Replace Ticket Vending Machine (TVMs) by end of FY26.
GOAL #4		
Goal #4 - Seamless Mobility: Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first-in-mind	4a. Advance Silver Line Regional Rail project construction to completion within the allocated capital budget.	On track to open revenue service by March 31, 2026.
	4b. Conduct comprehensive review of transit services to optimize service and financial sustainability; incorporate recommendations into Service Standards as appropriate.	Complete review of on-demand programs and develop recommendations to manage use and improve financial sustainability for Board consideration by June 30, 2025.
	4c. With willing city partners, develop demonstration projects to improve bus operations and access to bus services; seek grant funding for implementation.	By September 30, 2025, develop a minimum of two demonstration projects, including proposed funding sources and implementation schedule.
GOAL #5		
Goal #5 - Fantastic Spaces: Create fantastic spaces that add value to our communities, enhance the rider experience, and foster a sustainable and thriving region	5a. Research best practices and develop program proposal to partner with service area cities to accelerate implementation of major development initiatives on DART-owned property near stations and transit centers.	Complete research and program development proposal by September 30, 2025 and begin executing next steps by December 31, 2025.

FY 2025 PRESIDENT & CHIEF EXECUTIVE OFFICER'S GOALS AND PERFORMANCE MEASURES

STRATEGIC GOAL FOR AGENCY	PERFORMANCE MEASURE	METRICS/TARGET
GOAL #6		
Goal #6 - Strategic Relationships: Position DART as a collaborative leader and recognized regional economic and mobility asset	6a. Advance area plans to outline key opportunities to improve mobility in service area cities. Develop recommendations for improvements in FY 2026 budget.	Complete all city workshops by September 30, 2025. Complete at least 6 city area plans by March 31, 2025; and propose first phase of implementation in FY 2026 budget. Complete an additional 6 city area plans by September 30, 2025. Complete Dallas area plan in FY 2026.
	6b. Develop proposals for DART Board to consider advancing in collaboration with FTA Region VI, NCTCOG, cities, and other regional partners, based on Regional Transit Study 2.0 and EY findings. Conduct personal outreach to city managers to identify potential solutions to address current issues.	TBD as Regional Transit Study 2.0 recommendations and EY study results are finalized. In partnership with City Managers, develop and begin implementing proposals by the end of September 2025 to address issues.
	6c. Develop grants strategy to pursue federal funding for DART projects and programs.	Complete grants strategy by March 31, 2025. Submit grants applications per strategy as Notice of Funding Opportunity or Notice of Funding Availability are issued.
CHIEF EXECUTIVE OFFICER (CEO) GOAL		
Board Goal for CEO	Identify and clearly communicate stakeholder/constituent conditions in FY25 and develop solutions in a timely manner.	Subjective

SOURCE: DART Board Resolution 240140

DART SERVICE AREA



119TH U.S. CONGRESS WITHIN DART SERVICE AREA

U.S. SENATE			
John Cornyn			
Ted Cruz			
U.S. HOUSE OF REPRESENTATIVES			
District 3	Keith Self	District 26	Brandon Gill
District 4	Pat Fallon	District 30	Jasmine Crockett
District 5	Lance Gooden	District 32	Julie Johnson
District 6	Jake Elzey	District 33	Marc Veasey
District 24	Beth Van Duyne		

SOURCE: DART Government Relations

POPULATION & EMPLOYMENT (SERVICE AREA & REGION)

CITY	2024 POPULATION	2045 POPULATION	% POPULATION CHANGE	2024 EMPLOYMENT	2045 EMPLOYMENT	% EMPLOYMENT CHANGE
Addison	20,671	26,620	28.8%	70,435	74,053	5.1%
Carrollton	137,336	152,892	11.3%	126,609	173,409	37.0%
Cockrell Hill	3,059	3,131	2.4%	2,869	2,886	0.6%
Dallas	1,356,746	1,510,106	11.3%	1,331,821	1,624,040	21.9%
Farmers Branch	40,093	52,245	30.3%	94,685	101,544	7.2%
Garland	252,351	280,401	11.1%	129,615	179,108	38.2%
Glenn Heights*	13,838	26,185	89.2%	1,591	5,856	268.1%
Highland Park	8,582	9,005	4.9%	5,386	7,295	35.4%
Irving	260,326	280,108	7.6%	335,296	412,561	23.0%
Plano	285,950	318,098	11.2%	329,999	425,476	28.9%
Richardson	126,734	158,790	25.3%	201,013	222,130	10.5%
Rowlett	66,288	74,448	12.3%	16,088	23,906	48.6%
University Park	22,106	22,656	2.5%	12,533	14,277	13.9%
TOTAL SERVICE AREA	2,594,080	2,914,685	12.4%	2,657,940	3,266,541	22.9%
13-COUNTY NCTCOG REGION	8,329,167	11,588,311	39.1%	5,796,056	8,164,737	40.9%

SOURCE: NCTCOG 2045 Metropolitan Transportation Plan Updated Demographics; NCTCOG Year 2024 Estimates and 2045 Forecast data

*Estimates are used because NCTCOG zones do not match city limits.

DART SERVICE AREA CITIES SALES TAX RECEIPTS (IN MILLIONS)

CITY	FY23 SALES TAX RECEIPTS	CUMULATIVE SALES TAX RECEIPTS (FY84 - FY23)
Addison	\$16.7	\$360.8
Carrollton	\$47.7	\$796.3
Cockrell Hill	\$0.6	\$7.3
Dallas	\$423.2	\$7,816.0
Farmers Branch	\$23.5	\$452.6
Garland	\$43.0	\$726.1
Glenn Heights	\$1.2	\$10.6
Highland Park	\$8.4	\$88.5
Irving	\$103.1	\$1,641.7
Plano	\$116.0	\$1,895.1
Richardson*	\$52.0	\$894.4
Rowlett	\$9.5	\$143.7
University Park	\$6.9	\$107.6
Coppell & Flower Mound**	\$0.0	\$3.0
TOTAL CONTRIBUTIONS	\$851.8	\$14,943.8

SOURCE: DART Finance Department – Revenue Management

NOTES: * Includes \$1.4 million paid by the City of Buckingham before its annexation by Richardson in 1997.

**Coppell and Flower Mound withdrew from DART in 1988.

FARES (EFFECTIVE MARCH 1, 2025)

DART completed a 2-year comprehensive fare study in October 2024. The DART Board approved a new local simplified fare structure. By consolidating and refining our fare products, the new local fare structure maintains a balance between fare revenue, affordability, ridership, and the high level of service expected by DART customers.

Key Fare Changes to DART Local Fare include:

- Consolidated Passes: Single-ride (used on light rail, bus, and GoLink), AM, PM, and Midday Passes will be replaced with a standard 3-Hour Pass.
- Day Pass and Monthly Pass: The Day Pass price remains the same, while the Monthly Pass will increase.
- Retail Annual Pass: This option is being discontinued; however, members enrolled in the DART Corporate Annual Pass Program will see no change in their rates.
- Veterans Discount: Starting on March 1, Veterans will receive a 50% discount. They can apply for a DART-issued reduced fare card (GoPass® Tap) online or in person at DARTmart, located at Akard Station, to receive discounted fare.
- Discount Program: The half-price Discount GoPass® Tap Card Program, for those receiving benefits from qualifying agencies, is now permanent.
- Bulk Sales Discount: A new tiered discount system is available for special events, corporate pass partners, and educational institutions.
- Extended Education Institution Program: The educational institution program now includes kindergarten through fifth grade.

The new fare structure is summarized in the table below.

PASS TYPE	LOCAL		REGIONAL	
	FULL/REGULAR	REDUCED	FULL/REGULAR	REDUCED
3-Hour Pass	\$3.00	\$1.50	-	-
Day Pass	\$6.00	\$3.00	\$12.00	\$3.00
Monthly/31-Day Pass	\$126.00	\$63.00	\$192.00	-
Single-Ride Paratransit	\$3.50	-	-	-
Paratransit to Fixed-Route	\$1.00	-	-	-
Dallas Streetcar	\$1.00	-	-	-
Annual Pass	-	-	\$1,920.00	\$576.00

SOURCE: FY 2023 Business Plan - Exhibit 73, pg. 301

SOURCE: FY 2024 Annual Budget & 20-Year Financial Plan - Exhibit 9, pg. 42

SOURCE: FY 2025 Annual Budget & 20-Year Financial Plan - Exhibit 15, pg. 46

One-way passes are also available for TRE (\$6.00). No transfers are allowed.

Other discounted fares are available via employer annual pass program, education institution program, special event program, Discounted fare program (for eligible low-income customers and veterans), and day pass voucher program.

The regional fare changes and more fare changes related to certain local fare products (e.g., GoLink, Day Pass Voucher) will be introduced to DART Board for consideration in later 2025 for potential implementation in early 2026.

ADDITIONAL FARE INFORMATION

Fare capping is a pay-as-you-go feature that allows DART riders to make several trips with their GoPass® app or GoPass® Tap Card, and the DART payment system will automatically cap the daily and monthly (calendar month) fare so the rider will not spend more than needed on travel. Riders pay for each part of their journey until the cap amounts are reached, then pay no more for the rest of the day or month. To benefit from fare capping, riders must tap their GoPass® Tap Card at the electronic reader – or activate their GoPass® ticket – prior to boarding on every trip. Contactless payment can also take advantage of fare capping if the card is registered with DART.

In February 2020, DART launched a 2-year pilot program for eligible riders to qualify for a Discount GoPass® Tap Card, which charges half the fare. In December 2022, the Board approved a second extension of the pilot program through December 2024 while a comprehensive fare study is underway. In October 2024, the Board approved to convert this pilot program into a permanent program.

DART EMPLOYEES

LOCATION/DEPARTMENTS	FULL-TIME SALARIED		FULL-TIME HOURLY	
	FY24	FY25	FY24	FY25
Bus Operations	190	122	1,251	1,251
Rail Operations	128	94	226	226
Transit Police	402	368	NA	NA
Other	804	893	869	878
TOTAL	1,524	1,477	2,346	2,355

SOURCE: FY 2024 Business Plan - Exhibit 73, pg. 301

SOURCE: FY 2025 Annual Budget & 20-Year Financial Plan - Exhibit 15, pg. 46

DART IN THE INDUSTRY

DART is recognized as an industry leader through active participation in national and global networks, including several American Public Transportation Association (APTA) committees and the International Association of Public Transport (UITP). Through its involvement with both associations, DART engages in national and global dialogue, shares best practices, and helps shape the future of public transportation. APTA and UITP serve as respected national and international forums that unite professionals and organizations from across sectors and geographies, all working together to strengthen the effectiveness of public transit in creating more connected, inclusive, and sustainable communities.

In July 2021, Nadine Lee joined the agency as President & CEO. With much of the DART system envisioned in the 1983 Service Plan now in place or under construction, the agency focus has shifted from construction centric to operations centric. Future projects and program emphasize strategic investments that expand, modernize, and update the system to support operations, reliability, and the customer experience.

DART is also engaged in programs that foster exchange and learning within the industry. DART serves as a host agency for the National Transit Institute (NTI) "Transit Academy", which is a comprehensive, behind-the-scenes, study of the nation's most innovative transit systems. Academy participants gain an in-depth understanding of the scope of responsibilities, variety of skills, and range of activities within DART that work in unison to deliver safe, efficient, and best-in-class mobility services. DART also participates in the Eno Center for Transportation Multi-Agency Exchange (MAX). In 2012, leaders at the Regional Transportation District of Denver, the DART, and Los Angeles County Metropolitan

Transportation Authority realized they shared similar challenges at their agencies and began to discuss how they could learn and collaborate with each other. Together with the Metropolitan Atlanta Rapid Transit Authority, these leaders created the first MAX Program. In 2017, these agencies began collaborating with Eno to expand leadership development, networking, and alumni programming. In 2018, Valley Metro (Phoenix) and Sound Transit (Seattle) joined the program; in 2019, WMATA in DC and CATS in Charlotte, NC, came on board, and in 2020, the Pittsburgh Regional Transit (PRT). Since its inception, the MAX Program has brought together over 250 professionals and saved participating agencies millions of dollars.

DART leads innovation in the transit industry while expanding its approach beyond technology to drive meaningful changes across the organization and the region. This broader view of innovation embraces organizational transformation, continuous improvement, and cross-functional collaboration. DART is enhancing internal systems, streamlining operations, and fostering alignment across departments which strengthens the foundation for sustained digital growth and service excellence.

DART protects the public investment in the transit system through a variety of capital, maintenance, emergency preparedness and continuity of operations plans. With a focus on cleanliness, reliability and security, DART has served as an industry leader in addressing issues such as workforce shortages and vulnerable populations and has invested in its people and programs to address challenges. Ridership continues to improve with non-traditional commute trips in the midday and weekend largely back to normal. Hybrid work has affected the more traditional commute services such as express bus.

In addition, DART operates one of the largest and most integrated microtransit programs in the country through its GoLink service, offering flexible, on-demand mobility solutions that connect seamlessly with the broader transit network. These efforts reflect DART's continued commitment to shaping the future of mobility while delivering on strategic goals and meeting the evolving needs of riders and communities.

AWARDS AND RECOGNITIONS FOR FISCAL YEAR 2024

Rowlett Chamber of Commerce

2023 Best of Rowlett Award-Best Transportation Services

Latinos in Transit

2024 Transit Agency of the Year

Irving Hispanic Chamber of Commerce

2024 Corporation of the Year

Prospanica Dallas/Fort Worth, The Association of Hispanic MBAs and Business Professionals

2024 Government Institution of the Year

National Procurement Institute

2024 NPI Achievement of Excellence in Procurement

U.S. India Chamber of Commerce – Dallas/Fort Worth

2024 Ashok Mago Legacy Award for Distinguished Community Service

TRANSIT AGENCY COMPARISON (2023 NATIONAL TRANSIT DATABASE)

METRIC	DALLAS (DART)	BOSTON (MBTA)	DENVER (RTD)	HOUSTON (METRO)	LOS ANGELES (LACMTA)	PHILADELPHIA (SEPTA)	PORTLAND (TRIMET)	SAN DIEGO (MTS)	ST. LOUIS (METRO)
Service Area (Sq. Mi.)	698	3,244	2,342	1,309	4,629	844	378	902	558
Service Area Population	2,530,800	3,109,308	3,098,079	4,038,849	10,347,626	3,475,337	1,526,171	2,269,953	1,563,103
Annual Vehicles Revenue Miles (In Thousands)									
Bus	24,800	21,360	25,390	35,840	66,290	38,860	19,430	18,550	12,060
Heavy Rail	N/A	16,780	N/A	N/A	6,090	15,030	N/A	N/A	N/A
Commuter Rail	1,200	23,730	6,360	N/A	N/A	16,790	94	N/A	N/A
Light Rail	10,220	5,570	8,370	3,120	14,620	2,570	8,000	12,700	4,770
Demand Response	9,900	8,400	8,080	16,340	N/A	6,180	4,610	2,640	3,180
Annual Vehicles Revenue Hours (In Thousands)									
Bus	1,894	2,270	2,070	2,800	6,460	3,820	1,770	1,740	870
Heavy Rail	N/A	1,250	N/A	N/A	300	1,110	N/A	N/A	N/A
Commuter Rail	61	820	280	N/A	N/A	850	5	N/A	N/A
Light Rail	545	620	490	260	720	290	580	690	210
Demand Response	610	740	510	1,230	N/A	630	320	130	190
Annual Unlinked Trips (In Thousands)									
Bus	25,880	79,490	42,440	49,020	206,240	101,460	34,970	32,110	12,510
Heavy Rail	N/A	84,030	N/A	N/A	26,850	57,980	N/A	N/A	N/A
Commuter Rail	1,140	23,500	8,580	N/A	N/A	19,100	120	N/A	N/A
Light Rail	20,500	37,040	12,740	13,670	36,590	14,430	21,820	36,050	6,890
Demand Response	1,070	1,010	780	1,900	N/A	860	540	250	200
Fixed Guideway Directional Route Miles									
Bus	0	1.6	9.3	0	39.5	3.3	6.5	5.7	0

TRANSIT AGENCY COMPARISON (2023 NATIONAL TRANSIT DATABASE) (CONT'D)

METRIC	DALLAS (DART)	BOSTON (MBTA)	DENVER (RTD)	HOUSTON (METRO)	LOS ANGELES (LACMTA)	PHILDELPHIA (SEPTA)	PORTLAND (TRIMET)	SAN DIEGO (MTS)	ST. LOUIS (METRO)
Heavy Rail	N/A	76.3	N/A	N/A	31.9	74.9	N/A	N/A	N/A
Commuter Rail	72.3	782	99.1	N/A	N/A	452	29.2	N/A	N/A
Light Rail	182.4	57	119.8	43.6	180.2	82.9	118.9	130.3	91.1
Vehicles Available/Operated for Maximum Service									
Bus	662/465	1187/858	1033/517	765/646	1984/1561	1422/1049	685/443	602/466	288/241
Heavy Rail	3	392/312	N/A	N/A	100/52	365/238	N/A	N/A	N/A
Commuter Rail	38/23	478/406	132/44	N/A	N/A	411/306	6/4	N/A	N/A
Light Rail	163/75	206/128	204/97	87/52	335/166	141/91	141/94	179/114	80/42
Operating Expenses (In Thousands)									
Bus	\$345,640	\$674,200	\$419,770	\$517,640	\$1,414,110	\$730,800	\$371,070	\$206,810	\$155,470
Heavy Rail	N/A	\$377,950	N/A	N/A	\$192,350	\$240,400	N/A	N/A	N/A
Commuter Rail	\$43,530	\$477,750	\$111,750	N/A	N/A	\$316,400	\$10,470	N/A	N/A
Light Rail	\$230,400	\$197,050	\$161,390	\$116,650	\$497,460	\$83,710	\$210,000	\$130,290	\$102,560
Demand Response	\$53,990	\$107,870	\$67,410	\$96,140	N/A	\$55,240	\$45,670	\$14,170	\$22,440
Fare Revenue (In Thousands)									
Bus	\$18,400	\$70,240	\$32,700	\$23,540	\$88,680	\$111,370	\$28,980	\$39,340	\$11,590
Heavy Rail	N/A	\$128,790	N/A	N/A	\$11,040	\$51,020	N/A	N/A	N/A
Commuter Rail	\$3,580	\$112,640	\$16,670	N/A	N/A	\$74,010	\$70	N/A	N/A
Light Rail	\$14,570	\$47,730	\$11,980	\$2,530	\$13,160	\$13,650	\$19,590	\$26,660	\$7,840
Demand Response	\$2,620	\$3,360	\$2,190	\$1,850	N/A	\$3,230	\$8,100	\$1,130	\$540

SOURCE: 2023 National Transit Database Agency Profiles

NOTES: Fixed Guideway Directional Route Miles is reported as the mileage in each exclusive Right-of-Way.

SAFETY STATISTICS - LIGHT RAIL TRANSIT OPERATIONS

Train Collisions per 100,000 Miles Operated (not-to-exceed goal: 0.75*)	YTD
FY22	0.49
FY23	0.54
FY24	0.34
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY22	1.30
FY23	2.00
FY24	1.72

SOURCE: DART Agency Safety & Compliance Department

NOTE: Collision rate is computed using revenue miles.

SAFETY STATISTICS - BUS OPERATIONS

Bus Collisions per 100,000 Miles Operated (not-to-exceed goal: 2.25*)	YTD
FY22	2.62
FY23	2.12
FY24	2.92
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY22	7.72
FY23	9.64
FY24	7.56

SOURCE: DART Safety Department

SAFETY STATISTICS - TRINITY RAILWAY EXPRESS OPERATIONS

TRE Collisions (both rail and passenger)	YTD
FY22	10
FY23	7
FY24	7

SOURCE: DART Safety Department

DART BOARD MEMBERS



GARY A. SLAGEL
Chair

Addison, Highland Park,
Richardson, and University Park



RANDALL BRYANT
Vice Chair

Dallas



M. NATHAN BARBERA
Secretary

Plano and Farmers Branch



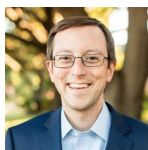
FLORA M. HERNANDEZ
Assistant Secretary

Dallas



MARK C. ENOCH

Garland, Glenn Heights,
and Rowlett



ANTHONY RICCIARDELLI

Plano



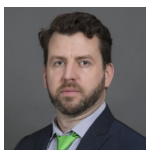
RICHARD H. STOPFER

Irving



MICHELE WONG KRAUSE

Dallas



PATRICK J. KENNEDY

Dallas



DOUG HRBACEK

Carrollton and Irving



CARMEN GARCIA

Dallas



MARC ABRAHAM

Garland



ENRIQUE A. MACGREGOR

Cockrell Hill and Dallas



D'ANDRALA D. ALEXANDER

Dallas



MAUREEN MILLIGAN

Dallas

SOURCE: DART Office of Board Support

DART BOARD OF DIRECTORS

- Governed by a 15-member board appointed by City Councils based on population
- Board Chair changed in October 2023 to Gary Slagel
- Eight members are appointed by the City of Dallas and seven are appointed by the remaining cities
- The DART Committee of the Whole (COTW) meets twice per month on the second and fourth Tuesday of the month. The DART Board of Directors meets once a month on the fourth Tuesday of the month. Exceptions are noted below.

2025 MEETING SCHEDULE

January 14, 28	May 13, 27	September 9, 30
February 11, 25	June 10, 24	October 14, 28
March 11, 25	July 8	November 18
April 15, 29	August 12, 26	December 9

FY25 COMMITTEES

Audit Committee

Garcia (Chair), Abraham (Vice Chair), Barbera, Enoch

COTW: Administration Subcommittee

Enoch (Chair), MacGregor (Vice Chair), Abraham, Bryant, Slagel

COTW: Budget and Finance Subcommittee

Abraham (Chair), Hernandez (Vice Chair), Enoch, Kennedy, Slagel

COTW: Communications Subcommittee

Bryant (Chair), Barbera (Vice Chair), Enoch, Garcia, Slagel

COTW: Development Subcommittee

Kennedy (Chair), Hrbacek (Vice Chair), Alexander, Stopfer

COTW: Operations Subcommittee

Barbera (Chair), Wong Krause (Vice Chair), Hrbacek, MacGregor, Stopfer

OTHER COMMITTEE PARTICIPATION

DART Mobility Service, LGC Board of Directors

Slagel (Chair), Lee (Vice Chair), Adelman, Smith

DART Defined Benefit Retirement Plan & Trust

Abraham

Regional Rail Right-of-Way Board of Directors

Slagel (Chair), Lee

Regional Transportation Council (RTC) Representative

Slagel

TRE Advisory Committee (3 DART, 3 Trinity Metro, 1 Mid-Cities Rep.)

Stopfer, Garcia, Slagel

McKinney Avenue Transit Authority

Wong Krause, Slagel

Metroplex Mayors Association

Slagel, Lee

Transit Coalition of North Texas

Slagel

Additional Ad Hoc committees are formed as needs arise

SOURCE: DART Office of Board Support

AGENCY KEY MILESTONES

YEAR	MILESTONE
1983	Voters create DART to develop and operate a multimodal regional transit system.
1984	Non-stop express bus service begins between downtown Dallas and Addison, Carrollton, Coppell, Farmers Branch, Flower Mound, Glenn Heights, Irving, Richardson, Plano and Rowlett.
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 cities.
1988	North Carrollton and South Irving bus transit centers open.
1988	Dallas Transit System merges with DART.
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.
1991	First high-occupancy vehicle (HOV) lane opens on I-30, east of downtown Dallas.
1992	East Plano bus transit center opens.
1993	Garland Central, Hampton, Illinois and North Irving bus transit centers open.
1996	Downtown Dallas West Bus Transfer Center opens.
1996	The first 10-mile segment of the Trinity Railway Express commuter service links Dallas and Irving with a stop at Dallas Medical/Market Center.
1996	HOV lanes open on I-35E Stemmons.
1997	Downtown Dallas East Bus Transfer Center opens.
1997	DART completes the 20-mile Light Rail Starter System.
1997	HOV lanes open on I-635.
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	Addison bus transit center opens.
2000	The Rowlett Park-and-Ride opens on the site of a future light rail station.
2000	Cockrell Hill and Bernal/Singleton passenger transfer locations open.
2000	Voters approve \$2.9 billion in long-term bonds for rail expansion.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2001	TRE links downtown Dallas and Fort Worth.
2002	DART Rail expands to North Dallas, Garland, Richardson and Plano.
2002	Lake June Transit Center opens on the site of a future light rail station.
2002	Construction begins on Northwest light rail extension between downtown Dallas and Victory Station at American Airlines Center.
2002	HOV lanes open on I-35E and US 67 south of downtown Dallas.
2003	DART breaks ground for J.B. Jackson, Jr. Transit Center on the site of the future MLK, Jr. Station.
2003	DART finalizes Northwest light rail extensions to Farmers Branch, Carrollton, North Irving and DFW Airport, and the Southeast extension to Deep Ellum, Fair Park, South Dallas and Pleasant Grove.
2004	The Malcolm X Bus Shelter opens, as part of the Malcolm X Bus Corridor development.
2004	Victory Station at American Airlines Center opens for special event service.
2005	J. B. Jackson, Jr. Transit Center opens.
2006	The DART Board of Directors unanimously approves the blueprint for the next generation of bus, rail and HOV services in North Texas with the passage of the 2030 Transit System Plan. The plan covers projects to be undertaken by the transit agency through 2030 in the 13-city DART Service Area.
2006	DART enters into a \$700 million FFGA with the Federal Transit Administration (FTA) to support construction of the new Green Line rail project.
2007	DART begins a 50-mile HOV lane system expansion with new lanes on the Tom Landry Freeway (I-30 west) and US 75 North Central Expressway. The Lane on East R.L. Thornton Freeway (I-30 east) is extended from East Dallas to Northwest Drive in Mesquite.
2008	DART begins updating its fleet of 115 LRV by inserting a new, low-floor insert between the existing sections of the vehicle, adding seating capacity and improving access through level boarding. Known as Super Light Rail Vehicles (SLRV) because of the greater length and added passenger capacity, the SLRV will seat approximately 100 passengers compared with 75 on the current vehicles.
2008	A 12-mile extension of the I-635 LBJ Freeway HOV lane from US 75 to I-30 opens.
2009	DART is named "Best Metro Americas," the top transit agency in North, South and Central America by the international business media firm Terrapin.
2009	DART completes the installation of brand-new, heavy-duty bike racks on the front of its bus fleet.
2009	Rosa Parks Plaza opens in downtown Dallas.
2009	The first phase of the Green Line LRT opens southeast of downtown Dallas to MLK, Jr. Station.
2010	The remaining phases of the Green Line LRT open.
2010	The Lake Highlands Station opens on the Blue Line.
2011	DART and the North East Texas Regional Mobility Authority sign Interlocal Cooperation Agreement to expand rail in the area.
2011	DART awards design-build contract to construct the 5.2-mile extension of the Orange Line from the future Belt Line Station to the DFW Airport Terminal A Station.
2011	Monroe Shops becomes the first publicly owned building listed on the National Register of Historic Places to achieve the Leadership in Energy and Environmental Design (LEED)® Platinum Certification.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2011	The Monroe Shops building, located at DART's Blue Line Illinois Station, opens as DART Police Department headquarters.
2011	The 1.6-mile Dallas-to-Oak Cliff Streetcar project receives environmental clearance with the FTA issuance of a Finding of No Significant Impact (FONSI) on July 21. The project is a collaborative endeavor involving the NCTCOG, City of Dallas, DART, and the FTA.
2012	In March, DART launches first-of-its-kind express bus service between Mesquite and the Green Line Lawnview Station. The service is the result of an Interlocal Agreement (ILA) between DART and the City of Mesquite and is the first between the agency and a non-member city.
2012	Begin Fair Share Parking in April. DART customers who don't live in one of the agency's 13 cities and choose to park at the Parker Road or North Carrollton/Frankford station pay a nominal fee to park.
2012	DART marks 250,000,000 light rail passenger trips in June.
2012	DART opens a 5.4-mile section of the Orange Line on July 30, adding three new stations: University of Dallas, Las Colinas Urban Center and Irving Convention Center.
2012	On July 30, three stations are renamed: Pearl Station officially became Pearl/Arts District Station; Cityplace Station changed to Cityplace/Uptown Station; and South Irving became the Downtown Irving/Heritage Crossing Station.
2012	DART opens two more rail segments on December 3: the 4.6-mile Blue Line extension from Garland to Downtown Rowlett and the 3.6-mile Orange Line extension to Belt Line.
2013	DART's new fleet of 40-foot buses begins service on January 28 and replaces the agency's mix of diesel and liquefied natural gas buses by 2015. The 459 low-floor buses run on CNG and will cut agency annual fuel costs by nearly two-thirds, and limit harmful emissions.
2013	DART, The T, and Denton County Transportation Authority (DCTA) introduce the Family Fun Pass on April 20. This pass can transport a family (two adults, four children) from Ft. Worth to Dallas to Denton for just \$10 on Saturdays through August 17, 2013. This promotion connects families to all destinations served by the TRE, DART, DCTA, and The T.
2013	The American Public Transportation Association (APTA) recognizes DART as Bronze level in the APTA Sustainability Commitment Program.
2013	DART marks its 30th Anniversary.
2013	DART launches Arlington MAX bus service in cooperation with City of Arlington and The T.
2013	The GoPass mobile ticketing application is launched as the new way to buy passes for the region's three transit agencies.
2013	The D-Link (Route 722), a free, distinctively wrapped bus, makes its debut with special stops connecting major tourist attractions and employment centers in Downtown Dallas and Oak Cliff.
2013	Route 703, a free shuttle serving Southwestern Medical District/Parkland Station area, officially becomes the first DART route to provide 24-hour service, 7 days a week.
2014	Capital investment in the DART Light Rail System has generated billions in regional economic activity and transit-oriented development based on two studies released in January, both conducted by the Center for Economic Development and Research at the University of North Texas.
2014	The 2-year paid parking demonstration, Fair Share Parking, is implemented at Northwest Plano Park-and-Ride, Parker Road, North Carrollton/Frankford and Belt Line stations ends April 2.
2014	DART opens the 5-mile Orange Line extension to DFW Airport in August, bringing the total system to 90 miles and 62 stations, and connecting DART to the country's fourth busiest airport.
2014	DART, the University of North Texas at Dallas and the City of Dallas hold groundbreaking in October for the DART 3-mile Blue Line extension, known as South Oak Cliff III (SOC-3).
2014	DART is one of 11 transit agencies selected to receive a grant to develop a local version of the "See Tracks? Think Train!" campaign to engage homeless about safety risks along DART tracks.
2015	The Dallas Streetcar opens its 1.6-mile route from downtown's Union Station to Oak Cliff's Methodist Dallas Medical Center. The opening and beginning of service marks the first phase of Dallas' modern streetcar system. DART operates and oversees the City of Dallas project that was the recipient of federal TIGER grant.
2015	DART/Uber/Lyft collaboration makes it easier for travelers who begin or end their trips in places not easily served by DART to use a train or bus for the longest portion of the trip with an Uber available for the "first mile/last mile" part of the equation.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2015	A 0.65-mile track-extension of the M-Line Trolley opens, creating a reverse loop and expanding the service further into downtown Dallas.
2016	The Dallas Streetcar is extended to Bishop Arts on August 29. Cars begin running every 20 minutes, 7 days a week and include passenger service to two new stops: 6th Street and Bishop Arts.
2016	On October 24, the DART Rail Blue Line adds 3 miles and opened new stations at Camp Wisdom and UNT Dallas. With this extension, DART operates the nation's longest electric light rail system with 93 miles and 64 stations.
2017	The DART Board approves the D2 Subway Commerce/Victory/Swiss alignment as the Locally Preferred Alternative (LPA) on September 26. The Dallas City Council approves the LPA identified by DART Board on September 13.
2018	DART signs an agreement with Element Markets Renewable Energy to provide renewable natural gas for DART's fleet of 650 CNG-powered buses. By monetizing Renewable Identification Number credits, DART can potentially generate up to \$11,000,000 in revenue over the life of the contract.
2018	DART expands GoLink to Kleberg, Rylie, and a portion of the Inland Port in Southern Dallas County. A demand-response service, GoLink builds upon DART's existing On Call services by providing "last mile" access to and from the rest of the DART rail and bus network.
2018	DART's GoPass® app, one of the first transit payment apps when it was launched in 2013, adds new features including the option to load value with cash at hundreds of area retailers as well as the ability to track buses and trains in real-time. DART introduces fare capping to make riding easier and cheaper. By using the GoPass® mobile app or GoPass® Tap card, riders will never spend more than the total cost of a day pass (\$6.00) in a single day, or the total cost of a monthly pass (\$96.00) in a calendar month.
2019	On March 25, DART converts all remaining DART On-Call routes to GoLink as part of the March 2019 bus service change.
2019	In late June, the U.S. Department of Transportation's FTA awards DART a \$60.76 million grant to help fund construction of along the Red and Blue Line platform extensions.
2019	On September 19, five groundbreaking events are held to kick off construction of the Silver Line Regional Rail project in the Cotton Belt Corridor.
2019	In October, DART earns the 2019 Innovation Award from the APTA for the GoPass® app.
2019	In late 2019, DART initiates the DARTzoom® bus network redesign effort, focusing on how to best balance ridership and coverage priorities with limited resources. This new plan will focus on near-term improvements and be integrated into the Transit System Plan.
2020	Construction for the infill Hidden Ridge Station at Carpenter Ranch along the Orange Line is approved in January 2020, with revenue service anticipated in April 2021.
2020	DART initiates installation of more than 300 interactive digital kiosks across the service area in January 2020.
2020	DART launches Discount GoPass Tap Card for participants in any of eight support assistance programs. Those that are eligible can access DART services at half the fare.
2020	DART, DCTA, Trinity Metro, & the TRE expand agency-wide cleaning and safety protocols in response to the novel coronavirus (COVID-19). The agencies remain in close contact with health authorities to continuously monitor the situation.
2020	DART extends operations of the GoPass® mobile app to the Metropolitan Tulsa Transit Authority.
2020	In response to the COVID-19 (coronavirus) pandemic, DART implements temporary service adjustments for bus and light rail starting April 6th to reflect current ridership demand.
2020	DART restores 90 percent of pre-pandemic service levels beginning October 19.
2021	On April 9, DART celebrates the opening of the Hidden Ridge Station at Carpenter Ranch in Irving, the 65th station in the DART network. Developed in partnership with the City of Irving and Verizon Communications, the new station is located on the Orange Line between North Lake College and Irving Convention Center stations.
2021	On June 14, DART celebrates 25 years of providing light rail service to the residents of North Texas. The DART light rail system debuted on June 14, 1996. Over the last 25 years, the DART light rail system has grown into a 93-mile, 65 station network.
2021	In August, DART extends the Discount GoPass® Tap Card pilot for one additional year to ensure riders who qualify have access to jobs, health care and educational opportunities, reducing social and economic inequalities by making mobility financially feasible to more people. The program provides riders using any one of nine support assistance programs with a 50% discount on the regular price of a DART pass.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2021	On August 24, the DART Board of Directors unanimously approves the DARTzoom Final Bus Network Redesign Plan. With the goal of providing greater frequency, longer service hours and improved access to destinations, the redesigned network goes into effect on January 24, 2022.
2021	In November, DART launches the Joppa Rides Program, an on-demand transportation service for the neighborhood of Joppa for the next three years. Funded by the City of Dallas to mitigate the impact of closing the current Linfield Road at-grade crossing, the program will serve residents of the Joppa neighborhood, located 6 miles southeast of Downtown Dallas.
2022	With the goal of providing greater frequency, longer service hours and improved access to destinations across North Texas, DART's new bus network launches on January 24, 2022. The new bus system is designed to ensure passengers have quick and easy access to employment, education and entertainment destinations.
2022	Beginning June 13, DART implements temporary service frequency adjustments on 31 of its 97 bus routes due to the ongoing nationwide shortage of bus operators. To restore service reliability and dependability, DART implements a 15-minute temporary reduction in frequency on most routes operating every 15 minutes. Some routes with 20-minute midday and early evening service also change to 30-minute service. (Note: All service is restored to normal levels by January 2023.)
2022	DART launches a new pilot program that will substantially increase the agency's commitment to riders to provide a safe and clean transit experience. The DART Clean Team Initiative utilizes on-board contract cleaning personnel from United Community of Faith to remove trash and debris aboard DART LRVs.
2022	DART proudly rings in the season with its first annual holiday train and buses. Each vehicle is wrapped with snowmen and hundreds of twinkling holiday lights to create holiday cheer.
2022	DART extends the Discount GoPass Tap Card Pilot Program through December 31, 2024. The program provides qualified riders a discount on the regular price of a DART pass. DART launched the pilot program to ensure riders have access to jobs, health care and educational opportunities, reducing social and economic inequalities.
2023	In February, DART's first long-range electric bus begin regular revenue service on DART Bus Route 20. With a range of almost 300 miles, the 40' Proterra ZX5 Max joins the seven Proterra Catalyst 35 zero-emission electric buses that are currently in service on DART Bus Route 28.
2023	In April, to provide a cleaner and more comfortable environment for customers, DART replaces nearly 34,000 fabric seat cushions and backs on its bus fleet with vinyl-covered ones. The new vinyl seats are part of the agency's continued customer-focused commitment to riders to provide a safe and clean transit experience. Replacement of seats on the light rail and streetcar fleets are expected to be completed by the end of June 2024.
2023	In July, with its continued focus on rider safety, DART announces the addition of more than 100 contract Transit Security Officers (TSO) to improve public safety and security for DART commuters. The TSOs joins the agency's 252 budgeted DART Police Officers and Fare Enforcement Officers (FEO) in ensuring DART riders have a safe and secure experience.
2023	DART celebrates 40 years of service to North Texas residents. On August 13, 1983, the formation of DART was approved by the voters of North Texas with a goal of providing a transportation system that could be operated efficiently, safely, and cost-effectively. 40 years later there is a multimodal network of bus, rail, paratransit, and commuter rail.
2023	In July, and with support of a grant from the NCTCOG, DART installs electric vehicle charging stations at the Glenn Heights Park-and-Ride and Illinois Station.
2024	In February, the Board approves the purchase of five TRE locomotives (Siemens Chargers). Two of the Chargers are scheduled to arrive in August 2026, with the remaining three locomotives scheduled to arrive in December 2026.
2024	On March 5, DART provides free transportation to polling locations within the DART Service Area. Voters ride at no charge on all DART buses, trains, GoLink, the Dallas Streetcar, Paratransit Services, and the TRE between EBJ Union Station and CentrePort/DFW Airport Station.
2024	In June, DART Board approves the DART Point B Strategic Plan that will guide the agency into the future. The plan outlines six strategic goals, each with objectives and initiatives. The plan also updates the agency's vision and mission statements, as well as values.
2024	In July, residents in Plano and Richardson are able to catch a glimpse of the new Silver Line trains when DART begins testing. DART tests everything that goes into operating the new rail service, including the vehicles, from the Shiloh Road Station past the University of Texas at Dallas Station to Coit Road. The purpose of the testing is to allow train operators to check the trains' on-board mechanisms and systems, while project engineers monitor the track and updated safety measures at each of the rail crossings.
2024	In September, DART announces a new Fall Campaign, Live Green Ride Clean to support the Point B Strategic Plan and ensure the organization is the first-in-mind mobility partner for residents across the service area. This effort promotes sustainability and addresses the cleanliness and overall maintenance of DART facilities, including bus stops, transfer and train stations, and our buses and LRVs.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2024	Following a thorough evaluation of internal operations and public input, the DART Board approves a new fare policy on October 22, 2024. Most elements of the simplified fare structure start March 1, 2025, while revisions tied to calendar year programs - such as corporate annual pass program and education institution program - take effect on January 1, 2025.
2024	DART celebrates an important milestone with the ceremonial groundbreaking of its new Silver Line Equipment Maintenance Facility (EMF). The new facility is being built behind a 20,000+-square-foot office building DART purchased - 3201 Technology Drive in Plano's industrial district. The EMF will serve as the operations and maintenance home for Silver Line staff, yard track storage for 8 vehicles, fuel dispensing facility and wash building once the regional rail is in revenue service.
2024	In November, the Board extends the DART Cares MDRT Program with an extension of an ILA as Parkland Hospital through October 30, 2025.
2024	In December, DART launches a designated scooter parking pilot program to clear clutter and walking hazards for existing rail and bus customers. Dedicated parking scooter zones are provided at Victory, EBJ/Union, SMU/Mockingbird stations as well as the CBD West Transfer Center in Downtown Dallas.
2025	In February, DART approves the purchase of 476 CNG buses from GILLIG, supplemented by \$103 million in federal grant funds. The approval marks a significant step forward in DART's mission to become a best-in-class mobility partner for the North Texas area through its DART Transform Program.

SOURCE: DART History on www.DART.org

MAJOR INITIATIVES

SYSTEM WIDE

- Point B: A New Vision for Mobility in North Texas is DART's new Strategic Plan that was approved by the DART Board in June 2024. This plan defines what DART intends to achieve over the next 5 to 10 years and focuses initiatives around six goals that support our agency, our customers, and our communities. The strategic goals that move DART from being a service that people sometimes use to being a valued regional economic and mobility asset include: Empowered Agency, Culture of Contribution, Seamless Mobility, Quality Service, Fantastic Spaces, and Strategic Relationships.
- DART Transform is being established as the agency's 10-year generational journey for modernization across all modes to improve the customer experience and reliability of the system. While the initial focus is on rail, the program is also advancing plans to replace buses and improve bus amenities and bus operating facilities.
- DART is advancing a Strategic Organizational Assessment in 2025. The effort is designed to streamline processes, align activities with strategic goals, and leverage data and technology to improve decision-making and performance management. The effort will focus on procurement, hiring, and data management while ensuring staff and financial resources are allocated toward high-impact, high-value priorities.
- Key initiatives identified in the Transit System Plan continue to be advanced. The plan outlines key opportunities, goals, and action items related to five themes: Rider Experience, Mobility and Innovation, Service and Expansion, Land Use and Economic Development, and Collaboration.
- DART is developing customized Area Plans for each of the 13 service area cities to inform how DART will provide value-adds and to guide projects, programs, and services that advance mutual mobility goals. DART has taken a two-phased approach. Phase 1 is complete and focused on identifying existing conditions and travel patterns. Phase 2 will identify opportunities and refine them into actionable projects that leverage the partnership between DART and the service area cities.
- DART continues to advance transit-oriented development (TOD) initiatives in cooperation with cities and developers around several rail stations and bus transit facilities, including Mockingbird Station and Trinity Mills Station. TOD plans and projects in Addison, Richardson, Plano, Garland, and Dallas are also in various stages of planning and implementation. See Section 10 for more information.
- In October 2022, the Board approved use of \$110 million from the Mobility Assistance and Innovation Fund to advance a Ridership Improvement Program focused on security, cleanliness, and reliability to enhance the customer experience. Several initiatives have been completed or are underway, including expanded cleaning contracts, additional security officers, new vinyl seats on bus and rail, public information displays, and more.
- DART extended the DART Cares MDRT pilot through October 30, 2025, via an ILA with Parkland Health. The MDRT addresses mental health and homelessness issues across the entire DART system. The teams include a licensed behavioral health clinician from Parkland Health and a trained DART police officer. DART is also committed to enhancing safety and awareness through continued participation in the Safe Place Program and human trafficking training.
- In May 2024, DART prepared a comprehensive Security Strategy for the next 5 years, which outlines initiatives under five work areas: Staff Resources and Partnerships, Physical Assets and Design, Communications and Education, Innovative Technology, and Legislation and Policy. The strategy is a living document with several initiatives being tracked and advanced.
- DART completed a comprehensive fare study which reviewed DART's fare policy and structure. Public hearings were held during summer 2024 to support Board action in October 2024 with implementation of the new fare structure on March 1, 2025.

- The Discount GoPass® Tap Card Program, which provides eligible participants with half-price fares, became permanent effective January 1, 2025, to ensure that riders who qualify have affordable access to jobs, health care and educational opportunities. The program was also expanded to include veterans as eligible participants.
- DART continues to enhance the GoPass® mobile app, expanding its features to improve convenience, security, and accessibility for riders. Recent updates include event ticketing, Points of Interest integration, and continuous User Interface improvements to provide clearer route alerts and trip details. To support a wider range of riders, GoPass now features a cash-to-mobile option, allowing customers to add funds to their digital wallet at select retail locations. Security has also been enhanced with the addition of ELERTS, enabling riders to report safety concerns and receive real-time updates. The app now offers multiple travel options, allowing riders to plan and take trips using a combination of bus, train, GoLink/on-demand services, bike share, and other mobility options, ensuring the most efficient and seamless journey. For a more secure and convenient experience, customers now log in using their email, with an added Single Sign-On option for easy access. Other key improvements include fare capping for cost savings, the ability to favorite routes and stops for quick access, pop-up messages for important service updates, and an enhanced trip planning experience with multiple travel options based on the best available routes.
- In 2013, DART was awarded the Bronze-level achievement in the APTA Sustainability Commitment Program. Since then, DART has continued to advance sustainability-related initiatives across many areas of the organization. In 2021, DART completed an Investment Grade Audit (IGA) Report that laid the foundation for a more energy-efficient and environmentally responsible transit system. In 2022, DART completed its first Climate Action Plan as part of the FTA Sustainable Transit for a Healthy Planet Challenge, which included five key goals to support reductions in greenhouse gas (GHG) emissions. DART also took a major step toward climate responsibility by securing a new electricity contract focused entirely on renewable energy. In 2024, DART updated the Sustainability Plan and applied for Gold-level as part of the APTA pilot program for a new application process. In 2025, DART was awarded the **Gold-level** achievement in the APTA Sustainability Commitment Program.

BUS SERVICE

- In January 2022, the DARTzoom Bus Network Redesign effort launched. The effort included extensive public and stakeholder input to create a new network that balances ridership and coverage between 75/25 and 70/30 percent. DART has developed Phase 2 plans that outline the next set of proposed service improvements for both bus and rail. Tier I is anticipated to be a 5-year plan, and Tier II is anticipated to take 10 or more years and will continue to be refined in collaboration with service area cities and phased based on budget availability.
- The Phase 2 bus service plan is part of a broader program, which consists of several bus initiatives aimed at enhancing mobility including enhanced bus amenities, transit facilities modernization, bus corridor investments to improve speed and reliability, and a bus operating facilities master plan (see Section 9 for more information).
- DART operates the largest microtransit operation in North America with its GoLink zone service. DART supplements GoLink services operated with dedicated fleet via a service contract with shared ride transportation network companies like Lyft and Uber. UberPool is offered as an option in several zones.
- DART's bus fleet is 100% CNG and features eight battery-electric buses. CNG buses run on 100% renewable energy sources. DART continues to research battery-electric bus technology.

One of the eight electric buses in use is a long-range battery-electric bus. DART prepared a Zero-Emission Bus Fleet Transition Plan and intends to continue to operate CNG as alternative fuel markets continue to evolve.

LIGHT RAIL TRANSIT SERVICE

- The Red/Blue Line Platform Extensions (RBPE) project was completed in April 2022. This project added passenger carrying capacity by allowing for three-car train operations system-wide. Five stations were also fully raised, eliminating the need for mini-level boarding areas aligned with the low-floor section of the DART vehicles.
- Fully raised platforms will be designed in 2025 as part of the Transform Program and will be completed in advance of procuring new low-floor vehicles. This will allow for universal level boarding at all doors.
- DART Transform has several elements including replacement of the oldest rail vehicles to state-of-the-art low-floor vehicles, full raise of the remaining platforms, modifications to operating facilities for new vehicles, and a unified signal system to address technology obsolescence and enhance reliability and communications. Resiliency investments to address extreme weather events have also been identified.
- The design of the deferred Orange Line Loop 12 station is being coordinated with the City of Irving to provide access to future development. Environmental documentation was completed in 2024. Preliminary engineering will be advanced as development plans are finalized.

COMMUTER/REGIONAL RAIL

- The Silver Line Regional Rail project is under construction and will open in late 2025 or early 2026. The Silver Line will provide east-west service through seven cities along a 26-mile corridor from Plano to DFW Airport. DART is constructing a Shiloh Road maintenance facility in Plano to support eight new Stadler DMUs.
- The TRE is advancing several improvements to add capacity and replace bridges based on a September 2020 BUILD grant award to NCTCOG. This project includes 1.2 miles of double tracking from the Medical/Market Center Station to the Stemmons Freeway railroad bridge in Dallas, including replacing or rehabilitating three bridges, as well as 2.4 miles of double track from Handley Ederville Road to Precinct Line Road in Tarrant County and implementation of a rail technology called Clear Path.
- The DART and Trinity Metro Boards approved a contract with Siemens Mobility in February 2024 to purchase five new Charger locomotives to replace aging diesel locomotives. The purchase is being made using options as part of a joint procurement with Illinois Department of Transportation procurement. The initial \$60 million contract uses agency and RTC approved funds. New locomotives are scheduled to arrive by the end of 2026.

ADDITIONAL RESOURCES

DART FY 2025 Adopted Budget & Projected 20-Year Financial Plan
www.DART.org

DART SERVICES OUTSIDE THE SERVICE AREA BOUNDARY (POLICY III.07)

Policy III.07 enables DART to develop service agreements with cities outside of the DART Service Area for rail, bus or paratransit services. Funding for the service shall be sufficient to pay for the fully burdened operating and capital cost of the service being provided for the duration of the contract. The agreement includes a fee reflecting the value of connecting to the DART Service Area, as well as an impact fee if the contracted service causes DART to incur additional direct operating or capital costs to accommodate patrons who live outside of the DART Service Area.

A key element of the policy is that within the first 36 months of service DART and the City shall jointly fund and prepare a transit system plan and a supporting financial plan for the municipality or county that includes projected costs and revenues and includes a plan for becoming a DART City. Service may be provided directly by DART or through a DART local government corporation. DART has worked with both Mesquite and Arlington to develop transit plans, but they chose not to develop a plan to join DART. NCTCOG has completed plans as well, including the Collin County Transit Plan (September 2021) in support of Policy III.07 requirements given DART agreements with Collin County cities for rider assistance programs (Allen, Fairview, Wylie; terminated January 2024 as those cities did not develop plan to join DART) and microtransit (McKinney Urban Transit District). The MUTD agreement was authorized in January 2022 for 3 years with options for two 1-year extensions.

MESQUITE

Express bus service between Mesquite Hanby Stadium and the DART Lawnview Station started March 12, 2012, and was operated by DART as Route 282 until December 2014 through a Local Government Corporation (LGC). STAR Transit assumed physical operation beginning January 2, 2015. DART and the City of Mesquite completed a Mesquite Transit Service Plan in July 2017 to outline the future service needs and funding requirements in accordance with Policy III.07. Mesquite opted to continue with STAR Transit.

ARLINGTON

Metro Arlington Xpress was an express bus service connecting CentrePort Station (with transfers to TRE trains and buses), College Park (next to the University of Texas at Arlington campus), and intermediate stops in Arlington. Service began operation August 19, 2013 for a 2-year pilot project, and was extended through December 2017. DART and the City of Arlington completed an Arlington Transit Assessment in April 2017 to outline the future service needs and funding requirements in accordance with Policy III.07. Arlington decided to pursue a partnership with Via Microtransit to operate an on-demand rideshare service within the City, which continues today.

SITE-SPECIFIC SHUTTLE POLICY (POLICY III.16)

The Site Specific Shuttle Policy allows the DART Board to consider partial funding (up to 50%) of circulator/distributor shuttle services (bus or van) which connect to rail stations or transit centers and are operated by employers or other private entities. To be considered for funding, such services must enhance the DART system and must meet Board-adopted standards for performance. DART participation in support of such services should be commensurate with the degree of enhancement to the DART system.

DART has many examples of successful site-specific shuttles with major activity centers such as DFW Airport, Parkland/Southwestern Medical District, and major employers such as Texas Instruments and Medical City. Some examples of shuttles include:

- NorthPark Center (402) shuttle, linking the Park Lane Station to NorthPark Center shopping mall (scheduled for discontinuation in September 2025).
- SMU Express (440) shuttle, which operates from the Mockingbird Station to areas around SMU including popular residential, retail and restaurant areas.
- Comet Cruiser (UTD Shuttle 883), linking CityLine/Bush Station to UTD and nearby apartment and shopping areas.

[illegible]

3.0 RIDERSHIP AND SERVICE

Ridership on all modes was impacted by the COVID-19 pandemic starting in March 2020. See page 39 for more detail on ridership recovery trends.

FY24 ANNUAL SYSTEM RIDERSHIP SUMMARY

MODE	FY24 ANNUAL RIDERSHIP	FY24 AVERAGE WEEKDAY
Bus	29.1 million	90,153
Light Rail	22.1 million	67,038
Commuter Rail	1.3 million	4,326
Paratransit	939,592	1,280
Vanpools	-	-
Dallas Streetcar (City of Dallas)	523,046	3,207
GoLink	1.7 million	5,264
TOTAL SYSTEM	55.7 million	171,267

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY24 Ridership Reports

NOTE: DART transitioned to automatic passenger count (APC) based ridership reporting for bus, Dallas Streetcar, and TRE services in FY19. DART Light Rail ridership sampling transitioned to APC in FY13.

BUS RIDERSHIP

BUS SERVICE LEVELS AND SERVICE SPANS VARY BY ROUTE. REFER TO LATEST ROUTE SCHEDULE FOR SPECIFIC INFORMATION

	FY22	FY23	FY24
Annual Ridership (unlinked passenger trips)	22.7 million	25.9 million	28.9 million
Average Weekday (unlinked passenger trips)	72,000	88,296	82,753
Average Saturday Ridership	48,000	55,637	61,631
Average Sunday Ridership	36,000	45,006	50,256
Number of Bus Routes	89	86	90

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY22, FY23, FY24 Ridership Reports

NUMBER OF BUS ROUTES BY CATEGORY (FY24)

ROUTE CATEGORY	MIDDAY FREQUENCY	FY24	NOTES
Local (0-99)	20-30 minutes	21	4 of the 21 routes operate at 15-minute midday
Local (100-199)	30 minutes	10	
Local (200-299)	40-60 minutes	46	
Express (300-399)	N/A	5	1 of the 5 routes operates midday 20-30-minute frequency
Site-Specific Shuttles (400s, 800s)	Varies	8	
TOTAL		90	

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY24 Ridership Reports

TOP FIVE FIXED BUS ROUTES FY24

RANK	ROUTE #	ROUTE NAME	AVERAGE DAILY TRIPS FY24
1	883	UTD	4,707
2	57	WESTMORELAND	3,410
3	22	FOREST LANE	3,292
4	38	LEDBETER	2,769
5	9	JEFFERSON GASTON	2,694

SOURCE: DART Service Planning: Scheduling Department – Service Planning Bus System Ridership for FY24

TOP FIVE GOLINK SERVICES

GOLINK SERVICE	FY22	FY23	FY24
Inland Port Expanded	160	519	837
Rowlett	31	241	400
South Dallas	36	160	350
Cypress Waters	136	201	268
North Central Plano	112	182	260

SOURCE: DART Service Planning: Scheduling Department – Service Planning Bus System Ridership for FY24

NOTES: Inland Port GoLink zone was modified to serve the IPTMA in November 2020.

GoLink zones expanded from 16 to 30 in January 2022.

SITE-SPECIFIC SHUTTLE AVERAGE WEEKDAY RIDERSHIP FY24

ROUTE NUMBER	ROUTE	FY24
402	NorthPark Shuttle	478
442	Mustang Express	629
UTSW	UTSW Shuttle	209
883	UT Dallas Shuttle	7,116
431	DFW Airport Shuttle	329
TI	TI Shuttle	152
412	Medical City E-Shuttle	159
408	Richardson/Galatyn Park E-Shuttle	58

SOURCE: DART Service Planning: Scheduling Department – Service Planning Bus System Ridership for FY24

LIGHT RAIL TRANSIT RIDERSHIP

THE LRT SYSTEM OPERATES WITH A 15-MINUTE PEAK HEADWAY. MIDDAY AND EVENING HEADWAYS ARE AT 20- OR 30-MINUTE LEVELS.

	FY22	FY23	FY24
Annual Ridership	17,676,000	20,495,388	22,102,282
Average Weekday Ridership	54,700	61,782	67,038
Average Saturday Ridership	41,600	48,380	50,573
Average Sunday Ridership	33,000	38,571	40,765

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY22, FY23, FY24 LRT Monthly Trend and Average LRT Ridership Report

NOTE: Service was temporarily reduced beginning in April 2020 but returned to normal in January 2022.

AVERAGE WEEKDAY LRT RIDERSHIP BY LINE

	FY22	FY23	FY24
Blue Line	12,700	14,722	15,955
Red Line	13,500	14,982	16,457
Green Line	16,000	17,927	19,135
Orange Line	12,500	14,151	15,491

SOURCE: DART Service Planning: Scheduling Department – Service Planning LRT Daily Average Ridership for FY22, FY23, FY24

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY22			FY23			FY24		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Westmoreland	WOC	Red	1,521	1,011	855	1,579	1,204	1,070	1,663	1,283	1,101
Hampton	WOC	Red	339	229	178	400	294	237	447	312	254
Tyler/Vernon	WOC	Red	185	128	99	231	167	137	282	199	160
Dallas Zoo	WOC	Red	289	315	229	280	262	218	307	272	218
UNT Dallas	SOC	Blue	774	481	399	809	493	457	803	504	460
Camp Wisdom	SOC	Blue	272	133	106	425	288	240	483	319	261
Ledbetter	SOC	Blue	805	550	399	780	547	427	857	604	465
VA Medical Center	SOC	Blue	405	165	126	435	198	169	461	222	178
Kiest	SOC	Blue	651	441	324	662	451	371	727	500	396
Illinois	SOC	Blue	695	500	411	910	665	583	1,045	766	635
Morrell	SOC	Blue	294	244	207	412	326	302	562	465	411
8th & Corinth	OC	Red/Blue	1,001	736	610	1,146	870	773	1,329	981	841
Cedars	OC	Red/Blue	628	469	366	759	644	478	810	543	454
Convention Center	CBD	Red/Blue	362	334	254	515	468	381	589	536	437
Union Station	CBD	Red/Blue/TRE	883	776	348	1,024	876	444	1,038	785	490

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY22			FY23			FY24		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
N. Carrollton/ Frankford	NW	Green	918	778	724	955	912	750	967	873	732
Trinity Mills	NW	Green/DCTA	491	333	192	538	359	212	597	434	232
Downtown Carrollton	NW	Green	403	319	235	451	378	254	455	395	266
Farmers Branch	NW	Green	476	307	252	545	354	290	583	408	299
Royal Lane	NW	Green	535	415	345	472	339	316	475	375	305
Walnut Hill/ Denton	NW	Green	443	343	311	457	351	323	412	340	282
DFW Airport	NW	Orange	1,087	802	797	1,278	909	950	1,317	1,003	1,082
Belt Line	NW	Orange	245	146	145	273	169	165	307	201	193
North Lake College	NW	Orange	288	212	188	350	253	234	403	302	276
Hidden Ridge	NW	Orange	99	84	76	149	118	108	190	155	137
Irving Convention Center	NW	Orange	129	95	80	135	114	95	151	117	102
Las Colinas Urban Center	NW	Orange	135	112	110	196	151	135	242	180	171

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY22			FY23			FY24		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
University of Dallas	NW	Orange	145	94	84	172	119	125	181	131	131
Bachman	NW	Green/Orange	1,695	1,262	1,068	2,019	1,588	1,370	2,111	1,628	1,457
Burbank	NW	Green/Orange	262	180	155	168	124	118	193	157	141
Inwood/Love Field	NW	Green/Orange	907	654	541	987	760	612	1,044	860	649
SMD/Parkland	NW	Green/Orange	1,632	932	840	1,878	1,039	964	2,020	1,169	1,008
Market Center	NW	Green/Orange	396	336	289	481	426	321	573	497	368
Victory	NW	Green/Orange/ IRE	1,038	942	588	1,266	1,222	684	1,513	1,380	810
West End	CBD	Red/Blue/Green/ Orange	5,843	4,213	3,254	6,341	4,519	3,648	6,529	4,502	3,555
Akard	CBD	Red/Blue/Green/ Orange	2,244	1,593	1,242	2,780	1,904	1,512	3,456	2,181	1,769
St. Paul	CBD	Red/Blue/Green/ Orange	2,351	1,711	1,422	2,790	1,966	1,689	3,035	2,089	1,763
Pearl/Arts District	CBD	Red/Blue/Green/ Orange	2,280	2,866	2,190	3,908	3,474	2,632	4,247	3,422	2,678
Deep Ellum	SE	Green	379	463	309	398	468	335	435	521	381

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY22			FY23			FY24		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Baylor	SE	Green	731	621	479	841	819	609	918	810	644
Fair Park	SE	Green	848	1,085	1,007	888	1,730	948	875	1,324	1,024
MLK, Jr.	SE	Green	1,021	1,207	763	1,163	1,302	879	1,353	1,247	1,037
Hatcher	SE	Green	567	441	376	594	423	400	710	588	483
Lawnview	SE	Green	504	324	243	517	336	265	574	428	337
Lake June	SE	Green	480	301	237	522	302	274	589	393	334
Buckner	SE	Green	1,433	1,063	939	1,469	1,074	958	1,434	1,112	959
Otyplace/Uptown	NC NE	Red/Blue/Orange	1,236	1,053	867	1,372	1,180	1,026	1,442	1,199	1,046
SMU/Mockingbird	NC NE	Red/Blue/Orange	1,509	1,278	916	1,874	1,547	1,133	2,002	1,600	1,187
White Rock	NE	Blue	316	215	151	377	255	195	403	295	208
Lake Highlands	NE	Blue	228	165	132	299	190	162	364	246	190
LBJ/Skillman	NE	Blue	583	391	302	622	412	350	660	460	371
Forest Jupiter	NE	Blue	514	336	266	563	373	321	567	385	300
Downtown Garland	NE	Blue	656	549	447	744	477	384	798	512	376

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY22			FY23			FY24		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Downtown Rowlett	NE	Blue	934	549	447	1,062	643	524	1,053	667	538
Lovers Lane	NC	Red/Orange	721	650	465	665	703	446	660	706	439
Park Lane	NC	Red/Orange	1,345	1,139	948	1,498	1,283	1,051	1,598	1,284	1,066
Walnut Hill	NC	Red/Orange	528	386	273	619	440	332	707	445	363
Forest Lane	NC	Red/Orange	1,065	823	661	1,262	992	848	1,438	1,079	898
LBJ/Central	NC	Red/Orange	841	744	710	1,019	932	865	1,076	872	796
Spring Valley	NC	Red/Orange	664	456	360	742	513	430	831	568	470
Arapaho Center	NC	Red/Orange	394	260	176	473	279	200	570	315	240
Galatyn Park	NC	Red/Orange	158	109	85	225	148	109	263	151	125
CityLine/Bush	NC	Red/Orange	408	268	172	572	359	236	686	392	286
Downtown Plano	NC	Red/Orange	404	360	291	513	471	355	605	515	367
Parker Road	NC	Red/Orange	1,788	1,227	954	1,941	1,425	1,144	2,018	1,368	1,130

SOURCE: DART Service Planning; Scheduling Department - Service Planning FY22, FY23, FY24 Average Daily LRT Station Ridership Report

COMMUTER RAIL RIDERSHIP

- TRE operates Monday to Saturday
- Weekday service operates on a 30-minute peak and 60-minute off-peak schedule
- Saturday service operates on a 60-minute schedule

COMMUTER RAIL RIDERSHIP

	FY22	FY23	FY24
Annual Ridership (unlinked trips)	1.1 million	1.13 million	1.26 million
Average Weekday Ridership (unlinked trips)	3,600	3,852	4,578
Average Saturday Ridership (unlinked trips)	2,500	2,725	3,172

SOURCE: DART Service Planning: FY22, FY23, FY24 Ridership Report

TRINITY RAILWAY EXPRESS RIDERSHIP BY STATION

	FY22		FY23		FY24	
STATION	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY
T&P Station	389	306	384	302	429	316
Fort Worth ITC	418	350	452	400	522	458
Richland Hills	170	90	242	172	278	184
Trinity Lakes*	-	-	-	-	237	132
Hurst/Bell	208	122	217	127	272	151
Centreport/ DFW	343	211	363	228	419	257
West Irving	179	104	182	118	202	137
South Irving Station	316	198	340	226	387	242
Medical Market Center	294	99	310	99	330	101
Victory	475	452	530	507	579	516
Dallas Union	743	502	796	534	903	630
TOTAL RIDERSHIP	3,600	2,500	3,852	2,725	4,578	3,172

SOURCE: DART Service Planning: TRE Daily Average Report

NOTE: Trinity Lakes Station replaced Richard Hills in Feb. 2024.

PARATRANSIT RIDERSHIP

- Paratransit is available in all service area cities
- Highest ridership occurs on Wednesday
- Approximately 10,600 riders are certified to use paratransit services
- DART Paratransit Services became DART Mobility Management Services on October 1, 2010.
The department develops partnerships with transportation providers and agencies representing persons with disabilities, older adults and other populations of need, to assist them in finding transportation.
- DART Mobility Management Services currently uses a dedicated and non-dedicated fleet mix.

PARATRANSIT RIDERSHIP

	FY22	FY23	FY24
Annual Ridership (Unlinked Trips)	734,080	814,630	814,940
Average Weekday Ridership	2,480	2,750	3,210
Average Weekend Ridership	840	960	1,130

SOURCE: DART Service Planning: Scheduling Department – Service Planning

NOTE: Average Weekday and Average Weekend based on September ridership

RIDERSHIP TRENDS

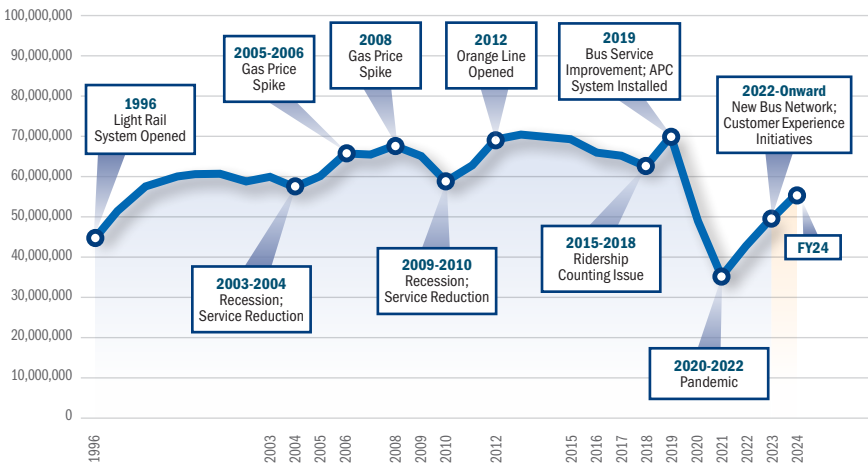
Figure 1 depicts the system-wide DART ridership trend from the beginning of light rail service in 1996. From 1996 to 2019 ridership increased over 56% with variations due to service reductions associated with economic downturns. The largest dip occurred in 2020-2022 due to the pandemic.

The DARTzoom bus network launched on January 22, 2022. This recently optimized network is distinguished by increased frequencies, reduced travel times, extended operating times, and improved accessibility across the DART Service Area. The bus network also substituted low-performing routes with GoLink on-demand service. Overall, rider responses to DARTzoom-related changes have been favorable with ridership growth continuing along its post-pandemic trajectory.

In early 2022, operator shortages led to an untenable number of missed trips and customer complaints about reliability. As a response, DART, like many transit agencies, enacted temporary service cuts to 31 bus routes in June 2022. Subsequently, through aggressive hiring, missed trips were substantially reduced to less than 1%. Regular service levels were then restored through a phased approach in December 2022 and January 2023.

Recovery from the effects of the COVID-19 pandemic is ongoing. Nonetheless, with the new bus network, improved service reliability and a robust economy, DART ridership is recovering at a 15-20% annual rate. FY24 ridership was still about 21% below pre-pandemic levels but was up approximately 15% year over year.

Figure 1 – DART System Ridership Trends (1996 - Current)



4.0 OPERATIONS AND PERFORMANCE (FY24)

ANNUAL VEHICLE REVENUE MILES

	FY22	FY23	FY24
Bus ¹	20,519,289	24,800,432	25,490,106
Demand Response Bus ²	8,420,618	10,392,198	11,430,219
Demand Response Taxi ³	166,609	7,885	0
LRT	9,639,054	10,221,270	10,213,780
Commuter Rail ⁴	1,349,872	1,195,239	1,187,409
Vanpool	55,517	0	0

SOURCE: DART Finance Department – Revenue; FY24 based on NTD information (subject to audit)

ANNUAL VEHICLE REVENUE HOURS

	FY22	FY23	FY24
Bus ¹	1,648,398	1,893,617	2,023,203
Demand Response Bus ²	478,329	643,414	694,357
Demand Response Taxi ³	6,471	165	0
LRT	467,666	543,807	541,258
Commuter Rail ⁴	71,090	60,810	70,551
Vanpool	1,098	0	0

SOURCE: DART Finance Department – Revenue; FY24 based on NTD information (subject to audit)

ANNUAL PASSENGER MILES

	FY22	FY23	FY24
Bus ¹	90,635,002	102,522,530	118,702,522
Demand Response Bus ²	8,364,390	10,583,011	8,545,509
Demand Response Taxi ³	252,104	12,792	0
LRT	138,105,977	152,050,869	161,491,442
Commuter Rail ⁴	18,184,252	18,537,472	17,413,870
Vanpool	239,200	0	0

SOURCE: DART Finance Department – Revenue; FY24 based on NTD information (subject to audit)

NOTES:

¹Includes Shuttle and Flex services

²Includes Paratransit and GoLink services

³Includes Paratransit taxi services

⁴Includes Dallas and Tarrant Counties

KEY PERFORMANCE INDICATORS

DART SCORECARD OF KEY PERFORMANCE INDICATORS (KPI)					
KPI MEASURE	FY21A	FY22A	FY23A	FY24A	FY25B
RIDERSHIP					
Total System (in millions)	36.1	43.2	49.9	55.7	65.4
Fixed Route (in millions)	35.5	42.1	48.1	53.1	62.5
EFFICIENCY					
Subsidy per Passenger - Total System	\$13.56	\$11.43	\$11.83	\$11.36	\$10.37
Subsidy per Passenger - Fixed-Route	\$12.72	\$10.83	\$11.12	\$10.66	\$9.42
Farebox Recovery Ratio - Fixed-Route	5.4%	5.9%	5.6%	5.8%	6.1%
Administrative Ratio	10.3%	9.1%	8.9%	8.6%	10.0%
SERVICE QUALITY					
On-Time Performance – Bus	81.8%	77.1%	74.9%	77.4%	85.0%
On-Time Performance – LRT	93.2%	90.7%	82.2%	90.4%	95.0%
On-Time Performance – TRE	98.5%	98.0%	99.1%	98.5%	N/A
MANAGED GROWTH					
Sales Tax Operations	79.1%	61.9%	63.7%	69.8%	69.5%

SOURCE: Finance Department - Business Planning & Analysis

NOTE: "A" refers to an actual amount. "B" refers to a budgeted amount.

5.0 FLEET OVERVIEW

DART maintains a fleet of buses, LRVs, paratransit vehicles and non-revenue vehicles. The TRE maintains a fleet of vehicles for commuter rail service. The following fleet information is current as of March 2025:

- All buses have bike racks on the front.
- DART operates a mostly CNG fleet on 100% renewable natural gas. DART added seven battery-electric buses in 2018 and one additional long-range battery-electric bus in 2022.
- All DART LRVs include a low-floor c-car insert, which adds capacity and allows for level boarding. The longer vehicle is referred to as an SLRV.
- Red and Blue Line platforms accommodate up to three-car SLRV consists. 23 of 28 Red and Blue Line stations remain to be raised, which will allow for universal level boarding once new low-floor LRVs are procured (see Section 9.0 for details).
- DART Policy is a peak hour load factor of 1.75, which equates to a SLRV capacity (seating and standing) of 165.
- Two-car train capacity = 330; three-car train capacity = 495.

BUS VEHICLE FLEET

TYPE	LENGTH	SEATS	FUEL/EMISSIONS	NUMBER
NABI Transit	30' - 40'	Up to 37	CNG	475
New Flyer Suburban	40'	Up to 39	CNG	46
New Flyer Standard	40'	Up to 37	CNG	41
Proterra Battery-Electric Bus	35'	27	Battery - Electric	7
Proterra Battery-Electric Bus	40'	37	Battery - Electric (Long - range)	1
TOTAL				570

SOURCE: DART Bus Maintenance Fleet Plan

LIGHT RAIL VEHICLE FLEET

TYPE	WEIGHT (LBS)	LENGTH	WIDTH	HEIGHT	SEATS	PASSENGER CAPACITY	NUMBER
Kinkisharyo Super LRV	146,000	123' 8"	8.83'	12.9*	94	Up to 274 (Crush Load)	165

SOURCE: DART Maintenance Department Revenue Vehicle Fleet Summary Report by Mode; DART Rail Fleet Management Plan Rev P (2018).

NOTE: SLRV collects power from a nominal 750-volt direct current (DC) overhead contact system via a pantograph on each vehicle.

* 13' Pantograph collapsed - 22.5' Pantograph fully extended

DALLAS STREETCAR FLEET

TYPE	POWER	LENGTH	CAPACITY	NUMBER
Brookville Equipment Corporation	Dual Mode: 845V DC (OCS) or Onboard Battery (off wire)	66' 5"	36 seats plus room for standees	4

SOURCE: DART Rail Fleet Management Plan Rev P (2018)

NOTE: DART maintains and operates the Dallas Streetcar system through an agreement with the City of Dallas.

TRINITY RAILWAY EXPRESS FLEET

FLEET TYPE	WEIGHT (LBS)	LENGTH	WIDTH	HEIGHT	SEATS	NUMBER
Locomotive	260,000	58'2"	10'6"	15'8"	0	11
Bi-level Coaches	122,000	85'	10'6"	15'8"	135-152	17
Bi-level Cab Cars	122,000	85'	10'6"	15'8"	124-138	8

SOURCE: TRE

SILVER LINE FLEET

FLEET TYPE	WEIGHT (LBS)	LENGTH	WIDTH	HEIGHT	SEATS	PASSENGER CAPACITY	NUMBER
Stadler FLIRT DMU	364.62	266'-0.92"	10'-2.36"	13' - 6.56"	222	Up to 457 (Crush Load)	8

SOURCE: Vehicle and EMF Design COR
DMU - Diesel Multiple Unit

PARATRANSIT VEHICLE SPECIFICATIONS

VEHICLE NUMBER	VEHICLE TYPE	CAPACITY	OWNER/OPERATOR
219	Chrysler Voyager Minivans	3 Seated/1 Wheelchair	Transdev/Big Star/Irving Holdings
41	Starcraft Starlight Lift Vans	6 Seated/1 Wheelchair	Transdev
4	Allstar Lift Vans	14 Seated/0 Wheelchair OR 0 seated/5 Wheelchair	Transdev

SOURCE: DART Paratransit

FY25 NON-REVENUE SUPPORT VEHICLES

DEPARTMENT	NUMBER OF VEHICLES
Administrative	4
Information Systems	10
Marketing	4
Materials Management	44
Service Planning	2
Police	149
Program Development	37
Risk Management	2
Government Relations	2
Revenue	15
Bus Operations	54
Body Shop	3
Contract Services	13
Human Resources	3
Bus Street Operations	35
Rail Street Operations	41
Communication	29
Rail Services	22
Mobility Management	16
Signals	33
Non-Revenue Services	34
Central Support	5

FY25 NON-REVENUE SUPPORT VEHICLES

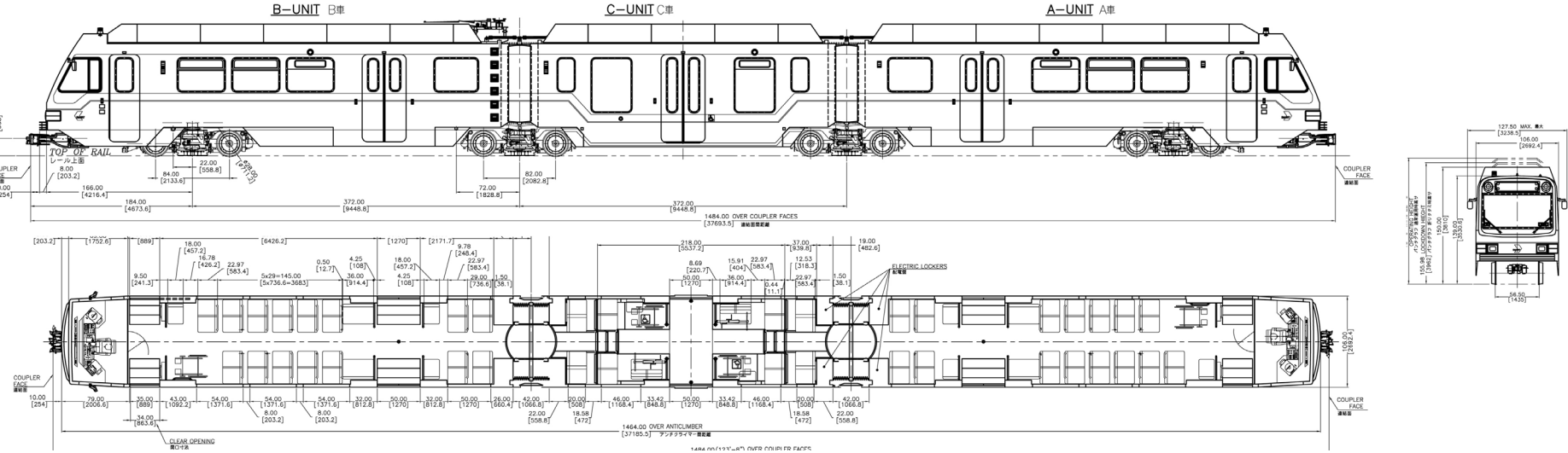
DEPARTMENT	NUMBER OF VEHICLES
Track	57
TES	54
Passenger Amenities	106
Safety	9
Engineering	10
TOTAL	793

SOURCE: Maintenance Department Non-Revenue Vehicles Services

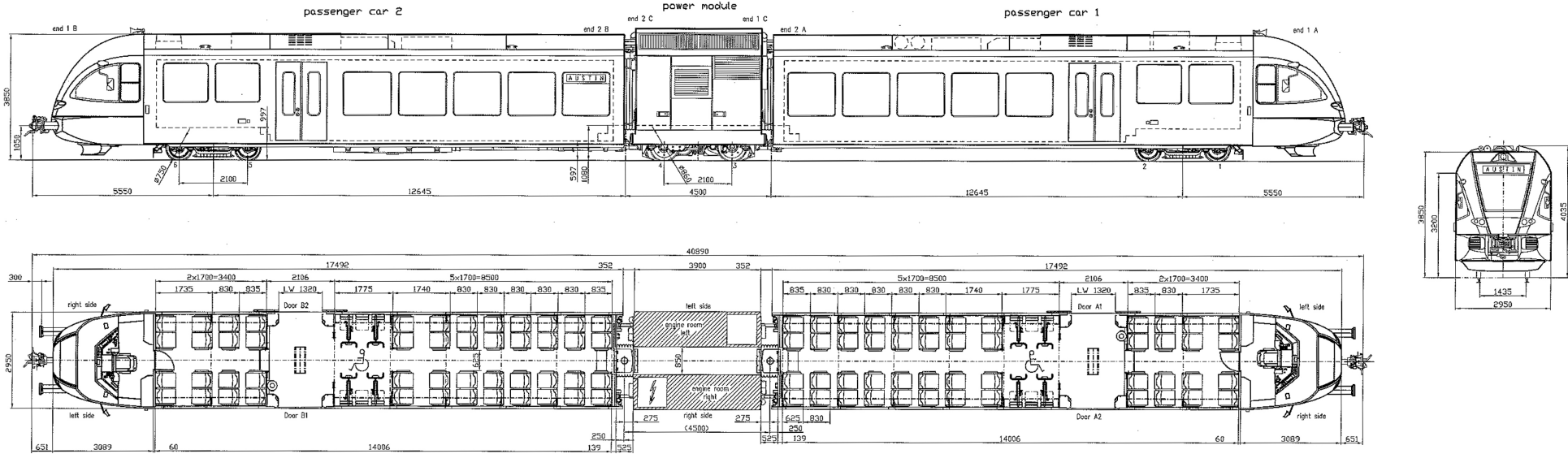
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>> VEHICLE DIMENSIONS

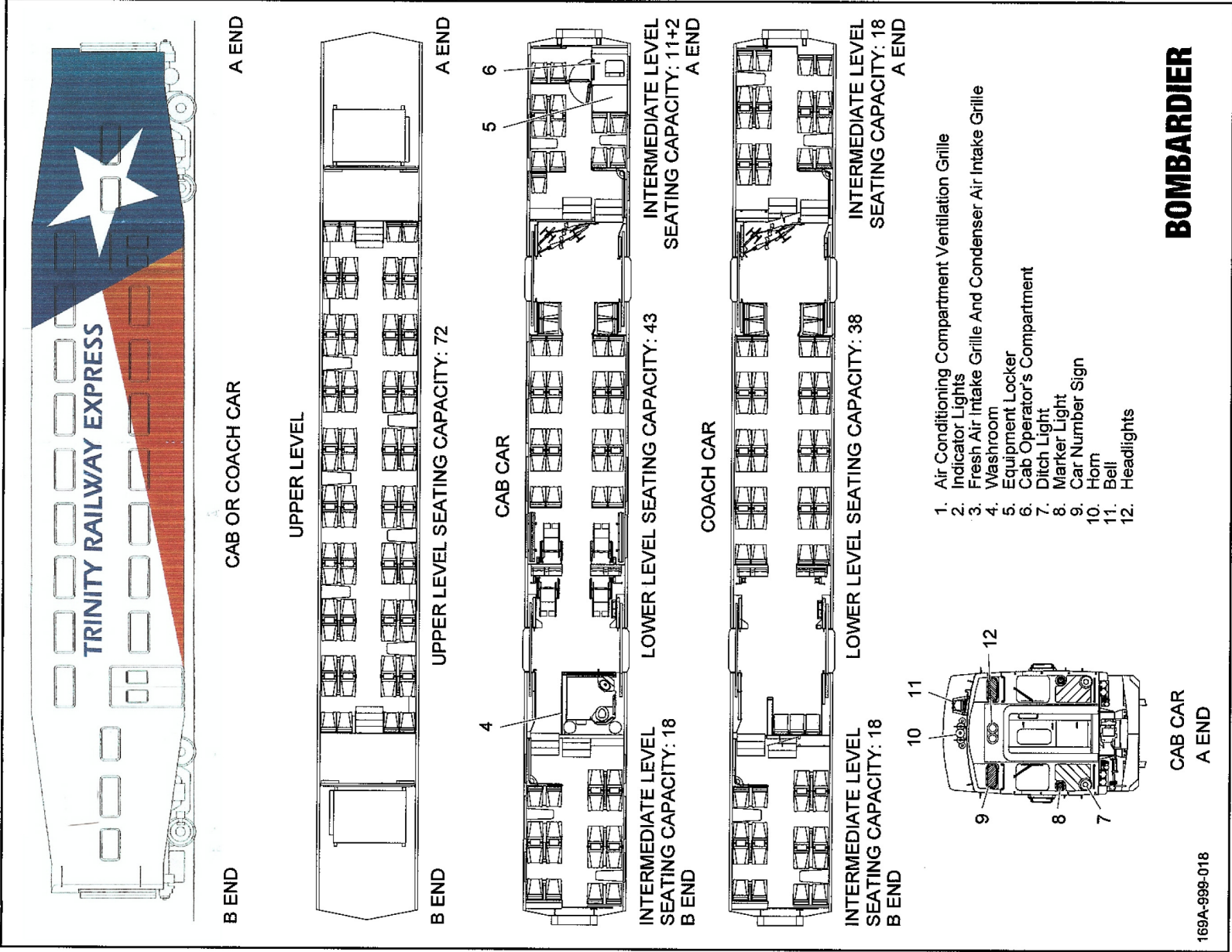
DART SLRV



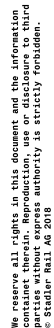
STADLER GTW (SELF PROPELLED DIESEL VEHICLE USED BY DCTA)



>> VEHICLE DIMENSIONS

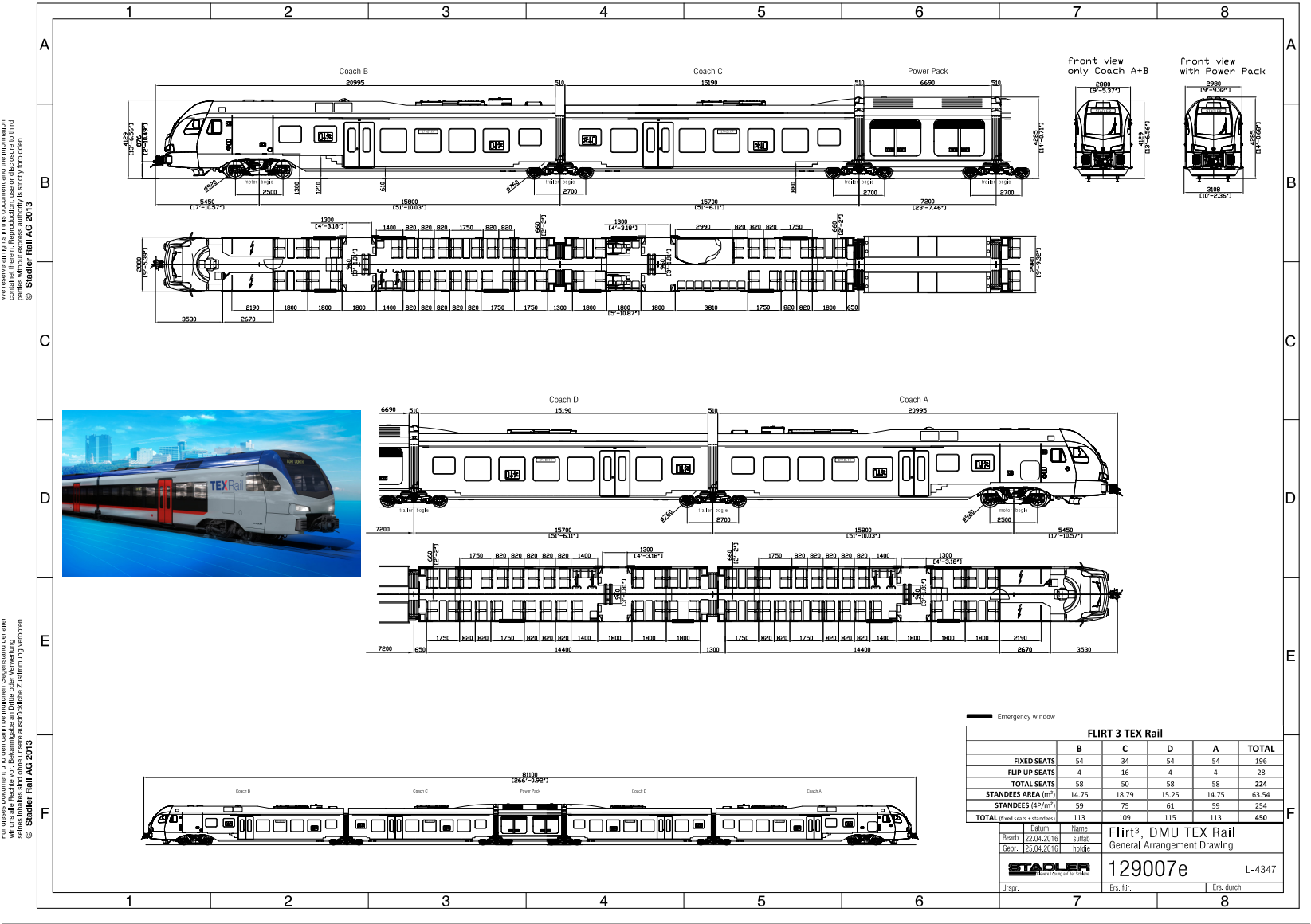


SILVER LINE VEHICLE – FLIRT₃ DMU



>> VEHICLE DIMENSIONS

TRINITY METRO TEXRAIL VEHICLE - FLIRT₃ DMU



6.0 FACILITIES

BUS STOPS

FACILITY TYPE	FY22*	FY23	FY24
Bus Stops	6,985	6,996	7,018
Bus Stops with Shelters	1,088	1,116	1,036
Bus Stops with Enhanced Shelters	56	56	56
Benches	1,228	1,242	1,280

SOURCE: DART Service Planning; Maintenance Department

NOTE: Standard shelters - Regular Type A and B shelters only; Enhanced Shelters - all other non-standard shelters, including 20 with electricity for heat and lighting; Benches - may be stand-alone or next to a shelter.

*With the launch of the new bus network in January 2022, the number of bus stops decreased substantially as GoLink service replaced many fixed routes. Bus stop information reflects FY23 information.

BUS FACILITIES

FACILITY TYPE	FY24
Bus Transit Centers	7
Bus Transfer Centers	2
Bus Transfer Locations	3
Bus Park-and-Rides	2

SOURCE: DART Service Planning

TRANSIT CENTER

- A stand-alone bus facility that facilitates transfers among routes and includes amenities such as a climate-controlled waiting area, restroom, station monitor and park-and-ride lot.
- When DART light rail opened service, most transit centers became rail stations although the amenities remain available for patrons.
- The only transit center at a rail station that is still referred to as a transit center is the J.B. Jackson, Jr. Transit Center at the MLK, Jr. Station. The transit center facility name was retained due to the importance of J.B. Jackson, Jr. to the community.
- The following transit centers have been integrated into rail stations: Hampton, Illinois, Ledbetter, North Carrollton (now Trinity Mills Station; transit center no longer exists), Lake June, Downtown Garland, South Irving (TRE) (now Downtown Irving/Heritage Crossing Station), East Plano (now Parker Road Station), Richardson (now Arapaho Center Station).

TRANSFER CENTER

- A bus facility similar to a transit center but without park-and-ride lot. The two major bus transfer centers (East and West) are located in downtown Dallas. Rosa Parks Plaza is considered to function as part of the Central Business District (CBD) West Transfer Center.

TRANSFER LOCATIONS

- A stand-alone transfer facility that has enhanced amenities but has no park-and-ride lot. These facilities are typically neighborhood transfer locations with either an enhanced shelter/waiting area or a climate-controlled waiting area.

PARK-AND-RIDE

- Park-and-ride facility with bus bays. Typically used to connect outlying areas with routes accessing employment centers.

TRANSIT FACILITY NAMING POLICY

- Transit facilities, including light rail stations, commuter rail stations, transit centers, and transfer centers are named according to the requirements of DART Board Policy V.06. Transfer locations and park-and-ride facilities are named according to the requirements applicable to transfer centers and are subject to DART Board Policy V.06.

TRANSIT CENTERS

FACILITY	BUS BAYS	PARKING SPACES	KISS-N-RIDE SPACES	NOTES
Addison	9	300	10	1 TVM
Red Bird	3	588	8	
Lake Ray Hubbard	11	657	0	
North Irving*	10	721	9	
Jack Hatchell	8	815	15	
South Garland	8	603	0	
J.B. Jackson, Jr.	7	200	0	See MLK Station
Total	56	3,884	42	

SOURCE: DART Service Planning

*No longer served by bus; provides remote parking for Irving Convention Center Station.

TRANSFER CENTERS

FACILITY	BUS BAYS	PARKING SPACES	KISS-N-RIDE SPACES
CBD East Transfer Center (ETC – Pearl Station)	16	0	0
CBD West Transfer Center (WTC – West End Station)	11	0	0
Rosa Parks Plaza (Part of CBD West)	2	0	0

SOURCE: DART Service Planning

TRANSFER LOCATIONS

FACILITY	BUS BAYS	PARKING SPACES	KISS-N-RIDE SPACES
Cockrell Hill Transfer Location	2	0	0
Malcolm X Boulevard Transfer Location	2	0	0
Bernal/Singleton Transfer Location	3	0	0

SOURCE: DART Service Planning

PARK-AND-RIDES

FACILITY	BUS BAYS	PARKING SPACES	KISS-N-RIDE SPACES	NOTES
Glenn Heights	1	595	0	
Northwest Plano	8	564	6	2 TVMs
Total	9	1,159	6	

SOURCE: DART Service Planning

LIGHT RAIL TRANSIT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TWNS
PARKER ROAD	Parker Road and Archerwood Boulevard	AG/C	NC	R		2,020	12	11	6
DOWNTOWN PLANO	16th Street and J Avenue	AG/S	NC	R		0	4	0	3
CITYLINE/BUSH	East President George Bush Turnpike and North Plano Parkway	AG/S	NC	R		1,193	4	15	4
GALATYN PARK	North Central Expressway and Galatyn Parkway	AG/S	NC	R		0	ST. (3)	0	2
ARAPAHO CENTER	North Greenville Avenue and Woodall Drive	AG/S	NC	R		1,121	12	12	3
SPRING VALLEY	West Spring Valley Road and Centennial Boulevard	A/C	NC	R		405	6	11	3
LBJ/CENTRAL	Markville Drive and TI Boulevard	AG/S	NC	R		553	5	7	3
FOREST LANE	Forest Lane and Schroeder Road	A/C	NC	R		253	4	7	3
WALNUT HILL	Walnut Hill Lane and Glen Lakes Drive	A/C	NC	R		170	5	7	3
PARK LANE	Park Lane and Greenville Avenue	A/C	NC	R		320	5	7	4
LOVERS LANE	Milton Street and Greenville Avenue	AG/S	NC	R		0	5	11	2
SMU/MOCKINGBIRD	East Mockingbird Lane and Worcola Street	BG/C	NC	R	B	712	7	13	4
CITYPLACE/UPTOWN	North Haskell Avenue and North Central Expressway	U/C	NC	R	B	0	2	0	3
PEARL/ARTS DISTRICT	Pearl Street and Bryan Street	AG/C	CBD	R	B	0	ETC	0	3
ST. PAUL	St. Paul Street and Bryan Street	AG/S	CBD	R	B	0	0	0	2
AKARD	Akard Street and Pacific Avenue	AG/S	CBD	R	B	0	0	0	4
WEST END	Lamar Street and Pacific Avenue	AG/S	CBD	R	B	0	WTC	0	4
UNION STATION ¹	South Houston Street and Young Street	AG/S	CBD	R	B	0	ST. (3)	0	4
CONVENTION CENTER	South Lamar Street and Memorial Drive	AG/S	CBD	R	B	0	3	8	3
CEDARS	Bellevue Street and Wall Street	AG/S	OC	R	B	0	3	9	2

LIGHT RAIL TRANSIT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TWMS
8TH & CORINTH	8th Street and Corinth Street	AG/S	OC	R B		196	3	4	2
DALLAS ZOO	South Ewing Avenue and East Clarendon Drive	AG/S	WOC	R		0	5	5	2
TYLER/VERNON	South Tyler Street and Lebanon Avenue	AG/S	WOC	R		0	2	12	2
HAMPTON	Hampton Road and Wright Street	AG/S	WOC	R	BLDG	455	4	11	3
WESTMORELAND	South Westmoreland Road and West Illinois Avenue	AG/C	WOC	R		672	7	20	3
DOWNTOWN ROWLETT	Martin Drive and Industrial Street	AG/C	NE	B		750	7	17	4
DOWNTOWN GARLAND ¹	North 5th Street and Walnut Street	AG/C	NE	B	BLDG	540	12	20	5
FOREST/JUPITER	Forest Lane and Jupiter Road	AG/C	NE	B		563	5	7	3
LBJ/SKILLMAN	LBJ Freeway and Skillman Street	AG/S	NE	B		654	6	10	4
LAKE HIGHLANDS	Walnut Hill Lane and White Rock Trail	AG/S	NE	B		68	4	5	2
WHITE ROCK	Northwest Highway and West Lawther Drive	AG/S	NE	B		496	6	7	3
MORRELL	Morrell Avenue and Moore Street	AG/S	SOC	B		0	2	9	2
ILLINOIS	Denley Drive and Woodin Boulevard	AG/S	SOC	B	BLDG	345	9	11	2
KIEST	Lancaster Road and Kiest Boulevard	AG/C	SOC	B		201	2	0	2
VA MEDICAL CENTER	South Lancaster Road and Mentor Avenue	AG/C	SOC	B		0	2	0	2
LEDBETTER	South Ledbetter Drive and East Lancaster Road	AG/S	SOC	B	BLDG	399	6	9	3
CAMP WISDOM	Camp Wisdom and South Lancaster Road	AG/S	SOC	B		116	5	6	2
UNT DALLAS	University Hills Blvd and Wheatland Road	AG/C	SOC	B		457	4	7	3
NORTH CARROLLTON/ FRANKFORD	Stemmons Freeway and Frankford Road	AG/C	NW	G		1,677	8	4	4
TRINITY MILLS ²	Trinity Mills Road and Broadway Street	AG/S	NW	G	D	494	7	5	3

LIGHT RAIL TRANSIT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N-RIDE	TWMS
DOWNTOWN CARROLLTON	Belt Line Road and Broadway Street	A/C	NW	G		251	4	4	3
FARMERS BRANCH	Valley View Lane and Rossford Street	AG/S	NW	G		164	5	2	2
ROYAL LANE	Royal Lane and Denton Drive	A/C	NW	G		221	5	3	2
WALNUT HILL/DENTON	Walnut Hill Lane and Denton Drive	A/C	NW	G		269	5	3	2
DFW AIRPORT	DFW Airport Terminal A	AG/S	IRV	O	Covered walkway to Terminal A	0	0	0	4
BELT LINE	Belt Line Road and SH 161	AG/S	IRV	O		597	8	4	4
NORTH LAKE COLLEGE	Walnut Hill Lane	AG/S	IRV	O		194	3	4	2
HIDDEN RIDGE AT CARPENTER RANCH	Meadow Creek Drive and Green Park Drive	AG/S	IRV	O		133	6	5	2
IRVING CONVENTION CENTER ³	Northwest Highway and Riverside Drive	AG/S	IRV	O		0	ST. (6)	0	2
LAS COLINAS URBAN CENTER	Lake Carolyn Parkway and O'Connor Boulevard	AG/S	IRV	O		0	ST. (4)	0	2
UNIVERSITY OF DALLAS	SH 114 and Loop 12	BG/S	IRV	O		0	4	3	2
BACHMAN ³	Northwest Highway and Denton Drive	AG/S	NW	G		458	8	8	3
BURBANK	Burbank Street and Denton Drive	AG/S	NW	G		0	6	4	2
INWOOD/LOVE FIELD	Inwood Road and Denton Drive	A/C	NW	G		385	6	5	2
SMD/PARKLAND	Medical District Drive and Harry Hines Boulevard	A/C	NW	G		0	13	0	3
MARKET CENTER	Harry Hines Boulevard and Vagas Street	AG/S	NW	G		238	5	4	2
VICTORY ⁴	2525 Victory Avenue at American Airlines Center	AG/S	NW	G	T	0	ST.	0	4
DEEP ELLUM	Good-Latimer Expressway and Gaston Avenue	AG/C	SE	G		0	ST. (3)	3	2

LIGHT RAIL TRANSIT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TWMS
BAYLOR	Hall Street and Junius Street	AG/S	SE	G		0	ST. (6)	2	2
FAIR PARK	Parry Avenue and Exposition Avenue	AG/S	SE	G		0	ST. (5)	0	2
MLK, JR. ⁶	J.B. Jackson, Jr. Boulevard and Trunk Avenue	AG/S	SE	G	BLDG	200 at JB Jackson	7	0	2
HATCHER	Hatcher Street and Soyene Road	AG/S	SE	G		0	5	8	2
LAWNVIEW ³	Lawnview Avenue and Soyene Road	AG/C	SE	G		370	6	7	2
LAKE JUNE	Lake June Road and US Highway 175	AG/S	SE	G	BLDG	434	6	9	2
BUCKNER	Buckner Boulevard and Elam Road	AG/C	SE	G		499	7	9	4
TOTAL						19,043			178

LRT STATION SUMMARY

STATION TYPE	NUMBER
At-Grade	53
Above Grade	9
Below Grade	2
Underground	1
	65

NOTES: See Key of Abbreviations on page 56

- 1. Cross platform with TRE and Amtrak
- 2. Cross platform with DCTA A-Train
- 3. Three track platform
- 4. Cross platform with TRE
- 5. Parking available at North Irving Transit Center
- 6. Parking is associated with adjacent J.B. Jackson, Jr. Transit Center
- 7. Additional 160 shared spaces available at Garland Performing Arts center

TRINITY RAILWAY EXPRESS STATIONS

STATIONS	CORRIDOR	LINE SERVICE				PARKING SPACES	BUS BAYS	KISS-N-RIDE	TYPE
TEXAS AND PACIFIC	TRE	T	TR			351	0	0	AG
FORT WORTH CENTRAL STATION	TRE	T	TR			2	10	0	AG
TRINITY LAKES	TRE	T				472	4	0	AG
BELL	TRE	T				407	2	13	AG
CENTREPORT/ DFW AIRPORT	TRE	T				1,001	4	14	AG
WEST IRVING	TRE	T				537	4	12	AG
DOWNTOWN IRVING/ HERITAGE CROSSING	TRE	T				406	9	6	AG
SW MEDICAL/ MARKET CENTER	TRE	T				0	3	8	AG
VICTORY	TRE	T	G	O		0	ST.	0	AG
UNION STATION	TRE	T	R	B		0	ST. (3)	0	AG

NOTE: Union Station and Victory Station have TRE and DART LRT & Bus Service. Parking includes handicapped parking spaces.

KEY TO ABBREVIATIONS

CORRIDOR	
CBD	Central Business District
SOC	South Oak Cliff
WOC	West Oak Cliff
OC	Oak Cliff (common section south of CBD)
NC	North Central
NE	Northeast
SE	Southeast
NW	Northwest (to Farmers Branch/Carrollton)
TRE	Trinity Railway Express

LINE SERVICE	
R	Red
B	Blue
G	Green
O	Orange
T	TRE
D	DCTA Rail A-Train
TR	Trinity Metro TEXRail

TYPE/PLATFORM	
AG	At-Grade
A	Aerial
BG	Below-Grade
U	Underground Subway
S	Side
C	Center

MISCELLANEOUS	
ETC	East Transfer Center
WTC	West Transfer Center
ST.	Street
BLDG	Transit Center Building
TVMs	Ticket Vending Machines

SUMMARY OF FACILITIES BY SERVICE AREA CITY

CITY	BUS				RAIL	
	Transit Center	Transfer Center	Transfer Locations	Park-and-Ride	LRT Stations	TRE Stations
Addison	1					
Carrollton					3	
Cockrell Hill			1			
Dallas	2	2	2		45	3
DFW Airport					1	
Farmers Branch					1	
Garland	2				2	
Glenn Heights				1		
Highland Park						
Irving	1				6	2
Plano	1			1	2	
Richardson					4	
Rowlett					1	
University Park						
TOTAL	7	2	3	2	65	5

SOURCE: DART Capital Planning, Service Planning

BUS MAINTENANCE FACILITIES

EAST DALLAS OPERATIONS FACILITIES COMPLEX	
Location	4209 Main Street, Dallas, TX 75266; 4127 Elm Street, Dallas, TX 75266
Fleet Allocation	180 Buses
NORTHWEST BUS MAINTENANCE	
Location	2424 North Webb Chapel, Dallas, TX 75220-5702
Fleet Allocation	185 Buses
SOUTH OAK CLIFF BUS OPERATIONS FACILITY	
Location	3422 Kiest Boulevard, Dallas, TX 75203-4617
Fleet Allocation	172 Buses
CENTRAL SUPPORT SHOP	
Location	4209 Main Street, Dallas, TX 75266
Reserve Fleet	33 Buses

SOURCE: DART Maintenance Department - Nov. 2024

Five buses allocated to each location in reserve status are being used to train new operators.

RAIL OPERATING FACILITIES

CENTRAL RAIL OPERATING FACILITY	
Location	3021 Oak Lane, Dallas, TX 75220
Operations	Service and Inspection Facility; Ways, Structures and Amenities Facility; Administrative Offices; Communications Center; Yard Control Center and Yard Track
Area (Acres)	49
Fleet Capacity	120 SLRVs
NORTHWEST RAIL OPERATING FACILITY	
Location	9717 Abernathy Ave., Dallas, Texas 75220
Operations	Service and Inspection Facility; Ways, Structures and Amenities Facility, Yard Control Center and Yard Track
Area (Acres)	34
Fleet Capacity	70 SLRVs
TRE MAINTENANCE AND OPERATIONS FACILITY	
Location	4801 Rock Island Road, Irving, TX 75061
Operations	Two double inspection and overhaul pits and yard can store all vehicles
Fleet Capacity	47

SOURCE: DART Maintenance Department

POLICE HEADQUARTERS AT ILLINOIS STATION IN HISTORIC MONROE SHOPS

- 2011 Corinth Street Rd., Dallas, TX 75203
- Monroe Shops was built in 1914 to serve as a maintenance facility for interurban rail lines, which operated until 1948.
- DART acquired Monroe Shops in 1994 and rehabilitated the building to serve as Police Headquarters in 2011.
- Monroe Shops is the first publicly owned building listed on the National Register of Historic Places to achieve the Leadership in Energy and Environmental Design (LEED) Platinum Certification.

OTHER FACILITY ADDRESSES

DART HEADQUARTERS

- 1401 Pacific Ave., Dallas, TX 75202

MOBILITY SERVICES BUILDING

- 8998 Senate St., Dallas, TX 75228

PIONEER WAREHOUSE

- 2212 E Pioneer Dr., Irving, TX 75061
- DART's main warehouse for bus and rail parts.

NON-REVENUE VEHICLE (NRV) FLEET SERVICES FACILITY

- 1200 E. Jefferson Blvd., Dallas, TX 75203

[illegible]

7.0 INFRASTRUCTURE

LRT CORRIDOR BREAKDOWN – LINE SECTION MILES AND STATIONS

CORRIDOR	LINE	FROM	TO	MILES	STATIONS	OPENING DATE	NOTES
STARTER SYSTEM							
CBD	All	West End	Pearl	1.0	4	June 1996	
Oak Cliff	Red/Blue	West End	8th & Corinth	3.8	4	June 1996	
South Oak Cliff	Blue	8th & Corinth	Ledbetter	4.6	5	June 1996/ May 1997	2.5 miles in street median
West Oak Cliff	Red	8th & Corinth	Westmoreland	4.6	4	June 1996	
North Central	Red	Pearl	Park Lane	6.0	4	Jan 1997	3.2 miles in tunnel; Cityplace Station opened 2000
STARTER SYSTEM SUBTOTAL				20.0	21		
RED/BLUE LINE EXTENSIONS							
North Central	Red	Park Lane	Parker Road	12.3	9	July-Dec 2002	
Northeast	Blue	Mockingbird	Downtown Garland	11.2	5	Sept 2001- Nov 2002	Lake Highlands Station opened in 2010
Northeast	Blue	Downtown Garland	Downtown Rowlett	4.6	1	Dec 2012	
South Oak Cliff	Blue	Ledbetter	UNT Dallas	2.6	2	Oct 2016	
EXTENSION SUBTOTAL				30.7	17		
GREEN LINE							
Northwest (NW-1A)	Green	West End	Victory	1.2	1	Nov 2004	Opened early for special events
Northwest (NW-1B)	Green	Victory	Inwood	2.8	3	Dec 2010	
Northwest (NW-2)	Green	Inwood	Bachman	3.2	2	Dec 2010	
Northwest (NW-3)	Green	Bachman	Farmers Branch	4.9	3	Dec 2010	
Northwest (NW-4)	Green	Farmers Branch	North Carrollton/ Frankford	5.3	3	Dec 2010	
NORTHWEST SUBTOTAL				17.4	12		
Southeast (SE-1A)	Green	Pearl	MLK, Jr.	2.7	4	Sept 2009	Opened early for State Fair
Southeast (SE-1B)	Green	MLK, Jr.	Hatcher	1.4	1	Dec 2010	
Southeast (SE-2)	Green	Hatcher	Buckner	6.0	3	Dec 2010	
SOUTHEAST SUBTOTAL				10.1	8		
ORANGE LINE							
Northwest-Irving/ DFW (I-1)	Orange	Bachman	Irving Convention Center	5.4	3	July 2012	
Northwest-Irving/ DFW (I-2)	Orange	Irving Convention Center	Belt Line	3.6	3	Dec 2012	Hidden Ridge Station opened in 2021
Northwest-Irving/ DFW (I-3)	Orange	Belt Line	DFW Airport	5.0	1	Aug 2014	
ORANGE LINE SUBTOTAL				14	7		
TOTAL MILES/STATIONS IN OPERATION				93	65		

SOURCE: DART Development Administration; As-built drawings.

NOTES: 93 miles includes non-revenue or yard lead mileage

LIGHT RAIL TRANSIT SYSTEM INFORMATION

FY24 SYSTEM INFORMATION (LRT AND DALLAS STREETCAR)

	FY22	FY23	FY24
LRT Traction Power Substations (TPSS)	9AC / 78 TPSS	11AC / 78 TPSS	11 AC / 78 TPSS
Crew Rooms	32 (6 - Restrooms Only)	32 (6 - Restrooms Only)	32 (6 - Restrooms Only)
Central Instrument House (CIH) - Signals	75 (including 10 Yard CIHs)	75 (including 10 Yard CIHs)	75 (including 10 Yard CIHs)
Streetcar TPSS	2 TPSS	2 TPSS	2 TPSS

SOURCE: DART Maintenance of Way Department

Catenary

207.56 miles (189.13 Mainline + 18.43 Yard)

- Dallas Streetcar: 3.6 miles

Interlockings

56

Single Crossovers (non-powered switches)

11 – Polk, Monroe, Presido, Trinity, K-Street, Ash, Taxi, Frankfort, Rowlett, UNT, and St. Paul

Signals

228 ABS & 301 Interlocking; 17 Block Indicators

Grade Crossings

136 At-grade crossings:

- 9 – Trunk Line (common sections)
- 44 – Red Line Corridor
- 26 – Blue Line Corridor
- 26 – Green Line Southeast Corridor
- 21 – Green Line Northwest Corridor
- 10 – Orange Line Corridor

Junctions

6 – Northwest Junction, Southeast Junction, Oak Cliff Junction Katy Junction, Bachman North, and Bachman South

Tunnel

3.2-mile twin bore tunnel between Pearl/Arts District and Mockingbird stations

SOURCE: DART Maintenance Department

TRINITY RAILWAY EXPRESS SYSTEM INFORMATION

TRE CORRIDOR	TRACK	FROM	TO	MILES	STATIONS	NOTES
Dallas County	Double	Union Station	County Line (East of CentrePort Station)	14.75	5	Single-track sections at the following locations: - TRE Lead at Union Station (0.4 mile) - Rogers Road to West of Downtown Irving Station (0.85 mile) - East Mockingbird to West Perkins (1.33 miles) Total Single Track = 2.58 miles
Tarrant County	Single	County Line (West of CentrePort Station)	T&P Station	19.14	5	Single-track sections at the following locations: - T&P to Calhoun (0.31 mile) - Eli to Dalwor (0.65 mile) - East Dalwor to West Sylvania (0.56 mile) - East Sylvania to West Richland Hills (3.16 miles) - East Richland Hills to West Hurst (2.43 miles) - East Hurst to West Tarrant (3.14 miles) - East Tarrant to West Centreport (0.67 mile) Total Single Track = 10.92 miles
TOTAL				33.89	10	

SOURCE: DART Development Department – Commuter Rail Division

EXPRESS AND MANAGED LANES

The Texas Department of Transportation (TxDOT) operates an extensive network of express, HOV and managed lanes in north Texas. There are more than 100 miles of TEXPRESS Lanes open on eight North Texas roadways. These lanes form a system across the Metroplex allowing drivers to commute from one side to the other with less congestion. More information can be found at:

<https://www.txdot.gov/discover/express-toll-hov-lanes.html>

NORTH TEXAS TEXPRESS LANES SYSTEM MAP



LEGEND

1	I-635 East TEXPRESS Lanes	I-635 E (from I-30 to US 75) in Dallas County	Opening late 2024	6	I-35E TEXPRESS	Dallas and Denton Counties	Open
2	NTE TEXPRESS	I-35W, I-820 and SH 183/121 in Tarrant County	Open	7	LBJ TEXPRESS	I-635 (from US 75 to I-35E) in Dallas County	Open
3	SH 114 TEXPRESS	SH 114 in Dallas and Tarrant Counties	Open	8	Loop 12 TEXPRESS	Dallas County	Open
4	SH 183 TEXPRESS	Dallas and Tarrant Counties	Open	9	Southern Gateway TEXPRESS	I-35E and US 67 in Dallas County	Open
5	I-30 TEXPRESS	Dallas and Tarrant Counties	Open				

SOURCE: TxDOT

[illegible]

8.0 OPERATING AND CAPITAL BUDGET

BUDGET AND FINANCE DEFINITIONS

- **NON-OPERATING AND CAPITAL BUDGET** – Includes items such as rail expansion, TRE trackwork, vehicle and capital maintenance programs, scheduled replacements of vehicles, facilities and infrastructure, etc.
- **CAPITAL BUDGET SCHEDULE BY MODE** – All capital projects listed by mode as well as agency-wide capital projects.
- **ANNUAL OPERATING BUDGET AND SUMMARY OF OPERATING EXPENSES** – Breakdown of FY25 Operating Expense Budget by expenditure category, compared to FY22 and FY23 actuals.
- **SOURCES OF FUNDS 2025-2044** – Projected sources of funds in major categories over the 20 years of the financial plan.
- **SALES TAX HISTORY** – Sales tax receipts by month for the last 10 fiscal years, including agency projection for FY24.
- **REVENUE FROM FARES BY TYPE** – FY23, FY24 actuals and FY25 estimated revenue by fare type.
- **REVENUE RECOVERY (FAREBOX REVENUE RECOVERY RATIO)** – The proportion of operating costs that is generated by farebox revenues.
- **SUBSIDY PER PASSENGER** – Efficiency ratio which measures the tax subsidy required for each passenger boarding for a mode or combination of modes.

CAPITAL & NON-OPERATING BUDGET (IN THOUSANDS)

FY24 ACTUAL	CATEGORY	FY25 BUDGET
\$586,037	Total Capital Projects	\$715,895
\$132,759	P&D/Startup/Non-Ops	\$99,897
\$2,279	Road Improvements/ITS	\$5,461
\$721,075	TOTAL CAPITAL & NON-OPERATING	\$821,253

SOURCE: FY 2025 Annual Budget & 20-Year Financial Plan, Exhibit 1, pg. 13

SOURCE: FY24 Actual - DART Finance Department - Financial Planning & Analysis

CAPITAL BUDGET SCHEDULE BY MODE

FY 2025 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY 2025 BUDGET	20 YEAR TOTAL	EXTERNAL FUNDING	OPS EXP/ (SAVINGS)*
AGENCY-WIDE				
Administrative Building	\$18,458	\$182,785	\$0	\$0
Communication/Information Systems	\$39,795	\$483,133	\$11,673	\$550
Fare Revenue Collection Equipment	\$647	\$842	\$0	\$0
Maintenance Building	\$2,319	\$88,700	\$0	\$104
Passenger Stations	\$8,260	\$12,527	\$0	\$0
Service Vehicles (non-revenue)	\$5,490	\$98,116	\$256	\$0
Other	\$2,615	\$8,839	\$0	\$0
TOTAL AGENCY-WIDE	\$77,584	\$874,942	\$11,929	\$654
BUS				
Communication/Information Systems	\$1,570	\$16,996	\$0	\$1,087
Fare Revenue Collection Equipment	\$0	\$38,022	\$0	\$0
Guideway	\$899	\$38,477	\$0	\$0
Maintenance Building	\$14,174	\$92,675	\$0	\$13
Passenger Stations	\$16,168	\$140,567	\$0	\$1,867
Revenue Vehicles	\$50,712	\$1,121,409	\$312,832	\$0
TOTAL BUS	\$83,524	\$1,448,145	\$312,832	\$2,966
COMMUTER RAIL				
Administrative Building	\$172	\$172	\$131,704	\$0
Communication/ Information Systems	\$1,200	\$55,198	\$4,604	\$0
Guideway	\$10,377	\$367,284	\$15,827	\$0
Maintenance Building	\$4,873	\$112,386	\$5,644	\$0
Other	\$0	\$533	\$0	\$0
Passenger Stations	\$8,094	\$229,002	\$67,333	\$0
Revenue Vehicles	\$73	\$73	\$560	\$0
TOTAL COMMUTER RAIL	\$24,790	\$764,648	\$225,672	\$0
LRT				
Communication/Information Systems	\$12,685	\$135,285	\$4,333	\$0
Fare Revenue Collection Equipment	\$8,636	\$63,770	\$9,809	\$0
Guideway	\$32,013	\$936,089	\$0	\$0
Maintenance Building	\$16,250	\$83,681	\$0	\$0
Other	\$41,377	\$347,884	\$20,301	\$0
Passenger Stations	\$24,065	\$2,231,534	\$0	\$0
Revenue Vehicles	\$2,677	\$30,631	\$0	\$0
Service Vehicles (non-revenue)	\$9,869	\$9,869	\$0	\$0
TOTAL LRT	\$147,574	\$3,838,744	\$34,442	\$0
STREETCAR				
Revenue Vehicles	\$0	\$1,677	\$1,130	\$0
TOTAL STREETCAR	\$0	\$1,677	\$1,130	\$0

CAPITAL BUDGET SCHEDULE BY MODE (CONT'D)

PROJECT NAME	FY 2024 BUDGET	20 YEAR TOTAL	EXTERNAL FUNDING	OPS EXP/ (SAVINGS)*
PARATRANSIT				
Maintenance Building	\$27	\$4,371	\$0	\$0
TOTAL PARATRANSIT	\$27	\$4,371	\$0	\$0
ROAD IMPROVEMENT				
TOTAL ROAD IMPROVEMENT	\$5,461	\$5,461	\$0	\$0
TOTAL MAINTENANCE, REPLACEMENT AND IMPROVEMENT	\$338,959	\$6,937,989	\$586,005	\$3,620
NON-OPERATING				
TOTAL OTHER	\$99,897	\$247,543	\$1,000	\$0
EXPANSION				
COMMUTER RAIL				
Silver Line	\$353,400	\$475,255	\$268,109	\$27,498
STREETCAR				
Guideway (Dallas Streetcar Link)	\$0	\$136,387	\$136,387	\$3,395
TOTAL EXPANSION	\$353,400	\$611,642	\$404,497	\$30,893
CAPITAL PLANNING & DEVELOPMENT & START-UP	\$28,997	\$451,182	\$0	\$0
GRAND TOTAL	\$821,253	\$8,248,356	\$991,502	\$34,513

SOURCE: FY 2025 Annual Budget & 20-Year Financial Plan

*Estimated Annual Operating Expense at Completion

ANNUAL OPERATING BUDGET AND SUMMARY OF OPERATING EXPENSES (IN MILLIONS)

CATEGORY	FY23 ACTUALS	FY24 ACTUALS	FY25 BUDGET
Salaries & Wages	\$293.5	\$310.3	\$325.0
Benefits	\$133.5	\$124.5	\$125.8
Services	\$66.5	\$81.1	\$85.9
Materials & Supplies	\$49.9	\$56.8	\$56.6
Utilities and Communications	\$18.8	\$21.6	\$20.6
Claims & Insurance	\$7.8	\$10.8	\$10.6
Purchased Transportation	\$75.4	\$92.8	\$114.2
Taxes, Leases, Reserves & Other	\$5.4	\$7.1	\$8.5
SUBTOTAL (ALL EXPENSES)	\$650.8	\$705.0	\$747.2
Capital & Reserves	(\$15.5)	(\$18.6)	(\$26.1)
TOTAL OPERATING EXPENSES	\$635.3	\$686.4	\$721.1

SOURCE: FY 2025 Annual Budget & 20-Year Financial Plan - Exhibit 12 , Pg. 45

SOURCES OF FUNDS 2025-2044 (IN MILLIONS)

MODE	FY24 BUSINESS PLAN	FY25 BUSINESS PLAN
Sales Tax Revenues	\$24,990.1	\$26,082.6
Operating Revenues	\$1,751.9	\$1,850.3
Interest Income	\$383.4	\$443.7
Formula Federal Funding	\$1,886.1	\$1,971.9
Discretionary Federal Funding	\$814.5	\$594.6
Debt Issuances	\$3,617.5	\$503.3
Other Sources	\$1,303.4	\$382.6
TOTAL SOURCES OF FUNDS	\$34,746.9	\$31,829.2

SOURCE: FY 2024 Business Plan - Exhibit 40, pg. 192

SOURCE: FY 2025 Annual Budget & 20-Year Financial Plan - Exhibit 24, pg. 155

10-YEAR SALES TAX HISTORY 2015-2024 (IN MILLIONS)

	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24
October	\$41.3	\$42.2	\$43.3	\$46.7	\$49.1	\$54.2	\$50.7	\$60.4	\$67.1	\$69.3
November	\$38.1	\$40.4	\$43.3	\$46.7	\$47.7	\$51.2	\$49.3	\$61.9	\$67.3	\$68.3
December	\$55.9	\$57.5	\$59.7	\$60.2	\$64.6	\$68.7	\$67.6	\$77.1	\$83.2	\$95.6
January	\$38.4	\$40.3	\$43.5	\$44.9	\$47.6	\$52.2	\$49.3	\$58.4	\$64.5	\$52.8
February	\$37.0	\$39.8	\$42.1	\$42.3	\$46.2	\$45.4	\$42.7	\$53.5	\$61.2	\$65.3
March	\$49.5	\$51.8	\$53.7	\$57.2	\$55.6	\$51.3	\$61.4	\$73.2	\$73.3	\$75.4
April	\$41.8	\$41.9	\$42.9	\$47.5	\$51.0	\$41.0	\$58.1	\$63.3	\$65.1	\$69.6
May	\$39.6	\$42.7	\$47.0	\$50.9	\$49.6	\$45.3	\$56.1	\$65.2	\$70.9	\$70.8
June	\$50.1	\$51.9	\$52.2	\$54.6	\$56.7	\$56.3	\$65.5	\$68.5	\$74.0	\$75.2
July	\$39.3	\$42.3	\$43.6	\$46.6	\$46.9	\$48.3	\$59.6	\$64.8	\$67.1	\$70.8
August	\$39.8	\$44.3	\$45.1	\$46.5	\$54.0	\$46.9	\$56.0	\$66.2	\$67.4	\$67.7
September	\$47.9	\$50.0	\$50.2	\$51.4	\$55.4	\$55.1	\$65.2	\$71.3	\$73.2	\$70.9
FY TOTAL	\$518.6	\$545.1	\$566.6	\$595.6	\$624.4	\$615.8	\$681.5	\$783.7	\$834.4	\$851.8

SOURCE: FY 2025 Annual Budget & 20-Year Financial Plan - Exhibit 45 , pg. 268

SOURCE OF FY24 COLUMN: DART Finance Department - Revenue Management

FY24 FINANCIAL PLAN SALES TAX REVENUE

	FY24
Projected Sales Tax Revenue	\$851.8 million

SOURCE: FY 2024 Business Plan

REVENUE FROM FARES BY TYPE

TYPE OF FARE	FY 2023 ACTUAL		FY 2024 ACTUAL		FY 2025 BUDGET	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
SINGLE FARE						
Local	68,071	\$170,178	58,469	\$146,173	25,484	\$63,711
Streetcar	94,909	\$94,049	113,098	\$113,098	115,193	\$131,992
Regional	6,197	\$37,182	7,264	\$43,584	7,366	\$44,197
Reduced	38,397	\$47,996	41,880	\$52,350	18,132	\$22,666
Paratransit (Coupons)	203,597	\$610,792	221,843	\$665,528	215,255	\$774,917
TOTAL SINGLE FARE	411,171	\$960,196	442,554	\$1,020,733	381,431	\$1,037,482
AM/PM						
Local	3,314,043	\$9,942,083	3,864,065	\$11,592,162	4,585,455	\$13,756,366
Reduced	1,010,500	\$1,515,736	1,307,140	\$1,960,689	1,551,235	\$2,326,852
TOTAL AM/PM	4,324,543	\$11,457,819	5,171,205	\$13,552,851	6,136,690	\$16,083,218
GOLINK ONE-WAY PASS						
Local	93,046	\$280,241	119,702	\$278,086	96,916	\$242,291
Reduced	-	-	38,161	\$43,275	35,016	\$43,770
TOTAL 2-HOUR	93,046	\$280,241	157,863	\$321,361	131,932	\$286,061
MIDDAY PASSES						
Local	566,785	\$1,133,562	632,094	\$1,264,176	321,581	\$643,163
Regional	28,006	\$56,003	32,936	\$65,860	16,496	\$32,991
TOTAL MIDDAY	594,791	\$1,189,565	665,030	\$1,330,036	338,077	\$676,154
DAY PASSES						
Local	811,599	\$4,869,567	911,077	\$5,466,425	1,034,471	\$6,206,827
Regional	70,237	\$842,848	94,382	\$1,132,586	88,729	\$900,298
Reduced	296,669	\$889,989	352,806	\$1,058,397	398,577	\$1,195,732
High School	10,011	\$30,033	7,953	\$23,859	9,150	\$27,451
College/Trade	14,903	\$44,709	13,127	\$39,381	15,087	\$45,261
Vouchers (book of ten)	28,165	\$1,035,760	283,935	\$1,043,771	322,275	\$1,160,189
TOTAL DAY PASSES	1,231,584	\$7,712,906	1,663,280	\$8,764,419	1,868,289	\$9,535,758

REVENUE FROM FARES BY TYPE (CONT'D)

TYPE OF FARE	FY 2023 ACTUAL		FY 2024 ACTUAL		FY 2025 BUDGET	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
MONTHLY PASSES						
Local	26,311	\$2,525,856	27,492	\$2,639,232	34,978	\$4,059,879
Regional	553	\$106,176	783	\$150,336	950	\$182,464
Reduced	8,832	\$423,936	9,536	\$457,728	12,065	\$700,185
High School	8,618	\$413,664	9,448	\$453,504	11,927	\$692,208
TOTAL MONTHLY PASSES	44,314	\$3,469,632	47,259	\$3,700,800	59,920	\$5,634,736
ANNUAL PASSES						
Local	2,235	\$2,149,905	34	\$24,109	9	\$8,840
Regional	726	\$338,425	1	1,440	-	-
Senior	41	\$15,950	46	\$25,584	16	\$8,415
Corporate Programs	-	-	3,447	\$3,090,269	1,301	\$1,109,505
TOTAL ANNUAL PASSES	3,002	\$2,504,280	3,528	\$3,141,401	1,326	\$1,126,760
OTHER PROGRAMS						
Secondary/ College Decals	43,907	\$3,732,115	42,628	\$3,251,514	14,162	\$3,078,133
Europay, MasterCard, and Visa (EMV)	195,243	\$423,542	503,758	\$910,711	476,536	\$1,385,635
TOTAL OTHER PROGRAMS	239,150	\$4,155,657	546,386	\$4,162,225	490,698	\$4,463,768
TOTAL PASS SALES	6,941,601	\$31,730,296	8,697,105	\$35,993,826	9,408,364	\$38,843,937
WITHOUT PARATRANSIT COUPONS	6,738,004	\$31,119,504	8,475,262	\$35,328,298	9,193,109	\$38,069,020

SOURCE: DART Finance Department - Revenue Administration

REVENUE RECOVERY

FAREBOX REVENUE RECOVERY RATIO

MODE	FY23 ACTUAL	FY24 ACTUAL	FY25 BUDGET
Bus Transit	5.2%	5.2%	5.5%
LRT	6.6%	8.2%	7.9%
Commuter Rail Transit	4.1%	5.6%	5.3%
FIXED ROUTE TOTAL	5.6%	6.3%	6.3%

SOURCE: DART Finance Department - Financial Planning & Analysis

ALL MODES – SUBSIDY/PASSENGER

SUBSIDY PER PASSENGER

MODE	FY23 ACTUAL	FY24 ACTUAL	FY25 BUDGET
Bus Transit	\$11.91	\$10.91	\$9.66
LRT	\$8.85	\$8.93	\$7.51
Commuter Rail Transit	\$26.57	\$28.38	\$29.89
FIXED ROUTE TOTAL	\$11.16	\$10.72	\$9.09
Paratransit	\$45.58	\$48.92	\$57.13
GoLink	\$17.44	\$11.92	\$15.77
SYSTEM TOTAL	\$11.87	\$11.40	\$10.06

SOURCE: DART Finance Department - Financial Planning & Analysis

9.0 DART CAPITAL PROGRAM

The DART CIP is updated annually as part of the agency's budget process. The CIP is DART's short-term investment plan for planning, design, construction, and capital maintenance of assets across the agency. The CIP details the first 5 years of projects included in the agency's 20-year Financial Plan.

The DART Rail System consists of approximately 93 miles with 65 stations. The Red/Orange Line 12th Street Station (associated with Silver Line under construction) will open by early 2026. The City of Irving has initiated discussions with DART to advance the deferred Loop 12 station as well. The Silver Line regional rail project (in the Cotton Belt Corridor) is under design and construction and the TRE is advancing capacity and bridge improvements.

Several additional capital program opportunities are in the 2045 Transit System Plan and are being advanced. The 2045 Transit System Plan map, which highlights key themes and goals, is provided on page 86.

DART TRANSFORM PROGRAM

DART is undertaking a comprehensive System Modernization Program intended to enhance safety, reliability, accessibility, and the customer experience. The modernization program aligns with FTA priorities of safety, modernization, equity and climate. Key elements include:

VEHICLES

- Replace the 95 oldest LRVs with state-of-the-art low-floor vehicles to improve the customer experience, and outline program to replace entire fleet by 2040.
- Replace 11 aging TRE locomotives with Tier IV U.S. Environmental Protection Agency low-emission engines and complete overhauls of coach and cab cars in collaboration with Trinity Metro.
- Replace bus CNG bus fleet with appropriate mix of vehicle sizes.

RAIL STATIONS

- Raise the remaining 23 Red and Blue Line platforms to support universal level boarding, along with additional station improvements.
- Implement Passenger Information Display System (PIDS) at all LRT and TRE stations.

PASSENGER BUS FACILITIES AND AMENITIES

- In FY 2024 DART initiated a pilot to test five next generation bus shelters. These new shelters offer reliable solar-powered LED lighting, improved seating and protection from the elements, real-time arrival information and a health monitoring console that enables future maintenance efficiencies.
- In FY 2025 150+ new concrete amenity pads will be constructed to support the expansion of amenities throughout the service area.

OPERATING FACILITIES MODIFICATION

- Bus Operating Facilities Master Plan - DART initiated a master plan in January 2024 for its five operating and fleet service facilities to optimize the use of assets, including land.
- Recommendations will focus on improving the efficiency, safety, and productivity of facilities in a sustainable manner while providing flexibility to adapt to fleet and industry changes.
- Modify Central and Northwest rail operating facilities to support new LRV maintenance activities.
- Implement wayside power and yard improvements for TRE.
- Complete bus operating facilities master plan and develop program of phase improvements.

UNIFIED SIGNAL SYSTEM

- Modernize signal systems on the oldest light rail lines to maximize safety, communications, reliability, and network capacity.

CONSOLIDATED DISPATCH AND COMMAND CENTER (CDCC)

- Build a state-of-the-art communications center that consolidates bus, rail and police dispatch and emergency operations for full network functionality. This will be located at the Northwest Rail Operating Facility (NWROF).

RESILIENCY

- Enhance resiliency of system operations during extreme weather events.

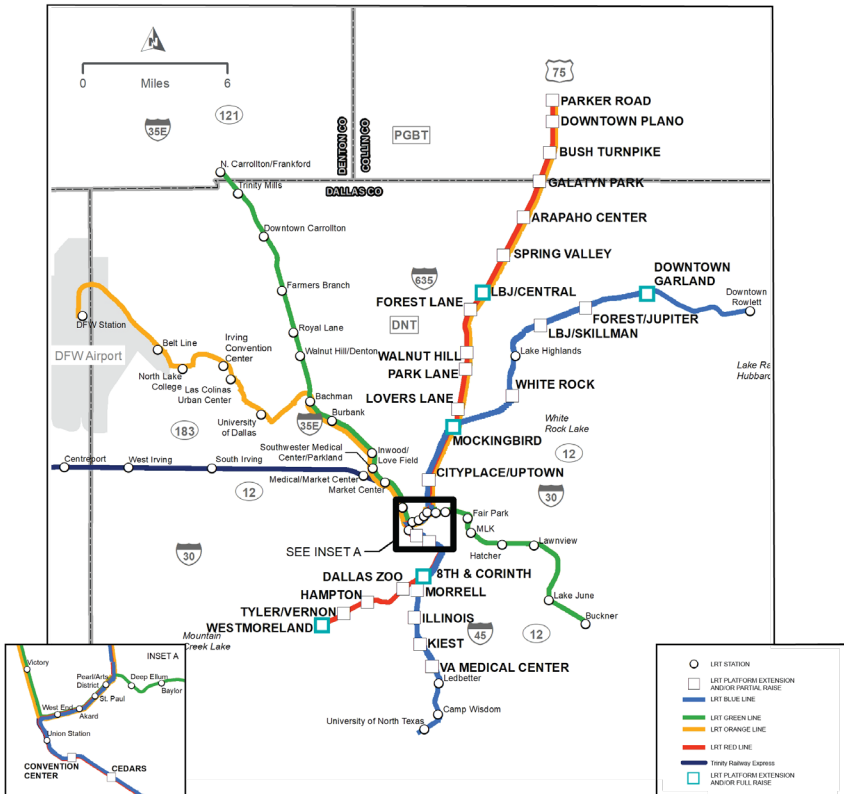
LIGHT RAIL SYSTEM

RED AND BLUE LINE PLATFORM EXTENSIONS (RBPE) PROJECT

This project modified 28 platforms to accommodate three-car trains (see map). Five of the 28 platforms were fully raised as part of the project. The FTA authorized DART into Project Development (PD) in December 2014 and into Engineering in July 2017. The FTA project rating was Medium-High and a FFGA was executed in May 2019. The project was completed in April 2022.

- Project budget of \$128.8M
- \$60M Texas Mobility Funds (TMF); \$60.8M from FTA Capital Investment Grant Program; remaining \$8M local funding.
- Three-car operations have been used for special events, but regular three-car operations during the peak hour is deferred under an FTA waiver until pre-COVID train capacity on the system is re-established. The waiver will be reviewed in September 2024.
- The project was completed under budget. In February 2023, the FTA approved \$4.6 million of the grant share of the cost savings for DART to use towards raising the remaining 23 platforms (see below). DART will match the funds with \$5.2 million to maintain the original share ratios in the grant.

RED AND BLUE PLATFORM RAISE MAP



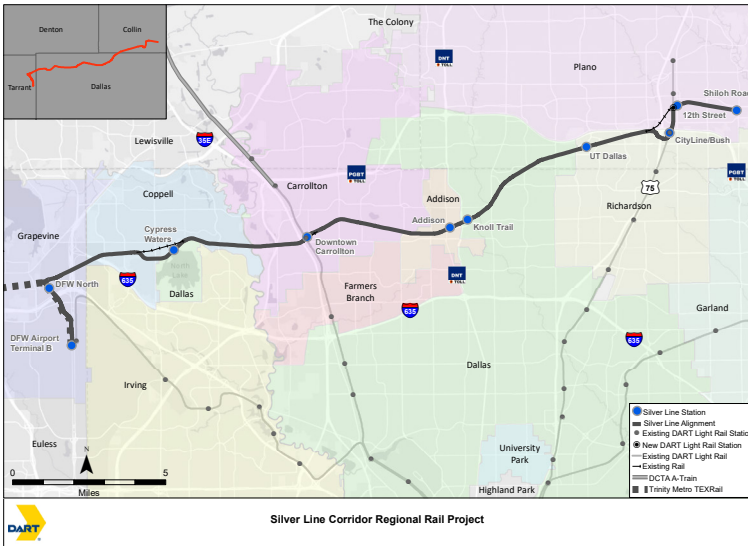
REGIONAL RAIL

SILVER LINE REGIONAL RAIL PROJECT

The Silver Line (in the Cotton Belt corridor) is a 26-mile regional rail project from DFW International Airport Terminal B to Shiloh Road in Plano. The project will use the eastern segment of the DART-owned Cotton Belt Corridor. The Trinity Metro TEXRail service (which opened in January 2019) operates to the west from DFW Airport to Fort Worth. The Silver Line will link growing employment and activity centers and be a major east-west connector, providing transfer opportunities with the Red Line, Green Line, and both the Orange Line and TEXRail at DFW Airport. The anticipated revenue service date is late 2025.

- The project is a double-track alignment serving 10 stations, plus a new infill light rail station at 12th Street in Plano. The project will provide initial service at 30/60-minute peak/off-peak headways. DART anticipates enhanced service levels in the future.
- FTA, as the lead federal agency, and Federal Aviation Administration (FAA), as a cooperating agency signed the FEIS/ROD in November 2018.
- The project schedule was advanced in the FY17 20-Year Financial Plan by taking advantage of Railroad Rehabilitation and Improvement Financing (RRIF) loan program through the Build America Bureau of the U.S. Department of Transportation. The \$908 million RRIF loan closed in December 2018 with a low 2.98% interest rate and term of 35 years. In February 2021, DART refinanced the loan at a 2.26% interest rate, resulting in \$190 million savings over the loan term.
- FY24 Financial Plan includes \$2.098 billion budget.
- Three primary contracts were awarded: Design/Build Contract (January 2019); Project Manager/ Owner Representative (PMOR) Contract (January 2019); Vehicles/ Equipment
- Maintenance Facility (EMF) Design (May 2019). NOTE: a fourth contract, Construction Manager General Contractor (CMGC) for EMF Construction (preconstruction activities were terminated in 2021 due to the move to the DCTA facility).
- Vehicle storage, maintenance, and operations will occur at the Silver Line Equipment
- Maintenance Facility (EMF) just west of the Shiloh Road Station. Dispatching will be out of the Herzog Irving office (primary) and TEXRail Mahaffey Maintenance Facility (MMF) (secondary).
- DART has accepted delivery of the eight-vehicle fleet of Stadler diesel multiple units (DMUs). Vehicles are being tested on the corridor prior to operations.

SILVER LINE CORRIDOR REGIONAL RAIL PROJECT MAP



TRE CORRIDOR IMPROVEMENTS

In September 2020, the NCTCOG was awarded a \$25 million BUILD Grant to support a TRE project that includes 1.2 miles of double tracking from the Medical Market Center Station to the Stemmons Freeway railroad bridge in Dallas, including replacing or rehabilitating three bridges as well as 2.4 miles of double track from Handley Ederville Road to Precinct Line Road in Tarrant County and implementation of a rail technology called Clear Path. This project will:

- Replace the current Noble Branch Bridge with a double-track bridge (milepost 639.62),
- Rehabilitate the existing bridge over Inwood Road (milepost 640.41) and add an adjacent bridge for new second track, and
- Maintain the existing Knights Branch Bridge (milepost 640.32) and add an adjacent bridge for a second track.

The TRE Fleet Assessment was completed in summer 2023 to support a decision on a fleet replacement strategy. Based on the results, DART and Trinity Metro are pursuing replacements of the locomotives with Siemens Chargers through a joint procurement with Illinois DOT. Current funds consist of \$30M DART, \$30M Trinity Metro, and \$30M RTC (SDBG funds). In March 2024, both agency boards approved a \$66M contract with Siemens for the first five locomotives. Up to six additional locomotives can be purchased in future phases, subject to additional external funding.

BUS PROGRAM

The Capital Improvement Program (CIP) and bus-related service plans support capital and operating investments over the next several years. Key elements include:

- **Bus Network Redesign Phase 2** - DART is developing an aspirational plan to outline short- and long-term service improvements, with a focus on bus services but also addressing rail and on-demand services in order to support access, opportunity and upward mobility. The plan was completed in 2023.
- **Bus Amenity Expansion** - DART collaborated with the University of Texas at Arlington School of Architecture and the American Institute of Architects Dallas to design the next-generation bus shelter as well as other stop amenities. The prototype was refined in FY23 to expand improved amenities to more people who need them.
- **Transit Facilities Modernization** - DART is assessing the need to renovate transit facilities to enhance customer experiences and develop mobility hub guidelines to identify and prioritize facility improvements and opportunities for economic development, services, resiliency, and innovation. The Mobility Hub guidelines will emphasize pedestrian, bicycle, and vehicle connections, as well as wayfinding, signage and placemaking.
- **Corridor Optimization + Rider Experience (CORE)** - DART has initiated a Bus Corridor Investment Program and will develop Design Guidelines to identify needs, opportunities, and an investment strategy in partnership with our city and agency partners. The program is focusing on the current 22 frequent route corridors. Phase 1 of the study was completed in June 2023 and will outline capital and operating improvements to enhance speed and reliability. It included a screening evaluation to identify a subset of corridors for DART Rapid Ride or Bus Rapid Transit (BRT) service. Phase 2 started in FY24 to define projects, costs and includes additional routes in a program expansion.

STREETCAR PROGRAM

EXISTING MODERN STREETCAR

The existing Dallas Streetcar system is a 2.4-mile modern streetcar line with six stations between Union Station and the Bishop Arts District. The system is owned by the City of Dallas and operated and maintained by DART through a Master Streetcar ILA. The system uses a fleet of four dual mode (with and without overhead wire) vehicles from Brookville Equipment Corporation.

Starter Line: Union Station to Colorado/Beckley

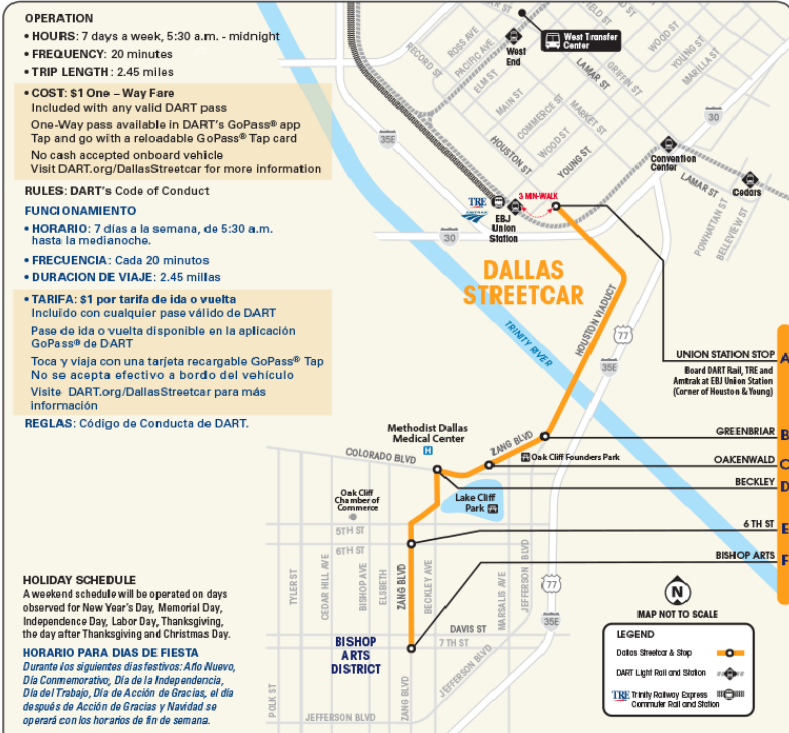
- Opened in April 2015.
- 1.6-mile mostly single-track line over historic Houston Street viaduct.
- Four streetcar stops between Union Station and Colorado/Beckley.
- Funding: \$23 million TIGER federal grant/\$3 million additional federal grant/\$15.8 Regional Toll Revenue (RTR) funds.
- \$22.4 million DART funds reserved for vehicles and future operations/maintenance contribution by DART.
- \$28 million design-build contract, September 2012.
- Two streetcar vehicles initially ordered with two additional vehicles ordered July 2015.
- 0.1-mile yard lead from Union Station stop to connect with DART Rail track.

Extension 1: Bishop Arts Extension

- Opened in August 2016.
- 0.75-mile dual track extension from Colorado /Beckley along Beckley and Zang to terminus at Zang/7th.
- Two streetcar stops at Zang/6th and Zang/7th at entrance into Bishop Arts District.

- Funding: Texas Mobility Funds (TMF).
- \$16.5M CM/GC contract, November 2015

EXISTING DALLAS STREETCAR SYSTEM MAP



SOURCE: DART

FUTURE MODERN STREETCAR EXPANSION

NORTHERN EXTENSION/CONVENTION CENTER LOOP

- Future single-track loop along Young, Lamar, Wood, and Houston Streets – 30% design completed and under City of Dallas review pending advancement of the Kay Bailey Hutchison Convention Center Dallas redesign.
- Two streetcar stops: Convention Center Hotel on Young/Lamar and Wood/Market.
- Proposed Funding: Texas Mobility Funds (TMF).
- City of Dallas exploring early implementation of segment from Houston to Lamar to serve Omni Hotel; remainder of loop could be integrated into Central Link project design.

DALLAS STREETCAR CENTRAL LINK

This project proposes to extend the Dallas-owned modern streetcar from the Union Station area to the M-Line through the core of downtown Dallas.

- DART and the City of Dallas completed a supplemental Alternatives Analysis (AA) in 2017. The

City of Dallas selected an Elm-Commerce couplet as the preferred route in September 2017 but directed staff to continue to consider Main and Young streets as options.

- A Master Streetcar ILA was approved by the DART Board and the Dallas City Council in August 2019 to guide future planning, design and operations. DART prepared a DART Service Area Streetcar Feasibility Study as a technical resource report of the Transit System Plan. DART has helped to host two funding and governance workshops to discuss opportunities for streetcar expansion in Dallas. The City of Dallas is initiating additional streetcar planning during 2025 to support a Central Link project through downtown Dallas, including a funding and governance study to identify sustainable O&M sources. DART will be a stakeholder in those efforts.
- DART completed the convention center loop 30% design for the Dallas Streetcar from Union Station via Young, Lamar, Wood and Houston. Advancement of this project is pending city direction. The loop may be advanced early or integrated into the Dallas Streetcar Central Link project, which would extend the modern streetcar through downtown Dallas to connect with the McKinney Avenue Transit Authority (MATA) M-Line.
- Prior to requesting entry into Project Development under the FTA Small Starts Program, DART is coordinating with the City of Dallas and other stakeholders on sustainable O&M funding sources. The DART Service Area Streetcar Feasibility outlines other potential expansion opportunities and considerations related to governance and funding. Downtown Dallas Inc. (DDI), DART and the City of Dallas hosted a workshop in August 2022 to discuss options. DDI continues to lead discussions through their Streetcar Subcommittee.
- The funding was removed from the FY25 Financial Plan Budget and now assumes 100% external funding.

EXISTING MCKINNEY AVE TROLLEY (M-LINE)

- McKinney Avenue Transit Authority (MATA) is a non-profit organization that operates the vintage M-Line trolley service connecting Cityplace/Uptown to downtown Dallas and the Arts District.
- Service is free and operates 365 days a year.
- The current round trip on route is 5.2 miles.
- DART provides funding contribution through site-specific shuttle agreement.
- The extension from Ross/St. Paul via Olive-St. Paul loop was completed in June 2015 to modern streetcar standards; funding from \$4.9 million federal Urban Circulator grant/\$5.0 Regional Toll Revenue (RTR) funds.
- McKinney-Cole two-way conversion street project under final design may rebuild some M-Line track segments to modern standards to account for possible system upgrades in future.
- At the request of the City of Dallas, a future NCTCOG effort will study potential extension to Knox Street, including potential upgrades to accommodate modern streetcar in the M-Line corridor.
- See [MATA.org](https://mata.org) for more information.

CAPITAL COSTS

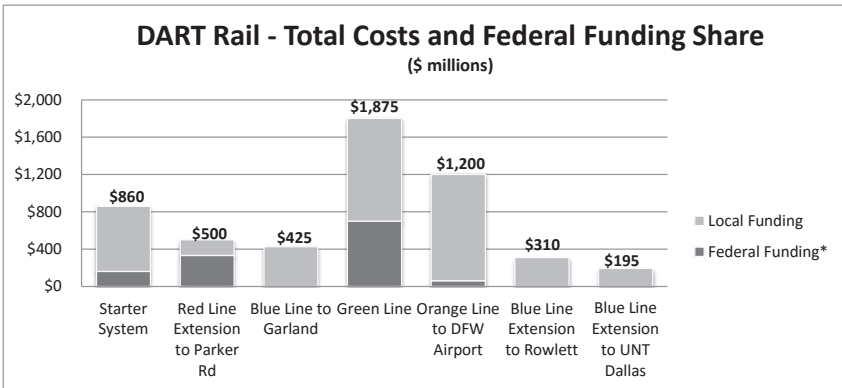
- The 20-mile starter system cost \$860 million or \$43 million/mile (1995\$).
- The 12.3-mile Red Line extension (Park Lane to Parker Road) cost approximately \$500 million or \$41 million/mile (2002\$).
- The 11.2-mile Blue Line extension (Mockingbird to Downtown Garland) cost approximately \$425 million or \$40 million/mile (2002\$).
- By 2010, Capital costs for LRT ranged from \$60-85 million/mile based on Green and Orange Line experience.
- The 1.2-mile NW-1A (first phase of Green Line from West End to Victory) cost \$75 million (2002\$).
- The 26.5-mile Green Line project (excluding NW-1A) cost \$1.8 billion or \$66 million/mile (2006\$) Green Line federal project 20.9-mile Farmers Branch to Buckner (NW/SE MOS): \$1.4 billion

(2006\$) or \$67 million/mile.

- The 14-mile Orange Line project cost \$1.2 billion (2010\$) or \$85 million/mile.
- The 4.6-mile Blue Line Rowlett Extension project cost \$310 million (2010\$) or \$65 million/mile
- The 2.6-mile Blue Line Extension to UNT cost \$195 million (2016\$) or \$75 million/mile.
- The 26-mile Silver Line cost estimate \$1,899 million (2021\$) or \$73 million/mile (will be updated with actual costs after construction is complete). The 4.6-mile Blue Line Rowlett Extension project cost \$310 million (2010\$) or \$65 million/mile.
- Costs include allocations for vehicles, systems and maintenance facility requirements.

MAJOR FEDERAL FUNDING

- DART has received several discretionary grants or loans to support rail expansion 20-mile Starter System: \$160 million for the South Oak Cliff project (1994).
 - » 12.3-mile North Central Corridor extension: \$333 million grant (1998).
 - » 20.9-mile NW/SE Minimum Operating Segment (MOS) of the Green Line: \$700 million grant (2006).
 - » Orange Line – Irving-1 and Irving-2: \$63 million Federal ARRA stimulus funds (2009).
 - » TRE commuter rail projects – various grants of approximately \$100 million.
 - » TIFIA loan of \$119,972,259 with interest rate of 2.91% for the I-3 project.
 - » RRIF loan of \$908 million with interest rate of 2.98% (2018; refinanced to 2.26% in 2021). and \$139 million in CMAQ funds for Silver Line.



*Federal funding is FTA Section 5309 except for the Orange Line as noted above.

PROJECT DEVELOPMENT PROCESS AND CAPITAL INVESTMENT GRANT PROGRAM FUNDING

Congress authorizes funding for FTA programs through legislation that amends Chapter 53 or Title 49 of the U.S. Code. The 2021 Bipartisan Infrastructure Law (BIL) is the current transportation funding and authorization legislation which includes formula and discretionary grant programs for public transit.

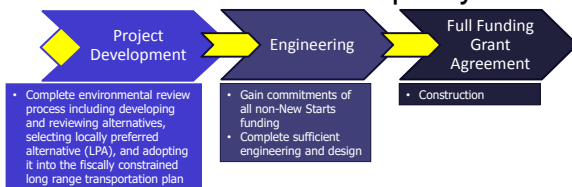
The BIL authorized the highly competitive CIG Program through FY 2026 at up to \$4.6B per year and represented the following significant changes to the CIG Program:

- Revises the Small Starts and New Starts eligibility thresholds. Small Starts are now projects with a total estimated project cost of less than \$400 million and that are seeking CIG funding of less than \$150 million. New Starts are projects with a total estimated project cost of \$400 million or more or that are seeking CIG funding of \$150 million or more.
- Revises Core Capacity project eligibility to corridors that are at capacity today or will be in 10 years, rather than in the 5-year timeframe under the FAST Act.
- Establishes a process for immediate and future bundling of projects to allow sponsors to move multiple projects through the CIG pipeline simultaneously. The new bundling eligibilities replace the prior “Program of Interrelated Projects” eligibility.
- Adds a requirement for the Secretary to determine that a project sponsor has made progress toward meeting the transit asset management performance targets required by 49 U.S.C. 5326(c)(2).
- Amends the “warrants” provisions for New Starts and Core Capacity projects to remove the requirement that the total estimated capital cost of the project must be under \$100 million.

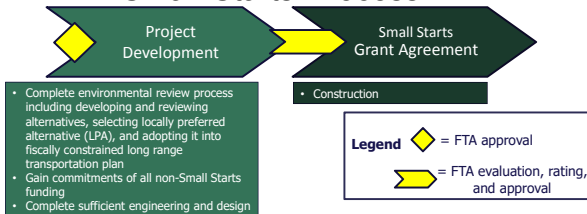
Federal Share: The maximum CIG (Sec 5309) share varies by project type, with New Starts: 60%, Small Starts: 80%, and Core Capacity: 80%. Total federal funds for any project type may not exceed 80%.

FTA issued updated policy guidance for the Capital Investment Grant Program in December 2024. This guidance will likely be succeeded by subsequent presidential executive orders.

New Starts and Core Capacity Process



Small Starts Process



10.0 ECONOMIC DEVELOPMENT

DART promotes quality Transit-Oriented Development (TOD) on or near DART-owned properties and transit facilities. These TODs help to attract riders, generate new opportunities to create direct and indirect revenue for DART and create environmentally sustainable, livable communities that are focused on transit accessibility. Recent analyses by the UNT Economics Research Group have updated the estimated economic, fiscal and developmental impacts of DART capital and operating programs which are summarized below. See www.DART.org/about/plans-projects-and-initiatives/transit-oriented-development-planning for detailed information.

TRANSIT-ORIENTED DEVELOPMENT

DART is a national leader in the advancement of TOD, with more than \$17 billion invested in existing and planned live-work-play communities at current and future station sites.

DEVELOPMENTAL IMPACTS

In 2023, the UNT Economics Research Group (ERG) examined the economic impacts near DART rail stations. A second May 2020 study examined the impacts of projects that are located within ¼-mile of DART stations in 2016-2018. The studies do not include downtown stations. The values of all projects included in the analysis were determined through a combination of steps including a review by Cushman & Wakefield. IMPLAN software was used to create an economic input-output model to measure the direct, indirect, and induced impacts of the development projects on the DFW region.

TOTAL PROPERTY VALUES WITHIN 1/4 MILE OF LRT AND STREETCAR STATION 1999 - 2021

PROJECTS	ESTIMATED VALUE
Private & Public (1999 - 2018)	\$16.1 billion
Private & Public (2019 - 2021)	\$980 million
Streetcar (2016 - 2018)	\$200.7 million
TOTAL (1999 - 2021)	\$17.3 billion

SOURCE: UNT Economics Research Group, May 2020 and November 2023

Highlights from the November 2023 study for the period from 2019-2021 include:

- A total of 31 development projects were completed within ¼ mile of DART stations with a total property value of \$980.1 million.
- Commercial development accounted for \$429.9 million, residential accounted for \$540.5 million, and public projects accounted for \$9.6 million.
- The total economic impact of the projects created \$1.8 billion for the DFW economy over the study period.
- The projects created 10,747 construction jobs.
- The projects generated \$144.7 million in Federal tax revenue over the study period.
- The projects generated \$49.6 million in state and local tax revenue over the study period.
 - » Sales taxes generated (excluding DART portion) was \$22.7 million.
 - » Property taxes generated was \$18.3 million.
 - » Other state & local tax revenue was \$8.6 million.

TRANSIT-ORIENTED DEVELOPMENT POLICY

- Revised in March 2020; original October 24, 1989
- Purpose of TOD Policy: DART is the steward of significant public investments, which includes important real property assets.

These real property assets can also be used to leverage the viability of the transit system and to add to its value to the community. Continuing expansion and maturation of the transit system along with federal, regional and local initiatives that direct and concentrate TOD and urban infill around transit facilities enhance the value of these assets. DART seeks to work in close partnership with its service area cities to identify and implement TOD opportunities. By promoting high-quality TOD on and near DART-owned properties, the transit system can attract riders and generate new opportunities to create revenue for DART, and create environmentally sustainable livable communities that are focused on transit accessibility.

TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

The TOD Guidelines were designed as an informational handbook to assist the general public and the development community in understanding DART's approach to TOD and transit facility design. The TOD Guidelines were approved by the DART Board in August 2020 and are at www.DART.org/economicdevelopment.

DART INVENTORY OF PROSPECTIVE TOD PROPERTIES 2025

An inventory of all the 38 DART properties with potential for TOD will be completed in May 2025. As part of the inventory, an assessment was undertaken for each property based on several factors such as parking usage, walkability, population and employment density, etc. A copy of this report will be available at www.DART.org/economicdevelopment.

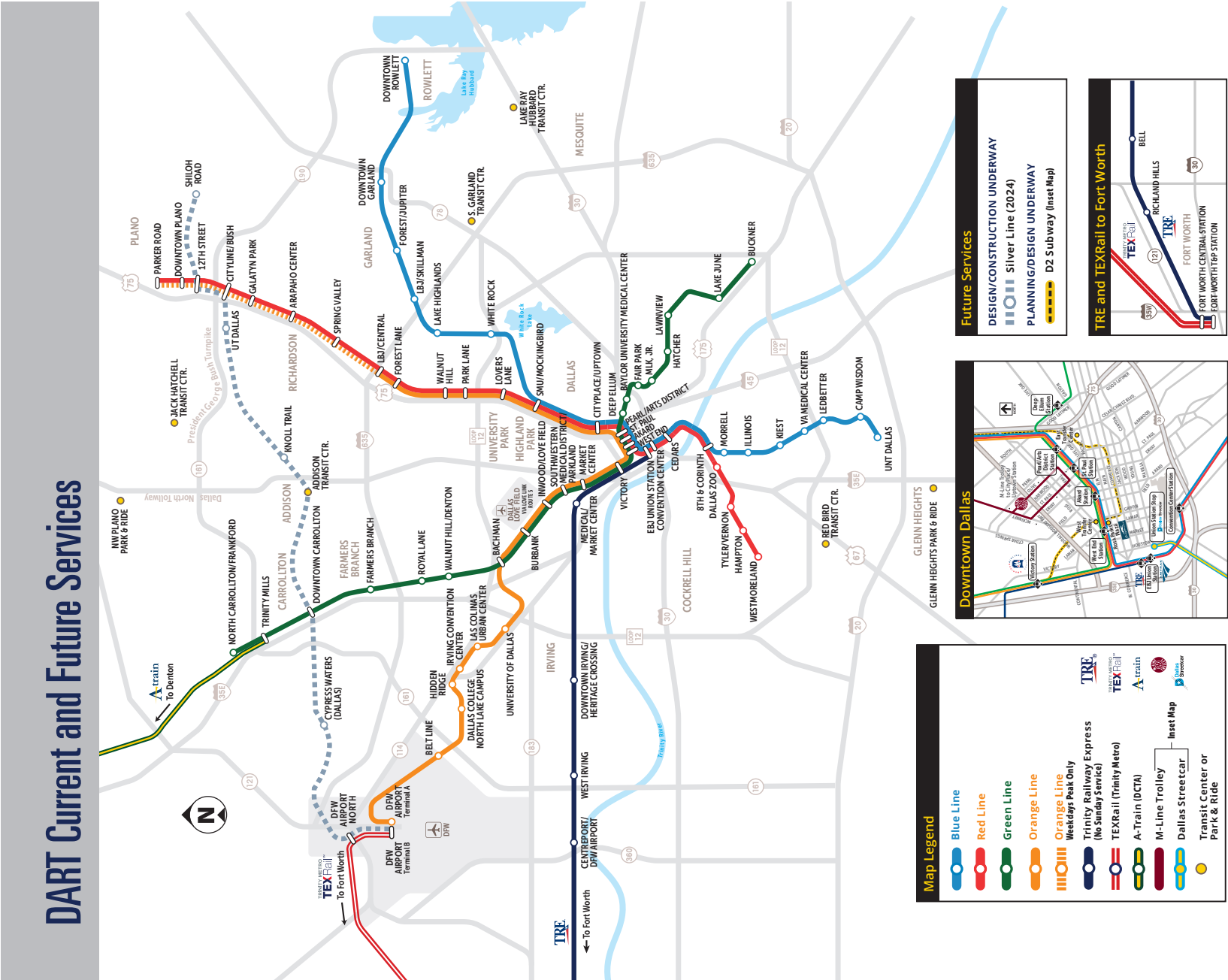
ECONOMIC AND DEVELOPMENT IMPACT STUDIES

- The Economic and Fiscal Impacts of Development Near DART Light Rail Stations UNT Economics Research Group (May 2021)
- The Economic and Fiscal Impacts of Development Near DART Stations. UNT Economics Research Group (January 2017).
- Through Recession and Recovery: Economic and Fiscal Impacts of Capital and Operating Spending by DART. UNT Center for Economic Development and Research (January 2014).
- Developmental Impacts of the DART Light Rail System will be finalized on July 1, 2025. UNT Center for Economic Development and Research (July 2025).

NOTE: Studies can be downloaded from www.DART.org/economicdevelopment.

>>

DART CURRENT AND FUTURE SERVICES



>> DART 2045 TRANSIT SYSTEM PLAN (APPROVED JANUARY 2022)

Rider Experience

Focus on access, safety/security, customer information, and system enhancements to improve rider experience

-  Enhance pedestrian access to transit
-  Expand bus stop amenities
-  Strengthen safety and security
-  Timely communications to riders

Mobility & Innovation

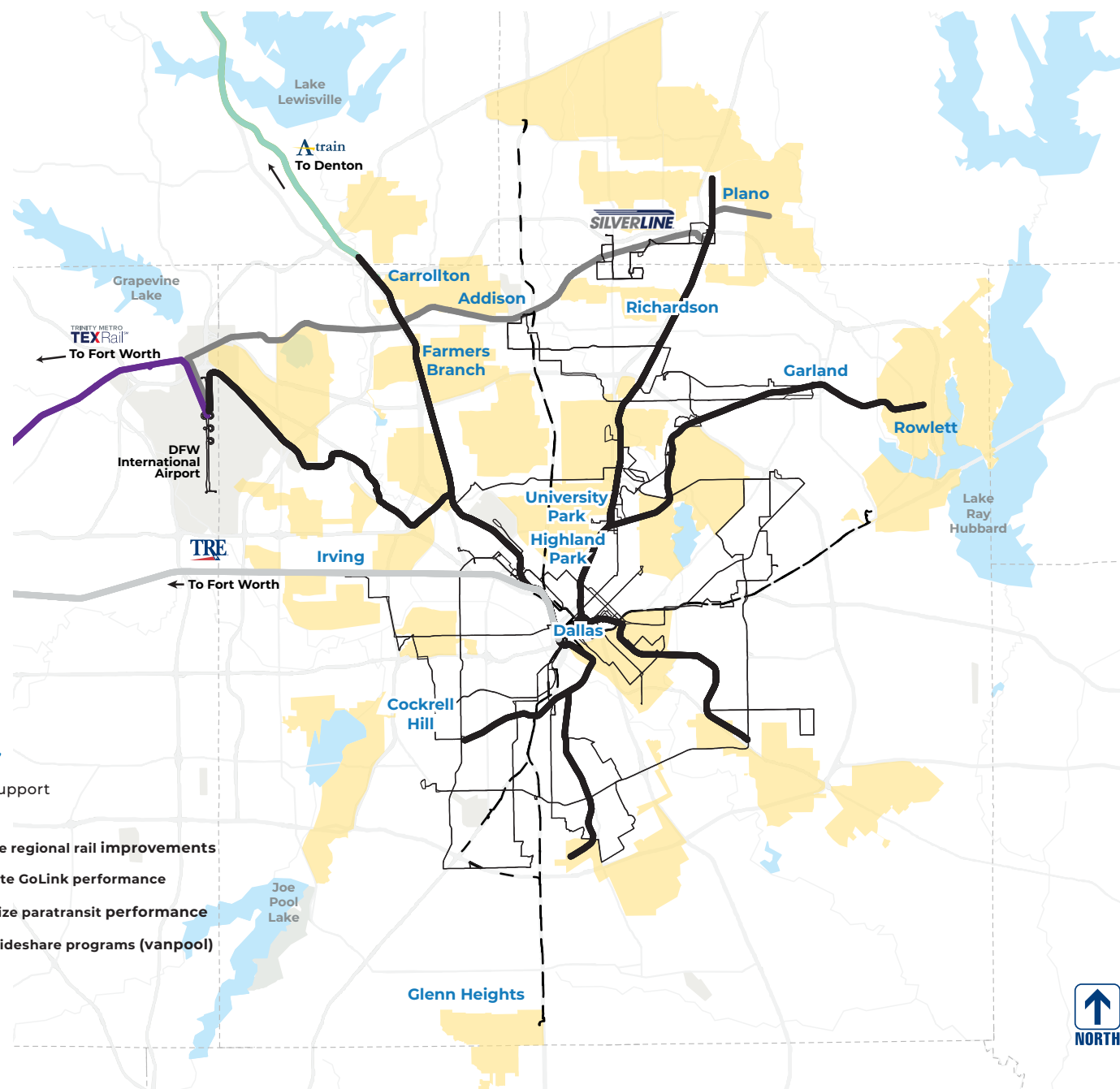
Advance mobility options through innovation, technology, and customer initiatives

-  "Mobility as a Service" innovations to improve rider experience
-  Advance pilot programs to test new technology
-  Increase multimodal connectivity with mobility hubs
-  Continue enhancing GoPass® with innovative features
-  Explore fleet and facility options to support air quality and climate action goals

Service and Expansion

Target service improvements and system expansion to support an equitable and sustainable network

-  Maintain state of good repair
-  Implement new bus network (DARTzoom)
-  Promote transit signal priority
-  Develop future bus rapid transit (BRT)
-  Expand express bus network
-  Enhance and optimize light rail system
-  Study potential high-capacity corridors
-  Explore regional rail improvements
-  Evaluate GoLink performance
-  Optimize paratransit performance
-  Grow rideshare programs (vanpool)



LEGEND (As of January 2022)

-  LIGHT RAIL NETWORK
-  CORE FREQUENT BUS NETWORK
-  EXPRESS BUS
-  GOLINK ZONES
-  SILVER LINE REGIONAL RAIL (2024)
-  TRE REGIONAL RAIL (DART/TRINITY METRO)
-  A-TRAIN (DCTA)
-  TEXRAIL (TRINITY METRO)

Note: Local bus network is too detailed for this map. Please visit www.dart.org.

Land Use and Economic Development

Integrate land use and transit planning to grow ridership and create transit-oriented development (TOD)

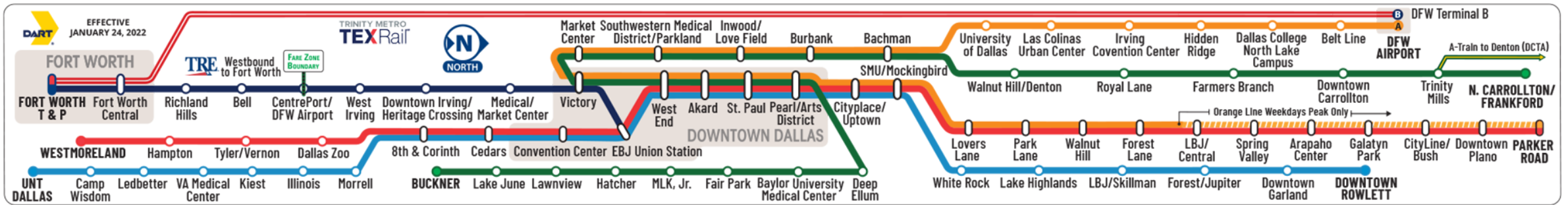
-  Coordinate pedestrian and non-motorized enhancements
-  Increase transit ridership through coordinated land use planning and development
-  Enhance value of DART property by design and accommodate future TOD
-  Contribute to economic vitality and housing and employment options

Collaboration

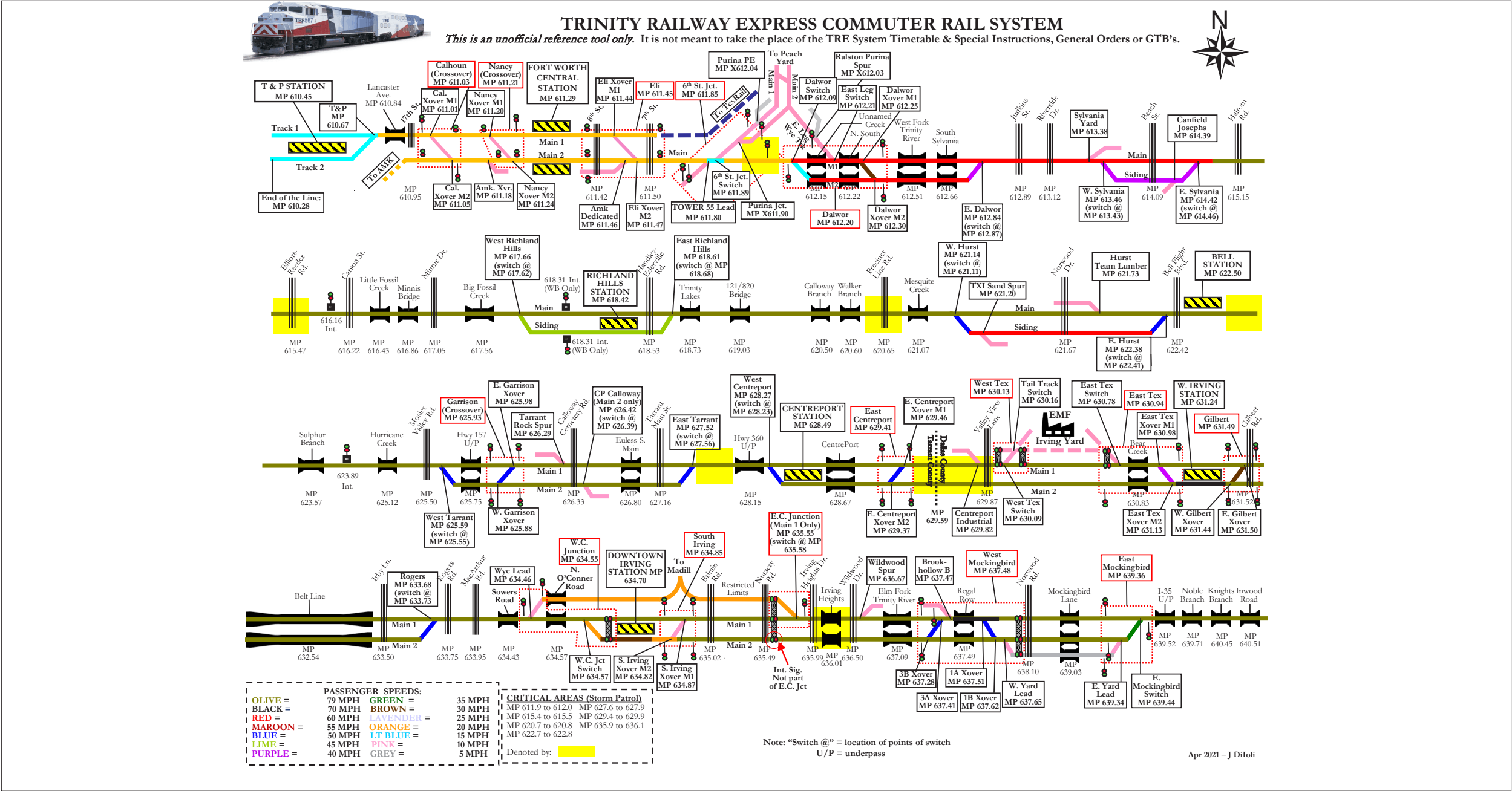
Collaborate with public and private partners on transit supportive programs, policies, and projects

-  Advance transit supportive funding programs and policies
-  Reflect DART interests in regional and state plans
-  Collaborate on local plans to support transit
-  Collaborate with agencies on transit access, equity, resiliency, and air quality initiatives
-  Engage the public, private sector, and community organizations to support transit

>> RAIL MAP



>> TRE COMMUTER RAIL SYSTEM



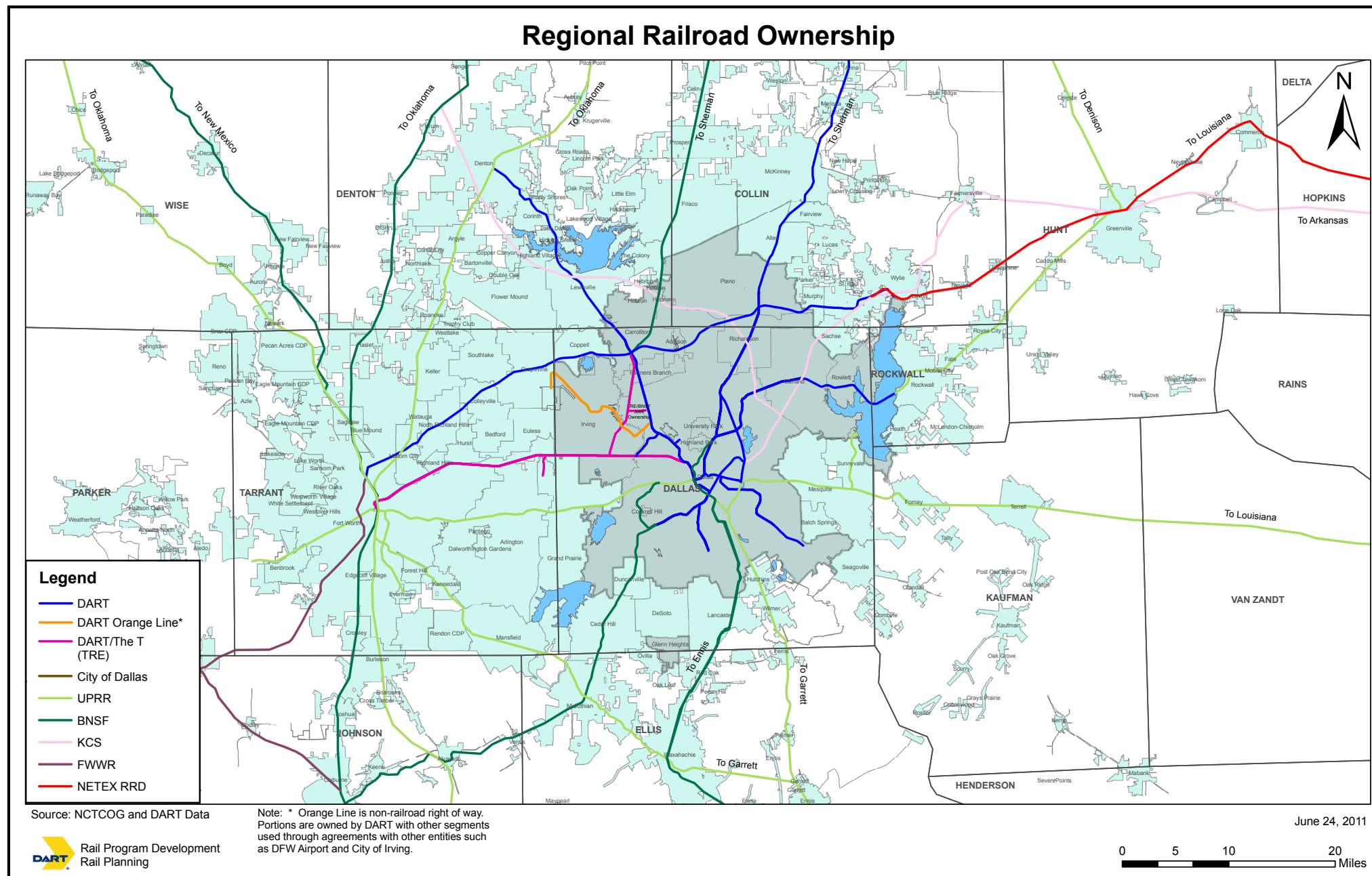
MADILL SUBDIVISION SYSTEM MAP

Existing Time Table Authorized Speeds

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>> REGIONAL RAILROAD OWNERSHIP





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