

DALLAS AREA RAPID TRANSIT
REFERENCE BOOK



May 2024

Version 15.0

WHAT

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

WHO

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

WHEN

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

AVAILABILITY

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

VERSION CONTROL

VERSION NUMBER	VERSION DATE	DESCRIPTION OF CHANGES
1	8.2010	DRAFT
2	3.2011	FY10 Actual/FY11 Budget Update
3	4.2012	FY11 Actual/FY12 Budget Update
4	4.2013	FY12 Actual/FY13 Budget Update
5	3.2014	FY13 Actual/FY14 Budget Update
5.1	5.2014	New Board Member committee assignments/minor edits
6	3.2015	FY14 Actual/FY15 Budget Update
6.1	7.2015	Corrected LRT on-time performance for PDF version only.
7	3.2016	FY15 Actual/FY16 Budget Update
8	3.2017	FY16 Actual/FY17 Budget Update
9	3.2018	FY17 Actual/FY18 Budget Update
10	3.2019	FY18 Actual/FY19 Budget Update
11	3.2020	FY19 Actual/FY20 Budget Update
12	3.2021	FY20 Actual/FY21 Budget Update
13	3.2022	FY21 Actual/FY22 Budget Update
14	3.2023	FY22 Actual/FY23 Budget Update
15	4.2024	FY23 Actual/FY24 Budget Update

DART POINTS-OF-CONTACT

ADMINISTRATIVE OFFICES

214-749-3278

EMPLOYER RIDE SHARE PROGRAMS

214-747-RIDE

COMMUNITY AFFAIRS

214-749-2543

CUSTOMER INFORMATION CENTER

214-979-1111

CUSTOMER RESPONSE CENTER OR CUSTOMER CARE CENTER

214-749-3333

DART CONTRACTS INFO HELPLINE

214-749-2560

DART MEDIA HOTLINE

214-749-3800

DART POLICE – EMERGENCIES ONLY

214-928-6300

DART POLICE-NON-EMERGENCIES ONLY

(M-F: 8 AM TO 5 PM)

214-749-5900

DART SPEAKERS BUREAU

214-749-2506

DART MART

214-749-3282

EDUCATION PROGRAMS (SCHOOL, ADULT)

214-749-3494

LOST & FOUND

214-749-3810

MOBILITY MANAGEMENT (PARATRANSIT)

214-515-7272

(TTY) 214-828-6729

PROCUREMENT SUPPORT OR VENDOR BUSINESS CENTER

214-749-2701

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)

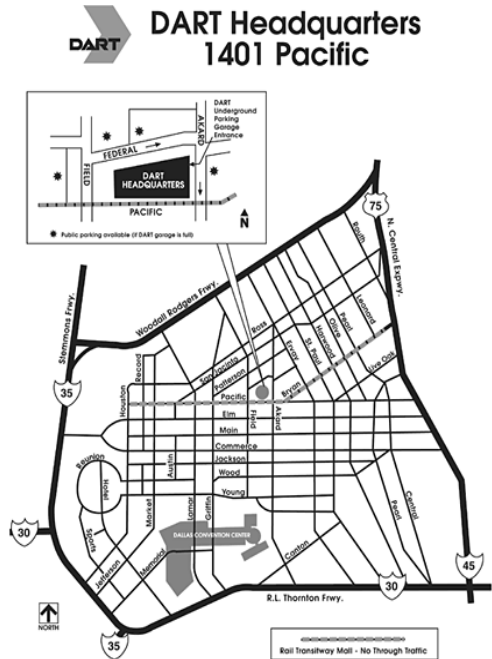
940-243-0077

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 2024 unless otherwise noted. Time sensitive information should always be verified using more appropriate or up-to-date sources.

1.0 FAST FACTS	1
2.0 AGENCY OVERVIEW	3
Dallas Area Rapid Transit (DART)	3
Vision Statement.....	4
Mission Statement.....	4
Board Strategic Priorities.....	4
Proposed Vision Statement.....	4
Proposed Mission Statement.....	4
Proposed Strategic Goals.....	4
FY2024 President/ Executive Director’s Goals and Performance Measures.....	5
DART Service Area.....	7
118th U.S. Congress within DART Service Area	7
Population and Employment (Service Area & Region).....	8
DART Service Area Cities Sales Tax Receipts (In Millions).....	8
Fares.....	9
DART Employees	9
DART in the Industry	10
Transit Agency Comparison	11
Safety Statistics - LRT Operations.....	13
Safety Statistics - Bus Operations.....	13
Safety Statistics - TRE Operations	13
DART Board Members	14
DART Board of Directors	15
Agency Key Milestones.....	16
Major Initiatives.....	21
DART Services Outside the Service Area Boundary.....	23
Site Specific Shuttle Policy	24
3.0 RIDERSHIP AND SERVICE	26
Bus Ridership.....	26
GoLink Average Weekday Ridership.....	28
LRT Ridership	29
Commuter Rail Ridership.....	35
Paratransit Ridership.....	36
Vanpool Ridership.....	36
Ridership Trends.....	37
4.0 OPERATIONS AND PERFORMANCE	38
5.0 FLEET OVERVIEW	40
Bus Vehicle Fleet.....	40
Light Rail Vehicle (LRV) Fleet.....	40
Dallas Streetcar Fleet	40
Trinity Railway Express (TRE) Fleet.....	41
Silver Line FLIRT Fleet	41
Paratransit Vehicle Specifications	41
FY24 Non-Revenue Support Vehicles.....	41
Vehicle Dimensions	42
6.0 FACILITIES	46
Bus Stops.....	46
Bus Facilities	46
LRT Stations	48
Trinity Railway Express (TRE) Stations	52

Key to Abbreviations.....	52
Summary of Facilities by Service Area City	53
Bus Maintenance Facilities.....	53
Rail Operating Facilities.....	54
Police Headquarters at Illinois Station in Historic Monroe Shops.....	54
Other Facility Addresses.....	54

7.0 INFRASTRUCTURE 56

LRT Corridor Breakdown – Line Section Miles and Stations	56
LRT System Information.....	57
TRE System Information	58
Express and Managed Lanes.....	58

8.0 OPERATING AND CAPITAL BUDGET 60

Budget and Finance Definitions.....	60
Capital Budget Schedule by Mode	61
Annual Operating Budget and Summary of Operating Expenses (in Millions)	63
Sources of Funds 2023-2042 (In Millions).....	64
10-Year Sales Tax History 2014-2023 (In Millions).....	64
FY24 Financial Plan Sales Tax Revenue	64
Revenue from Fares by Type	65
Revenue Recovery.....	67
All Modes – Subsidy/Passenger	67

9.0 DART CAPITAL PROGRAM 68

Systemwide Modernization Program	68
Light Rail System	69
Regional Rail	71
Mobility+ Program.....	73
Streetcar Program	73
Capital Costs.....	76
Major Federal Funding.....	76
Project Development Process and CIG Program Funding.....	77

10.0 ECONOMIC DEVELOPMENT 78

Transit-Oriented Development (TOD)	78
Economic and Development Impact Studies.....	79

DART MAPS

DART HQ Map.....	iii
DART Service Area Map.....	7
North Texas Texpress Lanes System Map	58
Red and Blue Platform Raise Map	70
Silver Line Corridor Regional Rail Project Map.....	72
Existing Dallas Streetcar System Map.....	74
DART Current and Future Services Map	80
DART 2045 Transit System Plan Map	81
DART Rail Map.....	82
TRE Commuter Rail System	83
TRE Madill Subdivision	84
Regional Railroad Ownership	85

1.0 FAST FACTS

SECTION	FAST FACTS		
2.0 AGENCY OVERVIEW			
<ul style="list-style-type: none"> 15 Board Members 13 participating cities with voter-approved 1 cent sales tax 	<ul style="list-style-type: none"> FY23 sales tax revenue \$834.4 million 700-square mile Service Area Service Area population 2.6 million (2023 NCTCOG) 	<ul style="list-style-type: none"> 16-county region population 8.2 million (2023 NCTCOG) 3,762 employees (FY23) 3,868 employees (FY24) 	
3.0 RIDERSHIP			
MODE	FY23 ANNUAL	FY23 AVERAGE WEEKDAY	
Bus	25.9 million	88,300	
Light Rail	20.5 million	61,780	
Commuter Rail	1.1 million	3,870	
Paratransit	814,630	2,750	
Vanpool	N/A	N/A	
Dallas Streetcar	161,700	470	
GoLink	876,430	2,820	
TOTAL SYSTEM	49.4 million	159,990	
4.0 OPERATIONS AND PERFORMANCE (FY23)			
<ul style="list-style-type: none"> Annual Bus Revenue Miles – 24,800,432 Annual Demand Response Revenue Miles – 8,587,227 Annual LRT Revenue Car Miles – 10,221,270 Annual Commuter Rail Revenue Car Miles – 1,782,249 	Service Quality-On-Time Performance <ul style="list-style-type: none"> Bus 74.9% LRT/Streetcar 82.2% TRE 99.1% 	<ul style="list-style-type: none"> Subsidy per Passenger – Total System \$11.83 Subsidy per Passenger – Fixed Route \$11.12 	
5.0 FLEET OVERVIEW			
BUS	LIGHT RAIL	COMMUTER RAIL	
<ul style="list-style-type: none"> 516 NABI Transit (CNG) Buses <ul style="list-style-type: none"> Vehicle length: 30 feet and 40 feet Capacity: Up to 37 seats 46 New Flyer (CNG) <ul style="list-style-type: none"> Vehicle length: 40 feet Capacity: Up to 39 7 Proterra Battery-Electric Buses <ul style="list-style-type: none"> Vehicle length: 35 feet Capacity: 27 seats 1 Proterra Battery-Electric Bus <ul style="list-style-type: none"> Vehicle length: 40 feet Capacity: 37 seats 	<ul style="list-style-type: none"> 163 Kinkisharyo Super LRVs <ul style="list-style-type: none"> Vehicle length: 123' 8" Capacity: 94 seated/274 crush (165 peak per DART policy) 	<ul style="list-style-type: none"> 11 TRE Locomotives <ul style="list-style-type: none"> Vehicle length: 58'2" 17 bi-level coaches <ul style="list-style-type: none"> Vehicle length: 85 feet Capacity: 152 seats 8 bi-level cab cars <ul style="list-style-type: none"> Vehicle length: 85 feet Capacity: 132 to 138 seats 	
	PARATRANSIT		<ul style="list-style-type: none"> 164 Braun/Dodge Caravans <ul style="list-style-type: none"> Capacity: 3 seated/1 wheelchair 12 Toyota Prius Sedans <ul style="list-style-type: none"> Capacity: 3 seated 31 Starcraft <ul style="list-style-type: none"> Capacity: 10 seated/2 wheelchair
	NON-REVENUE VEHICLE		<ul style="list-style-type: none"> 746 vehicles
	DALLAS STREETCAR		<ul style="list-style-type: none"> 4 Dual-Mode Brookville Equipment Corporation <ul style="list-style-type: none"> Vehicle length: 66' 5" Capacity: 36 seats

SECTION	FAST FACTS	
6.0 FACILITIES		
BUS	LIGHT RAIL	COMMUTER RAIL
<ul style="list-style-type: none"> • 6,996 bus stops • 1,116 shelters, 56 enhanced shelters, 1,228 benches • 14 bus transit centers/transfer centers/transfer locations/park-and-rides • 3 maintenance and operations facilities 	<ul style="list-style-type: none"> • 65 stations – 53 at-grade, 9 aerial, 2 below-grade, 1 tunnel • 2 maintenance and operations facilities 	<ul style="list-style-type: none"> • 10 stations (5 in DART Service Area) • 1 maintenance and operations facility
7.0 INFRASTRUCTURE		
<ul style="list-style-type: none"> • Dallas Streetcar (City of Dallas owned) • 2.4 miles • 6 stations 	<ul style="list-style-type: none"> • 93 LRT miles • 65 LRT stations • 3.2 miles in tunnel 	<ul style="list-style-type: none"> • 33.8 TRE miles • 10 TRE stations
8.0 OPERATING AND CAPITAL BUDGET (FY24)		
<ul style="list-style-type: none"> • \$894.4 million Capital and Non-Operating Budget • \$687.2 million Operating Budget • \$870.8 million Sales Tax Revenue 	FAREBOX RECOVERY	BUDGET SUBSIDY PER PASSENGER
	<ul style="list-style-type: none"> • Bus 5.4% • Light Rail 8.1% • Commuter Rail 5.9% • Total 6.4% 	<ul style="list-style-type: none"> • Bus \$11.94 • Light Rail \$8.34 • Commuter Rail \$30.40 • Paratransit \$49.49 • GoLink \$17.12
9.0 DART SYSTEM EXPANSION AND IMPROVEMENT PROGRAM		
<ul style="list-style-type: none"> • Future projects in planning, design, or construction: <ul style="list-style-type: none"> ◦ Light Rail Systemwide Modernization Program (various elements underway) ◦ Silver Line Regional Rail Project (Design/Build underway, complete by late 2025/early 2026) ◦ D2 Subway Second CBD Alignment (paused pending further DART Board direction) ◦ Dallas Streetcar Central Link (Planning underway) ◦ Dallas Streetcar Loop - Extension 2 (Planning/Design underway) ◦ Bus Corridor Improvement Program and Design Guidelines (underway) ◦ Mobility Hubs and related infrastructure planning (underway) 		
10.0 ECONOMIC DEVELOPMENT		
<ul style="list-style-type: none"> • Existing, under construction and planned developments around DART stations total more than \$16 billion. • Several studies are available on www.DART.org/economicdevelopment that assess economic and fiscal impacts of DART. 		

2.0 AGENCY OVERVIEW

DALLAS AREA RAPID TRANSIT (DART)

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

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

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

As of March 2024, DART serves its 13 service area cities with 86 bus or shuttle routes, 31 On-Demand GoLink zones and four zone-to-zone pilots, 93 miles of light rail transit (DART Rail), and paratransit service for persons who are mobility-impaired. DART and Trinity Metro jointly operate 34 miles of commuter rail (the Trinity Railway Express or TRE), linking downtown Dallas and Fort Worth with stops in the mid-cities and Dallas/Fort Worth International Airport (DFW Airport).

DART continues to be a leader in innovation and mobility, with the GoPass® app serving as the region's digital platform to integrate mobility options. DART launched a new bus network on January 24, 2022, which increased frequent bus routes from 7 to 21, and nearly doubled the number of demand-responsive GoLink zones from 16 to 30. DART has defined the next phase of service improvements, with phased implementation planned in 2024 and beyond as part of a broader Mobility+ Program. In addition, the 26-mile Silver Line Regional Rail Project is under construction, and DART is undertaking a systemwide modernization program to support operations, reliability, state of good repair needs, and the customer experience. This program includes bus and rail fleet replacements and facility updates.

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

DART has developed a draft 10-year Strategic Plan to guide the agency into the future. The plan outlines six strategic goals, each with objectives and initiatives, and updates the agency's vision and mission statements. These were reviewed and approved by the DART Committee-of-the-Whole on March 19, 2024. DART Board consideration is anticipated in May 2024. Updates to the agency values were also developed. The draft strategic goals, vision, and mission are highlighted on the next page, along with the current versions.

Current Vision Statement and Mission Statement (Approved February 2020)

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

Current Strategic Priorities (Approved February 2020)

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

PROPOSED VISION STATEMENT (PENDING DART BOARD APPROVAL)

Your first-in-mind mobility partner.

PROPOSED MISSION STATEMENT (PENDING DART BOARD APPROVAL)

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

PROPOSED STRATEGIC GOALS (PENDING DART BOARD APPROVAL)

EMPOWERED AGENCY

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

CULTURE OF CONTRIBUTION

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

QUALITY SERVICE

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

SEAMLESS MOBILITY

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

FANTASTIC SPACES

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

STRATEGIC RELATIONSHIPS

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

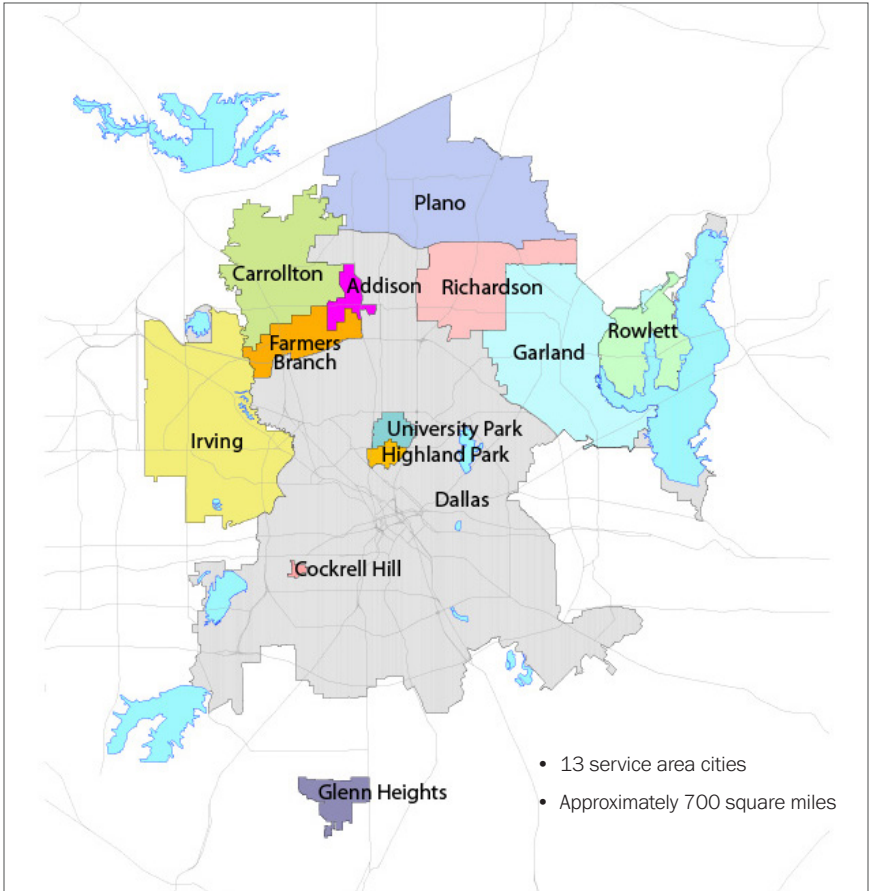
FY 2024 PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)'S GOALS AND PERFORMANCE MEASURES

AGENCY GOAL	PERFORMANCE MEASURE	MILESTONES/METRICS
GOAL #1		
<p>Goal #1 - Deliver Rider Experiences</p>	<p>Deliver safe, clean, accessible, and reliable rider experiences across DART assets to increase ridership and passenger satisfaction each year.</p>	<ul style="list-style-type: none"> 1a. Raise DART's Net Promoter Score (NPS) by [10] points. 1b. Achieve on-time performance improvement of 5% for bus and 9% for light rail for trips operating under normal conditions. 1c. Define a plan to improve DART system safety, and determine the performance metrics to measure impact for FY 2024 by March 31, 2024; implement plan and measure progress and performance for remainder of FY 2024. 1d. Increase total system ridership by 3%.
GOAL #2		
<p>Goal #2 - Steward DART's Resources</p>	<p>Steward DART's resources effectively: ensure the organization is fiscally sustainable, the system is reliable, and service expansion is delivered prudently.</p>	<ul style="list-style-type: none"> 2a. Deliver key strategic priorities while operating at 100% of the approved operating budget. 2b. Deliver capital improvement program by spending up to 100% of the approved capital annual budget. 2c. Maintain cancellation rate across DART-operated modes to no more than 1% annually. 2d. Advance Silver Line Regional Rail project construction to 80% completion within the allocated capital budget. 2e. Complete State of Good Repair (SGR) inventory, re-baseline the entire Capital Improvement Plan (CIP) considering the SGR inventory, and present the CIP as part of the President & CEO's recommended FY 2025 budget and financial plan.
GOAL #3		
<p>Goal #3 - Experienced Workforce</p>	<p>Attract, develop, and retain an experienced workforce that enables high quality service to DART's users.</p>	<ul style="list-style-type: none"> 3a. Develop and implement initiatives to build a workforce that reflects demographics consistent with the DART Service Area and adhering with DART's Non-Discrimination Employment Opportunity Policy. 3b. Baseline employee voluntary attrition rate and determine target for improvement for FY 2024 by December 31, 2023; implement strategy to reduce voluntary attrition and measure impact for remainder of FY 2024. 3c. Baseline employee engagement measure and determine target for improvement for FY 2024 by December 31, 2023; implement strategy to improve employee engagement and measure progress for remainder of FY 2024. 3d. Demonstrate improvement in employee attrition and retention metrics

FY 2024 PRESIDENT & CHIEF EXECUTIVE OFFICER (CEO)'S GOALS AND PERFORMANCE MEASURES

AGENCY GOAL	PERFORMANCE MEASURE	MILESTONES/METRICS
GOAL #4		
<p>Goal #4 - Strengthen DART's Role</p>	<p>Strengthen DART's role locally and regionally as a partner in multi-modal transportation delivery and ensure DART has deep relationships with state and federal leaders to advance its transportation goals and customer service outcomes.</p>	<p>4a. Meet with the Mayor and City Manager from each of the 13 member cities at least 2 times annually; brief City Councils (or Committees) from each of the 13 member cities at least 1 time annually</p> <p>4b. Develop business strategy for engaging cities and stakeholders and begin implementation by December 31, 2023; implement strategy and measure impact for rest of FY 2024</p> <p>4c. Meet with regional partners – FTA Region VI, Trinity Metro, DCTA, RTC – at least 2 times annually</p> <p>4d. Meet with national officials and stakeholders – FTA HQ, FRA, USDOT – at least 1 time annually</p>
<p>SOURCE: DART BDART Board Resolution 230142</p>		

DART SERVICE AREA



118TH U.S. CONGRESS WITHIN DART SERVICE AREA

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

SOURCE: DART Government Relations

POPULATION & EMPLOYMENT (SERVICE AREA & REGION)

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

SOURCE: NCTCOG 2045 Metropolitan Transportation Plan Updated Demographics; NCTCOG Year 2023 Estimates and 2045 Forecast data

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

DART SERVICE AREA CITIES SALES TAX RECEIPTS (IN MILLIONS)

CITY	FY23 SALES TAX RECEIPTS	CUMULATIVE SALES TAX RECEIPTS (FY84 - FY23)
Addison	\$16.3	\$360.8
Carrollton	\$48.3	\$796.3
Cockrell Hill	\$0.6	\$7.3
Dallas	\$407.8	\$7,816.0
Farmers Branch	\$24.3	\$452.6
Garland	\$45.2	\$726.1
Glenn Heights	\$1.1	\$10.6
Highland Park	\$6.3	\$88.5
Irving	\$102.2	\$1,641.7
Plano	\$109.6	\$1,895.1
Richardson*	\$56.9	\$894.4
Rowlett	\$9.2	\$143.7
University Park	\$6.4	\$107.6
Coppell & Flower Mound**	\$0.0	\$3.0
TOTAL CONTRIBUTIONS	\$834.4	\$14,943.8

SOURCE: DART Finance Department - Treasury

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

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

FARES

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

SOURCE: www.DART.org

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

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

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

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

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

ADDITIONAL FARE INFORMATION

- Fare capping is a pay-as-you-go feature that allows DART riders to make several trips with their GoPass® app or GoPass® Tap Card, and the DART payment system will automatically cap the daily and monthly (31-day rolling) fare so the rider will not spend more than needed on travel. Riders pay for each part of their journey until the cap amounts are reached, then pay no more for the rest of the day or month. To benefit from fare capping, riders must tap their GoPass® Tap Card at the electronic reader – or activate their GoPass® ticket – prior to boarding on every trip. Contactless payment can also take advantage of fare capping if the card is registered with DART.
- In February 2020, DART launched a two-year pilot program for eligible riders to qualify for a Discount GoPass® Tap Card, which charges half the fare. In December 2022, the Board approved a second extension of the pilot program through December 2024 while a comprehensive fare study is underway, which could make it permanent.
- One-way passes are also available for TRE (\$6.00), Dallas Streetcar (\$1.00) and Bus (\$2.50, or \$1.25 reduced) and GoLink (\$2.50, or \$1.25 reduced). No transfers are allowed.

DART EMPLOYEES

LOCATION/DEPARTMENTS	FULL-TIME SALARIED		FULL-TIME HOURLY	
	FY23	FY24	FY23	FY24
Bus Operations	171	190	1,651	1,251
Rail Operations	197	128	600	226
Transit Police	429	400	NA	NA
Other	608	804	106	869
TOTAL	1,405	1,522	2,357	2,346

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

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

DART IN THE INDUSTRY

DART is an established leader within the transit industry. Board members and staff continue to be involved in many significant ways in key transit industry associations such as American Public Transportation Association (APTA) and the Eno Center for Transportation Multi-Agency Exchange (MAX) program. Since its inception, the MAX Program has brought together hundreds of professionals and saved participating agencies millions of dollars. Past DART Board Chair Michele Wong Krause was appointed APTA Chair in October 2023 and will serve a one-year term.

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

DART protects the public investment in the transit system through a variety of capital, maintenance, emergency preparedness and continuity of operations plans. When the COVID-19 pandemic hit the region, DART responded swiftly with enhanced cleaning and innovative engineering solutions to protect DART employees and customers, some of which continue today. 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. With a focus on cleanliness, reliability and security, DART has served as an industry leader in addressing issues such as workforce shortages and vulnerable populations, and has invested in its people and programs to address challenges. Ridership continues to improve with non-traditional commute trips in the midday and weekend largely back to normal. Hybrid work has affected the more traditional commute services such as express bus.

DART is also an innovative industry leader, continuing to explore new advancements in energy and technology to ensure clean and resilient fleet and facilities, operating the largest mobility on-demand program in the country, enhancing 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 has licensed 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 complex construction projects and collaborate to deliver a significant state of good repair and modernization program in a well-coordinated manner.

AWARDS FISCAL YEAR 2023 AWARDS AND RECOGNITIONS

DART Police Department

APTA's 2023 Rail Emergency Management Gold Award

Prospanica Dallas/Fort Worth

The Association of Hispanic MBAs & Business Professional Dallas Fort Worth Chapter
Government Institution of the Year
NOA Award 2022-2023

Reliability IBM World Best Maximo Implementation 2023

Government Finance Officers Association (GFOA)

2023 Government Finance Officers Association Distinguished Budget Presentation Award
GFOA Award for Excellence in Financial Reporting

NIGP The Institute for Public Procurement

2023 NIGP for the Quality Public Procurement Department (QPPD)

The National Procurement Institute (NPI)

2023 NPI Achievement of Excellence in Procurement

TRANSIT AGENCY COMPARISON (2022 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	4,099	844	383	720	558
Service Area Population	2,530,800	3,109,308	2,920,000	3,757,692	10,394,849	3,475,337	1,558,315	2,462,707	1,563,103
Annual Vehicles Revenue Miles (In Thousands)									
Bus	20,520	21,190	25,370	34,400	62,630	39,320	20,230	20,530	13,740
Heavy Rail	N/A	22,210	N/A	N/A	6,100	15,690	N/A	N/A	N/A
Commuter Rail	1,300	23,840	6,320	N/A	N/A	14,710	100	N/A	N/A
Light Rail	9,590	5,250	10,060	2,880	13,480	2,030	8,230	11,630	5,640
Demand Response	8,590	8,720	7,920	14,470	N/A	5,710	3,870	2,370	3,700
Annual Vehicles Revenue Hours (In Thousands)									
Bus	1,670	2,260	2,010	2,680	6,020	3,880	1,850	1,880	990
Heavy Rail	N/A	1,510	N/A	N/A	290	1,020	N/A	N/A	N/A
Commuter Rail	71	820	280	N/A	N/A	750	5	N/A	N/A
Light Rail	510	600	560	250	660	240	590	640	240
Demand Response	480	710	480	990	N/A	540	270	120	210
Annual Unlinked Trips (In Thousands)									
Bus	21,540	69,160	3,910	41,280	193,450	90,190	30,480	27,610	11,680
Heavy Rail	N/A	78,860	N/A	N/A	25,080	52,500	N/A	N/A	N/A
Commuter Rail	1,070	14,310	7,940	N/A	N/A	16,340	100	N/A	N/A
Light Rail	17,680	31,260	13,600	11,580	30,660	10,470	18,590	29,740	6,480
Demand Response	820	930	740	1,440	N/A	710	440	190	350
Fixed Guideway Directional Route Miles									
Bus	0	6.8	15.8	0	40.3	2.4	7	18.1	0

TRANSIT AGENCY COMPARISON (2022 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)
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	53.3	119.8	43.6	171.9	82.9	118.9	130.3	91.1
Vehicles Available/Operated for Maximum Service									
Bus	681/453	1161/736	1045/499	819/591	2296/1530	1417/1092	696/498	613/509	386/321
Heavy Rail	N/A	472/312	N/A	N/A	100/64	363/238	N/A	N/A	N/A
Commuter Rail	36/23	478/416	132/44	N/A	N/A	411/277	6/4	N/A	N/A
Light Rail	163/89	234/124	172/111	75/46	299/148	141/92	141/94	176/114	87/42
Operating Expenses (In Thousands)									
Bus	\$287,350	\$532,340	\$368,030	\$434,120	\$1,149,590	\$693,070	\$304,120	\$189,300	\$151,420
Heavy Rail	N/A	\$333,760	N/A	N/A	\$175,270	\$212,250	N/A	N/A	N/A
Commuter Rail	\$42,090	\$474,350	\$102,960	N/A	N/A	\$309,430	\$8,890	N/A	N/A
Light Rail	\$198,890	\$199,160	\$144,220	\$102,040	\$410,760	\$76,340	\$159,460	\$102,640	\$92,290
Demand Response	\$44,450	\$99,600	\$49,270	\$74,360	N/A	\$46,330	\$33,540	\$12,660	\$22,050
Fare Revenue (In Thousands)									
Bus	\$16,350	\$55,240	\$36,290	\$20,450	\$47,200	\$101,520	\$28,940	\$29,500	\$11,330
Heavy Rail	N/A	\$125,110	N/A	N/A	\$7,150	\$53,640	N/A	N/A	N/A
Commuter Rail	\$2,750	\$80,660	\$20,030	N/A	N/A	\$56,360	\$70	N/A	N/A
Light Rail	\$13,420	\$47,060	\$16,600	\$2,380	\$8,730	\$12,250	\$19,170	\$25,520	\$8,170
Demand Response	\$1,610	\$2,720	\$2,370	\$1,540	N/A	\$2,720	\$5,750	\$850	\$610

SOURCE: 2022 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: 0.75*)	YTD
FY21	0.44
FY22	0.49
FY23	0.54
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY21	1.73
FY22	1.30
FY23	2.00

SOURCE: DART Safety Department

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

SAFETY STATISTICS - BUS OPERATIONS

Bus Collisions per 100,000 Miles Operated (not-to-exceed goal: 2.25*)	YTD
FY21	2.25
FY22	2.62
FY23	2.12
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY21	7.36
FY22	7.72
FY23	9.64

SOURCE: DART Safety Department

SAFETY STATISTICS - TRE OPERATIONS

TRE Collisions (both rail and passenger)	YTD
FY21	9
FY22	10
FY23	7

SOURCE: DART Safety Department

DART BOARD MEMBERS



GARY A. SLAGEL
Chair

Addison, Highland Park,
Richardson, and University Park



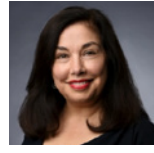
RODNEY SCHLOSSER
Vice Chair

Dallas



M. NATHAN BARBERA
Secretary

Plano and Farmers Branch



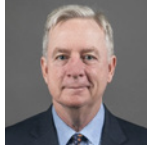
FLORA M. HERNANDEZ
Assistant Secretary

Dallas



MARK C. ENOCH

Garland, Glenn Heights,
and Rowlett



PAUL N. WAGEMAN

Plano



RICHARD H. STOPFER

Irving



MICHELE WONG KRAUSE

Dallas



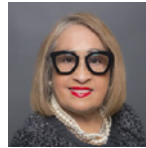
PATRICK J. KENNEDY

Dallas



DOUG HRBACEK

Carrollton and Irving



CARMEN GARCIA

Dallas



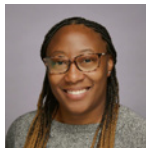
MARC ABRAHAM

Garland



ENRIQUE A. MACGREGOR

Cockrell Hill and Dallas



D'ANDRALA D. ALEXANDER

Dallas



RANDALL BRYANT

Dallas

SOURCE: DART Office of Board Support

DART BOARD OF DIRECTORS

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

2024 MEETING SCHEDULE

January 9, 23	May 14, 28	September 10, 24
February 13, 27	June 11,18	October 8, 22
March 19, 26	July 16	November 12
April 9,16	August 13, 17	December 10

FY24 COMMITTEES

Audit Committee

Garcia (Chair), Abraham (Vice Chair), Enoch, Schlosser, Wageman

COTW: Administration

Enoch (Chair), MacGregor (Vice Chair)

COTW: Budget and Finance

Wageman (Chair), Hernandez (Vice Chair)

COTW: Communications

Barbera (Chair), Alexander (Vice Chair)

COTW: Development

Kennedy (Chair), Hrbacek (Vice Chair)

COTW: Operations

Hernandez (Chair), Stopfer (Vice Chair)

OTHER COMMITTEE PARTICIPATION

DART Mobility Service, LGC Board of Directors

Slagel (Chair), Lee (Vice Chair), Schlosser (Secretary), Reich, Smith

DART Defined Benefit Retirement Plan & Trust

Abraham

Regional Rail Right-of-Way Board of Directors

Slagel (Chair), Schlosser, Lee

RTC Representative

Slagel, Schlosser (Alternate)

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

Stopfer, Hernandez, Slagel

McKinney Avenue Transit Authority

Wong Krause, Slagel

Metroplex Mayors Association

Slagel, Lee

Transit Coalition of North Texas

Slagel, Schlosser (Alternate)

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

AGENCY KEY MILESTONES

YEAR	MILESTONE
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
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.

AGENCY KEY MILESTONES

YEAR	MILESTONE
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.
2013	The American Public Transportation Association (APTA) recognizes DART as Bronze level in the APTA Sustainability Commitment program.
2013	DART marks its 30th Anniversary.
2013	DART launches Arlington MAX bus service in cooperation with City of Arlington and The T.
2013	The GoPass mobile ticketing application is launched as the new way to buy passes for the region's three transit agencies.
2013	The D-Link (Route 722), a free, distinctively wrapped bus, makes its debut with special stops connecting major tourist attractions and employment centers in Downtown Dallas and Oak Cliff.
2013	Route 703, a free shuttle serving Southwestern Medical District/Parkland Station area, officially becomes the first DART route to provide 24-hour service, seven days a week.
2014	Capital investment in the DART Light Rail System has generated billions in regional economic activity and transit-oriented development based on two studies released in January, both conducted by the Center for Economic Development and Research at the University of North Texas.
2014	The two-year paid parking demonstration, Fair Share Parking, implemented at Northwest Plano Park & Ride, Parker Road, North Carrollton/Frankford and Belt Line stations ended April 2.
2014	DART opens the 5-mile Orange Line extension to DFW Airport in August, bringing the total system to 90 miles and 62 stations, and connecting DART to the country's fourth busiest airport.
2014	DART, the University of North Texas at Dallas and the City of Dallas held groundbreaking in October for the DART 3-mile Blue Line extension, known as South Oak Cliff III (SOC-3).
2014	DART was one of 11 transit agencies selected to receive a grant to develop a local version of the "See Tracks? Think Train!" campaign to engage homeless about safety risks along DART tracks.
2015	The Dallas Streetcar opened its 1.6-mile route from downtown's Union Station to Oak Cliff's Methodist Dallas Medical Center. The opening and beginning of service marks the first phase of Dallas' modern streetcar system. DART operates and oversees the City of Dallas project that was the recipient of federal TIGER grant.
2015	DART/Uber/Lyft collaboration makes it easier for travelers who begin or end their trips in places not easily served by DART to use a train or bus for the longest portion of the trip with an Uber available for the "first mile/last mile" part of the equation.
2015	A 0.65-mile track-extension of the M-Line Trolley opened creating a reverse loop and expanding the service further into downtown Dallas.
2016	The Dallas Streetcar was extended to Bishop Arts on August 29. Cars began running every 20 minutes, seven days a week and include passenger service to two new stops - 6th Street and Bishop Arts.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2016	On October 24, the DART Rail Blue Line added three miles and opened new stations at Camp Wisdom and UNT Dallas. With this extension, DART operates the nation's longest electric light rail system with 93 miles and 64 stations.
2017	The DART Board approved the D2 Subway Commerce/Victory/Swiss alignment as the Locally Preferred Alternative (LPA) on September 26. The Dallas City Council approved the LPA identified by DART Board on September 13.
2018	DART signed an agreement with Element Markets Renewable Energy to provide renewable natural gas (RNG) for DART's fleet of 650 CNG powered buses. By monetizing Renewable Identification Number credits, DART can potentially generate up to \$11,000,000 in revenue over the life of the contract.
2018	DART expanded GoLink to Kleberg, Rylie, and a portion of the Inland Port in Southern Dallas County. A demand-response service, GoLink builds upon DART's existing On Call services by providing "last mile" access to and from the rest of the DART rail and bus network.
2018	DART's GoPass® app, one of the first transit payment apps when it was launched in 2013, added new features including the option to load value with cash at hundreds of area retailers as well as the ability to track buses and trains in real-time. DART introduced fare capping to make riding easier and cheaper. By using the GoPass® mobile app or GoPass® Tap card, riders will never spend more than the total cost of a day pass (\$6.00) in a single day, or the total cost of a monthly pass (\$96.00) in a calendar month.
2019	On March 25, DART converted all remaining DART On-Call routes to GoLink as part of the March 2019 bus service change.
2019	In late June, the U.S. Department of Transportation's Federal Transit Administration (FTA) awarded DART a \$60.76 million grant to help fund construction of along the Red and Blue line platform extensions.
2019	On September 19, five groundbreaking events were held to kick off construction of the Silver Line Regional Rail project in the Cotton Belt Corridor.
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.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2021	In November, DART launched the Joppa Rides program, an on-demand transportation service for the neighborhood of Joppa for the next three years. Funded by the City of Dallas to mitigate the impact of closing the current Linfield Road at-grade crossing, the program will serve residents of the Joppa neighborhood, located six miles southeast of Downtown Dallas.
2022	With the goal of providing greater frequency, longer service hours and improved access to destinations across North Texas, DART's new bus network launched on January 24, 2022. The new bus system is designed to ensure passengers have quick and easy access to employment, education and entertainment destinations.
2022	Beginning June 13, DART implemented temporary service frequency adjustments on 31 of its 97 bus routes due to the ongoing nationwide shortage of bus operators. To restore service reliability and dependability, DART implemented a five-minute temporary reduction in frequency on most routes operating every 15 minutes. Some routes with 20-minute midday and early evening service also changed to 30-minute service. (Note: All service was restored to normal levels by January 2023.)
2022	DART launched a new pilot program that will substantially increase the agency's commitment to riders to provide a safe and clean transit experience. The DART Clean Team Initiative utilizes on-board contract cleaning personnel from United Community of Faith to remove trash and debris aboard DART light rail vehicles.
2022	DART proudly rang in the season with its first annual holiday train and buses. Each vehicle was wrapped with snowmen and hundreds of twinkling holiday lights to create holiday cheer.
2022	DART extended the Discount GoPass Tap Card pilot program through December 31, 2024. The program provides qualified riders a discount on the regular price of a DART pass. DART launched the pilot program to ensure riders have access to jobs, health care and educational opportunities, reducing social and economic inequalities.
2023	In February, DART's first long range electric bus began regular revenue service on DART Bus Route 20. With a range of almost 300 miles, the 40' Proterra ZX5 Max joined the seven Proterra Catalyst 35 zero-emission electric buses that are currently in service on DART Bus Route 28.
2023	In April, to provide a cleaner and more comfortable environment for customers, DART replaced nearly 34,000 fabric seat cushions and backs on its bus fleet with vinyl-covered ones. The new vinyl seats are part of the agency's continued customer-focused commitment to riders to provide a safe and clean transit experience. Replacement of seats on the light rail and streetcar fleets are expected to be completed by the end June 2024.
2023	In July, with its continued focus on rider safety, DART announced the addition of more than 100 contract Transit Security Officers (TSO) to improve public safety and security for DART commuters. The TSOs joined the agency's 252 budgeted DART Police Officers and Fare Enforcement Officers (FEO) in ensuring DART riders have a safe and secure experience.
2023	DART celebrated 40 years of service to North Texas residents. On August 13, 1983, the formation of DART was approved by the voters of North Texas with a goal of providing a transportation system that could be operated efficiently, safely, and cost-effectively. 40 years later there is a multimodal network of bus, rail, paratransit, and commuter rail.
2023	In July, and with support of a grant from the North Central Texas Council of Governments (NCTCOG), DART installed electric vehicle charging stations at the Glenn Heights Park & Ride and Illinois Station.

SOURCE: DART History on www.DART.org

MAJOR INITIATIVES

SYSTEM WIDE

- DART has developed a draft Strategic Plan, taking a fresh look at priorities and outlining a 10-year guide for all facets of the agency. New strategic goals and objectives, along with the updated vision statement and mission statement were approved by the DART Board Committee-of-the-Whole on March 19, 2023. The DART Board will consider approval in May 2024.
- The overarching goal of the Strategic Plan is to move DART from being a service that people sometimes use, to being a valued regional economic and mobility asset. See page 4 for the proposed goals, vision and mission statements.
- In 2024, DART will develop customized Area Plans for each of our service area cities to enhance collaboration. The intent is to develop strategies that advance mutual goals and objectives related to the five key goals in the DART Transit System Plan: (1) Rider Experience; (2) Mobility and Innovation; (3) Service and Expansion; (4) Land Use and Economic Development; and (5) Collaboration, and identify opportunities to leverage funding.
- DART continues to advance transit-oriented development (TOD) initiatives in cooperation with cities and developers around several rail stations and bus transit facilities, including Mockingbird Station and Trinity Mills Station. TOD plans and projects in Addison, Richardson, Plano, Garland, and Dallas are also in various stages of planning and implementation. See Section 10 for more information.
- In October 2022, the Board approved use of \$110 million from the Mobility Assistance and Innovation Fund (MAIF) to advance a Ridership Improvement Program focused on security, cleanliness, and reliability to enhance the customer experience. Several initiatives have been completed or are underway, including expanded cleaning contracts, additional security officers, fleet enhancements such as vinyl seats, and more.
- DART reallocated \$233.9 million of excess sales tax to service area cities in 2022. Interlocal Agreements with each city were approved by July 2023. As of March 2024, 34.4% has been disbursed. All funds must be requested by April 2026.
- DART is piloting a program called DART Cares, which was developed in collaboration with the Meadows Foundation to address mental health and homelessness issues on the system. The DART Cares team consists of a licensed behavioral health clinician from Parkland Health, a DART police officer and Dallas firefighter paramedic. DART is also committed to enhancing safety and awareness through continued participation in the Safe Place program and human trafficking training.
- DART has completed a comprehensive fare study which reviewed DART's fare policy and structure. The effort used an innovative approach with a strong commitment to community engagement and equity considerations to align with the agency's future vision, financial responsibilities, and the industry's best practices. The study kicked off in November 2022 and the Board reached consensus on an alternative for public hearings during summer 2024 to support implementation in early 2025.
- DART continues to add features to the GoPass® mobile app, including the integration of other mobility services to allow for one-stop shopping for DART customers. In early 2023, DART successfully integrated Uber into the app, allowing GoLink riders to book a ride fulfilled by Uber without requiring an Uber account.
- In 2013, DART was awarded the Bronze-level achievement in the APTA Sustainability Commitment Program. Since that time, DART has continued to advance sustainability-related initiatives across many areas of the organization. DART is in the process of updating its Sustainability Plan to support moving the agency to a Silver or Gold level in the APTA Sustainability Commitment program. APTA plans to roll out a new application process in late 2024.

BUS SERVICE

- In January 2022, the DARTzoom Bus Network Redesign effort launched. The effort included extensive public and stakeholder input to create a new network that balances ridership and coverage between 75/25 and 70/30 percent. DART has developed proposed Phase 2 plans to define the next set of service improvements for both bus and rail. Tier I is anticipated to be a five-year plan and Tier II is anticipated to take 10 or more years and will continue to be refined in collaboration with service area cities.
- The Phase 2 bus service plan is part of a broader Mobility+ Program, which consists of several bus initiatives aimed at enhancing mobility and more by using a Justice40 lens. The Justice40 Initiative was established by President Joe Biden in Executive Order 14008, where he made it a goal that 40% of the overall benefits of certain federal investments flow to disadvantaged communities. The Mobility+ Program also includes enhanced bus amenities, transit facilities modernization, bus corridor investments to improve speed and reliability, and a bus operating facilities master plan (see Section 9 for more information).
- DART operates the largest microtransit operation in north America with its GoLink zone service. DART supplements GoLink services operated with dedicated fleet via a service contract with shared ride transportation network companies (TNC) like Lyft and Uber. UberPool is offered as an option in several zones.
- DART's bus fleet is 100% CNG and features eight battery-electric buses. CNG buses run on 100% renewable energy sources. DART continues to research battery-electric bus technology. One of the eight electric buses in use is a next-generation long-range battery-electric bus to understand performance under different conditions. Based on a recent Zero Emission Bus Fleet Transition Plan effort, DART intends to continue to invest in CNG for the near future as the technology continues to evolve. DART is also a member of the Automated Bus Consortium to explore and test automated technology in the future.

LIGHT RAIL TRANSIT SERVICE

- The Red/Blue Line Platform Extensions (RBPE) project was completed in April 2022. This project added passenger carrying capacity by allowing for three-car train operations system-wide. Five stations were also fully raised, eliminating the need for mini-level boarding areas aligned with the low-floor section of the DART vehicles. Fully raised platforms will be designed in 2024-2025 and will be completed in advance of new low-floor vehicles. This will allow for universal level boarding at all doors.
- The DART system is 93 miles and 65 stations. Based on the additional capacity afforded by the RBPE project and changing travel patterns, the FY24 20-Year Financial Plan deferred the Dallas Central Business District (CBD) Second Light Rail Alignment (D2 Subway) project from the plan. Load monitoring and scenario planning efforts will determine the timing and need for capacity improvements. Focus is on optimization and modernization as part of a broader Systemwide Modernization Program.
- The Systemwide Modernization Program has several elements including replacement of the oldest vehicles to state-of-the-art low-floor vehicles, full raise of the remaining platforms, modifications to operating facilities for new vehicles, and a unified signal system to address technology obsolescence and enhance reliability and communications. Resiliency studies are also underway to determine necessary investments to address extreme weather events.
- The deferred Orange Line Loop 12 station is being advanced by DART in coordination with the City of Irving to provide access to future development in the area. Preliminary engineering and environmental documentation will be completed during summer 2024. It is anticipated that the station could be implemented by early 2028. The preliminary budget is approximately \$20M. DART will enter into an interlocal agreement with the City of Irving for funding, design and construction.

COMMUTER/REGIONAL RAIL

- The Silver Line Regional Rail project is under construction and will open in late 2025 or early 2026. The Silver Line will provide east-west service through seven cities along a 26-mile corridor from Plano to DFW Airport. DART is constructing a Shiloh Road maintenance facility in Plano to support eight new Stadler DMUs.
- The TRE is advancing several improvements to add capacity and replace bridges based on a September 2020 \$25 million BUILD grant award to NCTCOG. This project includes 1.2 miles of double tracking from the Medical/Market Center station to the Stemmons Freeway railroad bridge in Dallas, including replacing or rehabilitating three bridges, as well as 2.4 miles of double track from Handley Ederville Road to Precinct Line Road in Tarrant County and implementation of a rail technology called Clear Path.
- The DART and Trinity Metro Boards approved a contract with Siemens Mobility in February 2024 to purchase five new Charger locomotives to replace aging diesel locomotives. The purchase is being made using options as part of a joint procurement with Illinois DOT procurement. The initial \$60 million contract uses agency and RTC approved funds. DART is seeking additional external grant funding to support the purchase of up to six more locomotives in future phases.
- Trinity Metro opened a new Trinity Lakes Station in February 2024, which replaced the Richland Hills Station. The new station is adjacent to a new planned mixed-use development.

STREETCAR

- DART and the City of Dallas approved a Master Streetcar Interlocal Agreement (ILA) in August 2019 to guide future planning, design and operations. DART prepared a DART Service Area Streetcar Feasibility Study as a technical resource report of the Transit System Plan.
- DART has helped to host two funding and governance workshops to discuss opportunities for streetcar expansion in Dallas. In October 2023, the City of Dallas stated it is planning to conduct additional streetcar planning to support a Central Link project through downtown Dallas, including a funding and governance study to identify sustainable O&M sources. DART would be a stakeholder in those efforts.
- DART completed the convention center loop 30% design for the Dallas Streetcar from Union Station via Young, Lamar, Wood and Houston. A city decision is pending continued efforts on the Kay Bailey Hutchison Convention Center Master Plan.

ADDITIONAL RESOURCES

DART FY24 Business Plan
www.DART.org

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

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

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

NCTCOG has completed plans as well, including the Collin County Transit Plan (September 2021) in support of Policy III.07 requirements given DART agreements with Collin County cities for rider assistance programs (Allen, Fairview, Wylie) and microtransit (McKinney Urban Transit District). Allen, Fairview, and Wylie did not develop a plan to join DART. The DART Board extended their agreement through January 2024 to allow them time to transition to another provider. The MUTD agreement was authorized in January 2022 for three years with options for two one-year extensions.

MESQUITE

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

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

ARLINGTON

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

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

SITE SPECIFIC SHUTTLE POLICY (POLICY III.16)

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

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

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

3.0 RIDERSHIP AND SERVICE

Ridership on all modes was impacted by the COVID-19 pandemic starting in March 2020. See page 37 for more detail on ridership recovery trends.

FY23 ANNUAL SYSTEM RIDERSHIP SUMMARY

MODE	FY23 ANNUAL RIDERSHIP	FY23 AVERAGE WEEKDAY
Bus	25.9 Million	88,300
Light Rail	20.5 Million	61,780
Commuter Rail	1.1 Million	3,870
Paratransit	814,630	2,750
Vanpools	-	-
Dallas Streetcar (City of Dallas)	161,700	470
GoLink	876,430	2,820
TOTAL SYSTEM	49.4 million	159,990

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY23 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

	FY21	FY22	FY23
Annual Ridership (unlinked passenger trips)	20 million	22.7 million	25.9 Million
Average Weekday (unlinked passenger trips)	63,400	72,000	88,296
Average Saturday Ridership	42,000	48,000	55,637
Average Sunday Ridership	30,000	36,000	45,006
Number of Bus Routes	145	89	81

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY21, FY22, FY23 Ridership Reports

NUMBER OF BUS ROUTES BY CATEGORY

ROUTE CATEGORY	MIDDAY FREQUENCY	FY23	NOTES
Local (0-99)	20-30 minute	21	4 of the 21 routes operate at 15-minute midday
Local (100-199)	30 minute	5	
Local (200-299)	40-60 minute	43	
Express (300-399)	N/A	9	1 of the 5 routes operates midday 20-30-minute frequency
Site Specific Shuttles (400s, 800s)	Varies	8	
TOTAL		86	

SOURCE: DART Service Planning: Scheduling Department - Service Planning FY23 Ridership Reports

TOP FIVE FIXED BUS ROUTES FY23

RANK	ROUTE #	ROUTE NAME	AVERAGE DAILY TRIPS FY23
1	883	UTD	4,820
2	57	WESTMORELAND	3,303
3	22	FOREST LANE	2,738
4	20	NORTHWEST HIGHWAY	2,661
5	9	JEFFERSON GASTON	2,514

SOURCE: DART Service Planning: Scheduling Department - Service Planning Bus System Ridership for FY23

GOLINK AVERAGE WEEKDAY RIDERSHIP

GOLINK ZONE	FY21	FY22	FY23
Central Irving	N/A	23	45
Central Richardson	N/A	14	22
Cypress Waters	N/A	136	202
East Irving	N/A	8	31
East Plano	N/A	18	34
East Telecom	N/A	13	33
Far North Plano	20	31	49
Farmers Branch	24	94	159
Glenn Heights	18	24	39
Expanded Inland Port	66	160	521
Keller Springs	N/A	22	43
Kleberg	18	18	35
Lake Highlands	24	18	71
Lakewood	11	30	28
Legacy West	19	35	90
Mountain Creek	N/A	8	19
North Central Dallas	N/A	46	51
North Central Plano	56	102	183
North Dallas	27	39	93
Northwest Carrollton	N/A	11	24
Northwest Dallas	N/A	83	148
Park Cities	4	53	101
Plano Zone to Zone Pilot	N/A	56	124
Preston Hollow	N/A	18	28
Rowlett	83	112	242
Rylie	13	77	139
South Central Plano	N/A	8	33
South Dallas	3	36	161
South Irving	5	14	22
Southeast Garland	47	54	83
West Dallas	N/A	17	42

SOURCE: DART Service Planning: Scheduling Department – Service Planning Bus System Ridership for FY23

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

GoLink zones expanded from 16 to 30 in January 2022.

SITE SPECIFIC SHUTTLE AVERAGE WEEKDAY RIDERSHIP FY23

ROUTE NUMBER	ROUTE	FY23
402	NorthPark Shuttle	341
434	Parkland/Harry Hines	-
435	Parkland/Medical/Market CTR Station	Discontinued
436	Parkland - Empire Central	Discontinued
440, 442	Mustang Express	484
422, 423	UTSW Shuttle	140
883	UT Dallas Shuttle	4,820
431	DFW Airport Shuttle	213
413, 417, 419	TI Shuttle	151
412	Medical City E-Shuttle	Discontinued
408	Galatyn Park Shuttle	125
BAY	Baylor Shuttle	Discontinued

SOURCE: DART Service Planning: Scheduling Department - Service Planning Bus System Ridership for FY23

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

	FY21	FY22	FY23
Annual Ridership	14,487,200	17,676,000	20,495,400
Average Weekday Ridership	44,600	54,700	61,780
Average Saturday Ridership	33,600	41,600	48,380
Average Sunday Ridership	28,300	33,000	38,570

SOURCE: DART Service Planning: Scheduling Department - Service Planning FY21, F22, FY23 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

	FY21	FY22	FY23
Blue Line	10,800	12,700	14,722
Red Line	11,200	13,500	14,982
Green Line	12,600	16,000	17,927
Orange Line	10,000	12,500	14,151

SOURCE: DART Service Planning: Scheduling Department - Service Planning LRT Daily Average Ridership for FY21, FY22, FY23

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY21			FY22			FY23		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Westmoreland	WOC	Red	1,419	972	841	1,521	1,011	855	1,579	1,204	1,070
Hampton	WOC	Red	267	200	174	339	229	178	400	294	237
Tyler/Vernon	WOC	Red	139	100	83	185	128	99	231	167	137
Dallas Zoo	WOC	Red	235	233	172	289	315	229	280	262	218
UNT Dallas	SOC	Blue	754	460	406	774	481	399	809	493	457
Camp Wisdom	SOC	Blue	192	86	69	272	133	106	425	288	240
Ledbetter	SOC	Blue	783	549	411	805	550	399	780	547	427
VA Medical Center	SOC	Blue	330	142	115	405	165	126	435	198	169
Kiest	SOC	Blue	594	413	311	651	441	324	662	451	371
Illinois	SOC	Blue	607	455	373	695	500	411	910	665	583
Morrell	SOC	Blue	287	248	211	294	244	207	412	326	302
8th & Corinth	OC	Red/Blue	861	682	552	1,001	736	610	1,146	870	773
Cedars	OC	Red/Blue	558	407	337	628	469	366	759	644	478
Convention Center	CBD	Red/Blue	342	292	248	362	334	254	515	468	381
Union Station	CBD	Red/Blue/TRE	707	506	268	883	776	348	1,024	876	444

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY21			FY22			FY23		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
N. Carrollton/ Frankford	NW	Green	781	585	614	918	778	724	955	912	750
Trinity Mills	NW	Green/DCTA	402	269	177	491	333	192	538	359	212
Downtown Carrollton	NW	Green	306	220	185	403	319	235	451	378	254
Farmer's Branch	NW	Green	384	249	204	476	307	252	545	354	290
Royal Lane	NW	Green	455	353	297	535	415	345	472	339	316
Wainut Hill/ Denton	NW	Green	320	249	230	443	343	311	457	351	323
DFW Airport	NW	Orange	893	547	587	1,087	802	797	1,278	909	950
Belt Line	NW	Orange	230	104	106	245	146	145	273	169	165
North Lake College	NW	Orange	241	171	149	288	212	188	350	253	234
Hidden Ridge	NW	Orange	70	69	64	99	84	76	149	118	108
Irving Convention Center	NW	Orange	1,119	1,055	895	1,295	955	805	1,355	1,145	955
Las Colinas Urban Center	NW	Orange	95	67	68	135	112	110	196	151	135

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY21			FY22			FY23		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
University of Dallas	NW	Orange	124	71	64	145	94	84	172	119	125
Bachman	NW	Green/Orange	1,402	1,077	967	1,695	1,262	1,068	2,019	1,588	1,370
Burbank	NW	Green/Orange	235	160	141	262	180	155	168	124	118
Inwood/Love Field	NW	Green/Orange	757	575	463	907	654	541	987	760	612
SMD/Parkland	NW	Green/Orange	1,348	813	753	1,632	952	840	1,878	1,039	964
Market Center	NW	Green/Orange	277	225	202	396	336	289	481	426	321
Victory	NW	Green/Orange/ IRE	644	556	360	1,038	942	588	1,266	1,222	684
West End	CBD	Red/Blue/Green/ Orange	5,436	3,709	2,972	5,843	4,213	3,254	6,341	4,519	3,648
Akard	CBD	Red/Blue/Green/ Orange	1,680	1,027	864	2,244	1,593	1,242	2,780	1,904	1,512
St. Paul	CBD	Red/Blue/Green/ Orange	1,848	1,215	1,062	2,351	1,711	1,422	2,790	1,966	1,689
Pearl/Arts District	CBD	Red/Blue/Green/ Orange	2,349	1,895	1,573	2,280	2,866	2,190	3,908	3,474	2,632
Deep Ellum	SE	Green	255	291	227	379	463	309	398	468	335

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY21			FY22			FY23		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Baylor	SE	Green	526	399	346	731	621	479	841	819	609
Fair Park	SE	Green	396	387	431	848	1,085	1,007	888	1,730	948
MLK, Jr.	SE	Green	859	770	671	1,021	1,207	763	1,163	1,302	879
Hatcher	SE	Green	549	457	411	567	441	376	594	423	400
Lawnview	SE	Green	413	255	216	504	324	243	517	336	265
Lake June	SE	Green	433	315	249	480	301	237	522	302	274
Buckner	SE	Green	1,254	950	860	1,433	1,063	939	1,469	1,074	958
Otyplace/Uptown	NC NE	Red/Blue/Orange	1,049	829	711	1,236	1,053	867	1,372	1,180	1,026
SMU/Mockingbird	NC NE	Red/Blue/Orange	1,243	1,123	863	1,509	1,278	916	1,874	1,547	1,133
White Rock	NE	Blue	230	151	114	316	215	151	377	255	195
Lake Highlands	NE	Blue	171	125	100	228	165	132	299	190	162
LBJ/Skillman	NE	Blue	531	361	280	583	391	302	622	412	350
Forest Lupter	NE	Blue	394	261	206	514	336	266	563	373	321
Downtown Garland	NE	Blue	551	327	247	656	549	447	744	477	384

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY21			FY22			FY23		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Downtown Rowlett	NE	Blue	871	419	378	934	549	447	1,062	643	524
Lovers Lane	NC	Red/Orange	593	466	395	721	650	465	665	703	446
Park Lane	NC	Red/Orange	1,074	898	729	1,345	1,139	948	1,498	1,283	1,051
Walnut Hill	NC	Red/Orange	415	273	204	528	386	273	619	440	332
Forest Lane	NC	Red/Orange	902	683	534	1,065	823	661	1,262	992	848
LBJ/Central	NC	Red/Orange	755	615	556	841	744	710	1,019	932	865
Spring Valley	NC	Red/Orange	542	346	276	664	456	360	742	513	430
Apache Center	NC	Red/Orange	308	146	109	394	260	176	473	279	200
Galatyn Park	NC	Red/Orange	118	76	62	158	109	85	225	148	109
CityLine/Bush	NC	Red/Orange	297	149	109	408	268	172	572	359	236
Downtown Plano	NC	Red/Orange	352	257	211	404	360	291	513	471	355
Parker Road	NC	Red/Orange	1,563	946	799	1,788	1,227	954	1,941	1,425	1,144

SOURCE: DART Service Planning; Scheduling Department - Service Planning FY21, FY22, FY23 Average Daily LRT Station Ridership Report

COMMUTER RAIL RIDERSHIP

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

COMMUTER RAIL RIDERSHIP

	FY21	FY22	FY23
Annual Ridership (unlinked trips)	795.3 thousand	1.1 million	1.1 million
Average Weekday Ridership (unlinked trips)	2,700	3,600	3,870
Average Saturday Ridership (unlinked trips)	1,700	2,500	2,730

SOURCE: DART Service Planning: Scheduling Department – Service Planning FY21, FY22, FY23 Ridership Report

TRE RIDERSHIP BY STATION

STATION	FY21		FY22		FY23	
	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY
T & P Station	310	230	389	306	384	302
Fort Worth ITC	320	260	418	350	452	400
Richland Hills	170	90	242	172	278	184
Bell	140	70	208	122	217	127
Centreport/ DFW	240	130	343	211	363	228
West Irving	160	80	179	104	182	118
South Irving Station	250	150	316	198	340	226
Medical Market Center	250	90	294	99	310	99
Victory	270	220	475	452	530	507
Dallas Union	640	430	743	502	796	534
TOTAL RIDERSHIP	2,700	1,700	3,600	2,500	3,852	2,725

SOURCE: DART Service Planning: Scheduling Department – Service Planning TRE Daily Average Report

NOTE: In FY24 Richard Hills Station will be replaced by Trinity Lakes Station.

PARATRANSIT RIDERSHIP

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

PARATRANSIT RIDERSHIP

	FY21	FY22	FY23
Annual Ridership (Unlinked Trips)	571,300	734,080	814,630
Average Weekday Ridership	1,910	2,480	2,750
Average Weekend Ridership	690	850	960

SOURCE: DART Service Planning: Scheduling Department - Service Planning

NOTE: Average Weekday and Average Weekend based on September ridership

VANPOOL RIDERSHIP (DART PROGRAM TERMINATED MARCH 2022)

VANPOOL RIDERSHIP

	FY21	FY22	FY23
Annual Ridership	31,300	13,300	N/A
Average Weekday Ridership	120	130	N/A
Number of Vanpools	14	10	N/A

SOURCE: DART Service Planning: Scheduling Department - Annual Ridership by Mode

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

RIDERSHIP TRENDS

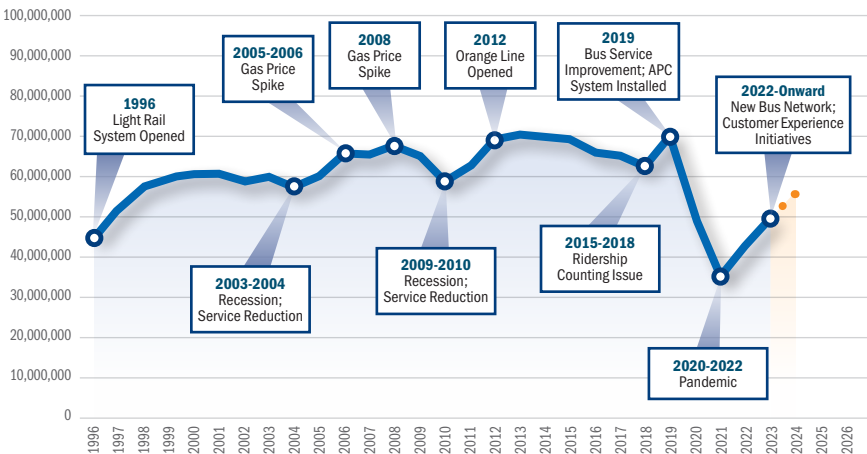
Figure 1 depicts the system-wide DART ridership trend from the beginning of light rail service in 1996. From 1996 to 2019 ridership increased over 56% with variations due to service reductions associated with economic downturns. The largest dip occurred in 2020-2022 due to the pandemic.

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

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

Recovery from the effects of the COVID-19 pandemic is ongoing. Nonetheless, with the new bus network, improved service reliability and a robust economy, DART ridership is recovering at a 15-20% annual rate. FY23 ridership was still about 38% below pre-pandemic levels but was up approximately 20% year over year.

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



4.0 OPERATIONS AND PERFORMANCE (FY23)

ANNUAL VEHICLE REVENUE MILES

	FY21	FY22	FY23 (UNAUDITED)
Bus ¹	24,216,644	20,519,289	24,800,432
Demand Response Bus ²	1,247,190	8,420,618	10,392,198
Demand Response Taxi ³	6,554,402	166,609	7,885
LRT	8,932,472	9,639,054	10,221,270
Commuter Rail ⁴	1,341,985	1,349,872	1,195,239
Vanpool	169,653	55,517	0

SOURCE: DART Finance Department - Revenue; FY23 based on NTD information (subject to audit)

ANNUAL VEHICLE REVENUE HOURS

	FY21	FY22	FY23 (UNAUDITED)
Bus ¹	1,954,204	1,648,398	1,893,617
Demand Response Bus ²	94,863	478,329	643,414
Demand Response Taxi ³	344,325	6,471	165
LRT	433,212	467,666	543,807
Commuter Rail ⁴	65,442	71,090	60,810
Vanpool	3,008	1,098	0

SOURCE: DART Finance Department - Revenue; FY23 based on NTD information (subject to audit)

ANNUAL PASSENGER MILES

	FY21	FY22	FY23 (UNAUDITED)
Bus ¹	80,230,140	90,635,002	102,522,530
Demand Response Bus ²	1,148,208	8,364,390	10,583,011
Demand Response Taxi ³	5,104,519	252,104	12,792
LRT	121,236,005	138,105,977	152,050,869
Commuter Rail ⁴	12,709,583	18,184,252	18,537,472
Vanpool	726,843	239,200	0

SOURCE: DART Finance Department - Revenue; FY23 based on NTD information (subject to audit)

NOTES:

¹Includes Shuttle and Flex services

²Includes Paratransit and GoLink services

³Includes Paratransit taxi services

⁴Includes Dallas and Tarrant Counties

KEY PERFORMANCE INDICATORS

DART SCORECARD OF KEY PERFORMANCE INDICATORS					
KPI MEASURE	FY20A	FY21A	FY22A	FY23A	FY24B
RIDERSHIP					
Total System (M)	49.9	36.1	43.2	49.4	54.5
Fixed Route (M)	49.3	35.5	42.1	48.1	52.4
EFFICIENCY					
Subsidy Per Passenger - Total System	\$9.91	\$13.56	\$11.43	\$11.83	\$11.57
Subsidy Per Passenger - Fixed-Route	\$9.28	\$12.72	\$10.83	\$11.12	\$10.72
Farebox Recovery Ratio - Fixed-Route	7.7%	5.4%	5.9%	5.6%	6.4%
Administrative Ratio	9.8%	10.3%	9.1%	8.9%	9.8%
SERVICE QUALITY					
On-Time Performance – Bus	83.6%	81.8%	77.1%	74.9%	83.0%
On-Time Performance – LRT	92.1%	93.2%	90.7%	82.2%	93.0%
On-Time Performance – TRE	96.4%	98.5%	98.0%	99.1%	97.0%
CUSTOMER SATISFACTION					
Complaints Per 100k Passengers - Fixed Route	36.1	52.0	36.0	30.1	N/A
Complaints Per 100k Passengers - Bus	52.1	84.4	50.0	49.7	N/A
Complaints Per 100k Passengers - Light Rail	16.0	10.2	19.5	9.4	N/A
Complaints Per 100k Passengers - TRE	6.4	4.3	5.5	3.4	N/A
MANAGED GROWTH					
Sales Tax Operations	79.6%	79.1%	61.9%	63.7%	67.9%

SOURCE: Finance Department - Business Planning & Analysis

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

5.0 FLEET OVERVIEW

DART maintains a fleet of buses, LRVs, paratransit vehicles and non-revenue vehicles. The TRE maintains a fleet of vehicles for commuter rail service. Future Silver Line vehicles have arrived. The following fleet information is current as of March 2024.

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

BUS VEHICLE FLEET

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

SOURCE: DART Bus Maintenance Fleet Plan

LIGHT RAIL VEHICLE (LRV) FLEET

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

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

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

*13' Pantograph collapsed - 22.5' Pantograph fully extended

DALLAS STREETCAR FLEET

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

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

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

TRINITY RAILWAY EXPRESS (TRE) FLEET

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

SOURCE: Trinity Railway Express

SILVER LINE FLEET

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

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

PARATRANSIT VEHICLE SPECIFICATIONS

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

SOURCE: DART Paratransit

*25 Starcraft in service and 6 spares

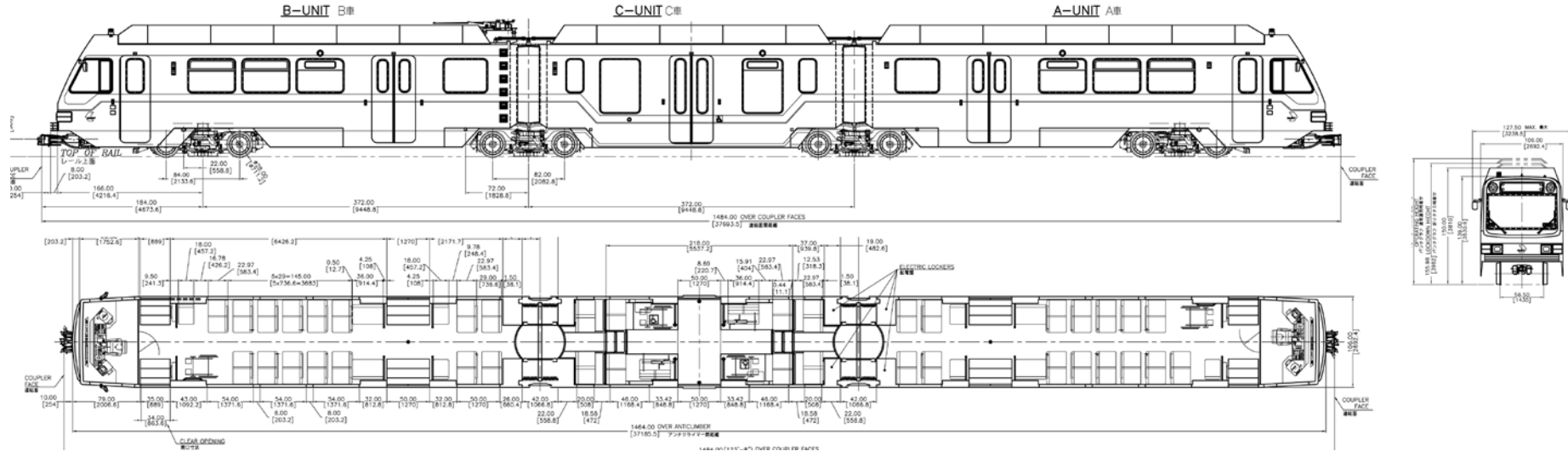
FY24 NON-REVENUE SUPPORT VEHICLES

DEPARTMENT	NUMBER OF VEHICLES
Administrative Services	5
Information Systems	10
Marketing	7
Materials Management	46
Service Planning	2
Police	148
Program Development	37
Risk Management	1
Vendor Management	1
Government Relations	1
Revenue	15
Bus Operations	105
Rail Operations	53
Communication	27
Mobility Management	16
Signals	32
NRV Services	36
Track	57
TES	49
Passenger Amenities	121
Safety	9
Engineering	17
Total	795

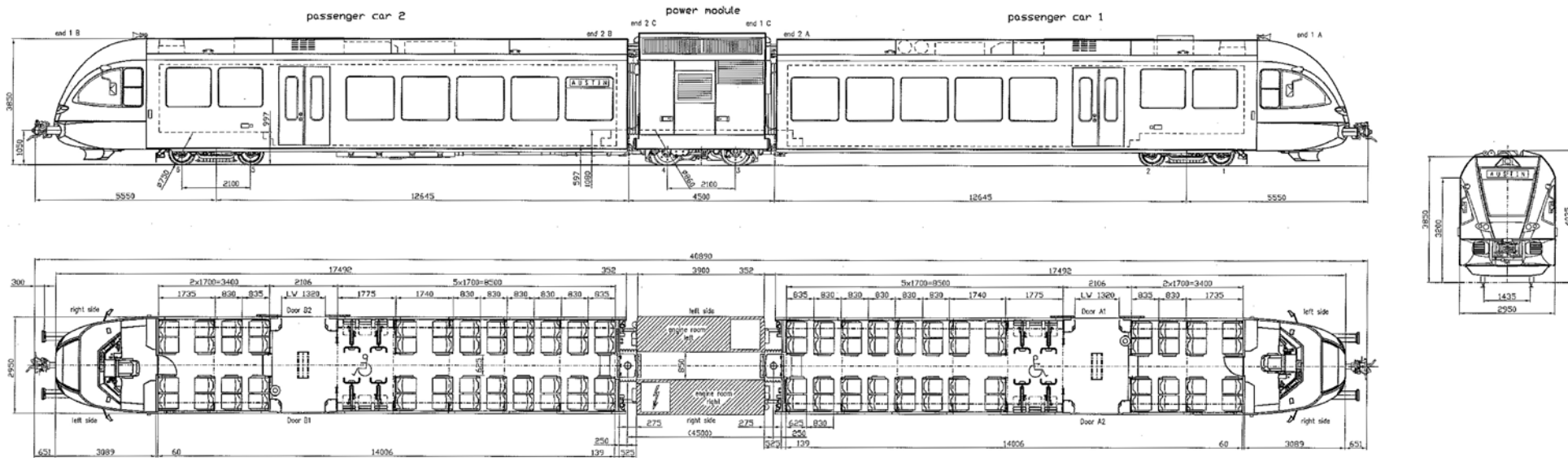
SOURCE: DART Maintenance Department Non-Revenue Vehicle Services

>> VEHICLE DIMENSIONS

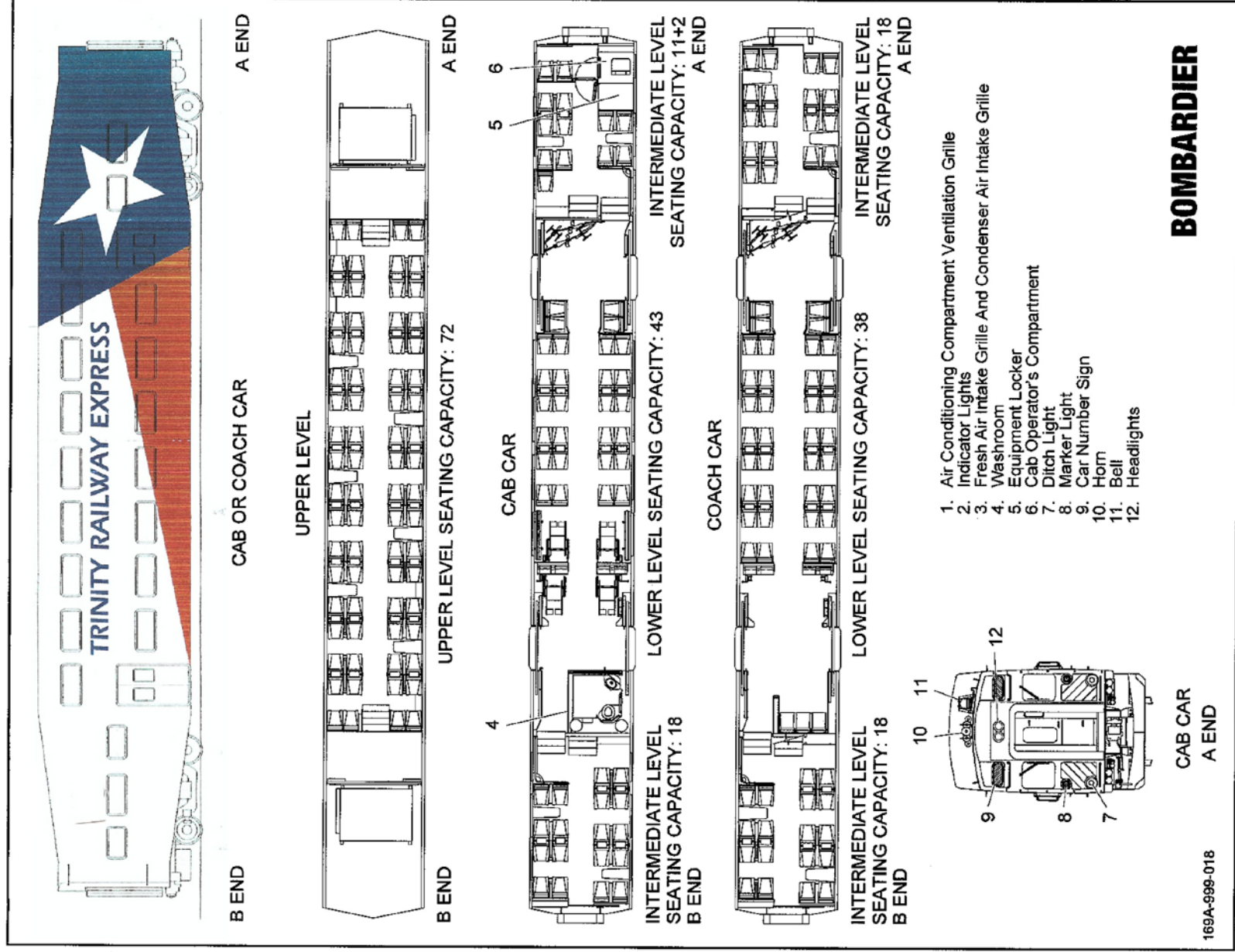
DART SLRV



STADLER GTW (SELF PROPELLED DIESEL VEHICLE USED BY DCTA)

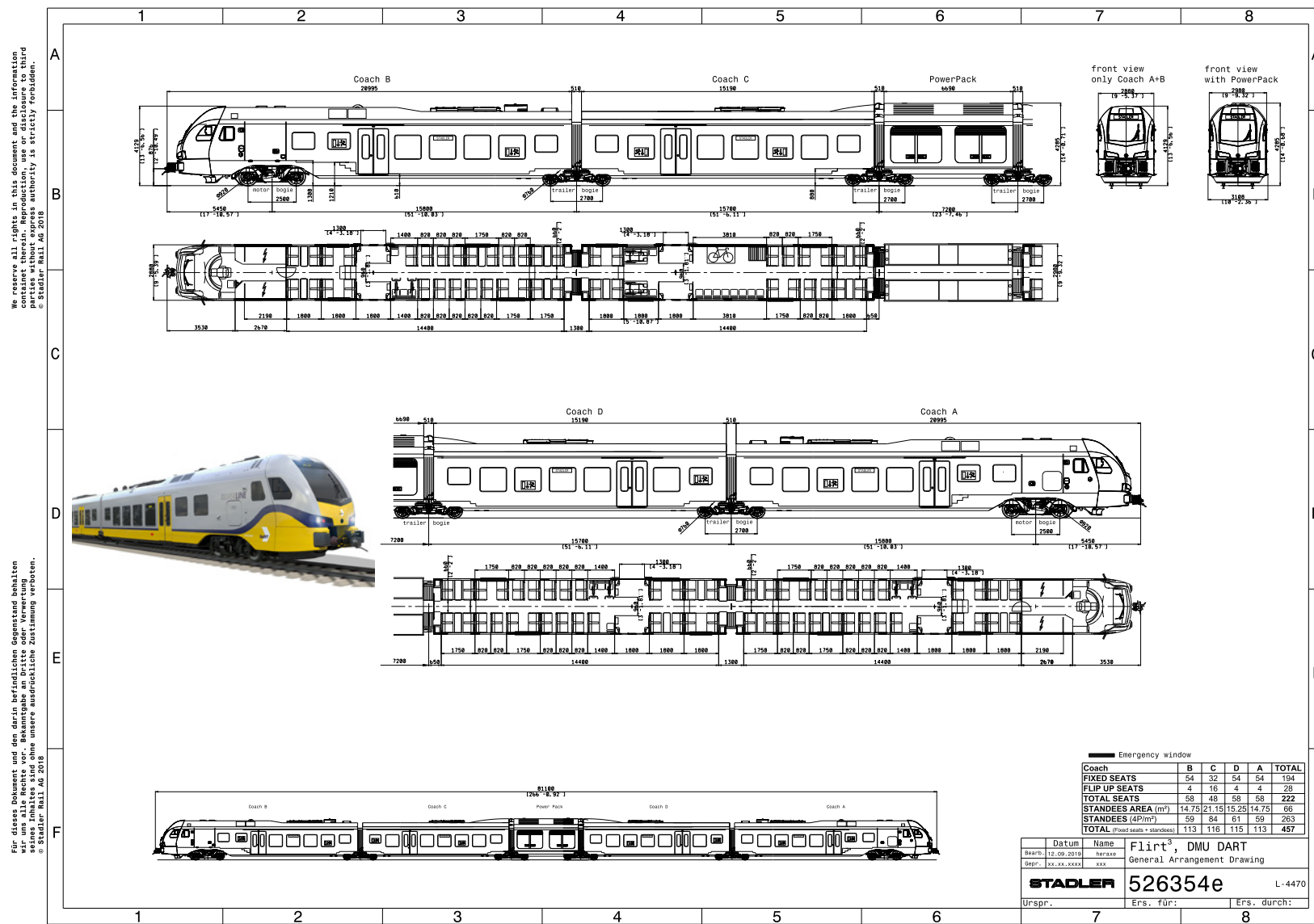


>> VEHICLE DIMENSIONS



>> VEHICLE DIMENSIONS

SILVER LINE VEHICLE - FLIRT₃ DMU



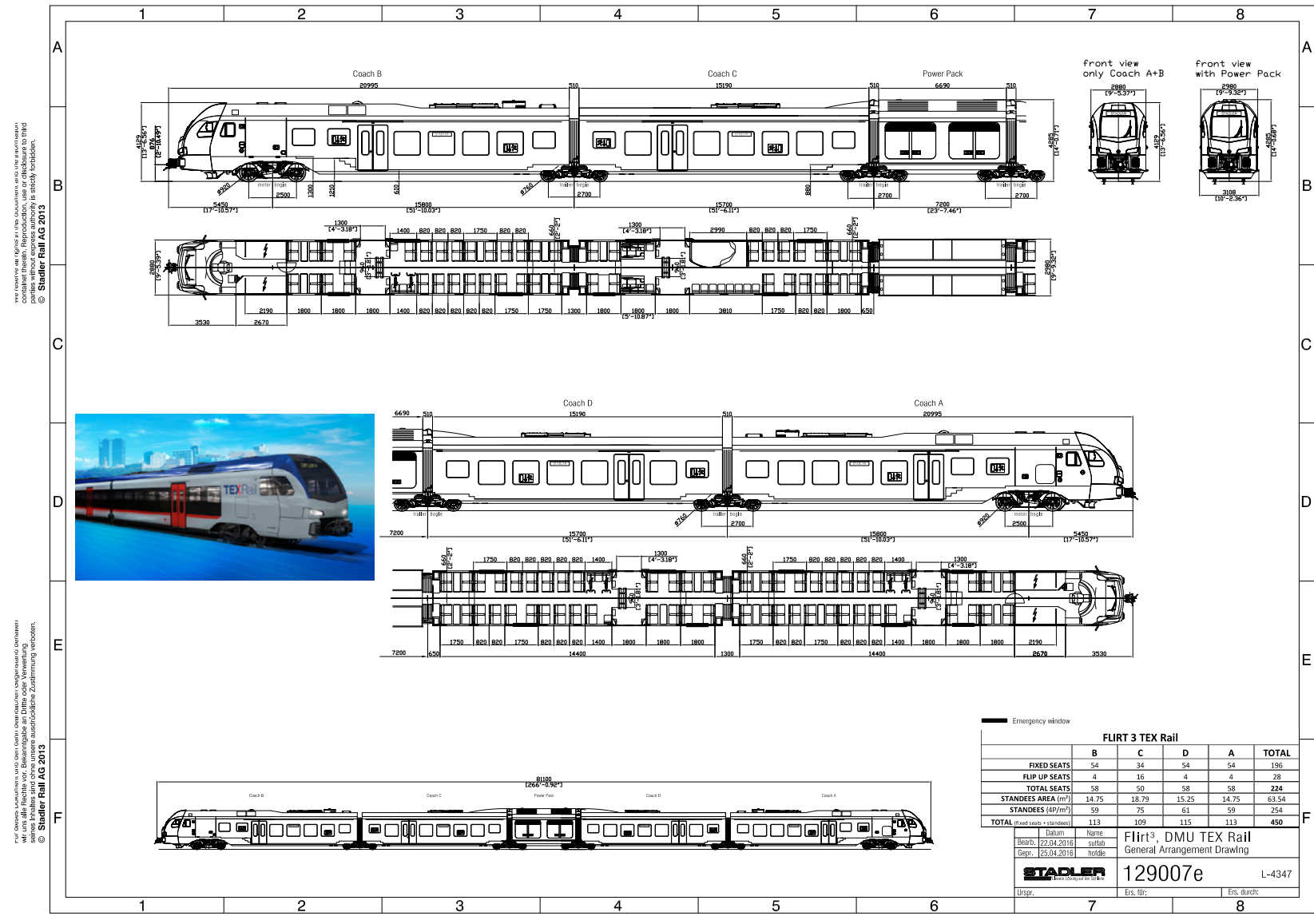
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>> VEHICLE DIMENSIONS

TRINITY METRO TEXRAIL VEHICLE - FLIRT₃ DMU



FLIRT 3 TEX Rail					
	B	C	D	A	TOTAL
FIXED SEATS	54	34	54	54	196
FLIP UP SEATS	4	16	4	4	28
TOTAL SEATS	58	50	58	58	224
STANDEES AREA (m ²)	14.75	18.79	15.25	14.75	63.54
STANDEES (40/m ²)	59	75	61	59	254
TOTAL (fixed seats + standees)	117	125	119	117	458
Unitum	Name: Flirt ₃ , DMU TEX Rail				
Bearb. 22.04.2016	Status: General Arrangement Drawing				
Gepr. 25.04.2016	Hollid:				
STADLER		129007e		L-4347	
Urspr.	Ers. Nr:			Ers. durch:	

6.0 FACILITIES

BUS STOPS

FACILITY TYPE	FY21	FY22*	FY23
Bus Stops	6,878	6,985	6,996
Bus Stops with Shelters	1,309	1,088	1,116
Bus Stops with Enhanced Shelters	56	56	56
Benches	1,567	1,228	1,242

SOURCE: DART Service Planning; Maintenance Department

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

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

BUS FACILITIES

FACILITY TYPE	FY23
Bus Transit Centers	7
Bus Transfer Centers	2
Bus Transfer Locations	3
Bus Park and Rides	2

SOURCE: DART Service Planning

TRANSIT CENTER

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

TRANSFER CENTER

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

TRANSFER LOCATIONS

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

PARK-AND-RIDE

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

TRANSIT FACILITY NAMING POLICY

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

TRANSIT CENTERS

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

SOURCE: DART Service Planning

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

TRANSFER CENTERS

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

SOURCE: DART Service Planning

TRANSFER LOCATIONS

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

SOURCE: DART Service Planning

PARK-AND-RIDES

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

SOURCE: DART Service Planning

LRT STATIONS

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

LRT STATIONS

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

LRT STATIONS

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

LRT STATIONS

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

LRT STATION SUMMARY

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

NOTES: See Key of Abbreviations on page 52

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

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

KEY TO ABBREVIATIONS

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

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

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

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

SUMMARY OF FACILITIES BY SERVICE AREA CITY

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

SOURCE: DART Capital Planning, Service Planning

BUS MAINTENANCE FACILITIES

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

SOURCE: DART Maintenance Department - Feb 2023

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

RAIL OPERATING FACILITIES

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

SOURCE: DART Maintenance Department

POLICE HEADQUARTERS AT ILLINOIS STATION IN HISTORIC MONROE SHOPS

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

OTHER FACILITY ADDRESSES

DART HEADQUARTERS

- 1401 Pacific Ave., Dallas, TX 75202

MOBILITY SERVICES BUILDING

- 8998 Senate St., Dallas, TX 75228

PIONEER WAREHOUSE

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

NON-REVENUE VEHICLE (NRV) FLEET SERVICES FACILITY

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

7.0 INFRASTRUCTURE

LRT CORRIDOR BREAKDOWN – LINE SECTION MILES AND STATIONS

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

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

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

LRT SYSTEM INFORMATION

FY23 SYSTEM INFORMATION (LRT AND DALLAS STREETCAR)

	FY21	FY22	FY23
LRT Traction Power Substations (TPSS)	9AC / 78 TPSS	9AC / 78 TPSS	11AC / 78 TPSS
Crew Rooms	32 (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	2 TPSS	2 TPSS	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: <ul style="list-style-type: none"> TRE Lead at Union Station (0.4 mile) Rogers Road to West of Downtown Irving Station (0.85 mile) East Mockingbird to West Perkins (1.33 miles) Total Single Track = 2.58 miles
Tarrant County	Single	County Line (West of CentrePort Station)	T & P Station	19.14	5	Single track sections at the following locations <ul style="list-style-type: none"> T&P to Calhoun (0,31 mile) Eli to Dalwor (0.65 mile) East Dalwor to West Sylvania (0.56 mile) East Sylvania to West Richland Hills (3.16 miles) East Richland Hills to West Hurst (2.43 miles) East Hurst to West Tarrant (3.14 miles) East Tarrant to West Centreport (0.67 mile) Total Single Track = 10.92 miles
TOTAL				33.89	10	

SOURCE: DART Development Department - Commuter Rail Division

EXPRESS AND MANAGED LANES

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

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

NORTH TEXAS TEXPRESS LANES SYSTEM MAP



LEGEND

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

SOURCE: TxDOT

8.0 OPERATING AND CAPITAL BUDGET

BUDGET AND FINANCE DEFINITIONS

- **NON-OPERATING AND CAPITAL BUDGET** – Includes items such as rail expansion, TRE trackwork, vehicle and capital maintenance programs, scheduled replacements of vehicles, facilities and infrastructure, etc.
- **CAPITAL BUDGET SCHEDULE BY MODE** – All capital projects listed by mode as well as agency-wide capital projects.
- **ANNUAL OPERATING BUDGET AND SUMMARY OF OPERATING EXPENSES** – Breakdown of FY24 Operating Expense Budget by expenditure category, compared to FY22 and FY23 actuals.
- **SOURCES OF FUNDS 2024-2043** – Projected sources of funds in major categories over the 20 years of the financial plan.
- **SALES TAX HISTORY** – Sales tax receipts by month for the last 10 fiscal years, including agency projection for FY24.
- **REVENUE FROM FARES BY TYPE** – FY22, FY23 actuals and FY24 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)

FY23 ACTUAL	CATEGORY	FY24 BUDGET
\$580,572	Total Capital Projects	\$871,398
\$15,516	P&D/Startup/Non-Ops	\$16,529
\$8,485	Road Improvements/ITS	\$6,494
\$604,574	TOTAL CAPITAL & NON-OPERATING	\$894,421

SOURCE: FY 2024 Annual Budget & 20-Year Financial Plan, Exhibit 5, pg. 38

SOURCE: FY23 Actual - DART Finance Department - Financial Planning & Analysis

CAPITAL BUDGET SCHEDULE BY MODE

FY 2024 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY 2024 BUDGET	20 YEAR TOTAL	EXTERNAL FUNDING	OPS EXP/ (SAVINGS)*
AGENCY-WIDE				
Administrative Building	\$23,973	\$129,697	\$0	\$0
Communication/Information Systems	\$32,099	\$494,440	\$3,561	\$550
Fare Revenue Collection Equipment	\$123	\$189	\$0	\$0
Maintenance Building	\$8,321	\$20,882	\$0	\$104
Passenger Stations	\$9,395	\$24,388	\$0	\$0
Service Vehicles (non-revenue)	\$6,386	\$89,298	\$2,251	\$0
Other	\$341	\$524	\$0	\$0
TOTAL AGENCY-WIDE	\$80,639	\$759,418	\$5,812	\$654
BUS				
Administrative Building	\$363	\$1,326	\$0	\$0
Communication/Information Systems	\$7,065	\$148,129	\$0	\$1,087
Fare Revenue Collection Equipment	\$0	\$35,878	\$0	\$0
Guideway	\$707	\$39,333	\$0	\$0
Maintenance Building	\$11,974	\$79,865	\$0	\$13
Passenger Stations	\$9,460	\$95,256	\$4,917	\$1,867
Revenue Vehicles	\$7,821	\$1,209,752	\$0	\$0
Service Vehicles (non-revenue)	\$173	\$380	\$0	\$0
TOTAL BUS	\$37,563	\$1,609,919	\$4,917	\$2,966
COMMUTER RAIL				
Communication/Information Systems	\$1,072	\$51,550	\$240	\$0
Guideway	\$45,296	\$442,481	\$289,469	\$0
Maintenance Building	\$4,775	\$98,357	\$2,000	\$0
Passenger Stations	\$0	\$548	\$0	\$0
Revenue Vehicles	\$5,736	\$352,179	\$156,408	\$0
TOTAL COMMUTER RAIL	\$56,880	\$945,115	\$448,117	\$0
LRT				
Communication/ Information Systems	\$9,461	\$102,992	\$6,916	\$0
Fare Revenue Collection Equipment	\$46	\$59,260	\$46,760	\$0
Guideway	\$73,564	\$838,608	\$0	\$0
Maintenance Building	\$10,374	\$174,862	\$0	\$0
Passenger Stations	\$23,237	\$335,908	\$34,833	\$0
Revenue Vehicles	\$14,525	\$2,191,826	\$0	\$0
Service Vehicles (non-revenue)	\$4,857	\$24,266	\$0	\$0
TOTAL LRT	\$136,062	\$3,727,721	\$88,509	\$0
STREETCAR				
Revenue Vehicles	\$111	\$1,789	\$1,789	\$0
TOTAL STREETCAR	\$111	\$1,789	\$1,789	\$0

CAPITAL BUDGET SCHEDULE BY MODE (CONT'D)

PROJECT NAME	FY 2024 BUDGET	20 YEAR TOTAL	EXTERNAL FUNDING	OPS EXP/ (SAVINGS)*
PARATRANSIT				
Maintenance Building	\$577	\$4,484	\$0	\$0
TOTAL PARATRANSIT	\$577	\$4,484	\$0	\$0
ROAD IMPROVEMENT				
TOTAL ROAD IMPROVEMENT	\$6,494	\$15,613	\$0	\$0
TOTAL MAINTENANCE, REPLACEMENT AND IMPROVEMENT				
	\$318,327	\$7,064,058	\$549,144	\$3,620
NON-OPERATING				
TOTAL OTHER	\$99,401	\$307,946	\$0	\$0
EXPANSION				
COMMUTER RAIL				
Silver Line	\$455,898	\$1,056,613	\$778,551	\$27,498
STREETCAR				
Guideway (Dallas Streetcar Link)	\$4,266	\$103,194	\$55,097	\$3,395
TOTAL EXPANSION	\$460,164	\$1,159,807	\$833,648	\$31,996
CAPITAL PLANNING & DEVELOPMENT & START-UP	\$16,529	\$428,222	\$0	\$0
GRAND TOTAL	\$894,421	\$8,960,034	\$1,382,792	\$35,616

SOURCE: FY 2024 Annual Budget & 20-Year Financial Plan - pg. 145-219

*Estimated Annual Operating Expense at Completion

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

CATEGORY	FY22 ACTUALS	FY23 ACTUALS	FY24 BUDGET
Salaries & Wages	\$258.1	\$293.5	\$307.8
Benefits	\$111.5	\$133.5	\$133.6
Services	\$55.2	\$66.5	\$80.6
Materials & Supplies	\$43.0	\$49.9	\$52.6
Utilities and Communications	\$17.7	\$18.8	\$20.0
Claims & Insurance	\$8.6	\$7.8	\$10.6
Purchased Transportation	\$66.0	\$75.4	\$92.4
Taxes, Leases, Reserves & Other	\$5.6	\$5.4	\$8.5
SUB-TOTAL	\$565.7	\$650.8	\$706.2
Capital P&D	(\$12.8)	(\$15.5)	(\$18.9)
TOTAL OPERATING EXPENSES	\$552.9	\$635.3	\$687.2

SOURCE: FY 2024 Annual Budget & 20-Year Financial Plan - Exhibit 6 , Pg. 40

SOURCES OF FUNDS 2024-2043 (IN MILLIONS)

MODE	FY23 BUSINESS PLAN	FY24 BUSINESS PLAN
Sales Tax Revenues	\$23,792.1	\$24,990.1
Operating Revenues	\$1,730.4	\$1,751.9
Interest Income	\$610.7	\$383.4
Formula Federal Funding	\$1,781.6	\$1,886.1
Discretionary Federal Funding	\$1,749.1	\$814.5
Debt Issuances	\$3,505.8	\$3,617.5
Other Sources	\$1,221.5	\$1,303.4
TOTAL SOURCES OF FUNDS	\$34,391.2	\$34,746.9

SOURCE: FY 2023 Business Plan - Exhibit 40, pg. 192

SOURCE: FY 2024 Annual Budget & 20-Year Financial Plan - Exhibit 20, pg. 126

10-YEAR SALES TAX HISTORY 2014-2023 (IN MILLIONS)

	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23
October	\$38.0	\$41.3	\$42.2	\$43.3	\$46.7	\$49.1	\$54.2	\$50.7	\$60.4	\$67.1
November	\$36.3	\$38.1	\$40.4	\$43.3	\$46.7	\$47.7	\$51.2	\$49.3	\$61.9	\$67.3
December	\$50.2	\$55.9	\$57.5	\$59.7	\$60.2	\$64.6	\$68.7	\$67.6	\$77.1	\$83.2
January	\$35.0	\$38.4	\$40.3	\$43.5	\$44.9	\$47.6	\$52.2	\$49.3	\$58.4	\$64.5
February	\$36.1	\$37.0	\$39.8	\$42.1	\$42.3	\$46.2	\$45.4	\$42.7	\$53.5	\$61.2
March	\$44.5	\$49.5	\$51.8	\$53.7	\$57.2	\$55.6	\$51.3	\$61.4	\$73.2	\$73.3
April	\$39.2	\$41.8	\$41.9	\$42.9	\$47.5	\$51.0	\$41.0	\$58.1	\$63.3	\$65.1
May	\$36.8	\$39.6	\$42.7	\$47.0	\$50.9	\$49.6	\$45.3	\$56.1	\$65.2	\$70.9
June	\$44.7	\$50.1	\$51.9	\$52.2	\$54.6	\$56.7	\$56.3	\$65.5	\$68.5	\$74.0
July	\$39.7	\$39.3	\$42.3	\$43.6	\$46.6	\$46.9	\$48.3	\$59.6	\$64.8	\$67.1
August	\$40.1	\$39.8	\$44.3	\$45.1	\$46.5	\$54.0	\$46.9	\$56.0	\$66.2	\$67.4
September	\$45.2	\$47.9	\$50.0	\$50.2	\$51.4	\$55.4	\$55.1	\$65.2	\$71.3	\$73.2
FY TOTAL	\$485.7	\$518.6	\$545.1	\$566.6	\$595.6	\$624.4	\$615.8	\$681.5	\$783.7	\$834.4

SOURCE: FY 2024 Annual Budget & 20-Year Financial Plan - Exhibit 43 , pg. 244

SOURCE OF FY23 COLUMN: DART Finance Department - Treasury

FY24 FINANCIAL PLAN SALES TAX REVENUE

	FY24
Projected Sales Tax Revenue	\$870.8 million

SOURCE: FY2024 Business Plan

REVENUE FROM FARES BY TYPE

TYPE OF FARE	FY2021 ACTUAL		FY2022 ACTUAL		FY2023 BUDGET	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
SINGLE FARE						
Local	67,074	\$167,685	68,071	\$170,178	77,611	\$194,026
Streetcar	59,671	\$59,671	94,909	\$94,049	93,048	\$93,048
Regional	5,442	\$32,652	6,197	\$37,182	7,162	\$42,970
Reduced	30,696	\$38,370	38,397	\$47,996	41,249	\$51,561
Paratransit (Coupons)	181,580	\$544,748	203,597	\$610,792	244,444	\$733,332
TOTAL SINGLE FARE	344,463	\$843,126	411,171	\$960,196	463,514	\$1,114,937
AM/PM						
Local	2,744,642	\$8,233,887	3,314,043	\$9,942,083	3,456,862	\$10,370,586
Reduced	819,134	\$1,228,683	1,010,500	\$1,515,736	1,137,589	\$1,706,383
TOTAL AM/PM	3,563,776	\$9,462,570	4,324,543	\$11,457,819	4,594,451	\$12,076,969
GOLINK ONE-WAY PASS						
Local	28,324	\$69,048	93,046	\$280,241	61,432	\$153,579
Reduced	4,834	\$6,045	-	-	22,261	\$27,826
TOTAL GOLINK	33,158	\$75,093	93,046	\$280,241	83,693	\$181,405
MIDDAY PASSES						
Local	512,032	\$1,024,051	566,785	\$1,133,562	614,701	\$1,229,402
Regional	28,724	\$57,434	28,006	\$56,003	28,065	\$56,130
TOTAL MIDDAY	540,756	\$1,081,485	594,791	\$1,189,565	642,766	\$1,285,532
DAY PASSES						
Local	698,608	\$4,191,604	811,599	\$4,869,567	902,859	\$5,417,155
Regional	50,890	\$610,680	70,237	\$842,848	25,995	\$311,941
Reduced	243,157	\$729,452	296,669	\$889,989	317,422	\$952,266
High School	11,042	\$33,126	10,011	\$30,033	12,524	\$37,572
College/Trade	15,718	\$47,154	14,903	\$44,709	16,347	\$51,178
Mesquite	690	\$17,250	-	-	-	-
Vouchers (book of ten)	32,824	\$1,172,987	28,165	\$1,035,760	32,995	\$1,111,261
TOTAL DAY PASSES	1,052,929	\$6,802,253	1,231,584	\$7,712,906	1,308,142	\$7,881,373

REVENUE FROM FARES BY TYPE (CONT'D)

TYPE OF FARE	FY2022 ACTUAL		FY2023 ACTUAL		FY2024 BUDGET	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE	ACTUAL UNITS	ACTUAL REVENUE
MONTHLY PASSES						
Local	22,807	\$2,189,472	26,311	\$2,525,856	28,780	\$2,762,876
Regional	787	\$151,104	553	\$106,176	915	\$175,704
Reduced	8,183	\$392,784	8,832	\$423,936	9,682	\$464,742
High School	5,168	\$248,064	8,618	\$413,664	9,803	\$470,562
TOTAL MONTHLY PASSES	36,945	\$2,981,424	44,314	\$3,469,632	49,180	\$3,873,884
ANNUAL PASSES						
Local	58	\$8,207	2,235	\$2,149,905	-	-
Regional	329	\$332,972	726	\$338,425	-	-
Senior	3	\$274	41	\$15,950	-	-
Corporate Programs	2,940	\$2,988,262	-	-	4,664	\$3,743,924
TOTAL ANNUAL PASSES	3,330	\$3,329,715	3,002	\$2,504,280	4,664	\$3,743,924
OTHER PROGRAMS						
Secondary/ College Decals	44,582	\$2,579,150	43,907	\$3,732,115	42,674	\$4,096,732
Europay, MasterCard, and Visa (EMV)	97,013	\$154,504	195,243	\$423,542	118,458	\$384,989
TOTAL OTHER PROGRAMS	141,595	\$2,733,654	239,150	\$4,155,657	161,132	\$4,481,721
TOTAL PASS SALES	5,716,952	\$27,309,320	6,941,601	\$31,730,296	7,307,542	\$34,639,745
WITHOUT PARATRANSIT COUPONS	5,535,372	\$26,764,572	6,738,004	\$31,119,504	7,063,098	\$33,906,413

SOURCE: DART Finance Department - Revenue Administration

REVENUE RECOVERY

FAREBOX REVENUE RECOVERY RATIO

MODE	FY22 ACTUAL	FY23 ACTUAL	FY24 BUDGET
Bus Transit	6.2%	5.2%	5.4%
Light Rail Transit	6.1%	6.6%	8.1%
Commuter Rail Transit	3.8%	4.1%	5.9%
FIXED ROUTE TOTAL	5.9%	5.6%	6.4%

SOURCE: DART Finance Department - Financial Planning & Analysis

ALL MODES – SUBSIDY/PASSENGER

SUBSIDY PER PASSENGER

MODE	FY22 ACTUAL	FY23 ACTUAL	FY24 BUDGET
Bus Transit	\$10.39	\$11.87	\$11.94
Light Rail Transit	\$9.61	\$8.82	\$8.34
Commuter Rail Transit	\$34.16	\$26.52	\$30.40
FIXED ROUTE TOTAL	\$10.83	\$11.12	\$10.72
Paratransit	\$49.01	\$45.50	\$49.49
GoLink	\$21.62	\$17.41	\$17.12
SYSTEM TOTAL	\$11.43	\$11.83	\$11.57

SOURCE: DART Finance Department - Financial Planning & Analysis

9.0 DART CAPITAL PROGRAM

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

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

Over the last few years, focus has been on system enhancements such as rail replacement in the Dallas Central Business District (CBD), completed in 2019, and Red/Blue Line platform extensions, completed in April 2022. A system modernization program is in development to define improvements necessary to address technology obsolescence, modernize facilities, improve resiliency and reliability, and prepare for upcoming light rail, bus and TRE vehicle replacements.

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

SYSTEMWIDE MODERNIZATION PROGRAM

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

VEHICLES

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

RAIL STATIONS

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

PASSENGER BUS FACILITIES AND AMENITIES

- Develop a plan to modernize, renovate, and/or relocate transit facilities to enhance customer experience, address SGR, and/or integrate into new developments.
- Implement next generation bus shelter throughout service area.

OPERATING FACILITIES MODIFICATION

- Modify Central and Northwest rail operating facilities to support new light rail vehicle maintenance activities.
- Implement wayside power and yard improvements for TRE.
- Complete bus operating facilities master plan and develop program of phase improvements.

UNIFIED SIGNAL SYSTEM

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

CONSOLIDATED DISPATCH AND COMMAND CENTER (CDCC)

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

RESILIENCY

- Enhance resiliency of system operations during extreme weather events.

LIGHT RAIL SYSTEM**RED AND BLUE LINE PLATFORM EXTENSIONS (RBPE) PROJECT**

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

- Project budget of \$128.8M
- \$60M Texas Mobility Funds (TMF); \$60.8M from FTA Capital Investment Grant Program; remaining \$8M local funding.
- Three-car operations have been used for special events but regular three-car operations during the peak hour is deferred under an FTA waiver until pre-COVID train capacity on the system is re-established. The waiver will be reviewed in September 2024.

RED AND BLUE LINE PLATFORM EXTENSIONS (RBPE) PROJECT

- The RBPE project was completed under budget. In February 2023, FTA approved \$4.6 million of the grant share of the cost savings for DART to use towards raising the remaining 23 platforms (see map on following page). DART will match the funds with \$5.2 million to maintain the original share ratios in the grant.

DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2 SUBWAY) - DEFERRED

The Dallas Central Business District Second Light Rail Alignment, known as the D2 Subway project, is a potential second light rail line through downtown Dallas. The DART Board of Directors deferred the D2 Subway from the agency's FY24 20-Year Financial Plan in January 2024 due to changes in, in ridership and travel patterns, which led many transit agencies around the country to reassess their plans and priorities. Within the DFW area, travel behavior changes have affected rail ridership, especially during typical peak-period commute times. One of the primary purposes of the D2 Subway project was to address the anticipated growth in peak period demand to and through downtown Dallas. However, work-from-home trends, growing regional employment centers outside of downtown Dallas, and the changing nature of downtown Dallas into a more mixed-use neighborhood led DART to defer significant investment in the D2 Subway project.

With the recently completed Red and Blue Line Platform Extensions project, DART can now operate longer trains systemwide to address ridership growth in the foreseeable future. DART will continue to monitor trends and will advance appropriate capacity improvements when warranted (see www.DART.org/D2 for project history).

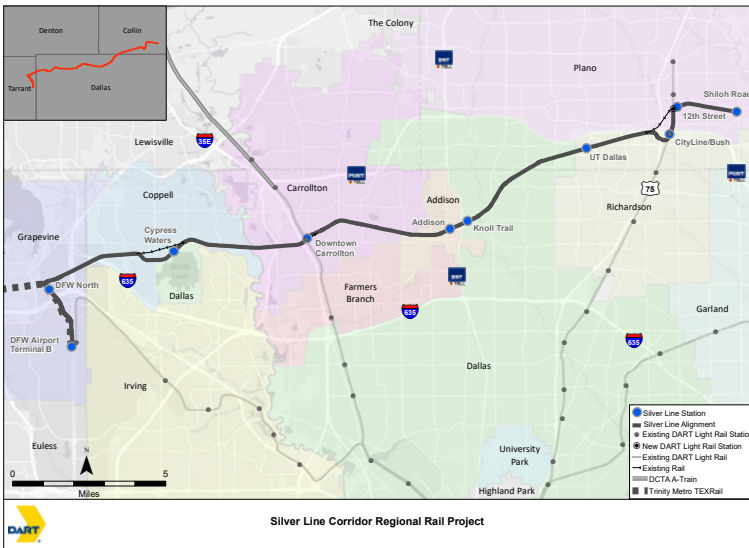
REGIONAL RAIL

SILVER LINE REGIONAL RAIL PROJECT

The Silver Line (in the Cotton Belt corridor) is a 26-mile regional rail project from Dallas/Fort Worth International Airport Terminal B to Shiloh Road in Plano. The project will use the eastern segment of the DART-owned Cotton Belt Corridor. The Trinity Metro TEXRail service (which opened in January 2019) operates to the west from DFW International 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 Orange Line. It also connects to TEXRail at DFW International Airport. The anticipated revenue service date is late 2025/early 2026.

- The project is a double-track alignment serving 10 stations, plus a new infill light rail station at 12th Street in Plano. The project will provide initial service at 30/60-minute peak/off-peak headways. DART anticipates enhanced service levels in the future.
- FTA, as the lead federal agency, and Federal Aviation Administration (FAA), as a cooperating agency signed the FEIS/ROD in November 2018.
- Project schedule was advanced in the FY17 20-Year Financial Plan by taking advantage of Railroad Rehabilitation and Improvement Financing (RRIF) loan program through the Build America Bureau of US Department of Transportation. The \$908 million RRIF loan closed in December 2018 with a low 2.98% interest rate and term of 35 years. In February 2021, DART refinanced the loan at a 2.26% interest rate, resulting in \$190 million savings over the loan term.
- FY24 Financial Plan includes \$2.098 billion budget.
- Three primary contracts were awarded: Design/Build Contract (January 2019); Project Manager/ Owner Representative (PMOR) Contract (January 2019); Vehicles/ Equipment Maintenance Facility (EMF) Design (May 2019).
- Vehicle storage, maintenance, and operations will occur at the Shiloh Road EMF. Dispatching will be out of the Herzog Irving office (primary) and TEXRail Mahaffey Maintenance Facility (MMF) (secondary).
 - » DART will procure future design and construction contracts for dispatch facilities with Herzog who will handle dispatch facility relocation and integration with MMF.
 - » Stadler DMU vehicles have been delivered and are being stored at the TRE yard.

SILVER LINE CORRIDOR REGIONAL RAIL PROJECT MAP



TRE CORRIDOR IMPROVEMENTS

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

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

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

MOBILITY+ PROGRAM

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

- **Bus Network Redesign Phase 2** - DART is developing a plan to outline short- and long-term service improvements, with a focus on bus services but also addressing rail and on-demand services in order to support access, opportunity and upward mobility.
- **Bus Amenity Expansion** - DART collaborated with the University of Texas at Arlington School of Architecture and the American Institute of Architects Dallas to design the next-generation bus shelter as well as other stop amenities. The prototype was refined in FY23 to expand improved amenities to more people who need them.
- **Transit Facilities/Mobility Hub Guidelines** - DART is assessing the need for additional transit facilities to support the new bus network and develop mobility hub guidelines to identify and prioritize facility improvements and opportunities for economic development, services, affordable housing, resiliency, and innovation. The Mobility Hub guidelines will emphasize pedestrian, bicycle, and vehicle connections, wayfinding, and placemaking.
- **Bus Corridor Investments** - DART has initiated a Bus Corridor Investment Program and will develop Design Guidelines to identify needs, opportunities, and an investment strategy in partnership with our city and agency partners. The program is focusing on the current 22 frequent route corridors. Phase 1 of the study was completed in November 2023 and will outline capital and operating improvements to enhance speed and reliability for the first set of 21 frequent service corridors, including a subset of corridors for Bus Rapid Transit (BRT) service. Phase 2 will be done in 2025 to define projects and costs.
- **Fleet Transition Strategy** - DART operates a clean CNG bus fleet utilizing 100% renewable energy as well as eight battery-electric buses. A Zero Emission Bus Fleet Transition Plan was completed and recommend CNG technology for next procurement but outlined opportunities for a potential future transition.
- **Bus Operating Facilities Master Plan** - DART initiated a master plan in January 2024 for its five operating and fleet service facilities to optimize the use of assets, including land. Recommendations will focus on improving the efficiency, safety, and productivity of facilities in a sustainable manner while providing flexibility to adapt to fleet and industry changes.

STREETCAR PROGRAM

EXISTING MODERN STREETCAR

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

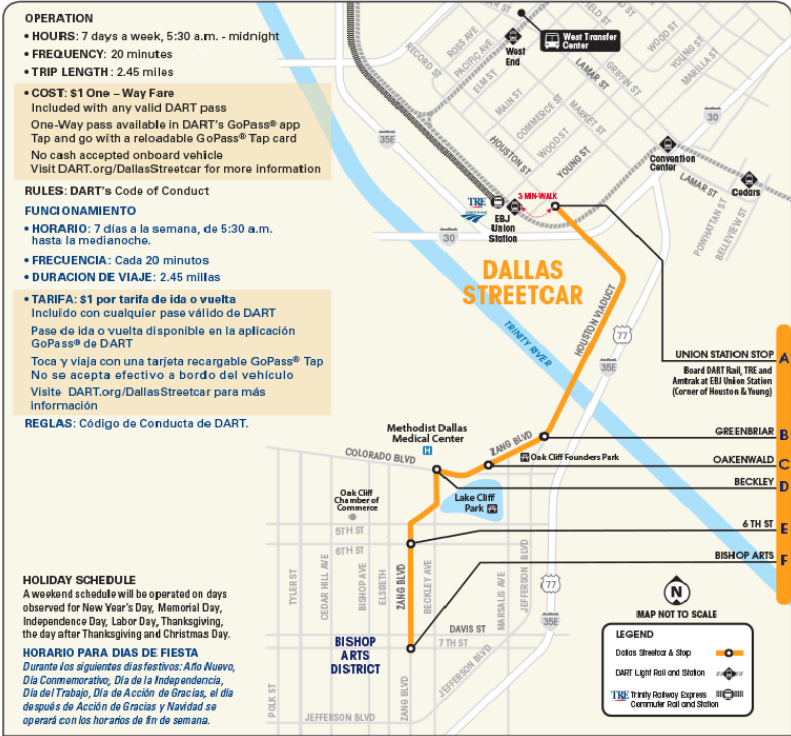
Starter Line: Union Station to Colorado/Beckley

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

Extension 1: Bishop Arts Extension

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

EXISTING DALLAS STREETCAR SYSTEM MAP



SOURCE: DART



FUTURE MODERN STREETCAR EXPANSION

NORTHERN EXTENSION/CONVENTION CENTER LOOP

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

DALLAS STREETCAR CENTRAL LINK

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

- DART and the City of Dallas completed a supplemental Alternatives Analysis (AA) in 2017. The City of Dallas selected an Elm-Commerce couplet as the preferred route in September 2017 but directed staff to continue to consider Main and Young streets as options.
- A Master Streetcar ILA was approved by the DART Board and the Dallas City Council in August 2019.
- Prior to requesting entry into Project Development under the FTA Small Starts program, the City of Dallas is exploring sustainable O&M funding sources and conducting additional planning studies using their Public Transportation Improvement (PTI) funds. Downtown Dallas Inc. (DDI), DART and the City of Dallas hosted a workshop in August 2022 to discuss options. DDI continues to lead discussions through their Mobility Subcommittee.
- The DART FY23 Financial Plan budget is \$96.2 million and assumes \$48 million in FTA grant funding.
- This budget and funding sources may be refined if the project scope changes.

EXISTING MCKINNEY AVE TROLLEY (M-LINE)

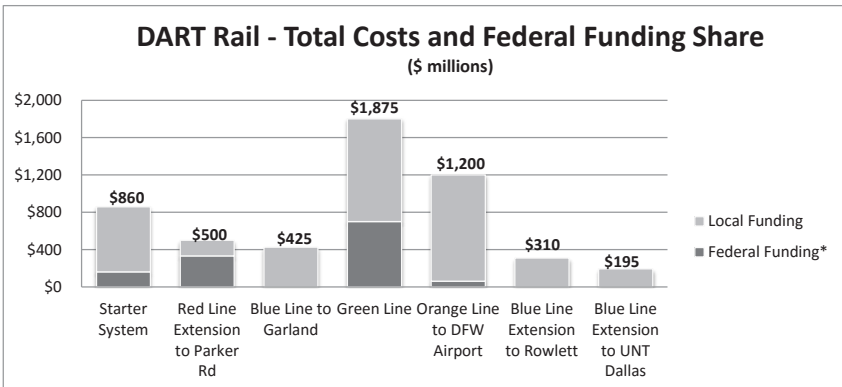
- McKinney Avenue Transit Authority (MATA) is a non-profit organization that operates the vintage M-Line trolley service connecting Cityplace/Uptown to downtown Dallas and the Arts District.
- Service is free and operates 365 days a year.
- Current round trip on route is 5.2 miles.
- DART provides funding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

CAPITAL COSTS

- The 20-mile starter system cost \$860 million or \$43 million/mile (1995\$).
- The 12.3-mile Red Line extension (Park Lane to Parker Road) cost approximately \$500 million or \$41 million/mile (2002\$).
- The 11.2-mile Blue Line extension (Mockingbird to Downtown Garland) cost approximately \$425 million or \$40 million/mile (2002\$).
- By 2010, Capital costs for LRT ranged from \$60-85 million/mile based on Green and Orange Line experience.
- The 1.2-mile NW-1A (first phase of Green Line from West End to Victory) cost \$75 million (2002\$)
- The 26.5-mile Green Line project (excluding NW-1A) cost \$1.8 billion or \$66 million/mile (2006\$).
 - » Green Line federal project 20.9-mile Farmers Branch to Buckner (NW/SE MOS): \$1.4 billion (2006\$) or \$67 million/mile.
- The 14-mile Orange Line project cost \$1.2 billion (2010\$) or \$85 million/mile.
- The 4.6-mile Blue Line Rowlett Extension project cost \$310 million (2010\$) or \$65 million/mile.
- The 2.6-mile Blue Line Extension to UNT cost \$195 million (2016\$) or \$75 million/mile.
- The 26-mile Silver Line cost estimate \$2,098 million (2024\$) or \$80.7 million/mile (will be updated with actual costs after construction is complete).
- Costs include allocations for vehicles, systems and maintenance facility requirements.

MAJOR FEDERAL FUNDING

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



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

PROJECT DEVELOPMENT PROCESS AND CIG PROGRAM FUNDING

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

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

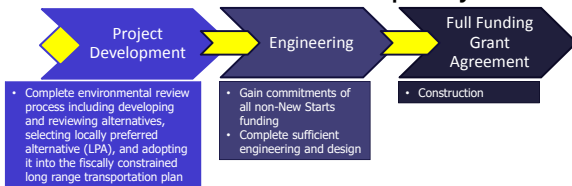
Key changes under BIL include:

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

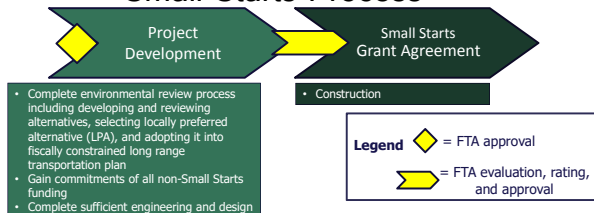
Federal Share: The maximum CIG (Sec 5309) share varies by project type, with New Starts: 60%, Small Starts: 80%, and Core Capacity: 80%. Total federal funds for any project type may not exceed 80%.

FTA issued Policy Guidance for the Capital Investment Grant Program in January 2023. This was an update from 2016 guidance to reflect changes made to project eligibility in the BIL. FTA has issued additional proposed changes to CIG Policy Guidance with comments due June 2024.

New Starts and Core Capacity Process



Small Starts Process



10.0 ECONOMIC DEVELOPMENT

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

TRANSIT-ORIENTED DEVELOPMENT (TOD)

DART is a national leader in the advancement of TOD with more than \$1.7 billion invested in existing and planned live-work-play communities at current and future station sites.

DEVELOPMENTAL IMPACTS

In 2023, the UNT Economics Research Group examined the economic impacts near DART rail stations. A May 2023 study examined the impacts of projects that are located within one-quarter mile of DART stations from 2019 to 2021. The study did not include downtown stations. The value of all projects included in the analysis were determined through a combination of steps including a review by Cushman & Wakefield. UNT developed an economic input-output model to measure the direct, indirect, and induced impacts of transit-supportive development in DART's service area.

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

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

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

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

- Thirty-one development projects were completed within one-quarter mile of DART stations with a property value of \$980.1 million.
- Commercial development accounted for \$429.9 million (44%), residential accounted for \$540.5 million (55%), and public projects accounted for \$9.6 million (1%).
- The total economic impact of the projects created \$1.8 billion for the DFW economy over the entire 1999-2021 study period.
- The projects created over 10,000 construction jobs.
- The projects generated \$144.7 million in federal tax revenue over the study period.
- The projects generated \$49.6 million in state and local tax revenue over the study period.
 - » Sales taxes generated (excluding DART portion) was \$22.7 million.
 - » Property taxes generated was \$18.3 million.
 - » Other state & local tax revenue was \$8.6 million.

TOD POLICY

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

These real estate assets represent opportunities to enable “Fantastic Spaces” at and around DART assets and better capture DART’s added value to the region. DART seeks to work in close partnership with its service area to identify and promote 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

TOD Guidelines were designed to assist the 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 may be found at www.DART.org/economicdevelopment.

TOD PROPERTY INVENTORY AND MARKET ASSESSMENT 2019

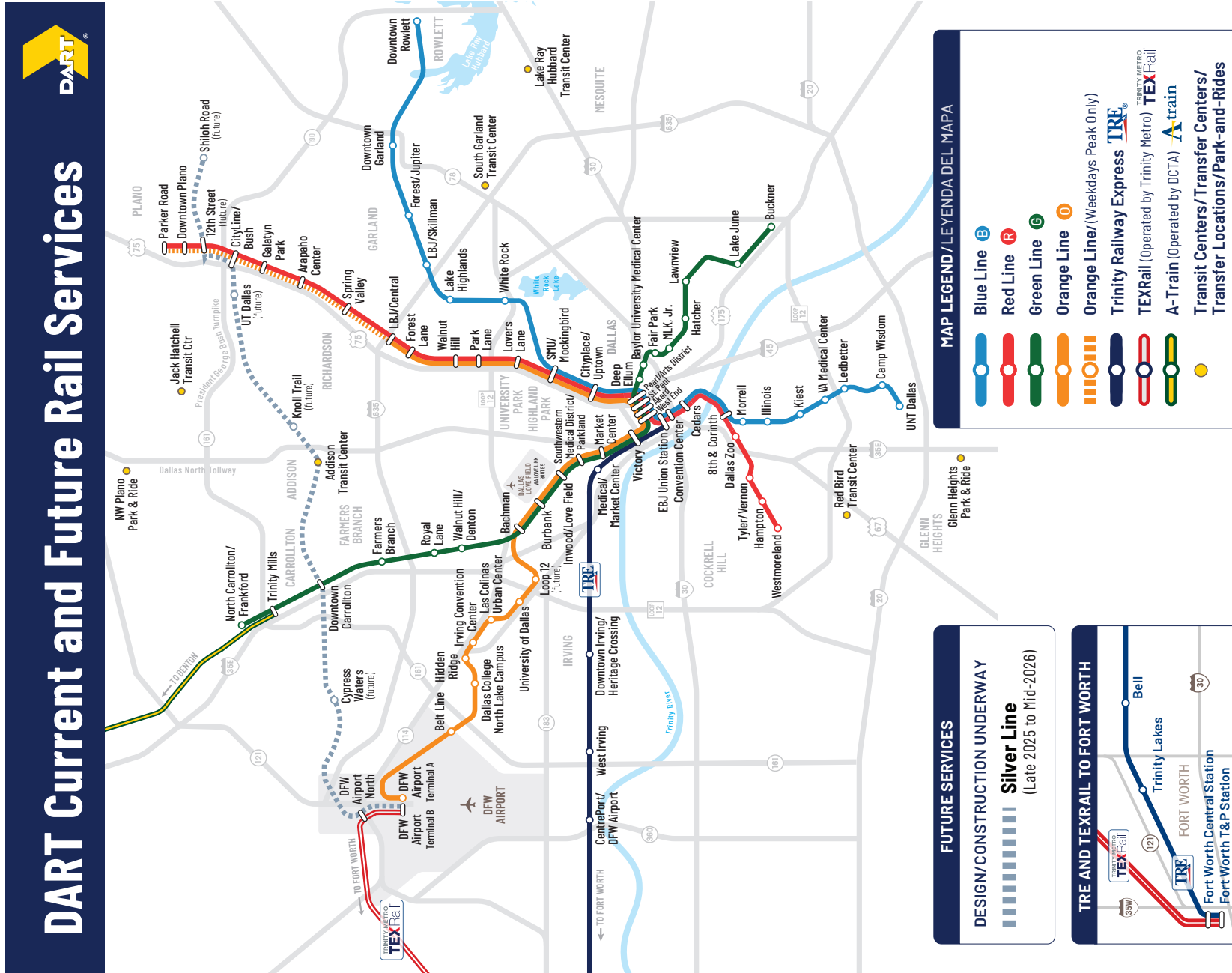
An inventory of the 47 DART properties with potential for Transit Oriented Development was completed in May 2019. As part of the inventory process, a market assessment was undertaken for each property based on several factors such as park-and-ride occupancy, walkability, population and employment density, 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

>> DART CURRENT AND FUTURE SERVICES



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

Rider Experience

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

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

Mobility & Innovation

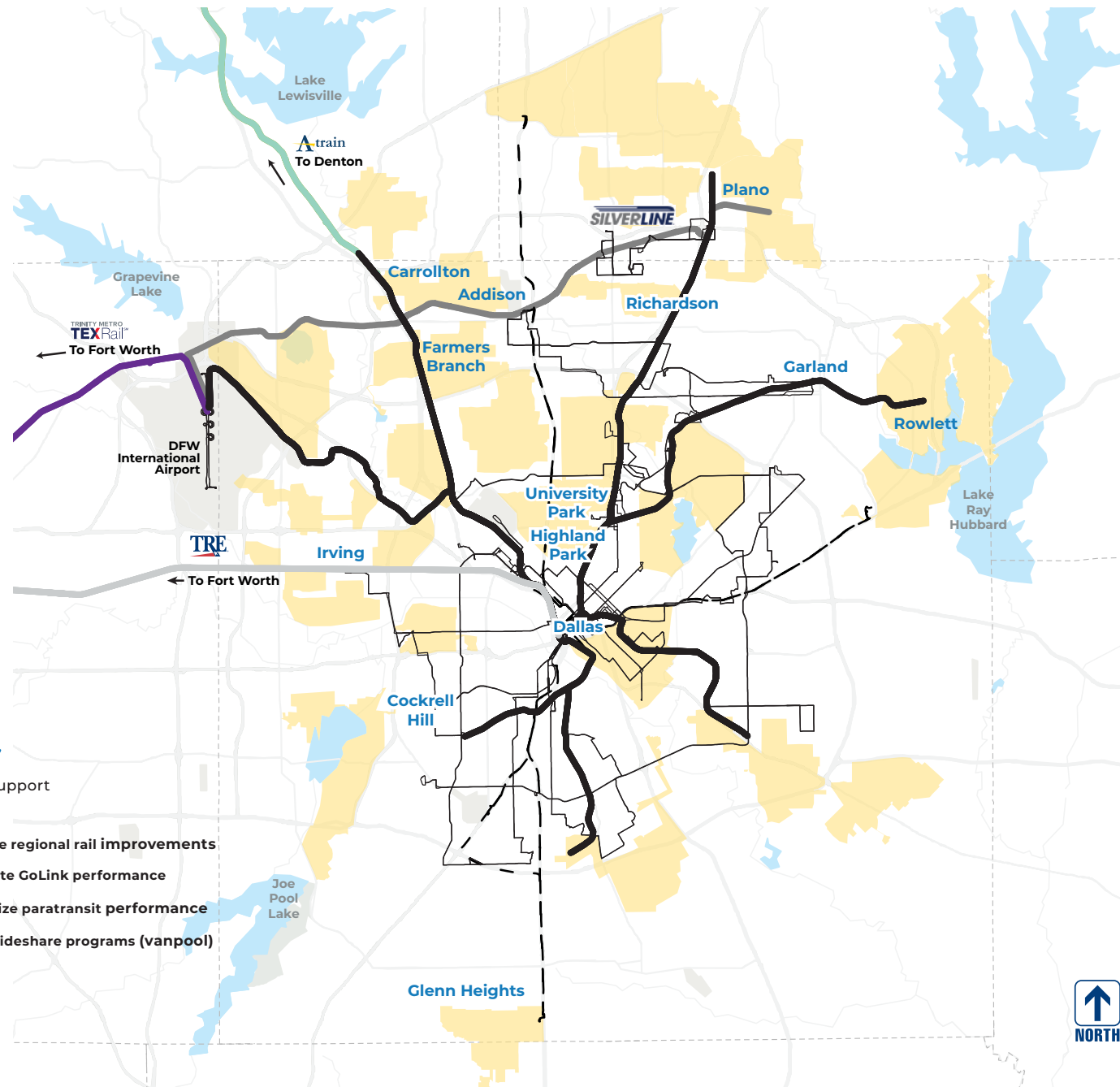
Advance mobility options through innovation, technology, and customer initiatives

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

Service and Expansion

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

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



LEGEND (As of January 2022)

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

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

Land Use and Economic Development

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

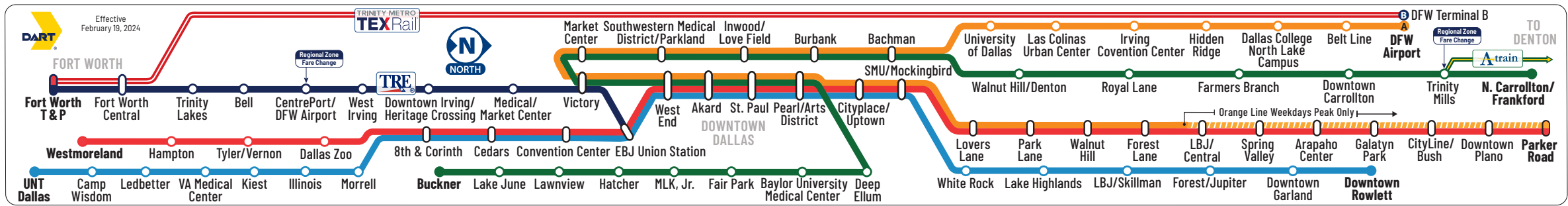
- Coordinate pedestrian and non-motorized enhancements
- Increase transit ridership through coordinated land use planning and development
- Enhance value of DART property by design and accommodate future TOD
- Contribute to economic vitality and housing and employment options

Collaboration

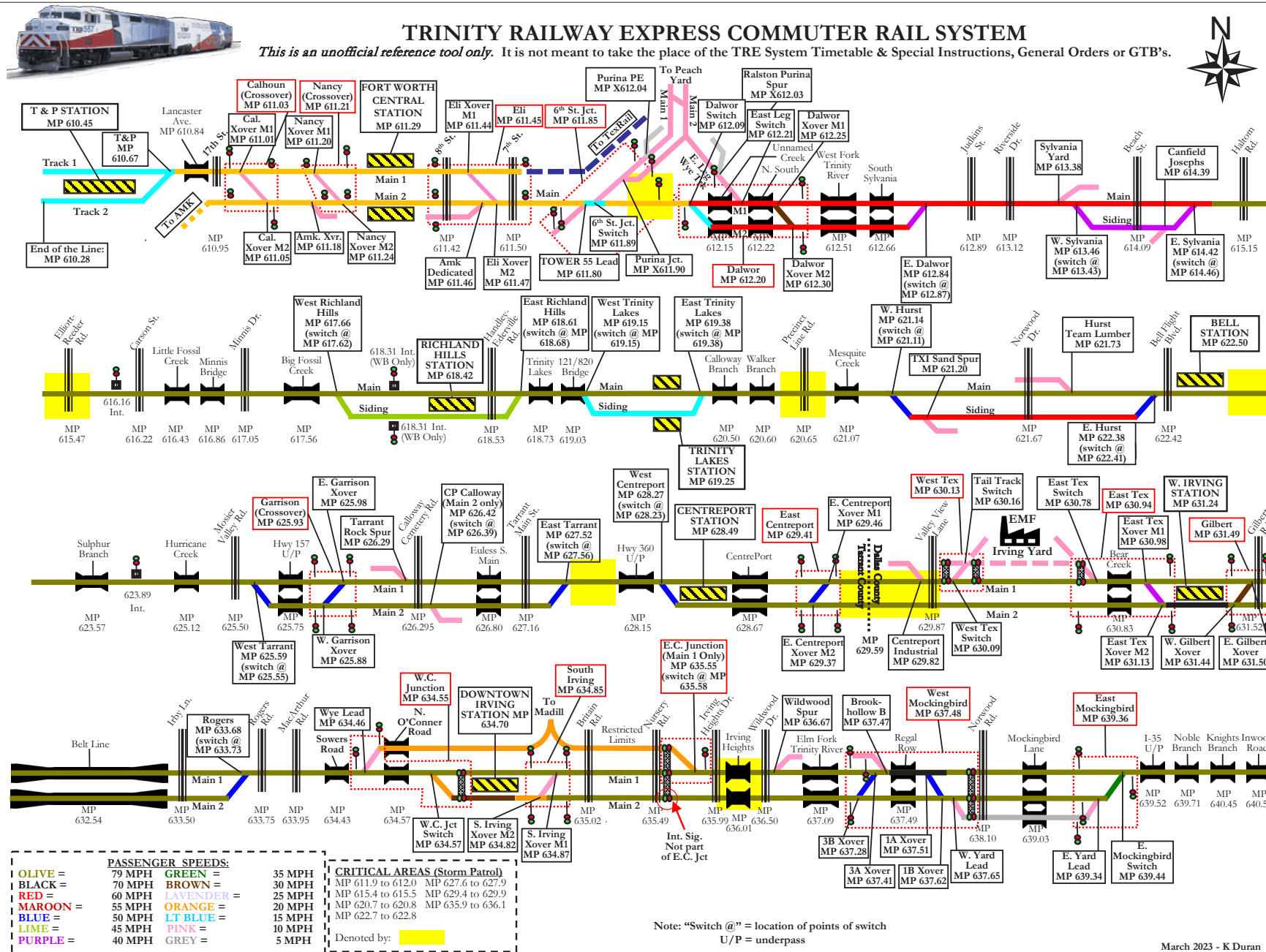
Collaborate with public and private partners on transit supportive programs, policies, and projects

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

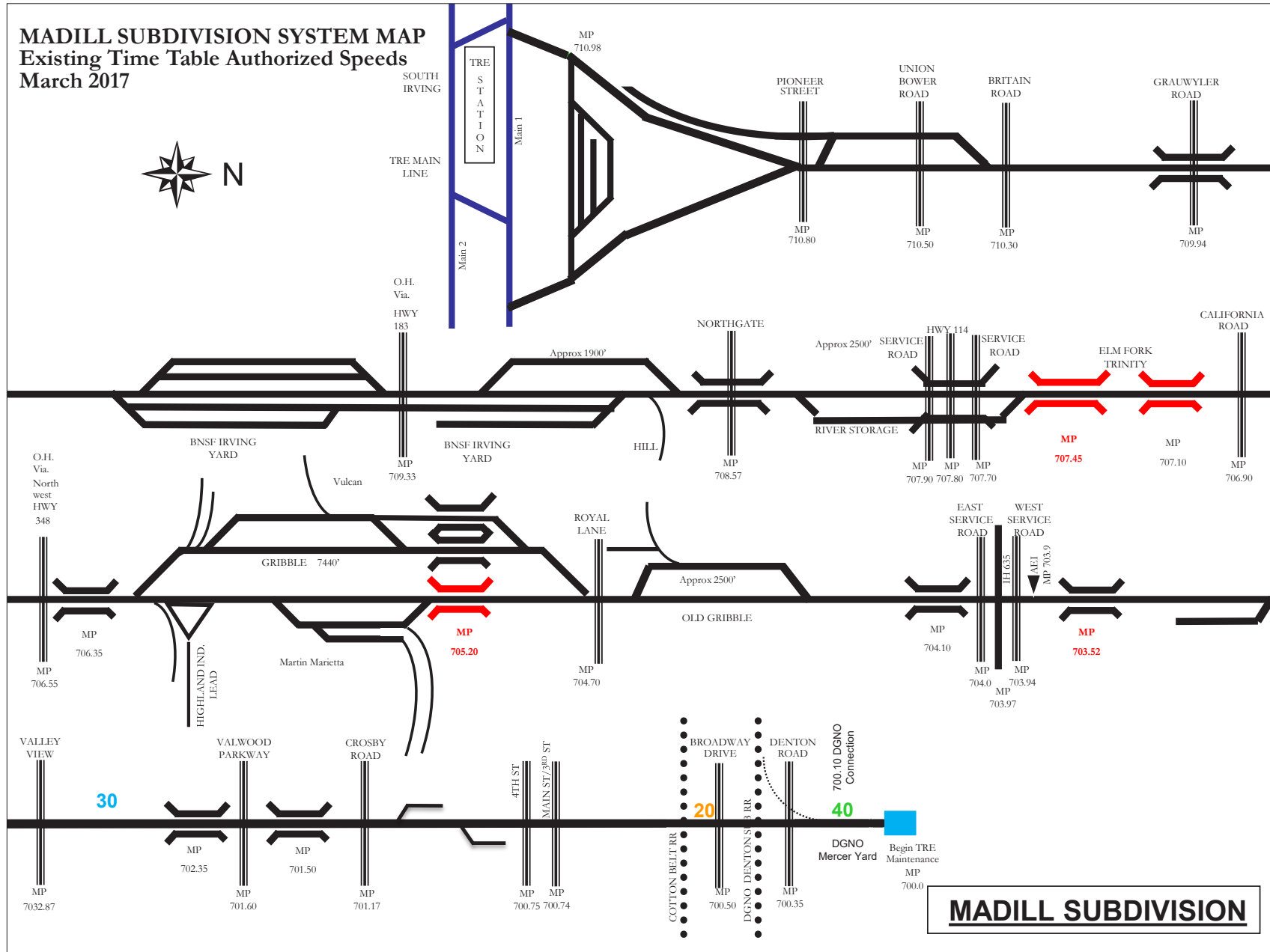
>> RAIL MAP



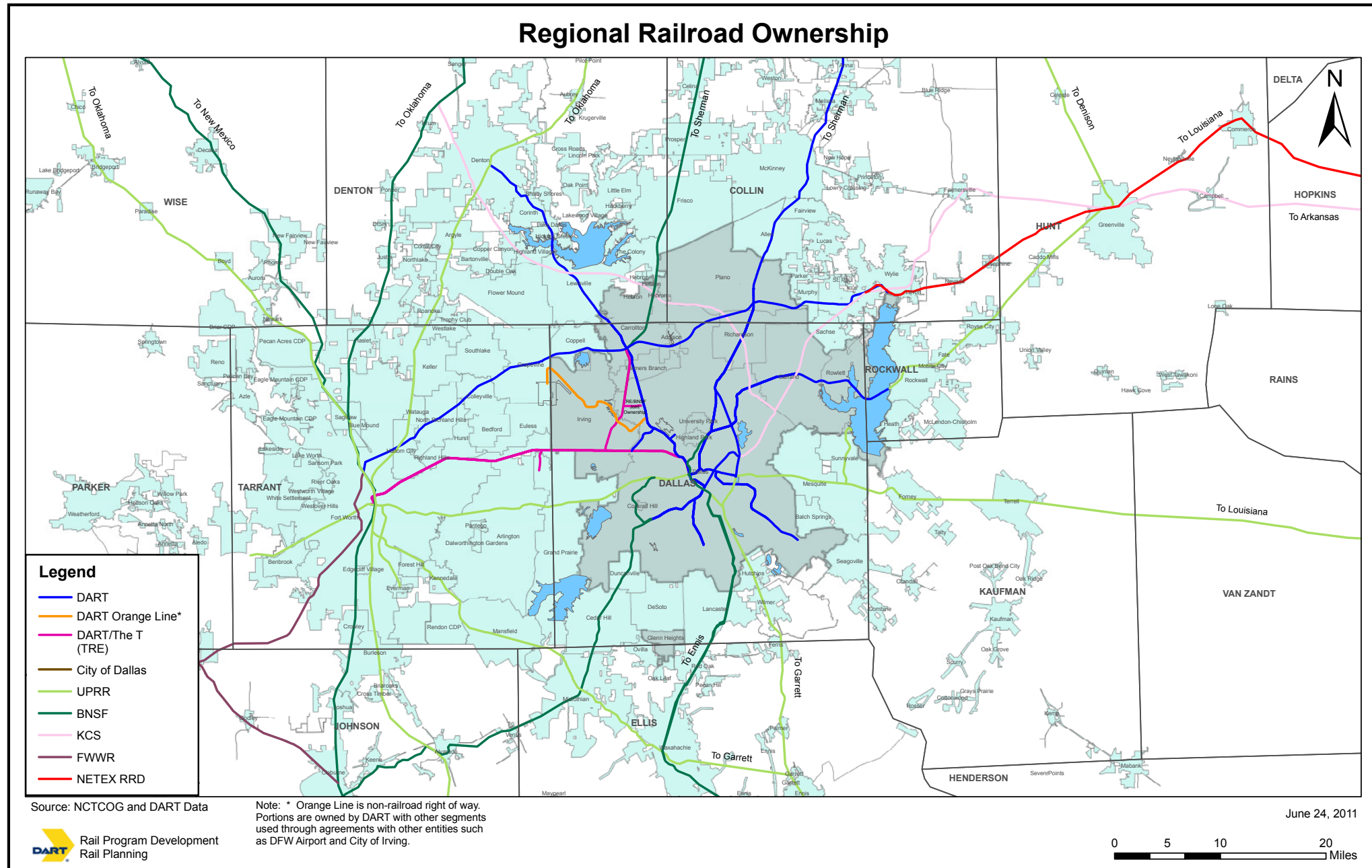
>> TRE COMMUTER RAIL SYSTEM



>> TRE MADILL SUBDIVISION



>> REGIONAL RAILROAD OWNERSHIP





Prepared for Dallas Area Rapid Transit

General Planning Consultant Managed by

AECOM



Dallas Area Rapid Transit
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