



DART Reference Book 2045 Transit System Plan D2 Subway

2021 MAX Program

Kay Shelton, Interim Vice President
Capital Planning





DART Reference Book

2021 MAX Program

Kay Shelton, Interim Vice President
Capital Planning



Agenda

- Why?
- What?
- Who? How? When?

Why?

- Have you attended or presented at a public meeting?
- Have you briefed a City Council?
- Do you ever get asked a question?
- Did you know the answer?
- Did anyone at the meeting know the answer?
- Are people always asking you for answers?

What is DART's average weekday rail system ridership?

- A. Not sure, but it's the longest system in North America
- B. Which system - LRT, TRE or Dallas Streetcar?
- C. About 93,000 in FY19 for DART LRT**
- D. I don't know, who should I ask?



How many DART bus stops have shelters?

- A. What is a shelter?
- B. 253
- C. **1,289**
- D. I don't know, ask someone else



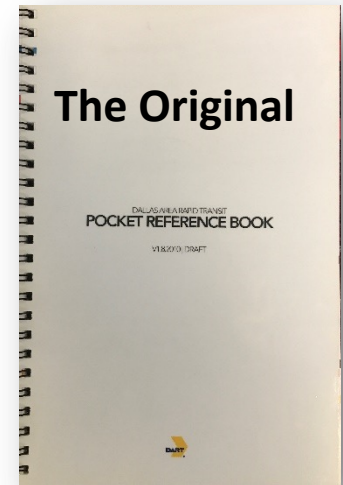
How many parking spaces are at LBJ/Central Station?

- A. This is a trick question. It's full, but I better check.
- B. 654 (no that's LBJ/Skillman)
- C. 533**
- D. Gee, I wish we had a Reference Book.



The Idea (it was Steve Salin's)

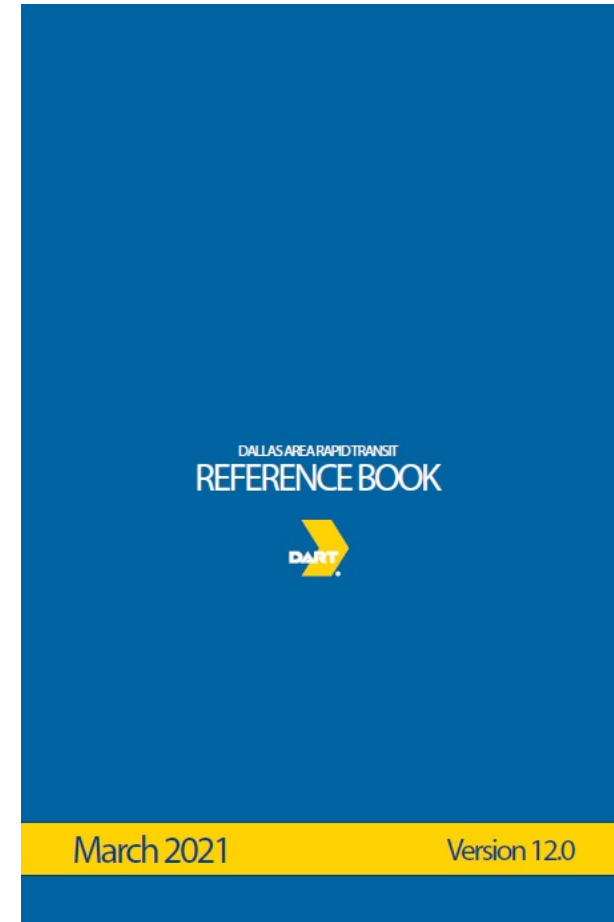
- First version created in 2010
- At first, not a management priority
- Now it is
- Key benefits:
 - Communication tool for senior staff
 - Handy reference material
 - Helps everyone stay on message
 - Consistent answers



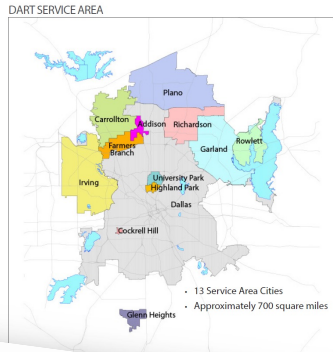
(The real bonus? Fewer questions)

What's in it?

1. Fast Facts
 2. Agency Overview
 3. Ridership and Service
 4. Operations and Performance
 5. Fleet Overview
 6. Facilities
 7. Infrastructure
 8. Operating and Capital Budget
 9. DART Rail System Expansion Program
 10. Economic and Fiscal Impacts
- And a series of maps



Agency Overview



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
2. Provide DART's employees with a safe and engaging work experience	<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 DRAGSCOPEDM database; score determined by Milliman's prospective MORA model. The Milliman Advanced Risk Adjuster (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 score rises. A score of 1.0 is average for HealthSCOPE's book of business. b. The score includes all medical and pharmacy claims for employees in all plans (a, ACC, ACCO, F, 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 (97% increase employee participation over FY 2020 by 5%, by utilizing the TeleDoc, onsite Clinic, onsite Dental Clinic, onsite Vision Clinic, and health screenings)</p> <p>2. Implement activities to improve employee engagement (97% 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 (updated 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>1. 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 one-on-one activities, virtual learning</p>
	<p>c. COVID Fatigue</p> <p>1. Create awareness of EAP tools to support mental health (90% Complete 26 weeks of HR communication dedicated to mental wellness)</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 affairs and implementation (Pilot grant)</p> <p>b. Continuously monitor the work environment and make adjustments necessary to protect employee safety and wellbeing</p> <p>1. Improve employee safety score (KPI target established based on actual FY 2020 data)</p>
3. Demonstrate stewardship of DART's resources	<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 (\$220.6M 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>

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	16,954	20,499	21%	68,352	73,012	7%
Carrollton	146,806	141,128	-4%	104,925	141,501	7%
Cockrell Hill	3,839	3,886	1%	361	604	67%
Dallas	1,340,029	1,709,884	28%	1,244,796	1,863,647	50%
Farmers Branch	32,125	32,271	0%	171,986	139,613	25%
Garland	246,601	285,708	16%	90,023	159,166	61%
Glen 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	330,161	37%	301,653	430,452	43%
Plano	315,712	443,092	41%	298,678	361,228	21%
Richardson	117,454	143,092	22%	160,013	206,950	29%
Rowlett	62,677	102,902	64%	16,128	10,622	-34%
University Park	22,942	32,831	43%	13,720	14,014	2%
TOTAL SERVICE AREA	2,574,357	3,233,255	25%	2,425,530	3,413,465	41%
16-COUNTY NCTCOG REGION	7,409,732	11,246,531	51%	4,783,363	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 (FY18-FY20)
Addison	\$13.8	\$314.7
Carrollton	38.4	860.8
Dallas	0.5	5.6
Farmers Branch	301.3	6,678.9
Garland	16.7	386.9
Glen Heights	28.2	610.5
Highland Park	0.8	7.6
Irving	4.1	70.1
Plano	73.7	1,367.1
Richardson*	84.8	1,592.0
Rowlett	42.3	739.5
University Park	7	118.2
Coppell & Flower Mound**	4.4	89.2
TOTAL CONTRIBUTIONS*	0	3
	\$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 1967. ** Coppell and Flower Mound withdrew from DART in 1988.



Who, How, When?

- Capital Planning collects data Jan-Feb each year from departments, reports, or Financial Plan
- General Planning Consultant makes updates and coordinates with printer (250-300 copies)
- Published every March to document prior FY actuals and current FY budget information
- Distributed to Executive Management Team to share with key management staff
- Posted on DART.org under “DART Facts”



DART 2045 Transit System Plan

2021 MAX Program

Kay Shelton, Interim Vice President
Capital Planning

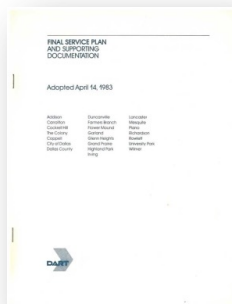


What is the Transit System Plan?

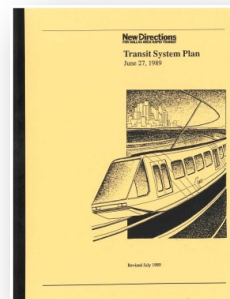
- Vision for future transit mobility
- Strategic guide to improve bus, rail, and other mobility programs to serve riders and accommodate growth
- Policy and planning guidance



1983



1989



1995

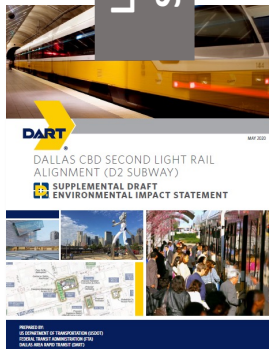
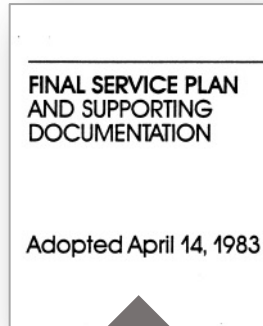


2006



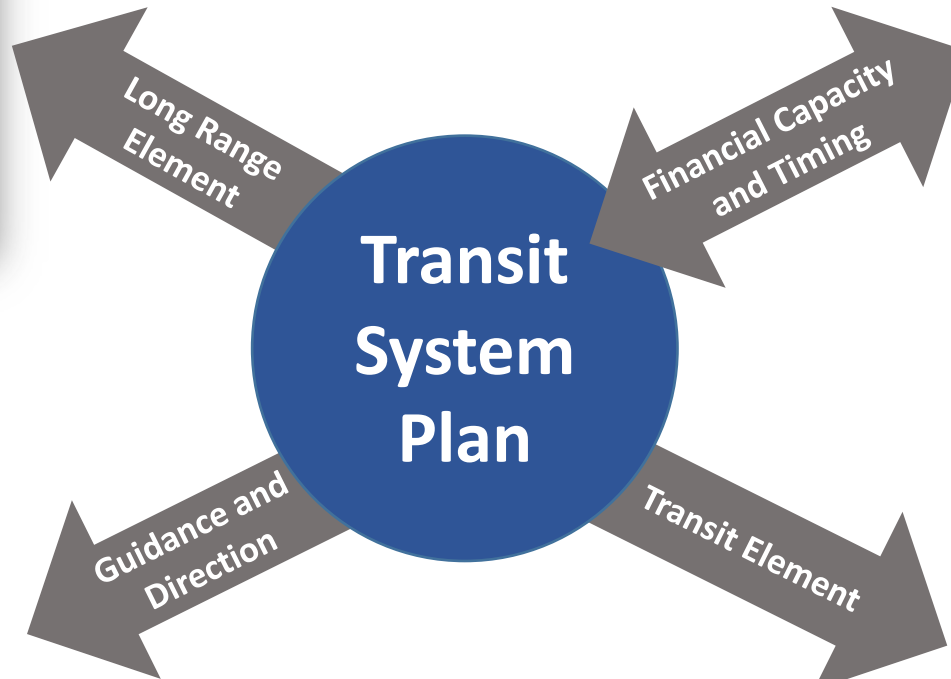
Plan Relationships

DART Service Plan

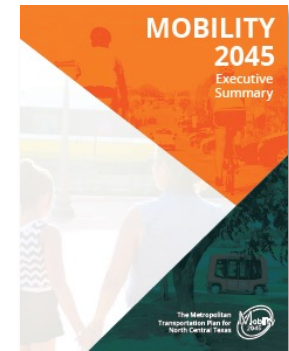


Location
Specific

Project Studies, Service Plans,
Program/Policy Development



DART Financial Plan



NCTCOG Regional
Mobility Plan

The 2045 Transit System Plan will **shape** DART's new mobility future

The 2045 TSP **strives** to:

- incorporate innovation,
- better integrate transit-supportive land use planning,
- prioritize service and system enhancements, and
- drive customer-focused programs to benefit existing and future riders.

Our big opportunity is to **leverage** the existing and future system to create a more accessible, sustainable and resilient region that enhances quality of life for all residents.

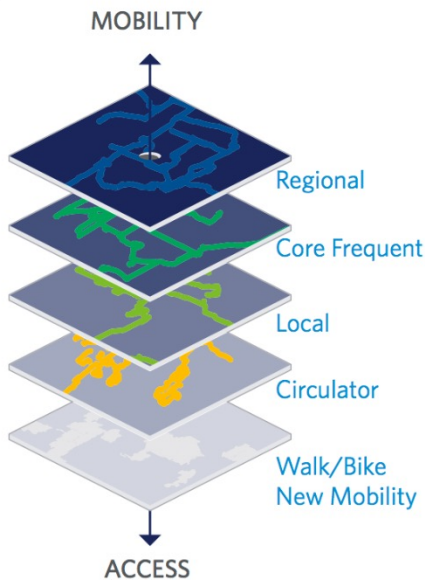
The 2045 TSP **positions** our communities for continued success through enhanced access and mobility while supporting their economic growth objectives.

Plan Framework

OUR SYSTEM

OUR OPPORTUNITY

OUR GUIDE



RIDER EXPERIENCE

MOBILITY & INNOVATION

SERVICE & EXPANSION

LAND USE & ECON DEVELOP.

COLLABORATION

GOALS & ACTIONS

Ongoing

Short

Mid

Long

DART 20-YEAR FINANCIAL PLAN

Rider Experience

Access

GOAL 1

ENHANCE PEDESTRIAN ACCESS TO BUS STOPS AND RAIL STATIONS TO MAKE IT EASIER FOR PEOPLE TO ACCESS TRANSIT AND IMPROVE RIDERSHIP POTENTIAL ESPECIALLY FOR RELIANT AND TASK RIDERS

Amenities

GOAL 2

EXPAND BUS STOP AMENITIES FOR LOCAL BUSES, CORE FREQUENT BUS ROUTES, AND FUTURE BUS RAPID TRANSIT (BRT) FOCUSING ON THOSE BENEFITTING RELIANT AND TASK RIDERS

Security at Facilities

GOAL 3

STRENGTHEN RIDERS' SENSE OF SAFETY AND SECURITY AT BUS TRANSIT CENTERS AND RAIL STATIONS IN COLLABORATION WITH DART POLICE AND SERVICE AREA CITIES

Security on Vehicles

GOAL 4

CONTINUE IMPROVING PERCEPTIONS OF SAFETY AND SECURITY ON BUSES AND RAIL VEHICLES IN COLLABORATION WITH DART POLICE AND SERVICE AREA CITIES

Communication

GOAL 5

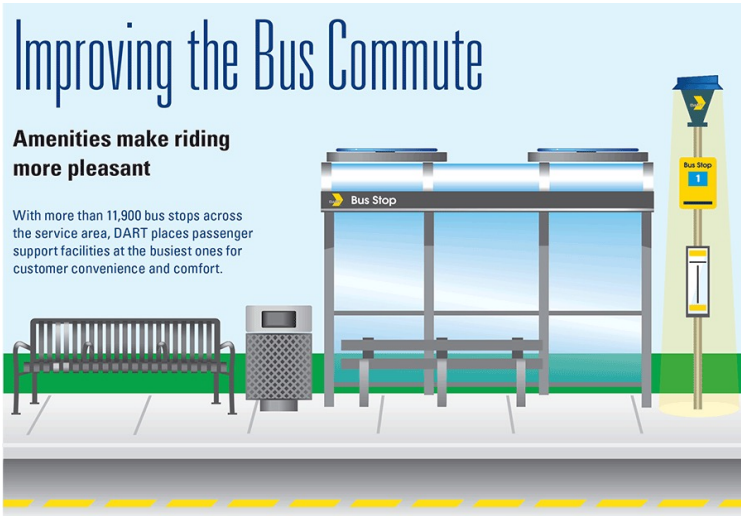
CONTINUE PROVIDING TIMELY COMMUNICATIONS TO CUSTOMERS AND THE GENERAL PUBLIC ABOUT DART SERVICES, CONVENIENCE, SAFETY, AND RELIABILITY



NCTCOG completed sidewalk gap analyses for DART Rail Red and Blue line stations. This information can be supplemented with additional system data to help inform priorities to enhance access to transit.



Expand bus stop amenities for local buses, core frequent bus routes, and future bus rapid transit (BRT)



- Develop and regularly update a multi-year program to implement and replace bus stop amenities per DART Service Standards
- Review and incorporate advancements in design, materials, information, and technology.



**LED/Solar
WiFi
Charging Ports
Transit and Community
Information**



Mobility & Innovation

Mobility as
a Service

GOAL 1

BE A LEADER IN MOBILITY AS A SERVICE (MAAS) INNOVATIONS TO SUPPORT THE TRANSIT SYSTEM AND ENHANCE THE CUSTOMER EXPERIENCE

Pilot Programs

GOAL 2

ADVANCE PILOT PROGRAMS TO TEST NEW IDEAS AND TECHNOLOGY TO GENERATE DATA AND SUPPORT DECISION-MAKING

Mobility Hubs

GOAL 3

INTEGRATE PUBLIC AND PRIVATE MOBILITY OPTIONS AT DART FACILITIES TO REDUCE RELIANCE ON THE AUTOMOBILE AND ENHANCE CONNECTIVITY

GoPass
Features

GOAL 4

CONTINUE TO ENHANCE GoPASS™ AND OTHER TOOLS WITH INNOVATIVE FEATURES TO ENHANCE CUSTOMER INFORMATION

Fleet & Facility

GOAL 5

EXPLORE FLEET OPTIONS AND FACILITY ENHANCEMENTS THAT SUPPORT LOCAL AND REGIONAL AIR QUALITY AND CLIMATE ACTION GOALS



Mobility Hubs can seamlessly integrate different modes of transportation, multi-modal infrastructure, and placemaking strategies to create community centers that maximize first and last mile connectivity.



Integrate public and private mobility options at DART facilities to reduce reliance on the automobile and enhance connectivity

Mobility Hub Concept



1 | TRANSIT AMENITIES

-  ENHANCED TRANSIT WAITING AREAS
-  PASSENGER LOADING ZONES
-  REAL-TIME TRAVEL INFORMATION











2 | PEDESTRIAN AMENITIES

-  WALKWAYS
-  CROSSINGS

3 | BIKE AMENITIES

-  BIKEWAYS
-  BIKE PARKING
-  BIKESHARE

4 | MOTORIZED SERVICES & AMENITIES

-  DEDICATED TRANSIT LANES
-  RIDEABLES
-  ELECTRIC BIKE & SCOOTERSHARE
-  CARSHARE
-  ON-DEMAND RIDESHARE
-  MICROTRANSIT
-  NEIGHBORHOOD ELECTRIC VEHICLE (NEV)
-  ELECTRIC VEHICLE CHARGING
-  SMART PARKING
-  FLEXIBLE CURB SPACE

5 | SUPPORT SERVICES & AMENITIES

-  WAYFINDING
-  PACKAGE DELIVERY
-  MOBILE RETAIL SERVICES
-  UNIVERSAL TRANSPORTATION ACCOUNT



MOBILITY HUB HOME



ACTIVE TRANSPORTATION



SHARED MOBILITY



SUPPORT SERVICES



I.T.S.



Service & Expansion

- Goals for maintaining our system and all modes

GOAL 1

PRIORITIZE ASSET MANAGEMENT AND MAINTAIN A STATE OF GOOD REPAIR FOR VEHICLES, FACILITIES AND SYSTEMS TO PROVIDE SAFE, COST-EFFECTIVE, RELIABLE SERVICE

GOAL 2

IMPLEMENT BUS NETWORK AND SERVICE IMPROVEMENTS TO CREATE MORE DIRECT, FAST, AND RELIABLE ROUTES THAT ENHANCE MOBILITY AND JOB ACCESS

GOAL 3

PROMOTE TRANSIT PRIORITY WITHIN KEY BUS CORRIDORS TO ENHANCE OPERATIONAL EFFICIENCY AND INCREASE RIDERSHIP

GOAL 4

DEFINE AND DEVELOP BUS RAPID TRANSIT (BRT) CORRIDORS THAT APPEAL TO EXISTING RIDERS, ATTRACT NEW RIDERS, AND SUPPORT MAJOR JOB CENTERS

GOAL 5

EXPAND EXPRESS BUS NETWORK TO ATTRACT NEW RIDERS AND ENHANCE ACCESS TO REGIONAL JOB CENTERS

GOAL 6

ENHANCE AND OPTIMIZE THE EXISTING LRT SYSTEM TO LEVERAGE INVESTMENTS ALREADY MADE AND PROVIDE THE ABILITY FOR LONG-TERM SERVICE FLEXIBILITY

GOAL 7

ADVANCE POTENTIAL HIGH-CAPACITY TRANSIT CORRIDORS WHERE BENEFITS AND COSTS DEMONSTRATE ADDED VALUE AND ACCOMMODATE FUTURE REGIONAL GROWTH

GOAL 8

EXPLORE OPPORTUNITIES FOR REGIONAL RAIL IMPROVEMENTS FOR TRE AND SILVER LINE

GOAL 9

EXPAND GoLINKSM ZONES TO ENHANCE MOBILITY AND PROVIDE FIRST/LAST MILE CONNECTIVITY IN LOW-DENSITY COMMUNITIES

GOAL 10

OPTIMIZE PARATRANSIT PERFORMANCE TO IMPROVE SERVICE DELIVERY AND MINIMIZE OPERATING COSTS

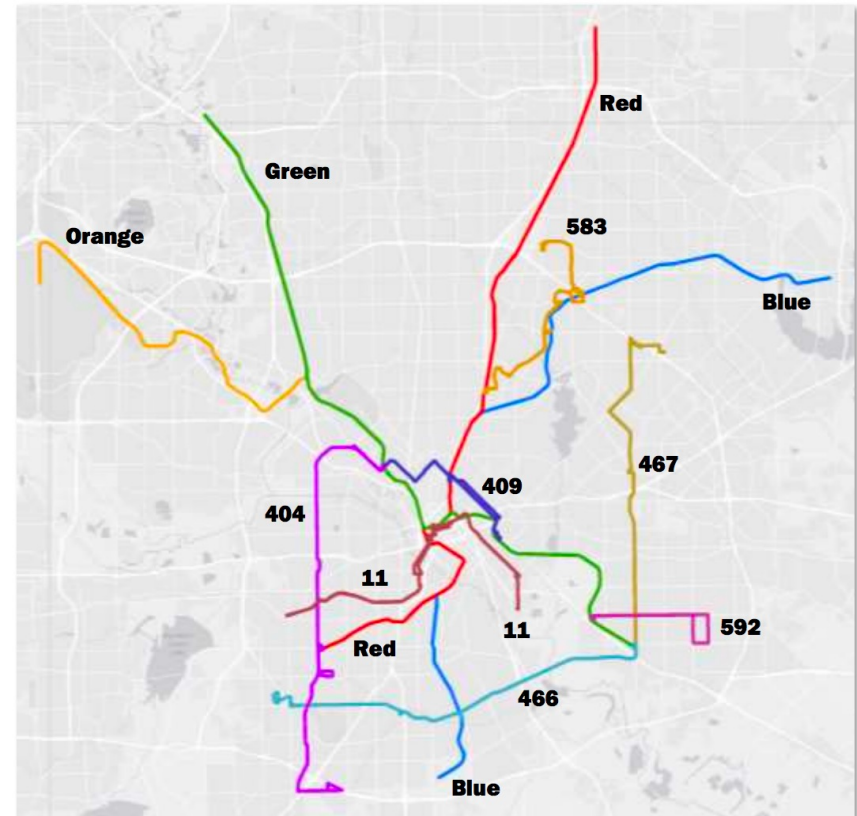
GOAL 11

CONTINUE TO GROW AND MARKET RIDESHARE PROGRAMS TO OFFER ALTERNATIVES TO DRIVING ALONE, REDUCE CONGESTION, AND MINIMIZE POLLUTION

Service and Expansion Optimize/Enhance System



- Grow core frequent bus network through DARTzoom
- Develop Corridor Improvement Program to define and advance transit priority treatments
- Future goals: 15-minute all day service and Bus Rapid Transit (BRT)



Land Use & Economic Development

Quality of Life/Access

GOAL 1

ENHANCE QUALITY OF LIFE THROUGH COORDINATED DEVELOPMENT OF PEDESTRIAN AND NON-MOTORIZED ENVIRONMENTS

Ridership/Land Use

GOAL 2

INCREASE TRANSIT RIDERSHIP THROUGH COORDINATED LAND USE PLANNING AND QUALITY DEVELOPMENT

Future TOD

GOAL 3

ENHANCE THE VALUE OF DART PROPERTY AND ASSETS BY DESIGNING TRANSIT FACILITIES TO ACCOMMODATE FUTURE TOD

Economic Benefits

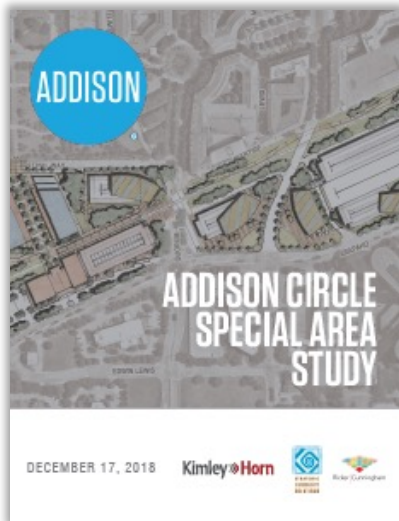
GOAL 4

CONTRIBUTE TO THE ON-GOING ECONOMIC VITALITY OF SERVICE AREA CITIES, WHILE EXPANDING A RANGE OF HOUSING AND EMPLOYMENT OPTIONS FOR DIVERSIFIED POPULATIONS



Based on a May 2020 study by University of North Texas, development projects between 2016 and 2018 within a quarter mile of DART stations generated \$286.4 million in state and local tax revenue.

Land Use & Economic Development Addison Example



- 18-acre mixed use development at future Silver Line Addison station
- \$500 million project



Collaboration

Leadership

GOAL 1

CONTINUE TO BE A LEADER IN ADVANCING TRANSIT SUPPORTIVE FUNDING PROGRAMS AND POLICIES

DART Interests

GOAL 2

ENSURE DART INTERESTS ARE REFLECTED IN REGIONAL AND STATE TRANSPORTATION PLANS AND EFFORTS

City Plans

GOAL 3

COLLABORATE WITH SERVICE AREA CITIES ON THEIR LAND USE AND TRANSPORTATION PLANS TO SUPPORT EXISTING AND FUTURE TRANSIT

Transit Supportive Policy

GOAL 4

COLLABORATE WITH LOCAL AND REGIONAL AGENCIES ON POLICIES AND PROGRAMS THAT PROMOTE TRANSIT THROUGH ACCESS, EQUITY, RESILIENCY AND AIR QUALITY RELATED INITIATIVES

Public Engagement

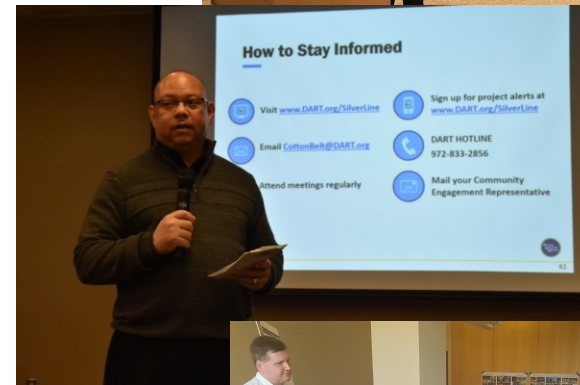
GOAL 5

ENGAGE WITH THE PUBLIC, PRIVATE STAKEHOLDERS AND COMMUNITY ORGANIZATIONS TO BUILD SUPPORT FOR AND ADVANCE TRANSIT INITIATIVES



Engage with the public, stakeholders and community organizations to build support for and advance transit initiatives

- Inform and seek input from advisory groups and community organizations
- Engage chambers and business groups
- Work with private developers to advance agreements and partnerships



Draft Goals & Actions Matrix

- Consolidates all the goals and actions reviewed with DART Board committee
- Includes proposed timelines and responsibilities
- Will continue to refine based on public and city feedback

RIDER EXPERIENCE

WHAT	WHEN Timeframe				WHO Responsible			
	ON-GOING	SHORT-TERM (1-5 yrs)	MID-TERM (6-10 yrs)	LONG-TERM (10+ yrs)	DART	DART CITIES	AGENCY PARTNERS	PRIVATE SECTOR
GOAL 1 Enhance pedestrian access to bus stops and rail stations to make it easier for people to access transit and improve ridership potential especially for reliant and task riders								
ACTION 1.1 Complete analysis on existing accessibility and sidewalk gaps within 1/4-mile of Core Frequent service stops and stations		■			●		●	
ACTION 1.2 Collaborate with cities to prioritize access improvements to key employment, residential, education, and service destinations		■	■	■	●	●		
ACTION 1.3 Collaborate with cities and other agencies to program, fund and construct prioritized sidewalks consistent with proposed new cost-sharing program		■	■	■	●	●	●	
ACTION 1.4 Explore opportunities to add features along existing and new sidewalks and paths that enhance transit wayfinding and safety		■	■		●	●		●
GOAL 2 Expand bus stop amenities for local buses, core frequent bus routes, and future bus rapid transit (BRT) focusing on those benefitting reliant and task riders								
ACTION 2.1 Develop and regularly update a multi-year program to implement and replace bus stop amenities per DART Service Standards	■				●			
ACTION 2.2 Review advancements in bus stop and shelter design, materials, customer information, and technology and conduct rider preference surveys/focus groups		■			●	●		●
ACTION 2.3 Create bus amenity design guidelines with hierarchy of amenity, signage, and access standards as a companion document for the DART Service Standards		■			●			
ACTION 2.4 Implement new bus amenities program for Core Frequent bus routes		■			●	●		
ACTION 2.5 Implement new branding and amenities as part of a bus rapid transit (BRT) project(s)			■		●	●		
GOAL 3 Strengthen riders' sense of safety and security at bus transit centers and rail stations in collaboration with DART Police and Service Area cities								
ACTION 3.1 Continue to innovate ways to increase visibility through deployment and scheduling of available police resources for reduction of crime	■				●	●		
ACTION 3.2 Improve and reduce customer vulnerability and exposure to crime through enhanced facility designs, emergency preparedness, and technology	■				●			
ACTION 3.3 Conduct annual customer surveys to measure customer perceptions of security	■				●	●		
ACTION 3.4 Continue to market/promote incident reporting using the dedicated "DART Say Something" app or integrated GoPass™ option throughout DART Service Area	■				●			
ACTION 3.5 Investigate cost-effective design options to close or control access to fare-paid customers only at existing/future stations and transit centers		■	■		●			
GOAL 4 Continue improving perceptions of safety and security on buses and rail vehicles in collaboration with DART Police and Service Area cities								
ACTION 4.1 Continue to innovate ways to increase visibility through deployment and scheduling of available police resources to deter and reduce crime	■				●	●		
ACTION 4.2 Continue to market and promote "Code of Conduct" rules on all buses and rail vehicles	■				●			
ACTION 4.3 Continue to market and promote incident reporting using the dedicated "DART Say Something" app or integrated GoPass™ option on all DART vehicles	■				●			
ACTION 4.4 Collaborate with American Public Transportation Association, U.S. Department of Homeland Security, and U.S. Transportation Security Administration for pilot technology applications that enhance DART security	■				●		●	
GOAL 5 Continue providing timely communications to customers and the general public about DART services, convenience, safety, and reliability								
ACTION 5.1 Provide timely and relevant updates to riders and the public on DART's response to incidents and public health emergencies to retain and grow ridership	■				●	●		
ACTION 5.2 Continue to market and promote updates on new DART services, projects, or programs through all available digital channels	■				●			
ACTION 5.3 Provide on-time performance for each route on the DART website to highlight service quality and reliability		■			●			



DART 2045 Transit System Plan

The 2045 Transit System Plan is shaping DART's new mobility future through strategic improvements and investments to create a more accessible, sustainable, and reliable system. The System Plan Map illustrates our committed transit network. The five plan themes on this map highlight key goals that will guide enhancements to our system in the future.

Rider Experience

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

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

Mobility & Innovation

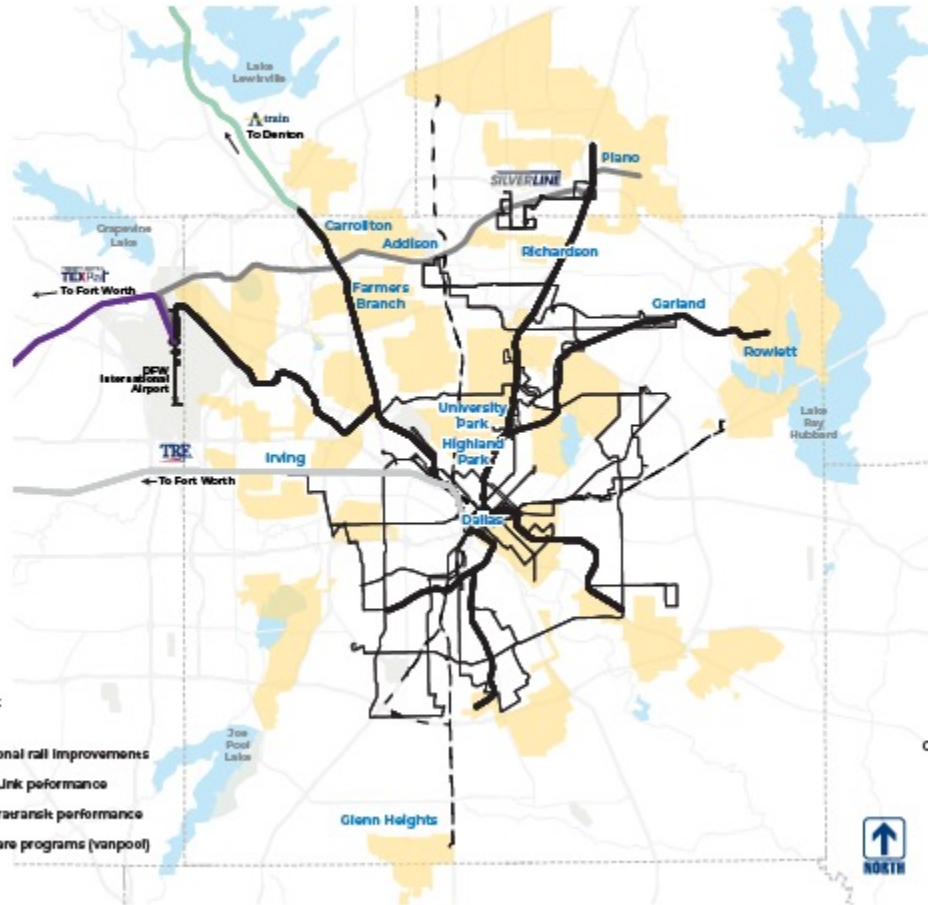
Advance mobility options through innovation, technology, and customer initiatives

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

Service and Expansion

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

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



LEGEND (As of January 2022)

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

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

Land Use and Economic Development

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

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

Collaboration

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

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

Draft 2045 Transit System Plan Status and Next Steps

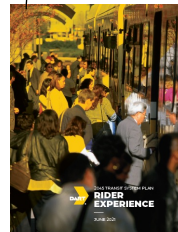
- DART Board Committee approved distribution of Draft Plan on September 14, 2021
- DART Board approval planned for September 28, 2021
- Public and agency outreach in October and November



OUR SYSTEM

OUR OPPORTUNITY

OUR GUIDE





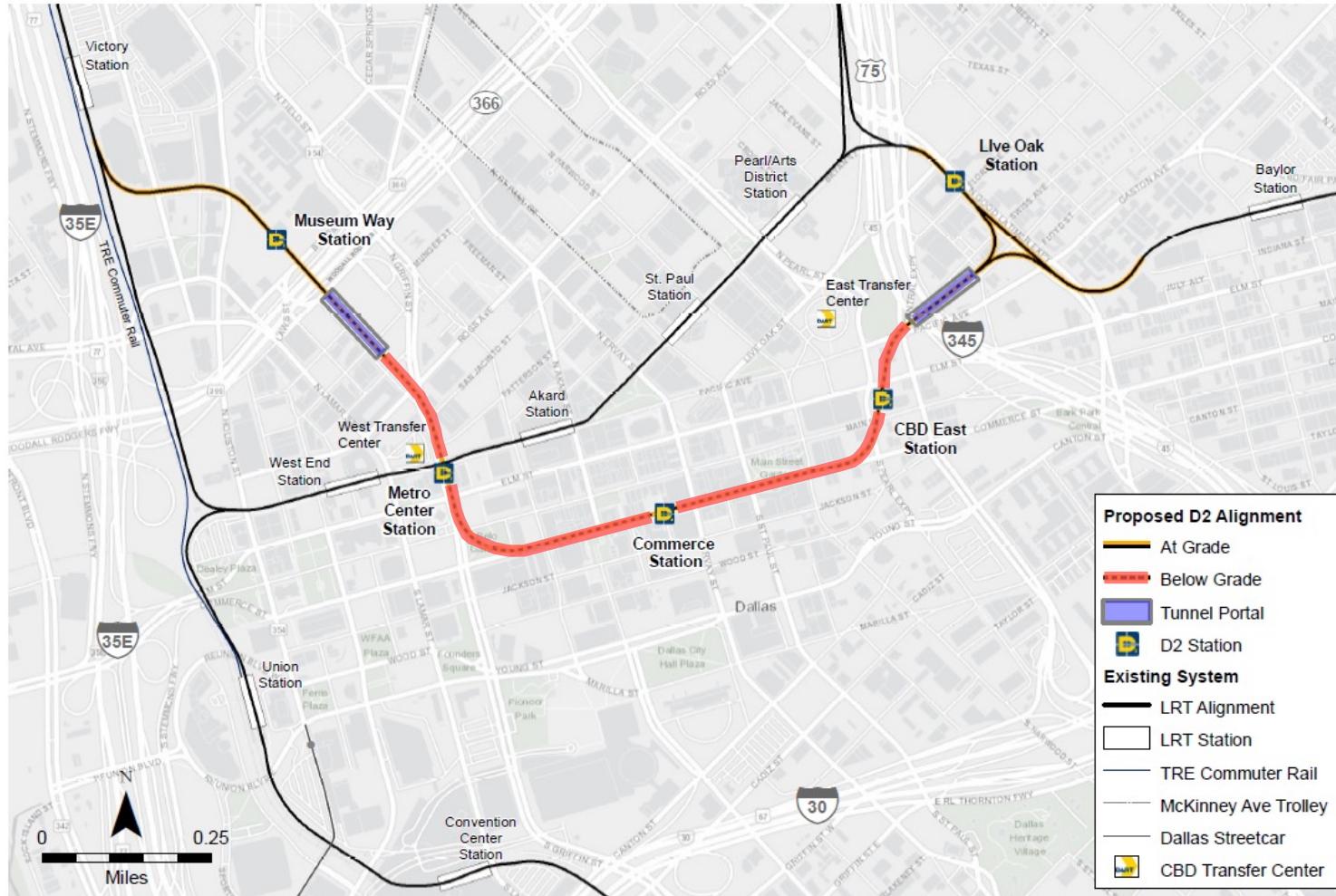
D2 Subway

2021 MAX Program

Kay Shelton, Interim Vice President
Capital Planning



D2 Subway Alignment



Operations

With D2 in place:

- Opportunity for more frequent service long term
- More flexibility for special events and incident management



Local and Regional Significance

- Reliance upon the existing at-grade Bryan/Pacific transitway mall for all LRT lines constrains the ability of both DART and the region to expand and improve transit
- Continued high regional growth, increasing congestion, planned regional transit expansion, and high-speed rail projects affect capacity
- These items, along with future transit-oriented development (TOD) investments along the system, will further increase DART system demand and stress DART's limited core capacity



CORE CAPACITY

OPERATIONAL FLEXIBILITY

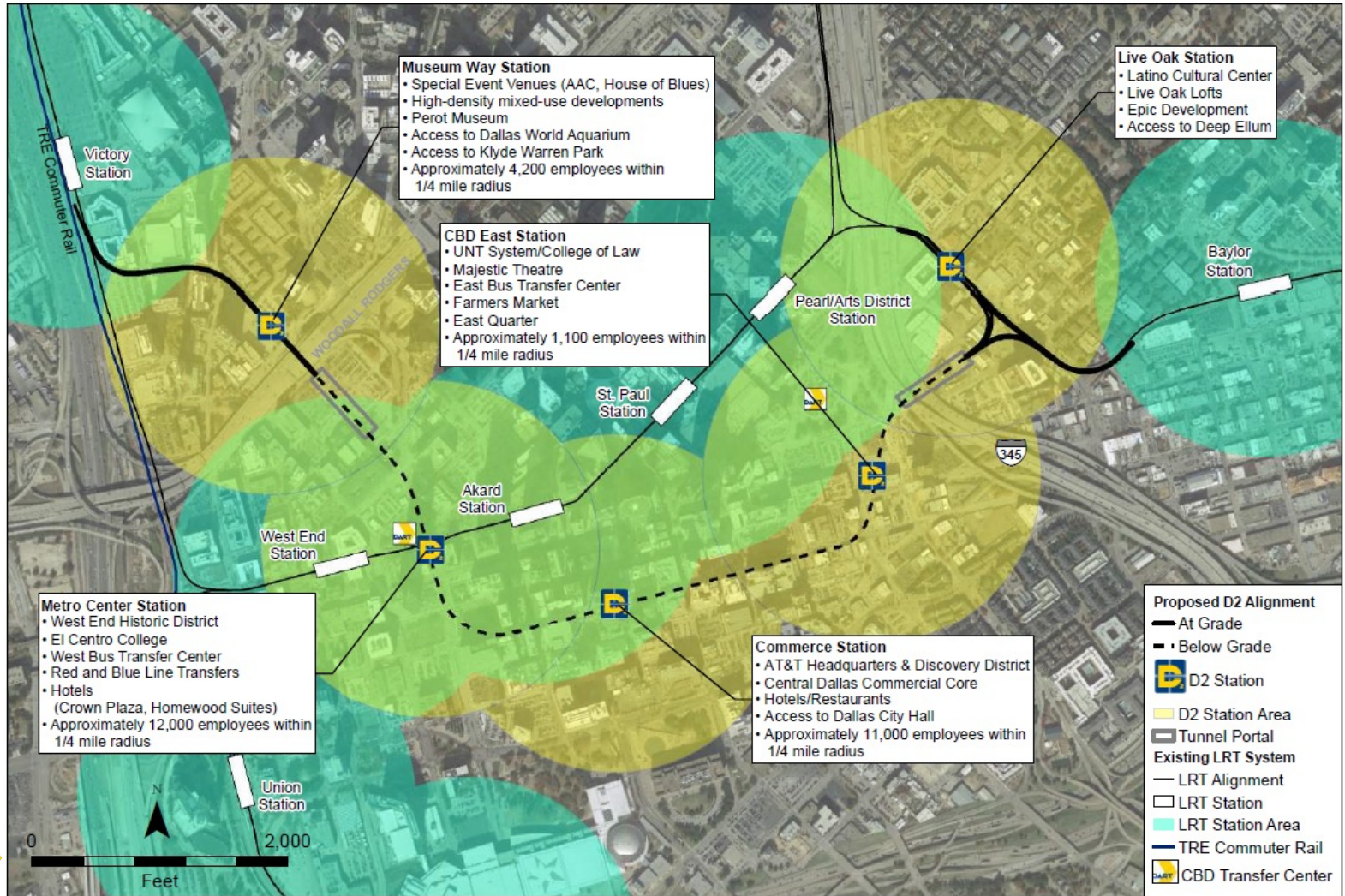
MOBILITY & ACCESS

LAND USE / URBAN DESIGN

Background

- 1990 DART/City Master Interlocal Agreement – Start planning for subway alignment when ridership warrants
- 2007-2015 – Alternatives analysis and planning efforts
- September 2015 – Council resolution approving alignment
 - Mostly at-grade Young/Jackson - \$650M budget
- October 2016 – Dallas City Council directs DART to develop subway between Woodall Rodgers and I-345 due to issues with Young/Jackson
 - September 2017 – Council and DART resolutions approves new alignment
 - Budget doubled to estimated \$1.3B
- October 2020 – DART completes 30% design
- Current project estimate is \$1.7B (2021\$) / \$1.9B (YOE)
 - Seeking approximately 50% grant
 - Remainder financed through long-term bonds

FTA awarded DART and City of Dallas \$1 million TOD Grant for D2



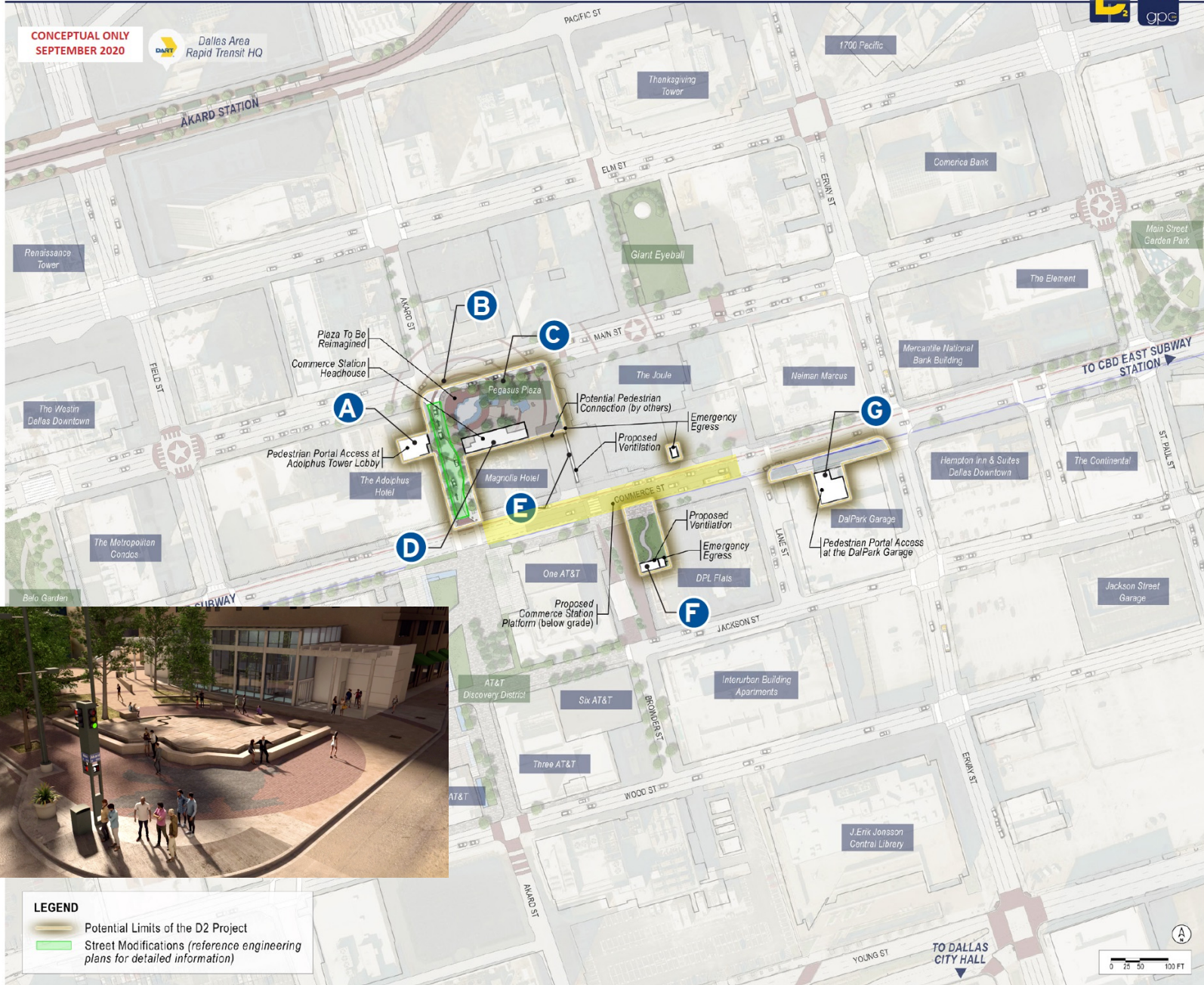
West Portal Example

- Coordination with DKW on integration of project into proposed Field Street District development



CONCEPTUAL ONLY
SEPTEMBER 2020

Dallas Area Rapid Transit HQ

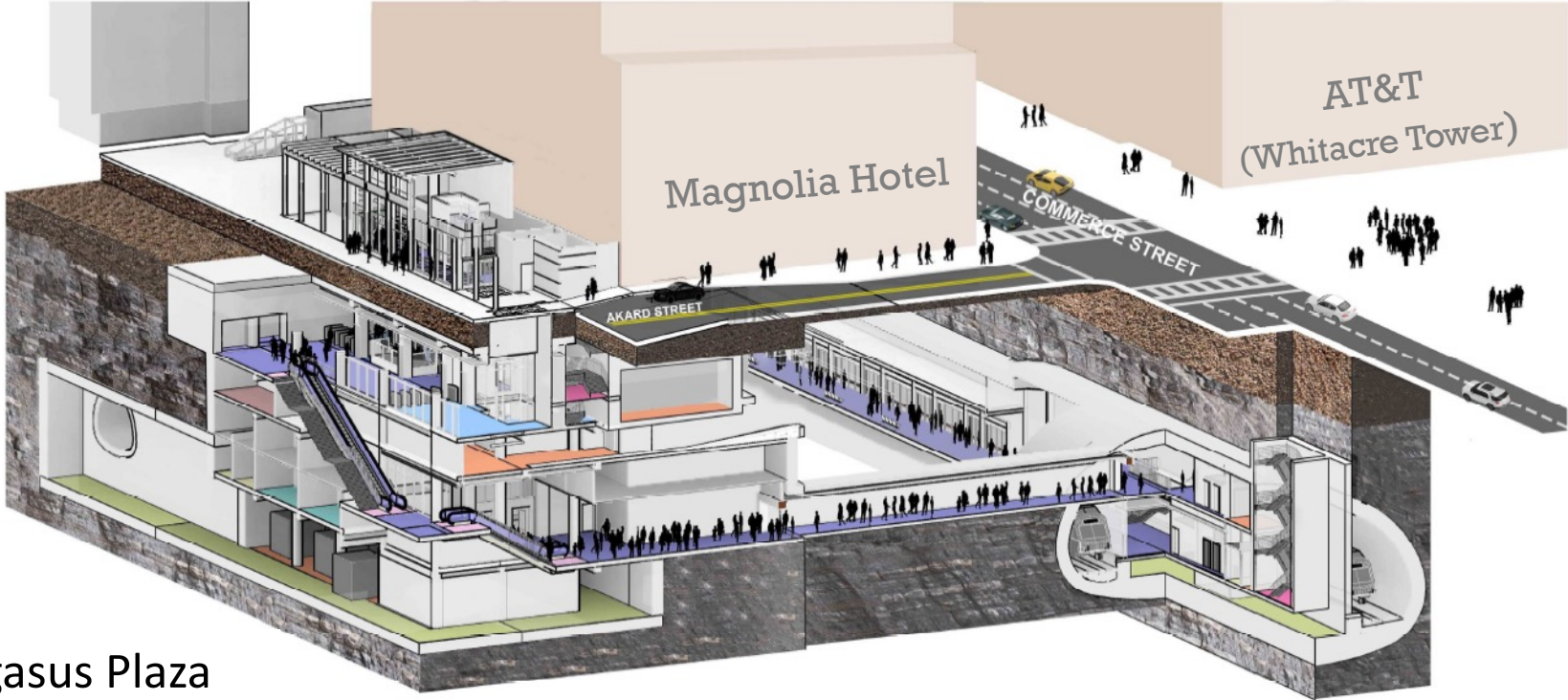


LEGEND

- Potential Limits of the D2 Project
- Street Modifications (reference engineering plans for detailed information)

Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.

Commerce Station

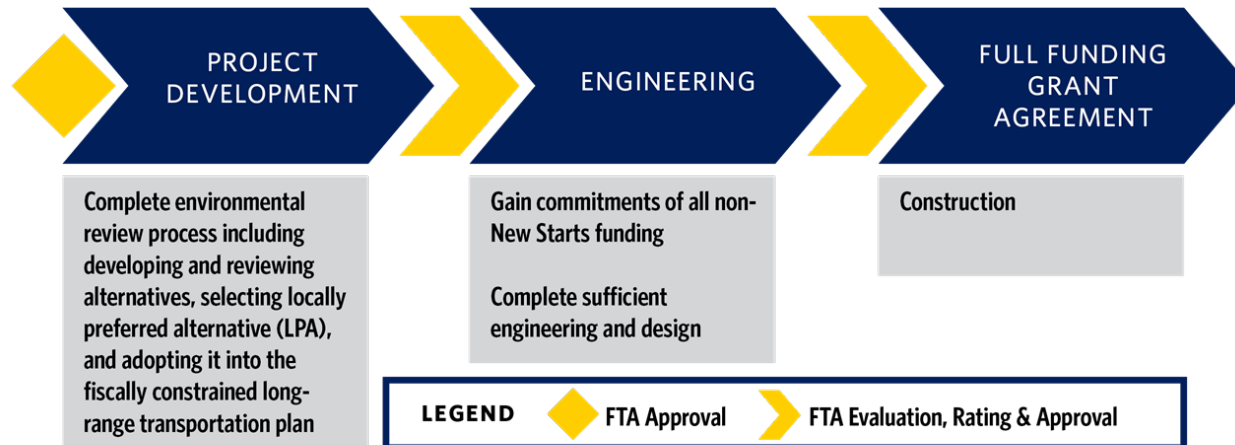


Pegasus Plaza
and Headhouse

View looking southeast

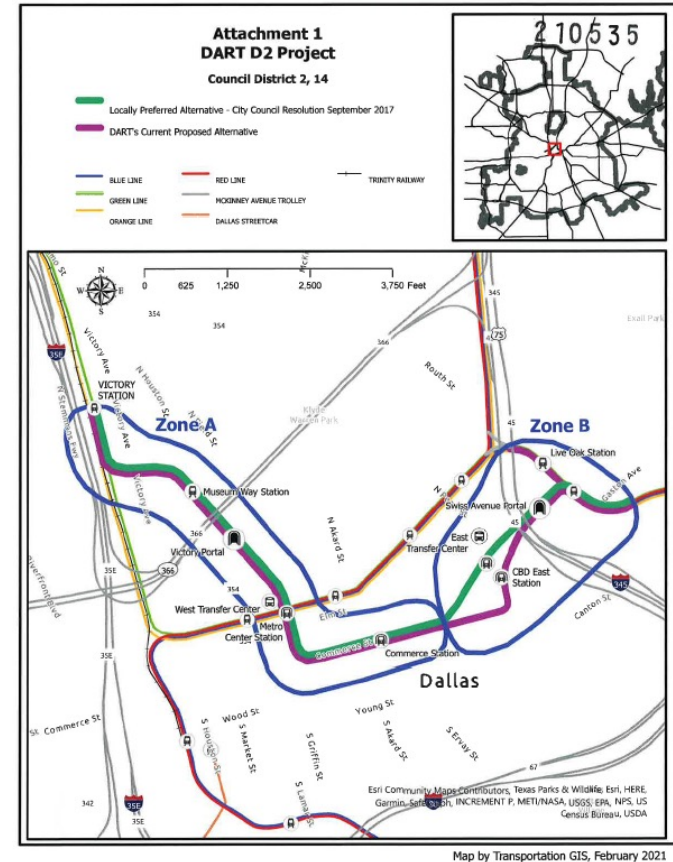
FTA Program History

- November 2015 – Authorized into Project Development (PD) same year as Red/Blue Platform Extension project
- March 2018 – Removed from Capital Investment Grant (CIG) Program due to exceeding two years and shift to subway – directed to reapply into CIG at Engineering phase after PD complete
- Rated Medium-High as Core Capacity project in 2015, 2016, 2017
- 2021 submittal retains M-H rating



Dallas City Council Resolution

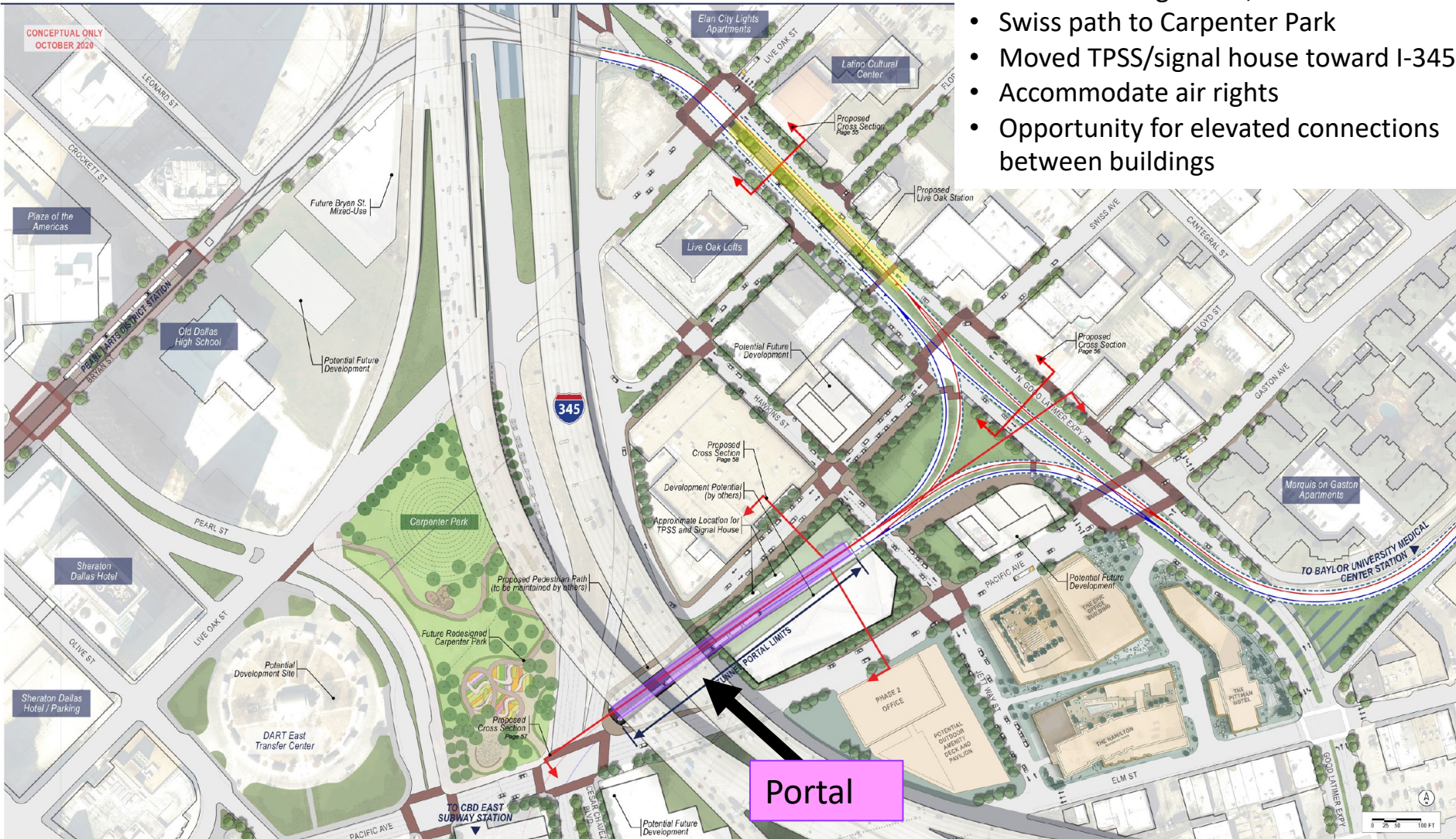
- March 24, 2021 resolution:
 - Support issuing FEIS/ROD (April 9, 2021)
 - Support submittal to FTA for funding
 - Support project subject to East End Evaluation to address Deep Ellum and I-345 concerns and subsequent City Council resolution no later than March 2022



Deep Ellum Area

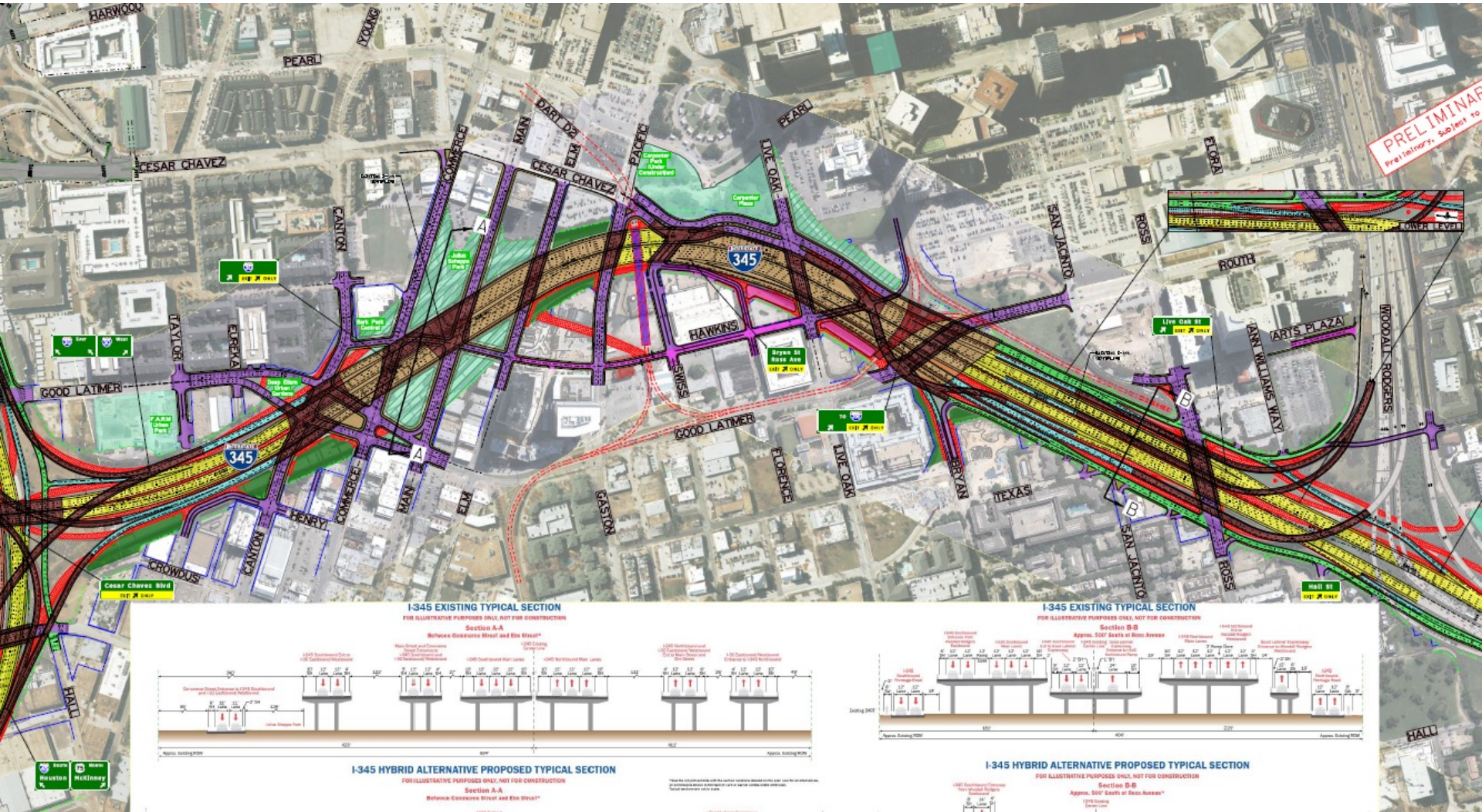
D2 SUBWAY | LIVE OAK STATION & EAST TUNNEL PORTAL AREA | URBAN DESIGN PLAN

- Retained a station
- Remove ballast along Good Latimer
- Crosswalk improvements
- Swiss reconstruction, wider sidewalks
- Hawkins realignment, sidewalks
- Swiss path to Carpenter Park
- Moved TPSS/signal house toward I-345
- Accommodate air rights
- Opportunity for elevated connections between buildings



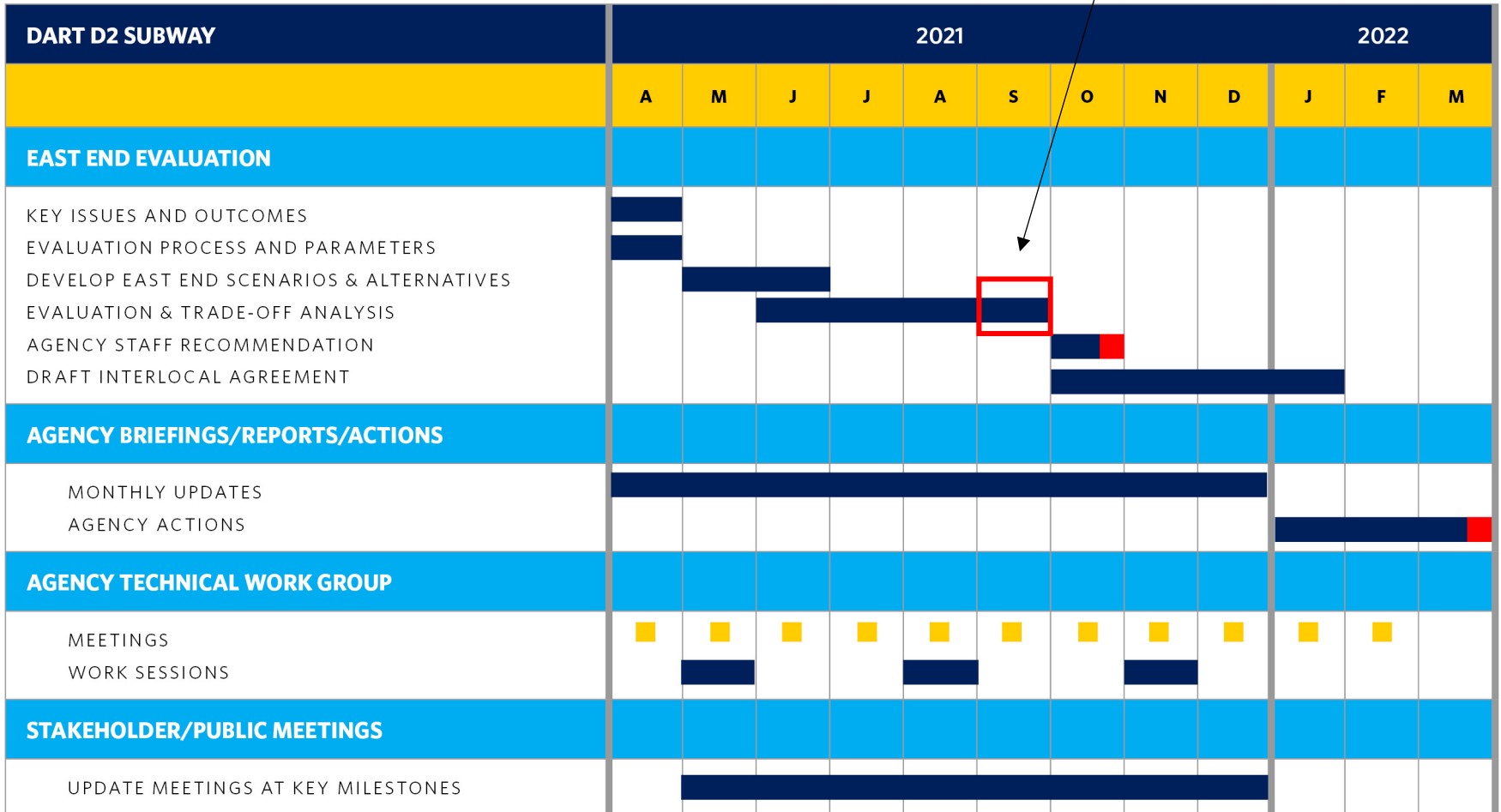
Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.

TxDOT IH 345 Feasibility Study Depressed Hybrid Option



East End Evaluation

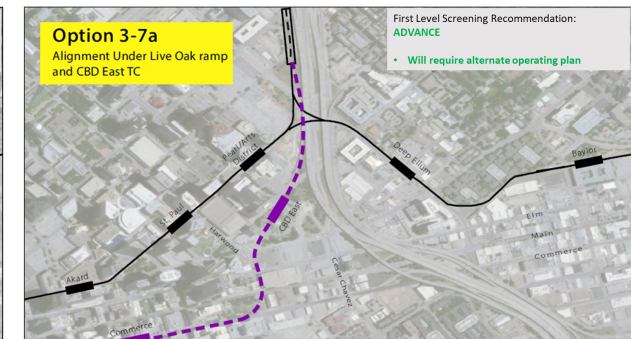
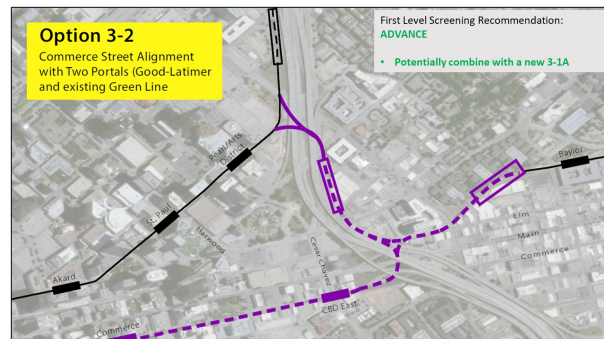
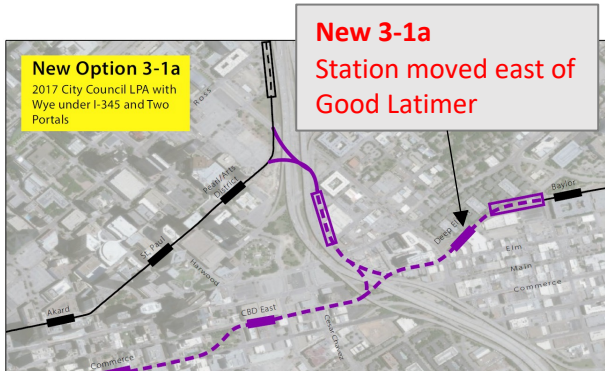
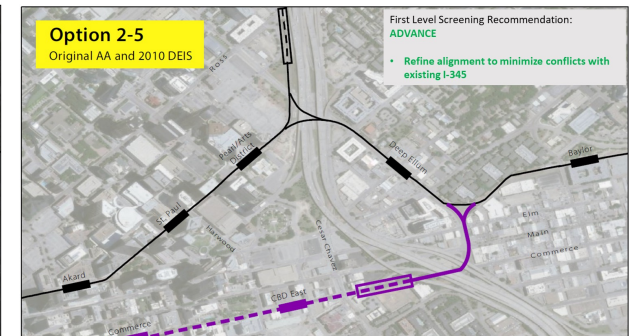
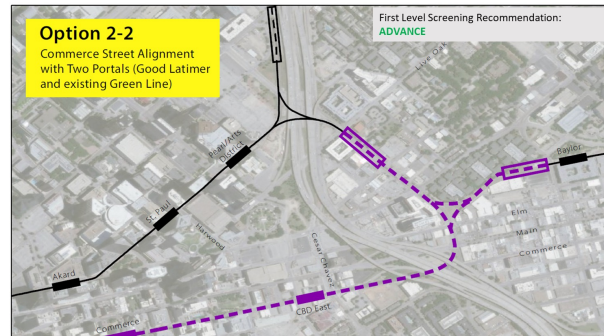
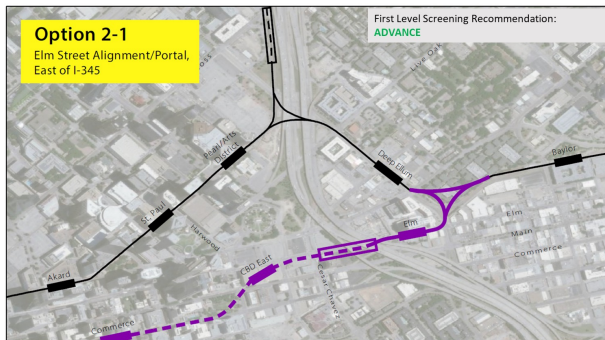
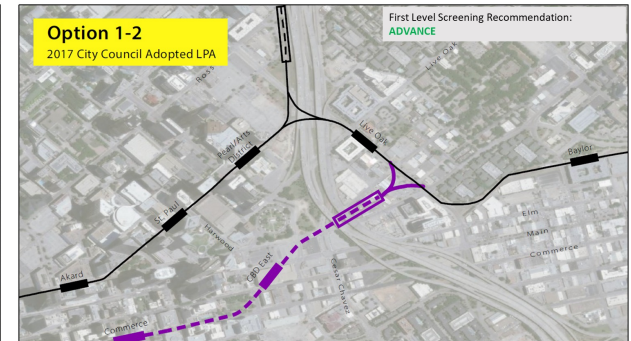
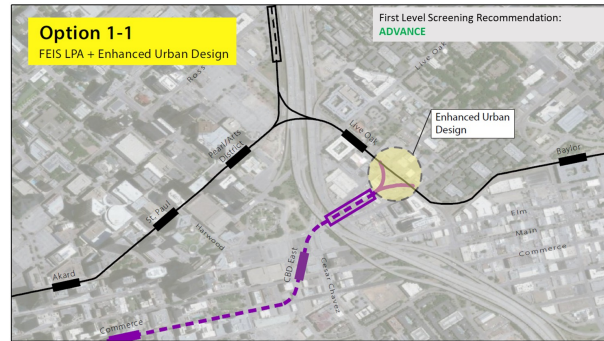
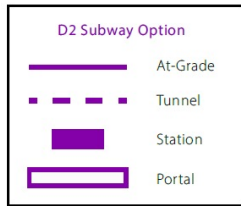
We are here



■ KEY AGENCY MILESTONES ■ AGENCY MEETING

Remaining Options

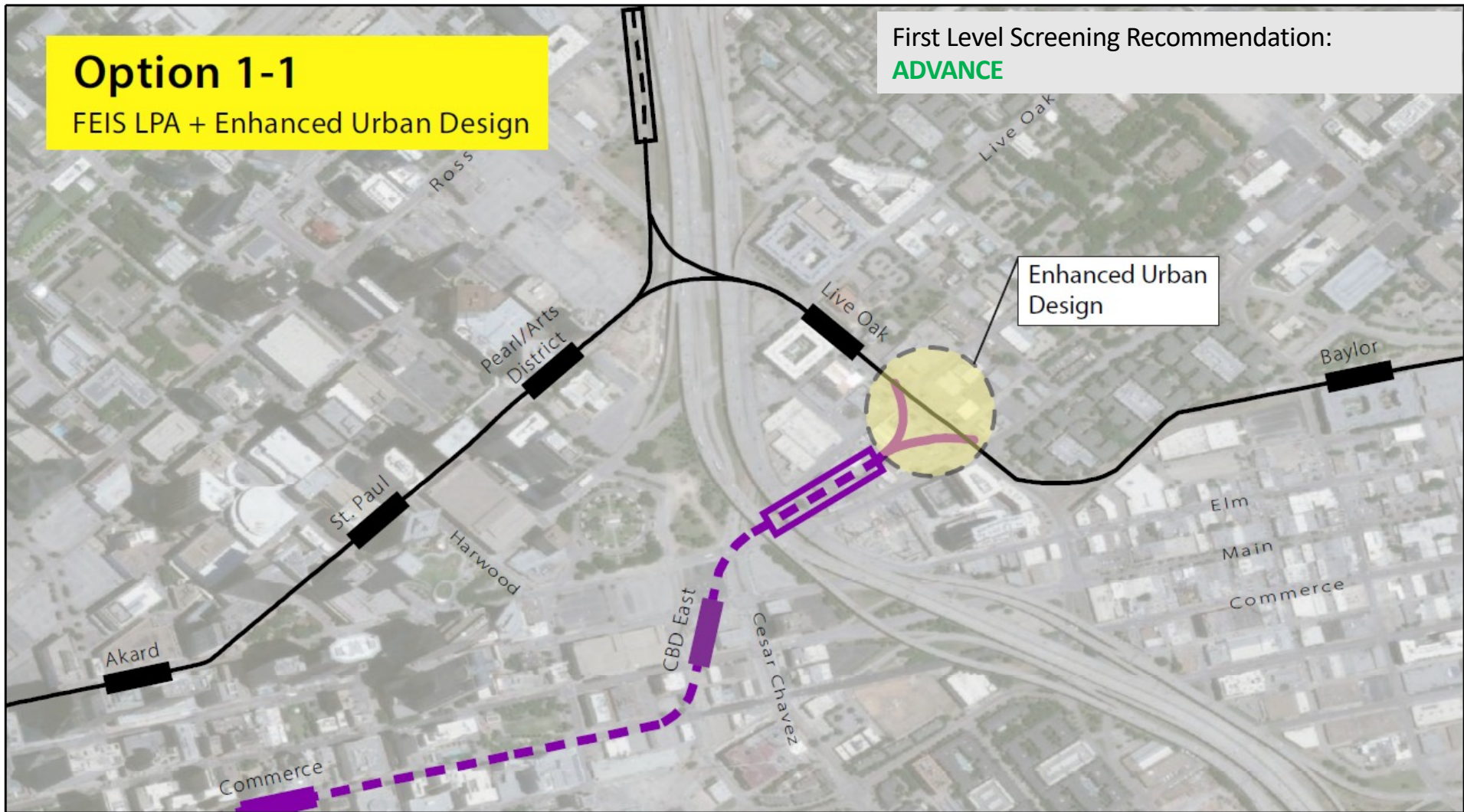
LEGEND



Option 1-1

FEIS LPA + Enhanced Urban Design

First Level Screening Recommendation:
ADVANCE

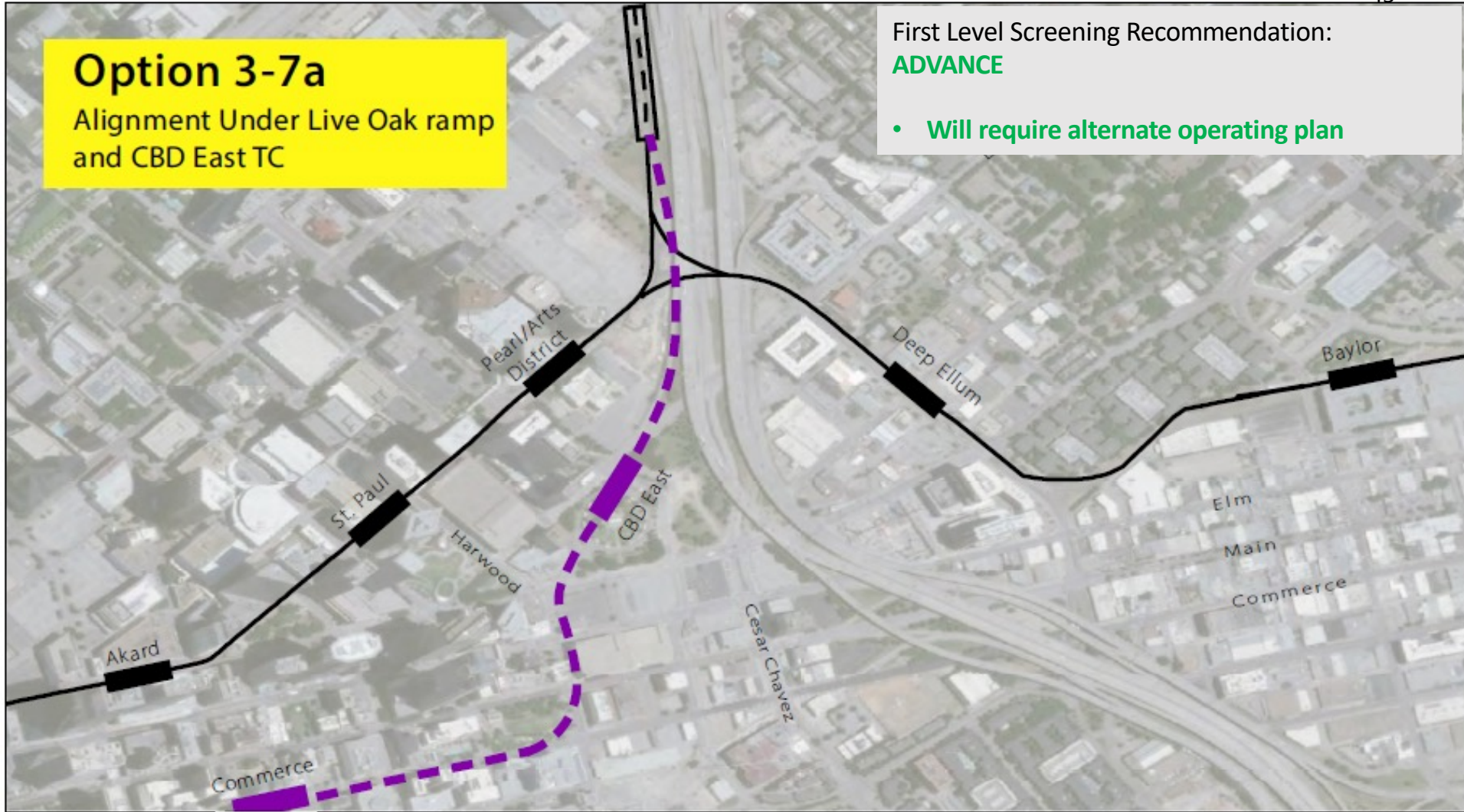


Option 3-7a

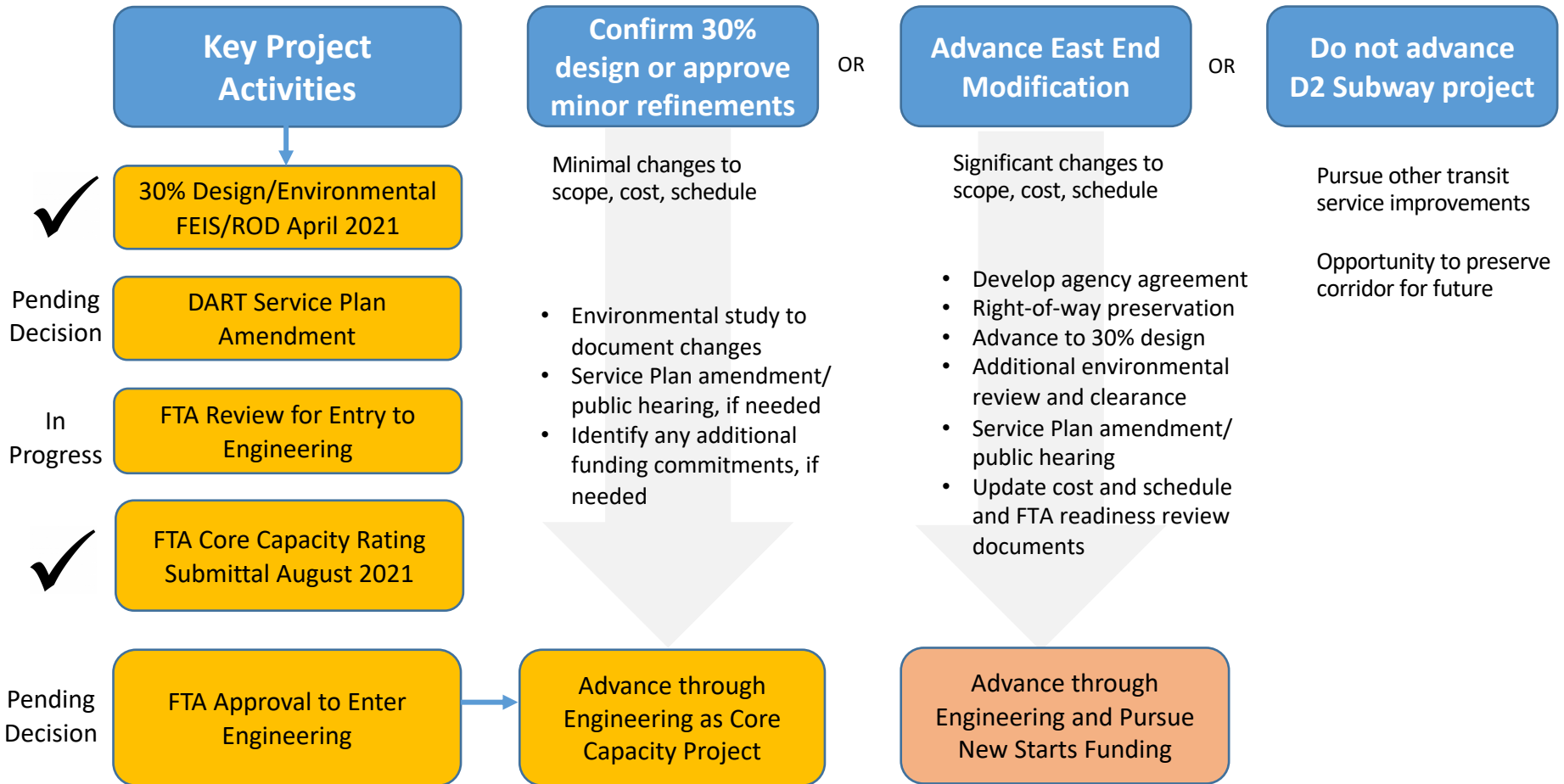
Alignment Under Live Oak ramp and CBD East TC

First Level Screening Recommendation:
ADVANCE

- Will require alternate operating plan



D2 Subway East End Evaluation Potential Paths Forward



Next Core capacity submittal due August 2022 / *Note: May need to move to New Starts. FTA is considering guidance changes to program.

Next Steps

- October
 - Agency staff recommendation for DART Board/Dallas City Council consideration and discussion
 - October 12 – DART Board briefing
 - October 18 – Dallas City Council Transportation and Infrastructure Committee briefing
- November - DART Board direction
- Agency agreement and City Council/DART Board resolution



DART

let's go.



DART.org