



# **SAME Infrastructure Forum DART Update**

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# Agency Overview

DART is a \$1.8B regional transit agency connecting North Texas residents in 13 cities across more than 700 square miles.

- 93-mile light rail system and 65 stations.
- 570 buses traveling more than 25 million revenue miles.
- 34-mile Trinity Railway Express commuter line.
- 26-mile Silver Line commuter line and 10 stations (opening late 2025).
- 30 Microtransit zones.
- 2.4-mile streetcar owned by the City of Dallas.
- Paratransit and senior medical transportation.



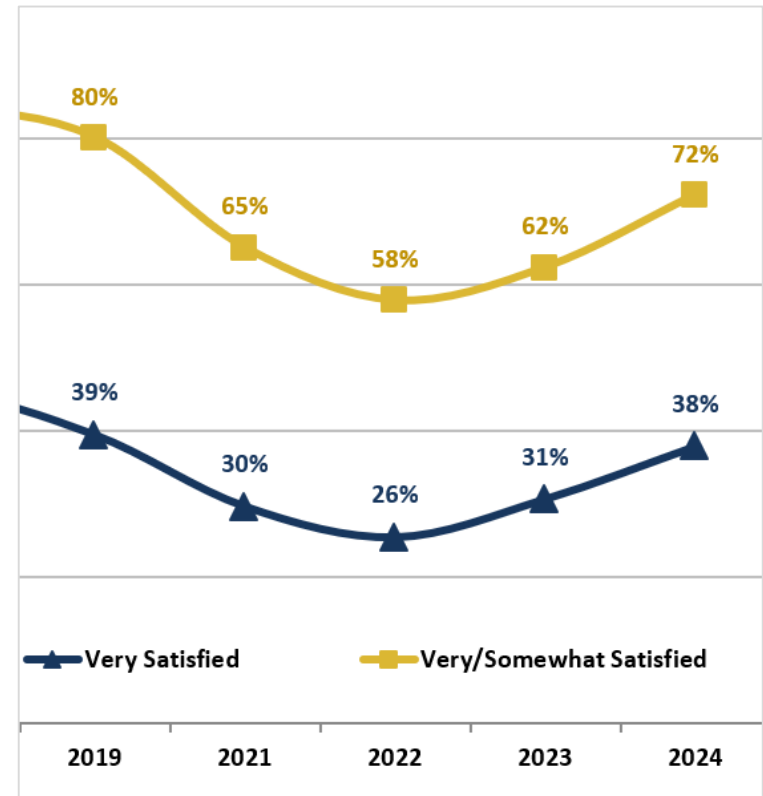
# Agency Overview

In the last four decades, we:

- Built 130 miles of rail transit with 26 remaining under construction (98% of original commitment).
- Built over \$5.6B in capital projects leveraged by significant federal investment.
- Included over \$4.5B in capital investments programmed in five-year CIP.
- Operated the nation's largest microtransit system and one of the longest light rail systems.
- Installed 6,985 bus stops and over 2,300 benches and shelters.
- Catalyzed \$17 billion in development around transit stations.
- Connected millions of North Texans to jobs, education, entertainment, health care, and more.

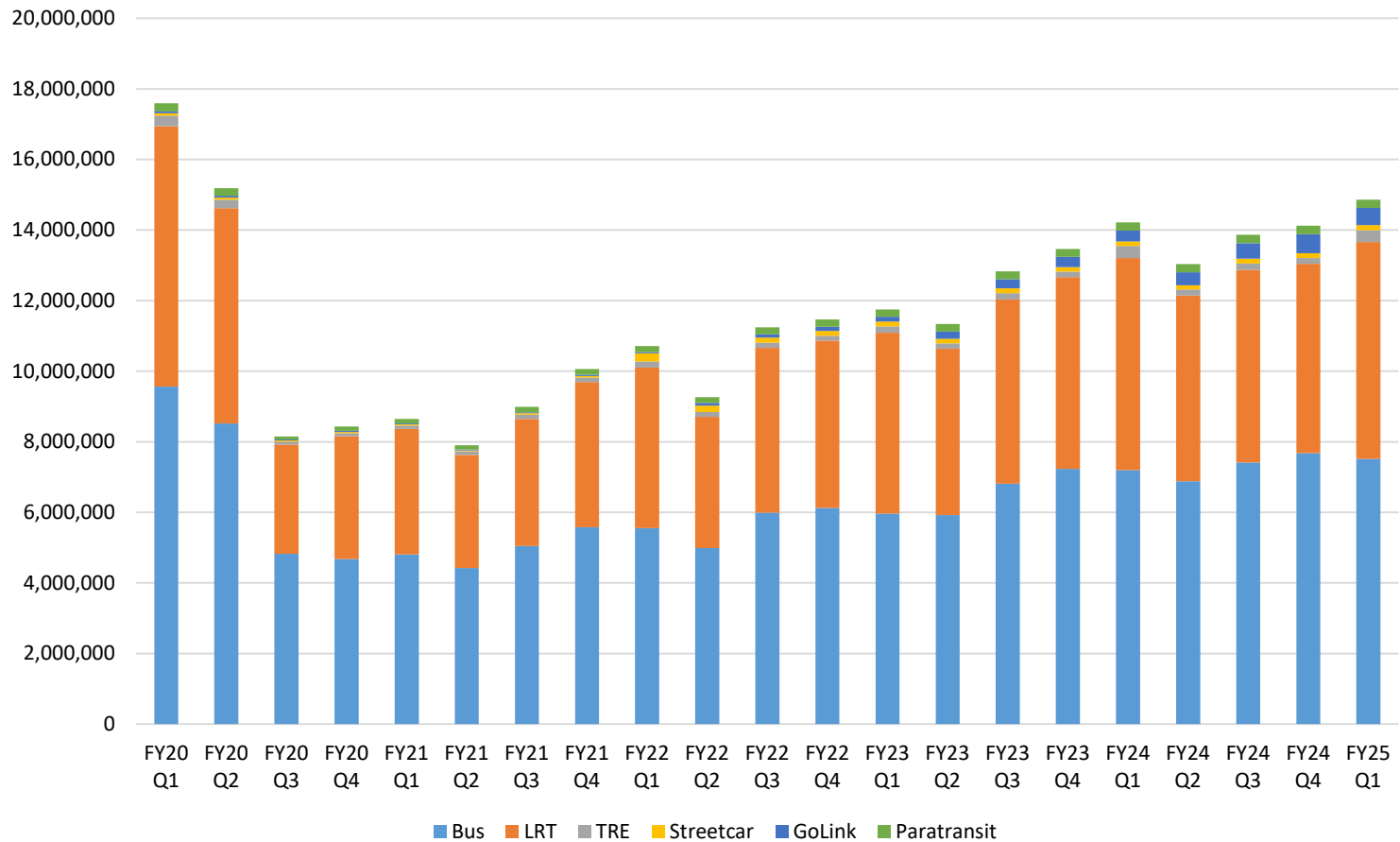
# DART Today

- Recovering ridership and growing customer satisfaction.
- Focus on cleanliness, reliability and safety/security.
- Improved Net Promoter Score (16 points), which is highest since 2016.
- Balancing frequency and coverage of our services.
- Building Area Plans to address local mobility needs.
- Responding as requested to transit oriented development opportunities identified by our cities.
- Aging infrastructure and obsolete systems that need to be replaced or modernized.
- Growing tension about local and regional priorities and available funding.



# System Ridership

## Passenger Trips by Quarter



# Annual Value of DART to our Service Area



## Jobs

DART expenditures and travel cost savings generate **41,200** jobs.



## Wages

These jobs are worth **\$730 million** in wages.



## GDP

DART increases the economy of the region by **\$1 billion**, 96% of which is accrued within DART cities.



## Taxes

Increased economic activity generates nearly **\$226 million** in local, county, state, and federal taxes, 93% of which are within DART cities.

Within ½ mile of DART services, there are:

**2.3 m** residents

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**500 k+** transit-reliant residents

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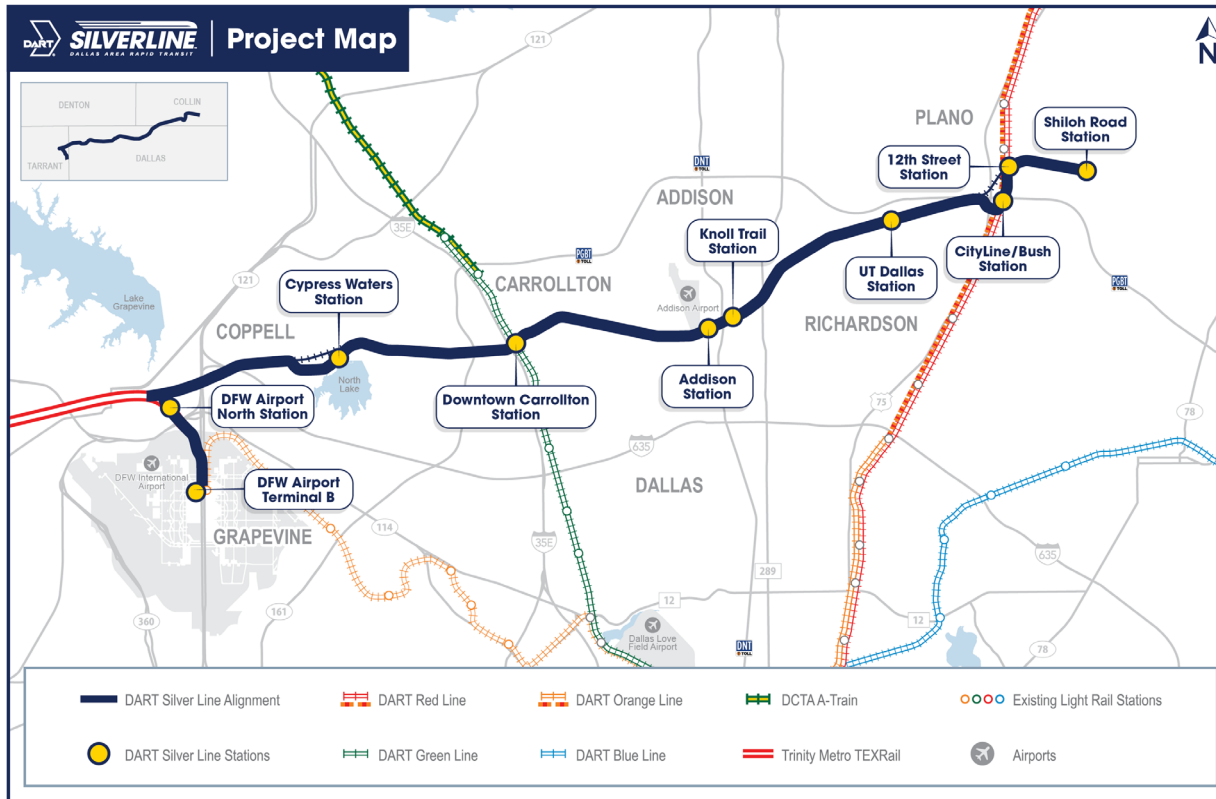
**1.75 m** jobs

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**1.3 m** workforce age employees

**96% of this value accrues within the 13 DART Service Area cities.**

# DART Silver Line Commuter Rail



**10**  
Rail  
Stations

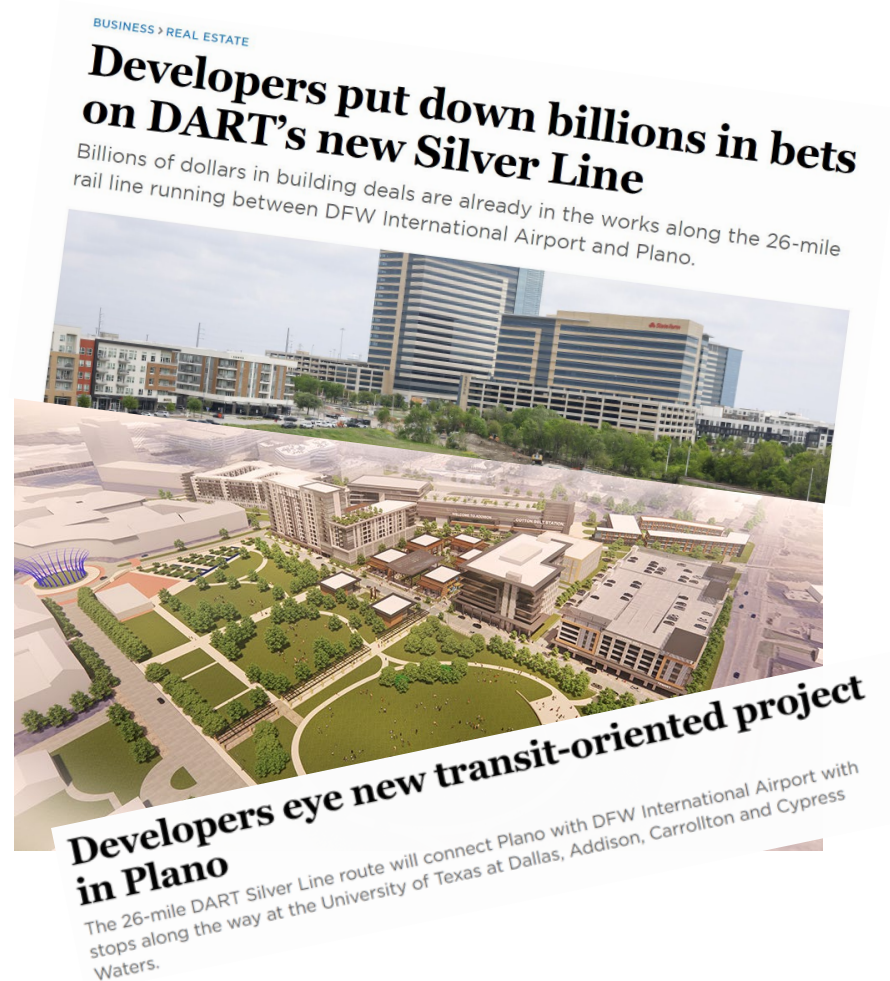
**4** Rail  
Connections

- Green LRT
- Orange LRT
- Red LRT
- TEXRail  
Commuter Rail



# Silver Line

- 2M sq ft project expansion of office space at Cypress Waters
- Infill development in downtown Carrollton
- \$472M in mixed use development in Addison
- Northside development at UT Dallas
- \$1.5B City Line development in Richardson
- 12th Street Station area planning in Plano





# DART's Future Trajectory

- Generational opportunity to change how we operate, maintain, invest, lead and influence.
- Leverage transit as part of broader transportation system:
  - Mobility over mode.
  - Reliability over expansion.
  - Focus on outcomes, capacity building and partnerships.
- Optimize the system that we have built to maximize the initial investment and reduce growth of operations and maintenance costs.
- Adapt to customer needs focusing more on total customer journey.
- Transform mobility through higher frequencies on key corridors, application of innovative technologies and unapparelled service.
- Actively create more sustainable development to accommodate more people in our service areas and around transit.
- Alter our approach to change the course of the future through our strategic plan and through our cities' area plans.

# Looking Ahead at Economic Development and Land Use

- DART's real estate assets need to be reimagined to not only leverage the economic value of the asset but the intrinsic value of the transportation infrastructure to the broader community.
- Add value through collaboration with our service area cities, developers, land use planners and key stakeholders.
- Key opportunities:
  - Addressing the Basics through Customer Experience Initiatives.
  - Collaboration on Integrated DART/City Area Plans.
  - Local Transit Supportive Policies and Programs.
  - Leverage Capital Projects to Address Total Customer Journey.
  - Reimagine Purpose and Design of DART real estate assets.
  - More active participation in economic development opportunities (real estate, tax incentives, incremental value capture, capital projects).

# DART Transit-Oriented Development Projects

**Carrollton:** Trinity Mills Station

**Dallas:**

Mockingbird Station

Royal Lane Station

Hampton Station

Westmoreland Station

Lake June Station

Buckner Station

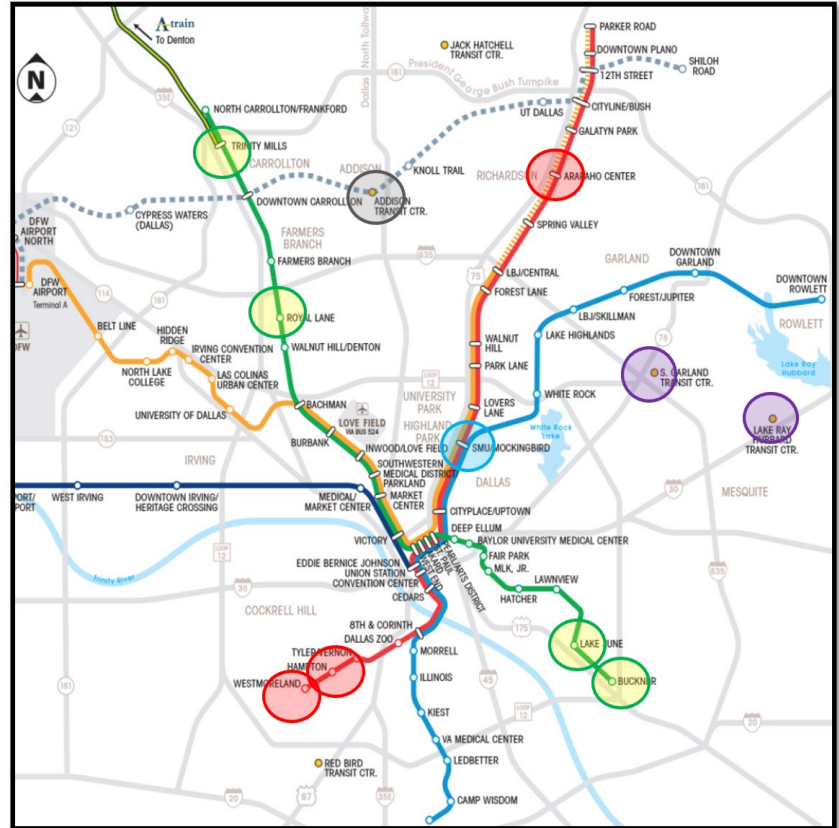
**Addison:** Addison Transit Center

**Garland:**

Lake Ray Hubbard Transit Center

South Garland Transit Center

**Richardson:** Arapaho Center



# DART Transform

DART Transform is our 10-year System Modernization program to modernize necessary infrastructure to address state of good repair and improve the customer experience.



## VEHICLES

Replace up to 95 oldest LRVs and 500 Buses.



## UNIFIED SIGNAL SYSTEM

Modernize signal systems on the oldest lines to maximize safety, communications, reliability, and network capacity.



## RESILIENCY

Enhance resiliency of operations during extreme weather events.



## STATIONS & PASSENGER FACILITIES

Raise platforms to support universal level boarding and improve other passenger facilities.



## OPERATING FACILITIES

Modify operating facilities to support new vehicle maintenance activities.

# Unified Signal System Red and Blue Lines

- Technologies on Red and Blue Lines are 30 years old and need to be replaced.
- This effort will standardize all lines to Digital Automatic Train Protection (ATP) system with an initial prioritization on 43 miles on Red and Blue Lines.
- Key Benefits of unified system:
  - Maximize safety and level of automation.
  - Digital train tracking from control center.
  - Improve speed, reliability, safety and redundancy of the system and network capacity, especially through the Dallas Central Business District.



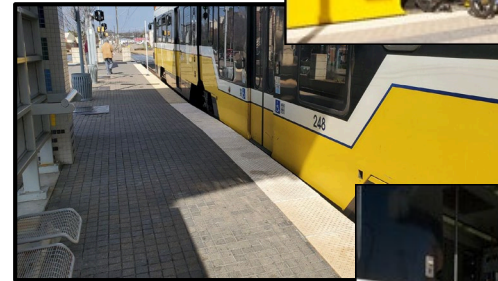
# Improved Light Rail Stations

## Accessible boarding:

- Today: accessible boarding of light rail vehicles is only available at level boarding entrances.
- Identified 23 Red and Blue Line station platforms needing to be raised 7.5 inches to allow for universal accessibility.

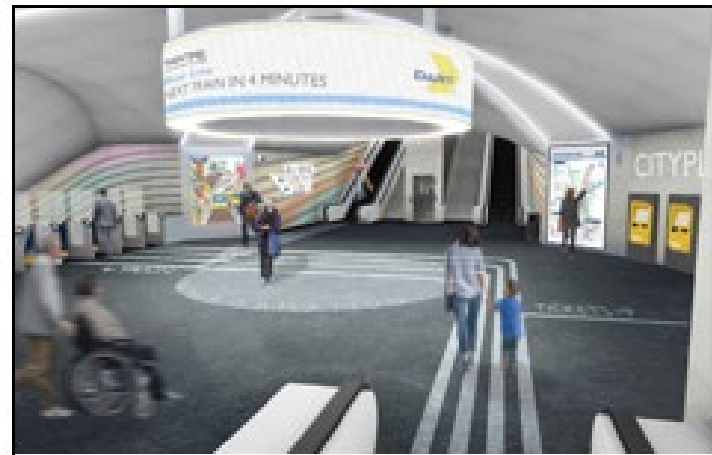
## Crosswalk safety:

- Intended to facilitate passenger flow efficiency.
- Actual use has introduced challenging operational conditions.
- All 44 center crosswalks to be removed.





# Cityplace Station Modernization





# Corridor Optimization + Rider Experience (CORE)

Developing a program for bus corridors focused on continuous improvement in collaboration with service area cities.

Key Areas of focus:

- High Ridership Corridors
- Opportunity Corridors
- Downtown throughput
- Spot treatments



# City Area Plan Opportunities

## Service Enhancements

- Frequency, route, GoLink improvements

## Multi-Modal Connectivity

- Pedestrian, bicycle, micro-mobility access to transit stops, facilities, and city priorities

## Facilities

- Add/relocate, modernize, re-develop, or right-size DART facilities
- Activate spaces to support economic development opportunities

## Corridor Investments

- Enhance speed, reliability, safety, and access in key bus corridors leveraging City and DART investments

## Land Use Coordination

- Maximize development and transit-supportive uses around bus corridors, transit facilities

## Innovation


- Ease transit use through technology
- Improve speed of implementation

# HB 3187 (Shaheen)/SB 1557 (Paxton, Hagenbuch, Parker)


- Reduces base sales tax collection to 75%.
- Requires DART to program 25% for non-transit purposes through a General Mobility Program (GMP).
- Requires DART to front 50% of the cost of GMP projects before revenue is collected.
- Increases the frequency for pull out elections to every three years.
- Lowers the commitment for how debt will be paid off if a city withdraws.
- Limits DART ability to issue debt :
  - Revenue available for the pledge (75%).
  - No debt issuance when pull out election is called.

# Impact of a 25% Cut

- Reduces DART's total impact on the local economy by 5,800 jobs and nearly \$1B in annual economic output. 1,000 DART employees would be laid off
- Allows for funding only 65% of DART's capital needs
- Over 20% reduction in ridership
- Eliminates 18 bus routes
- Reduces light rail frequency to 30 minutes
- Removes 7 on-demand zones and others are reduced by 30%
- Reduce service area corresponding to 17% of current paratransit trips
- DART would no longer participate in funding TRE or special events
- Silver Line trips would be drastically limited
- Future federal formula and discretionary funding would be limited by matching funds



**Diana, 44**  
**Reliant Commuter**



*SW Dallas <> Farmers Branch*

Walks to the bus stop and rides DART every weekday to get to her security job and back. This would add **48 minutes** to her trip.

Future Trip Time:  
**3.0 hours each way**



*let's go.*



**DART.org**