

VALUE OF TRANSIT STUDY

How the DART system benefits our riders, communities, and the North Texas region



“Value” means different things to different people. The value of something can be measured in a variety of ways – a market price, relative worth, or a numerical calculation. Value can also relate to something that creates societal benefits and supports the common good. For transit, value depends on how a person or organization uses, supports, funds, or perceives transit.

Transit, as a public service, creates a range of benefits enjoyed by users and non-users alike.

The **DART Value of Transit Study** was undertaken to understand what is important to riders, the general public, and key stakeholders and to assess value using a variety of qualitative and quantitative measures.

This information can help leaders communicate the benefits of DART, and more importantly set the stage for defining how we can work together to unlock its full potential. This will allow DART to continue to add value and enhance quality of life by aligning our efforts around a common vision and mutually beneficial outcomes.

DART Provides a Range of Mobility Options to Serve Regional and Community Needs

-  Bus service consisting of nearly 100 routes and shuttles along 950 miles.
-  30 GoLink zones covering 359 square miles for on-demand curb-to-curb microtransit.
-  93 miles of Light Rail Transit (LRT) service with 65 stations.
-  34-mile TRE Regional Rail service jointly operated with Trinity Metro.
-  Mobility Management services, including ADA Complementary Paratransit services.
-  Rider assistance programs for the elderly and mobility impaired.
-  Regional vanpool options.

DART connects people and communities without recognizing boundaries.

— How transit adds value —



Economic Impact



Accessibility & Mobility



Environmental & Safety



ECONOMIC IMPACT



Annual DART operating expenditures ripple through the economy, generating jobs, wages, GDP, and tax revenue of **\$2 billion**.

These reduced travel costs, along with annual DART expenditures, are inputs into a regional economic model to estimate the total (combined direct, indirect, and induced) economic impacts of DART:



Jobs

DART expenditures and travel cost savings generate **41,200** jobs.



Wages

These jobs are worth **\$730 million** in wages.



GDP

DART increases the economy of the region by **\$1 billion**, 96% of which is accrued within DART cities.



Taxes

Increased economic activity generates nearly **\$226 million** in local, county, state, and federal taxes, 93% of which are within DART cities.

DART Capital Investments Drive Additional Economic Growth



Since 1996, DART has invested more than \$5 billion into a 93-mile light rail system and 65 stations, and the 26-mile \$2 billion Silver Line under construction.

DART leveraged more than \$1 billion in discretionary federal grants for the system.

Public and private developers have leveraged this investment further. The cumulative value of development (existing, planned, announced) since 1999, not including the Dallas CBD, totals **\$16 billion**.

This represents a 3 to 1 return on DART capital investments.

The most recent 2020 study by the UNT Economics Research Group found that 81 development projects within a ¼ mile of DART stations between 2016 and 2018 had a total value of \$5.1 billion and generated:

\$10 b in GDP

61k construction jobs

\$286 m in state and local tax revenues

These projects serve as a catalyst for continued economic growth.



ACCESSIBILITY & MOBILITY

DART's network provides mobility and access to jobs, medical services, educational opportunities, special events, and more. With DART as an option, communities enjoy **reduced costs** associated with congestion, decreased emissions, and fewer crashes.

Direct roadway user and the broader societal benefits of DART are estimated to:

- Lower automobile VMT by 400 million which reduces travel costs by **\$630 million**, saving the equivalent of **15 hours per year, per household** in travel time for DART city residents. Households outside of DART see five hours per year of benefit.
- Reduce congestion-related costs by **\$42 million**.
- Lower potential healthcare costs by **\$52 million** by reducing costs for healthcare services, particularly for people with chronic health conditions.
- Increase the value of educational opportunities by **\$47 million** which can reduce unemployment and produce higher incomes in the long run.
- DART benefits a typical DART service area household by \$800 per year, six times more than households outside of DART.



DART provides a **convenient, safe, and affordable** travel option for special events across the service area and makes the region more competitive for national and international events.



DART is accessible to **94%** of service area residents and jobs, supporting employers, providing mobility choices, and enhancing growth opportunities.

Within ½ mile of DART services, there are:

2.3 m residents

500 k+ transit-reliant residents

1.75 m jobs

1.3 m workforce age employees



All local buses and GoLink provide service seven days a week from 5 a.m. to midnight and the frequent network operates between 4 a.m. and 1 a.m. or better to serve the evolving trip needs in DART cities.



ENVIRONMENTAL & SAFETY

Transit, along with transit-supportive land uses, is key to supporting a **sustainable** and **connected region**.

The reduction in greenhouse gas emissions (GHG) associated with DART services is based on the VMT shift from transit to automobile if DART wasn't available. With DART, benefits include:

- Reduced automobile crashes by 600 crashes annually, saving **\$106 million** in crash-related costs.
- Reduced carbon emissions by **265 million pounds** – which is equivalent to the sequestered emissions of growing 6 million trees annually for 10 years.
- Reduced total emissions costs by **\$2.7 million**.
- Less VMT also translates to less maintenance, parking, and pavement which has financial and environmental benefits.

Land use efficiency that supports a mode shift to transit is key to maximizing value

- Land use and development patterns drive transit use but are outside DART control.
- In 2019, trips taken by transit rather than auto created emission reductions at a rate of seven times that of DART's operational emissions.
- More compact, walkable development around transit can reduce trips while generating local economic value through property value and rent premiums.
- The investment community is increasingly focused on prioritizing environmental responsibility alongside financial returns.

The DFW region is in nonattainment of Ozone National Air Quality standards and has consistently been downgraded over the years. This means that mobility strategies to reduce congestion and decrease air pollution are critical or there is a risk of losing federal and state funding for transportation.



DART operates a clean fleet

- DART's bus fleet is comprised of **100% renewable natural gas** or electric vehicles.
- DART light rail runs on **30% renewable electricity**, anticipated to improve to 100% in the future.

Public transportation is safe



Public transportation is 10 times safer per mile than traveling by car. Shifting more people from driving to riding is essential to achieving Vision Zero goals.



In the peak hour, the Red and Orange Lines have capacity to move nearly **4,000** people, equivalent to the capacity of two freeway lanes on US 75.