

DALLAS AREA RAPID TRANSIT
REFERENCE BOOK



March 2019

Version 10.0

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

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 STORE
214-749-3282

EDUCATION PROGRAMS (SCHOOL, ADULT)
214-749-2582

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 75266-7203

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 2019 unless otherwise noted. Time sensitive information should always be verified using more appropriate or up-to-date sources.

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1.0 FAST FACTS

SECTION	FAST FACTS		
2.0 AGENCY OVERVIEW			
<ul style="list-style-type: none"> • 15 Board Members • 13 participating cities providing 1 cent sales tax 	<ul style="list-style-type: none"> • FY18 sales tax revenue \$595.6 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) • 3,816 employees (FY18) • Contracted service with Mesquite 	
3.0 RIDERSHIP			
MODE	FY18 ANNUAL	FY18 AVERAGE WEEKDAY	
Bus	30.2 million	100,800	
Light Rail	28.9 million	93,400	
Commuter Rail	2.0 million	7,000	
Paratransit	819,200	2,860	
Vanpool	596,000	2,300	
Total System	62.5 million	206,560	
4.0 OPERATIONS AND PERFORMANCE (FY18)			
<ul style="list-style-type: none"> • Annual Bus Revenue Miles – 25,512,309 • Annual Demand Response Revenue Miles – 8,257,777 • Annual LRT Revenue Car Miles – 10,250,759 • Annual Commuter Rail Revenue Car Miles – 1,627,050 	Service Quality-On-Time Performance <ul style="list-style-type: none"> • Bus 82.5% • LRT 92.3% • TRE 97.4% 	<ul style="list-style-type: none"> • Subsidy per Passenger – Total System \$6.93 • Subsidy per Passenger – Fixed Route \$6.51 	
5.0 FLEET OVERVIEW			
BUS	LIGHT RAIL	COMMUTER RAIL	
<ul style="list-style-type: none"> • 475 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 	<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"> • 4 Dual-Mode Brookville Equipment Corporation <ul style="list-style-type: none"> ◦ Vehicle length: 66' 5" ◦ Capacity: 36 seats
	<ul style="list-style-type: none"> • 80 Starcraft <ul style="list-style-type: none"> ◦ Vehicle length: 22 feet ◦ Capacity: 6-10 seated/2-3 wheelchair • Non-dedicated fleet of 116 Braun entervans 		
	NON REVENUE VEHICLE	<ul style="list-style-type: none"> • 735 vehicles 	
			DALLAS STREETCAR

SECTION	FAST FACTS	
6.0 FACILITIES		
BUS	LIGHT RAIL	COMMUTER RAIL
<ul style="list-style-type: none"> • 11,086 bus stops • 1,229 shelters, 56 enhanced shelters, 1,442 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 	<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 (FY19)		
<ul style="list-style-type: none"> • \$291.5 million Capital and Non-Operating Budget • \$544.3 million Operating Budget • \$628.1 million Sales Tax Revenue 	FAREBOX RECOVERY <ul style="list-style-type: none"> • Bus 9.8% • Light Rail 17.7% • Commuter Rail 29.6% • Total 19.0% 	BUDGET SUBSIDY PER PASSENGER <ul style="list-style-type: none"> • Bus \$8.28 • Light Rail \$5.11 • Commuter Rail \$8.89 • Paratransit \$44.97 • Vanpool \$(0.30)
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 Starts 2019) ◦ Cotton Belt Regional Rail Project (Design/Build Starts 2019) ◦ D2 Subway Second CBD Alignment (Planning/Design Underway) ◦ Dallas Streetcar Central Link (Planning/Design Starts 2019) ◦ Dallas Streetcar Loop - Extension 2 (Planning/Design Starts 2019) 		
10.0 ECONOMIC AND FISCAL IMPACTS		
<ul style="list-style-type: none"> • Existing, under construction and planned developments around DART stations total \$10.8 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 2019, DART serves its 13 Service Area cities with more than 140 bus or shuttle routes, 14 On-Demand GoLink zones, 93 miles of light rail transit (DART Rail), and paratransit service for persons who are mobility impaired. The DART Rail System is the longest light rail network in the United States.

DART and the Fort Worth Transportation Authority (now referred to as 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 expand new mobility service concepts like GoLink through its Mobility On-Demand program. In addition, three major capital projects are in various phases of development and implementation: The Cotton Belt Corridor 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 transition to compressed natural gas (CNG) is complete. 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.

MISSION STATEMENT

The mission of Dallas Area Rapid Transit is to build, establish and operate a safe, efficient and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development through the implementation of the DART Service Plan as adopted by the voters on August 13, 1983, and as amended from time to time.

VISION STATEMENT

“DART: Your preferred choice of transportation for now and in the future...”

SOURCE: www.DART.org/about/missionstatement.asp

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

BOARD STRATEGIC PRIORITIES

- 1: Continually Improve Service and Safety Experiences and Perceptions for Customers and the Public
- 2: Optimize and Preserve (State of Good Repair) the Existing Transit System
- 3: Optimize DART’s Influence in Regional Transportation Planning
- 4: Expand DART’s Transportation System to Serve Cities Inside and Outside the Current Service Area
- 5: Pursue Excellence Through Employee Engagement, Development and Well-Being
- 6: Innovate to Improve Levels of Service, Business Processes and Funding

SOURCE: DART Board Resolution No. 150046

FY 2019 PRESIDENT/EXECUTIVE DIRECTOR'S GOALS AND PERFORMANCE MEASURES

PRESIDENT/EXECUTIVE DIRECTOR'S GOALS	BOARD STRATEGIC PRIORITY	PERFORMANCE MEASURE
Serve the Customer		
<p>1.1</p> <p>Serve DART's Customers by implementing steps that increase fixed-route ridership</p>	<p>1, 3, 4, 6</p>	<p>a. Quarterly report to the Board on fixed-route ridership by mode; include results of prior service changes</p>
		<p>b. Implement improvements to fixed-route service that result in a measurable increase in ridership:</p> <ol style="list-style-type: none"> 1. Improve fixed-route bus on-time performance by 2% over FY 2018 levels 2. Demonstrate improved travel speeds on specific routes by reducing underutilized stops 3. Implement traffic signal priority system for three bus routes
		<p>c. Based on the revised Service Standards approved in FY 2018, develop and present to the Board a "reset" of the Comprehensive Operations Analysis, including an accelerated phased implementation plan, by March 31, 2019</p>
		<p>d. Implement fixed route service expansion, which includes 41 additional buses, by August 31, 2019</p>
		<p>e. Implement elements from Mobility on Demand Sandbox Grant shown to have a positive impact on ridership by January 31, 2019</p>
		<p>f. Advance the 2040 Transit System Plan and related elements through the DART Board discussion and review, including a possible extension to 2045, and propose adoption by September 30, 2019</p>
		<p>g. Advance the D2 Second Alignment through the first year of Project Development, including a 10% level of design and a Draft Environmental Impact Statement, by September 30, 2019</p>
		<p>h. Advance the Cotton Belt Regional Rail project:</p> <ol style="list-style-type: none"> 1. Issue NTP for design/build contract by Jan. 31, 2019 2. Issue NTP for PMOR by January 31, 2019 3. Issue NTP for vehicles by March 30, 2019 4. Issue NTP for maintenance facility by March 30, 2019
		<p>i. Complete a Streetcar Master Plan for the DART Service Area by September 30, 2019</p>
		<p>j. Maintain Overall Satisfaction and improve Net Promoter Score</p>
		<p>k. Achieve ridership above target levels:</p> <ol style="list-style-type: none"> 1. Bus target - 30,610,704 2. Light rail target - 28,872,033 3. Commuter rail target - 2,029,474
<p>1.2</p> <p>Serve DART's Customers by implementing steps that improve Customers' sense of security</p>	<p>1, 2</p>	<p>a. Demonstrate improvement in public sense of security as measured by surveys that establish baseline perceptions and measure changed perceptions</p>
		<p>b. Quarterly report to the Board on security metrics; Demonstrate improvement in actual security by improving infrastructure and strategic placement of security personnel at underutilized bus stops</p>

FY 2019 PRESIDENT/EXECUTIVE DIRECTOR'S GOALS AND PERFORMANCE MEASURES

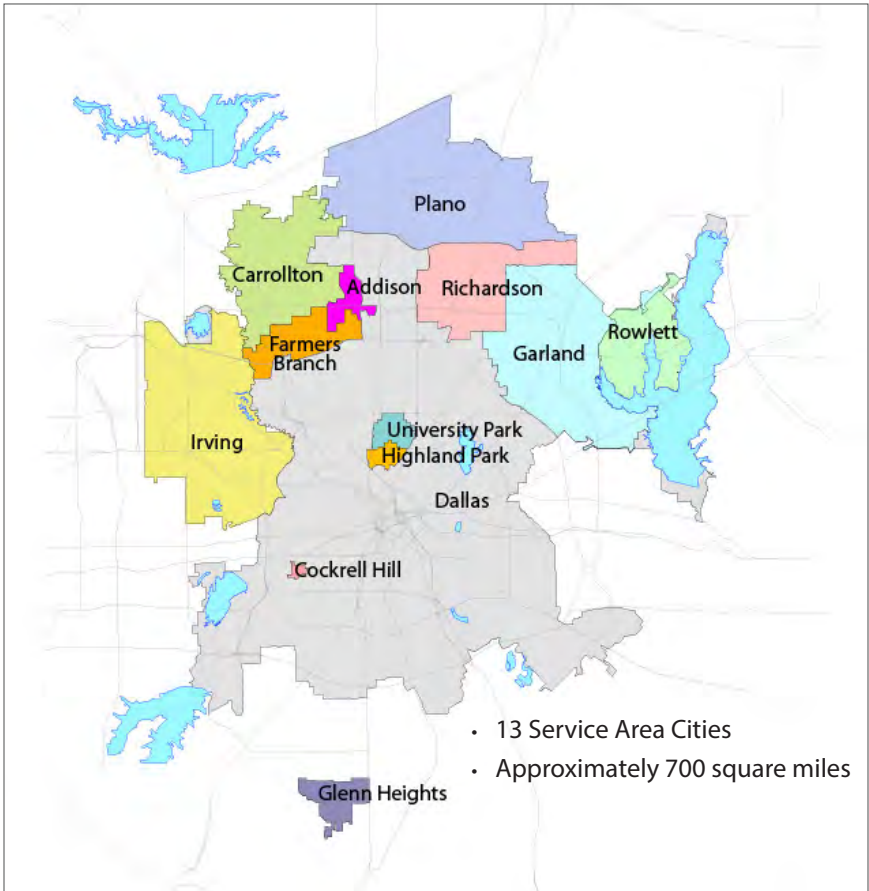
PRESIDENT/EXECUTIVE DIRECTOR'S GOALS	BOARD STRATEGIC PRIORITY	PERFORMANCE MEASURE
Improve Processes		
<p>2</p> <p>Study and modify internal processes to improve efficiency without increasing administrative costs</p>	<p>1, 2, 5, 6</p>	<p>a. Implement all Automatic Passenger Counter (APC) Capital Projects; obtain FTA approval for use of APCs for ridership reporting; increase ridership accuracy by September 30, 2019</p> <p>b. Modernize 25 DARTnet Workflows and applications</p> <p>c. Implement Enterprise Project Management system to be used in managing all levels of capital program and other projects by September 30, 2019</p> <p>d. Present new Mobility Management Services concept and contract to the Board for approval by Dec. 31, 2018</p> <p>e. Establish and meet or exceed DMWBE goals for FY 2019</p> <p>f. Implement improvements to 5 Star Program identified in FY 2018 peer review</p> <p>g. Implement new payment system:</p> <ol style="list-style-type: none"> 1. Launch GoPassTap payment cards by Nov. 30, 2018 2. Add GoPass 2.0 app feature allowing customers to add value into the GoPass "wallet" using Apple Pay, Google Pay, and Samsung Pay by January 31, 2019 3. Launch Paratransit customer GoPass and GoPassTap cards by March 31, 2019 <p>h. Continue implementation of improvements to talent and recruiting processes identified in FY 2018</p> <p>i. Demonstrate improvement in the instances of communication to the Board during FY 2019:</p> <ol style="list-style-type: none"> 1. Track Board members' requests for information and responses 2. Notification to the Board of public presentations, media reports, and particular actions known to be of interest
Manage Resources		
<p>3</p> <p>Optimize and preserve DART's assets</p>	<p>1, 2, 3, 4, 6</p>	<p>a. Average of less than 2 buses and 2 LRVs down for inventory parts during FY 2019</p> <p>b. Implement bus stop amenities improvements based on revised Service Standards approved in FY 2018:</p> <ol style="list-style-type: none"> 1. Install 70 shelters at new locations 2. Install 70 benches and 70 free standing solar lights at new locations 3. Complete assessment of sidewalk accessibility <p>c. Implement the relocation of the DART data center; maintain the stability of the network and hosting of essential business and operational applications and systems during the transition</p> <p>d. Issue NTP for construction of Phase 3A and 3B of CBD rail replacement project by June 30, 2019</p> <p>e. LRT Platform Extensions: Substantial completion of construction for two Red Line North Aerial Stations by September 30, 2019</p>

FY 2019 PRESIDENT/EXECUTIVE DIRECTOR'S GOALS AND PERFORMANCE MEASURES

PRESIDENT/EXECUTIVE DIRECTOR'S GOALS	BOARD STRATEGIC PRIORITY	PERFORMANCE MEASURE
Develop Employees		
4 Recruit and maintain a skilled and diverse workforce	5, 6	a. Review results of FY 2018 Classification and Compensation Study and develop recommendations for implementation b. Conduct an inventory of all agency training (including succession planning), identify gaps and duplications, and implement guidelines to ensure consistency and focus on key competencies c. Develop and implement a plan to address actionable items identified in the FY 2018 Employee Engagement Survey, to specifically include items related to employee sense of security

SOURCE: Executive Office; May, 2018

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	John Ratcliffe	District 30	Eddie Bernice Johnson
District 5	Lance Gooden	District 32	Colin Allred
District 6	Ron Wright	District 33	Marc Veasey
District 24	Kenny Marchant		

SOURCE: DART Government Relations

POPULATION AND 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	FY18 SALES TAX RECEIPTS	CUMULATIVE SALES TAX RECEIPTS (FY83 - FY18)
Addison	\$15.5	\$286.1
Carrollton	38.9	583.1
Cockrell Hill	0.4	4.8
Dallas	295.1	6,071.1
Farmers Branch	14.1	353.2
Garland	27.7	553.3
Glenn Heights	0.6	6.1
Highland Park	3.9	61.8
Irving	65.3	1,219.4
Plano	86.8	1,420.4
Richardson*	35.8	657.2
Rowlett	7.1	104.1
University Park	4.3	80.5
Coppell & Flower Mound**	0.0	3.0
TOTAL CONTRIBUTIONS²	\$595.6	\$11,404.0

SOURCE: DART Finance Department – Business Planning & Analysis

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

DART EMPLOYEES

LOCATION/DEPARTMENTS	FULL TIME SALARIED		FULL TIME HOURLY	
	FY18	FY19	FY18	FY19
Bus Operations	236	148	1,291	1,382
Rail Operations	215	202	970	702
Transit Police	368	429	N/A	N/A
Other	565	670	171	439
TOTAL	1,384	1,449	2,432	2,523

SOURCE: DART FY19 Business Plan, page 149

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/Executive Director Gary Thomas has served as the Chair of the American Public Transportation Association (APTA) and, along with other DART staff, continues to serve on APTA's Board of Directors. APTA is a nonprofit international association of more than 1,500 public and private organizations involved in transit. Thomas has also been Chair of RailVolution, a non-profit organization that is the intersection of transit, livable communities, and transit-oriented development, and Chair of the South West Transportation Association.

DART is also an innovative industry leader, continuing to advance a progressive clean fuels program for its bus fleet, advancing new models for mobility on demand, local bus, and paratransit service, and improving customer-facing communication technology and service. DART's commitment to creative problem solving extends to capital project delivery approaches that bolster its record for completing some of the nation's biggest construction projects on-time and on-budget.

AWARDS

DART earned many industry awards in 2018, including:

- American Marketing Association, Dallas/Fort Worth Chapter - *Marketer of the Year*, Changing the Perception of Public Transportation; *Marketer of the Year: Public Relations*, Changing the Perception of Public Transportation
- Government Finance Officers Association - *Certificate of Achievement for Excellence in Financial Reporting* (Comprehensive annual financial report)
- International Association of Business Communicators, Southern Region - *Silver Quill, External Relations Campaign*, "Moving North Texas Forward"
- National Association of Government Communicators - *K-12 Education Programs, 2nd Place*, 2017 Student Art Contest: The Adventure Starts Here
- National Purchasing Institute - *Achievement of Excellence in Procurement Award*
- PR News Platinum and Agency Elite Awards - *Honorable Mention, Community Relations*, "Moving North Texas Forward"; *Honorable Mention, Digital/Social Media*, "Moving North Texas Forward"; *Honorable Mention, Public Affairs*, "Moving North Texas Forward"
- South West Transit Association - *First Place, Hit the Spot Award*, Security Blitz; *Special Award to end human trafficking*
- Subcontractors USA – Texas - *Supplier Diversity Champion Award*
- Workforce Solutions Greater Dallas - *AEL Employer Partnership, Outstanding Accomplishments in the Workforce System*, 2017

TRANSIT AGENCY COMPARISON (2017 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	1,306	1,419	839	378	720	558
Service Area Population	2,407,830	3,109,308	2,920,000	4,365,000	8,360,358	3,829,571	1,536,207	2,462,707	1,566,004
Annual Vehicles Revenue Miles (In Thousands)									
Bus	27,600	21,700	35,770	34,580	72,160	39,450	20,990	19,620	18,510
Heavy Rail	N/A	23,600	N/A	N/A	7,000	16,800	N/A	N/A	N/A
Commuter Rail	1,630	24,900	2580	N/A	N/A	18,450	160	N/A	N/A
Light Rail	10,200	5,900	12,600	3,330	16,700	3,200	8,880	8,700	6,210
Demand Response	7,800	21,100	11,350	16,370	N/A	11,180	6,200	4,800	5,250
Annual Vehicles Revenue Hours (In Thousands)									
Bus	2,170	2,210	2,800	2,850	6,810	3,980	1,890	1,810	1,400
Heavy Rail	N/A	1,540	N/A	N/A	320	900	N/A	N/A	N/A
Commuter Rail	50	800	70	N/A	N/A	920	8	N/A	N/A
Light Rail	470	700	790	300	790	370	620	490	260
Demand Response	490	1,350	720	1,130	N/A	1,100	480	270	290
Annual Unlinked Trips (In Thousands)									
Bus	33,500	105,460	65,270	58,100	282,450	163,170	57,830	49,600	25,500
Heavy Rail	N/A	164,100	N/A	N/A	45,630	93,880	N/A	N/A	N/A
Commuter Rail	2,050	33,900	6,950	N/A	N/A	33,200	450	N/A	N/A
Light Rail	29,760	62,300	24,650	18,320	67,760	26,550	39,740	37,600	14,900
Demand Response	900	2,000	1,210	1,810	N/A	1,700	900	640	550

TRANSIT AGENCY COMPARISON (2017 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	6.1	2.8	0	3.1	2.4	6.3	2.5	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	58.7	N/A	N/A	446.9	29.2	N/A	N/A
Light Rail	182.4	51	94.2	41.8	171.9	82.9	118.9	108.4	91.1
Vehicles Available/Operated for Maximum Service									
Bus	648/533	1,265/767	1,078/867	843/692	2,348/1,883	1,408/1,187	658/550	596/495	395/318
Heavy Rail	N/A	432/336	N/A	N/A	104/68	361/286	N/A	N/A	N/A
Commuter Rail	45/23	480/436	66/20	N/A	N/A	404/350	6/4	N/A	N/A
Light Rail	163/104	219/156	172/159	76/54	196/181	159/122	143/116	130/97	162/106
Operating Expenses (In Thousands)									
Bus	\$260,330	\$434,510	\$327,510	\$332,680	\$1,119,990	\$628,360	\$261,870	\$164,140	\$155,920
Heavy Rail	N/A	\$355,050	N/A	N/A	\$161,560	\$202,060	N/A	N/A	N/A
Commuter Rail	\$28,270	\$399,040	\$39,240	N/A	N/A	\$269,650	\$7,150	N/A	N/A
Light Rail	\$175,200	\$187,120	\$115,180	\$65,170	\$366,350	\$72,510	\$138,800	\$82,470	\$76,330
Demand Response	\$35,230	\$103,490	\$52,830	\$49,670	N/A	\$63,680	\$35,840	\$19,780	\$24,320
Fare Revenue (In Thousands)									
Bus	\$27,670	\$98,270	\$77,200	\$25,160	\$225,280	\$170,690	\$65,510	\$50,240	\$26,700
Heavy Rail	N/A	\$228,680	N/A	N/A	\$35,620	\$101,680	N/A	N/A	N/A
Commuter Rail	\$8,870	\$218,380	\$20,270	N/A	N/A	\$136,980	\$470	N/A	N/A
Light Rail	\$27,600	\$83,190	\$38,160	\$5,970	\$52,570	\$25,710	\$49,380	\$38,970	\$15,370
Demand Response	\$2,240	\$6,070	\$5,070	\$1,950	N/A	\$5,880	\$7,770	\$2,880	\$2,620

SOURCE: 2017 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
FY16	0.42
FY17	0.52
FY18	0.69
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY16	1.01
FY17	0.83
FY18	0.83

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
FY16	2.37
FY17	2.32
FY18	2.26
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY16	8.30
FY17	8.53
FY18	9.48

SOURCE: DART Safety Department

SAFETY STATISTICS - TRE OPERATIONS

TRE Collisions (both rail and passenger)	YTD
FY16	6
FY17	10
FY18	5

SOURCE: DART Safety Department

DART BOARD MEMBERS



SUE BAUMAN
Chair

Dallas



PAUL WAGEMAN
Vice Chair

Plano



MICHELE WONG KRAUSE
Secretary

Dallas



JONATHAN KELLY
Assistant Secretary

Garland



MARK C. ENOCH

Garland, Glenn Heights, and Rowlett



DOUG HRBACEK

Carrollton and Irving



RAY JACKSON

Dallas



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



LISSA SMITH

Farmers Branch and Plano



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 2017 to Sue Bauman
- 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

2019 MEETING SCHEDULE

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

FY18 STANDING COMMITTEES

Administrative Committee

Stopfer (Chair), Krause (Vice Chair), Jackson, Kelly, Killen, Ruiz, Slagel, Torres

Audit Committee

Kelly (Chair), Jackson (Vice Chair), Krause, Moreno, Slagel, Smith, Torres

Budget and Finance Committee

Wageman (Chair), Killen (Vice Chair), Enoch, Jackson, Kennedy, Krause, Slagel, Smith

Economic Opportunity and Diversity Committee

Torres (Chair), Stopfer (Vice Chair), Moreno, Ruiz

Operations, Safety and Security Committee

Kennedy (Chair), Smith (Vice Chair), Kelly, Killen, Krause, Moreno, Slagel, Wageman

Planning Committee

Moreno (Chair), Slagel (Vice Chair), Enoch, Kelly, Kennedy, Ruiz, Stopfer, Wageman

Capital Construction Oversight Committee

Krause (Chair), Slagel (Vice Chair), Enoch, Jackson, Kennedy, Moreno, Torres, Wageman

Public Affairs and Communications Committee

Enoch (Chair), Killen (Vice Chair), Bauman, Smith, Stopfer

OTHER COMMITTEE PARTICIPATION

DART Mobility Service LGC Board of Directors

Bauman (Chair), Thomas (Vice Chair), Slagel

DART Defined Benefit Retirement Plan & Trust

Kennedy (Board Member), Moore, Knott

Regional Rail Right-of-Way Board of Directors

Bauman (Chair), Wageman, Thomas

RTC Representative

Bauman, Wageman (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

NOTE: At time of printing, no committee assignments had been made for new Board Member Doug Hrbacek.

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.
2013	The American Public Transportation Association (APTA) recognizes DART as Bronze level in the APTA Sustainability Commitment program.
2013	DART marks its 30th Anniversary.

AGENCY KEY MILESTONES

YEAR	MILESTONE
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.

SOURCE: DART History on www.DART.org

MAJOR INITIATIVES

SYSTEM WIDE

- The Agency continues to move forward with the “5 Star Service” initiative. The vision statement for the program is, “Each member of DART’s team strives every day to create an extraordinary customer experience when interacting with colleagues, riders, partners, and the community.”
- DART is updating the Transit System Plan, which will outline agency capital and operating plans through year 2045.
- DART continues to focus on system security, including the “See Something, Say Something” mobile app, additional contract security staff, enhanced lighting, and targeted outreach in key issue areas.
- The Comprehensive Fare Payment System (CFPS) has been launched, and introduced a new state-of-the-art, integrated, electronic fare payment, distribution, collection, and processing system. The CFPS expands discount programs, and along with the GoPass® mobile app, added contactless GoPass® Tap cards, available at retail locations that feature stored value, best value, fare capping, and lost card value protection.
- The DART Board continues to explore regional opportunities under Policy III.07 Fixed-Route Services Beyond the Service Area Boundary. The current policy allows for DART to provide provisional bus service, paid for entirely by that municipality, to be followed by development of a transit system plan and supporting financial plan for that municipality to include a plan to join DART.

BUS SERVICE

- In 2017, DART completed replacement of its entire bus fleet with CNG-fueled vehicles. Another 41 CNG buses will arrive in spring 2019 to support August 2019 service changes. As part of the Low or No Emission Vehicle Deployment grant program, DART received a \$7.6 million grant for seven all-electric Proterra buses and the infrastructure to charge and maintain them. The buses arrived in 2018, and DART continues to explore expanding the electric fleet.
- DART has advanced the Mobility on Demand (MOD) concept with 14 GoLink zones that replace On Call service. DART supplements GoLink services operated by MV with shared ride transportation network companies (TNC) services like Lyft, Uber, or Via.
- DART completed a Comprehensive Operations Analysis (COA) for the bus system in 2015, which has informed service changes since 2015. In 2018, DART updated its Service Standards, including addition of a new Core Frequent Route category. A Bus Service Plan is in development as part of the Transit System Plan to guide improvements beyond FY19. The Bus Service Plan will be refined over time to respond to service area needs.

LIGHT RAIL TRANSIT SERVICE

- The DART system is 93 miles and 64 stations. From March through September 2019, DART will be replacing several sections of rail in the CBD, necessitating bus bridges through downtown on weekends.
- DART continues to advance transit-oriented development (TOD) initiatives. Mockingbird and Trinity Mills Station TOD projects are advancing in cooperation with cities and developers.
- DART is in the process of conducting Project Development for the Dallas CBD Second Light Rail Alignment (D2 Subway) which will add capacity, improve reliability and add operational flexibility while serving new downtown markets.

- Red/Blue Line Platform Extensions will begin construction in 2019 and will be completed in 2022 to allow for 3-car operations to address crowding during peak times.
- DART is in the planning and design stage on two additional infill stations along the Orange Line in Irving at Loop 12 and Carpenter Ranch. They will be funded by external contributions and will provide access to major land use developments in the area. The Carpenter Ranch Station is anticipated to be in place by 2020.
- A light rail fleet rehabilitation and replacement program is in development to begin to replace and update older parts of the fleet.

STREETCAR

- DART and the City of Dallas are consolidating agreements into a Master Streetcar Interlocal Agreement (ILA), which will guide future planning, design and operations, and be a model for other cities interested in streetcar.
- A northern loop extension of Dallas Streetcar, from Union Station via Young, Lamar, Wood and Houston is in design, during which time the City of Dallas will determine if they will advance the full loop or only a portion to the Omni Hotel along Young Street.
- The Dallas Streetcar Central Link, which would connect the Dallas Modern Streetcar from the northern loop near Union Station (see above) through downtown Dallas to the McKinney Avenue Transit Authority (MATA) M-Line is in the planning phase. The Dallas City Council adopted the Elm-Commerce alignment as the Locally Preferred Alternative (LPA) in September 2017 but directed staff to continue to evaluate Main Street and Young Street options. Project development to select and advance one alignment will be initiated by the City of Dallas with DART support in 2019 pending approval of the Master Streetcar ILA.

COMMUTER/REGIONAL RAIL

- The DART Board accelerated the Cotton Belt corridor schedule as part of the FY 2017 Financial Plan approval, from 2035 to 2022. DART completed the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) in December 2018. Also, in December, the agency closed on a Railroad Rehabilitation and Improvement Financing (RRIF) loan through the Federal Railroad Administration (FRA) to finance the project. A design/build contract was awarded in January 2019.
- Positive Train Control (PTC) will be implemented in the TRE corridor during 2019.
- The TRE Valley View Project is complete. The project included approximately 1.4 miles of second main line track extension, an additional track crossing at Valley View Lane with quad gates qualifying for a quiet zone, creation of a #20 cross over, and the demolition and replacement of the existing Bear Creek Bridge with a double track structure.
- The TRE bridge near IH 35E and Record Crossing will be replaced with a new double track structure. The existing historic double lattice truss bridge, built in 1903, will be preserved within the right-of-way as mitigation.

ADDITIONAL RESOURCES

About DART

DART FY19 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 member. 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

Route 282 provides express bus service between Mesquite Hanby Stadium and the DART Lawnview Station.

- Service started March 12, 2012, and was operated by DART 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.
- Service operates every 30 minutes during the AM and PM peak periods only.
- STAR Transit assumed physical operation of Route 282 beginning January 2, 2015, and new hourly midday service began at that time. Midday service was later discontinued due to low ridership levels.
- Average weekday ridership for FY18 was 105, an increase of 25 from the previous year.
- Service uses an \$8 day pass.

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 is discussing options to expand service for FY19.

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 shuttle, linking the Park Lane Station to NorthPark Center shopping mall.
- SMU Express (768) and the Museum Express (743) shuttles, which operate 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.
- Love Link (524) is a branded shuttle linking Inwood/Love Field Station to the Dallas Love Field airport terminal.

3.0 RIDERSHIP AND SERVICE

Pending final Federal Transit Administration approval, DART will transition to automatic passenger count (APC) based ridership reporting for bus, Dallas Streetcar, and TRE services in FY19. DART Light Rail ridership sampling transitioned from manually collected data to APC in FY13.

FY18 ANNUAL SYSTEM RIDERSHIP SUMMARY

MODE	FY18 ANNUAL RIDERSHIP	FY18 AVERAGE WEEKDAY
Bus	30.2 million	100,800
Light Rail	28.9 million	93,400
Commuter Rail	2.0 million	7,000
Paratransit	819,200	2,860
Vanpools	596,000	2,300
TOTAL SYSTEM	62.5 million	206,560

SOURCE: DART Planning and Development – Service Planning FY18 Ridership Reports

BUS RIDERSHIP

BUS SERVICE LEVELS AND SERVICE SPANS VARY BY ROUTE. REFER TO LATEST ROUTE SCHEDULE FOR SPECIFIC INFORMATION

	FY16	FY17	FY18
Annual Ridership (unlinked passenger trips)	33.7	32.1	30.2
Average Weekday (unlinked passenger trips)	115,500	108,100	100,800
Average Weekend (unlinked passenger trips)	96,300	85,400	84,000
Number of Bus Routes	152	151	148

SOURCE: DART Planning and Development – Service Planning FY16, FY17, FY18 Ridership Reports

NUMBER OF BUS ROUTES BY CATEGORY

ROUTE CATEGORY	FY16	FY17	FY18
Local Routes (1-199)	27	26	29
Express Routes (200s)	9	9	8
Transit Center Feeder Routes (300s)	15	14	14
Crosstown Routes (400s)	20	20	22
Rail Feeder Routes (500s, 700s & 900)	50	52	60
Site Specific Shuttles	16	15	9
Flex Routes	6	7	6
DART On-Call Zones	9	8	6
DART GoLink Zones	N/A	N/A	7
TOTAL	152	151	161

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

TOP FIVE FIXED BUS ROUTES FY18

RANK	ROUTE#	ROUTE NAME	AVERAGE DAILY TRIPS FY18
1	11	JEFFERSON/BEXAR STREET	4,200
2	466	SW CTR MALL-BUCKNER STATION	2,800
3	404	WESTMORELAND STA/PARKLAND	2,500
4	164	WOODMEADOW-S GARLAND	2,400
5	486	DT GARLAND/ROYAL LANE STATION	2,400

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY18

ON-CALL BUS-AVERAGE WEEKDAY RIDERSHIP

ON-CALL SERVICE	FY16	FY17	FY18
Farmers Branch	44	36	44
Glenn Heights	37	40	25
Lake Highlands	27	32	25
Lakewood	26	27	23
North Dallas	50	54	41
North Plano	83	89	N/A
Park Cities	14	10	10
Rowlett	48	52	N/A

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY18

FLEX BUS AVERAGE WEEKDAY RIDERSHIP

ROUTE NUMBER	ROUTE	FY16	FY17	FY18
840	South Irving	130	139	111
841	Telecom Corridor	145	190	160
842	Lake June	80	77	N/A
843	South Plano	100	80	63
870	East Plano	182	238	169
887	Garland-Rowlett	51	64	52

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY18

GOLINK AVERAGE WEEKDAY RIDERSHIP

GoLink SERVICE	FY16	FY17	FY18
Far North Plano	N/A	N/A	40
Inland Port	N/A	N/A	31
Kleberg	N/A	N/A	75
Legacy West	N/A	N/A	133
North Central Plano	N/A	N/A	115
Rowlett	N/A	N/A	119
Rylie	N/A	N/A	29

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY18

SITE SPECIFIC SHUTTLE AVERAGE WEEKDAY RIDERSHIP FY18

ROUTE NUMBER	ROUTE	FY18
702	NorthPark Shuttle	425
704	Parkland/Harry Hines	720
705	Parkland/Medical/Market CTR Station	185
722	D-Link	194
768	Mustang Express	1,000
UTSWN	UTSW Shuttle	294
UTDAL	UT Dallas Shuttle	4,648
DFW	DFW Airport Shuttle	377
TI + TISPCK	TI Shuttle	307
MCE	Medical City E-Shuttle	96
RSON	Richardson/Galatyn Park E-Shuttle	105
BAY	Baylor Shuttle	267

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY18

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

	FY16	FY17	FY18
Annual Ridership	29,650,000	30,020,000	28,870,000
Average Weekday Ridership	96,300	97,200	93,400
Average Weekend Ridership	93,100	96,500	94,100

SOURCE: DART Planning and Development Department – Service Planning FY16, FY17, FY18 LRT Monthly Trend and Average LRT Ridership Report

AVERAGE WEEKDAY LRT RIDERSHIP BY LINE

	FY16	FY17	FY18
Blue Line	22,200	25,100	24,700
Red Line	26,800	27,200	25,900
Green Line	24,900	26,300	27,100
Orange Line	22,400	23,000	22,300

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

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE-SERVICE	FY16			FY17			FY18		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Westmoreland	WOC	Red	2,247	1,125	926	2,230	1,184	946	2,088	1,127	883
Hampton	WOC	Red	905	487	356	887	495	357	838	477	344
Tyler/Vernon	WOC	Red	295	147	129	282	158	128	270	151	115
Dallas Zoo	WOC	Red	597	492	334	586	504	336	539	461	301
Camp Wisdom*	SOC	Blue	-	-	-	374	106	65	715	374	294
UNT Dallas*	SOC	Blue	-	-	-	601	289	220	401	139	88
Ledbetter	SOC	Blue	2,143	1,253	925	2,022	1,213	919	1,579	1,014	736
VA Medical Center	SOC	Blue	813	222	170	789	248	192	720	257	193
Kiest	SOC	Blue	1,010	622	428	1,040	683	488	1,020	653	464
Illinois	SOC	Blue	1,052	625	509	1,104	673	563	1,090	715	550
Morrell	SOC	Blue	425	297	247	500	360	308	588	457	386
8th & Corinth	OC	Red/Blue	1,582	936	741	1,600	963	742	1,554	955	729
Cedars	OC	Red/Blue	734	455	328	798	498	399	823	545	409
Convention Center	CBD	Red/Blue	597	730	473	657	711	491	664	700	502
Union Station	CBD	Red/Blue/TRE	2,029	1,224	510	1,977	1,215	499	1,970	1,189	522

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY16			FY17			FY18		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
N. Carrollton/ Frankford	NW	Green	1,095	699	458	1,144	749	528	1,086	754	478
Trinity Mills	NW	Green/DCTA	1,335	544	239	1,330	542	242	1,214	538	234
Downtown Carrollton	NW	Green	638	447	259	606	436	260	586	438	233
Farmers Branch	NW	Green	732	377	218	725	374	268	721	385	233
Royal Lane	NW	Green	627	379	241	603	388	265	604	387	256
Walnut Hill/ Denton	NW	Green	448	231	202	443	264	224	435	261	218
DFW Airport	NW	Orange	968	724	697	976	687	698	929	674	665
Belt Line	NW	Orange	611	258	209	598	271	202	580	253	212
North Lake College	NW	Orange	747	396	290	749	382	293	681	349	268
Irving Convention Center	NW	Orange	310	143	77	287	124	81	294	127	83
Las Colinas Urban Center	NW	Orange	262	128	116	276	139	128	266	131	125
University of Dallas	NW	Orange	212	89	55	222	91	59	225	94	63

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY16			FY17			FY18		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Bachman	NW	Green/Orange	2,080	1,277	910	2,107	1,332	982	2,167	1,386	1,048
Burbank	NW	Green/Orange	632	179	137	643	162	120	614	183	141
Inwood/Love Field	NW	Green/Orange	1,573	871	562	1,537	879	569	1,494	938	633
SMD/Parkland	NW	Green/Orange	2,486	1,100	887	2,630	1,140	936	2,596	1,227	993
Market Center	NW	Green/Orange	546	353	240	603	342	239	610	381	257
Victory	NW	Green/Orange/ TRE	2,354	1,676	765	1,832	1,538	762	1,776	1,603	819
West End	CBD	Red/Blue/Green/ Orange	12,764	7,224	5,011	12,308	7,149	4,943	11,510	6,759	4,721
Akard	CBD	Red/Blue/Green/ Orange	5,606	1,697	1,188	6,067	2,016	1,363	5,663	1,912	1,326
St. Paul	CBD	Red/Blue/Green/ Orange	5,485	1,819	1,342	5,683	2,056	1,549	5,551	2,045	1,550
Pearl/Arts District	CBD	Red/Blue/Green/ Orange	5,862	4,161	3,138	5,993	4,339	3,256	5,693	3,938	3,015
Deep Ellum	SE	Green	349	416	241	397	456	265	445	599	334
Baylor	SE	Green	918	503	381	945	605	445	923	656	480

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY16			FY17			FY18		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Fair Park	SE	Green	989	1,508	1,135	1,140	1,808	1,176	935	1,434	905
MLK, Jr.	SE	Green	1,007	1,008	545	1,044	1,168	601	1,093	1,113	665
Hatcher	SE	Green	575	393	325	643	472	354	701	533	412
Lawnview	SE	Green	992	510	400	980	538	415	944	522	394
Lake June	SE	Green	908	505	393	890	529	398	887	535	435
Buckner	SE	Green	1,351	868	661	1,424	930	708	1,420	935	724
Cityplace	NC NE	Red/Blue Orange	2,284	1,506	1,117	2,225	1,499	1,100	2,135	1,437	1,077
Mockingbird	NC NE	Red/Blue/ Orange	3,268	2,207	1,439	3,216	2,097	1,435	3,021	2,038	1,363
White Rock	NE	Blue	628	308	206	630	298	210	607	293	203
Lake Highlands	NE	Blue	500	270	200	476	256	195	455	246	190
LBJ/Skillman	NE	Blue	1,240	703	558	1,173	667	522	1,161	690	527
Forest Jupiter	NE	Blue	855	457	356	801	416	345	816	434	354
Downtown Garland	NE	Blue	1,571	843	556	1,505	763	545	1,428	747	511
Downtown Rowlett	NE	Blue	1,192	558	376	1,198	548	386	1,252	576	416

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY16			FY17			FY18		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Lovers Lane	NC	Red/Orange	1,321	1,095	613	1,259	1,005	604	1,186	970	558
Park Lane	NC	Red/Orange	2,382	1,858	1,304	2,256	1,781	1,290	2,133	1,650	1,190
Walnut Hill	NC	Red/Orange	1,077	481	334	1,038	450	309	980	444	296
Forest Lane	NC	Red/Orange	1,908	1,108	768	1,844	1,109	796	1,822	1,113	804
LBJ/Central	NC	Red/Orange	1,146	767	551	1,169	764	570	1,163	763	572
Spring Valley	NC	Red/Orange	1,313	630	447	1,284	663	467	1,206	628	442
Arapaho Center	NC	Red/Orange	1,164	416	222	1,133	421	240	1,016	376	222
Galatyn Park	NC	Red/Orange	368	176	105	367	172	103	348	158	103
Bush Turnpike	NC	Red/Orange	1,354	452	279	1,427	450	268	1,403	435	257
Downtown Plano	NC	Red/Orange	597	433	266	616	464	292	626	435	292
Parker Road	NC	Red/Orange	3,286	1,554	1,094	3,348	1,615	1,146	3,295	1,559	1,098

SOURCE: DART Planning and Development Department – Service Planning FY16, FY17, FY18 Average Daily LRT Station Ridership Report
 *SOC-3 Blue Line Stations at Camp Wisdom and UNT Dallas opened in first quarter of FY17 (October 2016).

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

	FY16	FY17	FY18
Annual Ridership (unlinked trips)	2.1 million	2.1 million	2.0 million
Average Weekday Ridership (unlinked trips)	7,400	7,400	7,000
Average Saturday Ridership (unlinked trips)	2,830	3,240	3,060

SOURCE: DART Planning and Development Department – Service Planning FY16, FY17, FY18 Ridership Report

TRE RIDERSHIP BY STATION

STATION	FY16		FY17		FY18	
	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY
T & P Station	600	270	590	350	610	230
Fort Worth ITC	750	460	760	510	700	300
Richland Hills	600	200	570	170	540	380
Bell	440	120	440	130	460	120
CentrePort/DFW	1,040	290	1,040	360	860	340
West Irving	290	90	290	100	270	90
Downtown Irving/Heritage Crossing	500	190	590	280	570	290
Medical/Market Center	610	50	570	90	570	100
Victory	1,300	650	1,200	560	1,120	630
Union Station	1,310	530	1,360	690	1,340	600
TOTAL RIDERSHIP	7,440	2,850	7,410	3,240	7,040	3,080

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

	FY15	FY16	FY17	FY18
Annual Ridership (unlinked trips)	771,300	816,200	800,800	819,200
Average Weekday Ridership	2,670	2,780	2,770	2,860
Average Weekend Ridership	813	837	839	890

SOURCE: DART Planning and Development Department – Service Planning

NOTE: Average Weekday and Average Weekend based on September ridership

VANPOOL RIDERSHIP

VANPOOL RIDERSHIP

	FY15	FY16	FY17	FY18
Annual Ridership	871,000	789,000	675,000	596,000
Average Weekday Ridership	3,400	3,100	2,700	2,300
Number of Vanpools	168	185	181	171

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

4.0 OPERATIONS AND PERFORMANCE (FY18)

ANNUAL VEHICLE REVENUE MILES

	FY16	FY17	FY18 (UNAUDITED)
Bus ¹	27,499,916	27,565,509	25,512,309
Demand Response Bus ²	1,986,108	2,184,728	2,407,023
Demand Response Taxi ³	5,614,299	5,513,890	5,850,754
LRT	9,829,532	10,244,288	10,250,759
Commuter Rail ⁴	1,164,706	1,630,259	1,627,050
Vanpool	3,061,242	3,087,735	3,031,554

SOURCE: DART Finance Department – Revenue; FY18 based on NTD information (subject to audit)

ANNUAL VEHICLE REVENUE HOURS

	FY16	FY17	FY18 (UNAUDITED)
Bus ¹	2,159,188	2,169,564	2,016,342
Demand Response Bus ²	157,192	172,457	195,261
Demand Response Taxi ³	328,641	308,413	337,873
LRT	473,059	491,854	496,340
Commuter Rail ⁴	49,554	72,469	73,746
Vanpool	80,758	80,844	79,552

SOURCE: DART Finance Department – Revenue; FY18 based on NTD information (subject to audit)

ANNUAL PASSENGER MILES

	FY16	FY17	FY18 (UNAUDITED)
Bus ¹	144,619,351	117,278,600	125,148,127
Demand Response Bus ²	4,060,318	4,076,199	3,932,331
Demand Response Taxi ³	7,655,572	7,259,574	6,553,736
LRT	244,404,460	243,220,239	232,288,823
Commuter Rail ⁴	40,270,227	41,313,641	39,672,828
Vanpool	19,023,638	19,459,810	18,572,868

SOURCE: DART Finance Department – Revenue; FY18 based on NTD information (subject to audit)

NOTES:

¹Includes Shuttle and Flex services

²Includes Paratransit and On-Call services

³Includes Paratransit taxi services

⁴Includes Dallas and Tarrant Counties.

KEY PERFORMANCE INDICATORS

DART SCORECARD OF KEY PERFORMANCE INDICATORS					
KPI MEASURE	FY15A	FY16A	FY17A	FY18A	FY19B
RIDERSHIP					
Total System (M)	70.8	70.2	65.8	62.7	63.4
Fixed Route (M)	69.1	68.6	64.3	61.3	61.7
EFFICIENCY					
Subsidy Per Passenger – Total System	\$5.19	\$5.28	\$6.36	\$6.93	\$7.20
Subsidy Per Passenger – Fixed Route	\$4.87	\$4.95	\$5.98	\$6.51	\$6.80
Farebox Recovery Ratio - Fixed Route	15.3%	15.9%	13.3%	13.0%	19.0%
Administrative Ratio	8.7%	8.7%	9.2%	10.3%	8.8%
SERVICE QUALITY					
On-Time Performance – Bus	81.1%	79.2%	80.4%	82.5%	83.0%
On-Time Performance – LRT	95.4%	93.6%	92.1%	92.3%	93.0%
On-Time Performance – TRE	98.9%	98.3%	98.5%	97.4%	97.0%
CUSTOMER SATISFACTION					
Complaints Per 100k Passengers - Fixed Route	37.3	37.2	34.1	34.6	37.7
Complaints Per 100k Passengers - Bus	55.8	57.2	52.5	54.0	57.0
Complaints Per 100k Passengers - Light Rail	16.5	15.3	16.7	16.6	19.5
Complaints Per 100k Passengers - TRE	2.7	3.1	4.4	3.7	5.5
MANAGED GROWTH					
Sales Tax Operations	74.4%	69.9%	72.6%	71.2%	70.3%

SOURCE: DART FY19 Business Plan and FY14-FY18 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 February 2019.

- Most 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 have been 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.
- 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	475
New Flyer	40'	Up to 39	CNG	46
Proterra Electric Bus	35'	27	Electric	7
Total				651

SOURCE: DART Bus Maintenance Fleet Plan; 11 of the 123 Arboc vehicles are operated by MV for on-call service.

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 (August 2017).

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 (August 2017)

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"	152	17
Bi-level Cab Cars	122,000	85'	10'6"	15'8"	132-138	8

SOURCE: Trinity Railway Express

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

PARATRANSIT VEHICLE SPECIFICATIONS

DEDICATED FLEET		
VEHICLE NUMBER	VEHICLETYPE	MAXIMUM CAPACITY
80	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

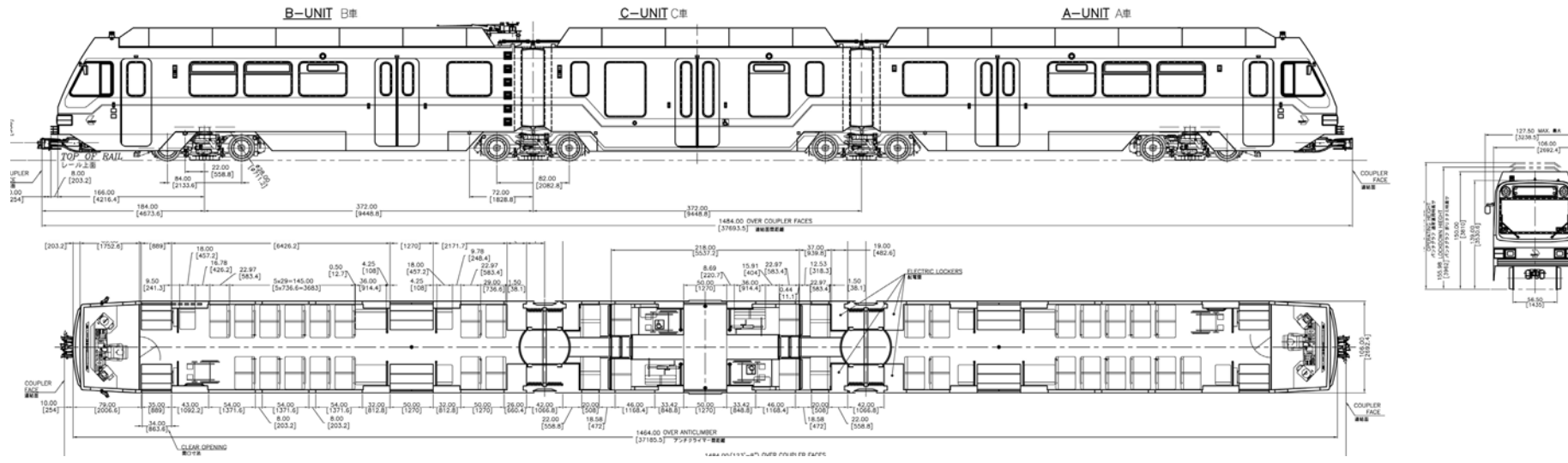
FY18 NON REVENUE SUPPORT VEHICLES

DEPARTMENT	NUMBER OF VEHICLES
Administrative Services	6
Information Systems	6
Maintenance	337
Marketing	3
Materials Management	46
Operations Technology	3
Pacific Pool	16
Paratransit	17
Police	152
Rail Program Development	38
Revenue	15
Risk Management	11
Transportation	81
TRE	4
Total	735

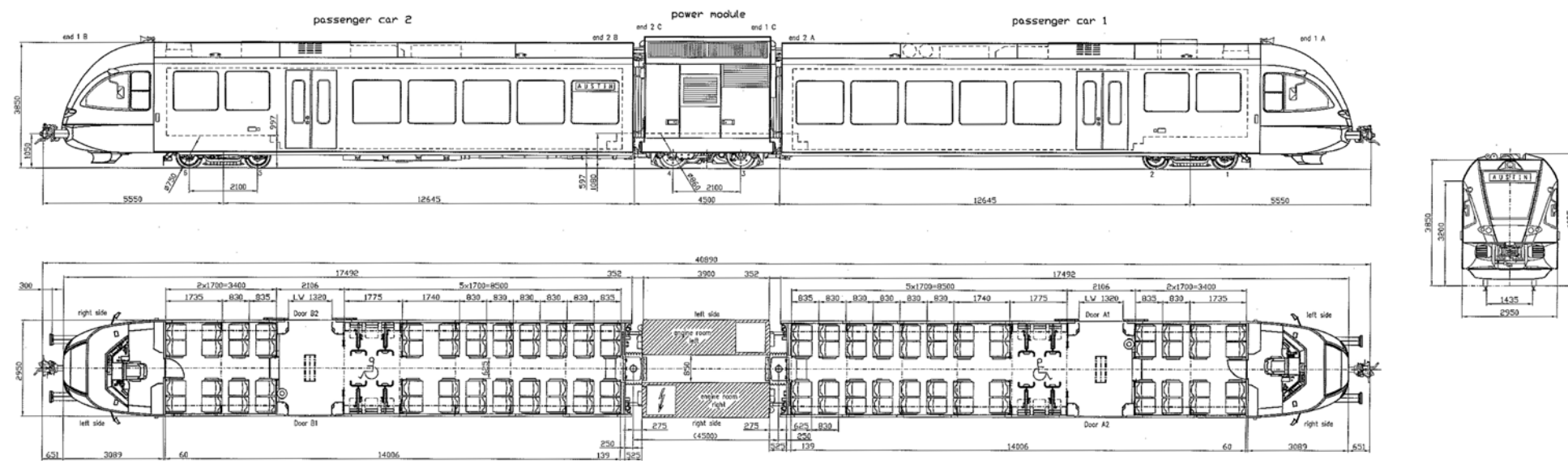
SOURCE: DART Maintenance Department Non-Revenue Vehicle Services

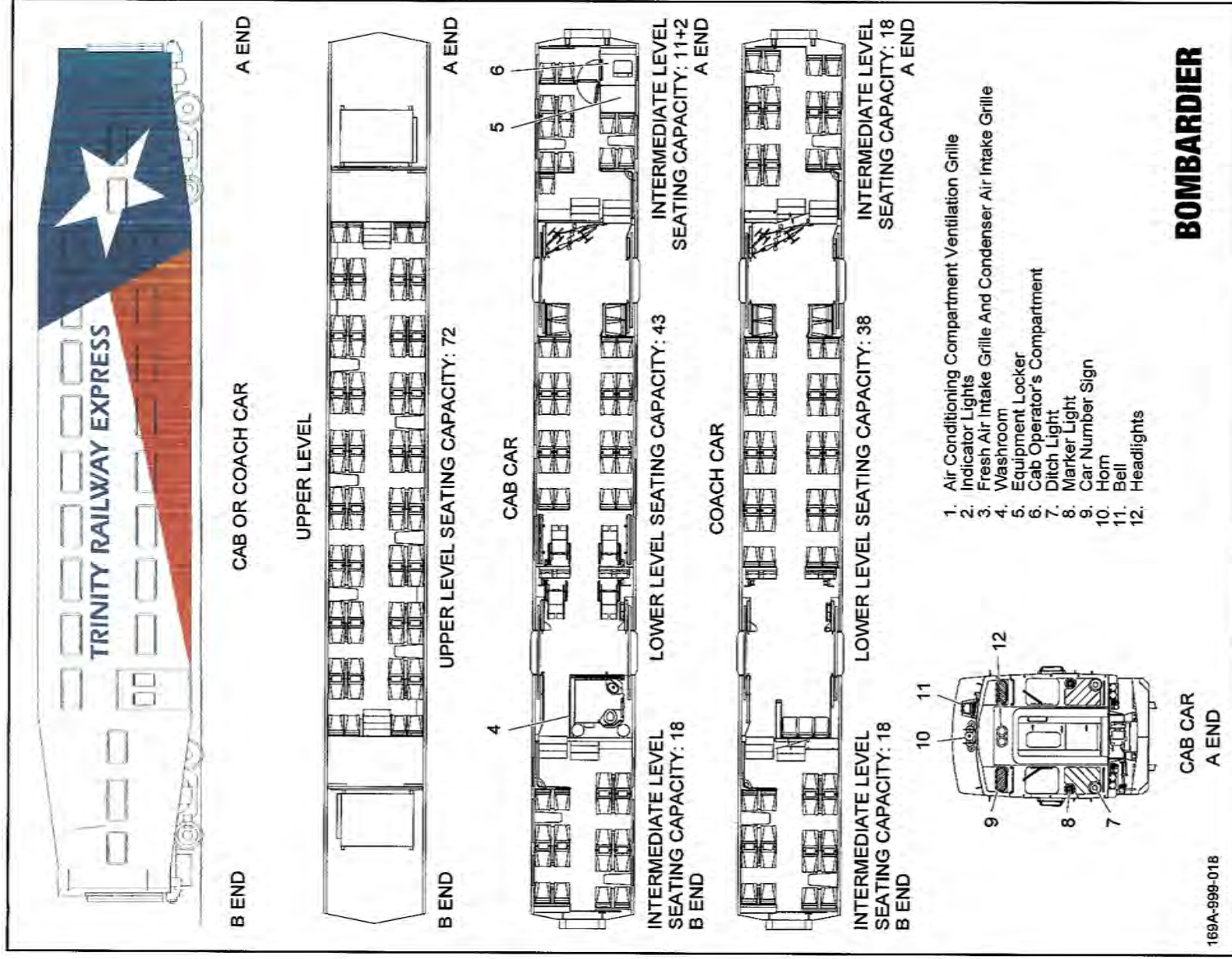
>> VEHICLE DIMENSIONS

DART SLRV

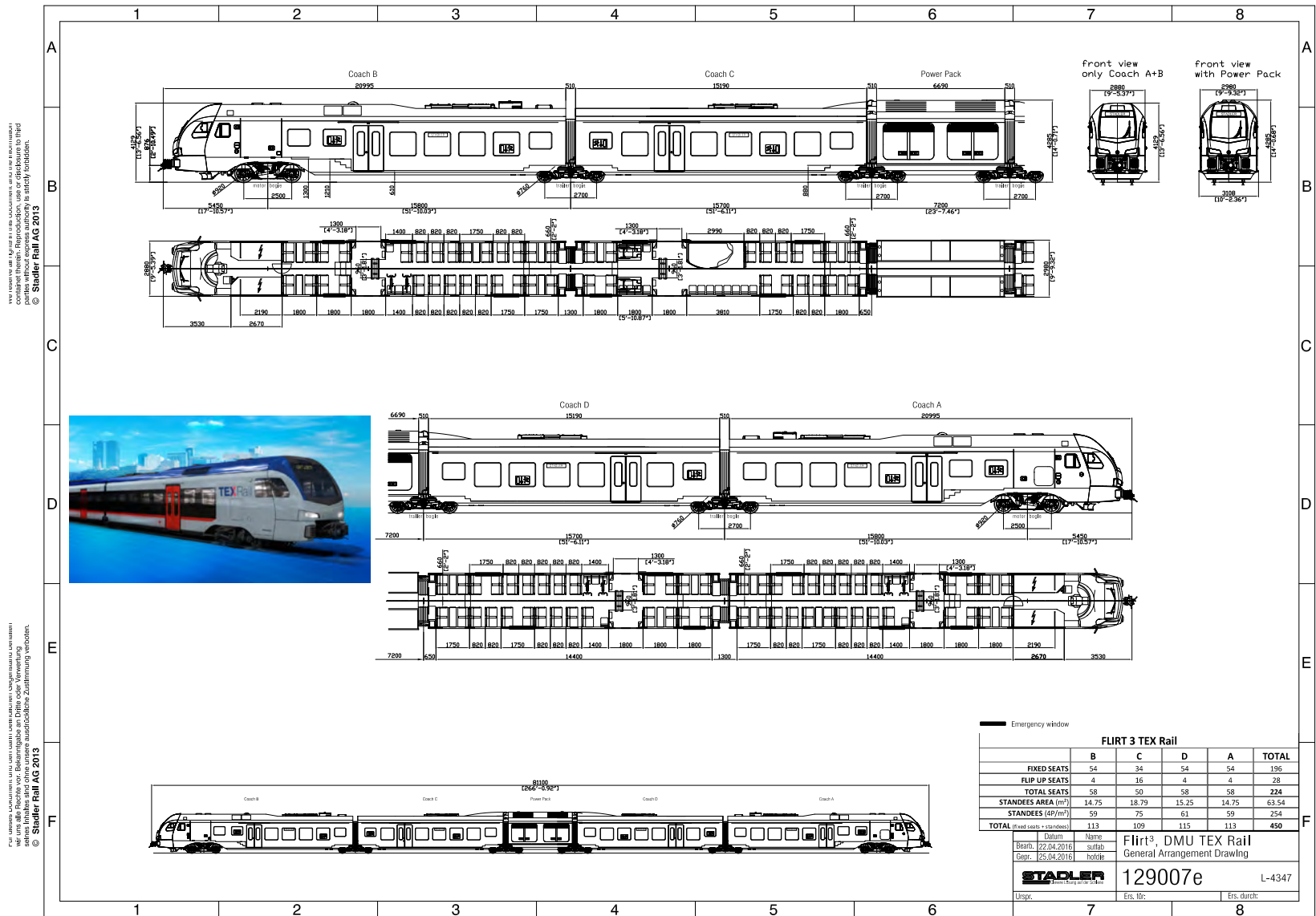


STADLER GTW (SELF PROPELLED DIESEL VEHICLE USED BY DCTA)





TRINITY METRO TEX RAIL VEHICLE – FLIRT₃ DMU



Emergency window

FLIRT 3 TEX Rail					
	B	C	D	A	TOTAL
FIXED SEATS	54	34	54	54	196
FLIP UP SEATS	4	16	4	4	28
TOTAL SEATS	58	50	58	58	224
STANDEES AREA (m ²)	14.75	18.79	15.25	14.75	63.54
STANDEES (4P/m ²)	59	75	61	59	254
TOTAL (fixed seats + standees)	113	109	115	113	450

Flirt₃, DMU TEX Rail
 General Arrangement Drawing
STADLER 129007e L-4347
 Urspr. Ers. 16: Ers. durch:

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6.0 FACILITIES

BUS STOPS

FACILITY TYPE	FY16	FY17	FY18
Bus Stops	11,271	11,271	11,086
Bus Stops with Shelters	1,229	1,229	1,229
Bus Stops with Enhanced Shelters	54	56	56
Benches	1,442	1,442	1,442

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	FY18
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
BUSH/TURNPIKE	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
MOCKINGBIRD	East Mockingbird Lane and Worcola Street	BG/C	NC	R	B		712	7	13	4
CITYPLACE/UPTOWN	North Haskell Avenue and North Central Expressway	U/C	NC	R	B		0	2	0	3
PEARL/ARTS DISTRICT	Pearl Street and Bryan Street	AG/C	CBD	R	B	BLDG	0	ETC	0	3
ST. PAUL	St. Paul Street and Bryan Street	AG/S	CBD	R	B		0	0	0	2
AKARD	Akard Street and Pacific Avenue	AG/S	CBD	R	B		0	0	0	4
WEST END	Lamar Street and Pacific Avenue	AG/S	CBD	R	B	BLDG	0	WTC	0	4
UNION STATION'	South Houston Street and Young Street	AG/S	CBD	R	B	BLDG	0	ST.(3)	0	4
CONVENTION CENTER	South Lamar Street and Memorial Drive	AG/S	CBD	R	B		0	3	8	3

LRT STATIONS

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

LRT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE		AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TVM'S
				G	D					
TRINITY MILLS ²	Trinity Mills Road and Broadway Street	AG/S	NW	G	D	BLDG	494	7	5	3
DOWNTOWN CARROLLTON	Belt Line Road and Broadway Street	A/C	NW	G			251	4	4	3
FARMERS BRANCH	Valley View Lane and Rossford Street	AG/S	NW	G			164	5	2	2
ROYAL LANE	Royal Lane and Denton Drive	A/C	NW	G			221	5	3	2
WALNUT HILL/DENTON	Walnut Hill Lane and Denton Drive	A/C	NW	G			269	5	3	2
DFW AIRPORT	DFW Airport Terminal A	AG/S	IRV	O		Covered walkway to Terminal A	0	0	0	4
BELT LINE	Belt Line Road and SH 161	AG/S	IRV	O			597	8	4	4
NORTH LAKE COLLEGE	Walnut Hill Lane	AG/S	IRV	O			194	3	4	2
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
BACHMAN ³	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
VICTORY ⁴	2525 Victory Avenue at American Airlines Center	AG/S	NW	G	O T		0	ST.	0	4
DEEP ELLIUM	Good-Latimer Expressway and Gaston Avenue	AG/C	SE	G			0	ST. (3)	3	2

LRT STATIONS

STATIONS	LOCATION	STATION TYPE/ PLATFORM	CORRIDOR	LINE SERVICE	AMENITIES	PARKING SPACES	STATION BUS BAYS	KISS-N- RIDE	TVM'S
BAYLOR	Hall Street and Junius Street	AG/S	SE	G		0	ST. (6)	2	2
FAIR PARK	Parry Avenue and Exposition Avenue	AG/S	SE	G		0	ST. (5)	0	2
MLK, JR. ⁶	J.B. Jackson, Jr. Boulevard and Trunk Avenue	AG/S	SE	G	BLDG	200 at JB Jackson	7	0	2
HATCHER	Hatcher Street and Scyene Road	AG/S	SE	G		0	5	8	2
LAWNVIEW ³	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

NOTES: See Key of Abbreviations on page 49

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

LRT STATION SUMMARY

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

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	219 Buses
NORTHWEST BUS MAINTENANCE	
Location	2424 North Webb Chapel, Dallas, TX 75220-5702
Fleet Allocation	246 Buses
SOUTH OAK CLIFF BUS OPERATIONS FACILITY	
Location	3422 Kiest Boulevard, Dallas, TX 75203-4617
Fleet Allocation	175 Buses

SOURCE: DART Maintenance Department - March 2019

RAIL OPERATING FACILITIES

CENTRAL RAIL OPERATING FACILITY	
Location	Oak Lane, Dallas, TX 75220
Operations	Service and Inspection Facility; Ways, Structures and Amenities Facility; Administrative Offices; Communications Center; Yard Control Center and Yard Track
Area (Acres)	49
Fleet Capacity	120 SLRVs
NORTHWEST RAIL OPERATING FACILITY	
Location	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 Allocation	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

FY18 SYSTEM INFORMATION (LRT AND DALLAS STREETCAR)

	FY16	FY17	FY18
LRT Traction Power Substations (TPSS)	9 AC/74 TPSS	9AC / 76 TPSS	9AC / 76 TPSS
Crew Rooms	14 (4 - Restrooms only)	14 (4 - Restrooms Only)	16 (6 - Restrooms Only)
Central Instrument House – Signals	73 (including 10 yard CIHs)	75 (including 10 Yard CIHs)	75 (including 10 Yard CIHs)
Streetcar TPSS	1 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

57

Single Crossovers (non-powered switches)

10 – Polk, Monroe, Presido, Trinity, K-Street, Ash, Taxi, Frankfort, Rowlett and UNT

Signals

228 ABS & 288 Interlocking; 10 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

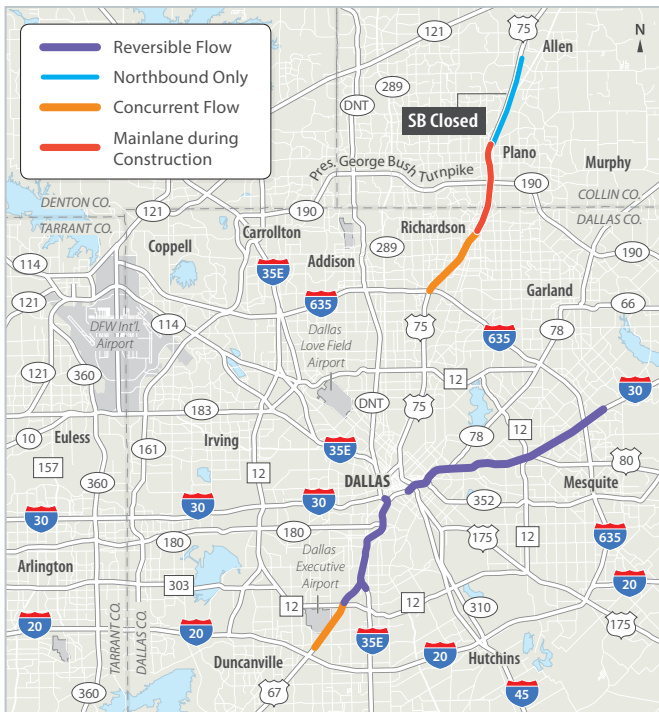
TRE CORRIDOR	TRACK	FROM	TO	MILES	STATIONS	NOTES
Dallas County	Double	Union Station	CentrePort Station	15.8	5	Single track sections at the following locations: • TRE Lead at Union Station (0.4 mile) • Rogers Road to West of S. Irving Station (0.7 mile) • Stemmons Freeway to West Perkins (1.2 miles)
Tarrant County	Single	CentrePort Station	T & P Station	18.0	5	Passing spurs except in the following location: • East Tarrant to West Tarrant Signals (2.21 miles)
TOTAL				33.8	10	

SOURCE: DART Rail Program Development – Commuter Rail Division

MANAGED HOV SYSTEM INFORMATION

- On October 1, 2013, TxDOT assumed operational control of the HOV system. The link below provides more information on the managed HOV system:
<http://ftp.dot.state.tx.us/pub/txdot-info/dal/hov/map-hov-master.pdf>
- About 40 miles of HOV lanes are in operation currently, with another 25 miles of HOV lanes closed for construction projects.

DALLAS AREA HIGH-OCCUPANCY VEHICLE (HOV) GUIDE



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 FY19 Operating Expense Budget by expenditure category, compared to FY17 and FY18 actuals.
- **SOURCES OF FUNDS 2019-2038** – 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 FY19.
- **REVENUE FROM FARES BY TYPE** – FY16, FY17 and FY18 actuals 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)

FY18 ACTUAL	CATEGORY	FY19 BUDGET
\$117,803	Total Capital Projects	\$255,451
\$10,848	P&D/Startup/Non-Ops	\$24,058
\$2,696	Road Improvements/ITS	\$12,011
\$131,347	TOTAL CAPITAL & NON-OPERATING	\$291,520

SOURCE: FY 2019 Business Plan, Exhibit 52, pg. 157 and FY18 Fourth Quarter Report, Operations & Financial Section, Exhibit 16, pg. 18

CAPITAL BUDGET SCHEDULE BY MODE

FY19 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY19	5-YEAR TOTAL	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVINGS)
AGENCY-WIDE					
State of Good Repair (SGR) Reserve - Infrastructure	\$0	\$18,767	\$80,753	\$0	\$0
SGR Reserve - Communications	-	987	68,608	-	-
SGR Reserve - Non-Revenue Vehicle/Equipment	-	9,757	63,278	-	-
SGR Reserve - Application Technology	-	2,429	57,846	-	-
Total SGR Reserve - Administration	1,330	10,207	54,623	-	-
SGR Reserve - Administration HQ	-	5,372	21,164	-	-
SGR Reserve - Intelligent Transportation Systems	-	3,223	20,843	-	-
Critical Functions Facility	4,083	17,981	17,981	-	-
Enterprise Asset Management Software System	3,860	12,563	12,563	-	-
Other Projects (59--See Business Plan for detail)	16,604	42,044	60,063	0	12
TOTAL AGENCY-WIDE	\$25,878	\$123,330	\$457,723	\$0	\$12
BUS					
SGR Reserve - Bus Replacement	\$0	\$0	\$770,424	\$77,042	\$0
SGR Reserve - Innovative Services Vans	-	30,257	165,055	-	-
SGR Reserve - Bus Capital Maintenance Program	-	-	33,363	-	-
SGR Reserve - Passenger Amenities - Bus	-	2,206	23,525	-	-
Compressed Natural Gas (CNG) - Powered Standard Buses	22,625	22,625	22,625	16,363	10,000
SGR Reserve - East Dallas Bus Ops Facility	-	2,562	21,706	-	-
Bus Capital Maintenance Program	4,050	20,273	20,273	-	-
SGR Reserve - Farebox Replacement	-	-	17,688	-	-
Other Projects (32--See Business Plan for detail)	9,858	37,297	11,356	4,048	(683)
TOTAL BUS	\$36,533	\$115,221	\$1,086,015	\$97,453	\$9,317
LRT					
Second Downtown Rail Line (D2)	\$5,349	\$1,121,623	\$1,405,734	\$300,000	\$3,093
SGR Reserve - LRVs Replacement	-	-	711,436	-	-
Red & Blue Line Platform Extensions	5,391	113,414	113,414	118,590	-
SGR Reserve - Right-Of-Way & Track	-	8,869	82,200	-	-
SGR Reserve - LRV Capital Maintenance Program	-	4,249	61,935	-	-
SGR Reserve - TVM Model Replacement	-	5,066	51,163	-	-
SGR Reserve - Intelligent Transportation Systems	-	265	44,349	-	-
SGR Reserve - LRT Passenger Amenities	-	5,970	39,546	-	-
WSA-Central Business District (CBD) Rail	10,000	33,000	33,000	-	-
SGR Reserve - Uninterrupted Wayside Signal Power	-	-	31,500	-	-
SGR Reserve - Traction Electrification System (TES)	-	3,522	23,451	-	-
SGR Reserve - Communications	-	572	22,093	-	-
SGR Reserve - Central Rail Operation Facility	-	5,045	15,187	-	-

CAPITAL BUDGET SCHEDULE BY MODE (CONT'D)

FY19 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (IN THOUSANDS)

PROJECT NAME	FY19	5-YEAR TOTAL	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVING)
LRV Capital Maintenance Programs	3,349	15,029	15,029	-	-
Loop 12 Station	-	12,000	12,000	12,000	-
Carpenter Ranch Station	6,100	11,800	11,800	8,800	-
SGR Reserve - Hi-Rail NRV Replacement	-	2,227	11,283	-	-
LRV HVAC Upgrade Project - 55 Cars	3,256	10,256	10,256	-	11
Other Projects (40--See Business Plan for detail)	12,065	(58,456)	66,611	0	(825)
TOTAL LRT	\$45,509	\$1,294,452	\$2,761,989	\$439,390	\$2,279
COMMUTER RAIL					
Cotton Belt Construction	\$126,682	\$1,115,478	\$1,115,478	\$177,396	\$17,199
SGR Reserve - Vehicle Maintenance	-	10,641	165,203	82,602	-
SGR Reserve - DFW ROW & Signals Maintenance	-	26,721	130,528	74,114	-
SGR Reserve - Madill ROW & Signals Maintenance	-	10,957	57,415	-	-
Cotton Belt Preventive Maintenance	-	-	35,281	-	-
Madill Bridges Replacement	109	30,000	30,000	-	-
SGR Reserve - PTC Refurbish / Replacement	-	-	19,227	9,613	-
Bi-Level & Cab Car Overhauls	4,000	15,603	15,603	7,802	-
Positive Train Control (PTC)	11,085	15,085	15,085	11,293	3,500
FY19 DFW Track Maintenance	-	11,083	11,083	6,293	-
SGR Reserve - Intelligent Transportation Systems	-	6,898	10,793	5,397	-
Other Projects (20--See Business Plan for detail)	-	15,224	62,636	24,556	-
TOTAL COMMUTER RAIL	\$141,876	\$1,257,690	\$1,668,331	\$399,064	\$20,699
STREETCAR					
Dallas Central Streetcar Link	\$766	-	\$96,194	\$48,000	\$3,200
Northern Streetcar Extension	4,600	-	4,600	4,600	-
Other	-	-	1,211	-	-
TOTAL STREETCAR	\$5,366	\$100,943	\$102,005	\$52,600	\$3,200
PARATRANSIT					
TOTAL PARATRANSIT	\$297	\$1,345	\$5,681	\$0	\$0
NON-OPERATING					
TOTAL NON-OPERATING	\$11,858	\$30,251	\$41,501	\$0	\$0
ROAD IMPROVEMENTS					
TOTAL ROAD IMPROVEMENTS	\$12,011	\$44,621	\$53,761	\$0	\$0
TOTAL CAPITAL & NON-OPERATING	\$279,328	\$2,967,850	\$6,177,006	\$988,508	\$35,507
Capital P & D, Start-Up Cost	\$12,200	\$70,832	\$304,154	\$0	\$0
GRAND TOTAL	\$291,528	\$3,038,682	\$6,481,160	\$988,508	\$35,507

SOURCE: DART FY 2019 Business Plan - Exhibit 18 , pg. 70-75

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

FY17 ACTUALS	CATEGORY	FY18 ACTUALS	FY19 BUDGET
\$237,935	Salaries & Wages	\$247,929	\$265,343
110,684	Benefits	102,308	122,132
35,104	Services	41,796	46,927
39,236	Materials & Supplies	37,943	41,047
18,772	Utilities and Communications	19,615	16,240
4,630	Claims & Insurance	4,918	6,662
52,427	Purchased Transportation	55,877	58,920
3,231	Taxes, Leases, Reserves & Other	(128)	(799)
\$502,019	SUB-TOTAL	\$510,259	\$556,473
(8,589)	Capital P&D	(\$9,215)	(\$12,207)
\$493,430	TOTAL OPERATING EXPENSES	\$501,043	\$544,266

SOURCE: DART Finance Department - Business Planning & Analysis

SOURCES OF FUNDS 2019-2038 (IN MILLIONS)

MODE	FY18 BUSINESS PLAN	FY19 BUSINESS PLAN
Sales Tax Revenues	\$17,865.0	\$18,175.3
Operating Revenues	2,623.9	2,415.9
Interest Income	403.9	391.7
Formula Federal Funding	1,605.7	1,739.8
Discretionary Federal Funding	604.5	645.8
Debt Issuances	3,300.0	3,662.0
Other Sources	783.0	734.9
TOTAL SOURCES OF FUNDS	\$27,185.9	\$27,765.5

SOURCE: DART FY 2019 Business Plan - Exhibit 7, pg. 23

10-YEAR SALES TAX HISTORY 2009-2018 (IN MILLIONS)

	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18
October	\$30.2	\$28.7	\$29.0	\$33.3	\$35.4	\$38.0	\$41.3	\$42.2	\$43.3	46.7
November	27.3	26.6	30.2	31.7	32.1	36.3	38.1	40.4	43.3	46.7
December	43.5	41.7	43.0	46.1	47.8	50.2	55.9	57.5	59.7	60.2
January	27.2	28.3	29.1	30.8	35.5	35.0	38.4	40.3	43.5	44.9
February	27.0	25.8	27.5	31.8	32.9	36.1	37.0	39.8	42.1	42.3
March	35.8	36.7	39.7	39.5	41.1	44.5	49.5	51.8	53.7	57.2
April	29.7	29.0	31.9	33.4	35.8	39.2	41.8	41.9	42.9	47.5
May	29.6	29.7	31.1	33.9	37.9	36.8	39.6	42.7	47.0	50.9
June	37.3	37.3	39.5	40.9	43.0	44.7	50.1	51.9	52.2	54.6
July	28.8	27.8	33.3	37.2	36.5	39.7	39.3	42.3	43.6	46.6
August	27.7	28.7	29.6	34.8	36.0	40.1	39.8	44.3	45.1	46.5
September	33.4	35.3	38.4	39.1	41.7	45.2	47.9	50.0	50.2	51.4
FY TOTAL	\$377.6	\$375.5	\$402.4	\$432.5	\$455.7	\$485.8	\$518.6	\$545.1	\$566.6	\$595.6

SOURCE: DART Finance Department - Business Planning & Analysis

FY19 FINANCIAL PLAN SALES TAX REVENUE

	FY19
Projected Sales Tax Revenue	\$628.1 million

REVENUE FROM FARES BY TYPE

TYPE OF FARE	FY16 ACTUAL YEARLY UNITS	FY16 ACTUAL REVENUE	FY17 ACTUAL YEARLY UNITS	FY17 ACTUAL REVENUE	FY18 ACTUAL YEARLY UNITS	FY18 ACTUAL REVENUE
SINGLE FARE						
Local	-	-	-	-	11,480	\$28,700
System	-	-	-	-	-	-
Regional	-	-	-	-	-	-
Reduced	-	-	-	-	5,461	6,826
Paratransit Coupon	33,160	994,800	31,328	939,840	31,985	959,268
TOTAL SINGLE FARE	33,160	\$994,800	31,328	\$939,840	48,926	\$994,794
AM/PM (REPLACED 2-HOUR IN AUGUST 2018)						
Local					506,983	\$1,520,949
Regional					-	-
Reduced					121,887	182,831
Mesquite					-	-
High School					-	-
College/Trade					-	-
TOTAL 2-HOUR					628,870	\$1,703,780
2-HOUR (ENDED IN AUGUST 2018)						
Local	3,857,400	\$9,643,500	3,785,876	\$9,464,689	3,357,518	\$8,076,935
Regional	41,236	206,180	40,606	203,030	38,793	193,965
Reduced	694,552	868,190	730,510	913,138	603,881	696,183
Mesquite	765	2,678	194	679	42	147
High School	274,274	342,842	254,173	317,717	156,220	177,705
College/Trade	113,507	141,884	110,035	137,544	81,820	102,275
TOTAL 2-HOUR	4,981,734	\$11,205,274	4,921,394	\$11,036,796	4,238,274	\$9,247,210
MIDDAY PASSES						
Local	895,632	\$1,567,356	886,013	\$1,550,523	754,805	\$1,335,121
Regional	3,652	12,782	3,603	12,611	4,285	14,998
TOTAL MIDDAY PASSES	899,284	\$1,580,138	889,616	\$1,563,134	759,090	\$1,350,119
DAY PASSES						
Local	3,262,622	\$16,313,108	3,030,139	\$15,150,695	2,819,184	\$13,511,004
System	-	-	-	-	-	-
Regional	39,271	392,710	39,645	396,450	61,363	640,470
Reduced	1,015,982	2,539,954	981,883	2,454,708	869,648	2,482,847
High School	151,887	379,718	127,901	319,753	87,097	231,724
College/Trade	159,396	398,490	147,986	369,965	110,050	295,125
Mesquite	1,391	9,737	319	2,233	35	245
Vouchers	65,999	1,979,970	63,481	1,904,430	51,428	1,629,960
TOTAL DAY PASSES	4,696,547	\$22,013,686	4,391,354	\$20,598,233	3,998,805	\$18,791,375

REVENUE FROM FARES BY TYPE (CONT'D)

TYPE OF FARE	FY16 ACTUAL YEARLY UNITS	FY16 ACTUAL REVENUE	FY17 ACTUAL YEARLY UNITS	FY17 ACTUAL REVENUE	FY18 ACTUAL YEARLY UNITS	FY18 ACTUAL REVENUE
TOTAL 7-DAY PASSES						
Local	94,534	\$2,363,350	84,372	\$2,109,300	74,741	\$1,868,525
System	-	-	-	-	-	-
Regional	727	36,350	689	34,450	710	35,500
7-DAY PASSES	95,261	\$2,399,700	85,061	\$2,143,750	75,451	\$1,904,025
MONTHLY PASSES						
Local	115,972	\$9,277,760	111,121	\$8,889,680	117,320	\$9,538,672
System	-	-	-	-	-	2,700
Regional	2,179	348,640	2,450	392,000	2,914	476,437
Reduced	32,394	1,295,760	29,934	1,197,360	31,397	1,275,997
Mesquite	135	13,500	60	6,000	111	11,100
Lone Star - Local	42	1,680	29	1,160	14	594
Lone Star - Regional	13	520	4	160	12	976
High School	26,016	1,040,640	20,589	823,560	18,183	742,331
College/Trade	2,845	113,800	4,966	198,640	1,292	52,053
TOTAL MONTHLY PASSES	179,596	\$12,092,300	169,153	\$11,508,560	171,243	\$12,100,860
ANNUAL PASSES						
Local	168	\$52,971	172	\$61,301	226	74,957
System	-	-	-	-	-	-
Regional	8	1,280	7	3,002	13	8,186
Senior	102	16,360	109	16,840	65	3,240
Corporate Programs	16,294	10,292,040	13,528	9,351,303	14,008	9,859,793
TOTAL ANNUAL PASSES	16,572	\$10,362,651	13,816	\$9,432,446	14,312	\$9,946,176
OTHER PROGRAMS						
Secondary/ College Decals	34,242	\$1,342,187	36,288	\$2,029,085	55,745	\$1,840,285
Special Events	42,950	67,006	30,053	150,265	23,886	50,700
TOTAL OTHER PROGRAMS	77,192	\$1,409,193	66,341	\$2,179,350	79,631	\$1,890,985
TOTAL PASS SALES	10,979,346	\$62,057,742	10,568,063	\$59,402,110	10,014,603	\$57,929,323
WITHOUT PARATRANSIT COUPONS	10,946,186	\$61,062,942	10,536,735	\$58,462,270	9,982,618	\$56,970,055

SOURCE: Finance Department (Revenue Administration Division)

REVENUE RECOVERY

FAREBOX REVENUE RECOVERY RATIO

MODE	FY18 ACTUAL	FY19B*
Bus Transit	11.5%	9.8%
Light Rail Transit	14.9%	17.7%
Commuter Rail Transit	14.8%	29.6%
FIXED ROUTE TOTAL	13.3%	19.0%

SOURCE: FY18 Fourth Quarter Report, Operations & Financial Section, Exhibits 1, 6, 8, 9, and 10 and FY19 Business Plan Exhibit 56 on page 166.
*Budgeted Value

ALL MODES – SUBSIDY/PASSENGER

SUBSIDY PER PASSENGER

MODE	FY18 ACTUAL	FY19B*
Bus Transit	\$7.48	\$8.28
Light Rail Transit	\$5.13	\$5.11
Commuter Rail Transit	\$11.75	\$8.89
FIXED ROUTE TOTAL	\$6.51	\$6.80
Paratransit	\$44.90	\$44.97
Vanpool	\$0.61	\$0.30
SYSTEM TOTAL	\$6.93	\$7.20

SOURCE: FY18 Fourth Quarter Report, Operations & Financial Section, Exhibit 3, pg. 4 and FY19 Business Plan Exhibit 56 on page 166.
*Budgeted Value

9.0 DART RAIL SYSTEM EXPANSION PROGRAM

The DART Rail System consists of approximately 93 miles of LRT with 64 stations. The most recent light rail project was the SOC-3 Blue Line Extension from Ledbetter Station to UNT Dallas, which opened in October 2016.

The FY19 Financial Plan includes funding for a Program of Interrelated Projects under the FTA Capital Investment Grant (CIG) Program to provide additional system and core capacity. The FY19 Financial Plan also includes funding for implementation of the Cotton Belt Corridor Regional Rail project by 2022, and funding for a Dallas Streetcar Central Link expansion project.

Additional elements of the Capital Program will be defined as the Transit System Plan is developed. This plan will re-evaluate projects contained in the 2030 Transit System Plan and potentially define new projects for consideration through year 2045. Recommendations will be coordinated with the 20-Year Financial Plan.

CORE CAPACITY 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 will modify 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) is in development.

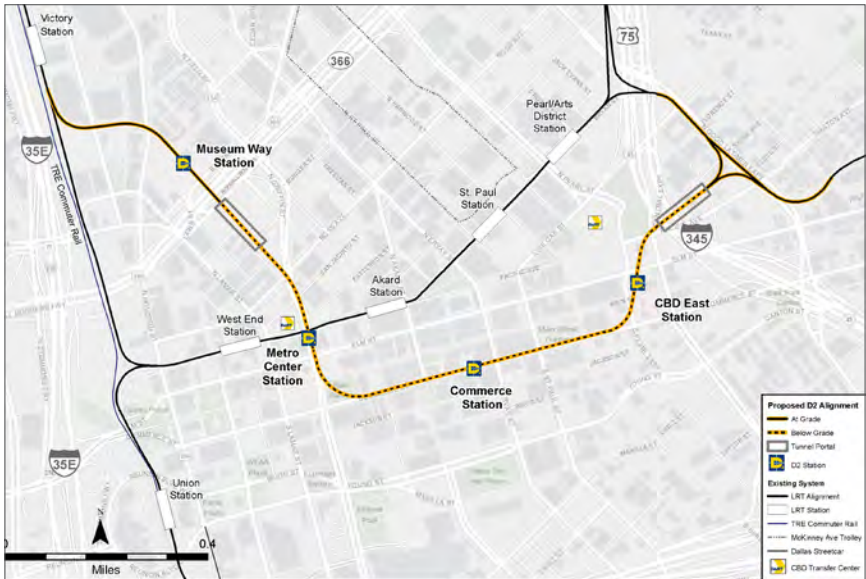
- Project budget of \$128.8M (Updated in FY19)
- \$60M Texas Mobility Funds (TMF); \$50.8M anticipated from FTA Capital Investment Grant Program; remaining \$8M local funding
- Final design completed 2018
- Phased construction and implementation through 2022
- Project fact sheet at www.DART.org/expansion

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 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 approved a new subway LPA in September 2017 using a Victory-Commerce-Swiss alignment (see map).
- 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. Thus, DART is continuing the PD process locally with FTA oversight. DART will resubmit the project to enter the FTA Engineering phase after this PD step is complete.
- The FY19 Financial Plan budget is \$1.4B (YOE). DART plans to pursue 50% FTA core capacity grant funding.
- 30% PE and Supplemental DEIS/FEIS is underway and will be complete in 2020.

D2 SUBWAY LOCALLY PREFERRED ALTERNATIVE



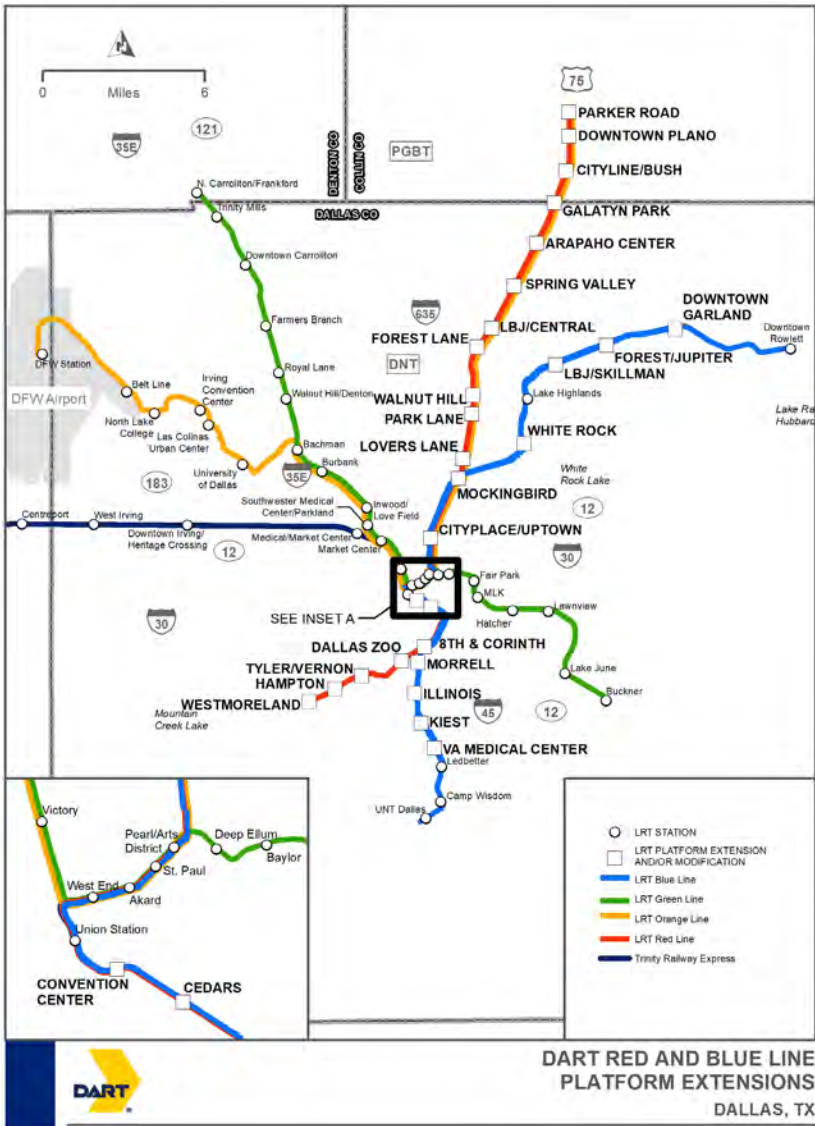
NOTE: LPA reflects refinements made in early 2019 for CBD East area

DALLAS STREETCAR CENTRAL LINK

This project will extend the 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.
- DART will request entry into Project Development on behalf of the City of Dallas in 2019, likely under the FTA Small Starts program. The request is pending approval of a Master Streetcar Interlocal Agreement (ILA) and project specific agreement for the Central Link.
- The DART FY19 Financial Plan budget is \$96.2 million and assumes \$48M in FTA grant funding.

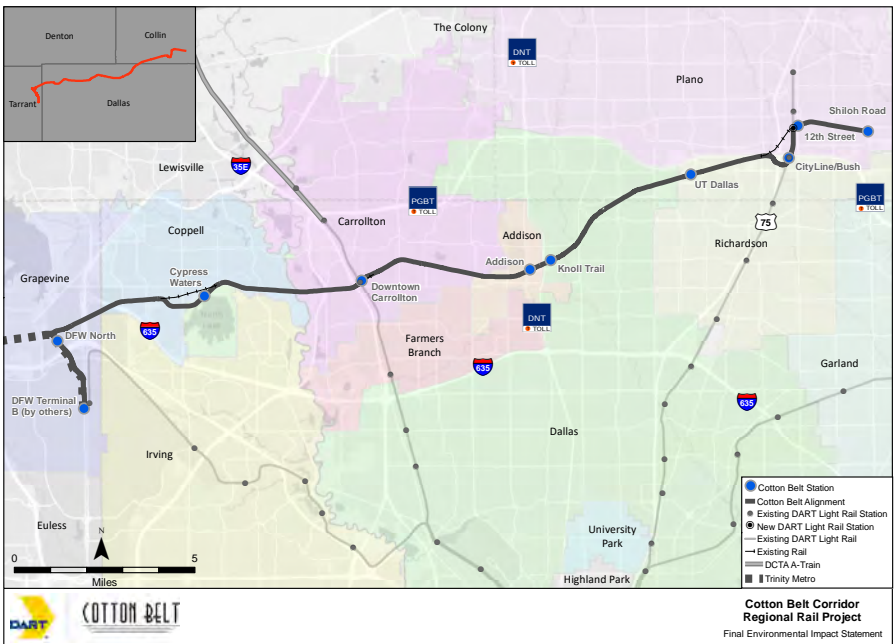
DART RED AND BLUE LINE PLATFORM EXTENSIONS



COTTON BELT CORRIDOR

The Cotton Belt 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 Cotton Belt 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.
- The project would provide initial service at 30/60-minute peak/off-peak headways and be improved to 20-minute peak 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 (\$815 million, awarded January 2019); Project Manager/ Owner Representative (PMOR) Contract (\$49.2 million, awarded January 2019); Vehicles/ Equipment Maintenance Facility (EMF) Design (anticipated Spring 2019); Construction Manager General Contractor (CMGC) for EMF Construction (anticipated Summer 2019).
- Estimated project cost is \$1.1 billion, with mostly double-track alignment serving 10 stations.



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 an interlocal agreement. 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

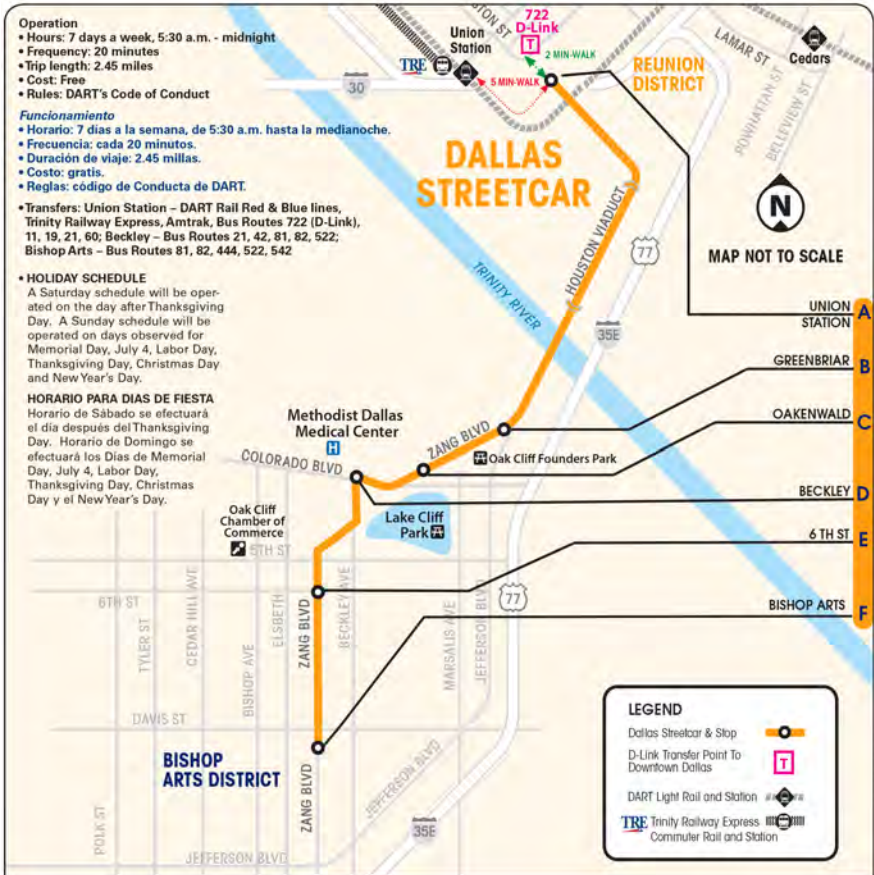
Extension 2: Convention Center Loop

- Future single-track loop along Young, Lamar, Wood, and Houston Streets under design
- 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
- City of Dallas working with NCTCOG to study potential extension to Knox Street
- See www.MATA.org for more information

EXISTING DALLAS STREETCAR SYSTEM



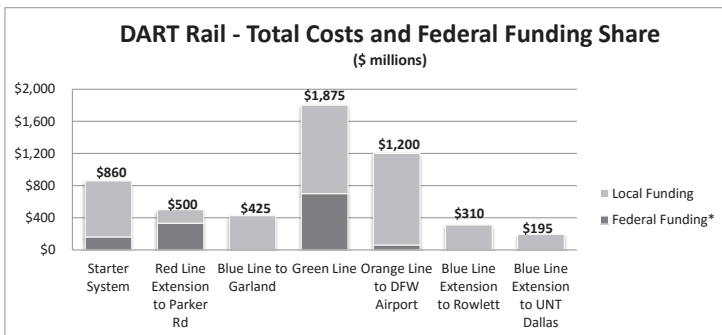
SOURCE: DART

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
- Costs include allocations for vehicles, systems and maintenance facility requirements

MAJOR FEDERAL FUNDING

- DART has received several discretionary grants 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
 - » DART received a TIFIA loan in the amount of \$119,972,259 with an interest rate of 2.91% for the I-3 project. The terms of this loan enhanced DART’s financial capacity through lower debt service payments.



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

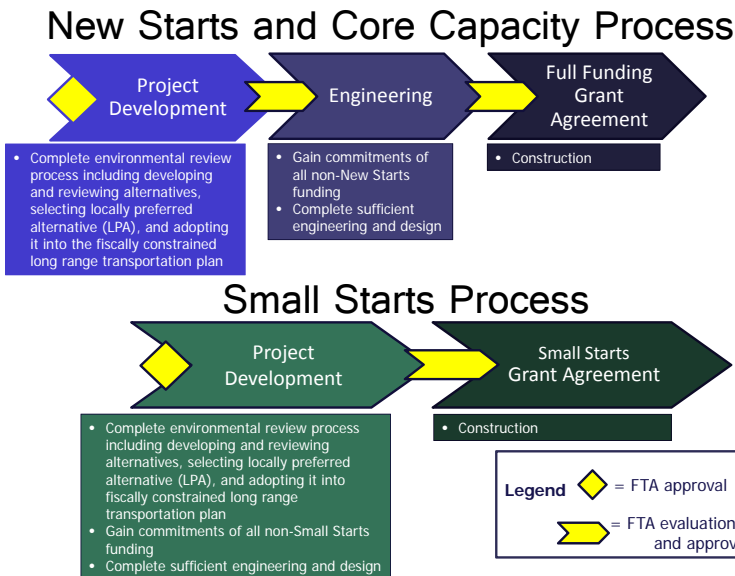
PROJECT DEVELOPMENT PROCESS

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.

As summary of the changes to FTA's Fixed Guideway Capital Investment Grants program (5309) under FAST Act are::

- New Starts: establishes a maximum 60% 5309 share, with up to 80% federal share (to be made up from other federal sources); no longer allows FTA to remove art and landscaping from the cost-effectiveness calculation
- Small Starts: raises the total project cost threshold to \$300M and raises the maximum 5309 share to \$100M; allows an optional early rating after NEPA; and changes definition for corridor based BRTs to eliminate weekend service requirement
- Program of Interrelated Projects: Makes Small Starts eligible for inclusion & clarifies which criteria to use for joint evaluations
- Establishes a framework for joint intercity rail and public transportation projects
- Funding: \$2.3 billion per year authorized from the General Fund

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 discretionary New Starts, Core Capacity and Small Starts programs.



10.0 ECONOMIC AND FISCAL IMPACTS

DART promotes quality 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 almost \$11 billion invested in existing, planned or projected live-work-play communities at current and future station sites.

TOTAL VALUE OF PRIVATE AND PUBLIC COMPLETED, UNDER CONSTRUCTION, AND PLANNED DEVELOPMENT

PROJECTS	ESTIMATED VALUE
Private (1999-2013)	\$5,300,000,000
Private (2011-2015)	\$3,700,000,000
Public (1999-2015)	\$1,800,000,000
TOTAL	\$10,800,000,000

SOURCE: DART, IMPLAN, and UNT Economics Research Group, January 2017

TOD POLICY

- Revised October 24, 2015; 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 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. TOD Guidelines are available on www.DART.org/economicdevelopment and are being updated in 2019.

STATION AREA FACT SHEETS

Station area fact sheets are available on-line at www.DART.org/economicdevelopment and will be updated in 2019.

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.

ECONOMIC AND DEVELOPMENT IMPACT

- *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).

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

DEVELOPMENTAL IMPACTS

The second study focused on developmental impacts including office lease rates and taxable properties near DART stations (built, under construction, or planned). Key highlights are below:

- When comparing market area average and TOD average office lease rates, the study found that from 2003 to 2013, the average premium of offices within 0.25 mile of a DART rail station is 13.9%.
- New developments from 1993-2013 within 0.25 mile of a DART station totaled over \$1.5 billion, compared to \$600 million in similar markets without rail access – a difference of \$932 million.
 - » Nearly half of the new developments around DART stations were multi-family (value of \$751 million).
 - » New office developments (\$225 million) were much larger than similar markets without rail access (\$45 million).
 - » New retail developments (\$393 million) were also found to be higher than similar markets without rail access (\$300 million).
- Estimated tax contributions for new development near DART stations exceed \$36 million annually, compared to \$14 million for control areas.
- Upcoming projects near DART stations amount to \$3.9 billion in value, of which about \$3.8 billion can be attributed to the presence of DART Rail. Once completed, these developments will contribute about \$91 million in annual real property tax revenues to local jurisdictions.
- The existing, under construction and planned developments located around DART stations total \$10.8 billion.

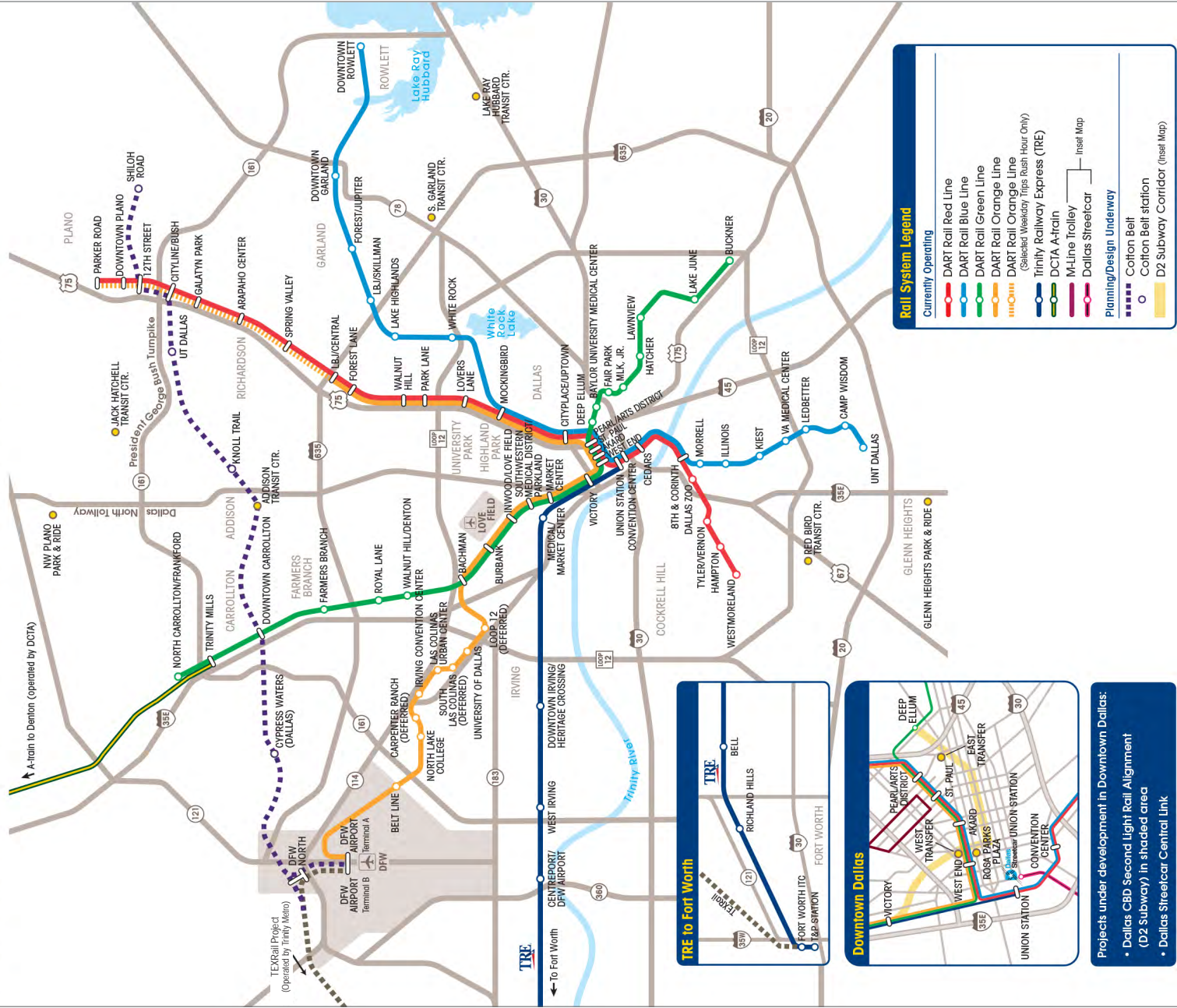
PROPERTY VALUES OF DEVELOPMENT BUILT IN 1993 THROUGH EARLY 2013 (2013 CERTIFIED VALUATIONS)

PROPERTYTYPE	DART	CONTROL	DIFFERENTIAL
Industrial	\$23,473,050	\$19,481,050	\$3,992,000
Multi-Family	\$751,646,900	\$169,555,466	\$582,091,434
Office	\$224,798,649	\$45,121,010	\$179,677,639
Retail	\$393,286,515	\$300,039,538	\$93,246,977
Single Family	\$140,960,100	\$67,550,410	\$73,409,690
TOTAL	\$1,534,165,214	\$601,747,474	\$932,417,740

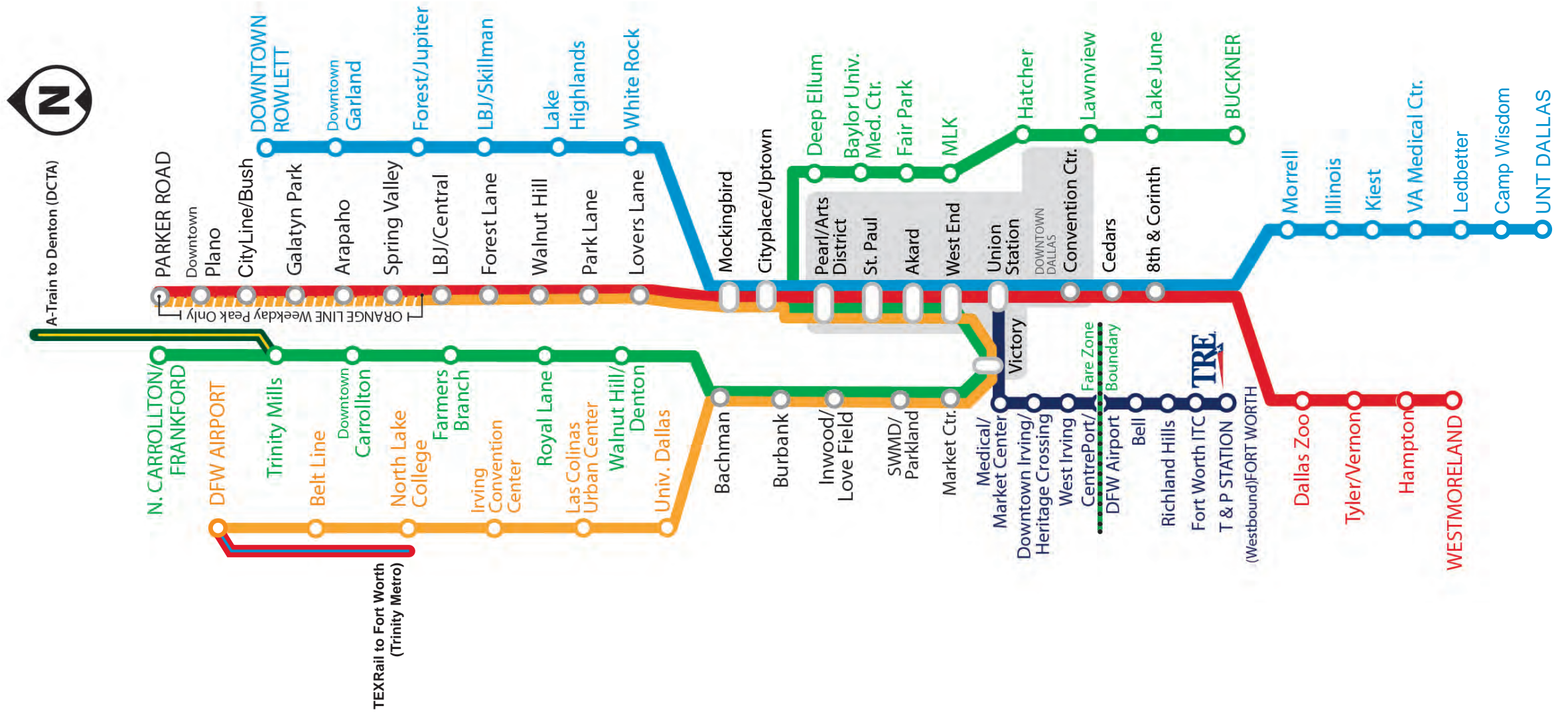
SOURCE: DART, IMPLAN, and UNT Center for Economic Development & Research, January 2014

>> DART CURRENT AND FUTURE SERVICES

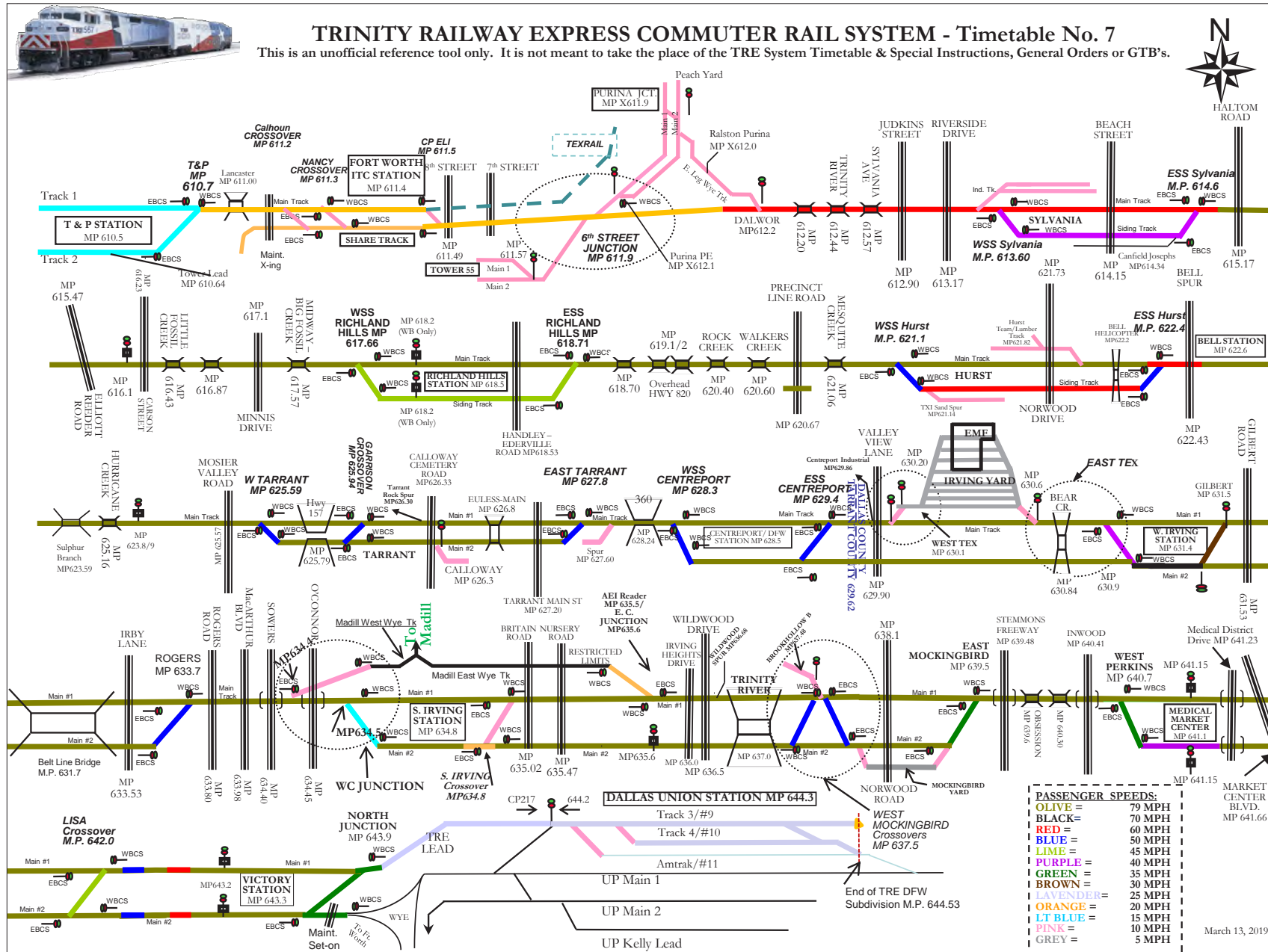
DART Current and Future Rail Services



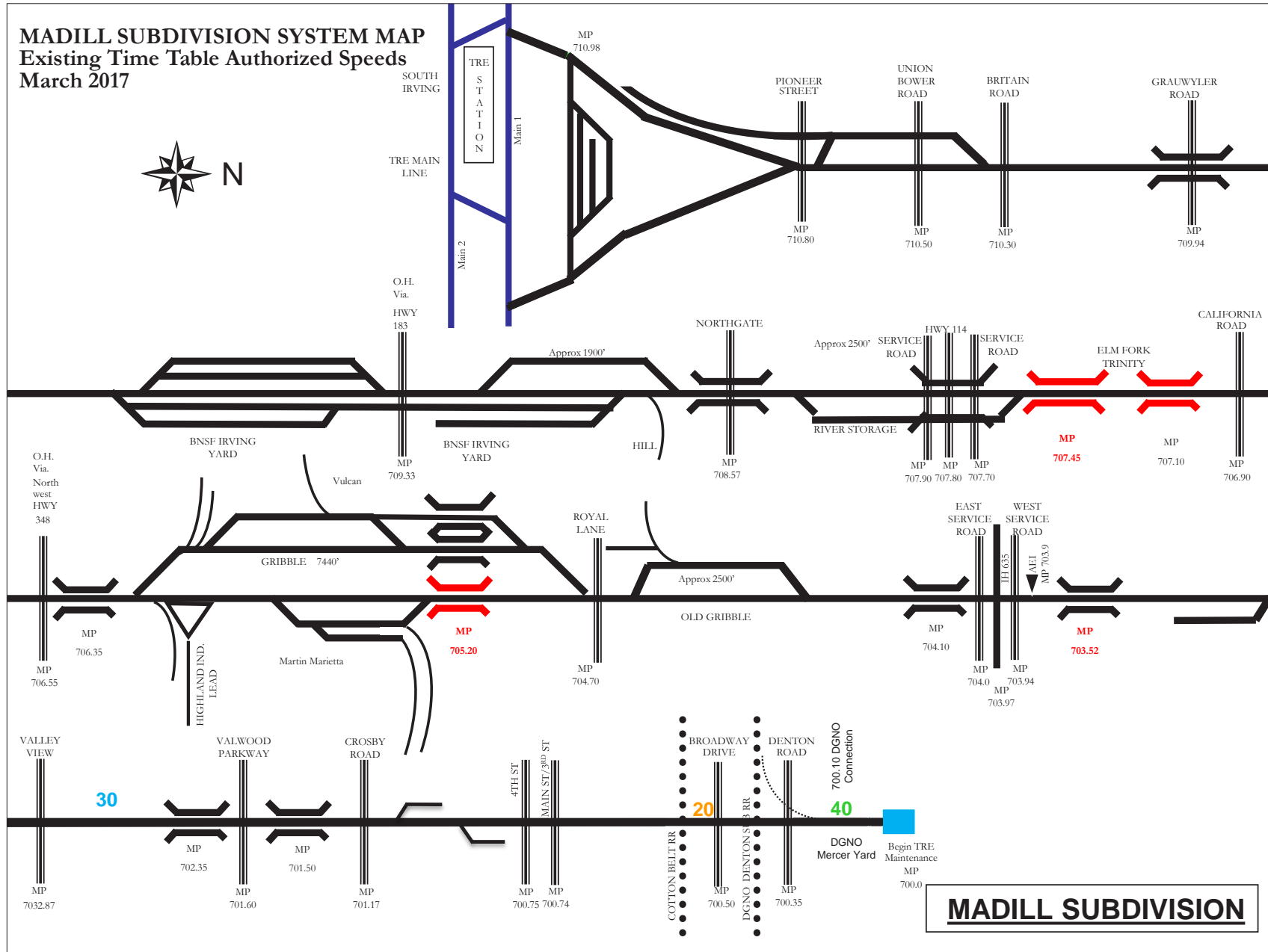
>> RAIL MAP



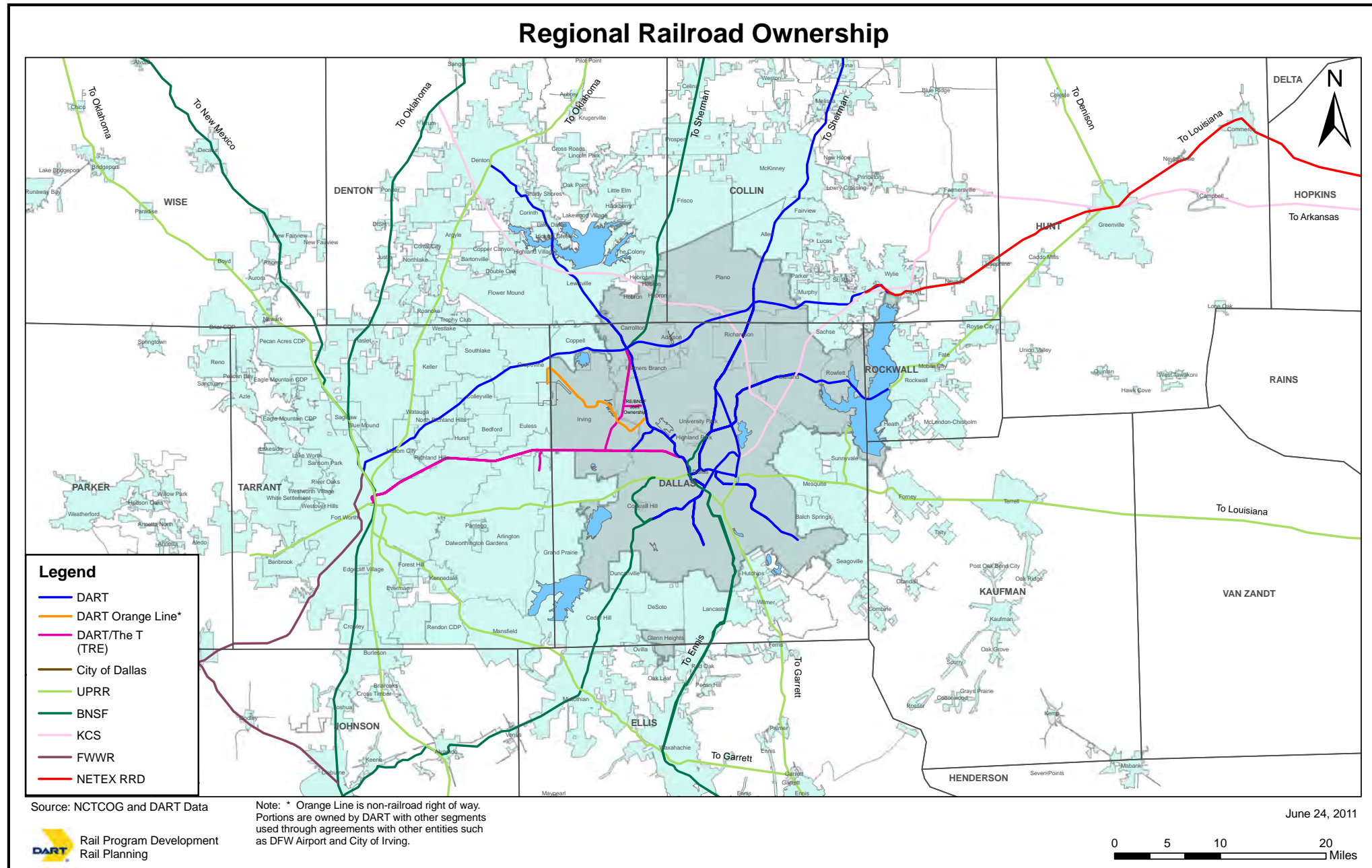
>> TRE COMMUTER RAIL SYSTEM



>> TRE MADILL SUBDIVISION



>> REGIONAL RAILROAD OWNERSHIP





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