



let's go.

Creating Transit Options for the Region

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Multimodal DART System

- 120+ bus routes
- 93 miles light rail
- 35 miles commuter rail
- Paratransit and vanpool
- 107 million passenger trips annually





Dallas Streetcar



- Partnership between the city of Dallas and DART
- 2.3-mile route
- 6 Streetcar stops
- Union Station to Bishop Arts District
 - Phase 1 opened April 2015
 - Phase 2 opened August 2016
- Planned extensions include connection to the M-Line Trolley system

Blue Line Extension

- Opened October 2016
 - 3-mile extension
 - Ends at the University of North Texas at Dallas
- Added two new stations
 - UNT Dallas Station
 - Camp Wisdom Station
- Renovated Ledbetter Station
 - Extended platforms
 - Improved lighting and visibility



Comprehensive Operations Analysis

- Evaluate overall transit service efficiency and effectiveness
 - Route structure
 - Bus service type and size
- Results in comprehensive review of all transit service as a system
- Culminates in the 10-year bus service plan, which is foundation for 2040 Transit System Plan

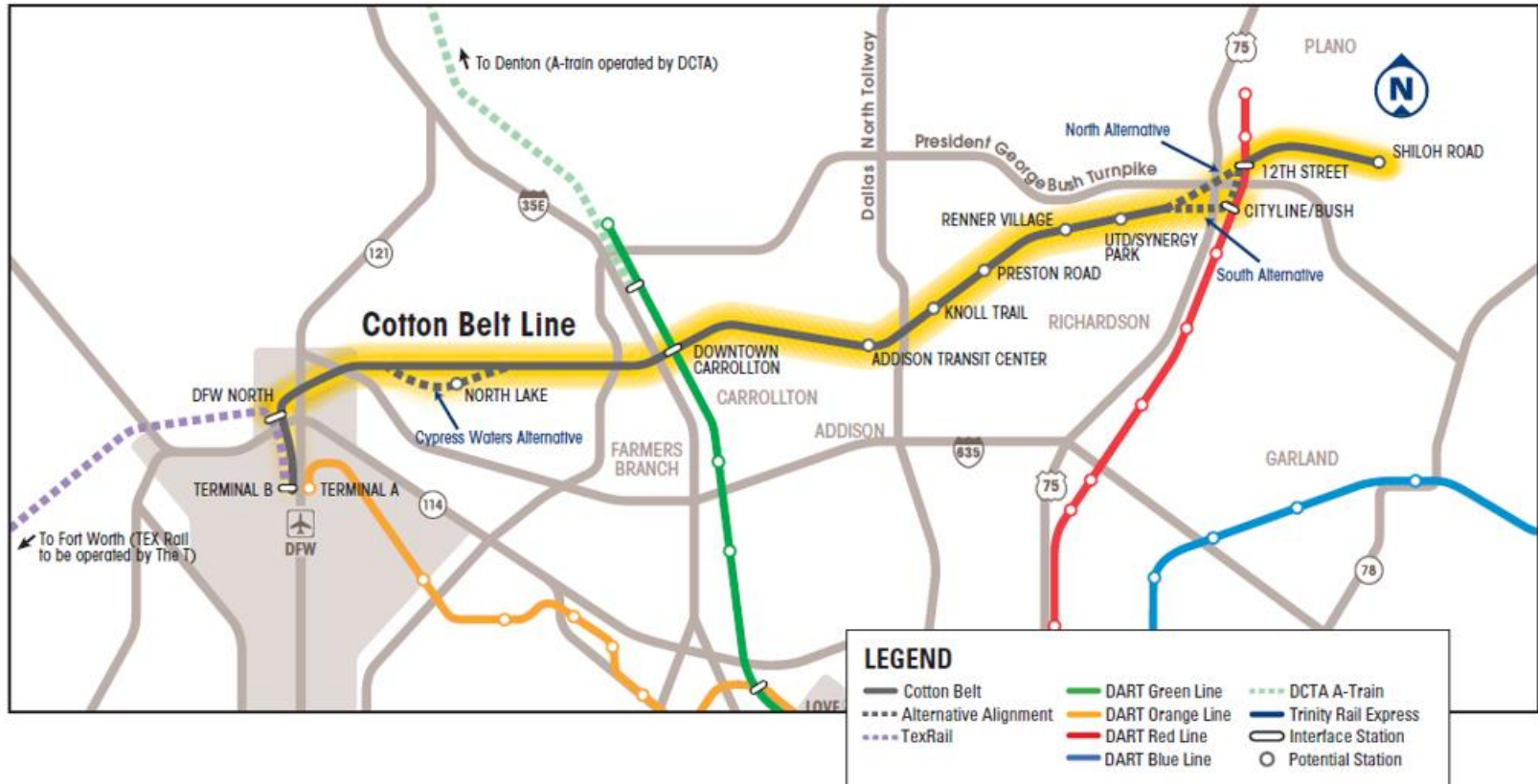


Second Downtown Dallas Light Rail Alignment – “D2”

- Easing train crowding downtown will add capacity and on-time performance
- Much remains to be determined about the precise routing and other details



Cotton Belt



First Mile/Last Mile Partnerships

- Adds convenience
- Passengers can use DART in conjunction with these services
- Apps are accessible through GoPass
- Recent \$1 million grant to further integrate ridesharing with GoPass

UBER

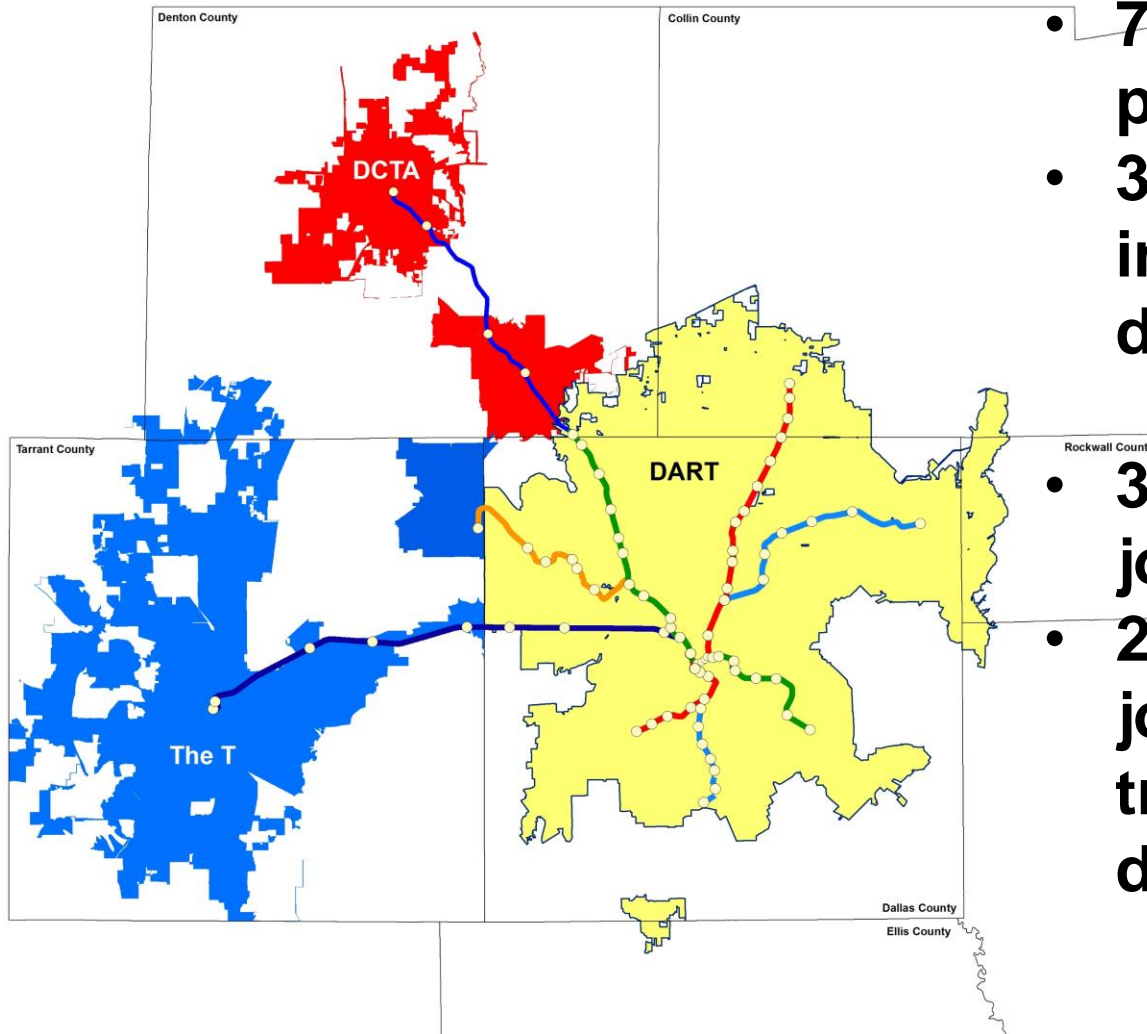


Seeking Regional Solutions

- 60% of the North Texas population lives outside the reach of transit
- There is high demand for transit outside the DART Service Area
- Suburban cities committed the 1% sales tax to other purposes
- We must seek innovative models to fund regional transit projects

Transit Agencies

Unshaded Areas Have No Transit



- 7.1 million population
- 3.2 million in transit districts
- 3.5 million jobs
- 2.5 million jobs in transit districts

Rapid Growth in Best Southwest Cities

- Rapid population growth from under 50,000 in 1970 to nearly 250,000 today
- Several cities are becoming increasingly urbanized: Duncanville, DeSoto, Cedar Hill, Lancaster, Balch Springs and Glenn Heights

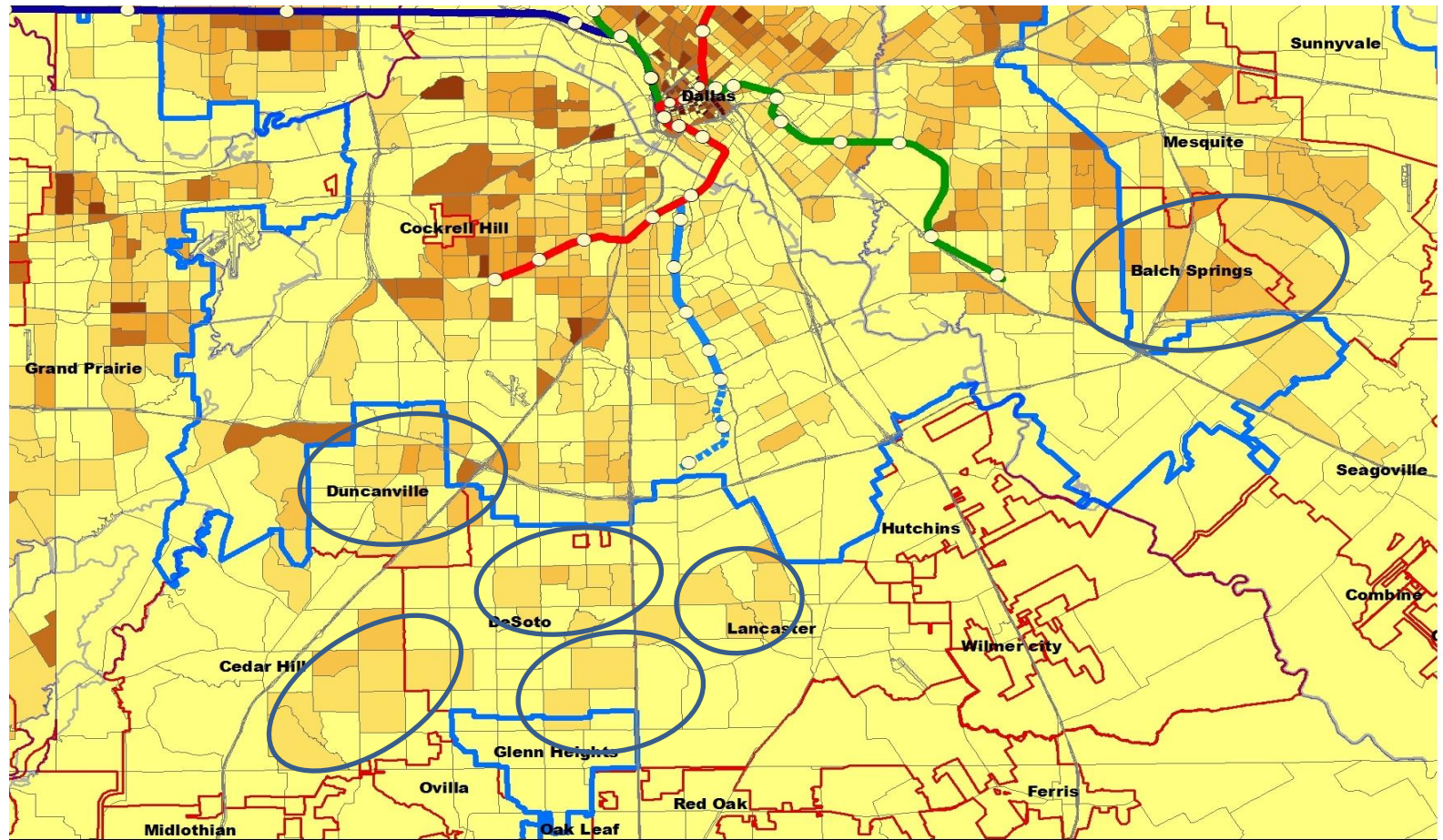
Rapid Growth in Best Southwest Cities

- More densely urbanized areas are usually better candidates for successful transit service
- 115,000 residents are employed
 - 86% work outside of the Best Southwest Cities
 - 14% work within the Best Southwest Cities
 - 56% work in the DART Service Area
 - 40% work in the city of Dallas

Existing Services

- Glenn Heights is within the DART service area and is served by express bus service, On Call demand-responsive service, and ADA-required paratransit service
- Balch Springs contracts with STAR Transit to provide a limited “Midtown Express” service connecting to the DART Green Line

Cities with Best Potential for Transit



How to Obtain DART Service?

- Join the DART Service Area by election
 - Requires election to commit 1% sales tax
- Contract with DART for service
 - Contract must offset all operating and capital costs
 - Must prepare service and financial plan within 3 years
 - DART will pay for 50% of service plan

Next Steps

- Cost estimates for initial concepts
- Develop a service plan as required by the DART Board
 - Detailed short and long term plan
 - Costs for operations and capital investments
 - Sources of revenue to fund service
 - Community and stakeholder input
 - Contract agreements



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