

DALLAS AREA RAPID TRANSIT
REFERENCE BOOK



March 2017

Version 8.0

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 DARTnet, 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

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

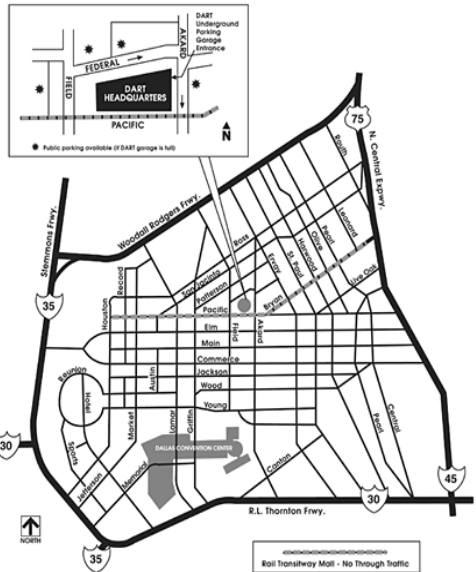
OTHER POINTS-OF-CONTACT

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

FORT WORTH TRANSPORTATION AUTHORITY
(FWTA)
817-215-8600

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

DART Headquarters 1401 Pacific



Data contained in this document is current as of February 2017 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"> • FY16 sales tax revenue \$545.1 million • 700 square mile Service Area • Service Area population 2.3 million (2010 Census) 	<ul style="list-style-type: none"> • 16-county region population 6.5 million (2010 Census) • 3,719 employees (FY16) • Contracted service with Arlington and Mesquite 	
3.0 RIDERSHIP			
MODE	FY16 ANNUAL	FY16 AVERAGE WEEKDAY	
Bus	33.7 million	122,300	
Light Rail	29.7 million	97,800	
Commuter Rail	2.1 million	7,800	
Paratransit	816,200	2,780	
Vanpool	789,000 (185 Vanpools)	3,100	
Total System	67.1 million	233,780	
4.0 OPERATIONS AND PERFORMANCE (FY16)			
<ul style="list-style-type: none"> • Annual Bus Revenue Miles – 27,499,916 • Annual Demand Response Revenue Miles – 7,600,407 • Annual LRT Revenue Car Miles – 9,829,532 • Annual Commuter Rail Revenue Car Miles – 1,164,706 	<p>Service Quality-On-Time Performance</p> <ul style="list-style-type: none"> • Bus 80% • LRT 94% • TRE 97% 	<ul style="list-style-type: none"> • Subsidy per Passenger – Total System \$5.93 • Subsidy per Passenger – Fixed Route \$5.56 	
5.0 FLEET OVERVIEW			
BUS	LIGHT RAIL	COMMUTER RAIL	
<ul style="list-style-type: none"> • 476 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 • 15 NABI Suburban (Diesel) <ul style="list-style-type: none"> ◦ Vehicle length: 40 feet ◦ Capacity: 41 	<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"> • 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 		

SECTION	FAST FACTS	
6.0 FACILITIES		
BUS	LIGHT RAIL	COMMUTER RAIL
<ul style="list-style-type: none"> • 11,271 bus stops • 1,229 shelters, 59 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"> • 93 LRT miles • 64 LRT Stations • 3.2 miles in tunnel 	<ul style="list-style-type: none"> • 33.8 TRE Miles • 10 TRE Stations 	<ul style="list-style-type: none"> • HOV lanes transitioned to TxDOT on October 1, 2013
8.0 OPERATING AND CAPITAL BUDGET (FY17)		
<ul style="list-style-type: none"> • \$289.1 million Capital and Non-Operating Budget • \$494.9 million Operating Budget • \$545.1 million Sales Tax Revenue • No new debt issuances 	FAREBOX RECOVERY <ul style="list-style-type: none"> • Bus 11.1% • Light Rail 16.1% • Commuter Rail 29.2% • Total 15% 	BUDGET SUBSIDY PER PASSENGER <ul style="list-style-type: none"> • Bus \$6.38 • Light Rail \$4.42 • Commuter Rail \$8.50 • Paratransit \$41.90 • Vanpool \$0.19
9.0 RAIL EXPANSION PROGRAM		
<ul style="list-style-type: none"> • 93 miles of Light Rail • 2.4 miles of Streetcar (City of Dallas owned, DART operated) • Future projects in planning or design: <ul style="list-style-type: none"> ◦ Red/Blue Line platform modifications ◦ D2 second CBD alignment ◦ Central Dallas Streetcar Link ◦ Cotton Belt Regional Rail project ◦ Streetcar extension to Convention Center 		
10.0 ECONOMIC AND FISCAL IMPACTS		
<ul style="list-style-type: none"> • DART capital spending on rail expansion from FY03-FY17 results in: <ul style="list-style-type: none"> ◦ Boosting regional economic activity of almost \$8.8 billion ◦ Supporting more than 63,700 person-years of employment - an average of about 4,250 jobs per year for 15 years ◦ Increasing total state and local government revenues by \$281 million • Existing, under construction and planned developments around DART stations total \$10.8 billion 		

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 2017, DART serves Dallas and 12 surrounding cities with more than 140 bus or shuttle routes, eight On-Call 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 (FWTA) 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).

In October 2016, the DART Rail System reached 93 miles with completion of the 2.6-mile Blue Line extension from Ledbetter Station in Southern Dallas to the University of North Texas (UNT) Dallas Campus.

DART's bus fleet transition to compressed natural gas (CNG) is now complete. This CNG fleet replaces the older fleet of liquefied natural gas (LNG) and clean diesel buses which began service in 1998. The next bus fleet replacement is scheduled for 2025-2028.

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

FY17 AGENCY GOALS AND PERFORMANCE MEASURES

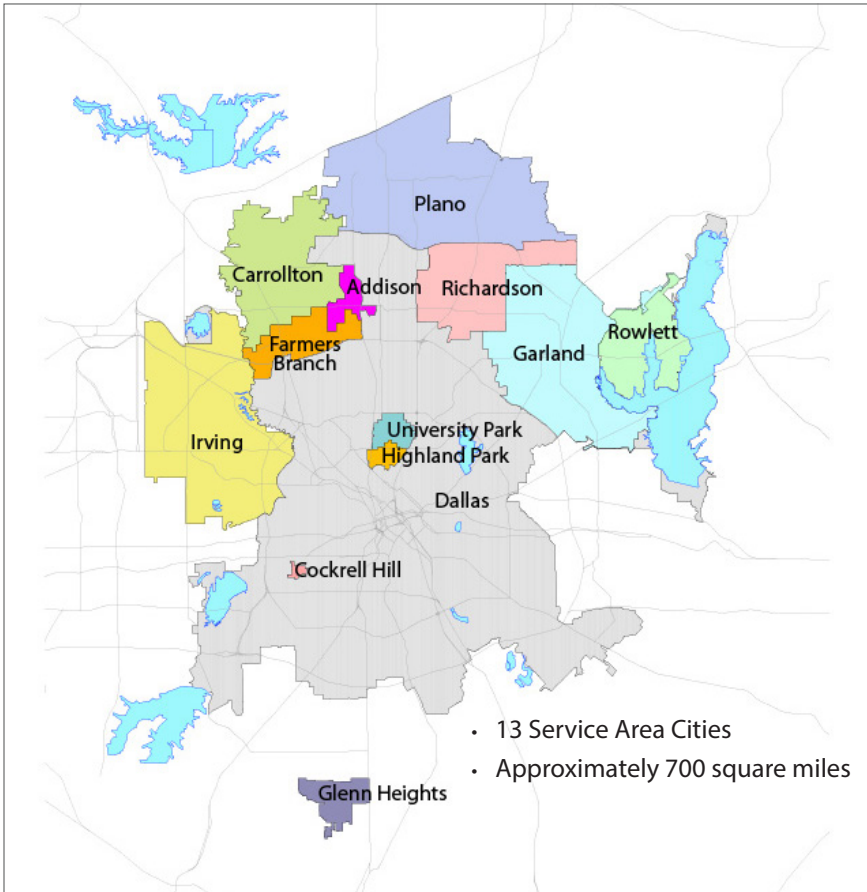
GOAL	BOARD STRATEGIC PRIORITY	PERFORMANCE MEASURE
1. Meet or Exceed Schedule and Budget Milestones for Capital Projects	1, 2 and 4	<ul style="list-style-type: none"> a. D2 – Recommendation for revised LPA by June 30, 2017; Present revised LPA to the DART Board and Dallas City Council for approval by August 31, 2017; Develop grant application strategy and communication plan b. Platform Extensions – Project Development complete by December 31, 2016; Approval to enter engineering by September 30, 2017 c. SOC-3 - revenue service by October 31, 2016 d. CBD Rail Replacement - Plan for installation of crossovers approved by October 31, 2016 e. Cameras on LRT Vehicles - first article approved by October 31, 2016 f. Positive Train Control – Lease of license for spectrum prepared for execution by December 31, 2016; Purchase agreement for radio equipment prepared for g. 2040 System Plan – Present draft plan to cities and the public for feedback by March 31, 2017; Present final plan for Board approval by September 30, 2017 h. Cotton Belt Corridor – Achieve 10% design by September 30, 2017; Identify and regularly engage with stakeholders along the corridor as stated in Resolution No. i. Meet or exceed established milestones for other significant projects or activities that support the goal
2. Drive Demand for and Provide Additional Service Outside the Current Service Area	3, 4 and 6	<ul style="list-style-type: none"> a. Implement targeted plan (developed in FY 2016) to promote DART as the preferred b. Propose service agreements with 4 employers that have out-of-service-area impacts by June 30, 2017 c. Implement new and continue existing contract service targeted to senior citizens and non-ADA medical transportation outside the service area by September 30, d. During FY 2016 and FY 2017, implement fixed-route contract service in additional cities (besides Mesquite and Arlington) and/or expand contract service in Mesquite e. Meet or exceed established milestones for other significant projects or activities that support the goal
3. Implement Programs That Take Advantage of Ride Sourcing (Such as Uber, Lyft, Bridg, Curb, Zipcar, Etc.) for the Provision of Services	6	<ul style="list-style-type: none"> a. Develop a strategic vision for incorporating Ride Sourcing as a way to extend and expand transit service and present to Board by January 31, 2017 b. Implement plans for enhanced access to Ride Sourcing at DART stations by September 30, 2017 c. Meet or exceed established milestones for other significant projects or activities that support the goal
4. Improve Performance of Various Administrative Functions To Advance DART's Mission	1 and 3	<ul style="list-style-type: none"> a. Implement new payment system by March 31, 2017 b. Present recommendation for award of transit asset management system contract by December 31, 2016 c. Complete solicitation for project management system and begin implementation by June 30, 2017 d. Begin deployment of data communications network replacement e. Develop and advance plans for relocation of data center f. Develop and approve consolidation plan for bus, rail and police dispatch functions - Retain consultant by September 30, 2017

FY17 AGENCY GOALS AND PERFORMANCE MEASURES

GOAL	BOARD STRATEGIC PRIORITY	PERFORMANCE MEASURE
4. Improve Performance of Various Administrative Functions To Advance DART's Mission	1 and 3	g. Implement recommendations for Human Capital Department organization and processes, including recruiting, compensation and succession planning
		h. Timely comply with Internal Audit recommendations regarding process improvements and controls
		i. Advance 5 Star Service Program initiatives, programs, training, employee engagement, practices and behaviors corporate wide through specific means
		j. Meet or exceed established milestones for other significant projects or activities that support the goal
5. Demonstrate Improvement in the Availability and Quality of Transit Service to Promote Increased Ridership	1, 2 and 5	a. Demonstrate Improved customer satisfaction over FY16 levels through market research including net promoter score
		b. Improve customer sense of security through implementation of a new Security Campaign by September 30, 2017
		c. Demonstrate an improved ratio of transit service available to the location and density of housing and employment for proposed service changes
		d. Implement a program to actively monitor customer engagement and satisfaction by September 30, 2017
		e. Meet or exceed established milestones for other significant projects or activities that support the goal
6. Continue Development and Preparation for Implementation of New Health Care Plans for Employees on January 1, 2018	5 and 6	a. Select vendor, design plans, develop and implement communications, ready for open enrollment during October 2017
		b. Meet or exceed established milestones for other significant projects or activities that support the goal
7. Advance DART's Diversity Programs Through Heightened Employee Awareness	5 and 6	a. Provide "Best in Class" diversity training to all employees by September 30, 2017
		b. Reinforce processes to insure that DART's workforce remains diverse
		c. Implement workplace policies to address emerging diversity issues
		d. Achieve DMWBE contract participation goals
		e. Meet or exceed established milestones for other significant projects or activities that support the goal
8. Other Projects or Activities That Advance the FY2016 - FY2020 Strategic Priorities	(As Applicable)	a. Meet or exceed established milestones for other significant projects or activities that support the goal

November, 2016

DART SERVICE AREA



114TH U.S. CONGRESS WITHIN DART SERVICE AREA

U.S. SENATE			
John Cornyn			
Ted Cruz			
U.S. HOUSE OF REPRESENTATIVES			
District 3	Sam Johnson	District 26	Michael Burgess
District 4	John Ratcliffe	District 30	Eddie Bernice Johnson
District 5	Jeb Hensarling	District 32	Pete Sessions
District 6	Joe Barton	District 33	Marc Veasey
District 24	Kenny Marchant		

SOURCE: DART Government Relations

POPULATION AND EMPLOYMENT (SERVICE AREA & REGION)

CITY	POPULATION 2010 CENSUS	POPULATION 2040 NCTCOG FORECAST	% POPULATION CHANGE	EMPLOYMENT 2010 CENSUS	EMPLOYMENT 2040 NCTCOG FORECAST	% EMPLOYMENT CHANGE
Addison	13,056	16,871	29%	54,500	70,847	30%
Carrollton	119,097	127,163	7%	77,600	138,093	78%
Cockrell Hill	4,193	3,868	-8%	750	673	-10%
Dallas	1,197,816	1,646,773	37%	1,158,500	1,791,041	55%
Farmers Branch	28,616	29,711	4%	119,000	136,964	15%
Garland	226,876	282,344	24%	107,000	155,349	45%
Glenn Heights	11,278	14,535	29%	1,350	657	-51%
Highland Park	8,564	10,794	26%	2,500	4,340	74%
Irving	216,290	394,876	83%	219,500	420,456	92%
Plano	259,841	302,086	16%	135,400	321,911	138%
Richardson	99,223	132,083	33%	120,500	199,993	66%
Rowlett	56,199	99,016	76%	11,200	17,219	54%
University Park	23,068	27,599	20%	9,700	14,832	53%
TOTAL SERVICE AREA	2,264,117	3,087,719	36%	2,017,500	3,272,375	62%
16-COUNTY NCTCOG REGION	6,539,950	10,721,069	64%	4,006,300	6,711,220	68%

SOURCE: NCTCOG 2040 Forecast; 2010 Census

DART SERVICE AREA CITIES SALES TAX CONTRIBUTIONS

CITY	FY16 SALES TAX CONTRIBUTION	CUMULATIVE SALES TAX CONTRIBUTION (FY83 - FY16)
Addison	\$12.5 million	\$257.3 million
Carrollton	\$33.5 million	\$508.9 million
Cockrell Hill	\$0.3 million	\$4.0 million
Dallas	\$273.2 million	\$5,492.2 million
Farmers Branch	\$13.5 million	\$325.3 million
Garland	\$27.7 million	\$498.1 million
Glenn Heights	\$0.5 million	\$5.0 million
Highland Park	\$3.5 million	\$54.5 million
Irving	\$62.2 million	\$1,090.2 million
Plano	\$76.1 million	\$1,254.3 million
Richardson ¹	\$31.8 million	\$586.7 million
Rowlett	\$6.5 million	\$90.4 million
University Park	\$3.9 million	\$72.1 million
Coppell & Flower Mound**	\$0.0	\$3.0 million
TOTAL CONTRIBUTIONS²	\$545.1 million	\$10,241.9 million

SOURCE: DART Finance Department – Business Planning & Analysis

NOTES: ¹Includes \$1.4 million paid by the city of Buckingham before its annexation by Richardson in 1997.

²Includes \$3.0 million paid by Coppell and Flower Mound who withdrew from DART in 1988.

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

FARES

FARES	LOCAL	SYSTEM	REGIONAL	REDUCED ¹
Two Hour Pass	\$2.50	\$3.50	\$5.00	\$0.85
Day Passes	\$5.00	\$7.00	\$10.00	\$2.00
Midday Pass ²	\$1.75	N/A	\$3.50	N/A
Weekly Passes	\$25.00	N/A	\$50.00	N/A
Monthly Passes	\$80.00	\$100.00	\$160.00	\$40.00

SOURCE: www.DART.org

NOTES: ¹ Available to Seniors (age 65 and older) with valid DART Photo ID, non-paratransit certified persons with disabilities with valid DART photo ID, Medicare card holders, children ages 5-14, high school, college or trade school students with valid DART or student photo ID from a school within the DART service area, Route 702 (NorthPark).

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

DART EMPLOYEES

LOCATION/DEPARTMENTS	FULLTIME SALARIED		FULLTIME HOURLY	
	FY16	FY17	FY16	FY17
Transportation	232	236	1,461	1,504
Maintenance	213	215	769	762
Transit Police	367	367	N/A	N/A
Other	550	561	127	127
TOTAL	1,362	1,379	2,357	2,396

SOURCE: DART FY17 Business Plan, page 115

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 served as the Chair of the American Public Transportation Association (APTA) during 2011 and 2012 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. Mr. Thomas is Chairman of the Board of Directors of RailVolution, a non-profit organization that is the intersection of transit, livable communities, and transit-oriented development.

DART is also an innovative industry leader, developing a progressive clean fuels program for its bus fleet, advancing new models for local bus and paratransit service and 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 has earned many industry awards in 2016, including:

- APTA's Outstanding Public Transportation Manager of the Year for 2016
- American Council of Engineering Companies – "Orange Line" Engineering Excellence Award
- Award for Distinguished Budget Presentation and Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association (premier professional organization in governmental finance) with Special Performance Measures Recognition
- Greater Dallas Planning Council – Built Project Award, Orange Line to DFW Airport
- National Purchasing Institute – Achievement in Excellence for Procurement
- Southwest Transit Association – Social Media, DART Daily
- Tramways and Urban Transit Global Light Rail Awards – Outstanding Engineering Achievement – DFW Airport Station

TRANSIT AGENCY COMPARISON (2015 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.)	650	3,244	2,340	1,303	1,513	839	534	720	558
Service Area Population	2,354,330	3,109,308	2,876,000	4,365,000	8,626,817	3,797,325	1,560,803	2,462,707	1,621,261
Annual Vehicles Revenue Miles (In Thousands)									
Bus	27,340	21,690	36,200	33,570	73,230	39,750	20,180	18,390	18,400
Heavy Rail	N/A	22,440	N/A	N/A	7,000	17,110	N/A	N/A	N/A
Commuter Rail	1,150	21,920	N/A	N/A	N/A	19,290	160	N/A	N/A
Light Rail	9,720	6,220	11,100	2350	13,700	3,430	7,840	8,600	6,250
Demand Response	7,350	19,140	10,900	15,470	N/A	11,200	6,320	4,150	5,340
Annual Vehicles Revenue Hours (In Thousands)									
Bus	2,150	2,230	2,760	2,600	6,850	3,930	1,750	1,660	1,360
Heavy Rail	N/A	1,390	N/A	N/A	320	880	N/A	N/A	N/A
Commuter Rail	50	740	N/A	N/A	N/A	870	7	N/A	N/A
Light Rail	470	660	630	200	680	400	540	500	260
Demand Response	470	1,270	710	1030	N/A	1,080	470	240	310
Annual Unlinked Trips (In Thousands)									
Bus	36,400	122,500	75,500	58,000	334,380	171,300	62,100	53,940	29,400
Heavy Rail	N/A	174,900	N/A	N/A	47,510	100,700	N/A	N/A	N/A
Commuter Rail	2,170	32,900	N/A	N/A	N/A	37,700	480	N/A	N/A
Light Rail	29,840	60,800	25,500	15,300	62,800	26,070	37,700	4,080	16,600
Demand Response	870	1,840	1,230	1,640	N/A	1,840	920	590	580

TRANSIT AGENCY COMPARISON (2015 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	75.3	0.9	52.5	49.9	77.5	2.4	3.3	17.2	N/A
Heavy Rail	N/A	108	N/A	N/A	34.1	99.8	N/A	N/A	N/A
Commuter Rail	55.3	711.5	N/A	N/A	N/A	615.5	19.2	N/A	N/A
Light Rail	202.6	78	94	58.8	135.8	217.3	104.1	102.6	96.3
Vehicles Available/Operated for Maximum Service									
Bus	636/535	889/798	1127/854	1067/753	2323/1891	1404/1172	643/534	605/470	390/317
Heavy Rail	N/A	432/336	N/A	N/A	104/70	369/287	N/A	N/A	N/A
Commuter Rail	47/23	481/421	N/A	N/A	N/A	404/339	,6/4	25/18	N/A
Light Rail	163/105	219/151	172/137	70/51	171/144	159/124	133/104	130/97	87/58
Operating Expenses (In Thousands)									
Bus	\$233,580	\$407,940	\$314,650	\$310,220	\$968,350	\$620,120	\$236,790	\$147,740	\$153,150
Heavy Rail	N/A	\$349,440	N/A	N/A	\$127,150	\$188,650	N/A	N/A	N/A
Commuter Rail	\$24,010	\$404,650	N/A	N/A	N/A	\$269,910	\$6,670	N/A	N/A
Light Rail	\$168,230	\$183,950	\$111,050	\$50,820	\$265,700	\$67,990	\$111,470	\$73,100	\$73,280
Demand Response	\$35,980	\$101,720	\$45,570	\$52,380	N/A	\$58,180	\$32,550	\$17,460	\$24,400
Fare Revenue (In Thousands)									
Bus	\$30,830	\$96,560	\$79,240	\$29,160	\$260,940	\$180,090	\$68,570	\$52,790	\$31,970
Heavy Rail	N/A	\$215,470	N/A	N/A	\$36,340	\$107,080	N/A	N/A	N/A
Commuter Rail	\$9,380	\$188,960	N/A	N/A	N/A	\$151,500	\$520	N/A	N/A
Light Rail	\$26,390	\$78,860	\$37,550	\$4,830	\$47,900	\$30,290	\$46,030	\$41,140	\$18,070
Demand Response	\$1,020	\$6,010	\$4,380	\$1,660	N/A	\$6,290	\$6,740	\$2,440	\$2,620

SOURCE: 2015 National Transit Database Agency Profiles

NOTES: Fixed Guideway Directional Route Miles is reported as the mileage in each exclusive Right-of-Way.

Service area (square miles) does not include area lakes.

SAFETY STATISTICS - LRT OPERATIONS

Train Collisions per 100,000 Miles Operated (not-to-exceed goal: 0.25)	YTD
FY14	0.25
FY15	0.32
FY16	0.42
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY14	0.98
FY15	1.17
FY16	1.01

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
FY14	233
FY15	252
FY16	237
Passenger Accidents per 1,000,000 Passengers Carried	YTD
FY14	537
FY15	121
FY16	8.30

SOURCE: DART Safety Department

SAFETY STATISTICS - TRE OPERATIONS

TRE Collisions (both rail and passenger)	YTD
FY14	7
FY15	4
FY16	6

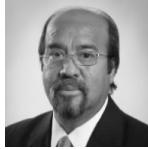
SOURCE: DART Safety Department

DART BOARD MEMBERS



**FAYE
MOSES WILKINS**
Chair

Farmers Branch and Plano



**RICHARD
CARRIZALES**
Vice Chair

Dallas



**GARY
SLAGEL**
Secretary

Addison, Highland Park,
Richardson and University
Park



**JERRY
CHRISTIAN**
Assistant Secretary

Dallas



**SUE
BAUMAN**

Dallas



**MARK C.
ENOCH**

Garland, Glenn Heights
and Rowlett



**PAMELA
DUNLOP GATES**

Dallas



**TIMOTHY
HAYDEN**

Carrollton and Irving



**JONATHAN
KELLY**

Garland



**PATRICK
KENNEDY**

Dallas



**MICHELE WONG
KRAUSE**

Dallas



**AMANDA
MORENO**

Dallas



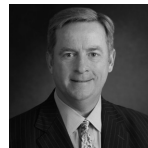
**RICK
STOPFER**

Irving



**WILLIAM
VELASCO, II**

Cockrell Hill and Dallas



**PAUL
WAGEMAN**

Plano

SOURCE: DART Office of Board Support

DART BOARD OF DIRECTORS

- Governed by a 15-member board appointed by City Councils based on population
- Board Chairman changed in October 2015 to Faye Wilkins
- 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

2017 MEETING SCHEDULE

January 10, 24	May 9, 23	September 12, 26
February 14, 28	June 6, 27	October 3, 24
March 7, 28	July 11	November 14
April 11, 25	August 8, 22	December 12

FY17 STANDING COMMITTEES

Administrative Committee

Christian (Chair), Enoch (Vice Chair), Bauman, Carrizales, Gates, Krause, Stopfer

Audit Committee

Gates (Chair), Slagel (Vice Chair), Enoch, Kelly, Krause, Stopfer

Budget and Finance Committee

Wageman (Chair), Hayden (Vice Chair), Enoch, Gates, Kelly, Kennedy, Krause, Moreno, Slagel, Velasco

Economic Opportunity and Diversity Committee

Krause (Chair), Christian (Vice Chair), Gates, Hayden, Kelly, Moreno

Executive Compensation Committee

Enoch (Chair), Gates (Vice Chair), Kelly, Velasco, Wageman, Wilkins

Operations, Safety and Security Committee

Hayden (Chair), Moreno (Vice Chair), Bauman, Carrizales, Christian, Enoch, Kelly, Kennedy, Velasco

Planning Committee

Moreno (Chair), Carrizales (Vice Chair), Bauman, Gates, Kelly, Kennedy, Krause, Stopfer, Slagel, Velasco, Wageman

Rail Program Committee

Slagel (Chair), Stopfer (Vice Chair), Carrizales, Gates, Hayden, Kennedy, Krause, Moreno, Wageman

Revenue and Public Relations Committee

Stopfer (Chair), Bauman (Vice Chair), Christian, Enoch, Hayden, Kennedy, Slagel, Velasco

Transit-Oriented Development (TOD) Committee

Velasco (Chair), Gates (Vice Chair), Bauman, Carrizales, Kennedy, Moreno, Slagel, Stopfer, Wageman

OTHER COMMITTEE PARTICIPATION

DART Bus Service LGC Board of Directors

Wilkins (Chair), Thomas (Vice Chair), Leininger, Oliver, Velsaco

DART Defined Benefit Retirement Plan & Trust

Velasco (Chair), Leininger, Booker, Knott

Bylaws Ad Hoc

Krause (Chair), Enoch, Hayden, Kelly, Moreno

Regional Rail Right-of-Way Board of Directors

Wilkins (Chair), Carrizales, Thomas

RTC Representative

Slagel, Stopfer (Alternate)

TRE Advisory Committee (3 DART and 3 T members)

Enoch, Stopfer

Additional Ad Hoc committees are formed as needs arise

SOURCE: DART Office Board Support

AGENCY KEY MILESTONES

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

AGENCY KEY MILESTONES

YEAR	MILESTONE
2006	The DART Board of Directors unanimously approves the blueprint for the next generation of bus, rail and high occupancy vehicle services in North Texas with the passage of the 2030 Transit System Plan. The plan covers projects to be undertaken by the transit agency through 2030 in the 13-city DART Service Area.
2006	DART enters into a \$700 million Full Funding Grant Agreement (FFGA) with the Federal Transit Administration to support construction of the new Green Line rail project.
2007	DART begins a 50-mile HOV lane system expansion with new lanes on the Tom Landry Freeway (I-30 west) and US 75 North Central Expressway. The Lane on East R.L. Thornton Freeway (I-30 east) is extended from East Dallas to Northwest Drive in Mesquite.
2008	DART begins updating its fleet of 115 light rail vehicles (LRV) by inserting a new, low-floor insert between the existing sections of the vehicle adding seating capacity and improving access through level boarding. Known as Super Light Rail Vehicles (SLRV) because of the greater length and added passenger capacity, the SLRV will seat approximately 100 passengers compared with 75 on the current vehicles.
2008	A 12-mile extension of the I-635 LBJ Freeway HOV lane – from US 75 to I-30 opens.
2009	DART is named “Best Metro Americas,” the top transit agency in North, South and Central America by the international business media firm Terrapin.
2009	DART completes the installation of brand-new, heavy-duty bike racks on the front of its bus fleet.
2009	Rosa Parks Plaza opens in downtown Dallas.
2009	The first phase of the Green Line LRT opens southeast of downtown Dallas to MLK, Jr. Station.
2010	The remaining phases of the Green Line LRT open.
2010	The Lake Highlands Station opens on the Blue Line.
2011	DART and the North East Texas Regional Mobility Authority sign Interlocal Cooperation Agreement to expand rail in the area.
2011	DART awards design-build contract to construct the 5.2-mile extension of the Orange Line from the future Belt Line Station to the DFW Airport Terminal A Station.
2011	Monroe Shops becomes the first publicly owned building listed on the National Register of Historic Places to achieve the LEED® Platinum Certification.
2011	The Monroe Shops building, located at DART’s Blue Line Illinois Station, opened as DART Police Department headquarters.
2011	The 1.6 mile Dallas-to-Oak Cliff Streetcar project receives environmental clearance with the Federal Transit Administration (FTA) issuance of a Finding of No Significant Impact (FONSI) on July 21. The project is a collaborative endeavor involving the North Central Texas Council of Governments, City of Dallas, and DART as well as 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 will replace the agency’s mix of diesel and liquefied natural gas buses by 2015. The 459 low floor buses run on compressed natural gas, 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 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 Monday, 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.

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 will be completing the 2040 Transit System Plan in 2017, which will outline agency capital and operating plans through year 2040.
- 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.
- The Comprehensive Fare Payment System (CFPS) continues to be developed and is scheduled to be completed in stages starting in the first quarter FY2018. The CFPS will introduce a new state-of-the-art, integrated, electronic fare payment, distribution, collection, and processing system.

BUS SERVICE

- In early 2017, DART completed replacement of its entire bus fleet with CNG-fueled vehicles. Approximately 10 diesel buses remain in limited service during 2017 for the Arlington MAX service and other needs.
- 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 will become part of D-Link service with a charging station at Convention Center Station. The buses are anticipated to arrive by the end of 2017.
- DART completed a Comprehensive Operations Analysis (COA) for the bus system in 2015 and has developed a draft Bus Service Plan to guide service changes over the next 10-15 years. Early implementation of key priorities is underway through FY19. The Bus Service Plan will be integrated into the 2040 Transit System Plan and will be refined over time to respond to service area needs.

LIGHT RAIL TRANSIT SERVICE

- The South Oak Cliff-3 (SOC-3) line section opened in October 2016. This 2.6-mile extension of the Blue Line south extends from Ledbetter Station to the University of North Texas Dallas campus and brings DART’s system to 93 miles and 64 stations.
- In 2015, FTA authorized DART into Project Development (PD) for two Core Capacity projects under their Capital Investment Grant program – The Dallas CBD Second Light Rail Alignment (D2) and Red/ Blue Line Platform Extension. These projects are being advanced as a Program of Interrelated Projects (see Section 9.0), along with a Central Dallas Streetcar Link (see below).
- Red/Blue Line Platform Extensions will be phased and complete in 2021 to allow for 3-car operations to address crowding during peak times.
- The D2 project is being refined as a subway based on DART Board direction in October 2016. The project will be resubmitted to FTA in September 2017, at which time the environmental and engineering work will be reinitiated.
- DART is in the planning stage on two additional infill stations along the Orange Line in Irving at Loop 12 and Carpenter Ranch. They are funded by external contributions and will provide access to major land use developments in the area.

STREETCAR

- A southern extension of the Dallas Modern Streetcar to the Bishop Arts District opened in August 2016. A northern extension to Lamar Street along Young is also in design.
- The Central Dallas Streetcar Link, which would connect the Dallas Modern Streetcar at Union Station through downtown Dallas to the McKinney Avenue Transit Authority (MATA) M-Line is in the planning phase. Selection of a preferred alignment is expected by the City of Dallas in summer 2017, at which time the project would be advanced as part of the overall Program of Interrelated Projects.

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. The agency is taking advantage of a Railroad Rehabilitation and Improvement Financing (RRIF) loan through the Federal Railroad Administration (FRA) to finance the project (see Section 9.0).
- Positive Train control (PTC) will be implemented in the TRE and TEX Rail Corridors. Costs will be shared by the regional transit agencies with support from NCTCOG. Congress extended the deadline for PTC to December 31, 2020.
- The Valley View Project will begin construction in FY17. The project includes 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 FY17 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 services are provided in Mesquite and Arlington. Additional opportunities for service outside the DART service area boundary are being explored with various communities such as the best southwest cities and Collin County. An overview of current service is below.

MESQUITE BUS ROUTE - 282

- Express bus service between Mesquite Hanby Stadium and 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 and every 60 minutes midday.
- STAR Transit assumed physical operation of Route 282 beginning January 2, 2015, and new hourly midday service began at that time.
- Average weekday ridership for FY16 was 116
- Service uses the System Fare (\$7 day pass)
- DART and the City of Mesquite initiated a Mesquite Transit Opportunities Study in January 2017 to outline the future service needs and funding requirements in accordance with Policy III.07. The study is anticipated to be complete in Summer 2017.

METROARLINGTONXPRESS (MAX) – ROUTE 221

- MAX is 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 stops on Randol Mill and Six Flags in Arlington
- Service began operation August 19, 2013 for a two-year pilot project, and has been extended through December 2017
- Service operates every 30-90 minutes Monday through Friday. Schedules are designed to connect to TRE trains
- Regular local fares apply for this service: \$5.00 for a day pass
- Service is a joint project involving DART, The T, and the City of Arlington
- Average weekday ridership for FY16 was 272
- DART and the City of Arlington initiated an Arlington Comprehensive Operations Analysis (COA) in November 2015 to outline the future service needs and funding requirements in accordance with Policy III.07. The study results are currently being discussed by the Arlington City Council Transportation Advisory Committee (TAC), established in September 2016. The TAC will develop a strategic approach to frame future decisions by the City relative to transit.

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:

- D-Link (Route 722), a free, branded shuttle serving the downtown area, and funded through a cooperative agreement involving DART, the City of Dallas and Downtown Dallas, Inc.
- 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 Bush Turnpike/CityLine 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.
- A full list of shuttles can be found on www.DART.org



NOTES



3.0 RIDERSHIP AND SERVICE

FY16 ANNUAL SYSTEM RIDERSHIP SUMMARY

MODE	FY16 ANNUAL RIDERSHIP	FY16 AVERAGE WEEKDAY
Bus	33.7 million	122,300
Light Rail	29.7 million	97,800
Commuter Rail	2.1 million	7,800
Paratransit	816,200	2,780
Vanpools	789,000	3,100
TOTAL SYSTEM	67.1 million	233,780

SOURCE: DART Planning and Development – Service Planning FY16 Ridership Reports

BUS RIDERSHIP

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

	FY14	FY15	FY16
Annual Ridership (unlinked passenger trips)	37.4	36.5	33.7
Average Weekday (unlinked passenger trips)	126,200	122,300	115,500
Average Weekend (unlinked passenger trips)	96,200	97,800	96,300
Number of Bus Routes	150	152	152

SOURCE: DART Planning and Development – Service Planning FY14, FY15, FY16 Ridership Reports

NUMBER OF BUS ROUTES BY CATEGORY

ROUTE CATEGORY	FY14	FY15	FY16
Local Routes (1-199)	28	27	27
Express Routes (200s)	9	9	9
Transit Center Feeder Routes (300s)	15	15	15
Crosstown Routes (400s)	20	21	20
Rail Feeder Routes (500s)	50	50	50
Site Specific Shuttles	13	15	16
Flex Routes	6	6	6
DART-On-Call Zones	9	9	8
TOTAL	150	152	151

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

NOTE: Local routes include Route 987 Rapid Ride.

TOP FIVE FIXED BUS ROUTES FY15

RANK	ROUTE #	ROUTE NAME	AVERAGE DAILY TRIPS FY16
1	11	JEFFERSON/BEXAR STREET	4,400
2	164	WOODMEADOW-S GARLAND	2,800
3	404	WESTMORELAND STA/PARKLAND	2,700
4	486	DT GARLAND/ROYAL LANE STATION	2,400
5	466	SW CTR MALL-BUCKNER STATION	2,300

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY16

ON-CALL BUS-AVERAGE WEEKDAY RIDERSHIP

ON-CALL SERVICE	FY14	FY15	FY16
Farmers Branch	65	51	44
Glenn Heights	32	32	37
Lake Highlands	29	26	27
Lakewood	31	31	26
North Dallas	66	50	50
North Plano	89	88	83
Park Cities	7	12	14
Richardson	16	16	Discontinued in FY16
Rowlett	41	40	48

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY16

FLEX BUS AVERAGE WEEKDAY RIDERSHIP

ROUTE NUMBER	ROUTE	FY14	FY15	FY16
840	South Irving	129	124	130
841	Telecom Corridor	137	132	145
842	Lake June	112	92	80
843	South Plano	80	76	100
870	East Plano	270	234	182
887	Garland-Rowlett	77	71	51

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY16

SITE SPECIFIC SHUTTLE AVERAGE WEEKDAY RIDERSHIP

ROUTE NUMBER	ROUTE	FY16
702	NorthPark Shuttle	664
704	Parkland/Harry Hines	737
705	Parkland/Medical/Market CTR Station	192
722	Dlink	188
768	Mustang Express	694
822/823	UTSW Shuttle	255
883	UT Dallas Shuttle	3865
801, 802, 804	DFW Airport Shuttle	464
826, 827, 828	TI Shuttle	182
830	Medical City E-Shuttle	88
824	Richardson/Galatyn Park E-Shuttle	135
831, 832, 833	Baylor Shuttle	305

SOURCE: DART Planning and Development Department – Service Planning Bus System Ridership for FY16

NOTE: Route 768 also includes the Meadows Museum shuttle.

LRT RIDERSHIP

- The LRT system operates with a 15-minute peak headway. Mid-day and evening headways are at 20 or 30-minute levels.
- DART Light Rail Ridership sampling transitioned from manually collected data to data collected using Automatic Passenger Counters (APC) with the beginning of the 2013 fiscal year.

LRT SYSTEM RIDERSHIP

	FY14	FY15	FY16
Annual Ridership	29,500,000	29,870,000	29,650,000
Average Weekday Ridership	96,400	98,600	96,300
Average Weekend Ridership	94,000	94,400	93,100

SOURCE: DART Planning and Development Department – Service Planning FY14, FY15, FY16 LRT Monthly Trend and Average LRT Ridership Report

AVERAGE WEEKDAY LRT RIDERSHIP BY LINE

	FY14	FY15	FY16
Blue Line	22,600	22,400	22,200
Red Line	27,500	26,800	26,800
Green Line	25,400	25,500	24,900
Orange Line	21,000	22,600	22,400

SOURCE: DART Planning and Development Department – Service Planning LRT Daily Average Ridership for FY16

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE-SERVICE	FY14			FY15			FY16		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Westmoreland	WOC	Red	2,325	1,192	926	2,268	1,123	939	2,247	1,125	926
Hampton	WOC	Red	920	511	338	903	497	359	905	487	356
Tyler/Vernon	WOC	Red	308	155	123	309	146	128	295	147	129
Dallas Zoo	WOC	Red	640	524	341	622	491	341	597	492	334
Camp Wisdom*	SOC	Blue	-	-	-	-	-	-	-	-	-
UNT Dallas*	SOC	Blue	-	-	-	-	-	-	-	-	-
Ledbetter	SOC	Blue	2,283	1,447	961	2,225	1,294	962	2,143	1,253	925
VA Medical Center	SOC	Blue	814	241	174	825	215	171	813	222	170
Kiest	SOC	Blue	1,027	698	384	1,013	611	396	1,010	622	428
Illinois	SOC	Blue	1,018	656	457	1,070	613	475	1,052	625	509
Morrell	SOC	Blue	363	255	197	410	272	234	425	297	247
8th & Corinth	OC	Red/Blue	1,631	906	657	1,687	920	732	1,582	936	741
Cedars	OC	Red/Blue	675	464	264	706	446	291	734	455	328
Convention Center	CBD	Red/Blue	662	710	442	615	809	547	597	730	473
Union Station	CBD	Red/Blue/TRE	2,276	1,268	478	2,289	1,477	745	2,029	1,224	510

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY14			FY15			FY16		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
N. Carrollton/ Frankford	NW	Green	899	727	495	1,048	672	460	1,095	699	458
Trinity Mills	NW	Green/DCTA	1,504	660	300	1,414	554	249	1,335	544	239
Downtown Carrollton	NW	Green	691	580	339	679	483	292	638	447	259
Farmers Branch	NW	Green	785	392	211	785	373	203	732	377	218
Royal Lane	NW	Green	667	435	249	687	383	247	627	379	241
Walnut Hill/ Denton	NW	Green	399	262	183	459	234	201	448	231	202
DFW Airport	NW	Orange	922	785	783	898	657	663	968	724	697
Belt Line	NW	Orange	863	373	314	673	278	241	611	258	209
North Lake College	NW	Orange	699	347	235	725	368	276	747	396	290
Irving Convention Center	NW	Orange	306	146	76	320	143	83	310	143	77
Las Colinas Urban Center	NW	Orange	236	158	84	245	126	108	262	128	116
University of Dallas	NW	Orange	233	106	62	226	91	60	212	89	55

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY14			FY15			FY16		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Bachman	NW	Green/Orange	2,019	1,319	880	2,109	1,232	886	2,080	1,277	910
Burbank	NW	Green/Orange	615	193	132	632	173	133	632	179	137
Inwood/Love Field	NW	Green/Orange	1,478	824	500	1,599	792	521	1,573	871	562
SMD/Parkland	NW	Green/Orange	2,415	1,072	859	2,446	997	802	2,486	1,100	887
Market Center	NW	Green/Orange	518	386	228	536	348	226	546	353	240
Victory	NW	Green/Orange/ TRE	1,714	1,569	728	2,126	1,776	1,021	2,354	1,676	765
West End	CBD	Red/Blue/Green/ Orange	13,460	7,546	4,584	13,275	7,241	5,012	12,764	7,224	5,011
Akard	CBD	Red/Blue/Green/ Orange	5,350	1,467	980	5,571	1,570	1,101	5,606	1,697	1,188
St. Paul	CBD	Red/Blue/Green/ Orange	4,638	1,359	934	5,353	1,648	1,202	5,485	1,819	1,342
Pearl/Arts District	CBD	Red/Blue/Green/ Orange	5,917	4,296	3,128	5,895	4,420	3,396	5,862	4,161	3,138
Deep Ellum	SE	Green	279	327	169	322	513	318	349	416	241
Baylor	SE	Green	885	490	336	914	473	350	918	503	381

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY14			FY15			FY16		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Fair Park	SE	Green	1,000	1,558	1,165	950	1,530	1,048	989	1,508	1,135
MLK, Jr.	SE	Green	1,023	1,089	482	1,013	961	525	1,007	1,008	545
Hatcher	SE	Green	562	404	302	572	397	323	575	393	325
Lawview	SE	Green	1,082	543	393	1,063	520	397	992	510	400
Lake June	SE	Green	1,025	568	425	987	521	397	908	505	393
Buckner	SE	Green	1,495	947	669	1,421	885	661	1,351	868	661
Cityplace	NC NE	Red/Blue/ Orange	2,534	1,588	1,138	2,485	1,488	1,132	2,284	1,506	1,117
Mockingbird	NC NE	Red/Blue/ Orange	3,627	2,581	1,571	3,524	2,357	1,531	3,268	2,207	1,439
White Rock	NE	Blue	645	354	206	663	308	206	628	308	206
Lake Highlands	NE	Blue	522	317	218	534	273	214	500	270	200
LBJ/Skillman	NE	Blue	1,373	832	584	1,347	717	575	1,240	703	558
Forest/Jupiter	NE	Blue	923	514	380	925	459	373	855	457	356
Downtown Garland	NE	Blue	1,692	961	605	1,676	831	563	1,571	843	556
Downtown Rowlett	NE	Blue	1,128	590	358	1,213	539	363	1,192	558	376

LRT RIDERSHIP BY STATION

STATION	CORRIDOR	LINE SERVICE	FY14			FY15			FY16		
			AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY
Lovers Lane	NC	Red/Orange	1,414	1,276	674	1,398	1,229	669	1,321	1,095	613
Park Lane	NC	Red/Orange	2,638	2,164	1,436	2,535	1,990	1,396	2,382	1,858	1,304
Walnut Hill	NC	Red/Orange	1,228	603	386	1,158	525	370	1,077	481	334
Forest Lane	NC	Red/Orange	2,114	1,254	840	2,057	1,168	844	1,908	1,108	768
LBJ/Central	NC	Red/Orange	1,120	687	450	1,137	718	522	1,146	767	551
Spring Valley	NC	Red/Orange	1,440	829	529	1,351	626	462	1,313	630	447
Arapaho Center	NC	Red/Orange	1,198	537	258	1,171	414	228	1,164	416	222
Galatyn Park	NC	Red/Orange	453	248	126	433	190	112	368	176	105
Bush Turnpike	NC	Red/Orange	1,442	535	265	1,282	422	247	1,354	452	279
Downtown Plano	NC	Red/Orange	648	563	333	607	422	274	597	433	266
Parker Road	NC	Red/Orange	3,024	1,969	1,291	3,222	1,504	1,115	3,286	1,554	1,094

SOURCE: DART Planning and Development Department – Service Planning FY14, FY15, FY16 Average Daily LRT Station Ridership Report
 *SOC-3 Blue Line Stations at Camp Wisdom and UNT Dallas opened in first quarter 2017.

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

	FY14	FY15	FY16
Annual Ridership (unlinked trips)	2.3 million	2.2 million	2.1 million
Average Weekday Ridership (unlinked trips)	8,210	7,800	7,400
Average Saturday Ridership (unlinked trips)	3,610	3,320	2,830

SOURCE: DART Planning and Development Department – Service Planning FY14, FY15, FY16 Ridership Report

TRE RIDERSHIP BY STATION

STATION	FY14		FY15		FY16	
	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE WEEKDAY	AVERAGE SATURDAY
T & P Station	640	300	620	330	600	270
Fort Worth ITC	860	610	790	530	750	460
Richland Hills	650	240	610	230	600	200
Hurst/Bell	500	160	480	150	440	120
CentrePort/DFW	1,170	450	1,090	340	1,040	290
West Irving	300	100	300	100	290	90
South Irving Station	580	240	530	210	500	190
Medical Market Center	740	70	700	70	610	50
Victory	1,260	710	1,300	750	1,300	650
Dallas Union	1,510	730	1,380	610	1,310	530
TOTAL RIDERSHIP	8,210	3,610	7,800	3,320	7,440	2,850

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 will develop 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

	FY13	FY14	FY15	FY16
Annual Ridership (unlinked Trips)	752,200	753,400	771,300	816,200
Average Weekday Ridership	2,640	2,570	2,670	2,780
Average Weekend Ridership	779	786	813	837

SOURCE: DART Planning and Development Department – Service Planning

NOTE: Average Weekday and Average Weekend based on September ridership

VANPOOL RIDERSHIP

VANPOOL RIDERSHIP

	FY13	FY14	FY15	FY16
Annual Ridership	947,000	893,000	871,000	789,000
Average Weekday Ridership	3,730	3,500	3,400	3,100
Number of Vanpools	192	175	168	185

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

4.0 OPERATIONS AND PERFORMANCE (FY16)

ANNUAL VEHICLE REVENUE MILES

	FY14	FY15	FY16
Bus ¹	26,785,827	27,343,486	27,499,916
Demand Response Bus ²	2,939,099	2,373,541	1,986,108
Demand Response Taxi ³	4,144,030	4,975,169	5,614,299
LRT	9,206,750	9,721,956	9,829,532
Commuter Rail ⁴	1,152,028	1,153,406	1,164,706
Vanpool	3,426,983	2,695,134	3,061,242

SOURCE: DART Finance Department – Revenue; FY16 based on NTD information (subject to audit)

ANNUAL VEHICLE REVENUE HOURS

	FY14	FY15	FY16
Bus ¹	2,077,637	2,148,462	2,159,188
Demand Response Bus ²	223,948	185,498	157,192
Demand Response Taxi ³	241,078	276,047	328,641
LRT	452,280	468,421	473,059
Commuter Rail ⁴	49,788	49,720	49,554
Vanpool	85,675	69,437	80,758

SOURCE: DART Finance Department – Revenue; FY16 based on NTD information (subject to audit)

ANNUAL PASSENGER MILES

	FY14	FY15	FY16
Bus ¹	152,224,685	143,825,538	144,619,351
Demand Response Bus ²	6,220,264	4,988,148	4,060,318
Demand Response Taxi ³	4,833,670	6,205,397	7,655,572
LRT	242,559,921	245,940,019	244,404,460
Commuter Rail ⁴	43,549,045	41,614,453	40,270,227
Vanpool	34,420,421	21,517,617	19,023,638

SOURCE: DART Finance Department – Revenue; FY16 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 STRATEGIC PRIORITY- AGENCY					
KPI MEASURE	FY13A	FY14A	FY15A	FY16A	FY17B
RIDERSHIP					
Total System (M)*	71.3	70.8	70.2	67.1	69.5
Fixed Route (M)	69.5	69.1	68.6	65.5	67.9
EFFICIENCY					
Subsidy Per Passenger – Total System*	\$5.07	\$5.19	\$5.28	\$5.90	\$5.93
Subsidy Per Passenger – Fixed Route	\$4.67	\$4.87	\$4.95	\$5.53	\$5.56
Farebox Recovery Ratio - Fixed Route	15.9%	15.3%	15.9%	15.3%	15.0%
Administrative Ratio	8.6%	8.7%	8.7%	9.5%	9.6%
SERVICE QUALITY					
On-Time Performance – Bus	95.3%	81.1%	79.2%	79.3%	80%
On-Time Performance – LRT	93.8%	95.4%	93.6%	92.5%	94%
On-Time Performance – TRE	98.7%	98.9%	98.3%	97.9%	97%
CUSTOMER SATISFACTION					
Complaints Per 100k Passengers - Fixed Route	33.7	37.3	37.2	41.3	37.4
Complaints Per 100k Passengers - Bus	50.0	55.8	57.2	60.2	57.0
Complaints Per 100k Passengers - Light Rail	15.0	16.5	15.3	22.5	17.5
Complaints Per 100k Passengers - TRE	3.8	2.7	3.1	5.2	5.5
MANAGED GROWTH					
Sales Tax Operations	79.1%	74.4%	69.9%	75.5%	71.7%

SOURCE: DART FY17 Business Plan and FY13-FY17 Quarterly Operating & Financial Performance Reports

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

*Total system ridership and subsidy per passenger have been restated to reflect that DART no longer operates HOV lanes in the Dallas area.

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 2017.

- 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
- 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 Red and Blue Stations 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 Suburban	40'	Up to 41	Diesel	15
NABI Transit*	30' - 40'	Up to 37	CNG	476
New Flyer	40'	Up to 39	CNG	46
Total				660

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

*10 of the 2003 NABI diesel buses in service support Arlington MAX (3 through Dec 2017) and 7 are being used prior to delivery of the Proterra Electric buses for D-Link.

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 Revision L. Data current as of February 2013.

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

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

FY16 NON REVENUE SUPPORT VEHICLES

DEPARTMENT	NUMBER OF VEHICLES
Administrative Services	5
Information Systems	8
Maintenance	337
Marketing	3
Materials Management	39
Operations Technology	3
Pacific Pool	16
Paratransit	18
Police	144
Rail Program Development	38
Revenue	14
Risk Management	11
Transportation	86
TRE	5
Total	727

SOURCE: DART Maintenance Department Non-Revenue Vehicle Services



CNG Bus Fleet

Low Floor And Fueled By Compressed Natural Gas

DART's fleet of North American Bus Industries (NABI) LFW buses are newly-styled, low floor models, with an aerodynamic look, larger wind-shields and a roof line design that complements the lines of the vehicle. These compressed natural gas (CNG) models will serve DART customers far into the future, at an operational cost savings over their diesel predecessors.

- Fleet replacement was completed in FY17
- Buses are two sizes, 31 and 40 feet in length
- CNG Fuel stored in 6 ea. 16 inch diameter tanks
- Low-floor buses have 6:1 ramp angle for easier entry
- New electronics enhance communication and data collection

Compressed Natural Gas on DART buses:

- Stored in vessels mounted atop the bus
- A clean fuel that is domestically produced
- Less expensive than diesel fuel

Low Floor Bus Design includes:

- Large windows – increased visibility
- A more spacious and open feel
- Greater flexibility with wheelchairs and mobility devices

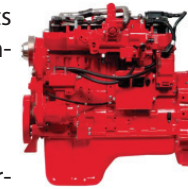


New NABIS Buses — 31 and 40 Feet in Length



New Bus Technology Improves Comfort, Reduces Emissions, and Increases Performance

COMPRESSED NATURAL GAS POWERED CNG powered engine meets emissions levels and sets benchmarks for lower life cycle costs.



NABI REAR SUSPENSION NABI technology and engineering



provides excellent ride quality that resists the tendency to sway, especially with roof mounted components.

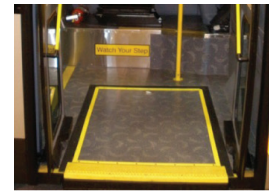
ALLISON B4000R TRANSMISSIONS WITH INTEGRAL BRAKE RETARDER Allison transmissions, controlled with an electronic selector, contribute to reducing fuel consumption.

DISC BRAKES AND ANTI-LOCK BRAKING SYSTEM Disc brakes dissipate heat better, last longer under severe conditions, and are easier and faster to repair and reline than previously used drum types brakes.



New Features Improve Safety and Enhance Maintenance

Low Floor Design



Interior Monitors



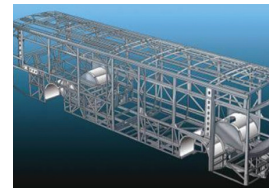
Interior Cameras



Operator's Seat and Adjustable Foot Pedals



Modular Structure



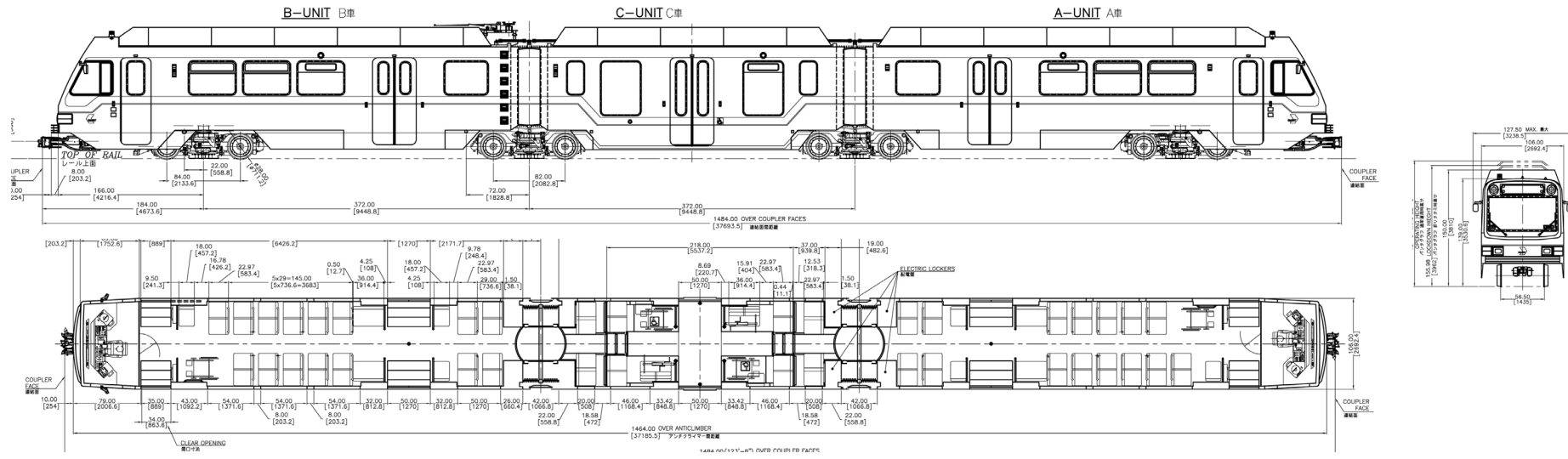
Multiplexing Electrical System



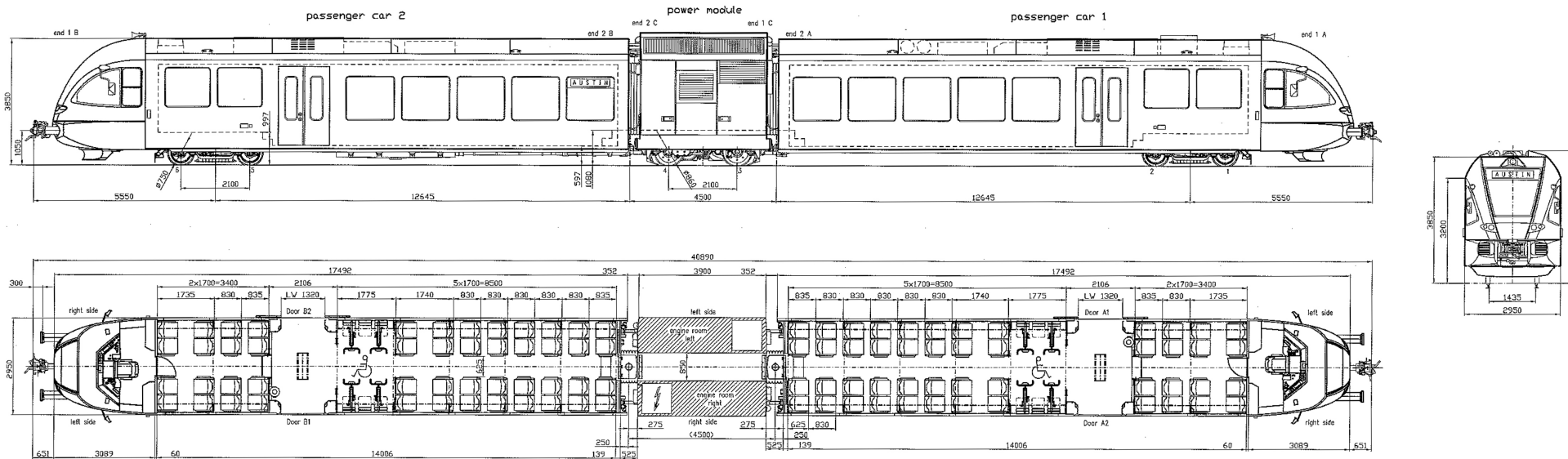
Other Features

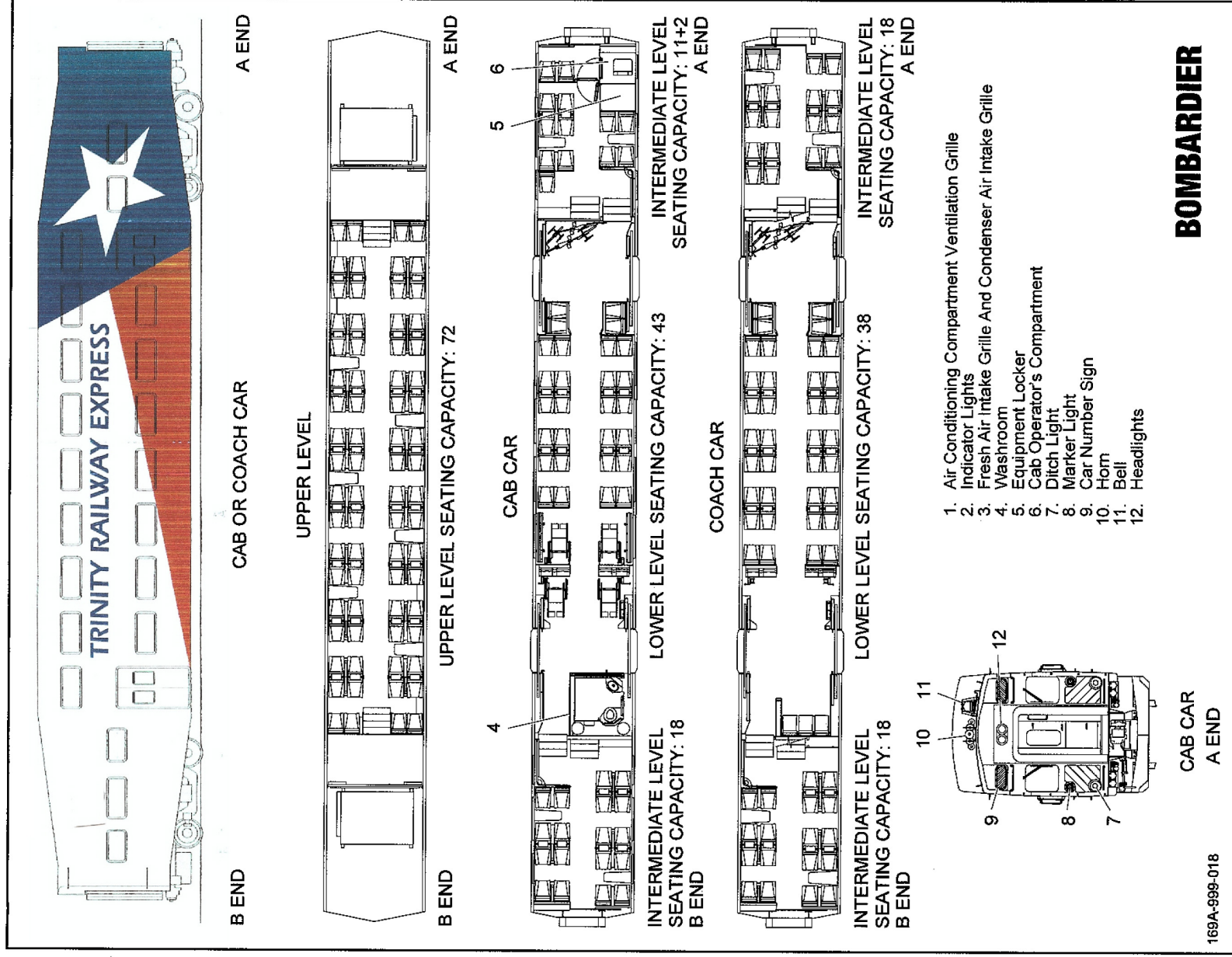
- All-LED Destination Signs
- Roof Mounted CNG Tanks
- 4-One Aires STS Passenger Seating
- Performance Data Logging System
- High-Efficiency AC
- Exit Door-Vapor Class System
- Ultra Capacitor Starting

DART SLRV

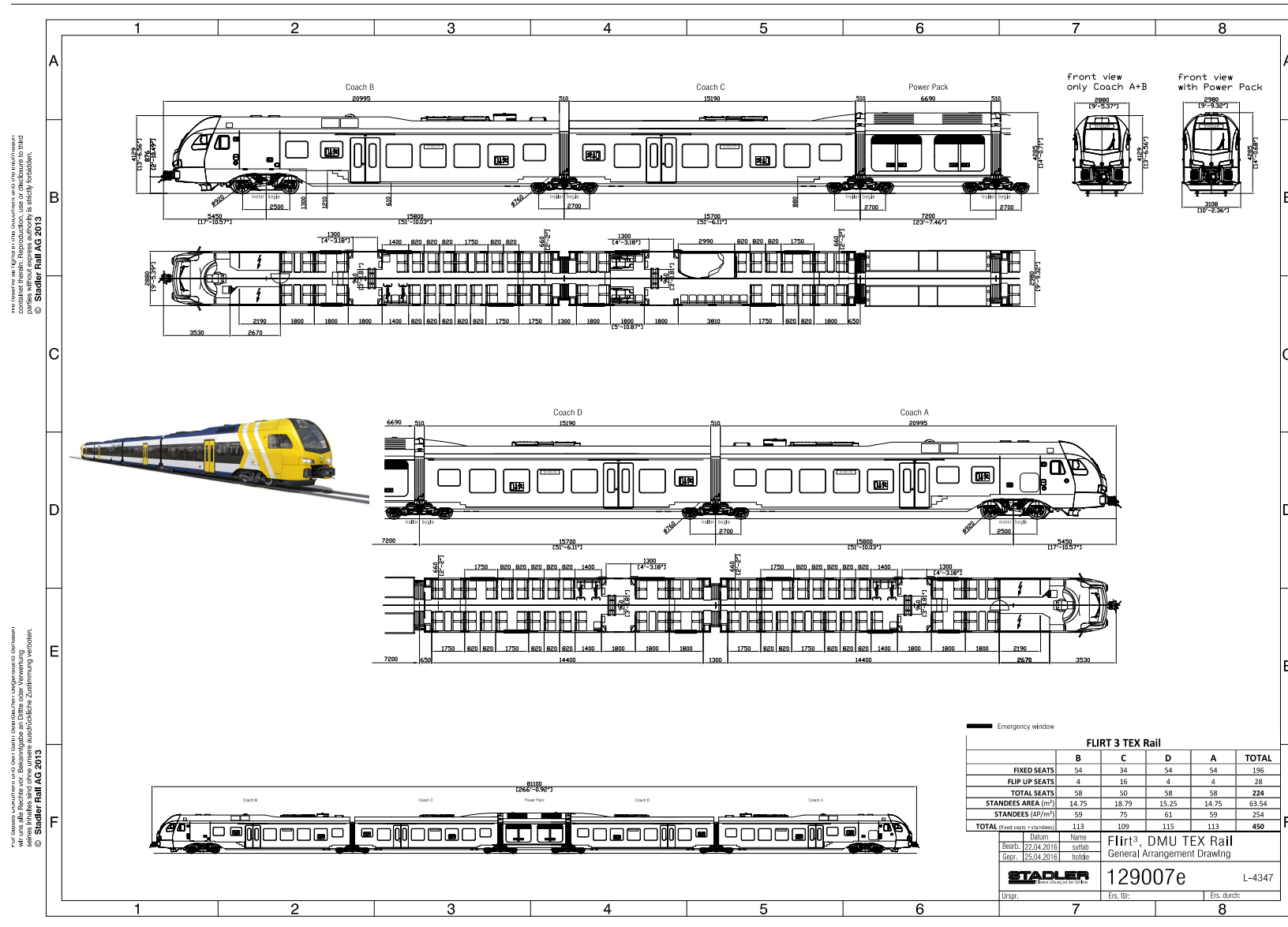


STADLER GTW (SELF PROPELLED DIESEL VEHICLE USED BY DCTA)





FWTA TEX RAIL VEHICLE – FLIRT₃ DMU



6.0 FACILITIES

BUS STOPS

FACILITY TYPE	FY14	FY15	FY16
Bus Stops	11,383	11,411	11,271
Bus Stops with Shelters	964	1,186	1,229
Bus Stops with Enhanced Shelters	45	50	54
Benches	1,308	1,288	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	FY16
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 JB Jackson, Jr. Transit Center at the MLK, Jr. Station. The transit center facility name was retained due to the importance of JB 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 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			20	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 ELLUM	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						18,729			176

NOTES: See Key of Abbreviations on page 47

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 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	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	215 Buses
NORTHWEST BUS MAINTENANCE	
Location	2424 North Webb Chapel, Dallas, TX 75220-5702
Fleet Allocation	250 Buses
SOUTH OAK CLIFF BUS OPERATIONS FACILITY	
Location	3422 Kiest Boulevard, Dallas, TX 75203-4617
Fleet Allocation	178 Buses

SOURCE: DART Maintenance Department

RAIL OPERATING FACILITIES

CENTRAL RAIL OPERATING FACILITY	
Location	Oak Lane, Dallas, TX 75220
Operations	Service and Inspection Facility; Ways, Structures and Amenities Facility; Administrative Offices; Communications Center; Yard Control Center and Yard Track
Area (Acres)	49
Fleet Capacity	120 SLRVs
NORTH-WEST RAIL OPERATING FACILITY	
Location	Denton Drive and Lombardy Lane, Dallas, TX 75220
Operations	Service and Inspection Facility; Ways, Structures and Amenities Facility, Yard Control Center and Yard Track
Area (Acres)	34
Fleet Capacity	70 SLRVs
TRINITY RAILWAY EXPRESS MAINTENANCE AND OPERATIONS FACILITY	
Location	4801 Rock Island Road, Irving, TX 75061
Operations	Two double inspection and overhaul pits and yard can store all vehicles
Fleet 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				28.1	15		
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	
ORANGELINE 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

- Includes infrastructure associated with the October 2016 Blue Line extension to UNT Dallas, and the August 2016 Bishop Arts streetcar extension.

FY16 SYSTEM INFORMATION

	FY15	FY16	FY17
LRT Traction Power Substations (TPSS)	8 AC/75 TPSS	9 AC/74 TPSS	9AC / 76TPSS
Crew Rooms	14 (4 Restrooms only)	14 (4 Restrooms only)	14 (4 – Restrooms Only)
Central Instrument House – Signals	69 (including 10 yard CIHs)	73 (including 10 yard CIHs)	75 (including 10 Yard CIHs)
Streetcar TPSS	-	1 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

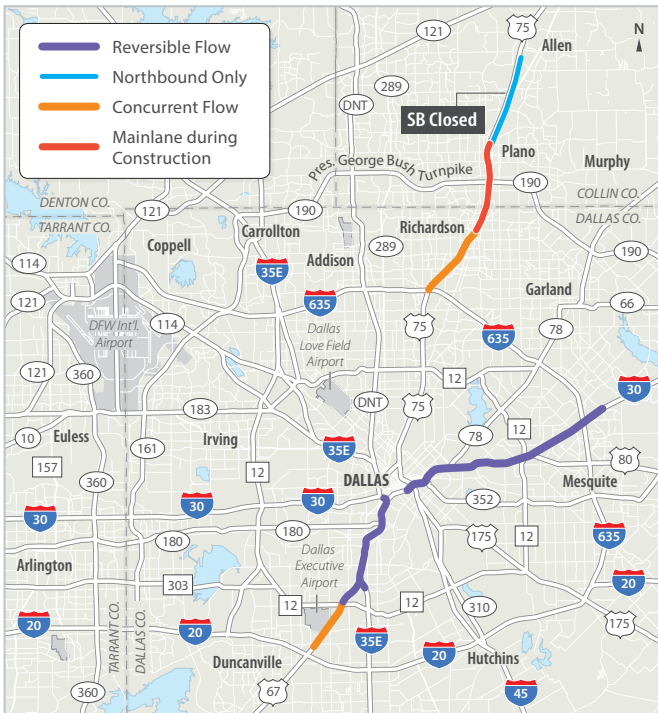
TRE CORRIDOR	TRACK	FROM	TO	MILES	STATIONS	NOTES
Dallas County	Double	Union Station	CentrePort Station	15.8	5	Single track sections at the following locations: • TRE Lead at Union Station (0.4 mile) • Rogers Road to West of S. Irving Station (0.7 mile) • Valley View (1.5 miles; project in progress) • Stemmons Freeway (1.2 miles)
Tarrant County	Single	CentrePort Station	T & P Station	18.0	5	Passing spurs
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://www.txdot.gov/inside-txdot/projects/studies/dallas/high-occupancy-vehicle-lanes.html>
- 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, HOV lane construction, 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 FY17 Operating Expense Budget by expenditure category, compared to FY15 and FY16 actuals.
- **SOURCES OF FUNDS 2017-2021** – Projected sources of funds in major categories for the first five years of the financial plan.
- **SALES TAX HISTORY** – Sales tax receipts by month for the last 10 fiscal years.
- **REVENUE FROM FARES BY TYPE** – FY14, FY15 and FY16 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 measure the tax subsidy required for each passenger boarding for a mode or combination of modes

CAPITAL & NON-OPERATING BUDGET (IN THOUSANDS)

FY16 ACTUAL	CATEGORY	FY17 BUDGET
\$148,703	Total Capital Projects	\$261,534
\$8,173	P&D/Startup/Non-Ops	\$14,230
\$501	Road Improvements/ITS	\$13,330
\$157,377	TOTAL CAPITAL & NON-OPERATING	\$289,094

SOURCE: FY 2017 Business Plan - Exhibit 51, pg. 124 and FY 2016 4th Quarter Report pg. 11

CAPITAL BUDGET SCHEDULE BY MODE

FY17 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (INTHOUSANDS)

PROJECT NAME	FY17	5-YEAR TOTAL	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVING)
AGENCY-WIDE					
State of Good Repair (SGR) Reserve -	-	1,195	73,685	-	-
SGR Reserve Infrastructure Technology	-	11,381	70,796	-	-
SGR Reserve Support Vehicle/Equipment	-	9,839	60,213	-	-
Total SGR Reserve - Administration	4,310	15,766	58,888	-	-
SGR Reserve Application Technology	0	3,760	51,276	-	-
SGR Reserve Administration HQ	0	5,519	18,589	-	-
Asset Management System Replacement	9,000	12,000	12,000	-	-
Comprehensive Fare Payment System	5,700	10,700	10,700	-	-
Other Projects (72--See Business Plan for detail)	9,498	47,069	63,904	-	764
TOTAL AGENCY-WIDE	\$28,508	\$117,229	\$420,052	-	\$764
BUS					
SGR Reserve Bus Replacement	-	-	410,628	41,063	-
SGR Reserve Bus Capital Maintenance Program	-	10,770	92,235	-	-
SGR Reserve On-Call/Flex Services Vans	-	470	71,618	-	-
On-Call/Flex Services Vans Replacement	9,403	26,893	26,893	-	-
2016 Express Bus Purchase	25,400	25,400	25,400	-	-
SGR Reserve Passenger Amenities - Bus	637	4,891	24,932	-	-
SGR Reserve East Dallas Bus Ops Facility	-	3,677	24,290	-	-
Compressed Natural Gas (CNG) -	1,050	21,525	21,525	10,000	-
SGR Reserve Intelligent Transportation Systems	280	2,748	18,003	-	-
SGR Reserve Farebox Replacement	-	-	17,688	-	-
SGR Reserve South Oak Cliff Bus Ops Facility	-	1,445	16,966	-	-
Other Projects (40--See Business Plan for detail)	8,846	49,356	59,186	17,945	(379)
TOTAL BUS	\$45,615	\$147,174	\$809,363	\$69,008	-\$379
LRT					
Second CBD Alignment (D2)	3,528	264,080	1,321,260	650,000	1,061
SGR Reserve Light Rail Vehicles (LRV) Replacement	-	-	711,436	-	-
Red & Blue Line Platform Extensions	11,907	121,544	121,544	118,590	-
SGR Reserve Right-Of-Way & Track	385	9,080	81,218	-	-
SGR Reserve LRV Capital Maintenance Program	-	9,635	57,450	-	-
SGR Reserve Intelligent Transportation Systems	68	868	50,016	-	-
Phase III South Oak Cliff Light Rail (SOC3)	41,125	41,125	41,125	-	2,425
SGR Reserve Passenger Amenities -LRT	1,029	5,915	40,926	-	-
SGR Reserve TVM Model Replacement	-	-	37,027	-	-
Central Business District (CBD) Rail Replacement	-	32,999	32,999	-	-
SGR Reserve Uninterrupted Wayside Signal Power	-	-	32,445	-	-

CAPITAL BUDGET SCHEDULE BY MODE (CONT'D)

FY17 CAPITAL/NON-OPERATING PROJECT BUDGET LIST (INTHOUSANDS)

PROJECT NAME	FY16	5-YEAR TOTAL	20-YEAR TOTAL	EXTERNAL FUNDING	OPS COST/ (SAVING)
SGR Reserve Traction Electrification System (TES)	169	2,083	19,382	-	-
Phase II B (Irving & Rowlett) Light Rail	18,200	18,200	18,200	-	-
SGR Reserve Central Rail Ops Facility	-	4,329	16,398	-	-
SGR Reserve Hi-Rail Support Vehicle Replacement	-	2,716	12,381	-	-
Carpenter Ranch Rail Station	700	12,000	12,000	12,000	-
Loop 12 Rail Station	700	12,000	12,000	12,000	-
CCTV Cameras for 163 Super Light Rail Vehicles	6,333	11,459	11,459	-	-
Other Projects (61--See Business Plan for detail)	4,029	-33,896	42,768	-	(823)
TOTAL LRT	\$88,174	\$514,137	\$2,672,037	\$792,590	\$2,663
COMMUTER RAIL					
Cotton Belt Construction	25,000	1,027,175	1,135,000	141,370	17,199
SGR Reserve Vehicle Maintenance	-	3,291	146,275	73,137	-
SGR Reserve DFW ROW & Signals Maintenance	1,137	26,241	126,343	66,962	-
Positive Train Control (PTC)	20,150	81,650	81,650	47,075	3,500
SGR Reserve Madill ROW & Signals Maintenance	-	17,198	66,279	-	-
Cotton Belt Preventive Maintenance	-	-	35,281	-	-
Madill Bridges	6,300	30,000	30,000	-	-
SGR Reserve PTC Refurbish / Replacement	-	-	18,268	9,134	-
Valley View to W. Irving Double Tracking	7,100	17,100	17,100	10,368	-
Bi-level & Cab Car Overhauls	8,000	16,000	16,000	8,000	-
Other Projects (38--See Business Plan for detail)	17,314	53,015	59,406	26,304	-
TOTAL COMMUTER RAIL	\$85,001	\$1,271,670	\$1,731,603	\$382,351	\$20,699
STREETCAR					
Dallas Central Streetcar Link	766	92,194	92,194	40,000	2,500
Dallas Streetcar Extension	13,091	13,333	14,395	13,091	-
TOTAL STREETCAR PROJECT	\$16,844	\$119,772	\$119,772	\$68,500	\$0
TOTAL PARATRANSIT	\$380	\$1,143	\$5,841	\$0	\$0
TOTAL NON-OPERATING	\$5,650	\$12,440	\$26,795	\$149	\$0
TOTAL ROAD IMPROVEMENTS	\$13,330	\$23,430	\$23,430	\$0	\$0
TOTAL CAPITAL & NON-OPERATING	\$280,514	\$2,192,750	\$5,795,709	\$1,297,189	\$26,245
Capital P & D, Start-Up Cost	8,580	55,204	220,733	-	-
GRAND TOTAL	\$289,094	\$2,247,955	\$6,016,442	\$1,297,189	\$26,245

SOURCE: DART FY 2017 Business Plan - Exhibit 18 , pg. 41-47

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

FY15 ACTUALS	CATEGORY	FY16 ACTUALS	FY17 BUDGET
\$219,186	Salaries & Wages	\$228,596	\$237,615
100,176	Benefits	101,675	109,369
45,608	Purchased Transportation	49,752	54,420
36,211	Materials & Supplies	38,197	34,848
30,617	Services	32,724	38,816
17,978	Utilities and Communications	17,985	18,205
4,701	Taxes, Leases & Other	4,601	3,942
5,983	Claims & Insurance	7,537	5,609
-	Management Reserve	-	700
\$460,460	SUB-TOTAL	\$481,066	\$503,524
(6,967)	Capital P&D	(6,968)	(8,580)
\$453,493	TOTAL EXPENSES	\$474,098	\$494,944

SOURCE: DART Finance Department (Business Planning & Analysis)

SOURCES OF FUNDS 2017-2021 (IN MILLIONS)

MODE	FY16 BUSINESS PLAN	FY17 BUSINESS PLAN
Sales Tax Revenues	\$2,945.4	\$2,981.3
Operating Revenues	477.5	454.0
Interest Income	65.5	46.8
Formula Federal Funding	367.3	391.2
Discretionary Federal Funding	407.0	448.6
Debt Issuances	250.0	1,110.0
Other Sources	142.3	192.6
TOTAL SOURCES OF FUNDS	\$4,655.0	\$5,624.5

SOURCE: DART FY 2017 Business Plan - Exhibit 7, pg. 22

SALES TAX HISTORY 2007-2016 (IN MILLIONS)

	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16
October	\$28.6	\$31.4	\$30.2	\$28.7	\$29.0	\$33.3	\$35.4	\$38.0	\$41.3	\$42.2
November	\$28.9	\$31.6	\$27.3	\$26.6	\$30.2	\$31.7	\$32.1	\$36.3	\$38.1	\$40.4
December	\$42.8	\$44.8	\$43.5	\$41.7	\$43.0	\$46.1	\$47.8	\$50.2	\$55.9	\$57.5
January	\$28.3	\$31.4	\$27.2	\$28.3	\$29.1	\$30.8	\$35.5	\$35.0	\$38.4	\$40.3
February	\$28.2	\$29.5	\$27.0	\$25.8	\$27.5	\$31.8	\$32.9	\$36.1	\$37.0	\$39.8
March	\$37.7	\$37.9	\$35.8	\$36.7	\$39.7	\$39.5	\$41.1	\$44.5	\$49.5	\$51.8
April	\$29.5	\$32.0	\$29.7	\$29.0	\$31.9	\$33.4	\$35.8	\$39.2	\$41.8	\$41.9
May	\$30.2	\$33.9	\$29.6	\$29.7	\$31.1	\$33.9	\$37.9	\$36.8	\$39.6	\$42.7
June	\$37.2	\$41.6	\$37.3	\$37.3	\$39.5	\$40.9	\$43.0	\$44.7	\$50.1	\$51.9
July	\$30.7	\$33.3	\$28.8	\$27.8	\$33.3	\$37.2	\$36.5	\$39.7	\$39.3	\$42.3
August	\$30.2	\$31.4	\$27.7	\$28.7	\$29.6	\$34.8	\$36.0	\$40.1	\$39.8	\$44.3
September	\$36.8	\$37.4	\$33.4	\$35.3	\$38.4	\$39.1	\$41.7	\$45.2	\$47.9	\$50.0
FY TOTAL	\$389.1	\$416.1	\$377.6	\$375.5	\$402.4	\$432.5	\$455.7	\$485.8	\$518.6	\$545.1

SOURCE: DART Finance Department - Business Planning & Analysis

REVENUE FROM FARES BY TYPE

TYPE OF FARE	FY14 ACTUAL YEARLY UNITS	FY14 ACTUAL REVENUE	FY15 ACTUAL YEARLY UNITS	FY15 ACTUAL REVENUE	FY16 ACTUAL YEARLY UNITS	FY16 ACTUAL REVENUE
SINGLE FARE						
Local	-	-	-	-	-	-
System	-	-	-	-	-	-
Regional	-	-	-	-	-	-
Reduced	-	-	-	-	-	-
Paratransit Coupon	35,490	1,064,700	35,712	1,071,360	33,160	994,800
TOTAL SINGLE FARE	\$35,490	\$1,064,700	\$35,712	\$1,071,360	\$33,160	\$994,800
2-HOUR						
Local	3,718,150	9,295,375	3,932,378	9,830,945	3,857,400	9,643,500
Regional	36,014	180,070	39,523	197,615	41,236	206,180
Reduced	562,018	702,523	638,686	798,358	694,552	868,190
Mesquite	951	3,329	1,344	4,704	765	2,678
High School	265,824	332,280	272,049	340,061	274,274	342,842
College/Trade	93,145	116,431	105,997	132,496	113,507	141,884
TOTAL 2-HOUR	\$4,676,102	\$10,630,007	\$4,989,977	\$11,304,180	\$4,981,734	\$11,205,274
MIDDAY PASSES						
Local	793,485	1,388,598	862,303	1,509,030	895,632	\$1,567,356
Regional	3,565	12,494	3,646	12,761	3,652	12,782
TOTAL MIDDAY PASSES	\$797,050	\$1,401,092	\$865,949	\$1,521,791	\$899,284	\$1,580,138
DAY PASSES						
Local	3,761,359	18,806,795	3,571,794	\$17,858,969	3,262,622	16,313,108
System	453	3,171	-	-	-	-
Regional	45,981	459,810	42,802	428,020	39,271	392,710
Reduced	1,048,431	2,621,077	1,042,537	2,606,342	1,015,982	2,539,954
High School	218,446	546,115	182,894	457,235	151,887	379,718
College/Trade	144,009	360,023	153,079	382,698	159,396	398,490
Mesquite	2,413	16,891	2,253	15,771	1,391	9,737
Vouchers (book of ten)	70,448	2,026,440	66,123	1,983,660	65,999	1,979,970
TOTAL DAY PASSES	\$5,291,540	\$24,840,321	\$5,061,482	\$23,732,695	\$4,696,547	\$22,013,686
TOTAL 7-DAY PASSES						
Local	99,679	2,491,975	99,592	2,489,800	94,534	2,363,350
System	-	-	-	-	-	-

REVENUE FROM FARES BY TYPE (CONT'D)

TYPE OF FARE	FY14 ACTUAL YEARLY UNITS	FY14 ACTUAL REVENUE	FY15 ACTUAL YEARLY UNITS	FY15 ACTUAL REVENUE	FY16 ACTUAL YEARLY UNITS	FY16 ACTUAL REVENUE
Regional	711	35,550	608	30,400	727	36,350
TOTAL 7-DAY PASSES	\$100,390	\$2,527,525	\$100,200	\$2,520,200	\$95,261	\$2,399,700
MONTHLY PASSES						
Local	118,644	9,491,520	118,784	9,502,720	115,972	9,277,760
System	-	-	-	3,100	-	-
Regional	2,637	421,920	2,720	435,200	2,179	348,640
Reduced	34,281	1,371,240	34,803	1,392,120	32,394	1,295,760
Mesquite	185	18,500	86	8,600	135	13,500
Lone Star - Local	68	2,720	44	1,760	42	1,680
Lone Star - Regional	24	960	16	640	13	520
High School	27,119	1,084,760	28,776	1,151,040	26,016	1,040,640
College/Trade	11,702	468,080	3,761	150,440	2,845	113,800
TOTAL MONTHLY PASSES	\$194,660	\$12,859,700	\$188,990	\$12,645,620	\$179,596	\$12,092,300
ANNUAL PASSES						
Local	207	150,581	198	133,101	168	52,971
System	-	-	-	-	-	-
Regional	9	12,667	11	16,000	8	1,280
Senior	89	41,560	95	41,320	102	16,360
Corporate Programs	17,409	10,960,624	17,540	10,899,700	16,294	10,292,040
TOTAL ANNUAL PASSES	\$17,714	\$11,165,432	\$17,844	\$11,090,121	\$16,572	\$10,362,651
OTHER PROGRAMS						
Secondary/ College Decals	21,713	1,411,432	29,415	1,388,223	34,242	1,342,187
Special Events	15,843	86,455	20,722	118,930	42,950	67,006
TOTAL OTHER PROGRAMS	\$37,556	\$1,497,887	\$50,137	\$1,507,153	\$77,192	\$1,409,193
TOTAL PASS SALES	\$11,150,501	\$65,986,665	\$11,310,291	\$65,393,119	\$10,979,346	\$62,057,742
WITHOUT PARATRANSIT COUPONS	\$11,115,011	\$64,921,965	\$11,274,579	\$64,321,759	\$10,946,186	\$61,062,942

SOURCE: Finance Department (Revenue Administration Division)

REVENUE RECOVERY

FAREBOX REVENUE RECOVERY RATIO

MODE	FY16 ACTUAL	FY17B*
Bus Transit	12.3%	11.1%
Light Rail Transit	16.6%	16.1%
Commuter Rail Transit	27.6%	29.2%
FIXED ROUTE TOTAL	15.3%	15.0%

SOURCE: Fourth Quarter FY16 Exhibit 1, pg. 2 and FY17 Business Plan Exhibits 55, 56, 60, & 88, pg. 133, 136, 142 & 207
*Budgeted Value

ALL MODES – SUBSIDY/PASSENGER

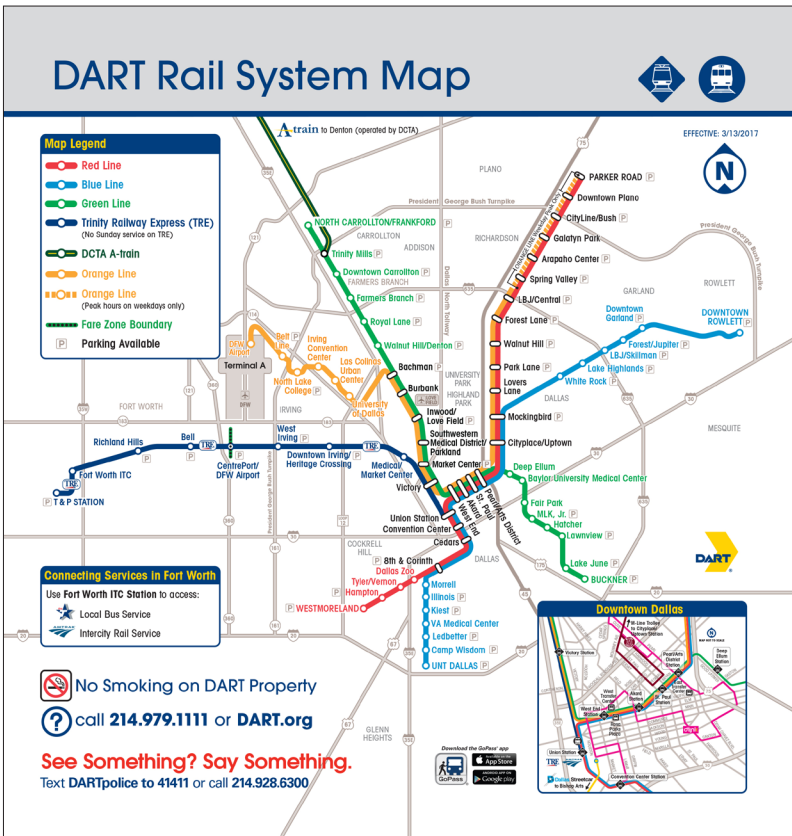
SUBSIDY PER PASSENGER

MODE	FY16 ACTUAL	FY17B*
Bus Transit	\$6.19	\$6.38
Light Rail Transit	\$4.55	\$4.42
Commuter Rail Transit	\$9.00	\$8.50
FIXED ROUTE TOTAL	\$5.53	\$5.56
Paratransit	\$41.15	\$41.90
Vanpool	\$0.36	(\$0.19)
SYSTEM TOTAL	\$5.90	\$5.93

SOURCE: Fourth Quarter FY16 Exhibit 1, pg. 2 and FY17 Business Plan Exhibits 55, 64, & 84, pg. #133, 155 & 198
*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.
- The FY17 Financial Plan includes funding for a Program of Interrelated Projects under the FTA Capital Investment Program to provide additional system and core capacity. These include:
 - » D2, the second CBD alignment through downtown
 - » Platform modifications to 28 Red and Blue Line stations to enable 3-car SLRV trains
 - » Central Dallas Streetcar Link to connect the Union Station to Oak Cliff Dallas Streetcar with the McKinney Avenue Trolley M-Line
- The FY17 Financial Plan also includes funding for implementation of the Cotton Belt Corridor Rail project by 2022.
- Additional elements of the Capital Program will be defined as the 2040 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. Recommendations will be coordinated with the FY18 Financial Plan.



CORE CAPACITY PROGRAM OF INTERRELATED PROJECTS

DART is working with FTA to advance a Program of Interrelated Projects consistent with MAP-21's 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 combined projects would enhance the core capacity of the Dallas CBD, as well as increase the overall capacity and long-term sustainability of the DART system

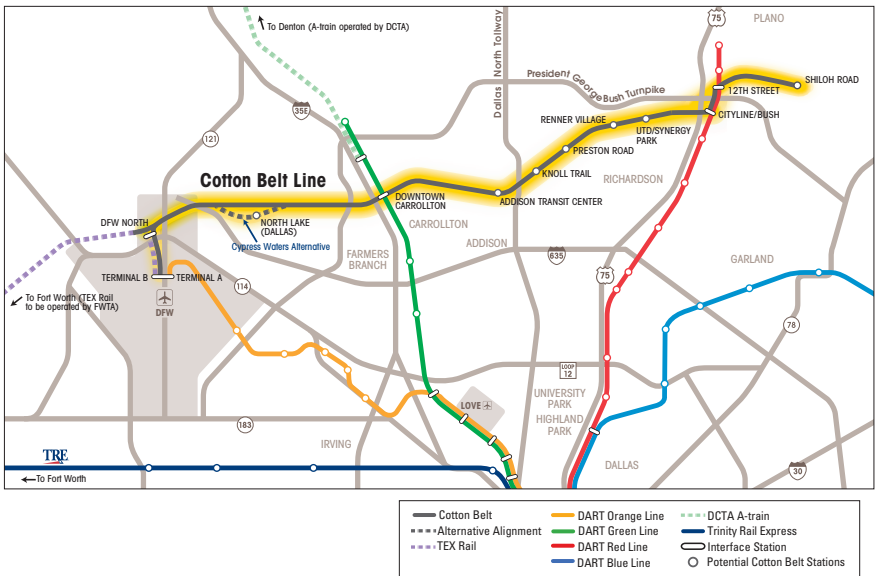
1. Red and Blue Line Platform Extensions Project. This project will modify 28 platforms to accommodate three-car trains (see map on the following page).
 - ☑ *FTA authorized DART into Project Development in December 2014, which was completed in May 2016 with the 30% design submittal*
 - ☑ *FY17 Financial Plan budget of \$121.5M*
 - ☑ *\$60M Texas Mobility Funds (TMF); \$58M anticipated from FTA Capital Investment Grant Program; remainder local funding*
 - ☑ *Engineering initiated in 2017*
 - ☑ *Phased construction and implementation through 2021*

2. Dallas CBD Second Light Rail Alignment (D2) 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 in November 2015 and provided a subsequent 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 approval of a refined subway LPA is scheduled for summer 2017 at which time the project will be resubmitted to FTA for a project rating*
 - ☑ *Until a refined LPA is selected the FY17 Financial Plan budget is \$1.3B (YOE) with 50% FTA core capacity grant funding*
 - ☑ *30% PE and Supplemental DEIS/FEIS will be complete in 2019*

3. Central Dallas Streetcar Link, which would connect the Union Station to Oak Cliff streetcar line to the M-Line through the core of downtown Dallas.
 - ☑ *The City of Dallas anticipates selecting a preferred route concurrent with the D2 subway alignment in summer 2017*
 - ☑ *DART would then submit a request to enter Project Development on behalf of the City of Dallas, likely under the FTA Small Starts program*
 - ☑ *The DART FY17 Financial Plan assumes up to \$40M in FTA grant funding.*

COTTON BELT CORRIDOR

- Approximately 26-mile segment of the DART-owned Cotton Belt Corridor between the Dallas/Fort Worth International Airport and Plano/Richardson
- Would link growing employment and activity centers and be a major east-west connector, providing transfer opportunities with Red Line, Orange Line, Green Line, and FWTA TEX Rail project at DFW Airport.
- DART completed 5% conceptual engineering for rail alternatives and documented environmental considerations in 2014
- 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 Federal Railroad Administration.
- 10% PE and DEIS underway in 2017 with FTA as lead agency and FRA and FTA as cooperating agencies



STREETCAR PROGRAM

EXISTING AND FUTURE DALLAS STREETCAR

The existing Dallas Streetcar system is a 2.4-mile modern Streetcar line with 6 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 FROM 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

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 CONVENTION CENTER LOOP

- Future single track loop along Young, Lamar, Wood, and Houston Streets
- Two streetcar stops: Convention Center Hotel on Young/Lamar and Wood/Market
- 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 with Central Streetcar Link (see Program of Interrelated Projects section)

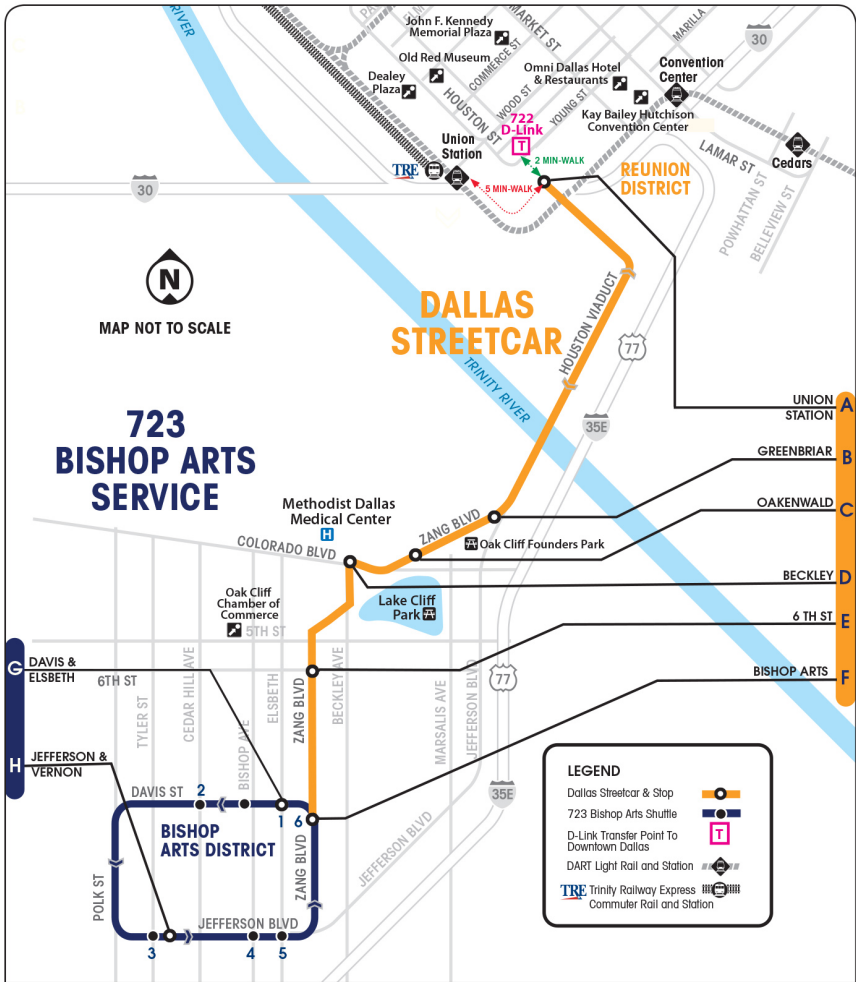
MCKINNEY AVE TROLLEY (M-LINE) - EXISTING

- 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 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
- See www.MATA.org for more information

URBAN CIRCULATOR PROJECT – OLIVE -ST. PAUL CONNECTOR - EXISTING

- 0.4-mile connector opened in June 2015 from current MATA M-line terminus at Ross Ave./ St.Paul St. to the MATA Olive St. extension via Federal St.
- Owner: City of Dallas
- Grantee/Owners Technical Representative: DART
- Funding: \$4.9 million federal Urban Circulator grant/\$5.0 Regional Toll Revenue (RTR) funds

EXISTING DALLAS STREETCAR SYSTEM



SOURCE: DART

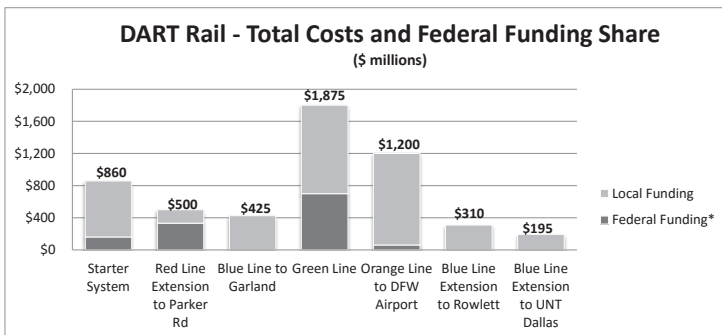


CAPITAL COSTS

- 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.

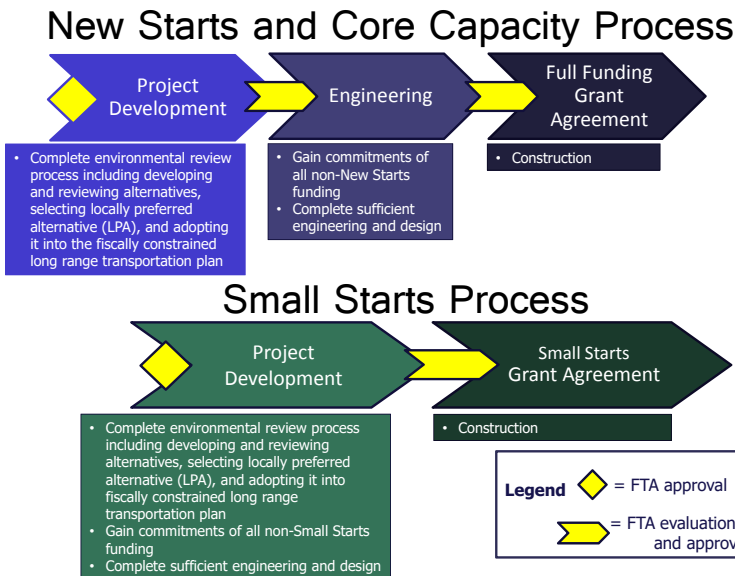
PROJECT DEVELOPMENT PROCESS

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

STATION AREA FACT SHEETS

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

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

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

ECONOMIC AND FISCAL IMPACTS

In the January 2014 study, economic and fiscal impacts of DART operations spending in FY13, and of capital spending for two time periods were examined:

- FY03-FY13 (Green Line, Orange Line to Irving, Lake Highlands Station, Rowlett Blue Line extension)
- FY03-FY17 (to capture the Orange Line to DFW and SOC-3 Blue Line extension)

In the 11-year period studied, the agency grew the light rail network from 44 miles and 34 stations to 85 miles and 61 stations. The January 2014 UNT study notes that DART's capital spending on light rail was almost \$5.63 billion, or \$4.7 billion in inflation-adjusted 2013 dollars. During that time, the expansion generated \$7.4 billion in regional economic activity, as measured in direct, indirect and induced spending - a notable 157 percent return on investment. Spillover spending and economic activity have generated \$236 million in revenue for state and local taxing jurisdictions from sales and use taxes, property taxes, fees for licenses and permits and other government revenue.

When including future capital spending through FY17, it is estimated that the DART capital improvement program will total more than \$5.6 billion, expressed in 2013 inflation-adjusted dollars, boosting regional economic activity by almost \$8.8 billion, increasing labor income by

ECONOMIC AND FISCAL IMPACTS - CAPITAL SPENDING FY03 - FY13

DESCRIPTION	IMPACT
Capital Spending	\$5,283,718,000
Capital Spending (adjusted for inflation)	\$4,719,824,000
Output	\$7,447,165,000
Labor Income	\$3,310,057,000
Employment (person-years)	54,229
State and Local Indirect Business Taxes	\$236,107,000

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

NOTE: Expressed in 2013 dollars.

\$3.9 billion, and supporting more than 63,700 person-years of employment - an average of about 4,250 jobs per year for 15 years. Total state and local government revenues associated with this spending will approach \$281 million. By 2017, the system will have grown to 93 miles and 64 stations.

The agency's combined capital and operations spending in FY08 and FY09 provided a much-needed boost to the local economy and employment during the national recession. DART generated nearly \$3.9 billion in economic activity that supported an average of 15,700 jobs each

year of this two-year period.

With the capital campaign nearly complete, DART's light rail operations have expanded greatly. More than 700 employees were added to the agency payroll between 2003 and 2013. From FY03 through FY13, DART's recurring day-to-day operations of the system generated almost \$7.4 billion in economic activity, supporting more than 70,000 person-years of employment and boosting regional labor income by \$4.7 billion. Total tax revenues paid to state and local entities over this period exceeded \$305 million. In FY13 alone, DART's recurring operational spending exceeded \$490 million. Operating the DART System generated almost \$750 million in annual regional economic activity and supported more than 7,100 direct, indirect and induced jobs. Total regional labor income from DART's operations is now nearly \$492 million annually, and local and state government entities will receive more than \$31 million in recurring annual revenue from DART-related operational activities.

DEVELOPMENTAL IMPACTS

The second study focused on developmental impacts including office lease rates and taxable

RECURRING ANNUAL ECONOMIC AND FISCAL IMPACTS OF DART OPERATIONS - FY13

DESCRIPTION	IMPACT
Total Operating Expenditures	\$493,553,000
Economic Activity	\$749,255,000
Labor Income	\$491,977,000
Employment (jobs)	7,122
State and Local Indirect Business Taxes	\$31,150,000

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

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.

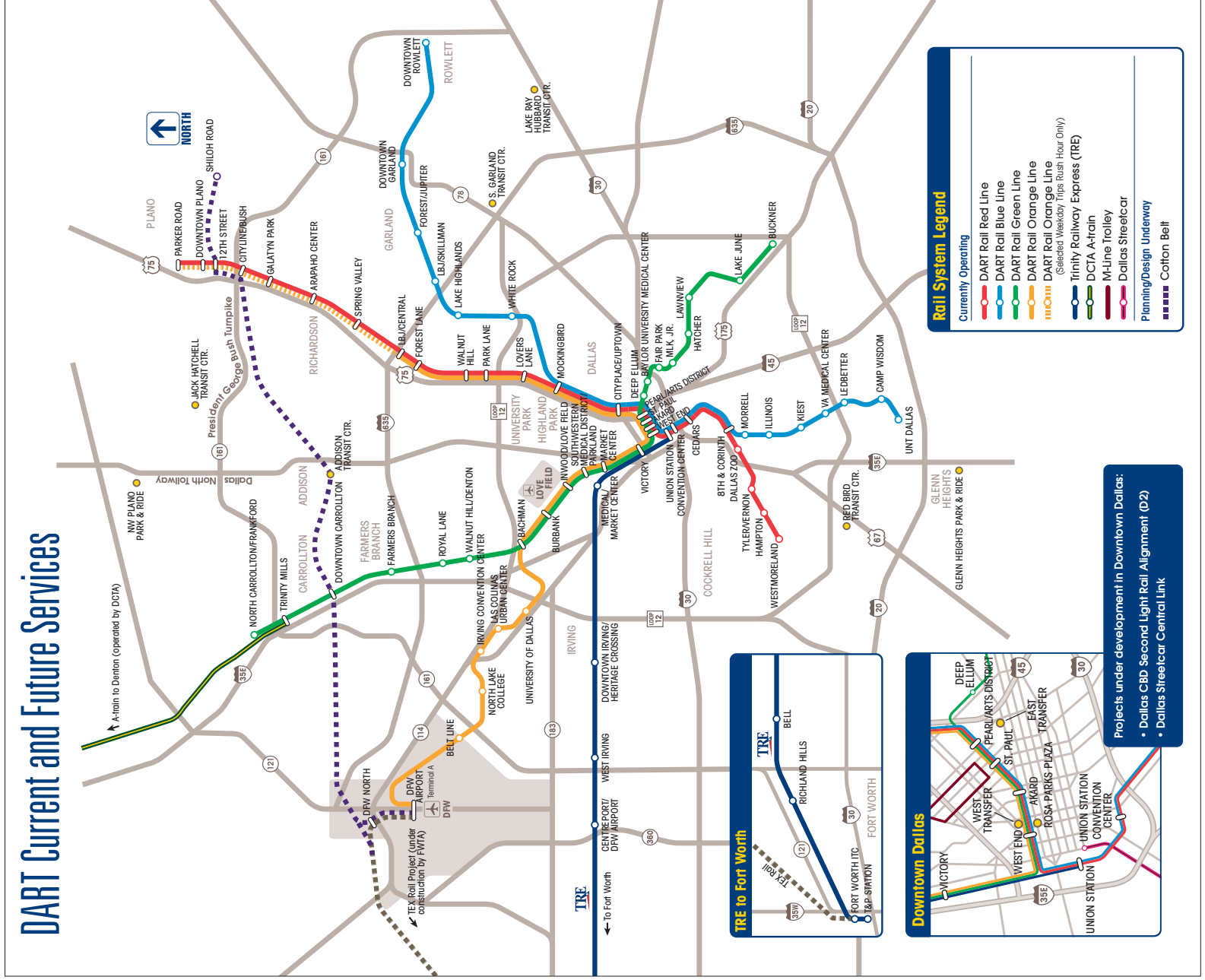
PROPERTY VALUES OF DEVELOPMENT BUILT IN 1993 THROUGH EARLY 2013 (2013 CERTIFIED VALUATIONS)

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

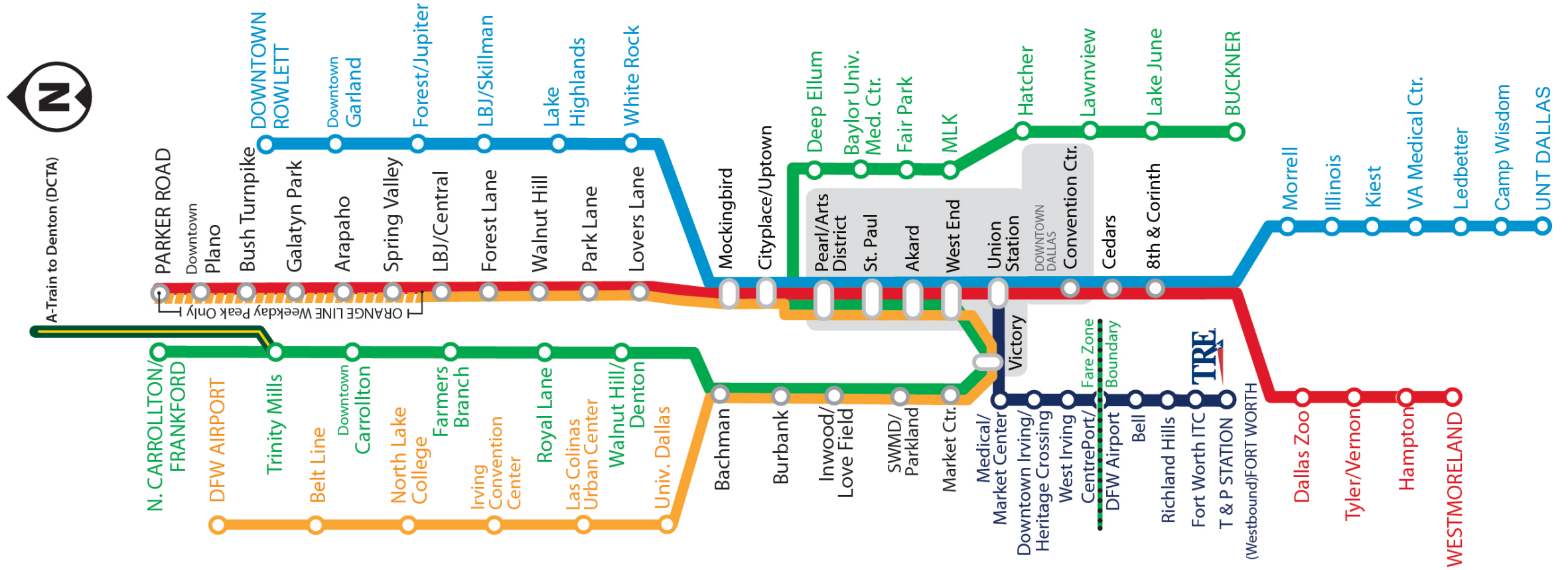
SOURCE: DART, IMPLAN, and UNT Center for Economic Development & Research, January 2014

- 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.

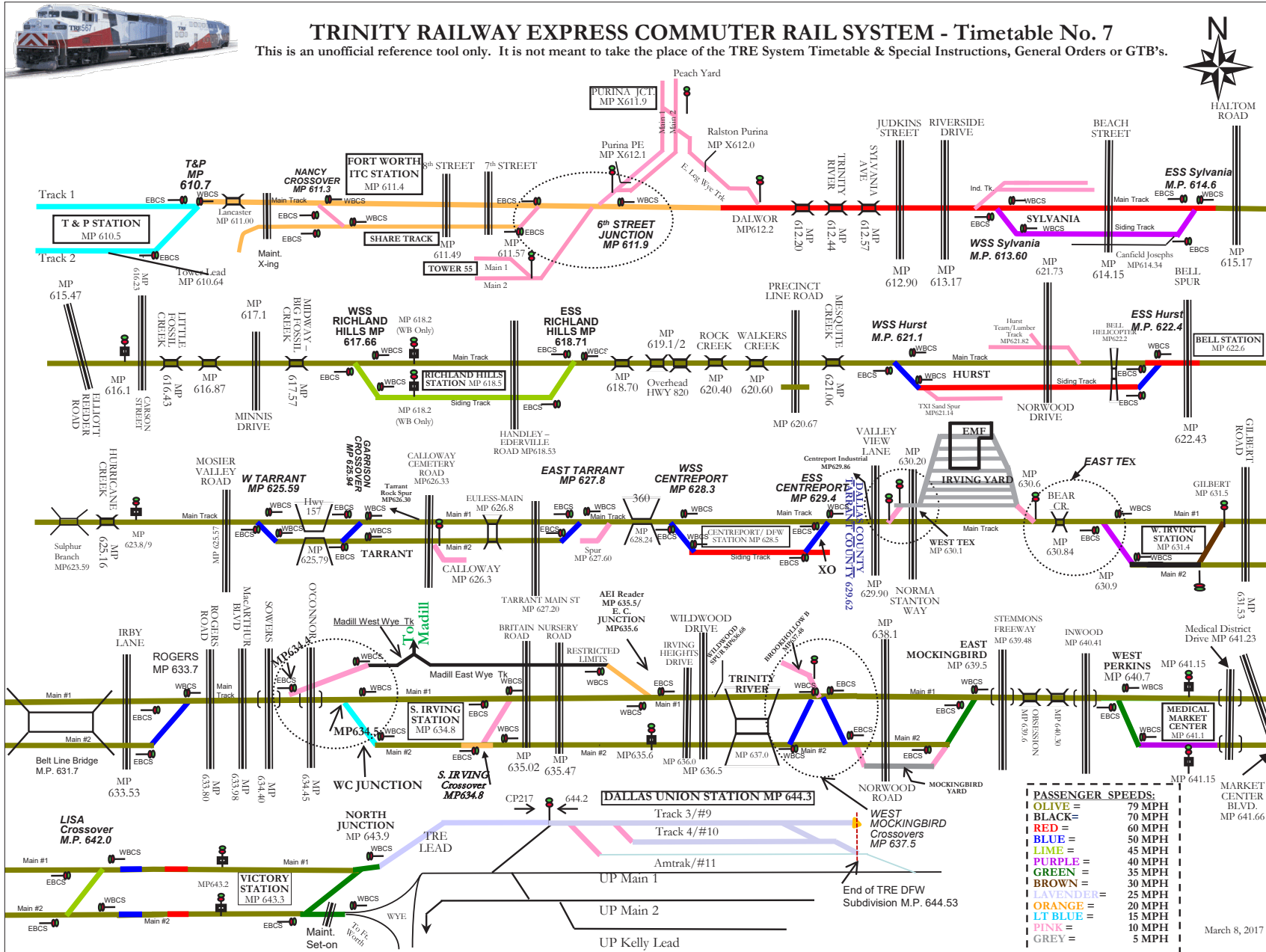
>> DART CURRENT AND FUTURE SERVICES



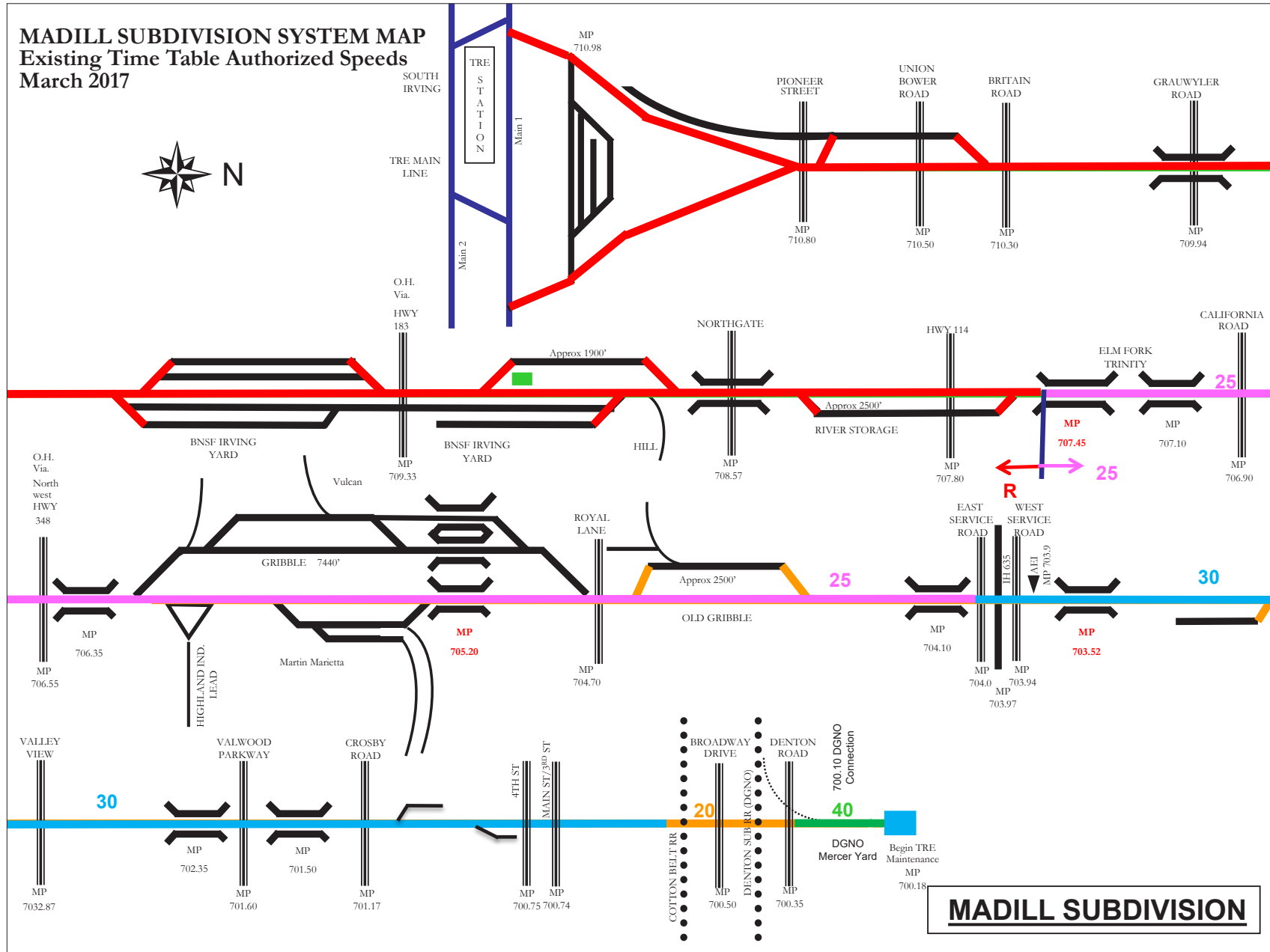
>> RAIL MAP



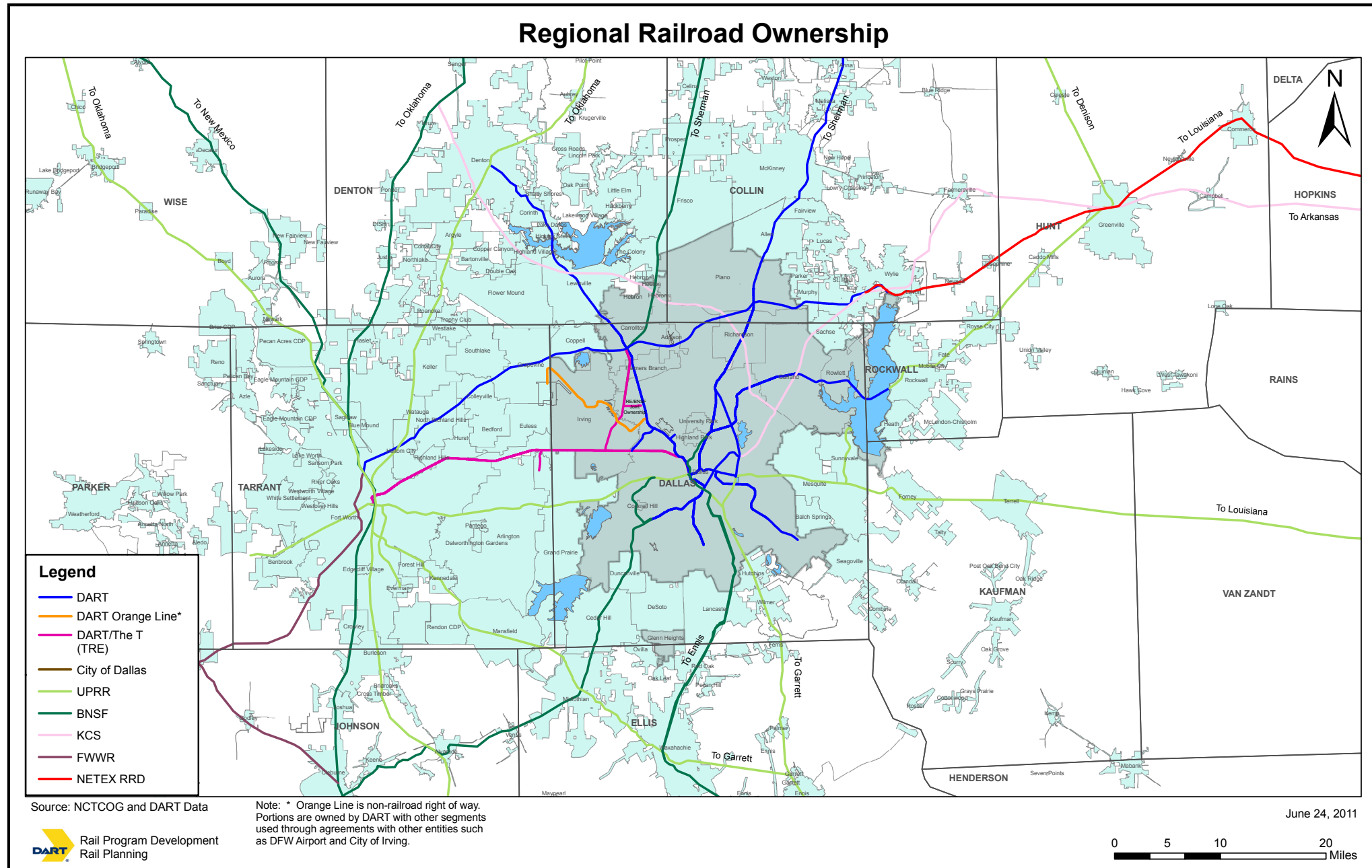
>> TRE COMMUTER RAIL SYSTEM



>> TRE MADILL SUBDIVISION



>> REGIONAL RAILROAD OWNERSHIP





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