Supported by 1/2¢ Sales Tax from Denton, Highland Village and Lewisville (2002)

Provide Contracted Services to Frisco, McKinney, Melissa, Celina, Lowry Crossing, Princeton, UNT, NCTC

A-train Revenue Service (June 2011) Connecting to DART Light Rail in Carrollton

Innovative Transit Solutions driven by Regional Demand
THEMES

• The Changing Landscape of North Texas
• Area Growth and Demands for Innovation
• Transit Oriented Development, New Developments & Innovation
• The Fast Pace Chang, Cultural Shift and the Impact on Transit
• DCTA – transforming the way we, think and operate...enabling safer, more efficient, more reliable regional mobility
• Denton and Collin Counties have experienced rapid growth prior to 2017, and that growth will continue well into the future.
• While much of this growth has occurred without the support of public transportation, building road congestion and lack of space for expansion will limit potential growth.
• Clear need demonstrated for accessible transportation options.
DFW REGIONAL TRANSIT NETWORK

35W Corridor
North Texas Xpress (DCTA & FWTA)

35E Corridor
Trinity Mills (DCTA & DART)

TRE – DART Rail
Victory Station (DART & FWTA)

TEXRail – DART Rail
DFW Airport (DART & FWTA)
FUTURE TRANSIT CORRIDORS

A-train Extensions (NB & SB)

Frisco Rail Corridor (Carrollton – Celina)

35W Corridor

SRT/121 Corridor & US 380 Corridor
A-Train TOD: DOWNTOWN DENTON

- Martino Group; Railyard
- 110 Residential Units
- 9k+ Square Ft of Restaurant/Retail
- 18k+ Square Ft of Collaborative Workspace
TOD: HIGHLAND VILLAGE/LEWISVILLE LAKE

Tower Bay Lofts; Wittington Holdings

2 Acre Development / $40M

380 Residential Units / 280K SF

Planned Trail Connectivity
TOD: OLD TOWN STATION

- Improve Walkability & Enhance Aesthetics
- Support Multi-modal Transportation
- Encourage Mixed Use Re-development
- Joint Development Efforts
TOD: HEBRON STATION

- 90 Acre Development / $300M
- 1600 Residential Units / 1.2M Net SF
- 4000 SF Retail/Restaurant
- Joint Development
**DEVELOPMENT, TECHNOLOGY & THE FUTURE OF TRANSIT**

**REGIONAL GROWTH**
- Major Development Projects

**REGIONAL INFRA**
- Highways Can’t Keep Up with Growth and Development

**TECH ADVANCES**
- EV/AV, TNC’S, Taxis, Micro Transit, Software as a Service - Convergence

**DCTA RESPONSE**
- Service Brokers, Infrastructure Changes, Realtime Data Share, Strategy Change

- Alliance Airport – Hillwood Dev
- GrandScape – BurksHire Hathaway
- Hall Business Park
- The Star, Ford Center & Hillwood Dev
- The $5 Billion Dollar Mile
- Legacy West – Toyota, JPM Chase,
- Liberty Mututal
- UNT, NCTC Multi Capmus Strategy
Changing the way we think about mobility

- Customers are demanding real-time mobility options
- DCTA is becoming a broker of transit services - working with developers, growing municipalities
- Layering mobility options by time of day and trip type
- More focus on regional mobility, access to workers, first/last mile
- Real time data collection and data sharing, linked trips / payment
REAL TIME TRANSIT SERVICE (FUTURE VISION)

- Access to Workers is a priority
- Private sector needs solutions
- Cost Containment is a must
- Flexible, Convenient
- Customizable
- Tech is Becoming Main Stream
Transit has to stay relevant
Customer Driven Demand
Market is getting crowded with Tech Companies
Technology Convergence
Collecting and sharing data real/near real time is key
TECHNOLOGY THAT IS REVOLUTIONIZING RAIL OPERATIONS

- Positive Train Control
- Layer 3 Network over Fiber – fully redundant, self healing
- Real-time monitoring, data analytics
- Dell EMC Unity platform, virtualization and redundancy, EMC Flash Storage, Microsoft Azure Cloud w/ Rio Grand Pacific
- Reimagining and transforming rail operations & transit