



**Transit Coalition of North Texas  
Federal Funding Opportunities Webinar  
May 18, 2023**

# A-train Enhancement Program

1. Improve schedule and frequency for regional connectivity
2. Consider service extension to new station at Carrollton

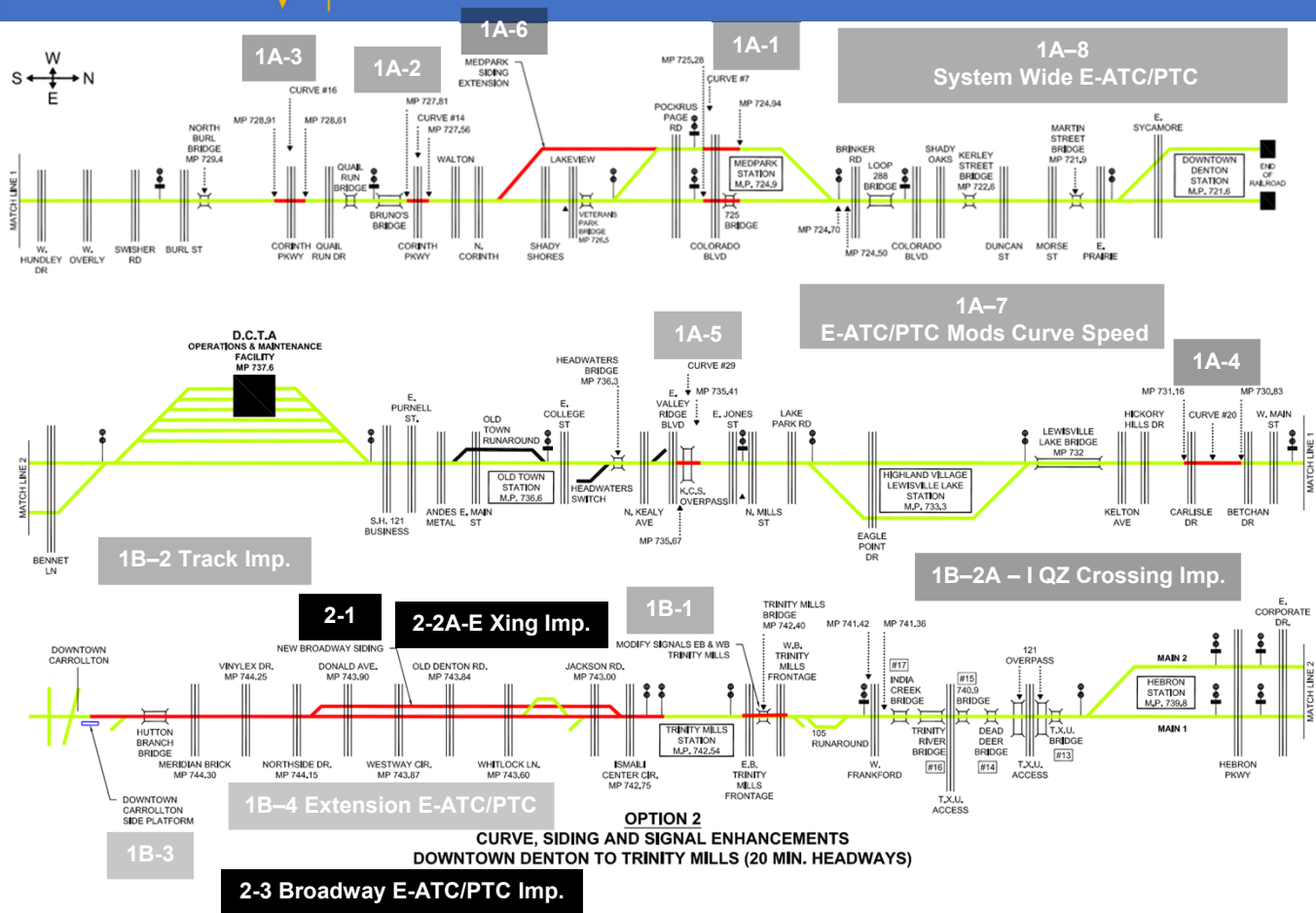
Anticipated timeline for DART investment in Trinity Mills – Downtown Carrollton segment could align with additional investment to extend A-train





DENTON COUNTY  
TRANSPORTATION  
AUTHORITY

A-train Enhancement Program  
Option 2: Extension to Downtown Carrollton, Curve, Sidings and Signal  
Improvements (20 Min. Headways)

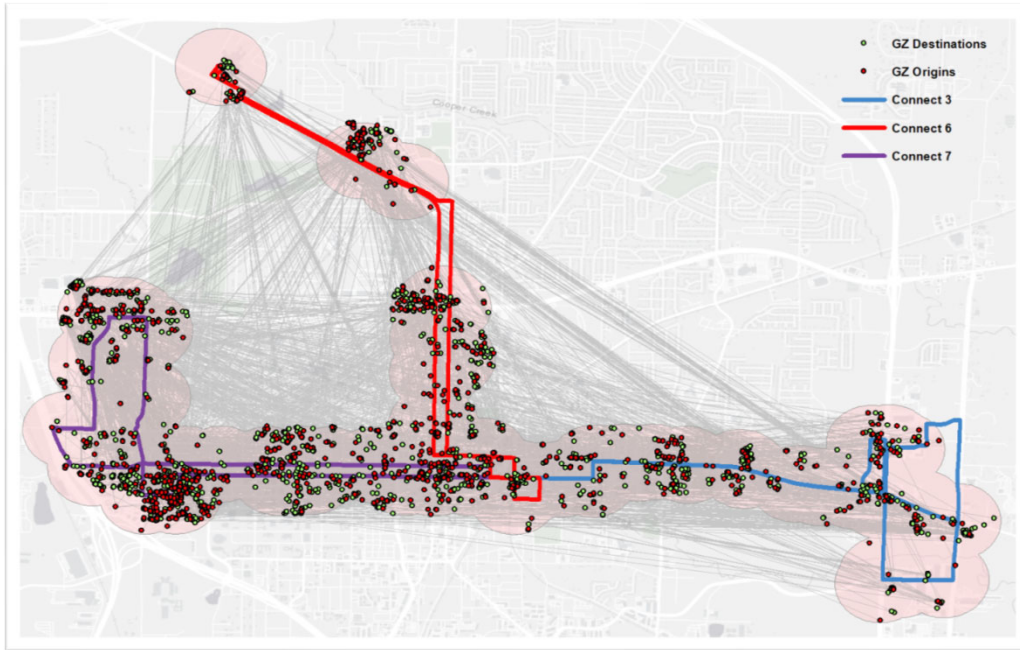


OPTION 2  
CURVE, SIDING AND SIGNAL ENHANCEMENTS  
DOWNTOWN DENTON TO TRINITY MILLS (20 MIN. HEADWAYS)

- Curvature / Speed Improvements, DDTC - Trinity Mills
- MedPark Siding Extension (5900LF)
- E-ATC Enhancement, DDTC - Trinity Mills
- Trinity Mills Rail Signal Modifications
- Excepted Track to Class II Upgrade, Trinity Mills to Downtown Carrollton
- Class II to Class IV Track Upgrade, Trinity Mills to Downtown Carrollton
- Carrollton Crossing Upgrades (x9)
- Downtown Carrollton A-train Station
- E-ATC Enhancement, Trinity Mills - Downtown Carrollton
- New Broadway Siding (5,400LF)
- Grade Crossing Modifications, Broadway Siding
- E-ATC Enhancement, Broadway Siding

# Connect / UNT Fixed Route Bus Shelter Improvements

January - March 2023 GoZone OD Pairs in Connect 3, 6, & 7 Service Area



## Intra-Route GoZone Trips By Month

Route6	Jan 23	Feb 23	Mar 23
Connect 7	1,345	1,354	1,444
Connect 6	281	289	377
Connect 3	294	380	526
<b>Total</b>	<b>1,920</b>	<b>2,023</b>	<b>2,347</b>

Total Denton to Denton Trips	42,502	38,012	45,196
Intra-Route Trip %	4.5	5.3	5.1

	Jan 2023		Feb 2023		Mar 2023	
<b>Denton-to-Denton GoZone Passenger Trips</b>	100.0%	54,960	84.5%	46,429	100.0%	54,966
GoZone Passenger Trip Origins in Routes 3,6,7 quarter-mile service area	30.4%	16,689	26.6%	14,624	30.7%	16,883
GoZone Passenger Trip Destinations in Routes 3,6,7 quarter-mile service area	28.4%	15,584	25.4%	13,973	30.3%	16,680
GoZone trips with both ends in Routes 3,6,7 quarter-mile service area (I-I Trips)	7.9%	4,337	7.6%	4,172	8.6%	4,731

S:\STRATEGIC PLANNING\GoZoneDataProcessing\DataLab\XLSX\March23GZ\_OD\_Mapping\RT367\_GZ\_OD\_TOD\_041823.xlsx\Summary

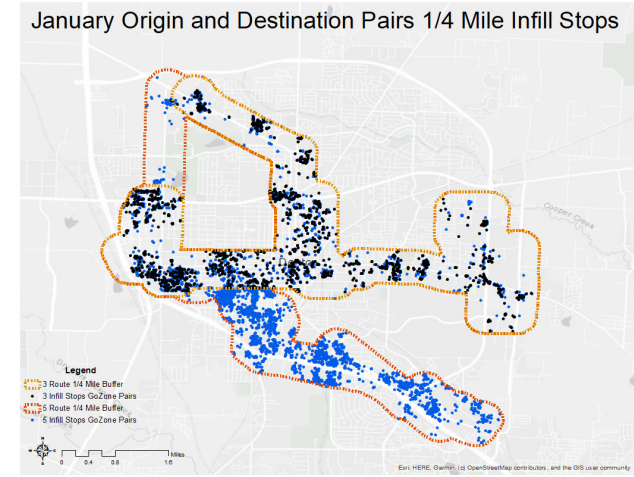
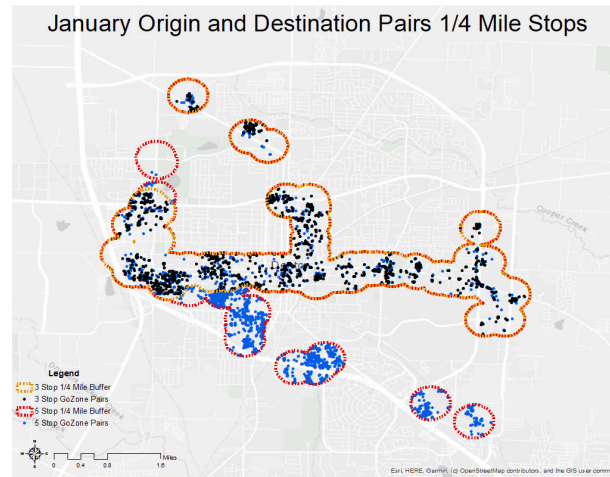
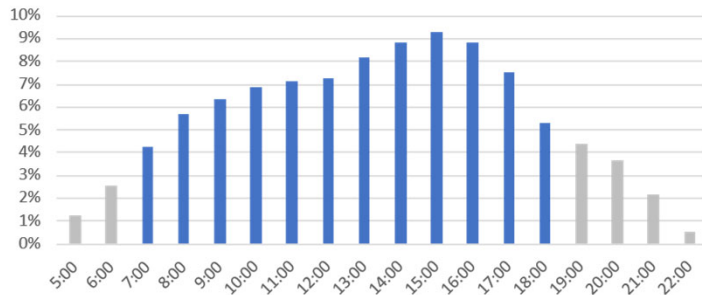
# Connect / UNT Fixed Route Bus Shelter Improvements



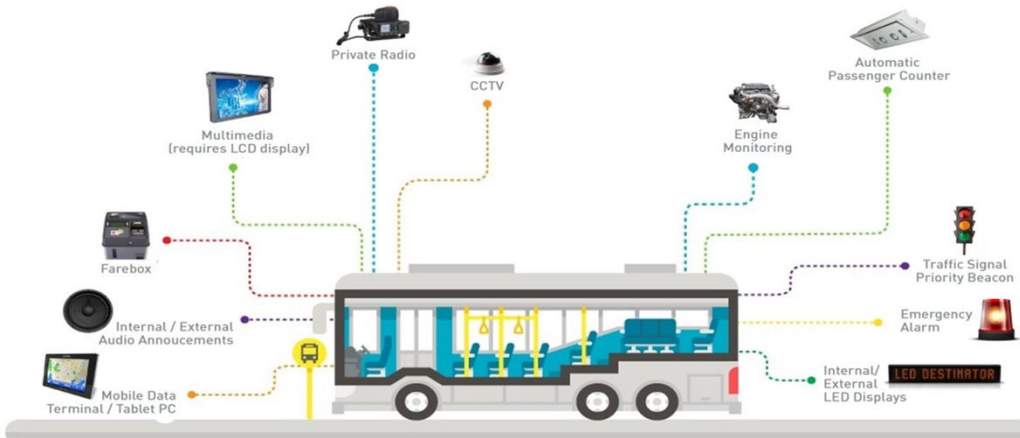
## Passenger Trip Capture Potential – 1/4 mile travel shed

7:00 AM – 6:00 PM	GoZone Passengers with O & D in Denton (Jan 2023)	Potential Passenger Capture 1/4 Mile Existing stops	Potential Passenger Capture 1/4 Mile infill stops
5 Route	32,681	7,884 (24% of total)	14,250 (44% of total)
3 Route	32,681	2,759 (8% of total)	3,539 (11% of total)

January 2023  
Time-of-Day Distribution of GoZone OD Pairs in Connect Service Area



## Vehicle Technology



## Safety & Security



***Bus Fleet Planning and Modernization***



# Moving from Expansion to Transformation

May 18, 2023

Dee Leggett  
Executive Vice President/Chief Development  
Officer



# Overview

- Current focus on improving the rider experience, finalizing expansion program and addressing issues related to **reliability, cleanliness and security**
- Future focus on:
  - Opportunities to leverage and enhance our system through better integration of transit into communities to improve mobility, connectivity, and quality of life
  - Modernization of the system to incorporate new technologies and fleets that improve reliability, operations and safety
    - Frequency improvements
    - Fleet replacement (bus, light rail, commuter rail)
    - Facility upgrades
    - Passenger station and amenity transformation
    - Bus corridor investment









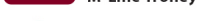






# Current State

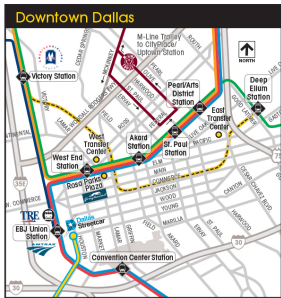
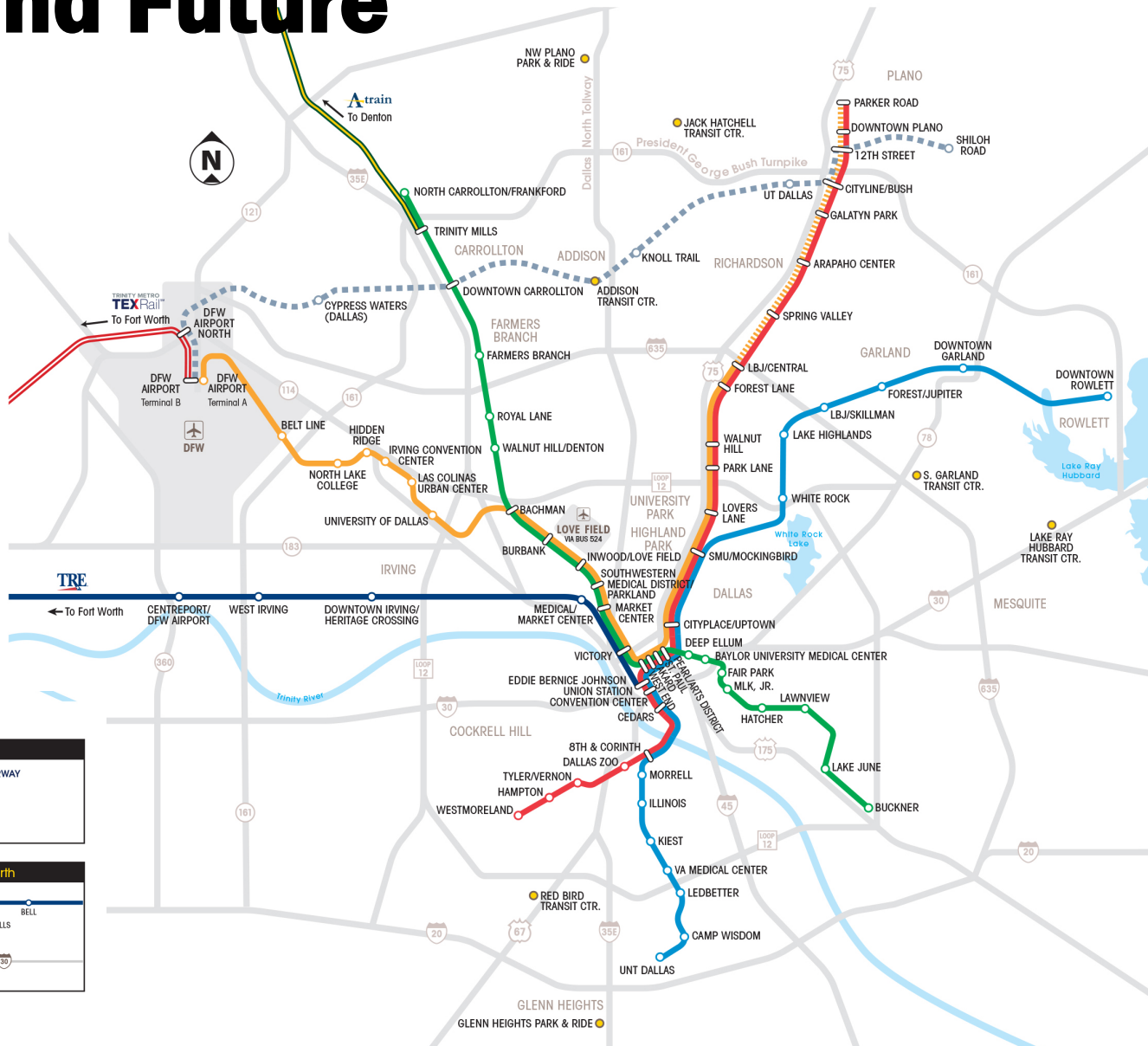
# Current and Future Services

## Map Legend

-  Blue Line
-  Red Line
-  Green Line
-  Orange Line
-  Orange Line  
Weekdays Peak Only
-  Trinity Railway Express  
(No Sunday Service)
-  TEXRail (Trinity Metro)
-  A-Train (DCTA)
-  M-Line Trolley
-  Dallas Streetcar
-  Transit Center or  
Park & Ride



Inset Map



# 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

**500 k+** transit-reliant residents

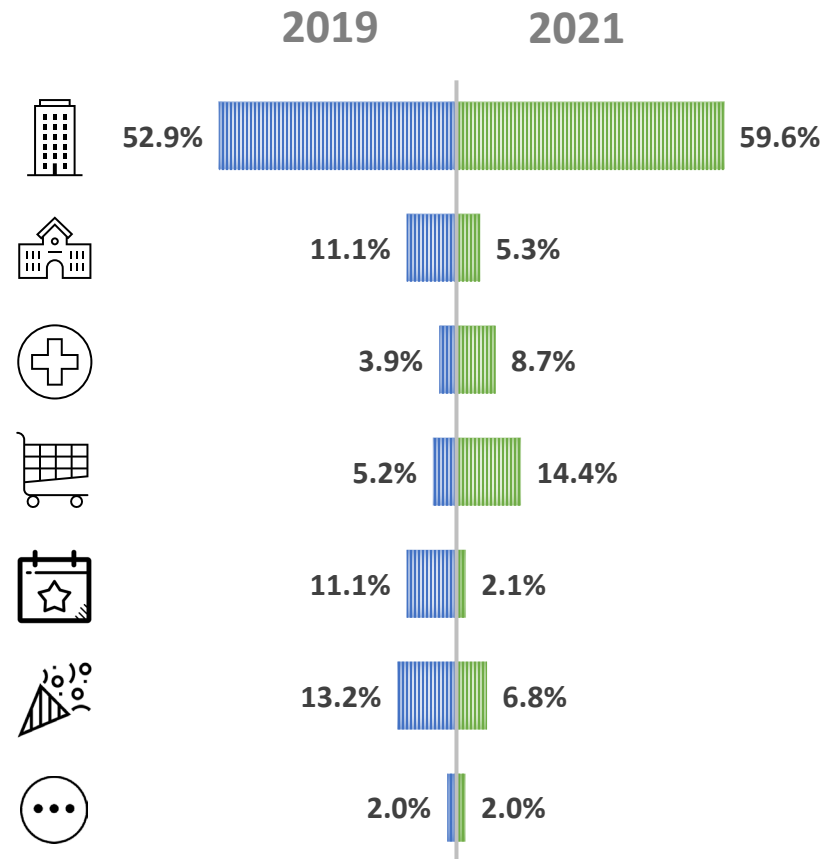
**1.75 m** jobs

**1.3 m** workforce age employees

DART creates \$4 in benefit for every dollar spent on operations. More than 90% of this value accrues within the 13 DART Service Area cities.

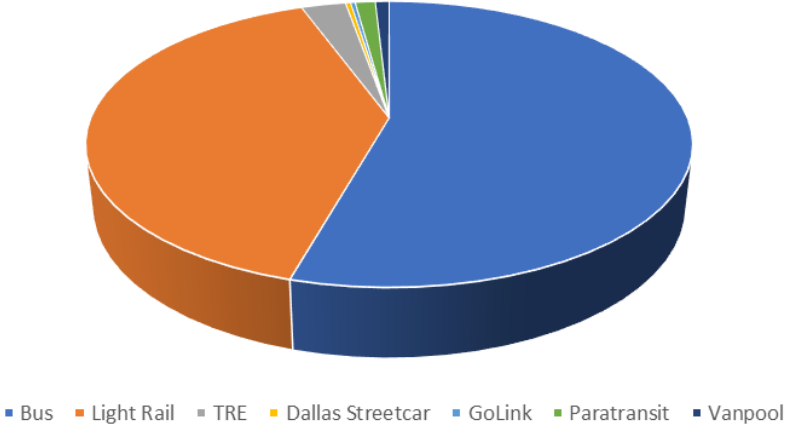
# Trip Purpose

- Transit was more used for essential purposes in 2021, such as
  - Work
  - Shopping and errands
  - Medical service
- Transit was less used for non-essential purposes or purpose with alternative option to achieve in 2021, such as
  - Casual outing and entertainment
  - Special events
  - School or college

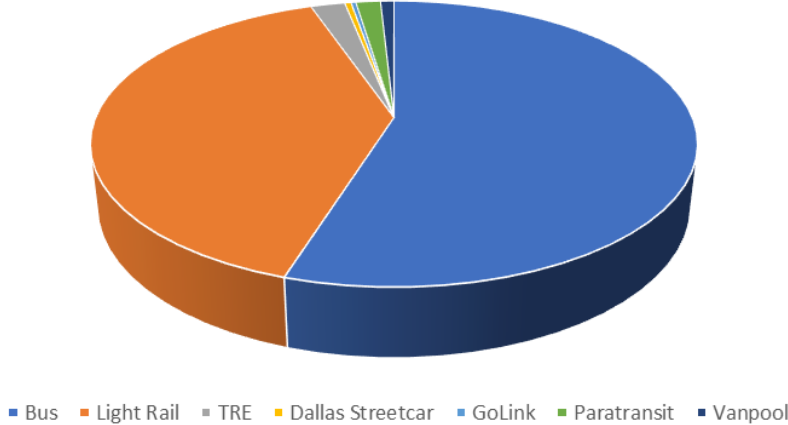


# Ridership by Mode

FY2019

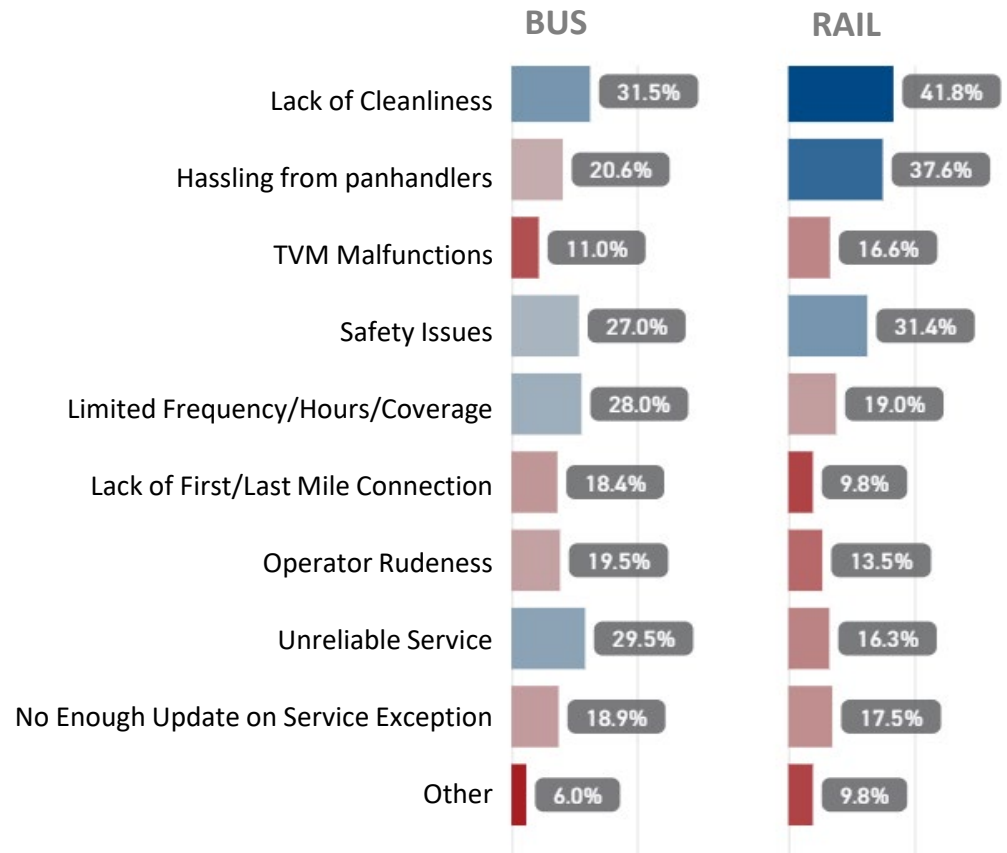


FY2021



# Top Issues DART Needs to Resolve

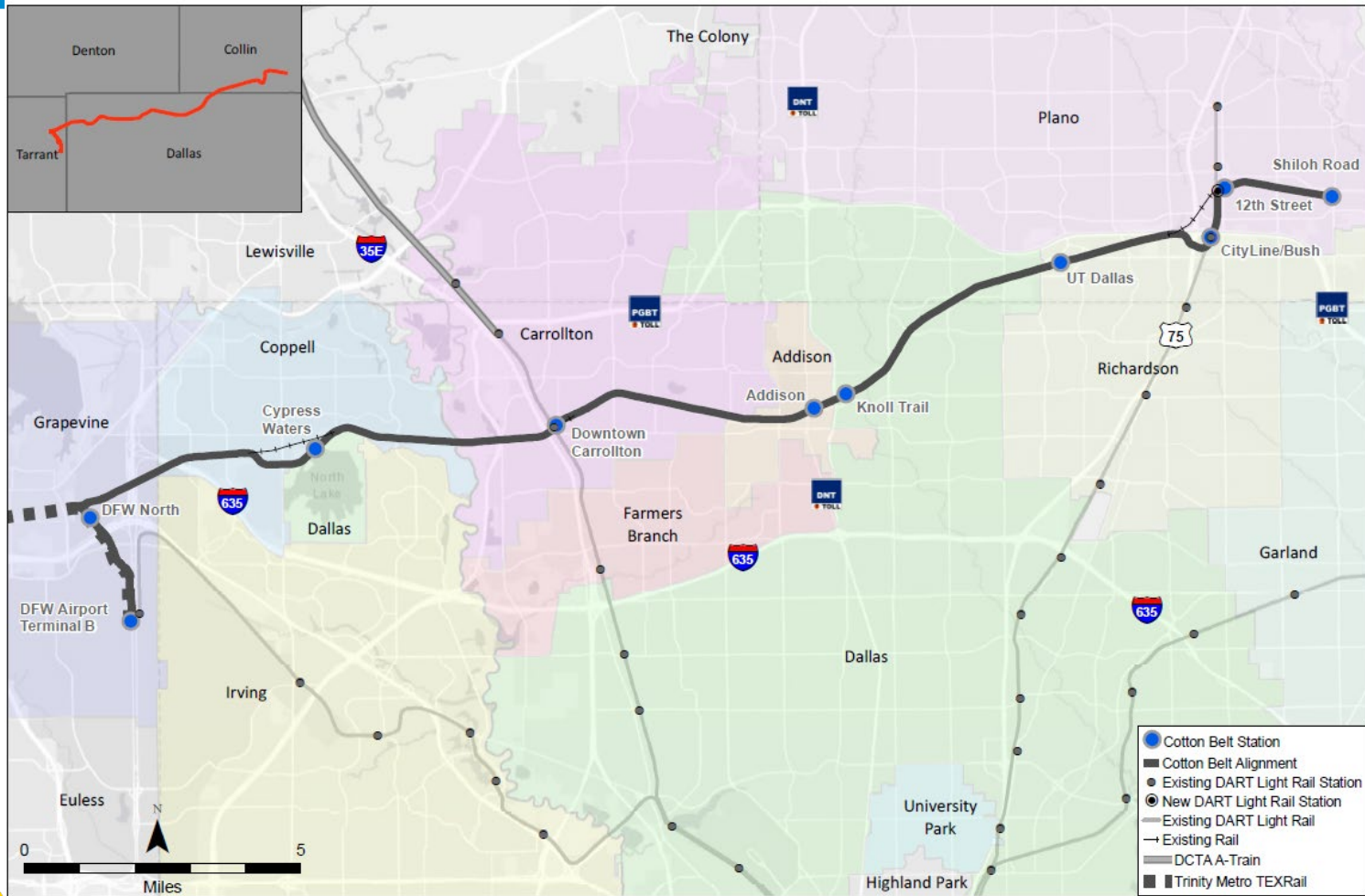
- Bus Top 3 Issues
  - Lack of Cleanliness
  - Unreliable Service
  - Limited Service Frequency, Hours, Coverage
- Rail Top 3 Issues
  - Lack of Cleanliness
  - Hassling from Panhandlers
  - Safety Issues





**In Progress**

# Silver Line Regional Rail Project







# Transit Oriented Development Partnerships



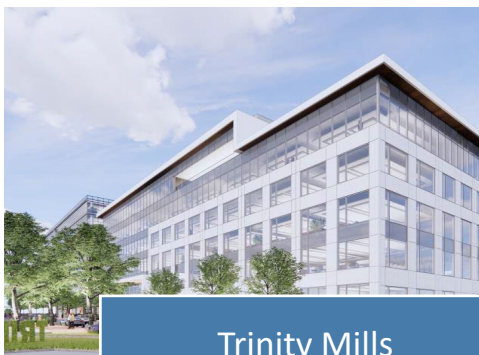
Mockingbird Station



Addison Transit Center



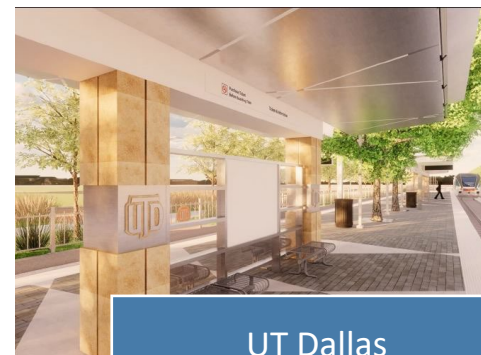
Lake Ray Hubbard Transit Center



Trinity Mills



Cypress Waters



UT Dallas

# Mobility+ Initiatives



# Corridor Optimization + Rider Experience (CORE)

- Recommend development of a policy and program for bus corridors focused on continuous improvement in collaboration with service area cities to:
  - Elevate role of DART bus service in mobility network
  - Promote transit priority and consideration of bus in projects
  - Grow ridership and move more people more efficiently
  - Improve rider experience



# Best Practices Toolbox



Source: NYC DOT

## STREET AND INTERSECTION DESIGN

Tools that improve speed, safety, access and reliability through the physical design of streets and intersections.



## BUS STOPS AND ROUTING

Tools that improve speed and reliability through stop location and spacing.



Source: LA Metro

## TRAFFIC REGULATIONS

Transit-beneficial operational modifications that require minimal capital investment, including, when necessary, enforcement.



## TRAFFIC SIGNALS

Tools that modify signal timing, phasing, and indications to improve bus speed and reliability.

# Light Rail Systems Modernization



## VEHICLES

Replace the 95 oldest LRVs with state-of-the-art low floor vehicles to improve the customer experience.



## UNIFIED SIGNAL SYSTEM

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



## RESILIENCY

Enhance resiliency of LRT operations during extreme weather events.



## STATIONS

Raise the remaining 23 Red and Blue Line platforms to support universal level boarding, along with additional station improvements.

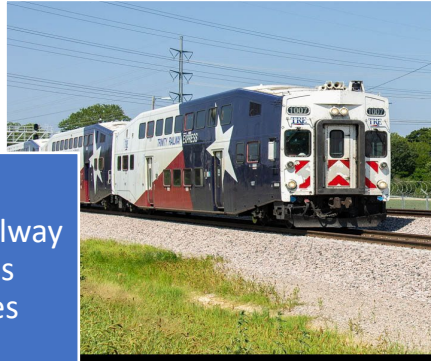


## OPERATING FACILITIES

Modify Central and Northwest rail operating facilities to support new vehicle maintenance activities.

# Other Modernization Efforts

Trinity Railway  
Express  
Vehicles



Bus  
Replacements



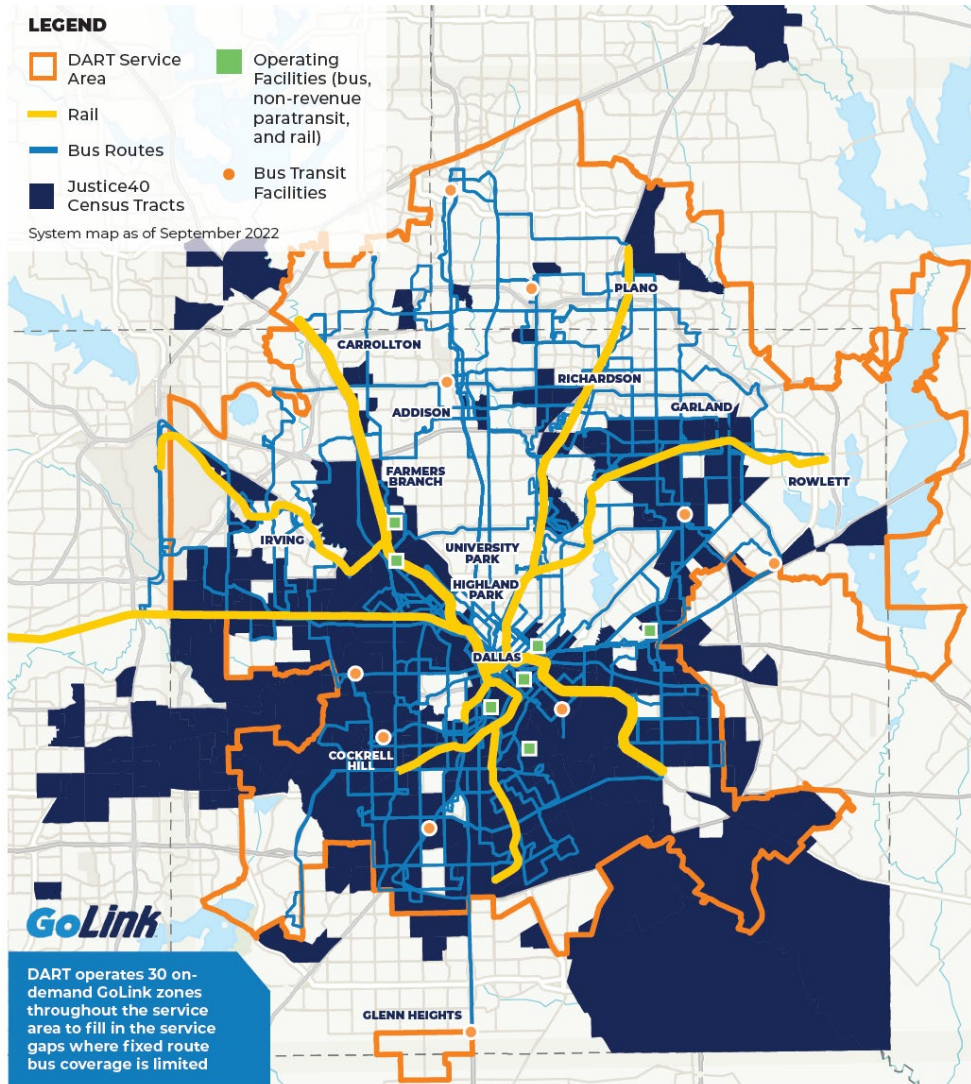
Development  
of Mobility  
Hubs



Next  
Generation  
Bus Shelter



# Investment through Justice 40 lens



- 52% of bus route miles
- 61% of frequent route miles
- 49% of rail route miles
- 8 of 10 bus transit facilities
- 48 % of rail stations
- 100% of operating facilities



# Future Intent





# Looking Ahead

- Public transportation is undergoing generational change in usage patterns, workforce availability, and technological advancements
- DART's 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
- To add value for our riders and our communities, we must do so in 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
  - DART Strategic Plan to outline clear vision of agency direction
  - Reimagine Purpose and Design of DART real estate assets

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**DART**

*let's go.*



**DART.org**

# Rail Vehicles



# Bus Stops Improvements



# Funding Availability

## Trinity Metro

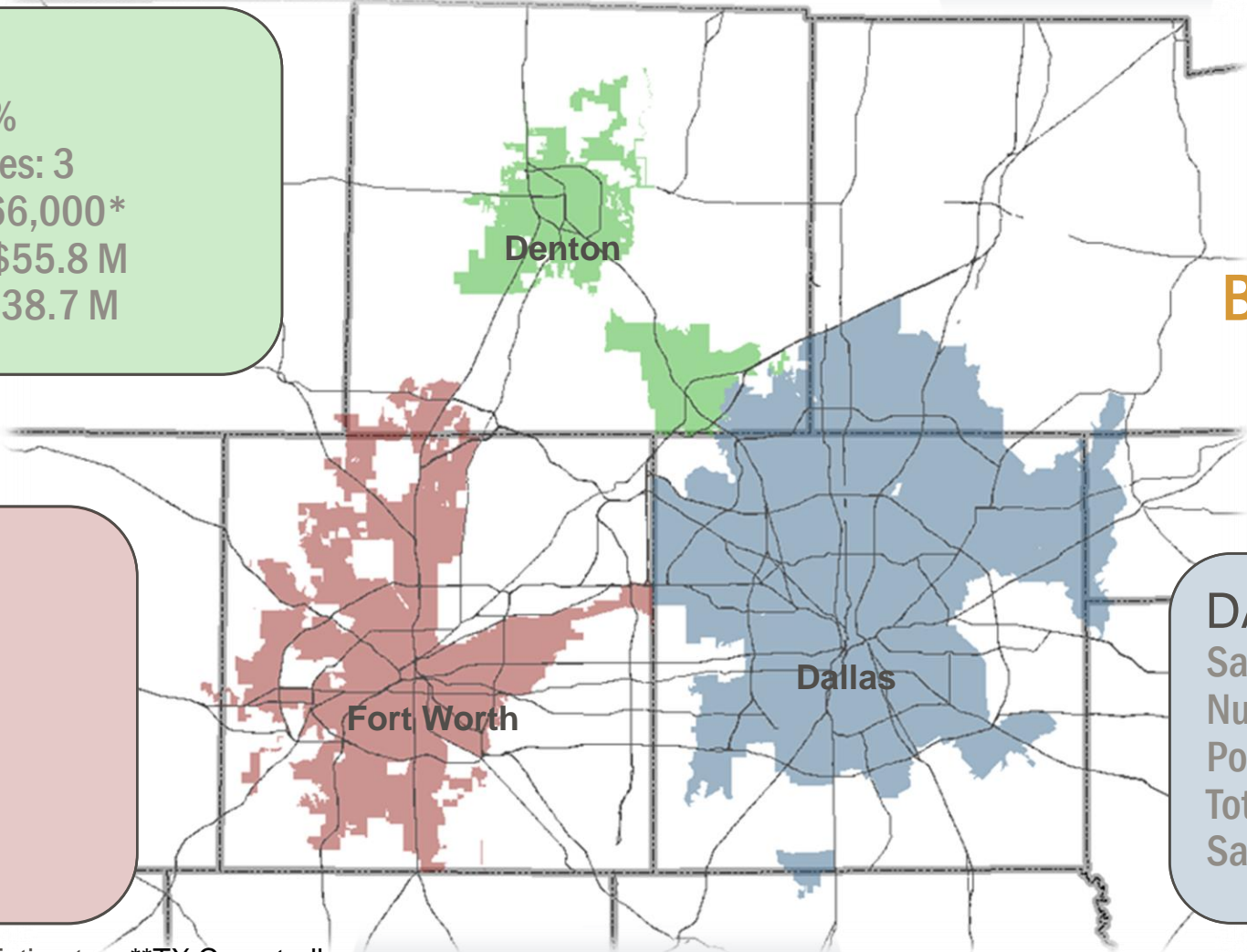
- ½ cent sales tax, generated \$107M in FY 2022
- Pay-as-you-go agency, no debt
- Local funds committed to multiple capital projects over next 5 years
  - TEXRail Extension - \$48.0M Local (Federal Sources include FFGA, CMAQ)
  - TRE Double Track - \$18.6M Local (Federal Source include BUILD Grant)
  - TRE Rail Vehicles - \$30.0M Local (No Federal Source identified yet)
- Committed local funds make it difficult to access currently available federal grant funds (IIJA)

# North Texas Public Transportation Authorities

## Fiscal Year 2022 Budget and Sales Tax Information

**DCTA**  
Sales tax: 0.5%  
Number of Cities: 3  
Population: 266,000\*  
Total Budget: \$55.8 M  
Sales Tax\*\*: \$38.7 M

**Trinity Metro**  
Sales tax: 0.5%  
Number of Cities: 2  
Population: 927,000  
Total Budget: \$232.2 M  
Sales Tax: \$107 M



**DART**  
Sales tax: 1.0%  
Number of Cities: 13  
Population: 2,672,000\*  
Total Budget: \$1,628.8 M  
Sales Tax\*\*: \$767.4 M

Source: \*2021 NCTCOG Population Estimates, \*\*TX Comptroller