Southwestern Rail Conference

Dee Leggett
Executive Vice President
DART Growth/Regional Development
April 1, 2022
Future Direction

Part 1
OUR SYSTEM

MOBILITY
- Regional
- Core Frequent
- Local
- Circulator
- Walk/Bike
- New Mobility

ACCESS

Part 2
OUR OPPORTUNITY

RIDER EXPERIENCE
MOBILITY & INNOVATION
SERVICE & EXPANSION
LAND USE & ECONOMIC DEVELOPMENT
COLLABORATION

Part 3
OUR GUIDE

GOALS & ACTIONS

DART 20-YEAR FINANCIAL PLAN

Ongoing  Short  Mid  Long
Future Direction

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Ongoing
Short
Mid
Long

DART 20-YEAR FINANCIAL PLAN
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
Future Direction

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  - Regional
  - Core Frequent
  - Local
  - Circulator
  - Walk/Bike
  - New Mobility

- Access

Part 2
OUR OPPORTUNITY

- Rider Experience
- Mobility & Innovation
- Service & Expansion
- Land Use & Economic Development
- Collaboration

Part 3
OUR GUIDE

- Goals & Actions
  - Ongoing
  - Short
  - Mid
  - Long

DART 20-Year Financial Plan
Rider Experience
Rider Demographics

Age of DART Riders

<table>
<thead>
<tr>
<th>Age Group</th>
<th>2014</th>
<th>2021</th>
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<tbody>
<tr>
<td>Under 18</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>18-24</td>
<td>27%</td>
<td>14%</td>
</tr>
<tr>
<td>25-34</td>
<td>34%</td>
<td>19%</td>
</tr>
<tr>
<td>35-44</td>
<td>20%</td>
<td>22%</td>
</tr>
<tr>
<td>45-54</td>
<td>10%</td>
<td>18%</td>
</tr>
<tr>
<td>55-64</td>
<td>6%</td>
<td>16%</td>
</tr>
<tr>
<td>65+</td>
<td>1%</td>
<td>7%</td>
</tr>
<tr>
<td>Not Provided</td>
<td>0%</td>
<td>1%</td>
</tr>
</tbody>
</table>
Rider Demographics

Race and Ethnicity of DART Riders

<table>
<thead>
<tr>
<th>Year</th>
<th>Asian and Pacific Islander</th>
<th>Black/African American</th>
<th>Hispanic/Latino</th>
<th>White</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>3%</td>
<td>52%</td>
<td>18%</td>
<td>25%</td>
<td>2%</td>
</tr>
<tr>
<td>2021</td>
<td>5%</td>
<td>51%</td>
<td>21%</td>
<td>18%</td>
<td>5%</td>
</tr>
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</table>
Rider Demographics

Household Income of DART Riders

<table>
<thead>
<tr>
<th>Income Range</th>
<th>2014</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $12,000</td>
<td>8%</td>
<td>27%</td>
</tr>
<tr>
<td>$12,000 - $19,999</td>
<td>9%</td>
<td>10%</td>
</tr>
<tr>
<td>$20,000 - $23,999</td>
<td>14%</td>
<td>9%</td>
</tr>
<tr>
<td>$24,000 - $34,999</td>
<td>20%</td>
<td>17%</td>
</tr>
<tr>
<td>$35,000 – $49,999</td>
<td>21%</td>
<td>11%</td>
</tr>
<tr>
<td>$50,000 or more</td>
<td>20%</td>
<td>13%</td>
</tr>
<tr>
<td>Don’t Know/Refused</td>
<td>8%</td>
<td>14%</td>
</tr>
</tbody>
</table>
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

FY2019

FY2021
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

Mobility Services
- Bike Sharing
- Dynamic Car Pooling
- Car Sharing
- Interactive Kiosk
- WiFi
- Smart Payments
- Trip Planning
- Rewards + Incentives
- Real-Time Information
- Connected Traveler
- Automated Vehicles
- Connected Services

Connected Services
- Multimodal Services
- Dynamic Car Pooling
- Bike Sharing
- Smart Payments
- Real-Time Information
- Connected Traveler
- Automated Vehicles
- WiFi
- Interactive Kiosk
- Trip Planning
- Rewards + Incentives

Data Hubs
- Communications
- System Integration
- Analytics

P3 Agreements
- Transit
- MultiModal Services
- Bike Sharing
- Dynamic Car Pooling
- Car Sharing
- Interactive Kiosk
- WiFi
- Smart Payments
- Trip Planning
- Rewards + Incentives
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- Connected Services

Currently in process
- Car Companies
- Traffic Management
- Dynamic Parking
- TNCs
- Microtransit
- Taxi
- Paratransit

Not currently in process
- Car Sharing
- Transit
- MultiModal Services
- Bike Sharing
- Dynamic Car Pooling
- Car Sharing
- Interactive Kiosk
- WiFi
- Smart Payments
- Trip Planning
- Rewards + Incentives
- Real-Time Information
- Connected Traveler
- Automated Vehicles
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CUSTOMER
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.

Photo: LA Metro
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

Thank you,
for your feedback!
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

- 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

- Anticipated 2040 Weekday Riders: 11,200
- Jobs Within 1/2 Mile of Corridor: 210,000
- Anticipated Opening Year: 2024
- Regional Rail Stations: 10
- DFW Airport to Plano: 60 minutes
- Through 7 cities: 26 mi
- Project Budget ($908M ARIF Loan): $1,899M
- Rail Connections (Orange, Green & Red LRT, and TEXRail): 4

*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

www.DART.org/D2
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

Victory Station
Museum Way Station
West End Station
Metro Center Station
Akard Station
St. Paul Station
Pearl/Arts District Station
Deep Ellum Station
CBD East Station

0 500 Feet

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
Roles in Delivering TOD

**DART**
- Transit Service, Transit Infrastructure, & Station/Transfer Center Improvements
- Development Opportunities for DART Property, including Underutilized Parking
- Project Selection & Oversight

**SERVICE AREA CITIES**
- TOD Visioning & Goal Setting Exercises
- Station Area & TOD Planning
- Transit-Supportive Land Use Policies and Codes
- TOD-Supportive Infrastructure and Mobility Investments

**DEVELOPERS & PROPERTY OWNERS**
- Collaboration with DART and Service Area Cities
- Identify and Assess Investment Opportunities
- Private Project Feasibility and Financing
- TOD Project Design and Construction

**PLANNING & ADVOCACY ORGANIZATIONS**
- Advocacy for TOD Projects & Investments
- Stakeholder and Community Education
- Technical Assistance for Planning and Projects
- Best Practices and Case Studies for Topics like Housing Affordability & Parking
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
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
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DART 20-YEAR FINANCIAL PLAN

Let's go.
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

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
Thank You

Learn more at www.DART.org