

DALLAS AREA RAPIDTRANSIT
REFERENCE BOOK



March 2023

Version 14.0

WHAT

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

WHO

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

WHEN

DART Capital Planning coordinates an update after each fiscal year ending September 30. Because some financial information does not become immediately available, the Reference Book update is completed by the second quarter (March) of the following fiscal year.

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 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

DART POINTS-OF-CONTACT

ADMINISTRATIVE OFFICES
214-749-3278

EMPLOYER RIDE SHARE PROGRAMS
214-747-RIDE

COMMUNITY AFFAIRS
214-749-2543

CUSTOMER INFORMATION CENTER
214-979-1111

CUSTOMER RESPONSE CENTER
214-749-3333

DART CONTRACTS INFO HELPLINE
214-749-2560

DART POLICE – EMERGENCIES ONLY
214-928-6300

DART POLICE-NON-EMERGENCIES ONLY
(M-F: 8 AM TO 5 PM)
214-749-5900

DART SPEAKERS BUREAU
214-749-2506

DART MART
214-749-3282

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

LOST & FOUND
214-749-3810

MOBILITY MANAGEMENT (PARATRANSIT)
214-515-7272
(TTY) 214-828-6729

PROCUREMENT SUPPORT
214-749-2701

DART WEBSITE
WWW.DART.ORG
EN ESPAÑOL – WWW.TRANSPORTEDART.ORG

DART MAILING/PHYSICAL ADDRESS
DALLAS AREA RAPID TRANSIT
P.O. BOX 660163
1401 PACIFIC AVENUE
DALLAS, TX 75266-0163
817-215-8600

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 2023 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		
<ul style="list-style-type: none">• 15 Board Members• 13 participating cities with voter-approved 1 cent sales tax	<ul style="list-style-type: none">• FY22 sales tax revenue \$783.7 million• 700-square mile Service Area• Service Area population 2.6 million (2023 NCTCOG)	<ul style="list-style-type: none">• 16-county region population 8.2 million (2023 NCTCOG)• 3,762 employees (FY22)• 3,762 employees (FY23)
3.0 RIDERSHIP		
MODE	FY22 ANNUAL	FY22 AVERAGE WEEKDAY
Bus	22.7 million	72,400
Light Rail	17.7 million	54,450
Commuter Rail	1,100,000	3,600
Paratransit	735,000	2,500
Vanpool	13,300	N/A
Dallas Streetcar	158,100	470
GoLink	288,430	1,390
Total System	42.7 million	134,810
4.0 OPERATIONS AND PERFORMANCE (FY22)		
<ul style="list-style-type: none">• Annual Bus Revenue Miles – 20,519,289• Annual Demand Response Revenue Miles – 8,587,227• Annual LRT Revenue Car Miles – 9,639,054• Annual Commuter Rail Revenue Car Miles – 1,349,872	<p>Service Quality-On-Time Performance</p> <ul style="list-style-type: none">• Bus 77.1%• LRT/Streetcar 90.7%• TRE 98.0%	<ul style="list-style-type: none">• Subsidy per Passenger – Total System \$11.43• Subsidy per Passenger – Fixed Route \$10.83
5.0 FLEET OVERVIEW		
BUS	LIGHT RAIL	COMMUTER RAIL
<ul style="list-style-type: none">• 516 NABI Transit (CNG) Buses<ul style="list-style-type: none">◦ Vehicle length: 30 feet and 40 feet◦ Capacity: Up to 37 seats• 46 New Flyer (CNG)<ul style="list-style-type: none">◦ Vehicle length: 40 feet◦ Capacity: Up to 39• 7 Proterra Battery-Electric Buses<ul style="list-style-type: none">◦ Vehicle length: 35 feet◦ Capacity: 27 seats• 1 Proterra Battery-Electric Bus<ul style="list-style-type: none">◦ Vehicle length: 40 feet◦ Capacity: 37 seats	<ul style="list-style-type: none">• 163 Kinkisharyo Super LRVs<ul style="list-style-type: none">◦ Vehicle length: 123’ 8”◦ Capacity: 94 seated/274 crush (165 peak per DART policy)	<ul style="list-style-type: none">• 11 TRE locomotives<ul style="list-style-type: none">◦ Vehicle length: 58’ 2”• 17 bi-level coaches<ul style="list-style-type: none">◦ Vehicle length: 85 feet◦ Capacity: 152 seats• 8 bi-level cab cars<ul style="list-style-type: none">◦ Vehicle length: 85 feet◦ Capacity: 132 to 138 seats
	PARATRANSIT	
	<ul style="list-style-type: none">• 164 Braun/Dodge Caravans<ul style="list-style-type: none">◦ Capacity: 3 seated/1 wheelchair• 12 Toyota Prius Sedans<ul style="list-style-type: none">◦ Capacity: 3 seated• 31 Starcraft<ul style="list-style-type: none">◦ Capacity: 10 seated/2 wheelchair	
	NON-REVENUE VEHICLE	
	<ul style="list-style-type: none">• 746 vehicles	
		DALLAS STREETCAR
		<ul style="list-style-type: none">• 4 Dual-Mode Brookville Equipment Corporation<ul style="list-style-type: none">◦ Vehicle length: 66’ 5”◦ Capacity: 36 seats

SECTION		FAST FACTS	
6.0 FACILITIES			
BUS		LIGHT RAIL	COMMUTER RAIL
<ul style="list-style-type: none">• 6,985 bus stops• 1,088 shelters, 56 enhanced shelters, 1,228 benches• 14 bus transit centers/transfer centers/transfer locations/park-and-rides• 3 maintenance and operations facilities		<ul style="list-style-type: none">• 65 stations – 53 at-grade, 9 aerial, 2 below-grade, 1 tunnel• 2 maintenance and operations facilities	<ul style="list-style-type: none">• 10 stations (5 in DART Service Area)• 1 maintenance and operations facility
7.0 INFRASTRUCTURE			
<ul style="list-style-type: none">• Dallas Streetcar (City of Dallas owned)• 2.4 miles• 6 stations		<ul style="list-style-type: none">• 93 LRT miles• 65 LRT stations• 3.2 miles in tunnel	<ul style="list-style-type: none">• 33.8 TRE miles• 10 TRE stations
8.0 OPERATING AND CAPITAL BUDGET (FY23)			
<ul style="list-style-type: none">• \$854.1 million Capital and Non-Operating Budget• \$637.9 million Operating Budget• \$818.9 million Sales Tax Revenue		FAREBOX RECOVERY <ul style="list-style-type: none">• Bus 4.7%• Light Rail 5.8%• Commuter Rail 5.8%• Total 5.2%	BUDGET SUBSIDY PER PASSENGER <ul style="list-style-type: none">• Bus \$12.39• Light Rail \$9.10• Commuter Rail \$27.62• Paratransit \$56.26• GoLink \$30.68
9.0 DART SYSTEM EXPANSION AND IMPROVEMENT PROGRAM			
<ul style="list-style-type: none">• Future projects in planning, design, or construction:<ul style="list-style-type: none">◦ Light Rail Systemwide Modernization Program (various elements underway)◦ Silver Line Regional Rail Project (Design/Build underway, complete by late 2025/early 2026)◦ D2 Subway Second CBD Alignment (paused pending further DART Board direction)◦ Dallas Streetcar Central Link (Planning underway)◦ Dallas Streetcar Loop - Extension 2 (Planning/Design underway)◦ Bus Corridor Improvement Program and Design Guidelines (underway)◦ Mobility Hubs and related infrastructure planning (underway)			
10.0 ECONOMIC DEVELOPMENT			
<ul style="list-style-type: none">• Existing, under construction and planned developments around DART stations total more than \$16 billion.• Several studies are available on www.DART.org/economicdevelopment that assess economic and fiscal impacts of DART.			

2.0 AGENCY OVERVIEW

DALLAS AREA RAPID TRANSIT (DART)

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

DART is governed by a 15-member board appointed by service area city councils based on population. Eight members are appointed by the City of Dallas and seven are appointed by the remaining cities. Board members serve two-year terms with no limits. Board officers are elected from the board membership and serve two-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 operations of the agency and ongoing development and implementation of DART's multimodal Transit System Plan.

As of March 2023, DART serves its 13 service area cities with 89 bus or shuttle routes, 30 On-Demand GoLink zones, 93 miles of light rail transit (DART Rail), and paratransit service for persons who are mobility-impaired. DART and Trinity Metro jointly operate 34 miles of commuter rail (the Trinity Railway Express or TRE), linking downtown Dallas and Fort Worth with stops in the mid-cities and Dallas/Fort Worth International Airport (DFW Airport).

DART continues to be a leader in Mobility as a Service (MaaS), with the GoPass® app being the region's digital platform to integrate mobility options. DART launched a new bus network on January 24, 2022, which increased frequent bus routes from 7 to 22, and nearly doubled the number of demand-responsive GoLink zones from 16 to 30. DART is currently defining the next phase of service improvements for implementation in 2024 and beyond as part of a broader Mobility+ Program. In addition, the 26-mile Silver Line Regional Rail Project is under construction, and DART is undertaking a light rail systemwide modernization program.

DART's bus fleet is primarily powered by compressed natural gas (CNG), operating with 100% renewable energy sources. DART has added eight battery-electric buses to the fleet: seven in 2018 and one in 2022, and is considering expansion of electric vehicles as technology continues to advance. The next major bus fleet replacement is scheduled for 2025-2028.

VISION STATEMENT

Transforming our region with mobility options that connect people, communities and destinations.

SOURCE: DART Board Resolution 200019

MISSION STATEMENT

To benefit the region by providing a sustainable system of innovative, affordable, reliable and safe mobility options for our riders that enhances the quality of life and stimulates economic development.

SOURCE: DART Board Resolution 200020

BOARD STRATEGIC PRIORITIES

1. Enhance the safety and service experience through customer-focused initiatives
2. Provide stewardship of the transit system, agency assets and financial obligations
3. Innovate to enhance mobility options, business processes and funding
4. Pursue excellence through employee engagement, diversity, development and well-being
5. Enhance DART's role as a recognized local, regional and national transportation leader

SOURCE: DART Board Resolution No. 200023

VALUES STATEMENT

DART's Five-year strategic plan is grounded in DART's Values Statement as follows.

WE ARE:

FOCUSED ON OUR CUSTOMERS

- Dedicated to meeting our customers' needs
- Strive for continuous improvement
- Deliver quality

COMMITTED TO SAFETY AND SECURITY

- Require safety and security to be the responsibility of every employee
- Committed to ensuring the safety and security of our passengers and employees

DEDICATED TO EXCELLENCE

- Demonstrate a high regard for each other
- Committed to innovation and learning from our experiences
- Hold ourselves accountable
- Coach, reinforce and recognize employees
- Foster an environment promoting diversity of people and ideas

GOOD STEWARDS OF PUBLIC TRUST

- Responsibly use public funds and property
- Maintain open communication with customers and stakeholders
- Respect the environment
- Strive to mitigate risk
- Demand integrity and honesty

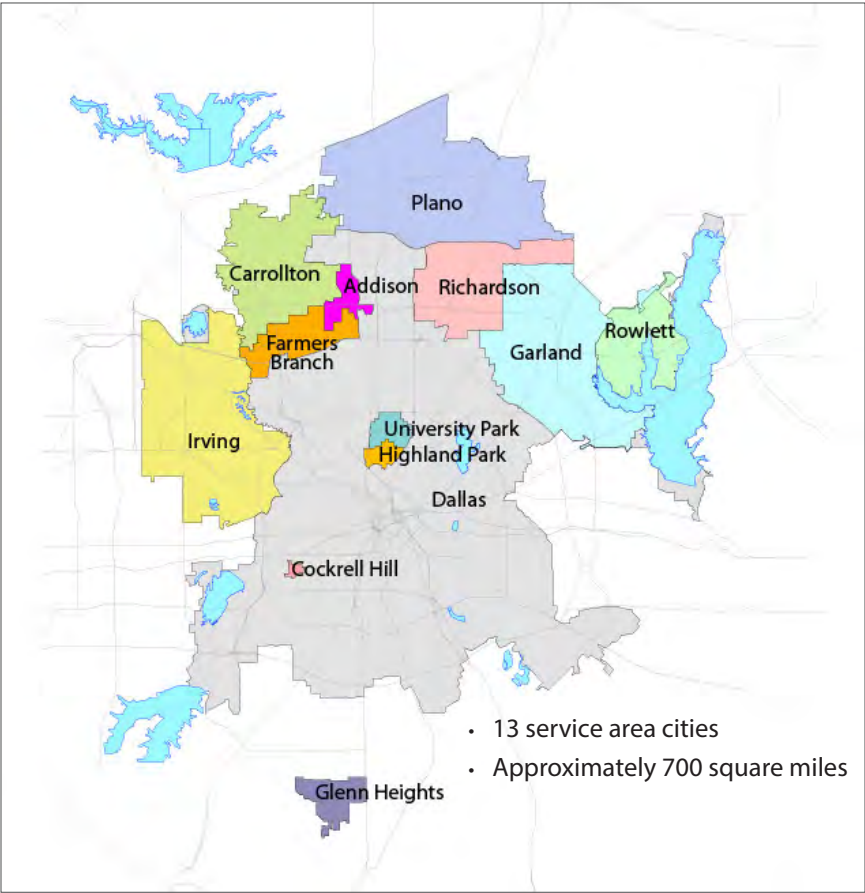
FY 2023 PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)'S GOALS AND PERFORMANCE MEASURES

AGENCY GOAL		PERFORMANCE MEASURE	MILESTONES/METRICS
Vision and Innovation			
1. Demonstrate leadership in guiding the agency to better serve riders today and tomorrow.	a.	Innovative and aggressive problem solving to realize desired outcomes. <ol style="list-style-type: none"> 1. Conduct a comprehensive and inclusive strategic planning process and publish a new strategic plan reflecting updates to DART's mission, vision, goals, and objectives that will guide the agency's policy and investment priorities over the next 10 years. 2. Plan and execute rider experience improvement program. 3. Execute the fare policy study to develop recommendations for DART's future fare structure based on equity, mobility, service, financial, and rider experience goals. 	<ol style="list-style-type: none"> 1. Develop mission, vision, and goals by end of FY 2023 (September 30, 2023). Complete plan by end of Q2 FY 2024 (March 31, 2024). 2. Develop Rider Experience Improvement Plan by end of Q2 FY 2023 (March 31, 2023). Present to Board for approval in Q3 FY 2023. Begin implementation of improvements by end of FY 2023. 3. Study complete by end of Q4 FY 2023 (September 30, 2023)
	b.	Application of resources and technology to improve operations. <ol style="list-style-type: none"> 1. Promote outstanding operation safety and performance through performance measurement, benchmarking, and continuous process improvements. 	<ol style="list-style-type: none"> 1. Establish a new dashboard with international benchmarking metrics by end of Q2 FY 2023 (March 31, 2023). Develop a plan by the end of Q4 FY 2023 to transition data collection, validation, and documentation from current to new metrics.
Engagement for Impact			
2. Improve relationships with key stakeholders, particularly cities in the service area, and improve the confidence such stakeholders have in the agency.	a.	Deliver major projects and programs. <ol style="list-style-type: none"> 1. Complete 5-year plan for DARTzoom, including implementation strategy. 2. Advance Silver Line construction. 3. Develop strategy for future of D2. 	<ol style="list-style-type: none"> 1. Plan complete by end of Q4 FY 2023 (September 30, 2023). 2. Anticipated 40% complete by end of FY 2023. 3. Strategy complete by end of Q2 FY 2024 (March 31, 2024)
	b.	Exercise creativity in addressing security issues. <ol style="list-style-type: none"> 1. Finalize and implement a comprehensive security strategy. 	<ol style="list-style-type: none"> 1. Finalize security strategy by end of Q2 FY 2023 (March 31, 2023). Implementation timeline will be outlined in strategy.
	c.	Exercise fiscal responsibility in use of taxpayer dollars. <ol style="list-style-type: none"> 1. Align 20-Year Financial Plan and Annual Budget to reflect DART's near- and long-term strategic priorities. 2. Rationalize the State of Good Repair Program. 3. Identify strategies to optimize return on investment for DART's portfolio of real estate assets not needed for operations. 	<ol style="list-style-type: none"> 1. Demonstrate alignment with strategic priorities throughout milestones of budget process, ending with budget adoption at end of Q4 FY 2023 (September 30, 2023). 2. FY 2023 Transit Asset Management Plan completed by end of Q4 FY 2023 (September 30, 2023). Next 25% of FY 2023 State of Good Repair Asset Condition Assessment will be completed by August 31, 2023. 3. By end of FY 2023, develop strategy, goals, and protocol for streamlining and accelerating the activation of DART property not needed for operations.
	d.	Improve agency communications. <ol style="list-style-type: none"> 1. Nurture relationships and fortify communications with service area cities, including both individual and group meetings. 2. Nurture relationships with regional transportation partners. 3. Lead DART's legislative agenda. 4. Organize and execute a successful communication strategy to accomplish agency goals. 	<ol style="list-style-type: none"> 1. Ongoing. Meet with City Managers as a group quarterly. Touch base with City Managers individually after quarterly group meetings. 2. Ongoing. 3. Align legislative policy strategy and pursuit of available funding with agency goals. 4. Assess opportunities and challenges by end of Q2 FY 2023 (March 31, 2023). Develop strategy to address specific targets by end of Q4 FY 2023 (September 30, 2023).

FY 2023 PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)'S GOALS AND PERFORMANCE MEASURES

AGENCY GOAL	PERFORMANCE MEASURE	MILESTONES/METRICS
Employer of Choice		
3. Demonstrate improvements to DART's workforce and in talent management.	a. Lead the agency to make DART an employer of choice and a "best-in-class" organization. <ol style="list-style-type: none"> Continue training and development programs to foster and fortify leadership pipeline of the agency, beginning with first line supervisor/manager level training. Develop change strategy and process to improve workplace culture. 	<ol style="list-style-type: none"> People Leader Training modules completed by Q4 FY 2023 (September 30, 2023). Define shared values and desired outcomes of culture change strategy. Develop culture change training and recognition programs and implement by Q4 FY 2023 (September 30, 2023).
	b. Cultivate a workplace environment and experience that allows DART employees to thrive. <ol style="list-style-type: none"> Demonstrate improvement in employee recruitment and address areas of underutilization. Demonstrate improvement in employee attrition and retention metrics. Demonstrate improvement in employee engagement survey results and agency culture. Improve relationships with union-represented workforce. Successfully recruit, onboard, and activate Leadership Roundtable. 	<ol style="list-style-type: none"> To show improvement progress, trends will be tracked and reported quarterly. To show improvement progress, trends will be tracked and reported quarterly. Will report trends following each biannual survey. Next survey in FY 2023. Report by end of Q4 FY 2023 (September 30, 2023) Ongoing. Final reorganization plans will be announced by Q1 FY 2023. Complete administrative changes to finalize reorganization by Q2 FY 2023 (January 31, 2023).
Strategic Leadership with the Board of Directors		
4. Demonstrate leadership in setting and delivering on the agency's strategy through an effective working relationship with the Board of Directors.	a. Improve Board communications. <ol style="list-style-type: none"> Ensure complete and timely information for the Board to make decisions. Improve accuracy and quality of staff work products. Notify and invite appropriate Board member(s) to meetings, presentations, and other events of interest with elected officials in each city. 	<ol style="list-style-type: none"> Ongoing - performance measured based on completion and timely submission of monthly Board meeting packets. Ongoing. Ongoing.
	b. Delivery agency goals. <ol style="list-style-type: none"> Set agency goals and manage them to completion. 	<ol style="list-style-type: none"> Ongoing.
SOURCE: DART Board Resolution 220133; September 2022		

DART SERVICE AREA



118TH 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	Michael Burgess
District 4	Pat Fallon	District 30	Jasmine Crockett
District 5	Lance Gooden	District 32	Colin Allred
District 6	Jake Ellzey	District 33	Marc Veasey
District 24	Beth Van Duyne		

SOURCE: DART Government Relations

POPULATION & EMPLOYMENT (SERVICE AREA & REGION)

CITY	POPULATION 2023 NCTCOG	POPULATION 2045 NCTCOG FORECAST	% POPULATION CHANGE	EMPLOYMENT 2023 NCTCOG	EMPLOYMENT 2045 NCTCOG FORECAST	% EMPLOYMENT CHANGE
Addison	18,814	18,537	-1.5%	80,309	103,495	28.9%
Carrollton	134,797	152,448	13.1%	126,518	154,474	22.1%
Cockrell Hill	3,209	3,565	11.1%	1,571	1,864	18.7%
Dallas	1,370,435	1,640,174	19.7%	1,351,247	1,810,499	34.0%
Farmers Branch	37,846	47,246	24.8%	97,634	123,840	26.8%
Garland	252,177	297,323	17.9%	131,188	182,997	39.5%
Glenn Heights*	18,570	27,936	50.4%	1,847	13,417	628.4%
Highland Park	9,097	10,710	17.7%	4,529	5,540	22.3%
Irving	260,622	298,457	14.5%	340,103	457,588	34.5%
Plano	290,247	322,495	11.1%	328,565	385,429	17.3%
Richardson	122,176	144,080	17.9%	180,594	228,849	26.7%
Rowlett	69,424	92,490	33.2%	22,211	38,240	72.2%
University Park	22,377	24,671	10.3%	13,478	16,492	22.4%
TOTAL SERVICE AREA	2,603,219	3,071,155	18.0%	2,679,390	3,516,041	31.2%
16-COUNTY NCTCOG REGION	8,191,566	11,458,485	39.9%	5,742,162	8,132,062	41.6%

SOURCE: NCTCOG 2045 Metropolitan Transportation Plan Updated Demographics; NCTCOG Year 2023

Estimates and 2045 Forecast data

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

DART SERVICE AREA CITIES SALES TAX RECEIPTS (IN MILLIONS)

CITY	FY22 SALES TAX RECEIPTS	CUMULATIVE SALES TAX RECEIPTS (FY84 - FY22)
Addison	\$15.4	\$344.5
Carrollton	\$46.4	\$748.0
Cockrell Hill	\$0.6	\$6.7
Dallas	\$388.2	\$7,408.2
Farmers Branch	\$23.3	\$428.3
Garland	\$37.6	\$681.0
Glenn Heights	\$1.0	\$9.5
Highland Park	\$6.7	\$82.2
Irving	\$94.3	\$1,539.5
Plano	\$103.4	\$1,785.5
Richardson*	\$51.9	\$837.5
Rowlett	\$8.5	\$134.5
University Park	\$6.6	\$101.1
Coppell & Flower Mound**	\$0.0	\$3.0
TOTAL CONTRIBUTIONS	\$783.7	\$14,109.5

SOURCE: DART Finance Department – Treasury

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

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

FARES

FARES	LOCAL	REGIONAL	REDUCED ¹
Single Ride ²	\$2.50	N/A	\$1.25
AM/PM Pass ³	\$3.00	N/A	\$1.50
Day Passes	\$6.00	\$12.00	\$3.00
Midday Pass ⁴	\$2.00	N/A	N/A
Monthly Passes ⁵	\$96.00	\$192.00	\$48.00

SOURCE: www.DART.org

NOTES: ¹Available to Seniors (age 65 and older) with valid DART Photo ID, non-paratransit certified persons with disabilities with valid DART photo ID, Medicare card holders, children ages 5-14, high school, college or trade school students with valid DART-issued student ID or student photo ID from a school within the DART Service Area.

²Single Ride valid on DART buses only for one-way, cash-only trip.

³AM valid until noon, and PM valid after noon.

⁴Midday Pass allows unlimited travel 9:30am - 2:30pm seven days a week.

⁵Monthly Passes are only effective on the GoPass® app or the GoPass® Tap Card.

ADDITIONAL FARE INFORMATION

- Fare capping is a pay-as-you-go feature that allows DART riders to make several trips with their GoPass® app or GoPass® Tap Card, and the DART payment system will automatically cap the daily and monthly (calendar month) fare so the rider will not spend more than needed on travel. Riders pay for each part of their journey until the cap amounts are reached, then pay no more for the rest of the day or month. To benefit from fare capping, riders must tap their GoPass® Tap Card at the electronic reader – or activate their GoPass® ticket – prior to boarding on every trip. Contactless payment can also take advantage of fare capping if the card is registered with DART.
- In February 2020, DART launched a two-year pilot program for eligible riders to qualify for a Discount GoPass® Tap Card, which charges half the fare. In December 2022, the Board approved a second extension of the pilot program through December 2024 while a comprehensive fare study is underway.
- One-way passes are also available for TRE (\$6.00), Dallas Streetcar (\$1.00) and GoLink (\$2.50, or \$1.25 reduced). No transfers are allowed.

DART EMPLOYEES

LOCATION/DEPARTMENTS	FULL-TIME SALARIED		FULL-TIME HOURLY	
	FY22	FY23	FY22	FY23
Bus Operations	171	171	1,651	1,651
Rail Operations	197	197	597	600
Transit Police	429	429	N/A	N/A
Other	609	608	108	106
TOTAL	1,406	1,405	2,356	2,357

SOURCE: FY 2022 Business Plan - Exhibit 41, pg. 146 and FY 2023 Business Plan - Exhibit 73, pg. 301

DART IN THE INDUSTRY

DART is an established leader within the transit industry. Board members and staff continue to be involved in many significant ways in key transit industry associations such as American Public Transportation Association (APTA) and the Multi-Agency Exchange (MAX) program. Since its inception, the MAX Program has brought together hundreds of professionals and saved participating agencies millions of dollars.

In July 2021, President & CEO Nadine Lee joined the agency. Ms. Lee replaced Gary Thomas who retired in January 2021 and led the agency through a significant period of growth and change throughout his 20 years with DART. With much of the DART system in place, focus is now being placed on operations, modernization, optimization, and the customer experience.

DART protects the public investment in the transit system through a variety of safety, security, emergency preparedness and continuity of operations plans. When the COVID-19 pandemic hit the region, DART responded swiftly with emergency service changes, work from home orders, and enhanced cleaning and innovative engineering solutions to protect DART employees and customers. DART also proactively managed the financial implications with budget reductions and a voluntary retirement program. Through these efforts, DART was able to reestablish more than 90% of its service in October 2020 and implement the new bus network in January 2022.

DART is also an innovative industry leader, continuing to explore new advancements in energy and technology for its fleet and facilities, advancing new models for mobility on-demand, local bus, and paratransit service, and improving customer-facing communication technology and service. DART is a leader in innovation with its GoPass® mobile app, and with the GoPass® Tap Card, which integrates fare-capping and is reloadable at retail locations through the region. In fall 2021, DART launched additional contactless payment options and continues to expand MaaS, including licensing of GoPass® to other agencies throughout the country. DART's commitment to innovation and creative problem solving extends to capital project delivery approaches that have allowed it to complete some of the nation's biggest construction projects on-time and on-budget.

AWARDS

DART Fiscal Year 2022 Awards and Recognitions

US Pan Asian American Chamber of Commerce - Southwest (USPAACC-SW)
Nadine Lee, DART President & CEO: 2022 Diversity, Equity & Inclusion Champion Award

DART Police Department
Texas Police Chiefs Association Foundation (TPCAF): Texas Law Enforcement Accreditation Program

2022 APTA AdWheel Awards
Best Marketing and Communications Educational Initiative – Print Media category: DART Redesign of Rider Information Pieces and Bus Stop Signs to Educate Riders
Best Marketing and Communications Educational Initiative – Special Event category: DART 2021 Student Art Contest

National Association of Government Communicators (NAGC)
2022 Blue Pencil and Gold Screen Awards: 2nd Place: Print Category - DART New Bus Network Redesign of Customer Information Pieces

South West Transit Association (SWTA)
2022 Spotlight Awards: Hit the Spot: Social Media - New Bus Network Social Media Campaign

Railway Age
Megan Tang, Trinity Railway Express (TRE), Chief Engineering Officer: Railway Age Women in Rail Award

Conference of Minority Transportation Officials' (COMTO)
2022 Celebrating Women Who Move the Nation Award Winner: Michele Wong Krause, Chair, DART Board of Directors

TRANSIT AGENCY COMPARISON (2021 NTD)

METRIC	DALLAS (DART)	BOSTON (MBTA)	DENVER (RTD)	HOLISTON (METRO)	LOS ANGELES (LACMTA)	PHILADELPHIA (SEPTA)	PORTLAND (TRIMET)	SAN DIEGO (MTS)	ST. LOUIS (METRO)
Service Area (Sq.Mi.)	698	3,244	2,342	1,309	1,469	839	383	720	558
Service Area Population	2,437,200	3,109,308	2,920,000	3,757,692	8,621,928	3,432,361	1,565,010	2,462,707	1,566,004
Annual Vehicles Revenue Miles (In Thousands)									
Bus	24,220	19,790	24,190	32,690	55,800	38,700	20,630	20,130	14,640
Heavy Rail	N/A	22,280	N/A	N/A	6,300	16,210	N/A	N/A	N/A
Commuter Rail	1,300	19,930	5,620	N/A	N/A	11,870	110	N/A	N/A
Light Rail	8,900	5,200	9,590	2,610	12,420	2,470	8,170	9,210	5,560
Demand Response	7,700	9,610	7,050	11,950	N/A	4,190	2,650	3,300	4,250
Annual Vehicles Revenue Hours (In Thousands)									
Bus	1,950	2,110	1,880	2,520	5,260	3,880	1,910	1,840	1,060
Heavy Rail	N/A	1,480	N/A	N/A	290	960	N/A	N/A	N/A
Commuter Rail	65	670	230	N/A	N/A	600	6	N/A	N/A
Light Rail	430	620	530	220	590	280	580	510	240
Demand Response	430	690	450	850	N/A	430	190	170	240
Annual Unlinked Trips (In Thousands)									
Bus	19,430	47,350	31,570	33,380	148,830	60,290	25,140	38,670	11,500
Heavy Rail	N/A	44,820	N/A	N/A	18,900	28,640	N/A	N/A	N/A
Commuter Rail	800	7,000	6,590	N/A	N/A	6,870	80	N/A	N/A
Light Rail	14,490	14,770	10,020	8,480	22,870	7,450	14,820	32,000	5,470
Demand Response	580	760	610	1,070	N/A	510	270	340	410

TRANSIT AGENCY COMPARISON (2021 NTD) (CONT'D)

METRIC	DALLAS (DART)	BOSTON (MBTA)	DENVER (RTD)	HOLISTON (METRO)	LOS ANGELES (LACMTA)	PHILADELPHIA (SEPTA)	PORTLAND (TRIMET)	SAN DIEGO (MTS)	ST. LOUIS (METRO)
Fixed Guideway Directional Route Miles									
Bus	0	6.8	2.8	0	40.3	2.4	6.3	18.1	0
Heavy Rail	N/A	76.3	N/A	N/A	31.9	74.9	N/A	N/A	N/A
Commuter Rail	72.3	776.1	99.1	N/A	N/A	446.9	29.2	N/A	N/A
Light Rail	182.4	51	119.8	43.6	171.9	82.9	118.9	108.4	91.1
Vehicles Available/Operated for Maximum Service									
Bus	681/453	1379/775	1045/150	819/569	2094/1508	1426/1212	674/512	627/519	392/317
Heavy Rail	N/A	472/336	N/A	N/A	102/54	363/286	N/A	N/A	N/A
Commuter Rail	34/23	478/416	132/44	N/A	N/A	411/286	6/4	N/A	N/A
Light Rail	163/89	242/155	172/111	76/50	289/110	159/118	142/102	173/103	87/42
Operating Expenses (In Thousands)									
Bus	\$282,980	\$479,390	\$311,750	\$378,800	\$1,049,060	\$654,620	\$310,120	\$178,770	\$161,300
Heavy Rail	N/A	\$339,410	N/A	N/A	\$163,560	\$206,670	N/A	N/A	N/A
Commuter Rail	\$37,820	\$389,030	\$95,400	N/A	N/A	\$282,490	\$7,500	N/A	N/A
Light Rail	\$191,800	\$195,220	\$120,610	\$86,140	\$393,870	\$77,540	\$162,590	\$95,660	\$90,070
Demand Response	\$41,610	\$99,900	\$42,100	\$49,450	N/A	\$42,540	\$21,000	\$14,960	\$25,700
Fare Revenue (In Thousands)									
Bus	\$14,410	\$32,630	\$36,010	\$16,060	\$15,900	\$75,560	\$23,270	\$39,980	\$12,130
Heavy Rail	N/A	\$68,290	N/A	N/A	\$2,560	\$34,560	N/A	N/A	N/A
Commuter Rail	\$2,260	\$33,040	\$21,970	N/A	N/A	\$27,980	\$60	N/A	N/A
Light Rail	\$10,730	\$25,350	\$15,800	\$1,500	\$3,050	\$9,720	\$15,030	\$36,460	\$5,750
Demand Response	\$1,390	\$2,260	\$2,570	\$890	N/A	\$1,940	\$1,070	\$1,560	\$20

SOURCE: 2021 National Transit Database Agency Profiles

NOTES: FIXED GUIDEWAY DIRECTIONAL ROUTE MILES IS REPORTED AS THE MILEAGE IN EACH EXCLUSIVE RIGHT-OF-WAY.

SAFETY STATISTICS - LRT OPERATIONS

Train Collisions per 100,000 Miles Operated (not-to-exceed goal: 0.40)	YTD
FY20	0.24
FY21	0.44
FY22	0.49
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY20	2.13
FY21	1.73
FY22	1.30

SOURCE: DART Safety Department

NOTE: Collision rate is computed using actual, not revenue miles.

SAFETY STATISTICS - BUS OPERATIONS

Collisions per 100,000 Miles Operated (not-to-exceed goal: 1.9)	YTD
FY20	1.91
FY21	2.25
FY22	2.62
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY20	6.88
FY21	7.36
FY22	7.72

SOURCE: DART Safety Department

SAFETY STATISTICS - TRE OPERATIONS

TRE Collisions (both rail and passenger)	YTD
FY20	10
FY21	9
FY22	10

SOURCE: DART Safety Department

DART BOARD MEMBERS



**MICHELE WONG
KRAUSE**
Chair

Dallas



**GARY
SLAGEL**
Vice Chair

Addison, Highland Park,
Richardson, and University
Park



**RODNEY
SCHLOSSER**
Secretary

Dallas



**DOUG
HRBACEK**
Assistant Secretary

Carrollton and Irving



**M. NATHAN
BARBERA**

Plano and Farmers Branch



**MARK C.
ENOCH**

Garland, Glenn Heights,
and Rowlett



**CARMEN
GARCIA**

Dallas



**FLORA M.
HERNANDEZ**

Dallas



**PATRICK
KENNEDY**

Dallas



**JON-BERTRELL
KILLEN**

Dallas



**ELISEO
RUIZ, III**

Cockrell Hill and Dallas



**RICK
STOPFER**

Irving



**PAUL
WAGEMAN**

Plano



**HOSANA
YEMIRU**

Dallas

VACANT

Garland

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 2021 to Michele Wong Krause (term ends in October 2023)
- Eight members are appointed by the City of Dallas and seven are appointed by the remaining cities
- The DART Committee of the Whole meets twice per month on the second and fourth Tuesday of the month. The DART Directors meets once a month on the fourth Tuesday of the month. Exceptions are noted below.

2023 MEETING SCHEDULE

January 10, 24	May 9, 23	September 12, 26
February 14, 28	June 13, 27	October 17, 31
March 7, 21	July 11	November 14
April 4, 18	August 8, 22	December 12

FY23 COMMITTEES

Administrative Subcommittee

Ruiz (Chair), Enoch (Vice Chair)

Audit Committee*

Slagel (Chair), Kennedy (Vice Chair), Enoch, Garcia, Wageman

Budget and Finance Subcommittee

Killen (Chair), Slagel (Vice Chair)

Economic Opportunity and Diversity Subcommittee

Vacant (Chair), Hernandez (Vice Chair)

Customer Service, Safety and Mobility Subcommittee

Stopfer (Chair), Schlosser (Vice Chair)

Planning and Capital Programs Subcommittee

Kennedy (Chair), Hrbacek (Vice Chair)

*Audit Committee is not a subcommittee but a stand-alone committee pursuant to the Audit Committee Charter.

OTHER COMMITTEE PARTICIPATION

DART Mobility Service LGC Board of Directors

Wong Krause (Chair), Lee (Vice Chair), Slagel (Secretary), Leggett, Reich, Smith

DART Defined Benefit Retirement Plan & Trust

Schlosser

Regional Rail Right-of-Way Board of Directors

Wong Krause (Chair), Slagel, Lee

RTC Representative

Wong Krause, Slagel (Alternate)

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

Garcia, Stopfer, Wageman

McKinney Avenue Transit Authority

Wong Krause (Director)

Transit Coalition of North Texas

Wong Krause

Additional Ad Hoc committees are formed as needs arise

SOURCE: DART Office of Board Support

AGENCY KEY MILESTONES

YEAR	MILESTONE
1983	Voters create Dallas Area Rapid Transit (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 HOV lane opens on I-30, east of downtown Dallas
1992	East Plano bus transit center opens
1993	Garland Central, Hampton, Illinois and North Irving bus transit centers open
1996	Downtown Dallas West Bus Transfer Center opens
1996	The first 10-mile segment of the Trinity Railway Express commuter service links Dallas and Irving with a stop at Dallas Medical/Market Center
1996	HOV lanes open on I-35E Stemmons
1997	Downtown Dallas East Bus Transfer Center opens
1997	DART completes the 20-mile Light Rail Starter System
1997	HOV lanes open on I-635
1999	DART enters into a \$333 million Full Funding Grant Agreement (FFGA) with the Federal Transit Administration – the first FFGA approved under the Transportation Efficiency Act for the 21st Century (TEA 21)
1999	Addison bus transit center opens
2000	The Rowlett Park & 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
2001	Trinity Railway Express (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, 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

AGENCY KEY MILESTONES

YEAR	MILESTONE
2006	The DART Board of Directors unanimously approves the blueprint for the next generation of bus, rail and high occupancy vehicle 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 Full Funding Grant Agreement (FFGA) with the Federal Transit Administration 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 light rail vehicles (LRV) by inserting a new, low-floor insert between the existing sections of the vehicle adding seating capacity and improving access through level boarding. Known as Super Light Rail Vehicles (SLRV) because of the greater length and added passenger capacity, the SLRV will seat approximately 100 passengers compared with 75 on the current vehicles.
2008	A 12-mile extension of the I-635 LBJ Freeway HOV lane from US 75 to I-30 opens.
2009	DART is named "Best Metro Americas," the top transit agency in North, South and Central America by the international business media firm Terrapin.
2009	DART completes the installation of brand-new, heavy-duty bike racks on the front of its bus fleet.
2009	Rosa Parks Plaza opens in downtown Dallas.
2009	The first phase of the Green Line LRT opens southeast of downtown Dallas to MLK, Jr. Station.
2010	The remaining phases of the Green Line LRT open.
2010	The Lake Highlands Station opens on the Blue Line.
2011	DART and the North East Texas Regional Mobility Authority sign Interlocal Cooperation Agreement to expand rail in the area.
2011	DART awards design-build contract to construct the 5.2-mile extension of the Orange Line from the future Belt Line Station to the DFW Airport Terminal A Station.
2011	Monroe Shops becomes the first publicly owned building listed on the National Register of Historic Places to achieve the LEED® Platinum Certification.
2011	The Monroe Shops building, located at DART's Blue Line Illinois Station, opened as DART Police Department headquarters.
2011	The 1.6-mile Dallas-to-Oak Cliff Streetcar project receives environmental clearance with the Federal Transit Administration (FTA) issuance of a Finding of No Significant Impact (FONSI) on July 21. The project is a collaborative endeavor involving the North Central Texas Council of Governments, City of Dallas, DART, and the FTA.
2012	In March, DART launched first-of-its-kind express bus service between Mesquite and the Green Line Lawnview Station. The service is the result of an Interlocal Agreement between DART and the City of Mesquite and is the first between the agency and a non-member city.
2012	Began 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 were 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 opened 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 began service on January 28 and replaced the agency's mix of diesel and liquefied natural gas buses by 2015. The 459 low floor buses run on compressed natural gas and will cut agency annual fuel costs by nearly two-thirds, and limit harmful emissions.
2013	DART, The T, and DCTA introduced 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.

AGENCY KEY MILESTONES

YEAR	MILESTONE
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, seven 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 two-year paid parking demonstration, Fair Share Parking, implemented at Northwest Plano Park & Ride, Parker Road, North Carrollton/Frankford and Belt Line stations ended 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 held groundbreaking in October for the DART 3-mile Blue Line extension, known as South Oak Cliff III (SOC-3).
2014	DART was 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 opened 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.
2015	A 0.65-mile track-extension of the M-Line Trolley opened creating a reverse loop and expanding the service further into downtown Dallas.
2016	The Dallas Streetcar was extended to Bishop Arts on August 29. Cars began running every 20 minutes, seven 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 added three 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 approved the D2 Subway Commerce/Victory/Swiss alignment as the Locally Preferred Alternative (LPA) on September 26. The Dallas City Council approved the LPA identified by DART Board on September 13.
2018	DART signed an agreement with Element Markets Renewable Energy to provide renewable natural gas (RNG) 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 expanded 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, added 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 introduced 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 converted 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 Federal Transit Administration (FTA) awarded 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 were held to kick off construction of the Silver Line Regional Rail project in the Cotton Belt Corridor.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2019	In October, DART earned the 2019 Innovation Award from the American Public Transportation Association (APTA) for the GoPass® app.
2019	In late 2019, DART initiated 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 was approved in January 2020, with revenue service anticipated in April 2021.
2020	DART initiated installation of more than 300 interactive digital kiosks across the service area in January 2020.
2020	DART Launches Discount GoPass Tap Card for participants in any of eight support assistance programs. Those that are eligible can access DART services at half the fare.
2020	DART, DCTA, Trinity Metro, & the TRE expand agency-wide cleaning and safety protocols in response to the novel coronavirus (COVID-19). The agencies remain in close contact with health authorities to continuously monitor the situation.
2020	DART extends operations of the GoPass® mobile app to the Metropolitan Tulsa Transit Authority.
2020	In response to the COVID-19 (coronavirus) pandemic, DART implements temporary service adjustments for bus and light rail starting April 6th to reflect current ridership demand.
2020	DART restored ninety percent of pre-pandemic service levels beginning October 19.
2021	On April 9, DART celebrated 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 celebrated 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 extended 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.
2021	On August 24, the DART Board of Directors unanimously approved 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 went into effect on January 24, 2022.
2021	In November, DART launched 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 six 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 launched 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 implemented 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 implemented a five-minute temporary reduction in frequency on most routes operating every 15 minutes. Some routes with 20-minute midday and early evening service also changed to 30-minute service. (Note: All service was restored to normal levels by January 2023.)
2022	DART launched 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 light rail vehicles.
2022	DART proudly rang in the season with its first annual holiday train and buses. Each vehicle was wrapped with snowmen and hundreds of twinkling holiday lights to create holiday cheer.
2022	DART extended 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.

SOURCE: DART History on www.DART.org

MAJOR INITIATIVES

SYSTEM WIDE

- DART has initiated development of a new Strategic Plan, taking a fresh look at priorities and outlining a 10-year guide for all facets of the agency. The vision and mission statements will be updated as well. The plan will be completed by spring 2024.
- Key initiatives identified in the Transit System Plan continue to be advanced. The plan outlines key opportunities, goals and action items related to five themes: Rider Experience, Mobility and Innovation, Service and Expansion, Land Use and Economic Development, and Collaboration.
- The Board approved use of \$110 million from the Mobility Assistance and Innovation Fund (MAIF) to advance a Ridership Improvement Program focused on security, cleanliness, and reliability. The initiatives will be completed in FY 2023 and FY 2024 to enhance the customer experience for all aspects of a customer's journey.
- DART is advancing a pilot program with the Meadows Foundation to address mental health and homelessness issues on the system. DART is also committed to enhancing safety and awareness through continued participation in the Safe Place program and human trafficking training.
- DART is conducting a comprehensive fare study which will include a comprehensive review and analysis of DART's fare policy and structure. The effort will use an innovative approach with a strong commitment to community engagement and equity considerations that align with the agency's future vision and the industry's best practices. The study kicked off in November 2022 and draft recommendations will be presented to the Board in September 2023 with a targeted implementation date in June 2024.
- The Discount GoPass® Tap Card pilot program, which provides eligible participants with half-price fares, has been extended through the end of 2024 to ensure that riders who qualify have affordable access to jobs, health care and educational opportunities.
- DART continues to add features to the GoPass® mobile app, including the integration of other mobility services to allow for one-stop shopping for DART customers. In early 2023, DART successfully integrated Uber into the app, allowing riders to book Uber within a GoLink microtransit zone without requiring an Uber account.
- In 2013, DART was awarded the Bronze-level achievement in the APTA Sustainability Commitment Program. Since that time, DART has continued to advance sustainability-related initiatives across many areas of the organization. In April 2022, DART completed its first Climate Action Plan as part of the Federal Transit Administration (FTA) Sustainable Transit for a Healthy Planet Challenge, which included five key goals to support reductions in greenhouse gas (GHG) emissions. DART is in the process of updating its broader Sustainability Plan to support moving the agency to a Silver or Gold level in the APTA Sustainability Commitment program. APTA is currently reviewing their application process; DART anticipates submitting an application for a higher-level achievement in late 2023 or early 2024 once the application process reopens.

BUS SERVICE

- In January 2022, the DARTzoom Bus Network Redesign effort launched. The effort included extensive public and stakeholder input to create a new network that balances ridership and coverage. DART is now focused on the Phase 2 effort to define the next set of service improvements for both bus and rail.

- The Phase 2 bus service plan is part of a broader Mobility+ Program, which consists of several bus initiatives aimed at enhancing mobility and more by using a Justice40 lens. The Justice40 Initiative was established by President Joe Biden in Executive Order 14008, where he made it a goal that 40% of the overall benefits of certain federal investments flow to disadvantaged communities. The Mobility+ Program also includes enhanced bus amenities, transit facilities modernization, bus corridor investments to improve speed and reliability, a zero emission bus fleet transition plan, and a bus operating facilities master plan.
- GoLink zones nearly doubled to 30 zones with the new bus network. DART supplements GoLink services operated by MV with shared ride transportation network companies (TNC) like Lyft and Uber, and UberPool is offered as an option in several zones.
- DART's bus fleet is 100% CNG and also features eight battery-electric buses. CNG buses run on 100% renewable energy sources. DART continues to research battery-electric bus technology. One of the eight electric buses in use is a next-generation long-range battery-electric bus to understand performance under different conditions. This will inform the Zero Emission Bus Fleet Transition Plan and help provide a guide for the future.
- DART is also a member of the Automated Bus Consortium to explore and test automated technology in the future. As part of a national effort to advance the development of automated buses, DART is developing a plan to deploy four automated electric buses out of the Northwest Bus Operating Facility with funding support from NCTCOG's regional Automated Vehicle (AV) Infrastructure and Service deployment (AV 2.2/2.3) program.

LIGHT RAIL TRANSIT SERVICE

- The Red/Blue Line Platform Extensions (RBPE) project was completed in April 2022. This project adds passenger carrying capacity by allowing for three-car train operations system-wide. Five stations were also fully raised, eliminating the need for mini-level boarding areas aligned with the low-floor section of the DART vehicles. Fully raised platforms will allow for universal level boarding at all doors once DART transitions to new low-floor vehicles.
- The Orange Line Hidden Ridge Station opened in April 2021. A second infill station at Loop 12 is being advanced by the City of Irving to provide access to future development in the area.
- The DART system is 93 miles and 65 stations. Due diligence and scenario planning efforts are underway to help with timing decisions on the proposed Dallas Central Business District (CBD) Second Light Rail Alignment (D2 Subway) project. No other major expansion projects are planned at this time. The focus is on optimization and modernization as part of a broader Light Rail Systemwide Modernization Program.
- The Light Rail Systemwide Modernization Program has several elements including replacement of the oldest vehicles to state-of-the-art low-floor vehicles, full raise of the remaining 23 Red and Blue platforms, modifications to operating facilities for new vehicles, and a unified signal system to address technology obsolescence and enhance reliability and communications. Winterization studies are also underway to determine necessary investments to address extreme weather events.
- DART continues to advance transit-oriented development (TOD) initiatives. Mockingbird and Trinity Mills Station TOD projects are advancing in cooperation with cities and developers. TOD plans and projects in Addison, Richardson, Garland, and Dallas are also in various stages of planning and implementation.

STREETCAR

- DART and the City of Dallas approved a Master Streetcar Interlocal Agreement (ILA) 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. The plan identifies potential streetcar opportunities in Dallas and other parts of the service area and outlines an implementation framework for cities that may want to advance streetcar.

- DART completed the convention center loop 30% design for the Dallas Streetcar from Union Station via Young, Lamar, Wood and Houston. A city decision is pending continued efforts on the Kay Bailey Hutchison Convention Center Master Plan. 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. Current discussions for Dallas Streetcar expansion are focused on governance and sustainable operations and maintenance (O&M) sources.

COMMUTER/REGIONAL RAIL

- The Silver Line Regional Rail project is in the design-build phase and will open in late 2025 or early 2026. The Silver Line will provide east-west service through seven cities along a 26-mile corridor from Plano to DFW Airport. DART has an agreement with Denton County Transportation Authority (DCTA) to share the existing DCTA facility for vehicle maintenance.
- The TRE is advancing several improvements to add capacity and replace bridges based on a September 2020 \$25 million BUILD grant award to NCTCOG. This project includes 1.2 miles of double tracking from the Medical/Market Center station to the Stemmons Freeway railroad bridge in Dallas, including replacing or rehabilitating three bridges, as well as 2.4 miles of double track from Handley Ederville Road to Precinct Line Road in Tarrant County and implementation of a rail technology called Clear Path.
- Trinity Metro is constructing a new Trinity Lakes Station, which will replace the Richland Hills Station. The new station is adjacent to new development and will open in December 2023.

ADDITIONAL RESOURCES

DART FY23 Business Plan
www.DART.org

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

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

A key element of the policy is that within the first 36 months of service DART and the City shall jointly fund and prepare a transit system plan and a supporting financial plan for the municipality or county that includes projected costs and revenues and includes a plan for becoming a DART City. Service may be provided directly by DART or through a DART local government corporation. DART has worked with both Mesquite and Arlington to develop transit plans but they chose not to develop a plan to join DART.

NCTCOG has completed plans as well, including the Collin County Transit Plan (September 2021) in support of Policy III.07 requirements given DART agreements with Collin County cities for rider assistance programs (Allen, Fairview, Wylie) and microtransit (McKinney Urban Transit District). Allen, Fairview, and Wylie did not develop a plan to join DART. The DART

Board extended their agreement through September 2023 to allow them time to transition to another provider. The MUTD agreement was authorized in January 2022 for three years with options for two one-year extensions.

MESQUITE

Express bus service between Mesquite Hanby Stadium and the DART Lawnview Station started March 12, 2012 and was operated by DART as Route 282 until December 2014 through a Local Government Corporation (LGC). STAR Transit assumed physical operation beginning January 2, 2015.

DART and the City of Mesquite completed a Mesquite Transit Service Plan in July 2017 to outline the future service needs and funding requirements in accordance with Policy III.07. Mesquite opted to continue with STAR Transit and is exploring transit expansion as part of the Eastern Dallas, Kaufman, and Rockwall Counties Regional Transit Study being conducted by NCTCOG in 2023.

ARLINGTON

Metro Arlington Xpress (MAX) was an express bus service connecting CentrePort Station (with transfers to TRE trains and buses), College Park (next to the University of Texas at Arlington campus), and intermediate stops in Arlington. Service began operation August 19, 2013 for a two-year pilot project, and was extended through December 2017, at which time the City of Arlington chose to discontinue service. Service was a joint project involving DART, Trinity Metro, and the City of Arlington.

DART and the City of Arlington completed an Arlington Transit Assessment in April 2017 to outline the future service needs and funding requirements in accordance with Policy III.07. The study results were reviewed by the Arlington City Council and their Transportation Advisory Committee (TAC), established in September 2016. The TAC and the Council opted to discontinue the Route 221 and pursued a partnership with Via Microtransit to operate an on-demand rideshare service within the City, which continues today.

SITE SPECIFIC SHUTTLE POLICY (POLICY III.16)

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

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

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

[illegible]

3.0 RIDERSHIP AND SERVICE

Ridership on all modes has been impacted by the COVID-19 pandemic starting in March 2020. See page 36 for more detail on ridership recovery trends.

FY22 ANNUAL SYSTEM RIDERSHIP SUMMARY

MODE	FY22 ANNUAL RIDERSHIP	FY22 AVERAGE WEEKDAY
Bus	22.7 million	72,400
Light Rail	17.7 million	54,450
Commuter Rail	1,100,000	3,600
Paratransit	735,000	2,500
Vanpools	13,300	N/A
Dallas Streetcar (City of Dallas)	158,100	470
GoLink	288,430	1,390
TOTAL SYSTEM	42.7 million	134,810

SOURCE: DART Planning and Development – Service Planning FY22 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

	FY20	FY21	FY22
Annual Ridership (unlinked passenger trips)	27.3 million	20 million	22.7 million
Average Weekday (unlinked passenger trips)	87,500	63,400	72,000
Average Saturday Ridership	55,000	42,000	48,000
Average Sunday Ridership	40,500	30,000	36,000
Number of Bus Routes	156	145	89

SOURCE: DART Planning and Development – Service Planning FY20, FY21, FY22 Ridership Reports

NUMBER OF BUS ROUTES BY CATEGORY (FY 20 & FY 21)

ROUTE CATEGORY	FY20	FY21
Local Routes (1-199)	28	25
Express Routes (200s)	8	5
Transit Center Feeder Routes (300s)	66	64
Crosstown Routes (400s)	23	22
Rail Feeder Routes (500s)	8	5
Site Specific Shuttles	13	12
TOTAL	146	133

SOURCE: DART Planning and Development Department – Service Planning Average Weekday Ridership Report

NUMBER OF BUS ROUTES BY CATEGORY (POST JANUARY 2022 BUS NETWORK REDESIGN)

ROUTE CATEGORY	MIDDAY FREQUENCY	FY22	NOTES
Local (0-99)	20-30 minute	21	4 of the 21 routes operate at 15-minute midday
Local (100-199)	30 minute	9	
Local (200-299)	40-60 minute	43	
Express (300-399)	N/A	5	1 of the 5 routes operates midday 20-30-minute frequency
Site Specific Shuttles (400s, 800s)	Varies	11	
TOTAL		89	

TOP FIVE FIXED BUS ROUTES FY22

RANK	ROUTE #	ROUTE NAME	AVERAGE DAILY TRIPS FY22
1	883	UTD COMET CRUISER	4,475
2	57	WESTMORELAND	3,705
3	22	FOREST LANE	3,330
4	9	JEFFERSON GASTON	3,130
5	38	LEDBETTER	2,950

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY22

GOLINK AVERAGE WEEKDAY RIDERSHIP

GOLINK ZONE	FY20	FY21	FY22
Central Irving	N/A	N/A	23
Central Richardson	N/A	N/A	14
Cypress Waters	N/A	N/A	136
East Irving	N/A	N/A	8
East Plano	N/A	N/A	18
East Telecom	N/A	N/A	13
Far North Plano	41	20	31
Farmers Branch	41	24	94
Glenn Heights	17	18	24
Inland Port	52	66	160
Keller Springs	N/A	N/A	22
Kleberg	38	18	18
Lake Highlands	30	24	18
Lakewood	18	11	30
Legacy West	90	19	35
Mountain Creek	N/A	N/A	8
North Central Dallas	N/A	N/A	46
North Central Plano	112	56	102
North Dallas	34	27	39
Northwest Carrollton	N/A	N/A	11
Northwest Dallas	N/A	N/A	83
Park Cities	6	4	53
Plano Zone to Zone Pilot	N/A	N/A	56
Preston Hollow	N/A	N/A	18
Rowlett	134	83	112
Rylie	27	13	77
South Central Plano	N/A	N/A	8
South Dallas	N/A	3	36
South Irving	N/A	5	14
Southeast Garland	N/A	47	54
West Carrollton (pilot)	2	N/A	N/A
West Dallas	N/A	N/A	17

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY22

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

GoLink zones expanded from 16 to 30 in January 2022.

SITE SPECIFIC SHUTTLE AVERAGE WEEKDAY RIDERSHIP FY22

ROUTE NUMBER	ROUTE	FY22
402	NorthPark Shuttle	402
434	Parkland/Harry Hines	396
435	Parkland/Medical/Market CTR Station	613
436	Parkland - Empire Central	240
440, 442	Mustang Express	456
422, 423	UTSW Shuttle	98
883	UT Dallas Shuttle	4,478
431	DFW Airport Shuttle	159
413, 417, 419	TI Shuttle	144
412	Medical City E-Shuttle	108
408	Galatyn Park Shuttle	67

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY22

LRT RIDERSHIP

- The LRT system operates with a 15-minute peak headway. Midday and evening headways are at 20 or 30-minute levels.

LRT SYSTEM RIDERSHIP

	FY20	FY21	FY22
Annual Ridership	20,081,000	14,487,200	17,676,000
Average Weekday Ridership	62,600	44,600	54,700
Average Saturday Ridership	42,100	33,600	41,600
Average Sunday Ridership	33,400	28,300	33,000

SOURCE: DART Planning and Development Department – Service Planning FY20, F21, FY22 LRT Monthly Trend and Average LRT Ridership Report

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

AVERAGE WEEKDAY LRT RIDERSHIP BY LINE

	FY20	FY21	FY22
Blue Line	15,300	10,800	12,700
Red Line	16,100	11,200	13,500
Green Line	17,400	12,600	16,000
Orange Line	13,800	10,000	12,500

SOURCE: DART Planning and Development Department – Service Planning LRT Daily Average Ridership for FY20, FY21, FY22

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE-SERVICE	FY20			FY21			FY22		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Westmoreland	WOC	Red	1,352	871	727	1,419	972	841	1,521	1,011	855
Hampton	WOC	Red	486	314	240	267	200	174	339	229	178
Tyler/Vernon	WOC	Red	178	115	96	139	100	83	185	128	99
Dallas Zoo	WOC	Red	318	275	199	235	233	172	289	315	229
UNT Dallas	SOC	Blue	672	372	335	754	460	406	774	481	399
Camp Wisdom	SOC	Blue	282	111	89	192	86	69	272	133	106
Ledbetter	SOC	Blue	1,075	774	646	783	549	411	805	550	399
VA Medical Center	SOC	Blue	463	193	156	330	142	115	405	165	126
Kiest	SOC	Blue	694	496	390	594	413	311	651	441	324
Illinois	SOC	Blue	778	601	518	607	455	373	695	500	411
Morrell	SOC	Blue	336	298	259	287	248	211	294	244	207
8th & Corinth	OC	Red/Blue	1,101	799	675	861	682	552	1,001	736	610
Cedars	OC	Red/Blue	637	473	384	558	407	337	628	469	366
Convention Center	CBD	Red/Blue	426	416	324	342	292	248	362	334	254
Union Station	CBD	Red/Blue/TRE	1,216	1,039	518	707	506	268	883	776	348

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY20			FY21			FY22		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
N. Carrollton/ Frankford	NW	Green	842	585	469	781	585	614	918	778	724
Trinity Mills	NW	Green/DCTA	780	384	220	402	269	177	491	333	192
Downtown Carrollton	NW	Green	451	330	227	306	220	185	403	319	235
Farmers Branch	NW	Green	523	298	225	384	249	204	476	307	252
Royal Lane	NW	Green	508	374	302	455	353	297	535	415	345
Walnut Hill/ Denton	NW	Green	310	210	204	320	249	230	443	343	311
DFW Airport	NW	Orange	768	640	701	893	547	587	1,087	802	797
Belt Line	NW	Orange	367	179	178	230	104	106	245	146	145
North Lake College	NW	Orange	394	247	216	241	171	149	288	212	188
Hidden Ridge	NW	Orange	N/A	N/A	N/A	70	69	64	99	84	76
Irving Convention Center	NW	Orange	195	104	82	119	105	89	129	95	80
Las Colinas Urban Center	NW	Orange	170	102	102	95	67	68	135	112	110

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY20			FY21			FY22		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
University of Dallas	NW	Orange	149	93	67	124	71	64	145	94	84
Bachman	NW	Green/Orange	1,546	1,141	988	1,402	1,077	967	1,695	1,262	1,068
Burbank	NW	Green/Orange	403	146	141	235	160	141	262	180	155
Inwood/Love Field	NW	Green/Orange	965	634	471	757	575	463	907	654	541
SMD/Parkland	NW	Green/Orange	1,741	907	848	1,348	813	753	1,632	932	840
Market Center	NW	Green/Orange	413	298	229	277	225	202	396	336	289
Victory	NW	Green/Orange/ TRE	1,238	1,710	1,168	644	556	360	1,038	942	588
West End	CBD	Red/Blue/Green/ Orange	7,222	4,740	3,683	5,136	3,709	2,972	5,843	4,213	3,254
Akard	CBD	Red/Blue/Green/ Orange	3,427	1,265	1,000	1,680	1,027	864	2,244	1,593	1,242
St. Paul	CBD	Red/Blue/Green/ Orange	3,581	1,354	1,145	1,848	1,215	1,062	2,351	1,711	1,422
Pearl/Arts District	CBD	Red/Blue/Green/ Orange	3,945	3,566	2,864	2,349	1,895	1,573	2,280	2,866	2,190
Deep Ellum	SE	Green	337	686	557	255	291	227	379	463	309

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY20			FY21			FY22		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Baylor	SE	Green	636	539	428	526	399	346	731	621	479
Fair Park	SE	Green	695	1,401	1,037	396	387	431	848	1,085	1,007
MLK, Jr.	SE	Green	833	1,043	679	859	770	671	1,021	1,207	763
Hatcher	SE	Green	538	455	421	549	457	411	567	441	376
Lawnview	SE	Green	640	391	332	413	255	216	504	324	243
Lake June	SE	Green	601	390	335	433	315	249	480	301	237
Buckner	SE	Green	1,142	819	732	1,254	950	860	1,433	1,063	939
Cityplace/Uptown	NC NE	Red/Blue/Orange	1,369	882	728	1,049	829	711	1,236	1,053	867
SMU/Mockingbird	NC NE	Red/Blue/Orange	1,944	1,380	1,043	1,243	1,123	863	1,509	1,278	916
White Rock	NE	Blue	406	196	152	230	151	114	316	215	151
Lake Highlands	NE	Blue	299	164	136	171	125	100	228	165	132
LBJ/Skillman	NE	Blue	769	440	360	531	361	280	583	391	302
Forest Jupiter	NE	Blue	545	299	259	394	261	206	514	336	266
Downtown Garland	NE	Blue	956	484	368	551	327	247	656	549	447

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY20			FY21			FY22		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Downtown Rowlett	NE	Blue	892	408	338	871	419	378	934	549	447
Lovers Lane	NC	Red/Orange	765	616	431	593	466	395	721	650	465
Park Lane	NC	Red/Orange	1,353	1,082	868	1,074	898	729	1,345	1,139	948
Walnut Hill	NC	Red/Orange	632	332	244	415	273	204	528	386	273
Forest Lane	NC	Red/Orange	1,162	776	611	902	683	534	1,065	823	661
LBJ/Central	NC	Red/Orange	815	526	442	755	615	556	841	744	710
Spring Valley	NC	Red/Orange	801	440	346	542	346	276	664	456	360
Arapaho Center	NC	Red/Orange	628	234	158	308	146	109	394	260	176
Galatyn Park	NC	Red/Orange	257	105	74	118	76	62	158	109	85
CityLine/Bush	NC	Red/Orange	868	281	188	297	149	109	408	268	172
Downtown Plano	NC	Red/Orange	431	280	216	352	257	211	404	360	291
Parker Road	NC	Red/Orange	2,185	1,042	804	1,563	946	799	1,788	1,227	954

SOURCE: DART Planning and Development Department – Service Planning FY20, FY21, FY22 Average Daily LRT Station Ridership Report

COMMUTER RAIL RIDERSHIP

- Trinity Railway Express (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

	FY20	FY21	FY22
Annual Ridership (unlinked trips)	1.3 million	795,300	1.1 million
Average Weekday Ridership (unlinked trips)	4,300	2,700	3,600
Average Saturday Ridership (unlinked trips)	2,800	1,700	2,500

SOURCE: DART Planning and Development Department – Service Planning FY20, FY21, FY22 Ridership Report

TRE RIDERSHIP BY STATION

	FY20		FY21		FY22	
STATION	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY
T & P Station	440	300	310	230	390	310
Fort Worth ITC	440	340	320	260	420	350
Richland Hills	310	210	170	90	240	170
Bell	270	130	140	70	210	120
CentrePort/DFW	460	240	240	130	340	210
West Irving	210	120	160	80	180	100
Downtown Irving/Heritage Crossing	350	240	250	150	320	200
Medical/Market Center	340	110	250	90	290	100
Victory	570	540	270	220	480	450
Union Station	980	610	640	430	740	500
TOTAL RIDERSHIP	4,370	2,840	2,750	1,750	3,610	2,510

SOURCE: DART Planning and Development Department – Service Planning TRE Daily Average Report

PARATRANSIT RIDERSHIP

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

PARATRANSIT RIDERSHIP

	FY19	FY20	FY21	FY22
Annual Ridership (unlinked trips)	906,200	621,800	571,300	734,000
Average Weekday Ridership	3,100	2,100	1,900	2,500
Average Weekend Ridership	990	690	690	840

SOURCE: DART Planning and Development Department – Service Planning

NOTE: Average Weekday and Average Weekend based on September ridership

VANPOOL RIDERSHIP

VANPOOL RIDERSHIP

	FY19	FY20	FY21	FY22
Annual Ridership	611,500	309,700	31,300	13,300
Average Weekday Ridership	2,400	1,200	120	130
Number of Vanpools	177	97	14	10

SOURCE: DART Planning and Development Department – Service Planning - Annual Ridership by Mode

The DART vanpool program terminated in March 2022 due to vendor issues. Nine DART vanpools have transitioned to our regional partners. DART will continue to explore options for restarting the vanpool program and will remain active in the NCTCOG Regional Vanpool Program as the next regional procurement will take place in 2025.

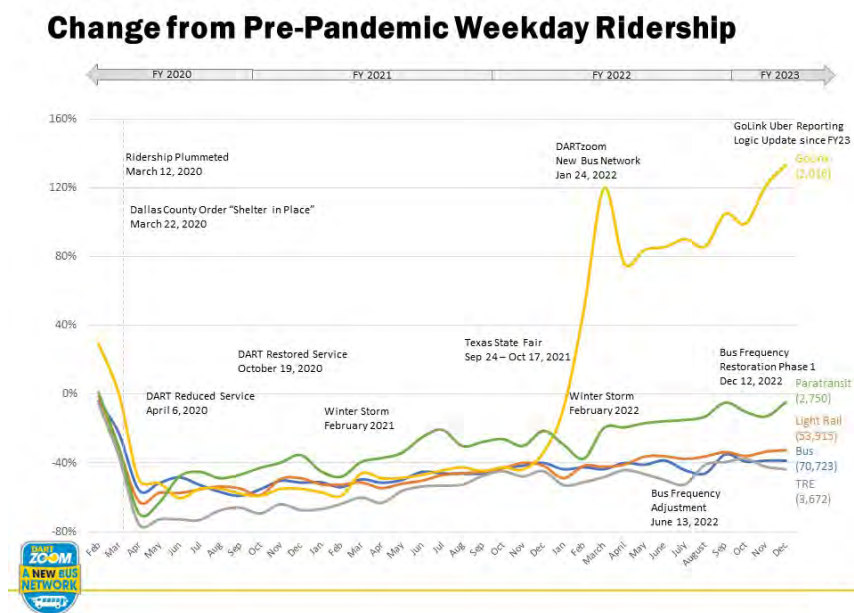
RIDERSHIP TRENDS

DART implemented a brand new bus network on January 22, 2022. The new bus network was designed to increase frequency, reduce travel time, improve service, and provide better access to DART Service Area residents. The entire bus network was also re-designed with low-performing routes being replaced by GoLink service. Bus and GoLink ridership showed quick increases immediately following the new bus network implementation.

However, continued bus operator attrition led to an unacceptable number of missed trips and a large volume of complaints about unreliable bus service. Like many other transit agencies, DART responded in June 2022 with temporary service frequency adjustment to the most frequent 31 bus routes to reduce the pressure. Combined with more aggressive hiring, changes in overtime utilization, and other efforts, missed trips have been substantially reduced. Normal service levels were later restored using a phased approach in December 2022 and January 2023.

The effects of the COVID-19 pandemic continue to impact DART ridership. Nonetheless, with the new bus network and improved service reliability as well as more employment, schools, and special events opening on site, DART ridership has been gradually recovering. FY22 ridership was still down approximately 35-40% compared to pre-pandemic levels but was up approximately 20% compared to the previous year. Figure 1 below illustrates ridership trends on all modes since early 2020.

Figure 1 – Change from Pre-Pandemic Weekday Ridership



4.0 OPERATIONS AND PERFORMANCE (FY22)

ANNUAL VEHICLE REVENUE MILES

	FY20	FY21	FY22 (UNAUDITED)
Bus ¹	26,891,856	24,216,644	20,519,289
Demand Response Bus ²	1,843,118	1,247,190	8,420,618
Demand Response Taxi ³	5,804,395	6,554,402	166,609
LRT	9,866,803	8,932,472	9,639,054
Commuter Rail ⁴	1,404,961	1,341,985	1,349,872
Vanpool	1,423,846	169,653	55,517

SOURCE: DART Finance Department – Revenue; FY22 based on NTD information (subject to audit)

ANNUAL VEHICLE REVENUE HOURS

	FY20	FY21	FY22 (UNAUDITED)
Bus ¹	2,156,801	1,954,204	1,648,398
Demand Response Bus ²	144,285	94,863	478,329
Demand Response Taxi ³	377,154	344,325	6,471
LRT	481,071	433,212	467,666
Commuter Rail ⁴	62,515	65,442	71,090
Vanpool	36,820	3,008	1,098

SOURCE: DART Finance Department – Revenue; FY22 based on NTD information (subject to audit)

ANNUAL PASSENGER MILES

	FY20	FY21	FY22 (UNAUDITED)
Bus ¹	112,172,373	80,230,140	90,635,002
Demand Response Bus ²	2,006,115	1,148,208	8,364,390
Demand Response Taxi ³	4,942,990	5,104,519	252,104
LRT	164,306,746	121,236,005	138,105,977
Commuter Rail ⁴	21,904,126	12,709,583	18,184,252
Vanpool	8,566,316	726,843	239,200

SOURCE: DART Finance Department – Revenue; FY22 based on NTD information (subject to audit)

NOTES:

¹Includes Shuttle and Flex services

²Includes Paratransit and GoLink services

³Includes Paratransit taxi services

⁴Includes Dallas and Tarrant Counties

KEY PERFORMANCE INDICATORS

DART SCORECARD OF KEY PERFORMANCE INDICATORS						
KPI MEASURE	FY18A	FY19A	FY20A	FY21A	FY22A	FY23B
RIDERSHIP						
Total System (M)	62.7	70.8	50.3	36.1	43.2	48.1
Fixed Route (M)	61.3	69.3	49.3	35.5	42.1	46.9
EFFICIENCY						
Subsidy Per Passenger – Total System	\$6.93	\$6.50	\$9.91	\$13.56	\$11.43	\$12.29
Subsidy Per Passenger – Fixed Route	\$6.51	\$6.05	\$9.28	\$12.72	\$10.83	\$11.33
Farebox Recovery Ratio - Fixed Route	13.0%	12.2%	7.7%	5.4%	5.9%	5.1%
Administrative Ratio	10.3%	10.0%	9.8%	10.3%	9.1%	10.2%
SERVICE QUALITY						
On-Time Performance – Bus	82.5%	82.4%	83.6%	81.8%	77.1%	83.0%
On-Time Performance – LRT	92.3%	92.2%	92.1%	93.2%	90.7%	93.0%
On-Time Performance – TRE	97.4%	94.3%	96.4%	98.5%	98.0%	93.0%
CUSTOMER SATISFACTION						
Complaints Per 100k Passengers - Fixed Route	34.6	28.9	36.1	52.0	47.0	34.9
Complaints Per 100k Passengers - Bus	54.0	43.3	52.1	84.4	80.4	50.0
Complaints Per 100k Passengers - Light Rail	16.6	12.3	16	10.2	8.2	19.5
Complaints Per 100k Passengers - TRE	3.7	6.0	6.4	4.3	4.2	5.5
MANAGED GROWTH						
Sales Tax Operations	71.2%	72.3%	79.6%	79.1%	61.9%	67.3%

SOURCE: DART Finance Department - Financial Planning & Analysis

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

5.0 FLEET OVERVIEW

DART maintains a fleet of buses, LRVs, paratransit vehicles and non-revenue vehicles. The TRE maintains a fleet of vehicles for commuter rail service. The following fleet information is current as of March 2023.

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

BUS VEHICLE FLEET

TYPE	LENGTH	SEATS	FUEL/EMISSIONS	NUMBER
NABI Transit	30' - 40'	Up to 37	CNG	516
New Flyer	40'	Up to 39	CNG	46
Proterra Battery-Electric Bus	35'	27	Battery-Electric	7
Proterra Battery-Electric Bus	40'	37	Battery-Electric (Long-range)	1
Total				570

SOURCE: DART Bus Maintenance Fleet Plan

LIGHT RAIL VEHICLE (LRV) 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: SLRV collects power from a nominal 750-volt direct current (dc) overhead contact system via a pantograph on each vehicle.

*13' Pantograph collapsed - 22.5' Pantograph fully extended

DALLAS STREETCAR FLEET

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

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

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

TRINITY RAILWAY EXPRESS (TRE) 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 Rail Diesel Cars (RDC) were sold in FY17

PARATRANSIT VEHICLE SPECIFICATIONS

DEDICATED FLEET		
VEHICLE NUMBER	VEHICLE TYPE	MAXIMUM CAPACITY
164	Braun/Dodge Caravans	3 Seated/1 Wheelchair
12	Toyota Prius Sedans	3 Seated
31 *	Starcraft	10 Seated/2 Wheelchair

SOURCE: DART Paratransit

*25 Starcraft in service and 6 spares

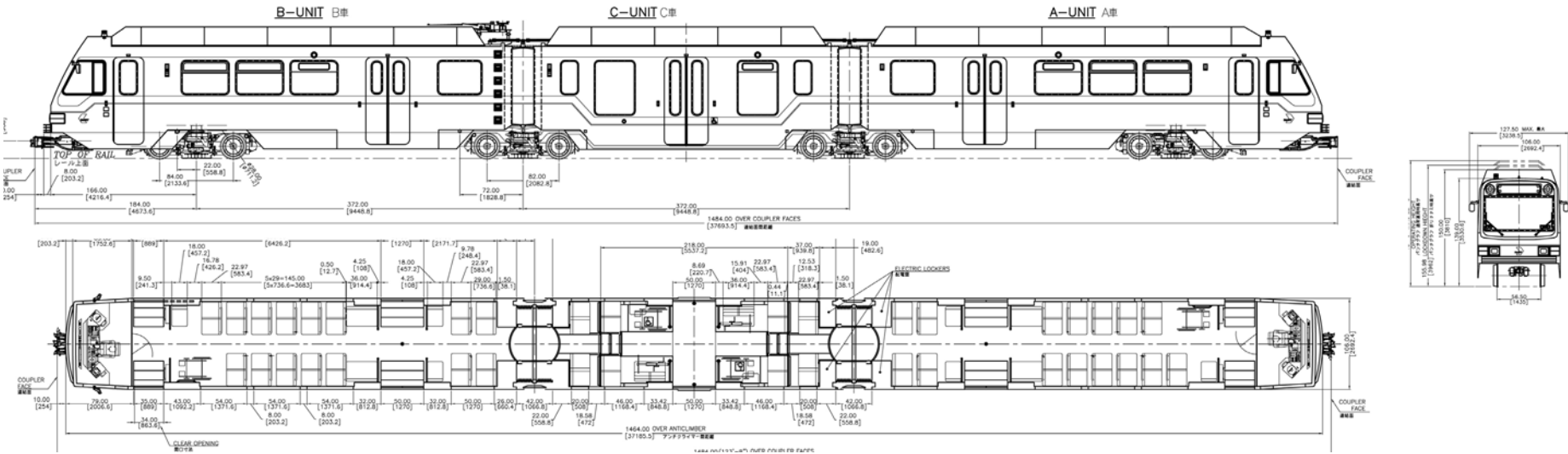
FY22 NON-REVENUE SUPPORT VEHICLES

DEPARTMENT	NUMBER OF VEHICLES
Administrative Services	4
Information Systems	6
Maintenance	344
Marketing	5
Materials Management	50
Operations Technology	2
Pacific Pool	13
Paratransit	17
Police	153
Rail Program Development	38
Revenue	17
Risk Management	11
Transportation	82
TRE	4
Total	746

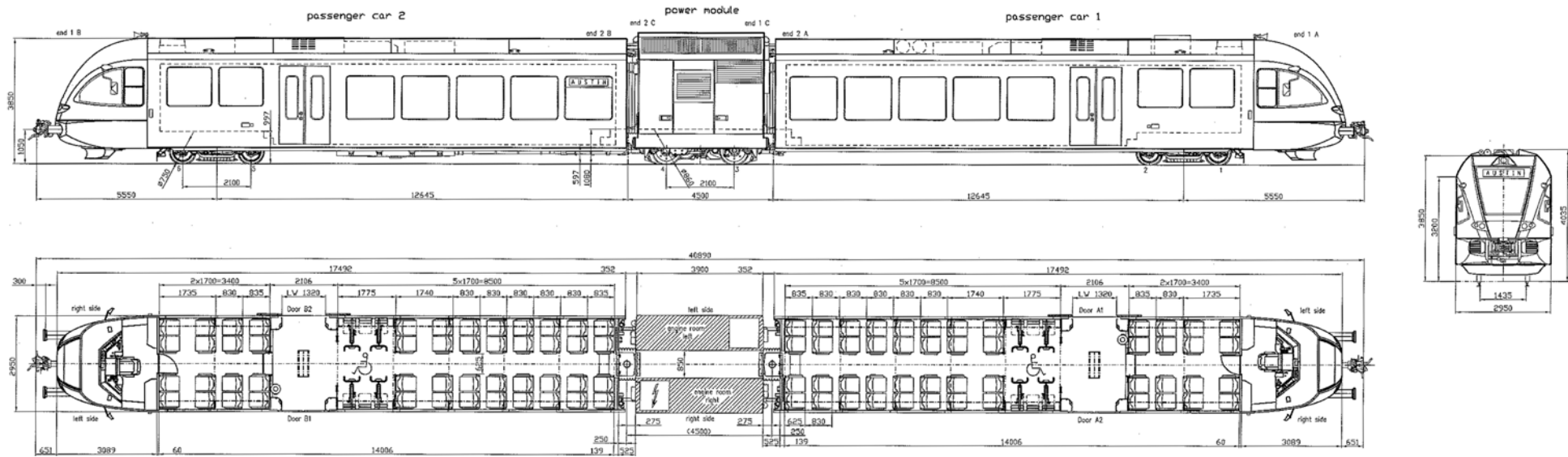
SOURCE: DART Maintenance Department Non-Revenue Vehicle Services

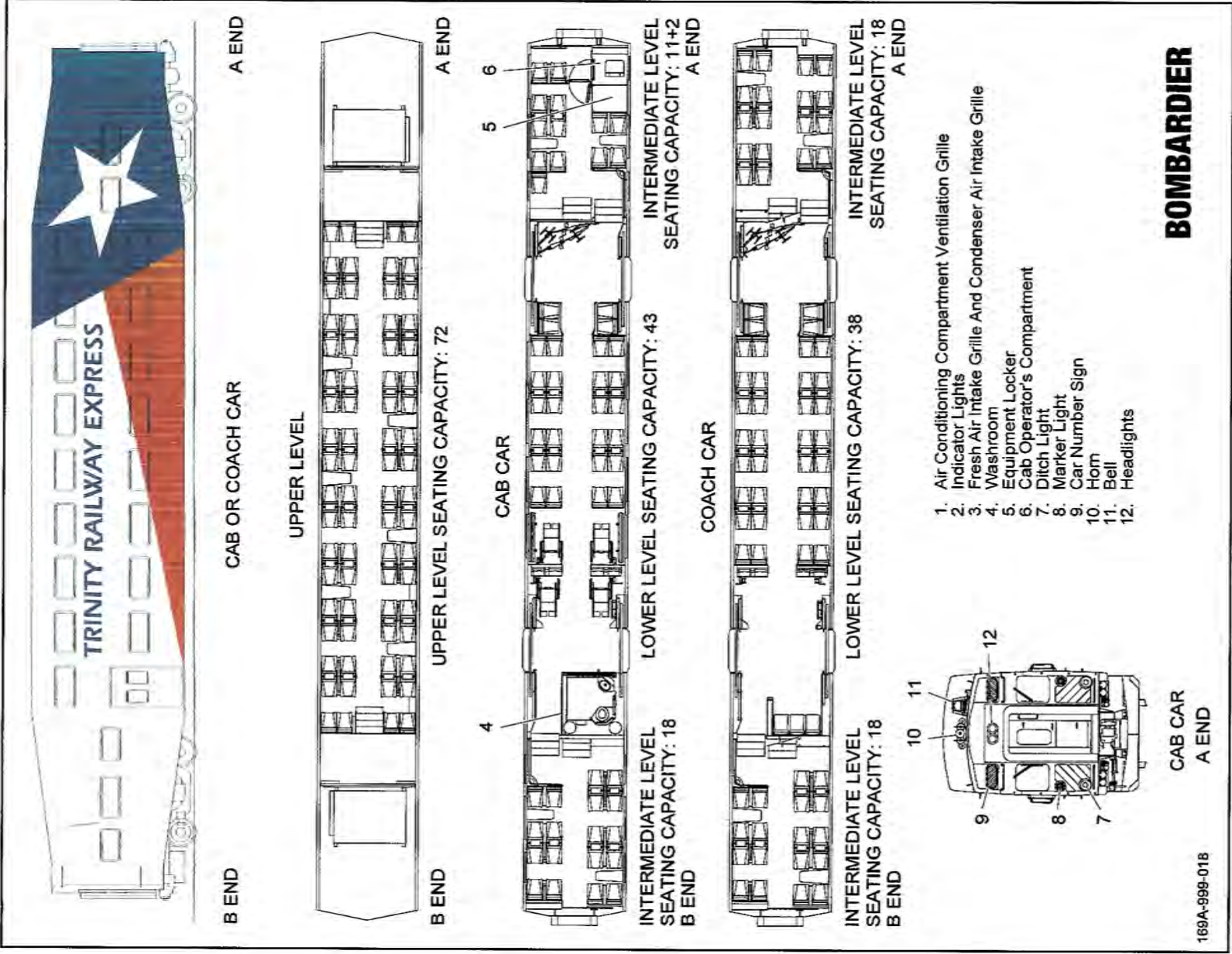
>> VEHICLE DIMENSIONS

DART SLRV

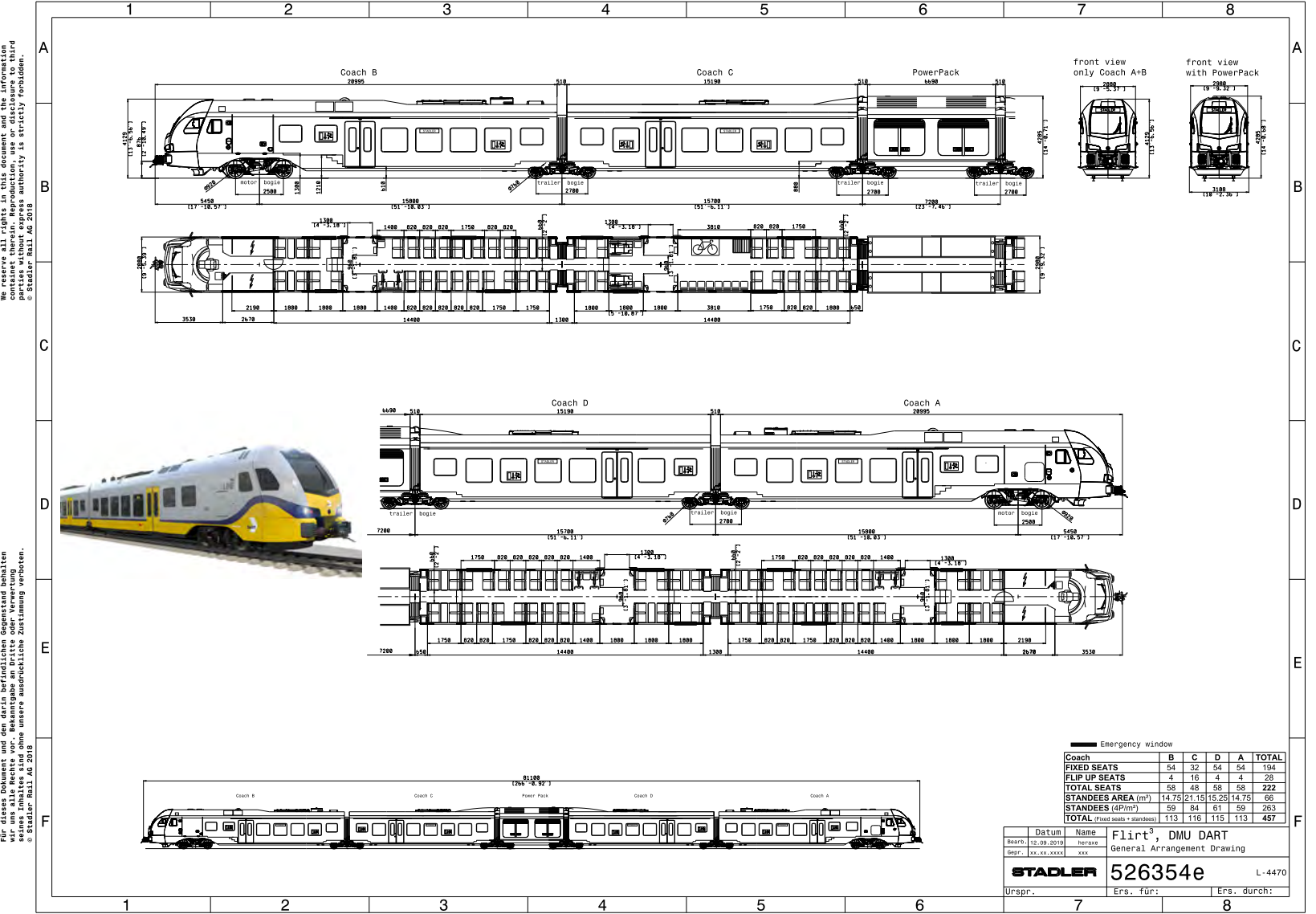


STADLER GTW (SELF PROPELLED DIESEL VEHICLE USED BY DCTA)





SILVER LINE VEHICLE – FLIRT₃ DMU



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6.0 FACILITIES

BUS STOPS

FACILITY TYPE	FY20	FY21	FY22*
Bus Stops	10,325	6,878	6,985
Bus Stops with Shelters	1,289	1,309	1,088
Bus Stops with Enhanced Shelters	56	56	56
Benches	1,542	1,567	1,228

SOURCE: DART Planning and Development – Service Planning; Maintenance Department

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

*With the launch of the new bus network in January 2022, the number of bus stops decreased substantially as GoLink service replaced many fixed routes. Bus stop information reflects FY22 information.

BUS FACILITIES

FACILITY TYPE	FY22
Bus Transit Centers	7
Bus Transfer Centers	2
Bus Transfer Locations	3
Bus Park and Rides	2

SOURCE: DART Planning and Development – 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 Rail opened service, most transit centers became rail stations although the amenities remain available for patrons.
- The only transit center at a rail station that is still referred to as a transit center is the J.B. Jackson, Jr. Transit Center at the MLK, Jr. Station. The transit center facility name was retained due to the importance of J.B. Jackson, Jr. to the community.
- The following transit centers have been integrated into rail stations: Hampton, Illinois, Ledbetter, North Carrollton (now Trinity Mills Station; transit center no longer exists), Lake June, Downtown Garland, South Irving (TRE) (now Downtown Irving/Heritage Crossing Station), East Plano (now Parker Road Station), Richardson (now Arapaho Center Station).

TRANSFER CENTER

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

TRANSFER LOCATIONS

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

PARK-AND-RIDE

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

TRANSIT FACILITY NAMING POLICY

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

TRANSIT CENTERS

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

SOURCE: DART Planning and Development – 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
Central Business District East Transfer Center (ETC – Pearl Station)	16	0	0
Central Business District West Transfer Center (WTC – West End Station)	11	0	0
Rosa Parks Plaza (Part of CBD West)	2	0	0

SOURCE: DART Planning and Development – 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 Planning and Development – 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 Planning and Development – Service Planning

LRT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TWMS
PARKER ROAD	Parker Road and Archerwood Boulevard	AG/C	NC	R	O	BLDG	2,020	12	6
DOWNTOWN PLANO	16th Street and J Avenue	AG/S	NC	R	O		0	4	3
CITYLINE/BUSH	East President George Bush Turnpike and North Plano Parkway	AG/S	NC	R	O		1,193	4	4
GALATYN PARK	North Central Expressway and Galatyn Parkway	AG/S	NC	R	O		0	ST. (3)	2
ARAPAHO CENTER	North Greenville Avenue and Woodall Drive	AG/S	NC	R	O	BLDG	1,121	12	3
SPRING VALLEY	West Spring Valley Road and Centennial Boulevard	A/C	NC	R	O		405	6	3
LBJ/CENTRAL	Markville Drive and TI Boulevard	AG/S	NC	R	O		553	5	3
FOREST LANE	Forest Lane and Schroeder Road	A/C	NC	R	O		253	4	3
WALNUT HILL	Walnut Hill Lane and Glen Lakes Drive	A/C	NC	R	O		170	5	3
PARK LANE	Park Lane and Greenville Avenue	A/C	NC	R	O		320	5	4
LOVERS LANE	Milton Street and Greenville Avenue	AG/S	NC	R	O		0	5	2
SMU/MOCKINGBIRD	East Mockingbird Lane and Worcola Street	BG/C	NC	R	B	O	712	7	4
CITYPLACE/UPTOWN	North Haskell Avenue and North Central Expressway	U/C	NC	R	B	O	0	2	3
PEARL/ARTS DISTRICT	Pearl Street and Bryan Street	AG/C	CBD	R	B	G	0	ETC	3
ST. PAUL	St. Paul Street and Bryan Street	AG/S	CBD	R	B	G	0	0	2
AKARD	Akard Street and Pacific Avenue	AG/S	CBD	R	B	G	0	0	4
WEST END	Lamar Street and Pacific Avenue	AG/S	CBD	R	B	G	0	WTC	4
UNION STATION¹	South Houston Street and Young Street	AG/S	CBD	R	B	T	0	ST. (3)	4
CONVENTION CENTER	South Lamar Street and Memorial Drive	AG/S	CBD	R	B		0	3	3

LRT STATIONS

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

LRT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE		AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TVMS
TRINITY MILLS ²	Trinity Mills Road and Broadway Street	AG/S	NW	G	D		494	7	5	3
DOWNTOWN CARROLLTON	Belt Line Road and Broadway Street	A/C	NW	G			251	4	4	3
FARMERS BRANCH	Valley View Lane and Rossford Street	AG/S	NW	G			164	5	2	2
ROYAL LANE	Royal Lane and Denton Drive	A/C	NW	G			221	5	3	2
WALNUT HILL/DENTON	Walnut Hill Lane and Denton Drive	A/C	NW	G			269	5	3	2
DFW AIRPORT	DFW Airport Terminal A	AG/S	IRV	O		Covered walkway to Terminal A	0	0	0	4
BELT LINE	Belt Line Road and SH 161	AG/S	IRV	O			597	8	4	4
NORTH LAKE COLLEGE	Walnut Hill Lane	AG/S	IRV	O			194	3	4	2
HIDDEN RIDGE AT CARPENTER RANCH	Meadow Creek Drive and Green Park Drive	AG/S	IRV	O			133	6	5	2
IRVING CONVENTION CENTER ⁵	Northwest Highway and Riverside Drive	AG/S	IRV	O			0	ST. (6)	0	2
LA'S COLINAS URBAN CENTER	Lake Carolyn Parkway and O'Connor Boulevard	AG/S	IRV	O			0	ST. (4)	0	2
UNIVERSITY OF DALLAS	SH 114 and Loop 12	BG/S	IRV	O			0	4	3	2
BACHMAN ¹	Northwest Highway and Denton Drive	AG/S	NW	G			458	8	8	3
BURBANK	Burbank Street and Denton Drive	AG/S	NW	G			0	6	4	2
INWOOD/LOVE FIELD	Inwood Road and Denton Drive	A/C	NW	G			385	6	5	2
SMD/PARKLAND	Medical District Drive and Harry Hines Boulevard	A/C	NW	G			0	13	0	3
MARKET CENTER	Harry Hines Boulevard and Vagas Street	AG/S	NW	G			238	5	4	2

LRT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE			AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TWWS
VICTORY ⁴	2525 Victory Avenue at American Airlines Center	AG/S	NW	G	O	T		0	ST.	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	Perry Avenue and Exposition Avenue	AG/S	SE	G				0	ST. (5)	0	2
MLK, JR. ⁶	J.B. Jackson, Jr. Boulevard and Trunk Avenue	AG/S	SE	G			BLDG	200 at J.B. Jackson	7	0	2
HATCHER	Hatcher Street and Scyene Road	AG/S	SE	G				0	5	8	2
LAWNVIEW ²	Lawnview Avenue and Scyene Road	AG/C	SE	G				370	6	7	2
LAKE JUNE	Lake June Road and US Highway 175	AG/S	SE	G			BLDG	434	6	9	2
BUCKNER	Buckner Boulevard and Elam Road	AG/C	SE	G				499	7	9	4
TOTAL								19,043			178

NOTES: See Key of Abbreviations on page 52

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

LRT STATION SUMMARY

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

TRINITY RAILWAY EXPRESS (TRE) 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
RICHLAND HILLS*	TRE	T					357	4	7	AG
BELL	TRE	T					407	2	13	AG
CENTREPORT/DFW AIRPORT	TRE	T					1,001	4	14	AG
WEST IRVING	TRE	T					537	4	12	AG
DOWNTOWN IRVING/HERITAGE CROSSING	TRE	T					406	9	6	AG
SW MEDICAL/MARKET CENTER	TRE	T					0	3	8	AG
VICTORY	TRE	T	G	O			0	ST.	0	AG
UNION STATION	TRE	T	R	B			0	ST. (3)	0	AG

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

*Richland Hills Station will be replaced by the new Trinity Lakes Station, scheduled to open in December 2023.

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 TEX Rail

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

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

SUMMARY OF FACILITIES BY SERVICE AREA CITY

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

SOURCE: DART Capital Planning, Service Planning

BUS MAINTENANCE FACILITIES

EAST DALLAS OPERATIONS FACILITIES COMPLEX	
Location	4209 Main Street, Dallas, TX 75266, 4127 Elm Street, Dallas, TX 75266
Fleet Allocation	175 Buses
NORTH-WEST BUS MAINTENANCE	
Location	2424 North Webb Chapel, Dallas, TX 75220-5702
Fleet Allocation	186 Buses
SOUTH OAK CLIFF BUS OPERATIONS FACILITY	
Location	3422 Kiest Boulevard, Dallas, TX 75203-4617
Fleet Allocation	178 Buses

SOURCE: DART Maintenance Department - Feb 2023

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

RAIL OPERATING FACILITIES

CENTRAL RAIL OPERATING FACILITY	
Location	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
TRINITY RAILWAY EXPRESS MAINTENANCE AND OPERATIONS FACILITY	
Location	4801 Rock Island Road, Irving, TX 75061
Operations	Two double inspection and overhaul pits and yard can store all vehicles
Fleet Capacity	47

SOURCE: DART Maintenance Department

POLICE HEADQUARTERS AT ILLINOIS STATION IN HISTORIC MONROE SHOPS

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

OTHER FACILITY ADDRESSES

DART HEADQUARTERS

- 1401 Pacific Ave., Dallas, TX 75202

MOBILITY SERVICES BUILDING

- 8998 Senate St., Dallas, TX 75228

PIONEER WAREHOUSE

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

NON-REVENUE VEHICLE (NRV) FLEET SERVICES FACILITY

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

[illegible]

7.0 INFRASTRUCTURE

LRT CORRIDOR BREAKDOWN – LINE SECTION MILES AND STATIONS

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

SOURCE: DART Rail Program Development – Rail Planning; As-built drawings.

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

LRT SYSTEM INFORMATION

FY22 SYSTEM INFORMATION (LRT AND DALLAS STREETCAR)

	FY20	FY21	FY22
LRT Traction Power Substations (TPSS)	9AC / 78 TPSS	9AC / 78 TPSS	9AC / 78 TPSS
Crew Rooms	32 (6 - Restrooms Only)	32 (6 - Restrooms Only)	31 (6 - Restrooms Only)
Central Instrument House – Signals	75 (including 10 Yard CIHs)	75 (including 10 Yard CIHs)	75 (including 10 Yard CIHs)
Streetcar TPSS	2 TPSS	2 TPSS	2 TPSS

SOURCE: DART Maintenance Department

Catenary

207.56 miles (189.13 Mainline + 18.43 Yard)

- Dallas Streetcar: 3.6 miles

Interlockings

56

Single Crossovers (non-powered switches)

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

Signals

228 ABS & 301 Interlocking; 17 Block Indicators

Grade Crossings

136 At-grade crossings

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

Junctions

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

Tunnel

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

SOURCE: DART Maintenance Department

TRE 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: <ul style="list-style-type: none"> 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 (East of CentrePort Station)	T & P Station	19.14	5	Single track sections at the following locations: <ul style="list-style-type: none"> 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/managed-lanes.html>

NORTH TEXAS TEXPRESS LANES SYSTEM MAP



LEGEND

1	I-635 East TEXpress Lanes	I-635 E (from I-30 to US 75) in Dallas County	Opening late 2024	5	I-30 TEXpress	Dallas and Tarrant Counties	Open (Phased – west segment opens in 2023)
2	NTE TEXpress	I-35W, I-820 and SH 183/121 in Tarrant County	Open	6	I-35E TEXpress	Dallas and Denton Counties	Open
3	SH 114 TEXpress	SH 114 in Dallas and Tarrant Counties	Open	7	LBJ TEXpress	I-635 (from US 75 to I-35E) in Dallas County	Open
4	SH 183 TEXpress	Dallas and Tarrant Counties	Open	8	Loop 12 TEXpress	Dallas County	Open

SOURCE: TxDOT

[illegible]

8.0 OPERATING AND CAPITAL BUDGET

BUDGET AND FINANCE DEFINITIONS

- **NON-OPERATING AND CAPITAL BUDGET** – Includes items such as rail expansion, TRE trackwork, vehicle and capital maintenance programs, scheduled replacements of vehicles, facilities and infrastructure, etc.
- **CAPITAL BUDGET SCHEDULE BY MODE** – All capital projects listed by mode as well as agency-wide capital projects.
- **ANNUAL OPERATING BUDGET AND SUMMARY OF OPERATING EXPENSES** – Breakdown of FY23 Operating Expense Budget by expenditure category, compared to FY21 and FY22 actuals.
- **SOURCES OF FUNDS 2023-2042** – 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 FY23.
- **REVENUE FROM FARES BY TYPE** – FY21, FY22 actuals and FY23 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)

FY22 ACTUAL	CATEGORY	FY23 BUDGET
\$315,890	Total Capital Projects	\$833,793
\$11,362	P&D/Startup/Non-Ops	\$15,959
\$3,030	Road Improvements/ITS	\$4,363
\$330,282	TOTAL CAPITAL & NON-OPERATING	\$854,115

SOURCE: FY 2022 Business Plan, Exhibit 51, pg. 211-212 and FY22 Fourth Quarter Report, Operations & Financial Section, Exhibit 33, pg.21

CAPITAL BUDGET SCHEDULE BY MODE

FY23 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY2023	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVINGS)
AGENCY-WIDE				
Administrative Building	\$3,575	\$81,262	\$0	\$0
Communication/Information Systems	\$22,513	\$447,148	\$0	\$0
Fare Revenue Collection Equipment	\$905	\$1,852	\$0	\$0
Maintenance Building	\$4,464	\$27,685	\$0	\$0
Passenger Stations	\$325,897	\$327,534	\$0	\$0
Service Vehicles (non-revenue)	\$1,702	\$80,930	\$0	\$0
TOTAL AGENCY-WIDE	\$359,055	\$966,411	\$0	\$0
BUS				
Administrative Building	\$0	\$1,065	\$0	\$0
Communication/Information Systems	\$415	\$118,218	\$0	\$5,509
Fare Revenue Collection Equipment	\$0	\$34,946	\$0	\$0
Guideway	\$0	\$37,138	\$0	\$0
Maintenance Building	\$3,851	\$99,844	\$0	\$46
Passenger Stations	\$1,716	\$71,857	\$0	\$1,867
Revenue Vehicles	\$4,231	\$1,034,783	\$94,773	\$1,087
TOTAL BUS	\$10,212	\$1,397,850	\$94,773	\$8,509
COMMUTER RAIL				
Communication/Information Systems	\$0	\$51,782	\$26,002	\$0
Guideway	\$2,837	\$252,073	\$134,973	\$0
Maintenance Building	\$710	\$64,979	\$7,603	\$0
Passenger Stations	\$0	\$38,417	\$0	\$0
Revenue Vehicles	\$5,163	\$338,590	\$162,979	\$0
TOTAL COMMUTER RAIL	\$8,710	\$745,842	\$331,556	\$0
LRT				
Administrative Building	\$5,957	\$24,886	\$0	\$0
Communication/Information Systems	\$6,703	\$117,578	\$1,387	\$330
Fare Revenue Collection Equipment	\$0	\$46,147	\$0	\$0
Guideway	\$3,965	\$124,416	\$0	\$0
Maintenance Building	\$12,410	\$183,647	\$0	\$0
Passenger Stations	\$10,764	\$293,183	\$14,471	\$0
Revenue Vehicles	\$476	\$1,819,345	\$0	\$0
Service Vehicles (non-revenue)	\$569	\$17,791	\$0	\$0
TOTAL LRT	\$40,845	\$2,626,993	\$15,858	\$330
STREETCAR				
Revenue Vehicles	\$0	\$1,593	\$1,593	\$0
TOTAL STREETCAR	\$0	\$1,593	\$1,593	\$0

CAPITAL BUDGET SCHEDULE BY MODE (CONT'D)

PROJECT NAME	FY2023	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVINGS)
PARATRANSIT				
Maintenance Building	\$340	\$4,614	\$1,242	\$0
TOTAL PARATRANSIT	\$340	\$4,614	\$1,242	\$0
ROAD IMPROVEMENT				
TOTAL ROAD IMPROVEMENT	\$4,363	\$19,977	\$0	\$0
TOTAL MAINTENANCE, REPLACEMENT AND IMPROVEMENT	\$423,526	\$5,763,280	\$445,022	\$8,839
NON-OPERATING				
TOTAL OTHER	\$4,888	\$65,602	\$0	\$0
EXPANSION				
LRT				
Guideway (D2 Subway)	\$32,175	\$2,305,256	\$1,434,403	\$4,893
COMMUTER RAIL				
Guideway (Silver Line)	\$373,301	\$1,043,441	\$39,996	\$23,807
STREETCAR				
Guideway (Dallas Streetcar Central Link)	\$4,266	\$103,194	\$55,097	\$3,296
TOTAL EXPANSION	\$409,742	\$3,451,891	\$1,529,496	\$31,996
CAPITAL PLANNING & DEVELOPMENT & START-UP	\$15,959	\$424,900	\$0	\$0
GRAND TOTAL	\$854,115	\$9,705,672	\$1,974,519	\$40,835

SOURCE: FY 2023 Business Plan - Exhibit 50-51, pg. 211-212

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

FY21 ACTUALS	CATEGORY	FY22 ACTUALS	FY23 BUDGET
\$255.7	Salaries & Wages	\$257.2	\$295.7
\$109.4	Benefits	\$111.2	\$127.7
\$50.7	Services	\$55.2	\$68.7
\$40.3	Materials & Supplies	\$42.8	\$47.3
\$16.0	Utilities and Communications	\$17.6	\$16.8
\$5.4	Claims & Insurance	\$8.6	\$12.5
\$56.8	Purchased Transportation	\$65.7	\$76.7
\$6.6	Taxes, Leases, Reserves & Other	\$5.2	\$8.5
\$541.0	SUB-TOTAL	\$563.5	\$653.9
(\$10.3)	Capital P&D	(\$12.8)	(\$16.0)
\$530.7	TOTAL OPERATING EXPENSES	\$550.7	\$637.9

SOURCE: DART Finance Department - Financial Planning & Analysis

SOURCES OF FUNDS 2023-2042 (IN MILLIONS)

MODE	FY22 BUSINESS PLAN	FY23 BUSINESS PLAN
Sales Tax Revenues	\$20,396.6	\$23,792.1
Operating Revenues	\$2,199.6	\$1,730.4
Interest Income	\$558.6	\$610.7
Formula Federal Funding	\$2,079.1	\$1,781.6
Discretionary Federal Funding	\$1,231.3	\$1,749.1
Debt Issuances	\$3,795.5	\$3,505.8
Other Sources	\$778.3	\$1,221.5
TOTAL SOURCES OF FUNDS	\$31,039.1	\$34,391.2

SOURCE: FY 2022 Business Plan - Exhibit 7, pg. 22 and FY 2023 Business Plan - Exhibit 40, pg. 192

10-YEAR SALES TAX HISTORY 2013-2022 (IN MILLIONS)

	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22
October	\$35.4	\$38.0	\$41.3	\$42.2	\$43.3	\$46.7	\$49.1	\$54.2	\$50.7	\$60.4
November	\$32.1	\$36.3	\$38.1	\$40.4	\$43.3	\$46.7	\$47.7	\$51.2	\$49.3	\$61.9
December	\$47.8	\$50.2	\$55.9	\$57.5	\$59.7	\$60.2	\$64.6	\$68.7	\$67.6	\$77.1
January	\$35.5	\$35.0	\$38.4	\$40.3	\$43.5	\$44.9	\$47.6	\$52.2	\$49.3	\$58.4
February	\$32.9	\$36.1	\$37.0	\$39.8	\$42.1	\$42.3	\$46.2	\$45.4	\$42.7	\$53.5
March	\$41.1	\$44.5	\$49.5	\$51.8	\$53.7	\$57.2	\$55.6	\$51.3	\$61.4	\$73.2
April	\$35.8	\$39.2	\$41.8	\$41.9	\$42.9	\$47.5	\$51.0	\$41.0	\$58.1	\$63.3
May	\$37.9	\$36.8	\$39.6	\$42.7	\$47.0	\$50.9	\$49.6	\$45.3	\$56.1	\$65.2
June	\$43.0	\$44.7	\$50.1	\$51.9	\$52.2	\$54.6	\$56.7	\$56.3	\$65.5	\$68.5
July	\$36.5	\$39.7	\$39.3	\$42.3	\$43.6	\$46.6	\$46.9	\$48.3	\$59.6	\$64.8
August	\$36.0	\$40.1	\$39.8	\$44.3	\$45.1	\$46.5	\$54.0	\$46.9	\$56.0	\$66.2
September	\$41.8	\$45.2	\$47.9	\$50.0	\$50.2	\$51.4	\$55.4	\$55.1	\$65.2	\$71.3
FY TOTAL	\$455.7	\$485.7	\$518.6	\$545.1	\$566.6	\$595.6	\$624.4	\$615.8	\$681.5	\$783.7

SOURCE: FY 2022 Business Plan - Exhibit 104, pg. 314

Source of FY22 Column: DART Finance Department - Treasury

FY23 FINANCIAL PLAN SALES TAX REVENUE

	FY23
Projected Sales Tax Revenue	\$818.9 million

SOURCE: FY2023 Business Plan

REVENUE FROM FARES BY TYPE

TYPE OF FARE	FY2021 ACTUAL		FY2022 ACTUAL		FY2023 BUDGET	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
SINGLE FARE						
Local	78,792	\$196,980	67,074	\$167,685	68,415	\$171,039
Streetcar	36,868	\$36,868	59,671	\$59,671	60,864	\$60,864
Regional	3,528	\$21,168	5,442	\$32,652	5,551	\$33,305
Reduced	28,162	\$35,203	30,696	\$38,370	31,310	\$39,137
Paratransit (Coupons)	132,073	\$396,218	181,580	\$544,748	19,974	\$599,223
TOTAL SINGLE FARE	279,423	\$686,437	344,463	\$843,126	186,114	\$903,568
AM/PM						
Local	2,711,516	\$8,134,506	2,744,642	\$8,233,887	2,844,342	\$8,533,026
Reduced	764,974	\$1,147,443	819,134	\$1,228,683	849,442	\$1,274,163
TOTAL AM/PM	3,476,490	\$9,281,949	3,563,776	\$9,462,570	3,693,784	\$9,807,189
GOLINK ONE-WAY PASS						
Local	13,092	\$39,276	28,324	\$69,048	29,174	\$72,934
Reduced	0	\$0	4,834	\$6,045	4,979	\$6,224
TOTAL GOLINK	13,092	\$39,276	33,158	\$75,093	34,153	\$79,158
MIDDAY PASSES						
Local	507,442	\$1,014,871	512,032	\$1,024,051	526,113	\$1,052,226
Regional	23,984	\$47,956	28,724	\$57,434	29,514	\$59,028
TOTAL MIDDAY	531,426	\$1,062,827	540,756	\$1,081,485	555,627	\$1,111,254
DAY PASSES						
Local	533,807	\$3,202,801	698,608	\$4,191,604	719,566	\$4,317,397
Regional	86,897	\$1,042,764	50,890	\$610,680	51,908	\$622,894
Reduced	210,052	\$630,138	243,157	\$729,452	255,558	\$766,674
High School	6,664	\$19,992	11,042	\$33,126	11,594	\$34,782
College/Trade	11,330	\$33,990	15,718	\$47,154	16,347	\$49,040
Mesquite	0	\$0	690	\$17,250	0	\$0
Vouchers (book of ten)	176,733	\$692,582	32,824	\$1,172,987	34,854	\$1,254,761
TOTAL DAY PASSES	1,025,483	\$5,622,267	1,052,929	\$6,802,253	1,089,827	\$7,045,548

REVENUE FROM FARES BY TYPE (CONT'D)

TYPE OF FARE	FY2021 ACTUAL		FY2022 ACTUAL		FY2023 BUDGET	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
MONTHLY PASSES						
Local	22,074	\$2,119,104	22,807	\$2,189,472	23,480	\$2,254,061
Regional	350	\$67,200	787	\$151,104	809	\$155,259
Reduced	67,200	\$318,480	8,183	\$392,784	8,408	\$403,586
High School	1,225	\$58,800	5,168	\$248,064	5,310	\$254,886
TOTAL MONTHLY PASSES	90,849	\$2,563,584	36,945	\$2,981,424	38,007	\$3,067,792
ANNUAL PASSES						
Local	4,797	\$4,146,041	58	\$8,207	60	\$43,013
Regional	36	\$11,350	329	\$332,972	339	\$487,973
Senior	5	\$1,145	3	\$274	3	\$1,780
Corporate Programs	509	\$449,449	2,940	\$2,988,262	3,034	\$2,912,717
TOTAL ANNUAL PASSES	5,347	\$4,607,985	3,330	\$3,329,715	3,436	\$3,445,482
OTHER PROGRAMS						
Secondary/ College Decals	40,852	\$2,865,529	44,582	\$2,579,150	45,919	\$2,656,043
Europay, MasterCard, and Visa (EMV)	0	\$0	97,013	\$154,504	101,864	\$162,982
TOTAL OTHER PROGRAMS	40,852	\$2,865,529	141,595	\$2,733,654	147,783	\$2,819,025
TOTAL PASS SALES	5,462,962	\$26,729,854	5,716,952	\$27,309,320	5,748,731	\$28,279,016
WITHOUT PARATRANSIT COUPONS	5,330,889	\$26,333,636	5,535,372	\$26,764,572	5,728,757	\$27,679,793

SOURCE: Finance - Revenue Administration

REVENUE RECOVERY

FAREBOX REVENUE RECOVERY RATIO

MODE	FY21 ACTUAL	FY22 ACTUAL	FY23 BUDGET
Bus Transit	3.9%	6.2%	4.7%
Light Rail Transit	6.9%	6.1%	5.8%
Commuter Rail Transit	8.9%	3.8%	5.8%
FIXED ROUTE TOTAL	5.4%	5.9%	5.2%

SOURCE: DART Finance Department - Business Planning & Analysis

ALL MODES – SUBSIDY/PASSENGER

SUBSIDY PER PASSENGER

MODE	FY21 ACTUAL	FY22 ACTUAL	FY23 BUDGET
Bus Transit	\$12.98	\$10.39	\$12.39
Light Rail Transit	\$11.10	\$9.61	\$9.10
Commuter Rail Transit	\$36.28	\$34.16	\$27.62
FIXED ROUTE TOTAL	\$12.72	\$10.83	\$11.33
Paratransit	\$65.59	\$49.01	\$56.26
GoLink	N/A	\$21.62	\$30.68
SYSTEM TOTAL	\$13.56	\$11.43	\$12.29

SOURCE: DART Finance Department - Financial Planning & Analysis

9.0 DART CAPITAL PROGRAM

DART has capital programs to support light rail, regional rail, bus, and streetcar. There is also an extensive state of good repair (SGR) program. The following information highlights major programs in development or recently completed.

The DART Rail System consists of approximately 93 miles with 65 stations. The Orange Line Hidden Ridge Station opened in April 2021 and the Red/Orange Line 12th Street Station (under construction as part of the Silver Line) will open by early 2026. The City of Irving is working to advance the deferred Loop 12 station as well.

Over the last few years, focus has been on system enhancements such as rail replacement in the Dallas Central Business District (CBD), completed in 2019, and Red/Blue Line platform extensions, completed in April 2022. A light rail systemwide modernization program is in development to define improvements necessary to address technology obsolescence, improve resiliency and reliability, and prepare for upcoming light rail vehicle replacements. In addition to light rail, the Silver Line regional rail project (in the Cotton Belt Corridor) is under design and construction and the TRE is advancing capacity and bridge improvements, along with a new Trinity Lakes Station that will replace the current Richland Hills Station.

Several additional capital program opportunities are in the 2045 Transit System Plan and are being advanced. The 2045 Transit System Plan map, which highlights key themes and goals, is provided on page 81.

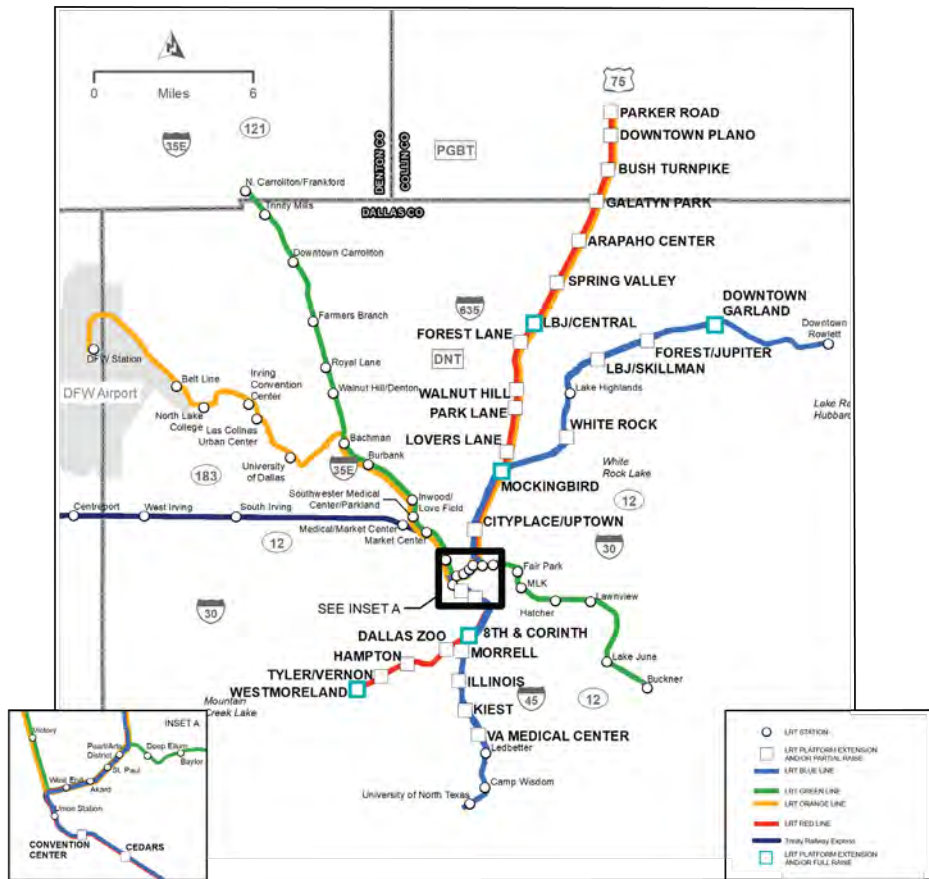
LIGHT RAIL SYSTEM

RED AND BLUE LINE PLATFORM EXTENSIONS PROJECT

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

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

DART RED AND BLUE LINE PLATFORM EXTENSIONS MAP



LIGHT RAIL SYSTEMWIDE MODERNIZATION PROGRAM

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

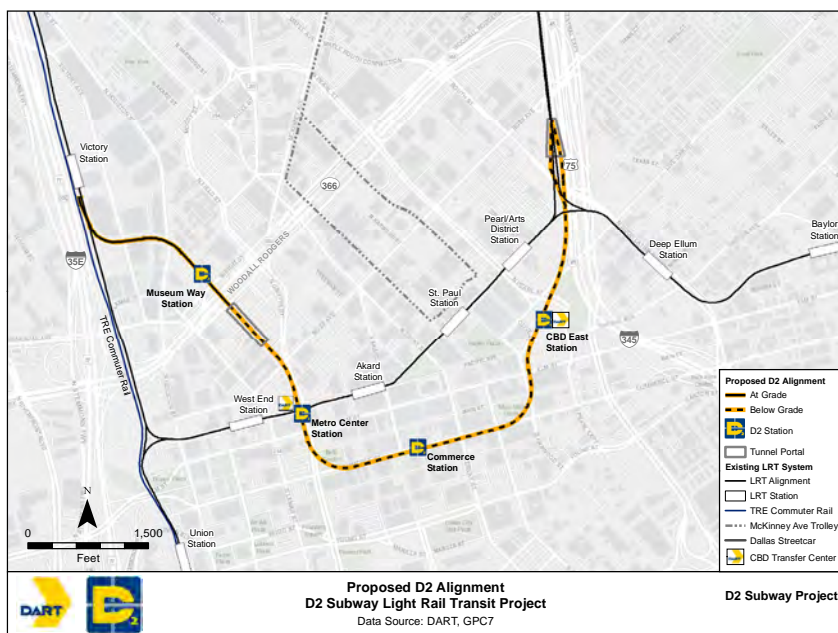
- **VEHICLES** - Replace the 95 oldest LRVs with state-of-the-art low-floor vehicles to improve the customer experience.
- **STATIONS** - Raise the remaining 23 Red and Blue line platforms to support universal level boarding, along with additional station improvements.
- **OPERATING FACILITIES MODIFICATION** - Modify Central and Northwest rail operating facilities to support new vehicle maintenance activities.
- **UNIFIED SIGNAL SYSTEM** - Modernize signal systems on the oldest lines to maximize safety, communications, reliability, and network capacity.
- **CONSOLIDATED DISPATCH AND COMMAND CENTER (CDCC)** - Build a state-of-the-art communications center that consolidates bus, rail and police dispatch and emergency operations for full network functionality. This will be located at the Northwest Rail Operating Facility (NWROF).
- **RESILIENCY** - Enhance resiliency of LRT operations during extreme weather events.

DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2 SUBWAY)

The D2 Subway would establish a second LRT line through downtown to provide capacity and operational flexibility (see map; www.DART.org/D2).

- FTA authorized DART into PD in November 2015. Project had a FY2019 project rating of Medium-High.
- In October 2016, due to community concerns with a mostly at-grade alignment, the DART Board and Dallas City Council directed staff to refine the Locally Preferred Alternative (LPA) as a subway.
- DART Board and Dallas City Council approved a new subway LPA in September 2017 using a Victory-Commerce-Swiss alignment.
- With the approval of the new D2 Subway LPA, DART requested that PD be extended by two years to November 2019. In March 2018, FTA denied the extension, and DART continued the PD process locally with FTA oversight.
- 30% PE was completed in October 2020 and FTA issued the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) in April 2021. A request to enter the Engineering phase of the FTA CIG program was initiated.
- Dallas City Council project approval on March 24, 2021 was subject to a multi-agency east end evaluation to address stakeholder concerns and interface with IH-345 design options and subsequent resolution by March 2022.
- The City of Dallas, DART, NCTCOG, and TxDOT completed the east end evaluation in fall 2021 and recommended a change to the east end. Both the Dallas City Council and DART Board approved the alignment change in February 2022.
- As a result of the project change DART postponed entry into the FTA CIG Engineering phase.
- In fall 2022, the DART Board approved a Service Plan amendment for the new alignment but directed staff to pause efforts on the project. Due diligence activities to support a DART Board decision on project timing are underway.
- The FY23 Financial Plan budget is \$2.3B (YOE) with revenue service in 2035. Modifications to the opening date will be considered in the FY24 Financial Plan process. DART is assuming approximately 50% FTA grant funding.

D2 SUBWAY ALIGNMENT AND STATIONS MAP



REGIONAL RAIL

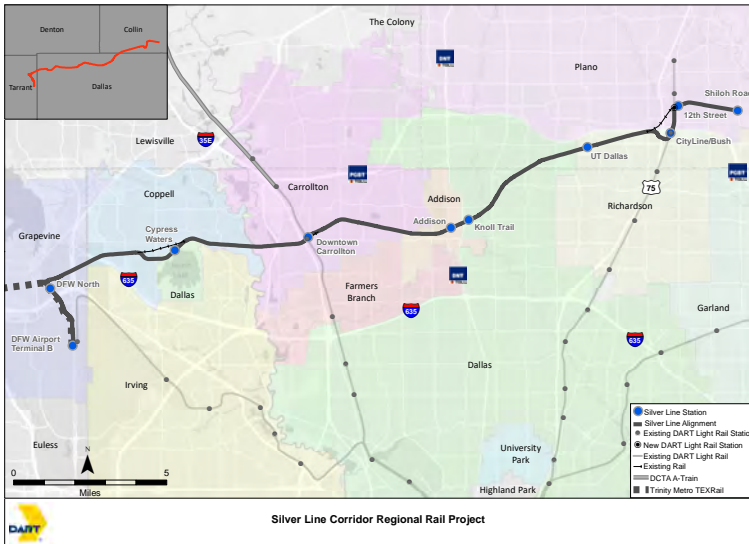
SILVER LINE REGIONAL RAIL PROJECT

The Silver Line (in the Cotton Belt corridor) is a 26-mile regional rail project from Dallas/Fort Worth International Airport Terminal B to Shiloh Road in Plano. The project will use the eastern segment of the DART-owned Cotton Belt Corridor. The Trinity Metro TEXRail service (which opened in January 2019) operates to the west from DFW Airport to Fort Worth. The Silver Line will link growing employment and activity centers and be a major east-west connector, providing transfer opportunities with the Red Line, Green Line, and both the Orange Line and TEX Rail at DFW Airport. The anticipated revenue service date is late 2025/early 2026.

- The project is a double-track alignment serving 10 stations, plus a new infill light rail station at 12th Street in Plano. The project will provide initial service at 30/60-minute peak/off-peak headways. DART anticipates enhanced service levels in the future.
- FTA, as the lead federal agency, and Federal Aviation Administration (FAA), as a cooperating agency signed the FEIS/ROD in November 2018.
- 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 US 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.
- FY23 Financial Plan includes \$1.899 billion budget.
- Three primary contracts were awarded: Design/Build Contract (January 2019); Project Manager/ Owner Representative (PMOR) Contract (January 2019); Vehicles/ Equipment Maintenance Facility (EMF) Design (May 2019). NOTE: a fourth contract, Construction Manager General Contractor (CMGC) for EMF Construction (preconstruction activities were terminated in 2021 due to the move to the DCTA facility).

- Vehicle storage, maintenance, and operations will occur at two locations: 1) DCTA joint rail operating facility (JROF) for vehicle maintenance; and 2) Shiloh Road layover facility for vehicle storage, operations and light maintenance. An Interlocal Agreement and Lease Agreement is in place with DCTA; a long-term Operations Agreement is being developed. Dispatching will be out of the Herzog Irving office (primary) and TexRail Mahaffey Maintenance Facility (MMF) (secondary).
 - » DART will procure future design and construction contracts for dispatch facilities with Herzog who will handle dispatch facility relocation and integration with MMF.
 - » Stadler DMU vehicles are in production and will be delivered in phases from March 2023 to September 2023.

SILVER LINE CORRIDOR REGIONAL RAIL PROJECT MAP



TRE CORRIDOR IMPROVEMENTS

- In September 2020, NCTCOG was awarded a \$25 million BUILD Grant to support a TRE project that includes 1.2 miles of double tracking from the Medical Market Center station to the Stemmons Freeway railroad bridge in Dallas, including replacing or rehabilitating three bridges, as well as 2.4 miles of double track from Handley Ederville Road to Precinct Line Road in Tarrant County and implementation of a rail technology called Clear Path. This project will:
 - » Replace the current Noble Branch Bridge with a double track bridge (milepost 639.62),
 - » Rehabilitate the existing bridge over Inwood Road (milepost 640.41) and add an adjacent bridge for new second track, and
 - » Maintain the existing Knights Branch Bridge (milepost 640.32) and add an adjacent bridge for a second track.
- The TRE Fleet Assessment will be completed in spring 2023 to support a decision on a fleet replacement strategy.

MOBILITY+ PROGRAM

The Mobility+ Program includes several bus-related initiatives to support capital and operating investments over the next several years. Key elements are described below:

- **Bus Network Redesign Phase 2** - DART is developing an aspirational plan to outline short- and long-term service improvements, with a focus on bus services but also addressing rail and on-demand services in order to support access, opportunity and upward mobility. The plan will be complete by September 2023.
- **Bus Amenity Expansion** - DART collaborated with the University of Texas at Arlington School of Architecture and the American Institute of Architects Dallas to design the next-generation bus shelter as well as other stop amenities. The prototype is being refined in FY23 to expand improved amenities to more people who need them.
- **Transit Facilities/Mobility Hub Guidelines** - DART is assessing the need for additional transit facilities to support the new bus network and developing mobility hub guidelines to identify and prioritize facility improvements and opportunities for economic development, services, affordable housing, resiliency, and innovation. The Mobility Hub guidelines will emphasize pedestrian, bicycle, and vehicle connections, as well as wayfinding, signage and placemaking.
- **Bus Corridor Investments** - DART has initiated a Bus Corridor Investment Program and will develop Design Guidelines to identify needs, opportunities, and an investment strategy in partnership with our city and agency partners. The program is focusing on the current 22 frequent route corridors. Phase 1 of the study will be completed in June 2023 and will outline capital and operating improvements to enhance speed and reliability. It will also include a screening evaluation to identify a subset of corridors for DART Rapid Ride or Bus Rapid Transit (BRT) service. Phase 2 will be done in FY24 to define projects and costs.
- **Fleet Transition Strategy** - While DART operates a clean CNG bus fleet utilizing 100% renewable energy as well as eight battery-electric buses, a Zero Emission Bus Fleet Transition Plan will be complete by June 2023 to outline a phased approach to further support clean energy and climate goals.
- **Bus Operating Facilities Master Plan** - DART will initiate a master plan in summer 2023 for its five operating and fleet service facilities to optimize the use of assets, including land. Recommendations will focus on improving the efficiency, safety, and productivity of facilities in a sustainable manner while providing flexibility to adapt to fleet and industry changes.

STREETCAR PROGRAM

EXISTING MODERN STREETCAR

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

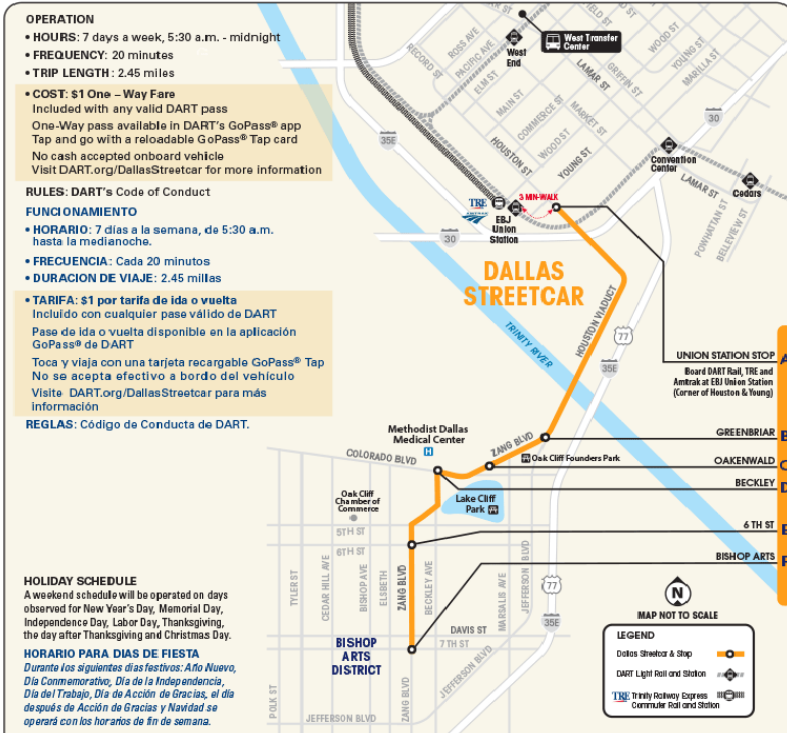
Starter Line: Union Station to Colorado/Beckley

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

Extension 1: Bishop Arts Extension

- Opened in August 2016
- 0.75-mile dual track extension from Colorado /Beckley along Beckley and Zang to terminus at Zang/7th
- Two streetcar stops at Zang/6th and Zang/7th at entrance into Bishop Arts District
- Funding: Texas Mobility Funds (TMF)
- \$16.5M CM/GC contract, November 2015

EXISTING DALLAS STREETCAR SYSTEM MAP



SOURCE: DART

FUTURE MODERN STREETCAR EXPANSION

NORTHERN EXTENSION/CONVENTION CENTER LOOP

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

DALLAS STREETCAR CENTRAL LINK

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

- DART and the City of Dallas completed a supplemental Alternatives Analysis (AA) in 2017. The City of Dallas selected an Elm-Commerce couplet as the preferred route in September 2017 but directed staff to continue to consider Main and Young streets as options.
- A Master Streetcar ILA was approved by the DART Board and the Dallas City Council in August 2019.
- 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 DART FY23 Financial Plan budget is \$96.2 million and assumes \$48 million in FTA grant funding.
- This budget and funding sources may be refined if the project scope changes.

EXISTING MCKINNEY AVE TROLLEY (M-LINE)

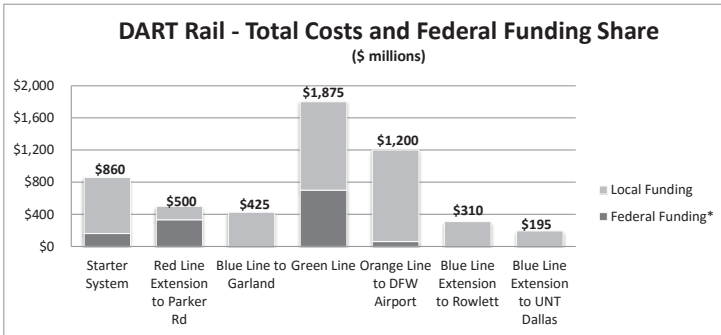
- McKinney Avenue Transit Authority (MATA) is a non-profit organization that operates the vintage M-Line trolley service connecting Cityplace/Uptown to downtown Dallas and the Arts District
- Service is free and operates 365 days a year
- Current round trip on route is 5.2 miles
- DART provides funding contribution through site specific shuttle agreement
- Extension from Ross/St. Paul via Olive-St. Paul loop 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 www.MATA.org for more information

CAPITAL COSTS

- The 20-mile starter system cost \$860 million or \$43 million/mile (1995\$)
- The 12.3-mile Red Line extension (Park Lane to Parker Road) cost approximately \$500 million or \$41 million/mile (2002\$)
- The 11.2-mile Blue Line extension (Mockingbird to Downtown Garland) cost approximately \$425 million or \$40 million/mile (2002\$)
- By 2010, Capital costs for LRT ranged from \$60-85 million/mile based on Green and Orange Line experience
- The 1.2-mile NW-1A (first phase of Green Line from West End to Victory) cost \$75 million (2002\$)
- The 26.5-mile Green Line project (excluding NW-1A) cost \$1.8 billion or \$66 million/mile (2006\$)
 - » Green Line federal project 20.9-mile Farmers Branch to Buckner (NW/SE MOS): \$1.4 billion (2006\$) or \$67 million/mile
- The 14-mile Orange Line project cost \$1.2 billion (2010\$) or \$85 million/mile
- The 4.6-mile Blue Line Rowlett Extension project cost \$310 million (2010\$) or \$65 million/mile
- The 2.6-mile Blue Line Extension to UNT cost \$195 million (2016\$) or \$75 million/mile
- The 26-mile Silver Line cost estimate \$1,899 million (2021\$) or \$73 million/mile(will be updated with actual costs after construction is complete)
- Costs include allocations for vehicles, systems and maintenance facility requirements

MAJOR FEDERAL FUNDING

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



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

PROJECT DEVELOPMENT PROCESS AND CIG PROGRAM FUNDING

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. In November 2021, a new Bipartisan Infrastructure Law (BIL) under the Biden-Harris administration was signed and reflects the administration's emphasis on climate and infrastructure, including public transit expansion. Four key priorities are noted: safety, modernization, climate, and equity.

FTA's Capital Investment Grants program (5309) is a discretionary and competitive federal grant program for light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects.

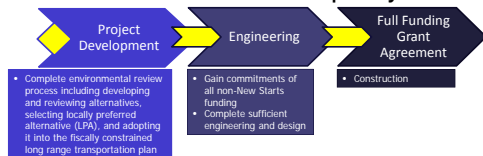
Key changes under BIL include:

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

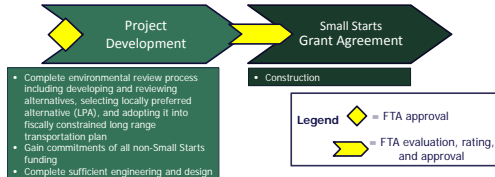
Federal Share: The maximum CIG (Sec 5309) share varies by project type, with New Starts: 60%, Small Starts: 80%, and Core Capacity: 80%. Total federal funds for any project type may not exceed 80%.

FTA issued Policy Guidance for the Capital Investment Grant Program in January 2023. This was an update from 2016 guidance to reflect changes made to project eligibility in the BIL. FTA conducted a request for information in 2021 and is preparing additional updates to guidance including evaluation criteria in the near future.

New Starts and Core Capacity Process



Small Starts Process



10.0 ECONOMIC DEVELOPMENT

DART promotes quality 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 (ERG) have updated the estimated economic, fiscal and developmental impacts of DART capital and operating programs which are summarized below. See www.DART.org/economicdevelopment for detailed information.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

DART is becoming a new national leader in the advancement of TOD with more than \$16 billion invested in existing, planned or projected live-work-play communities at current and future station sites.

DEVELOPMENTAL IMPACTS

In 2017, the UNT ERG examined the economic impacts associated with construction near DART rail stations. A second May 2020 study examined the impacts of projects that are located within ¼-mile of DART stations in 2016-2018. The studies do not include downtown stations. The values of all projects included in the analysis were determined through a combination of steps including a review by Cushman & Wakefield. IMPLAN software was used to create an economic input-output model to measure the direct, indirect, and induced impacts of the development projects on the DFW region. A 2023 update is underway.

TOTAL PROPERTY VALUES WITHIN 1/4 MILE OF LRT AND STREETCAR STATIONS 1999 - 2018

PROJECTS	ESTIMATED VALUE
Private & Public (1999 - 2017)	\$10.8 billion
Private & Public (2016 - 2018)	\$5.138 billion
Streetcar (2016 - 2018)	\$200.7 million
TOTAL	\$16.1 billion

SOURCE: UNT Economics Research Group, January 2017 and May 2020.

Highlights from the May 2020 study for the period from 2016-2018 include:

- A total of 81 development projects were completed within ¼ mile of DART stations with a total property value of \$5.138 billion.
- Commercial development accounted for \$2.123 billion; Residential accounted for \$2.068 billion; and Mixed (Residential/Commercial) accounted for \$947 million.
- The total economic impact of the projects created \$10.27 billion for the DFW economy. The projects created 61,017 construction jobs.
- The projects generated \$286.4 million in state and local tax revenue.
- Projects within ¼ mile of the Downtown Dallas to Bishop Arts streetcar route saw \$200.7 million in development with a corresponding economic impact of \$454.7 million.
- The streetcar projects created 2,701 jobs over the period and generated \$12.6 million in state and local taxes.
- Properties surrounding DART stations rent for substantially more than surrounding projects. Residential properties have a 17.9% rent premium and commercial and office space have premiums of 23% and 5.8% respectively.

TOD POLICY

- Revised in March 2020; Original October 24, 1989
- Purpose of TOD Policy: DART is the steward of a significant public investment 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.

TOD GUIDELINES

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

TOD PROPERTY INVENTORY AND MARKET ASSESSMENT 2019

An inventory of all the 47 DART properties with potential for TOD was completed in May 2019. As part of the inventory process a market assessment was undertaken for each property based on several factors such as parking usage, walkability, population and employment density, etc. to rank the properties in order of their market potential. A copy of this report is available at www.DART.org/economicdevelopment.

ECONOMIC AND DEVELOPMENT IMPACT STUDIES

- *The Economic and Fiscal Impacts of Development Near DART Light Rail Stations* UNT Economics Research Group (May 2020)
- *The Economic and Fiscal Impacts of Development Near DART Stations*. UNT Economics Research Group (January 2017).
- *Through Recession and Recovery: Economic and Fiscal Impacts of Capital and Operating Spending by Dallas Area Rapid Transit*. UNT Center for Economic Development and Research (January 2014).
- *Developmental Impacts of the Dallas Area Rapid Transit Light Rail System*. UNT Center for Economic Development and Research (January 2014).

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

An updated Economic and Development Impact Study is underway and expected to be available in 2024.

>> DART CURRENT AND FUTURE SERVICES

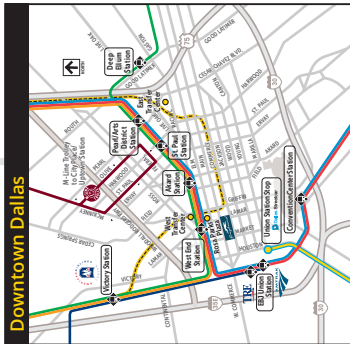
DART Current and Future Services



Map Legend

-
- Legend for the Dallas Area Rapid Transit (DART) map:
- Blue Line
 - Red Line
 - Green Line
 - Orange Line
 - Orange Line Weekdays Peak Only
 - Trinity Railway Express (No Sunday Service)
 - TEXRail (Trinity Metro)
 - A-Train (DCTA)
 - M-Line Trolley
 - Dallas Streetcar
 - Transit Center or Park & Ride
 - Inset Map

Downtown Dallas



Future Services

- DESIGN/CONSTRUCTION UNDERWAY
 Silver Line (2024)
 PLANNING/DESIGN UNDERWAY
 D2 Subwayway (Inset Map)

TRE and TEXRail to Fort Worth



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

Rider Experience

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

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

Mobility & Innovation

Advance mobility options through innovation, technology, and customer initiatives

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

Service and Expansion

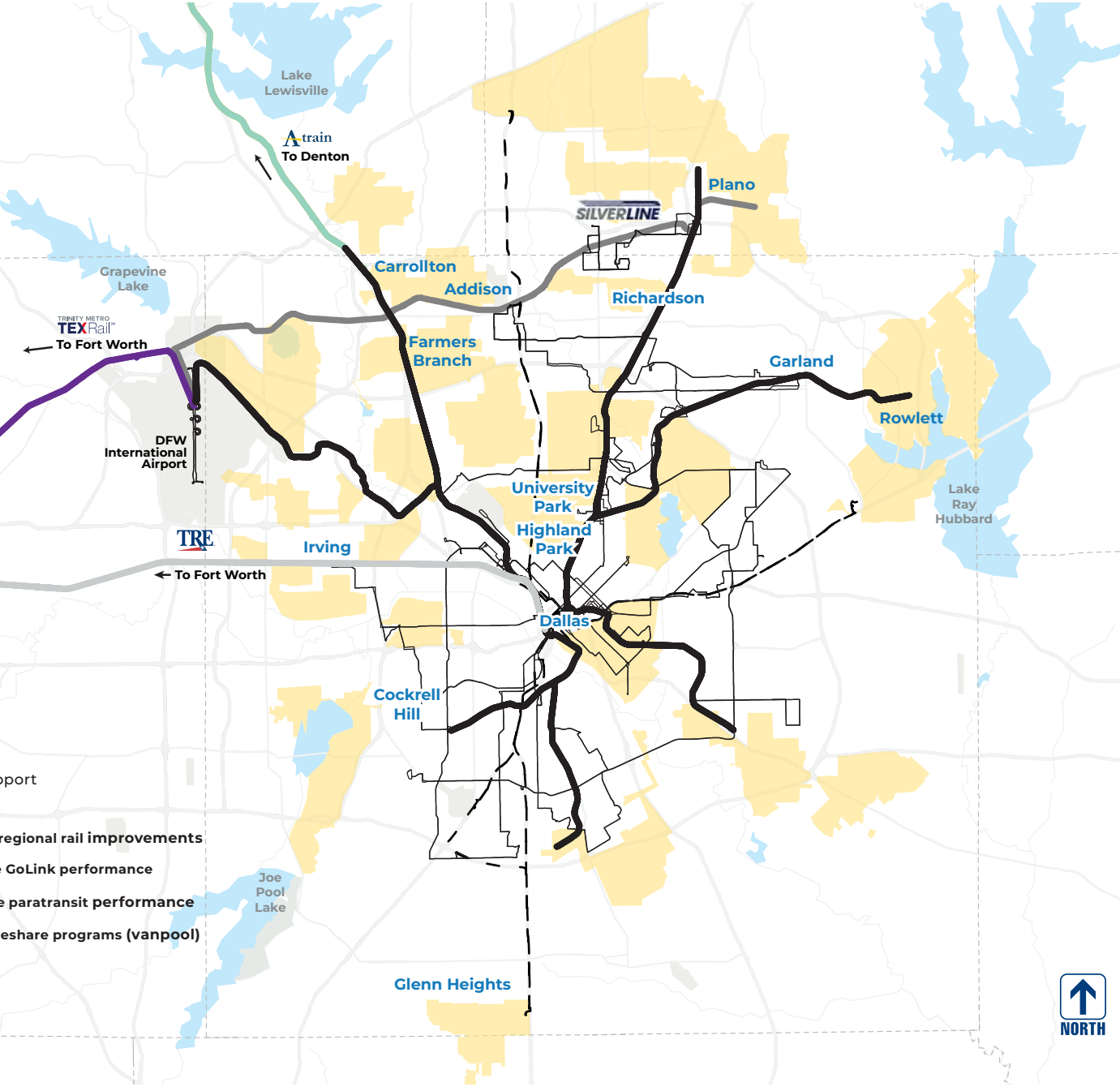
Target service improvements and system expansion to support an equitable and sustainable network

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

LEGEND (As of January 2022)

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

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



Land Use and Economic Development

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

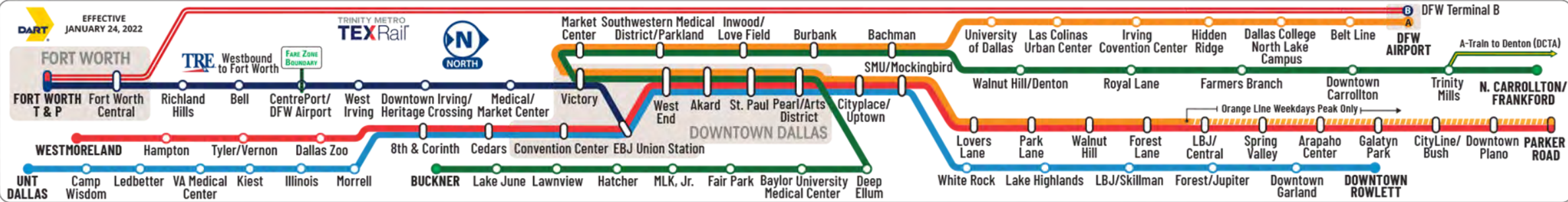
- Coordinate pedestrian and non-motorized enhancements
- Increase transit ridership through coordinated land use planning and development
- Enhance value of DART property by design and accommodate future TOD
- Contribute to economic vitality and housing and employment options

Collaboration

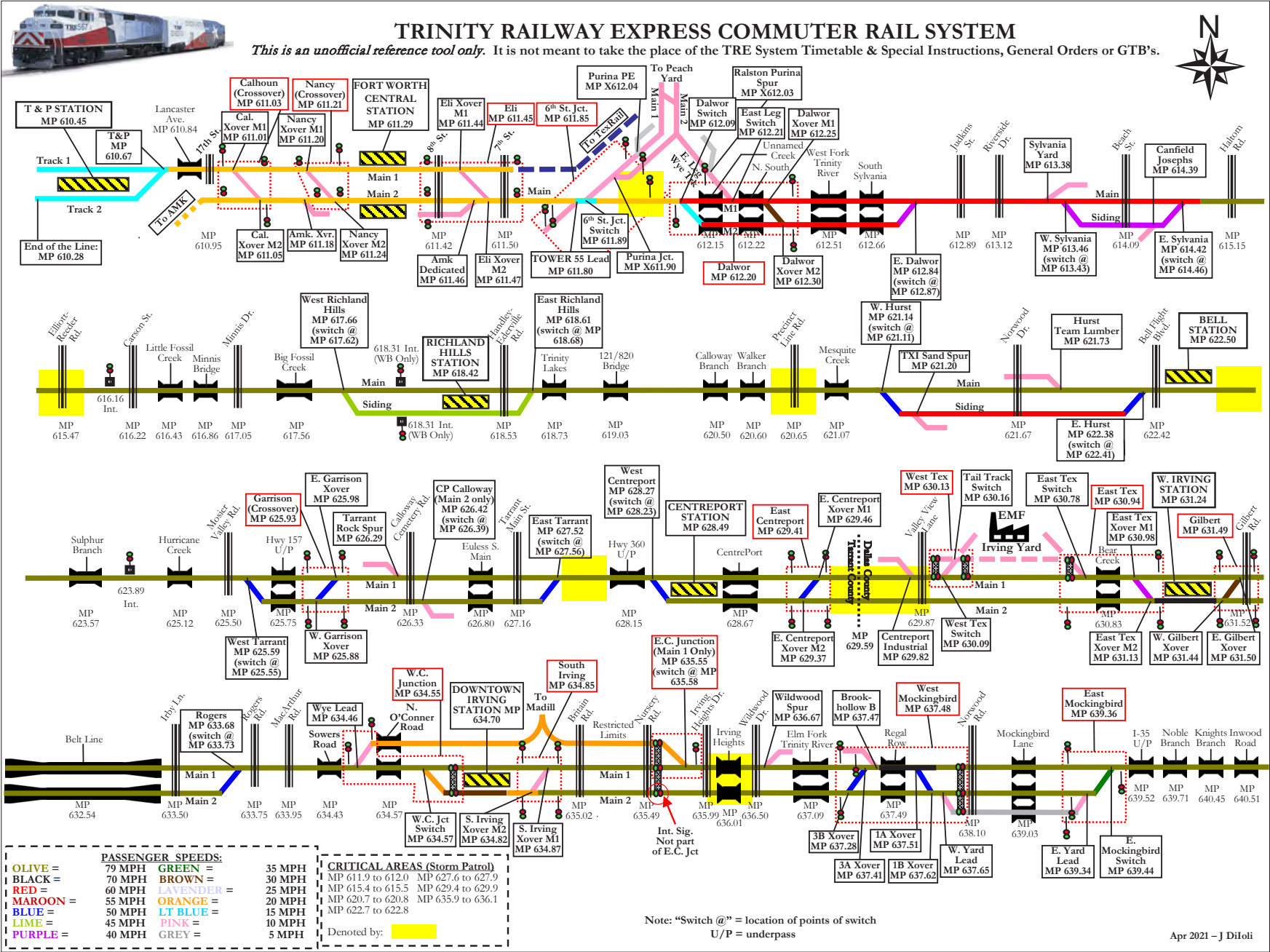
Collaborate with public and private partners on transit supportive programs, policies, and projects

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

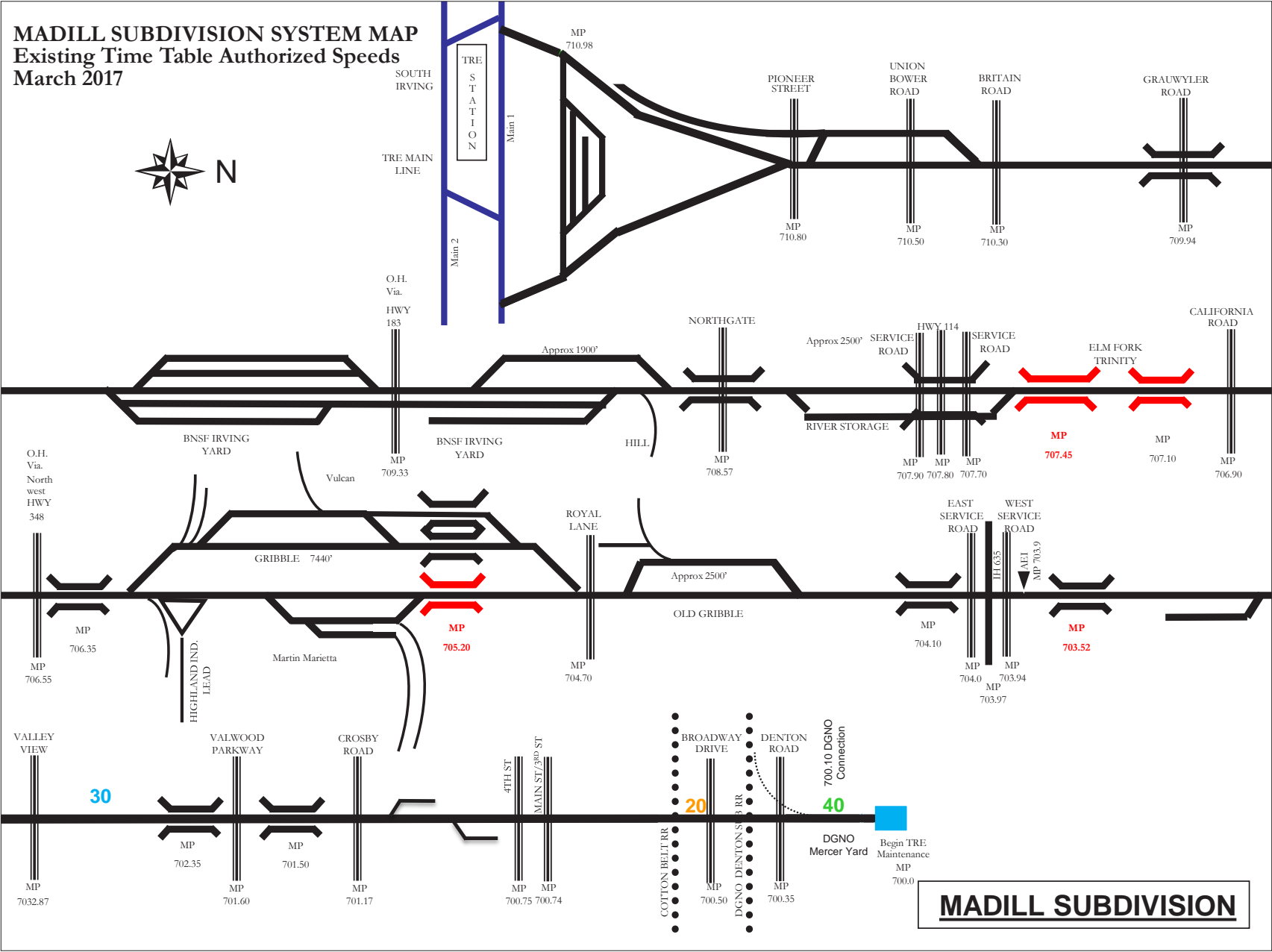
>> RAIL MAP



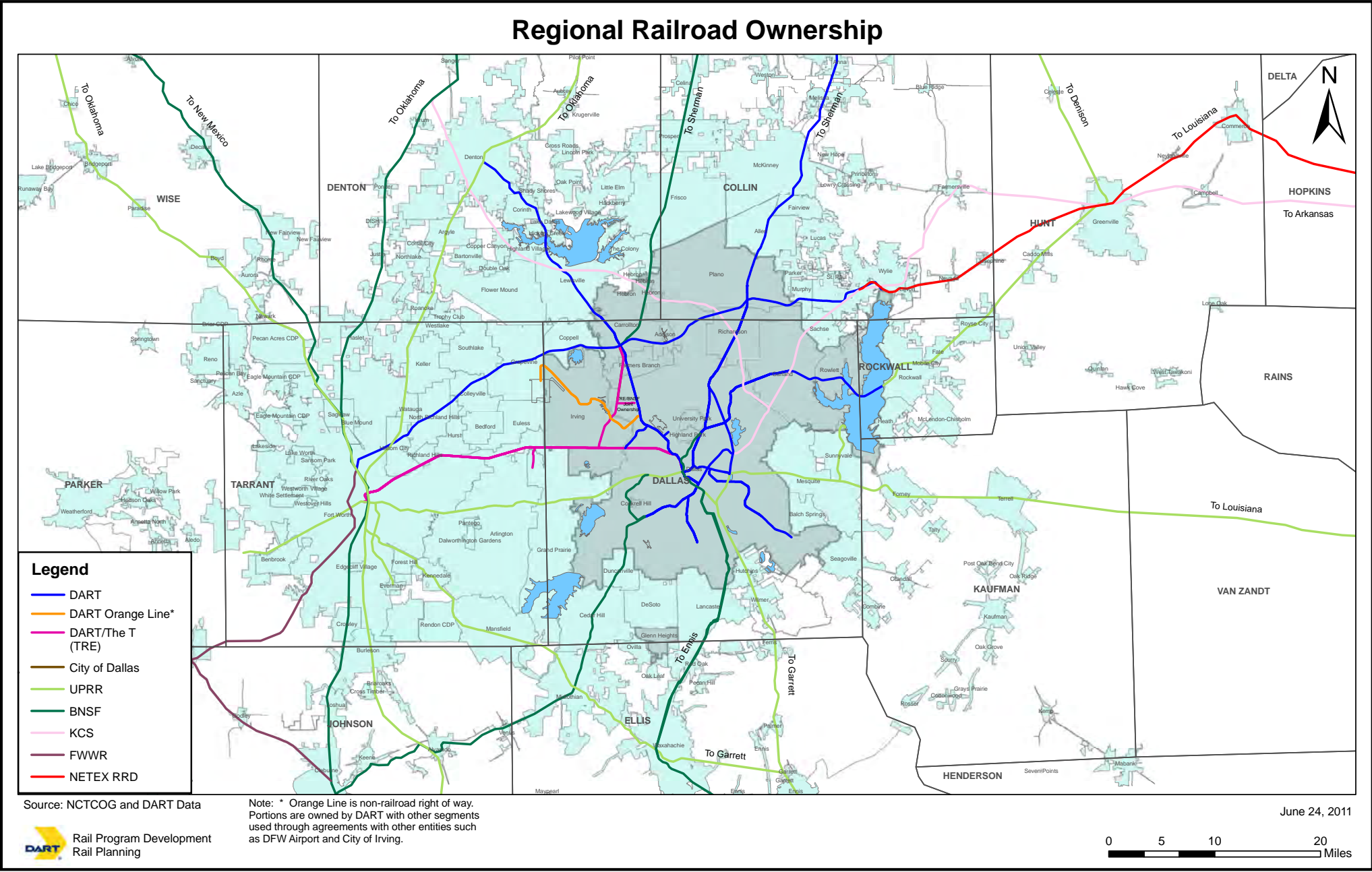
>> TRE COMMUTER RAIL SYSTEM



>> TRE MADILL SUBDIVISION



>> REGIONAL RAILROAD OWNERSHIP





Prepared for Dallas Area Rapid Transit

General Planning Consultant Managed by





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