

DALLAS AREA RAPID TRANSIT
REFERENCE BOOK



March 2021

Version 12.0

WHAT

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

WHO

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

WHEN

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

AVAILABILITY

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

VERSION CONTROL

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

DART POINTS-OF-CONTACT

ADMINISTRATIVE OFFICES
214-749-3278

BICYCLE INFORMATION
214-747-RIDE

COMMUNITY AFFAIRS
214-749-2543

CUSTOMER INFORMATION CENTER
214-979-1111

CUSTOMER RESPONSE CENTER
214-749-3333

DART CONTRACTS INFO HELPLINE
214-749-2560

DART POLICE – EMERGENCIES ONLY
214-928-6300

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

DART SPEAKERS BUREAU
214-749-2506

DART MART
214-749-3282

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

EMPLOYER RIDE SHARE PROGRAMS
214-747-RIDE

LOST & FOUND
214-749-3810

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

VENDOR BUSINESS CENTER
214-749-2701

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

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

OTHER POINTS-OF-CONTACT

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

TRINITY METRO
817-215-8600

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



Data contained in this document is current as of March 2021 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
Values Statement	4
FY2021 President/Executive Director's Goals and Performance Measures	5
DART Service Area	8
116th U.S. Congress within DART Service Area	8
DART Service Area Population and Employment	9
DART Service Area Cities Sales Tax Contributions	9
Fares	10
DART Employees	10
DART in the Industry	11
Transit Agency Comparison	12
Safety Statistics - LRT Operations	14
Safety Statistics - Bus Operations	14
Safety Statistics - TRE Operations	14
DART Board Members	15
DART Board of Directors	16
Agency Key Milestones	17
Major Initiatives	21
DART Services Outside Service Area Boundary	23
Site Specific Shuttle Policy	24
3.0 RIDERSHIP AND SERVICE	25
Bus Ridership	25
LRT Ridership	27
Commuter Rail Ridership	33
Paratransit Ridership	34
Vanpool Ridership	34
COVID-19 Impact on Ridership	35
4.0 OPERATIONS AND PERFORMANCE	37
5.0 FLEET OVERVIEW	39
Bus Vehicle Fleet	39
Light Rail Vehicle Fleet	39
Dallas Streetcar Fleet	39
Trinity Railway Express (TRE) Fleet	40
Paratransit Vehicle Specifications	40
FY20 Non Revenue Support Vehicles	40
Vehicle Fact Sheet and Dimensions	41
6.0 FACILITIES	45
Bus Stops	45
Bus Facilities	45
LRT Stations	47

Trinity Railway Express (TRE) Stations	51
Key to Abbreviations	51
Summary of Facilities by Service Area City	52
Bus Maintenance Facilities	52
Rail Operating Facilities	53
Police Headquarters at Illinois Station in Historic Monroe Shops	53
Other Facility Addresses	53
7.0 INFRASTRUCTURE	55
LRT Corridor Breakdown – Line Section Miles and Stations	55
LRT System Information	56
TRE System Information	57
Express and Managed Lanes	57
8.0 OPERATING AND CAPITAL BUDGET	59
Budget and Finance Definitions	59
Capital Budget Schedule by Mode	60
Annual Operating Budget and Summary of Operating Expenses	62
Sources of Funds 2021-2040 (In Millions)	63
Sales Tax History 2011-2020 (In Millions)	63
FY21 Financial Plan Sales Tax Revenue	63
Revenue from Fares by Type	64
Revenue Recovery	66
All Modes – Subsidy/Passenger	66
9.0 DART RAIL SYSTEM EXPANSION PROGRAM	67
Program of Interrelated Projects	67
Silver Line Regional Rail Project	70
Streetcar Program	71
Capital Costs	73
Major Federal Funding	73
Project Development Process and CIG Program Funding	74
10.0 ECONOMIC DEVELOPMENT	75
Transit-Oriented Development (TOD)	75
Economic and Development Impact	75
DART MAPS	
DART HQ Map	iii
DART Service Area Map	8
North Texas Texpress Lanes System Map	57
D2 Alignment and Stations	68
DART Red and Blue Platform Extensions	69
Silver Line Corridor Regional Rail project	70
Existing Dallas Streetcar System	72
DART Current and Future Services Map	77
DART Rail Map	78
TRE Commuter Rail System	79
TRE Madill Subdivision	80
Regional Railroad Ownership	81

1.0 FAST FACTS

SECTION	FAST FACTS		
2.0 AGENCY OVERVIEW			
<ul style="list-style-type: none"> • 15 Board Members • 13 participating cities providing 1 cent sales tax 	<ul style="list-style-type: none"> • FY20 sales tax revenue \$615.8 million • 700 square mile Service Area • Service Area population 2.6 million (2018 NCTCOG) 	<ul style="list-style-type: none"> • 16-county region population 7.4 million (2018 NCTCOG) • 3,973 employees (FY20) • 3,748 employees (FY21) 	
3.0 RIDERSHIP			
MODE	FY20 ANNUAL	FY20 AVERAGE WEEKDAY	
Bus	27.7 million	88,300	
Light Rail	20.1 million	62,600	
Commuter Rail	1.3 million	4,300	
Paratransit	643,800	2,200	
Vanpool	309,700	1,200	
Dallas Streetcar	189,400	550	
Total System	50.1 million	159,100	
4.0 OPERATIONS AND PERFORMANCE (FY20)			
<ul style="list-style-type: none"> • Annual Bus Revenue Miles – 26,891,856 • Annual Demand Response Revenue Miles – 7,647,513 • Annual LRT Revenue Car Miles – 9,866,803 • Annual Commuter Rail Revenue Car Miles – 1,404,961 	Service Quality-On-Time Performance <ul style="list-style-type: none"> • Bus 83.6% • LRT/Streetcar 92.1% • TRE 96.4% 	<ul style="list-style-type: none"> • Subsidy per Passenger – Total System \$9.91 • Subsidy per Passenger – Fixed Route \$9.28 	
5.0 FLEET OVERVIEW			
BUS	LIGHT RAIL	COMMUTER RAIL	
<ul style="list-style-type: none"> • 516 NABI Transit (CNG) Buses <ul style="list-style-type: none"> ◦ Vehicle length: 30 feet and 40 feet ◦ Capacity: Up to 37 seats • 123 Arboc Buses (CNG) <ul style="list-style-type: none"> ◦ Vehicle length: 26 feet ◦ Capacity: 17 seats • 46 New Flyer (CNG) <ul style="list-style-type: none"> ◦ Vehicle length: 40 feet ◦ Capacity: 39 • 7 Proterra Electric Buses <ul style="list-style-type: none"> ◦ Vehicle length: 35 feet ◦ Capacity: 35 seats 	<ul style="list-style-type: none"> • 163 Kinkisharyo Super LRVs <ul style="list-style-type: none"> ◦ Vehicle length: 123' 8" ◦ Capacity: 94 seated/274 crush (165 peak per DART policy) 	<ul style="list-style-type: none"> • 9 TRE locomotives <ul style="list-style-type: none"> ◦ Vehicle length: 58'2" • 17 bi-level coaches <ul style="list-style-type: none"> ◦ Vehicle length: 85 feet ◦ Capacity: 152 seats • 8 bi-level cab cars <ul style="list-style-type: none"> ◦ Vehicle length: 85 feet ◦ Capacity: 132 to 138 seats 	
	PARATRANSIT		<ul style="list-style-type: none"> • Non-dedicated fleet of 116 Braun entervans
	<ul style="list-style-type: none"> • 77 Starcraft <ul style="list-style-type: none"> ◦ Vehicle length: 22 feet ◦ Capacity: 6-10 seated/2-3 wheelchair 		
		NON REVENUE VEHICLE	DALLAS STREETCAR
		<ul style="list-style-type: none"> • 746 vehicles 	<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"> • 10,325 bus stops • 1,289 shelters, 56 enhanced shelters, 1,542 benches • 14 bus transit centers/transfer centers/transfer locations/park-and-rides • 3 maintenance and operations facilities 	<ul style="list-style-type: none"> • 64 stations* – 52 at-grade, 9 aerial, 2 below-grade, 1 tunnel • 2 maintenance and operations facilities <p>*Hidden Ridge Station opens April 2021 and is not included in above total</p>	<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 • 64 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 (FY21)		
<ul style="list-style-type: none"> • \$647 million Capital and Non-Operating Budget • \$542.4 million Operating Budget • \$583.8 million Sales Tax Revenue 	FAREBOX RECOVERY <ul style="list-style-type: none"> • Bus 8.6% • Light Rail 10.9% • Commuter Rail 13.3% • Total 9.7% 	BUDGET SUBSIDY PER PASSENGER <ul style="list-style-type: none"> • Bus \$9.93 • Light Rail \$8.23 • Commuter Rail \$16.96 • Paratransit \$46.48 • Vanpool \$1.97
9.0 RAIL EXPANSION PROGRAM		
<ul style="list-style-type: none"> • Future projects in planning, design, or construction: <ul style="list-style-type: none"> ◦ Red/Blue Line platform modifications (Construction underway, complete 2022) ◦ Silver Line Regional Rail Project (Design/Build underway, complete 2023) ◦ D2 Subway Second CBD Alignment (Planning/Design underway) ◦ Dallas Streetcar Central Link (Planning underway) ◦ Dallas Streetcar Loop - Extension 2 (Planning/Design 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)

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

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

As of March 2021, DART serves its 13 Service Area cities with 156 bus or shuttle routes, 16 On-Demand GoLinkSM zones, 93 miles of light rail transit (DART Rail), and paratransit service for persons who are mobility impaired. DART and Trinity Metro jointly operate 34 miles of commuter rail (the Trinity Railway Express or TRE), linking downtown Dallas and Fort Worth with stops in the mid-cities and Dallas/Fort Worth International Airport (DFW Airport).

DART continues to be a leader in Mobility as a Service (MaaS), with the GoPass[®] app being the region's digital platform to integrate mobility options. DART has expanded new mobility service concepts like GoLinkSM through its Mobility OnDemand program and is partnering with UberPool in many areas. In addition, three major capital projects are in various phases of development and implementation: The Silver Line Regional Rail Project, the D2 Subway to provide a second light rail alignment through downtown Dallas, and Red/Blue Line platform extensions.

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

VISION STATEMENT

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

SOURCE: DART Board Resolution 200019

MISSION STATEMENT

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

SOURCE: DART Board Resolution 200020

BOARD STRATEGIC PRIORITIES

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

SOURCE: DART Board Resolution No. 200023

VALUES STATEMENT

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

WE ARE:

FOCUSED ON OUR CUSTOMERS

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

COMMITTED TO SAFETY AND SECURITY

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

DEDICATED TO EXCELLENCE

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

GOOD STEWARDS OF PUBLIC TRUST

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

FY 2021 PRESIDENT/EXECUTIVE DIRECTOR'S GOALS AND PERFORMANCE MEASURES

AGENCY GOAL	PERFORMANCE MEASURE
Operations	
<p>1. Provide DART's customers with high-quality mobility options and transit experience.</p>	<p>a. CONVENIENCE: Demonstrated by the availability of transit services to meet customer needs, driven by the July and October 2020 service changes, with adjustments made as necessary, in response to pandemic concerns and ridership changes.</p>
	<p>b. TIMELINESS: Demonstrated by on-time performance KPI and by the time it takes to respond to dynamic circumstances (KPI target: On-Time Performance metric).</p>
	<p>c. Safety and Security Infrastructure Improvements will continue in 2021, demonstrated by a continuation of the FY 2020 efforts and response to new issues related to the COVID-19 pandemic.</p> <ol style="list-style-type: none"> 1. Video Monitors for West End Station, West Transfer Center, Rosa Parks Plaza, 912 Commerce, Union Station and six outlying stations 2. Improve lighting by replacing existing lamps for lighting with LED lamps at stations and platforms at all remaining stations 3. Implement Police/FEO staffing on the full length of TRE subject to Board direction and approval of funding 4. Establish radio communication for Police/FEO from CentrePort/DFW Airport Station to Ft. Worth T&P Station
	<p>d. Respond to the COVID-19 pandemic</p> <ol style="list-style-type: none"> 1. Develop and implement a FY 2021 marketing strategy to regain ridership. <ol style="list-style-type: none"> a. Increase ridership by customer segment, aligning efforts in direct correlation to ridership share of customer segments b. Increase perception of DART compared to COVID-19 key concerns such as cleanliness and social distancing c. Fully address each customer segment utilizing the following marketing levers: <ol style="list-style-type: none"> i. On-asset advertising (bus and rail) ii. Social/Digital and Media iii. App communication - GoPass App and Say Something App iv. Email campaign v. Traditional advertising (radio, TV, print) vi. Community and corporate communications 2. Advance the availability of contactless fare payment systems and methods <ol style="list-style-type: none"> a. Strive to create a contactless environment by decreasing items of contact by 50% <ol style="list-style-type: none"> i. Contactless fare payment systems - promote the payment options in place of cash; this includes credit card tap options, GoPass Tap and App, including the Discount GoPass Tap, and the ability to link GoPass Tap to the App ii. Reduce customers' demand for printed collateral by 50% by promoting and providing technology options to the public (GoPass App, Web/Mobile Web, Kiosk) (KPI: reduction measured by the quantity distributed in FY 2020 compared with the quantity distributed in FY 2021) 3. Clean and disinfect buses, trains, and facilities rigorously and regularly (such as cleaning high-touch areas and fogging) <ol style="list-style-type: none"> a. Revenue and non-revenue vehicles will meet a daily compliance standard and a weekly disinfectant compliance standard. b. Facilities will meet a daily compliance standard and a weekly disinfectant compliance standard. 4. Facilitate "social distancing" on buses, trains, and facilities <ol style="list-style-type: none"> a. Establish system signage throughout all customer and employee touchpoints with emphasis on events and peak time train ridership by September 2020 <ol style="list-style-type: none"> i. May include notifications, decals, and signage on assets, key locations, and advertising ii. Provide bus/train schematics that incorporate the signage and thinking to ensure social distancing b. Seat use modifications c. Facility enhancements 5. Monitor information and data related to the COVID-19 pandemic and respond to customer and employee needs quickly (KPI target: Customer Satisfaction Score-85% - note that FY 2018 score was 80% and FY 2019 score was 84%) <ol style="list-style-type: none"> a. Continue pulse survey to understand the ridership of customer segments better b. Execute customer Satisfaction Survey in third quarter FY 2021 c. Monthly review of drivers of satisfaction with DART staff by reviewing analytical tools <ol style="list-style-type: none"> i. Call Center Data ii. Digital/Social Media scorecard iii. Operational feedback d. Establish Customer Service and Social Media scoreboard to determine safety/ security opportunities and perception e. Technology Support - establish publication of relevant data dashboard on vehicle disinfectant numbers and safety information

FY 2021 PRESIDENT/EXECUTIVE DIRECTOR'S GOALS AND PERFORMANCE MEASURES

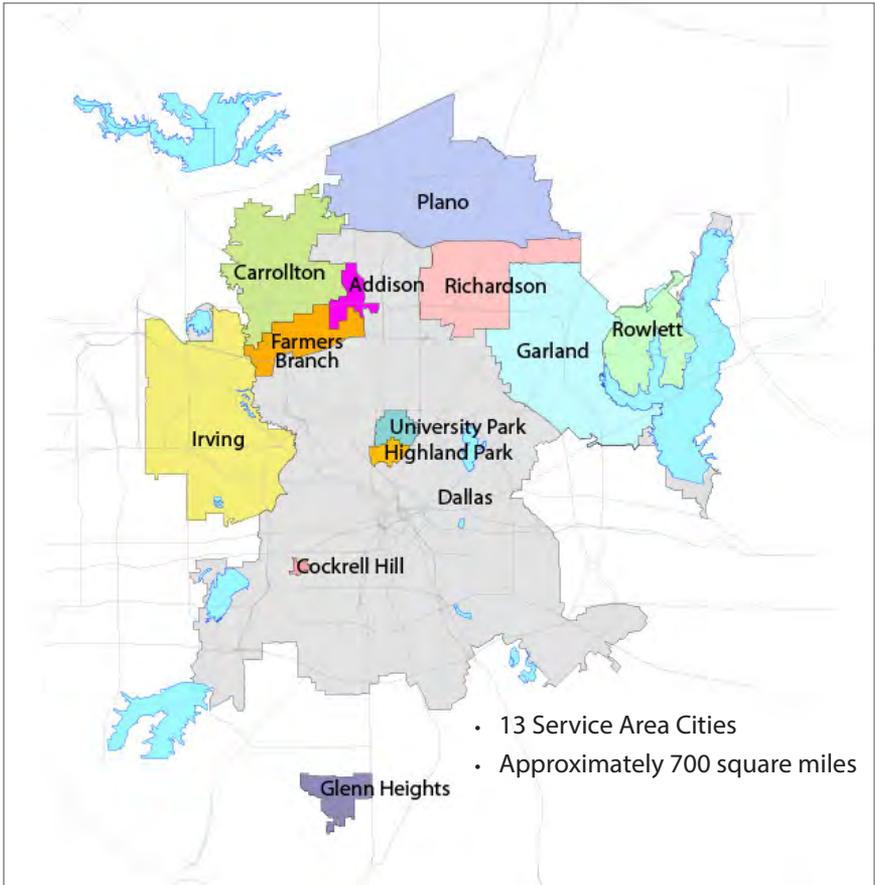
AGENCY GOAL	PERFORMANCE MEASURE
<p>2. Provide DART's employees with a safe and engaging work experience</p>	<p>a. Improve overall employee health score (KPI target: health score calculated based on improvement over actual FY 2020 health risks, utilization, and costs) (KPI: 2020 Health Score-1.7; 2021 Health Score Target-1.6)</p> <p>1. Source: HealthSCOPE DATASCOPE™ database; score determined by Milliman's prospective MARA model. The Milliman Advanced Risk Adjusters (MARA) tool uses each member's medical and prescription drug claim history to predict the individual's relative healthcare cost risk, as compared to average population risk. The rating reflects health risks, utilization, and costs; the lower the score, the better.</p> <p>2. REPORTING PARAMETERS:</p> <p>a. Medical and pharmacy claims incurred in the 12 months before the end of the reporting period. The model is normalized with the average risk representing a score of 1.0. The risk increases as the scores rise. A score of 1.0 is average for HealthSCOPE's book of business.</p> <p>b. The score includes all medical and pharmacy claims for employees in all plans (i.e., ACO, ACO Flex, OAD). It does not include claims of spouses and dependents.</p>
	<p>b. Enhanced Wellness Program</p> <p>1. Optimize the current Wellness Program to demonstrate increased utilization of preventive care (KPI: Increase employee participation over FY 2020 by 5%, by utilizing the Teladoc, onsite Clinic, onsite Dental Clinic, onsite Vision Clinic, and health screenings)</p> <p>2. Implement activities to improve employee engagement (KPI: Provide training to 75% of managers and senior managers by the end of the fiscal year)</p> <p>a. Develop and implement an internal communication tool that provides opportunities for knowledge sharing (upgraded employee bulletin) not later than the first quarter of FY 2021</p> <p>b. Develop a training program and provide quarterly training to managers on best practices for communicating with remote teams and leading in times of crisis</p> <p>i. Build a manager's toolbox and develop a manager's guide to team building for remote work by second quarter of FY 2021; i.e., weekly check-in activities; virtual learning</p>
	<p>c. COVID Fatigue</p> <p>1. Create awareness of EAP tools to support mental health (KPI: Complete 26 weeks of HR communication dedicated to mental wellbeing)</p> <p>2. Increase EAP utilization by 5%</p> <p>3. Promote the MyStrength App (mental wellness)</p> <p>4. Continue to coordinate EAP outreach between HR and Risk Management</p> <p>a. Mental health efforts and implementation (Police grant)</p> <p>b. Continuously monitor the work environment and make adjustments necessary to protect employee safety and wellbeing</p> <p>c. Improve employee safety score (KPI target: established based on actual FY 2020 data)</p>
<p>3. Demonstrate stewardship of DART's resources</p>	<p>a. Ensure that approved operating budget conforms to revenue and prepare contingency plans to modify spending, if necessary, in response to unexpected increases or decreases in revenue</p>
	<p>b. Track funding received as a result of the CARES Act (\$229.6M in FY 2020) and any subsequent similar future allocations; and provide a monthly report to the Budget and Finance Committee on how received funds are spent in conformance with the budget, and provide a quarterly update to the Committee of the Whole</p>
	<p>c. Demonstrate good stewardship of all DART assets including surplus DART real estate; coordinate with cities in the service area on opportunities to include DART properties in real estate development opportunities, based on a prioritized approach and evaluated based on benchmarks for progress</p>

FY 2021 PRESIDENT/EXECUTIVE DIRECTOR'S GOALS AND PERFORMANCE MEASURES

AGENCY GOAL	PERFORMANCE MEASURE
<p>4. Meet project milestones</p>	<p>a. Meet Silver Line milestones</p> <ol style="list-style-type: none"> 1. Complete 100% design of the Downtown Carrollton and Plano (12th Street and Shiloh Road) stations and the bridge over US 75 by March 31, 2021 2. Start a conversation with Trinity Metro in FY 2021 to advance plans for implementing TEXRail and Silver Line service across the entire combined corridor
	<p>b. Meet Bus Service Reimagining project milestones</p> <ol style="list-style-type: none"> 1. Submit Draft Bus Network design for Board approval by December 31, 2020 2. Complete Public Engagement Round 2 by June 30, 2021 3. Submit Final Bus Network design for Board approval for implementation by September 30, 2021
	<p>c. Meet milestones for D2</p> <ol style="list-style-type: none"> 1. FEIS/ROD by December 2020 2. Dallas Park and Recreation Board action by December 2020 to call a public hearing for use of Park property, including a transportation easement below Belo Garden and use of Pegasus Plaza for construction of the Commerce Station headhouse 3. Programmatic Agreement with FTA and THC by October 2020 4. Decision on Project Delivery Methods by December 2020 5. Complete Readiness Documents by June 2021 6. Entry to Engineering by September 2020
<p>5. Meet Board focus goals</p>	<p>a. Meet DART's DBE and MWBE goals for FY 2021 (KPI target: to be included when established and approved by the DART Board)</p>
	<p>b. Communicate to the Board in a timely and reasonable manner during FY 2021:</p> <ol style="list-style-type: none"> 1. Track Board member's requests for information and responses 2. Notify Board members of public presentations, media reports, and particular actions known to be of interest, with such notification to be in advance to allow the opportunity to participate 3. Notify Board members of meetings with elected officials, with such notification to be in advance and to allow the opportunity to participate

SOURCE: DART Resolution 200023; June 23, 2020

DART SERVICE AREA



116TH U.S. CONGRESS WITHIN DART SERVICE AREA

U.S. SENATE			
John Cornyn			
Ted Cruz			
U.S. HOUSE OF REPRESENTATIVES			
District 3	Van Taylor	District 26	Michael Burgess
District 4	Pat Fallon	District 30	Eddie Bernice Johnson
District 5	Lance Gooden	District 32	Colin Allred
District 6	Ron Wright	District 33	Marc Veasey
District 24	Beth Van Duyne		

SOURCE: DART Government Relations

POPULATION & EMPLOYMENT (SERVICE AREA & REGION)

CITY	POPULATION 2018 NCTCOG	POPULATION 2045 NCTCOG FORECAST	% POPULATION CHANGE	EMPLOYMENT 2018 NCTCOG	EMPLOYMENT 2045 NCTCOG FORECAST	% EMPLOYMENT CHANGE
Addison	16,964	20,499	21%	68,392	73,012	7%
Carrollton	146,806	141,128	-4%	104,925	143,501	37%
Cockrell Hill	3,839	3,886	1%	361	694	92%
Dallas	1,340,029	1,709,884	28%	1,244,786	1,863,647	50%
Farmers Branch	32,135	32,271	0%	111,986	139,613	25%
Garland	246,601	285,398	16%	99,023	159,166	61%
Glenn Heights	17,932	30,690	71%	864	4,327	401%
Highland Park	9,465	10,794	14%	5,001	4,339	-13%
Irving	241,801	394,876	63%	301,653	420,452	39%
Plano	315,712	330,161	5%	298,678	363,228	22%
Richardson	117,454	143,092	22%	160,013	206,950	29%
Rowlett	62,677	102,902	64%	16,128	19,622	22%
University Park	22,942	27,674	21%	13,720	14,914	9%
TOTAL SERVICE AREA	2,574,357	3,233,255	26%	2,425,530	3,413,465	41%
16-COUNTY NCTCOG REGION	7,429,732	11,246,531	51%	4,793,363	7,024,227	47%

SOURCE: NCTCOG 2045 Metropolitan Transportation Plan; NCTCOG Year 2018 Estimates and 2045 Forecast data

DART SERVICE AREA CITIES SALES TAX RECEIPTS (IN MILLIONS)

CITY	FY20 SALES TAX RECEIPTS	CUMULATIVE SALES TAX RECEIPTS (FY83 - FY20)
Addison	\$13.8	\$314.7
Carrollton	38.4	660.8
Cockrell Hill	0.5	5.6
Dallas	301.3	6,678.9
Farmers Branch	16.7	386.9
Garland	28.2	610.5
Glenn Heights	0.8	7.6
Highland Park	4.1	70.1
Irving	73.7	1,367.1
Plano	84.8	1,592.0
Richardson*	42.3	739.5
Rowlett	7	118.2
University Park	4.4	89.2
Coppell & Flower Mound**	0	3
TOTAL CONTRIBUTIONS ²	\$615.8	\$12,644.3

SOURCE: DART Finance Department – Treasury

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

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

FARES

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

SOURCE: www.DART.org

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

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

³AM/PM Pass replaced Two Hour Pass. AM valid until noon, and PM valid after noon.

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

RECENT FARE CHANGES

- Fare capping is a pay-as-you-go feature that allows DART riders to make several trips with their GoPass® app or GoPass® Tap Card, and the DART payment system will automatically cap the daily and monthly (calendar month) fare so the rider will not spend more than needed on travel. Riders pay for each part of their journey until the cap amounts are reached, then pay no more for the rest of the day or month. To benefit from fare capping, riders must tap their GoPass® Tap Card card at the electronic reader – or activate their GoPass® ticket – prior to boarding on every trip.
- Effective July 1, 2019, local, regional and reduced 31 Day (Monthly) Passes are only effective on the GoPass® app or the GoPass® Tap Card.
- In February 2020, DART launched a two-year pilot program for eligible riders to qualify for a Discount GoPass® Tap Card, which charges half the fare.

DART EMPLOYEES

LOCATION/DEPARTMENTS	FULL TIME SALARIED		FULL TIME HOURLY	
	FY20	FY21	FY20	FY21
Bus Operations	192	192	1,747	1,591
Rail Operations	197	197	636	611
Transit Police	429	429	NA	NA
Other	659	626	626	102
TOTAL	1,477	1,444	2,496	2,304

SOURCE: DART FY2021 Business Plan

In response to budget and service reductions associated with COVID-19, DART offered a Voluntary Retirement Incentive Program (VRIP) to employees at least 55 years of age with at least 10 years of continuous full-time service by September 30, 2020. VRIP changes took effect in November and December 2020 and will be reflected in the FY21 employee information in the next reference book update.

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. President/Chief Executive Officer (CEO) Gary Thomas retired in January 2021 and during his 20 years at DART led the agency through a significant period of growth and change. David Leininger, former Chief Financial Officer for DART, is serving as interim President/CEO until a new President is in place, anticipated by summer 2021.

While at DART, Mr. Thomas served as the Chair of the American Public Transportation Association (APTA). DART staff and board members continue to have leadership roles with APTA and other professional organizations. APTA is a nonprofit international association of more than 1,500 public and private organizations involved in transit.

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

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

AWARDS

Dallas Area Rapid Transit (DART) Fiscal Year 2020 Awards and Recognitions

American Public Transportation Association (APTA)

- 2020 APTA Adwheel Award
- Education for the DART Student Art Contest

South West Transit Association (SWTA)

- 2020 SWTA Hit the Spot
- Social Media Awards

Dallas Business Journal

- 2020 Women in Business – Carol Wise, DART

Texan by Nature 20

- 2020 Texan by Nature 20 (TxN 20)

Forbes Magazine

- 2020 America's Best-in-State Employers

Texas Transit Association (TTA)

- 2020 Outstanding Metropolitan Transit System in Texas

Global Light Rail Awards

- 2020 "Vision of the Year" D2 Subway Project

National Procurement Institute, Inc.

- 2020 Achievement of Excellence in Procurement (AEP)

South West Transit Association (SWTA)

- 2020 SWTA Spotlight Award
- Silver Line Groundbreaking

TRANSIT AGENCY COMPARISON (2019 NTD)

METRIC	DALLAS (DART)	BOSTON (MBTA)	DENVER (RTD)	HOUSTON (METRO)	LOS ANGELES (LACMTA)	PHILADELPHIA (SEPTA)	PORTLAND (TRIMET)	SAN DIEGO (MTS)	ST. LOUIS (METRO)
Service Area (Sq.Mi.)	698	3,244	2,342	1,309	1,469	839	383	720	558
Service Area Population	2,407,830	3,109,308	2,920,000	3,757,692	8,621,928	3,426,793	1,565,010	2,462,707	1,566,004
Annual Vehicles Revenue Miles (In Thousands)									
Bus	28,600	22,300	35,900	35,730	73,100	41,310	22,100	20,470	18,490
Heavy Rail	N/A	23,100	N/A	N/A	7,000	17,100	N/A	N/A	N/A
Commuter Rail	1,630	24,940	5,460	N/A	N/A	20,300	160	N/A	N/A
Light Rail	10,300	5,700	14,050	3,480	17,800	3,200	9,050	8,820	6,110
Demand Response	10,100	15,600	11,550	20,380	N/A	10,200	6,840	4,590	5,140
Annual Vehicles Revenue Hours (In Thousands)									
Bus	2,250	2,800	2,800	2,950	6,950	4,100	2,040	1,880	1,380
Heavy Rail	N/A	1,520	N/A	N/A	310	930	N/A	N/A	N/A
Commuter Rail	74	830	160	N/A	N/A	990	7	N/A	N/A
Light Rail	500	660	800	290	870	370	640	490	260
Demand Response	620	1,420	720	1,190	N/A	1,020	500	240	290
Annual Unlinked Trips (In Thousands)									
Bus	37,230	100,300	69,730	59,500	273,750	153,960	56,400	47,210	22,970
Heavy Rail	N/A	160,350	N/A	N/A	43,100	90,750	N/A	N/A	N/A
Commuter Rail	2,010	31,200	9,700	N/A	N/A	34,730	370	N/A	N/A
Light Rail	28,340	56,980	24,600	18,600	59,700	22,800	38,870	37,290	13,150
Demand Response	1,010	1,900	1,180	2,100	N/A	1,510	960	580	520

TRANSIT AGENCY COMPARISON (2019 NTD) (CONT'D)

METRIC	DALLAS (DART)	BOSTON (MBTA)	DENVER (RTD)	HOUSTON (METRO)	LOS ANGELES (LACMTA)	PHILADELPHIA (SEPTA)	PORTLAND (TRIMET)	SAN DIEGO (MTS)	ST. LOUIS (METRO)
Fixed Guideway Directional Route Miles									
Bus	0	6.8	2.8	0	40.3	2.4	6.3	15.1	0
Heavy Rail	N/A	76.3	N/A	N/A	31.9	74.9	N/A	N/A	N/A
Commuter Rail	72.3	776.1	72.8	N/A	N/A	446.9	29.2	N/A	N/A
Light Rail	182.4	51	119.8	43.6	171.9	82.9	118.9	108.4	91.1
Vehicles Available/Operated for Maximum Service									
Bus	681/561	997/849	1039/838	848/712	2397/1954	1462/1191	684/584	622/510	408/332
Heavy Rail	N/A	405/338	N/A	N/A	104/68	363/287	N/A	N/A	N/A
Commuter Rail	34/23	478/436	66/44	N/A	N/A	411/348	6/4	N/A	N/A
Light Rail	162/117	215/151	186/160	76/54	300/198	159/120	143/116	148/103	80/50
Operating Expenses (In Thousands)									
Bus	\$288,340	\$430,150	\$379,300	\$359,200	\$1,288,440	\$649,700	\$305,010	\$173,410	\$169,240
Heavy Rail	N/A	\$304,270	N/A	N/A	\$168,450	\$200,490	N/A	N/A	N/A
Commuter Rail	\$33,800	\$384,350	\$80,200	N/A	N/A	\$311,890	\$6,810	N/A	N/A
Light Rail	\$194,100	\$192,380	\$134,500	\$83,100	\$446,370	\$76,850	\$166,170	\$86,420	\$85,550
Demand Response	\$47,280	\$128,700	\$53,360	\$58,900	N/A	\$67,710	\$41,570	\$19,580	\$26,410
Fare Revenue (In Thousands)									
Bus	\$30,650	\$96,600	\$78,500	\$30,380	\$190,900	\$168,100	\$59,620	\$46,050	\$24,550
Heavy Rail	N/A	\$224,400	N/A	N/A	\$31,430	\$113,230	N/A	N/A	N/A
Commuter Rail	\$8,190	\$238,600	\$32,980	N/A	N/A	\$141,370	\$300	N/A	N/A
Light Rail	\$23,350	\$81,700	\$38,360	\$4,800	\$43,000	\$28,530	\$45,630	\$42,010	\$13,850
Demand Response	\$2,380	\$6,050	\$78,500	\$2,160	N/A	\$5,880	\$9,340	\$3,000	\$2,140

SOURCE: 2019 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: 0.25)	YTD
FY18	0.69
FY19	0.13
FY20	0.24
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY18	0.83
FY19	1.09
FY20	2.13

SOURCE: DART Safety Department

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

SAFETY STATISTICS - BUS OPERATIONS

Collisions per 100,000 Miles Operated (not-to-exceed goal: 1.9)	YTD
FY18	2.26
FY19	2.26
FY20	1.91
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY18	9.48
FY19	9.89
FY20	6.88

SOURCE: DART Safety Department

SAFETY STATISTICS - TRE OPERATIONS

TRE Collisions (both rail and passenger)	YTD
FY18	5
FY19	9
FY20	10

SOURCE: DART Safety Department

DART BOARD MEMBERS



PAUL WAGEMAN
Chair
Plano



MICHELE WONG KRAUSE
Vice Chair
Dallas



JONATHAN KELLY
Secretary
Garland



RAY JACKSON
Assistant Secretary
Dallas



RODNEY SCHLOSSER
Dallas



ROBERT C. DYE
Farmers Branch and Plano



MARK C. ENOCH
Garland, Glenn Heights,
and Rowlett



DOUG HRBACEK
Carrollton and Irving



PATRICK KENNEDY
Dallas



JON-BERTRELL KILLEN
Dallas



AMANDA MORENO
Dallas



ELISEO RUIZ, III
Cockrell Hill and Dallas



GARY SLAGEL
Addison, Highland Park,
Richardson, and University
Park



RICK STOPFER
Irving



DOMINIQUE TORRES
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 2019 to Paul Wageman (term ends in October 2021)
- Eight members are appointed by the City of Dallas and seven are appointed by the remaining cities
- The DART Board of Directors meet twice per month on the 2nd and 4th Tuesdays unless noted otherwise

2021 MEETING SCHEDULE

January 12, 26	May 11, 25	September 14, 28
February 9, 23	June 8, 22	October 12, 26
March 9, 23	July 6	November 9
April 13, 27	August 10, 24	December 14

FY21 STANDING COMMITTEES

Administrative Committee

Stopfer (Chair), Moreno-Lake (Vice Chair), Enoch, Kelly, Krause

Audit Committee

Kelly (Chair), Jackson (Vice Chair), Slagel, Stopfer, Torres

Budget and Finance Committee

Enoch (Chair), Killen (Vice Chair), Dye, Krause, Wageman

Economic Opportunity and Diversity Committee

Torres (Chair), Dye (Vice Chair), Jackson, Ruiz, Schlosser

Customer Service, Safety and Mobility Committee

Ruiz (Chair), Hrbacek (Vice Chair), Schlosser, Kennedy, Killen

Planning and Capital Programs Committee

Kennedy (Chair), Slagel (Vice Chair), Hrbacek, Moreno-Lake, Wageman

OTHER COMMITTEE PARTICIPATION

DART Mobility Service LGC Board of Directors

Wageman, Slagel, Plesko, Wise

DART Defined Benefit Retirement Plan & Trust

Kennedy (Board Member)

Regional Rail Right-of-Way Board of Directors

Wageman, Krause, Vacant

RTC Representative

Wageman (Chair), Krause (Alternate)

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

Kennedy, Slagel, Stopfer

Additional Ad Hoc committees are formed as needs arise

SOURCE: DART Office of Board Support

AGENCY KEY MILESTONES

YEAR	MILESTONE
1983	Voters create Dallas Area Rapid Transit (DART) to develop and operate a multimodal regional transit system
1984	Non-stop express bus service begins between downtown Dallas and Addison, Carrollton, Coppell, Farmers Branch, Flower Mound, Glenn Heights, Irving, Richardson, Plano and Rowlett
1984	DART Board selects light rail mode for the future DART Rail System
1985	Local bus routes open in suburban cities
1986	Paratransit van service expands to all DART cities
1988	North Carrollton and South Irving bus transit centers open
1988	Dallas Transit System merges with DART
1988	Voters reject long-term bonds for rail construction
1989	West Plano, Red Bird and Richardson bus transit centers open
1990	First transit police officers go on duty
1990	Light rail construction begins
1991	First HOV lane opens on I-30, east of downtown Dallas
1992	East Plano bus transit center opens
1993	Garland Central, Hampton, Illinois and North Irving bus transit centers open
1996	Downtown Dallas West Bus Transfer Center opens
1996	The first 10-mile segment of the Trinity Railway Express commuter service links Dallas and Irving with a stop at Dallas Medical/Market Center
1996	HOV lanes open on I-35E Stemmons
1997	Downtown Dallas East Bus Transfer Center opens
1997	DART completes the 20-mile Light Rail Starter System
1997	HOV lanes open on I-635
1999	DART enters into a \$333 million Full Funding Grant Agreement (FFGA) with the Federal Transit Administration – the first FFGA approved under the Transportation Efficiency Act for the 21st Century (TEA 21)
1999	Addison bus transit center opens
2000	The Rowlett Park & Ride opens on the site of a future light rail station
2000	Cockrell Hill and Bernal/Singleton passenger transfer locations open
2000	Voters approve \$2.9 billion in long-term bonds for rail expansion
2001	Trinity Railway Express (TRE) links downtown Dallas and Fort Worth
2002	DART Rail expands to North Dallas, Garland, Richardson and Plano
2002	Lake June Transit Center opens on the site of a future light rail station
2002	Construction begins on Northwest light rail extension between downtown Dallas and Victory Station at American Airlines Center
2002	HOV lanes open on I-35E and US 67 south of downtown Dallas
2003	DART breaks ground for J.B. Jackson, Jr. Transit Center on the site of the future MLK, Jr. Station
2003	DART finalizes Northwest light rail extensions to Farmers Branch, Carrollton, North Irving and DFW Airport, and the Southeast extension to Deep Ellum, Fair Park, South Dallas and Pleasant Grove
2004	The Malcolm X Bus Shelter opens, part of the Malcolm X Bus Corridor development
2004	Victory Station at American Airlines Center opens for special event service
2005	J. B. Jackson, Jr. Transit Center opens

AGENCY KEY MILESTONES

YEAR	MILESTONE
2006	The DART Board of Directors unanimously approves the blueprint for the next generation of bus, rail and high occupancy vehicle services in North Texas with the passage of the 2030 Transit System Plan. The plan covers projects to be undertaken by the transit agency through 2030 in the 13-city DART Service Area.
2006	DART enters into a \$700 million Full Funding Grant Agreement (FFGA) with the Federal Transit Administration to support construction of the new Green Line rail project.
2007	DART begins a 50-mile HOV lane system expansion with new lanes on the Tom Landry Freeway (I-30 west) and US 75 North Central Expressway. The Lane on East R.L. Thornton Freeway (I-30 east) is extended from East Dallas to Northwest Drive in Mesquite.
2008	DART begins updating its fleet of 115 light rail vehicles (LRV) by inserting a new, low-floor insert between the existing sections of the vehicle adding seating capacity and improving access through level boarding. Known as Super Light Rail Vehicles (SLRV) because of the greater length and added passenger capacity, the SLRV will seat approximately 100 passengers compared with 75 on the current vehicles.
2008	A 12-mile extension of the I-635 LBJ Freeway HOV lane from US 75 to I-30 opens.
2009	DART is named "Best Metro Americas," the top transit agency in North, South and Central America by the international business media firm Terrapin.
2009	DART completes the installation of brand-new, heavy-duty bike racks on the front of its bus fleet.
2009	Rosa Parks Plaza opens in downtown Dallas.
2009	The first phase of the Green Line LRT opens southeast of downtown Dallas to MLK, Jr. Station.
2010	The remaining phases of the Green Line LRT open.
2010	The Lake Highlands Station opens on the Blue Line.
2011	DART and the North East Texas Regional Mobility Authority sign Interlocal Cooperation Agreement to expand rail in the area.
2011	DART awards design-build contract to construct the 5.2-mile extension of the Orange Line from the future Belt Line Station to the DFW Airport Terminal A Station.
2011	Monroe Shops becomes the first publicly owned building listed on the National Register of Historic Places to achieve the LEED® Platinum Certification.
2011	The Monroe Shops building, located at DART's Blue Line Illinois Station, opened as DART Police Department headquarters.
2011	The 1.6 mile Dallas-to-Oak Cliff Streetcar project receives environmental clearance with the Federal Transit Administration (FTA) issuance of a Finding of No Significant Impact (FONSI) on July 21. The project is a collaborative endeavor involving the North Central Texas Council of Governments, City of Dallas, DART, and the FTA.
2012	In March, DART launched first-of-its-kind express bus service between Mesquite and the Green Line Lawnview Station. The service is the result of an Interlocal Agreement between DART and the City of Mesquite and is the first between the agency and a non-member city.
2012	Began Fair Share Parking in April. DART Customers who don't live in one of the agency's 13 cities and choose to park at the Parker Road or North Carrollton/Frankford station pay a nominal fee to park.
2012	DART marks 250,000,000 light rail passenger trips in June.
2012	DART opens a 5.4-mile section of the Orange Line on July 30, adding three new stations: University of Dallas, Las Colinas Urban Center and Irving Convention Center.
2012	On July 30, three stations were renamed: Pearl Station officially became Pearl/Arts District Station; Cityplace Station changed to Cityplace/Uptown Station; and South Irving became the Downtown Irving/Heritage Crossing Station.
2012	DART opened two more rail segments on December 3: the 4.6-mile Blue Line extension from Garland to Downtown Rowlett and the 3.6-mile Orange Line extension to Belt Line.
2013	DART's new fleet of 40-foot buses began service on January 28, and replaced the agency's mix of diesel and liquefied natural gas buses by 2015. The 459 low floor buses run on compressed natural gas, and will cut agency annual fuel costs by nearly two-thirds, and limit harmful emissions.
2013	DART, The T, and DCTA introduced the Family Fun Pass on April 20. This pass can transport a family (two adults, four children) from Ft. Worth to Dallas to Denton for just \$10 on Saturdays through August 17, 2013. This promotion connects families to all destinations served by the TRE, DART, DCTA, and The T.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2013	The American Public Transportation Association (APTA) recognizes DART as Bronze level in the APTA Sustainability Commitment program.
2013	DART marks its 30th Anniversary.
2013	DART launches Arlington MAX bus service in cooperation with City of Arlington and The T.
2013	The GoPass SM mobile ticketing application is launched as the new way to buy passes for the region's three transit agencies.
2013	The D-Link (Route 722), a free, distinctively wrapped bus, makes its debut with special stops connecting major tourist attractions and employment centers in Downtown Dallas and Oak Cliff.
2013	Route 703, a free shuttle serving Southwestern Medical District/Parkland Station area, officially becomes the first DART route to provide 24-hour service, seven days a week.
2014	Capital investment in the DART Light Rail System has generated billions in regional economic activity and transit-oriented development based on two studies released in January, both conducted by the Center for Economic Development and Research at the University of North Texas.
2014	The two-year paid parking demonstration, Fair Share Parking, implemented at Northwest Plano Park & Ride, Parker Road, North Carrollton/Frankford and Belt Line stations ended April 2.
2014	DART opens the 5-mile Orange Line extension to DFW Airport in August, bringing the total system to 90 miles and 62 stations, and connecting DART to the country's fourth busiest airport.
2014	DART, the University of North Texas at Dallas and the City of Dallas held groundbreaking in October for the DART 3-mile Blue Line extension, known as South Oak Cliff III (SOC-3).
2014	DART was one of 11 transit agencies selected to receive a grant to develop a local version of the "See Tracks? Think Train!" campaign to engage homeless about safety risks along DART tracks.
2015	The Dallas Streetcar opened its 1.6-mile route from downtown's Union Station to Oak Cliff's Methodist Dallas Medical Center. The opening and beginning of service marks the first phase of Dallas' modern streetcar system. DART operates and oversees the City of Dallas project that was the recipient of federal TIGER grant.
2015	DART/Uber/Lyft collaboration makes it easier for travelers who begin or end their trips in places not easily served by DART to use a train or bus for the longest portion of the trip with an Uber available for the "first mile/last mile" part of the equation.
2015	A 0.65-mile track-extension of the M-Line Trolley opened creating a reverse loop and expanding the service further into downtown Dallas.
2016	The Dallas Streetcar was extended to Bishop Arts on August 29. Cars began running every 20 minutes, seven days a week and include passenger service to two new stops - 6th Street and Bishop Arts.
2016	On October 24, the DART Rail Blue Line added three miles and opened new stations at Camp Wisdom and UNT Dallas. With this extension, DART operates the nation's longest electric light rail system with 93 miles and 64 stations.
2017	The DART Board approved the D2 Subway Commerce/Victory/Swiss alignment as the Locally Preferred Alternative (LPA) on September 26. The Dallas City Council approved the LPA identified by DART Board on September 13.
2018	DART signed an agreement with Element Markets Renewable Energy to provide renewable natural gas (RNG) for DART's fleet of 650 CNG powered buses. By monetizing Renewable Identification Number credits, DART can potentially generate up to \$11,000,000 in revenue over the life of the contract.
2018	DART expanded GoLink to Kleberg, Rylie, and a portion of the Inland Port in Southern Dallas County. A demand-response service, GoLink builds upon DART's existing On Call services by providing "last mile" access to and from the rest of the DART rail and bus network.
2018	DART's GoPass [®] app, one of the first transit payment apps when it was launched in 2013, added new features including the option to load value with cash at hundreds of area retailers as well as the ability to track buses and trains in real-time. DART introduced fare capping to make riding easier and cheaper. By using the GoPass [®] mobile app or GoPass [®] Tap card, riders will never spend more than the total cost of a day pass (\$6.00) in a single day, or the total cost of a monthly pass (\$96.00) in a calendar month.
2019	On March 25, DART converted all remaining DART On-Call routes to GoLink as part of the March 2019 bus service change.
2019	In late June, the U.S. Department of Transportation's Federal Transit Administration (FTA) awarded DART a \$60.76 million grant to help fund construction of along the Red and Blue line platform extensions.

AGENCY KEY MILESTONES

YEAR	MILESTONE
2019	On September 19, five groundbreaking events were held to kick off construction of the Silver Line Regional Rail project in the Cotton Belt Corridor.
2019	In October, DART earned the 2019 Innovation Award from the American Public Transportation Association (APTA) for the GoPass® app.
2019	In late 2019, DART initiated the DARTzoom® bus network redesign effort, focusing on how to best balance ridership and coverage priorities with limited resources. This new plan will focus on near term improvements and be integrated into the Transit System Plan.
2020	Construction for the infill Hidden Ridge Station at Carpenter Ranch along the Orange Line was approved in January 2020, with revenue service anticipated in April 2021.
2020	DART initiated installation of more than 300 interactive digital kiosks across the service area in January 2020.
2020	DART Launches Discount GoPass Tap Card for participants in any of eight support assistance programs. Those that are eligible can access DART services at half the fare.
2020	DART, DCTA, Trinity Metro, & the TRE expand agency-wide cleaning and safety protocols in response to the novel coronavirus (COVID-19). The agencies remain in close contact with health authorities to continuously monitor the situation.
2020	DART extends operations of the GoPass® mobile app to the Metropolitan Tulsa Transit Authority.
2020	In response to the COVID-19 (coronavirus) pandemic, DART implements temporary service adjustments for bus and light rail starting April 6th to reflect current ridership demand.
2020	DART restored ninety percent of pre-pandemic service levels beginning October 19.

SOURCE: DART History on www.DART.org

MAJOR INITIATIVES

SYSTEM WIDE

- The Agency updated its Vision and Mission Statement in February 2020 to more closely align with the expanding role of DART as an integral part of the community, while emphasizing innovation in mobility. New strategic priorities will help establish the focus over the next five years for all facets of the agency.
- DART is updating the Transit System Plan, which will outline agency priorities through year 2045, with a focus on Mobility as a Service (MaaS), new services and programs, and optimization of the current system. The plan will be complete in Fall 2021 and is focused on five themes: Rider Experience, Mobility and Innovation, Service and Expansion, Land Use and Economic Development, and Collaboration.
- DART continues to focus on system security, including the “See Something, Say Something” mobile app, enhanced lighting, additional cameras in vehicles, targeted outreach, and enhanced visibility. DART is also committed to enhancing safety and awareness through continued participation in the Safe Place program, human trafficking training, and is engaging with cities, social service agencies and non-profits to address increased homelessness.
- As another element of the Comprehensive Payment System (CPS), DART is underway with a two-year pilot-program for the Discount GoPass® Tap Card, which allows eligible participants to ride for half the fare. This program can reduce social and economic inequalities by making mobility financially feasible to more people. Discounted fares can help retain low income riders and it could attract additional customers. DART is also preparing to launch contactless payment options using a debit or credit card.
- DART continues to add features to the GoPass® mobile app, including integration of other mobility services to allow for one-stop shopping for mobility services. DART has also installed 142 of 300 new digital interactive kiosks, all of which will be in place by October 2021. Kiosks will provide real time information, wayfinding and maps, translate in nine languages, and provide free Wi-Fi and additional cameras for enhanced safety.
- DART continues to be a leader in transit both locally and nationally, including leading efforts including to establish the Inland Port Transportation Management Association (IPTMA) in 2019, and licensing the GoPass® mobile app to agencies outside of Texas.

BUS SERVICE

- In Fall 2019, the DART Board authorized a new Bus Service Plan effort. Called the DARTZoomSM Bus Network Redesign, this effort includes extensive public and stakeholder input to create a new network that balances ridership and coverage. The DART Board directed staff to develop a draft network based upon a hybrid concept with a ridership-coverage ratio between 75%-25% and 70%-30%. A draft bus network plan will be reviewed with the public and stakeholders in Spring 2021 to support Board approval by August 2021 and implementation in January 2022. An update to DART Service Standards will happen concurrently.
- DART advanced the Mobility on Demand (MOD) concept with 16 GoLinkSM zones that replaced On Call service. DART supplements GoLinkSM services operated by MV with shared ride transportation network companies (TNC) services like Lyft and Uber, and UberPool is offered as an option in several zones. Two GoLinkSM pilot zones in Western Carrollton (underway) and South Dallas/Fair Park (begins April 2021) will allow DART to continue to learn how this type of service can benefit areas with different mobility needs.
- DART’s bus fleet is 100% CNG and electric. CNG buses run on 100% renewable energy sources.

DART continues to research new fleet technology options including long-range battery electric buses for future fleet replacements in an effort to continue to meet agency and city sustainability goals. DART is also a member of the Automated Bus Consortium to explore and test automated technology in the future.

LIGHT RAIL TRANSIT SERVICE

- The DART system is 93 miles and 64 stations. In 2019, DART completed its CBD Rail Replacement program, which included the repair and addition of crossovers to support operational flexibility.
- Red/Blue Line Platform Extensions are under construction and will be complete and in operation by Fall 2022 to allow for 3-car operations to address crowding during peak times.
- DART is nearing completion of Project Development for the Dallas CBD Second Light Rail Alignment (D2 Subway). 30% preliminary design was completed in October 2020 and FTA plans to issue the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) in April 2021, pending Dallas City Council approval March 24, 2021. DART will now focus on re-entry into the FTA Capital Investment Grant program Engineering phase as a Core Capacity project by the end of 2021. The D2 Subway will add capacity, improve reliability and add operational flexibility while serving new downtown markets.
- The Orange Line Hidden Ridge Station is under construction and anticipated to open in April 2021. A second infill station at Loop 12 is pending an agreement with the City of Irving. Both stations are funded by external contributions and will provide access to major land use developments in the area.
- A light rail fleet rehabilitation and replacement program is in development to begin to replace and update older parts of the fleet.
- DART continues to advance transit-oriented development (TOD) initiatives through an update of its TOD Policy (March 2020) and new TOD Guidelines (September 2020). Mockingbird and Trinity Mills Station TOD projects are advancing in cooperation with cities and developers. Current efforts include coordination on requests for proposals for master developers at the Addison Station and Arapaho Station.

STREETCAR

- DART and the City of Dallas approved a Master Streetcar Interlocal Agreement (ILA) in August 2019 to guide future planning, design and operations, and be a model for other cities interested in streetcar. A key element of the ILA was initiation of a \$1 fare on the Dallas Streetcar system in July 2020.
- In October 2019, DART completed the convention center loop 30% design for the Dallas Streetcar, from Union Station via Young, Lamar, Wood and Houston. A city decision is pending on whether to advance the full loop or an early phase to the Omni Hotel along Young Street.
- The Dallas Streetcar Central Link, which would connect the Dallas Modern Streetcar from near Union Station through downtown Dallas to the McKinney Avenue Transit Authority (MATA) M-Line is pending advancement until the City of Dallas completes a study for sustainable O&M sources.
- DART is preparing a Streetcar Master Plan as an element of the Transit System Plan, which will identify potential streetcar opportunities in Dallas and other parts of the service area.

COMMUTER/REGIONAL RAIL

- The Silver Line Regional Rail project (in the Cotton Belt corridor) is in the design-build phase and is expected to open in 2023. The Silver Line will provide east-west service through seven cities along a 26-mile corridor from Plano to DFW International Airport. DART is working with Denton County Transportation Authority (DCTA) to share the existing DCTA operating facility for vehicle storage and dispatch.
- Positive Train Control (PTC) was Conditionally Certified and Approved for the TRE corridor by the Federal Railroad Administration (FRA) in December 2020, ensuring improved safety and operations in the corridor.
- Two TRE bridges in Dallas County (Noble Branch and Inwood) have been designed but construction is deferred to a future date. The Medical District Drive bridge will be replaced in partnership with Dallas County, TxDOT and the City of Dallas by the end of 2021.
- TRE was awarded a 2020 BUILD Grant for \$25 million to double-track the corridor from Noble Branch to west of Medical District Drive. Design is scheduled to start in FY22.

ADDITIONAL RESOURCES

About DART

DART FY21 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. Additional opportunities for service outside the DART Service Area boundary continue to be discussed.

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

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

- Service started March 12, 2012, and was operated by DART as Route 282 until December 2014 through a Local Government Corporation (LGC). The continuation and expansion of service was made possible by an agreement between DART, STAR Transit and the City of Mesquite.
- STAR Transit assumed physical operation beginning January 2, 2015.

DART and the City of Mesquite completed a Mesquite Transit Service Plan in July 2017 to outline the future service needs and funding requirements in accordance with Policy III.07. The Mesquite City Council continues to discuss options to expand service.

METROARLINGTONXPRESS (MAX) (Discontinued 2017)

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

DART and the City of Arlington completed an Arlington Transit Assessment in April 2017 to outline the future service needs and funding requirements in accordance with Policy III.07. The study results were reviewed by the Arlington City Council and their Transportation Advisory Committee (TAC), established in September 2016. The TAC and the Council opted to discontinue the Route 221 and pursued a partnership with Via Microtransit to operate an on-demand rideshare service within the City. Starting October 2018, Arlington partnered with Drive.ai shuttles on a pilot project to serve Arlington's Entertainment District and surrounding areas with autonomous vehicles.

SITE SPECIFIC SHUTTLE POLICY (POLICY III.16)

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

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

- NorthPark Center (702) shuttle, linking the Park Lane Station to NorthPark Center shopping mall.
- SMU Express (768) shuttle, which operates from the Mockingbird Station to areas around SMU and the Bush Center/Meadows Museum.
- Comet Cruiser (UTD Shuttle 883), linking CityLine/Bush Station to UTD and nearby apartment and shopping areas.

3.0 RIDERSHIP AND SERVICE

Ridership on all modes has been impacted by the COVID-19 pandemic starting in March 2020. A new section on page 35 describes the impact in more detail.

FY20 ANNUAL SYSTEM RIDERSHIP SUMMARY

MODE	FY20 ANNUAL RIDERSHIP	FY20 AVERAGE WEEKDAY
Bus	27.7 million	88,300
Light Rail	20.1 million	62,600
Commuter Rail	1.3 million	4,300
Paratransit	643,800	2,200
Vanpools	309,700	1,200
Dallas Streetcar (City of Dallas)	189,400	550
TOTAL SYSTEM	50.1 million	159,150

SOURCE: DART Planning and Development – Service Planning FY20 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

	FY18	FY19	FY20
Annual Ridership (unlinked passenger trips)	30.2 million	38.7 million	27.7 million
Average Weekday (unlinked passenger trips)	100,800	138,300	88,300
Average Saturday Ridership	54,800	51,600	54,600
Average Sunday Ridership	39,300	38,600	40,500
Number of Bus Routes	164	162	156

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

NUMBER OF BUS ROUTES BY CATEGORY

ROUTE CATEGORY	FY18	FY19	FY20
Local Routes (1-199)	29	29	28
Express Routes (200s)	9	9	8
Transit Center Feeder Routes (300s)	14	14	13
Crosstown Routes (400s)	22	23	22
Rail Feeder Routes (500s)	53	53	52
Site Specific Shuttles	15	14	15
Flex Routes (800s)	6	6	5
GoLink*	16	14	13
TOTAL	164	162	156

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

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

* FY18 is a combination of DART On-Call and GoLink, FY19 and FY20 are all GoLink

TOP FIVE FIXED BUS ROUTES FY20

RANK	ROUTE #	ROUTE NAME	AVERAGE DAILY TRIPS FY20
1	11	JEFFERSON/BEXAR STREET	3,200
2	883	UTD	2,900
3	404	WESTMORELAND STA/PARKLAND	2,800
4	466	SW CENTER MALL/BUCKNER	2,600
5	467	BUCKNER/S GARLAND STATION	2,100

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY20

FLEX BUS AVERAGE WEEKDAY RIDERSHIP

ROUTE NUMBER	ROUTE	FY18	FY19	FY20
840	South Irving	111	167	105
841	Telecom Corridor	160	199	98
843	South Plano	63	82	49
870	East Plano	169	207	152
887	Garland-Rowlett	52	89	78

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY20

GOLINK AVERAGE WEEKDAY RIDERSHIP*

GOLINK SERVICE	FY18	FY19	FY20
Inland Port**	31	60	52
Kleberg	75	66	38
Rylie	29	30	27
North Central Plano	115	167	112
Rowlett	119	172	134
Legacy West	133	187	90
Far North Plano	40	84	41
Farmers Branch	N/A	43	41
Glenn Heights	N/A	30	17
Lake Highlands	N/A	35	30
Lakewood	N/A	26	18
North Dallas	N/A	59	34
Park Cities	N/A	8	6
West Carrollton (pilot)	N/A	N/A	2

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY20

*DART transitioned from On-Call Zones to GoLink starting FY18. Table does not include Toyota Lunch GoLink due to limited operations.

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

NOTE: Southeast Garland and South Irving started service in October 2020 and are not included in this table.

NOTE: West Carrollton pilot started service in May 2020.

SITE SPECIFIC SHUTTLE AVERAGE WEEKDAY RIDERSHIP FY20

ROUTE NUMBER	ROUTE	FY20
702	NorthPark Shuttle	323
704	Parkland/Harry Hines	584
705	Parkland/Medical/Market CTR Station	326
706	Parkland - Empire Central	176
749	Stemmons/Design District	308
768	SMU Express	476
UTSW	UTSW Shuttle	147
UTD	UT Dallas Shuttle	2,876
DFW	DFW Airport Shuttle	118
TI	TI Shuttle	120
MCE	Medical City E-Shuttle	90
RSON	Richardson/Galatyn Park E-Shuttle	60
BAY	Baylor Shuttle	138

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY20

NOTE: Route 768 also includes the Meadows Museum shuttle.

LRT RIDERSHIP

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

LRT SYSTEM RIDERSHIP

	FY18	FY19	FY20
Annual Ridership	28,870,000	28,340,000	20,081,000
Average Weekday Ridership	93,400	92,700	62,600
Average Saturday Ridership	54,800	51,600	42,100
Average Sunday Ridership	39,300	38,600	33,400

SOURCE: DART Planning and Development Department – Service Planning FY18, FY19, F20 LRT Monthly Trend and Average LRT Ridership Report

NOTE: Service was temporarily reduced beginning in April 2020 but is anticipated to be back to normal in 2022.

AVERAGE WEEKDAY LRT RIDERSHIP BY LINE

	FY18	FY19	FY20
Blue Line	24,700	23,100	15,300
Red Line	25,900	24,700	16,100
Green Line	27,100	26,300	17,400
Orange Line	22,300	21,800	13,800

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

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE-SERVICE	FY18			FY19			FY20		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Westmoreland	WOC	Red	2,088	1,127	883	1,997	929	738	1,352	871	727
Hampton	WOC	Red	838	477	344	822	374	296	486	314	240
Tyler/Vernon	WOC	Red	270	151	115	270	131	103	178	115	96
Dallas Zoo	WOC	Red	539	461	301	491	326	221	318	275	199
UNT Dallas	SOC	Blue	715	374	294	873	412	341	672	372	335
Camp Wisdom	SOC	Blue	401	139	88	421	131	100	282	111	89
Ledbetter	SOC	Blue	1,579	1,014	736	1,591	952	741	1,075	774	646
VA Medical Center	SOC	Blue	720	257	193	712	248	190	463	193	156
Kiest	SOC	Blue	1,020	653	464	1,008	604	443	694	496	390
Illinois	SOC	Blue	1,090	715	550	1,165	745	609	778	601	518
Morrell	SOC	Blue	588	457	386	531	391	333	336	298	259
8th & Corinth	OC	Red/Blue	1,554	955	729	1,514	835	666	1,101	799	675
Cedars	OC	Red/Blue	823	545	409	844	496	384	637	473	384
Convention Center	CBD	Red/Blue	664	700	502	663	574	418	426	416	324
Union Station	CBD	Red/Blue/TRE	1,970	1,189	522	1,885	1,122	554	1,216	1,039	518

UNT Dallas and Camp Wisdom Station information updated May 2020

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY18			FY19			FY20		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
N. Carrollton/ Frankford	NW	Green	1,086	754	478	1,121	698	494	842	585	469
Trinity Mills	NW	Green/DCTA	1,214	538	234	1,174	510	250	780	384	220
Downtown Carrollton	NW	Green	586	438	233	622	417	252	451	330	227
Farmers Branch	NW	Green	721	385	233	758	352	245	523	298	225
Royal Lane	NW	Green	604	387	256	674	411	297	508	374	302
Walnut Hill/ Denton	NW	Green	435	261	218	438	254	235	310	210	204
DFW Airport	NW	Orange	929	674	665	951	705	721	768	640	701
Belt Line	NW	Orange	580	253	212	557	246	231	367	179	178
North Lake College	NW	Orange	681	349	268	651	331	270	394	247	216
Irving Convention Center	NW	Orange	294	127	83	312	141	102	195	104	82
Las Colinas Urban Center	NW	Orange	266	131	125	274	125	118	170	102	102
University of Dallas	NW	Orange	225	94	63	223	149	92	149	93	67

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY18			FY19			FY20		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Bachman	NW	Green/Orange	2,167	1,386	1,048	2,195	1,380	1,069	1,546	1,141	988
Burbank	NW	Green/Orange	614	183	141	602	195	163	403	146	141
Inwood/Love Field	NW	Green/Orange	1,494	938	633	1,463	920	619	965	634	471
SMD/Parkland	NW	Green/Orange	2,596	1,227	993	2,602	1,311	1,127	1,741	907	848
Market Center	NW	Green/Orange	610	381	257	603	378	289	413	298	229
Victory	NW	Green/Orange/ TRE	1,776	1,603	819	1,990	1,858	1,107	1,238	1,710	1,168
West End	CBD	Red/Blue/Green/ Orange	11,510	6,759	4,721	11,045	4,797	3,461	7,222	4,740	3,683
Akard	CBD	Red/Blue/Green/ Orange	5,663	1,912	1,326	5,314	1,247	929	3,427	1,265	1,000
St. Paul	CBD	Red/Blue/Green/ Orange	5,551	2,045	1,550	5,591	1,329	1,028	3,581	1,354	1,145
Pearl/Arts District	CBD	Red/Blue/Green/ Orange	5,693	3,938	3,015	5,702	3,511	2,654	3,945	3,566	2,864
Deep Ellum	SE	Green	445	599	334	484	708	487	337	686	557
Baylor	SE	Green	923	656	480	941	673	481	636	539	428

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY18			FY19			FY20		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Fair Park	SE	Green	935	1,434	905	787	1,313	918	695	1,401	1,037
MLK, Jr.	SE	Green	1,093	1,113	665	1,202	1,154	785	833	1,043	679
Hatcher	SE	Green	701	533	412	723	537	457	538	455	421
Lawnview	SE	Green	944	522	394	931	499	398	640	391	332
Lake June	SE	Green	887	535	435	863	516	415	601	390	335
Buckner	SE	Green	1,420	935	724	1,502	950	785	1,142	819	732
Cityplace/Uptown	NC NE	Red/Blue Orange	2,135	1,437	1,077	2,092	1,232	972	1,369	882	728
SMU/Mockingbird	NC NE	Red/Blue/ Orange	3,021	2,038	1,363	2,906	1,880	1,287	1,944	1,380	1,043
White Rock	NE	Blue	607	293	203	589	319	229	406	196	152
Lake Highlands	NE	Blue	455	246	190	442	260	208	299	164	136
LBJ/Skillman	NE	Blue	1,161	690	527	1,139	741	574	769	440	360
Forest Jupiter	NE	Blue	816	434	354	791	480	386	545	299	259
Downtown Garland	NE	Blue	1,428	747	511	1,413	814	573	956	484	368
Downtown Rowlett	NE	Blue	1,252	576	416	1,206	611	457	892	408	338

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY18			FY19			FY20		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Lovers Lane	NC	Red/Orange	1,186	970	558	1,143	817	458	765	616	431
Park Lane	NC	Red/Orange	2,133	1,650	1,190	2,070	1,358	1,000	1,353	1,082	868
Walnut Hill	NC	Red/Orange	980	444	296	944	383	274	632	332	244
Forest Lane	NC	Red/Orange	1,822	1,113	804	1,786	942	701	1,162	776	611
LBJ/Central	NC	Red/Orange	1,163	763	572	1,164	600	465	815	526	442
Spring Valley	NC	Red/Orange	1,206	628	442	1,227	576	428	801	440	346
Arapaho Center	NC	Red/Orange	1,016	376	222	990	336	206	628	234	158
Galatyn Park	NC	Red/Orange	348	158	103	386	148	98	257	105	74
City/Line/Bush	NC	Red/Orange	1,403	435	257	1,352	399	251	868	281	188
Downtown Plano	NC	Red/Orange	626	435	292	660	386	284	431	280	216
Parker Road	NC	Red/Orange	3,295	1,559	1,098	3,325	1,399	982	2,185	1,042	804

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

COMMUTER RAIL RIDERSHIP

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

COMMUTER RAIL RIDERSHIP

	FY18	FY19	FY20
Annual Ridership (unlinked trips)	2.0 million	2.0 million	1.3 million
Average Weekday Ridership (unlinked trips)	7,000	7,100	4,300
Average Saturday Ridership (unlinked trips)	3,060	3,500	2,800

SOURCE: DART Planning and Development Department – Service Planning FY18, FY19, FY20 Ridership Report

TRE RIDERSHIP BY STATION

STATION	FY18		FY19		FY20	
	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY
T & P Station	610	230	660	300	440	300
Fort Worth ITC	700	300	670	490	440	340
Richland Hills	540	380	540	300	310	210
Bell	460	120	460	180	270	130
CentrePort/DFW	860	340	840	330	460	240
West Irving	270	90	310	140	210	120
Downtown Irving/Heritage Crossing	570	290	550	290	350	240
Medical/Market Center	570	100	560	110	340	110
Victory	1,120	630	900	630	570	540
Union Station	1,340	600	1,590	760	980	610
TOTAL RIDERSHIP	7,040	3,080	7,080	3,530	4,370	2,840

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

PARATRANSIT RIDERSHIP

- Paratransit is available in all Service Area cities
- Highest ridership occurs on Wednesday
- Approximately 11,500 riders are certified to use paratransit services
- DART Paratransit Services became DART Mobility Management Services on October 1, 2010. The department develops partnerships with transportation providers and agencies representing persons with disabilities, older adults and other populations of need, to assist them in finding transportation.
- DART Mobility Management Services currently uses a dedicated and non-dedicated fleet mix.

PARATRANSIT RIDERSHIP

	FY17	FY18	FY19	FY20
Annual Ridership (unlinked trips)	800,800	819,200	906,200	621,800
Average Weekday Ridership	2,770	2,860	3,100	2,100
Average Weekend Ridership	839	890	990	690

SOURCE: DART Planning and Development Department – Service Planning

NOTE: Average Weekday and Average Weekend based on September ridership

VANPOOL RIDERSHIP

VANPOOL RIDERSHIP

	FY17	FY18	FY19	FY20
Annual Ridership	675,000	596,000	611,500	309,700
Average Weekday Ridership	2,700	2,300	2,400	1,200
Number of Vanpools	181	171	177	97

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

COVID-19 IMPACT ON RIDERSHIP

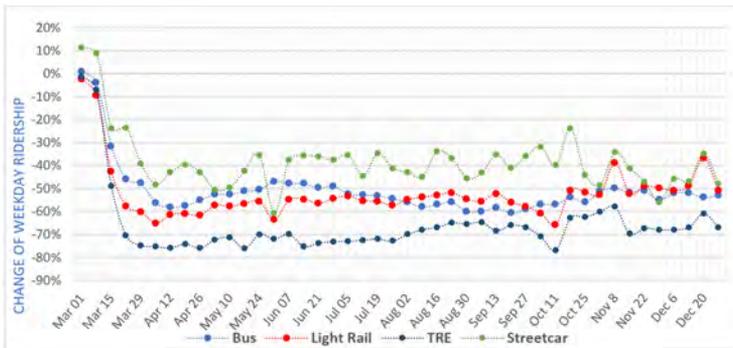
The COVID-19 pandemic has had a significant impact on DART ridership. With shelter-in-place and other restrictions, DART's ridership dropped across all modes starting March 12, 2020, reaching levels that were approximately 58% below the previous year.

DART implemented the modified weekday service on April 6, 2020 in response to the severe decline in ridership at the outset of the pandemic. To combat the spread of disease onboard DART vehicles, several programs have been implemented to protect our employees and customers. There have been many temporary or more permanent factors that impacted the ridership positively or negatively since then, including:

- Reopening of many businesses after May 2020
- Curfews and associated DART service interruptions in early June 2020
- Fare changes on Dallas Streetcar that started in late July 2020
- Cancellation of the 2020 State Fair of Texas
- Normal seasonal variations due to weather

Figure 1 below illustrates the average weekday ridership since March 2020 by mode, and by week, compared to the same time period of last year.

FIGURE 1 - Average weekday ridership by mode compared to prior year



The length and depth of the economic impacts associated with COVID-19 leads to uncertainty from a financial and ridership standpoint. The FY21 20-Year Financial Plan documents the financial implications, and future plans will be modified based on economics trends. In October 2020, the DART Board approved re-establishment of service to 90% of pre-COVID levels. The service restoration resulted in immediate ridership improvements across the DART system. In November 2020, DART overall ridership was down by 47% compared to the previous year, which has been the smallest ridership loss since the pandemic started in March 2020. To show the ridership impact before and after the changes, Figure 2 compares average weekday ridership for each fixed-route mode for several weeks immediately before and after the service changes. The average impact was a ridership increase of 3.3% for all modes combined. These re-established service levels will be operated through 2021.

FIGURE 2

Average Weekday Ridership Change By Mode Before and After October Service Restoration			
	Before Service Change (9/28 to 10/16)	After Service Change (11/03 to 11/21)	Percent Change
Bus*	54,183	58,967	+08.8%
Light Rail	46,077	44,455	-03.5%
TRE	2,369	2,629	+11.0%

* Does not include UTCD, Parkland Shuttles (704, 705, and 706).

4.0 OPERATIONS AND PERFORMANCE (FY20)

ANNUAL VEHICLE REVENUE MILES

	FY18	FY19	FY20 (UNAUDITED)
Bus ¹	25,512,309	28,574,907	26,891,856
Demand Response Bus ²	2,407,023	2,934,943	1,843,118
Demand Response Taxi ³	5,850,754	7,160,994	5,804,395
LRT	10,250,759	10,310,712	9,866,803
Commuter Rail ⁴	1,627,050	1,633,624	1,404,961
Vanpool	3,031,554	2,838,832	1,423,846

SOURCE: DART Finance Department – Revenue; FY20 based on NTD information (subject to audit)

ANNUAL VEHICLE REVENUE HOURS

	FY18	FY19	FY20 (UNAUDITED)
Bus ¹	2,016,342	2,257,970	2,156,801
Demand Response Bus ²	195,261	225,099	144,285
Demand Response Taxi ³	337,873	397,133	377,154
LRT	496,340	462,549	481,071
Commuter Rail ⁴	73,746	73,830	62,515
Vanpool	79,552	77,361	36,820

SOURCE: DART Finance Department – Revenue; FY20 based on NTD information (subject to audit)

ANNUAL PASSENGER MILES

	FY18	FY19	FY20 (UNAUDITED)
Bus ¹	125,148,127	146,291,345	112,172,373
Demand Response Bus ²	3,932,331	4,153,750	2,006,115
Demand Response Taxi ³	6,553,736	7,396,607	4,942,990
LRT	232,288,823	227,090,304	164,306,746
Commuter Rail ⁴	39,672,828	35,381,640	21,904,126
Vanpool	18,572,868	18,228,162	8,566,316

SOURCE: DART Finance Department – Revenue; FY20 based on NTD information (subject to audit)

NOTES:

¹Includes Shuttle and Flex services

²Includes Paratransit, On-Call, and GoLinkSM services

³Includes Paratransit taxi services

⁴Includes Dallas and Tarrant Counties.

KEY PERFORMANCE INDICATORS

DART SCORECARD OF KEY PERFORMANCE INDICATORS						
KPI MEASURE	FY16A	FY17A	FY18A	FY19A	FY20A	FY21B
RIDERSHIP						
Total System (M)	70.2	65.8	62.7	70.8	50.3	47.9
Fixed Route (M)	68.6	64.3	61.3	69.3	49.3	46.4
EFFICIENCY						
Subsidy Per Passenger – Total System	\$5.28	\$6.36	\$6.93	\$6.50	\$9.91	\$9.95
Subsidy Per Passenger – Fixed Route	\$4.95	\$5.98	\$6.51	\$6.05	\$9.28	\$9.45
Farebox Recovery Ratio - Fixed Route	15.9%	13.3%	13.0%	12.2%	7.7%	9.7%
Administrative Ratio	8.7%	9.2%	10.3%	10.0%	9.8%	8.7%
SERVICE QUALITY						
On-Time Performance – Bus	79.2%	80.4%	82.5%	82.4%	83.6%	83%
On-Time Performance – LRT	93.6%	92.1%	92.3%	92.2%	92.1%	93%
On-Time Performance – TRE	98.3%	98.5%	97.4%	94.3%	96.4%	97%
CUSTOMER SATISFACTION						
Complaints Per 100k Passengers - Fixed Route	37.2	34.1	34.6	28.9	36.1	36
Complaints Per 100k Passengers - Bus	57.2	52.5	54.0	43.3	52.1	50
Complaints Per 100k Passengers - Light Rail	15.3	16.7	16.6	12.3	16	19.5
Complaints Per 100k Passengers - TRE	3.1	4.4	3.7	6.0	6.4	5.5
MANAGED GROWTH						
Sales Tax Operations	69.9%	72.6%	71.2%	72.3%	79.6%	79.9%

SOURCE: DART FY21 Business Plan and FY16-FY20 Quarterly Operating & Financial Performance Reports

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

5.0 FLEET OVERVIEW

DART maintains a fleet of buses, LRVs, paratransit vehicles and non-revenue vehicles. The TRE maintains a fleet of vehicles for commuter rail service. The following fleet information is current as of March 2021.

- All buses have bike racks on the front.
- DART has transitioned to a CNG fleet, incorporating a “right-sizing” approach, which was completed in FY17. DART added seven electric buses in 2018.
- 115 of the original DART LRV’s were retrofitted to add a low-floor c-car – all vehicles are now Super LRV (SLRV).
- All LRT platforms are being modified to accommodate the low-floor vehicles. Red and Blue line platforms have raised areas that align with low-floor door openings. Under the FTA Core Capacity Program, all 28 Red and Blue Stations that only accommodate two-car SLRV consists will be modified to be consistent with the rest of the system and accommodate up to three-car SLRV consists (see Section 9.0 for details).
- DART Policy is a peak hour load factor of 1.75 which equates to a SLRV capacity (seating and standing) of 165.
- Two-car train capacity = 330; three-car train capacity = 495.

BUS VEHICLE FLEET

TYPE	LENGTH	SEATS	FUEL/EMISSIONS	NUMBER
Arboc	26'	17 (14 for on-call)	CNG	123
NABI Transit*	30' - 40'	Up to 37	CNG	516
New Flyer	40'	Up to 39	CNG	46
Proterra Electric Bus	35'	27	Electric	7
Total				681

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

LIGHT RAIL VEHICLE (LRV) FLEET

TYPE	WEIGHT (LBS)	LENGTH	WIDTH	HEIGHT	SEATS	PASSENGER CAPACITY	NUMBER
Kinkisharyo Super LRV	146,000	123' 8"	8.83'	12.9'*	94	Up to 274 (Crush Load)	163

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

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

*13' Pantograph collapsed - 22.5' Pantograph fully extended

DALLAS STREETCAR FLEET

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

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

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

TRINITY RAILWAY EXPRESS (TRE) FLEET

FLEETTYPE	WEIGHT (LBS.)	LENGTH	WIDTH	HEIGHT	SEATS	NUMBER
Locomotive	260,000	58'2"	10'6"	15'8"	-	9
Bi-level Coaches	122,000	85'	10'6"	15'8"	135-152	17
Bi-level Cab Cars	122,000	85'	10'6"	15'8"	124-138	8

SOURCE: Trinity Railway Express

*TRE Rail Diesel Cars (RDC) were sold in FY17

PARATRANSIT VEHICLE SPECIFICATIONS

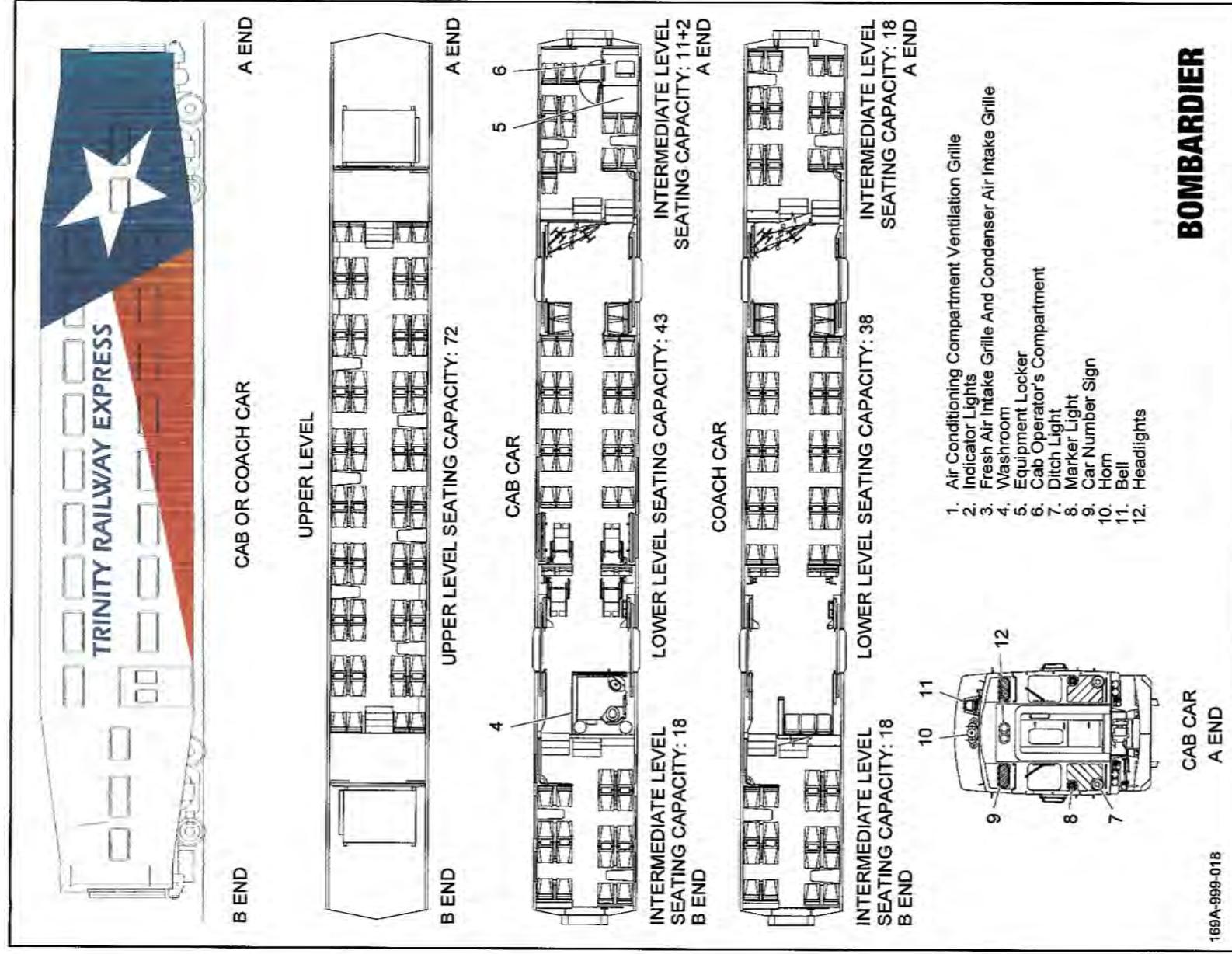
DEDICATED FLEET		
VEHICLE NUMBER	VEHICLETYPE	MAXIMUM CAPACITY
77	22' Starcraft (Multiple Configurations)	10 Seated/2 Wheelchair 6 Seated/3 Wheelchair
NON-DEDICATED FLEET		
Approximately 116	Braun Entervans	2 Seated/1 Wheelchair

SOURCE: DART Paratransit

FY20 NON REVENUE SUPPORT VEHICLES

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

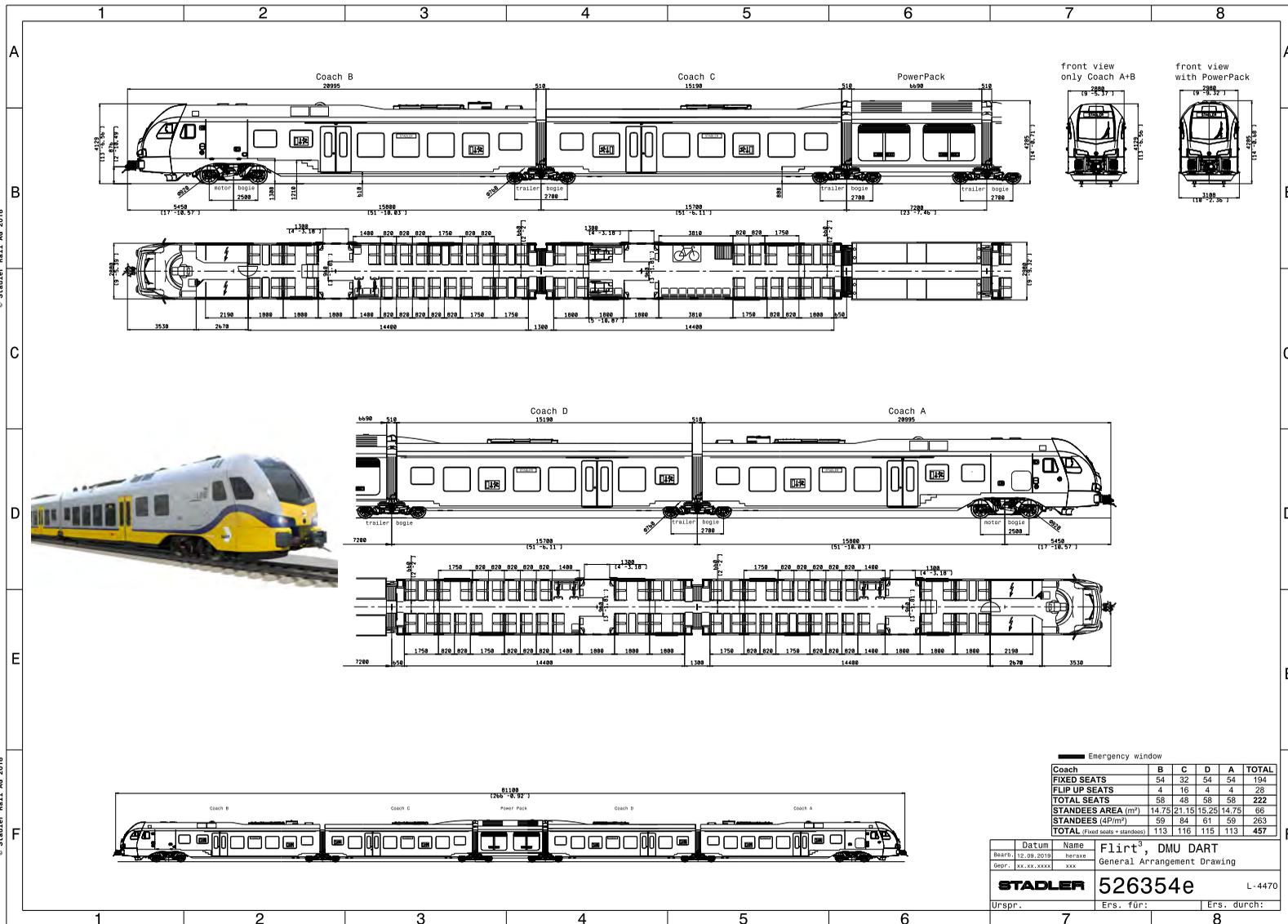
SOURCE: DART Maintenance Department Non-Revenue Vehicle Services



SILVER LINE VEHICLE – FLIRT₃ DMU

We reserve all rights in this document and the information contained herein. All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without express written permission from Stadler Rail AG. © Stadler Rail AG 2018

Für dieses Dokument und den darin befindlichen Gegenstand behalten wir uns alle Rechte vorbehalten. Nachdruck, Vervielfältigung und Verbreitung, auch auszugsweise, ist ohne schriftliche Genehmigung von Stadler Rail AG. © Stadler Rail AG 2018



6.0 FACILITIES

BUS STOPS

FACILITY TYPE	FY18	FY19	FY20
Bus Stops	11,086	10,969	10,325
Bus Stops with Shelters	1,229	1,257	1,289
Bus Stops with Enhanced Shelters	56	56	56
Benches	1,442	1,563	1,542

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

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

BUS FACILITIES

FACILITY TYPE	FY20
Bus Transit Centers	7
Bus Transfer Centers	2
Bus Transfer Locations	3
Bus Park and Rides	2

SOURCE: DART Planning and Development – Service Planning

TRANSIT CENTER

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

TRANSFER CENTER

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

TRANSFER LOCATIONS

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

PARK-AND-RIDE

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

TRANSIT FACILITY NAMING POLICY

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

TRANSIT CENTERS

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

SOURCE: DART Planning and Development – Service Planning

TRANSFER CENTERS

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

SOURCE: DART Planning and Development – Service Planning

TRANSFER LOCATIONS

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

SOURCE: DART Planning and Development – Service Planning

PARK-AND-RIDES

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

SOURCE: DART Planning and Development – Service Planning

LRT STATIONS

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

LRT STATIONS

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

LRT STATIONS

STATIONS	LOCATION	STATIONTYPE/ PLATFORM	CORRIDOR	LINE SERVICE		AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TVM'S
				G	D					
TRINITY MILLS ²	Trinity Mills Road and Broadway Street	AG/S	NW	G	D	BLDG	494	7	5	3
DOWNTOWN CARROLLTON	Belt Line Road and Broadway Street	A/C	NW	G			251	4	4	3
FARMERS BRANCH	Valley View Lane and Rossford Street	AG/S	NW	G			164	5	2	2
ROYAL LANE	Royal Lane and Denton Drive	A/C	NW	G			221	5	3	2
WALNUT HILL/DENTON	Walnut Hill Lane and Denton Drive	A/C	NW	G			269	5	3	2
DFW AIRPORT	DFW Airport Terminal A	AG/S	IRV	O		Covered walkway to Terminal A	0	0	0	4
BELT LINE	Belt Line Road and SH 161	AG/S	IRV	O			597	8	4	4
NORTH LAKE COLLEGE	Walnut Hill Lane	AG/S	IRV	O			194	3	4	2
IRVING CONVENTION CENTER ⁵	Northwest Highway and Riverside Drive	AG/S	IRV	O			0	ST. (6)	0	2
LA'S COLINAS URBAN CENTER	Lake Carolyn Parkway and O'Connor Boulevard	AG/S	IRV	O			0	ST. (4)	0	2
UNIVERSITY OF DALLAS	SH 114 and Loop 12	BG/S	IRV	O			0	4	3	2
HIDDEN RIDGE AT CARPENTER RANCH*	Meadow Creek Drive and Green Park Drive (*opens April 2021)	AG/S	IRV	O			133	6	5	2
BACHMAN ¹	Northwest Highway and Denton Drive	AG/S*	NW	G	O		458	8	8	3
BURBANK	Burbank Street and Denton Drive	AG/S	NW	G	O		0	6	4	2
INWOOD/LOVE FIELD	Inwood Road and Denton Drive	A/C	NW	G	O		385	6	5	2
SMD/PARKLAND	Medical District Drive and Harry Hines Boulevard	A/C	NW	G	O		0	13	0	3
MARKET CENTER	Harry Hines Boulevard and Vagas Street	AG/S	NW	G	O		238	5	4	2

LRT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TWMS
VICTORY ⁴	2525 Victory Avenue at American Airlines Center	AG/S	NW	G O T		0	ST.	0	4
DEEP ELLUM	Good-Latimer Expressway and Gaston Avenue	AG/C	SE	G		0	ST. (3)	3	2
BAYLOR	Hall Street and Junius Street	AG/S	SE	G		0	ST. (6)	2	2
FAIR PARK	Parry Avenue and Exposition Avenue	AG/S	SE	G		0	ST. (5)	0	2
MLK, JR. ⁶	J.B. Jackson, Jr. Boulevard and Trunk Avenue	AG/S	SE	G	BLDG	200 at JB Jackson	7	0	2
HATCHER	Hatcher Street and Scyene Road	AG/S	SE	G		0	5	8	2
LAWNVIEW ⁷	Lawnview Avenue and Scyene Road	AG/C	SE	G		370	6	7	2
LAKE JUNE	Lake June Road and US Highway 175	AG/S	SE	G	BLDG	434	6	9	2
BUCKNER	Buckner Boulevard and Elam Road	AG/C	SE	G		499	7	9	4
TOTAL						18,910			176

LRT STATION SUMMARY

STATION TYPE	NUMBER
At-Grade	52
Above Grade	9
Below Grade	2
Underground	1
	64

* Hidden Ridge at Carpenter Ranch is expected to begin service in April 2021 and is not included in the total number of LRT stations summary.

NOTES: See Key of Abbreviations on page 49

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

TRINITY RAILWAY EXPRESS (TRE) STATIONS

STATIONS	CORRIDOR	LINE SERVICE				PARKING SPACES	BUS BAYS	KISS-N-RIDE	TYPE
TEXAS AND PACIFIC	TRE	T				351	0	0	AG
FORT WORTH ITC	TRE	T				2	10	0	AG
RICHLAND HILLS	TRE	T				357	4	7	AG
BELL	TRE	T				407	2	13	AG
CENTREPORT/DFW AIRPORT	TRE	T				1,001	4	14	AG
WEST IRVING	TRE	T				537	4	12	AG
DOWNTOWN IRVING/ HERITAGE CROSSING	TRE	T				406	9	6	AG
SW MEDICAL/MARKET CENTER	TRE	T				0	3	8	AG
VICTORY	TRE	T	G	O		0	ST.	0	AG
UNION STATION	TRE	T	R	B		0	ST. (3)	0	AG

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

KEY TO ABBREVIATIONS

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

LINE SERVICE	
R	Red
B	Blue
G	Green
O	Orange
T	TRE
D	DCTA Rail
BLDG	Climate-controlled waiting area available

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

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

SUMMARY OF FACILITIES BY SERVICE AREA CITY

CITY	BUS				RAIL	
	Transit Center	Transfer Center	Transfer Locations	Park and Ride	LRT Stations	TRE Stations
Addison	1					
Carrollton					3	
Cockrell Hill			1			
Dallas	2	2	2		45	3
DFW Airport					1	
Farmers Branch					1	
Garland	2				2	
Glenn Heights				1		
Highland Park						
Irving	1				5	2
Plano	1			1	2	
Richardson					4	
Rowlett					1	
University Park						
TOTAL	7	2	3	2	64	5

SOURCE: DART Rail Planning, Service Planning

BUS MAINTENANCE FACILITIES

EAST DALLAS OPERATIONS FACILITIES COMPLEX	
Location	4209 Main Street, Dallas, TX 75266, 4127 Elm Street, Dallas, TX 75266
Fleet Allocation	222 Buses
NORTHWEST BUS MAINTENANCE	
Location	2424 North Webb Chapel, Dallas, TX 75220-5702
Fleet Allocation	258 Buses
SOUTH OAK CLIFF BUS OPERATIONS FACILITY	
Location	3422 Kiest Boulevard, Dallas, TX 75203-4617
Fleet Allocation	201 Buses

SOURCE: DART Maintenance Department - March 2021

RAIL OPERATING FACILITIES

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

SOURCE: DART Maintenance Department

POLICE HEADQUARTERS AT ILLINOIS STATION IN HISTORIC MONROE SHOPS

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

OTHER FACILITY ADDRESSES

DART HEADQUARTERS

- 1401 Pacific Ave., Dallas, TX 75202

MOBILITY SERVICES BUILDING

- 8998 Senate St., Dallas, TX 75228

PIONEER WAREHOUSE

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

7.0 INFRASTRUCTURE

LRT CORRIDOR BREAKDOWN – LINE SECTION MILES AND STATIONS

CORRIDOR	LINE	FROM	TO	MILES	STATIONS	OPENING DATE	NOTES
STARTER SYSTEM							
CBD	All	West End	Pearl	1.0	4	June 1996	
Oak Cliff	Red/Blue	West End	8th & Corinth	3.8	4	June 1996	
South Oak Cliff	Blue	8th & Corinth	Ledbetter	4.6	5	June 1996/May 1997	2.5 miles in street median
West Oak Cliff	Red	8th & Corinth	Westmoreland	4.6	4	June 1996	
North Central	Red	Pearl	Park Lane	6.0	4	Jan 1997	3.2 miles in tunnel; Cityplace Station opened 2000
STARTER SYSTEM SUBTOTAL				20.0	21		
RED/BLUE LINE EXTENSIONS							
North Central	Red	Park Lane	Parker Road	12.3	9	July-Dec 2002	
Northeast	Blue	Mockingbird	Downtown Garland	11.2	5	Sept 2001-Nov 2002	
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	2	Dec 2012	
Northwest-Irving/ DFW (I-3)	Orange	Belt Line	DFW Airport	5.0	1	Aug 2014	
ORANGE LINE SUBTOTAL				14	6		
TOTAL MILES/STATIONS IN OPERATION				93	64		

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

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

LRT SYSTEM INFORMATION

FY20 SYSTEM INFORMATION (LRT AND DALLAS STREETCAR)

	FY17	FY18	FY19
LRT Traction Power Substations (TPSS)	9AC / 76 TPSS	9AC / 76 TPSS	9AC / 76 TPSS
Crew Rooms	14 (4 - Restrooms Only)	16 (6 - Restrooms Only)	29 (6 - Restrooms Only)
Central Instrument House – Signals	75 (including 10 Yard CIHs)	75 (including 10 Yard CIHs)	76 (including 8 Yard CIHs)
Streetcar TPSS	2 TPSS	2 TPSS	2 TPSS

SOURCE: DART Maintenance Department

Catenary

207.56 miles (189.13 Mainline + 18.43 Yard)

- Dallas Streetcar: 3.6 miles

Interlockings

56

Single Crossovers (non-powered switches)

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

Signals

228 ABS & 301 Interlocking; 17 Block Indicators

Grade Crossings

136 At-grade crossings

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

Junctions

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

Tunnel

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

SOURCE: DART Maintenance Department

TRE SYSTEM INFORMATION

TRE CORRIDOR	TRACK	FROM	TO	MILES	STATIONS	NOTES
Dallas County	Double	Union Station	County Line (East of CentrePort Station)	14.75	5	Single track sections at the following locations: • TRE Lead at Union Station (0.4 mile) • Rogers Road to West of Downtown Irving Station (0.85 mile) • East Mockingbird to West Perkins (1.33 miles) Total Single Track = 2.58 miles
Tarrant County	Single	County Line (East of CentrePort Station)	T & P Station	19.14	5	Single track sections at the following locations • T&P to Calhoun (0.31 mile) • Eli to Dalwor (0.65 mile) • East Dalwor to West Sylvania (0.56 mile) • East Sylvania to West Richland Hills (3.16 miles) • East Richland Hills to West Hurst (2.43 miles) • East Hurst to West Tarrant (3.14 miles) • East Tarrant to West Centreport (0.67 mile) Total Single Track = 10.92 miles
TOTAL				33.89	10	

SOURCE: DART Rail Program Development – Commuter Rail Division

EXPRESS AND MANAGED LANES

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

<https://www.txdot.gov/driver/managed-lanes/texpress.html>

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

NORTH TEXAS TEXPRESS LANES SYSTEM MAP



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

8.0 OPERATING AND CAPITAL BUDGET

BUDGET AND FINANCE DEFINITIONS

- **NON-OPERATING AND CAPITAL BUDGET** – Includes items such as LRT expansion, TRE trackwork, vehicle and capital maintenance programs, scheduled replacements of vehicles, facilities and infrastructure, etc.
- **CAPITAL BUDGET SCHEDULE BY MODE** – All capital projects listed by mode as well as agency-wide capital projects.
- **ANNUAL OPERATING BUDGET AND SUMMARY OF OPERATING EXPENSES** – Breakdown of FY21 Operating Expense Budget by expenditure category, compared to FY19 and FY20 actuals.
- **SOURCES OF FUNDS 2021-2040** – 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 FY21.
- **REVENUE FROM FARES BY TYPE** – FY19, FY20 actuals and FY21 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)

FY20 ACTUAL	CATEGORY	FY21 BUDGET
\$258,175	Total Capital Projects	\$609,651
\$23,095	P&D/Startup/Non-Ops	\$26,864
\$12,020	Road Improvements/ITS	\$10,490
\$293,290	TOTAL CAPITAL & NON-OPERATING	\$647,005

SOURCE: FY 2021 Business Plan, Exhibit 19, pg. 76-78 and FY20 Fourth Quarter Report, Operations & Financial Section, Exhibit 32, pg.22

CAPITAL BUDGET SCHEDULE BY MODE

FY21 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY2021	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVINGS)
AGENCY-WIDE				
Administrative Building	\$3,717	\$93,998	\$0	\$0
Communication/ Information Systems	23,663	334,070	-	-\$500
Fare Revenue Collection Equipment	879	2,005	-	-
Maintenance Building	439	15,993	-	-
Passenger Stations	1,594	3,458	-	-
Revenue Vehicles	81	3,575	-	-
Service Vehicles (non-revenue)	3,237	74,091	-	-
TOTAL AGENCY-WIDE	\$33,610	\$527,191	\$0	-\$500
BUS				
Communication/ Information Systems	\$5,218	\$15,199		
Fare Revenue Collection Equipment	911	44,958		
Guideway	570	1,224		
Maintenance Building	8,010	104,099		
Passenger Stations	1,367	6,268		
Revenue Vehicles	1,623	1,078,690		
TOTAL BUS	\$17,699	\$1,250,438	\$0	\$0
COMMUTER RAIL				
Communication/ Information Systems	\$4,246	\$50,630		
Guideway	6,899	203,002		
Maintenance Building	729	125,315		
Passenger Stations	0	631		
Revenue Vehicles	15,673	247,919		
TOTAL COMMUTER RAIL	\$27,546	\$627,497	\$0	\$0
LRT				
Communication/ Information Systems	\$4,282	\$113,235		
Fare Revenue Collection Equipment	0	49,568		
Guideway	3,674	123,121		
Maintenance Building	9,029	77,545		
Passenger Stations	41,819	110,573		
Revenue Vehicles	0	1,462,337		
Service Vehicles (non-revenue)	0	13,155		
TOTAL LRT	\$58,803	\$1,949,534	\$0	\$0
STREETCAR				
Revenue Vehicles	\$242	\$1,483		
TOTAL STREETCAR	\$242	\$1,483	\$0	\$0

CAPITAL BUDGET SCHEDULE BY MODE (CONT'D)

FY21 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY2021	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVING)
PARATRANSIT				
Administrative Building	\$0	\$0		
Maintenance Building	\$252	\$5,944		
TOTAL PARATRANSIT	\$252	\$5,944	\$0	\$0
ROAD IMPROVEMENT				
TOTAL ROAD IMPROVEMENT	\$10,490	\$32,703		
TOTAL MAINTENANCE, REPLACEMENT AND IMPROVEMENT	\$148,643	\$4,394,791	\$0	-\$500
NON-OPERATING				
Total Other	\$12,591	\$32,817	\$0	\$0
EXPANSION				
LRT				
Guideway (D2 Subway)	\$63,824	\$1,368,958	\$650,000	\$4,422
COMMUTER RAIL				
Guideway (Silver Line)	\$358,255	\$788,913	\$183,328	\$18,246
Maintenance Building	17,149	46,268		
Revenue Vehicles	32,271	87,068		
STREETCAR				
Guideway (Dallas Streetcar Central Link)	\$0	\$103,194	\$103,194	\$3,200
TOTAL EXPANSION	\$471,498	\$2,394,400	\$936,522	\$25,868
CAPITAL PLANNING & DEVELOPMENT & START-UP	\$14,273	\$355,862		
GRAND TOTAL	\$647,005	\$7,177,870	\$936,522	\$25,368

SOURCE: FY 2021 Business Plan - Exhibit 18 , pg. 76-78

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

FY19 ACTUALS	CATEGORY	FY20 ACTUALS	FY21 BUDGET
\$257.8	Salaries & Wages	\$265.7	\$256.4
114.3	Benefits	121.5	122
47.1	Services	45.5	51.1
42.9	Materials & Supplies	42.6	37.5
16.6	Utilities and Communications	17	15.6
7.2	Claims & Insurance	10.8	11
58.	Purchased Transportation	59.5	63.1
5.6	Taxes, Leases, Reserves & Other	0	0
\$550.1	SUB-TOTAL	\$562.6	\$556.7
(10.8)	Capital P&D	(10.9)	(14.3)
\$539.3	TOTAL OPERATING EXPENSES	\$551.7	\$542.4

SOURCE: DART Finance Department - Business Planning & Analysis

SOURCES OF FUNDS 2021-2040 (IN MILLIONS)

MODE	FY20 BUSINESS PLAN	FY21 BUSINESS PLAN
Sales Tax Revenues	\$18,894.7	\$18,830.6
Operating Revenues	2,550.6	2,418.5
Interest Income	384.7	363.9
Formula Federal Funding	1,728.7	1,683.1
Discretionary Federal Funding	720.1	975.2
Debt Issuances	3,887.3	3,501.4
Other Sources	736.4	728.4
TOTAL SOURCES OF FUNDS	\$28,902.5	28,501.0

SOURCE: DART FY 2021 Business Plan - Exhibit 9, pg. 25

10-YEAR SALES TAX HISTORY 2011-2020 (IN MILLIONS)

	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
October	\$29.0	\$33.3	\$35.4	\$38.0	\$41.3	\$42.2	\$43.3	46.7	49.1	\$54.2
November	30.2	31.7	32.1	36.3	38.1	40.4	43.3	46.7	47.7	51.2
December	43.0	46.1	47.8	50.2	55.9	57.5	59.7	60.2	64.6	68.7
January	29.1	30.8	35.5	35.0	38.4	40.3	43.5	44.9	47.6	52.2
February	27.5	31.8	32.9	36.1	37.0	39.8	42.1	42.3	46.2	45.4
March	39.7	39.5	41.1	44.5	49.5	51.8	53.7	57.2	55.6	51.3
April	31.9	33.4	35.8	39.2	41.8	41.9	42.9	47.5	51.0	41.0
May	31.1	33.9	37.9	36.8	39.6	42.7	47.0	50.9	49.6	45.3
June	39.5	40.9	43.0	44.7	50.1	51.9	52.2	54.6	56.7	56.3
July	33.3	37.2	36.5	39.7	39.3	42.3	43.6	46.6	46.9	48.3
August	29.6	34.8	36.0	40.1	39.8	44.3	45.1	46.5	54.0	46.9
September	38.4	39.1	41.7	45.2	47.9	50.0	50.2	51.4	55.4	55.1
FY TOTAL	\$402.4	\$432.5	\$455.7	\$485.7	\$518.6	\$545.1	\$566.6	\$595.6	\$624.4	\$615.8

SOURCE: DART Finance Department - Treasury

FY21 FINANCIAL PLAN SALES TAX REVENUE

	FY21
Projected Sales Tax Revenue	\$583.8 million

SOURCE: FY2021 Business Plan

REVENUE FROM FARES BY TYPE

TYPE OF FARE	FY2019 ACTUAL		FY2020 ACTUALS		FY2021 ESTIMATED	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUALS UNITS	ACTUALS REVENUE	ESTIMATED UNITS	ESTIMATED REVENUE
SINGLE FARE						
Local	119,779	\$299,448	87,327	\$218,318	76,922	\$233,673
System	-	-	-	-	-	-
Regional	-	-	-	-	-	-
Reduced	38,570	48,213	31,804	39,755	26,700	33,376
Single Ride - Bus	-	-	-	-	-	-
Paratransit (book of ten)	31,652	949,567	17,937	538,120	13,521	405,616
TOTAL SINGLE FARE	190,001	\$1,297,228	137,068	\$796,193	117,143	\$672,665
AM/PM						
Local	1,597,411	\$4,792,215	3,440,269	\$10,320,774	2,672,670	8,202,403
Regional	3,136,205	9,654,483	-	-	-	-
Reduced	429,490	644,231	983,835	1,475,734	762,461	1,143,681
Mesquite	879,920	1,319,871	-	-	-	-
High School	-	-	-	-	-	-
College/Trade	-	-	-	-	-	-
TOTAL AM/PM	6,043,026	\$16,410,800	4,424,104	\$11,796,508	3,435,131	\$9,346,084
2-HOUR						
Local	995	\$2,488	-	-	-	-
Regional	36	180	-	-	-	-
Reduced	102	128	-	-	-	-
Mesquite	-	-	-	-	-	-
High School	-	-	-	-	-	-
College/Trade	-	-	-	-	-	-
TOTAL 2-HOUR	1,133	\$2,795				
MIDDAY PASSES						
Local	882,267	\$1,764,514	624,673	\$1,249,335	485,059	\$970,113
Regional	-	-	25,624	51,238	19,149	38,293
TOTAL MIDDAY	882,267	\$1,764,514	650,297	\$1,300,573	504,208	\$1,008,406
DAY PASSES						
Local	1,642,160	\$9,852,936	919,132	\$5,514,746	795,506	\$4,773,008
System	-	-	-	-	-	-
Regional	126,930	1,523,160	108,494	1,301,928	97,343	1,168,118
Reduced	549,855	1,649,553	305,797	917,372	262,804	788,398
High School	19,703	59,109	18,753	56,259	16,017	48,051
College/Trade	34,450	103,350	34,182	102,546	29,104	87,312
Mesquite	72	504	5	35	5	32
Vouchers (book of ten)	46,882	1,742,386	30,729	1,075,515	25,263	884,200
TOTAL DAY PASSES	2,420,0532	\$14,930,998	1,417,092	8,968,401	1,226,042	7,749,118

REVENUE FROM FARES BY TYPE (CONT'D)

TYPE OF FARE	FY2019 ACTUAL		FY2020 ACTUALS		FY2021 ESTIMATED	
	ACTUAL UNITS	ACTUAL REVENUE	ACTUALS UNITS	ACTUALS REVENUE	ESTIMATED UNITS	ESTIMATED REVENUE
MONTHLY PASSES						
Local	94,034	\$9,027,264	47,356	\$4,546,176	39,731	3,814,147
System	-	900	-	-	-	-
Regional	1,660	318,720	656	125,952	572	109,752
Reduced	26,157	1,255,535	10,506	504,288	9,034	433,609
Mesquite	101	10,100	0	0	0	0
Lone Star - Local	29	1,392	0	0	0	0
Lone Star - Regional	4	384	0	0	0	0
High School	17,545	842,160	10,528	505,344	10,367	497,597
College/Trade	607	29,136	0	0	-	-
TOTAL MONTHLY PASSES	140,137	\$11,485,592	69,046	\$5,681,760	\$59,702	\$4,855,105
ANNUAL PASSES						
Local	366	\$393,993	137	\$60,284	104	\$68,866
System	-	-	-	-	-	-
Regional	11	20,020	5	9,100	4	7,053
Senior	109	62,784	2	624	-	-
Corporate Programs	13,425	10,056,468	11,047	8,331,994	8,355	5,686,174
TOTAL ANNUAL PASSES	13,911	\$10,533,265	11,191	\$8,402,002	8,462	\$5,762,092
OTHER PROGRAMS						
Secondary/ College Decals	59,152	\$2,062,608	51,488	\$3,121,325	40,250	\$2,134,846
Special Events	14,157	42,471	18,658	55,974	13,994	41,981
TOTAL OTHER PROGRAMS	73,309	\$2,105,079	70,146	\$3,177,299	54,243	\$2,176,827
TOTAL PASS SALES	9,763,837	58,530,271	6,778,944	40,122,735	5,404,931	31,570,296
WITHOUT PARATRANSIT COUPONS	9,732,184	\$57,580,703	6,761,007	\$39,584,615	5,391,411	\$31,164,680

SOURCE: DART FY 2021 Business Plan - Exhibit 111 , pg. 322

REVENUE RECOVERY

FAREBOX REVENUE RECOVERY RATIO

MODE	FY19 ACTUAL	FY20 ACTUAL	FY21B BUDGET
Bus Transit	8.8%	5.4%	8.6%
Light Rail Transit	15.6%	9.8%	10.9%
Commuter Rail Transit	23.7%	16.4%	13.3%
FIXED ROUTE TOTAL	12.3%	7.7%	9.7%

SOURCE: FY20 Fourth Quarter Report, Operations & Financial Section, Exhibits 8, 13, 18, and 23 and FY20 Business Plan Exhibit 55 on page 155.

ALL MODES – SUBSIDY/PASSENGER

SUBSIDY PER PASSENGER

MODE	FY19 ACTUAL	FY20 ACTUAL	FY21B BUDGET
Bus Transit	\$6.37	\$9.85	\$9.93
Light Rail Transit	\$5.14	\$8.05	\$8.23
Commuter Rail Transit	\$10.11	\$16.43	\$16.96
FIXED ROUTE TOTAL	\$5.97	\$9.28	\$9.45
Paratransit	\$42.87	\$62.43	\$40.48
Vanpool	\$2.34	\$2.33	\$1.97
SYSTEM TOTAL	\$6.41	\$6.50	\$9.95

SOURCE: FY20 Fourth Quarter Report, Operations & Financial Section, Exhibit 31 pg. 21 and FY20 Business Plan Exhibit 55 on page 155.

9.0 DART RAIL SYSTEM EXPANSION PROGRAM

The DART Rail System consists of approximately 93 miles of LRT line with 64 stations. Two additional stations are under design or construction – the Orange Line Hidden Ridge Station (opening April 2021) and the Red Line 12th Street Station (under construction as part of the Silver Line). Recent focus has been on system enhancements such as rail replacement in the Dallas Central Business District (CBD) completed in 2019, and Red/Blue Line platforms extensions, which will be complete in 2022. Red/Blue Line platform extensions are part of a broader program of interrelated projects under the FTA Capital Investment Grant (CIG) Program to provide additional system and core capacity. In addition to light rail, the Silver Line regional rail project (in the Cotton Belt Corridor) is under design and construction. Additional elements of the capital program will be defined as the Transit System Plan is developed during 2021. Recommendations will be coordinated with the 20-Year Financial Plan.

PROGRAM OF INTERRELATED PROJECTS

DART is working with FTA to advance a Program of Interrelated Projects consistent with MAP-21 and FAST Act provisions for capital investment grants. The program is intended to satisfy several system capacity and growth-related issues in a coordinated and efficient manner. The three combined projects are described below and would enhance the core capacity of the Dallas CBD, as well as increase the overall capacity and long-term sustainability of the DART system.

RED AND BLUE LINE PLATFORM EXTENSIONS PROJECT

This project is modifying 28 platforms to accommodate three-car trains (see map). FTA authorized DART into Project Development (PD) in December 2014, and into Engineering in July 2017.

The FTA project rating was Medium-High and a Full Funding Grant Agreement (FFGA) was executed in May 2019.

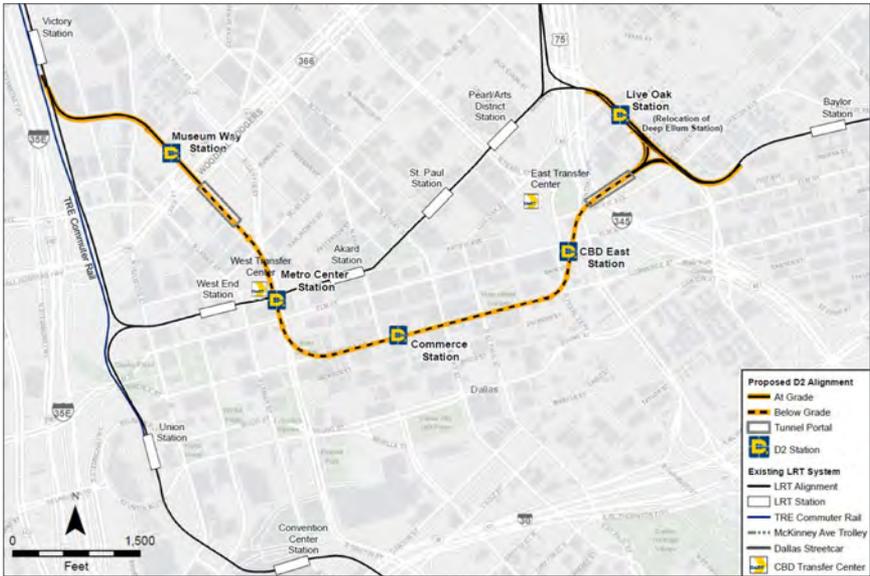
- Project budget of \$128.8M
- \$60M Texas Mobility Funds (TMF); \$50.8M from FTA Capital Investment Grant Program; remaining \$8M local funding
- Final design completed 2018; subsequent design modifications include full level-boarding raise at five stations (8th & Corinth, Downtown Garland, LBJ/Central, Mockingbird, and Westmoreland).
- Phased construction and implementation complete in 2022 with peak hour operations by September 2022.
- Project fact sheet at www.DART.org/growth

DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2 SUBWAY)

The D2 Subway will establish a second LRT line through downtown to provide capacity and operational flexibility (see map on pg 68; www.DART.org/D2).

- FTA authorized DART into Project Development (PD) in November 2015. Project had a FY2019 project rating of Medium-High.
- In October 2016, due to community concerns with a mostly at-grade alignment, the DART Board and Dallas City Council directed staff to refine the Locally Preferred Alternative (LPA) as a subway.
- DART Board and Dallas City Council approved a new subway LPA in September 2017 using a Victory-Commerce-Swiss alignment.
- With the approval of the new D2 Subway LPA, DART requested that PD be extended by two years to November 2019. In March 2018, FTA denied the extension, and DART continued the PD process locally with FTA oversight.

D2 SUBWAY ALIGNMENT AND STATIONS



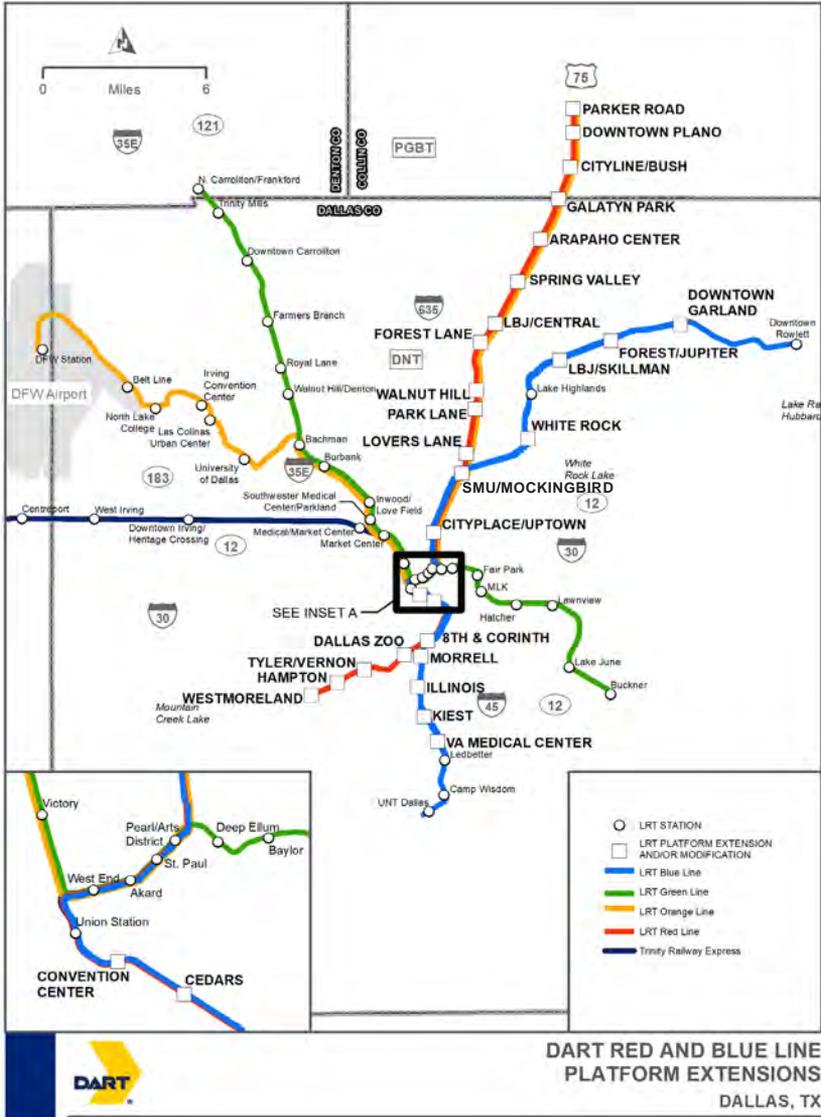
- PD milestones are:
 - 20% preliminary engineering (PE) and a Supplemental Draft Environmental Impact Statement (SDEIS) made available May 2020 for 45-day public comment period.
 - 30% PE completed in October 2020.
 - Final EIS/Record of Decision anticipated to be available by FTA in April 2021, pending Dallas City Council action March 24, 2021.
 - DART will resubmit the project for CIG rating and readiness review in by August 2021 to support entry into the FTA Engineering phase by the end of 2021.
 - The FY21 Financial Plan budget is \$1.4B (YOE). The FY22 Financial Plan process will consider budget, grant, and schedule adjustments based on cost review and project delivery decisions. DART plans to pursue approximately 50% FTA core capacity grant funding.

DALLAS STREETCAR CENTRAL LINK

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

- DART and the City of Dallas completed a supplemental Alternatives Analysis (AA) in 2017. The City of Dallas selected an Elm-Commerce couplet as the preferred route in September 2017 but directed staff to continue to consider Main and Young Streets as options.
- Prior to requesting entry into Project Development under the FTA Small Starts program, DART is coordinating with the City of Dallas on a Streetcar Master Plan to refine the project scope and document other potential expansion opportunities. The City of Dallas is also exploring sustainable O&M funding sources for the system prior to expansion.
- A Master Streetcar Interlocal Agreement (ILA) was approved by the DART Board and the Dallas City Council in August 2019.
- The DART FY21 Financial Plan budget is \$96.2 million and assumes \$48M in FTA grant funding. This budget and funding sources may be refined if the project scope changes.

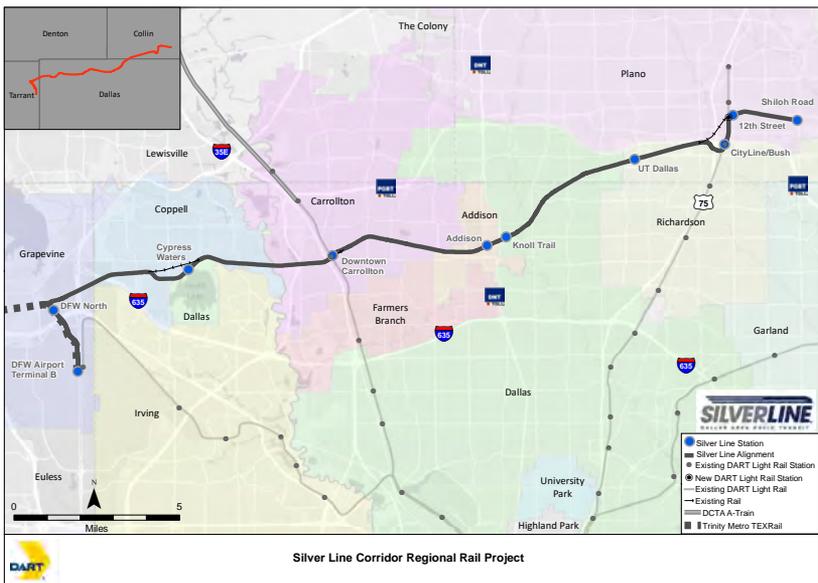
DART RED AND BLUE LINE PLATFORM EXTENSIONS



SILVER LINE REGIONAL RAIL PROJECT

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

- Project schedule was advanced from 2035 to 2022 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.
- 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 FAA, as a cooperating agency signed the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) in November 2018.
- Four contracts: Design/Build Contract (January 2019); Project Manager/ Owner Representative (PMOR) Contract (January 2019); Vehicles/ Equipment Maintenance Facility (EMF) Design (May 2019); Construction Manager General Contractor (CMGC) for EMF Construction (pre-construction activities; January 2020).
- Project cost is \$1.2 billion, with double-track alignment serving 10 stations, plus a new light rail station at 12th Street in Plano.
- Some contract modifications have been approved to account for project scope changes or agency agreements. Financial plan amendments for additional costs are under discussion as of March 2021.
- In 2021, the location of the EMF was changed to the DCTA operating facility to take advantage of shared regional rail facility opportunities, reduce cost, and reduce non-revenue miles.



STREETCAR PROGRAM

EXISTING MODERN STREETCAR

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

Starter Line: Union Station To Colorado/Beckley

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

Extension 1: Bishop Arts Extension

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

FUTURE MODERN STREETCAR EXPANSION

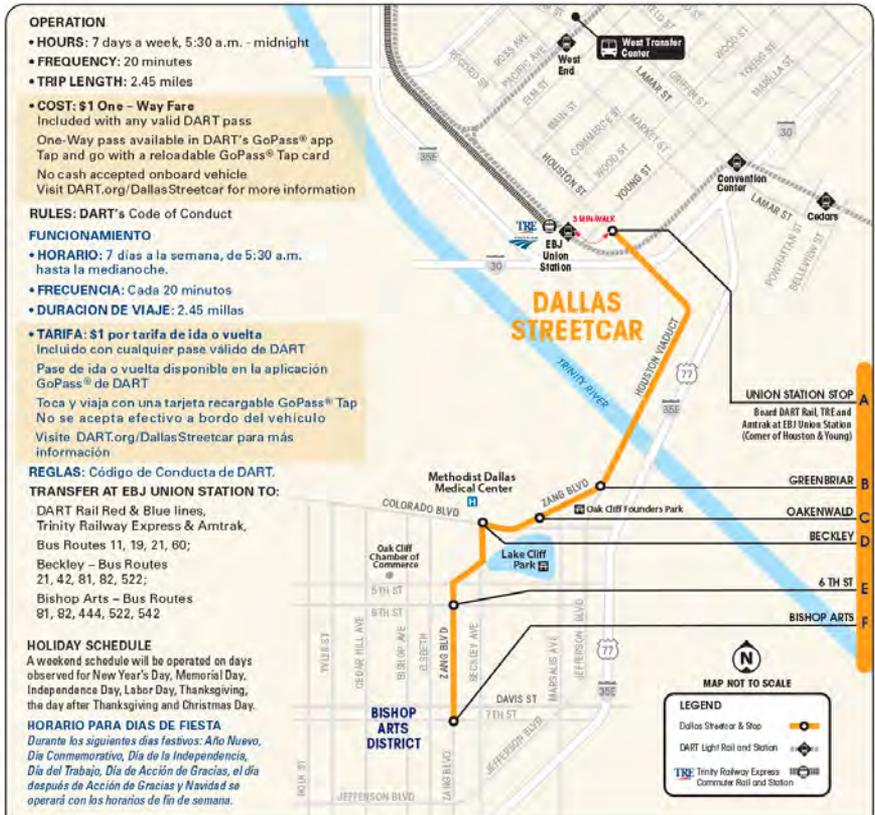
Extension 2: Convention Center Loop

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

McKINNEY AVE TROLLEY (M-LINE) - EXISTING

- McKinney Avenue Trolley Authority (MATA) is a non-profit organization that operates the vintage M-Line trolley service connecting Cityplace/Uptown to downtown Dallas and the Arts District
- Service is free and operates 365 days a year
- Current round trip on route is 5.2 miles
- DART provides funding contribution through site specific shuttle agreement
- Extension from Ross/St Paul via Olive-St. Paul loop completed in June 2015 to modern streetcar standards; funding from \$4.9 million federal Urban Circulator grant/\$5.0 Regional Toll Revenue (RTR) funds
- McKinney-Cole two-way conversion street project will rebuild some M-Line track segments to modern standards to account for possible system upgrades in future.

EXISTING DALLAS STREETCAR SYSTEM



SOURCE: DART

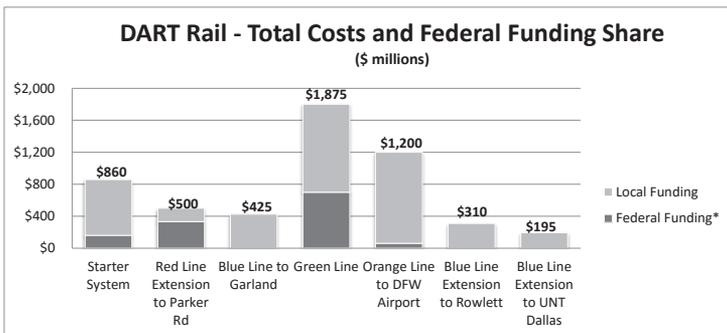
- At the request of the City of Dallas, NCTCOG effort anticipated to start in 2022 to study potential extension to Knox Street, including potential upgrades to accommodate modern streetcar in the M-Line corridor
- See www.MATA.org for more information

CAPITAL COSTS

- The 20-mile starter system cost \$860 million or \$43 million/mile (1995\$)
- The 12.3-mile Red Line extension (Park Lane to Parker Road) cost approximately \$500 million or \$41 million/mile (2002\$)
- The 11.2-mile Blue Line extension (Mockingbird to Downtown Garland) cost approximately \$425 million or \$40 million/mile (2002\$)
- By 2010, Capital costs for LRT ranged from \$60-85 million/mile based on Green and Orange Line experience
- The 1.2-mile NW-1A (first phase of Green Line from West End to Victory) cost \$75 million (2002\$)
- The 26.5-mile Green Line project (excluding NW-1A) cost \$1.8 billion or \$66 million/mile (2006\$)
 - » Green Line federal project 20.9-mile Farmers Branch to Buckner (NW/SE MOS): \$1.4 billion (2006\$) or \$67 million/mile
- The 14-mile Orange Line project cost \$1.2 billion (2010\$) or \$85 million/mile
- The 4.6-mile Blue Line Rowlett Extension project cost \$310 million (2010\$) or \$65 million/mile
- The 2.6-mile Blue Line Extension to UNT cost \$195 million (2016\$) or \$75 million/mile
- The 26-mile Silver Line cost estimate \$1,243 million (2019\$) or \$48 million/mile
- Costs include allocations for vehicles, systems and maintenance facility requirements

MAJOR FEDERAL FUNDING

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



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

PROJECT DEVELOPMENT PROCESS AND CIG PROGRAM FUNDING

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. In September 2020, Congress passed a one-year reauthorization of the FAST Act. A new transportation reauthorization bill is anticipated under the Biden-Harris administration to reflect the administration's emphasis on climate and infrastructure, including public transit expansion.

FTA's Capital Investment Grants program (5309) under FAST Act:

Discretionary & Competitive Federal Grant Program - Roughly \$2.3 billion appropriated each year for light rail, heavy rail, commuter rail, streetcar, and bus rapid transit project. FAST outlines a multi-year, multi-step process projects must follow to receive funds.

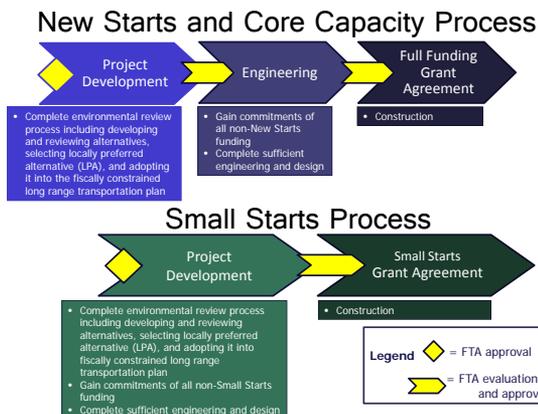
Eligible Projects

- New Starts - Total project cost is equal to or greater than \$300 million or total New Starts funding sought equals or exceeds \$100 million. Typically, a new fixed guideway system (rail or BRT) or extension to a system.
- Small Starts - Total project cost is less than \$300 million and total Small Starts funding sought is less than \$100 million
- Core Capacity - Substantial corridor-based investment in existing fixed guideway system. Project must be located in a corridor that is at or over capacity or will be in five years, increase capacity by 10%, and not include project elements designated to maintain a state of good repair.
- Program of Interrelated Projects – Allows for the simultaneous development of two or more new fixed guideway capital projects, small start projects, or core capacity improvement projects; or any combination thereof.

FTA issued Final Interim Policy Guidance for the Capital Investment Grant Program in June 2016 under the FAST Act, which builds upon Moving Ahead for Progress in the 21st Century Act (MAP- 21). The guidance provides the framework for the evaluation and rating of major transit capital investments seeking funding under the programs.

H.R. 1865, the "Further Consolidated Appropriations Act 2020", was authorized in December 2019 and provides funding for the U.S. Department of Transportation (DOT) and other departments and government agencies for FY 2020.

The bill provides \$1.98 billion for Capital Investment Grants (CIG) and requires FTA to allocate 85 percent of these funds by December 31, 2021. Of the \$1.98 billion, the bill provides \$1.5 billion for New Starts, \$300 million for Core Capacity projects, \$100 million for Small Starts, and \$100 million for the Expedited Project Delivery for CIG Pilot Program.



10.0 ECONOMIC DEVELOPMENT

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

TRANSIT-ORIENTED DEVELOPMENT (TOD)

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

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

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

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

ECONOMIC AND DEVELOPMENT IMPACT STUDIES

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

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

DEVELOPMENTAL IMPACTS

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

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

- A total of 81 development projects were completed within ¼ mile of DART stations with a total property value of \$5.138 billion.

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

TOD POLICY

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

These real property assets can also be used to leverage the viability of the transit system and to add to its value to the community. Continuing expansion and maturation of the transit system along with federal, regional and local initiatives that direct and concentrate TOD and urban infill around transit facilities enhance the value of these assets. DART seeks to work in close partnership with its service area cities to identify and implement TOD opportunities. By promoting high quality TOD on and near DART-owned properties, the transit system can attract riders and generate new opportunities to create revenue for DART, and create environmentally sustainable livable communities that are focused on transit accessibility.

TOD GUIDELINES

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

STATION AREA FACT SHEETS

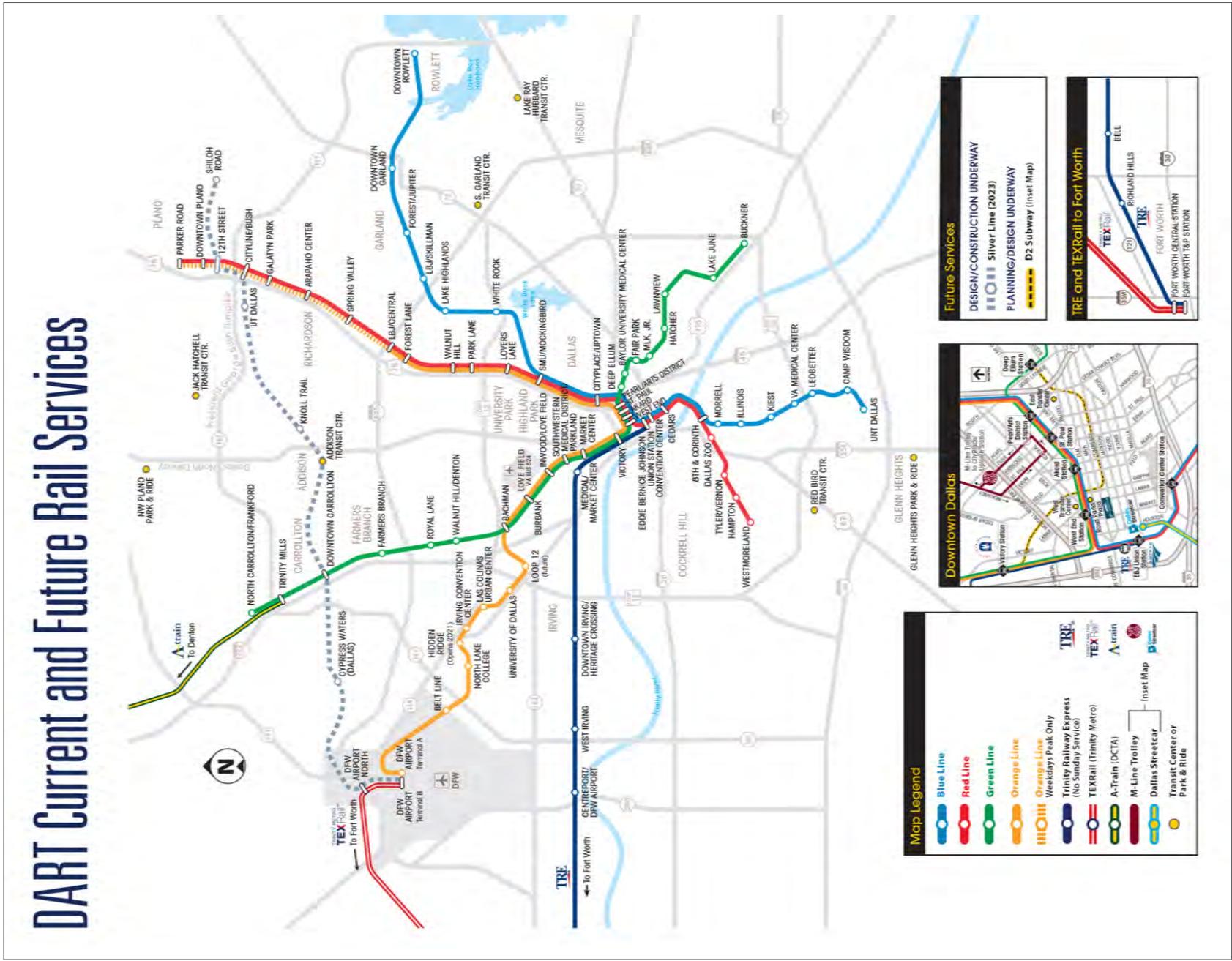
Station area fact sheets are available on-line at www.DART.org/economicdevelopment.

These fact sheets serve as a tool to give the general public and development community a quick overview of the development environment at each DART Rail Station.

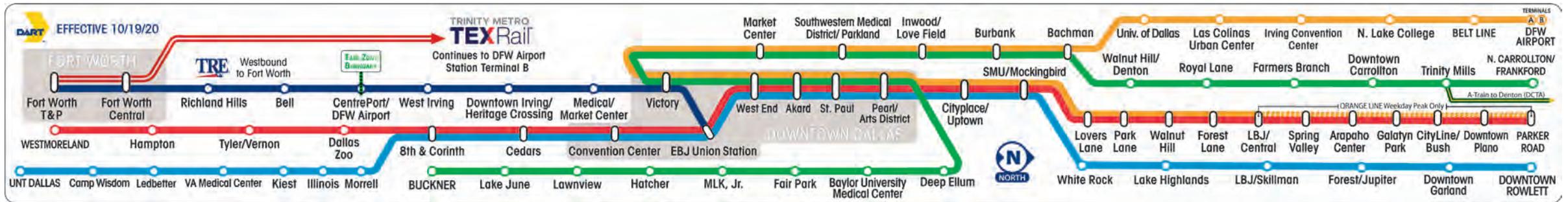
TOD PROPERTY INVENTORY AND MARKET ASSESSMENT 2019

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

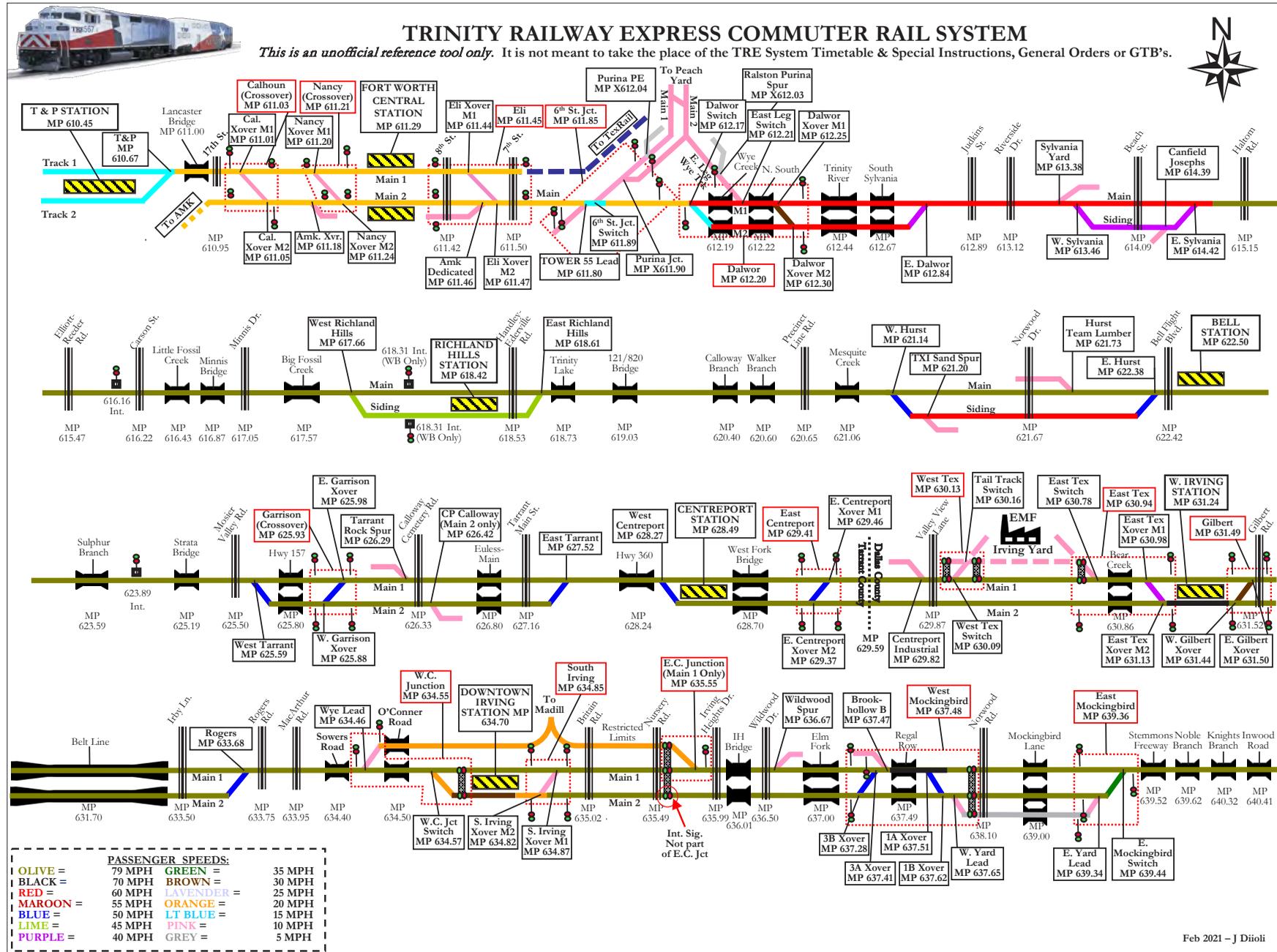
>> DART CURRENT AND FUTURE SERVICES



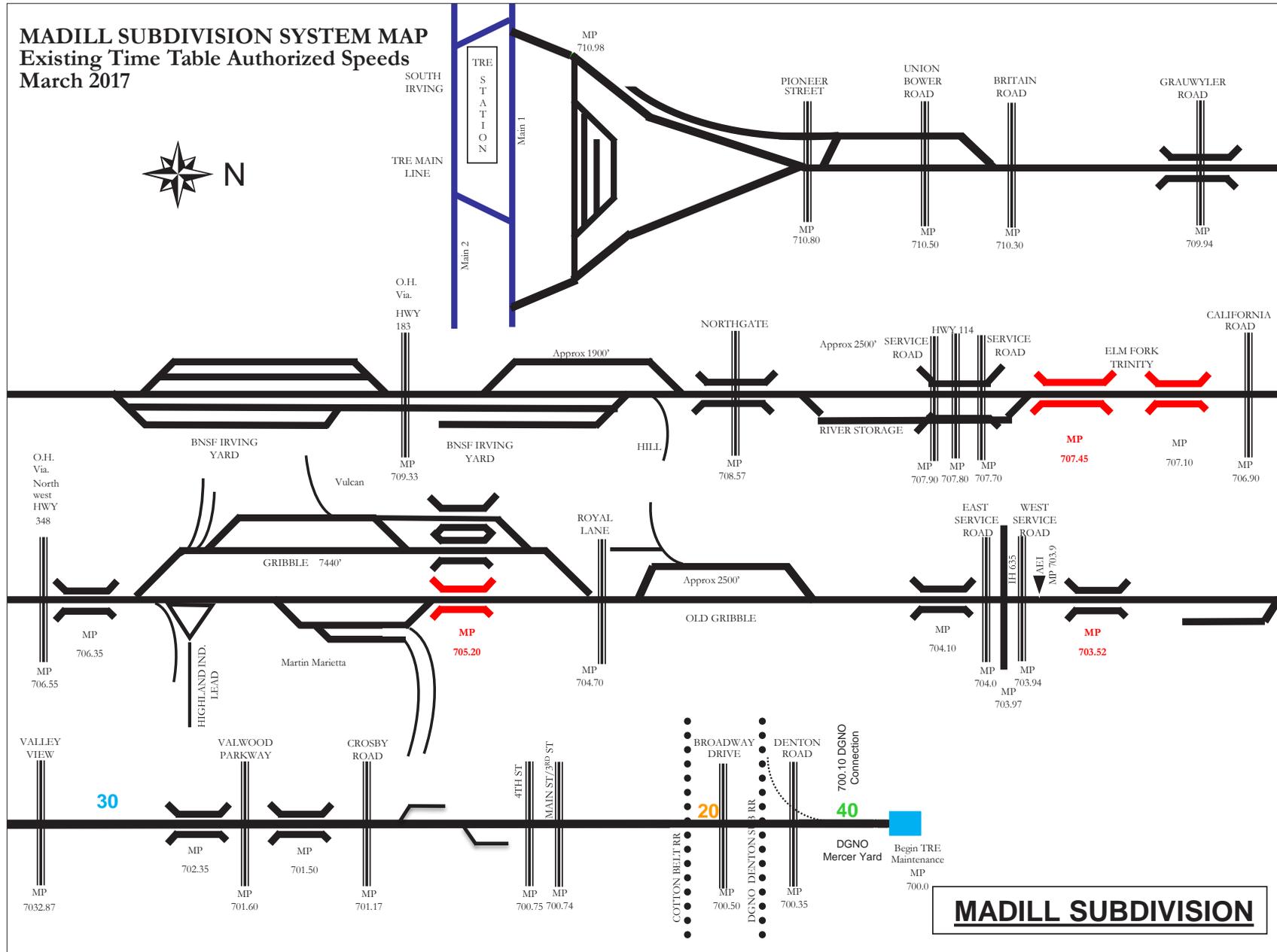
>> RAIL MAP



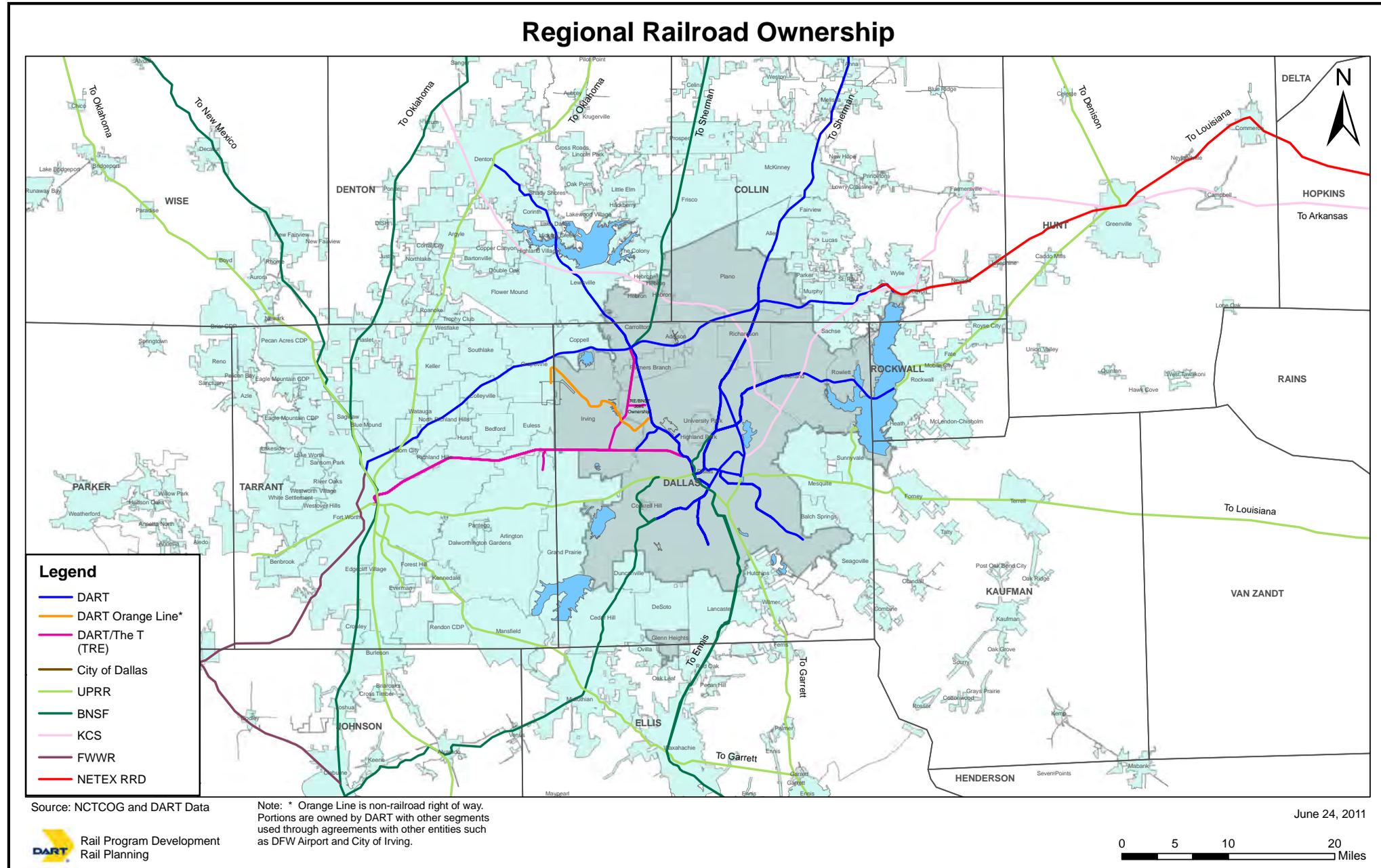
>> TRE COMMUTER RAIL SYSTEM



>> TRE MADILL SUBDIVISION



>> REGIONAL RAILROAD OWNERSHIP





Prepared for Dallas Area Rapid Transit

General Planning Consultant Managed by





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