



2045 TRANSIT SYSTEM PLAN

# COLLABORATION

SEPTEMBER 2021 | DRAFT FOR PUBLIC  
& STAKEHOLDER REVIEW



## Collaboration has always been important to DART.

With limited funding and an array of mobility needs at the local, regional and state levels, working together is becoming even more critical for aligning priorities and goals, cooperatively seeking funding, and updating our policy thinking to advance mutually beneficial programs and plans.

The transit industry overall is working through a paradigm shift that emphasizes Mobility as a Service (MaaS), innovation, and community building with a renewed emphasis on equity and resiliency. DART's new mobility future and the associated opportunities outlined in the Transit System Plan recognize this shift and the need to focus on collaboration at all levels to make real progress that benefits our riders, communities, and the region.

As we look to the future, DART will proactively work with our agency partners, Service Area cities and stakeholders through three key areas (listed to the top right).

Proactive and continuous collaboration is essential to advance DART's mission of providing a sustainable system of innovative, affordable, reliable, and safe mobility options for our riders that enhances quality of life and stimulates economic development.



Work with partners to align priorities and goals



Cooperatively explore and pursue funding opportunities



Update agency policies to advance mutually beneficial programs and plans

## COLLABORATION AT ALL LEVELS





# GOAL 1

**Continue to be a leader in advancing transit supportive funding programs and policies.**



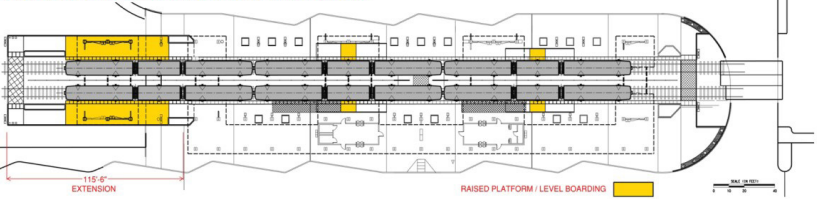
**Investing in public infrastructure and promoting programs and policies that support and encourage transit is an important part of increasing mobility options within communities.**

As one of the largest multi-modal transit agencies in the U.S., DART has successfully obtained a range of federal grants and low-interest loans to grow our multi-modal system. Federal formula funds, along with local funds and fare revenue help to sustain our system operations. As we move into the future, continuing to be a leader at the local, regional, state and federal levels is critical to expand funding opportunities and update program guidance. Even more important to achieving desired outcomes for improved mobility, access and quality of life is enhanced coordination between local and regional stakeholders to facilitate changes that leverage the investment made in our transit system. These changes can serve to not only improve system efficiency and productivity, but to better integrate transit and land use to create more opportunities for a car-free lifestyle. A shared financial investment in improving and increasing transit can ensure that mobility, economic development, and community-building goals are met concurrently.

**Key opportunities:**

- » Coordinate with regional agencies and stakeholders to promote funding, governance, and legislative priorities at the state level and during legislative sessions to sustain and support expansion of transit in North Texas.
- » Identify a range of DART projects and programs under existing funding programs while remaining ready for new funding program opportunities that align with federal priorities of transit, electrification, and renewable energy in addressing climate change.
- » Continue monitoring federal funding programs and provide input on guidance and policy changes that benefit transit. The Federal Transit Administration (FTA) periodically updates its grant program criteria and requests input.
- » Actively collaborate with agencies and organizations to advance national transit policy, legislation, and best practices. Examples include American Public Transportation Association (APTA) committees, Southwest Transit Association (SWTA) and the Eno Center for Transportation Multi-Agency Exchange (MAX) program.

ALTERNATE B - MOVE ONE SET OF MINI-HUMPS



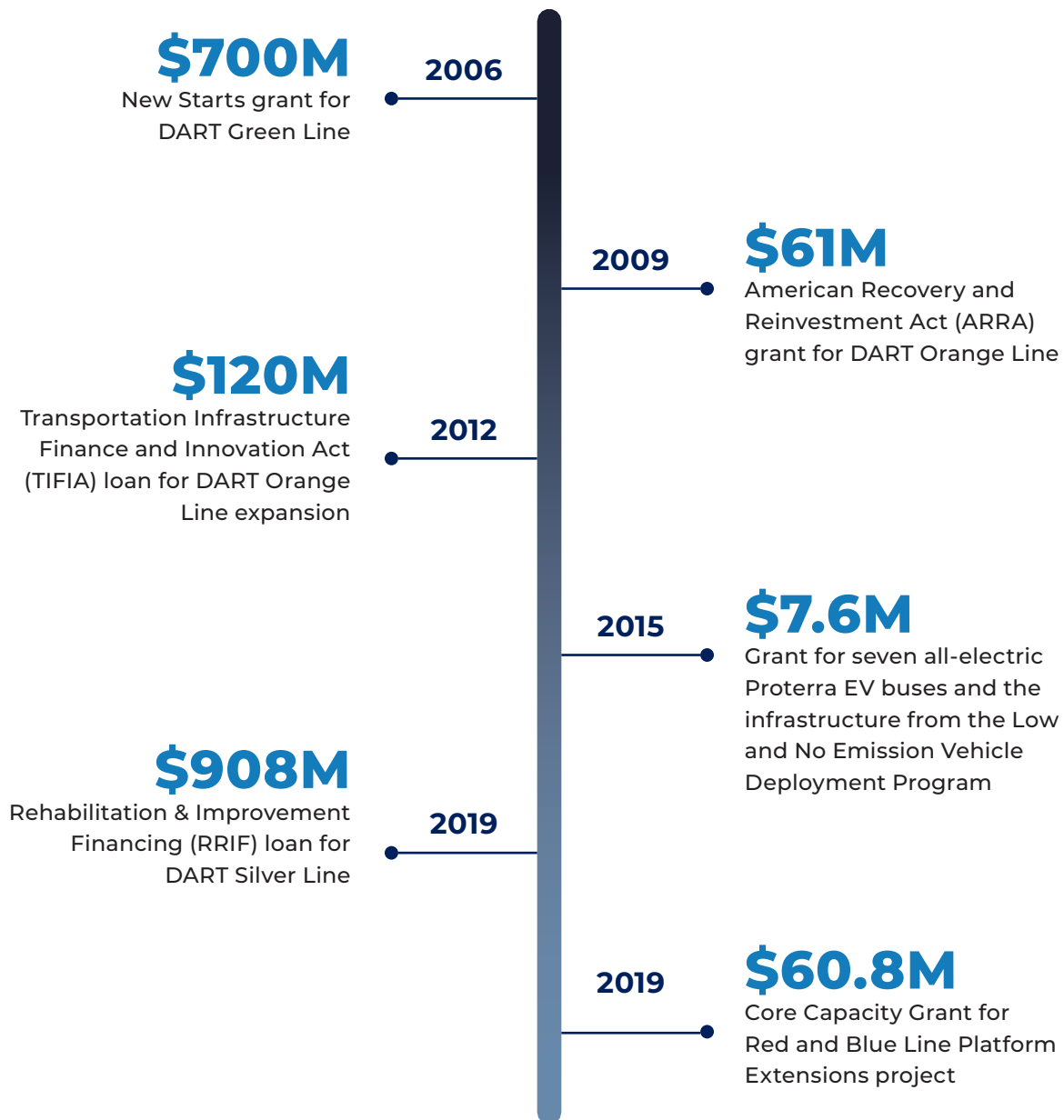
Federal funding provides support to DART operations and the continued development of the DART system.

In 2019, the FTA awarded DART over \$60M to complete its Red and Blue Line platform extensions.

Over the next 20 years, DART expects to receive approximately \$1.68B in formula federal funding and \$975M in discretionary federal funding.

(Source: FY2021 Business Plan)

Over the years, DART has successfully leveraged federal funds to bring projects to fruition.





## GOAL 2

### Ensure DART interests are reflected in regional and state transportation plans and efforts.

#### Working with regional and state agencies on their long-range transportation plans and related programs offers opportunities for DART to incorporate key transit priorities, including topics from data and research to services and targeted capital projects.

DART's partners at the regional and state level range from the North Central Texas Council of Governments (NCTCOG) as the MPO, to transit authorities such as Trinity Metro and Denton County Transportation Authority, to state and regional authorities such as Texas Department of Transportation (TxDOT) and North Texas Tollway Authority. Private entities such as Texas Central, who plans to bring high-speed rail to Dallas, add another opportunity for multi-modal integration. DART coordinates regularly with the NCTCOG on inclusion of planned DART projects and services in the Metropolitan Transportation Plan (MTP), Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP), and the Unified Planning Work Program (UPWP).

#### Key opportunities:

- » Partner with NCTCOG and regional public transportation providers to complete regular on-board transit rider surveys for key insights on rider socio-economic characteristics, trip purposes, travel patterns, and more. The planned Spring 2020 on-board survey was delayed due to COVID-19 and will be relaunched in 2023 as ridership recovers.
- » Collaborate with Texas Central, NCTCOG, and the City of Dallas to define Houston-Dallas High Speed Rail Multimodal Transportation Facility (MTF) connections. The North Texas Station is planned to be located just south of IH 30 in the Cedars area near the Kay Bailey Hutchinson Convention Center.
- » Participate in regional transit studies and partner agency initiatives to provide input on financial and service strategies for an expanded and integrated regional transit system. Recent NCTCOG initiatives include the Collin County Transit Plan, the Irving-Frisco Regional Rail Study, the Southern Dallas County Transit Study, and the DFW High-Speed Transportation Connections Study. Additional regional studies are planned.
- » Monitor and provide input for TxDOT's Texas Rail Plan and freight mobility studies to reflect DART interests and plans for light rail, regional rail, and freight railroad improvements.



Photo: Texas Central. Conceptual rendering, not final design.



The North Texas high speed rail station is envisioned as a multi-modal hub, providing travelers flexibility to access a range of services including DART bus and light rail, with potential extensions of the Trinity Railway Express (TRE) commuter rail and Dallas Streetcar under discussion.



# GOAL 3

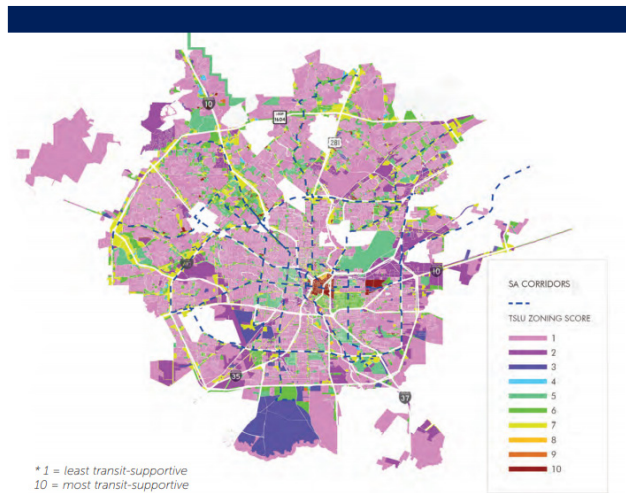
## Collaborate with Service Area cities on their land use and transportation plans to support existing and future transit.

**Coordination between DART and Service Area cities on comprehensive plans and corridor studies, zoning ordinances, and infrastructure improvement programs allows for opportunities to provide early and continuing input that is conducive to attracting transit supportive development, growing ridership, and enhancing transit performance.**

Street infrastructure investments that support bus service and zoning changes that encourage higher densities, mixed-uses and reduced parking can all be catalysts to improving transit service, strengthening ridership and reducing dependence on the automobile. These activities are outside of DART control but define our operating environment and how transit is integrated into local communities.

### Key opportunities:

- » Proactively review existing plans and monitor future city planning efforts to identify opportunities to strengthen transit supportive elements from both a multi-modal infrastructure and land use perspective.
- » Participate with city staff in the development and update of plans to encourage alignment with DART services and expansion plans to improve transit performance, access, and ridership. Recent activities include DART providing feedback on Connect Dallas, a strategic mobility plan that support the city's sustainability, safety, equity, housing and economic goals.
- » Partner with cities to develop specific transit corridor and/or station/transit center area plans that advance DART priorities related to livable communities and service expansion while better meeting rider needs.
- » Conduct periodic reviews with city staff on plan implementation and identify where agency staff can work together to achieve common objectives.



## National Best Practice



### SA Corridors Strategic Framework Plan

Through the SA Corridors Strategic Framework Plan, the City of San Antonio identified the most common commercial and residential zones relative to their ability to produce transit supportive land use. Based on their transit supportive land use score, the City can implement various strategies to allow more transit supportive development to occur. Strategies could include station area planning, development incentives, affordable housing preservation and production, or investments in infrastructure.

#### For more information:

<https://www.sanantonio.gov/Portals/0/Files/Planning/Resources/SACorridors/StrategicFrameworkPlan.pdf>



# GOAL 4

**Collaborate with local and regional agencies on policies and programs that promote transit through access, equity, resiliency and air quality related initiatives.**

**Collaboration on policies and programs with local and regional partners will continue to support and guide an intentional shift towards more equitable and environmentally sustainable transportation planning.**

Equity, resiliency, and access all relate to improved economic opportunity and mobility. Addressing climate change through investments in transit and clean energy continue to gain momentum in the public and private sectors. By collaborating with others on these initiatives, DART can foster a meaningful and equitable transportation agenda across diverse stakeholders.

### Key opportunities:

- » Continue to partner with Service Area cities on climate action plans to reduce transportation emissions. For example, the City of Dallas recently adopted their Comprehensive Environmental and Climate Action Plan (CECAP) with an all-electric bus fleet goal as well as targets to increase transit mode share.
- » Continue to partner with NCTCOG to promote programs like the Regional Employee Vanpool Program, that increase carpooling and transit mode share to reduce air pollution from single-occupancy vehicles.
- » Partner with and support Service Area cities on a range of housing, employment, mixed use and transit supportive zoning around transit corridors and stations.
- » Work with cities to advance complete streets and to define and implement curb management policies that support transit operations and access in high demand areas and key bus corridors.
- » Coordinate planning efforts with public and private partners to advance electric vehicle (EV) charging stations and infrastructure on DART properties. Priority parking for EVs could help reward EV drivers, and this program would also position DART to respond to the projected increase in EVs in the future.



Working with local and regional partners, DART is evaluating expansion of its fleet of electric buses and infrastructure to support vehicle charging.



# GOAL 5

## Engage with the public, private stakeholders and community organizations to build support for and advance transit initiatives.

### Planning for and advancing successful transit initiatives requires engagement from riders, public and private stakeholders, and the general public.

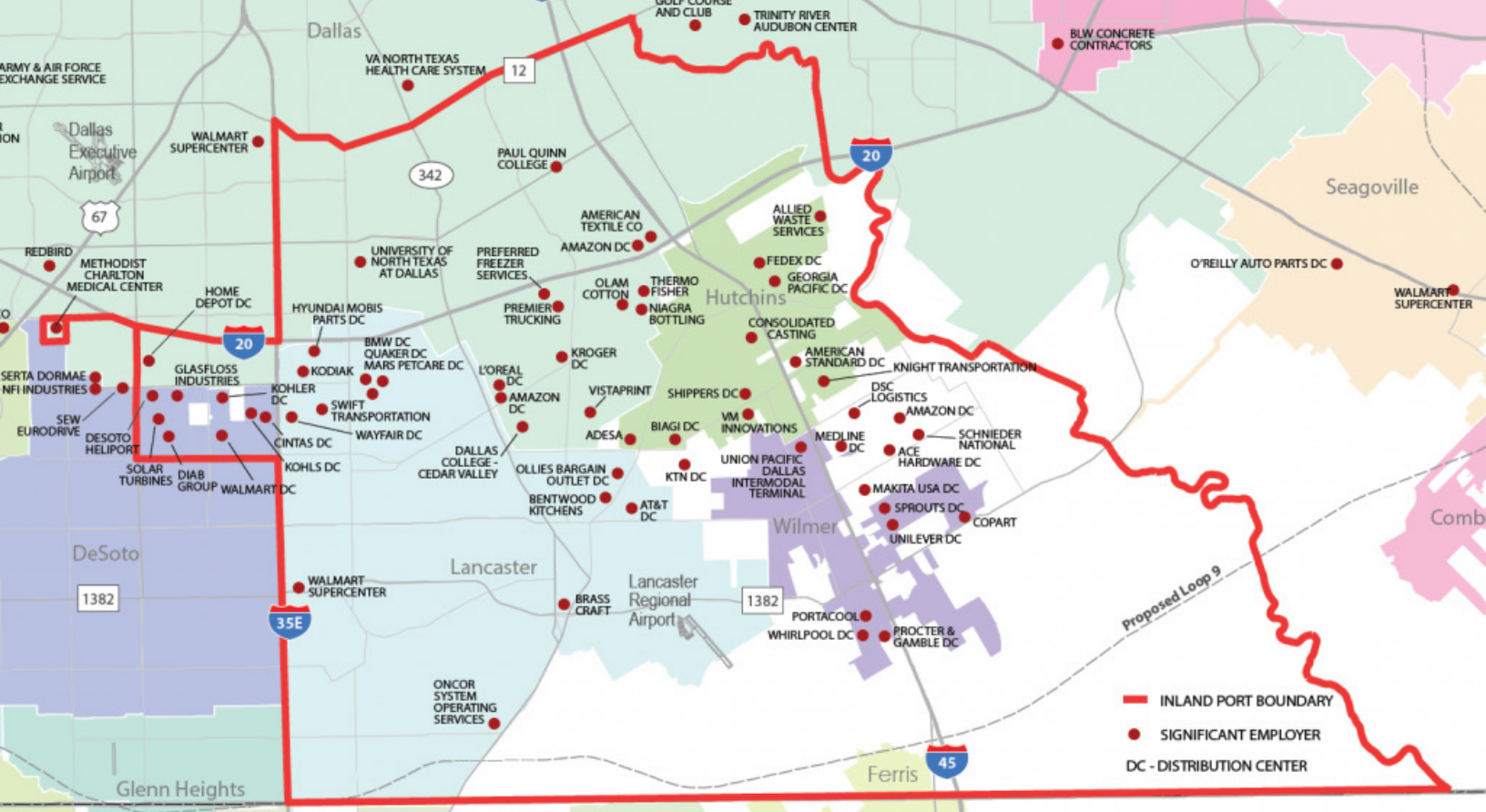
DART creates and implements robust public engagement programs for its transit initiatives and projects. These programs allow DART to gain valuable insights and understand key issues that help to frame and refine plans to be more responsive to our community stakeholders and rider segments. As initiatives or projects are implemented, community involvement continues. In addition, DART further engages through innovative community outreach programs to educate communities about DART services. DART has worked extensively with Downtown Dallas stakeholders, affected property owners, and local, regional, state, and federal agencies on the proposed D2 Subway project through a robust engagement process including email and social media, website updates, and design workshops, open house meetings, and public hearings.

### Key opportunities:

- » Regularly inform and seek input from DART advisory groups, including the Citizens Advisory Committee (CAC) and the Paratransit Accessibility Advisory Group (PAAG) on initiatives to improve service and amenities. In November 2020, the CAC provided constructive feedback on the development of this 2045 Transit System Plan.
- » Establish and maintain strong relationships with non-profits, service organizations, and community groups to solicit their input on transit needs and proposals.
- » Continue to actively engage with chambers of commerce and business groups to promote DART and its importance in attracting business, creating opportunity, and maintaining economic competitiveness for the greater north Texas region.
- » Support and partner with transportation management associations (TMAs) to increase transit access and ridership, especially in areas with specific needs that require many partners working towards a common goal (see Inland Port TMA on page 8).
- » Engage with Service Area cities, private developers and interested parties to advance opportunities for new transit services, mobility options, and data sharing that will increase ridership, expand information, and enhance access to transit.







# SOUTHERN DALLAS COUNTY INLAND PORT TRANSPORTATION MANAGEMENT ASSOCIATION



Promoting access to jobs and helping local businesses and the community grow.

DART led the creation of the Southern Dallas County Inland Port Transportation Management Association (IPTMA) in 2019 when area leaders recognized a need to find ways to connect potential employees to a major job center located mostly outside of the DART Service Area. The IPTMA provides comprehensive transportation solutions to employers and employees in the Southern Dallas County Inland Port area. Funded by its members, the organization helps to coordinate transportation services and improve connectivity within Inland Port’s boundaries. Members include private businesses, nonprofit organizations, city and county governments, and local government agencies. The IPTMA helps businesses attract and retain employees and expands their recruitment geography, while also promoting transit that can save employees money compared to commuting alone.

## TRANSPORTATION OPTIONS



DART Rail & Bus



DART GoLink



DART Vanpool



Star Transit:  
Desoto Route



Star Transit:  
Hutchins Route



Southern  
Dallas Link



On the Road  
Lending



Carpool



For more information, please visit DART's 2045 Transit System Plan website at:  
[www.DART.org/2045](http://www.DART.org/2045)