



# **DART Update to Economic Development Committee**

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Nadine S. Lee, President & CEO  
September 21, 2021



# **Agenda**

- Nadine S. Lee Introduction
- Dallas DART Board Introduction
- DARTzoom Update
- Additional Economic Development Activities
- COVID Relief Funding

# Nadine S. Lee

## DART's President & Chief Executive Officer

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- Nadine S. Lee became DART's new President & Chief Executive Officer on July 12, 2021.
- Before joining DART, Nadine served as Chief of Staff of the Los Angeles County Metropolitan Transportation Authority (Metro).
- As Metro's Deputy Chief Innovation officer, she led the development of Vision 2028, Metro's 10-year strategic plan to improve mobility and quality of life.
- Prior to Metro, she led the development and implementation of the Flatiron Flyer Bus Rapid Transit for Denver's Regional Transportation District (RTD).
- Nadine was appointed to the Leadership APTA Committee in 2019 and is a past director of the WTS International board. She was also honored as the WTS International Woman of the Year in 2019.
- She is a registered Professional Engineer in Colorado and Kansas, and received her B.S. in Civil Engineering from the University of Missouri-Columbia.

A background image of a city street with a yellow DART bus (number 41041) and tall skyscrapers under a cloudy sky. A semi-transparent blue rectangle with a yellow border is centered over the image, containing the title text.

# **Dallas DART Board Members**

# DART Governance

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- Authorized by State Law – Chapter 452, Texas Transportation Code; created by voters in 1983 as a political subdivision, State of Texas, with approval of a one-percent transit sales tax
- Governed by a Board of Directors consisting of 15 Board Members (8 represent the City of Dallas)
  - Board Members are appointed by cities in proportion to population
  - Board sets policy, adopts a budget, long-term financial plan, general System Plan and a specific Service Plan

# Dallas DART Board Members

- Flora Hernandez, Appointed in 2021\*
- Patrick Kennedy, Appointed in 2016
- Jon-Bertrell Killen, Appointed in 2017
- Michele Wong Krause, *Vice Chair*, Appointed in 2014
- Eliseo Ruiz III, Appointed in 2018 (Also represents the City of Cockrell Hill)
- Rodney Schlosser, *Assistant Secretary*, Appointed in 2020
- Dominique Torres, Appointed in 2017
- Hosanna Yemiru, Appointed in 2021\*







# **DARTzoom Update**

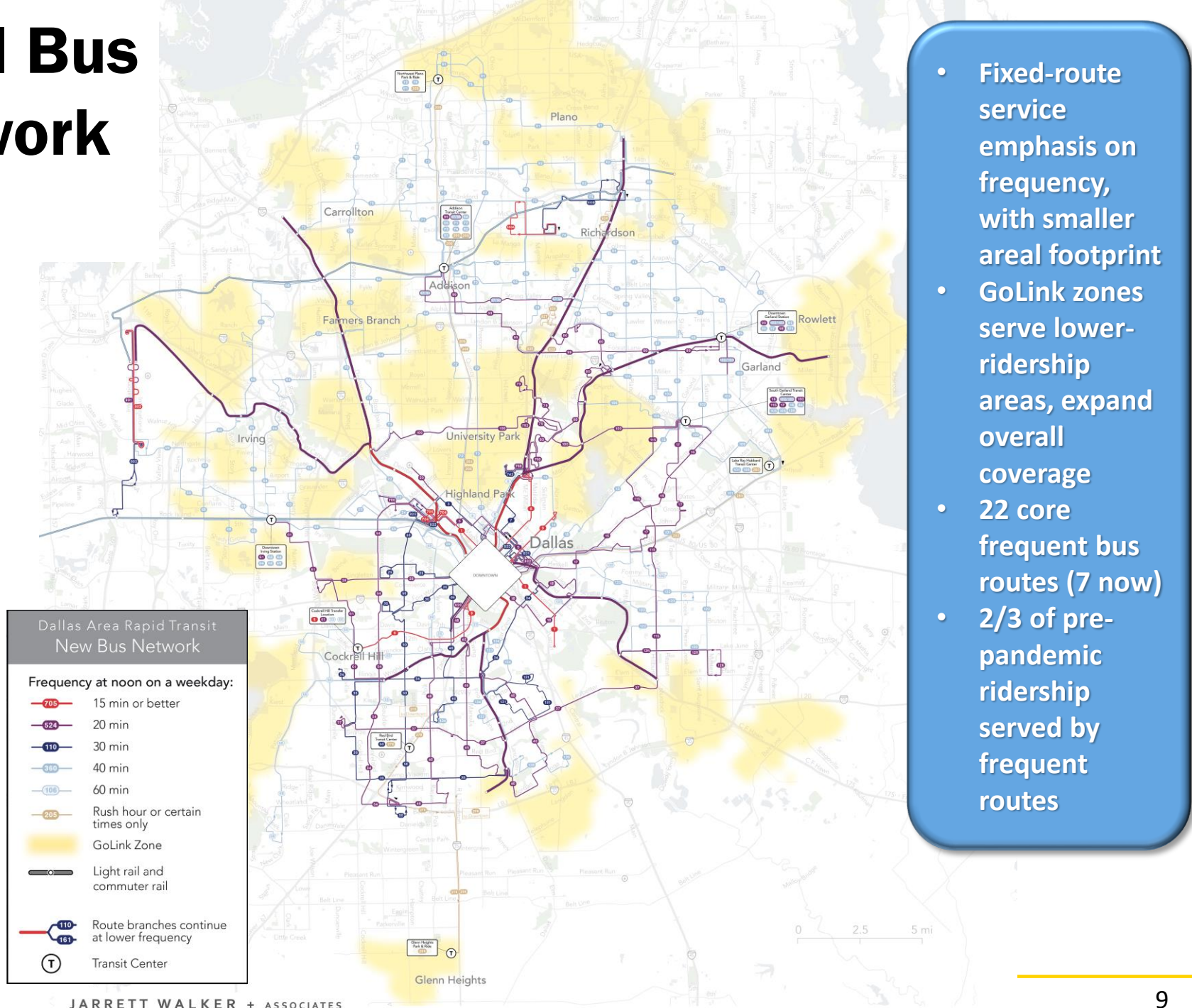
# Background

- Last month the DART Board of Directors voted unanimously to approve the DARTzoom plan, which includes a Final Bus Network Plan and associated January 2022 service changes
- The Plan is the most significant change to bus service in DART's history and the entire network has been redrawn
- Reduced services associated with the pandemic end in January – including light rail service return to 15-minute peak frequencies and normal evening schedules





# Final Bus Network Plan



# **Focus on Frequency, 7 Day Service**

22 core frequent bus routes with rail-like frequencies, operating 4 a.m.-1 a.m.

2/3 of pre-pandemic ridership served by frequent bus/rail routes

All local routes operate minimum 5 a.m.- Midnight, 7 days per week

Most routes have more frequent midday and evening service for off-peak work, school, medical, and shopping trips

# Network Benefits

## IMPROVED TRAVEL TIMES

- More frequent service
  - Reduces wait times
  - Reduces transfer times
- More direct routes speed travel
- 98% of pre-pandemic boardings still within walking distance of service

## INCREASED JOB ACCESS

- Average DART resident will see a +34% increase in jobs reachable within 60 minutes by transit
- Access improves for every demographic group



# Inland Port Service

- Cooperative service program with Inland Port Transportation Management Association
- Service now available within entire Inland Port zone
- Ridership up over 50% since service start
- Travel anywhere within zone
- Connections to DART bus and rail for access from other neighborhoods





# GoLink Expansion

- 13 new zones (30 total)
- Zones feed into frequent bus/rail service
- Weekend service added for many zones
- Inland Port hours expanded

## NO CHANGES:

W Carrollton  
Glenn Heights  
Kleberg  
Rowlett  
Lakewood  
Legacy  
S Dallas Pilot

## EXPANDED:

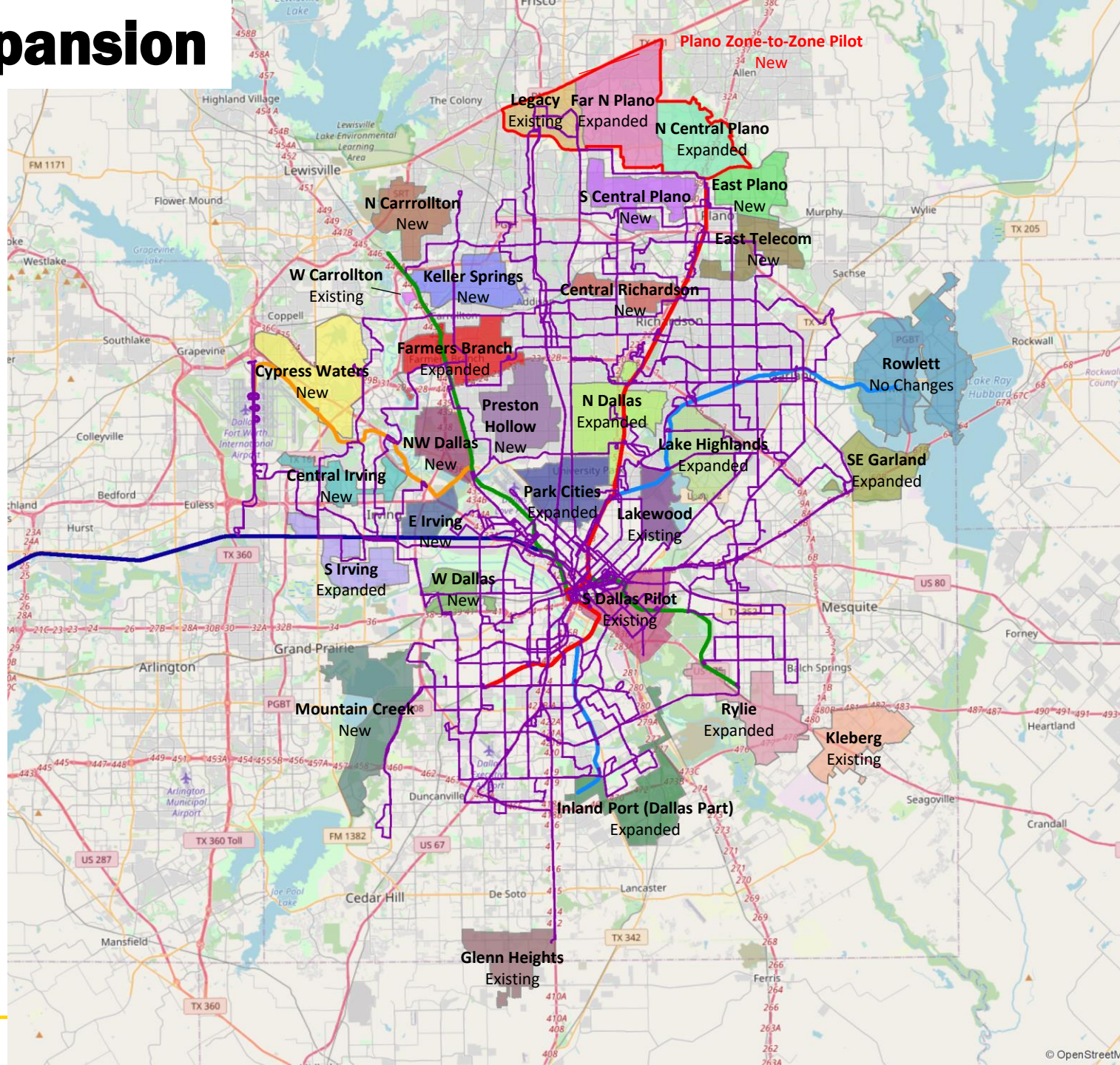
Far N Plano  
N Central Plano  
Farmers Branch  
S Irving  
Inland Port  
Rylie  
SE Garland  
Park Cities  
N Dallas  
Lake Highlands

## NEW:

S Central Plano  
E Plano  
E Telecom  
Central  
Richardson  
Keller Springs  
N Carrollton  
Cypress Waters  
Central Irving  
E Irving  
W Dallas  
Mountain Creek  
Preston Hollow  
NW Dallas

## PILOT:

Plano Zone-to-Zone Pilot



# Crosstown Connections

E/W Corridor	Changes
Inland Port	Expanded GoLink service covers entire Inland Port zone for E-W trips
Camp Wisdom	New crosstown route
Ledbetter	Frequent service route
Illinois	More frequent service; extended to Fair Park/S Dallas
Jefferson	Frequent service route
Singleton	Improved to frequent service status
Peak/Haskell	Frequent service route
Northwest	Improved to frequent service status
Forest	Improved to frequent service status; realigned
Spring Valley	Improved to frequent service status
Belt Line	E-W service retained
Frankford	New crosstown route

N/S Corridor	Changes
Cockrell Hill	Improved to frequent service status N of Westmoreland
Westmoreland	Frequent service route
Hampton	Improved frequency
Polk	Improved to frequent service status
Marsalis	Improved to frequent service status
Preston	Hours of service expanded
Coit	Hours of service expanded
Buckner	Frequent service route

**There are a number of improvements to East/West and North/South Crosstown routes throughout the Plan**

# **Future Opportunities**

- Frequent, direct service on future crosstown corridors will be considered and are dependent on the following types of attributes:
  1. Addressing street network gaps
  2. Level of corridor activity, density
  3. Presence of good pedestrian facilities
  4. Growing ridership on new network



# How Can Dallas Help?

- Vibrant streets with activity and density are more likely to drive transit ridership
- Transit-oriented development in key bus and rail corridors is crucial to build ridership potential – especially along the frequent network
- Signal priority improvements speed up service
- 15-minute corridors can become 10-minute corridors with improved activity and density
- Walkability, street infrastructure, and pedestrian access are also critical

# January 2022 Service Changes

- Changes effective Monday, January 24, 2022
- Early GoLink service access on Monday, December 6, 2021
- Key activities for January (and beyond):



Hiring: Operators, Mechanics



Training



Preparation of signage and customer-facing materials



Development of a Plan for future bus service improvements

# **Phase Two: Five Year Service Plan**

January changes form the baseline of the new bus network

DART will soon start work on a Five Year Plan for additional improvements beyond January

Expected Plan completion Summer 2022

Possible changes include: additional frequency improvements, speeding up bus operations, etc.



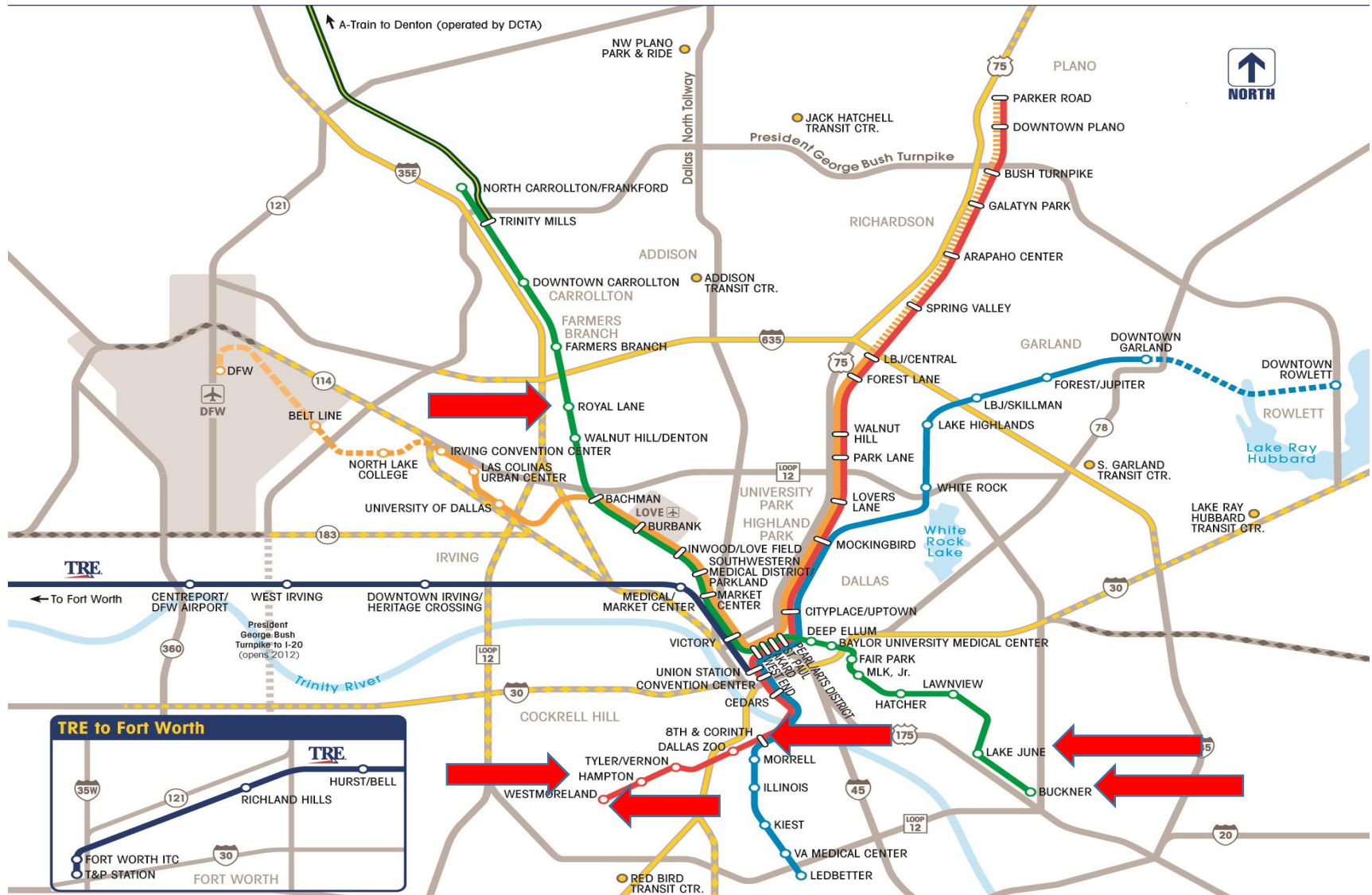
# **Additional Economic Development Activities**

# DART and City of Dallas Collaboration

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- Jack Wierzenski, DART's Director of Economic Development, has been working closely over the past year with City of Dallas staff, Dr. Eric Johnson, Chief of Economic Development and Neighborhood Services, and Robin Bentley, Director of Economic Development, and they have identified 6 potential TOD properties
- City of Dallas Housing and Homeless Services Committee was briefed on these sites during the December committee meeting
- Currently, DART and the City of Dallas are finalizing a MOU on these 6 properties, which will help meet the City's 1,000 Unit Housing Challenge for affordable housing
- Each of these properties will require their own ILA

# Potential City of Dallas TOD Sites







# **COVID Relief Funding**



# Federal Formula Funding

- Federal legislation relating to the COVID-19 pandemic provides funding on a reimbursement basis for operating expenses
- The legislation utilizes federal formula programs, which allow uses for operating expenses
- Eligible expenses incurred on January 20, 2020, or later are reimbursable
- Coronavirus Aid, Relief, and Economic Security (CARES) Act (2020) provided DART with \$229.6 million in funding
- Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA): \$128.5 million
- American Rescue Plan (ARP) Act of 2021: \$300.0 million (expected FY 2022)

# Thank you



[DART.org](http://DART.org)

