



Southwestern Rail Conference

Dee Leggett

Executive Vice President

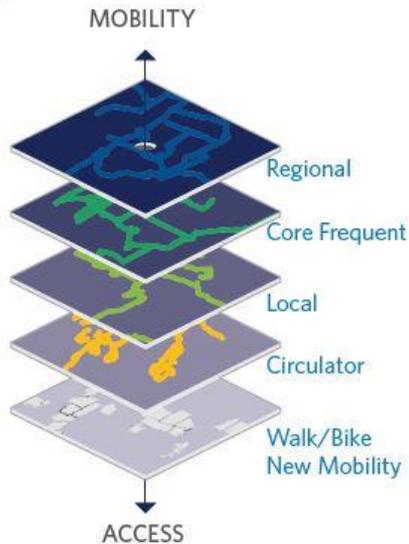
DART Growth/Regional Development

April 1, 2022



Future Direction

Part 1 OUR SYSTEM



Part 2 OUR OPPORTUNITY



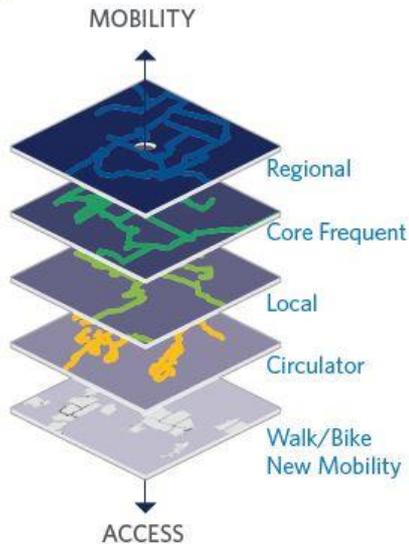
Part 3 OUR GUIDE



Future Direction



Part 1 OUR SYSTEM



Part 2 OUR OPPORTUNITY

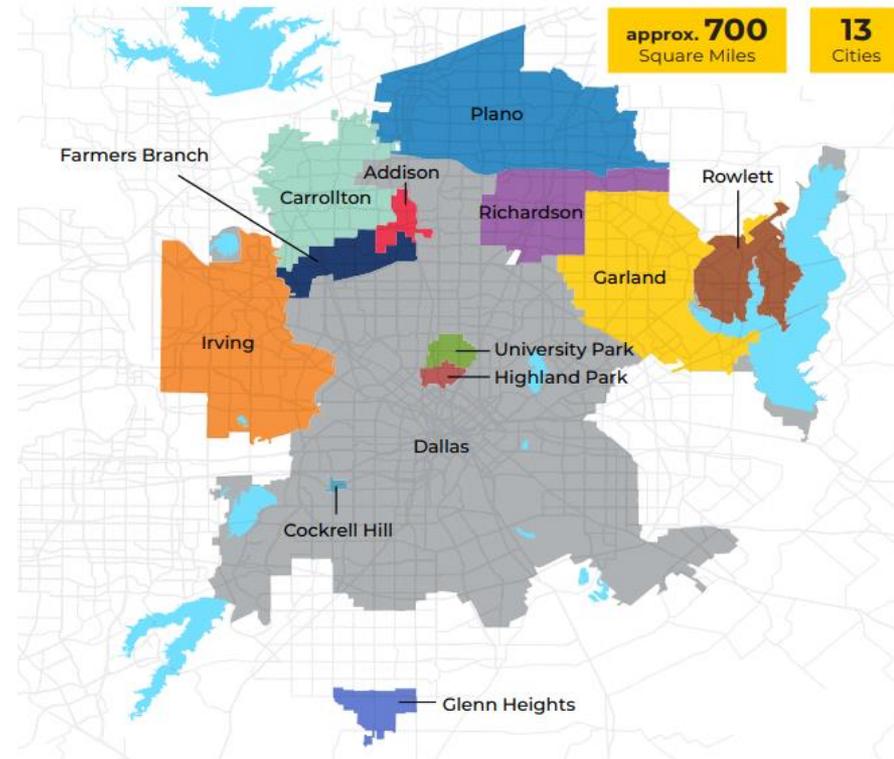


Part 3 OUR GUIDE



Our System

- Formed in 1983
- 13 Service Area Cities, providing 1% sales tax
- 15 Board Members and 3,748 budgeted employees
- 700+ square mile service area
- 2.6M people residing in the service area
- \$580.4M Operating Budget for FY22
- FY19 Total Ridership – 70.8M (currently at 55-60% of prepandemic ridership)



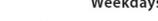
Our System

- 95 bus routes (22 in frequent network)
- Nearly 7,000 bus stops
- 30 GoLink Zones
- 93 miles of light rail
- 34 miles of commuter rail
- 65 light rail stations
- Paratransit
- City of Dallas Modern Streetcar



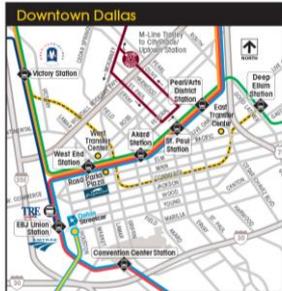
Current and Future Services

Map Legend

-  Blue Line
-  Red Line
-  Green Line
-  Orange Line
-  Orange Line
Weekdays Peak Only
-  Trinity Railway Express
(No Sunday Service)
-  TEXRail (Trinity Metro)
-  A-Train (DCTA)
-  M-Line Trolley
-  Dallas Streetcar
-  Transit Center or Park & Ride



Inset Map



Future Services

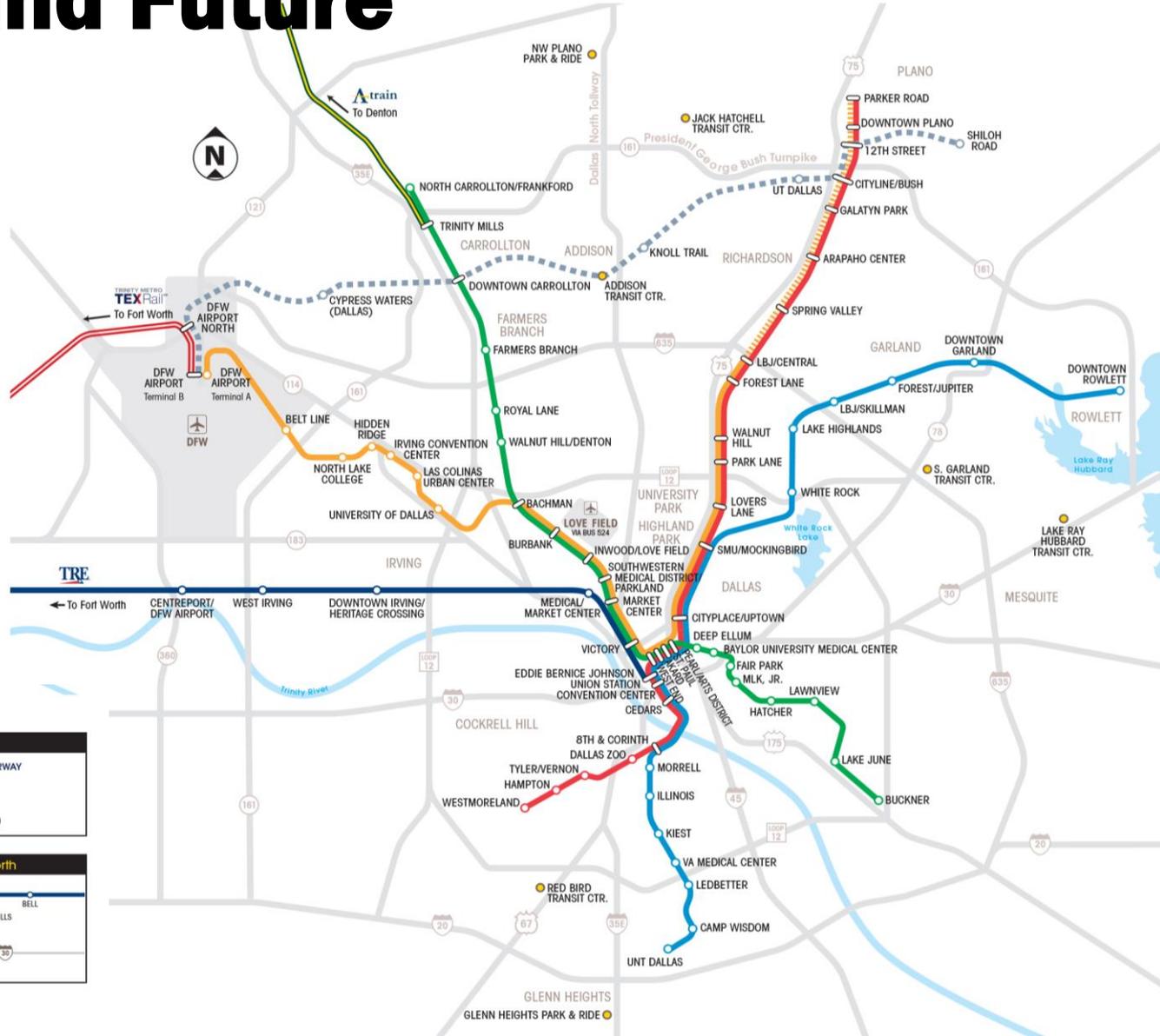
DESIGN/CONSTRUCTION UNDERWAY

-  Silver Line (2024)

PLANNING/DESIGN UNDERWAY

-  D2 Subway (Inset Map)

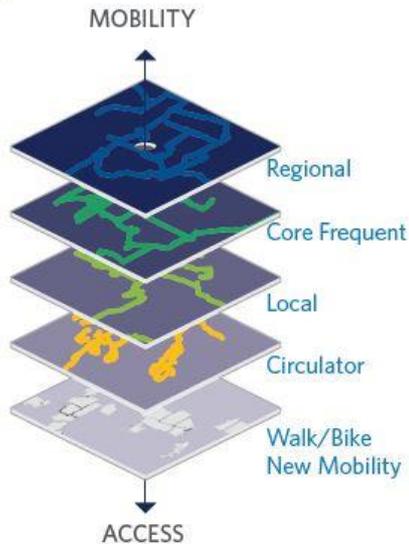
TRE and TEXRail to Fort Worth



Future Direction



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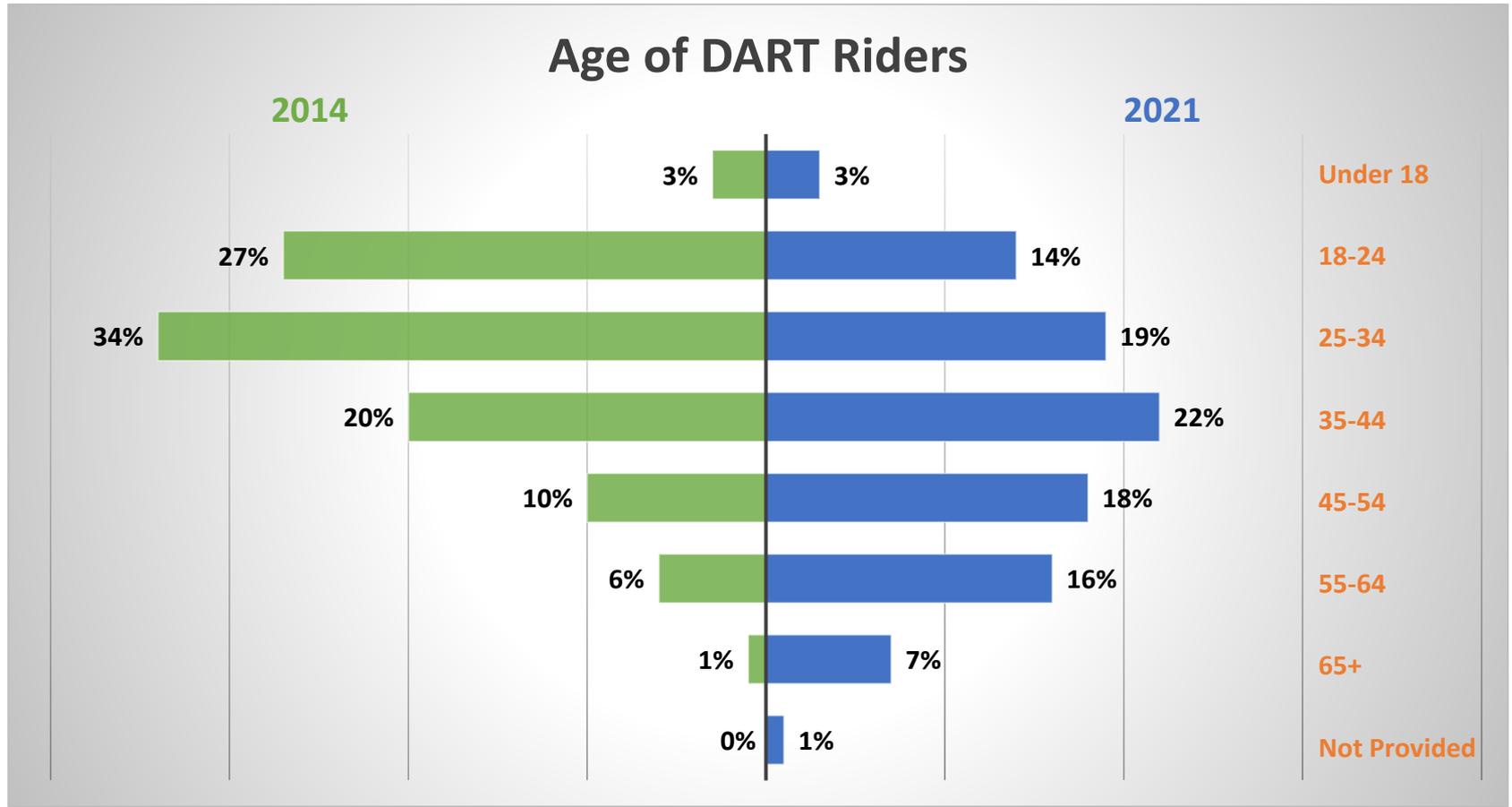
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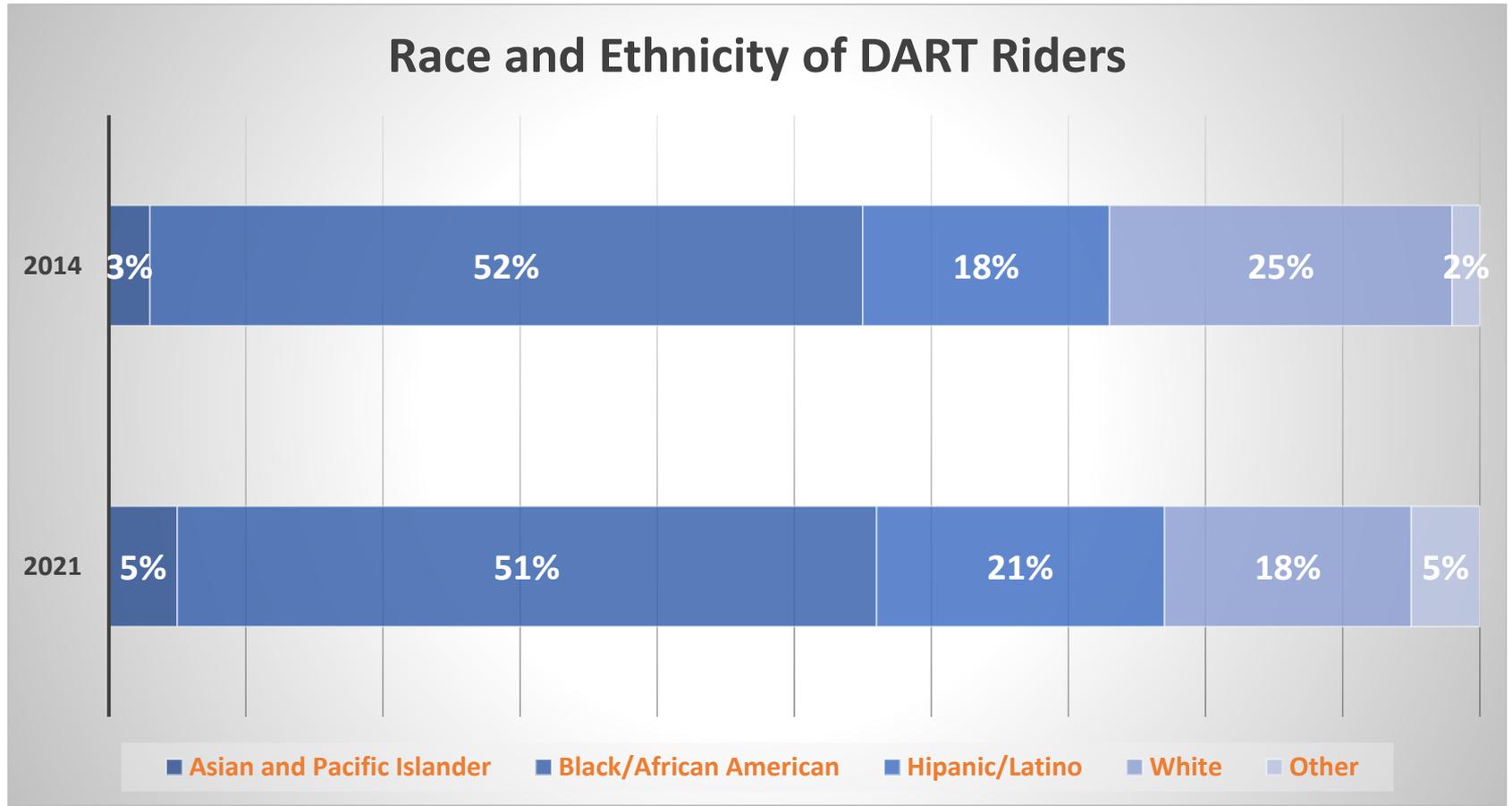
A photograph of a city street with a bus and a yellow box containing the text 'Rider Experience'. The background shows tall buildings, a traffic light, and a sign with the hashtag #HungerActionMonth. The bus is blue and yellow, and the street is wet with reflections.

Rider Experience

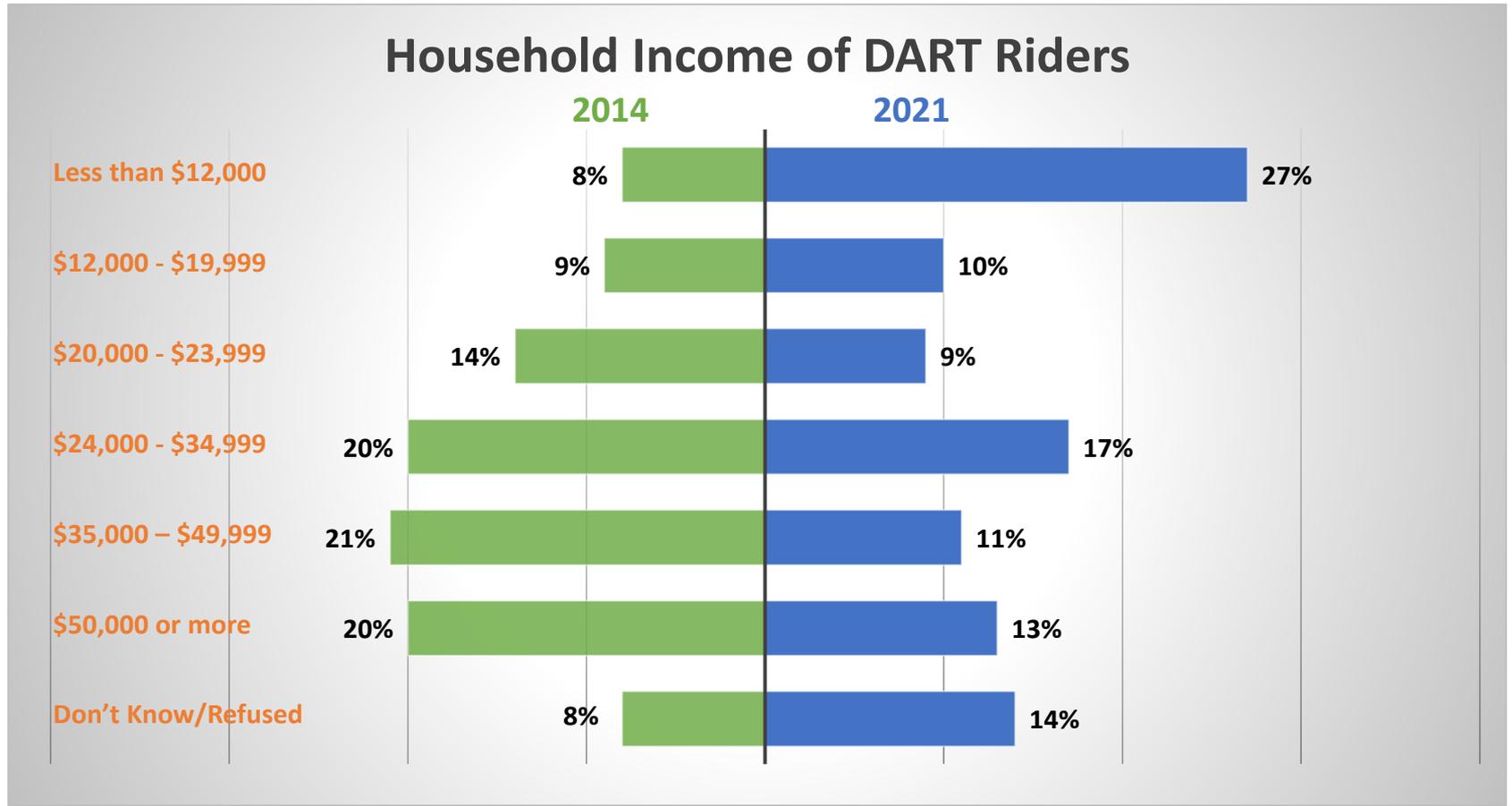
Rider Demographics



Rider Demographics

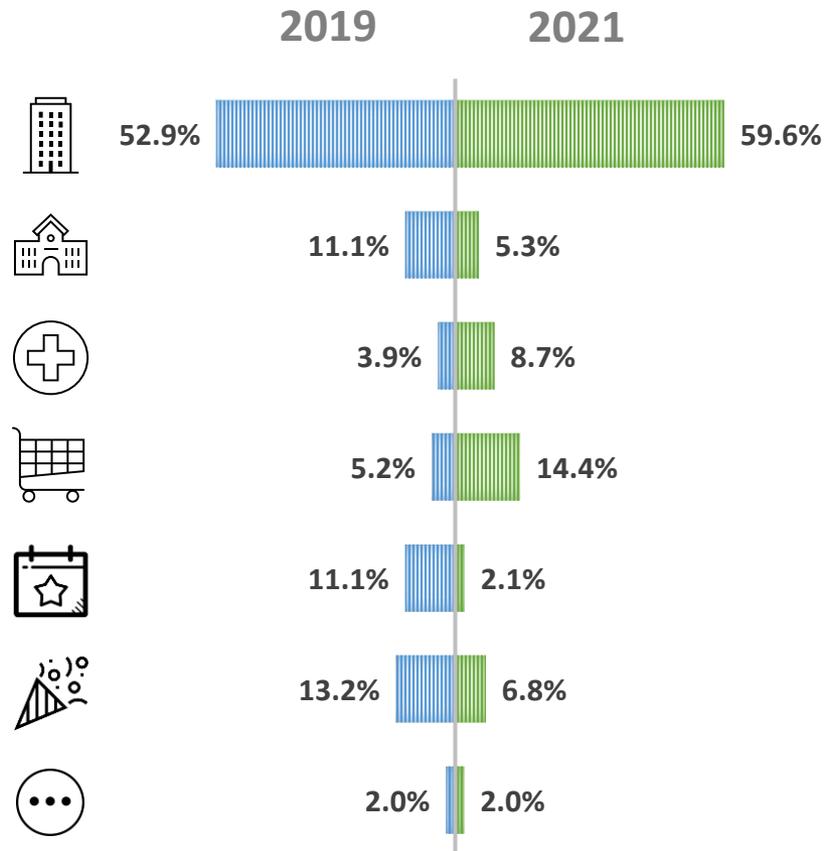


Rider Demographics

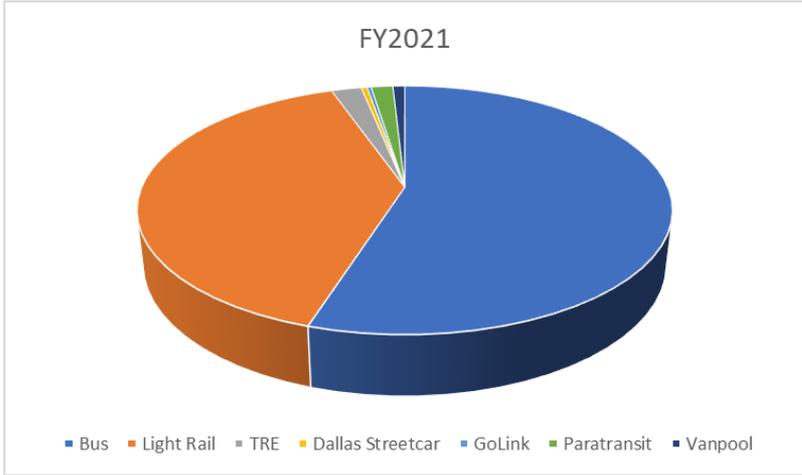
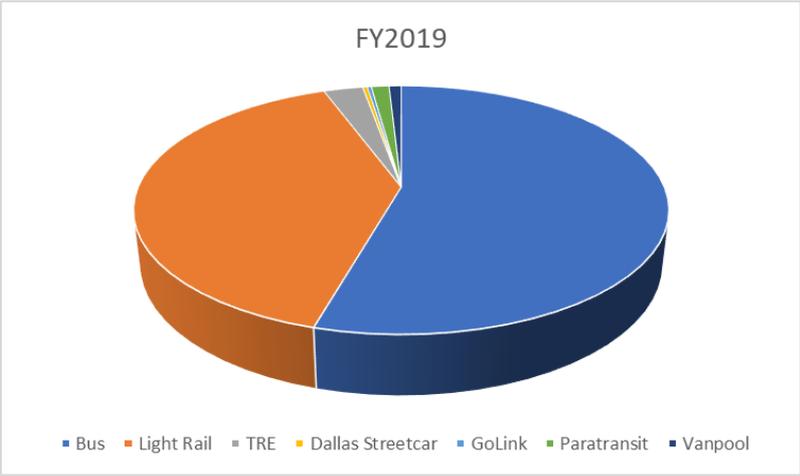


Trip Purpose

- Transit was more used for essential purposes in 2021, such as
 - Work
 - Shopping and errands
 - Medical service
- Transit was less used for non-essential purposes or purpose with alternative option to achieve in 2021, such as
 - Casual outing and entertainment
 - Special events
 - School or college

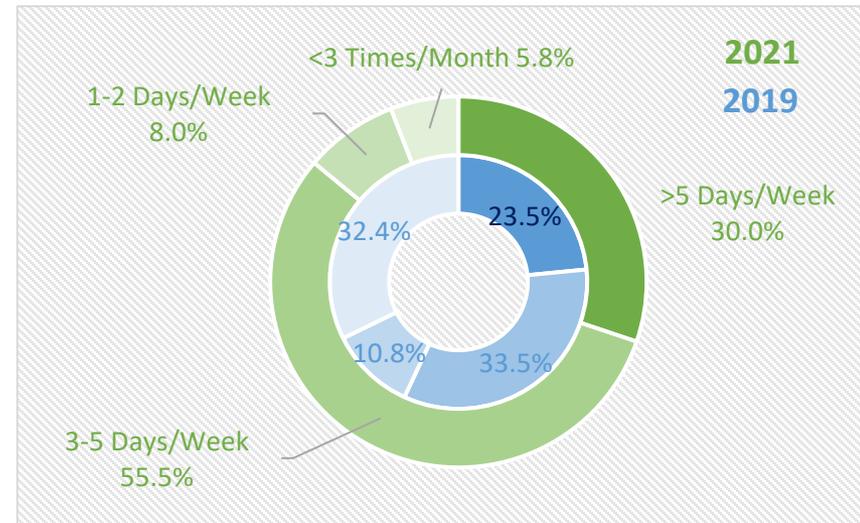
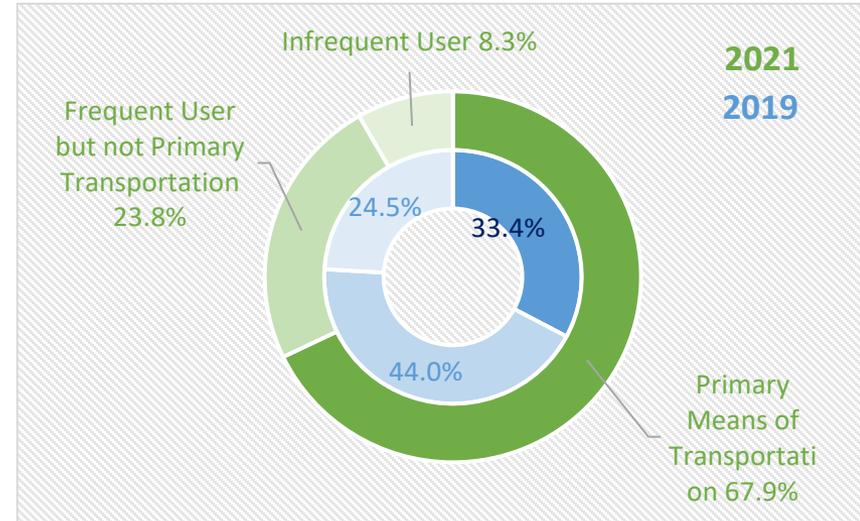


Ridership by Mode



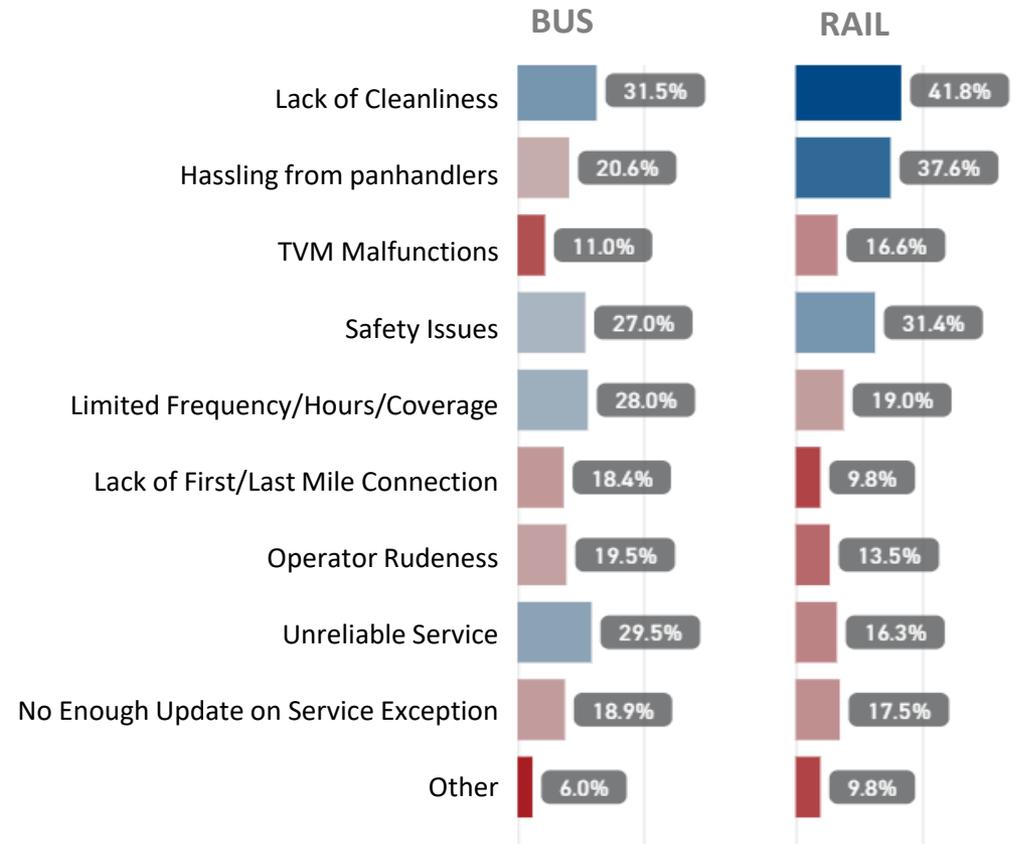
Transit Reliance

- Dominantly, 67.9% of the riders in 2021 were transit dependent that relied on DART as the primary means of transportation, compared to 33.4% in 2019
- Riders in 2021 also tended to use transit more frequently. 85.5% riders used transit three days and more each week, compared to 57.0% in 2019



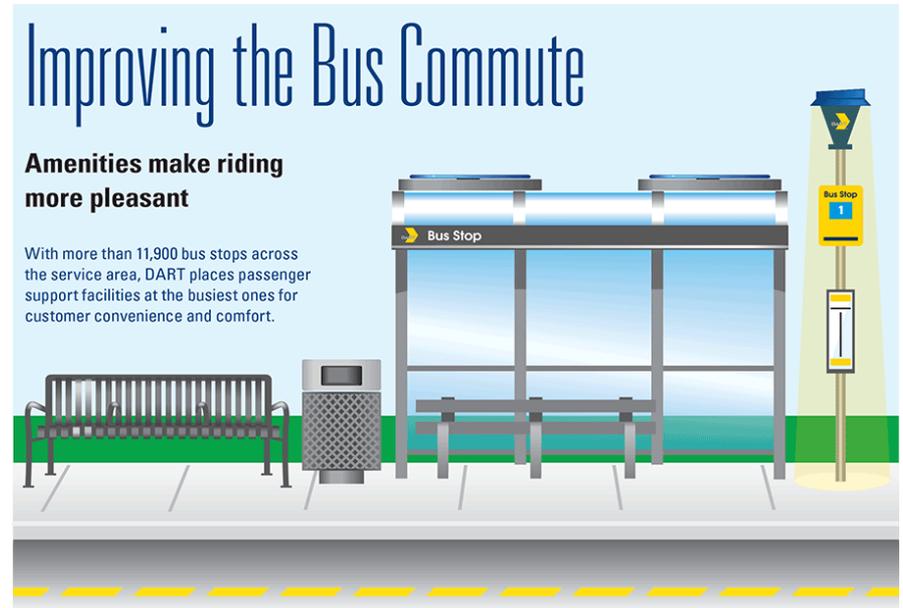
Top Issues DART Needs to Resolve

- Bus Top 3 Issues
 - Lack of Cleanliness
 - Unreliable Service
 - Limited Service Frequency, Hours, Coverage
- Rail Top 3 Issues
 - Lack of Cleanliness
 - Hassling from Panhandlers
 - Safety Issues



Rider Experience

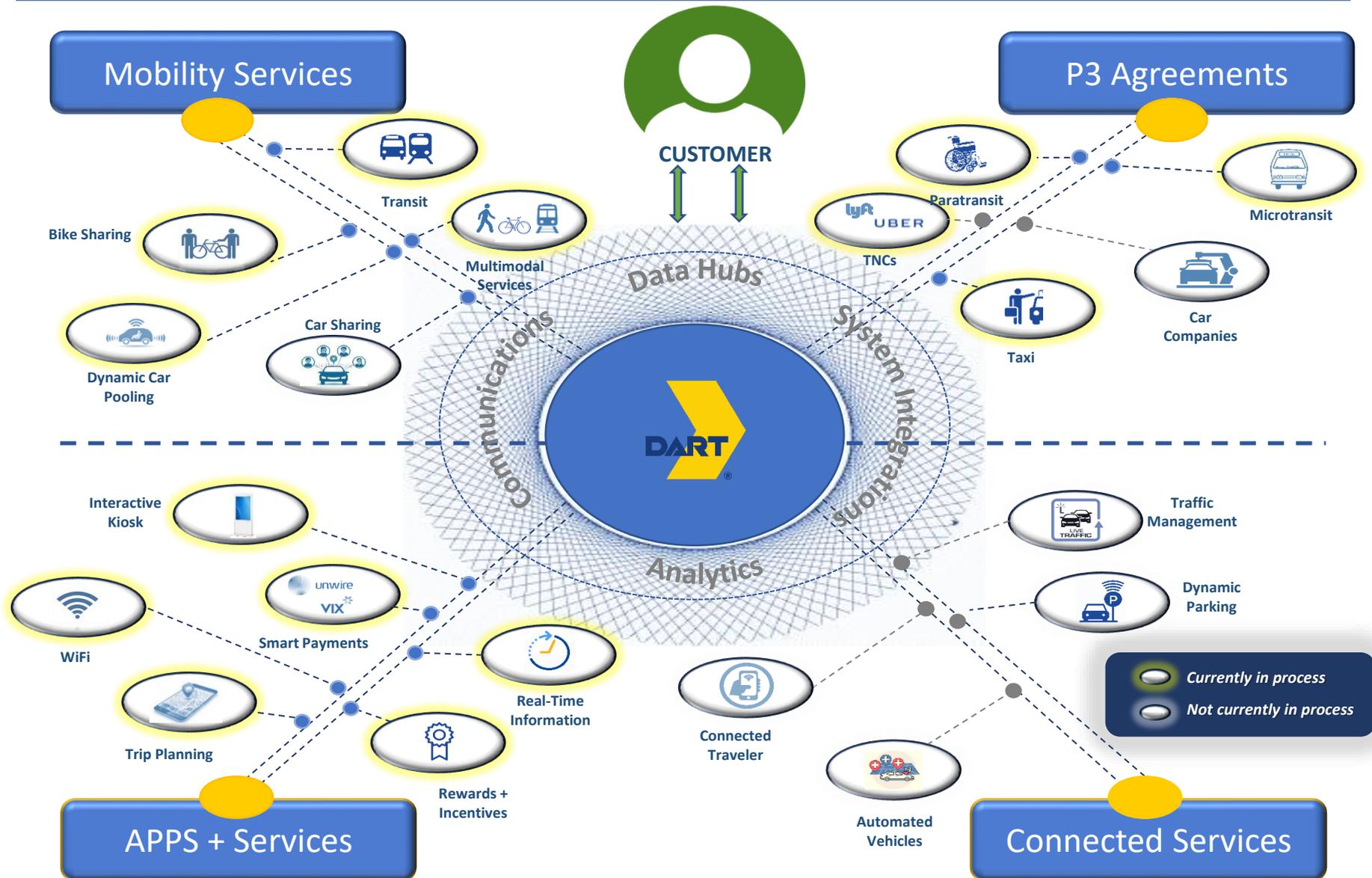
- DART connections policy for cost-sharing of first/last mile access improvements program (in development)
- Expanding funding for bus stop amenities for local and Core Frequent bus routes
- Working with cities and NCTCOG to improve Bike/Ped access to stops and stations
- Technology improvements that provide more accurate and timely passenger information
- Improving system safety and security





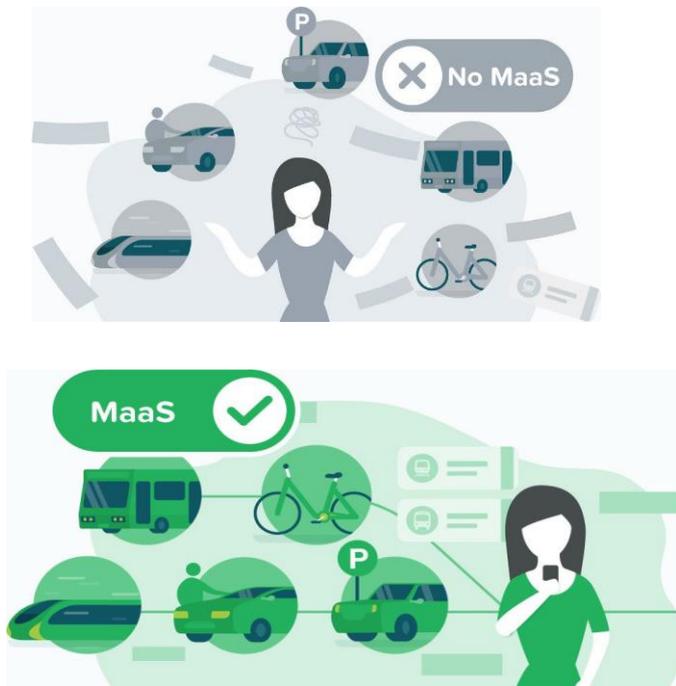
Mobility and Innovation

Mobility as a Service



Connecting riders to services

DART technology framework that connects riders to transportation modes.

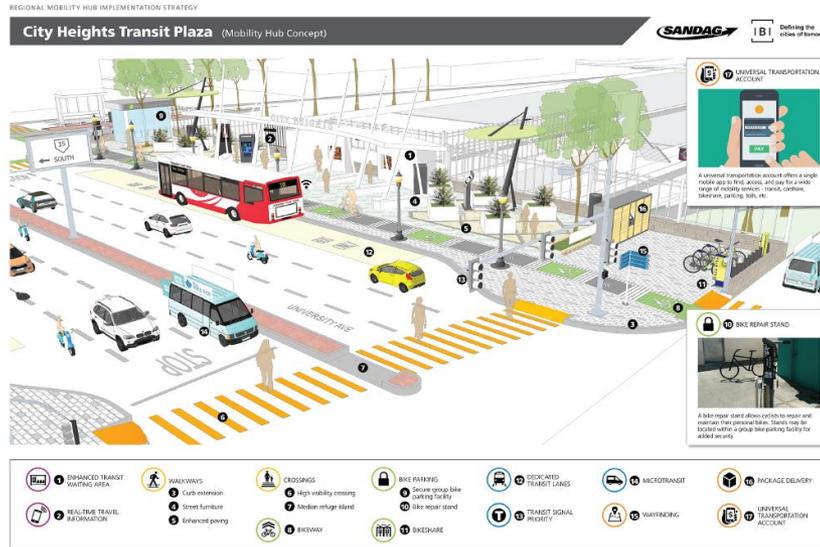


Stages of MaaS Integration

- 0 No Integration
- 1 Integration of Information
- 2 Integration of Booking & Payment
- 3 Integration of Services Offered
- 4 Integration of Societal Goals



Creation of Mobility Hubs



Source Image: SANDAG Regional Mobility Hub Implementation Strategy, City Heights Transit Plaza



Best Practice

LA Metro's Mobility Hubs

LA Metro's Willowbrook-Rosa Parks Station, where Metro's Green and Blue rail lines meet, was recently renovated and include typical mobility hub amenities. The pedestrian access to the station is incorporated into a retail center, and the new facilities feature a secure bicycle parking space and repair shop, a customer center, and a security center.

A blue-tinted photograph of a city street with a yellow-bordered box in the center containing the text "Service and Expansion". The background shows tall buildings, a bus, and a sign with "#HungerActionMonth".

Service and Expansion

New Bus Network Design Approach

- In the design of the New Bus Network, the DART Board of Directors directed us to develop a network that takes a hybrid approach:

RIDERSHIP

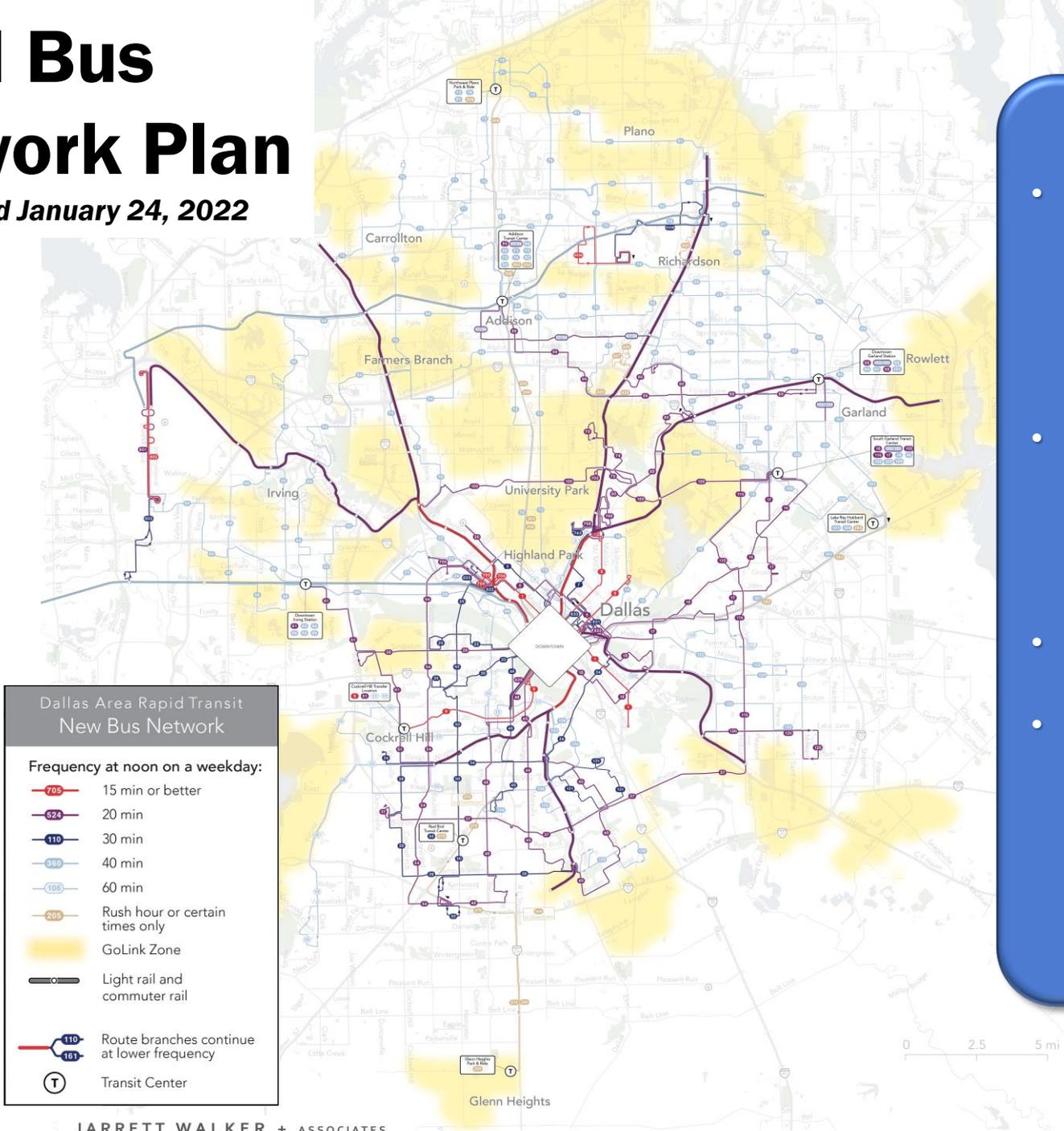
70-75% of resources are invested in ridership-oriented services, with improved frequencies, hours, and 7-day service

COVERAGE

25-30% of resources are invested in coverage-oriented service, including greatly-expanded on-demand GoLink zones

Final Bus Network Plan

Implemented January 24, 2022



- Fixed-route service emphasis on frequency, with smaller areal footprint
- GoLink zones serve lower-ridership areas, doubles overall GoLink coverage
- 22 core frequent bus routes
- 2/3 of pre-pandemic ridership served by frequent routes

Network Benefits

IMPROVED TRAVEL TIMES

- More frequent service
 - Reduces wait times
 - Reduces transfer times
- More direct routes speed travel
- 98% of pre-pandemic boardings still within walking distance of service

INCREASED JOB ACCESS

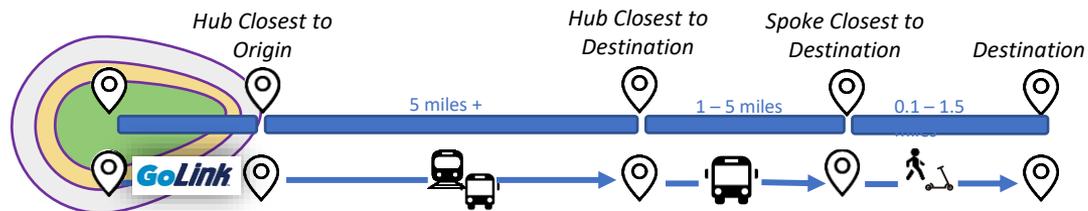
- Average DART resident will see +34% increase in jobs reachable within 60 minutes by transit
- Access improves for every demographic group



Go Link

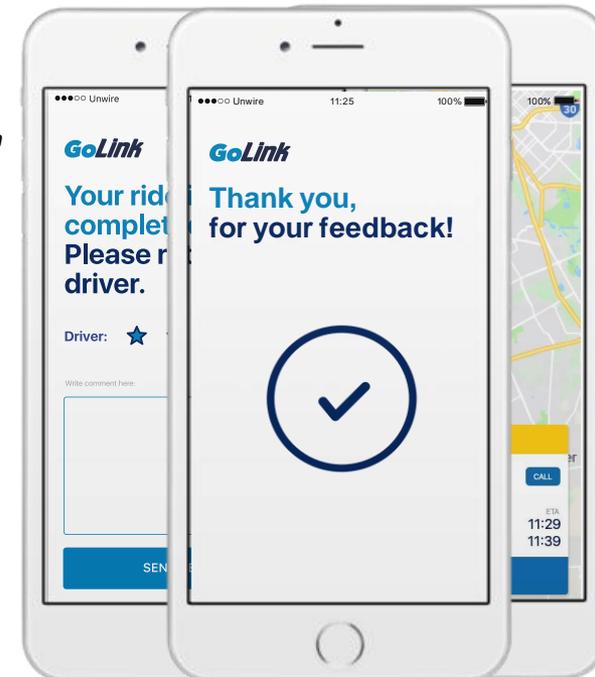
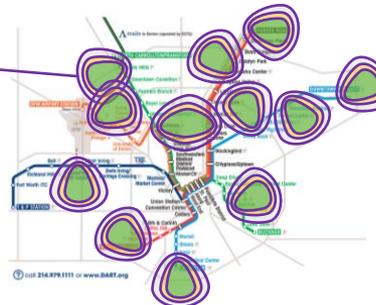
GoLink Microtransit integrates to Zones across DART service area

- Rider trip search starts or ends within GoLink zones
- Various multi-modal journey options presented in the GoPass app
- Seamless GoLink booking and payments integrated to journey planning



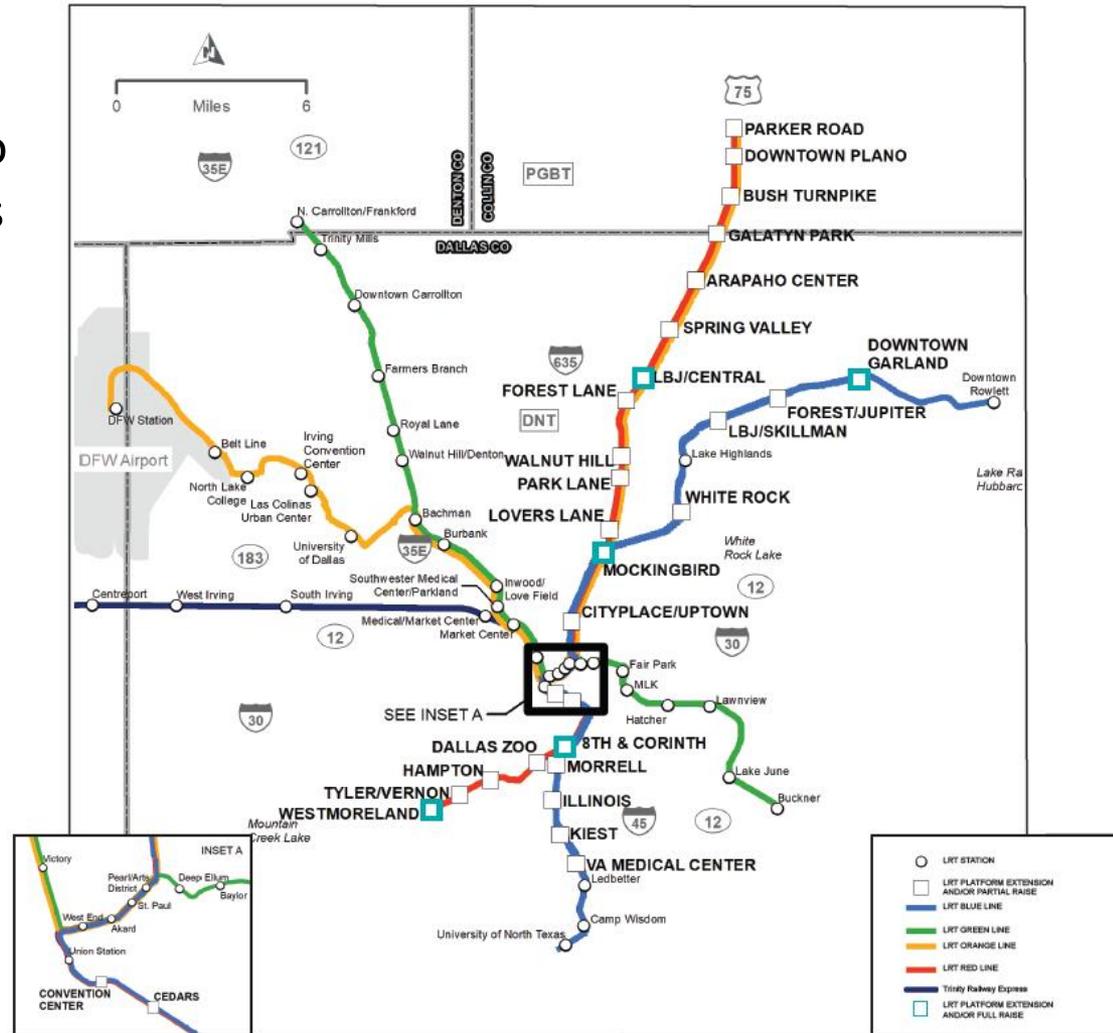
*Multi-Modal Microtransit
across DART service area*

- Multi-Vendor integration
- Rider choice
- TNC inclusion flexibility



Red and Blue Line Platform Extensions

- 28 of the original stations lengthened or modified to accommodate 3-car trains
- \$128M Project
 - \$60M TxDOT
 - \$60.8M FTA Core Capacity Grant
 - \$8M Local
- Five stations fully raised for level boarding
- Construction nearing completion



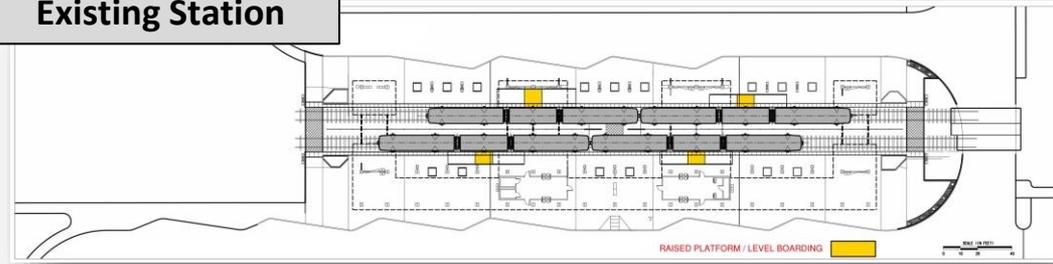
Red and Blue Line Platform Extensions

- Longer platforms provide ability to operate longer trains throughout entire system
- Increases passenger capacity by 33%
- Operational flexibility

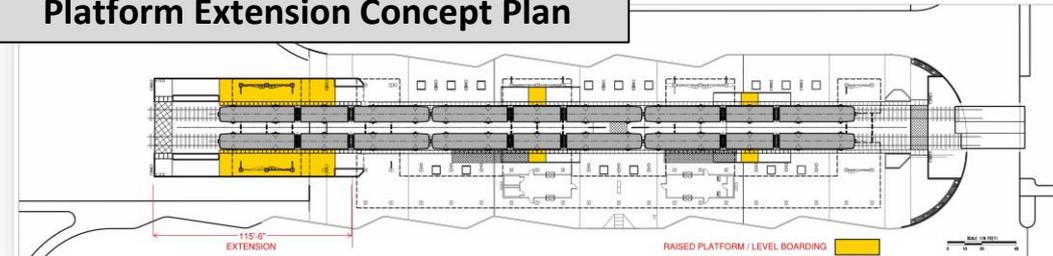
Existing Station



Existing Station

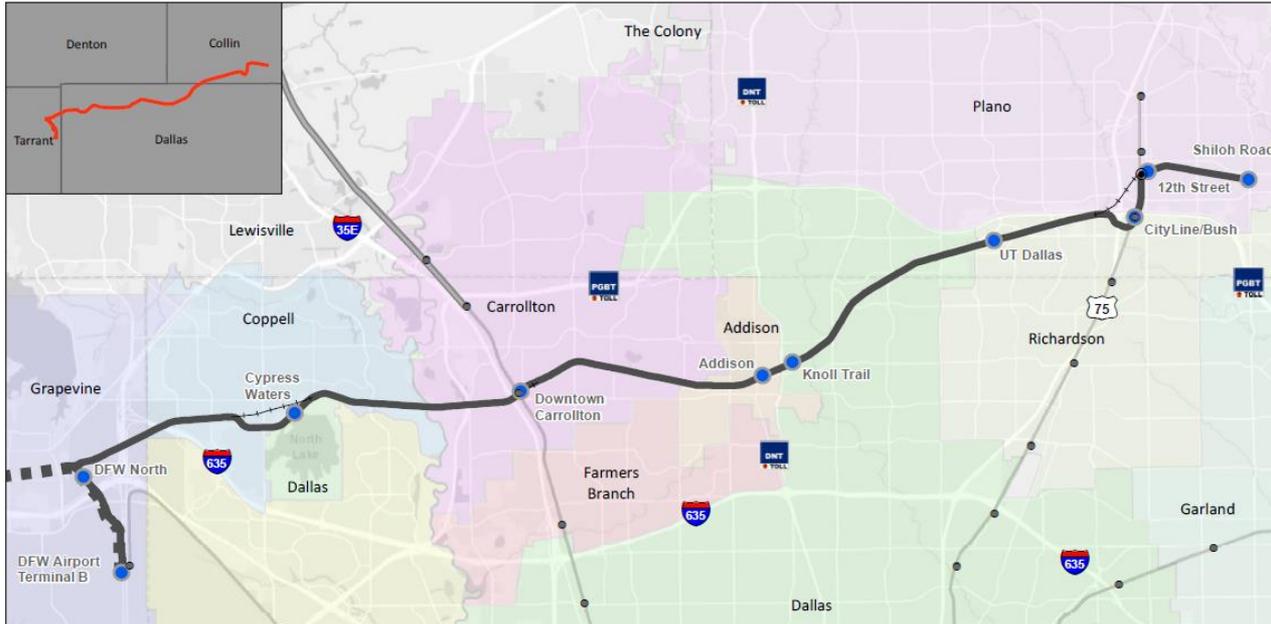


Platform Extension Concept Plan



- Mini-humps are rebuilt on one platform to align with those on the other
- A future construction phase is required prior to fleet replacement to achieve full, level boarding

Silver Line Regional Rail Project



11,200
Anticipated 2040 Weekday Riders

210,000
Jobs Within 1/2 Mile of Corridor

2024
Anticipated Opening Year

10
Regional Rail Stations

60 minutes
DFW Airport to Plano

26 mi
Through 7 cities

\$1,899^M
Project Budget
(\$908M RRIF Loan)

4
Rail Connections
(Orange, Green & Red LRT, and TEXRail)



*Source: Cotton Belt Final Environmental Impact Statement/Record of Decision

Construction Progress Photos



UTD Station



Addison Station



City Line

Construction Progress Photos



**Carrollton
Mercer Yard Sewer
Relocation**



Explorer Gas Relocation

Construction Progress Photos



Richardson
75 Bridge Columns

D2 Subway Background

- 1990 DART/City Master Interlocal Agreement – Start planning for subway alignment when ridership warrants
- 2005 – Dallas CBD Transportation Plan
- 2007-2015 – Planning efforts
- September 2015 Resolution
 - Mostly at-grade
- September 2017 Resolution
 - Mostly subway
- April 2021 – 30% Design and Environmental Clearance
- February 2022- East end alignment change



CORE CAPACITY

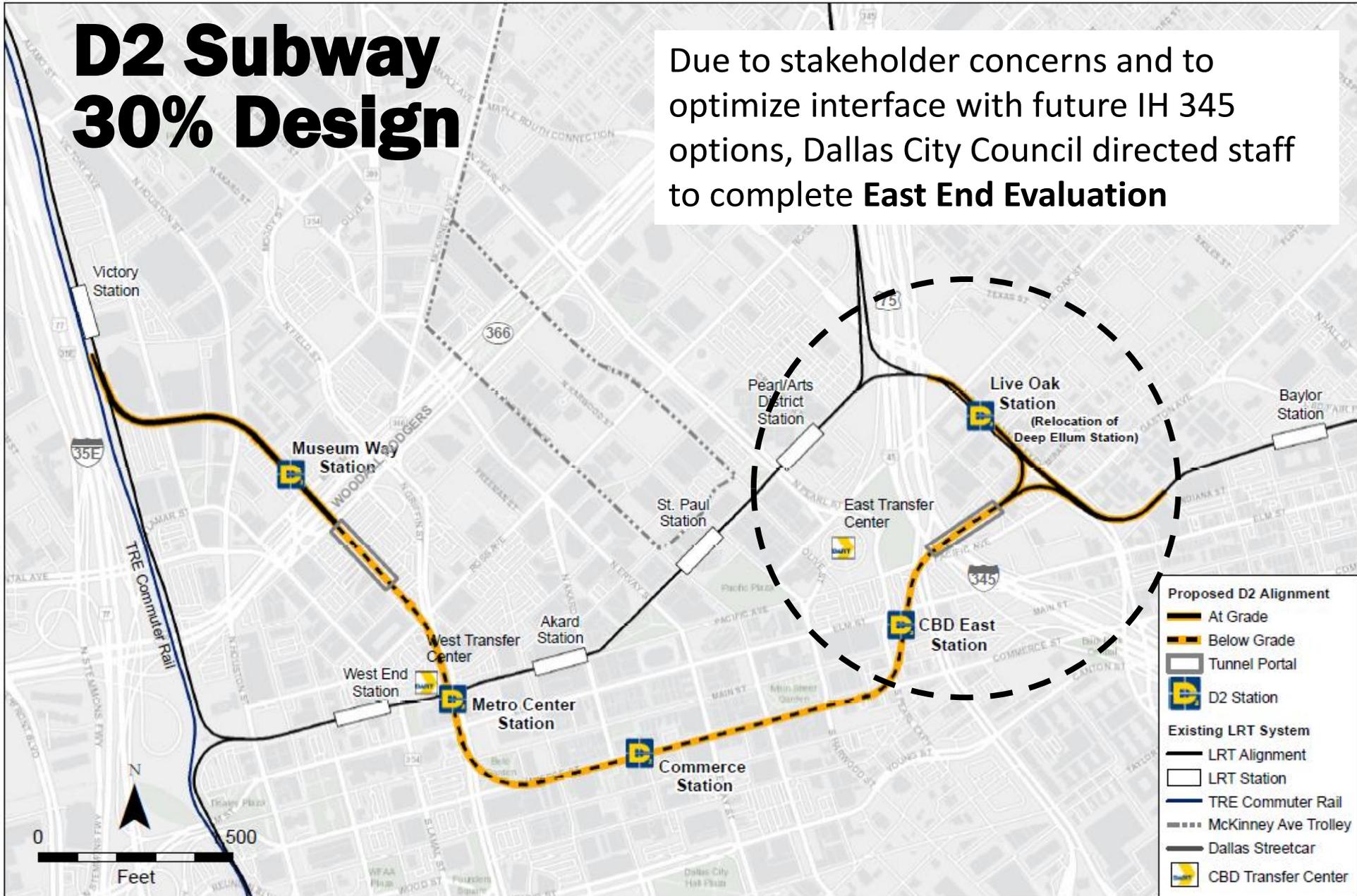
OPERATIONAL FLEXIBILITY

MOBILITY & ACCESS

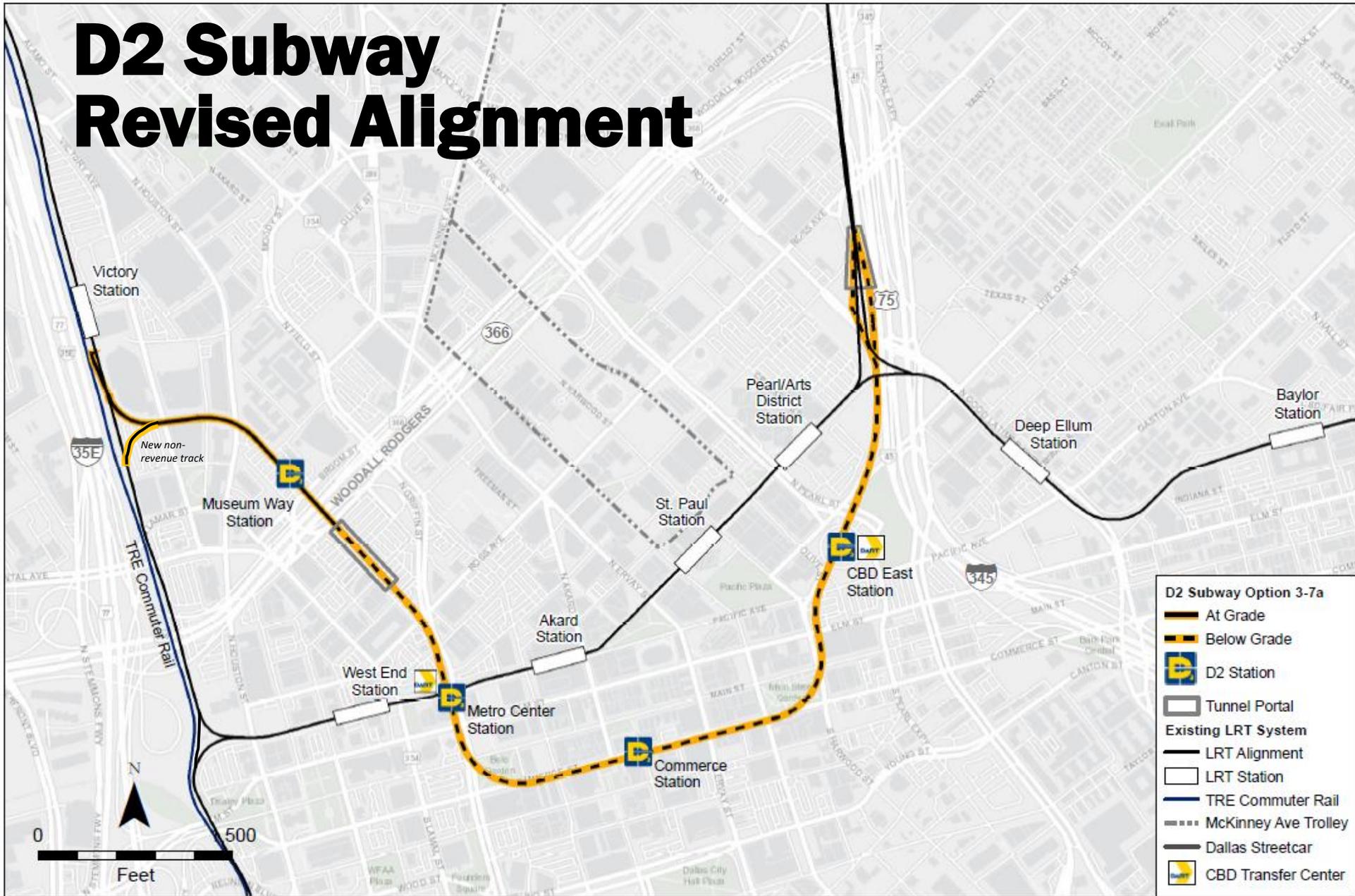
LAND USE / URBAN DESIGN

D2 Subway 30% Design

Due to stakeholder concerns and to optimize interface with future IH 345 options, Dallas City Council directed staff to complete **East End Evaluation**



D2 Subway Revised Alignment



- D2 Subway Option 3-7a**
- At Grade
 - Below Grade
 - D2 Station
 - Tunnel Portal
 - Existing LRT System
 - LRT Alignment
 - LRT Station
 - TRE Commuter Rail
 - McKinney Ave Trolley
 - Dallas Streetcar
 - CBD Transfer Center

Advancing D2 Subway

Resolution and Agency Agreement

- Approval of revised Locally Preferred Alternative by Dallas City Council and DART Board
- Multi-agency agreement to support advancing east end change and overall project
- Provides certainty for right-of-way preservation

Service Plan Amendment

- Call for and hold Public Hearing to amend alignment and station locations

Advance 30% Design and Environmental

- General Planning Consultant task
- Reassess project timing and schedule

Future Opportunities

- State of Good Repair
- System Modernization
- Rail Fleet Replacement
- Zero Emissions Bus Fleet and EV Charging
- Facility Planning
- Bus Corridor Improvement
- Climate Action Plan
- Sustainability Plan Framework
- Agency Strategic Plan



A blurred city street scene with a yellow bus and a yellow sign that says '#HungerActionMonth'. The bus has 'eye opener WEEKDAYS 10-11' and 'elks' on it. The sign also has a leaf logo. The text 'Land Use and Economic Development' is overlaid in a yellow box.

Land Use and Economic Development

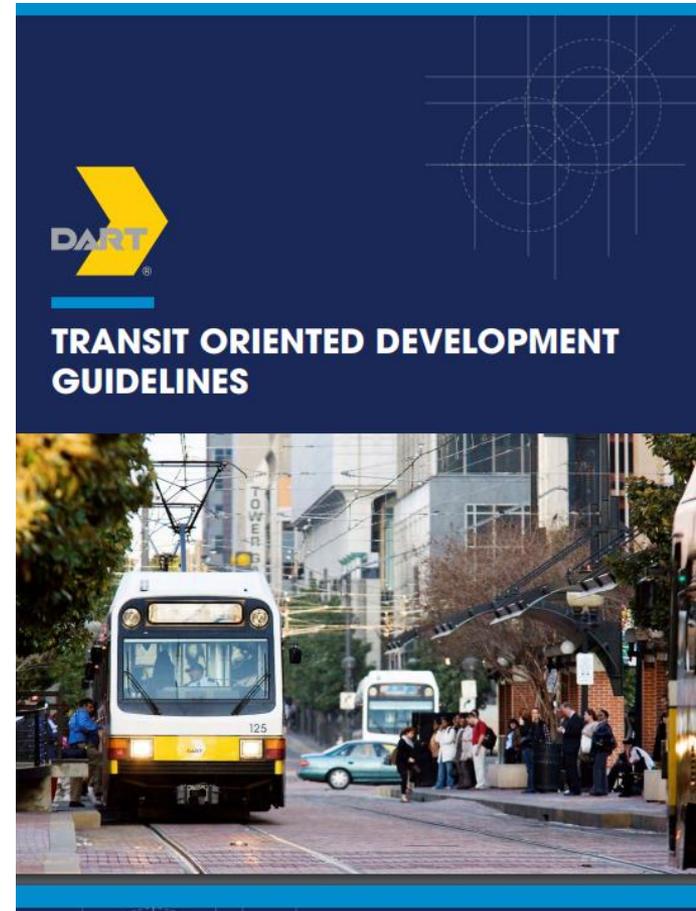
Roles in Delivering TOD



DART Transit Oriented Development (TOD) Policy & Program

Strategies

- Foster cooperative relationships with other governmental entities and private sector...
- ... reallocating surface parking spaces to incorporate eventual TOD...
- ... expanding opportunities for a broad range of housing and employment options serving increasingly diverse populations.
- ... incorporate service area cities housing goals....



TOD Around DART Stations

City Line Station Total Development



City Line Station Today



Downtown Plano Station

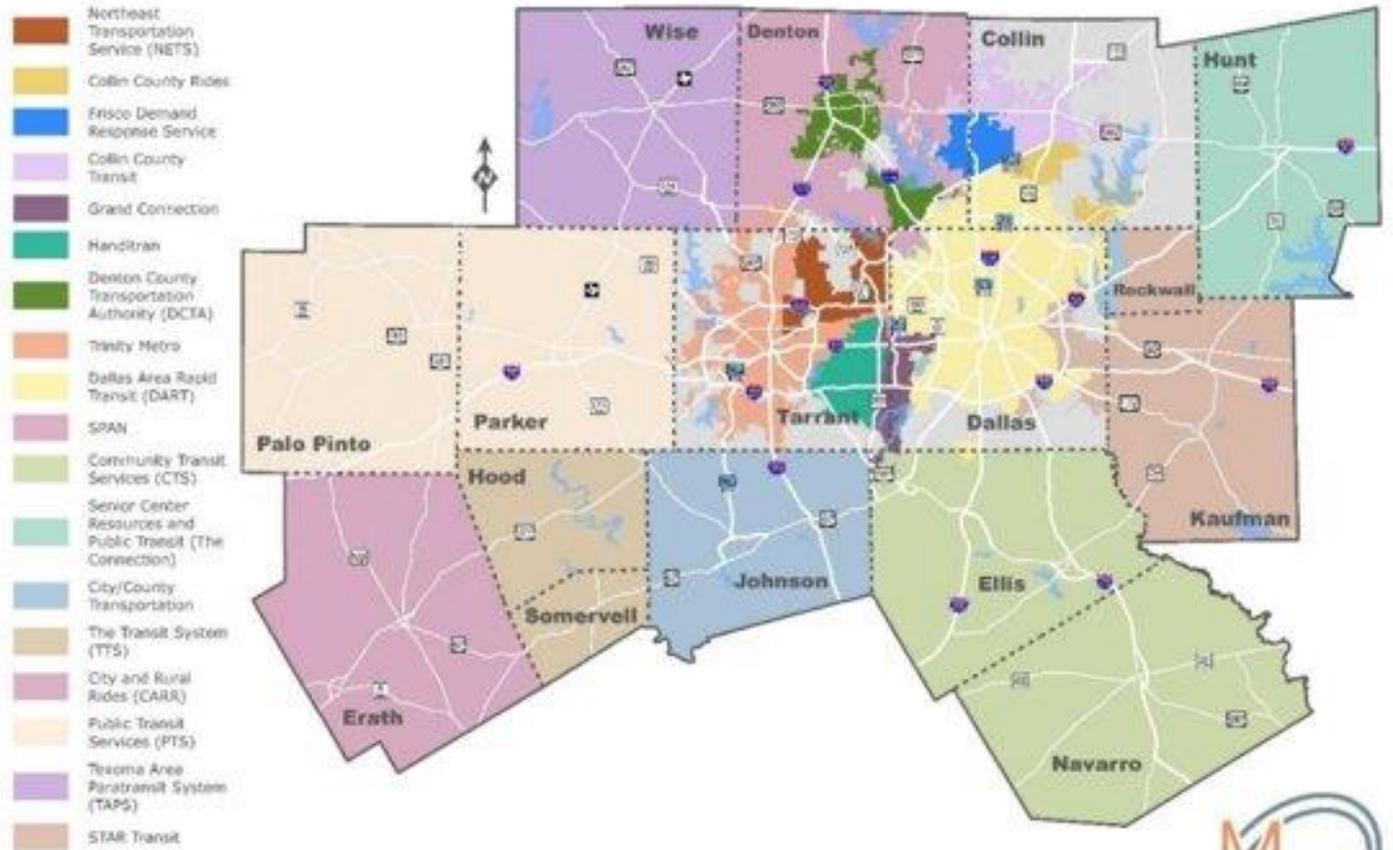


Mockingbird Station



Collaboration

Regional Partners and Challenges



TRE Noble Branch & Inwood Bridge Proposed Improvements for FY20 BUILD Grant



LEGEND

	EXISTING TRE BRIDGE		PROPOSED TRE BRIDGE REHAB
	PROPOSED TRE BRIDGE		PROPOSED TRE 2 ND TRACK

NT MOVES FY20 BUILD Grant

Scope:

- Project 2 – Double Track TRE from Handley-Ederville Road to Precinct Line Road – 2.45 Miles

Next Steps:

- Begin Preliminary Engineering and Environmental – Q2 FY2022

Partnership with NCTCOG, Trinity Metro, DART and BNSF

Vehicle/Joint Rail Operating Facility (JROF)

Vehicle

- Design: 100 % complete
- Manufacturing in progress

Joint Rail Operations Facility (JROF)

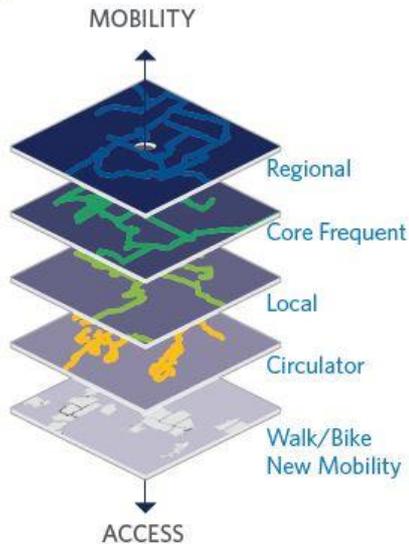
- Agreement with Denton County Transportation Authority (DCTA) for joint facility



Future Direction



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Five Year Service Plan

January bus changes form the baseline of the new bus network, and are the first steps in the process

Develop a Five Year Plan for additional improvements beyond January

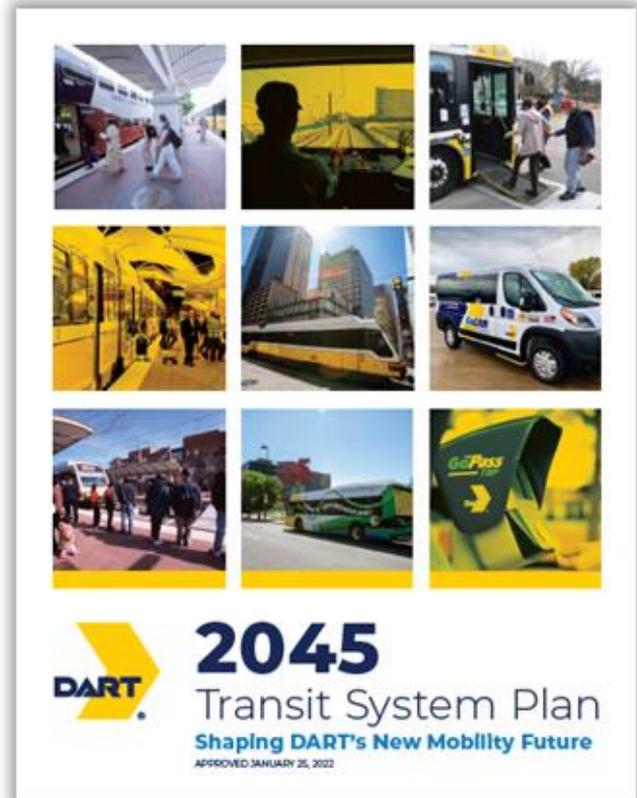
Expected Plan completion in 2022

Possible changes include: additional frequency improvements, speeding up bus operations, etc.

2045 Transit System Plan

- Vision for future transit mobility
- Strategic plan to improve bus, rail, and other mobility programs
- Guide for future capital projects and operations
- Link to DART 20-Year Financial Plan

www.DART.org/2045



DART 2045 Transit System Plan

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

Rider Experience

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

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

Mobility & Innovation

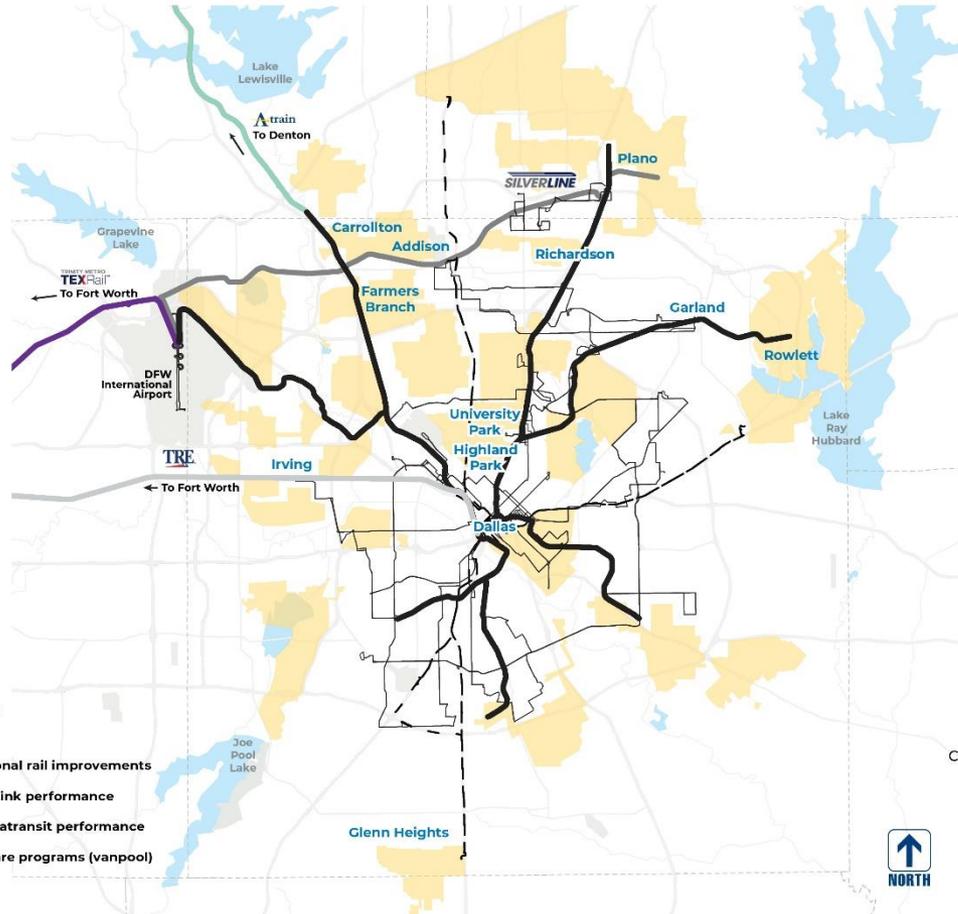
Advance mobility options through innovation, technology, and customer initiatives

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

Service and Expansion

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

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



LEGEND (As of January 2022)

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

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

Land Use and Economic Development

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

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

Collaboration

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

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

DALLAS AREA RAPID TRANSIT 2045 TRANSIT SYSTEM PLAN



Thank You

Learn more at www.DART.org



DART.org