

DALLAS AREA RAPID TRANSIT
REFERENCE BOOK



Version 17.0

June 2026

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
17	6.2026	FY25 Actual/FY26 Budget Update

DART POINTS-OF-CONTACT

EMPLOYER RIDE SHARE VANPOOL/CARPOOL PROGRAMS
214-747-RIDE

CUSTOMER INFORMATION CENTER
214-979-1111

CUSTOMER SUPPORT TEAM
214-749-3333

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

DARTMART
214-749-3418

EDUCATION PROGRAMS (SCHOOL, ADULT, SENIOR)
214-749-3494

LOST & FOUND
214-749-3810

PARATRANSIT SERVICES
214-515-7272
(TTY) 214-828-6729

**PROCUREMENT SUPPORT OR
VENDOR BUSINESS CENTER**
214-749-2701

DART HEADQUARTERS
DALLAS AREA RAPID TRANSIT
1401 PACIFIC AVENUE
DALLAS, TX 75202

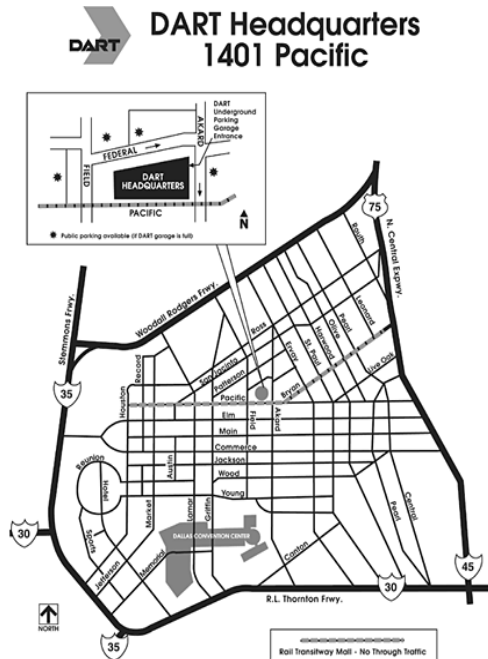
DART MAILING ADDRESS
P.O. BOX 660163
DALLAS, TX 75266-0163

OTHER POINTS-OF-CONTACT

**DENTON COUNTY TRANSPORTATION
AUTHORITY (DCTA)**
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 2026 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		- FY25 sales tax revenue \$900.4 million 700-square-mile Service Area - Service Area population 2.6 million (2050 North Central Texas Council of Governments [NCTCOG])	
13-county region population 7.3 million (2050 NCTCOG) 3,693 employees (FY26)			
3.0 RIDERSHIP			
MODE	FY25 ANNUAL	FY25 AVERAGE WEEKDAY	
Bus	28.6 million	88,213	
Light Rail	22.1 million	66,640	
Commuter Rail	1.3 million	4,458	
Paratransit	967,180	3,308	
Dallas Streetcar (City of Dallas)	517,610	1,276	
GoLink	2.1 million	6,477	
TOTAL SYSTEM	55.5 million	170,372	
4.0 OPERATIONS AND PERFORMANCE (FY25)			
- Annual Bus Revenue Miles – 25,695,230 - Annual Demand Response Revenue Miles – 11,084,510 - Annual LRT Revenue Car Miles – 10,260,030 - Annual Commuter Rail Revenue Car Miles – 1,177,464		Service Quality-On-Time Performance - Bus 78.9% - Light Rail Transit (LRT)/Streetcar 91.5% - Trinity Railway Express (TRE) 98.8%	
		- Subsidy per Passenger – Total System \$11.72 - Subsidy per Passenger – Fixed Route \$10.51	
5.0 FLEET OVERVIEW			
BUS	PARATRANSIT	COMMUTER RAIL	
476 Gillig (CNG) Buses - Vehicle length: 30 feet and 40 feet - Capacity: Up to 36 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	287 Chrysler Voyager Minivans - Capacity: 3 seated/1 wheelchair 41 Ford Transit Cutaway Lift Vans - Capacity: 6 seated/1 wheelchair 10 Ford E-450 Cutaway Lift Vans - Capacity: 14 seated/0 wheelchair, or 0 seated/5 wheelchair	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: 222 seats/457 crush	
LIGHT RAIL	NON-REVENUE VEHICLE	DALLAS STREETCAR	
163 Kinkisharyo Super light rail vehicles (LRVs) - Vehicle length: 123.8 feet - Capacity: 94 seated/274 crush (165 peak per DART policy)	819 vehicles	4 Dual-Mode Brookville Equipment Corporation - Vehicle length: 66.5 feet - Capacity: 36 seats	

SECTION		FAST FACTS	
6.0 FACILITIES			
BUS	LIGHT RAIL	COMMUTER RAIL	SILVER LINE
• 6,995 bus stops • 1,218 shelters, 16 enhanced shelters, 686 benches • 7 bus transit centers/3 transfer centers/3 transfer locations/2 park-and-rides	• 66 stations – 54 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	• 10 stations • 1 equipment maintenance facility (EMF)
7.0 INFRASTRUCTURE			
STREETCAR	LIGHT RAIL	COMMUTER RAIL	SILVER LINE
• Dallas Streetcar (City of Dallas owned) • 2.4 miles • 6 stations	• 93 LRT miles • 66 LRT stations • 3.2 miles in tunnel	• 33.8 TRE miles • 10 TRE stations	• 26 miles • 10 stations
8.0 OPERATING AND CAPITAL BUDGET (FY26)			
• \$830.7 million Capital and Non-Operating Budget • \$757.9 million Operating Budget • \$900.4 million Sales Tax Revenue	FAREBOX RECOVERY • Bus 5.6% • Light Rail 8.5% • Commuter Rail 4.9% • Silver Line 2.5% • Total 6.4%	BUDGET SUBSIDY PER PASSENGER • Bus \$11.31 • Light Rail \$8.70 • Commuter Rail \$31.02 ◦ TRE \$29.08 ◦ Silver Line \$33.93 • Paratransit \$71.44 • GoLink \$19.10	
9.0 DART CAPITAL PROGRAM			
• Future projects in planning, design, or construction: ◦ Light Rail Systemwide Modernization Program (various elements underway) ◦ Bus amenities (e.g., next-generation bus shelters, concrete amenity pads, etc.) are being installed/constructed ◦ Dallas Streetcar Central Link (Planning underway) ◦ Dallas Streetcar Loop - Extension 2 (Planning/Design underway) ◦ Bus Corridor Improvement Program and Design Guidelines (underway) ◦ Transit facilities and related infrastructure design (underway)			
10.0 ECONOMIC DEVELOPMENT			
• Existing, under construction and planned developments around DART stations total more than \$18.1 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 12 cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Irving, Plano, Richardson, Rowlett and University Park. Voters in Highland Park, one of DART's original cities, withdrew from DART in May 2026. Service in that city ceased on May 14, 2026.

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 May 2026, DART serves its 12 service area cities with 87 bus or shuttle routes, 28 On-Demand GoLink Zones and 4 zone-to-zone pilots, 93 miles of light rail transit with 66 stations, the recently opened 26-mile regional rail service (Silver Line) with 10 stations and paratransit service for persons who are mobility-impaired. DART and Trinity Metro jointly own and operate 34 miles of commuter rail (the Trinity Railway Express or TRE), linking Downtown Dallas and Fort Worth.

DART Transform is a 10-year systemwide modernization program currently underway, focusing on improvements to enhance the system and support the customer experience. Major light rail improvements include replacing the oldest fleet, modifying Red and Blue stations for level boarding, modifying rail operating facilities and unifying signal systems to support safety, reliability and resiliency across the network. New locomotives and additional vehicle upgrades are underway for the TRE in partnership with Trinity Metro.

The bus network improvements include 476 new CNG buses to replace older buses and a multi-year bus amenities improvement program, to include next-generation bus shelters with real-time information and improved seating and lighting. DART continues 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 continues to guide the agency into the future. The plan outlines six strategic goals, each with objectives and initiatives. Progress may be reviewed at dart.org/strategicplan.

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 2026 PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)'S GOALS AND PERFORMANCE MEASURES

	CEO GOAL	PERFORMANCE MEASURE	BASELINE (IF APPLICABLE)
	EMPOWERED AGENCY		
1A	Recommend and advance implementation of organizational assessment priorities and develop a process for annual reporting to document achieved or anticipated time savings, cost efficiencies and/or other improvements to support strategic goals.	1. Priority recommendations by December 31, 2025. 2. Annual report process developed and submitted to Board by March 31, 2026.	N/A
1B	Steward DART's resources: 1. Replace and implement the new time and attendance system. 2. Award contract for the replacement Enterprise Resource Planning (ERP) system and advance work to meet milestones for full go-live in FY 2027.	1. Time and attendance system implementation by March 31, 2026. 2. ERP contract award by December 31, 2025.	N/A
	CULTURE OF CONTRIBUTION		
2A	Identify causes, review industry best practices and develop and implement a comprehensive program to address absenteeism in operator ranks.	Make progress toward reducing unplanned operator absences to 15%.	To be established by December 31, 2025, based on FY 2025 data.
2B	Perform analysis to determine the causes of overtime (OT) usage in key agency areas. Develop strategies to reduce the use of OT. Measure progress quarterly as causes are addressed.	Make progress toward reducing use of rail maintenance OT to 13%.	To be established by December 31, 2025, based on FY 2025 data.
	QUALITY SERVICE		
3A	Improve on-time performance (OTP) by advancing actions related to technology/equipment, training and operating environment to address root causes of delay for bus and rail.	Make progress toward OTP of 85% on bus and 95% on light rail.	OTP benchmark to be set by December 31, 2025, pending FY 2025 data.
3B	Improve security and perceptions of security through crime prevention activities, as measured by response times for Priority 1 calls and customer satisfaction results on security and cleanliness.	1. Maintain or improve upon FY 2025 response time for Priority 1 calls. 2. Maintain or improve upon FY 2025 customer survey metrics related to security and cleanliness.	To be established by December 31, 2025, based on FY 2025 data.

FY 2026 PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)'S GOALS AND PERFORMANCE MEASURES

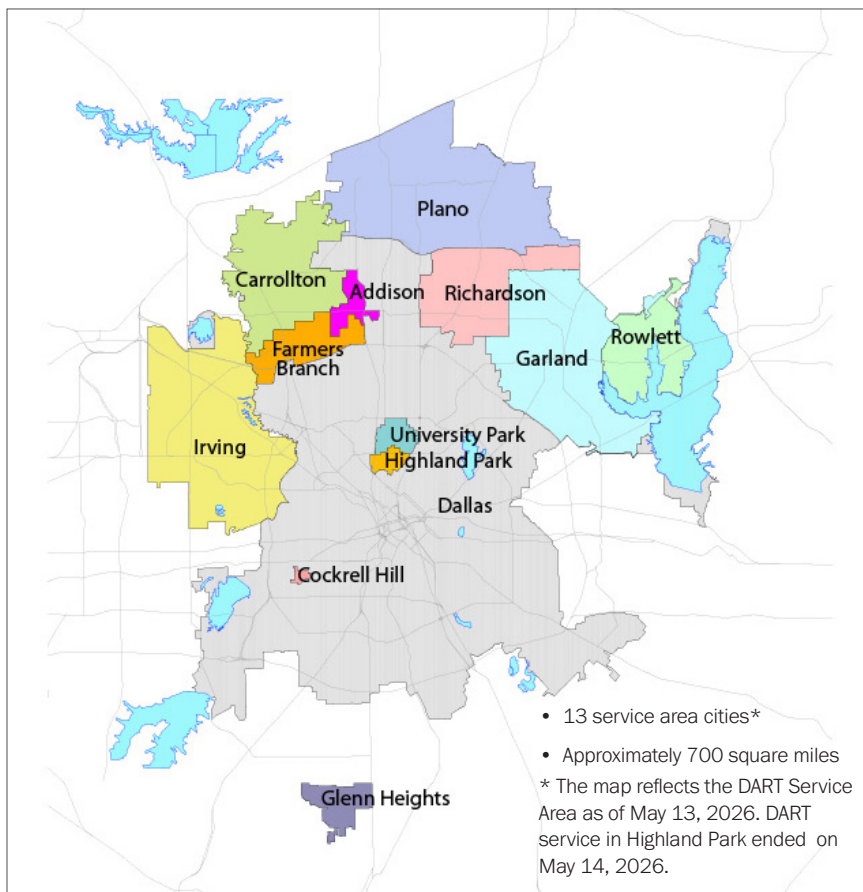
CEO GOAL		PERFORMANCE MEASURE	BASELINE (IF APPLICABLE)
3C	Advance key elements of Transform System Modernization program to support a safer, more reliable and modern system: 1. Replace all ticket vending machines (TVMs). 2. Determine appropriate system and delivery method for LRT signal system upgrade. 3. Issue solicitation for purchase of 77 new LRV.	1. TVM replacement complete by September 30, 2026. 2. Present signal system decision to Board by December 31, 2025. 3. Issue solicitation for signal system and new LRVs by June 30, 2026.	N/A
SEAMLESS MOBILITY			
4A	Work with NCTCOG to develop mobility plans and maximize external funding (seeking full reimbursement from RTC for services outside the DART Service Area) to implement transit elements for 2026 FIFA World Cup, including nine games at Arlington Stadium, daily FanFest at Fair Park and international Broadcast Center at KBHCC.	1. Update draft mobility plan by December 31, 2025. 2. Finalize mobility plan by March 31, 2026. 3. Execute mobility plan for 39 days of activities.	N/A
4B	Develop a comprehensive policy for use of DART parking lots considering items such as technology, pricing and utilization (e.g., shared use, overnight parking, etc.).	1. Develop draft policy proposal for Board feedback by June 30, 2026. 2. Present final policy for Board approval by September 30, 2026.	N/A
4C	Advance at least one near-term priority with each DART city resulting from Area Plan effort, including proposed funding sources and implementation schedule; seek grant funding where possible.	1. Develop and submit to the Board by March 31, 2026, a program of Area Plan near-term priorities for advancement, including proposed funding sources and implementation schedule. 2. Begin implementation of this program, based on funding availability.	N/A
FANTASTIC SPACES			
5A	With willing city partners, identify and develop concepts or plans to activate underutilized DART properties.	By September 30, 2026, advance plans for at least two Fantastic Space projects.	N/A

FY 2026 PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)'S GOALS AND PERFORMANCE MEASURES

CEO GOAL		PERFORMANCE MEASURE	BASELINE (IF APPLICABLE)
STRATEGIC RELATIONSHIPS			
6A	Work with NCTCOG, Trinity Metro and DCTA to review Transit 2.0 recommendations and select key actions for early implementation. In collaboration with NCTCOG, cities and other regional partners, develop a framework to advance longer-term actions. Focus on policy actions and new revenue opportunities beneficial to DART and its member cities.	1. Bring recommended early actions to Board for consideration by December 31, 2025. 2. Present framework for long-term actions to Board by March 31, 2026.	N/A
6B	Develop and implement a marketing and public relations strategy to enhance visibility and elevate the reputation of DART with cities and across various sectors, promoting DART's role as a strategic economic and mobility asset.	At least twice per year meet with city leadership to review and advance mutual objectives. Provide regular communications to cities that promote agency knowledge and updates on DART's city-specific activities.	N/A
6C	Build and expand upon DART's advocacy network, including businesses, nonprofits, community groups, developers and others, to support DART's role in the region.	1. Complete stakeholder mapping and identify existing, new or underengaged stakeholders by January 31, 2026. 2. Develop and implement a strategy for regular	N/A

SOURCE: DART Board Resolution 250094

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	2025 POPULATION	2050 POPULATION	% POPULATION CHANGE	2025 EMPLOYMENT	2050 EMPLOYMENT	% EMPLOYMENT CHANGE
Addison	19,745	25,333	28.3%	73,071	77,087	5.5%
Carrollton	139,670	158,083	13.2%	130,307	188,117	44.4%
Cockrell Hill	3,657	3,764	2.9%	3,033	3,185	5.0%
Dallas	1,339,074	1,487,373	11.1%	1,342,175	1,681,160	25.3%
Farmers Branch	41,401	53,188	28.5%	93,396	100,008	7.1%
Garland	256,004	283,455	10.7%	129,739	188,806	45.5%
Glenn Heights*	20,828	37,207	78.6%	2,791	10,681	282.7%
Highland Park**	8,677	9,192	5.9%	5,449	7,829	43.7%
Irving	261,818	283,279	8.2%	338,844	430,962	27.2%
Plano	288,012	325,489	13.0%	335,862	447,711	33.3%
Richardson	122,614	154,835	26.3%	198,131	223,774	12.9%
Rowlett	68,423	78,631	14.9%	14,880	18,070	21.4%
University Park	21,581	22,260	3.1%	10,852	12,866	18.6%
TOTAL SERVICE AREA	2,591,504	2,922,090	12.8%	2,678,532	3,390,254	26.6%
13-COUNTY NCTCOG REGION	7,316,114	9,555,106	30.6%	5,543,673	7,879,485	42.1%

SOURCES: 2019-2035 linear interpolation to 2025 by DART
2050 NCTCOG Demographic Forecast (City) | NCTCOG OPEN DATA-Hub Site

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

**The table reflects the DART service area as of May 13, 2026. DART service in Highland Park ended on May 14, 2026.

DART SERVICE AREA CITIES SALES TAX RECEIPTS (IN MILLIONS)

CITY	FY25 SALES TAX RECEIPTS	CUMULATIVE SALES TAX RECEIPTS (FY84 - FY25)
Addison	\$17.0	\$394.5
Carrollton	\$50.4	\$894.4
Cockrell Hill	\$0.6	\$8.5
Dallas	\$435.9	\$8,675.2
Farmers Branch	\$24.1	\$500.2
Garland	\$50.7	\$819.8
Glenn Heights	\$1.2	\$13.0
Highland Park**	\$9.1	\$106.1
Irving	\$113.3	\$1,858.1
Plano	\$127.4	\$2,138.4
Richardson*	\$54.0	\$1,000.4
Rowlett	\$9.6	\$162.8
University Park	\$7.0	\$121.4
Coppell & Flower Mound***	\$0.0	\$3.0
TOTAL CONTRIBUTIONS	\$900.4	\$16,696.0

SOURCE: DART Finance Department – Revenue Management

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

** The table reflects the DART Service Area as of May 13, 2026. DART service in Highland Park ended on May 14, 2026.

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

FARES (EFFECTIVE MARCH 1, 2026)

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.

Fare changes to DART fares include:

- Regional Day passes decreased from \$12 to \$9.
- Reduced Regional Day passes increased from \$3 to \$4.50.
- Monthly pass: DART introduced a reduced regional monthly pass that was currently supported by the regional agencies.
- Retail Annual Pass: This option has been discontinued; however, members enrolled in the DART Corporate Annual Pass Program will see no change in their rates.
- Price increase for the corporate pass program to align with current market pricing and discounts.
- Discontinuation of the Regional Day Pass voucher being replaced with a new local 3-hour voucher.

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	-	-
TRE One-Way	-	-	\$6.00	-
Day Pass	\$6.00	\$3.00	\$9.00	\$4.50
Monthly/31-Day Pass	\$126.00	\$63.00	\$192.00	\$96.00
Single-Ride Paratransit	\$3.50	-	-	-
Dallas Streetcar	\$1.00	-	-	-

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

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

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 fare programs include the corporate pass program, education institution program, special event program, discounted fare program (for eligible low-income customers and veterans) and day pass voucher program.

The single-ride paratransit fare was approved for a price increase from \$3.50 to \$4.00 but was delayed for implementation until a future Board approval before March 1, 2027.

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 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 was completed. In October 2024, the Board approved to convert this pilot program into a permanent program.

DART EMPLOYEES

LOCATION/DEPARTMENTS	FULL-TIME SALARIED BUDGETED		FULL-TIME HOURLY BUDGETED	
	FY25	FY26	FY25	FY26
Board of Directors	33	33	-	-
Chief Communications Officer	73	70	38	38
Chief Development Officer	132	110	-	-
Chief Executive Officer	453	448	-	-
Chief Financial Officer	292	284	67	67
Chief Operations Officer	483	495	2,250	2,140
Chief of Staff	10	8	-	-
TOTAL	1,476	1,448	2,355	2,245

SOURCE: FY 2026 Annual Budget & 20-Year Financial Plan - pgs. 53-80.

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.

Much of the original 1983 DART Service Plan is complete with the opening of the Silver Line in October 2025. The agency focus has shifted from construction centric to operations centric, with a focus on maintenance and replacement of older assets. Future projects and programs emphasize strategic investments that expand, modernize and update the system to support operations, reliability and the customer experience. Recent Board actions have also established programs to benefit DART Service Area cities, including revenue sharing through a new General Mobility Program (GMP) and leveraging incremental sales tax growth within Tax Increment Reinvestment Zones (TIRZs) that have a transit anchor.

DART is also engaged in programs that foster exchange and learning in the industry. DART often 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. DART participates in the Eno Center for Transportation Multi-Agency Exchange (MAX) Program to expand leadership development and networking. Since its inception, the MAX Program has brought together over 260 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.

In addition, DART developed and licenses its award-winning GoPass® app to several agencies in Texas and across the U.S. DART also 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 meeting the evolving needs of riders and communities.

SOURCE: *Eno Center for Transportation Website, Professional Development – History (Accessed May 2026).

AWARDS AND RECOGNITIONS FOR CALENDAR YEAR 2025

Airrosti Dallas-Fort Worth

2025 Airrosti Ambassador Award – North Texas

BikeDFW

2025 Mobility Champions of the Year UPSHIFT Award – Cotton Belt Trail Corridor

American Public Transportation Association – Sustainability Commitment Program

2025 Gold Recognition

DFW Business Council

2025 Mega Deal Award – Silver Line Regional Rail Project

Arab American Association of Engineers and Architects – DFW Chapter

2025 Project of the Year – Silver Line Regional Rail Project

Engineering News-Record – Texas & Southeast Best Projects

2025 ENR Award of Merit for Airport/Transit – Silver Line Regional Rail Project

Greater Dallas Planning Council – Trinity Urban Design Awards

2025 Built Award Honorable Mention – Silver Line Regional Rail Project

Government Finance Officers Association

2025 Certificate of Achievement for Excellence in Financial Reporting – DART’s Annual Comprehensive Financial Report for Fiscal Year 2024

Texas Veterans Commission

2025 Certificate of Appreciation Award

SOURCE: Communication Strategy

TRANSIT AGENCY COMPARISON (2024 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	664	2,342	1,309	4,632	830	376	902	558
Service Area Population	2,530,800	2,682,227	3,098,079	4,038,849	10,287,086	3,511,062	1,512,100	2,269,953	1,563,103
Annual Vehicles Revenue Miles (In Thousands)									
Bus	25,502	20,688	25,655	37,317	69,616	37,316	20,688	20,142	11,973
Heavy Rail	N/A	17,431	N/A	N/A	5,186	14,833	N/A	N/A	N/A
Commuter Rail	1,207	25,204	6,353	N/A	N/A	17,658	N/A	N/A	N/A
Light Rail	10,214	5,785	7,401	3,118	18,473	2,298	7,396	12,156	4,895
Demand Response	13,370	8,765	6,963	18,179	2,970	6,668	5,571	3,268	5,390
Annual Vehicles Revenue Hours (In Thousands)									
Bus	2,025	2,187	2,126	2,944	6,820	3,651	1,888	1,850	863
Heavy Rail	N/A	1,460	N/A	N/A	285	1,120	N/A	N/A	N/A
Commuter Rail	71	893	284	N/A	N/A	897	N/A	N/A	N/A
Light Rail	541	633	525	258	908	265	540	669	214
Demand Response	780	798	514	1,372	196	649	412	172	285
Annual Unlinked Trips (In Thousands)									
Bus	29,091	88,823	44,042	55,840	229,711	105,094	40,601	35,614	12,728
Heavy Rail	N/A	84,772	N/A	N/A	22,842	54,877	N/A	N/A	N/A
Commuter Rail	1,270	29,186	8,331	N/A	N/A	22,480	N/A	N/A	N/A
Light Rail	22,102	36,668	11,162	13,652	43,287	13,512	23,394	39,649	6,753
Demand Response	1,727	961	757	2,055	763	908	640	314	611
Fixed Guideway Directional Route Miles									
Bus	0	15.1	9.3	9.5	10.2	6.3	11.2	5.7	0

TRANSIT AGENCY COMPARISON (2024 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	15.1	9.3	9.5	10.2	6.3	11.2	5.7	0
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	662/453	1,258/689	1,047/530	945/683	1,991/1,583	1,321/1,033	685/459	635/489	316/261
Heavy Rail	N/A	404 / 288	N/A	N/A	100/52	349/215	N/A	N/A	N/A
Commuter Rail	34/23	478 / 400	132/44	N/A	N/A	411/311	N/A	N/A	N/A
Light Rail	163/96	195/ 134	201/116	87 / 52	337/199	149/85	142/102	185/114	73/32
Operating Expenses (In Thousands)									
Bus	\$375,640	\$674,915	\$513,943	\$522,585	\$1,480,407	\$756,209	\$393,737	\$219,910	\$160,935
Heavy Rail	N/A	\$406,568	N/A	N/A	\$246,352	\$288,544	N/A	N/A	N/A
Commuter Rail	\$47,542	\$569,535	\$136,855	N/A	N/A	\$331,401	N/A	N/A	N/A
Light Rail	\$267,298	\$265,901	\$163,377	\$102,938	\$627,644	\$93,518	\$251,179	\$141,969	\$100,869
Demand Response	\$70,216	\$154,938	\$78,391	\$109,890	\$24,711	\$64,509	\$59,986	\$18,629	\$3,0637
Fare Revenue (In Thousands)									
Bus	\$19,413	\$75,563	\$35,671	\$27,076	\$98,675	\$122,928	\$30,563	\$40,742	\$12,205
Heavy Rail	N/A	\$137,016	N/A	N/A	\$11,484	\$48,484	N/A	N/A	N/A
Commuter Rail	\$3,755	\$132,998	\$17,203	N/A	N/A	\$86,056	N/A	N/A	N/A
Light Rail	\$14,749	\$52,091	\$8,817	\$2,715	\$21,571	\$12,952	\$19,951	\$29,826	\$6,673
Demand Response	\$4,065	\$2,782	\$2,215	\$2,084	\$419	\$5,828	\$8,816	\$1,444	\$848

SOURCE: 2024 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
FY23	0.54
FY24	0.34
FY25	0.43
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY23	2.00
FY24	1.72
FY25	1.00

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
FY23	2.12
FY24	2.92
FY25	2.98
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY23	9.64
FY24	7.56
FY25	11.58

SOURCE: DART Agency Safety & Compliance Department

NOTE: *Collision rate is computed using revenue miles.

SAFETY STATISTICS - TRINITY RAILWAY EXPRESS OPERATIONS

TRE Collisions (both rail and passenger)	YTD
FY23	7
FY24	7
FY25	5

SOURCE: Trinity Metro Safety Department

DART BOARD MEMBERS



RANDALL B. BRYANT
Board Chairman
2025-2027

Dallas [2024]



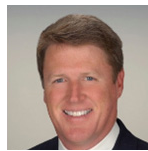
MARC C. ABRAHAM
Board Vice Chairman
2025-2027

Garland [2023]



CARMEN GARCIA
Secretary, 2025-2027

Dallas [2022]



MARK C. ENOCH
Assistant Secretary, 2025-2027
Past Board Chair, 2005-2007
Garland, Rowlett and Glenn Heights [1997]



GARY SLAGEL
Director/Immediate Past
Board Chair, 2023-2025

Richardson, University Park,
Addison, Highland Park [2011]



RICHARD H. STOPFER
Director

Irving [2013]



MICHELE WONG KRAUSE
Director/Past Board Chair,
2021-2023

Dallas [2014]



PATRICK J. KENNEDY
Director

Dallas [2016]



DOUG HRBACEK
Director

Irving & Carrollton [2016]



M. NATHAN BARBERA
Director

Plano &
Farmers Branch [2023]



ENRIQUE A. MACGREGOR
Director

Dallas [2023]



ANTHONY RICCIRDARELLI
Director

Plano [2025]



MAUREEN MILLIGAN
Director

Dallas [2025]



MAURICE A. WEST
Director

Dallas [2025]



ROY C. LOPEZ
Director

Dallas [2025]

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 2025 to Randall B. Bryant.
- 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.

2026 MEETING SCHEDULE

January 13, 27	May 12, 26	September 8, 22
February 10, 24	June 9, 16	October 13, 27
March 10, 24	July 14	November 10
April 7, 28	August 11, 25	December 8

FY26 COMMITTEES

Audit Committee

Lopez (Chair), Abraham (Vice Chair), Barbera, Enoch, Milligan

COTW: Administration Subsection

Slagel (Chair), Wong Krause (Vice Chair), Garcia, Ricciardelli, West

COTW: Development and Innovation Subsection

Kennedy (Chair), MacGregor (Vice Chair), Hrbacek, Ricciardelli, Stopfer

OTHER COMMITTEE PARTICIPATION

DART Employees' Defined Benefit Retirement Plan & Trust

Abraham

DART Mobility Service, LGC Board of Directors

Byrant (Chair), Vacant (Vice Chair), Abraham

Regional Rail Right-of-Way Board of Directors

Byrant, Vacant, Abraham, Vacant

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

Stopfer, Slagel, Milligan, 3 Trinity Metro Members

Regional Transportation Council (RTC)

Bryant (member), Abraham (alternate)

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 TRE 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 an 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 and 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 5-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 begins 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 is 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 join 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, the DART Board approves the DART Point B Strategic Plan, which 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, 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 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 with 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, Southern Methodist University (SMU)/Mockingbird stations as well as the CBD West Transfer Center in Downtown Dallas.
2025	In December 2024, DART approves the purchase of 476 CNG buses from Gillig, supplemented by \$103 million in federal grant funds. The approval marks a significant milestone in the DART Transform Program.
2025	In February 2025, Texas HB 3187 and a companion bill, SB 1557, were filed. The bills aimed to redirect 25% of DART sales tax revenues, among other items, and divert funds to DART cities to use toward local general mobility projects such as roadway, traffic, drainage and other transportation improvements. DART and many advocates opposed the bills, and they did not become law.
2025	In March 2025, SB 2118 (Parker) aimed to eliminate the population-based board apportionment, which allows Dallas to hold a majority, and instead give each of the 13 DART cities each one representative. The bill did not advance. DART and its cities subsequently agreed on a different framework in February 2026, which is proposed to advance in the 90th Texas Legislature.
2025	On March 27, 2025, DART and the Urban Land Institute (ULI) Dallas-Fort Worth holds a full-day summit at the W Dallas Hotel at Victory Park to discuss Transit-Oriented Development (TOD).
2025	In May 2025, the DART Board approves the framework for the Agency's participation in Tax Increment Reinvestment Zones (TIRZs) and gave DART staff authority to execute ILAs with DART cities, thus allowing DART to contribute future sales tax revenues to local TIRZs.
2025	In August 2025, DART opens its Consolidated Dispatch and Command Center (CDCC), a new state-of-the-art facility that co-locates bus dispatch, train control and police dispatch teams in one location.
2025	In October 2025, DART opens the 26-mile Silver Line, spanning from Plano to DFW Airport, accommodating transfers to Red/Orange Lines, Green Line and the Trinity Metro TEXRail, traversing seven cities (Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano) with 10 stations.
2026	From November 2025 to February 2026, six DART city councils (Plano, Irving, Highland Park, University Park, Farmers Branch and Addison) ordered withdrawal elections to be held on May 2, 2026.
2026	In February 2026, the Board approved a new strategic funding solution, which includes a six-year revenue-sharing agreement with DART cities. The RTC approved \$75 million to support the program. The Board also approved the addition of a new governance framework to its legislative priorities. As a result, three cities (Plano, Irving and Farmers Branch) rescinded their withdrawal elections.
2026	On May 2, 2026, voters in Addison and University Park voted to remain in DART, while voters in Highland Park elected to withdraw from DART. The Highland Park City Council confirmed the election results on May 13, and all service in Highland Park ceased on May 14.

SOURCES: DART History on www.DART.org

DART Strategy and Transformation Department, Capital Planning Department, and Real Estate & Economic Development Department

MAJOR INITIATIVES

SYSTEM WIDE

- Point B: A New Vision for Mobility in North Texas is DART's 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 overarching goal is to move DART from being a service that people sometimes use to being a valued regional economic and mobility asset.
- DART Transform is being advanced as the agency's 10-year generational journey for modernization across all modes to improve the customer experience and reliability of the system.
- DART completed a Strategic Organizational Assessment to find more effective ways to work smarter. The assessment focused on three critical areas that touch all parts of our agency: procurement, human resources and data management. Work is underway to advance key recommendations and document continuous improvement efforts.
- A new Enterprise Resource Planning (ERP) system will be implemented in 2026 to 2027 and will modernize financial and procurement processes, information reporting and analytics.
- DART is developing customized Area Plans for each of the service area cities to guide projects, programs and services that advance mutual mobility goals and add value to the community. Phase 1 focused on identifying existing conditions and travel patterns. Phase 2 identified opportunities and refined them into actionable projects that leverage the partnership between DART and the service area cities. Communication and collaboration with cities will continue to track progress and advance mutual objectives.
- DART continues to advance TOD initiatives in cooperation with cities and developers around several rail stations and bus transit facilities, including SMU/Mockingbird Station, Buckner Station and Trinity Mills Station. TOD plans and projects in Addison, Richardson, Plano, Garland, Farmers Branch and Dallas are also in various stages of planning and implementation. See Section 10 for more information.
- Through the use of \$110 million from the Mobility Assistance and Innovation Fund approved by the DART Board in October 2022, DART is nearly complete with a set of security, cleanliness and reliability projects across the DART system to create a better rider experience.
- DART's Multi-Disciplinary Response team (MDRT), which was piloted in 2023, continues as a support system for vulnerable populations dealing with mental health, addiction and homelessness across the entire DART system. Teams consist of a DART Police Officer and Parkland health professionals. DART is taking steps to transition the MDRT into a permanent program by the end of 2026.
- 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 Design, Communications and Education, Innovative Technology, Legislation and Policy. The strategy is a living document with several initiatives being tracked and advanced.
- The GoPass® app has continued to evolve with a series of enhancements designed to improve the overall rider experience, increase accessibility and support the growing needs of our transit community. One of the most impactful updates is the introduction of the Live Journey feature, which provides riders with real-time trip visibility, including stop-by-stop tracking. This added transparency helps riders feel more confident and informed throughout their journey.

- In addition, the launch of the Mobile Institution Pass Program has made it easier for organizations such as schools and employers to distribute transit passes digitally, simplifying access and reducing reliance on physical fare media. Riders also benefit from enhanced navigation through the integration of Mapbox, which delivers a more intuitive and responsive mapping experience, improving trip planning and route selection.
- To further support riders, the GoPass® app now includes a Chat Bot feature, providing quick access to information and assistance directly within the app. This allows users to get answers to common questions, navigate features more easily and receive support in real time without needing to contact customer service.
- 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 2025, DART was awarded the Gold-level achievement in the APTA Sustainability Commitment Program.

BUS AND GOLINK SERVICE

- In January 2022, DART redesigned the network via the DARTzoom Bus Network Redesign effort. Since that time, DART continues to monitor route performance and target service changes to optimize performance within available budget. Tier 1 and Tier 2 service plans have been developed to guide key service investments over time.
- DART operates the largest microtransit operation in North America with its GoLink Zone service. The GoLink dedicated fleet is supplemented via a contract with Lyft and Uber to maximize service availability and keep wait times low.
- DART's bus fleet is 100% CNG. Eight battery-electric buses are being decommissioned in coordination with FTA. CNG buses run on 100% renewable energy sources. 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.
- 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 Red/Blue line 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.
- Preliminary design and environmental clearance of the deferred Orange Line Loop 12 station in Irving was completed in 2024. This project will be advanced as development plans are finalized.

COMMUTER/REGIONAL RAIL

- DART's 26-mile Silver Line began operating in October 2025 and provides service to 10 stations, spanning between Plano and DFW Airport. Service is provided with eight Stadler Diesel Multiple Units (DMUs) and operates between approximately 3:30 AM and 1:30 AM on weekdays and between 4:30 AM and 1:30 AM on weekends. Transfers can be made to Trinity Metro's TEXRail (DFW North Station and DFW Airport Terminal B Station), Green Line (Downtown Carrollton Station) and Red Line (CityLine/Bush Station). DART provides 30/60-minute service (peak/off-peak) during the week and hourly service on weekends. The project includes a new equipment maintenance facility in Plano.

- 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 (in procurement process), as well as 2.4 miles of double track from Handley Ederville Road to Precinct Line Road in Tarrant County (contract recently awarded; construction to start in 2026) 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 \$66 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, microtransit, rider assistance programs, or paratransit service. 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.

After the service is in full operation and the municipality or county has experienced the services provided, DART will engage with the municipality or county in preparing a transit system plan that would include short-term and long-term mobility goals. The transit system plan would provide a framework for pursuing a long-term partnership with DART to utilize public transportation services that best benefit the municipality or county. The joint plan would identify estimated capital and operating costs and potential funding sources. Service may be provided directly by DART or through a DART local government corporation. NCTCOG completed the County Transit Plan in September 2021 to support Policy III.07 requirements, given DART's agreements with Collin County cities through the McKinney Urban Transit District (MUTD). The MUTD agreement to provide microtransit service was authorized in January 2022 for an initial 3-year term, with options for two 1-year extensions.

MCKINNEY URBAN TRANSIT DISTRICT

Collin County Transit is a shared ride microtransit service that began in January 2022. A DART local government corporation manages a team of a Software as a Service provider, transit operators and multiple rideshare companies to provide service to eligible residents of the MUTD service area cities, including McKinney, Celina, Lowry Crossing, Melissa, Princeton and Prosper, who qualify as a senior, a rider with a disability, or a low-income rider.

SITE-SPECIFIC SHUTTLE POLICY (POLICY III.16)

It is the policy of the DART Board to consider partial funding (up to 50%) of shuttle services that may be proposed by public or private entities, so long as that service would utilize shared-ride, multi-passenger vehicles to connect with other DART services or facilities and enhance circulation and access within a defined area. Shuttle services may be operated by DART or other public or private entities. To be considered for funding, shuttle service proposals are subject to evaluation, and DART financial participation in support of such services should be commensurate with the benefits to DART. If approved by the Board, service performance will be evaluated during the term of any agreement based on the Board-adopted Service Standards to determine if DART participation should be continued.

DART has several examples of successful site-specific shuttle partnerships such as the DFW/TRE Link, McKinney Avenue Transit Authority (MATA), SMU, Texas Instruments (T.I.), City of Richardson, University of Texas Southwestern Medical Center (UTSW) and the West Dallas Circulator.

PROPOSAL CONSIDERATIONS

Shuttle service proposals submitted to DART must include ridership estimates (including new riders to the DART system), defined roles for DART in operations, proposed routes and schedules, fares, liability protections, service quality standards, branding and accessibility plans. Proposals are evaluated to determine benefits to DART and to guide recommendations on DART's level of funding participation. Special consideration may be given to agreements with accredited colleges or universities in the DART Service Area, including potential system access for students, faculty and staff.

PERFORMANCE EVALUATION

Shuttle services are evaluated quarterly based on resource and capacity utilization and fiscal performance, in accordance with DART Service Standards. Continued DART funding depends on meeting performance targets, with corrective actions implemented if performance is marginal. Funding may continue with additional subsidies from partner entities when necessary. Persistent underperformance may result in termination of the agreement. All funding participation is subject to Board approval and budget constraints.

KEY REQUIREMENT

All agreements must clearly define performance measures and compliance expectations.

[illegible]

3.0 RIDERSHIP AND SERVICE

Ridership on all modes was impacted by the COVID-19 pandemic starting in March 2020. See page 40 for more detail on ridership recovery trends.

FY25 ANNUAL SYSTEM RIDERSHIP SUMMARY

MODE	FY25 ANNUAL RIDERSHIP	FY25 AVERAGE WEEKDAY
Bus	28.6 million	88,213
Light Rail	22.1 million	66,640
Commuter Rail	1.3 million	4,458
Paratransit	967,180	3,308
Dallas Streetcar (City of Dallas)	517,610	1,276
GoLink	2.1 million	6,477
TOTAL SYSTEM	55.5 million	170,372

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY25 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.

	FY23	FY24	FY25
Annual Ridership (unlinked passenger trips)	25.9 million	28.9 million	28.6 million
Average Weekday (unlinked passenger trips)	88,296	82,753	88,213
Average Saturday Ridership	55,637	61,631	31,024
Average Sunday Ridership	45,006	50,256	50,430
Number of Bus Routes	86	90	87

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY23, FY24, FY25 Ridership Reports

NUMBER OF BUS ROUTES BY CATEGORY (FY25)

ROUTE CATEGORY	MIDDAY FREQUENCY	FY25	NOTES
Local (0-99)	20-30 minutes	20	This category lost one route (#45) in June 2025
Local (100-199)	30 minutes	11	This category gained one route (#145) in June 2025
Local (200-299)	40-60 minutes	44	
Express (300-399)	N/A	5	This category lost three routes in October 2025
Site-Specific Shuttles (400s, 800s)	Varies	7	
TOTAL		87	

SOURCE: DART Service Planning; Scheduling Department – Service Planning FY25 Ridership Reports

TOP FIVE FIXED BUS ROUTES FY25

RANK	ROUTE #	ROUTE NAME	AVERAGE DAILY TRIPS FY25
1	22	FOREST LANE	3,918
2	57	WESTMORELAND	3,462
3	883	UTD	3,168
4	1	MALCOLM X/MAPLE	2,843
5	9	JEFFERSON GASTON	2,702

SOURCE: DART Service Planning; Scheduling Department – Service Planning Bus System Ridership for FY25

TOP FIVE GOLINK SERVICES

GOLINK SERVICE	FY23	FY24	FY25
Inland Port Expanded	519	837	1,027
North Central Irving	-	-	522
Plano Zone to Zone	-	-	507
Rowlett	241	400	486
Cypress Waters	201	268	376

SOURCE: DART Service Planning; Scheduling Department – Service Planning Bus System Ridership for FY25

NOTES: No service in North Central Irving and Plano Zone to Zone prior to FY25.

SITE-SPECIFIC SHUTTLE AVERAGE WEEKDAY RIDERSHIP FY25

ROUTE NUMBER	ROUTE	FY25
402	NorthPark Shuttle	254
442	Mustang Express	637
UTSW	UTSW Shuttle	216
883	UT Dallas Shuttle	3,927
431	DFW Airport Shuttle	214
TI	TI Shuttle	104
408	Richardson/Galatyn Park E-Shuttle	51

SOURCE: DART Service Planning: Scheduling Department – Service Planning Bus System Ridership for FY25

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.

	FY23	FY24	FY25
Annual Ridership	20,495,388	22,102,282	22,048,200
Average Weekday Ridership	61,782	67,038	66,637
Average Saturday Ridership	48,380	50,573	51,801
Average Sunday Ridership	38,571	40,765	41,239

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY23, FY24, FY25 LRT Monthly Trend and Average LRT Ridership Report

AVERAGE WEEKDAY LRT RIDERSHIP BY LINE

	FY23	FY24	FY25
Blue Line	14,722	15,955	15,587
Red Line	14,982	16,457	16,647
Green Line	17,927	19,135	18,551
Orange Line	14,151	15,491	15,853

SOURCE: DART Service Planning: Scheduling Department – Service Planning LRT Daily Average Ridership for FY23, FY24, FY25

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY23			FY24			FY25		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Westmoreland	WOC	Red	1,579	1,204	1,070	1,663	1,283	1,101	1,771	1,381	1,188
Hampton	WOC	Red	400	294	237	447	312	254	430	302	236
Tyler/Vernon	WOC	Red	231	167	137	282	199	160	301	209	167
Dallas Zoo	WOC	Red	280	262	218	307	272	218	289	267	211
UNT Dallas	SOC	Blue	809	493	457	803	504	460	771	487	449
Camp Wisdom	SOC	Blue	425	288	240	483	319	261	472	322	269
Ledbetter	SOC	Blue	780	547	427	857	604	465	873	589	497
VA Medical Center	SOC	Blue	435	198	169	461	222	178	449	200	159
Kiest	SOC	Blue	662	451	371	727	500	396	691	463	377
Illinois	SOC	Blue	910	665	583	1,045	766	635	1,018	750	653
Morrell	SOC	Blue	412	326	302	562	465	411	481	402	366
8th & Corinth	OC	Red/Blue	1,146	870	773	1,329	981	841	1,265	953	815
Cedars	OC	Red/Blue	759	644	478	810	543	454	736	518	421
Convention Center	CBD	Red/Blue	515	468	381	589	536	437	551	511	424
Union Station	CBD	Red/Blue/TRE	1,024	876	444	1,038	785	490	951	794	513

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY23			FY24			FY25		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
N. Carrollton/ Frankford	NW	Green	955	912	750	967	873	732	943	845	707
Trinity Mills	NW	Green/DCTA	538	359	212	597	434	232	591	400	213
Downtown Carrollton	NW	Green	451	378	254	455	395	266	421	370	249
Farmers Branch	NW	Green	545	354	290	583	408	299	549	370	280
Royal Lane	NW	Green	472	339	316	475	375	305	440	338	264
Walnut Hill/ Denton	NW	Green	457	351	323	412	340	282	367	260	225
DFW Airport	NW	Orange	1,278	909	950	1,317	1,003	1,082	1,389	1,040	1,142
Belt Line	NW	Orange	273	169	165	307	201	193	332	197	174
North Lake College	NW	Orange	350	253	234	403	302	276	405	283	264
Hidden Ridge	NW	Orange	149	118	108	190	155	137	191	145	124
Irving Convention Center	NW	Orange	135	114	95	151	117	102	155	115	94
Las Colinas Urban Center	NW	Orange	196	151	135	242	180	171	238	169	144

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY23			FY24			FY25		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
University of Dallas	NW	Orange	172	119	125	181	131	131	177	125	111
Bachman	NW	Green/Orange	2,019	1,588	1,370	2,111	1,628	1,457	2,099	1,556	1,348
Burbank	NW	Green/Orange	168	124	118	193	157	141	223	164	150
Inwood/Love Field	NW	Green/Orange	987	760	612	1,044	860	649	1,006	890	634
SMD/Parkland	NW	Green/Orange	1,878	1,039	964	2,020	1,169	1,008	2,068	1,195	1,015
Market Center	NW	Green/Orange	481	426	321	573	497	368	569	519	407
Victory	NW	Green/Orange/ IRE	1,266	1,222	684	1,513	1,380	810	1,601	1,467	910
West End	CBD	Red/Blue/Green/ Orange	6,341	4,519	3,648	6,529	4,502	3,555	6,182	4,509	3,566
Alaird	CBD	Red/Blue/Green/ Orange	2,780	1,904	1,512	3,456	2,181	1,769	3,892	2,586	2,048
St. Paul	CBD	Red/Blue/Green/ Orange	2,790	1,966	1,689	3,035	2,089	1,763	2,922	2,150	1,818
Pearl/Arts District	CBD	Red/Blue/Green/ Orange	3,908	3,474	2,632	4,247	3,422	2,678	4,378	3,933	2,973
Deep Ellum	SE	Green	398	468	335	435	521	381	383	479	384

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY23			FY24			FY25		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Baylor	SE	Green	841	819	609	918	810	644	828	709	552
Fair Park	SE	Green	888	1,730	948	875	1,324	1,024	907	1,330	912
MLK, Jr.	SE	Green	1,163	1,302	879	1,353	1,247	1,037	1,293	1,276	979
Hatcher	SE	Green	594	423	400	710	588	483	727	599	540
Lawnview	SE	Green	517	336	265	574	428	337	547	383	299
Lake June	SE	Green	522	302	274	589	393	334	563	379	313
Buckner	SE	Green	1,469	1,074	958	1,434	1,112	959	1,372	1,027	949
Cityplace/Uptown	NC NE	Red/Blue/Orange	1,372	1,180	1,026	1,442	1,199	1,046	1,345	1,220	1,027
SMU/Mockingbird	NC NE	Red/Blue/Orange	1,874	1,547	1,133	2,002	1,600	1,187	2,016	1,755	1,261
White Rock	NE	Blue	377	255	195	403	295	208	402	297	218
Lake Highlands	NE	Blue	299	190	162	364	246	190	375	259	200
LBJ/Skillman	NE	Blue	622	412	350	660	460	371	629	440	358
Forest Jupiter	NE	Blue	563	373	321	567	385	300	553	377	292
Downtown Garland	NE	Blue	744	477	384	798	512	376	761	482	382

LIGHT RAIL TRANSIT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY23			FY24			FY25		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Downtown Rowlett	NE	Blue	1,062	643	524	1,053	667	538	1,106	687	561
Lovers Lane	NC	Red/Orange	665	703	446	660	706	439	623	720	440
Park Lane	NC	Red/Orange	1,498	1,283	1,051	1,598	1,284	1,066	1,510	1,337	1,085
Walnut Hill	NC	Red/Orange	619	440	332	707	445	363	699	493	395
Forest Lane	NC	Red/Orange	1,262	992	848	1,438	1,079	898	1,405	1,160	950
LBJ/Central	NC	Red/Orange	1,019	932	865	1,076	872	796	1,145	1,002	874
Spring Valley	NC	Red/Orange	742	513	430	831	568	470	865	651	480
Arapaho Center	NC	Red/Orange	473	279	200	570	315	240	561	349	254
Galatyn Park	NC	Red/Orange	225	148	109	263	151	125	280	193	140
OtyLine/Bush	NC	Red/Orange	572	359	236	686	392	286	720	414	282
Downtown Plano	NC	Red/Orange	513	471	355	605	515	367	614	527	363
Parker Road	NC	Red/Orange	1,941	1,425	1,144	2,018	1,368	1,130	2,223	1,470	1,143

SOURCE: DART Service Planning- Scheduling Department - Service Planning FY23, FY24, FY25 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

	FY23	FY24	FY25
Annual Ridership (unlinked trips)	1.13 million	1.26 million	1.27 million
Average Weekday Ridership (unlinked trips)	3,852	4,578	4,326
Average Saturday Ridership (unlinked trips)	2,725	3,172	2,993

SOURCE: DART Service Planning: FY23, FY24, FY25 Ridership Report

TRINITY RAILWAY EXPRESS RIDERSHIP BY STATION

	FY23		FY24		FY25	
STATION	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY
T&P Station	384	302	429	316	455	324
Fort Worth ITC	452	400	522	458	534	485
Richland Hills	242	172	278	184	-	-
Trinity Lakes*	-	-	237	132	276	177
Hurst/Bell	217	127	272	151	267	157
Centreport/DFW	363	228	419	257	447	269
West Irving	182	118	202	137	217	139
South Irving Station	340	226	387	242	399	262
Medical Market Center	310	99	330	101	337	103
Victory	530	507	579	516	573	530
Dallas Union	796	534	903	630	951	668
TOTAL RIDERSHIP	3,816	2,713	4,558	3,124	4,456	3,114

SOURCE: DART Service Planning: TRE Daily Average Report

NOTE: *Trinity Lakes Station replaced Richland Hills in February 2024.

PARATRANSIT RIDERSHIP

- Paratransit is available in all service area cities.
- Highest ridership occurs on Wednesday.
- Approximately 11,840 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

	FY23	FY24	FY25
Annual Ridership (Unlinked Trips)	814,630	814,940	841,266
Average Weekday Ridership	2,750	3,210	3,299
Average Weekend Ridership	960	1,130	1,141

SOURCE: DART Service Planning; Scheduling Department – Service Planning

NOTE: Average Weekday and Average Weekend based on September ridership

RIDERSHIP TRENDS

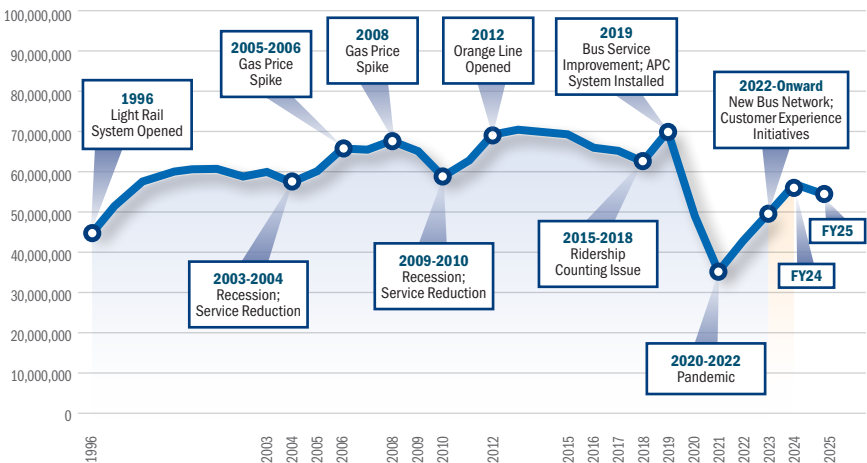
Figure 1 depicts the system-wide DART ridership trend from the beginning of light rail service in 1996. From 1996 to 2019, ridership increased over 56% with variations due to service reductions associated with economic downturns. The largest dip occurred in 2020 to 2022 due to the pandemic.

The DARTzoom bus network launched on January 22, 2022. This optimized network was 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% to 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)



SOURCE: DART Service Planning; Scheduling Department

4.0 OPERATIONS AND PERFORMANCE (FY25)

ANNUAL VEHICLE REVENUE MILES

	FY23	FY24	FY25
Bus	24,800,432	25,490,106	25,695,230
Paratransit	10,392,198	11,430,219	11,084,510
GoLink TNC	0	0	5,859,178
LRT	10,221,270	10,213,780	10,260,030
Commuter Rail	1,195,239	1,187,409	1,177,464

SOURCE: DART Finance Department

ANNUAL VEHICLE REVENUE HOURS

	FY23	FY24	FY25
Bus	1,893,617	2,023,203	1,926,233
Paratransit	643,414	694,357	641,507
GoLink TNC	0	0	329,867
LRT	543,807	541,258	555,623
Commuter Rail	60,810	70,551	69,203

SOURCE: DART Finance Department

ANNUAL PASSENGER MILES

	FY23	FY24	FY25
Bus	102,522,530	118,702,522	116,306,699
Paratransit	10,583,011	8,545,509	8,433,236
GoLink TNC	0	0	6,005,674
LRT	152,050,869	161,491,442	160,264,063
Commuter Rail	18,537,472	17,413,870	22,209,939

SOURCE: DART Finance Department

KEY PERFORMANCE INDICATORS

DART SCORECARD OF KEY PERFORMANCE INDICATORS (KPI)					
KPI MEASURE	FY22A	FY23A	FY24A	FY25A	FY26B
RIDERSHIP					
Total System (in millions)	43.2	49.9	55.7	55.5	65.4
Fixed Route (in millions)	42.1	48.1	53.1	52.5	62.5
EFFICIENCY					
Subsidy per Passenger - Total System	\$11.43	\$11.83	\$11.36	\$11.72	\$10.59
Subsidy per Passenger - Fixed-Route	\$10.83	\$11.12	\$10.66	\$10.51	\$9.39
Farebox Recovery Ratio - Fixed-Route	5.9%	5.6%	5.8%	6.1%	5.8%
Administrative Ratio	9.1%	8.9%	8.6%	9.5%	11.0%
SERVICE QUALITY					
On-Time Performance – Bus	77.1%	74.9%	77.4%	78.9%	85.0%
On-Time Performance – LRT	90.7%	82.2%	90.4%	91.5%	95.0%
On-Time Performance – TRE	98.0%	99.1%	98.5%	98.8%	97.0%
MANAGED GROWTH					
Sales Tax Operations	61.9%	63.7%	69.8%	68.3%	73.9%

SOURCE: Finance Department - Business Planning & Analysis, Rail Operations, Bus Transportation, Service Planning

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 2026:

- All buses have bike racks on the front.
- DART operates a mostly CNG fleet on 100% renewable natural gas.
- 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

EXISTING FLEET

TYPE	LENGTH	SEATS	FUEL/EMISSIONS	NUMBER
NABI Transit	30' - 40'	Up to 37	CNG	476
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				571

SOURCE: DART Bus Maintenance Fleet Plan; Development

NEW FLEET

TYPE	LENGTH	SEATS	FUEL/EMISSIONS	NUMBER
Gillig	30' - 40'	Up to 36	CNG	475

SOURCE: DART Bus Maintenance Fleet Plan; Vehicle Maintenance Department

NOTES:

1. DART will decommission all of its 475 NABI buses by June 2027.
2. DART has decommissioned 27 buses as of March 2026 (15 auctioned; 12 sold).
3. Decommissioning will be paused between March 2026 and World Cup 2026 (mid-July) to ensure 125 operational buses during the World Cup.
4. DART's 8 electric buses are being sold and the proceeds from the seven federally-funded buses will be returned to the FTA.
5. DART will have 475 new Gillig buses by August 2027.
6. DART currently has 80 new Gillig buses in operation, distributed among the three operating facilities, as of March 2026.

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)	163

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

NOTE: *13' Pantograph collapsed - 22.5' Pantograph fully extended

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

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: Trinity Railway Express (TRE)

SILVER LINE FLEET

FLEET TYPE	WEIGHT (LBS)	LENGTH	WIDTH	HEIGHT	SEATS	PASSENGER CAPACITY	NUMBER
Stadler FLIRT DMU	361,810	266'-0.92"	10'-2.4"	14'	222	Up to 457 (Crush Load)	8

SOURCE: Vehicle and EMF Design COR; DART Fleet Vehicle Data Sheet

NOTE: DMU - Diesel Multiple Unit

PARATRANSIT VEHICLE SPECIFICATIONS

VEHICLE NUMBER	VEHICLE TYPE	CAPACITY	OWNER/OPERATOR
287	Chrysler Voyager Minivans	3 Seated/1 Wheelchair	Transdev/Big Star/Irving Holdings
41	Ford Transit Cutaway Lift Vans	6 Seated/1 Wheelchair	Transdev
10	Ford E-450 Cutaway Lift Vans	14 Seated/0 Wheelchair OR 0 seated/5 Wheelchair	Transdev

SOURCE: DART Mobility Management (Paratransit) Department

FY26 NON-REVENUE SUPPORT VEHICLES

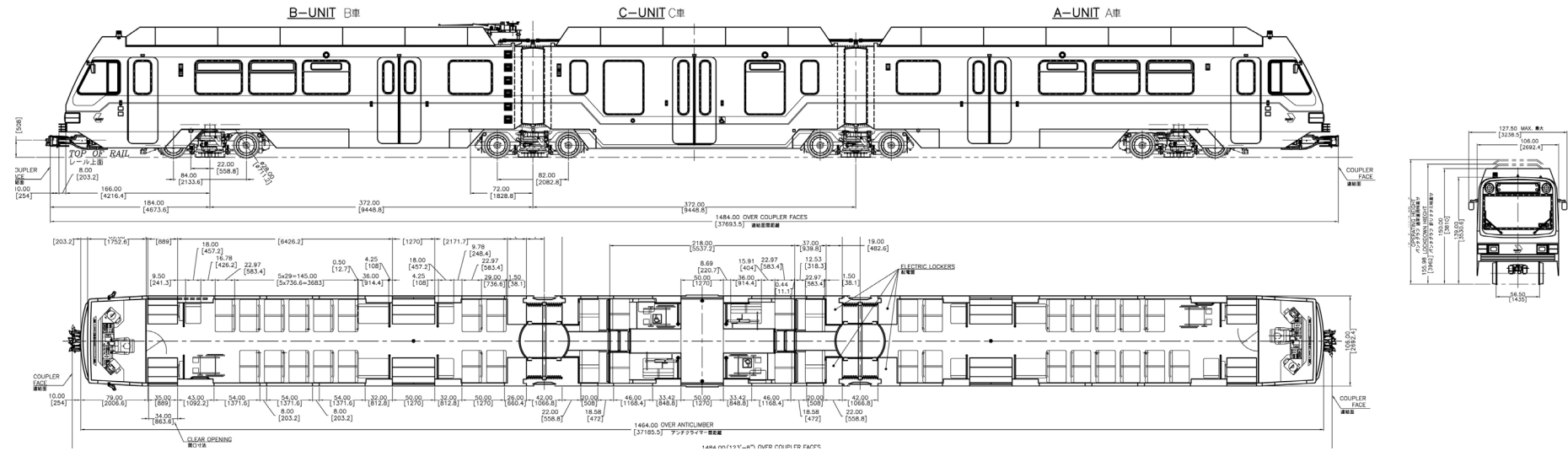
DEPARTMENT	NUMBER OF VEHICLES
Administrative	18
Information Systems	6
Marketing	4
Materials Management	41
Service Planning	2
Police	159
Program Development	35
Intelligent Transportation Systems	2
Government Relations	1
Revenue	17
Bus Operations	54
Body Shop	3
Contract Services	13
Capital Design & Construction	4
Human Resources	3
East Dallas Bus Division	11
Northwest Bus Division	10
South Oak Cliff Bus Division	8
Bus Street Operations	18
Rail Street Operations	32
Communication	28
Rail Services	22
Mobility Management	8
Signals	29
MOW	40
Non-Revenue Vehicle+ Services	73
Central Support	5
Track	55
TES	52
Passenger Amenities	52
Safety	9

SOURCE: Maintenance Department Non-Revenue Vehicles Services

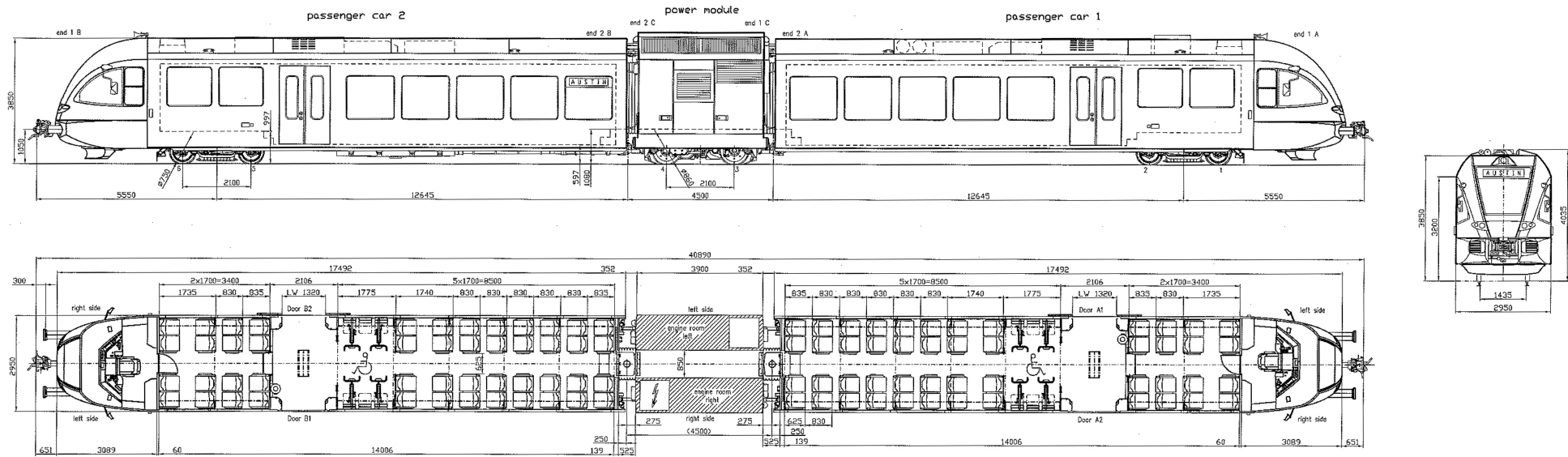
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>> VEHICLE DIMENSIONS

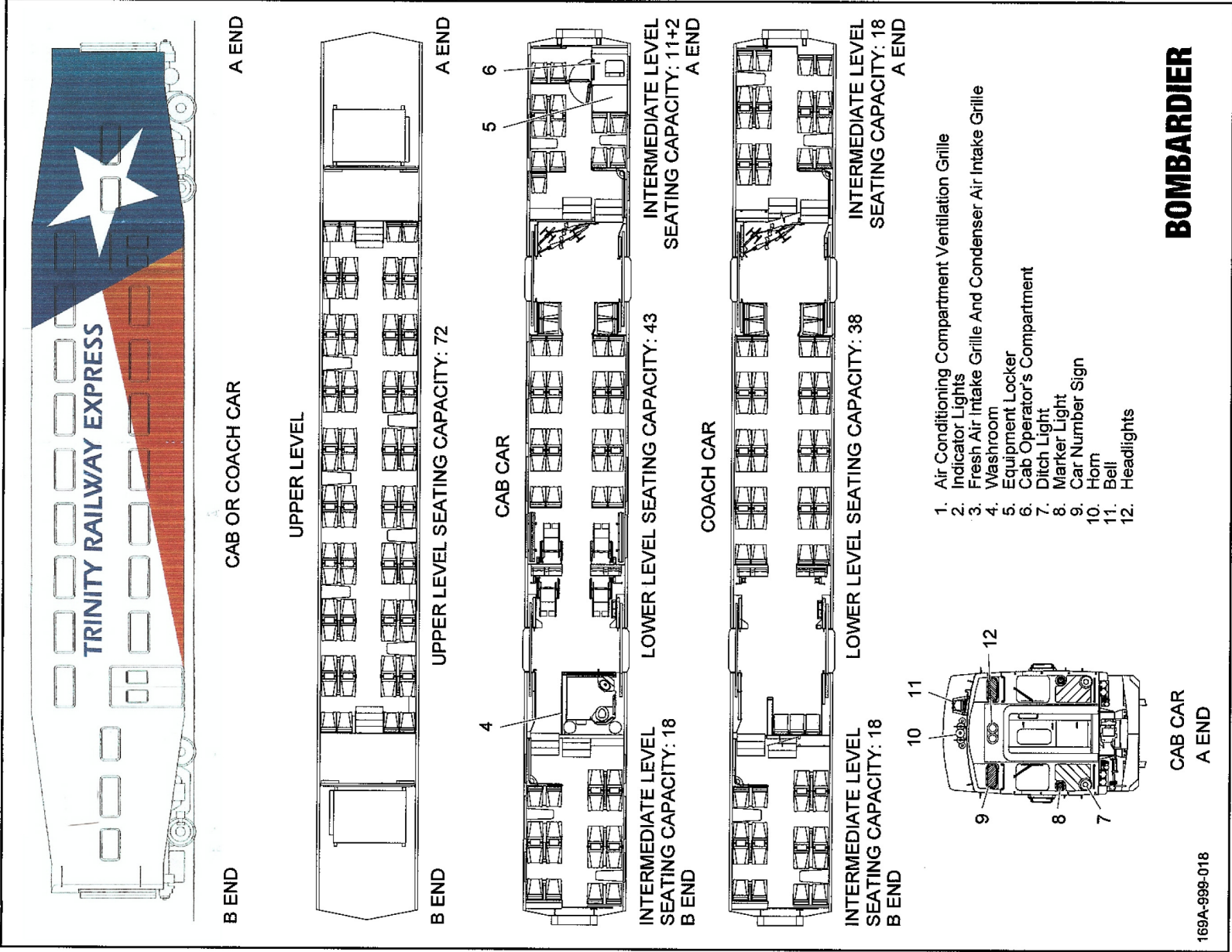
DART SLRV



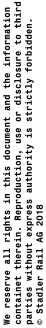
STADLER GTW (SELF PROPELLED DIESEL VEHICLE USED BY DCTA)



>> VEHICLE DIMENSIONS



SILVER LINE VEHICLE – FLIRT₃ DMU



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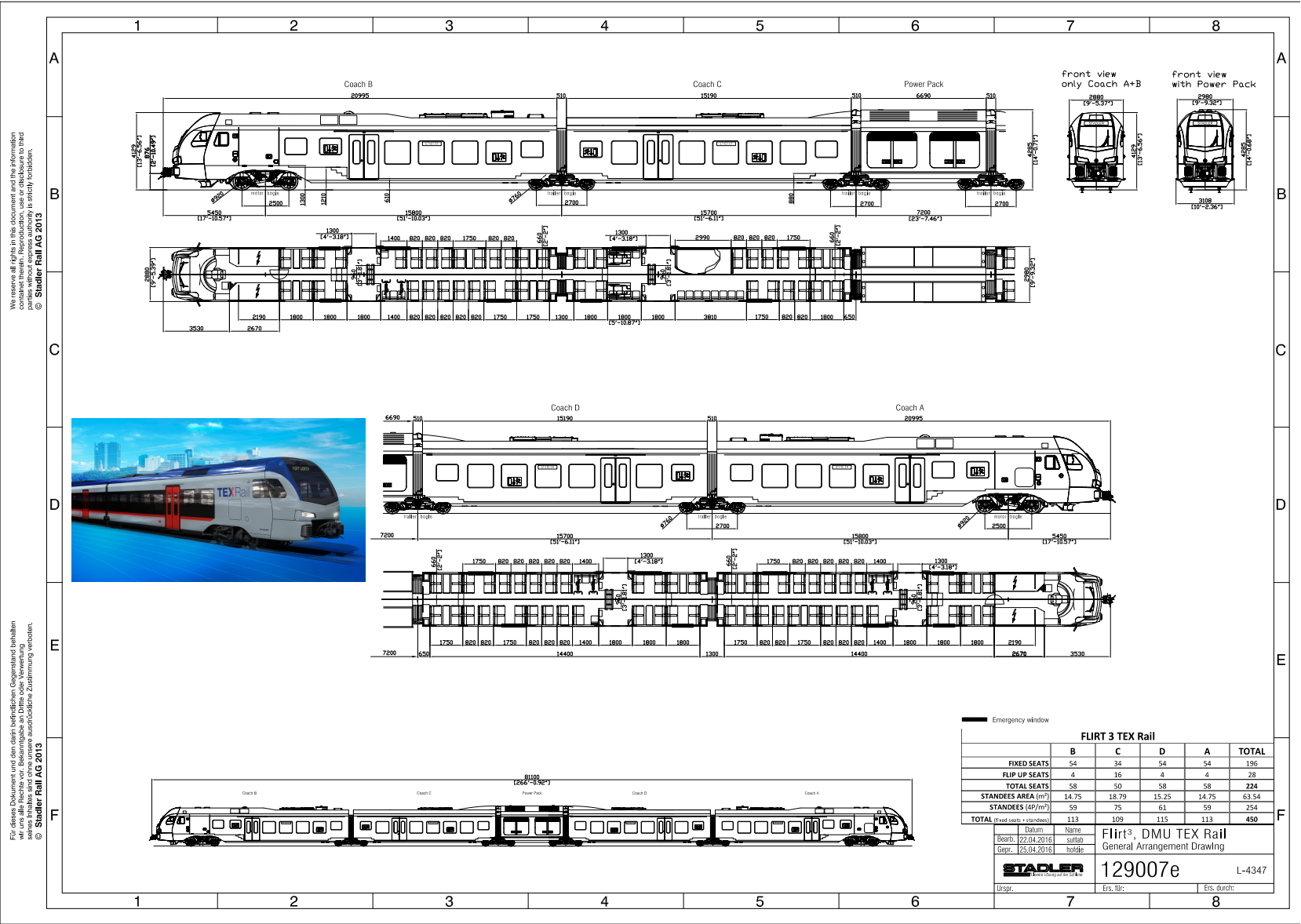
© Stadler Rail AG 2018

Emergency window					
Coach	B	C	D	A	TOTAL
FIXED SEATS	54	32	54	54	194
FLIP UP SEATS	4	16	4	4	28
TOTAL SEATS	58	48	58	58	222
STANDEES AREA (m ²)	14.75	21.15	15.25	14.75	66
STANDEES (4P/m ²)	59	84	61	59	263
TOTAL (Fixed seats + standees)	113	116	113	113	457

	Datum	Name	Flirt ³ , DMU DART
Bearb.	12.09.2019	herake	General Arrangement Drawing
Gepf.	xx.xx.xxxx	xxx	
STADLER			526354e L-4470
Urspr.			Ers. für: Ers. durch:

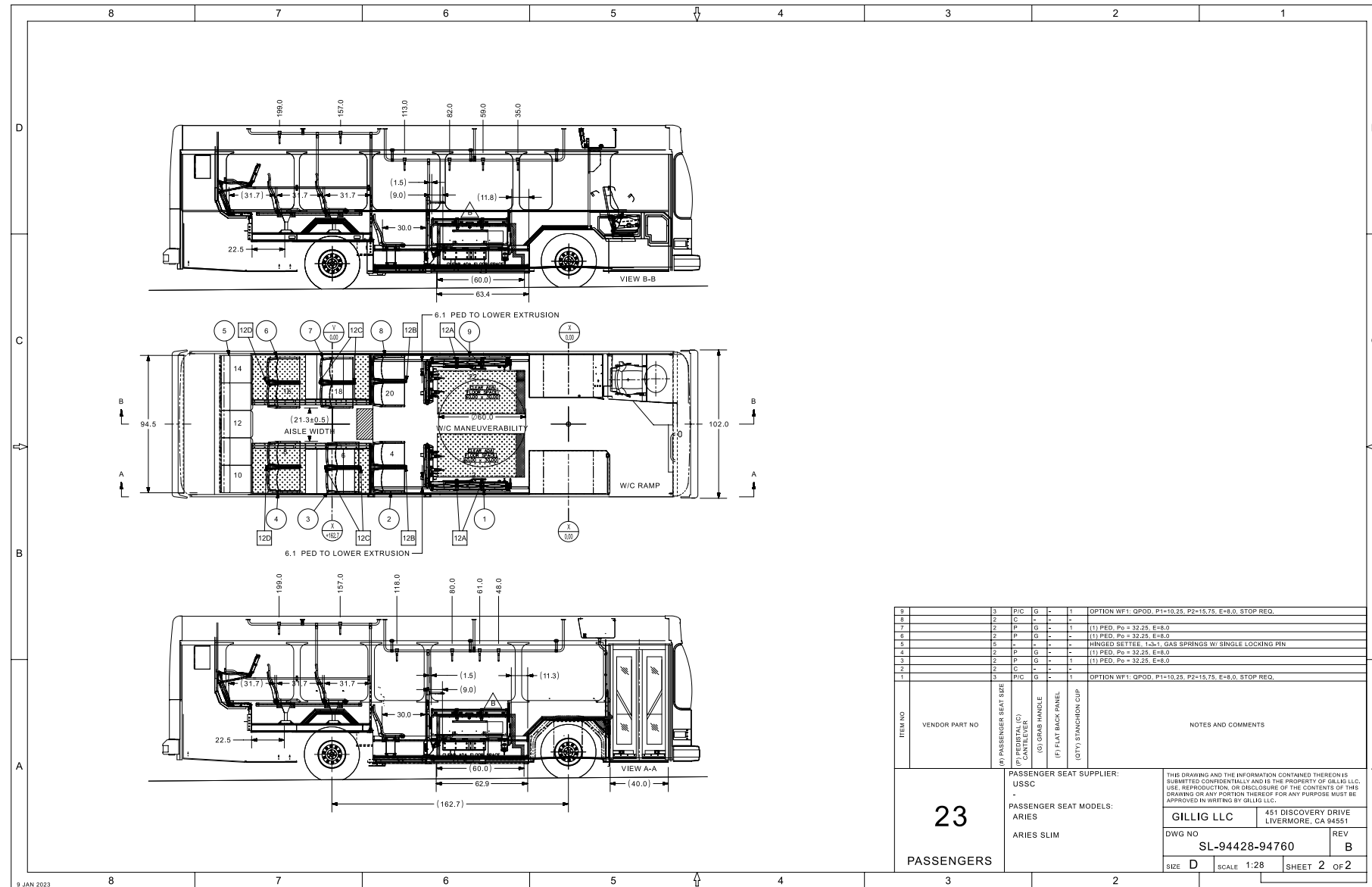
>> VEHICLE DIMENSIONS

TRINITY METRO TEXRAIL VEHICLE - FLIRT₃ DMU



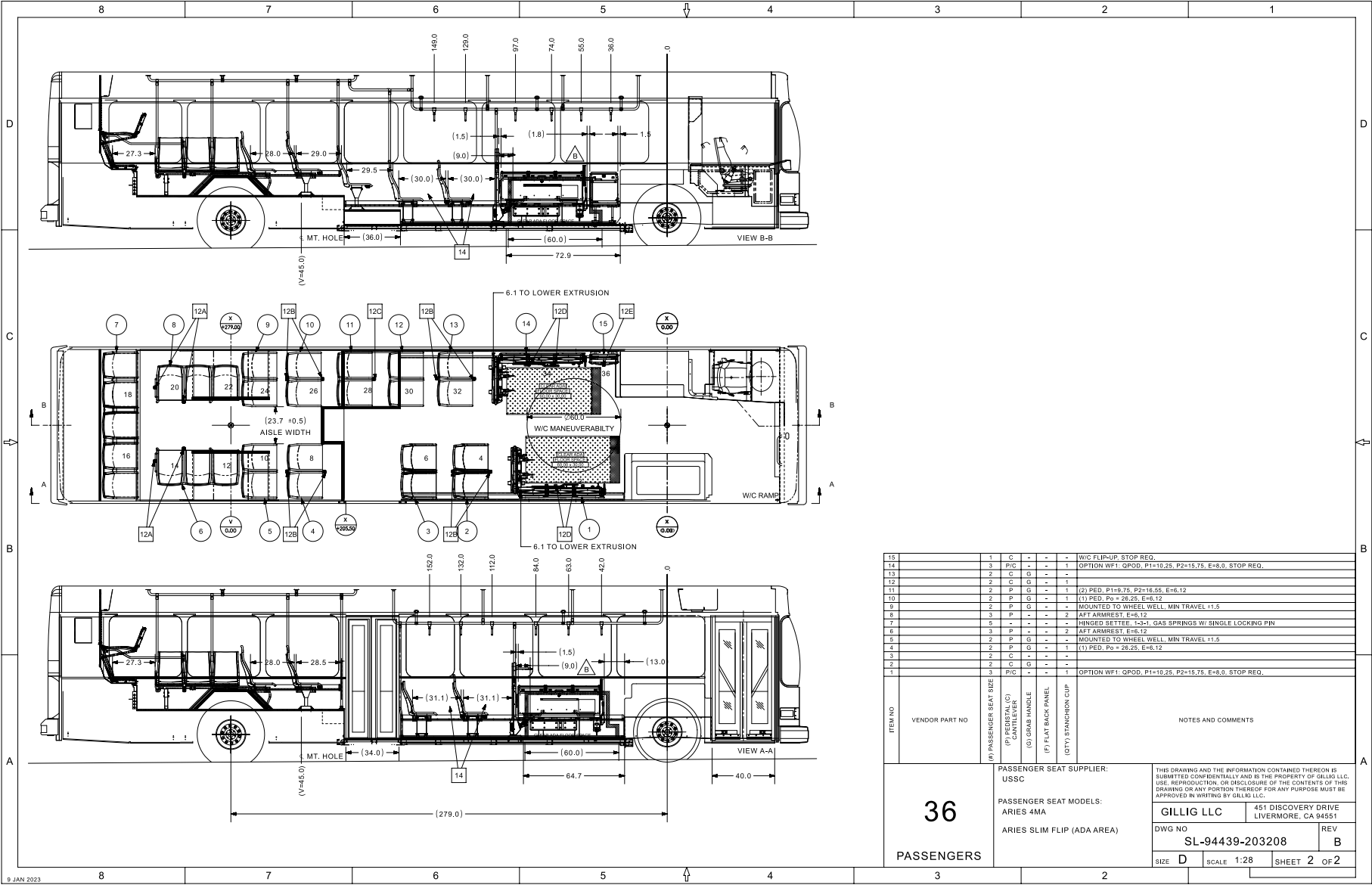
>> VEHICLE DIMENSIONS

BUS VEHICLE – 30' GILLIGS



>> VEHICLE DIMENSIONS

BUS VEHICLE – 40’ GILLIGS



15	1	C	-	-	W/C FLIP-UP STOP REQ.
14	3	P/C	-	-	OPTION WF1: QPOD, P1=10.25, P2=15.75, E=8.0, STOP REQ.
13	2	G	G	-	-
12	2	C	G	-	1
11	2	P	G	-	(3) PED, P1=8.75, P2=16.55, E=6.12
10	2	P	G	-	(1) PED, P0 = 26.25, E=6.12
9	2	P	G	-	MOUNTED TO WHEEL WELL, MIN TRAVEL ±1.5
8	2	P	G	-	2 AFT ARMREST, E=6.12
7	5	-	-	-	HINGED SETTEE, 1-3-1, GAS SPRINGS W/ SINGLE LOCKING PIN
6	3	P	G	-	2 AFT ARMREST, E=6.12
5	2	P	G	-	MOUNTED TO WHEEL WELL, MIN TRAVEL ±1.5
4	2	P	G	-	(1) PED, P0 = 26.25, E=6.12
3	2	C	G	-	-
2	2	C	G	-	-
1	3	P/C	-	-	OPTION WF1: QPOD, P1=10.25, P2=15.75, E=8.0, STOP REQ.
ITEM NO	VENDOR PART NO				NOTES AND COMMENTS
	(F) PASSENGER SEAT SIZE				
	(P) PEDISTAL (C) CANTILEVER				
	(G) GRAB HANDLE (F) FLAT BACK PANEL (QTY) STANCHION CUP				
36	PASSENGER SEAT SUPPLIER: USSC				THIS DRAWING AND THE INFORMATION CONTAINED THEREON IS SUBMITTED CONFIDENTIALLY AND IS THE PROPERTY OF GILLIG LLC. USE, REPRODUCTION, OR DISCLOSURE OF THE CONTENTS OF THIS DRAWING OR ANY PORTION THEREOF FOR ANY PURPOSE MUST BE APPROVED IN WRITING BY GILLIG LLC.
	PASSENGER SEAT MODELS: ARIES 4MA				
	ARIES SLIM FLIP (ADA AREA)				
PASSENGERS	GILLIG LLC				451 DISCOVERY DRIVE LIVERMORE, CA 94551
	DWG NO				REV
	SL-94439-203208				B
SIZE D		SCALE 1:28		SHEET 2 OF 2	



[illegible]

6.0 FACILITIES

BUS STOPS

FACILITY TYPE	FY23	FY24	FY25
Bus Stops	6,996	7,018	6,995
Bus Stops with Shelters	1,172	1,092	1,234
Stand-Alone Benches	1,242	1,280	686

SOURCE: DART Service Planning

BUS FACILITIES

FACILITY TYPE	FY25
Bus Transit Centers	7
Bus Transfer Centers	3
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) and Richardson (now Arapaho Center Station).

TRANSFER CENTER

- A bus facility similar to a transit center but without a 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	14	300	10	1 TVM
Red Bird	4	588	8	
Lake Ray Hubbard	12	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	63	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)	13	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	TWMS ¹
PARKER ROAD	Parker Road and Archerwood Boulevard	AG/C	NC	R	BLDG	2,020	0	11	5
DOWNTOWN PLANO	16th Street and J Avenue	AG/S	NC	R		0	4	5	3
12TH ST STATION	12th Street and J Avenue, Silver Line	AG/S	NC	R		0	0	0	6
CITYLINE/BUSH	East President George Bush Turnpike and North Plano Parkway	AG/S	NC	R		1,193	7	15	4
GALATYN PARK	North Central Expressway and Galatyn Parkway	AG/S	NC	R		0	ST. (1)	5	2
ARAPAHO CENTER	North Greenville Avenue and Woodall Drive	AG/S	NC	R	BLDG	1,121	12	12	3
SPRING VALLEY	West Spring Valley Road and Centennial Boulevard	A/C	NC	R		405	6	11	2
LBV/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	5	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		140 ²	7	13	4
CITYPLACE/UPTOWN	North Haskell Avenue and North Central Expressway	U/C	NC	R		0	3	0	2
PEARL/ARTS DISTRICT	Pearl Street and Bryan Street	AG/C	CBD	R	B G	0	ETC	0	3
ST. PAUL	St. Paul Street and Bryan Street	AG/S	CBD	R	B G	0	0	0	2
AKARD	Akard Street and Pacific Avenue	AG/S	CBD	R	B G	0	0	0	4
WEST END	Lamar Street and Pacific Avenue	AG/S	CBD	R	B G	0	WTC	0	4
UNION STATION ³	South Houston Street and Young Street	AG/S	CBD	R	B G	0	ST. (3)	0	4

LIGHT RAIL TRANSIT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE		AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TVM'S ¹
				R	B					
CONVENTION CENTER	South Lamar Street and Memorial Drive	AG/S	CBD	R	B		0	3	8	Q(2) ⁴
CEDARS	Bellevue Street and Wall Street	AG/S	OC	R	B		0	3	9	2
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	2
WESTMORELAND	South Westmoreland Road and West Illinois Avenue	AG/C	WOC	R			672	7	20	2
DOWNTOWN ROWLETT	Martin Drive and Industrial Street	AG/C	NE	B			750	7	17	2
DOWNTOWN GARLAND ⁵	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

LIGHT RAIL TRANSIT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N-RIDE	TVM'S
NORTH CARROLLTON/ FRANKFORD	Stemmons Freeway and Frankford Road	AG/C	NW	G		1,677	8	4	3
TRINITY MILLS ⁶	Trinity Mills Road and Broadway Street	AG/S	NW	G	D	494	7	5	2
DOWNTOWN CARROLLTON	Belt Line Road and Broadway Street	A/C	NW	G		251	5	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	3
BELT LINE	Belt Line Road and SH 161	AG/S	IRV	O		597	8	4	2
NORTH LAKE COLLEGE	Walnut Hill Lane	AG/S	IRV	O		194	5	4	2
HIDDEN RIDGE AT CARPENTER RANCH	Meadow Creek Drive and Green Park Drive	AG/S	IRV	O		133	7	5	2
IRVING CONVENTION CENTER ⁷	Northwest Highway and Riverside Drive	AG/S	IRV	O		0	ST. (1)	0	2
LAS COLINAS URBAN CENTER	Lake Carolyn Parkway and O'Connor Boulevard	AG/S	IRV	O		0	ST. (1)	0	2
UNIVERSITY OF DALLAS	SH 114 and Loop 12	BG/S	IRV	O		0	4	3	2
BACHMAN ⁸	Northwest Highway and Denton Drive	AG/S	NW	G		458	8	8	3
BURBANK	Burbank Street and Denton Drive	AG/S	NW	G		0	2	4	1
INWOOD/LOVE FIELD	Inwood Road and Denton Drive	A/C	NW	G		385	5	5	3
SMD/PARKLAND	Medical District Drive and Harry Hines Boulevard	A/C	NW	G		0	15	0	3

LIGHT RAIL TRANSIT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N-RIDE	TVMS ¹
MARKET CENTER	Harry Hines Boulevard and Vagas Street	AG/S	NW	G O		238	5	4	2
VICTORY ⁹	2525 Victory Avenue at American Airlines Center	AG/S	NW	G O T		0	ST.(1)	0	4
DEEP ELLUM	Good-Latimer Expressway and Gaston Avenue	AG/C	SE	G		0	ST. (3)	3	2
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. ¹⁰	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	3	8	2
LAWNVIEW ⁸	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		125 ¹¹	7	9	4

LRT STATION SUMMARY

STATION TYPE	NUMBER
At-Grade	54
Above Grade	9
Below Grade	2
Underground	1
	66

SOURCE: Service Planning & Finance Department (revenue).

NOTES: See Key of Abbreviations on page 61.

1. TVM estimates reflect the number that are expected to be installed by May 2026.
2. Reduced due to on-site construction; will get to 500 upon completion.
3. Cross platform with TRE and Amtrak.
4. No TVMs until Convention Center remodel is complete.
5. Additional 160 shared spaces available at Garland Performing Arts Center.
6. Cross platform with DCTA A-Train.
7. Parking available at North Irving Transit Center.
8. Three-track platform.
9. Cross platform with TRE.
10. Parking is associated with adjacent J.B. Jackson, Jr. Transit Center.
11. Reduced due to TOD on-site.

SILVER LINE TRANSIT STATIONS

STATIONS	LOCATION	STATION TYPE	AMENITIES	BICYCLE PARKING	PARKING SPACES	STATION BUS BAYS	KISS-N-RIDE	TVMS
SHILOH STATION	Shiloh Rd, 1/8 mi. south of 14th St	AG/C		No	250	0	Yes	2
12TH ST STATION	12th St and K Ave	AG/S		Yes	233	5	Yes	4
CITYLINE/BUSH STATION	State St and Routh E Dr	AG/S		Yes	1,193	7	Yes	2
UTD STATION	Northside Blvd and Cecil Dr	AG/C		Yes	300	5	No	3
KNOLL TRAIL STATION	Knoll Trail, between Arapaho and Forest Bend	AG/S		Yes	0	ST.(2)	Yes	4
ADDISON STATION	Arapaho Rd and Edwin Lewis Dr	AG/S	Restroom	Yes	300	14	Yes	4
DOWNTOWN CARROLLTON STATION	Denton Dr/ Walnut Ave	AG/S		Yes	226	5	No	4
CYPRESS WATERS STATION	Belt Line Rd, west of Kyra Ct	AG/C		No	190	4	No	2
DFW NORTH	E. Dallas Rd, east of Texan Trail	AG/C		No	350	0	Yes	2
DFW STATION - TERMINAL B	DFW Airport Terminal B	AG/S		No	0	0	No	0

SOURCE: Capital Design & Construction, Service Planning Department, and Capital Planning

TRINITY RAILWAY EXPRESS STATIONS

STATIONS	CORRIDOR	LINE SERVICE				PARKING SPACES	BUS BAYS	KISS-N-RIDE	TYPE
		T	TR						
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	10	6	AG
SW MEDICAL/ MARKET CENTER	TRE	T				0	3	8	AG
VICTORY	TRE	T	G	O		0	ST. (1)	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		SILVER LINE
	Transit Center	Transfer Center	Transfer Locations	Park-and-Ride	LRT Stations	TRE Stations	
Addison	1						1
Carrollton					3		1
Cockrell Hill			1				
Dallas	2	2	2		45	3	2
DFW Airport					1		2
Farmers Branch					1		
Garland	2				2		
Glenn Heights				1			
Highland Park							
Irving	1				6	2	
Plano	1			1	3		2
Richardson					4		2
Rowlett					1		
University Park							
TOTAL	7	2	3	2	66	5	10

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	181 Buses
NORTHWEST BUS MAINTENANCE	
Location	2424 North Webb Chapel, Dallas, TX 75220-5702
Fleet Allocation	190 Buses
SOUTH OAK CLIFF BUS OPERATIONS FACILITY	
Location	3422 Kiest Boulevard, Dallas, TX 75203-4617
Fleet Allocation	176 Buses
CENTRAL SUPPORT SHOP	
Location	4209 Main Street, Dallas, TX 75266
Reserve Fleet	33 Buses

SOURCE: DART Maintenance Department - Feb. 2026, Bus Operating Facilities Master Plan Summary 2025

NOTE: 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	108 Valley View Lane, Irving, Texas 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	N. 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				92.2	65		

SOURCE: DART Development Administration; as-built drawings

NOTE: 92.2 miles includes non-revenue or yard lead mileage.

SILVER LINE BREAKDOWN – LINE SECTION MILES AND STATIONS

CORRIDOR	TRACK	FROM	TO	MILES	STATIONS	OPENING DATE	NOTES
Silver Line	Double*	DFW Airport (Terminal B)	Shiloh Rd	26	10	Oct 2025	

SOURCE: Capital Design & Construction

NOTES: *Overall system is double-track with short segments of single track at 12th St Station and at DFW Airport

LIGHT RAIL TRANSIT SYSTEM INFORMATION

FY25 SYSTEM INFORMATION (LRT AND DALLAS STREETCAR)

	FY23	FY24	FY25
LRT Traction Power Substations (TPSS)	11AC / 78 TPSS	11 AC / 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)	76 (including 8 Yard CIHs)
Streetcar TPSS	2 TPSS	2 TPSS	2 TPSS

Catenary

207.56 miles (189.13 Mainline + 18.43 Yard)

- Dallas Streetcar: 3.6 miles

Interlockings

58

Single Crossovers (non-powered switches)

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

Signals

230 ABS & 301 Interlocking; 19 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	

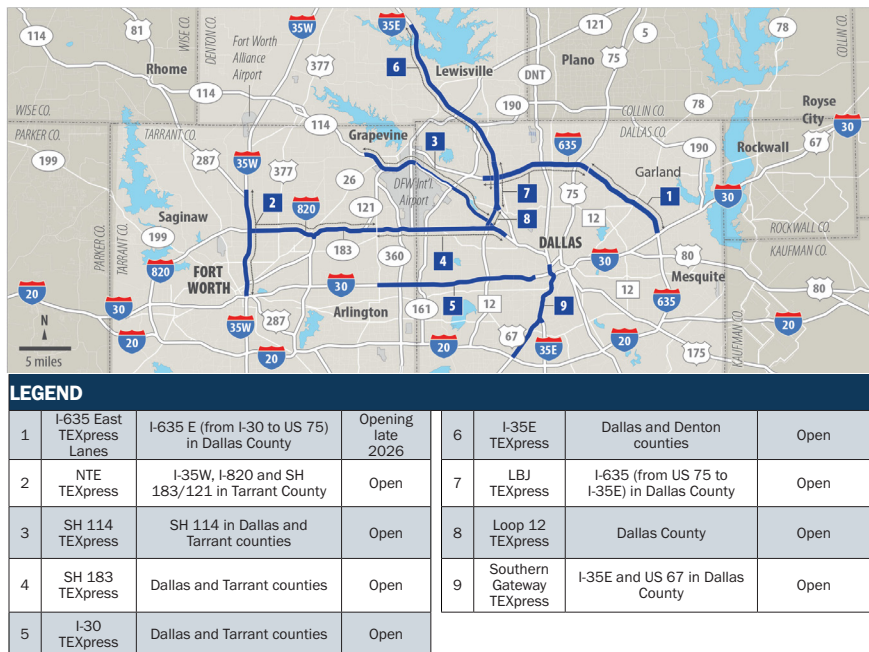
SOURCE: DART Development Department – Commuter Rail Division

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



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 FY26 Operating Expense Budget by expenditure category, compared to FY23 and FY24 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 FY25.
- **REVENUE FROM FARES BY TYPE** – FY24, FY25 actuals and FY26 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)

FY25 ACTUAL	CATEGORY	FY26 BUDGET
\$519,903	Total Capital Projects	\$692,022
\$89,558	P&D/Startup/Non-Ops	\$96,084
\$8,809	Road Improvements/ITS	\$42,589
\$618,270	TOTAL CAPITAL & NON-OPERATING	\$830,695

SOURCES: FY 2026 Annual Budget & 20-Year Financial Plan, Exhibit 1, pg. 14
FY25 Actual - DART Finance Department - Financial Planning & Analysis

CAPITAL BUDGET SCHEDULE BY MODE

FY 2026 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY 2026 BUDGET	20 YEAR TOTAL	EXTERNAL FUNDING	OPS EXP/ (SAVINGS)*
AGENCY-WIDE				
Passenger Stations	\$8,695	\$10,707	\$4,000	\$0
Administrative Building	\$17,897	\$122,121	\$0	\$360
Maintenance Building	\$6,500	\$144,122	\$11,415	\$0
Service Vehicles (non-revenue)	\$263	\$93,651	\$0	\$0
Fare Revenue Collection Equipment	\$5,501	\$8,306	\$0	-\$630
Communication/ Information Systems	\$33,347	\$493,131	\$10,931	\$0
Other	\$1,943	\$6,231	\$560	\$250
TOTAL AGENCY-WIDE	\$74,145	\$878,270	\$26,906	-\$20
BUS				
Guideway	\$0	\$51,141	\$0	\$0
Passenger Stations	\$23,706	\$169,388	\$71,463	\$0
Administrative Building	\$475	\$475	\$0	\$0
Maintenance Building	\$20,057	\$104,974	\$2,390	\$1,867
Revenue Vehicles	\$91,418	\$994,999	\$335,256	\$0
Fare Revenue Collection Equipment	\$0	\$37,240	\$0	\$0
Communication/ Information Systems	\$867	\$24,473	\$0	\$0
Other	\$0	\$0	\$0	\$0
TOTAL BUS	\$136,523	\$1,382,690	\$409,109	\$1,867
COMMUTER RAIL				
Guideway	\$126,470	\$543,181	\$195,381	\$0
Passenger Stations	\$0	\$539	\$0	\$0
Maintenance Building	\$9,437	\$22,473	\$5,769	\$0
Revenue Vehicles	\$45,342	\$164,327	\$80,748	\$0
Communication/ Information Systems	\$179	\$58,752	\$28,829	\$0
TOTAL COMMUTER RAIL	\$181,428	\$789,271	\$310,727	\$0
LRT				
Guideway	\$78,500	\$991,608	\$56,144	\$0
Passenger Stations	\$46,476	\$395,973	\$37,707	\$0
Maintenance Building	\$22,590	\$150,864	\$4,058	\$382
Revenue Vehicles	\$59,796	\$1,897,622	\$25,591	\$0
Service Vehicles (non-revenue)	\$5,153	\$33,349	\$280	\$0
Fare Revenue Collection Equipment	\$5,441	\$55,638	\$7,064	\$0
Communication/ Information Systems	\$13,617	\$135,657	\$2,821	\$69
Other	\$109	\$907	\$0	\$0
TOTAL LRT	\$231,682	\$3,661,618	\$133,664	\$451
STREETCAR				
Revenue Vehicles	\$108	\$1,873	\$1,873	\$0
TOTAL STREETCAR	\$108	\$1,873	\$1,873	\$0

CAPITAL BUDGET SCHEDULE BY MODE (CONT'D)

PROJECT NAME	FY 2026 BUDGET	20 YEAR TOTAL	EXTERNAL FUNDING	OPS EXP/ (SAVINGS)*
PARATRANSIT				
Maintenance Building	\$152	\$4,464	\$0	\$0
TOTAL PARATRANSIT	\$152	\$4,464	\$0	\$0
ROAD IMPROVEMENT				
TOTAL ROAD IMPROVEMENT	\$42,589	\$88,101	\$0	\$0
TOTAL MAINTENANCE, REPLACEMENT AND IMPROVEMENT	\$666,627	\$6,806,287	\$882,279	\$2,298
NON-OPERATING				
TOTAL OTHER	\$77,660	\$160,004	\$4,500	\$0
EXPANSION				
COMMUTER RAIL				
Silver Line	\$67,984	\$167,657	\$300,338	\$27,498
STREETCAR				
Guideway (Dallas Streetcar Link)	\$0	\$136,387	\$136,387	\$4,562
TOTAL EXPANSION	\$67,984	\$304,044	\$436,725	\$32,061
CAPITAL PLANNING & DEVELOPMENT & START-UP	\$18,424	\$448,845	\$0	\$0
GRAND TOTAL	\$830,695	\$7,719,180	\$1,323,504	\$34,359

SOURCE: FY 2026 Annual Budget & 20-Year Financial Plan

NOTE: *Estimated Annual Operating Expense at Completion of the capital project.

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

CATEGORY	FY24 ACTUALS	FY25 ACTUALS	FY26 BUDGET
Salaries & Wages	\$314.8	\$325.2	\$330.8
Benefits	\$132.0	\$124.5	\$123.5
Services	\$75.9	\$77.8	\$89.3
Materials & Supplies	\$56.5	\$56.4	\$52.2
Utilities and Communications	\$21.7	\$21.2	\$21.7
Claims & Insurance	\$11.0	\$12.4	\$12.0
Purchased Transportation	\$89.1	\$113.9	\$139.9
Taxes, Leases, Reserves & Other	\$5.5	\$5.3	\$7.0
SUBTOTAL (ALL EXPENSES)	\$706.5	\$736.6	\$776.4
Capital & Reserves	(\$19.5)	(\$17.5)	(\$18.5)
TOTAL OPERATING EXPENSES	\$687.0	\$719.1	\$757.9

SOURCE: FY 2026 Annual Budget & 20-Year Financial Plan - Exhibit 13, pg. 45

SOURCES OF FUNDS 2026-2045 (IN MILLIONS)

MODE	FY25 BUSINESS PLAN	FY26 BUSINESS PLAN
Sales Tax Revenues	\$26,082.6	\$27,067.1
Operating Revenues	\$1,850.3	\$1,824.4
Interest Income	\$443.7	\$442.0
Formula Federal Funding	\$1,971.9	\$2,026.3
Discretionary Federal Funding	\$594.6	\$606.5
Debt Issuances	\$503.3	\$580.0
Other Sources	\$382.6	\$377.1
TOTAL SOURCES OF FUNDS	\$31,829.2	\$32,923.3

SOURCE: FY 2026 Annual Budget & 20-Year Financial Plan - Exhibit 27, pg. 93

10-YEAR SALES TAX HISTORY 2016-2025 (IN MILLIONS)

	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
October	\$42.2	\$43.3	\$46.7	\$49.1	\$54.2	\$50.7	\$60.4	\$67.1	\$69.3	\$74.2
November	\$40.4	\$43.3	\$46.7	\$47.7	\$51.2	\$49.3	\$61.9	\$67.3	\$68.3	\$71.3
December	\$57.5	\$59.7	\$60.2	\$64.6	\$68.7	\$67.6	\$77.1	\$83.2	\$95.6	\$90.4
January	\$40.3	\$43.5	\$44.9	\$47.6	\$52.2	\$49.3	\$58.4	\$64.5	\$52.8	\$67.6
February	\$39.8	\$42.1	\$42.3	\$46.2	\$45.4	\$42.7	\$53.5	\$61.2	\$65.3	\$63.0
March	\$51.8	\$53.7	\$57.2	\$55.6	\$51.3	\$61.4	\$73.2	\$73.3	\$75.4	\$78.4
April	\$41.9	\$42.9	\$47.5	\$51.0	\$41.0	\$58.1	\$63.3	\$65.1	\$69.6	\$71.0
May	\$42.7	\$47.0	\$50.9	\$49.6	\$45.3	\$56.1	\$65.2	\$70.9	\$70.8	\$72.3
June	\$51.9	\$52.2	\$54.6	\$56.7	\$56.3	\$65.5	\$68.5	\$74.0	\$75.2	\$81.0
July	\$42.3	\$43.6	\$46.6	\$46.9	\$48.3	\$59.6	\$64.8	\$67.1	\$70.8	\$79.0
August	\$44.3	\$45.1	\$46.5	\$54.0	\$46.9	\$56.0	\$66.2	\$67.4	\$67.7	\$73.3
September	\$50.0	\$50.2	\$51.4	\$55.4	\$55.1	\$65.2	\$71.3	\$73.2	\$70.9	\$78.9
FY TOTAL	\$545.1	\$566.6	\$595.6	\$624.4	\$615.8	\$681.5	\$783.7	\$834.4	\$851.8	\$900.4

SOURCE: FY 2026 Annual Budget & 20-Year Financial Plan - Exhibit 47, pg. 192

SOURCE OF FY25 COLUMN: DART Finance Department - Revenue Management

FY25 FINANCIAL PLAN SALES TAX REVENUE

	FY25
Projected Sales Tax Revenue	\$900.4 million

SOURCES: FY 2026 November 21, 2025 Memorandum
November Sales Tax Receipt Reflecting September Collection

REVENUE FROM FARES BY TYPE

TYPE OF FARE	FY 2024 ACTUAL		FY 2025 ACTUAL		FY 2026 BUDGET	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
SINGLE FARE						
Local	58,469	\$146,173	28,562	\$71,405		
Streetcar	113,098	\$113,098	118,355	\$118,355	121,771	\$121,771
Regional	7,264	\$43,584	8,529	\$51,174	9,963	\$59,778
Reduced	41,880	\$52,350	17,189	\$21,486		
Paratransit (Coupons)	221,843	\$665,528	235,277	\$777,716	225,149	\$788,022
TOTAL SINGLE FARE	442,554	\$1,020,733	407,912	\$1,040,136	356,883	\$969,571
AM/PM						
Local	3,864,065	\$11,592,162	3,347,617	\$10,042,850	3,371,590	\$10,114,771
Reduced	1,307,140	\$1,960,689	1,334,809	\$2,002,213	1,592,979	\$2,389,468
TOTAL AM/PM	5,171,205	\$13,552,851	4,682,426	\$12,045,063	4,964,569	\$12,504,239
GOLINK ONE-WAY PASS						
Local	119,702	\$278,086	85,774	\$198,997	30,048	\$69,711
Regional	-	-	-	-	-	-
Reduced	38,161	\$43,275	31,806	\$35,941	32,050	\$36,217
GoLink Other			722,281	\$1,675,691	1,123,879	\$2,607,400
TOTAL 2-HOUR	157,863	\$321,361	839,861	\$1,910,628	1,185,977	\$2,713,328
MIDDAY PASSES						
Local	632,094	\$1,264,176	374,024	\$467,530	-	-
Regional	32,936	\$65,860	18,385	\$36,771	-	-
TOTAL MIDDAY	665,030	\$1,330,036	392,409	\$504,301	-	-
DAY PASSES						
Local	911,077	\$5,466,425	1,412,920	\$8,477,519	1,604,110	\$9,624,659
Regional Reduced			17,206	\$51,618	-	-
Regional	94,382	\$1,132,586	62,968	\$755,616	67,753	\$813,033
Local Reduced	352,806	\$1,058,397	602,562	\$1,807,687	433,220	\$1,299,659
High School	7,953	\$23,859	9,182	\$27,546	9,390	\$28,169
College/Trade	13,127	\$39,381	18,900	\$56,700	16,715	\$50,144
Vouchers (book of ten)	283,935	\$1,043,771	387,308	\$1,301,781	360,867	\$1,299,122
TOTAL DAY PASSES	1,663,280	\$8,764,419	2,511,047	\$12,478,467	2,492,054	\$13,114,785

REVENUE FROM FARES BY TYPE (CONT'D)

TYPE OF FARE	FY 2024 ACTUAL		FY 2025 ACTUAL		FY 2026 BUDGET	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
MONTHLY PASSES						
Local	27,492	\$2,639,232	19,528	\$2,123,808	16,739	\$2,109,156
Regional	783	\$150,336	2,052	\$393,984	147	\$9,240
Regional Reduced	-	-	402	\$19,296	883	\$169,532
Local Reduced	9,536	\$457,728	7,358	\$409,056	8,093	\$509,830
High School	9,448	\$453,504	7,541	\$410,352	8,303	\$523,116
TOTAL MONTHLY PASSES	47,259	\$3,700,800	36,881	\$3,356,496	34,165	\$3,320,874
ANNUAL PASSES						
Local	34	\$24,109	1	\$43	1	\$44
Regional	1	\$1,440	-	-	-	-
Senior	46	\$25,584	24	\$13,082	21	\$11,856
Corporate Programs	3,447	\$3,090,269	3,687	\$2,794,912	3,424	\$2,595,989
TOTAL ANNUAL PASSES	3,528	\$3,141,401	3,712	\$2,808,037	3,446	\$2,607,889
OTHER PROGRAMS						
Secondary/ College Decals	42,628	\$3,251,514	52,942	\$4,604,347	54,932	\$5,091,275
Europay, MasterCard and Visa (EMV)	503,758	\$910,711	549,146	\$1,147,715	589,176	\$1,231,378
TOTAL OTHER PROGRAMS	546,386	\$4,162,225	602,088	\$5,752,062	644,108	\$6,322,653
TOTAL PASS SALES	8,697,105	\$35,993,826	9,476,335	\$39,895,189	9,681,203	\$41,553,339
WITHOUT PARATRANSIT COUPONS	8,475,262	\$35,328,298	9,241,059	\$39,117,473	9,456,054	\$40,765,316

SOURCE: DART Finance Department - Revenue Administration

REVENUE RECOVERY

FAREBOX REVENUE RECOVERY RATIO

MODE	FY24 ACTUAL	FY25 ACTUAL	FY26 BUDGET
Bus Transit	5.2%	5.9%	5.6%
LRT	8.2%	7.2%	8.5%
Commuter Rail Transit	5.6%	6.8%	4.9%
Trinity Rail Express	5.6%	6.8%	6.4%
Silver Line	NA	NA	2.5%
FIXED ROUTE TOTAL	6.3%	6.3%	6.4%

SOURCE: DART Finance Department - Financial Planning & Analysis

ALL MODES – SUBSIDY/PASSENGER

SUBSIDY PER PASSENGER

MODE	FY24 ACTUAL	FY25 ACTUAL	FY26 BUDGET
Bus Transit	\$10.91	\$11.61	\$11.31
LRT	\$8.93	\$8.85	\$8.70
Commuter Rail Transit	\$28.38	\$24.05	\$31.02
Trinity Rail Express	\$28.38	\$24.05	\$29.08
Silver Line	NA	NA	\$33.93
FIXED ROUTE CUMULATIVE ESTIMATES	\$10.72	\$10.69	\$11.05
Paratransit	\$48.92	\$69.67	\$71.44
GoLink	\$11.92	\$14.93	\$19.10
SYSTEM TOTAL	\$11.40	\$11.88	\$12.31

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 Light Rail System consists of approximately 93 miles with 66 stations, including the new 12th Street Station that serves the recently opened Silver Line. The TRE is advancing capacity and bridge improvements.

Several additional capital program opportunities in the 2045 Transit System Plan have been advanced. The 2045 Transit System Plan map, which highlights key themes and goals, is provided on page 88.

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 a program to replace the 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 CNG bus fleet with 476 new buses (i.e., 400 40' buses and 76 30' buses by 2027. There are already over 80 in operation).

RAIL STATIONS

- Raise the remaining 23 Red and Blue Line platforms to support universal level boarding, along with additional station improvements by 2029.
- Implement Passenger Information Display System (PIDS) at all LRT and TRE stations.
- Install new ticket vending machines (TVMs) by summer 2026.

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. DART has installed over 60 next-generation bus shelters.
- In FY 2025, DART constructed over 170 new concrete amenity pads to support the expansion of amenities throughout the service area.

OPERATING FACILITIES MODIFICATION

- Bus Operating Facilities Master Plan - DART completed a master plan in 2025 for its five operating and fleet service facilities to optimize the use of assets, including land.
- Recommendations focus on improving the efficiency, safety and productivity of facilities in a sustainable manner while providing flexibility to adapt to fleet and industry changes.
- Developed program of phase improvements for the recommendations in the Bus Operating Facilities Master Plan.
- Modify Central and Northwest rail operating facilities to support new LRV maintenance activities.
- Implement wayside power and yard improvements for TRE.

UNIFIED SIGNAL SYSTEM

- Modernize signal systems on the oldest light rail lines (starter Lines and through the Dallas Central Business District [CBD]) to maximize safety, communications, reliability and network capacity.

CONSOLIDATED DISPATCH AND COMMAND CENTER (CDCC)

- Completed a state-of-the-art communications center that consolidates bus, rail and police dispatch and emergency operations for full network functionality, 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 PROJECT

In February 2023, the FTA approved \$4.6 million of the federal share of the cost savings from the Red and Blue Platform Extension Grant for DART to use towards raising 23 platforms that had not been raised previously (see below). DART will match the funds with \$5.2 million to maintain the original non-federal share ratios in the grant.

RED AND BLUE PLATFORM RAISE MAP



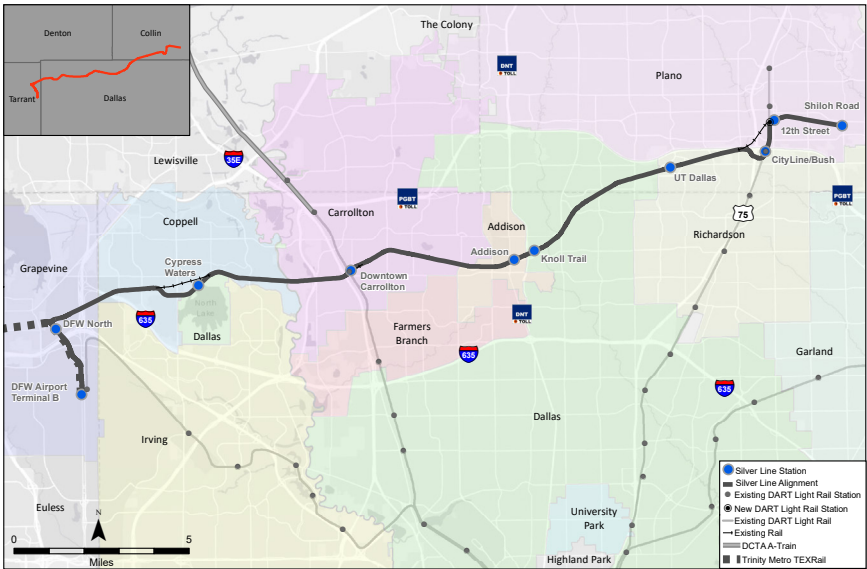
REGIONAL RAIL

SILVER LINE REGIONAL RAIL PROJECT

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

- Silver Line is a double-track alignment serving 10 stations, including a new infill light rail station at 12th Street in Plano. It provides service at 30/60-minute peak/off-peak headways. DART anticipates enhanced service levels in the future.
- FTA, as the lead federal agency, and the 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 included a \$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 at the TRE Rock Island Road facility was terminated (preconstruction activities were terminated in 2021 due to the move to an alternate facility). A contract was awarded to Stacy Witbeck, Inc. (SWI) for construction of the EMF.
- Vehicle storage, maintenance and operations occur at the Silver Line EMF just west of the Shiloh Road Station. Dispatching occurs out of the Herzog Irving office (primary) and TEXRail Mahaffey Maintenance Facility (MMF) (secondary).
- DART is operating service on the Silver Line with an eight-vehicle fleet of Stadler diesel multiple units (DMUs).

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 (in procurement process) as well as 2.4 miles of double track from Handley Ederville Road to Precinct Line Road in Tarrant County (contract recently awarded; construction expected to start this year) 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.

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 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 FY 2023 to expand improved

amenities to more people who need them. DART has constructed over 170 new fully accessible amenity pads, installed over 60 of the next-generation bus shelters and established a 10-year replacement cycle of shelters. Between FY 2026 and FY 2030, DART will add or replace 1,350 shelter (350+ new locations; over 1,000 are updates of existing shelters) and install/replace up to 1,500 steel strap benches as well as new bus blade lights, new concrete pads and trash cans.

- **Transit Passenger Facilities Modernization:** DART has assessed the needs to renovate transit facilities to enhance customer experiences with the recently developed transit center modernization guidelines. The assessment identified and prioritized facility improvements and opportunities for economic development, services, resiliency and innovation. The guidelines emphasize pedestrian, bicycle and vehicle connections, as well as wayfinding, signage and placemaking. Lawnview and Deep Ellum Stations will be the first two facilities to be improved from this program. The improvements are currently under design and expected to be completed by 2027.
- **Corridor Optimization + Rider Experience (CORE):** DART developed a Bus Corridor Investment Program; has completed early efforts, including data collection and analysis; and has made preliminary project recommendations. Recommendations will focus on four project buckets (categories), including spot/segment improvements along the existing frequent service routes (21), active transit zones (ATZs), Downtown Dallas bus lanes, Bus Rapid Transit (BRT) Corridors and Emerging Corridors other high-performing, emerging bus routes. Transit design guidelines and planning-level cost estimates are being prepared to support the effort before design and implementation begins.

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.

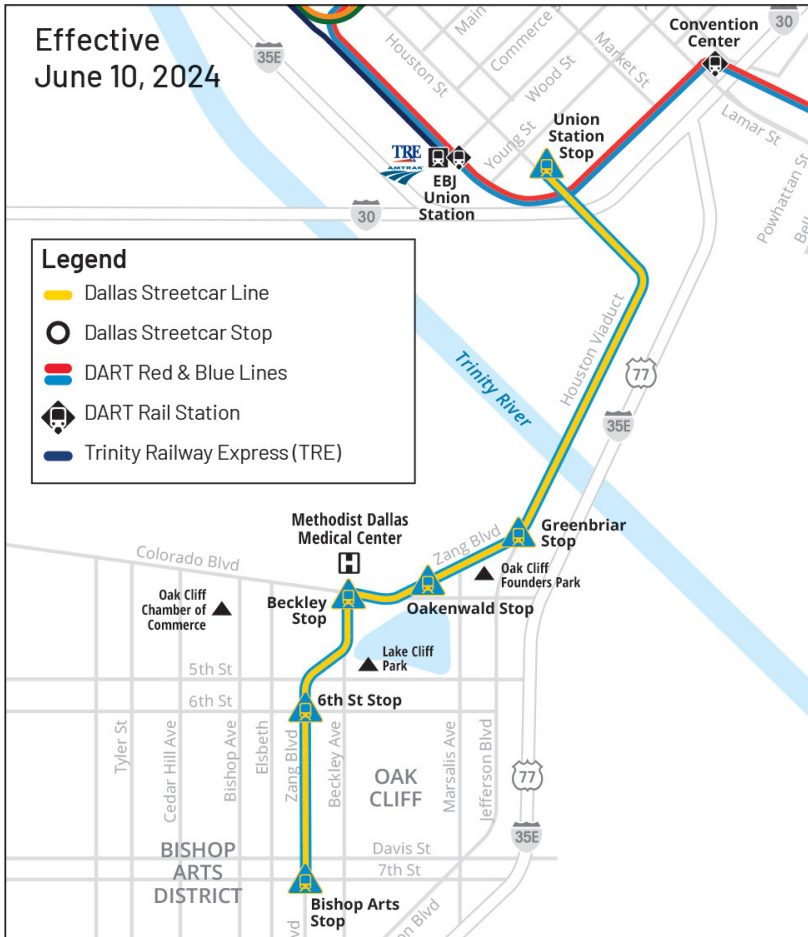
Starter Line: Union Station to Colorado/Beckley

- 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



FUTURE MODERN STREETCAR EXPANSION

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)

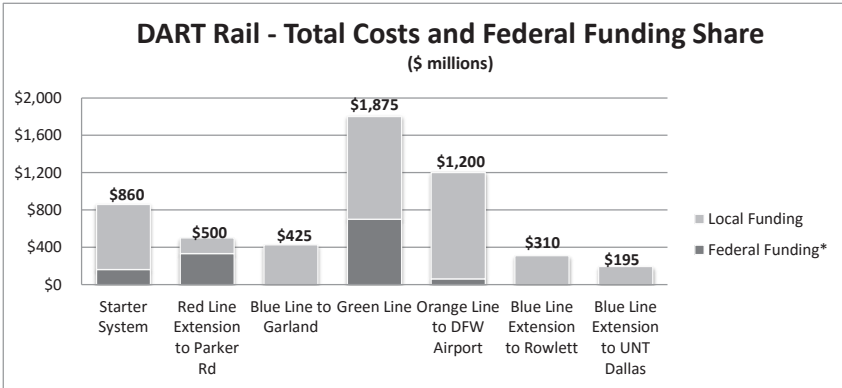
- McKinney Avenue Transit Authority (MATA) is a nonprofit organization that operates the vintage M-Line trolley service connecting Cityplace/Uptown to Downtown Dallas and the Arts District.
- Service is free and operates 365 days a year.
- The current round trip on route is 5.2 miles.
- DART provides 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 to \$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 \$2.1 million (2024\$) or \$80.7 million/mile (will be updated after post-opening day construction elements are completed).
- 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.



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

10.0 ECONOMIC DEVELOPMENT

DART promotes high-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.

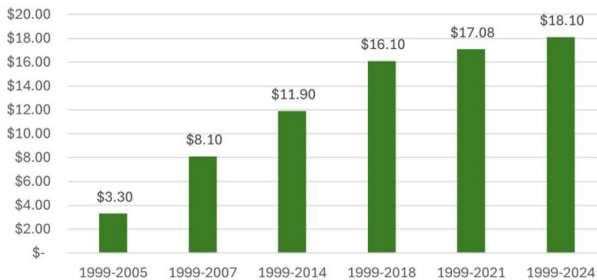
TRANSIT-ORIENTED DEVELOPMENT

DART is a national leader in the advancement of TOD, with more than \$18.1 billion in the past 25 years invested in existing and planned live-work-play communities at current and future station sites.

ECONOMIC IMPACTS

In 2025, the Economics Research Group (ERG) at the University of North Texas examined the economic impacts near DART rail stations. The studies do not include downtown stations. ESG used IMPLAN software to create an economic input-output model to measure the direct, indirect and induced impacts of the development projects on the DFW region.

CULMULATIVE ECONOMIC IMPACT OF LIGHT RAIL STATIONS (\$ BILLIONS)



SOURCE: UNT Economics Research Group

Highlights from the September 2025 study for the period from 2022 to 2024 include:

- A total of 37 development projects, with a property value of \$1.0 billion, were completed within 1/4 mile of DART stations. \$363 million of this investment was commercial development and \$661 million was residential.
- The total economic impact of the projects created \$1.9 billion for the DFW economy over the study period.
- Projects in 2022 to 2024 directly created 5,295 jobs, with total employment creation of 9,422 jobs, for a total of \$724 million in labor income for workers in the region and \$148 million in federal taxes.
- The projects generated \$51.5 million in state and local tax revenue over the study period.
 - » Sales taxes generated (excluding DART portion) was \$25 million.
 - » Property taxes generated was \$21 million.
 - » \$5 million in miscellaneous fees and fines.
- Development within 1/2 mile of a rail station outperforms comparable properties farther away.
 - » Apartments and commercial buildings earned a 10% and 12.6% rent premium, respectively.

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

DART compiled an inventory of 37 sites, representing hundreds of acres of under-utilized DART-owned land near transit facilities. DART seeks to leverage these strategic locations to foster walkable, transit-connected communities through partnerships with member cities, developers, community leaders and public and private stakeholders who can work together to plan and deliver successful TOD projects. The inventory is available at www.DART.org/economicdevelopment.

DART INVENTORY OF PROSPECTIVE TOD PROPERTIES 2025

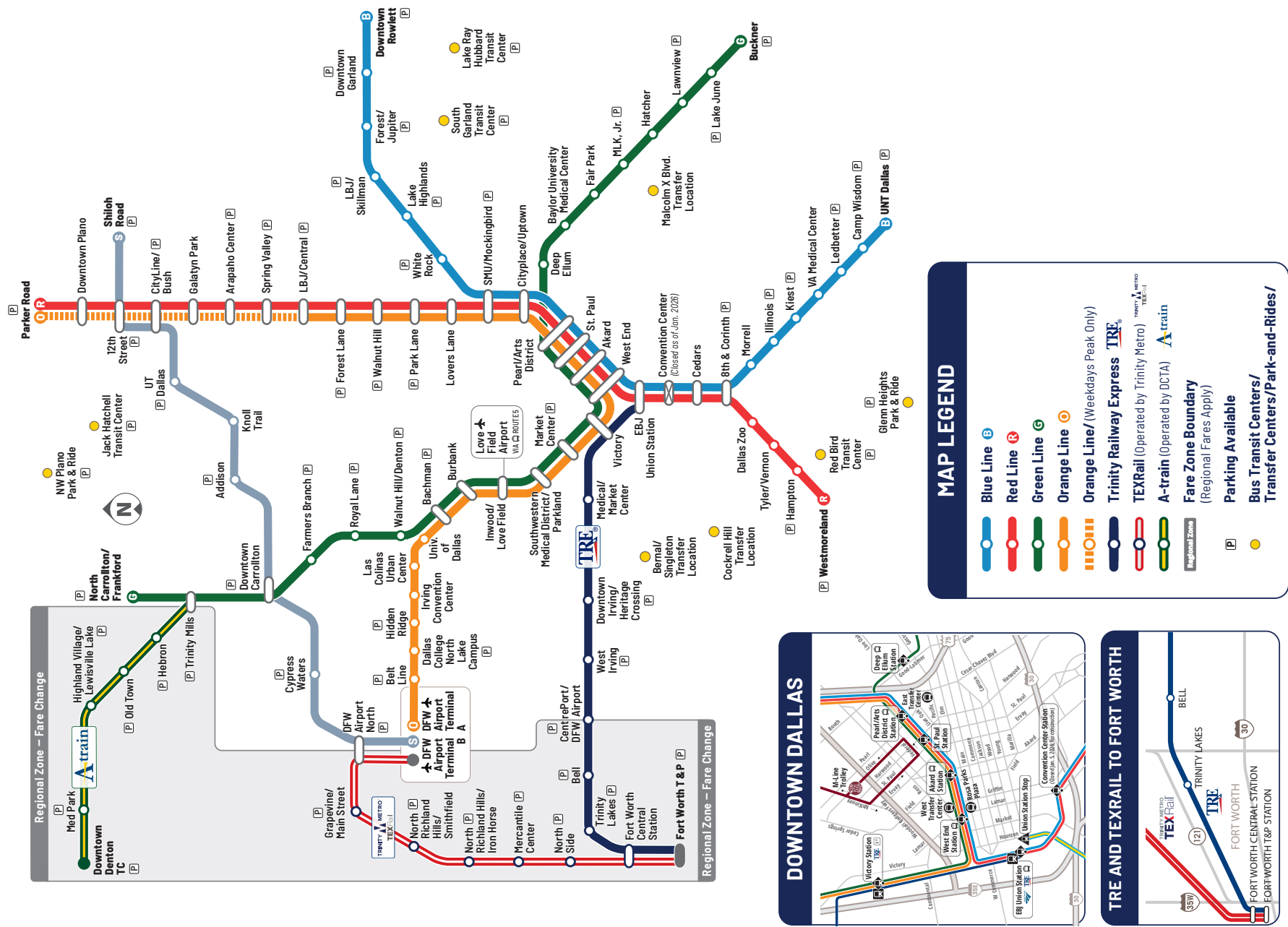
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ECONOMIC AND DEVELOPMENT IMPACT STUDIES - UNT ECONOMICS RESEARCH GROUP

- The Economic and Fiscal Impacts of Development near DART Stations (Retrospective: 1999-2013)
- The Economic and Fiscal Impacts of Development near DART Stations (2014-2015)
- The Economic and Fiscal Impacts of Development Near DART Light-Rail Stations (2016-2018)
- The Economic Impact Near DART Light-Rail Stations (2019-2021)
- 25 Years of DART Transit-Oriented Development: Economic and Fiscal Impacts of Development Around DART Light Rail Stations (1999-2024)

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

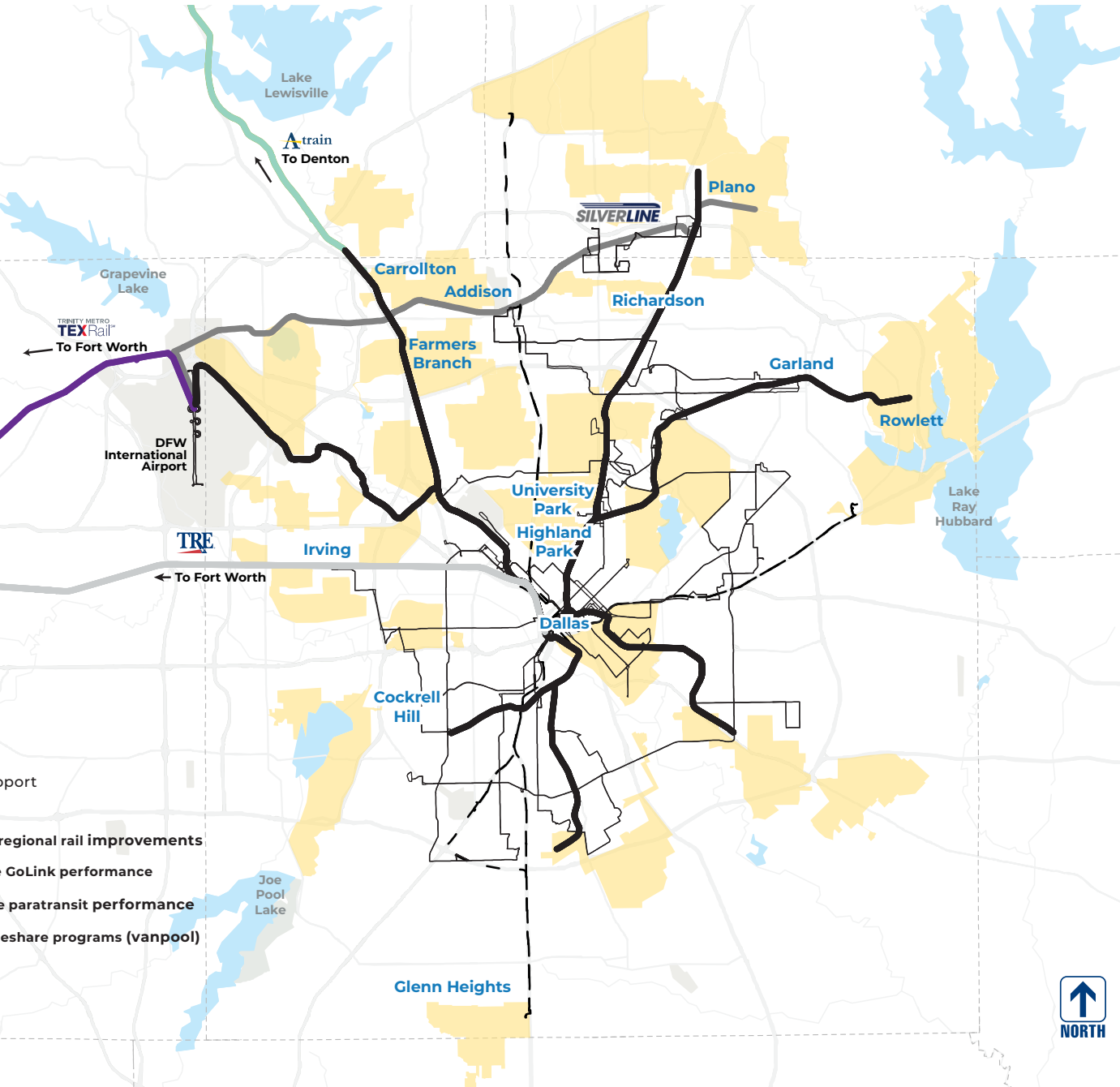
Advance mobility options through innovation, technology, and customer initiatives

- "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
- SILVER LINE REGIONAL RAIL (2024)
- CORE FREQUENT BUS NETWORK
- EXPRESS BUS
- GOLINK ZONES
- 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

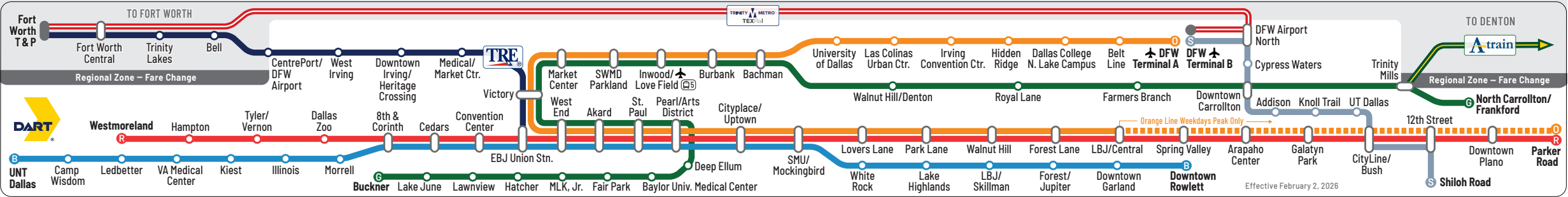
Collaboration

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

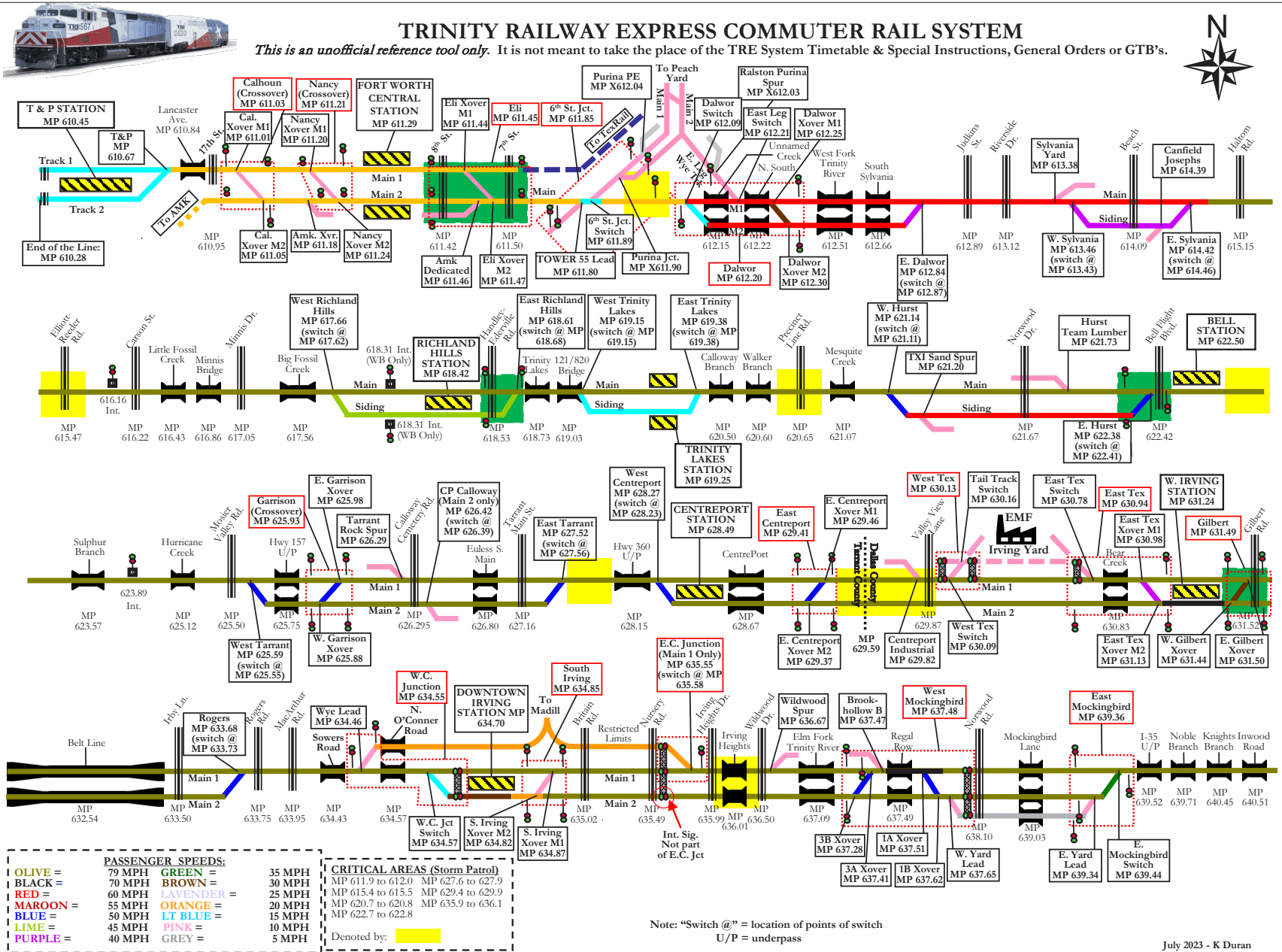
- Advance transit supportive funding programs and policies
- Reflect DART interests in regional and state plans
- Collaborate on local plans to support transit
- Collaborate with agencies on transit access, equity, resiliency, and air quality initiatives
- Engage the public, private sector, and community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



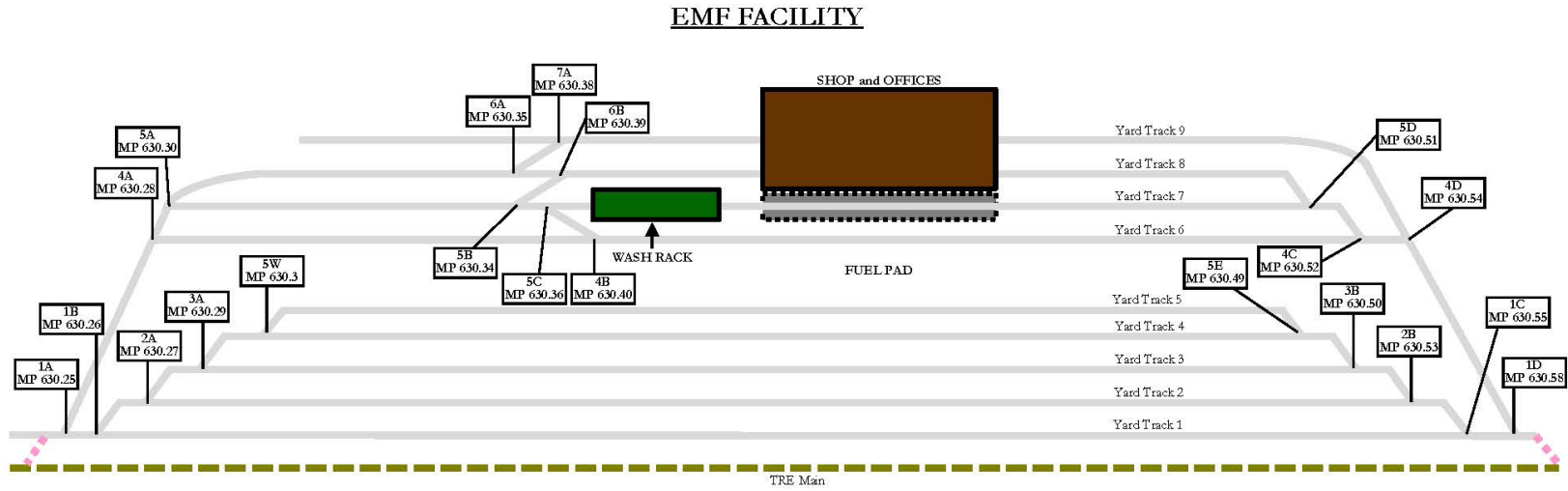
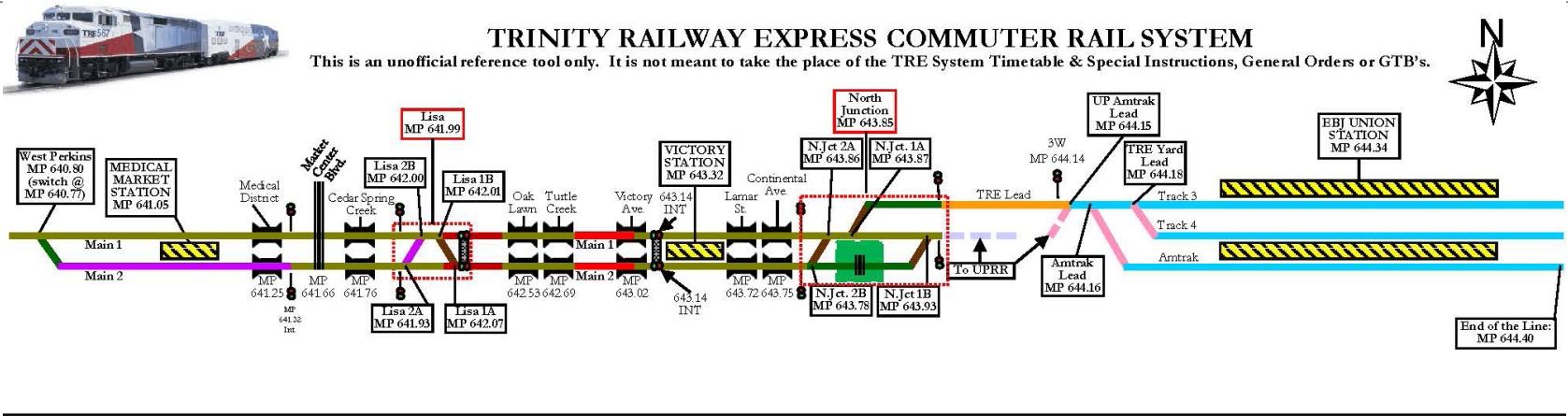
>> RAIL MAP



>> TRE COMMUTER RAIL SYSTEM



>> TRE COMMUTER RAIL SYSTEM



LEGEND:

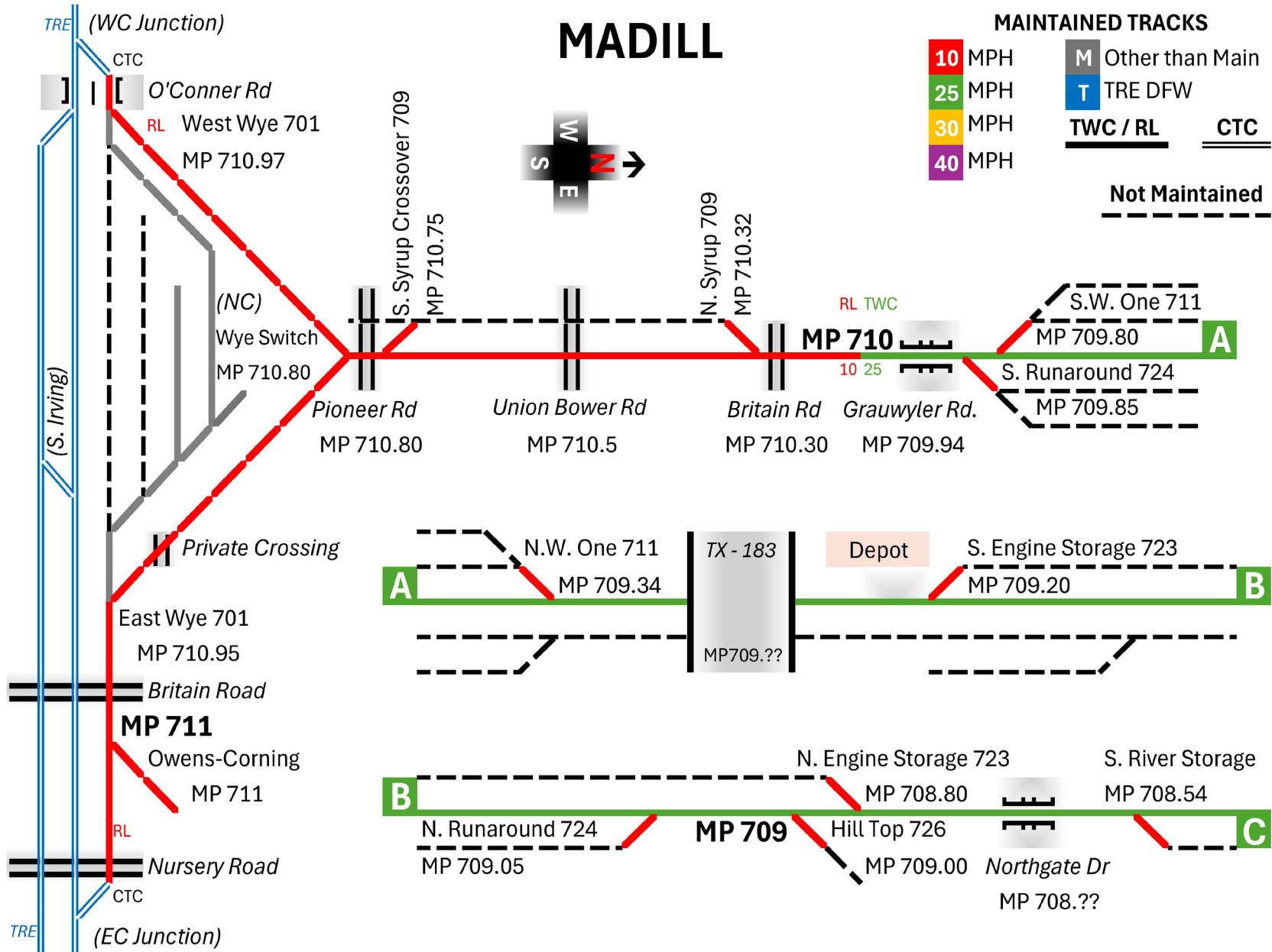
PASSENGER SPEEDS:		
OLIVE = 79 MPH	GREEN = 35 MPH	
BLACK = 70 MPH	BROWN = 30 MPH	
RED = 60 MPH	LA VENDER = 25 MPH	
MAROON = 55 MPH	ORANGE = 20 MPH	
BLUE = 50 MPH	LT BLUE = 15 MPH	
LIME = 45 MPH	PINK = 10 MPH	
PURPLE = 40 MPH	GREY = 5 MPH	

	= BRIDGE		= DWARF SIGNAL		= SWITCH AREA WITH MORE THAN ONE SWITCH OR AN ATYPICAL LAYOUT
	= STATION		= WAYSIDE SIGNAL		= ROAD CROSSINGS THAT ARE INSIDE OF AN O.S.
	= CROSSING		= CANTILEVER / BRIDGE		

Note: "Switch @" = location of points of switch
U/P = underpass

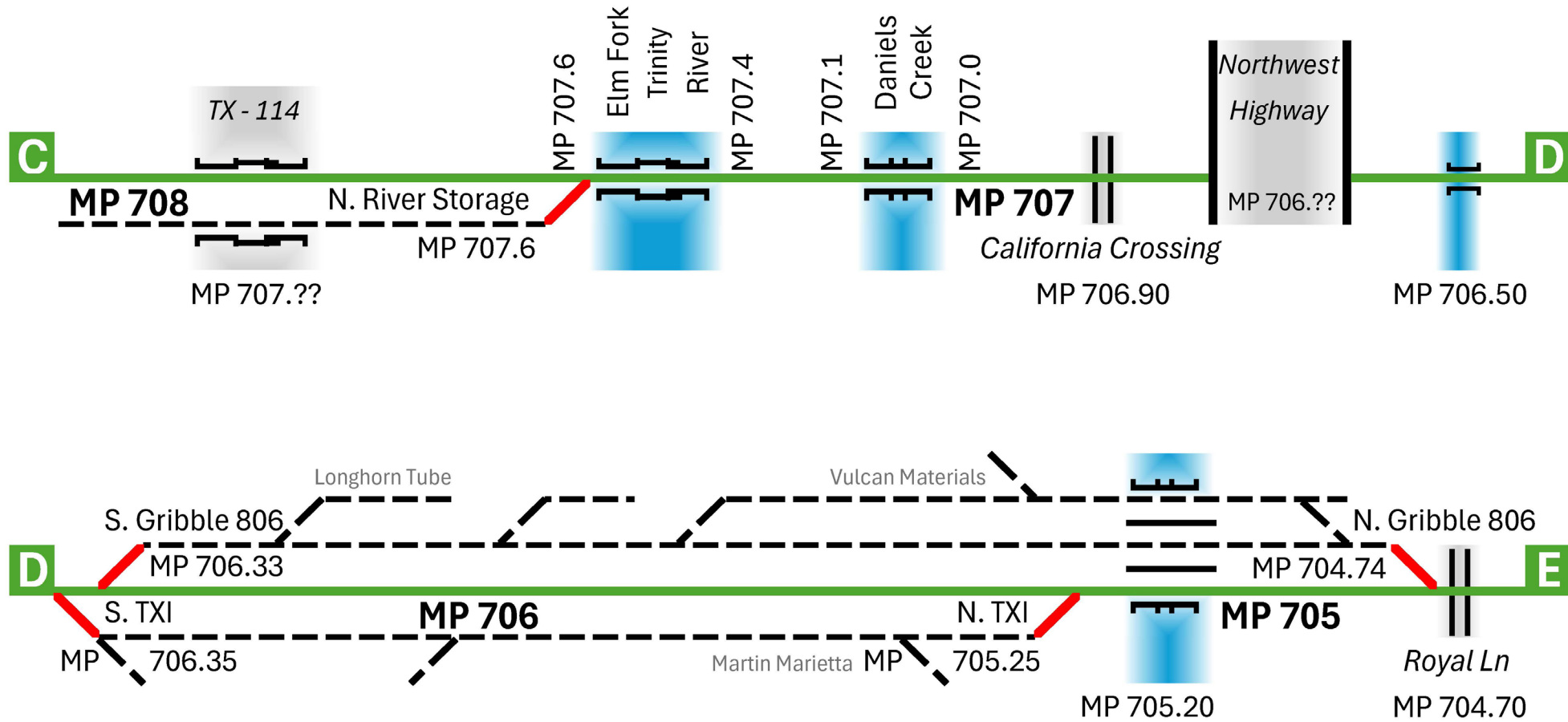
July 2023 – K Duran

>> TRE MADILL SUBDIVISION

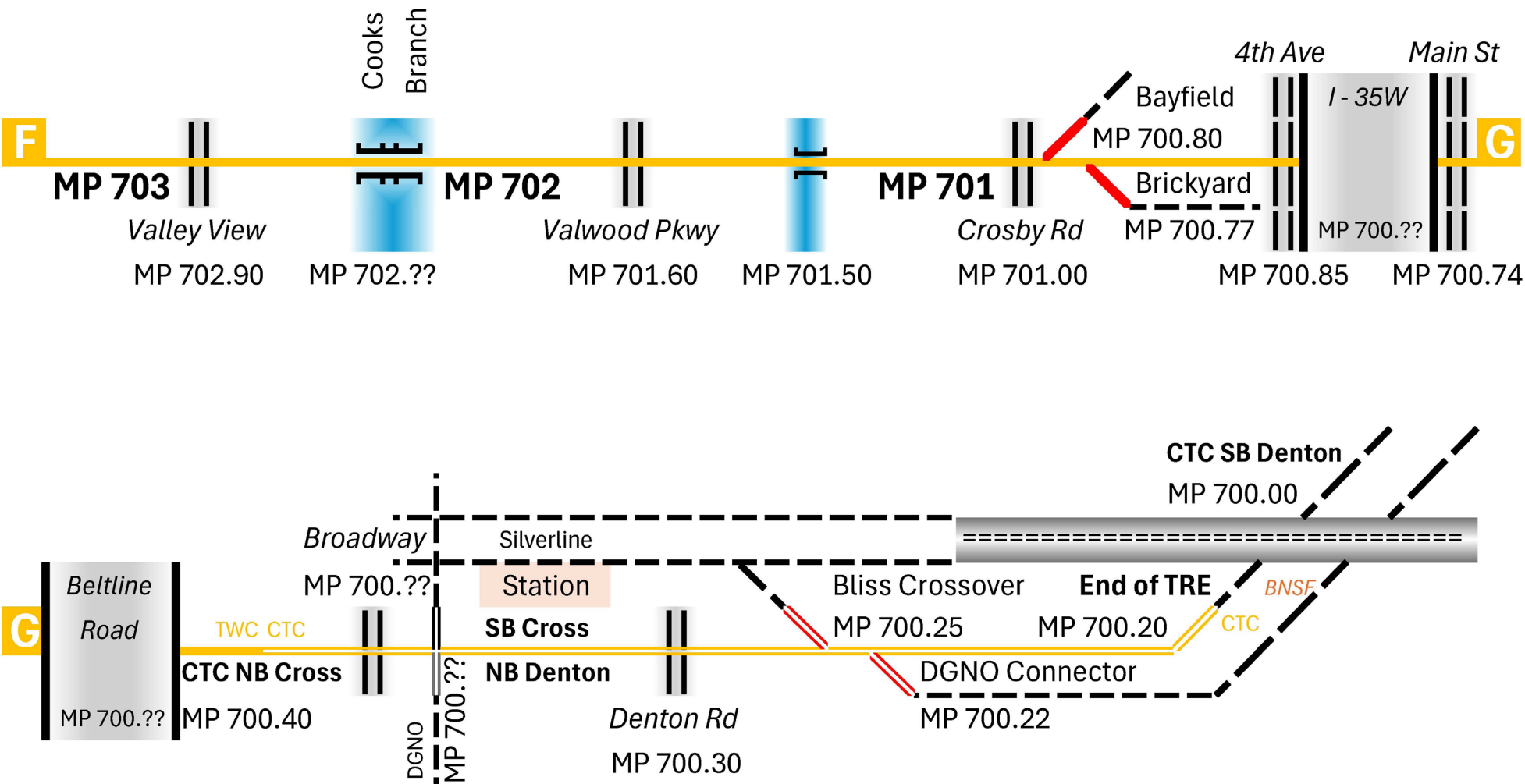




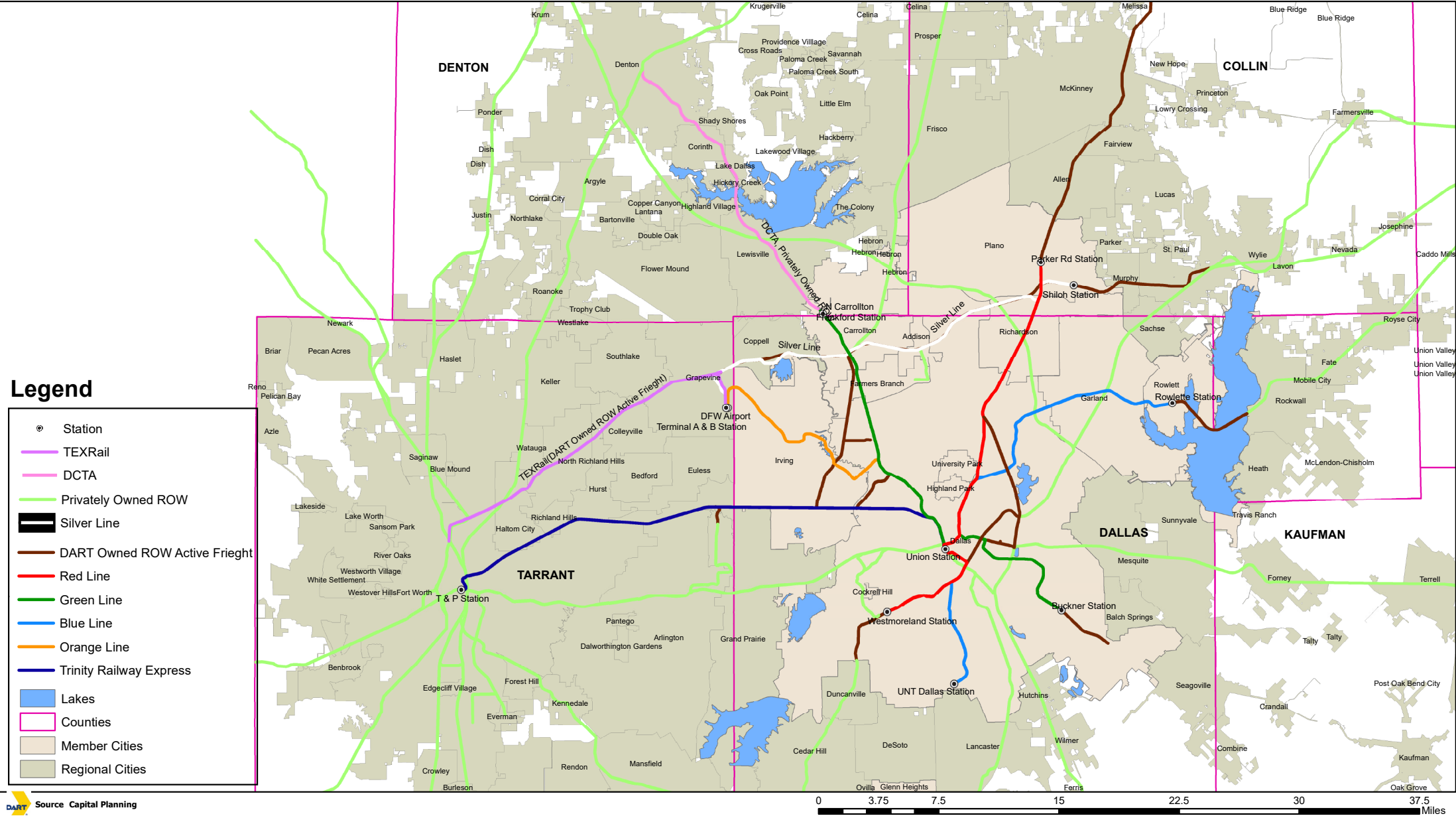
>> TRE MADILL SUBDIVISION



>> TRE MADILL SUBDIVISION



>> REGIONAL RAILROAD OWNERSHIP







Prepared for Dallas Area Rapid Transit

General Planning Consultant Managed by

AECOM



Dallas Area Rapid Transit
1401 Pacific Ave.
Dallas, Texas 75202