

DALLAS AREA RAPID TRANSIT
REFERENCE BOOK



March 2022

Version 13.0

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 Growth/Regional 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

DART POINTS-OF-CONTACT

ADMINISTRATIVE OFFICES
214-749-3278

BICYCLE INFORMATION
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

EMPLOYER RIDE SHARE PROGRAMS
214-747-RIDE

LOST & FOUND
214-749-3810

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

VENDOR BUSINESS CENTER
214-749-2701

DART WEBSITE
WWW.DART.ORG
EN ESPAÑOL – WWW.TRANSPORTEDART.ORG
MOBILE [HTTP://M.DART.ORG](http://M.DART.ORG)

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

OTHER POINTS-OF-CONTACT

DENTON COUNTY TRANSPORTATION
AUTHORITY (DCTA)
940-243-0077

TRINITY METRO
817-215-8600

NORTH CENTRAL TEXAS COUNCIL OF
GOVERNMENTS (NCTCOG)
817-640-3300



Data contained in this document is current as of March 2022 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 providing 1 cent sales tax 	<ul style="list-style-type: none"> • FY21 sales tax revenue \$681.5 million • 700 square mile Service Area • Service Area population 2.5 million (2019 NCTCOG) 	<ul style="list-style-type: none"> • 16-county region population 7.5 million (2019 NCTCOG) • 3,748 employees (FY21) • 3,762 employees (FY22) 	
3.0 RIDERSHIP			
MODE	FY21 ANNUAL	FY21 AVERAGE WEEKDAY	
Bus	20.1 million	63,600	
Light Rail	14.5 million	44,800	
Commuter Rail	795,300	2,700	
Paratransit	571,300	1,900	
Vanpool	31,200	120	
Dallas Streetcar	145,400	420	
Total System	36.1 million	113,540	
4.0 OPERATIONS AND PERFORMANCE (FY21)			
<ul style="list-style-type: none"> • Annual Bus Revenue Miles – 24,216,644 • Annual Demand Response Revenue Miles – 7,801,592 • Annual LRT Revenue Car Miles – 8,932,472 • Annual Commuter Rail Revenue Car Miles – 1,341,985 	<p>Service Quality-On-Time Performance</p> <ul style="list-style-type: none"> • Bus 81.8% • LRT/Streetcar 93.2% • TRE 98.5% 	<ul style="list-style-type: none"> • Subsidy per Passenger – Total System \$13.56 • Subsidy per Passenger – Fixed Route \$12.72 	
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 • 123 Arboc Buses (CNG) <ul style="list-style-type: none"> ◦ Vehicle length: 26 feet ◦ Capacity: 17 seats • 46 New Flyer (CNG) <ul style="list-style-type: none"> ◦ Vehicle length: 40 feet ◦ Capacity: 39 • 7 Proterra Electric Buses <ul style="list-style-type: none"> ◦ Vehicle length: 35 feet ◦ Capacity: 35 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"> • 9 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 	
	<p>PARATRANSIT</p> <ul style="list-style-type: none"> • 77 Starcraft <ul style="list-style-type: none"> ◦ Vehicle length: 22 feet ◦ Capacity: 6-10 seated/2-3 wheelchair 		<p>DALLAS STREETCAR</p> <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
		<p>NON REVENUE VEHICLE</p> <ul style="list-style-type: none"> • Non-dedicated fleet of 116 Braun entervans 	
		<ul style="list-style-type: none"> • 746 vehicles 	

SECTION	FAST FACTS	
6.0 FACILITIES		
BUS	LIGHT RAIL	COMMUTER RAIL
<ul style="list-style-type: none"> • 6,878 bus stops • 1,309 shelters, 56 enhanced shelters, 1,567 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 (FY22)		
<ul style="list-style-type: none"> • \$841.9 million Capital and Non-Operating Budget • \$580.4 million Operating Budget • \$610 million Sales Tax Revenue 	FAREBOX RECOVERY <ul style="list-style-type: none"> • Bus 6.0% • Light Rail 8.6% • Commuter Rail 8.1% • Total 7.1% 	BUDGET SUBSIDY PER PASSENGER <ul style="list-style-type: none"> • Bus \$12.87 • Light Rail \$10.42 • Commuter Rail \$27.43 • Paratransit \$67.26 • Vanpool \$8.71
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"> ◦ Red/Blue Line platform modifications (Construction underway, complete 2022) ◦ Silver Line Regional Rail Project (Design/Build underway, complete 2024) ◦ D2 Subway Second CBD Alignment (Planning/Design underway) ◦ Dallas Streetcar Central Link (Planning underway) ◦ Dallas Streetcar Loop - Extension 2 (Planning/Design underway) ◦ Bus Corridor Improvement Program and Design Guidelines to be initiated in FY23 		
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)

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

DART is governed by a 15-member board appointed by service area city councils based on population. Eight members are appointed by the City of Dallas and seven are appointed by the remaining cities. Board members serve 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 2022, DART serves its 13 Service Area cities with 95 bus or shuttle routes, 30 On-Demand GoLinkSM 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 GoLinkSM zones from 16 to 30. In addition, three major capital projects are in various phases of development and implementation: Red/Blue Line platform extensions (complete in 2022), the Silver Line Regional Rail Project (under construction), and the D2 Subway to provide a second light rail alignment through downtown Dallas (planning and corridor preservation phase).

DART's bus fleet is primarily compressed natural gas (CNG), operating with 100% renewable energy sources. DART added seven all electric buses to the fleet in 2018 and is considering expansion of electric vehicles as technology continues to advance. The next major bus fleet replacement is scheduled for 2025-2028. Smaller fleet changes will occur in the interim as well.

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 2022 PRESIDENT/EXECUTIVE DIRECTOR'S GOALS AND PERFORMANCE MEASURES

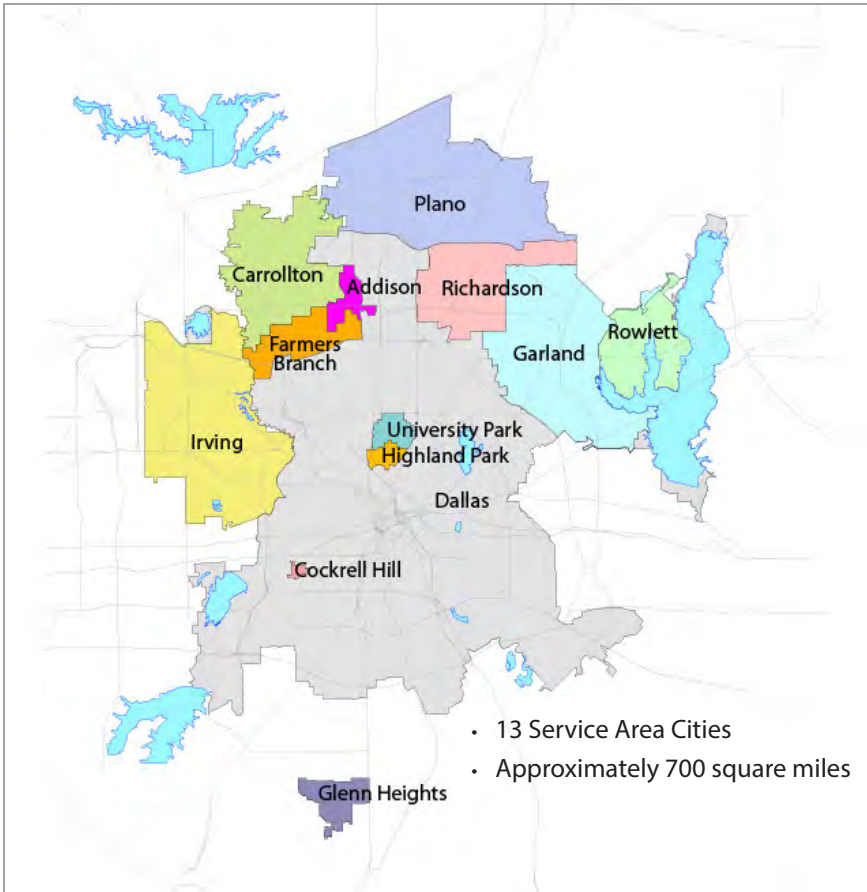
AGENCY GOAL	PERFORMANCE MEASURE
Operations	
<p>1. Improve Rider Experiences</p>	<p>a. Develop and execute Rider Experience Vision, Philosophy, and Roadmap</p> <ol style="list-style-type: none"> 1. Complete Vision and Philosophy document 2. Develop five-year investment program to improve rider experience 3. Develop reporting mechanism to track completion of rider experience improvements 4. Develop mechanism to benchmark and track outcomes of rider experience improvements
<p>2. Lead the agency to make DART an employer of choice and a "best in class" organization.</p>	<p>a. Review and restructure the organization for optimum performance and teambuilding</p>
	<p>b. Make DART an employer of choice - workforce development, alignment, and succession planning</p> <ol style="list-style-type: none"> 1. Institute training and development programs that engage employees to future-proof the leadership pipeline of the agency, beginning with first line supervisor/manager leadership training 2. Introduce a culture of courage, shared values, and collaboration
	<p>c. Provide a safe and engaging work experience that allows DART's employees to thrive</p> <ol style="list-style-type: none"> 1. Diversity, Equity, and Inclusion – Develop a racial equity process framework, using industry best practices, for the Board's consideration. 2. Recruit key positions and achieve 90% budgeted staffing levels while establishing a diverse employee base at all levels of the organization that reflects the communities in the DART Service Area; annually, evaluate trends in employee demographics compared to FY22 benchmark 3. Labor – Foster improved communications with represented staff 4. Rationalize and update entire compensation and benefits package to improve cost effectiveness and ensure market competitiveness
	<p>d. Continue DART's rigorous financial management practices, and plan for additional investments</p> <ol style="list-style-type: none"> 1. Maintain internal and external coverage ratio targets 2. Develop and recommend plan for use of excess sales tax revenues that considers a full range of potential investments that result in impactful outcomes for service area city residents, including mobility and rider experience goals, state of good repair, partnerships with service area cities, debt considerations, etc.; incorporate into the twenty-year financial plan 3. Develop and recommend plan for use of Mobility Assistance and Innovation Fund to advance mobility and rider experience goals; incorporate into the twenty-year financial plan 4. Conduct a comprehensive fare policy review and make recommendations for changes that will align fare structure with equity, mobility, service, and rider experience goals.
	<p>e. Promote outstanding operational safety and performance through performance measurement, benchmarking, and continuous process improvement</p> <ol style="list-style-type: none"> 1. Develop quarterly performance reporting system and dashboard 2. Complete and migrate departments to enterprise asset management system 3. Rationalize the State of Good Repair program
	<p>f. Communicate effectively with DART Board of Directors</p> <ol style="list-style-type: none"> 1. Track Board members' requests for information and responses 2. Notify Board members of elected officials' meetings, public presentations, media reports, and particular actions known to be of interest, with such notification to be in advance to allow the opportunity to participate
	<p>g. Produce a new DART strategic plan</p> <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.

FY 2022 PRESIDENT/EXECUTIVE DIRECTOR'S GOALS AND PERFORMANCE MEASURES

AGENCY GOAL	PERFORMANCE MEASURE
3. Deliver major projects and programs	a. Launch DARTzoom 1. Marketing/communications 2. Operations
	b. Advance Silver Line construction 1. Rebaseline schedule 2. Manage and mitigate unresolved issues along corridor; resolve delay claims
	c. Develop a master strategy for D2 1. Complete environmental evaluation and documentation and preliminary engineering of preferred east end alignment 2. Conduct due diligence studies to support decision on timing for construction of D2
4. Position DART as a leader in the North Texas region	a. Nurture relationships and fortify communications with service area cities
	b. Nurture relationships with regional transportation partners

SOURCE: DART Resolution 200023; June 23, 2020

DART SERVICE AREA



117TH U.S. CONGRESS WITHIN DART SERVICE AREA

U.S. SENATE			
John Cornyn			
Ted Cruz			
U.S. HOUSE OF REPRESENTATIVES			
District 3	Van Taylor	District 26	Michael Burgess
District 4	Pat Fallon	District 30	Eddie Bernice Johnson
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 2019 NCTCOG	POPULATION 2045 NCTCOG FORECAST	% POPULATION CHANGE	EMPLOYMENT 2019 NCTCOG	EMPLOYMENT 2045 NCTCOG FORECAST	% EMPLOYMENT CHANGE
Addison	20,564	21,121	3%	81,242	103,660	28%
Carrollton	129,946	152,448	17%	124,589	162,329	30%
Cockrell Hill	3,164	3,565	13%	1,559	1,864	20%
Dallas	1,303,184	1,648,749	27%	1,268,092	1,818,006	43%
Farmers Branch	32,176	44,662	39%	86,559	115,820	34%
Garland	241,359	297,323	23%	118,143	182,997	55%
Glenn Heights	22,560	36,912	64%	1,623	13,417	727%
Highland Park	8,712	10,710	23%	4,486	5,540	23%
Irving	253,932	299,934	18%	312,570	457,893	46%
Plano	274,982	322,490	17%	307,241	383,530	25%
Richardson	115,897	144,080	24%	170,518	227,784	34%
Rowlett	57,918	87,629	51%	15,191	37,031	144%
University Park	21,124	23,569	12%	13,364	16,492	23%
TOTAL SERVICE AREA	2,485,518	3,093,192	24%	2,505,177	3,526,363	41%
16-COUNTY NCTCOG REGION	7,517,654	11,458,485	52%	5,278,823	8,132,062	54%

SOURCE: NCTCOG 2045 Metropolitan Transportation Plan Updated Demographics; NCTCOG Year 2019 Estimates and 2045 Forecast data

DART SERVICE AREA CITIES SALES TAX RECEIPTS (IN MILLIONS)

CITY	FY21 SALES TAX RECEIPTS	CUMULATIVE SALES TAX RECEIPTS (FY84 - FY21)
Addison	\$14.4	\$329.1
Carrollton	40.8	701.7
Cockrell Hill	0.5	6.2
Dallas	341.0	7,020.0
Farmers Branch	18.0	405.0
Garland	32.8	643.3
Glenn Heights	0.9	8.5
Highland Park	5.5	75.6
Irving	78.2	1,445.3
Plano	90.1	1,682.1
Richardson*	46.0	785.5
Rowlett	7.8	126.0
University Park	5.3	94.5
Coppell & Flower Mound**	0.0	3.0
TOTAL CONTRIBUTIONS ²	\$681.5	\$13,325.7

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	\$96.00	\$192.00	\$48.00

SOURCE: www.DART.org

NOTES: ¹ Available 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 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/PM Pass replaced Two Hour Pass. AM valid until noon, and PM valid after noon.

⁴Midday Pass allows unlimited travel 9:30am - 2:30pm Monday through Friday.

RECENT FARE CHANGES

- 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 card at the electronic reader – or activate their GoPass® ticket – prior to boarding on every trip.
- Effective July 1, 2019, local, regional and reduced 31 Day (Monthly) Passes are only effective on the GoPass® app or the GoPass® Tap Card.
- 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. The Board approved a one year extension of the pilot program.

DART EMPLOYEES

LOCATION/DEPARTMENTS	FULL TIME SALARIED		FULL TIME HOURLY	
	FY21	FY22	FY21	FY22
Bus Operations	171	171	1,639	1,651
Rail Operations	197	197	597	597
Transit Police	429	429	NA	NA
Other	607	609	108	108
TOTAL	1,404	1,406	2,344	2,356

SOURCE: FY 2022 Business Plan - Exhibit 41 , pg. 146

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 Multi-Agency Exchange (MAX) program. Since its inception, the MAX Program has brought together over 250 professionals and saved participating agencies millions of dollars.

In July 2021, President & Chief Executive Officer (CEO) Nadine Lee joined the agency. Ms. Lee replaced Gary Thomas who retired in January 2021 and during his 20 years at DART led the agency through a significant period of growth and change. 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 will continue 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

Dallas Area Rapid Transit (DART) Fiscal Year 2021 Awards and Recognitions

South West Transit Association

- 2021 Spotlight Award (Campaign)
- 2021 Hit the Spot Award (Social Media)
- 2021 Hit the Spot Award (Special Events)

TRANSIT AGENCY COMPARISON (2020 NTD)

METRIC	DALLAS (DART)	BOSTON (MBTA)	DENVER (RTD)	HOUSTON (METRO)	LOS ANGELES (LACMTA)	PHILADELPHIA (SEPTA)	PORTLAND (TRIMET)	SAN DIEGO (MTS)	ST. LOUIS (METRO)
Service Area (Sq.Mi.)	698	3,244	2,342	1,309	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	26,900	20,500	26,900	34,980	65,160	38,060	22,100	20,130	16,550
Heavy Rail	N/A	22,200	N/A	N/A	6,800	16,100	N/A	N/A	N/A
Commuter Rail	1,400	22,300	6,250	N/A	N/A	16,620	160	N/A	N/A
Light Rail	9,900	5,200	9,060	3,240	15,540	2,880	9,050	9,210	5,840
Demand Response	7,600	12,050	5,930	15,130	N/A	7,850	6,840	3,300	4,290
Annual Vehicles Revenue Hours (In Thousands)									
Bus	2,160	2,410	2,200	2,800	6,250	3,800	2,040	1,840	1,220
Heavy Rail	N/A	1,330	N/A	N/A	310	940	N/A	N/A	N/A
Commuter Rail	63	750	230	N/A	N/A	840	7	N/A	N/A
Light Rail	500	720	530	270	760	330	640	510	250
Demand Response	520	1,140	410	990	N/A	800	500	170	240
Annual Unlinked Trips (In Thousands)									
Bus	27,470	81,650	36,360	45,580	222,180	118,820	56,400	38,670	19,350
Heavy Rail	N/A	115,680	N/A	N/A	33,670	71,060	N/A	N/A	N/A
Commuter Rail	1,270	24,760	4,950	N/A	N/A	25,150	370	N/A	N/A
Light Rail	20,100	41,470	10,470	12,900	42,100	20,710	38,870	32,000	10,510
Demand Response	700	1,400	540	1,550	N/A	1,150	960	340	410

TRANSIT AGENCY COMPARISON (2020 NTD) (CONT'D)

METRIC	DALLAS (DART)	BOSTON (MBTA)	DENVER (RTD)	HOUSTON (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	681/557	957/820	1060/814	866/729	2347/1918	1499/1223	684/584	627/519	394/341
Heavy Rail	N/A	436/338	N/A	N/A	102/68	363/286	N/A	N/A	N/A
Commuter Rail	34/23	478/436	132/52	N/A	N/A	411/357	6/4	N/A	N/A
Light Rail	167/117	175/154	172/156	76/56	286/203	159/118	143/116	173/103	87/50
Operating Expenses (In Thousands)									
Bus	\$293,480	\$476,440	\$349,730	\$383,300	\$1,218,060	\$649,500	\$305,010	\$178,770	\$167,400
Heavy Rail	N/A	\$323,930	N/A	N/A	\$152,330	\$200,560	N/A	N/A	N/A
Commuter Rail	\$35,700	\$384,240	\$110,080	N/A	N/A	\$307,480	\$6,810	N/A	N/A
Light Rail	\$191,400	\$186,050	\$120,800	\$87,000	\$433,460	\$75,530	\$166,170	\$95,660	\$88,710
Demand Response	\$47,280	\$120,780	\$43,370	\$60,000	N/A	\$55,680	\$41,570	\$14,960	\$26,060
Fare Revenue (In Thousands)									
Bus	\$20,670	\$76,370	\$41,640	\$18,080	\$134,470	\$130,000	\$59,620	\$39,980	\$18,550
Heavy Rail	N/A	\$177,900	N/A	N/A	\$199,950	\$86,170	N/A	N/A	N/A
Commuter Rail	\$5,570	\$202,930	\$16,100	N/A	N/A	\$107,240	\$300	N/A	N/A
Light Rail	\$15,040	\$64,270	\$15,970	\$2,520	\$26,600	\$21,600	\$45,630	\$36,460	\$11,350
Demand Response	\$1,620	\$4,130	\$2,570	\$1,620	N/A	\$4,440	\$9,340	\$1,560	\$1,080

SOURCE: 2020 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
FY19	0.13
FY20	0.24
FY21	0.44
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY19	1.09
FY20	2.13
FY21	1.73

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
FY19	2.26
FY20	1.91
FY21	2.25
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY19	9.89
FY20	6.88
FY21	7.36

SOURCE: DART Safety Department

SAFETY STATISTICS - TRE OPERATIONS

TRE Collisions (both rail and passenger)	YTD
FY19	9
FY20	10
FY21	9

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



ROBERT C. DYE
Assistant Secretary

Farmers Branch and Plano



**MARK C.
ENOCH**

Garland, Glenn Heights,
and Rowlett



**CARMEN
GARCIA**

Dallas



**FLORA M.
HERNANDEZ**

Dallas



**DOUG
HRBACEK**

Carrollton and Irving



**JONATHAN
KELLY**

Garland



**PATRICK
KENNEDY**

Dallas



**JON-BERTRELL
KILLEN**

Dallas



**ELISEO
RUIZ, III**

Cockrell Hill and Dallas



**RICK
STOPFER**

Irving



**PAUL
WAGEMAN**

Plano



**HOSANA
YEMIRU**

Dallas

SOURCE: DART Office of Board Support

DART BOARD OF DIRECTORS

- Governed by a 15-member board appointed by City Councils based on population
- Board Chair changed in October 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 Board Committees meet once per month on the second Tuesday of the month. The DART Committee of the Whole and Board of Directors meet once a month on the fourth Tuesday of the month. Exceptions are noted below.

2022 MEETING SCHEDULE

January 11, 25	May 10, 24	September 13, 27
February 8, 22	June 14, 28	October 4, 25
March 8, 22	July 12	November 15
April 12, 26	August 9, 23	December 13

FY22 STANDING COMMITTEES

Administrative Committee

Ruiz (Chair), Enoch (Vice Chair), Kelly, Schlosser, Slagel

Audit Committee

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

Budget and Finance Committee

Killen (Chair), Slagel (Vice Chair), Hernandez, Wageman, Wong Krause

Economic Opportunity and Diversity Committee

Dye (Chair), Hernandez (Vice Chair), Garcia, Wong Krause, Yemiru

Customer Service, Safety and Mobility Committee

Stopfer (Chair), Schlosser (Vice Chair), Hrbacek, Ruiz, Yemiru

Planning and Capital Programs Committee

Kennedy (Chair), Hrbacek (Vice Chair), Dye, Killen, Stopfer

OTHER COMMITTEE PARTICIPATION

DART Mobility Service LGC Board of Directors

Wong Krause (Chair), Wise (Vice Chair), Slagel (Secretary), Fontayne-Bärdowell, Smith

DART Defined Benefit Retirement Plan & Trust

Schlosser

Regional Rail Right-of-Way Board of Directors

Wong Krause (Chair), Slagel

RTC Representative

Wong Krause, Slagel (Alternate)

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

Garcia, Stopfer, Wageman

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 SM 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.

AGENCY KEY MILESTONES

YEAR	MILESTONE
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.
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.

SOURCE: DART History on www.DART.org

MAJOR INITIATIVES

SYSTEM WIDE

- The Agency updated its Vision and Mission Statement along with Strategic Priorities in February 2020 to more closely align with the expanding role of DART as an integral part of the community, while emphasizing innovation in mobility. The agency will initiate a new Strategic Plan this year, taking a fresh look at priorities and outlining a 10-year guide for all facets of the agency.
- On January 25, 2022, the DART Board adopted the 2045 Transit System Plan, which outlines key opportunities, goals and action items related to five themes that will help to shape DART's new mobility future: Rider Experience, Mobility and Innovation, Service and Expansion, Land Use and Economic Development, and Collaboration. Future efforts will focus on advancing near-term actions to define capital and operating programs, as well as regular progress reports.
- The agency is placing a focus on customer experience and is in the process of developing a targeted Customer Experience Vision. The process is using input from riders, customer survey results, and best practices to enhance all aspects of a customer's journey. On-time service, cleanliness, and safety/security are often cited as key drivers of satisfaction.
- DART continues to focus on system security, including the "See Something, Say Something" mobile app, enhanced lighting, additional cameras in vehicles, targeted outreach, and enhanced visibility. DART is also committed to enhancing safety and awareness through continued participation in the Safe Place program, human trafficking training, and is engaging with cities, social service agencies and non-profits to address increased homelessness.
- The DART pilot-program for the Discount GoPass® Tap Card, which allows eligible participants to ride for half the fare has been extended to ensure that riders who qualify have access to jobs, health care and educational opportunities. Making mobility more affordable for people helps reduce social and economic inequalities. And, as of September 2021, DART riders can pay for their DART trip with their contactless debit/credit card or contactless-enabled smartphone or device by tapping at any validator. Users benefit from the same fare capping rewards as all GoPass® Tap participants.
- DART continues to add features to the GoPass® mobile app, including integration of other mobility services to allow for one-stop shopping for mobility services. Also, DART is nearly complete with the installation of 300 new digital interactive kiosks. Kiosks offer real-time transit information, interactive guides, translation in nine different languages and are also equipped with high-resolution cameras, increasing the video monitoring presence for the DART Police.
- DART continues to be a leader in transit both locally, regionally, and nationally, including leading efforts including to establish the Inland Port Transportation Management Association (IPTMA) in 2019, and licensing the GoPass® mobile app to agencies outside of Texas.

BUS SERVICE

- In Fall 2019, the DART Board authorized a new Bus Service Plan effort. Called the DARTZoomSM Bus Network Redesign, this effort included extensive public and stakeholder input to create a new network that balances ridership and coverage. The DART Board directed staff to develop a draft network based upon a hybrid concept with a ridership-coverage ratio between 75%-25% and 70%-30%. The new bus network was approved in August 2021 and launched on January 24, 2022. An update to DART Service Standards was also approved with the change.

- GoLink zones nearly doubled to 30 zones with the new bus network and started service early on December 6, 2021, to get riders familiar with the new opportunity. DART supplements GoLinkSM services operated by MV with shared ride transportation network companies (TNC) services like Lyft and Uber, and UberPool is offered as an option in several zones. Two GoLinkSM pilot zones continue to operate in Western Carrollton and South Dallas/Fair Park to continue to learn how this type of service can benefit areas with different mobility needs.
- DART's bus fleet is 100% CNG and electric. CNG buses run on 100% renewable energy sources. DART continues to research new fleet technology options including long-range battery electric buses for future fleet replacements and is preparing a Zero Emission Bus Fleet Transition Plan to evaluate options and 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 planning to deploy four automated electric buses in 2024 or 2025 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. Two charging stations will be installed at the Inwood Road/Love Field station to support opportunity charging while the vehicles are in service.

LIGHT RAIL TRANSIT SERVICE

- The DART system is 93 miles and 65 stations. In 2019, DART completed its CBD Rail Replacement program, which included the track replacement and repair along the downtown Bryan/Pacific transit mall and addition of crossovers to support operational flexibility.
- Red/Blue Line Platform Extensions are under construction and will be complete in Spring 2022. This capacity project will allow for 3-car operations to address crowding during peak times. Operation of 3-car trains on some Red and Blue line trains may occur during the Fall 2022 State Fair. However, due to COVID impacts on ridership, DART will seek a waiver to defer 3-car train operations until ridership recovers more fully.
- DART continues to plan for a Dallas CBD Second Light Rail Alignment (D2 Subway). The D2 Subway is a long-term investment that would add capacity, improve reliability and add operational flexibility while serving new downtown markets. 30% preliminary design was completed in October 2020 and FTA issued the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) in April 2021. Both the Dallas City Council and DART Board approved a change in the east end in February 2022. DART will now focus on corridor preservation and bringing the new segment up to 30% design including environmental clearance. Timing for the revenue service date will be discussed over the next two years.
- The Orange Line Hidden Ridge Station opened in April 2021. A second infill station at Loop 12 is pending an agreement with the City of Irving. Both stations are funded by external contributions and will provide access to major land use developments in the area.
- A light rail fleet replacement program has been developed to begin to replace older vehicles within the fleet. Vehicle specifications have been developed to support the procurement process, and new vehicles are anticipated to be delivered during the mid-late 2020's.
- DART continues to advance transit-oriented development (TOD) initiatives through an update of its TOD Policy (March 2020) and new TOD Guidelines (September 2020). Mockingbird and Trinity Mills Station TOD projects are advancing in cooperation with cities and developers. Current efforts include coordination on proposals for TOD developments at the Addison Station and Arapaho Station. Additional TOD planning efforts are under discussion with the City of Dallas, Garland and Farmers Branch.

STREETCAR

- DART and the City of Dallas approved a Master Streetcar Interlocal Agreement (ILA) in August 2019 to guide future planning, design and operations, and be a model for other cities interested in streetcar. A key element of the ILA was initiation of a \$1 fare on the Dallas Streetcar system in July 2020.
- In October 2019, 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 on whether to advance the full loop or an early phase to the Omni Hotel along Young Street.
- The Dallas Streetcar Central Link, which would connect the Dallas Modern Streetcar from near Union Station through downtown Dallas to the McKinney Avenue Transit Authority (MATA) M-Line is pending advancement until the City of Dallas and other stakeholders determine sustainable O&M sources.
- DART has prepared a Draft DART Service Area Streetcar Master Plan 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. The draft plan is under review as of March 2022.

COMMUTER/REGIONAL RAIL

- The Silver Line Regional Rail project (in the Cotton Belt corridor) is in the design-build phase and is expected to open in 2024. The Silver Line will provide east-west service through seven cities along a 26-mile corridor from Plano to DFW International Airport. DART has an agreement with Denton County Transportation Authority (DCTA) to share the existing DCTA facility for vehicle storage, maintenance, and operations. Silver Line vehicles are scheduled to be delivered by July 2023.
- The TRE is advancing several improvements to add capacity and replace bridges. The Medical District Drive bridge is being replaced in partnership with Dallas County, TxDOT and the City of Dallas and is anticipated to be complete in June 2022.
- Positive Train Control (PTC) was Conditionally Certified and Approved for the TRE corridor by the Federal Railroad Administration (FRA) in December 2020. TRE coordinated with the FRA and PTC vendors to address all the FRA "conditions". Additionally, once the Medical District Drive bridge construction is complete, PTC will be implemented in that segment. PTC ensures improved safety and operations in the corridor.
- In September 2020, NCTCOG was awarded \$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.

ADDITIONAL RESOURCES

About DART

DART FY22 Business Plan

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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). The Allen, Fairview, and Wylie agreements end in September 2022 and may not be extended as they do not have a plan for joining DART. The MUTD agreement was authorized in January 2022 for three years with options for two one-year extensions.

MESQUITE BUS ROUTE - 282 (Now STAR Transit Route 201)

Provides express bus service between Mesquite Hanby Stadium and the DART Lawnview Station.

- Service started March 12, 2012, and was operated by DART as Route 282 until December 2014 through a Local Government Corporation (LGC). The continuation and expansion of service was made possible by an agreement between DART, STAR Transit and the City of Mesquite.
- 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. The Mesquite City Council continues to discuss options to expand service.

METROARLINGTONXPRESS (MAX) (Discontinued 2017)

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 of circulator/distributor service. 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.

3.0 RIDERSHIP AND SERVICE

Ridership on all modes has been impacted by the COVID-19 pandemic starting in March 2020. See page 35 for more detail on ridership recovery trends.

FY21 ANNUAL SYSTEM RIDERSHIP SUMMARY

MODE	FY21 ANNUAL RIDERSHIP	FY21 AVERAGE WEEKDAY
Bus	20.1 million	63,600
Light Rail	14.5 million	44,800
Commuter Rail	795,300	2,700
Paratransit	571,300	1,900
Vanpools	31,200	120
Dallas Streetcar (City of Dallas)	145,400	420
TOTAL SYSTEM	36.1 million	113,540

SOURCE: DART Planning and Development – Service Planning FY21 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

	FY19	FY20	FY21
Annual Ridership (unlinked passenger trips)	38.7 million	27.7 million	20.1 million
Average Weekday (unlinked passenger trips)	138,300	88,300	63,600
Average Saturday Ridership	51,600	54,600	42,700
Average Sunday Ridership	38,600	40,500	30,000
Number of Bus Routes	162	156	145

SOURCE: DART Planning and Development – Service Planning FY17, FY18, FY19 Ridership Reports

NUMBER OF BUS ROUTES BY CATEGORY

ROUTE CATEGORY	FY19	FY20	FY21
Local Routes (1-199)	29	28	25
Express Routes (200s)	9	8	5
Transit Center Feeder Routes (300s)	14	13	12
Crosstown Routes (400s)	23	22	22
Rail Feeder Routes (500s)	53	52	52
Site Specific Shuttles	14	15	12
Flex Routes (800s)	6	5	0
GoLink	14	13	17
TOTAL	162	156	145

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

NOTE: All DART On-Call zones have transitioned to GoLink zones effective March 2019

TOP FIVE FIXED BUS ROUTES FY21

RANK	ROUTE #	ROUTE NAME	AVERAGE DAILY TRIPS FY21
1	11	JEFFERSON/BEXAR STREET	2,350
2	883	UTD	1,600
3	404	WESTMORELAND STA/PARKLAND	2,100
4	466	SW CENTER MALL/BUCKNER	1,900
5	467	BUCKNER/S GARLAND STATION	1,600

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY21

FLEX BUS AVERAGE WEEKDAY RIDERSHIP

ROUTE NUMBER	ROUTE	FY19	FY20	FY21
840	South Irving	167	105	46
841	Telecom Corridor	199	98	51
843	South Plano	82	49	29
870	East Plano	207	152	53
887	Garland-Rowlett	89	78	NA

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY21

* Flex bus routes were converted into regular fixed route bus routes since June 2020.

GOLINK AVERAGE WEEKDAY RIDERSHIP

GOLINK SERVICE	FY19	FY20	FY21
Inland Port	60	52	66
Kleberg	66	38	18
Rylie	30	27	13
North Central Plano	167	112	56
Rowlett	172	134	83
Legacy West	187	90	19
Far North Plano	84	41	20
Farmers Branch	43	41	24
Glenn Heights	30	17	18
Lake Highlands	35	30	24
Lakewood	26	18	11
North Dallas	59	34	27
Park Cities	8	6	4
West Carrollton (pilot)	N/A	2	0
Southeast Garland	N/A	N/A	47
South Irving	N/A	N/A	5
South Dallas	N/A	N/A	3

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY21

Table does not include Toyota Lunch GoLink due to limited operations.

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

Southeast Garland and South Irving started service in October 2020.

West Carrollton pilot started service in May 2020.

SITE SPECIFIC SHUTTLE AVERAGE WEEKDAY RIDERSHIP FY21

ROUTE NUMBER	ROUTE	FY21
702	NorthPark Shuttle	260
704	Parkland/Harry Hines	353
705	Parkland/Medical/Market CTR Station	209
706	Parkland - Empire Central	145
749	Stemmons/Design District	210
768	Mustang Express	257
UTSWN	UTSW Shuttle	85
UTDAL	UT Dallas Shuttle	1,566
DFW	DFW Airport Shuttle	73
TI + TISPCK	TI Shuttle	73
MCE	Medical City E-Shuttle	84
RSON	Richardson/Galatyn Park E-Shuttle	45
PE	Palisades/Richardson	44
BAY	Baylor Shuttle	90

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY21

NOTE: Route 768 also includes the Meadows Museum shuttle.

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

	FY19	FY20	FY21
Annual Ridership	28,340,000	20,081,000	14,487,200
Average Weekday Ridership	92,700	62,600	44,800
Average Saturday Ridership	51,600	42,100	33,600
Average Sunday Ridership	38,600	33,400	28,300

SOURCE: DART Planning and Development Department – Service Planning FY19, F20, FY21 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

	FY19	FY20	FY21
Blue Line	23,100	15,300	10,800
Red Line	24,700	16,100	11,200
Green Line	26,300	17,400	12,600
Orange Line	21,800	13,800	10,000

SOURCE: DART Planning and Development Department – Service Planning LRT Daily Average Ridership for FY19, FY20, FY21

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE-SERVICE	FY19			FY20			FY21		
			AVERAGE WEERDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEERDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEERDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Westmoreland	WOC	Red	1,997	929	738	1,352	871	727	1,419	972	841
Hampton	WOC	Red	822	374	296	486	314	240	267	200	174
Tyler/Vernon	WOC	Red	270	131	103	178	115	96	139	100	83
Dallas Zoo	WOC	Red	491	326	221	318	275	199	235	233	172
UNT Dallas	SOC	Blue	873	412	341	672	372	335	754	460	406
Camp Wisdom	SOC	Blue	421	131	100	282	111	89	192	86	69
Ledbetter	SOC	Blue	1,591	952	741	1,075	774	646	783	549	411
VA Medical Center	SOC	Blue	712	248	190	463	193	156	330	142	115
Kiest	SOC	Blue	1,008	604	443	694	496	390	594	413	311
Illinois	SOC	Blue	1,165	745	609	778	601	518	607	455	373
Morrell	SOC	Blue	531	391	333	336	298	259	287	248	211
8th & Corinth	OC	Red/Blue	1,514	835	666	1,101	799	675	861	682	552
Cedars	OC	Red/Blue	844	496	384	637	473	384	558	407	337
Convention Center	CBD	Red/Blue	663	574	418	426	416	324	342	292	248
Union Station	CBD	Red/Blue/TRE	1,885	1,122	554	1,216	1,039	518	707	506	268

UNT Dallas and Camp Wisdom Station information updated May 2020

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY19			FY20			FY21		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
N. Carrollton/ Frankford	NW	Green	1,121	698	494	842	585	469	781	585	614
Trinity Mills	NW	Green/DCTA	1,174	510	250	780	384	220	402	269	177
Downtown Carrollton	NW	Green	622	417	252	451	330	227	306	220	185
Farmers Branch	NW	Green	758	352	245	523	298	225	384	249	204
Royal Lane	NW	Green	674	411	297	508	374	302	455	353	297
Walnut Hill/ Denton	NW	Green	438	254	235	310	210	204	320	249	230
DFW Airport	NW	Orange	951	705	721	768	640	701	893	547	587
Belt Line	NW	Orange	557	246	231	367	179	178	230	104	106
North Lake College	NW	Orange	651	331	270	394	247	216	241	171	149
Hidden Ridge	NW	Orange	N/A	N/A	N/A	N/A	N/A	N/A	70	69	64
Irving Convention Center	NW	Orange	312	141	102	195	104	82	119	105	89
Las Colinas Urban Center	NW	Orange	274	125	118	170	102	102	95	67	68

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY19			FY20			FY21		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
University of Dallas	NW	Orange	223	149	92	149	93	67	124	71	64
Bachman	NW	Green/Orange	2,195	1,380	1,069	1,546	1,141	988	1,402	1,077	967
Burbank	NW	Green/Orange	602	195	163	403	146	141	235	160	141
Inwood/Love Field	NW	Green/Orange	1,463	920	619	965	634	471	757	575	463
SMD/Parkland	NW	Green/Orange	2,602	1,311	1,127	1,741	907	848	1,348	813	753
Market Center	NW	Green/Orange	603	378	289	413	298	229	277	225	202
Victory	NW	Green/Orange/ TRE	1,990	1,858	1,107	1,238	1,710	1,168	644	556	360
West End	CBD	Red/Blue/Green/ Orange	11,045	4,797	3,461	7,222	4,740	3,683	5,136	3,709	2,972
Akard	CBD	Red/Blue/Green/ Orange	5,314	1,247	929	3,427	1,265	1,000	1,680	1,027	864
St. Paul	CBD	Red/Blue/Green/ Orange	5,591	1,329	1,028	3,581	1,354	1,145	1,848	1,215	1,062
Pearl/Arts District	CBD	Red/Blue/Green/ Orange	5,702	3,511	2,654	3,945	3,566	2,864	2,349	1,895	1,573
Deep Ellum	SE	Green	484	708	487	337	686	557	255	291	227

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY19			FY20			FY21		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Baylor	SE	Green	941	673	481	636	539	428	526	399	346
Fair Park	SE	Green	787	1,313	918	695	1,401	1,037	396	387	431
MLK, Jr.	SE	Green	1,202	1,154	785	833	1,043	679	859	770	671
Hatcher	SE	Green	723	537	457	538	455	421	549	457	411
Lawmview	SE	Green	931	499	398	640	391	332	413	255	216
Lake June	SE	Green	863	516	415	601	390	335	433	315	249
Buckner	SE	Green	1,502	950	785	1,142	819	732	1,254	950	860
Cityplace/Uptown	NC NE	Red/Blue Orange	2,092	1,232	972	1,369	882	728	1,049	829	711
SMU/Mockingbird	NC NE	Red/Blue/ Orange	2,906	1,880	1,287	1,944	1,380	1,043	1,243	1,123	863
White Rock	NE	Blue	589	319	229	406	196	152	230	151	114
Lake Highlands	NE	Blue	442	260	208	299	164	136	171	125	100
LBJ/Skillman	NE	Blue	1,139	741	574	769	440	360	531	361	280
Forest Jupiter	NE	Blue	791	480	386	545	299	259	394	261	206
Downtown Garland	NE	Blue	1,413	814	573	956	484	368	551	327	247

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY19			FY20			FY21		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Downtown Rowlett	NE	Blue	1,206	611	457	892	408	338	871	419	378
Lovers Lane	NC	Red/Orange	1,143	817	458	765	616	431	593	466	395
Park Lane	NC	Red/Orange	2,070	1,358	1,000	1,353	1,082	868	1,074	898	729
Walnut Hill	NC	Red/Orange	944	383	274	632	332	244	415	273	204
Forest Lane	NC	Red/Orange	1,786	942	701	1,162	776	611	902	683	534
LBJ/Central	NC	Red/Orange	1,164	600	465	815	526	442	755	615	556
Spring Valley	NC	Red/Orange	1,227	576	428	801	440	346	542	346	276
Arapaho Center	NC	Red/Orange	990	336	206	628	234	158	308	146	109
Galatyn Park	NC	Red/Orange	386	148	98	257	105	74	118	76	62
CityLine/Bush	NC	Red/Orange	1,352	399	251	868	281	188	297	149	109
Downtown Plano	NC	Red/Orange	660	386	284	431	280	216	352	257	211
Parker Road	NC	Red/Orange	3,325	1,399	982	2,185	1,042	804	1,563	946	799

SOURCE: DART Planning and Development Department – Service Planning FY18, FY19, FY20 Average Daily LRT Station Ridership Report

COMMUTER RAIL RIDERSHIP

- Trinity Railway Express (TRE) operates Monday to Saturday
- Weekday service operates on a 20-30 minute peak and 60-90 minute off-peak schedule

COMMUTER RAIL RIDERSHIP

	FY19	FY20	FY21
Annual Ridership (unlinked trips)	2.0 million	1.3 million	795,300
Average Weekday Ridership (unlinked trips)	7,100	4,300	2,700
Average Saturday Ridership (unlinked trips)	3,500	2,800	1,700

SOURCE: DART Planning and Development Department – Service Planning FY19, FY20, FY21 Ridership Report

TRE RIDERSHIP BY STATION

STATION	FY19		FY20		FY21	
	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY
T & P Station	660	300	440	300	310	230
Fort Worth ITC	670	490	440	340	320	260
Richland Hills	540	300	310	210	170	90
Bell	460	180	270	130	140	70
CentrePort/DFW	840	330	460	240	240	130
West Irving	310	140	210	120	160	80
Downtown Irving/Heritage Crossing	550	290	350	240	250	150
Medical/Market Center	560	110	340	110	250	90
Victory	900	630	570	540	270	220
Union Station	1,590	760	980	610	640	430
TOTAL RIDERSHIP	7,080	3,530	4,370	2,840	2,750	1,750

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 11,500 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

	FY18	FY19	FY20	FY21
Annual Ridership (unlinked trips)	819,200	906,200	621,800	571,300
Average Weekday Ridership	2,860	3,100	2,100	1,900
Average Weekend Ridership	890	990	690	690

SOURCE: DART Planning and Development Department – Service Planning

NOTE: Average Weekday and Average Weekend based on September ridership

VANPOOL RIDERSHIP

VANPOOL RIDERSHIP

	FY18	FY19	FY20	FY21
Annual Ridership	596,000	611,500	309,700	31,300
Average Weekday Ridership	2,300	2,400	1,200	120
Number of Vanpools	171	177	97	14

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

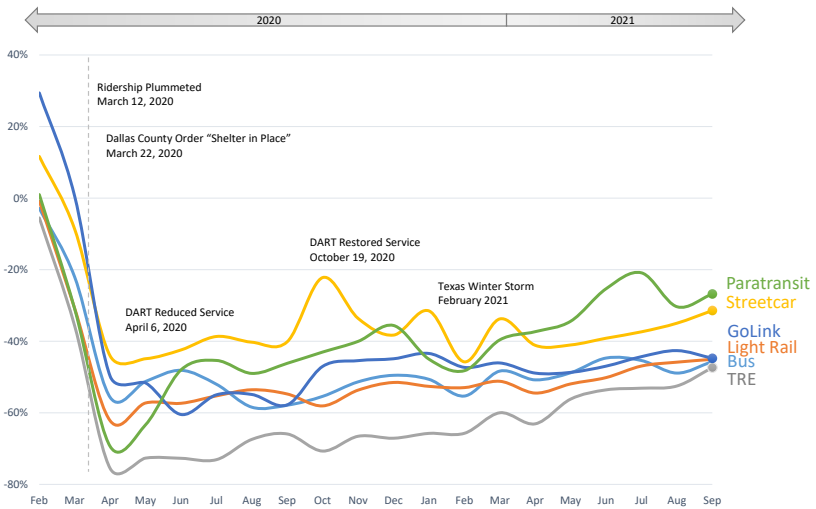
The DART vanpool program will terminate in March 2022 due to vendor issues. Nine DART vanpools have transitioned to our regional partners. DART will continue to explore options for restarting the vanpool program and will remain active in the NCTCOG Regional Vanpool Program as the next regional procurement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

COVID-19 IMPACT ON RIDERSHIP

The ongoing COVID-19 pandemic still has had a significant impact on DART ridership. DART restored the service to nearly 90% pre-pandemic miles and hours on October 19, 2020. Ridership began to increase gradually during FY 2021 with the service restored, more people vaccinated and feeling more comfortable to use transit, as well as more employment and schools opening on site. The in-person State Fair of Texas also resumed in late September 2021 which boosted the rail ridership significantly for a few weeks. FY21 ridership was still down approximately 40% compared to pre-pandemic but was up approximately 20% compared to the previous year in the pandemic. Figure 1 below illustrates ridership trends on all modes since early 2020.

Figure 1 – Change of Weekday Ridership Compared to Pre-Pandemic

Percent Decline from 2019 Ridership



4.0 OPERATIONS AND PERFORMANCE (FY21)

ANNUAL VEHICLE REVENUE MILES

	FY19	FY20	FY21 (UNAUDITED)
Bus ¹	28,574,907	26,891,856	24,216,644
Demand Response Bus ²	2,934,943	1,843,118	1,247,190
Demand Response Taxi ³	7,160,994	5,804,395	6,554,402
LRT	10,310,712	9,866,803	8,932,472
Commuter Rail ⁴	1,633,624	1,404,961	1,341,985
Vanpool	2,838,832	1,423,846	169,653

SOURCE: DART Finance Department – Revenue; FY21 based on NTD information (subject to audit)

ANNUAL VEHICLE REVENUE HOURS

	FY19	FY20	FY21 (UNAUDITED)
Bus ¹	2,257,970	2,156,801	1,954,204
Demand Response Bus ²	225,099	144,285	94,863
Demand Response Taxi ³	397,133	377,154	344,325
LRT	462,549	481,071	433,212
Commuter Rail ⁴	73,830	62,515	65,442
Vanpool	77,361	36,820	3,008

SOURCE: DART Finance Department – Revenue; FY21 based on NTD information (subject to audit)

ANNUAL PASSENGER MILES

	FY19	FY20	FY21 (UNAUDITED)
Bus ¹	146,291,345	112,172,373	80,230,140
Demand Response Bus ²	4,153,750	2,006,115	1,148,208
Demand Response Taxi ³	7,396,607	4,942,990	5,104,519
LRT	227,090,304	164,306,746	121,236,005
Commuter Rail ⁴	35,381,640	21,904,126	12,709,583
Vanpool	18,228,162	8,566,316	726,843

SOURCE: DART Finance Department – Revenue; FY21 based on NTD information (subject to audit)

NOTES:

¹Includes Shuttle and Flex services

²Includes Paratransit and GoLinkSM services

³Includes Paratransit taxi services

⁴Includes Dallas and Tarrant Counties.

KEY PERFORMANCE INDICATORS

DART SCORECARD OF KEY PERFORMANCE INDICATORS						
KPI MEASURE	FY17A	FY18A	FY19A	FY20A	FY21A	FY22B
RIDERSHIP						
Total System (M)	65.8	62.7	70.8	50.3	36.1	40.5
Fixed Route (M)	64.3	61.3	69.3	49.3	35.5	39.6
EFFICIENCY						
Subsidy Per Passenger – Total System	\$6.36	\$6.93	\$6.50	\$9.91	\$13.56	\$13.05
Subsidy Per Passenger – Fixed Route	\$5.98	\$6.51	\$6.05	\$9.28	\$12.72	\$12.23
Farebox Recovery Ratio - Fixed Route	13.3%	13.0%	12.2%	7.7%	5.4%	7.1%
Administrative Ratio	9.2%	10.3%	10.0%	9.8%	10.3%	8.7%
SERVICE QUALITY						
On-Time Performance – Bus	80.4%	82.5%	82.4%	83.6%	81.8%	83.0%
On-Time Performance – LRT	92.1%	92.3%	92.2%	92.1%	93.2%	93.0%
On-Time Performance – TRE	98.5%	97.4%	94.3%	96.4%	98.5%	93.0%
CUSTOMER SATISFACTION						
Complaints Per 100k Passengers - Fixed Route	34.1	34.6	28.9	36.1	52.0	36.0
Complaints Per 100k Passengers - Bus	52.5	54.0	43.3	52.1	84.4	50.0
Complaints Per 100k Passengers - Light Rail	16.7	16.6	12.3	16	10.2	19.5
Complaints Per 100k Passengers - TRE	4.4	3.7	6.0	6.4	4.3	5.5
MANAGED GROWTH						
Sales Tax Operations	72.6%	71.2%	72.3%	79.6%	79.1%	89.1%

SOURCE: DART FY22 Business Plan and FY17-FY21 Quarterly Operating & Financial Performance Reports

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 2022.

- All buses have bike racks on the front.
- DART has transitioned to a CNG fleet, incorporating a “right-sizing” approach, which was completed in FY17. DART added seven electric buses in 2018.
- 115 of the original DART LRV’s were retrofitted to add a low-floor c-car – all vehicles are now Super LRV (SLRV).
- All LRT platforms are being modified to accommodate the low-floor vehicles. Red and Blue line platforms have raised areas that align with low-floor door openings. Under the FTA Core Capacity Program, all 28 Red and Blue Stations that only accommodate two-car SLRV consists have been modified to be consistent with the rest of the system and accommodate up to three-car SLRV consists (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
Arboc	26'	17 (14 for on-call)	CNG	123
NABI Transit*	30' - 40'	Up to 37	CNG	516
New Flyer	40'	Up to 39	CNG	46
Proterra Electric Bus	35'	27	Electric	7
Total				681

SOURCE: DART Bus Maintenance Fleet Plan; 11 of the 123 Arboc vehicles are operated by MV for GoLinkSM services.

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 (March 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 (April 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"	-	9
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
77	22' Starcraft (Multiple Configurations)	10 Seated/2 Wheelchair 6 Seated/3 Wheelchair
NON-DEDICATED FLEET		
Approximately 116	Braun Entervans	2 Seated/1 Wheelchair

SOURCE: DART Paratransit

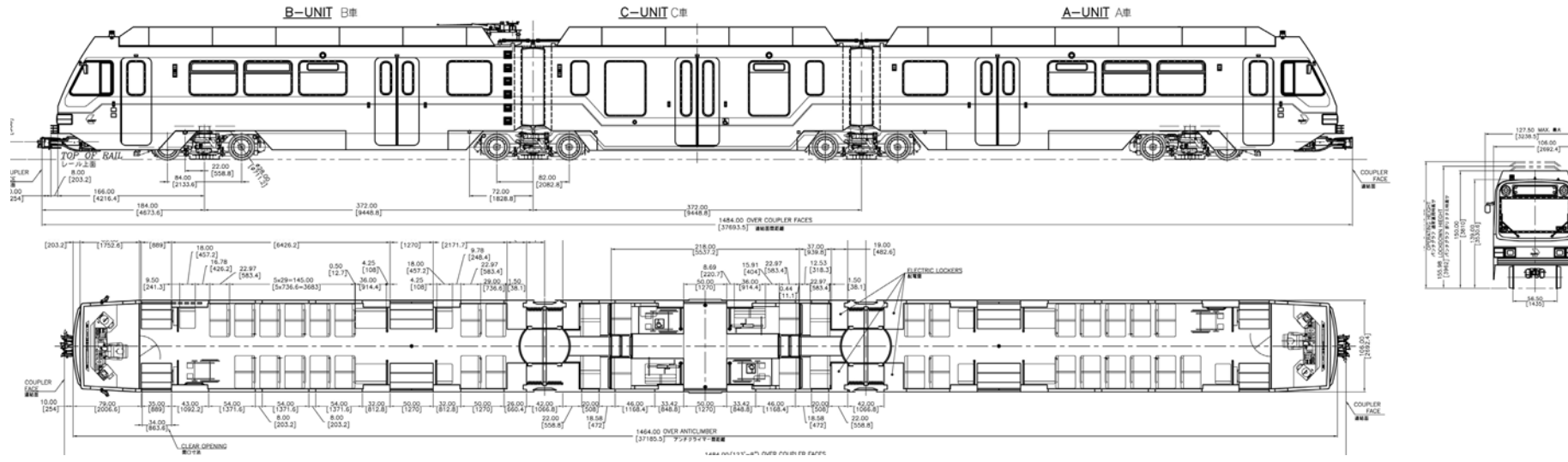
FY21 NON-REVENUE SUPPORT VEHICLES

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

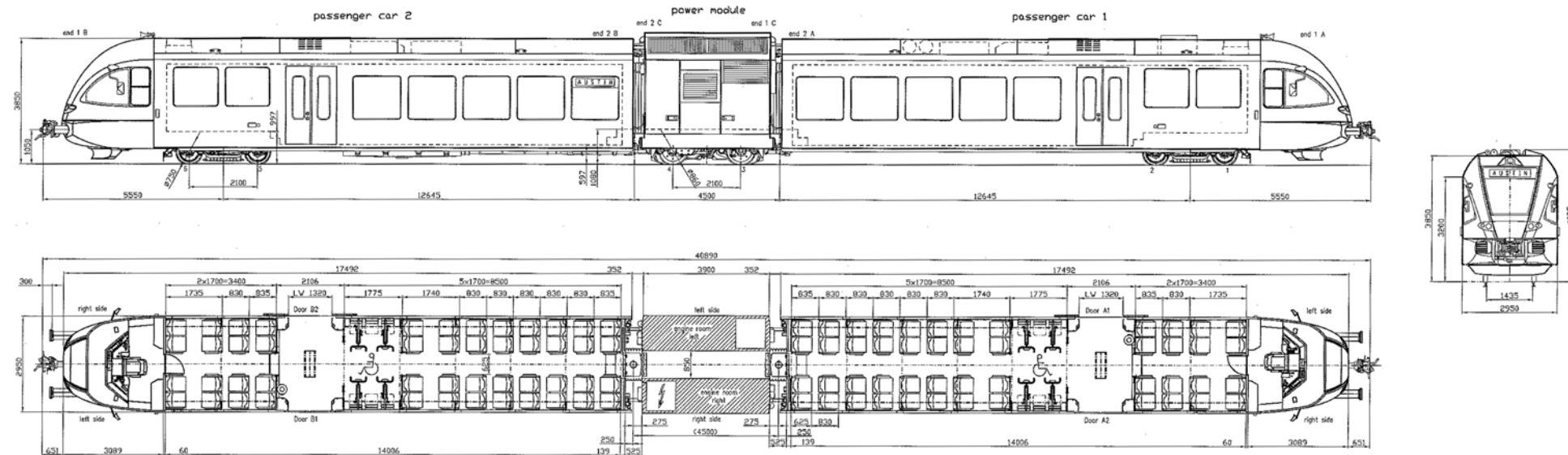
SOURCE: DART Maintenance Department Non-Revenue Vehicle Services

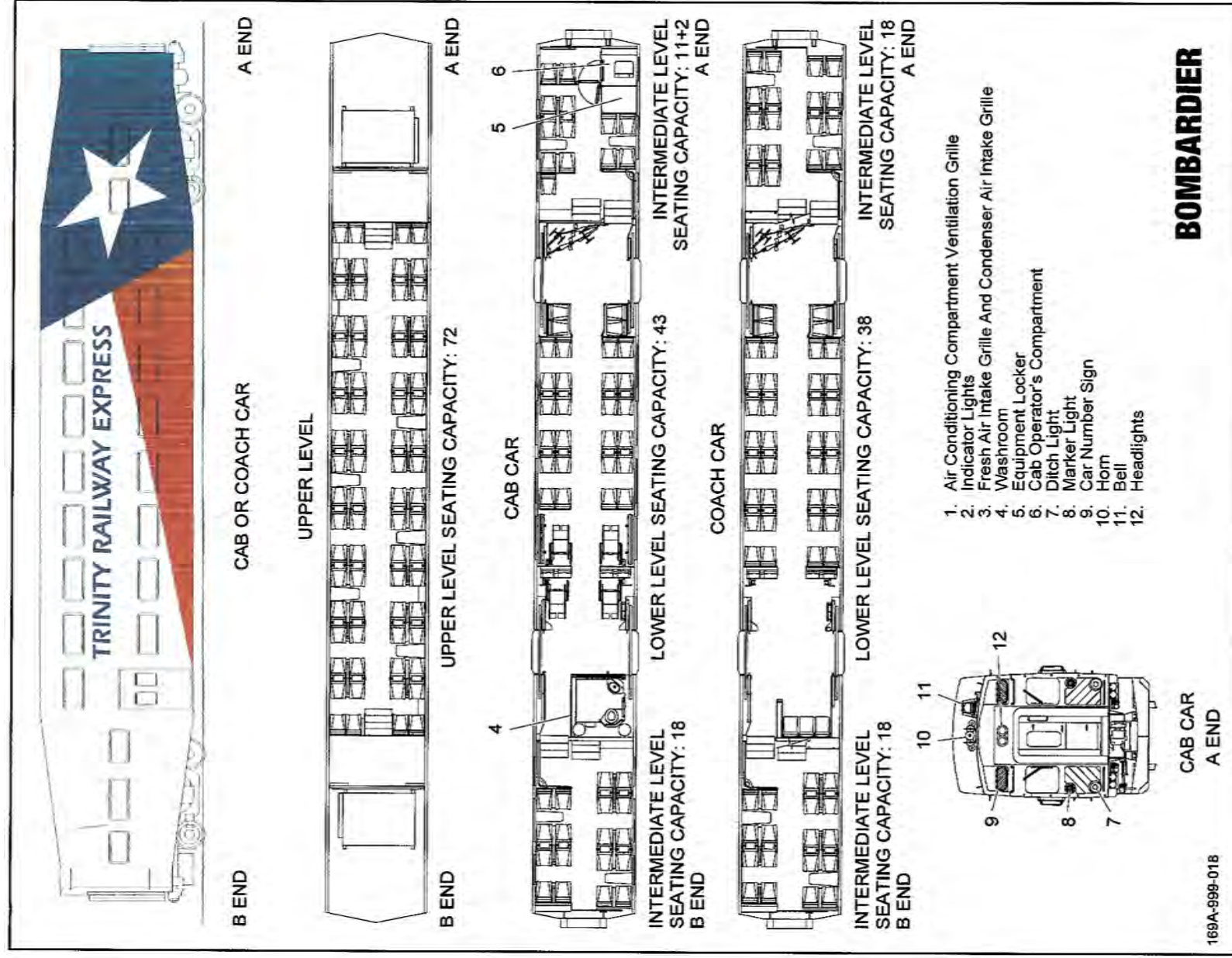
>> VEHICLE DIMENSIONS

DART SLRV



STADLER GTW (SELF PROPELLED DIESEL VEHICLE USED BY DCTA)

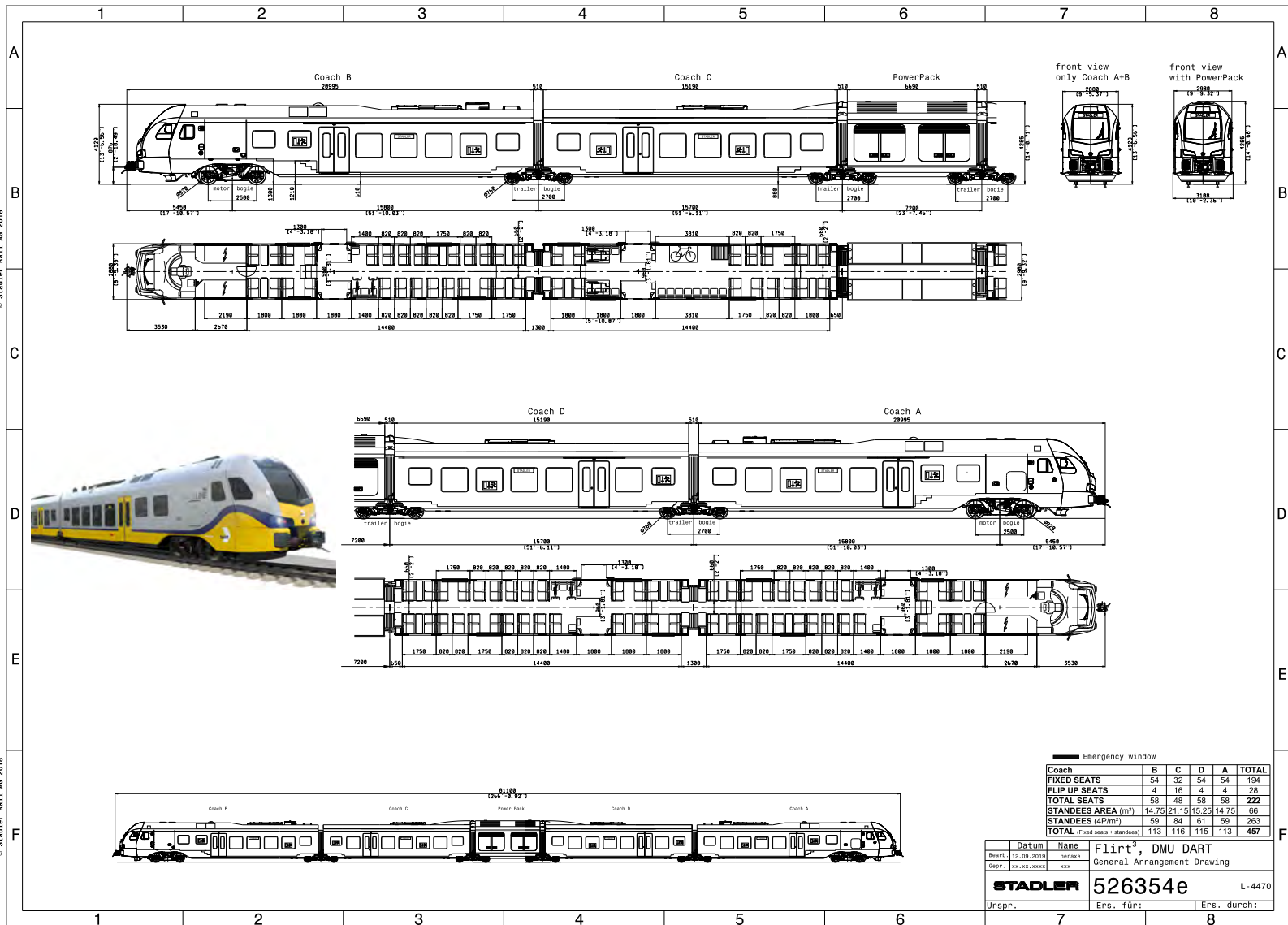




SILVER LINE VEHICLE – FLIRT₃ DMU

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Coach	B	C	D	A	TOTAL
FIXED SEATS	54	32	54	54	194
FLIP UP SEATS	4	16	4	4	28
TOTAL SEATS	58	48	58	58	222
STANDEES AREA (m ²)	14,75	21,15	15,25	14,75	66
STANDEES (qP/m ²)	59	84	61	59	263
TOTAL (Fixed seats + standees)	113	116	115	113	457

Datum	Name	Flirt ₃ DMU DART	
Bearb.	heraxe	General Arrangement Drawing	
Gepr.	xxx		
STADLER		526354e	L-4470
Urspr.	Ers. für:	Ers. durch:	

6.0 FACILITIES

BUS STOPS

FACILITY TYPE	FY19	FY20	FY21*
Bus Stops	10,969	10,325	6,878
Bus Stops with Shelters	1,257	1,289	1,309
Bus Stops with Enhanced Shelters	56	56	56
Benches	1,563	1,542	1,567

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	FY21
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 former transit centers have transitioned into rail stations: Hampton, Illinois, Ledbetter, North Carrollton (now Trinity Mills Station; transit center facilities no longer used), 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

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

LRT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE		AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TVM'S
				R	B					
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?	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	East Ledbetter Drive and South 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	TVM'S
				G	D					
TRINITY MILLS ²	Trinity Mills Road and Broadway Street	AG/S	NW	G	D	BLDG	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 ³	Northwest Highway and Riverside Drive	AG/S	IRV	O			0	ST. (6)	0	2
LAS COLINAS URBAN CENTER	Lake Carolyn Parkway and O'Connor Boulevard	AG/S	IRV	O			0	ST. (4)	0	2
UNIVERSITY OF DALLAS	SH 114 and Loop 12	BG/S	IRV	O			0	4	3	2
BACHMAN ¹	Northwest Highway and Denton Drive	AG/S	NW	G	O		458	8	8	3
BURBANK	Burbank Street and Denton Drive	AG/S	NW	G	O		0	6	4	2
INWOOD/LOVE FIELD	Inwood Road and Denton Drive	A/C	NW	G	O		385	6	5	2
SMD/PARKLAND	Medical District Drive and Harry Hines Boulevard	A/C	NW	G	O		0	13	0	3
MARKET CENTER	Harry Hines Boulevard and Vagas Street	AG/S	NW	G	O		238	5	4	2

LRT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE			AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TVM'S
				G	O	T					
VICTORY ⁴	2525 Victory Avenue at American Airlines Center	AG/S	NW					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	Parry Avenue and Exposition Avenue	AG/S	SE	G				0	ST. (5)	0	2
MLK, JR. ⁶	J.B. Jackson, Jr. Boulevard and Trunk Avenue	AG/S	SE	G			BLDG	200 at JB Jackson	7	0	2
HATCHER	Hatcher Street and Scyene Road	AG/S	SE	G				0	5	8	2
LAWNVIEW ⁷	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

LRT STATION SUMMARY

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

NOTES: See Key of Abbreviations on page 49

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

TRINITY RAILWAY EXPRESS (TRE) STATIONS

STATIONS	CORRIDOR	LINE SERVICE				PARKING SPACES	BUS BAYS	KISS-N-RIDE	TYPE
TEXAS AND PACIFIC	TRE	T				351	0	0	AG
FORT WORTH ITC	TRE	T				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.

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
BLDG	Climate-controlled waiting area available

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	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 Rail 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	222 Buses
NORTHWEST BUS MAINTENANCE	
Location	2424 North Webb Chapel, Dallas, TX 75220-5702
Fleet Allocation	258 Buses
SOUTH OAK CLIFF BUS OPERATIONS FACILITY	
Location	3422 Kiest Boulevard, Dallas, TX 75203-4617
Fleet Allocation	201 Buses

SOURCE: DART Maintenance Department - Feb 2022

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
NORTH-WEST 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.

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 Highland 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

FY21 SYSTEM INFORMATION (LRT AND DALLAS STREETCAR)

	FY19	FY20	FY21
LRT Traction Power Substations (TPSS)	9AC / 76 TPSS	9AC / 78 TPSS	9AC / 78 TPSS
Crew Rooms	29 (6 - Restrooms Only)	32 (6 - Restrooms Only)	32 (6 - Restrooms Only)
Central Instrument House – Signals	75 (including 10 Yard CIHs)	75 (including 10 Yard CIHs)	75 (including 10 Yard CIHs)
Streetcar TPSS	2TPSS	2TPSS	2TPSS

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: • 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 • 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 Rail Program Development – 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/driver/managed-lanes/texpress.html>

<https://www.txdot.gov/driver/managed-lanes/high-occupancy-vehicle-lanes.html>

NORTH TEXAS TEXPRESS LANES SYSTEM MAP



SOURCE: https://www.texpresslanes.com/sites/texpresslanes.com/files/texpress_lanes_system_map_08242020.pdf

8.0 OPERATING AND CAPITAL BUDGET

BUDGET AND FINANCE DEFINITIONS

- **NON-OPERATING AND CAPITAL BUDGET** – Includes items such as LRT 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 FY22 Operating Expense Budget by expenditure category, compared to FY20 and FY21 actuals.
- **SOURCES OF FUNDS 2022-2041** – 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 FY22.
- **REVENUE FROM FARES BY TYPE** – FY20, FY21 actuals and FY22 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)

FY21 ACTUAL	CATEGORY	FY22 BUDGET
\$311,565	Total Capital Projects	\$819,016
\$11,594	P&D/Startup/Non-Ops	\$18,689
\$2,308	Road Improvements/ITS	\$4,236
\$325,468	TOTAL CAPITAL & NON-OPERATING	\$841,941

SOURCE: FY 2022 Business Plan - Exhibit 19, pg. 79-81

CAPITAL BUDGET SCHEDULE BY MODE

FY22 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY2022	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVINGS)
AGENCY-WIDE				
Administrative Building	\$9,092	\$91,675		
Communication/ Information Systems	25,049	344,299		
Fare Revenue Collection Equipment	887	1,008		
Maintenance Building	5,471	20,066		
Passenger Stations	745	2,864		
Service Vehicles (non-revenue)	972	78,578		
TOTAL AGENCY-WIDE	\$42,216	\$538,491	\$0	\$0
BUS				
Communication/ Information Systems	\$13,286	\$55,624		
Fare Revenue Collection Equipment	1,191	37,281		
Guideway	870	1,032		
Maintenance Building	10,857	104,579		
Passenger Stations	2,080	5,980		
Revenue Vehicles	7,953	1,015,665	92,873	
TOTAL BUS	\$36,236	\$1,220,162	\$92,873	\$0
COMMUTER RAIL				
Communication/ Information Systems	\$442	\$190,191	\$28,668	
Guideway	21,844	144,493	119,526	
Maintenance Building	6,429	17,064	6,326	
Passenger Stations	0	568		
Revenue Vehicles	4,160	275,980	177,280	
TOTAL COMMUTER RAIL	\$32,875	\$628,295	\$331,800	\$0
LRT				
Communication/ Information Systems	\$10,290	\$128,205	\$0	
Fare Revenue Collection Equipment	0	50,020		
Guideway	2,769	67,134		
Maintenance Building	12,933	78,914		
Passenger Stations	26,861	86,225	22,452	
Revenue Vehicles	0	1,792,816		
Service Vehicles (non-revenue)	0	14,211		
TOTAL LRT	\$52,853	\$2,217,525	\$22,452	\$0
STREETCAR				
Revenue Vehicles	\$0	\$1,593	\$1,593	
TOTAL STREETCAR	\$0	\$1,593	\$1,593	\$0

CAPITAL BUDGET SCHEDULE BY MODE (CONT'D)

FY22 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY2022	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVING)
PARATRANSIT				
Administrative Building	\$0	\$0		
Maintenance Building	\$0	\$4,994		
TOTAL PARATRANSIT	\$252	\$4,994	\$0	\$0
ROAD IMPROVEMENT				
TOTAL ROAD IMPROVEMENT	\$4,236	\$24,213	\$0	\$0
TOTAL MAINTENANCE, REPLACEMENT AND IMPROVEMENT	\$168,416	\$4,635,274	\$448,719	\$0
NON-OPERATING				
Total Other	\$4,117	\$22,717	\$0	\$0
EXPANSION				
LRT				
Guideway (D2 Subway)	\$72,311	\$1,855,592	\$952,000	\$4,893
COMMUTER RAIL				
Guideway (Silver Line)	\$582,524	\$1,159,393	\$56,336	\$23,191
STREETCAR				
Guideway (Dallas Streetcar Central Link)	\$0	\$103,194	\$55,194	\$3,296
TOTAL EXPANSION				\$31,380
CAPITAL PLANNING & DEVELOPMENT & START-UP	\$14,572	\$369,409	\$0	\$0
GRAND TOTAL	\$841,941	\$8,142,579	\$1,512,249	\$31,380

SOURCE: FY 2022 Business Plan - Exhibit 19 , pg. 79-81

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

FY20 ACTUALS	CATEGORY	FY21 ACTUALS	FY22 BUDGET
\$265.7	Salaries & Wages	\$255.7	\$264.4
121.5	Benefits	109.4	123.8
45.5	Services	50.7	62.4
42.6	Materials & Supplies	40.3	41.9
17	Utilities and Communications	16.0	16.5
10.8	Claims & Insurance	5.4	9.7
59.5	Purchased Transportation	56.8	69.9
0	Taxes, Leases, Reserves & Other	6.6	6.4
\$562.6	SUB-TOTAL	\$541.0	\$594.9
(10.9)	Capital P&D	(10.3)	(14.6)
\$551.7	TOTAL OPERATING EXPENSES	\$530.7	\$580.4

SOURCE: DART Finance Department - Business Planning & Analysis

SOURCES OF FUNDS 2022-2041 (IN MILLIONS)

MODE	FY21 BUSINESS PLAN	FY22 BUSINESS PLAN
Sales Tax Revenues	\$19,933.3	\$20,396.6
Operating Revenues	2,525.7	2,199.6
Interest Income	436.4	558.6
Formula Federal Funding	1,679.7	2,079.1
Discretionary Federal Funding	1,214.3	1,231.3
Debt Issuances	4,234.7	3,795.5
Other Sources	760.4	778.3
TOTAL SOURCES OF FUNDS	\$30,784.4	\$31,039.1

SOURCE: FY 2022 Business Plan - Exhibit 7, pg. 22

10-YEAR SALES TAX HISTORY 2012-2022 (IN MILLIONS)

	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21
October	\$33.3	\$35.4	\$38.0	\$41.3	\$42.2	\$43.3	\$46.7	\$49.1	\$54.2	\$50.7
November	31.7	32.1	36.3	38.1	40.4	43.3	46.7	47.7	51.2	49.3
December	46.1	47.8	50.2	55.9	57.5	59.7	60.2	64.6	68.7	67.6
January	30.8	35.5	35.0	38.4	40.3	43.5	44.9	47.6	52.2	49.3
February	31.8	32.9	36.1	37.0	39.8	42.1	42.3	46.2	45.4	42.7
March	39.5	41.1	44.5	49.5	51.8	53.7	57.2	55.6	51.3	61.4
April	33.4	35.8	39.2	41.8	41.9	42.9	47.5	51.0	41.0	58.1
May	33.9	37.9	36.8	39.6	42.7	47.0	50.9	49.6	45.3	56.1
June	40.9	43.0	44.7	50.1	51.9	52.2	54.6	56.7	56.3	65.5
July	37.2	36.5	39.7	39.3	42.3	43.6	46.6	46.9	48.3	59.6
August	34.8	36.0	40.1	39.8	44.3	45.1	46.5	54.0	46.9	56.0
September	39.1	41.8	45.2	47.9	50.0	50.2	51.4	55.4	55.1	65.2
FY TOTAL	\$432.5	\$455.7	\$485.7	\$518.6	\$545.1	\$566.6	\$595.6	\$624.4	\$615.8	\$681.5

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

FY22 FINANCIAL PLAN SALES TAX REVENUE

	FY22
Projected Sales Tax Revenue	\$610 million

SOURCE: FY2022 Business Plan

REVENUE FROM FARES BY TYPE

TYPE OF FARE	FY2020 ACTUALS		FY2021 ACTUAL		FY2022 BUDGET	
	ACTUALS UNITS	ACTUALS REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
SINGLE FARE						
Local	87,327	\$218,318	78,792	\$196,980	112,751	\$281,878
Streetcar	-	-	36,868	36,868	38,416	52,758
Regional	-	-	3,528	21,168	3,676	22,057
Reduced	31,804	39,755	28,162	35,203	40,300	50,375
Paratransit (Coupons)	17,937	538,120	132,073	396,218	188,996	566,988
TOTAL SINGLE FARE	137,068	\$796,193	279,423	\$686,437	384,139	\$974,056
AM/PM						
Local	3,440,269	\$10,320,774	2,711,516	\$8,134,506	2,829,995	\$8,489,984
Regional	-	-	-	-	-	-
Reduced	983,835	1,475,734	764,974	1,147,443	399,195	1,197,586
Mesquite	-	-	-	-	-	-
TOTAL AM/PM	4,424,104	\$11,796,508	3,476,490	\$9,281,949	3,229,190	\$9,687,570
GOLINK						
Local	-	-	13,092	\$39,276	27,390	\$82,169
TOTAL 2-HOUR	-	\$0	13,092	\$39,276	27,390	\$82,169
MIDDAY PASSES						
Local	624,673	\$1,249,335	507,442	\$1,014,871	528,755	\$1,057,495
Regional	25,624	51,238	23,984	47,956	24,991	49,971
TOTAL MIDDAY	650,297	\$1,300,573	531,426	\$1,062,827	553,746	\$1,107,466
DAY PASSES						
Local	919,132	\$5,514,746	533,807	\$3,202,801	566,095	\$3,396,571
System	-	-	-	-	-	-
Regional	108,494	1,301,928	86,897	1,042,764	92,154	1,105,851
Reduced	305,797	917,372	210,052	630,138	222,754	668,262
High School	18,753	56,259	6,664	19,992	7,067	21,202
College/Trade	34,182	102,546	11,330	33,990	12,015	36,046
Mesquite	5	35	-	-	-	-
Vouchers (book of ten)	30,729	1,075,515	176,733	692,582	20,985	734,483
TOTAL DAY PASSES	1,417,092	\$8,968,401	1,025,483	\$5,622,267	921,070	\$5,962,415

REVENUE FROM FARES BY TYPE (CONT'D)

TYPE OF FARE	FY2020 ACTUALS		FY2021 ACTUAL		FY2022 BUDGET	
	ACTUAL S UNITS	ACTUALS REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
MONTHLY PASSES						
Local	47,356	\$4,546,176	22,074	\$2,119,104	31,588	\$2,208,106
System	-	-	-	-	-	-
Regional	656	125,952	350	67,200	501	70,022
Reduced	10,506	504,288	67,200	318,480	96,163	331,856
Mesquite	-	-	-	-	-	-
Lone Star - Local	-	-	-	-	-	-
Lone Star - Regional	-	-	-	-	-	-
High School	10,528	505,344	1,225	58,800	1,753	61,270
College/Trade	-	-	-	-	-	-
TOTAL MONTHLY PASSES	69,046	\$5,681,760	90,849	\$2,563,584	130,005	\$2,671,254
ANNUAL PASSES						
Local	137	\$60,284	4,797	\$4,146,041	435	\$24,562
System	-	-	-	-	-	-
Regional	5	9,100	36	11,350	38	8,138
Senior	2	624	5	1,145	5	821
Corporate Programs	11,047	8,331,994	509	449,449	5,094	3,270,404
TOTAL ANNUAL PASSES	11,191	\$8,402,002	5,347	\$4,607,985	5,572	\$3,303,925
OTHER PROGRAMS						
Secondary/ College Decals	51,488	\$3,121,325	40,852	\$2,865,529	42,568	\$2,169,779
Special Events	18,658	55,974	-	-	-	-
TOTAL OTHER PROGRAMS	70,146	\$3,177,299	40,852	\$2,865,529	42,568	\$2,169,779
TOTAL PASS SALES	6,778,944	\$40,122,735	5,462,962	\$26,729,854	5,293,680	\$25,958,634
WITHOUT PARATRANSIT COUPONS	6,761,007	\$39,584,615	5,330,889	\$26,333,636	5,104,684	\$25,391,646

SOURCE: FY 2022 Business Plan - Exhibit 111 , pg. 332, FY 2021 Actuals: Finance - Revenue Administration

REVENUE RECOVERY

FAREBOX REVENUE RECOVERY RATIO

MODE	FY20 ACTUAL	FY21 ACTUAL	FY22B BUDGET
Bus Transit	5.4%	3.9%	6.0%
Light Rail Transit	9.8%	6.9%	8.6%
Commuter Rail Transit	16.4%	8.9%	8.1%
FIXED ROUTE TOTAL	7.7%	5.4%	7.1%

SOURCE: FY21 Fourth Quarter Report, Operations & Financial Section, Exhibit 31 pg. 20

ALL MODES – SUBSIDY/PASSENGER

SUBSIDY PER PASSENGER

MODE	FY20 ACTUAL	FY21 ACTUAL	FY22B BUDGET
Bus Transit	\$9.85	\$12.98	\$12.87
Light Rail Transit	\$8.05	\$11.10	\$10.42
Commuter Rail Transit	\$16.43	\$36.28	\$27.43
FIXED ROUTE TOTAL	\$9.28	\$12.72	\$12.23
Paratransit	\$62.43	\$65.59	\$67.26
Vanpool	\$2.33	\$8.73	\$8.71
SYSTEM TOTAL	\$9.91	\$13.56	\$13.05

SOURCE: FY21 Fourth Quarter Report, Operations & Financial Section, Exhibit 31 pg. 20

9.0 DART SYSTEM EXPANSION AND IMPROVEMENT PROGRAM

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

The DART Rail System consists of approximately 93 miles of LRT line 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 in 2024. Recent focus has been on system enhancements such as rail replacement in the Dallas Central Business District (CBD) completed in 2019, and Red/Blue Line platforms extensions, which will be complete in Spring 2022 to provide additional system capacity. A rail 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 Trinity Railway Express (TRE) is advancing capacity and bridge improvements.

Additional opportunities are contained in the 2045 Transit System Plan and will be further defined over the next few years. The 2045 Transit System Plan map, which highlights key themes and goals is provide on page 80.

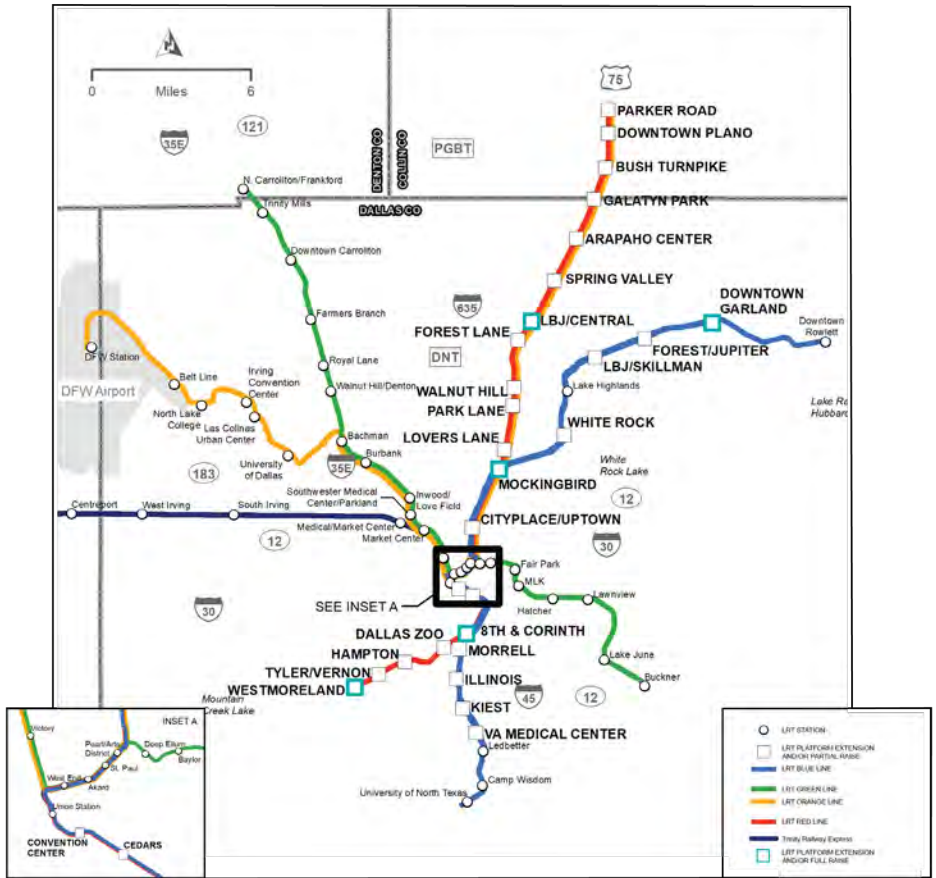
LIGHT RAIL SYSTEM

RED AND BLUE LINE PLATFORM EXTENSIONS PROJECT

This project is modifying 28 platforms to accommodate three-car trains (see map). 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.

- Project budget of \$128.8M
- \$60M Texas Mobility Funds (TMF); \$60.8M from FTA Capital Investment Grant Program; remaining \$8M local funding
- Final design completed 2018; subsequent design modifications include full level-boarding raise at five stations (8th & Corinth, Downtown Garland, LBJ/Central, Mockingbird, and Westmoreland).
- Phased construction complete in Spring 2022 with three-car operations anticipated in September 2022 for the State Fair. Due to COVID ridership impacts, DART will seek a waiver to defer 3-car-train operations until ridership recovers more fully.
- Project fact sheet at www.DART.org/growth

DART RED AND BLUE LINE PLATFORM EXTENSIONS MAP



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 Project Development (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 recommend a change to the east end. Both the Dallas City Council and DART Board approved the alignment change in February 2022. An interlocal contract is in development and expected to be approved by the agencies in Spring 2022.
- As a result of the project change DART postponed entry into the FTA CIG Engineering phase.
- Next steps include bringing the new east end segment up to 30% design including environmental clearance, requesting corridor preservation of critical parcels, and due diligence activities to support a DART Board decision on project timing.
- DART will resubmit the project for a CIG rating and reinstate the request to enter the FTA Engineering phase at the appropriate time in the future pending Board direction.
- The FY22 Financial Plan budget is \$1.94B (YOE). The FY23 Financial Plan process will consider project schedule adjustments. DART plans to pursue approximately 50% FTA grant funding.

D2 SUBWAY ALIGNMENT AND STATIONS MAP



Note: East end alignment change approved in February 2022.

REGIONAL RAIL

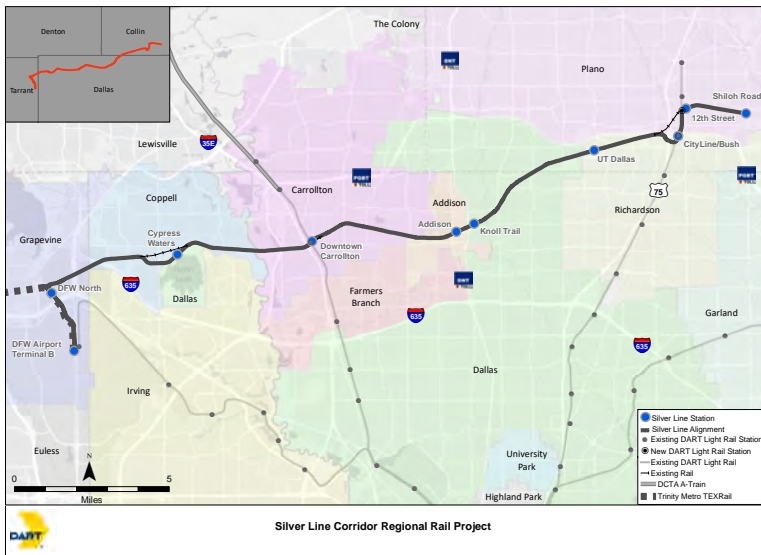
SILVER LINE REGIONAL RAIL PROJECT

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, while the Trinity Metro TEXRail project (which opened in January 2019) provides service 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 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 Final Environmental Impact Statement/Record of Decision (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.
- FY22 Financial Plan includes \$1.899 billion budget, which includes some contingency and reflects amendments completed in FY21 for scope changes, real estate, and third-party agreements.

- Three primary contracts: 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, was terminated in 2021 due to move to DCTA facility).
- In 2021, the location of the EMF for vehicle storage, maintenance, and operations was changed to the DCTA operating facility to take advantage of a joint rail operating facility (JROF), reduce cost, and reduce non-revenue miles. An Interlocal Agreement and Lease Agreement is in place with DCTA; a long-term Operations Agreement is being developed. Dispatching will be out of TRE Irving EMF (primary) and TexRail Mahaffey Maintenance Facility (MMF) (secondary).
 - » DCTA will procure future design and construction contracts for JROF. DART will procure future design and construction contracts for dispatch facilities at TRE EMF and TexRail MMF.
 - » Stadler DMU vehicles are in production and will be delivered in phases from July 2022 to July 2023.

SILVER LINE CORRIDOR REGIONAL RAIL PROJECT MAP



TRE CORRIDOR IMPROVEMENTS

- In September 2020, NCTCOG was awarded \$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 is conducting a fleet replacement study over the next year to explore technology options and make a recommendation for a path forward.

BUS CORRIDOR IMPROVEMENT PROGRAM

The new bus network launched in January 2022 includes twenty-two (22) frequent route corridors. These corridors function as a high frequency transit network along with the LRT network connecting activity/employment centers, rail stations and transit centers. Service is operated at 15/20/30 minutes from 4 am to 1 am seven days per week, with stops averaging every ¼ mile. Continued improvements in passenger amenities, technology, the roadway corridor, and service levels are desired in these corridors and will be defined and prioritized through a bus corridor improvement program effort. The study will include a screening evaluation to identify a subset of corridors for DART Rapid Ride or Bus Rapid Transit (BRT) service. As part of the effort, Bus Corridor and Amenity Design Guidelines will also be developed. A higher level of investment is anticipated in these corridors to support potential grant requests through FTA Small Starts or other discretionary programs. DART also updated its service standards including additional details for Rapid Ride in December 2021.

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 Bishops Arts District. The system is owned by the City of Dallas and operated and maintained by DART through a Master Streetcar Interlocal Agreement (ILA). The system uses a fleet of four dual mode (with and without overhead wire) vehicles from Brookville Equipment Corporation.

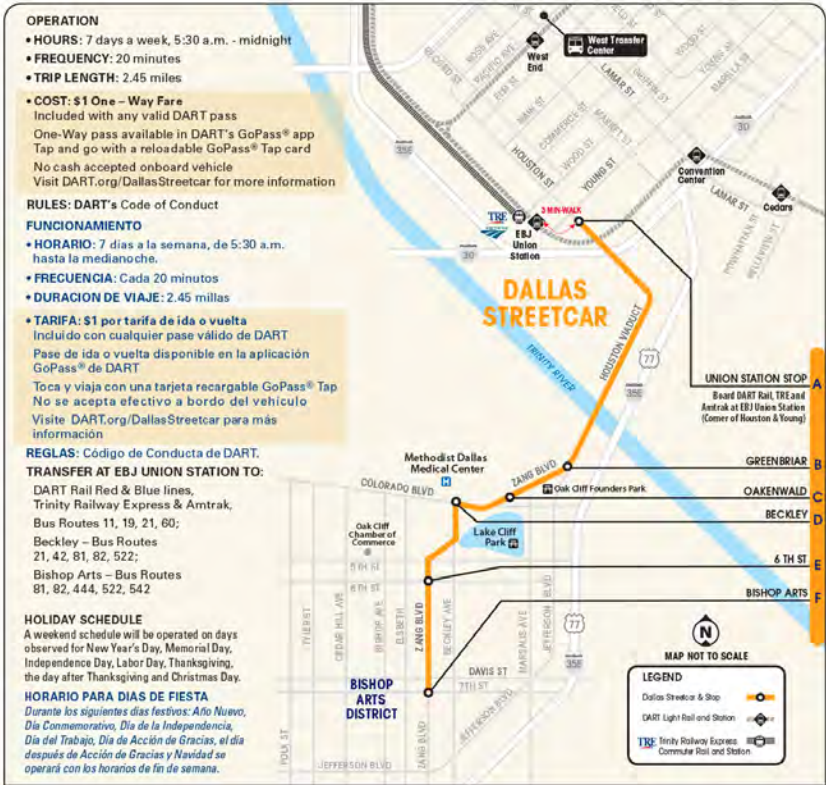
Starter Line: Union Station to Colorado/Beckley

- 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
- 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.
- 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 draft DART Service Area Streetcar Master Plan is under review as of March 2022 and outlines other potential expansion opportunities and considerations related to governance and funding.
- A Master Streetcar Interlocal Agreement (ILA) was approved by the DART Board and the Dallas City Council in August 2019.
- The DART FY22 Financial Plan budget is \$96.2 million and assumes \$48M in FTA grant funding.
- This budget and funding sources may be refined if the project scope changes.

EXISTING MCKINNEY AVE TROLLEY (M-LINE)

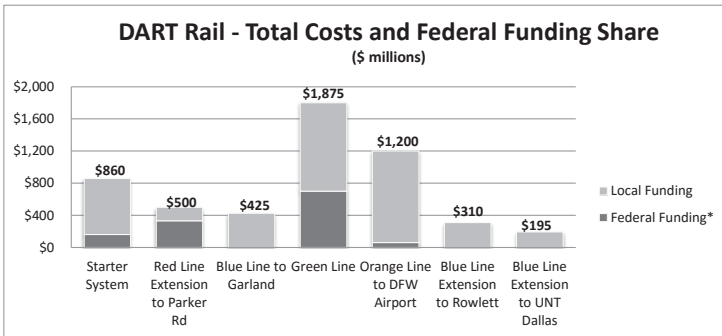
- McKinney Avenue Trolley Authority (MATA) is a non-profit organization that operates the vintage M-Line trolley service connecting Cityplace/Uptown to downtown Dallas and the Arts District
- Service is free and operates 365 days a year
- Current round trip on route is 5.2 miles
- DART provides funding 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 will 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 \$1,243 million (2019\$) or \$48 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. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. In September 2020, Congress passed a one-year reauthorization of the FAST Act. 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.

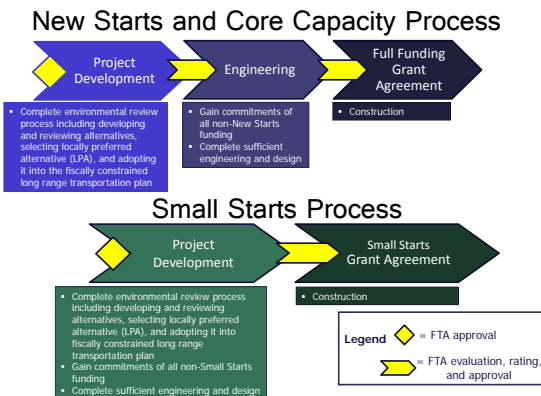
Key changes under BIL include:

- Revises the Small Starts and New Starts eligibility thresholds. Small Starts are now projects with a total estimated project cost of less than \$400,000,000 and that are seeking CIG funding of less than \$150,000,000. New Starts are projects with a total estimated project cost of \$400,000,000 or more or that are seeking CIG funding of \$150,000,000 or more.
- Revises Core Capacity project eligibility to corridors that are at capacity today or will be in 10 years, rather than in the 5-year timeframe under the FAST Act.
- Establishes a process for immediate and future bundling of projects to allow sponsors to move multiple projects through the CIG pipeline simultaneously. The new bundling eligibilities replace the prior "Program of Interrelated Projects" eligibility.
- Adds a requirement for the Secretary to determine that a project sponsor has made progress toward meeting the transit asset management performance targets required by 49 U.S.C. 5326(c)(2).
- Amends the "warrants" provisions for New Starts and Core Capacity projects to remove the requirement that the total estimated capital cost of the project must be under \$100,000,000.

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

FTA issued Final Interim Policy Guidance for the Capital Investment Grant Program in June 2016 under the FAST Act. The guidance provides the framework for the evaluation and rating of major transit capital investments seeking funding under the programs.

FTA conducted a request for information in 2021 and is preparing to update guidance including evaluation criteria in the near future, which will influence a project's eligibility under the various programs.



10.0 ECONOMIC DEVELOPMENT

DART promotes quality Transit-Oriented Development (TOD) on or near DART-owned properties and transit facilities. These TODs help to attract riders, generate new opportunities to create direct and indirect revenue for DART and create environmentally sustainable, livable communities that are focused on transit accessibility. Recent analyses by the UNT Economics Research Group have updated the estimated economic, fiscal and developmental impacts of DART capital and operating programs which is 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 Economics Research Group (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.

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 Transit Oriented Development 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

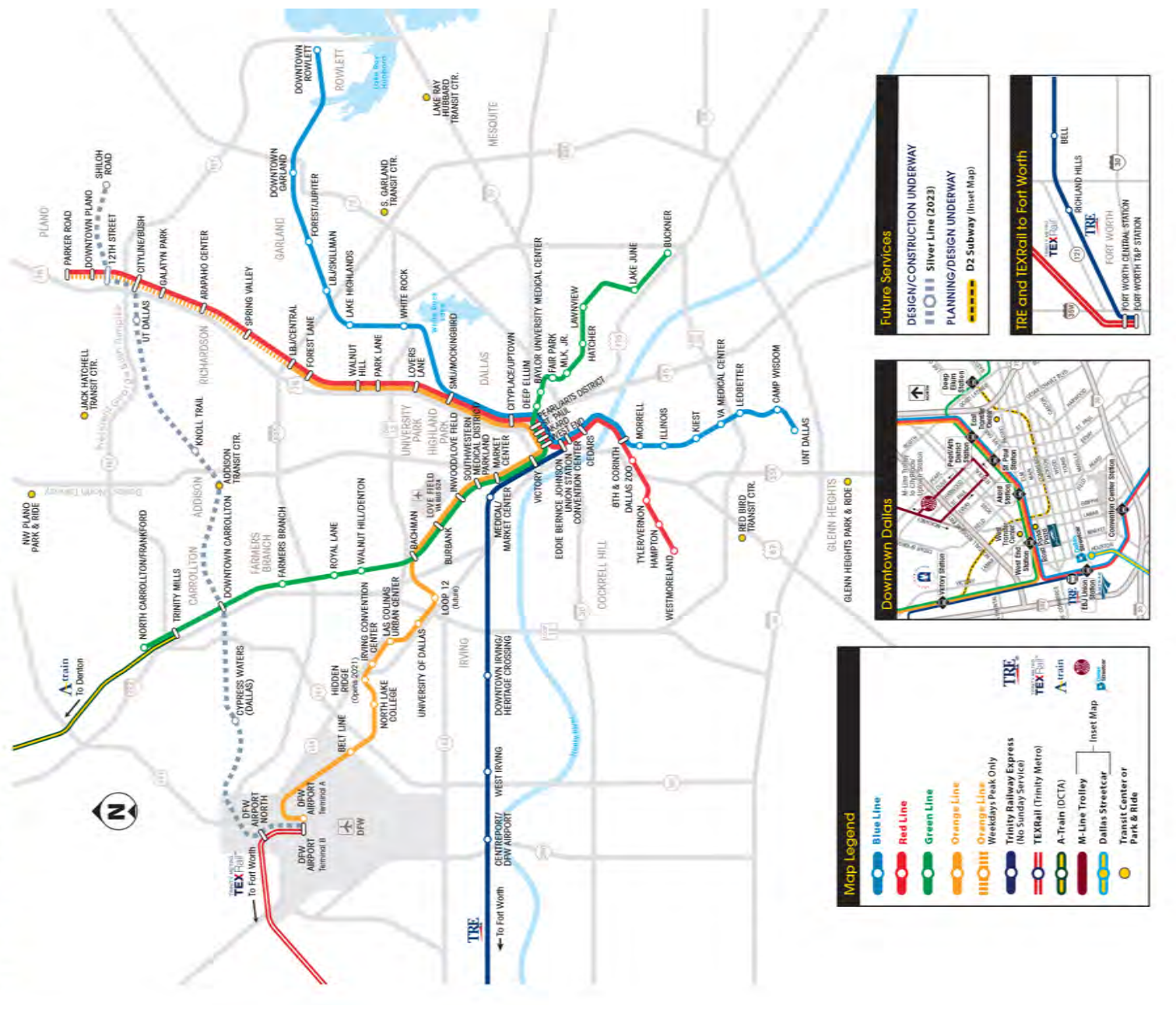
- *The Economic and Fiscal Impacts of Development Near DART Light Rail Stations* UNT Economics Research Group (May 2020)
- *The Economic and Fiscal Impacts of Development Near DART Stations.* UNT Economics Research Group (January 2017).
- *Through Recession and Recovery: Economic and Fiscal Impacts of 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

NOTE: The Economic and Development Impact Studies is expected to be updated in 2024.

>> DART CURRENT AND FUTURE SERVICES

DART Current and Future Rail Services



>> DART 2045 TRANSIT SYSTEM PLAN

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

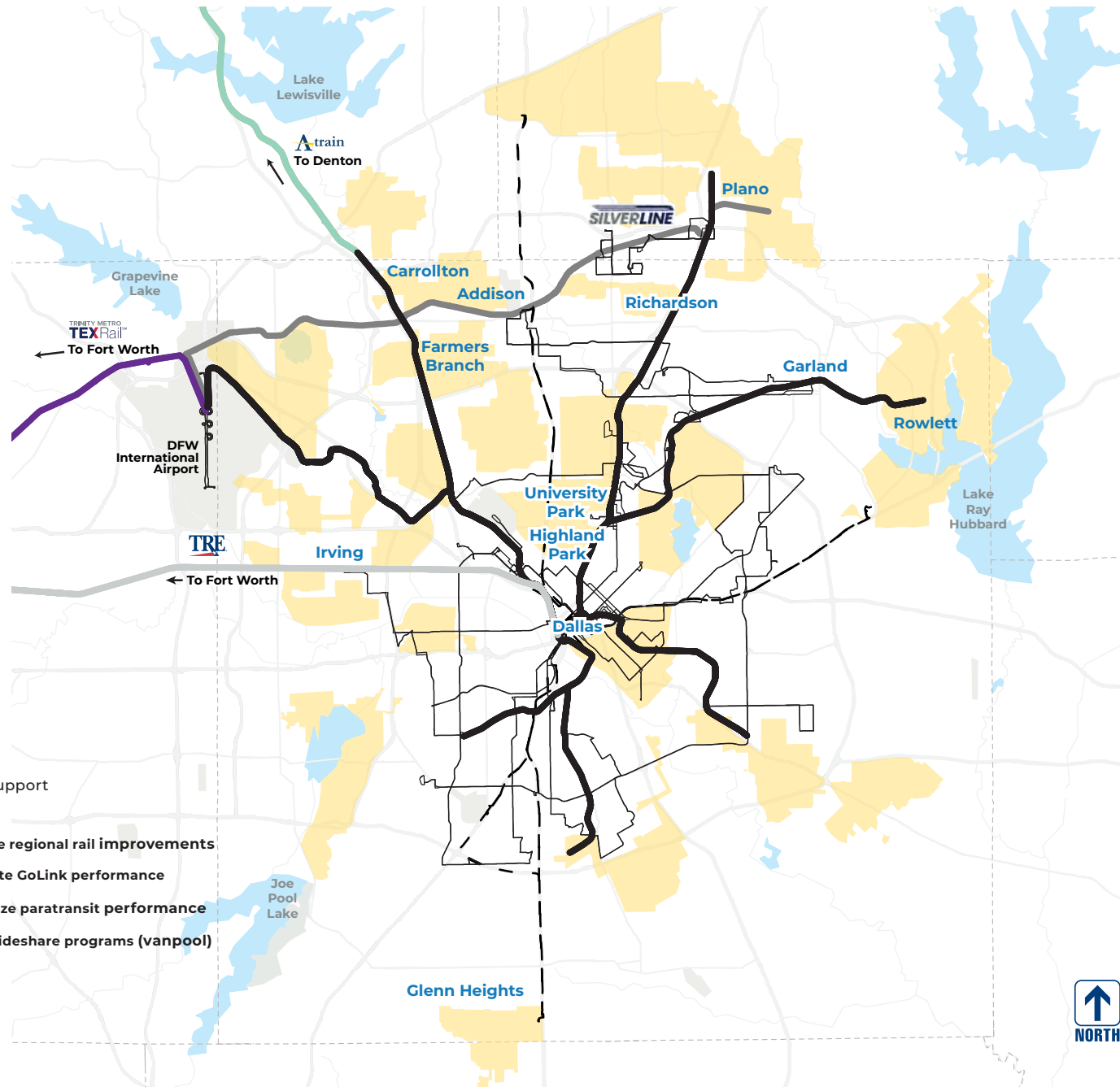
Advance mobility options through innovation, technology, and customer initiatives

- "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)

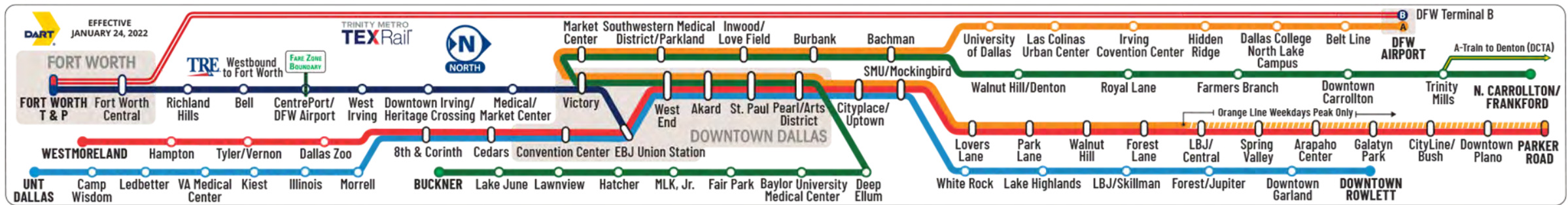
- Coordinate pedestrian and non-motorized enhancements
- Increase transit ridership through coordinated land use planning and development
- Enhance value of DART property by design and accommodate future TOD
- Contribute to economic vitality and housing and employment options

Collaboration

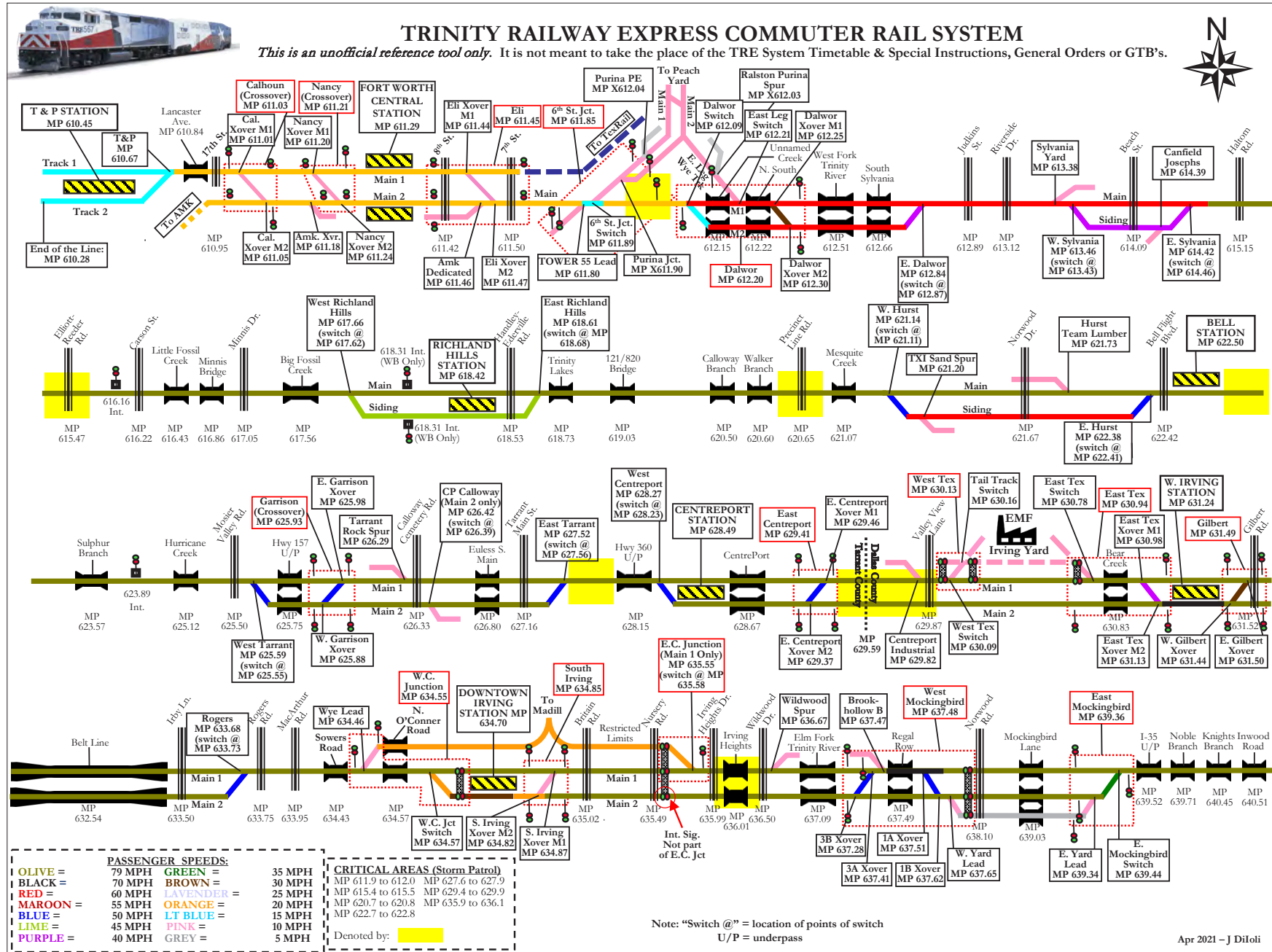
Collaborate with public and private partners on transit supportive programs, policies, and projects

- 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

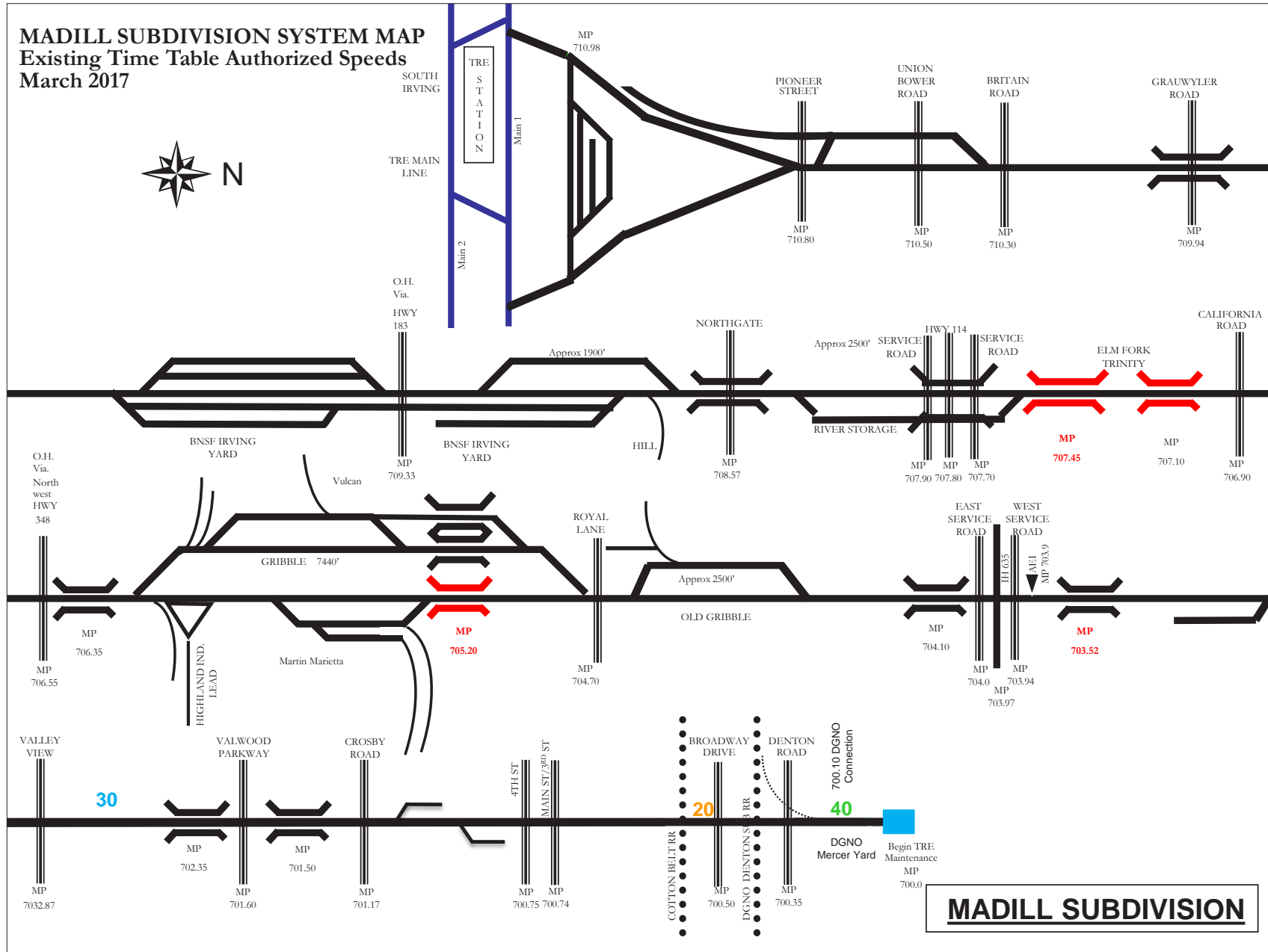
>> RAIL MAP



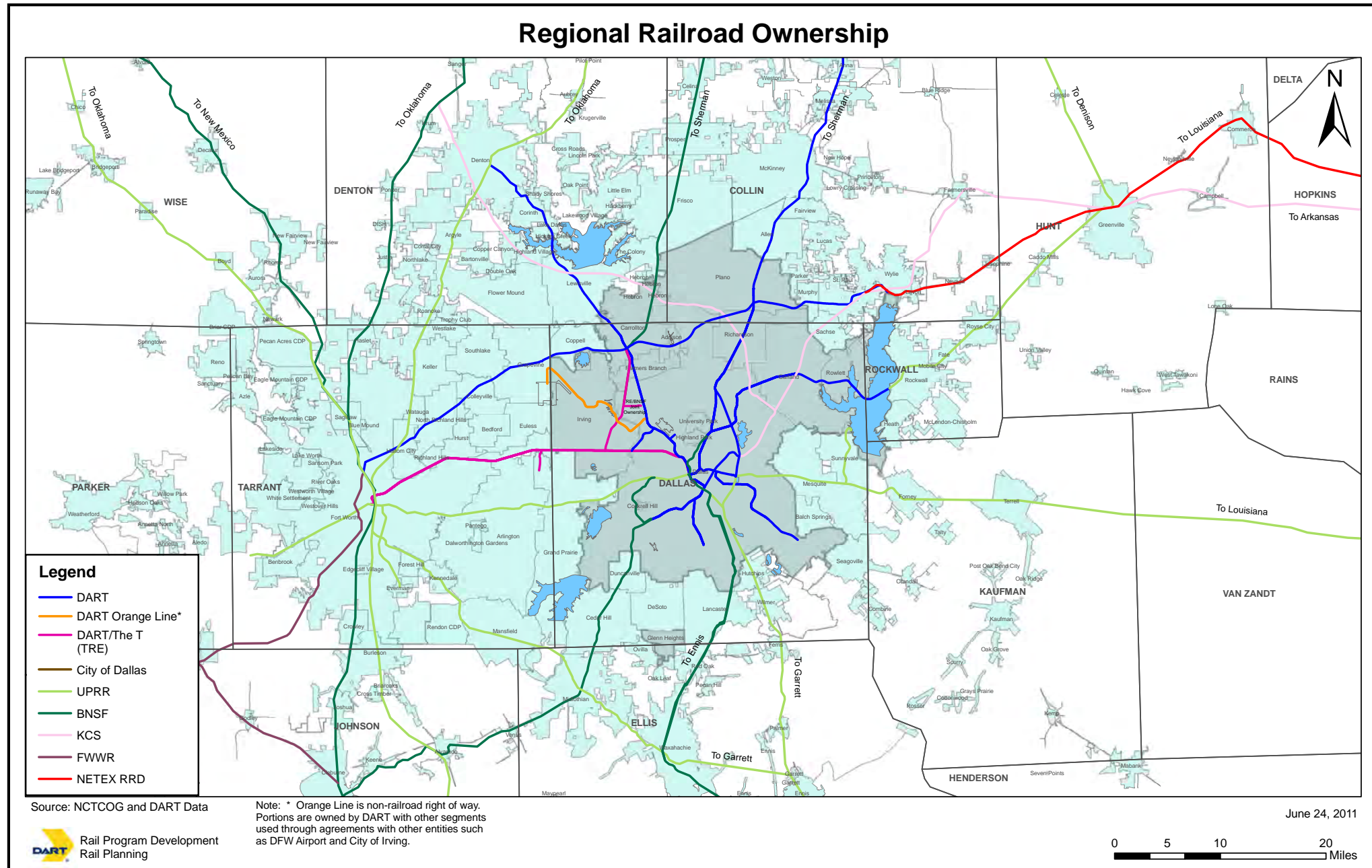
>> TRE COMMUTER RAIL SYSTEM



>> TRE MADILL SUBDIVISION



>> REGIONAL RAILROAD OWNERSHIP





Prepared for Dallas Area Rapid Transit

General Planning Consultant Managed by





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