

**Dallas Area Rapid Transit
COMMITTEE-OF-THE-WHOLE
Tuesday, August 10, 2021, 3:30 P.M. - Board Room
1401 Pacific Ave., Dallas, Texas 75202**

Due to the COVID-19 virus and current extension of the Disaster Declaration issued by the Governor, all DART Board Meetings and Public Hearings are closed to the public. All meetings will take place by videoconference and will be available at <https://www.dart.org/about/board/boardvideo.asp>.

General Items:

1. Roll Call
2. Approval of Minutes: July 6, 2021
3. *Briefing on Items of Interest to DART Included on the August 12, 2021 North Central Texas Council of Governments, Regional Transportation Council Agenda
4. This item will be discussed at Board Meeting only.
5. This item will be discussed at Board Meeting only.

Consent Items:

Planning and Capital Programs:

6. Approval of the Medical City Dallas Site-Specific Shuttle Service Agreement (Patrick J. Kennedy/Todd Plesko)
7. Exercise Contract Option for Grounds Maintenance and Vegetation Controls (Patrick J. Kennedy/Todd Plesko)

Customer Service, Safety and Mobility:

8. Contract for Compressed Natural Gas (CNG) Fuel (Lee Ruiz/Carol Wise)

Administration:

9. Approval of Contract for the Upgrade of Light Rail and Streetcar Vehicle Business System (VBS) Communication to 4G LTE (Rick Stopfer/Nicole Fontayne-Bárdowell)

Regional Rail Right-of-Way Company:

10. Appointment of Director to the Regional Rail Right-of-Way Company Board of Directors for Remainder of Two-Year Term (Paul N. Wageman)

Individual Items:

11. Approval of an Agreement with Baylor Scott & White to Include DART's Baylor Station and Green Line Light Rail Corridor between Malcolm X Boulevard and Main Street in Dallas, Texas, in Their Application for a Municipal Settings Designation and to Modify DART's Ownership by Eliminating Potable Use of Groundwater on DART Property (Patrick J. Kennedy/Todd Plesko)



Agenda

12. +Authorize Administrative Settlement for Parcel CB3-HC1-DE, located at or near 17209 Wester Way Crt, in the City of Dallas, Texas, for the Silver Line Regional Rail Project (Patrick J. Kennedy/Todd Plesko)
13. +Authorize Administrative Settlement for Parcel DE2-006, located at or near 1800 John Connally Dr., in the City of Carrollton, Texas, for the Silver Line Regional Rail Project (Patrick J. Kennedy/Todd Plesko)
14. +Authorize Administrative Settlement for the Parcel DE3-008, located at or near 1304 13th St., in the City of Plano, Texas, for the Silver Line Regional Rail Project (Patrick J. Kennedy/Todd Plesko)
15. +Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB1-014B Located in the City of Coppell, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings, if Necessary (Patrick J. Kennedy/Todd Plesko)
16. +Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB2-036 Located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for This Parcel, if Necessary (Patrick J. Kennedy/Todd Plesko)
17. +Approval to Distribute the Proposed Fiscal Year 2022 Annual Budget and Twenty-Year Financial Plan to Municipalities Within DART's Service Area for Review (Mark Enoch/Joseph Costello)
18. Approval of FY 2022 Annual Budget for the Dallas Area Rapid Transit Mobility Service, LGC (Paul N. Wageman/Todd Plesko)
19. Approval of Final Bus Network Plan and January 2022 Service Changes (Patrick J. Kennedy/Todd Plesko)
20. *Briefing on Printing and Advertising Services to Support DARTzoom: A New Bus Network (Rick Stopfer/Nicole Fontayne-Bárdowell)
21. *Briefing on Silver Line Claims and Cost Impacts (Patrick J. Kennedy/Todd Plesko)
22. This item will be discussed at Board Meeting only.

Other Items:

23. Identification of Future Agenda Items
24. Adjournment

*This Is A Briefing Item Only

+Same Date Item Only

The Committee-of-the-Whole may go into Closed Session under the Texas Open Meetings Act, Section 551.071, Consultation with Attorney, for any Legal issues, under Section 551.072, Deliberation Regarding Real Property for real estate issues, or under Section 551.074 for Personnel matters, or under section 551.076, for deliberation regarding the deployment or implementation of Security Personnel or devices, arising or regarding any item listed on this Agenda.

This facility is wheelchair accessible. For accommodations for the hearing impaired, sign interpretation is available. Please contact Community Affairs at 214-749-2799, 48 hours in advance.



**Dallas Area Rapid Transit
6:30 P.M. BOARD OF DIRECTORS' MEETING
Tuesday, August 10, 2021 – Board Room
1401 Pacific Ave., Dallas, Texas 75202**

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Public comments for the Board of Directors' meeting on Tuesday, August 10, 2021 will be accepted via email at the following address: boardmeetingpubliccomments@dart.org until 6:00 p.m. on Tuesday, August 10, 2021. All comments received will be read into the public record during the Board meeting.



Dallas Area Rapid Transit
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Tuesday, August 10, 2021 – Board Room
1401 Pacific Ave., Dallas, Texas 75202

General Items:

1. Roll Call
2. Approval of Minutes: July 6, 2021
3. This item will be discussed at Committee-of-the-Whole only.
4. PAAG Report
5. Public Comments

Consent Items:

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6. Approval of the Medical City Dallas Site-Specific Shuttle Service Agreement (Patrick J. Kennedy/Todd Plesko)
7. Exercise Contract Option for Grounds Maintenance and Vegetation Controls (Patrick J. Kennedy/Todd Plesko)

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8. Contract for Compressed Natural Gas (CNG) Fuel (Lee Ruiz/Carol Wise)

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10. Appointment of Director to the Regional Rail Right-of-Way Company Board of Directors for Remainder of Two-Year Term (Paul N. Wageman)

Individual Items:

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17. +Approval to Distribute the Proposed Fiscal Year 2022 Annual Budget and Twenty-Year Financial Plan to Municipalities Within DART's Service Area for Review (Mark Enoch/Joseph Costello)
18. Approval of FY 2022 Annual Budget for the Dallas Area Rapid Transit Mobility Service, LGC (Paul N. Wageman/Todd Plesko)
19. This item will be discussed at Committee-of-the-Whole only.
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21. This item will be discussed at Committee-of-the-Whole only.
22. Election of Assistant Secretary (Paul N. Wageman)

Other Items:

23. This item will be discussed at Committee-of-the-Whole only.
24. Adjournment

+Same Date Item Only

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MINUTES
DALLAS AREA RAPID TRANSIT
COMMITTEE-OF-THE-WHOLE
July 6, 2021

Due to the COVID-19 virus, DART Board meeting rooms were closed to the public. All meetings took place by videoconference and are available at <https://www.dart.org/about/board/boardvideo.asp>.

The Dallas Area Rapid Transit **Committee-of-the-Whole** meeting came to order on Tuesday, July 6, 2021, at 4:20 p.m., at DART Headquarters, 1401 Pacific Avenue, Dallas, Texas, with Chair Wageman presiding.

The following Board members were present: Paul N. Wageman, Michele Wong Krause, Jonathan R. Kelly, Mark Enoch, Flora M. Hernandez, Doug Hrbacek, Patrick J. Kennedy, Jon-Bertrell Killen, Eliseo Ruiz, Rodney Schlosser, Gary Slagel, Rick Stopfer, and Dominique P. Torres.

Mr. Robert C. Dye was absent.

Chair Wageman stated the Committee would conduct the actions of the meeting by Roll Call vote. He then provided voting instructions prior to continuing with the agenda items.

General Items:

1. **Roll Call**

Chair Wageman took Roll Call, confirming a quorum was present.

2. **Approval of Minutes:** June 22, 2021

Mr. Schlosser moved for approval of the June 22, 2021, Committee-of-the-Whole Meeting Minutes, as written.

Mr. Stopfer seconded.

Chair Wageman took a Roll Call vote, and the Minutes were approved as written.

3. **This item will be discussed at Board Meeting only.**

4. **This item will be discussed at Board Meeting only.**

5. ***Briefing on Items on Interest to DART Included on the July 8, 2021 North Central Texas Council of Governments, Regional Transportation Council Agenda**

Chair Wageman took a Roll Call vote, and the Minutes were approved as written.

6. **This item will be discussed at Board Meeting only.**

Consent Items:

Mr. Enoch moved to forward Consent Items 7 and 8.

Administration:

7. **Approval to Extend Temporary Employment Assignment for DART's Safety and Compliance Project Manager**

Moved to forward the draft resolution to the Board of Directors, with a recommendation, stating the Interim President & Chief Executive Officer or his designee is authorized to extend the temporary employment assignment for DART's Safety and Compliance Project Manager for up to six months beginning in July 2021 and ending in January 2022 to support ongoing safety and compliance activities.

8. **Contract for Bus Mobile Data Terminal (MDT) Replacement**

Moved to forward the draft resolution to the Board of Directors, with a recommendation, stating the Interim President & Chief Executive Officer or his designee is authorized to award a Mobile Data Terminal (MDT) replacement contract to Trapeze Software Group Inc. for a total authorized amount not to exceed \$1,457,991.

Mr. Schlosser seconded.

Chair Wageman took a Roll Call vote, and the items were approved unanimously.

Individual Items:

9. **+Approval of a DART Right-of-Way Compensation Agreement with Dallas/Fort Worth International Airport (DFWIA) for a Public Mass Transit Easement, 11 Parcels, and Shared Cost of a Grade Crossing for the Silver Line Regional Rail Project**

Mr. Gene Gamez, General Counsel, briefed the Committee (slides on file with the Office of Board Support) as follows:

- Today's Consideration (slide 2)
- Background (slides 3-4)
- Location Map (slides 5-7)
- Parcels included in the PMTE (slide 8)
- Recommendation (slide 9)

Mr. Schlosser moved to forward the draft resolution to the Board of Directors, with a recommendation, stating:

Section 1: The parcels identified in Exhibit 1 are necessary for the Silver Line Regional Rail Project and for any other use authorized by Chapter 452 of the Texas Transportation Code and are hereby declared to be a public use for a public purpose.

Section 2: The amount to be paid in the Compensation Agreement represents just compensation for these parcels required for the Silver Line Regional Rail Project.

Section 3: The President & Chief Executive Officer or her designee, subject to legal review, is hereby authorized to execute the Compensation Agreement and all necessary legal instruments and to pay title policy

expenses, closing costs, and other such costs as may be required by law to close the purchase of the property.

Mr. Kelly seconded.

Chair Wageman took a Roll Call vote, and the item was approved unanimously.

10. **+Adoption of Performance Goals for the President & Chief Executive Officer for the Period July 12, 2021 Through September 30, 2021**

Mr. Gamez briefed the Committee (slides on file with the Office of Board Support) as follows:

- FY 2021 Performance Goals for the President & Chief Executive Officer For the Period July 12, 2021 - September 30, 2021 (slide 1)

Mr. Stopfer moved to forward the draft resolution to the Board of Directors, with a recommendation, stating the Board adopts performance goals for the President & Chief Executive Officer for the period July 12, 2021 through September 30, 2021, as included in the Employment Agreement with Nadine S. Lee and as shown in Exhibit 1 to the Resolution.

Mr. Enoch seconded.

Chair Wageman took a Roll Call vote, and the item was approved unanimously.

11. ***Briefing on DARTzoom Bus Network Redesign and Deployment Program**

Mr. Rob Smith, Interim Vice President of Service Planning and Scheduling, briefed the Committee (slides on file with the Office of Board Support) as follows:

- Today's Briefing (slide 2)
- PART ONE: Service Changes *-topic separator*
- Background (slide 4)
- Basic Approach (slides 5-6)
- Public Involvement Update *-topic separator*
- Public Involvement Update (slide 8)
- Review of DARTzoom Public Outreach (slide 9)
- Review of 2021 Survey Responses (slide 10)
- Round 2 –Participation as of June 22, 2021 (Map) (slide 11)
- Would The Draft Network Be Better For You? (slide 12)
- Open-Ended Responses: Anything you like or dislike, or want to share? (slide 13)
- Open-Ended Responses: GoLink (slide 14)
- Key Issues for January Proposal *-topic separator*
- Key Issues for January Proposal (slide 16)
- August Proposal Changes (slide 17)
- GoLink (slide 18)
- SW Irving Coverage (slide 19)
- Farmers Branch GoLink Changes (slide 20)
- Plano Connected GoLink Trial (slide 21)
- Fixed-Route Transition to GoLink (slide 22)

- Central Richardson GoLink (slide 23)
- Fixed-Route Coverage Concerns (slides 24-25)
- East Oak Cliff Changes (slide 26)
- Pleasant Grove Proposal (slide 27)
- Pleasant Grove Changes (slide 28)

Mr. Kennedy joined the meeting at 4:57 p.m.

- Frankford/Renner Crosstown (slide 29)
- Arlington Park Coverage (slide 30)
- Route 347 Alignment (slide 31)
- Express Routes (slide 32)
- Lake Ray Hubbard Express (slide 33)
- Express Routes (slide 34)
- Budget Impacts of Bus Network Plan *-topic separator*
- Budget Impacts of the Bus Network Plan (slide 36)
- Budget: Service Levels (slide 37)
- Bus Service Levels (slide 38)
- LRT Service Levels (slide 39)
- GoLink Service (slide 40)
- Timing *-topic separator*
- Final Bus Network Plan: (slide 42)

Mr. Todd Plesko, Interim Executive Vice President of Growth and Regional Development, briefed the Committee as follows:

- PART TWO: Implementation *-topic separator*
- DARTzoom Bus Network Redesign Objectives (slide 44)
- Vision for 5 Star Customer Experience (slide 45)
- Extensive Customer Feedback on DARTzoom (slide 46)
- What Do Our Customers Want? (slide 47)
- How Do We Implement the plan? (slide 48)
- Recent Bus Ridership History, Trends (slide 49)
- Bus Network Attributes (slide 50)
- GoLink Attributes (slide 51)
- DARTzoom Implementation Task Force (slide 52)
- Multi-Disciplinary Effort (slide 53)
- Internal Coordination (slide 54)
- Presentation Format (slide 55)

Mr. Herold Humphrey, Vice President of Bus Operations, briefed the Committee as follows:

- Bus Operations *-topic separator*
- Operations Staffing Update (slide 57)
- Operations Strategies (slide 58)

Ms. Robbie Douglas, Assistant Vice President of Marketing, briefed the Committee as follows:

- Marketing *-topic separator*
- Communications Approach (slide 60)
- Aim for measurable Rider Awareness and Impact (slide 61)
- More than 1 Million pieces of Customer Information is impacted (slide 62)
- Rider surveys will determine enhancements (slide 63)
- Street Teams will assist Riders (slide 64)
- New Technology Solutions (slide 65)
- Outreach to Stakeholders (slide 66)
- Establish Employee Awareness and Education (slide 67)
- Customer-Facing Fall 2021 Implementation Timeline (slide 68)

Mr. Smith concluded the presentation to the Committee as follows:

- Other Efforts *-topic separator*
- Performance Monitoring (slide 70)
- Service Standards Updates (slide 71)
- Aspirational Service Plan (slide 72)
- Aspirational Plan: (slide 73)
- Board Briefings (slide 74)

Ms. Torres stated she had three questions, however, Mr. Smith had touched on one of her questions through the presentation. She then asked if staff had a timeline of when there will be a disparity impact study or findings. Mr. Smith responded that information will be included in the packet for the August 10th Committee-of-the-Whole meeting. Ms. Torres inquired, in regard to the doubling of the GoLinkSM cost, if it included the proposed \$8M amount for the Plano coverage. Mr. Smith replied yes. Ms. Torres questioned if there were still plans to discontinue Bus Route #111 in Pleasant Grove. Mr. Smith responded, under this proposal, Bus Route #111 is being replaced by a different route that covers much of that key area, however, the other route is not exactly like the #111 route in its current configuration. Ms. Torres requested to speak to Mr. Smith on this subject offline. Mr. Smith agreed.

In regard to GoLinkSM and the proposed pilot expansion across zones, Mr. Kennedy inquired how does the fare structure work for GoLinkSM currently. Mr. Smith responded the fare structure for GoLinkSM matches what DART staff currently charges for local rail and bus service, which is either a \$3 ride or using various types of passes or tickets to make the trips. In reference to page 71, Service Standards Updates, Mr. Kennedy said staff and the Board had discussed revisiting the Title VI definition of low income. He then asked how is that defined and by whom. Mr. Smith responded that is defined by Board policy under the Federal Transit Administration (FTA) requirements. He explained that a number of years back, in a previous Service Standard update, the Board defined it in terms of anything below a median family household income of \$35K a year. Mr. Smith noted, the problem with that definition is that it is becoming extremely hard to analyze on the basis of that household size. Mr. Kennedy inquired what is the process for the Board to revisit that definition. He asked if the Board would need to revisit the issue based on local

conditions. Mr. Smith replied yes, noting staff would assist in providing alternate options that might be available. Mr. Kennedy then asked what would the timeframe look like. Mr. Smith responded he would recommend beginning in the fall since this process would probably not be as extensive as it was in 2018.

In reference to slide 38, Bus Service Levels, and slide 39, LRT Service Levels, Ms. Wong Krause noted that the hours on the Light Rail Trains (LRT) service levels will be exactly the same as pre-pandemic levels, while the bus service level hours will be 97.5% of the pre-pandemic level hours. She then asked if there was a difference in ridership between the different modes, i.e. the buses versus LRT. She further asked what were the percentages they were down to, noting she wanted to understand how each mode was calculated and how it connects to, or intersects with, the ridership. Mr. Smith responded, overall, levels of ridership are down by roughly comparable percentages for both rail and bus. He noted that DART has been running about 50% pre-pandemic ridership, however, there are some bus services, such as shuttles and the express service, that are currently down 80%. Mr. Smith explained the way that calculation worked is effectively what staff has done with this network redesign is reduce the coverage of fixed route service and pay for additional GoLinkSM coverage to replace it.

In regard to GoLinkSM, Ms. Wong Krause inquired what is the process, or how difficult will it be, to get GoLinkSM through a GoPass[®] app. Mr. Smith responded the GoPass[®] app is the easiest way to schedule GoLinkSM service. He noted it was fully integrated into the app, however, staff is working to possibly getting the Uber-side of the GoLinkSM service also integrated. Mr. Smith said the average wait time, once a person has used the app to schedule GoLinkSM service, is about 10 minutes and approximately 15 minutes in the larger zones. He further explained about 1/3 of the riders that use GoLinkSM call in and have an approximate 30-minute wait. Ms. Wong Krause inquired if staff have thought about providing educational information to these customers. Mr. Smith replied, staff has found that the most effective way to educate customers is to go to the bus locations, that will be changing, and show the customers, directly how to use the app.

Mr. Ruiz joined the meeting at 5:55 p.m.

In regard to the matrix on GoLinkSM, Mr. Kelly questioned what was the key matrix that went into determining where DART will be providing GoLinkSM. Mr. Smith replied that the difference is usually dependent on ridership potential and that can be looked at in different ways, such as density, which is a key factor. He continued, many of the GoLinkSM zones operate in very low density areas, which generally generates less transit ridership and makes it difficult to create a fixed ridership route service that will work.

Mr. Enoch joined the meeting at 5:58 p.m.

Regarding slide 34, Express Routes, referencing the third bullet, which stated express routes run at 15 to 20-minute headways, Mr. Slagel remarked, was it the purpose of all this to increase ridership, make sure customers had an express route and that frequencies were about 15 minutes. He noted from Mr. Smith's comment, it sounded as if the express routes were not very popular. Mr. Smith replied, during the pandemic, the express bus ridership dropped by about 80%. He explained it would take longer to get the ridership back up on the express routes than the local fixed route service, where the ridership dropped by 50%.

Mr. Enoch inquired what were the standards used to create these specific routes and are those standards the same that staff is going to suggest to the Board to adopt or make modifications to and later match that to the routes. Mr. Smith responded the service standards that have traditionally been used will no longer work on the new network. He explained the categories that are currently used in the service standards to group routes no longer has meaning in the new network. The concept of a feeder route, Mr. Smith continued, has in large part gone away. He explained, the network is defined more by the frequency of service, in most cases, than by the type of route. Mr. Smith stated it would be a matter of redefining those categories to reflect the design of the new network. He noted, the actual measures of performance and the process for comparing and determining if a route is working or not, would not necessarily dramatically change. Mr. Enoch clarified his question in reference to subsidy per passenger on a route. He asked what are the standards by which the Agency will use to look back on this route planning or plan the next one and determine if it is sufficient. Mr. Enoch inquired how will the agency measure the efficiency of these routes. Mr. Smith responded staff would review the individual routes, and overall, for the full groups of routes to see what is occurring over the key measures, such as the riders per hour, and subsidy per passenger, which are relatively easy to measure and track over a period of time. After further discussion, Mr. Enoch inquired whether there is a number, when staff indicates improvement is required, that they expect this to meet in subsidy per passenger on particular types of routes. Mr. Plesko responded staff did not set a target on subsidy per passenger when they were designing this network. He explained, the Board provided direction that said to take the resources that were running in January 2020 and redesign in a way that focuses more resources on high ridership potential areas and less ridership in areas that have lower ridership potential. Mr. Plesko, noted Mr. Enoch's question was valid, however, staff would need to see the data after six months of implementing the new service to see what the results are and the Board would need to define, for staff, what is an acceptable rate.

Following up to Mr. Enoch's questions, Chair Wageman remarked, as the Board considers the aspirational changes that Mr. Smith outlined, as well as, the additional funding for the redesign system, these questions need to be addressed before the Board can move in that direction.

12. *Briefing on the Permit Process for Construction Projects

Chair Wageman stated that it was 6:19 p.m. on Tuesday, July 6, 2021, and the Dallas Area Rapid Transit Committee-of-the-Whole was going into Closed Session under Texas Open Meetings Act, Section 551.071, which allows for consultation with Attorney, to discuss Agenda Item 12, *Briefing on the Permit Process for Construction Projects, Agenda Item 13, *Briefing on Silver Line Claims and Cost Impacts, and under Texas Open Meetings Act, Section 551.074, which allows deliberation of a personnel matter, to discuss Agenda Item 14, *Briefing on the Employment Role of the Interim President & Chief Executive Officer, and Agenda Item 15, *Briefing on Limited Waiver of DART Personnel Policy and Non-Disclosure Agreement for Gary C. Thomas. Chair Wageman stated Mr. Schlosser would recuse himself from Agenda Item 15.

The Committee reconvened into Open Session at 7:37 p.m.

13. ***Briefing on Silver Line Claims and Cost Impacts**

This item was briefed in Closed Session.

14. ***Briefing on the Employment Role of the Interim President & Chief Executive Officer**

This item was briefed in Closed Session.

15. **+Approval of a Limited Waiver of DART Personnel Policy and Non-Disclosure Agreement for Gary C. Thomas**

This item was briefed in Closed Session.

Mr. Schlosser recused himself at 7:38 p.m.

Mr. Enoch moved to forward the draft resolution to the Board of Directors, with a recommendation, stating, by a two-thirds vote of the appointed and qualified members, that:

Section 1: The prohibition in Section 7.3 of DART's Administrative Employment Manual is hereby waived with respect to Gary C. Thomas.

Section 2: The Interim President & Chief Executive Officer or his designee, subject to legal review, is authorized to execute a Non-Disclosure Agreement between DART and Gary C. Thomas, substantially in the form shown as Exhibit 1 to the Resolution.

Mr. Slagel seconded.

Chair Wageman took a Roll Call vote, and the item was approved unanimously.

Other Items:

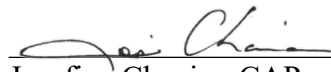
16. **Identification of Future Agenda Items**

There were no future agenda items identified for this committee.

Mr. Schlosser rejoined the meeting at 7:40 p.m.

17. **Adjournment**

There being no further business to discuss, the meeting was adjourned at 7:41 p.m.



Josefina Chavira, CAP
Board Committee Secretary

/jc

+ Same-Date Item

* Briefing Item

MINUTES
DALLAS AREA RAPID TRANSIT
BOARD OF DIRECTORS'
July 6, 2021

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City of Dallas

Flora M. Hernandez
Patrick J. Kennedy
Jon-Bertrell Killen
Michele Wong Krause – **Vice-Chair**
Rodney Schlosser
Dominique P. Torres
VACANT

City of Garland

Jonathan R. Kelly– **Secretary**

City of Irving

Rick Stopfer

City of Plano

Paul N. Wageman – **Chair**

City of Cockrell Hill and Dallas

Eliseo Ruiz, III

Cities of Carrollton and Irving

Doug Hrbacek

Cities of Farmers Branch and Plano

Robert C. Dye

Cities of Garland, Rowlett, and Glenn Heights

Mark C. Enoch

Cities of Richardson and University Park; Towns of Addison and Highland Park

Gary A. Slagel

– **Assistant Secretary (VACANT)**

Mr. Robert C. Dye was absent.

General Items:

1. Roll Call

Chair Wageman took Roll Call, confirming a quorum was present.

2. Approval of Minutes: June 22, 2021

Mr. Hrbacek moved to approve the June 22, 2021, Board of Directors' meeting Minutes, and entered into record, as written.

Mr. Schlosser seconded.

Chair Wageman took a Roll Call vote and the Minutes were approved unanimously.

Chair Wageman welcomed the new City of Dallas Board representative, Ms. Flora M. Hernandez. He also thanked Mr. David Leininger, Interim President & Chief Executive Officer, for his dedication and willingness to return to DART.

3. Board Member Recognition

Chair Wageman recognized Ms. Amanda Moreno-Lake for her eight years of service on the DART Board of Directors.

Prior to moving forward with the agenda items, Chair Wageman read into record the observance of the 5th anniversary of the deadly ambush that occurred in Downtown Dallas, which took the lives of five police officers, Dallas Police Department (DPD) Sgt. Michael Smith, DPD Senior Corporal Lorne Ahrens, DPD Officer Michael Krol, DPD Officer Patricio "Patrick" Zamarripa, and Dallas Area Rapid Transit (DART) Officer Brent Thompson. Chair Wageman, and the Board, observed a moment of silence in remembrance all those affected during this time.

4. Public Hearing for State-Required Performance Audit

Public Hearing comments for the State-Required Performance Audit, on Tuesday, July 6, 2021, were accepted via email at the following address: dartpublichearingcomments@dart.org until 6:00 p.m. on Tuesday, July 6, 2021. All comments received by 6:00 p.m., on July 6, 2021, were read into the public record by Chair Wageman.

Chair Wageman introduced Mr. Dwight Burns, Treasurer, who provided the technical presentation. Mr. Burns read, into the record, all pertinent details of the State-Required Performance Audit. Chair Wageman stated tonight's hearing would be recorded by a court reporter, so all comments received were a matter of public record.

Chair Wageman stated the time was 7:55 p.m., on Tuesday, July 6, 2021, and the public hearing would be held in pursuant to the requirements of DART's enabling legislation.

Chair Wageman stated, to date, there have been zero (0) public hearing comments on the above issue. Any written comments received by the end of the hearing will be added to this total.

Since there were no additional comments to be received, Chair Wageman thanked the public for participating in this public hearing and officially ended the public hearing session at 7:56 p.m.

5. This item will be discussed at Committee-of-the-Whole only.

6. Public Comments

Public comments for the Board of Directors' meeting were accepted via email at the following address: boardmeetingpubliccomments@dart.org until 6:00 p.m. on Tuesday, July 6, 2021. All comments received were read into the public record during the Board meeting by Chair Wageman.

Chair Wageman stated DART had received ninety-six (96) identical email comments relating to the Silver Line Regional Rail Project. The full name of the persons submitting the comment were not always discernable and as a result, Chair Wageman read the eighty-nine (89) names of those who provided their full name and read into record one time the comment which was submitted 96 times via email (Copy on file with the Office of Board Support).

Names are as follows:

- | | | |
|----------------------------|---------------------------|---------------------------|
| 1. <u>Serto Geckrty</u> | 31. <u>Roonal Panday</u> | 61. <u>Caden Cavier</u> |
| 2. <u>Paul Thomson</u> | 32. <u>Roy Hawa</u> | 62. <u>Bryce Holden</u> |
| 3. <u>Dwight Hux</u> | 33. <u>John Rider</u> | 63. <u>Richard Blake</u> |
| 4. <u>Harry Gill</u> | 34. <u>Rooha Sheer</u> | 64. <u>Liam Dawson</u> |
| 5. <u>Harry Latham</u> | 35. <u>Roay Roady</u> | 65. <u>Alex Abel</u> |
| 6. <u>Albert Kane</u> | 36. <u>Huck Bell</u> | 66. <u>Dean Hayden</u> |
| 7. <u>Kevin Paul</u> | 37. <u>Shaly Maryam</u> | 67. <u>Enzzo Matteo</u> |
| 8. <u>Andrew Atherton</u> | 38. <u>Jone Thomas</u> | 68. <u>Rhet Archer</u> |
| 9. <u>Kane Wary</u> | 39. <u>Luan Severly</u> | 69. <u>Jude Ivan</u> |
| 10. <u>Nichols Port</u> | 40. <u>Sophy Welter</u> | 70. <u>Kevin Tom</u> |
| 11. <u>Niclos Jameson</u> | 41. <u>Paul Silly</u> | 71. <u>Juan Ian</u> |
| 12. <u>Anthony William</u> | 42. <u>Duke Dustin</u> | 72. <u>Tyler Cole</u> |
| 13. <u>William Jhon</u> | 43. <u>Conor Collin</u> | 73. <u>Rowan Gel</u> |
| 14. <u>March Wilson</u> | 44. <u>Jason Axel</u> | 74. <u>Brayden Even</u> |
| 15. <u>Jason Mark</u> | 45. <u>Nathan Rayan</u> | 75. <u>Kane William</u> |
| 16. <u>Alex Smith</u> | 46. <u>Ethan Mason</u> | 76. <u>James Taylor</u> |
| 17. <u>Tom Jhon</u> | 47. <u>Kenneth Hiltz</u> | 77. <u>Jose Kai</u> |
| 18. <u>Henry Nicholas</u> | 48. <u>Anthony Josel</u> | 78. <u>Jordon Silk</u> |
| 19. <u>David Mark</u> | 49. <u>Kevin Ronald</u> | 79. <u>Paul Hudson</u> |
| 20. <u>William Poter</u> | 50. <u>Jeff Jason</u> | 80. <u>Linda Ezikel</u> |
| 21. <u>Jon Sor</u> | 51. <u>Paul Daniel</u> | 81. <u>Joseph Elis</u> |
| 22. <u>Meda Kor</u> | 52. <u>Thomas William</u> | 82. <u>Ezra Thomas</u> |
| 23. <u>Lee Rider</u> | 53. <u>Charles Josphe</u> | 83. <u>David Wyatt</u> |
| 24. <u>Jessy Rider</u> | 54. <u>Robert William</u> | 84. <u>Linda Oliver</u> |
| 25. <u>David Devillors</u> | 55. <u>James David</u> | 85. <u>Marcus Smith</u> |
| 26. <u>Li Hao</u> | 56. <u>Jay Pablo</u> | 86. <u>Jeniffer Jhon</u> |
| 27. <u>Chai Lo</u> | 57. <u>Jayred Cesar</u> | 87. <u>Karen Linda</u> |
| 28. <u>Zaubu Cgab</u> | 58. <u>Jacob Willy</u> | 88. <u>Charles Daniel</u> |
| 29. <u>Lee Pallyot</u> | 59. <u>Collin Klatin</u> | 89. <u>Sandra Ashley</u> |
| 30. <u>Kour Shanzzy</u> | 60. <u>Paul Simon</u> | |

Comments 90 through 96 were not discernable, however, they are on file with the Office of Board Support.

E-mailed comment is as follows: “The Cottonbelt Rail project is a bad idea. Will fight to stop you from killing children and wasting \$2B.”

Other Public Comments were as follows:

Mr. Ravi Narayanappa:

Mr. Narayanappa wrote requesting service to Aplan Lane in Plano, TX through bus or GoLink service.

Mr. Mort Tabaie:

Mr. Tabaie wrote on behalf of Advance Contracting Group in reference to payment of a completed DART project.

Ms. Leslie Harris:

Ms. Harris wrote on behalf of First United Methodist Church (FUMC) Plano requesting DART modify bus route 350 to provide access to locations that are vital to their community.

Ms. Vanessa Jones:

Ms. Jones wrote in reference to an alleged incident on bus 525 at the Burbank Station, #44109.

Ms. Tiffany Levine, DART Employee:

Ms. Levine wrote about a derogatory comment made by a DART Assistant Vice President (AVP) concerning union workers and their work ethics.

Mr. Thomas Hutchinson, DART Employee:

Mr. Hutchinson wrote about a derogatory comment made by a DART AVP concerning union workers and their work ethics.

Mr. Robert J. Wilson:

Mr. Wilson wrote in reference to his return trip from his medical facility and requested assistance in understanding why he was considered a no-show when the driver arrived prior to the allocated time of pick up causing him to cut his treatment short.

Mr. Robert W. Steele, DART Employee:

Mr. Steele wrote in reference to a report titled, 5.4 Investigation Response.

Consent Items:

Mr. Enoch moved to approve Consent Items 7 and 8.

Administration:

7. Approval to Extend Temporary Employment Assignment for DART's Safety and Compliance Project Manager

Moved for approval of Resolution 210089 stating the Interim President & Chief Executive Officer or his designee is authorized to extend the temporary employment assignment for DART's Safety and Compliance Project Manager for up to six months beginning in July 2021 and ending in January 2022 to support ongoing safety and compliance activities.

8. Contract for Bus Mobile Data Terminal (MDT) Replacement

Moved for approval of Resolution 210090 stating the Interim President & Chief Executive Officer or his designee is authorized to award a Mobile Data Terminal (MDT) replacement contract to Trapeze Software Group Inc. for a total authorized amount not to exceed \$1,457,991.

Mr. Kelly seconded.

Chair Wageman took a Roll Call vote and the Consent Items were approved unanimously.

Individual Items:

9. **+Approval of a DART Right-of-Way Compensation Agreement with Dallas/Fort Worth International Airport (DFWIA) for a Public Mass Transit Easement, 11 Parcels, and Shared Cost of a Grade Crossing for the Silver Line Regional Rail Project**

Mr. Stopfer moved for approval of Resolution 210091 stating:

Section 1: The parcels identified in Exhibit 1 are necessary for the Silver Line Regional Rail Project and for any other use authorized by Chapter 452 of the Texas Transportation Code and are hereby declared to be a public use for a public purpose.

Section 2: The amount to be paid in the Compensation Agreement represents just compensation for these parcels required for the Silver Line Regional Rail Project.

Section 3: The President & Chief Executive Officer or her designee, subject to legal review, is hereby authorized to execute the Compensation Agreement and all necessary legal instruments and to pay title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of the property.

Mr. Enoch seconded.

Chair Wageman took a Roll Call vote and the item was approved unanimously.

10. **+Adoption of Performance Goals for the President & Chief Executive Officer for the Period July 12, 2021 Through September 30, 2021**

Mr. Schlosser moved for approval of Resolution 210092 stating the Board adopts performance goals for the President & Chief Executive Officer for the period July 12, 2021 through September 30, 2021, as included in the Employment Agreement with Nadine S. Lee and as shown in Exhibit 1 to the Resolution.

Mr. Stopfer seconded.

Chair Wageman took a Roll Call vote and the item was approved unanimously.

11. **This item will be discussed at Committee-of-the-Whole only.**

12. **This item will be discussed at Committee-of-the-Whole only.**

13. **This item will be discussed at Committee-of-the-Whole only.**

14. **This item will be discussed at Committee-of-the-Whole only.**

15. **+Approval of a Limited Waiver of DART Personnel Policy and Non-Disclosure Agreement for Gary C. Thomas**

Mr. Schlosser recused himself at 8:18 p.m.

Mr. Slagel moved for approval of Resolution 210093 stating, by a two-thirds vote of the appointed and qualified members, that:

Section 1: The prohibition in Section 7.3 of DART's Administrative Employment Manual is hereby waived with respect to Gary C. Thomas.

Section 2: The Interim President & Chief Executive Officer or his designee, subject to legal review, is authorized to execute a Non-Disclosure

Agreement between DART and Gary C. Thomas, substantially in the form shown as Exhibit 1 to the Resolution.

Mr. Enoch seconded.


Chair Wageman took a Roll Call vote and the item was approved unanimously.

Other Items:

16. This item will be discussed in Committee-of-the-Whole only.

17. Adjournment:

There being no further business to discuss, the meeting was adjourned at 8:19 p.m.



Josefina Chavira, CAP
Board Committee Secretary

/jc

+ Same Date Item



Agenda Report

Committee-of-the-Whole

Board Meeting

Attachments: 1. Board Policy III.16 2. Service Area MAP 3. Board Approved Expenditure Justification	Voting Requirements: Majority
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DATE: August 10, 2021

SUBJECT: Approval of the Medical City Dallas Site-Specific Shuttle Service Agreement

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to execute a Funding Agreement for a Site-Specific Shuttle service with Medical City Dallas from Forest Lane Station to the Medical City area, substantially in the form shown in Exhibit 1 to the Resolution and subject to legal review, in a total authorized amount not to exceed \$90,000 for a three-year agreement.

COMMITTEE CONSIDERATIONS

- On July 6, 2021 the Planning and Capital Programs Committee Meeting unanimously moved this item to the August 10, 2021 Committee-of-the-Whole with a recommendation.

FINANCIAL CONSIDERATIONS

- Funding for this shuttle service agreement is included in the Planning Department’s FY 2021 operating budget.
- Sufficient funding for this shuttle service agreement in the amount of \$90,000 is included in both the Planning Department’s FY 2021 Operating Expense budget and the Total Operating Expense line item of the FY 2021 Twenty-Year Financial Plan.

BUSINESS PURPOSE

- Approval of this agreement will assist DART in achieving Board Strategic Priority I: Enhance the safety and service experience through customer-focused initiatives.
- On April 14, 1998 (Resolution No. 980078), the Board approved the DART Board Policy III.16, Site-Specific Shuttle Policy, that allows DART to initiate or continue DART-operated circulator/distributor shuttle services which connect to rail stations or transit centers where performance of the service is marginal, but where an employer or other entity agrees to subsidize the service. (See Attachment 1.) DART currently operates ten site-specific shuttles.

- On December 9, 2003 (Resolution No. 030151), DART Board approved a Site-Specific Shuttle agreement to provide shuttle service for patient access to treatment centers and employees with Medical City Dallas.
- The current agreement has not been updated since approved in 2003 (18 years). Medical City Dallas has extended its route and invested in new vehicles since then.
- Medical City Dallas is a premier medical hospital. Patients travel to Medical City Dallas from over 75 countries and from all over the United States for the sophisticated treatment offered by some of its 400+ in-house physician specialists. (See Attachment 2.) The Medical City area employment approaches 7,500 people.
- Medical City Dallas contracts its shuttle service that includes a connection to the DART Station at Forest Lane. The service supports the Medical City Spine Hospital and Medical City Main Medical Center complex. Routes operate from 5:45 a.m. to 8:00 p.m.
- Medical City Dallas believes this shuttle service with DART will help promote using transit to get to their campus area. This will help with parking, as well as making the trip more attractive to patients and employees.
- DART has experienced faster ridership growth when site-specific shuttle partnerships are made, and this agreement with Medical City Dallas can translate to more revenue riders for the DART system.
- A formal request from Medical City Dallas has asked DART to consider an inflationary increase to help continued support of this service.
- The term of the new agreement is proposed to begin September 1, 2021. DART's participation in this shuttle service is proposed to be \$30,000 annually for three years, with a not-to-exceed amount of \$90,000 for the term of the contract.
- The Board-Approved Expenditure Justification is included as Attachment 3.

LEGAL CONSIDERATIONS

Section 452.055 of the Texas Transportation Code authorizes DART to enter into contracts with any person.

DART Policy III.16, Site Specific Shuttle Service Policy, provides for Board consideration of joint-funding arrangements for privately operated shuttle service. The policy allows DART to consider funding up to 50% of the service cost in circumstances where the service meets DART's service standards and where the service is an enhancement to the DART system. The Policy also provides for the operation of circulator/distributor shuttle services which connect to rail stations or transit centers where performance of the service is marginal, but where an employer or other entity agrees to subsidize the service. The policy also requires that route performance be measured by three indicators: passengers per mile, passengers per trip and subsidy per passenger; and for quarterly evaluation of the service.

Site Specific Shuttle Service Policy

DATE ISSUED: April 14, 1998
Resolution No. 980078
Amended by Resolution: 070120
Policy No. III.16 (Operations)

Section 1:

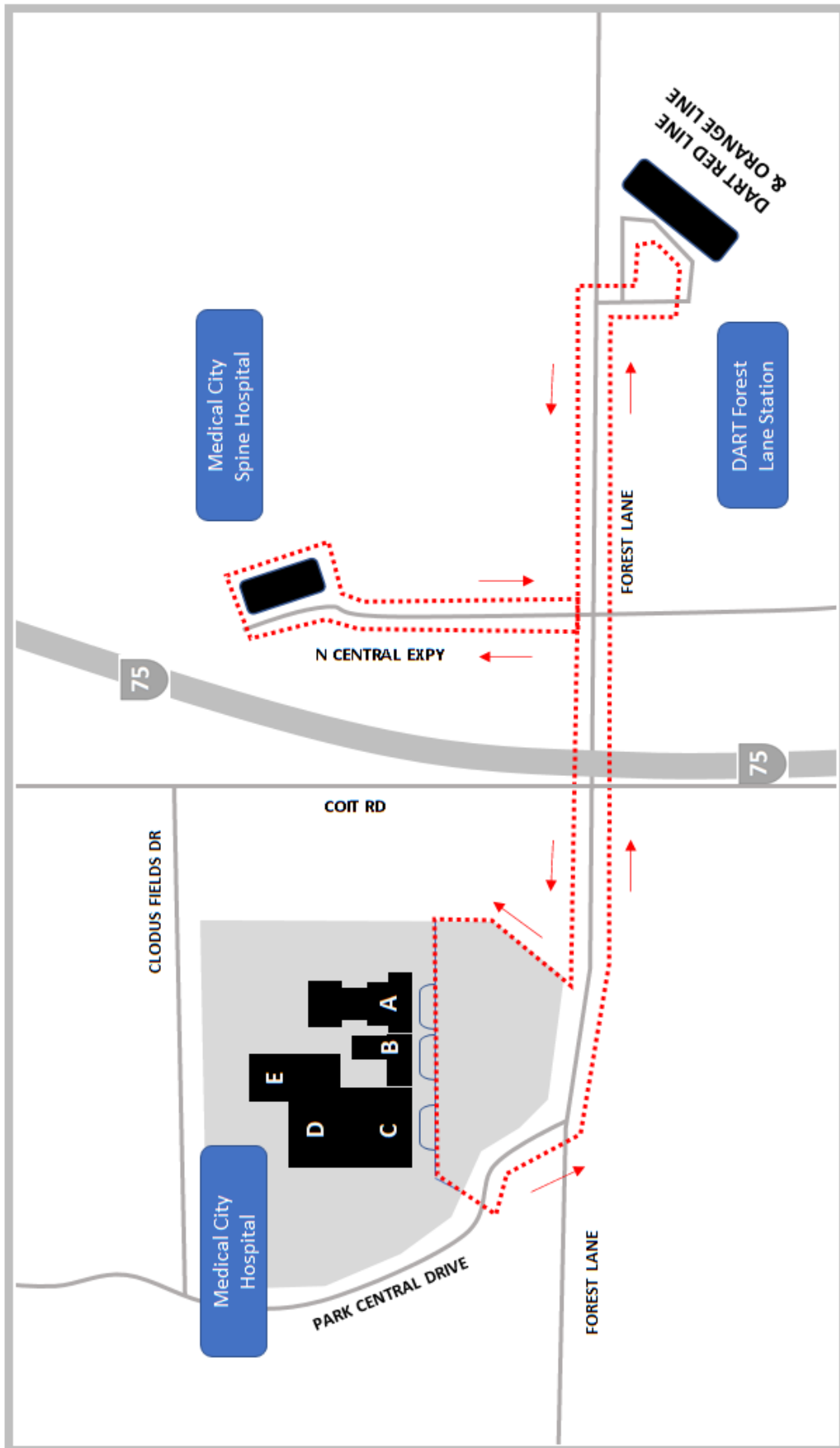
- 1.1 It is the policy of the DART Board to consider partial funding (up to 50%) of circulator/distributor shuttle services (bus or van) which connect to rail stations or transit centers and are operated by employers or other private entities. In order to be considered for funding, such services must enhance the DART system and must meet Board adopted standards for performance of circulator/distributor service (as provided for in the adopted Service Standards, Policy III.11). DART participation in support of such services should be commensurate with the degree of enhancement to the DART system. A process diagram is shown in Attachment 1.
- 1.2 Service proposals brought to the Board for consideration under this section of the Policy should at minimum, include:
- A. A projection of new riders (passenger trips) attracted to the DART system through the provision of the proposed service. Evaluation of the degree to which a proposed service is an enhancement to the DART system will primarily be determined by the calculated subsidy per new rider.
 - B. A description of DART's participation in the solicitation and selection of the contractor or operator of the proposed service.
 - C. The proposed routing and scheduling of the service (including how the service interfaces with DART rail or DART Transit Centers).
 - D. The proposed fare and fare media for the service.
 - E. Indemnification of DART relative to the liability associated with operation of the proposed service.
 - F. Proposed service quality standards, as well as a methodology for assuring attainment of standards.
 - G. Proposed service identification (identification of the service as being partially DART sponsored).
 - H. A description of how accessibility of the service will be provided.
- 1.3 A proposal for a service agreement with a college or university located within the DART Service Area and accredited by the Commission on Colleges of the Southern Association of Colleges and Schools that is brought to the Board for consideration under this section

may include, as part of the consideration for entering the agreement, access to the DART fixed-route system for students, faculty and staff of the college or university.

Section 2:

- 2.1 Further, it is the policy of the DART Board to consider the initiation or continuation of DART-operated circulator/distribution shuttle services (bus or van) which connect to rail stations or transit centers where performance of the service is marginal, but where an employer or other entity agrees to subsidize the service. The amount of the subsidy will be determined in accordance with the performance standards for the Circulator/Distributor category of service as established within DART's adopted Service Standards.
- 2.2 In keeping with the adopted Service Standards, route performance will be measured by three indicators; passenger/mile, passengers, trip and subsidy per passenger, and indexed within each service category. Service will only be initiated or continued under this section of the Policy if the subsidy provided by the employer or other entity results in the route meeting the minimum required performance level (an indexed score of 0.6, when all three performance indicators are considered). Performance of each route will be evaluated on a quarterly basis and adjustments made in the subsidy requirement, as necessary, to comply with the performance threshold established by the Service Standards. The route performance process is shown in Attachment 2.
- 2.3 This policy is intended to supplement DART initiated services and not limit the provision of any DART initiated services.
- 2.4 DART's financial participation in services would be paid for through the incremental bus operations funding included in the financial bus plan. New service proposals under this policy will only be considered where "currently approved" funding exists to support them.

MEDICAL CITY ROUTE 830



Board-Approved Expenditure Justification For the Site-Specific Shuttle Service Funding Agreement with Medical City Dallas				
PURPOSE OF CONTRACT/AGREEMENT	DOLLAR AMOUNT	CONTRACT TERM	TYPE OF PROCUREMENT	1. Is it necessary? 2. Does it need to happen now? 3. Can it be phased? 4. Can we reduce the amount?
Renew Medical City Shuttle Agreement to allow for a 3% inflationary increase	\$90,000	Three-year agreement	Agreement Renewal	1. Yes 2. Yes, to allow inflationary increase 3. No. 4. No. Amount has not changed in 18 years

DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Approval of the Medical City Dallas Site-Specific Shuttle Service Agreement

WHEREAS, on April 14, 1998 (Resolution No. 980078), the Board approved the DART Board Policy III.16, Site-Specific Shuttle Policy, that allows a city in the DART Service Area or a private entity to provide funding to support DART fixed-route service; and

WHEREAS, DART and Medical City Dallas desire to enter into a new shuttle service agreement; and

WHEREAS, in accordance with Policy No. III.16, DART's financial participation in this service agreement is 50% or less of the shuttle service cost; and

WHEREAS, funding for this shuttle service agreement is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the President & Chief Executive Officer or her designee is authorized to execute a Funding Agreement for a Site-Specific Shuttle service with Medical City Dallas from Forest Lane Station to the Medical City area, substantially in the form shown in Exhibit 1 to the Resolution and subject to legal review, in a total authorized amount not to exceed \$90,000 for a three-year agreement.

Approval of the Medical City Dallas Site-Specific Shuttle Service Agreement

Prepared by: /s/ Robert Smith *

Robert Smith
Interim Vice President
Service Planning and Scheduling

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ David Leininger *

David Leininger
Interim President & Chief Executive Officer

* Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic

SHUTTLE SERVICE AGREEMENT

between
Dallas Area Rapid Transit
and
Medical City Dallas

THIS SHUTTLE SERVICE AGREEMENT ("Agreement") is made and entered into by and between DALLAS AREA RAPID TRANSIT ("DART"), a regional transportation authority organized and existing pursuant to Chapter 452 of the Texas Transportation Code, and Medical City Dallas ("Medical City"), a Texas nonprofit corporation.

WITNESSETH:

WHEREAS DART, as a part of its regional transportation system, desires to facilitate access to its transit system for Medical City within the DART Service Area; and

WHEREAS, Medical City has expressed an interest and desire to provide shuttle service between DART's Light Rail System and various Medical City campus locations.

NOW THEREFORE, in consideration of the premises and other good and valuable consideration herein set forth, the sufficiency of which is hereby acknowledged, DART and Medical City do hereby agree as follows:

1. Service Description. The service to be provided by Medical City (hereinafter called the "Shuttle Service") shall consist of bus shuttle service between the Forest Lane Station and various campus locations at and surrounding Medical City Dallas. The route is set forth in the Operation Plan attached to this Agreement as Exhibit "A." The Operation Plan may be changed by Medical City as required to meet its needs and the needs of its passengers. Medical City shall provide reasonable notice to DART of any change in the Operation Plan.

2. DART Obligations.

2.01. DART Reimbursement. DART shall reimburse Medical City for up to 50% of the direct costs incurred by Medical City for operation of the Shuttle Service, such reimbursements not to exceed the sum of \$30,000 annually for the entire term of this Agreement. DART shall make payments to Medical City based on invoices that have been received and approved by DART.

2.02. Marketing and Technical Assistance. DART will assist Medical City in developing the Operation Plan for providing the Shuttle Service, including routing, scheduling, internal marketing and those matters set forth in this Agreement. Medical City will assist DART in communicating DART service and DART fare media, including the corporate pass program, to new and existing employees of the Medical City System. DART logos will be mounted on each side of the shuttle in accordance with specifications provided by DART. DART logos will be provided by DART and installed by Medical City.

2.03. Coordination. DART will alert Medical City of any changes in DART's rail or bus schedules that would affect the Shuttle Service.

2.04. Customer Complaint Procedures. Medical City shall develop a customer complaint procedures acceptable to DART to resolve any dispute or complaint by any customer relating to the Shuttle Service. Medical City shall implement the customer complaint procedures upon initiating the Shuttle Service.

3. Medical City Obligations.

3.01. Equipment. Medical City shall provide, or cause to be provided by a subcontractor, at least two (2) motor coach vehicles (Primary and back-up), each capable of carrying at least fourteen (14) passengers. Each vehicle used in providing the Shuttle Service shall display the DART logo and a sign identifying the Shuttle Service. Each vehicle shall comply with all applicable state, local, and federal requirements for vehicles of this type. Medical City will be responsible for assuring that each vehicle is maintained in a clean and reliable condition.

3.02. Drivers. Medical City shall provide its own drivers and back-up drivers, each of whom shall be qualified and duly licensed by the State of Texas to operate vehicles of the type and size described herein. Each driver shall be appropriately dressed in a uniform that is selected by Medical City and that is reasonably satisfactory to DART and conforms to Medical City's established uniform standards.

3.03. Operational Plan. Medical City shall provide Shuttle Service between the Forest Lane rail station and the campus on a route and schedule as set forth in the Operational Plan. The Operational Plan may be modified by Medical City at anytime, provided Medical City provides reasonable notice of such modifications to the DART official designated to receive Notice under this Agreement.

3.04. Record-Keeping, Reporting, Invoices and Audit. Medical City shall keep and maintain records regarding operations and maintenance, including but not limited to, Shuttle Service passenger counts and mileage logs. Medical City shall provide such records and logs to DART along with an invoice for reimbursement by the tenth (10th) day of each month for the preceding month. All such reports and invoices shall be delivered via e-mail, US mail at PO Box 660163, Dallas, Texas 75266-7248, Attn: Service Planning Department, or hand-delivery to DART at 1401 Pacific Avenue, Dallas, Texas 75202. On prior written request, DART shall have the right to audit the Medical City records relating to the Shuttle Service in the Medical City parking services office.

3.05. Operation. Medical City shall use reasonable efforts to assure that each vehicle is driven in a safe, prudent, and courteous manner, and at all times in accordance with all laws of the State of Texas. Medical City shall allow DART Transit Police on any vehicle used for the Shuttle Service when DART, in its sole discretion, determines it to be appropriate or necessary.

3.06. Report of Incidents and Violations. Medical City shall promptly notify DART upon receipt of actual knowledge of: (a) any contact with any other vehicle, property, person or

animal, regardless of injury or damage; and (b) receipt by any vehicle driver of a ticket for any moving violation under Texas motor vehicle laws, or a ticket, arrest, or arraignment for any violation of any criminal law, and immediately upon any conviction arising under either, whether or not arising out of the operation of the vehicle, any other motor vehicle or otherwise. Any violation of law shall be the sole responsibility of the person committing the violation and such person shall pay all resulting fines, penalties and court costs.

3.07. Advertising. Medical City shall manage exterior and interior advertising on the shuttle vehicles in its sole discretion. Medical City shall allocate at least ten percent (10%) of interior advertising inventory to DART at no cost to DART for the purpose of DART service promotion and advertising. All revenues generated by the sale of vehicle advertising shall belong to Medical City. Medical City will insure that DART logos are mounted on each side of the shuttle in accordance with specifications provided by DART.

3.08. Open to the Public. The Shuttle Service shall be available to any passenger at no fare cost; provided however, that passengers with pets (except service animals as defined by the regulations implementing the Americans with Disabilities Act at 28 C.F.R. 35.104), passengers who possess open containers of alcohol, or passengers who are disruptive or combative shall be denied boarding.

3.09. Insurance. Medical City shall, at all times during the term of this Agreement and extended terms thereof, provide and maintain, or cause to be provided and maintained by the service provider, the following types of insurance protecting the interests of Medical City and DART against any loss, cost, or expense of any kind arising out of the Service to be provided hereunder. DART shall be named as an additional insured, provided a waiver of subrogation on all coverages, and shall be provided with a certificate of insurance from an insurance company or companies acceptable to DART at least twenty (20) days prior to the commencement of performance hereunder. Medical City agrees to give DART a thirty (30) day written notice of cancellation. In the event any coverage lapse during the terms hereof, DART shall have the right to terminate this Agreement. In addition, notwithstanding anything to the contrary contained in this Agreement, Medical City or the service provider shall have the right to provide the insurance required under this Agreement on a self-insured or retained basis. If Medical City elects to do so, the rights and remedies of DART against Medical City or the service provider shall be no less than the rights and remedies DART would have in the event the required insurance was maintained with third-party carriers.

3.091. Workers' Compensation Insurance. Medical City shall provide or cause to be provided by the service provider Workers' Compensation Insurance providing benefits comparable to those provided under the Workers' Compensation Act of the State of Texas and/or any other State or Federal law or laws applicable to employees, contractors, agents or assigns performing work under this Agreement. In the alternative to traditional workers' compensation in the State of Texas, Medical City or the service provider may be a responsible nonsubscriber and shall have an established employee injury benefit plan applicable to its employees.

3.092. Employers' Liability Insurance. Medical City shall provide or cause to be provided, Employers' Liability Insurance with limits of liability of not less than \$500,000.00 each accident, \$500,000.00 each employee for disease and \$500,000.00 policy limit for disease.

3.093. Commercial General Liability Insurance. Medical City shall provide or cause to be provided, Commercial General Liability insurance providing limits of not less than \$5,000,000.00 for bodily injury and property damage per occurrence with a general aggregate of \$5,000,000.00 There shall not be any policy exclusions or limitations for Contractual Liability covering Medical City obligations herein, Personal Injury, Advertising Liability, Medical Payments, Fire Damage Legal Liability, Broad Form Property Damage.

3.094. Commercial Automobile Liability Insurance. Medical City shall provide or cause to be provided, Automobile Insurance, covering all owned, hired and non-owned vehicles used in connection with this Agreement with a combined single limit for bodily injury and property damage liability of not less than \$5,000,000.00. Umbrella/Excess insurance may be used to satisfy the limit requirements.

3.095. No Recourse. Companies issuing the insurance policies herein described shall have no recourse against DART for payment of any premiums or deductibles.

3.10. Use of Contractors. Nothing in this agreement shall prevent Medical City from using a contractor or agent to perform Medical City's obligations and duties contemplated by this Agreement.

4. Term. This Agreement shall begin on the 1st day of August 2021 and terminate at midnight on the 30th day of September 2024; provided, however, that either party shall have the right to terminate this Agreement earlier in compliance with the Termination provisions of this Agreement.

5. Termination. This Agreement may be terminated by either party giving the other sixty (60) days prior written notice, provided, however, that DART shall have the right to immediately terminate this Agreement if, ten (10) days after written notice: (a) Medical City fails to remove from the Shuttle Service a driver determined to be negligent in the operation of the vehicle; (b) Medical City fails to remove from the Shuttle Service a driver receiving a ticket for a moving violation under Texas motor vehicle laws; (c) failure of Medical City to timely submit a required record; (d) failure of Medical City to properly maintain a vehicle; and (e) failure of Medical City to operate the Shuttle Service on a punctual schedule.

6. Indemnification.

6.01. TO THE EXTENT PERMITTED BY LAW, MEDICAL CITY AGREES TO DEFEND, INDEMNIFY, AND HOLD DART, ITS OFFICERS, AGENTS AND EMPLOYEES, HARMLESS AGAINST ANY AND ALL NEGLIGENCE CLAIMS, LAWSUITS, JUDGMENTS, COSTS AND EXPENSES FOR PERSONAL INJURY

(INCLUDING DEATH), PROPERTY DAMAGE, CIVIL OR CRIMINAL PENALTY, OR OTHER HARM FOR WHICH RECOVERY OF DAMAGES IS SOUGHT, SUFFERED BY ANY PERSON OR PERSONS, THAT MAY ARISE OUT OF OR BE OCCASIONED BY ANY NEGLIGENT ACT OR OMISSION OF MEDICAL CITY, ITS OFFICERS, AGENTS, EMPLOYEES OR CONTRACTORS IN CONNECTION WITH THIS AGREEMENT. MEDICAL CITY SHALL INCORPORATE THIS INDEMNITY REQUIREMENT CLAUSE IN ALL CONTRACTS AND AGREEMENTS WITH SUBCONTRACTORS PROVIDING THE SERVICES COMTEMPLATED BY THIS AGREEMENT.

6.02. In the event of joint and concurring negligence or fault of DART and Licensee, responsibility and indemnity, if any, shall be apportioned comparatively in accordance with the law of the State of Texas, without waiving any defenses of the parties under Texas law.

6.03. The provisions of this paragraph are solely for the benefit of the parties hereto and are not intended to create or grant any rights, contractual or otherwise, to any other person or entity. Nothing contained herein shall be deemed to limit or waive DART’s governmental immunity.

7. Miscellaneous.

7.01. Notices. Any notice required or permitted to be given by either party to the other shall be in writing and shall be deemed to have been duly given when delivered personally or sent by certified mail, return receipt requested, in a postage paid envelope addressed to the party at the address set out below:

DART Dallas Area Rapid Transit
 P.O. Box 660163
 Dallas, Texas 75266-7202
 Attention: AVP, Service Planning & Scheduling

Medical City Medical City Dallas

Attention: _____

7.02. Governing Law; Venue. This Agreement shall be construed and enforced in accordance with the laws of the State of Texas, and is entirely performable in Dallas County, Texas. Venue for any legal action arising by reason of this Agreement shall be in the courts of Dallas County, Texas.

7.03. Entirety and Amendments. This Agreement embodies the entire agreement between the parties and supersedes all prior agreements and understandings, if any, relating to the matters addressed herein, and may be amended or supplemented only by a written instrument executed by the party against whom enforcement is sought.

7.04. Parties Bound. This Agreement shall be binding upon and inure to the benefit of the executing parties and their respective successors and approved assigns.

7.05. Number and Gender. Words of any gender used in this Agreement shall be held and construed to include any other gender; and words in the singular shall include the plural and vice versa, unless the text clearly requires otherwise.

7.06. No Partnership or Joint Enterprise. The parties hereto acknowledge and agree that the relationship described herein between the parties is not intended to be a partnership, a joint enterprise or any other relationship wherein one party is the agent for the other or liable for the other's obligations of any nature. Specifically, the parties disclaim that there is any common purpose, any equal right of control or pecuniary interest regarding their relationship described in this Agreement.

7.07. No Kickbacks. Medical City warrants that no trustee, officer, employee, or agent of DART has been or will be employed, retained or paid a fee, or otherwise has received any personal compensation or consideration by or from Medical City or any of Medical City directors, officers, employees or agents in connection with the obtaining, arranging, negotiation or performance of this Agreement.

7.08. Partial Invalidity. If any provision of this Agreement is determined to be illegal or unenforceable in any respect, such determination will not affect the validity or enforceability of any other provision, each of which will be deemed to be independent and severable.

(SIGNATURES APPEAR ON THE FOLLOWING PAGE)

IN WITNESS WHEREOF, the parties have executed this Agreement in multiple originals as of the ____ day of _____ 2021.

DALLAS AREA RAPID TRANSIT

By: _____
Nadine Lee
President & Chief Executive Officer

MEDICAL CITY DALLAS

By: _____
Name: _____
Title: _____



Agenda Report

Committee-of-the-Whole
Board Meeting

Attachments: 1. Procurement Analysis 2. M/WBE Details 3. Expenditure Justification	Voting Requirements: Majority
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DATE: August 10, 2021

SUBJECT: Exercise Contract Option for Grounds Maintenance and Vegetation Controls

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to execute a contract modification for Grounds Maintenance and Vegetation Control with Edens Touch Diversified, LLC, to: 1) exercise the second one-year option; and 2) increase the not-to-exceed amount by \$195,917, for a new total authorized amount not to exceed \$1,731,799.

COMMITTEE CONSIDERATIONS

- On July 6, 2021 the Planning and Capital Programs Committee Meeting unanimously moved this item to the August 10, 2021 Committee-of-the-Whole with a recommendation.

FINANCIAL CONSIDERATIONS

- This second one-year contract option to extend grounds maintenance and vegetation control is included in the Growth & Regional Development and Commuter Rail Departments' approved FY 2021 operating budget.
- Sufficient funding for this contract modification in the amount of \$195,917 is included in both the Growth/Regional Development and Commuter Rail Departments' FY 2021 Operating Expense Budgets and the Total Operating Expense line item of the FY 2021 Twenty-Year Financial Plan.

BUSINESS PURPOSE

- The purpose of this contract is to provide mowing, encampment cleanup, illicit dumping/debris removal, tree trimming, and grounds maintenance to the DART-owned tracts of land, rights-of-way not currently under construction, excess properties, and rights-of-way intended for future transportation purposes that are not currently maintained by operating railroads or DART's Rail Operations Department.
- On March 27, 2018 (Resolution No. 180029), the Board authorized to award a three-year contract to Edens Touch Diversified, LLC, for Grounds Maintenance and Vegetation Control for a total authorized amount not to exceed \$1,181,597, plus an additional amount not to exceed \$354,285 for code compliance requirements, illegal dumping, and unforeseen weather conditions on DART property, for a total authorized amount not to exceed \$1,535,882.

- On October 20, 2020 (Resolution No. 200113), the Board authorized to award the first one-year contract extension to Edens Touch Diversified, LLC, for Grounds Maintenance and Vegetation Control, which included addressing code compliance requirements, illegal dumping, and unforeseen weather conditions on DART property, for no additional funds.
- This contract is one of three contracts for maintenance and mowing of DART-owned right-of-way and properties. The two other contracts are managed by DART Rail Operations Department; they address light rail right-of-way and passenger facilities such as Stations, Transit Centers and Transfer Centers.
- The number of properties maintained by the Growth/Regional Development Department/Real Estate Division under this contract is 176 for an estimated 307 total acres.
- To continue the grounds maintenance and vegetation control services of these properties, it is necessary to execute the second one-year contract option.
- Approval of this contract option will help achieve Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.
- The Board-Approved Expenditure Justification is included as Attachment 3.

PROCUREMENT CONSIDERATIONS

- The base term of the contract is three years from the Notice-to-Proceed date of March 30, 2018, and the contract provides for two, one-year options.
- The pricing for the exercise of the option year is determined to be fair and reasonable.
- The procurement analysis is provided as Attachment 1.

D/M/WBE CONSIDERATIONS

- The goals for this contract were established in November 2017 at 25% MBE and 5% WBE participation.
- Edens Touch Diversified, LLC, the prime contractor, is a certified MBE firm (Black Male); therefore, the MBE goal has been met. Additionally, Edens Touch Diversified, LLC has committed to meet the WBE goal.
- The M/WBE analysis and Equal Employment Opportunity (EEO-1) information are included in Attachment 2. The prime contractor's actual EEO-1 report is available upon request.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.

**Dallas Area Rapid Transit Authority
PROCUREMENT ANALYSIS
Exercise Option
Modification No. 3**

Contract Information

- A. Contract Description:** Grounds Maintenance and Vegetation Control
- B. Contractor:** Edens Touch Diversified, LLC
- C. Contract Number:** C-2034401-01
- D. Contractual Action:** Exercise the second, one-year contract option
- E. Current Contract Amount:** \$1,535,882
- F. Contract Modification Amount:** \$195,917
- G. New Contract Amount:** \$1,731,799
- H. Contract Type:** Indefinite Delivery/Indefinite Quantity
- I. Current Term of Contract/Performance Period:** Three-year base term with two, one-year options
- J. Remaining Options Available:** None
- K. Price Considerations:** The firm fixed price is fair and reasonable based on historical prices for ground maintenance and vegetation control services.
- L. Negotiation Memorandum:** N/A
- M. Determinations Required:** None
- N. Funding:** Local
- O. Determination of Responsibility:** Yes
Bond Check: N/A
Insurance Check: Satisfactory
Debarred/Suspended list: Not on the debarred /suspended list

Determination and Recommendation

Edens Touch Diversified, LLC, is a responsible contractor for the modification described above. Therefore, execution of the contract modification is recommended.

Exercise Contract Option for Grounds Maintenance and Vegetation Controls

M/WBE CONSIDERATIONS

The goals for this contract were established in November 2017 at 25% MBE and 5% WBE participation. Edens Touch Diversified, LLC, the prime contractor, is a certified MBE firm (Black Male); therefore, the MBE goal has been met. Additionally, Edens Touch Diversified, LLC has committed to meet the WBE goal through utilization of the following certified firm:

VENDOR	LOCATION	ETHNICITY	SERVICE	AMOUNT	PERCENTAGE
Chrystal V. Bernard, LLC	Arlington, TX	Black Female	Accounting Services	\$86,590	5.00%

TOTAL WBE PARTICIPATION: \$86,590 5.00%*

NOTE: The goals are based on the not to exceed amount of \$1,731,799. If there are any changes to this amount, the original goals shall apply.

*The percentage and dollar amount may remain level, increase or decrease depending on the circumstances.

Summary of EEO-1 Report

Edens Touch Diversified, LLC is located in Garland, TX and employs 20 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AM.	WHITE	TOTAL	Percentage
MALES	0	5	9	0	2	16	80.00%
FEMALES	0	2	0	0	2	4	20.00%
TOTAL	0	7	9	0	4	20	100%
PERCENTAGE	0.00%	35.00%	45.00%	0.00%	20.00%	100%	

Board-Approved Expenditure Justification Second One-Year Contract Option for Grounds Maintenance and Vegetation Control				
PURPOSE OF CONTRACT/AGREEMENT	DOLLAR AMOUNT	CONTRACT TERM	TYPE OF PROCUREMENT	1. Is it necessary? 2. Does it need to happen now? 3. Can it be phased? 4. Can we reduce the amount?
To exercise the second one-year contract option to extend DART’s Grounds Maintenance and Vegetation Control Contract Services with Edens Touch Diversified, LLC, [Contract C-2034401-01] for additional funding of \$195,917.	\$195,917	Three-year base term with two, one-year options	Indefinite Delivery/Indefinite Quantity	<p>1. Is it necessary? Yes. This contract is necessary to provide mowing, encampment cleanup, illicit dumping/debris removal, tree trimming and grounds maintenance to the DART-owned linear railroad corridors, tracts of land, rights-of-way not currently under construction, excess property, and those rights-of-way intended for future transportation purposes that are not currently maintained by operating railroads or DART’s Maintenance Department.</p> <p>2. Does it need to happen now? Yes. Ongoing maintenance is needed to comply with municipal ordinances.</p> <p>3. Can it be phased? No. Maintenance is performed on a monthly cycle; however, it may be increased during warm months and decreased during cool months.</p> <p>4. Can we reduce the amount? No. We have managed maintenance of DART’s properties to stretch our funds and have already reduced the second, one-year option’s cost from \$388,093.75 (amount bid for the second option year) to \$195,917.</p>

DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Exercise Contract Option for Grounds Maintenance and Vegetation Controls

WHEREAS, grounds maintenance services provide mowing, encampment cleanup, illicit dumping/debris removal, tree trimming, and grounds maintenance to the DART-owned tracts of land, rights-of-way not currently under construction, excess properties, and rights-of-way intended for future transportation purposes that are not currently maintained by operating railroads or DART's Rail Operations Department; and

WHEREAS, on March 27, 2018 (Resolution No. 180029), the Board authorized to award a three-year contract to Edens Touch Diversified, LLC, for Grounds Maintenance and Vegetation Control in the amount of \$1,181,597, plus an additional amount not to exceed \$354,285 for code compliance requirements, illegal dumping, and unforeseen weather conditions on DART property for a total authorized amount not to exceed \$1,535,882; and

WHEREAS, on October 20, 2020 (Resolution No. 200113), the Board authorized the first one-year contract extension to Edens Touch Diversified, LLC, for Grounds Maintenance and Vegetation Control, which included addressing code compliance requirements, illegal dumping, and unforeseen weather conditions on DART property, for no additional funds; and

WHEREAS, to continue the grounds maintenance and vegetation control services, it is necessary to exercise the second one-year contract option; and

WHEREAS, pricing for the second, one-year option is fair and reasonable; and

WHEREAS, funding for this contract modification is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the President & Chief Executive Officer or her designee is authorized to execute a contract modification for Grounds Maintenance and Vegetation Control with Edens Touch Diversified, LLC, [Contract No. C-2034401-01] to:

- Section 1: Exercise the second, one-year contract option; and
- Section 2: Increase the not-to-exceed amount by \$195,917, for a new total authorized amount not to exceed \$1,731,799.

Exercise Contract Option for Grounds Maintenance and Vegetation Controls

Prepared by: /s/ David Ehrlicher *

David Ehrlicher
Interim Vice President
Capital Design & Construction

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ David Leininger *

David Leininger
Interim President & Chief Executive Officer

* Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic



Agenda Report

Committee-of-the-Whole
Board Meeting

Attachments: 1. Contract Award Analysis 2. M/WBE Details 3. Expenditure Justification	Voting Requirements: Majority
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DATE: August 10, 2021

SUBJECT: Contract for Compressed Natural Gas (CNG) Fuel

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to award a one-year contract for Compressed Natural Gas (CNG) Fuel to the Texas General Land Office (GLO) for Compressed Natural Gas (CNG) fuel [Contract No. C-2062556-01], for a total authorized amount not to exceed \$6,000,000.

COMMITTEE CONSIDERATIONS

- On July 6, 2021 the Customer Service, Safety and Mobility Committee Meeting unanimously moved this item to the August 10, 2021 Committee-of-the-Whole with a recommendation.

FINANCIAL CONSIDERATIONS

- This contract for Compressed Natural Gas (CNG) Fuel is included in the Bus Operations Department’s approved FY 2021 operating budget.
- Sufficient funding for this contract in the amount of \$6,000,000 is included in both the Bus Operations Department’s FY 2021 Operating Expense budget and the Total Operating Expense line item of the FY 2021 Twenty-Year Financial Plan.

BUSINESS PURPOSE

- DART is required to purchase the appropriate fuel to operate its fleet of up to 674 vehicles that are using Compressed Natural Gas (CNG). The contract helps achieve the fuel price stability assumed in the FY 2021 Twenty-Year Financial Plan.
- DART has three CNG fueling stations, one at each Bus Operations Facility, that have an ongoing need for the supply of natural gas. The contractor will be responsible for providing and coordinating the delivery of natural gas to DART’s CNG fueling stations beginning in FY 2022.
- Pre-pandemic fuel use was 1,365 million cubic feet (MMCF) of fuel at a cost of \$6.88/thousand cubic feet (MCF). Projected fuel use for FY 2021 was programmed for 974,488 MCF at a cost of \$4.29/MCF. Fuel for FY 2022 is projected to be 1,241 MMCF at a cost of \$5.00/MCF.
- Approval of this contract will help achieve Board Strategic Priority 2: Provide stewardship of

the transit system, agency assets and financial obligations; and Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader.

- The Board-Approved Expenditure Justification is included as Attachment 3.

PROCUREMENT CONSIDERATIONS

- This is an Indefinite Delivery/Indefinite Quantity contract for a one-year term with a one-year option.
- The Texas General Land Office (GLO) administers the State's Natural Gas Program that allows eligible public customers to purchase natural gas at competitive prices and with simplified procedures. Advantages to participating in this program include competitive pricing, multiple pricing options, tax savings, streamlined acquisition procedures, and a financially secure state agency provider.
- The contract award analysis is included as Attachment 1

D/M/WBE CONSIDERATIONS

- DART does not set goals on interlocal contracts/agreements as they are collaborative agreements between DART and one or more governmental entities.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorizes DART to contract for the provision of goods and services.
- Section 452.056(a) of the Texas Transportation Code authorized DART to construct, develop, plan and operate a public transportation system within the DART Service Area.
- The Interlocal Cooperation Act, Chapter 791 of the Texas Government Code, authorized DART to contract or agree with another local government to perform governmental functions and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
Interlocal Contract
Contract No. C-2062556-01

Contract Information

- A. Description:** Natural Gas for CNG Buses
- B. Contractor(s):** State of Texas General Land Office (GLO)
- C. Contract Number:** C-2062556-01
- D. Contract Amount:** Not to exceed \$6,000,000
- E. Contract Description:** Provide an uninterrupted supply of natural gas to operate DART's bus fleet.
- F. Contract Type:** This is an Indefinite Delivery/Indefinite Quantity contract that includes a fixed price for transport, applied to Waha Hub index pricing for the natural gas, and a Texas GLO contract administration fee of \$0.03 per MMBtu.
- G. Performance Period/Term of Contract:** October 1, 2021, through September 30, 2022.
- H. Options Available:** One, one-year
- I. Bond Requirement:** None
- J. Liquidated Damages:** None
- K. Funding Source:** Local

Solicitation Information

- A. Cost & Price Analysis:** Cost and price are fair and reasonable based on historic prices paid by DART, the Independent Cost Estimate (ICE), and market analysis. The analysis was specific to the cost elements of the contract, which include GLO administration cost, transportation cost, and adders. The natural gas price is based on the Waha Hub index. The Finance Department has hedged the cost of the natural gas aside from this contract.
- B. Determination of Responsibility:**
 - Bond Check:** N/A
 - Reference Check:** The GLO, an agency of the State of Texas, has provided natural gas via the State Natural Gas Program since 1983 to public customers such as independent school districts, counties, state agencies, and local government agencies.
 - Financial Responsibility Survey:** Satisfactory
 - Insurance Check:** Verified
 - On-Site Inspection:** N/A
 - Arithmetic Check:** Yes
 - Verification of Bid:** Yes

Buy America Certification and/or Audit, if applicable: N/A

Debarred/Suspended list: Not on the debarred/suspended list

C. Protests received: None

D. Determinations Required: None

Determination and Recommendation

The Texas General Land Office has the capacity to perform the interlocal contract and is recommended for award.

Contract for Compressed Natural Gas (CNG) Fuel

M/WBE Considerations

DART does not set goals on interlocal contracts/agreements as they are collaborative agreements between DART and one or more governmental entities. However, the Diversity Department will attempt to negotiate for a means of providing for M/WBE participation within the contract.

**Board-Approved Expenditure Justification
Contract for Compressed Natural Gas (CNG) Fuel**

PURPOSE OF CONTRACT/AGREEMENT	DOLLAR AMOUNT	CONTRACT TERM	TYPE OF PROCUREMENT	1. Is it necessary? 2. Does it need to happen now? 3. Can it be phased? 4. Can we reduce the amount?
Provide natural gas required to fuel CNG Buses.	Total authorized amount not to exceed \$6,000,000	Base term of one-year, with one, one-year option	Indefinite Delivery (ID)/ Indefinite Quantity (IQ)	1. Yes , DART’s bus fleet requires CNG to operate and provide service. 2. Yes , the current contract expires September 30, 2021, and supply will be interrupted if not executed. 3. No , the contract provides an uninterrupted supply of natural gas to operate DART’s bus fleet. 4. No , a one-year contract, with one, one-year option allows for Procurement’s negotiated price point analysis. This amount uses the operating profile that represents DART fleet size under service adjustments, per miles and hours model.

DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Contract for Compressed Natural Gas (CNG) Fuel

WHEREAS, DART is required to purchase the appropriate fuel to operate its fleet of up to 674 vehicles that are using Compressed Natural Gas (CNG); and

WHEREAS, DART has three CNG fueling stations, one at each Bus Operations Facility, that have an ongoing need for the supply of natural gas; and

WHEREAS, a one-year Indefinite Delivery/Indefinite Quantity contract with a one-year option with Texas General Land Office (GLO) was conducted in accordance with the DART Procurement Regulations; and

WHEREAS, the proposed price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the President & Chief Executive Officer or her designee is authorized to award a one-year contract, with a one-year option, to the Texas General Land Office (GLO), to provide Compressed Natural Gas (CNG) Fuel [Contract No. C-2062556-01], for a total authorized amount not to exceed \$6,000,000.

Contract for Compressed Natural Gas (CNG) Fuel

Prepared by: /s/ Carol Wise *

Carol Wise
Executive Vice President
Chief Operating Officer

/s/ Gene Gamez *

Approved as to form:

Gene Gamez
General Counsel

Approved by: /s/ David Leininger *

David Leininger
Interim President & Chief Executive Officer

* Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic



Agenda Report

Committee-of-the-Whole

Board Meeting

Attachments: 1. Contract Award Analysis 2. M/WBE Details 3. Expenditure Justification	Voting Requirements: Majority
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DATE: August 10, 2021

SUBJECT: Approval of Contract for the Upgrade of Light Rail and Streetcar Vehicle Business System (VBS) Communication to 4G LTE

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to award a contract to Innovations in Transportation (INIT) Inc., for the upgrade of Light Rail and Streetcar Vehicle Business System (VBS) Communication to 4G LTE for a total authorized amount not to exceed \$1,482,260.

COMMITTEE CONSIDERATIONS

- On July 6, 2021 the Administration Committee Meeting unanimously moved this item to the August 10, 2021 Committee-of-the-Whole with a recommendation.

FINANCIAL CONSIDERATIONS

- This contract for the upgrade of the Light Rail and Streetcar Vehicle Business System (VBS) Communication to 4G LTE is included in the INIT VBS Project budget of the approved FY 2021 Capital Budget.
- Sufficient funding for this contract in the amount of \$1,482,260 is included in both the INIT VBS Capital Project budget and the Light Rail Capital line item of the FY 2021 Twenty-Year Financial Plan.

BUSINESS PURPOSE

- The purpose of this contract is to upgrade the Light Rail and Streetcar in-vehicle computer (Copilotpc) with 4G LTE for reliable data transfer due to the end of 2G service by the cellular providers in December 2022.
- This contract will update 163 Light Rail and 4 Streetcar vehicles. These vehicles are in addition to the 34 TRE vehicles also being updated by INIT under a separate contract. The purpose of this contract is the same as TRE vehicle upgrade contract with the same equipment and supplier.
- The INIT system is responsible for displaying the train's schedule to the operator, determining estimated arrival time, onboard announcements, transmitting train location and other pertinent information to the central dispatch office system.

- This contract provides an enhanced Light Rail and Streetcar in-vehicle computer (Copilotpc) to provide upgraded hardware and security that conform to the DART Technology architecture standards.

- 5G has limited coverage today, and it will take about 3-5 years for full network deployment by the carriers in the area.
- We are proposing 4G LTE communications in lieu of 5G. 4G LTE systems have technical longevity, offer plenty of bandwidth for VBS data transfer, and is cost-effective.
- The transactions/events occurring on the train (stops, door open, door closed, departures, automatic passenger counting data) are stored by the VBS and downloaded daily to the VBS back-end server. The downloaded information is processed and made available for business intelligence (BI) reporting.
- DART has created several traveler applications based on the INIT VBS data feeds that provide travelers with up-to-date schedule information. In the event of a 2G shutdown, these applications will not receive up-to-date information.
- Approval of this Contract will support DART Board Strategic Priority 1: Enhance the safety and service experience through customer-focused initiatives; and Strategic Priority 2: Provide stewardship of the transit system, agency assets, and financial obligations.
- The Board-Approval Expenditure Justification is included as Attachment 3.

PROCUREMENT CONSIDERATIONS

- On May 24, 2021, a Sole Source Invitation for Bid (IFB) notification was sent to INIT Innovations in Transportation, Inc., for the Upgrade of Light Rail and Streetcar Vehicle Business System (VBS) Communication to 4G LTE.
- This will be a Definite Quantity/Definite Delivery contract with a 15-month term with no options.
- The contract award analysis is provided as Attachment 1.

D/M/WBE CONSIDERATIONS

- The goal for this contract was established in April 2021 at 10% M/WBE participation.
- INIT Innovations in Transportation, Inc., the prime contractor, has committed to exceed the M/WBE goal.
- The M/WBE analysis and Equal Employment Opportunity (EEO-1) information are included in Attachment 2. The prime contractor's actual EEO-1 report is available upon request.

LEGAL CONSIDERATIONS

- Section 452.055 of the Texas Transportation Code authorized DART to contract for the provision of goods and services.

Dallas Area Rapid Transit Authority
CONTRACT AWARD ANALYSIS
(Sole Source)
Contract No. C- 2062944-01

Contract Information

- A. Description:** Contract for the Upgrade of Light Rail and Streetcar Vehicle Business System (VBS) Communication to 4G LTE
- B. Contractor:** INIT Innovations in Transportation, Inc.
- C. Contract Number:** C-2062944-01
- D. Contract Amount:** \$1,482,260
- E. Contract Type:** Definite Quantity/Definite Delivery
- F. Performance Period/Term of Contract:** 15 months
- G. Options Available:** N/A
- H. Bond Requirement:** N/A
- I. Liquidated Damages:** N/A
- J. Funding Source:** Local

Solicitation Information

- A. Determination of Responsibility**
Bond Check: N/A
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: Satisfactory
On-Site Inspection: N/A
Arithmetic Check: Yes
Verification of Offer: Yes
Buy America Certification and/or Audit, if applicable: NA
Debarred/Suspended list: Not on the debarred /suspended list
- B. Negotiation Memorandum:** Available for review in the contract file.
- C. Cost & Price Considerations:** Price is determined to be fair and reasonable based on market research and the Independent Cost Estimate (ICE).
- D. Protests Received:** No
- E. Determinations Required:** Sole Source Determination

Determination and Recommendation

INIT Innovations in Transportation, Inc., is a responsible contractor, has the capacity to perform this contract, and is recommended for award.

**Approval of Contract for the Upgrade of Light Rail and Streetcar Vehicle Business System
(VBS) Communication to 4G LTE**

M/WBE CONSIDERATIONS

The goal for this contract was established in April 2021 at 10% M/WBE participation. INIT Innovations in Transportation, Inc., the prime contractor, has committed to exceed the M/WBE goal through utilization of the following certified firm:

MBE PARTICIPATION

VENDOR	LOCATION	ETHNICITY	SERVICE	AMOUNT	PERCENTAGE
MCRS Enterprises, Inc.	Frisco, TX	Black Male	Installation Services	\$158,000	10.66%

TOTAL MBE PARTICIPATION: \$158,000 10.66%*

NOTE: The goal is based on the not to exceed amount of \$1,482,260. If there are any changes to this amount, the original goal shall still apply.

*The percentage and dollar amounts may remain level, increase or decrease depending on the circumstances.

Summary of EEO-1 Report

INIT Innovations in Transportation, Inc. is located in Chesapeake, VA and employs 102 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AM.	WHITE	TWO or MORE	TOTAL	PERCENTAGE
MALES	7	6	3	0	54	3	73	71.57%
FEMALES	1	2	2	0	23	1	29	28.43%
TOTAL	8	8	5	0	77	4	102	100.00%
PERCENTAGE	7.84%	7.84%	4.90%	0.00%	75.50%	3.92%	100.00%	

Expenditure Justification for Contract to Upgrade Light Rail and Streetcar Vehicle Business System (VBS) Communication to 4G LTE.				
PURPOSE OF CONTRACT/AGREEMENT	DOLLAR AMOUNT	CONTRACT TERM	TYPE OF PROCUREMENT	1. Is it necessary? 2. Does it need to happen now? 3. Can it be phased? 4. Can we reduce the amount?
<p>The purpose of this contract is to:</p> <ul style="list-style-type: none"> Upgrade the light rail and streetcar current in-vehicle computer (Copilotpc) with 4G LTE for reliable data transfer due to the end of 2G service by the cellular providers in December 2022. Provide enhanced light rail and streetcar in-vehicle computer (Copilotpc) to provide upgraded hardware and security that conforms to the DART Technology architecture standards. 	<p>Total authorized amount not to exceed \$1,428,260</p>	<p>15 Months from the date of the Notice-to-Proceed</p>	<p>Definite Quantity/ Definite Delivery</p>	<p>1. Yes. This project is necessary to upgrade light rail and streetcar in-vehicle computer (Copilotpc) with 4G LTE.</p> <p>2. Yes. In the event of a 2G shutdown by the cellular operator, the light rail and streetcar vehicle will lose communication with the VBS server.</p> <p>3. No. All light rail and streetcar vehicles must be upgraded to 4G LTE. 2G service is being phased out by cellular providers and it is necessary to upgrade all light rail and streetcar vehicles' communication systems at the same time. This allows DART to continue to deliver vehicle arrival information to the customer through traveler application and station Passenger Audio Visual Message Boards (PAVMB).</p> <p>4. No. All light rail and streetcar vehicles cannot be upgraded to 4G LTE if the amount is reduced.</p>

DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

**Approval of Contract for the Upgrade of Light Rail and Streetcar Vehicle Business System
(VBS) Communication to 4G LTE**

WHEREAS, DART's Light Rail and Streetcar in-vehicle computer (Copilotpc) requires an upgrade with 4G LTE for reliable data transfer due to the end of 2G service by the cellular providers in December 2022; and

WHEREAS, this contract will update 163 Light Rail and 4 Streetcar vehicles. These vehicles are in addition to the 34 TRE vehicles also being updated by INIT under a separate contract. The purpose of this contract is the same as TRE vehicle upgrade contract with the same equipment and supplier; and

WHEREAS, DART's INIT system is responsible for displaying the train's schedule to the operator, determining estimated arrival time, and transmitting train location and other pertinent information to the central system; and

WHEREAS, DART's Light Rail and Streetcar In-Vehicle computer (Copilotpc) 2G to 4G upgrade will provide upgraded hardware and security that conforms to the DART Technology architecture standards; and

WHEREAS, the proposed price for this contract is fair and reasonable; and

WHEREAS, funding for this contract is within the current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the President & Chief Executive Officer or her designee is authorized to award a contract to Innovations in Transportation (INIT), Inc., to upgrade Light Rail and Streetcar Vehicle Business System (VBS) Communication to 4G LTE for a total authorized amount not to exceed \$1,482,260.

**Approval of Contract for the Upgrade of Light Rail and Streetcar Vehicle Business System (VBS)
Communication to 4G LTE**

Prepared by: /s/ Nicole Fontayne-Bárdowell *

Nicole Fontayne-Bárdowell
Executive Vice President
Chief Administrative Officer

/s/ Gene Gamez *

Approved as to form:

Gene Gamez
General Counsel

Approved by: /s/ David Leininger *

David Leininger
Interim President & Chief Executive Officer

* Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic



Agenda Report

Committee-of-the-Whole
Board Meeting

**Voting Requirements:
Majority**

DATE: August 10, 2021

SUBJECT: Appointment of Director to the Regional Rail Right-of-Way Company Board of Directors for Remainder of Two-Year Term

BOARD ACTION

Approval of a resolution appointing DART President & Chief Executive Officer Nadine S. Lee as a Director of the Regional Rail Right-of-Way Company Board of Directors for the remainder of the two-year term, commencing on the date hereof and ending November 12, 2021, continuing to serve until her successor is appointed by the DART Board of Directors.

PURPOSE

- On October 9, 1990 (Resolution No. 900179), the Board authorized the creation of the Dallas Area Rapid Transit Property Acquisition Corporation (DARTPAC) as a non-stock, non-profit corporation to act as DART's instrumentality and for its benefit to acquire, hold, sell, lease, and finance real and personal property.
- On February 24, 1998 (Resolution No. 980035), the Board authorized DARTPAC to change its name to Regional Rail Right-of-Way Company. The Regional Rail Right-of-Way Company cannot engage in any business or other activities except as authorized and approved by the DART Board of Directors.
- Section 2.1b of the Regional Rail Right-of-Way Company's Articles of Incorporation states that the Company's Board of Directors shall consist of not fewer than three nor more than five directors, each of whom shall be appointed by the DART Board.
- The DART Board desires to appoint DART President & Chief Executive Officer Nadine S. Lee as a Director of the Regional Rail Right-of-Way Company for the remainder of the two-year term, commencing on the date hereof and ending November 12, 2021, continuing to serve until her successor is appointed by the DART Board of Directors.
- Approval of this Resolution will help achieve Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligation; and Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader.

LEGAL CONSIDERATIONS

Section 452.054 of the Texas Transportation Code authorizes DART to exercise all powers necessary or convenient to carry out the purposes or the provisions of the statute.

DRAFT

RESOLUTION

of the

**DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)**

**Appointment of Director to the Regional Rail Right-of-Way Company Board of Directors
for Remainder of Two-Year Term**

WHEREAS, on October 9, 1990 (Resolution No. 900179), the Board authorized the creation of the Dallas Area Rapid Transit Property Acquisition Corporation (DARTPAC) as a non-stock, non-profit corporation to act as DART's instrumentality and for its benefit to acquire, hold, sell, lease, and finance real and personal property; and

WHEREAS, on February 24, 1998 (Resolution No. 980035), the Board authorized DARTPAC to change its name to Regional Rail Right-of-Way Company. The Regional Rail Right-of-Way Company cannot engage in any business or other activities except as authorized and approved by the DART Board of Directors; and

WHEREAS, Section 2.1b of the Regional Rail Right-of-Way Company's Articles of Incorporation states that the Company's Board of Directors shall consist of not fewer than three nor more than five directors, each of whom shall be appointed by the DART Board; and

WHEREAS, the DART Board desires to appoint a director to the Regional Rail Right-of-Way Company Board of Directors to fill a vacancy; and

WHEREAS, approval of this resolution has no financial impact on DART.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that DART President & Chief Executive Officer Nadine S. Lee is appointed as Director of the Regional Rail Right-of-Way Company Board of Directors for the remainder of the two-year term, commencing on the date hereof and ending November 12, 2021, continuing to serve until her successor is appointed by the DART Board of Directors.

**Appointment of Director to the Regional Rail Right-of-Way Company Board of Directors for
Remainder of Two-Year Term**

Prepared by: /s/ Bonnie Murphy *

Bonnie Murphy
Vice President
Commuter Rail and Railroad Management

Approved by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee *

Nadine S. Lee
President & Chief Executive Officer

* Reviewed and approved, but not signed due to COVID-19
Coronavirus Pandemic



Agenda Report

Committee-of-the-Whole

Board Meeting

Attachment: 1. Location Maps	Voting Requirements: Majority
---	--

DATE: August 10, 2021

SUBJECT: Approval of an Agreement with Baylor Scott & White to Include DART's Baylor Station and Green Line Light Rail Corridor between Malcolm X Boulevard and Main Street in Dallas, Texas, in Their Application for a Municipal Settings Designation and to Modify DART's Ownership by Eliminating Potable Use of Groundwater on DART Property

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to: 1) execute an agreement with Baylor Scott & White (BSW) to include DART's Baylor Station and Green Line light rail corridor between Malcolm X Boulevard and Main Street in Dallas, Texas, in their application for a Municipal Settings Designation (MSD); and 2) modify DART's ownership rights by eliminating potable use of groundwater on DART property, subject to legal review and approval of the agreement.

COMMITTEE CONSIDERATIONS

- On July 6, 2021 the Planning and Capital Programs Committee Meeting unanimously, with Mr. Wageman recusing himself, moved this item to the August 10, 2021 Committee-of-the-Whole with a recommendation.

FINANCIAL CONSIDERATIONS

- Approval of this Resolution will have no impact on DART's FY 2021 Twenty-Year Financial Plan.

BUSINESS PURPOSE

- Baylor Scott & White (BSW) is working with the Texas Commission on Environmental Quality toward completing soil and groundwater remediation at their main campus in Dallas, Texas, by addressing the presence of certain chemicals under the BSW property and in the groundwater.
- BSW wishes to include their entire Dallas campus within their Municipal Settings Designation (MSD).
- Properties in an MSD are required to be contiguous.
- The DART Green Line Light Rail Corridor bisects the BSW property.
- BSW has stated their investigations indicate the DART property has not been impacted by these

chemicals.

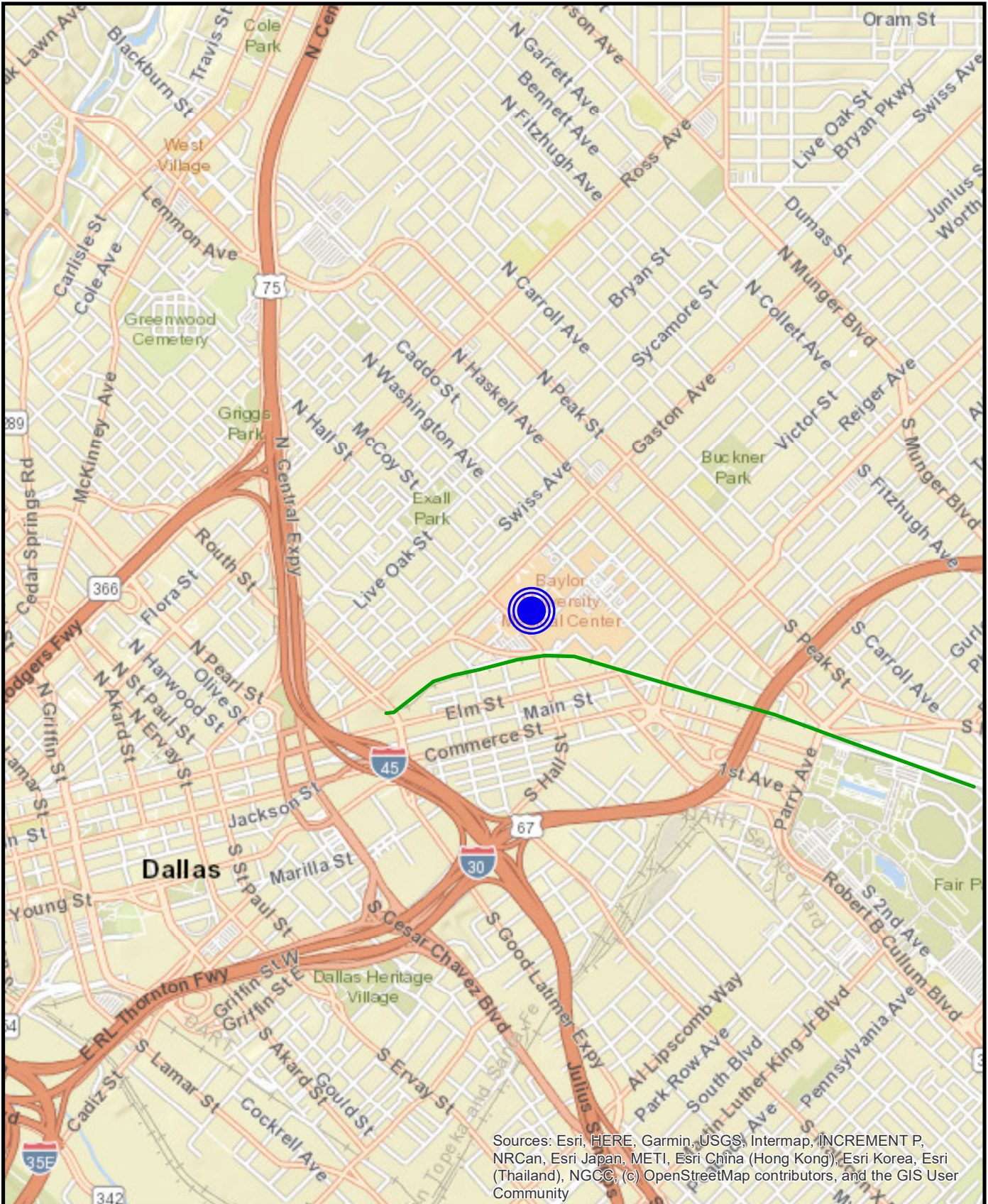
- BSW has proposed to include DART's Baylor Station and Green Line Corridor between Malcolm X Boulevard and Main Street in their MSD.
- Approval of this Resolution will help achieve Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.

APPRAISAL INFORMATION

- No appraisal is needed for this item.



LEGAL CONSIDERATIONS

- Section 452.054(d) of the Texas Transportation Code authorizes DART to dispose of any rights of interest in real property which are not needed for the efficient operation and maintenance of the public transportation system.



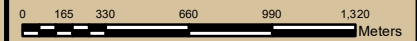
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Legend

-  Baylor MSD Boundary General Area
-  DART Green Line LRT adjacent to Baylor

DALLAS AREA RAPID TRANSIT

Approval of an Agreement with Baylor Scott & White to Include DART's Baylor Station and Green Line Light Rail Corridor between Malcolm X Boulevard and Main Street in Dallas Texas





Proposed BSW MSD 

DART Property proposed to be included in BSW MSD 



**DART Property
proposed to
be included in
the BSW MSD**

Legend



 Proposed BSW MSD

 DART Property Proposed To Be Included in BSW MSD

DALLAS AREA RAPID TRANSIT

Approval of an Agreement with Baylor Scott & White to Include DART's Baylor Station and Green Line Light Rail Corridor between Malcolm X Boulevard and Main Street in Dallas, Texas, in their Application for a Municipal Settings Designation

0 212.5 425 850 1,275 1,700 Meters

DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Approval of an Agreement with Baylor Scott & White to Include DART's Baylor Station and Green Line Light Rail Corridor between Malcolm X Boulevard and Main Street in Dallas, Texas, in Their Application for a Municipal Settings Designation and to Modify DART's Ownership by Eliminating Potable Use of Groundwater on DART Property

WHEREAS, Baylor Scott & White (BSW) is working with the Texas Commission on Environmental Quality toward completing soil and groundwater remediation at their main campus in Dallas, Texas, by addressing the presence of certain chemicals under the BSW property and in the groundwater; and

WHEREAS, BSW wishes to include their entire Dallas campus within their Municipal Settings Designation (MSD); and

WHEREAS, properties in an MSD are required to be contiguous; and

WHEREAS, the DART Green Line Light Rail Corridor bisects the BSW property; and

WHEREAS, BSW has stated their investigations indicate the DART property has not been impacted by these chemicals; and

WHEREAS, BSW has proposed to include DART's Baylor Station and Green Line Corridor between Malcolm X Boulevard and Main Street in their MSD; and

WHEREAS, approval of this Resolution will have no impact on DART's budget or FY 2021 Twenty-Year Financial Plan.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the President & Chief Executive Officer or her designee is authorized to:

Section 1: Execute an agreement with Baylor Scott & White (BSW) to include DART's Baylor Station and Green Line light rail corridor between Malcolm X Boulevard and Main Street in Dallas, Texas, in their application for a Municipal Settings Designation (MSD).

Section 2: Modify DART's ownership rights by eliminating potable use of groundwater on DART property, subject to legal review and approval of the agreement.

Approval of an Agreement with Baylor Scott & White to Include DART's Baylor Station and Green Line Light Rail Corridor between Malcolm X Boulevard and Main Street in Dallas, Texas, in Their Application for a Municipal Settings Designation and to Modify DART's Ownership by Eliminating Potable Use of Groundwater on DART Property

Prepared by: /s/ David Ehrlicher *

David Ehrlicher
Interim Vice President
Capital Design & Construction

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ David Leininger *

David Leininger
Interim President & Chief Executive Officer

* Reviewed and approved, but not signed due to COVID-19 Coronavirus Pandemic



Agenda Report

Committee-of-the-Whole

Board Meeting

Attachment: 1. Location Maps	Voting Requirements: Majority
---	--

DATE: August 10, 2021

SUBJECT: Authorize Administrative Settlement for Parcel CB3-HC1-DE, located at or near 17209 Wester Way Crt, in the City of Dallas, Texas, for the Silver Line Regional Rail Project

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to: 1) negotiate the purchase of a drainage easement identified as Parcel CB3-HC1-DE in the City of Dallas, Texas, for the Silver Line Regional Rail Project for an administrative settlement as approved by the Board; and 2) execute all necessary legal instruments and to pay any necessary cost, including title policy expense, closing costs, and other such costs as may be required by law to close the purchase of Parcel CB3-HC1-DE.

FINANCIAL CONSIDERATIONS

- Funding for this real estate acquisition is included in the Silver Line project budget of the approved FY 2021 Capital Budget.
- Sufficient funding for this real estate acquisition is included in both the Silver Line project budget and the Commuter Rail and Railroad Management line item of the FY 2021 Twenty-Year Financial Plan.
- Acquisition of this parcel is financed by the Federal Railroad Administration (FRA) Railroad Rehabilitation and Improvement Financing (RRIF) loan program or DART-issued debt.

BUSINESS PURPOSE

- The parcel illustrated in Attachment 1, and fully described in Exhibit 1 of the resolution, was not identified in the Final Environmental Impact Statement (FEIS) as necessary for the construction of the Silver Line Regional Rail Project. This parcel came about as the result of design progression as being needed for drainage purposes for the depressed, Hillcrest Road, for the Silver Line Regional Rail corridor.

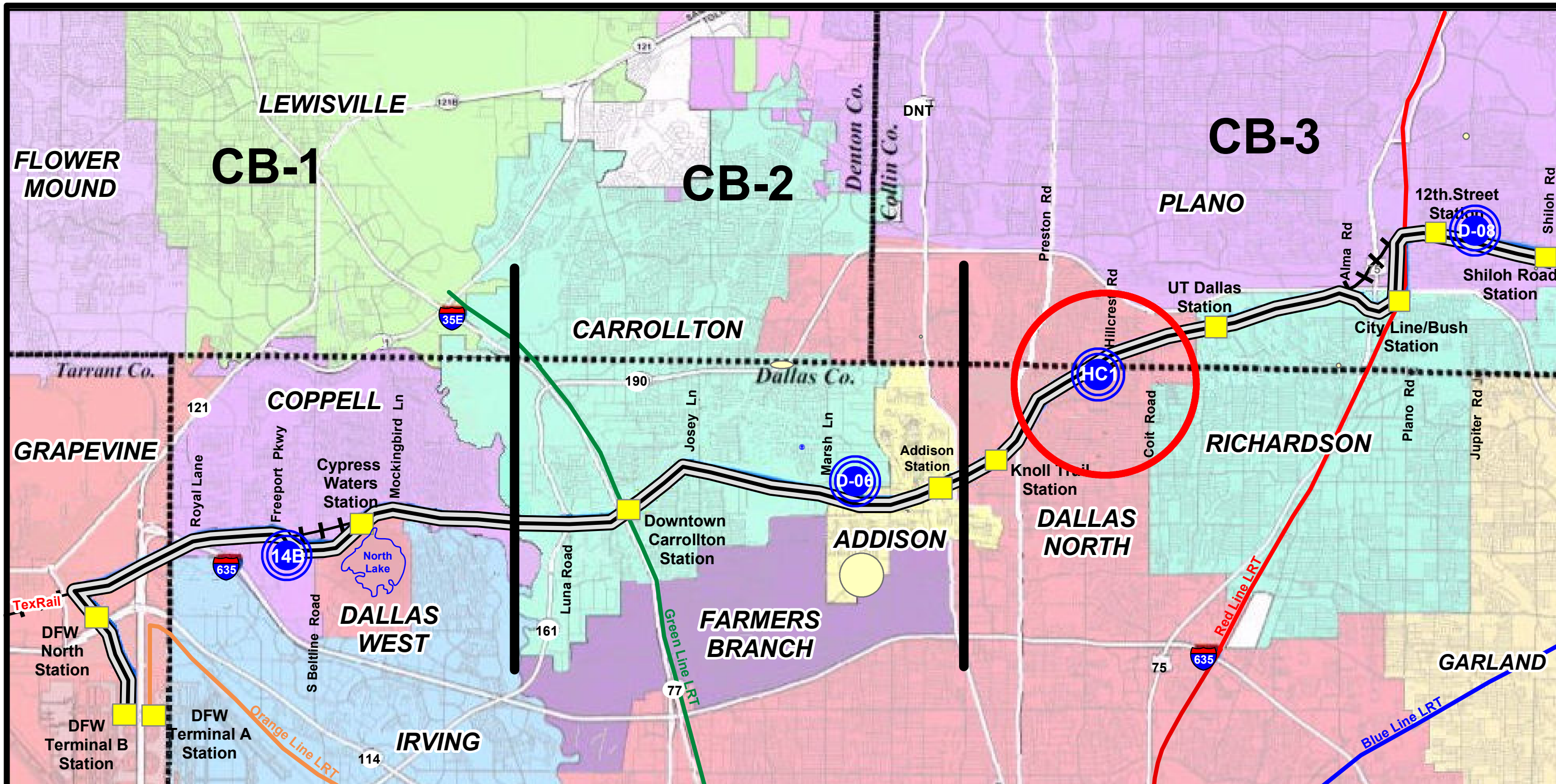
- On June 22, 2021 (Resolution No. 210085), the Board authorized the acquisition of drainage easement identified as Parcel CB3-HC1-DE for the Silver Line Regional Rail project.
- Good faith negotiations for the purchase of CB3-HC1-DE based on appraisal values, right of entry costs, and other valuable consideration have been ongoing, and a proposed administrative settlement has been reached and will be presented to the Board for its consideration. The administrative settlement for the purchase of this parcel is necessary as it is in the critical path area for the construction of the Silver Line Regional Rail Project.
- Approval of this real estate transaction will help achieve Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader.
- The Board has been provided a confidential packet under separate cover outlining the details of the proposed transaction.

APPRAISAL INFORMATION




- An appraisal has been prepared by a Texas State Certified Real Estate Appraiser and reviewed by a Texas State Certified Real Estate Appraiser.

LEGAL CONSIDERATIONS

- Section 452.054 of the Texas Transportation Code grants Dallas Area Rapid Transit (DART) authority to acquire real property.
- Section 452.058 of the Texas Transportation Code grants DART the authority to acquire real property by eminent domain.



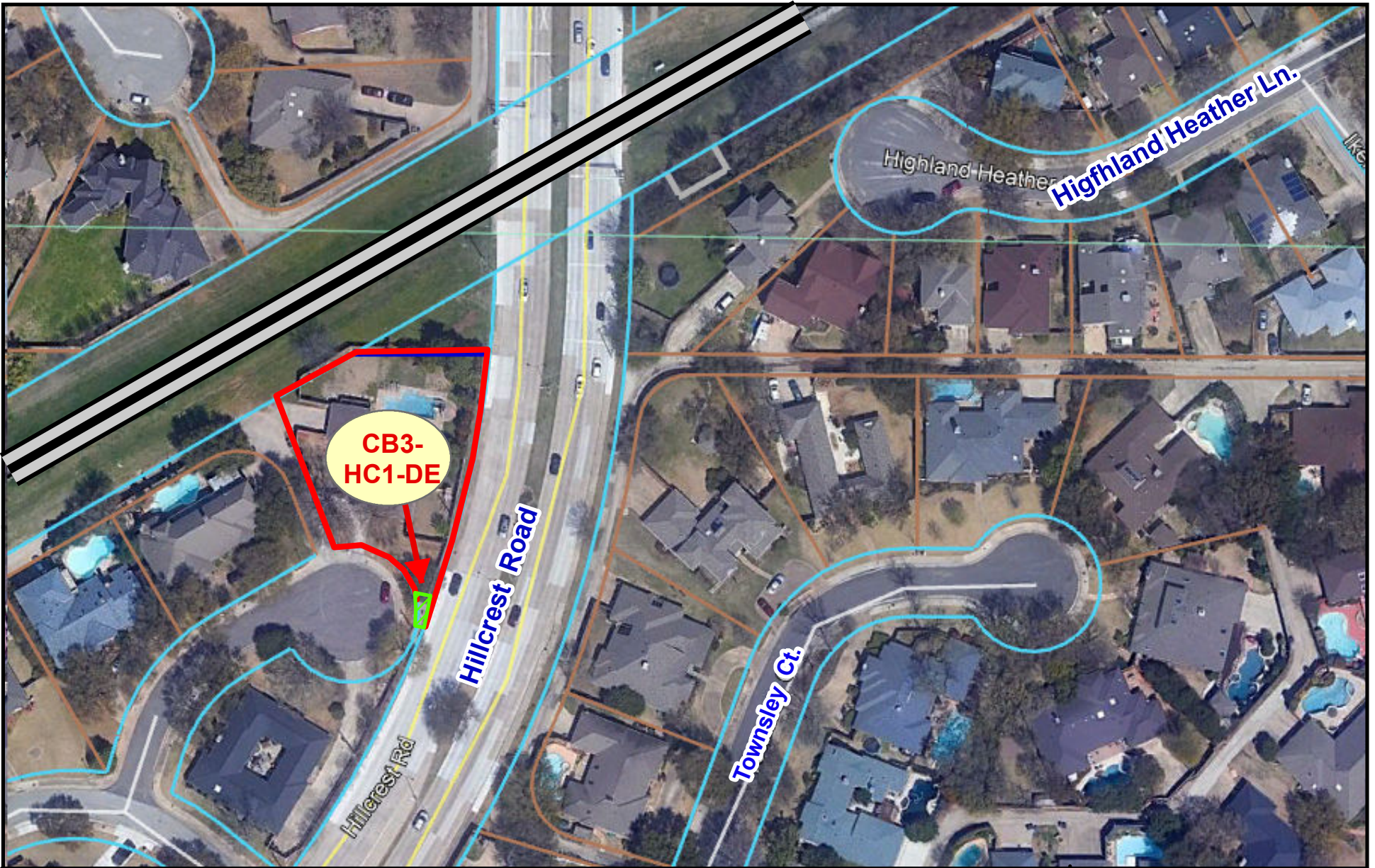
Legend

-  Silver Line Corridor
-  Parcel Locations
-  Station Locations




DALLAS AREA RAPID TRANSIT
SILVER LINE REGIONAL RAIL CORRIDOR

N



Legend

-  Silver Line Corridor
-  Parcel Boundaries
-  Area To Be Acquired for Parcel CB3-HC1-DE

DALLAS AREA RAPID TRANSIT

Authorize an Administrative Settlement for Parcel CB3-HC1-DE for the Silver Line Regional Rail Project.





DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

**Authorize Administrative Settlement for Parcel CB3-HC1-DE, located at or near 17209
Wester Way Crt, in the City of Dallas, Texas, for the Silver Line Regional Rail Project**

WHEREAS, Dallas Area Rapid Transit (DART) was created to provide a regional public transportation system, and the acquisition of real property and the planning, design, engineering, and construction of improvements thereon are functions fundamental to the provision of a public transportation system; and

WHEREAS, the parcel described in Exhibit 1 is required for the construction of the Silver Line Regional Rail project; and

WHEREAS, on June 22, 2021 (Resolution No. 210085), the Board declared public necessity and authorized the acquisition of Parcel CB3-HC1-DE for the Silver Line Regional Rail Project; and

WHEREAS, after careful review of this parcel and the recommendation of the President & Chief Executive Officer, the Board desires to approve the Administrative Settlement for the parcel, and to authorize the President & Chief Executive Officer or her designee to proceed with the negotiation and purchase of this parcel; and

WHEREAS, funding for this real estate acquisition is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

- Section 1: The President & Chief Executive Officer or her designee is hereby authorized and directed to purchase a drainage easement identified as Parcel CB3-HC1-DE in the City of Dallas, Texas, for the Silver Line Regional Rail Project for an administrative settlement as approved by the Board in closed session.
- Section 2: The President & Chief Executive Officer or her designee is hereby authorized to execute all necessary legal instruments and to pay necessary title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of Parcel CB3-HC1-DE.

Authorize Administrative Settlement for Parcel CB3-HC1-DE, Located at or Near 17209 Wester Way Ct., in the City of Dallas, Texas, for the Silver Line Regional Rail Project

Prepared by: /s/ David Ehrlicher *

David Ehrlicher
Interim Vice President
Capital Design & Construction

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee *

Nadine S. Lee
President & Chief Executive Officer

* Reviewed and approved, but not signed due to COVID-19 Coronavirus Pandemic

**Field Notes Describing a 181 Square Foot (0.0042 Acre) Drainage Easement
CB3-HC1-DE to Be Acquired**

Being a 181 Square Foot (0.0042 Acre) tract of land out of the J. Overton Survey, Abstract Number 1108, Dallas County, Texas and being part of that certain tract of land conveyed from Raul E. Campos and wife, Virginia D. Cabrera to Kyle Ehle and Alysia Ehle by General Warranty Deed filed on March 22, 2018, as recorded in Instrument Number 201800074580 of the Official Public Records of Dallas County, Texas (O.P.R.D.C.T.), further being part of Lot 42, Block G/8200, out of the Highland of McKamy II Addition, an addition to the City of Dallas, as recorded in Volume 77054, Page 920, D.R.D.C.T. and being more particularly described as follows:

BEGINNING at a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set for corner on the existing westerly Right-Of-Way line of Hillcrest Road (100 foot Right-Of-Way), as recorded in said Volume 77054, Page 920, D.R.D.C.T., same being the easterly line of said Lot 42 and being the northeast corner of the herein described tract of land, said 5/8 inch iron rod being the beginning of a non-tangent curve to the right, having a radius of 770.00, whose chord bears: South 19 Degrees 59 Minutes 20 Seconds West, a distance of 25.00 feet, from which a 3/8 yellow capped inch iron rod, (Illegible) Controlling Monument, (C.M.) found for the northwest corner of Lot 18 of said McKamy Addition, same being the southwest corner of a 15 foot Alley, as recorded in said Volume 77054, Page 920, bears: South 13 Degrees 28 Minutes 59 Seconds East, a distance of 165.08 feet;

THENCE, along said arc to the right and the common line of said Lot 42 and the westerly Right-Of-Way of Hillcrest Road, through a central angle of 01 Degrees 51 Minutes 38 Seconds, for an arc length of 25.00 feet, to the southeast corner of said Lot 42, same being the northeast corner of Lot 43 of said McKamy Addition and being the southeast corner of the herein described tract of land:

THENCE, North 69 Degrees 04 Minutes 42 Seconds West, departing said common line and being along the common line of said Lots 42 and 43, a distance of 5.23 feet, to a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set on the existing Right-Of-Way line of Wester Way Court (50 foot Right-Of-Way), as recorded in said Volume 77054, Page 920 and being the beginning of a non-tangent curve to the left, having a radius of 50.00 feet and whose chord bears: North 05 Degrees 57 Minutes 43 Seconds East, a distance of 25.88 feet, further being the southwest corner of the herein described tract of land;

THENCE, departing said common line of Lots 42 & 43 and being along the common line of said Lot 42 and Wester Way and along said arc to the left, through a central angle of 29 Degrees 59 Minutes 39 Seconds, for an arc length of 26.17 feet, to a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set for corner and being the northwest corner of the herein described tract of land;

THENCE, South 69 Degrees 04 Minutes 42 Seconds East, departing said common line of Lot 42 and Wester Way, over and across said Lot 42, a distance of 11.50 feet, to the **POINT OF BEGINNING** and containing 181 Square Feet or 0.0042 acres of land.

NOTES:

- 1. The Basis of Bearing is the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983 (NAD83) 2011 Adjustment, Epoch 2010.00. Ref Stations: ZFW1 and TXCO.
- 2. All coordinates and distances are US Survey Feet, displayed in surface values and may be converted to grid by dividing by the combined adjustment factor of 1.000136506 (Dallas County Scale Factor).
- 3. A survey plat of even date herewith accompanies the legal description.

I, Dustin D. Davison, a Registered Professional Land Surveyor in the State of Texas, hereby certify that the land description and plat represent an actual survey made on the ground under my supervision.

Dustin D. Davison 1/25/21

Dustin D. Davison, R.P.L.S.

Dat

eTexas Registration No. 6451
ARS Engineers
12801 N. Central Expressway - Suite 1250
Dallas, Texas 75243
TBPLS Firm No. 101319-00



C1: D=01°51'38" RT
 R=770.00'
 L=25.00'
 CB=S19°59'20"W
 CL=25.00'

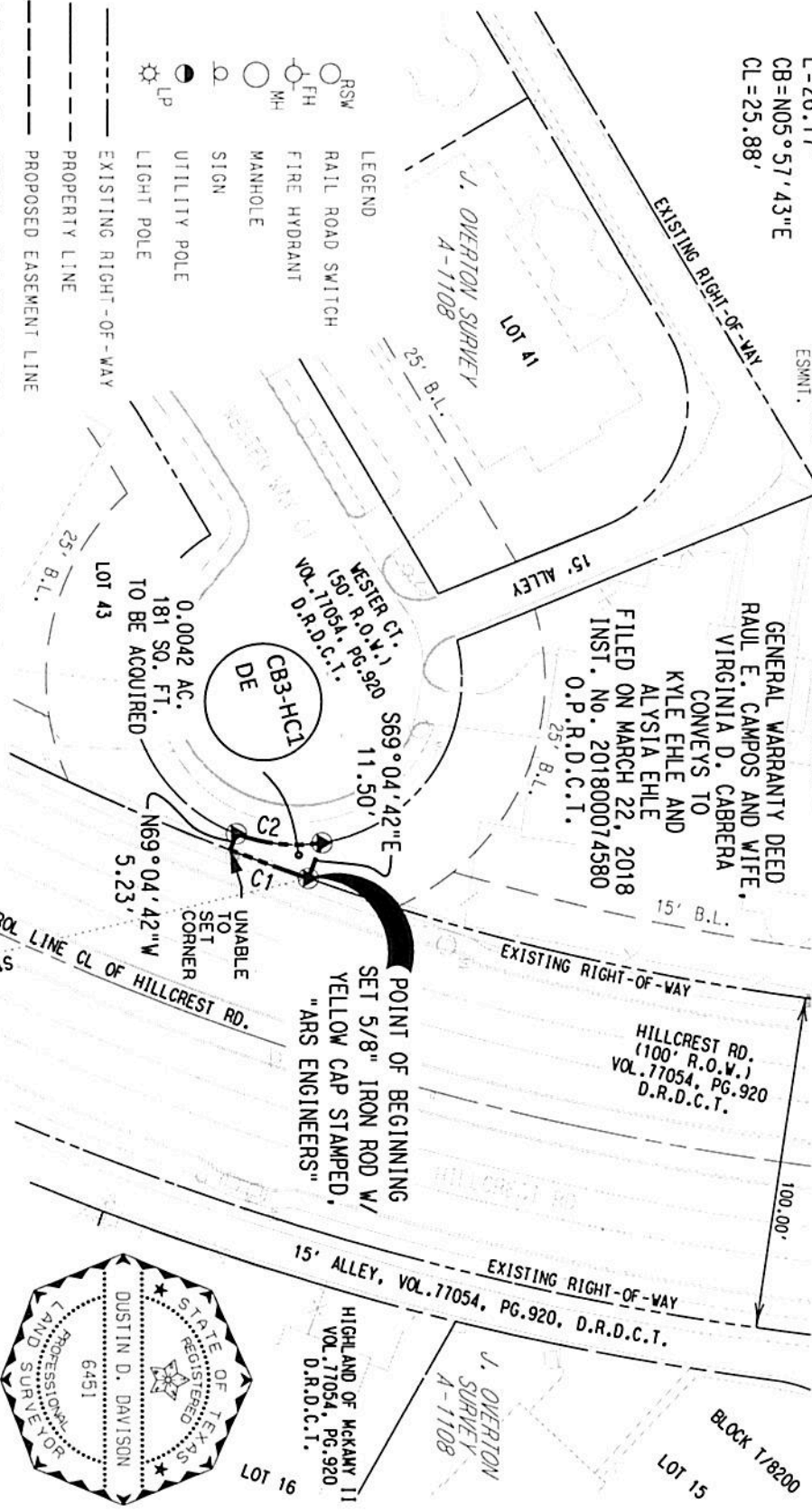
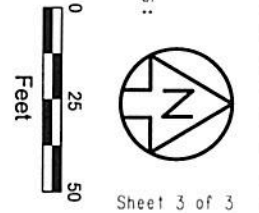
C2: D=29°59'39" LT
 R=50.00'
 L=26.17'
 CB=N05°57'43"E
 CL=25.88'

DEED SOUTHERN PACIFIC TRANSPORTATION CO.
 DALLAS AREA R.R.D.C.T. VOL. 88083, PAGE 4905
 FILED ON APRIL 28, 1988

HIGHLAND OF MCKAMY II
 VOL. 77054, PG. 920
 D.R.D.C.T.

NOTES:

- All bearings and coordinates are based on the Texas State Plane Coordinate System NAD 83 (2011) North Central Zone (42021). Ref Stations: LFW1 & TXCO
- All distances shown are surface values and may be converted to grid by dividing by the conversion factor of Dallas County of 1.000136506



O.P.R.D.C.T. OFFICIAL PUBLIC RECORDS, DALLAS COUNTY, TEXAS

P.R.D.C.T. PLAT RECORDS, DALLAS COUNTY, TEXAS

D.R.D.C.T. DEED RECORDS, DALLAS COUNTY, TEXAS

(CW) CONTROLLING MONUMENT

5/8 INCH DIAMETER IRON ROD WITH YELLOW PLASTIC CAP

STAMPED "ARS ENGINEERS" SET

FOUND IRON ROD OR MONUMENT AS NOTED

LEGEND

- RSM RAIL ROAD SWITCH
- FH FIRE HYDRANT
- MH MANHOLE
- SIGN
- LP UTILITY POLE
- LIGHT POLE
- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- PROPOSED EASEMENT LINE

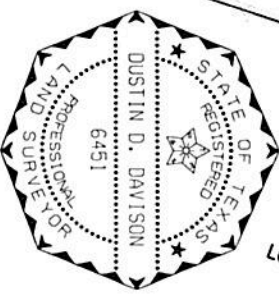
POINT OF BEGINNING
 SET 5/8" IRON ROD W/
 YELLOW CAP STAMPED,
 "ARS ENGINEERS"

0.0042 AC.
 181 SQ. FT.
 TO BE ACQUIRED

UNABLE TO SET CORNER

DIRECTIONAL CONTROL LINE CL OF HILLCREST RD.
 S13°28'59"E - 165.08'

3/8" YELLOW C.I.R.F. ILLEGIBLE, C.M.



I HEREBY CERTIFY THAT THIS PLAT IS BASED ON AN ON THE GROUND SURVEY MADE UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE, IS TRUE AND CORRECT.

DUSTIN D. DAVISON, R.P.L.S., TEXAS NO. 6451

STATE OF TEXAS REGISTERED PROFESSIONAL LAND SURVEYOR
 DUSTIN D. DAVISON
 6451

SCALE	1" = 50'
DRAWN	CWALLWORK
DESIGNED	DDAVISON
CHECKED	RPENA
IN CHARGE	DDAVISON
DATE	12/11/20

COTTON BELT REGIONAL RAIL SYSTEM
 A 181 SQUARE FOOT (0.0042 ACRES)
 DRAINAGE EASEMENT DE3-012
 TO BE ACQUIRED FROM

CONTRACT 14806367 DWG No. RP3-2000



Agenda Report

Committee-of-the-Whole

Board Meeting

Attachment: 1. Location Maps	Voting Requirements: Majority
---	--

DATE: August 10, 2021

SUBJECT: Authorize Administrative Settlement for Parcel DE2-006, located at or near 1800 John Connally Dr., in the City of Carrollton, Texas, for the Silver Line Regional Rail Project

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to: 1) negotiate the purchase of a drainage easement identified as Parcel DE2-006 for an administrative settlement as approved by the Board; 2) execute all necessary legal instruments and to pay any necessary cost, including title policy expense, closing costs, and other such costs as may be required by law to close the purchase of Parcel DE2-006; and 3) if unable to close the purchase and obtain clear title, the General Counsel is hereby authorized and directed to proceed and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project.

FINANCIAL CONSIDERATIONS

- Funding for this real estate acquisition is included in the Silver Line project budget of the approved FY 2021 Capital Budget.
- Sufficient funding for this real estate acquisition is included in both the Silver Line project budget and the Commuter Rail and Railroad Management line item of the FY 2021 Twenty-Year Financial Plan.
- Acquisition of this parcel is financed by the Federal Railroad Administration (FRA) Railroad Rehabilitation and Improvement Financing (RRIF) loan program or DART-issued debt.

BUSINESS PURPOSE

- The parcel illustrated in Attachment 1, and fully described in Exhibit 1 of the resolution, was not identified in the Final Environmental Impact Statement (FEIS) as necessary for the construction of the Silver Line project. This parcel came about as the result of design progression as being needed for drainage purposes for the Silver Line Regional Rail corridor.
- On April 27, 2021 (Resolution No. 210050), the Board authorized the acquisition of drainage easement identified as Parcel DE2-006 for the Silver Line Regional Rail Project and authorized eminent domain proceedings, if necessary.
- Good faith negotiations for the purchase of DE2-006 based on appraisal values, right of entry costs, relocation costs and other valuable consideration have been ongoing, and a proposed

administrative settlement has been reached and will be presented to the Board for its consideration. The administrative settlement for the purchase of this parcel is necessary as it is in the critical path area for the construction of the Silver Line Regional Rail Project.

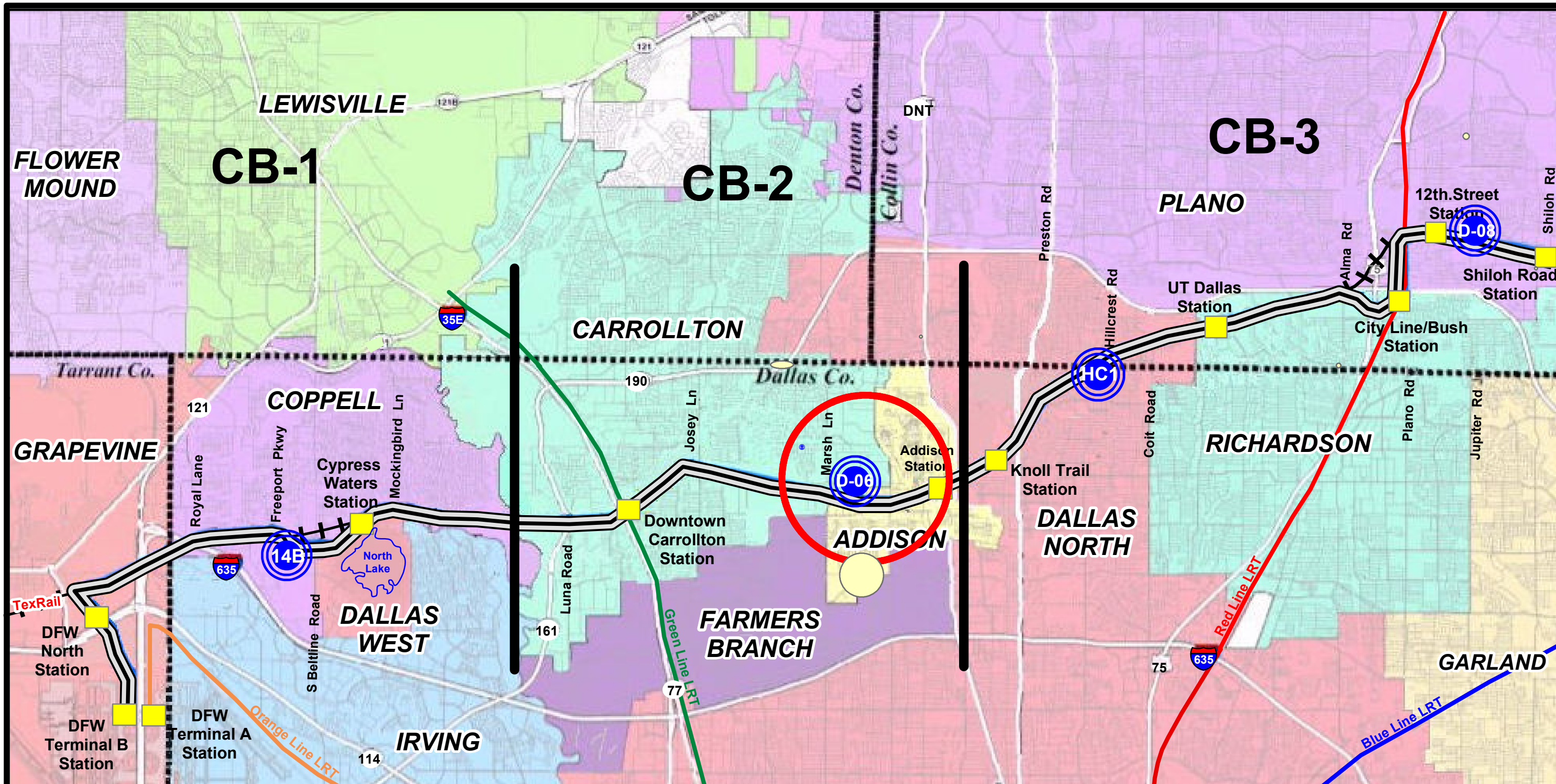
- Approval of this real estate transaction will help achieve Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader.
- The Board has been provided a confidential packet under separate cover outlining the details of the proposed transaction.

APPRAISAL INFORMATION




- An appraisal has been prepared by a Texas State Certified Real Estate Appraiser and reviewed by a Texas State Certified Real Estate Appraiser.

LEGAL CONSIDERATIONS

- Section 452.054 of the Texas Transportation Code grants Dallas Area Rapid Transit (DART) authority to acquire real property.
- Section 452.058 of the Texas Transportation Code grants DART the authority to acquire real property by eminent domain.



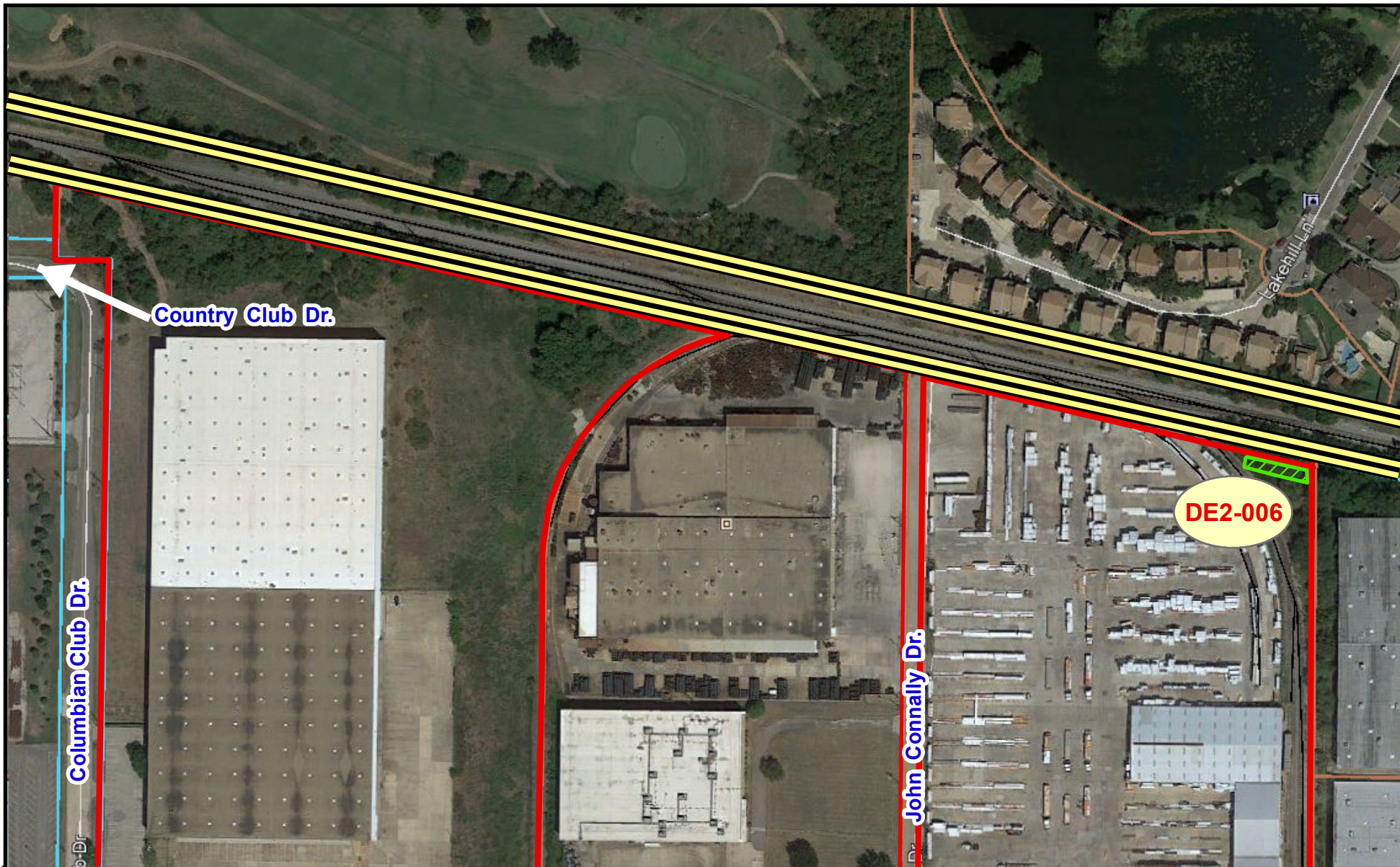
Legend

-  Silver Line Corridor
-  Parcel Locations
-  Station Locations

DALLAS AREA RAPID TRANSIT
SILVER LINE REGIONAL RAIL CORRIDOR




N



DE2-006

Legend

-  Silver Line Corridor
-  Property Boundaries
-  Area To Be Acquired

DALLAS AREA RAPID TRANSIT

Authorize Administrative Settlement for Parcel DE2-006 for the Silver Line Regional Rail Project



DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Authorize Administrative Settlement for Parcel DE2-006, located at or near 1800 John Connally Dr., in the City of Carrollton, Texas, for the Silver Line Regional Rail Project

WHEREAS, Dallas Area Rapid Transit (DART) was created to provide a regional public transportation system, and the acquisition of real property and the planning, design, engineering, and construction of improvements thereon are functions fundamental to the provision of a public transportation system; and

WHEREAS, the drainage easement parcel described in Exhibit 1 is required for the construction of the Silver Line Regional Rail project; and

WHEREAS, on April 27, 2021 (Resolution No. 210050), the Board authorized the acquisition of a drainage easement identified as Parcel DE2-006 for the Silver Line Regional Rail Project and authorized eminent domain proceedings, if necessary; and

WHEREAS, after careful review of this parcel and the recommendation of the President & Chief Executive Officer, the Board desires to approve the Administrative Settlement for the parcel, and to authorize the President & Chief Executive Officer or her designee to proceed with the negotiation and purchase of this parcel; and

WHEREAS, funding for this real estate acquisition is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

- Section 1: The President & Chief Executive Officer or her designee is hereby authorized and directed to purchase a drainage easement identified as Parcel DE2-006 in the City of Carrollton, Texas, for an administrative settlement as approved by the Board in closed session.
- Section 2: The President & Chief Executive Officer or her designee is hereby authorized to execute all necessary legal instruments and to pay necessary title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of Parcel DE2-006.
- Section 3: If the President & Chief Executive Officer or her designee is unable to close the purchase of this parcel for the approved administrative settlement amount, the General Counsel is hereby authorized and directed to initiate and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project.

Authorize Administrative Settlement for Parcel DE2-006, Located at or Near 1800 John Connally Dr., in the City of Carrollton, Texas, for the Silver Line Regional Rail Project

Prepared by: /s/ David Ehrlicher *

David Ehrlicher
Interim Vice President
Capital Design & Construction

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee *

Nadine S. Lee
President & Chief Executive Officer

* Reviewed and approved, but not signed due to COVID-19 Coronavirus Pandemic

**Field Notes Describing a 1,731 Square Foot (0.0397 Acre)
Drainage Easement DE2-006**

Being a 1,731 Square Foot (0.0397 Acre) tract of land situated in the H. Vail Survey, Abstract Number 1511, in the City of Carrollton, Dallas County, Texas and being part of Lot 1, Block 1 of the Georgia Pacific Addition, an Addition to the City of Carrollton, as recorded in Volume 90126, Page 1464 of the Deed Records of Dallas County, Texas (D.R.D.C.T.) and being further described as a called 13.929 Acre tract of land conveyed by NRB Holdings, Limited to J. Connally Drive Associates by Special Warranty Deed dated July 24, 1995, as recorded in Volume 95142, Page 3660 of the D.R.D.C.T. and being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set on the existing southerly Right-Of-Way line of a 100 foot Right-Of-Way conveyed to Dallas Area Rapid Transit Property Acquisition Corporation (DART), as recorded in Volume 91008, Page 1341, D.R.D.C.T., same being the northeast corner of said Lot 1, Block 1 and the northwest corner of the remainder of the Union Pacific Railroad tract of land, as recorded in Volume 4160, Page 59, D.R.D.C.T., and being the northeast corner of the herein described tract of land;

THENCE South 00 degrees 47 minutes 10 seconds East, along the common line of said Lot 1, Block 1 and said remainder tract of land, a distance of 20.49 feet to a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set for the southeast corner of the herein described tract of land, from which a capped 1/2 inch iron rod stamped, "Carter & Burgess", Controlling Monument (CM), found for the southwest corner of said Lot 1, Block 1 and the southeast corner of a 25 foot Right-Of-Way Dedication, as recorded in Volume 90126, Page 1464, D.R.D.C.T., bears, South 00 degrees 47 minutes 10 seconds East, a distance of 927.32 feet to the southeast corner of said Lot 1, Block 1 and the northeast corner of called 15.00 Acre tract of land conveyed to GH Belt Line, Inc., as recorded by Special Warranty Deed in Instrument Number 201300301207 of the Official Public Records of Dallas County, Texas, South 89 degrees 21 minutes 50 seconds West, along the common line of said Lot 1, Block 1 and said called 15.00 Acre tract of land, a distance of 602.00 to said found 1/2 inch Carter & Burgess capped iron rod, from which a 5/8 inch capped iron rod stamped, "HALFF & ASSOC.", CM, found for the northwest corner of said called 15.00 Acre tract of land bears, South 89 degrees 21 minutes 50 seconds West, a distance of 4.35 feet;

THENCE departing the common line of said Lot 1, Block 1 and said remainder tract of land and over and across said Lot 1, Block 1, the following three (3) courses and distances:

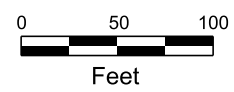
1. North 78 degrees 13 minutes 49 seconds West, a distance of 51.26 feet to a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set for corner;

2. North 66 degrees 55 minutes 13 seconds West, a distance of 50.99 feet to a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set for the southwest corner of the herein described tract of land;
3. North 11 degrees 46 minutes 11 seconds East, a distance of 10.00 feet to a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set on the common line of said Lot 1, Block 1 and the existing southerly Right-Of-Way line of said DART and being the northwest corner of the herein described tract of land;

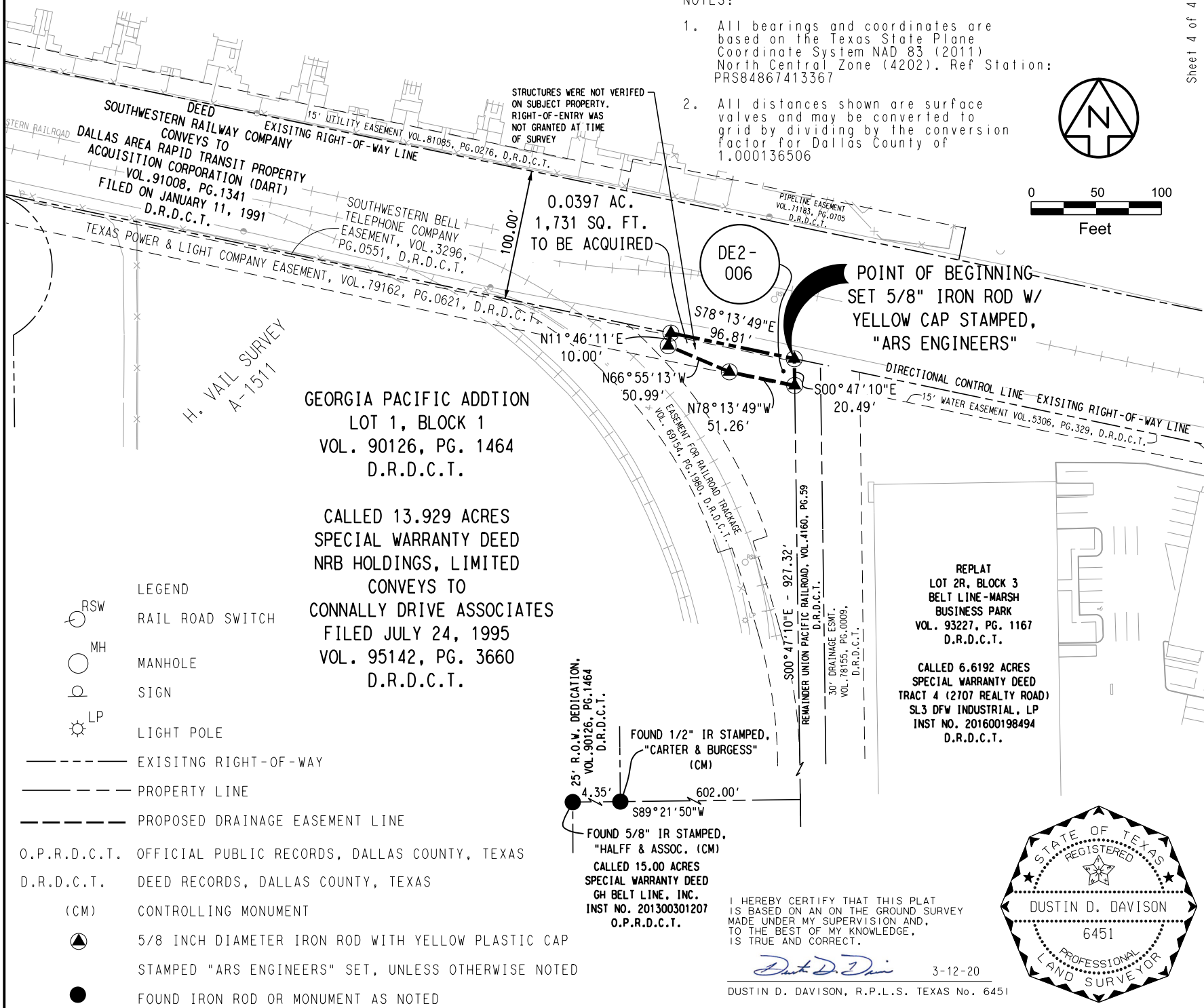
THENCE South 78 degrees 13 minutes 49 seconds East, along said common line, a distance of 96.81 feet to the **POINT OF BEGINNING** and containing 1,731 Square Feet or 0.0397 Acres of land.

NOTES:

- All bearings and coordinates are based on the Texas State Plane Coordinate System NAD 83 (2011) North Central Zone (4202). Ref Station: PRS84867413367
- All distances shown are surface values and may be converted to grid by dividing by the conversion factor for Dallas County of 1.000136506



Sheet 4 of 4



GEORGIA PACIFIC ADDTION
 LOT 1, BLOCK 1
 VOL. 90126, PG. 1464
 D.R.D.C.T.

CONVEYS TO
 CONNALLY DRIVE ASSOCIATES
 FILED JULY 24, 1995
 VOL. 95142, PG. 3660
 D.R.D.C.T.

REPLAT
 LOT 2R, BLOCK 3
 BELT LINE - MARSH
 BUSINESS PARK
 VOL. 93227, PG. 1167
 D.R.D.C.T.

CALLED 6.6192 ACRES
 SPECIAL WARRANTY DEED
 TRACT 4 (2707 REALTY ROAD)
 SL3 DFW INDUSTRIAL, LP
 INST NO. 201600198494
 D.R.D.C.T.

FOUND 1/2" IR STAMPED,
 "CARTER & BURGESS"
 (CM)

FOUND 5/8" IR STAMPED,
 "HALFF & ASSOC. (CM)
 CALLED 15.00 ACRES
 SPECIAL WARRANTY DEED
 GH BELT LINE, INC.
 INST NO. 201300301207
 O.P.R.D.C.T.

I HEREBY CERTIFY THAT THIS PLAT IS BASED ON AN ON THE GROUND SURVEY MADE UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, IS TRUE AND CORRECT.

Dustin D. Davison
 3-12-20
 DUSTIN D. DAVISON, R.P.L.S. TEXAS No. 6451



- LEGEND
- RSW RAIL ROAD SWITCH
 - MH MANHOLE
 - SIGN
 - LP LIGHT POLE
 - EXISTING RIGHT-OF-WAY
 - PROPERTY LINE
 - PROPOSED DRAINAGE EASEMENT LINE
 - O.P.R.D.C.T. OFFICIAL PUBLIC RECORDS, DALLAS COUNTY, TEXAS
 - D.R.D.C.T. DEED RECORDS, DALLAS COUNTY, TEXAS
 - (CM) CONTROLLING MONUMENT
 - 5/8 INCH DIAMETER IRON ROD WITH YELLOW PLASTIC CAP STAMPED "ARS ENGINEERS" SET, UNLESS OTHERWISE NOTED
 - FOUND IRON ROD OR MONUMENT AS NOTED

COTTON BELT REGIONAL RAIL SYSTEM Exhibit 1 A 1,731 SQUARE FOOT (0.0397 ACRES) DRAINAGE EASEMENT DE2-006 TO BE ACQUIRED FROM J. CONNALLY DRIVE ASSOCIATES	
SCALE 1" = 100'	DRAWN C WALLWORK
DESIGNED D DAVISON	CHECKED RPENA
IN CHARGE D DAVISON	DATE 1/15/2020
DART PROJECT	
 ARS Engineers, Inc. 72801 N. Central Expressway, Suite 1250 Dallas, Texas 75243 (214) 739-3152 Fax (214) 739-3169 Engineering Firm #P-819 Surveying Firm #101319-00	
CONTRACT 14806367 DWG No. RP3-2000	



Agenda Report

Committee-of-the-Whole

Board Meeting

Attachment: 1. Location Maps	Voting Requirements: Majority
---	--

DATE: August 10, 2021

SUBJECT: Authorize Administrative Settlement for Parcel DE3-008, located at or near 1304 13th St., in the City of Plano, Texas, for the Silver Line Regional Rail Project

RECOMMENDATION

Approve a resolution authorizing the President & Chief Executive Officer or her designee to: 1) negotiate the purchase of a drainage easement identified as Parcel DE3-008 for an administrative settlement as approved by the Board; 2) execute all necessary legal instruments and to pay any necessary cost, including title policy expense, closing costs, and other such costs as may be required by law to close the purchase of Parcel DE3-008; and 3) if unable to close the purchase and obtain clear title, the General Counsel is hereby authorized and directed to proceed and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project.

FINANCIAL CONSIDERATIONS

- Funding for this real estate acquisition is included in the Silver Line project budget of the approved FY 2021 Capital Budget.
- Sufficient funding for this real estate acquisition is included in both the Silver Line project budget and the Commuter Rail and Railroad Management line item of the FY 2021 Twenty-Year Financial Plan.
- Acquisition of this parcel is financed by the Federal Railroad Administration (FRA) Railroad Rehabilitation and Improvement Financing (RRIF) loan program or DART-issued debt.

BUSINESS PURPOSE

- The parcel illustrated in Attachment 1, and fully described in Exhibit 1 of the resolution, was not identified in the Final Environmental Impact Statement (FEIS) as necessary for the construction of the Silver Line project. This parcel came about as the result of design progression as being needed for drainage purposes for the Silver Line Regional Rail corridor.
- On May 25, 2021 (Resolution No. 210063), the Board authorized the acquisition of drainage easement identified as Parcel DE3-008 for the Silver Line Project and authorized eminent domain proceedings, if necessary.

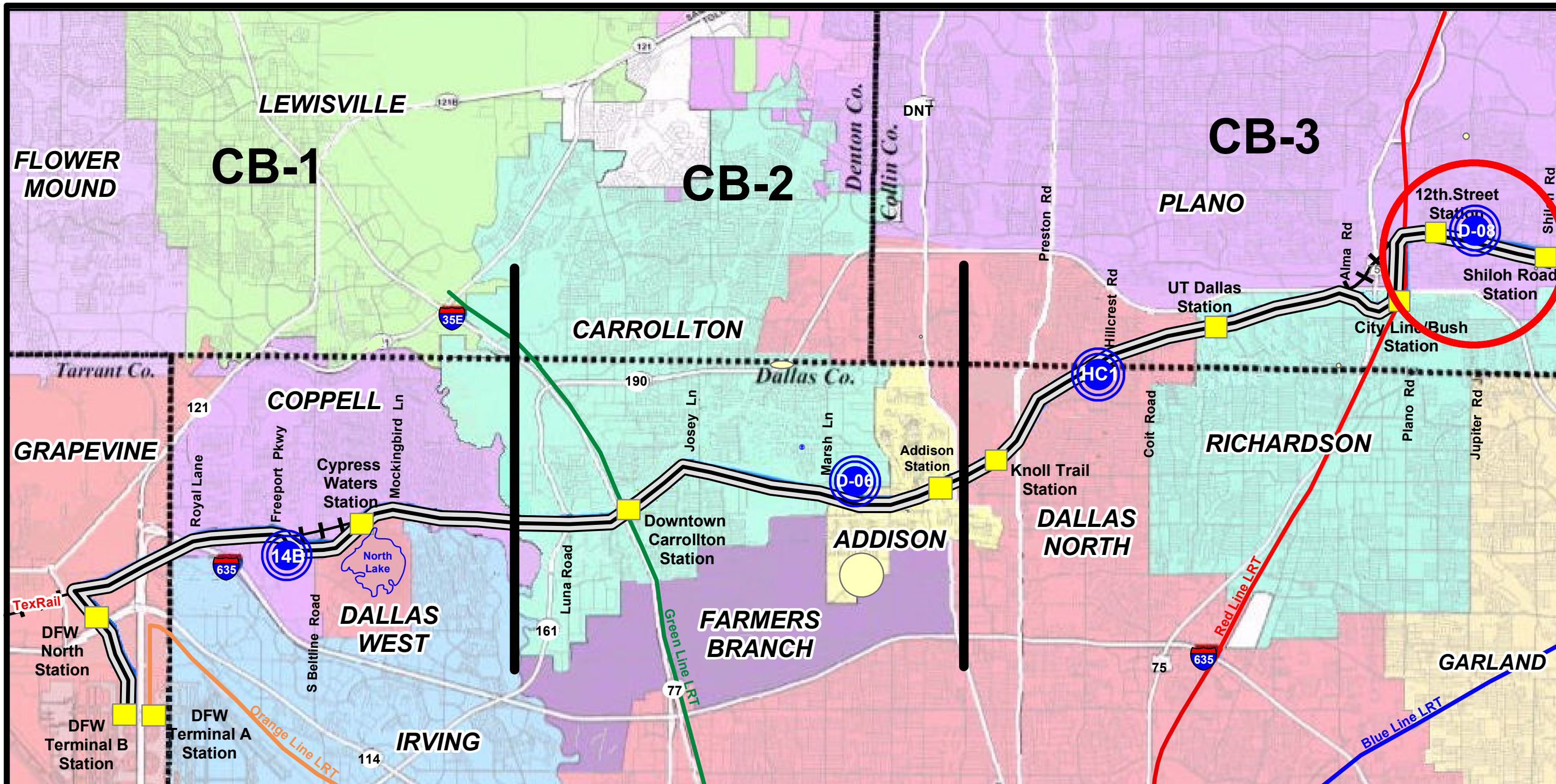
- Good faith negotiations for the purchase of DE3-008 based on appraisal values, right of entry costs, relocation costs and other valuable consideration have been ongoing, and a proposed administrative settlement has been reached and will be presented to the Board for its consideration. The administrative settlement for the purchase of this parcel is necessary as it is in the critical path area for the construction of the Silver Line Regional Rail Project.
- Approval of this real estate transaction will help achieve Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader.
- The Board has been provided a confidential packet under separate cover outlining the details of the proposed transaction.

APPRAISAL INFORMATION

- An appraisal has been prepared by a Texas State Certified Real Estate Appraiser and reviewed by a Texas State Certified Real Estate Appraiser.

LEGAL CONSIDERATIONS

- Section 452.054 of the Texas Transportation Code grants Dallas Area Rapid Transit (DART) authority to acquire real property.
- Section 452.058 of the Texas Transportation Code grants DART the authority to acquire real property by eminent domain.

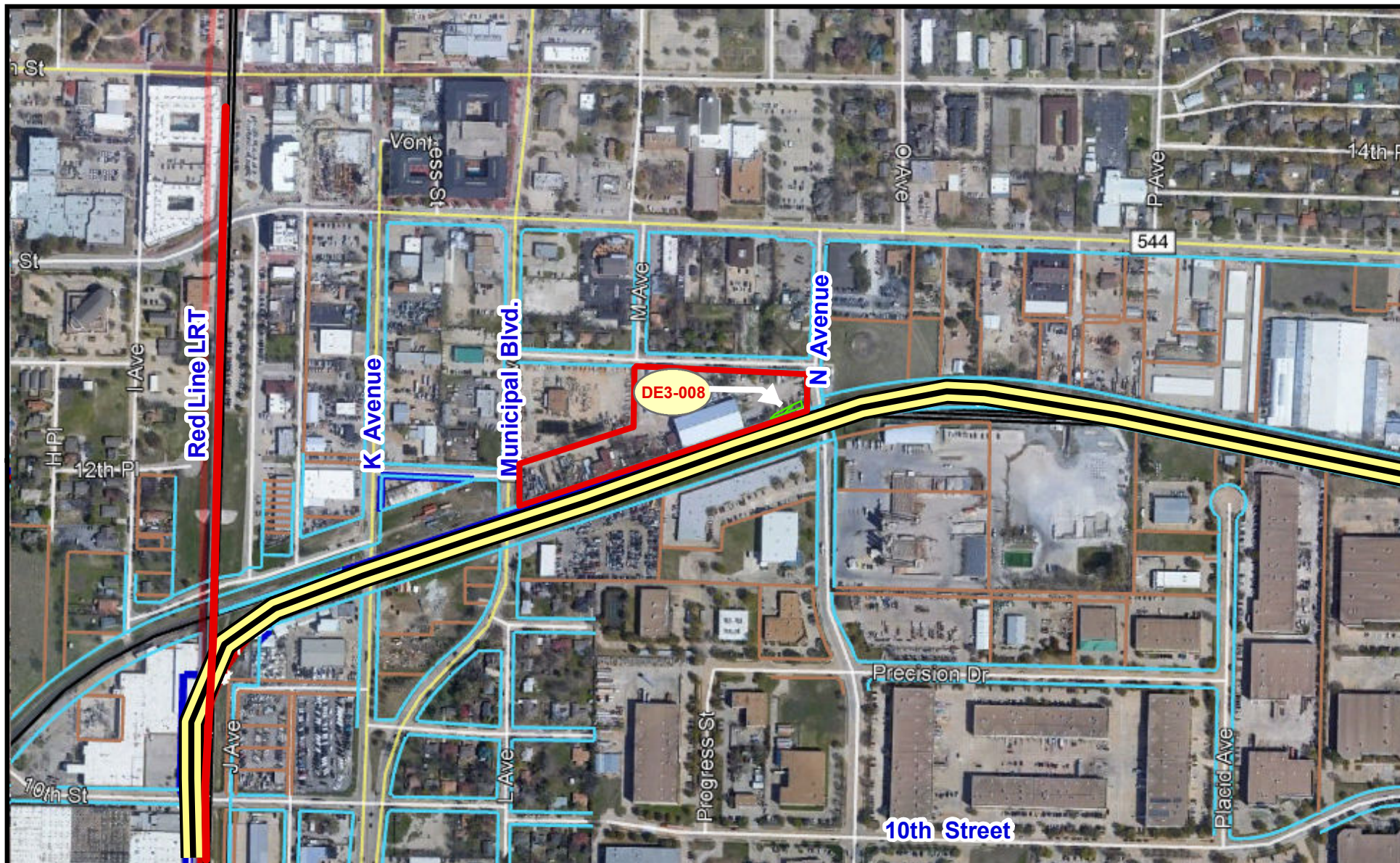


Legend




- Silver Line Corridor
- Parcel Locations
- Station Locations

**DALLAS AREA RAPID TRANSIT
SILVER LINE REGIONAL RAIL CORRIDOR**

N



Legend

-  Silver Line Corridor
-  Property Boundaries
-  Area To Be Acquired

DALLAS AREA RAPID TRANSIT

Authorize Administrative Settlement for
Parcel DE3-008 for the Silver Line Regional Rail Project



DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Authorize Administrative Settlement for Parcel DE3-008, located at or near 1304 13th St., in the City of Plano, Texas, for the Silver Line Regional Rail Project

WHEREAS, Dallas Area Rapid Transit (DART) was created to provide a regional public transportation system, and the acquisition of real property and the planning, design, engineering, and construction of improvements thereon are functions fundamental to the provision of a public transportation system; and

WHEREAS, the parcel described in Exhibit 1 is required for the construction of the Silver Line Regional Rail project; and

WHEREAS, on May 25, 2021 (Resolution No. 210063), the Board authorized the acquisition of drainage easement identified as Parcel DE3-008 for the Silver Line Project by eminent domain proceedings, if necessary; and

WHEREAS, after careful review of this parcel and the recommendation of the President & Chief Executive Officer, the Board desires to approve the Administrative Settlement for the parcel, and to authorize the President & Chief Executive Officer or her designee to proceed with the negotiation and purchase of this parcel; and

WHEREAS, funding for this real estate acquisition is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

- Section 1: The President & Chief Executive Officer or her designee is hereby authorized and directed to purchase a drainage easement identified as Parcel DE3-008 in the City of Plano, Texas, for an administrative settlement as approved by the Board in closed session.
- Section 2: The President & Chief Executive Officer or her designee is hereby authorized to execute all necessary legal instruments and to pay necessary title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of Parcel DE3-008.
- Section 3: If the President & Chief Executive Officer or her designee is unable to close the purchase of this parcel for the approved administrative settlement amount, the General Counsel is hereby authorized and directed to initiate and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project.

Authorize Administrative Settlement for Parcel DE3-008, Located at or Near 1304 13th St., in the City of Plano, Texas, for the Silver Line Regional Rail Project

Prepared by: /s/ David Ehrlicher *

David Ehrlicher
Interim Vice President
Capital Design & Construction

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee *

Nadine S. Lee
President & Chief Executive Officer

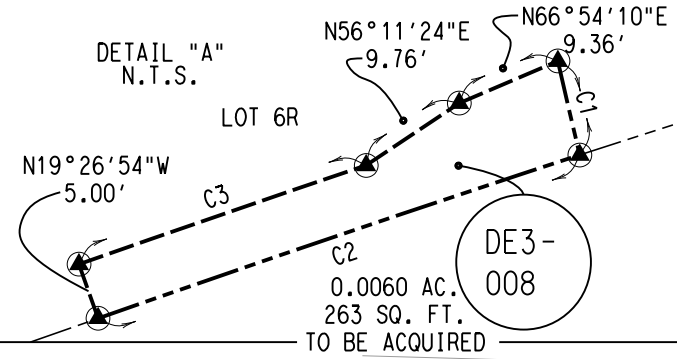
* Reviewed and approved, but not signed due to COVID-19 Coronavirus Pandemic

**Field Notes Describing a 263 Square Foot (0.0060 Acre)
Drainage Easement DE3-008**

Being a 263 Square Foot (0.0060 Acre) tract of land situated in the S. Beck Survey, Abstract Number 73, in the City of Plano, Collin County, Texas and being part of Lot 6R, Block D of the Replat of OGLESBY PLACE REVISED FIRST ADDITION, an Addition to the City of Plano, as recorded in Volume 2011, Page 255 of the Official Public Records of Collin County, Texas (O.P.R.C.C.T.), further being part of TRACT II out of those certain tracts of land conveyed by the OWENS WAREHOUSE COMPANY to SHUFFLER ENTERPRISES, LLC by Special Warranty Deed With Vendor's Lien dated June 29, 1998, as recorded in Volume 4196, Page 2859 of the Deed Records of Collin County, Texas, (D.R.C.C.T.) and being more particularly described by metes and bounds as follows:

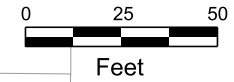
BEGINNING at a 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set on the east line of said Lot 6R, same being the existing west Right-Of-Way line of Avenue N (Variable width Right-Of-Way), as dedicated by said Volume 2011, Page 255 and being the northeast corner of the herein described tract of land further being the beginning of a non-tangent curve to the left, having a radius of 548.36 feet and whose chord bears: South 13 Degrees 05 Minutes 22 Seconds East, a distance of 8.42 feet, from which a 1/2 inch yellow capped iron rod, Controlling Monument (C.M.) Illegible, found for the northwest corner of TRACT I of said Volume 4196, Page 2589, same being the northeast corner of Lot 10, Block D of the OGLESBY PLACE REVISED FIRST ADDITION, an Addition to the City of Plano, as recorded in Volume 1, Page 21 of the Plat Records of Collin County, Texas, (P.R.C.C.T.), further being on the south Right-Of-Way line of 13th Street (40 foot Right-Of-Way), as dedicated by said Volume 1, Page 21 bears: along a curve to the right, having a radius of 548.36 feet and whose chord bears: North 06 Degrees 54 Minutes 12 Seconds West, a distance of 109.81, through a central angle of 11 Degrees 29 Minutes 34 Seconds, for an arc length of 109.99 feet, North 42 Degrees 56 Minutes 32 Seconds East, a distance of 15.03 feet, South 73 Degrees 09 Minutes 35 Seconds West, a distance of 3.16 feet, North 89 Degrees 41 Minutes 34 Seconds West, a distance of 573.87 feet;

THENCE, along said curve to the left, same being the common line of said Avenue N and said Lot 6R, through a central angle of 00 Degrees 52 Minutes 47 Seconds, for an arc length of 8.42 feet, to 5/8 inch iron rod with a yellow plastic cap stamped, "ARS ENGINEERS" set on the existing northwesterly Right-Of-Way line of a 120 foot Right-Of-Way conveyed to Dallas Area Rapid Transit Property Acquisition Corporation (DART), as recorded in Volume 3424, Page 126, O.P.R.C.C.T, same being the southeast corner of said Lot 6R and the beginning of a non-tangent curve to the left, having a radius of 1,929.86 feet and whose chord bears: south 71 Degrees 16 Minutes 47 Seconds West, a distance of 44.37 feet, further being the southeast corner of the herein described tract of land;



C1: D=00°52'47" LT
 R=548.36'
 L=8.42'
 CB=S13°05'22"E
 CL=8.42'

NOTES:
 1. All bearings and coordinates are based on the Texas State Plane Coordinate System NAD 83 (2011) North Central Zone (4202). Ref Stations: ZFW1 & TXCO
 2. All distances shown are surface valves and may be converted to grid by dividing by the conversion factor for Dallas County of 1.000136506



Sheet 4 of 5

C2: D=01°19'02" LT
 R=1,929.86'
 L=44.37'
 CB=S71°16'47"W
 CL=44.37'

C3 D=00°47'05" RT
 R=1,934.86'
 L=26.50'
 CB=N71°00'48"E
 CL=26.50'

GENERAL WARRANTY DEED
 LOUISE WILLETT CURTIS
 CONVEYS TO
 SHUFFLER ENTERPRISES, LLC
 FILED FEB 18, 1999
 VOL.4356, PG.2056
 D.R.C.C.T.
 LOTS 6 & 7

SPECIAL WARRANTY DEED WITH
 VENDOR'S LIEN
 OWENS WAREHOUSE COMPANY
 CONVEYS TO
 SHUFFLER ENTERPRISES, LLC
 FILED JUNE 29, 1998
 VOL.4196, PG.2589
 D.R.C.C.T.

REPLAT OGLESBY PLACE
 REVISED
 FIRST ADDITION
 VOL.2011, PG.255
 O.P.R.C.C.T.

POINT OF BEGINNING
 SET 5/8" IRON ROD W/
 YELLOW CAP STAMPED,
 "ARS ENGINEERS"

LAN ST. (13TH ST.)
 ABANDONED BY CITY OF PLANO ORDINANCE
 INST. No. 20090000320980,
 CORRECTED BY
 INST. No. 20130923001330110
 O.P.R.C.C.T.

- LEGEND
- RSW RAIL ROAD SWITCH
 - FH FIRE HYDRANT
 - MH MANHOLE
 - SIGN
 - UTILITY POLE
 - ⊙ LP LIGHT POLE

- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- PROPOSED EASEMENT LINE

- O.P.R.C.C.T. OFFICIAL PUBLIC RECORDS, COLLIN COUNTY, TEXAS
- P.R.C.C.T. PLAT RECORDS, COLLIN COUNTY, TEXAS
- D.R.C.C.T. DEED RECORDS, COLLIN COUNTY, TEXAS

- (CM) CONTROLLING MONUMENT
- ▲ 5/8 INCH DIAMETER IRON ROD WITH YELLOW PLASTIC CAP
- STAMPED "ARS ENGINEERS" SET
- FOUND IRON ROD OR MONUMENT AS NOTED

COMMUNICATIONS ESMNT.
 CC No. 92-0000013
 D.R.C.C.T.

DEED
 ST. LOUIS SOUTHWESTERN
 RAILWAY COMPANY
 DALLAS AREA RAPID TRANSIT
 PROPERTY ACQUISITION CORPORATION
 FILED JAN 11, 1991
 VOL.3424, PG.126
 D.R.C.C.T.

CHANNEL COMMERCIAL CORP FO-
 GTE FIBER O BOX

I HEREBY CERTIFY THAT THIS PLAT
 IS BASED ON AN ON THE GROUND SURVEY
 MADE UNDER MY SUPERVISION AND,
 TO THE BEST OF MY KNOWLEDGE,
 IS TRUE AND CORRECT.

Dustin D. Davison

DUSTIN D. DAVISON, R.P.L.S. TEXAS NO. 6451



Exhibit 1
 COTTON BELT REGIONAL RAIL SYSTEM
 A 263 SQUARE FOOT (0.0060 ACRES)
 DRAINAGE EASEMENT DE3-008
 TO BE ACQUIRED FROM
 SHUFFLER ENTERPRISES, LLC

SCALE	1" = 50'
DRAWN	C WALLWORK
DESIGNED	DDAVISON
CHECKED	RENA
IN CHARGE	DDAVISON
DATE	12/21/20

DART PROJECT



ARS
Engineers, Inc.
 12801 N. Central Expressway, Suite 1250
 Dallas, Texas 75243
 (214) 739-3152 Fax (214) 739-3169
 Engineering Firm #P-819 Surveying Firm #101319-00

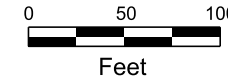
CONTRACT 14806367
 DWG No. RP3-2000

©DART, all rights reserved, 1987-2019

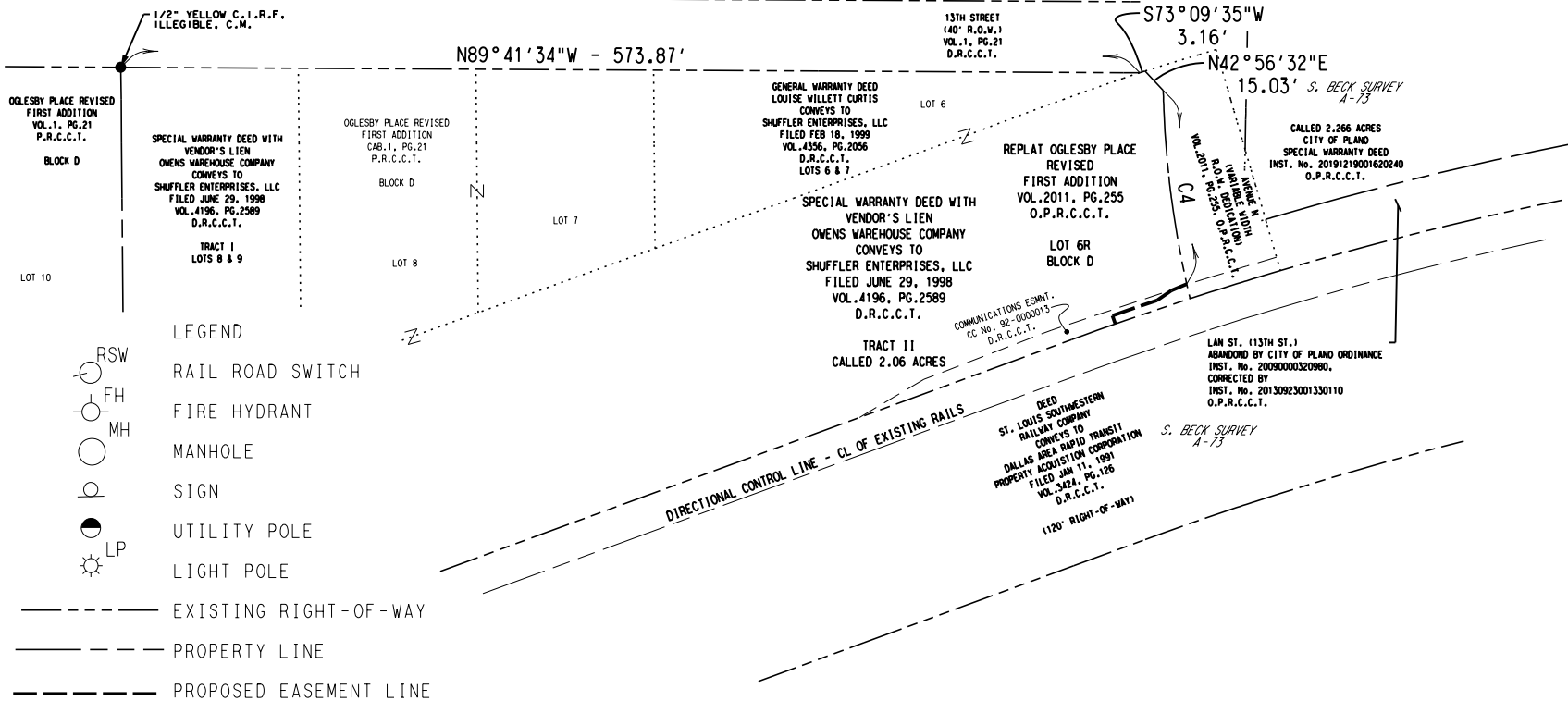
C4: D=11°29'34" RT
 R=548.36'
 L=109.81'
 CB=N06°54'12"W
 CL=109.99'

NOTES:

- All bearings and coordinates are based on the Texas State Plane Coordinate System NAD 83 (2011) North Central Zone (4202). Ref Stations: ZFW1 & TXCO
- All distances shown are surface valves and may be converted to grid by dividing by the conversion factor for Dallas County of 1.000136506



Sheet 5 of 5



LEGEND

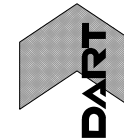
- RSW RAIL ROAD SWITCH
- FH FIRE HYDRANT
- MH MANHOLE
- SIGN
- LP UTILITY POLE
- LIGHT POLE
- EXISTING RIGHT-OF-WAY
- PROPERTY LINE
- PROPOSED EASEMENT LINE

- O.P.R.C.C.T. OFFICIAL PUBLIC RECORDS, COLLIN COUNTY, TEXAS
- P.R.C.C.T. PLAT RECORDS, COLLIN COUNTY, TEXAS
- D.R.C.C.T. DEED RECORDS, COLLIN COUNTY, TEXAS
- (CM) CONTROLLING MONUMENT
- 5/8 INCH DIAMETER IRON ROD WITH YELLOW PLASTIC CAP
- STAMPED "ARS ENGINEERS" SET
- FOUND IRON ROD OR MONUMENT AS NOTED

Exhibit 1
 COTTON BELT REGIONAL RAIL SYSTEM
 A 263 SQUARE FOOT (0.0060 ACRES)
 DRAINAGE EASEMENT DE3-008
 TO BE ACQUIRED FROM
 SHUFFLER ENTERPRISES, LLC

SCALE	1" = 100'
DRAWN	CWALL WORK
DESIGNED	DDAVISON
CHECKED	RPENA
IN CHARGE	DDAVISON
DATE	12/21/20

DART PROJECT



©DART, all rights reserved, 1987-2019

ARS
Engineers, Inc.
 72801 N. Central Expressway, Suite 1250
 Dallas, Texas 75243
 (214) 739-3152 Fax (214) 739-3169
 Engineering Firm #P-819 Surveying Firm #101319-00

CONTRACT 14806367
 DWG No. RP3-2001



Agenda Report

Committee-of-the-Whole
Board Meeting

Attachment: 1. Location Maps	Voting Requirements: Majority
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DATE: August 10, 2021

SUBJECT: Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB1-014B Located in the City of Coppell, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings, if Necessary

RECOMMENDATION

Approval of a resolution: 1) declaring public necessity, establishing just compensation, and authorizing the acquisition of Parcel CB1-014B located in Coppell, Texas, for the new Silver Line Regional Rail Corridor Project; and 2) authorizing eminent domain proceedings, if necessary.

FINANCIAL CONSIDERATIONS

- This real estate acquisition is included in the Silver Line project budget of the approved FY 2021 Capital Budget.
- Sufficient funding of this real estate acquisition is included in both the Silver Line project budget and the Commuter Rail and Railroad Management line item of the FY 2021 Twenty-Year Financial Plan.
- Acquisition of this parcel is financed by the Federal Railroad Administration (FRA) Railroad Rehabilitation and Improvement Financing (RRIF) loan program or DART-issued debt.

BUSINESS PURPOSE

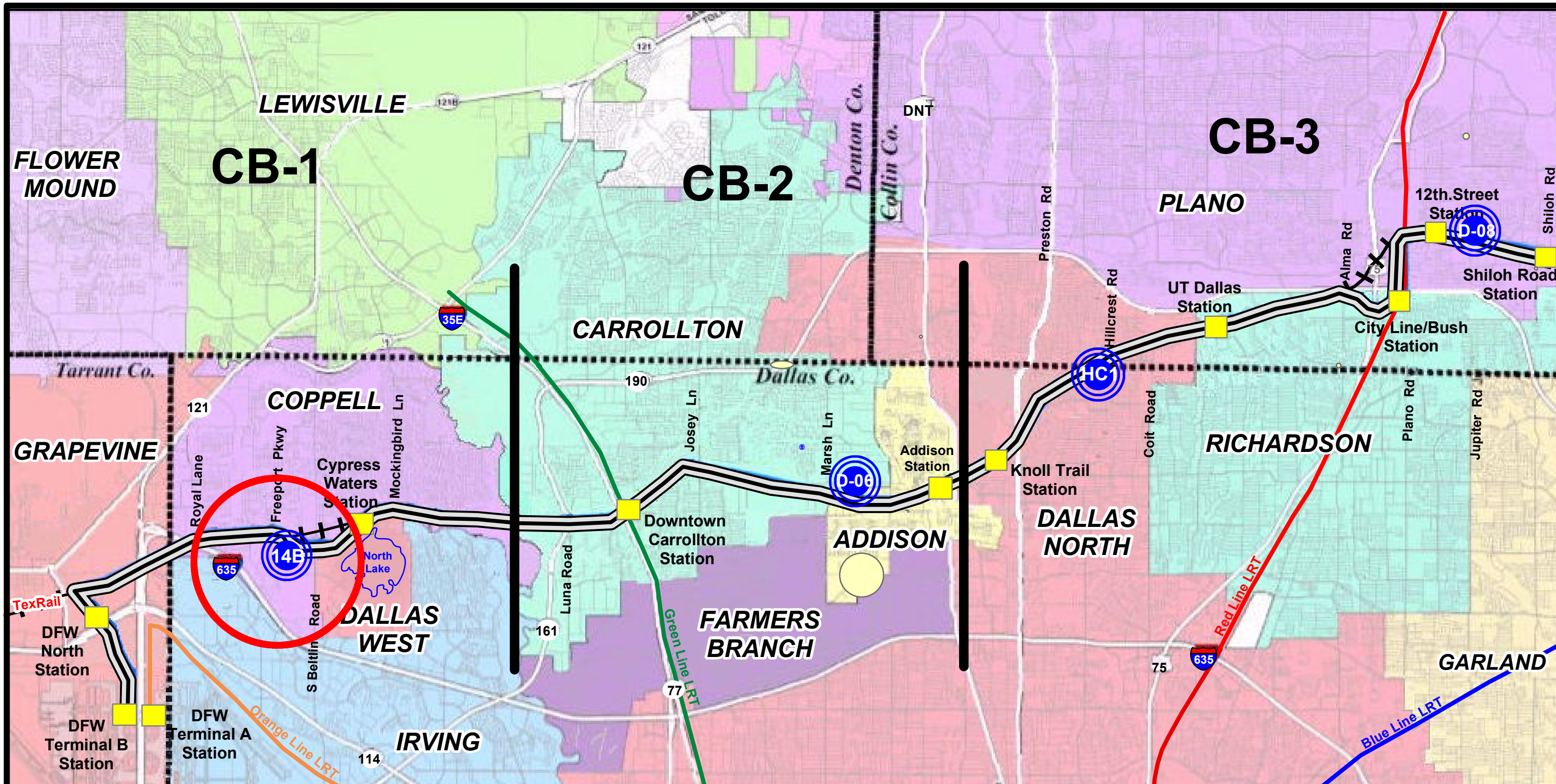
- The parcel illustrated in Attachment 1, and fully described in Exhibit 1 of the resolution, was anticipated and has been identified in the 10% Final Environmental Impact Statement (FEIS) design as necessary for the construction of the Silver Line Regional Rail Project.
- Approval of this real estate transaction will help achieve Board Strategic Priority 5: Enhance DART’s role as a recognized local, regional and national transportation leader.
- The Board has been provided a confidential packet under separate cover outlining the details of the proposed transaction.
- Deliberation of a possible purchase, lease, or value of the identified parcels of land in an open meeting would have a detrimental effect on the position of DART’s negotiations with third parties.

APPRAISAL INFORMATION




- An appraisal has been prepared by a Texas State Certified Real Estate Appraiser and reviewed by a Texas State Certified Real Estate Appraiser.

LEGAL CONSIDERATIONS

- Section 452.054 of the Texas Transportation Code grants Dallas Area Rapid Transit (DART) authority to acquire real property.
- Section 452.058 of the Texas Transportation Code grants DART the authority to acquire real property by eminent domain.



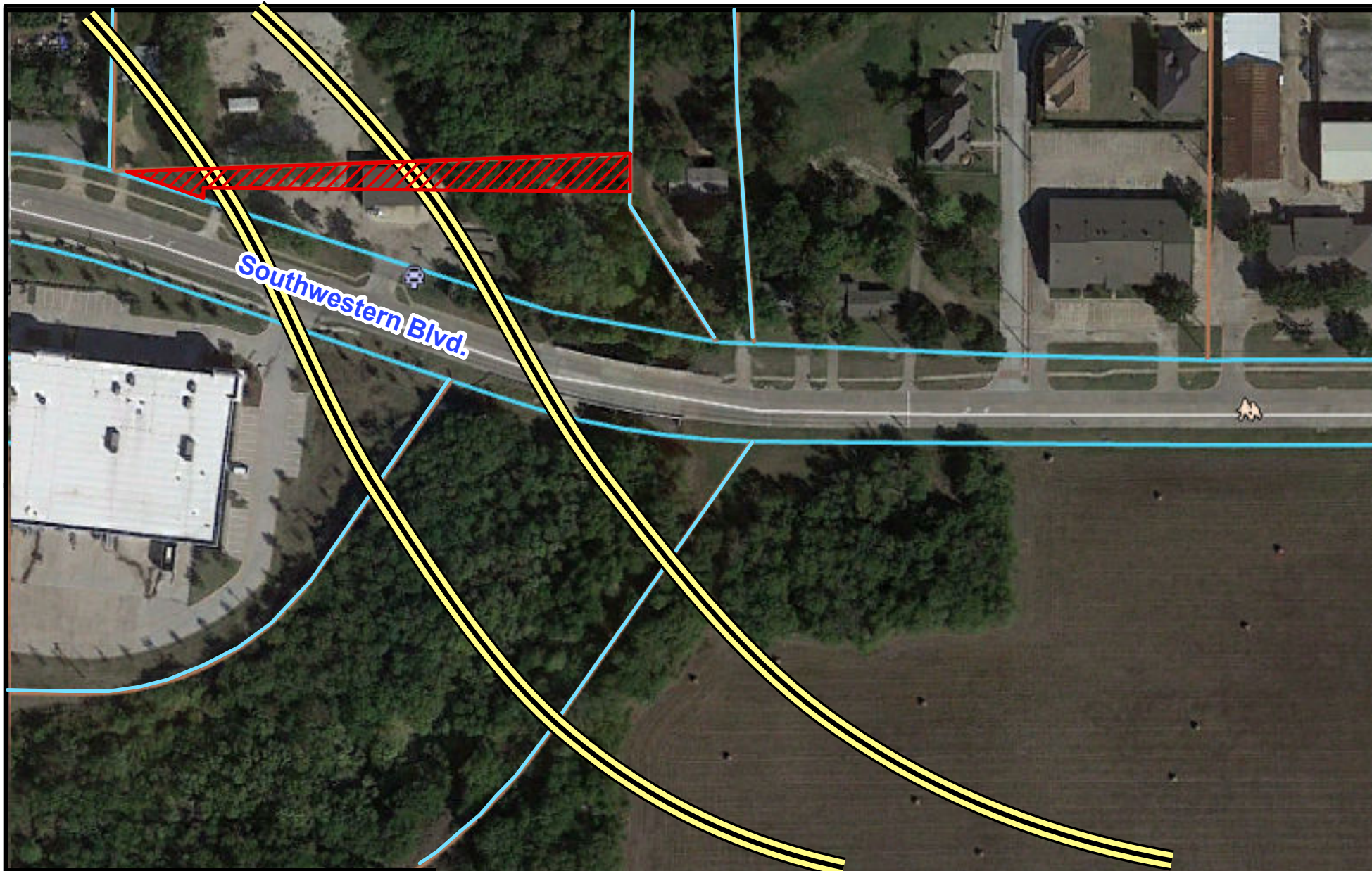
Legend

-  Silver Line Corridor
-  Parcel Locations
-  Station Locations




DALLAS AREA RAPID TRANSIT
SILVER LINE REGIONAL RAIL CORRIDOR

N



Legend

-  Silver Line Corridor
-  Area To Be Acquired - CB1-14B
-  Property Boundaries

DALLAS AREA RAPID TRANSIT

Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcels CB1-14B in the City of Coppell, Texas for the Silver Line Regional Rail Project and Authorize Eminent Domain Proceedings, if necessary.



DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB1-014B Located in the City of Coppell, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings, if Necessary

WHEREAS, Dallas Area Rapid Transit (DART) was created to provide a regional public transportation system, and the acquisition of real property and the planning, design, engineering, and construction of improvements thereon are functions fundamental to the provision of a public transportation system; and

WHEREAS, the parcel described in Exhibit 1 is required for the construction of the Silver Line Regional Rail project; and

WHEREAS, after careful review of this parcel and the recommendation of the President & Chief Executive Officer, the Board desires to declare the acquisition of this parcel a public necessity, to approve the offer of just compensation for this parcel, and to authorize the President & Chief Executive Officer or her designee to proceed with the negotiation and purchase of this parcel, and if necessary, the acquisition of this parcel through eminent domain; and

WHEREAS, funding for this real estate acquisition is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that there is a public necessity for the acquisition of Parcel CB1-014 described in Exhibit 1. This property is necessary and proper for construction of the Silver Line Regional Rail Project and for any other use authorized by Chapter 452 of the Texas Transportation Code, and such use is hereby declared to be a public use for a public purpose. The amount to be paid represents just compensation for this parcel required for the Silver Line Regional Rail Project as determined by a Texas State Certified Real Estate Appraiser and reviewed by Texas State Certified Real Estate Appraiser. In the event the property owner accepts the payment of just compensation, the President & Chief Executive Officer or her designee is hereby authorized to execute all necessary legal instruments and to pay necessary relocation expenses, title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of the property. Should the property owner decline the payment of just compensation, then the President & Chief Executive Officer or her designee is hereby authorized and directed to negotiate the purchase of such parcel in accordance with DART's Real Estate Policy. If the President & Chief Executive Officer or her designee is unable to negotiate the purchase of this parcel for just compensation, the General Counsel is hereby authorized and directed to initiate and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project. DART shall not exercise its power of eminent domain for the acquisition of the parcel described in Exhibit 1 without approval of such acquisition by the City Council of the City of Coppell for CB1-014B. DART's exercise of the power of eminent domain in acquiring the herein described parcel will not unduly impair the then existing neighborhood character of property surrounding or adjacent to the property to be condemned, nor unduly interfere with interstate commerce, nor authorize DART to run its vehicles on railroad tracks which are used to transport property.

Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB1-014B Located in the City of Coppell, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings, if Necessary

Prepared by: /s/ David Ehrlicher *

David Ehrlicher
Interim Vice President
Capital Design & Construction

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee *

Nadine S. Lee
President & Chief Executive Officer

* Reviewed and approved, but not signed due to COVID-19 Coronavirus Pandemic

**Field Notes Describing a 11,053 Square Foot (0.2537 Acres)
Parcel CB1-014B**

Exhibit 1

BEING a 11,053 square feet or 0.2537 acre tract of land situated in the James A. Simmons Survey Abstract No. 1296, City of Coppell, Dallas County, Texas, said 11,053 square feet of land being a portion of the apparent abandoned right-of-way of Old Coppell Road, being a public right-of-way of unknown width as shown on Dallas County Plat Books, Abstract No. 1296, Sheet 1. Said right-of-way is no longer in public use and record of official abandonment not found, said 11,053 square feet of land being more particularly described by metes and bounds as follows;

COMMENCING at a 5/8 inch iron rod with a cap stamped "JDJR 4184" found (controlling monument) at the most westerly southwest property corner of a called 3.729 acre tract conveyed to Amado Soto and Flora Soto, by deed thereof filed for record Volume 81147, Page 2027, D.R.D.C.T., same being the southeast property corner of a called 1.298 acre tract conveyed to Hummingbird Flight, LLC, by deed thereof filed for record in Instrument Number 201600007206, Official Public Records, Dallas County, Texas (O.P.R.D.C.T.), said commencing point being on the north right-of-way line of Southwestern Boulevard (being a variable width public right-of-way) from which a 3/8 inch iron rod in concrete found (controlling monument) at the most westerly northwest property corner of the said 3.729 acre tract, same being the northeast property corner of the said 1.298 acre tract, and further being on the southerly right-of-way line of a tract of land conveyed to Dallas Area Rapid Transit, by deed thereof filed for record in Volume 91008, Page 1341, D.R.D.C.T., bears North 00°41'45" West, 232.94 feet, said commencing point also being at the beginning of a non-tangent curve to the right having a radius of 488.40 feet;

THENCE along the southwest property line of the said 3.729 acre tract, along the said north right-of-way line, with said curve to the right, through a central angle of 2°05'03", an arc length of 17.77 feet, and across a chord which bears South 73°16'25" East, a chord length of 17.77 feet to a 5/8 inch iron rod with a cap stamped "SPOONER 5922" set at the **POINT OF BEGINNING** of the herein described tract of land, said beginning point being at the most southerly southwest property corner of the said 3.729 acre tract;

THENCE North 87°21'24" East, departing the said north right-of-way line and along the south property line of the said 3.729 acre tract, 530.82 feet to a 1 inch iron pipe in concrete found at the southeast property corner of the said 3.729 acre tract, said iron pipe found also being on the west property line of a called 1.321 acre tract conveyed to Daniel C. Soto, by deed thereof filed for record in Volume 200043, Page 7002, O.P.R.T.C.T.;

THENCE South 00°36'54" East, along the said west property line of the 1.321 acre tract, 32.50 feet to a 5/8 inch iron rod with a cap stamped "SPOONER 5922" set at the most northerly northeast property corner of a 0.954 acre tract of land that Amado Soto conveyed to the Amado Soto's Enterprises, Inc., by Warranty Deed, as recorded in Volume 94221, Page 2030, filed November 15, 1994, Deed Records, Dallas County, Texas (D.R.D.C.T.);

THENCE North 89°50'54" West, departing the said west property line and along the north property line of the said 0.954 acre tract, 416.27 feet to a 5/8 inch iron rod with a cap stamped "SPOONER 5922" set at the northwest property corner of the said 0.954 acre tract;

THENCE South 01°23'50" West, along the west property line of the said 0.954 acre tract, 18.44 feet to a 5/8 inch iron rod with a cap stamped "SPOONER 5922" set at the southwest property corner of the said 0.954 acre tract, said capped iron rod set also being on the said north right-of-way line of Southwestern Boulevard;

THENCE North 77°27'05" West, along the said right-of-way line, 116.67 feet to the **POINT OF BEGINNING**, containing 11,053 square feet or 0.2537 acres of land.

NOTE: All bearings and coordinates are based on the Texas State Plane Coordinate System, NAD-83 (2011), North Central Zone (4202). The horizontal datum derived from the 2019 NAD-83 Published (CORS) Stations ZFW1 and TXCO. All distances shown are surface values and may be converted to grid by dividing by the conversion factor for Dallas County of 1.000136506.



6/7/21

Surveyors Name: Eric S. Spooner
Registered Professional Land Surveyor, Texas No. 5922
Spooner and Associates, Inc.
Texas Board of Professional Land Surveying No. 10054900



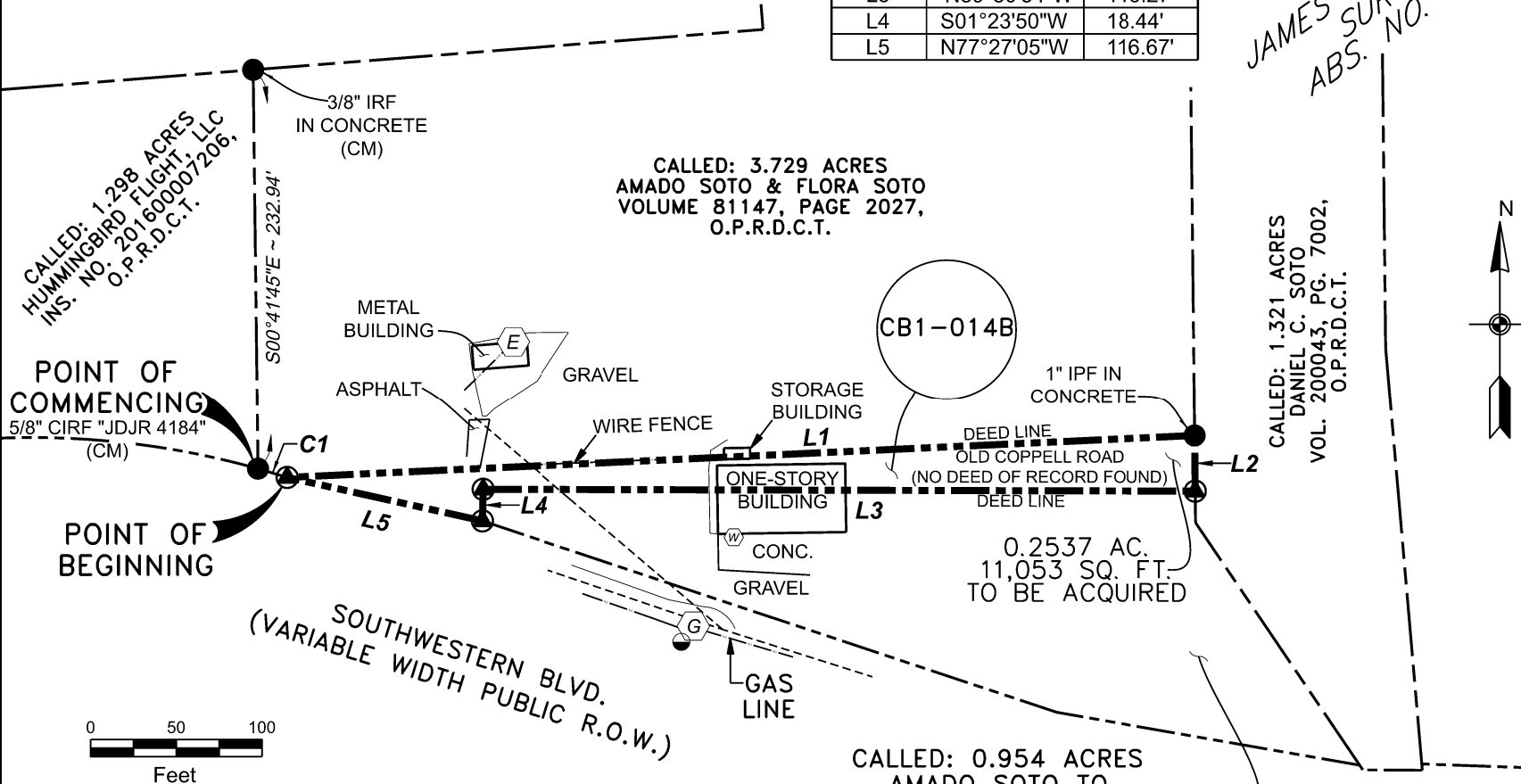
CURVE TABLE					
CURVE #	RADIUS	DELTA	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	488.40'	2°05'03"	17.77'	S73°16'25"E	17.77'

LINE TABLE		
LINE #	BEARING	LENGTH
L1	N87°21'24"E	530.82'
L2	S00°36'54"E	32.50'
L3	N89°50'54"W	416.27'
L4	S01°23'50"W	18.44'
L5	N77°27'05"W	116.67'

Exhibit 1

*JAMES A. SIMMONS
SURVEY
ABS. NO. 1296*

Sheet 3 of 3



LEGEND

- RIGHT OF WAY TO BE ACQUIRED
- O.P.R.D.C.T. OFFICIAL PUBLIC RECORDS, DALLAS COUNTY, TEXAS
- D.R.D.C.T. DEED RECORDS, DALLAS COUNTY, TEXAS
- (CM) CONTROLLING MONUMENT
- 5/8 INCH IRON ROD WITH A CAP
- STAMPED "SPOONER 5922" SET
- FOUND IRON ROD
- WATER METER
- OVERHEAD UTILITY
- ELECTRIC METER
- GAS METER
- CLEAN OUT

CALLLED: 0.954 ACRES
AMADO SOTO TO
AMADO SOTO'S ENTERPRISES, INC.
VOLUME 94221, PAGE 2030,
FILED NOVEMBER 15, 1994
O.P.R.D.C.T.

NOTES:

- All bearing and coordinates as based on the Texas State Plane Coordinate System NAD 83 (2011) North Central Zone (4202). The horizontal datum derived from the 2019 NAD 83 Published (CORS) Stations ZFW1 and TXCO.
- All distances shown are surface values and may be converted to grid by dividing by the conversion factor for Dallas County of 1.000136506
- This survey was performed without the benefit of a title commitment.
- Easements were not researched by the surveyor.

COTTON BELT REGIONAL RAIL SYSTEM
PARCEL CB1-014B
A 11,053 SQUARE FOOT (0.2537 ACRE)
PARCEL TO BE ACQUIRED
OLD COPPELL ROAD

SCALE 1"=100'
DRAWN RÖsment
DESIGNED Jacobs
CHECKED ESpooher
IN CHARGE Jacobs
DATE 05-26-2021

DART PROJECT

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SPOONER & ASSOCIATES
REGISTERED PROFESSIONAL LAND SURVEYORS
OVER 25 YEARS OF SERVICE
308 BYERS STREET, SUITE 100, EULESS, TEXAS 76039
(817) 666-9448 WWW.SPOONERANDASSOCIATES.COM
TEPLS FIRM NO. 10058600

CONTRACT C-2033270-01
DWG No. 19054-CB1-014B.dgn



Agenda Report

Committee-of-the-Whole
Board Meeting

Attachment: 1. Location Maps	Voting Requirements: Majority
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DATE: August 10, 2021

SUBJECT: Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB2-036 Located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for This Parcel, if Necessary

RECOMMENDATION

Approval of a resolution: 1) declaring public necessity, establishing just compensation, and authorizing the acquisition of Parcel CB2-036, located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project; and 2) authorizing eminent domain proceedings for this parcel, if necessary.

FINANCIAL CONSIDERATIONS

- Funding for this real estate acquisition is included in the Silver Line project budget of the approved FY 2021 Capital Budget.
- Sufficient funding for this real estate acquisition is included in both the Silver Line project budget and the Commuter Rail and Railroad Management line item of the FY 2021 Twenty-Year Financial Plan.
- Acquisition of this parcel is financed by the Federal Railroad Administration (FRA) Railroad Rehabilitation and Improvement Financing (RRIF) loan program or DART-issued debt.

BUSINESS PURPOSE

- Parcel CB2-036, illustrated in Attachment 1, and fully described in Exhibit 1 of the resolution, was not anticipated nor identified in the original 10% Final Environmental Impact Statement (FEIS) design. The parcel was identified in design progression due to the revised alignment eliminating 29 parking spaces constructed by the Switchyard Apartment Complex for their parking use. Parcel CB2-036 is being acquired because it is contiguous to the Switchyard Apartments and the replacement parking could be accessed directly from the current apartment parking areas.
- Approval of this real estate transaction will help achieve Board Strategic Priority 5: Enhance DART’s role as a recognized local, regional and national transportation leader.
- The Board has been provided a confidential packet under separate cover outlining the details of the proposed transaction.

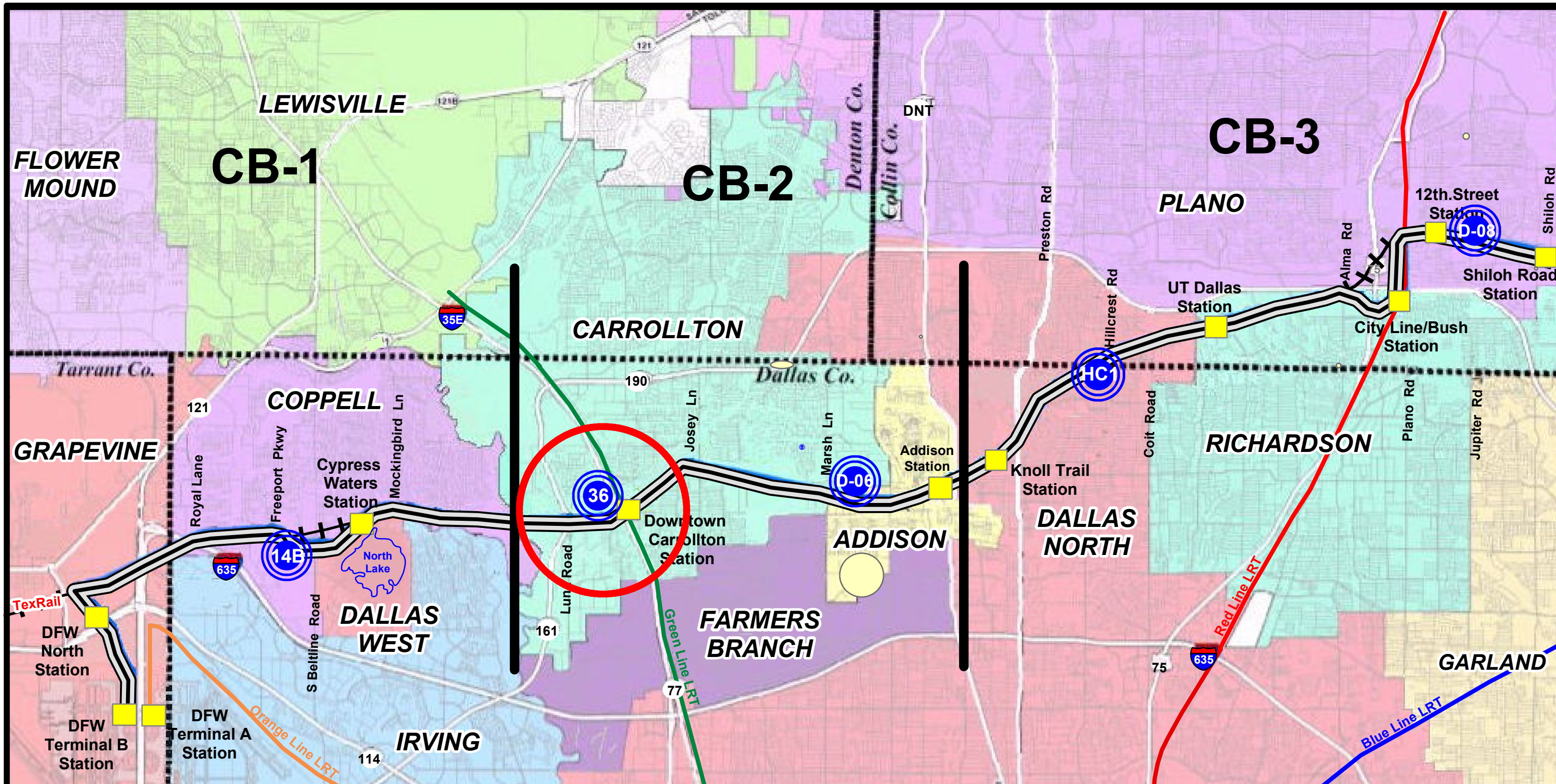
- Deliberation of a possible purchase, lease, or value of the identified parcels of land in an open meeting would have a detrimental effect on the position of DART's negotiations with third parties.

APPRAISAL INFORMATION




- An appraisal has been prepared by a Texas State Certified Real Estate Appraiser and reviewed by a Texas State Certified Real Estate Appraiser.

LEGAL CONSIDERATIONS

- Section 452.054 of the Texas Transportation Code grants Dallas Area Rapid Transit (DART) authority to acquire real property.
- Section 452.058 of the Texas Transportation Code grants DART the authority to acquire real property by eminent domain.



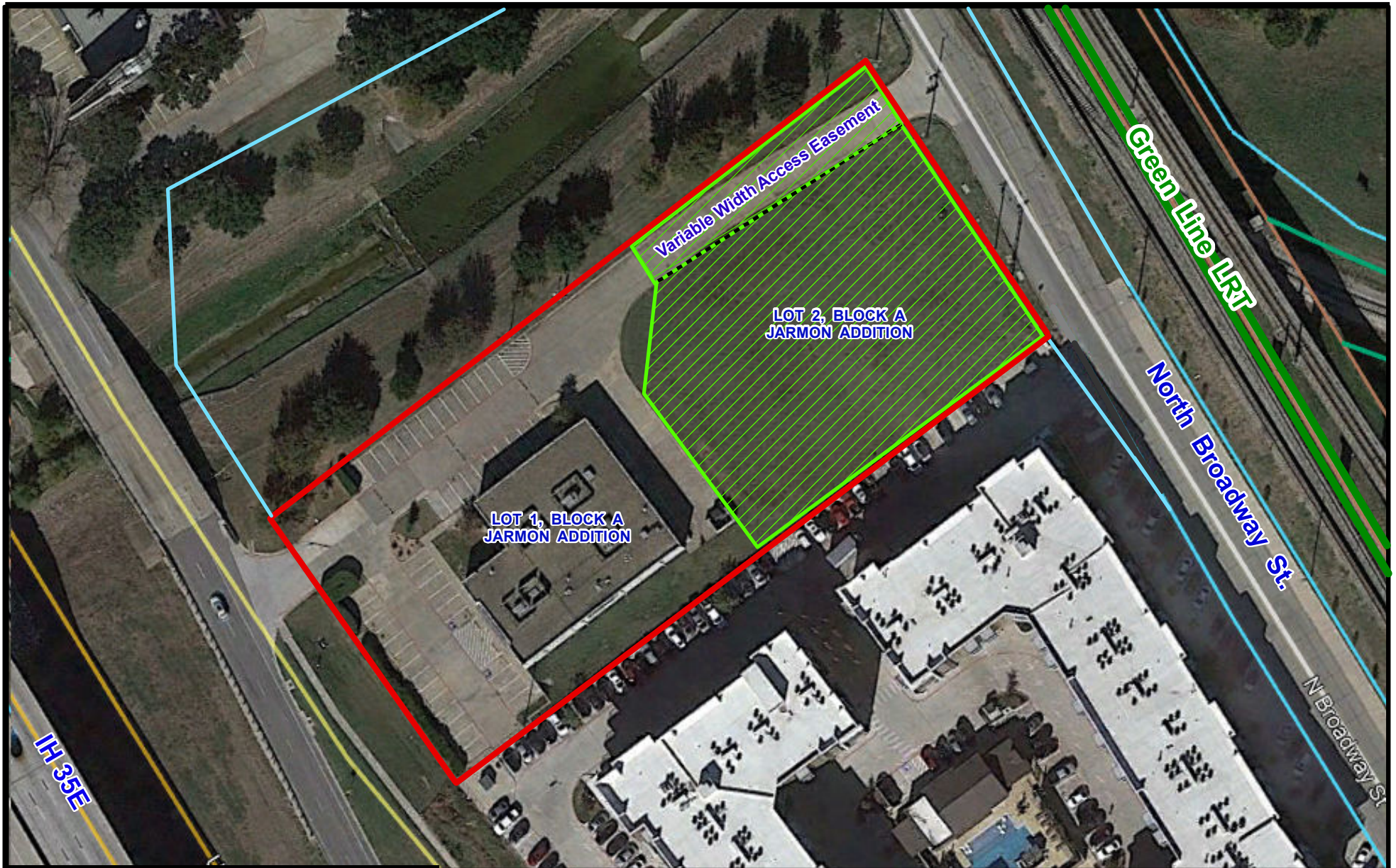
Legend

-  Silver Line Corridor
-  Parcel Locations
-  Station Locations




DALLAS AREA RAPID TRANSIT
SILVER LINE REGIONAL RAIL CORRIDOR

N



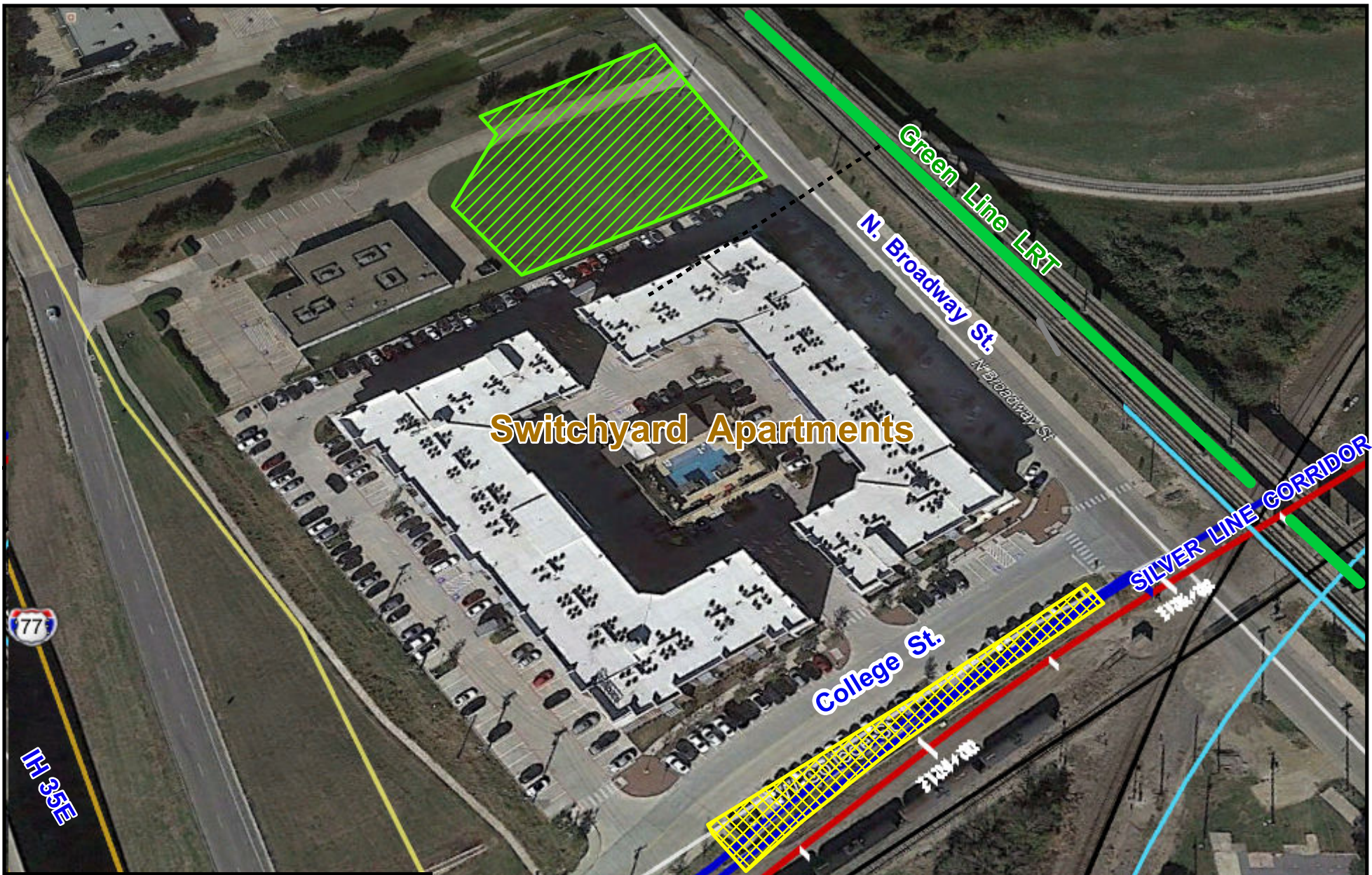
Legend

-  Whole Property
-  Area To Be Acquired - CB2-036 (Lot 2, Block A Jarmon Addition)
-  Property Boundaries

DALLAS AREA RAPID TRANSIT

Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcels CB2-036 in the City of Carrollton, Texas for the Silver Line Regional Rail Project and Authorize Eminent Domain Proceedings, if necessary.






Legend

-  Property for Replacement Parking Spaces
-  29 College St. Parking Spaces Lost to Switchyard Apts.

DALLAS AREA RAPID TRANSIT

Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcels CB2-036 in the City of Carrollton, Texas for the Silver Line Regional Rail Project and Authorize Eminent Domain Proceedings, if necessary.

0 320 640 1,280 1,920 2,560 Meters



DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB2-036 Located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for This Parcel, if Necessary

WHEREAS, Dallas Area Rapid Transit (DART) was created to provide a regional public transportation system, and the acquisition of real property and the planning, design, engineering, and construction of improvements thereon are functions fundamental to the provision of a public transportation system; and

WHEREAS, the parcel described in Exhibit 1 is required for the construction of the Silver Line Regional Rail project; and

WHEREAS, after careful review of this parcel and the recommendation of the President & Chief Executive Officer, the Board desires to declare the acquisition of this parcel a public necessity, to approve the offer of just compensation for this parcel, and to authorize the President & Chief Executive Officer or her designee to proceed with the negotiation and purchase of this parcel, and if necessary, the acquisition of this parcel through eminent domain; and

WHEREAS, funding for this real estate acquisition is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that there is a public necessity for the acquisition of Parcel CB2-036 described in Exhibit 1. This property is necessary and proper for construction of the Silver Line Regional Rail Project and for any other use authorized by Chapter 452 of the Texas Transportation Code, and such use is hereby declared to be a public use for a public purpose. The amount to be paid represents just compensation for this parcel required for the Silver Line Regional Rail Project as determined by a Texas State Certified Real Estate Appraiser and reviewed by a Texas State Certified Real Estate Appraiser. In the event the property owner accepts the payment of just compensation, the President & Chief Executive Officer or her designee is hereby authorized to execute all necessary legal instruments and to pay necessary relocation expenses, title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of the property. Should the property owner decline the payment of just compensation, then the President & Chief Executive Officer or her designee is hereby authorized and directed to negotiate the purchase of such parcel in accordance with DART's Real Estate Policy. If the President & Chief Executive Officer or her designee is unable to negotiate the purchase of this parcel for just compensation, the General Counsel is hereby authorized and directed to initiate and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project. DART shall not exercise its power of eminent domain for the acquisition of the parcel described in Exhibit 1 without approval of such acquisition by the City Council of the City of Carrollton for CB2-036. DART's exercise of the power of eminent domain in acquiring the herein described parcel will not unduly impair the then existing neighborhood character of property surrounding or adjacent to the property to be condemned, nor unduly interfere with interstate commerce, nor

authorize DART to run its vehicles on railroad tracks which are used to transport property.

Approval to Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB2-036 Located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for This Parcel, if Necessary

Prepared by: /s/ David Ehrlicher *

David Ehrlicher
Interim Vice President
Capital Design & Construction

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee *

Nadine S. Lee
President & Chief Executive Officer

* Reviewed and approved, but not signed due to COVID-19 Coronavirus Pandemic

**Field Notes Describing a 42,892 Square Foot (0.9847 Acre)
Parcel CB2-036**

Being a 42,892 Square Foot (0.9847 Acre) tract of land out of the Martha P Green Survey, Abstract Number 519, City of Carrollton, Dallas County, Texas, and being a part of a tract of land that NTW Incorporated conveyed to Realty Income Texas Properties, L.P. by Special Warranty Deed, as recorded in Volume 2003256, Page 11857, filed on December 30, 2003, in Deed Records, Dallas County, Texas, and being all of Lot 2, Block A, Jarmon Addition, an addition to the City of Carrollton as recorded in Volume 92068, Page 2750, Map Records, Dallas County, Texas, and being more particularly described as follows:

BEGINNING at a 1/2-inch iron rod with yellow cap stamped "WEIR & ASSOC INC" found (Controlling Monument) for the southeast corner of said Lot 2, Block A, and being the northeast corner of Lot 1, Block 1, Carrollton Crossing, an addition the City of Carrollton as recorded in Document Number 20080077005, Map Records, Dallas County, Texas, and also being the west right-of-way line of North Broadway Street, a variable width right-of-way as shown in said Jarmon Addition and Carrollton Crossing, from which a MAG Nail found bears North 52° 52' 13" East, a distance of 15.05 feet;

THENCE, departing said west right-of-way line, South 52° 52' 13" West, coincident with the common line of said Lot 2, Block A and Lot 1, Block 1 a distance of 217.59 feet to a 5/8-inch iron rod with yellow plastic cap stamped "JACOBS" set for the southwest corner of said Lot 2, Block A and being the southeast corner of Lot 1, Block A of said Jarmon Addition, from which a 1/2-inch iron rod with yellow cap stamped "WEIR & ASSOC INC" found (Controlling Monument) bears South 52° 52' 13" West, a distance of 235.40 feet;

THENCE, departing said common line, coincident with the common line of said Lot 2, Block A and Lot 1, Block A, and over and across aforesaid Realty Income Texas Properties, L.P. tract the following three (3) courses and distances;

North 37° 07' 47" West, a distance of 129.75 feet to a 5/8-inch iron rod with yellow cap stamped "THE WALLACE GROUP" found for corner;

North 19° 10' 49" East, a distance of 72.11 feet to a 5/8-inch iron rod with yellow cap stamped "THE WALLACE GROUP" found for corner;

North 37° 07' 47" West, a distance of 30.00 feet to a 5/8-inch iron rod with yellow cap stamped "THE WALLACE GROUP" found for the northwest corner of said Lot 2, Block A and the northeast corner of said Lot 1, Block A, and being the south line of the Hutton Branch Channel as recorded in Dallas County Plat Books, Abstract Number 519, Patent Number 560, Volume 12;

THENCE, North 52° 52' 13" East, coincided with the common line of said Hutton Branch Channel, and aforesaid Jarmon Addition a distance of 181.89 feet to a 1/2-inch iron rod with yellow cap stamped "TX REG NO 100189-00" found for the northeast corner of said Lot 2, Block A, and returning to aforesaid west right-of-way line North Broadway Street;

**Field Notes Describing a 42,892 Square Foot (0.9847 Acre)
Parcel CB2-036**

THENCE, departing said common line, South 30° 11' 41" East, along the common line of said Lot 2, Block A, and west right-of-way line of North Broadway Street, a distance of 201.22 feet to the **POINT OF BEGINNING** and containing 42,892 square feet or 0.9847 acres of land.

BASIS OF BEARINGS: grid north, Texas coordinate system, north central zone (4202), nad83 (nad83 (2011 adjustment) epoch 2010), determined by GPS observations, calculated from Dallas CORS ARP (pid-df8984), Denton CORS ARP (pid-df8986), Fort Worth WAAS 1 CORS ARP (pid-df4385), and Saginaw cors arp (pid-dh7149). All distances shown are surface values and may be converted to grid by dividing the conversion factor for Dallas County of 1.000136506.

I hereby certify that this description and accompanying plat represent the results of a survey made on the ground July 16, 2021.

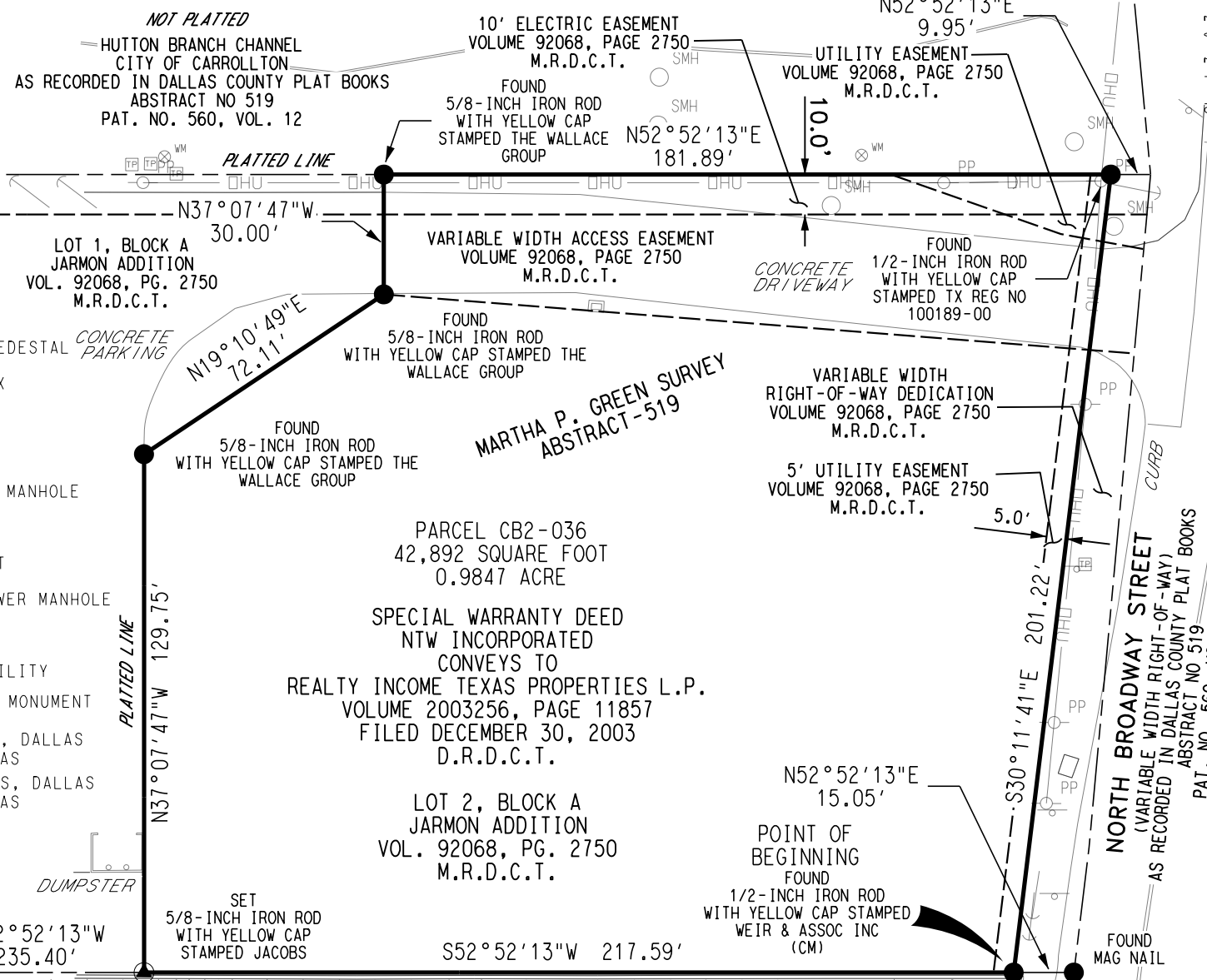
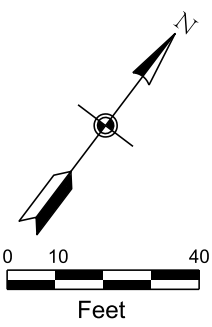
Paul Daniel, R.P.L.S.
Registered Professional Land Surveyor
Texas Registration No. 6534

July 22, 2021

Jacobs

777 Main Street
Fort Worth, Texas 76102
Phone (817)-735-6000
Fax (817)-735-6148
TBPLS Firm # 10194664





- LEGEND**
- TELEPHONE PEDESTAL
 - ELECTRIC BOX
 - GUY WIRE
 - POWER POLE
 - STORM DRAIN MANHOLE
 - WATER METER
 - FIRE HYDRANT
 - SANITARY SEWER MANHOLE
 - SIGN
 - OVERHEAD UTILITY
 - CONTROLLING MONUMENT

M.R.D.C.T. MAP RECORDS, DALLAS COUNTY, TEXAS
 D.R.D.C.T. DEED RECORDS, DALLAS COUNTY, TEXAS

FOUND 1/2-INCH IRON ROD WITH YELLOW CAP STAMPED WEIR & ASSOC INC (CM)



Paul Daniel
 7/22/21
 PAUL DANIEL
 REGISTERED PROFESSIONAL
 LAND SURVEYOR
 TEXAS NO. 6534

NOTES:
 1. BEARING BASIS BEING GRID NORTH, TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD83 (NAD83 (2011 ADJUSTMENT) EPOCH 2010), DETERMINED BY GPS OBSERVATIONS, CALCULATED FROM DALLAS CORS ARP (PID-DF8984), DENTON CORS ARP (PID-DF8986), FORT WORTH WAAS 1 CORS ARP (PID-DF4385), AND SAGINAW CORS ARP (PID-DH7149).
 2. ALL DISTANCES SHOWN ARE SURFACE VALUES AND MAY BE CONVERTED TO GRID BY DIVIDING BY THE CONVERSION FACTOR FOR DALLAS COUNTY OF 1.000136506

PARCEL CB2-036
 42,892 SQUARE FOOT
 0.9847 ACRE
 SPECIAL WARRANTY DEED
 NTV INCORPORATED
 CONVEYS TO
 REALTY INCOME TEXAS PROPERTIES L.P.
 VOLUME 2003256, PAGE 11857
 FILED DECEMBER 30, 2003
 D.R.D.C.T.

LOT 2, BLOCK A
 JARMON ADDITION
 VOL. 92068, PG. 2750
 M.R.D.C.T.

LOT 1, BLOCK 1
 CARROLLTON CROSSING
 DOC. NO. 20080077005
 M.R.D.C.T.

15' UTILITY EASEMENT
 DOC. NO. 20080077005
 M.R.D.C.T.

VARIABLE WIDTH
 RIGHT-OF-WAY DEDICATION
 DOC. NO. 20080077005
 M.R.D.C.T.

Attachment 1

COTTON BELT REGIONAL RAIL SYSTEM
 PARCEL CB2-036
 A 42,892 SQUARE FOOT (0.9847 ACRE)
 PARCEL TO BE ACQUIRED FROM
 REALTY INCOME TEXAS PROPERTIES, L.P.

SCALE	1" = 40'
DRAWN	APitchford
DESIGNED	PDaniel
CHECKED	PDaniel
IN CHARGE	PDaniel
DATE	07-20-2021

CONTRACT C-2033270-01

DART PROJECT

DART

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Jacobs
 777 Main Street
 Fort Worth, Texas 76102
 Phone: (817) 222-8513
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Agenda Report

Committee-of-the-Whole
Board Meeting

Voting Requirements: Majority
--

DATE: August 10, 2021

SUBJECT: Approval of FY 2022 Annual Budget for the Dallas Area Rapid Transit Mobility Service, LGC

RECOMMENDATION

Approval of a resolution: 1) approving the Fiscal Year (FY) 2022 Annual Budget for the Dallas Area Rapid Transit Mobility Service, LGC (the “LGC”), as shown in Exhibit 1 to the Resolution; and 2) providing that the Toyota grant funds for non-service area municipalities of Collin County will only be used after all other sources of funds to offset LGC expenses.

FINANCIAL CONSIDERATIONS

- Section 4.01 of the LGC Bylaws states that the LGC Board shall adopt a proposed budget of expected revenues and proposed expenditures for the next fiscal year and forward to the DART Board of Directors for approval.
- The approved budget projects net positive revenue from each program in FY 2022.

BUSINESS PURPOSE

- Approval of this resolution will assist DART in achieving Board Strategic Priority 3: Innovate to enhance mobility options, business processes and funding; and Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader.
- On July 6, 2021 (LGC Board Resolution No. LGC210003), the DART Mobility Service, LGC approved FY 2022 Annual Budget and authorized that the budget be forwarded to the DART Board for approval.
- The LGC Board was informed that a new on demand service proposal is under discussion with the Denton County Transit Authority (DCTA) and the McKinney Urban Transit District (MUTD) during the month of July. It is anticipated that the LGC and the Board will consider this service proposal in August and September of 2021. If ultimately approved by all three Boards of Directors, the LGC Budget for FY 2022 will be amended.
- The budget approved by the LGC Board includes the revenues and expenses for a Rider Assistance Program for the municipalities of Allen, Fairview and Wylie. The Rider Assistance Program Interlocal Agreement for each municipality continues through September 30, 2022.
- The budget approved also includes the expenses and revenues for on demand services provided to the Inland Port Transportation Management Association for FY 2022.

- Each program projects net positive revenue to the LGC and DART in FY 2022.

LEGAL CONSIDERATIONS

Section 4.01 of the LGC Bylaws states that the LGC Board shall adopt a proposed budget of expected revenues and proposed expenditures for the next fiscal year and forward to the DART Board for approval.

DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

**Approval of FY 2022 Annual Budget for the Dallas Area Rapid Transit Mobility Service,
LGC**

WHEREAS, Section 4.01 of the Dallas Area Rapid Transit Mobility Service, LGC (the “LGC”) Bylaws provides that the LGC Board of Directors shall adopt a proposed budget of expected revenues and proposed expenditures for the next ensuing fiscal year and forward the budget to the Dallas Area Rapid Transit Board of Directors for approval; and

WHEREAS, on July 6, 2021 (LGC Board Resolution No. LGC210003), the DART Mobility Service, LGC Board approved FY 2022 Annual Budget and authorized that the budget be forwarded to the DART Board for approval; and

WHEREAS, funding for the transportation services provided for in the agreements with the Inland Port Transportation Management Association and the cities in Collin County are within proposed FY 2022 Budget and proposed FY 2022 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

- Section 1: The Fiscal Year (FY) 2022 Annual Budget for the Dallas Area Rapid Transit Mobility Service, LGC, is approved as shown in Exhibit 1 to the Resolution.
- Section 2: The Toyota grant funds for non-service area municipalities of Collin County will only be used after all other sources of funds to offset LGC expenses.

Approval of FY 2022 Annual Budget for the Dallas Area Rapid Transit Mobility Service, LGC

Prepared by: /s/ Robert Smith *

Robert Smith
Interim Vice President
Service Planning and Scheduling

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee *

Nadine S. Lee
President & Chief Executive Officer

* Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic

DART Mobility Services, LGC
Budget Summaries - Collin County and Inland Port

Projected Revenues	FY22 Budget
Collin County	665,946
Inland Port TMA	455,000
<i>Total Revenues</i>	\$1,120,946

Projected Expenditures	
Collin County	146,623
Inland Port TMA	405,000
<i>Total Expenditures</i>	\$551,623
<i>Net Income (loss)</i>	569,323



Agenda Report

Committee-of-the-Whole

Attachment: 1. Final Bus Network Plan	Voting Requirements: Majority
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DATE: August 10, 2021

SUBJECT: Approval of Final Bus Network Plan and January 2022 Service Changes

RECOMMENDATION

Approval of a resolution: 1) adopting the Final Bus Network Plan; 2) authorizing the President & Chief Executive Officer or her designee to implement the proposed service modifications on January 24, 2022, as shown in Exhibit 1 to the Resolution; and 3) approving the Title VI assessment of the proposed service modifications, included as Exhibit 2 to the Resolution.

FINANCIAL CONSIDERATIONS

- Funding for the January 2022 service changes for the Final Bus Network Plan is included in the proposed FY 2022 operating budget.
- Sufficient funding for these changes is included in both the Bus Operations and Mobility Management Services departments' proposed FY 2022 Operating Expense budget and the Total Operating Expense line item of the proposed FY 2022 Twenty-Year Financial Plan.

BUSINESS PURPOSE

- Approval of this item will assist DART in achieving Board Strategic Priority 1: Enhance the safety and service experience through customer-focused initiatives; and Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.
- This item would approve the Final Bus Network Plan and associated service changes scheduled for implementation on January 24, 2022. The January changes are a complete restructuring of existing DART bus and GoLink services, with changes to almost every bus route in the system. In addition, light rail weekday peak service frequencies would be restored to pre-pandemic levels (every 15 minutes peak, every 20-30 minutes evening).
- On September 24, 2019 (Resolution No. 190118), the Board approved a contract with Jarrett Walker & Associates (JWA) consulting team to assist DART in redesigning its bus network to meet the community values and objectives for the future transit system. JWA has been the premier consultant in planning new bus networks, which have resulted in increased ridership during a time when ridership nationwide has been in decline.
- On September 22, 2020, staff presented a “hybrid” high ridership network which included expanded GoLink service and eleven (11) coverage-oriented routes. This network as drawn offered walk distance access to 73% of all DART Service Area residents. The number of routes offering high frequency was expected to range from 25% to 30% of all DART routes.

- On November 10, 2020 (Resolution No. 200125), the Board approved the hybrid concept and directed DART staff to develop a draft final bus network based upon the hybrid network concept with a ridership-coverage ratio between 75%-25% and 70%-30% and determined to maximize the most efficient approach and based upon the FY 2020 Budget for service level resources.
- On February 23, 2021, DART staff presented the Draft Final Bus Network Plan to the Board of Directors. That presentation described a new bus network, analysis of key impacts of the network, and the process of moving the network from draft Plan to potential implementation.
- On March 23, 2021, (Resolution No. 210033), the Board called a Public Hearing to solicit public input on the proposed January 2022 service changes.
- On June 8 and June 22, 2021, the Board conducted the Public Hearing on the proposed January 2022 service changes. DART received a total of 63 comments, including 39 comments submitted via email.
- The service changes proposed for January 2022 are designed to fully implement the Final Bus Network Plan.
- Proposed changes include complete replacement of the existing DART-funded fixed-route bus network (not including site-specific shuttles) with new routes from the Final Bus Network Plan. In addition, 13 new GoLink zones would be established, and many existing GoLink zones would be expanded. The final package includes a number of changes from the Draft Final Bus Network Plan (proposed earlier in the year) based upon customer and community input.
- Twenty-two (22) of the new routes would be designated under DART Service Standards as Core Frequent Routes. These routes match light rail levels of service, operating every 15 minutes in peak periods, every 20 minutes midday, never less than every 30 minutes, and between the hours of 4:00am and 1:00am.
- An additional group of routes have improved 15-minute peak service and 30-minute service at all other times. Overall, approximately 84% of the new network routes would have 40 minute or better Weekday midday service, versus 40% on the current network.
- All local bus routes would operate seven days per week, comprising 94% of the DART-funded bus network. Thirteen (13) GoLink zones would operate on Saturday and 6 zones would operate on Sunday; currently only 1 GoLink zone (Inland Port) operates on weekends.
- 99.8% of boardings in the pre-pandemic network (as of January 2020) would be with ½-mile of service on the new network. 98.2% of these boardings would be within ¼-mile of locations on the new network.
- Collectively, the new bus network would allow 74% of service area residents to have access to service within ½-mile Weekday midday, compared to 68% for the existing network. 71% of service area jobs would be located within ½-mile Weekday midday, compared to 66% for the existing network.
- With the revised network, the average resident of the DART Service Area would have access to 41,826 additional jobs within 60 minutes travel time, an increase of 34%. Both numbers are improved with the changes included in the final recommendations.

- A Title VI Assessment of the proposed service changes has been prepared and is included as Exhibit 2 to the attached Resolution. The assessment found that the proposed Service Modifications created no Disparate Impact nor Disproportionate Burden on protected population groups.
- Detailed information on all proposed changes is included in Exhibit 1. A Jarrett Walker + Associates report on the Final Bus Network Plan is included in Attachment 1.

LEGAL CONSIDERATIONS

Section 452.115 of the Texas Transportation Code requires DART to hold a public hearing on service changes involving 25 percent or more of the number of transit route miles of a transit route; or 25 percent or more of the transit revenue miles of a transit route, computed daily, for the day of the week for which the change is made; or the establishment of a new route.



ATTACHMENT 1
Jarrett Walker + Associates Report on Final Bus
Network Plan

A New Bus Network Plan

JULY 2021

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Introduction

The DARTzoom New Bus Network is completely redesigning the bus network in all 13 of the DART cities. This bus network redesign has been a collaborative effort to decide where bus lines will go, when they will run, and how frequent the service will be, starting from a clean slate.

Why redesign the bus network?

Nearly every city in the world with a high-rider-ship rail network also has a high-rider-ship bus network. People who use DART are more likely to use a bus than light rail. As of 2014, 71% of transit trips included at least one bus ride.

An outdated system

Some DART bus routes have been running the same paths since World War II, and most of the network was designed in the 1980s. Since then, the urban area has grown enormously and the places people go for work, recreation, socializing, and other purposes have changed. The rail and bus network was originally designed to focus on downtown Dallas,

but more of the region’s activity happens far outside of that center today than in the past.

Declining ridership

In the past twenty years, DART’s transit rider-ship grew and then declined. Most U.S. transit agencies have seen declining transit ridership over the past decade. The exceptions are those cities where transit service has been increased or redesigned.

One of the biggest drivers of ridership gains or losses is how much service is provided. But even considering the amount of service provided, DART ridership relative to service has slowly declined for buses since 1994 and for light rail since 2009.

Time to reevaluate goals

High ridership is just one goal that a transit network can achieve. Transit serves other values besides high ridership which can lead to economic, environmental, social, health and personal liberty goals.

This blank-slate redesign has allowed DART to ask the public: *How can the transit network*

best serve peoples’ values today?

The New Bus Network documented in this report spends a greater share of the budget on high-rider-ship services, to make the network more useful to a larger number of people.

How is the New Bus Network different?

The New Network is different from the existing network in many big and small ways. Nearly every route is changed.

A blank slate, but a limited budget

The New Bus Network was drawn from a blank slate. Some routes are similar to the routes running today, but there are proposed changes to nearly every single route in the system.

The New Bus Network uses nearly the same budget the existing bus network.

The new network focuses more service in the places and the routes where the most people ride.

Less spent on coverage, more spent on ridership

The biggest difference, and the change that drives all of the other differences, is that the new network focuses more of DART’s bus service in the places and the routes where the most people ride.

Within a limited budget for transit service, any transit agency must balance these competing goals: focusing service into frequent routes that serve more riders, or spreading service out so that minimal service covers a large area. For more about this trade-off, see the [DART Network Choices Report](#).

Whether DART should make that trade-off differently in the future was one question posed

PHASE 1

Network Concepts

Spring and Summer 2020

After evaluating the existing transit network, DART staff, municipal partners, and the consulting team designed a pair of contrasting Network Concepts to illustrate key choices.

Transit riders, stakeholders, employers, workers and community leaders were consulted on how DART should make major choices in the redesign of the network.

PHASE 2

Draft New Bus Network

Winter and Spring 2021

The Draft New Bus Network Plan has been designed by DART staff, municipal partners, and the consulting team, according to Board direction and with consideration of public input from Phase 1.

Public input was gathered on the Draft Network from March to June, 2021.

PHASE 3

Final New Bus Network

Summer 2021

This Final New Bus Network Plan was created using input from the public in Phases 1 and 2, and Board direction.

If the Board decides to adopt and implement the New Bus Network Plan, the service changes will be made in January 2022.

to the public in 2020. In consideration of public input, the DART Board decided to make a modest shift to a higher ridership network.

In the existing bus network, about 55% of the budget is spent on routes that attract high ridership relative to cost; the other 45% is spent on routes with low ridership relative to cost. The DART Board directed staff to spend 70-75% of the bus budget on high ridership services, reducing spending on low ridership services.

Better frequencies and longer hours

Shifting budget away from covering small numbers of people, and towards higher ridership, means most existing riders would get better service. The New Bus Network includes better frequencies, longer hours of service, and more weekend service, in the places where many people live and work, and where many people already ride today.

More direct routes

Routes designed for high ridership go straight, rather than deviating or wiggling, because the majority of riders want to go straight to major destinations. In the New Bus Network, routes are straighter, only deviating if there is someplace off the main road that large numbers of people travel to.

All routes in the New Network have new numbers!

Go to

<https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>

for an online, searchable map of the New Network.

More coverage provided with GoLink

To cover places where ridership is low, DART can use a flexible service rather than a scheduled transit route. This service is called "GoLink." Because of its low cost to provide in low-ridership areas, it is a useful coverage tool. The New Network includes more GoLink zones, and in some places it adds GoLink on weekends as well.

Timed connections for better crosstown trips

Today DART carefully times some routes so that people can make a quicker transfer among buses and trains without a long wait. In the New Bus Network there are several locations with major timed-connections, including Addison, Downtown Irving, and South Garland transit centers.

In these three centers, nearly every route connects with every other route, so people can make a quick transfer *in either direction*.

The result is good for many other cities, like Plano, Carrollton, Farmers Branch, and Richardson, because it means people can travel through major transit centers, to jobs beyond, with less waiting.

Routes in the New Bus Network

The map at right shows the New Bus Network.

To look closely at the network, and to compare its routes to existing routes, you can:

- Open the [interactive map](#). You can search for an address and look at the area more closely.
 - You can also see how many jobs will be reachable by transit from every place in the service area, and how it compares to job access from the existing network.
- Go to page 11, where maps and charts show how many people will be near service at different times of the day and week.
- Go to page 16, to look at each quarter of the map more closely.

The vast majority of riders will have better or similar service nearby. 99.8% of 2019 boardings will be within 1/2 mile of transit, and 98.2% will be within 1/4 mile of transit.

Better frequency

In all of these maps, each route is color-coded based on its frequency and times of service. Brighter colors mean better frequency.

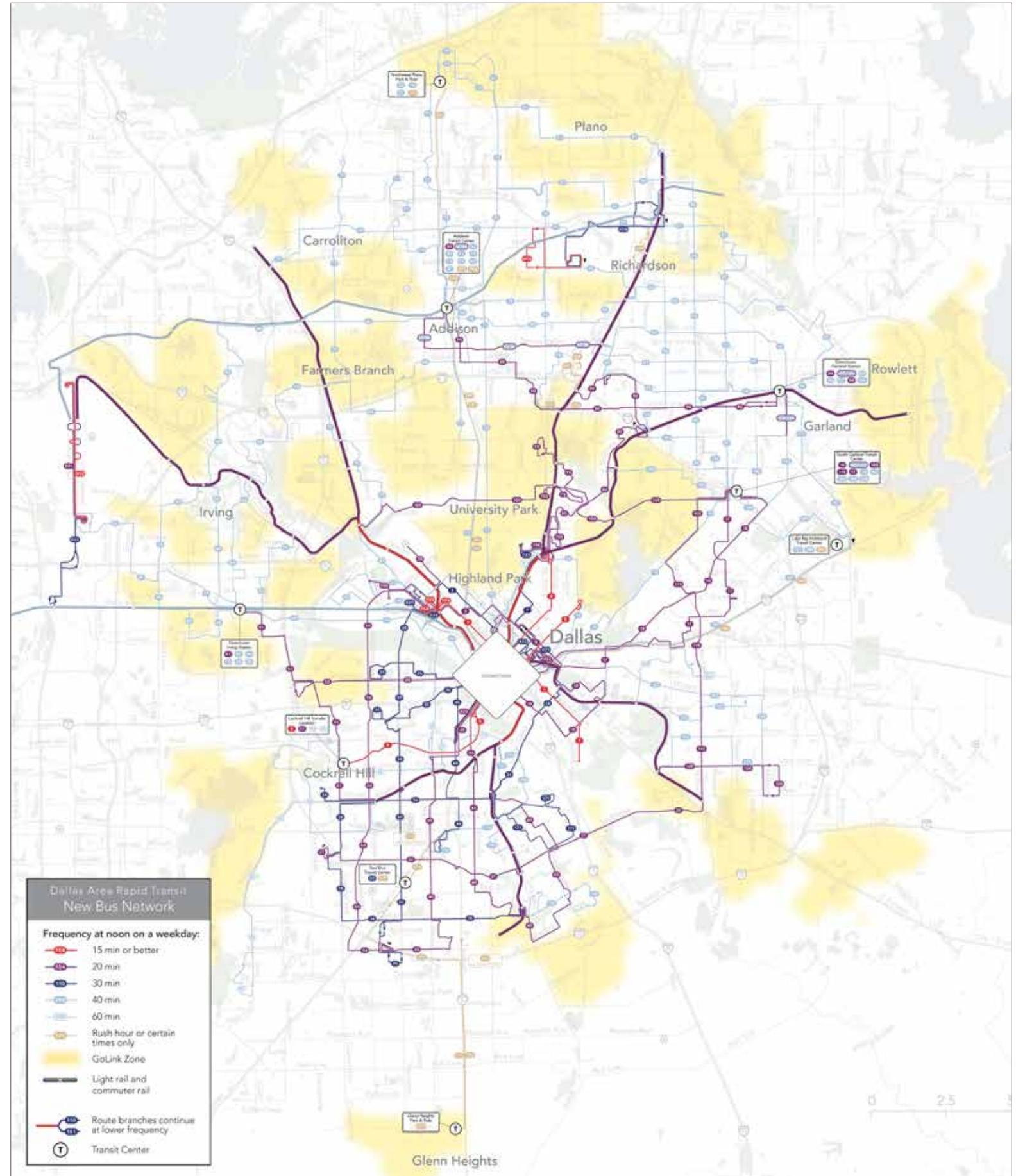
In the map at right, routes are colored according to their midday frequency.

More hours and days of service

Brighter colors on these maps also generally mean long hours of service each day and good service on weekends. The New Network offers better weekend service on the routes that the most riders use.

More GoLink zones

In places where ridership is very low, DART can provide a flexible service called GoLink instead of a scheduled bus. GoLink will pick people up within 30 minutes of a request. In the New Network some of the lowest-ridership routes are replaced by GoLink zones, shown in yellow.



What Would the New Network Mean in Your Area?

You can find out how the New Network would affect travel time in your area, or to and from any place you care about.

Four examples are provided below, for four major destinations:

- Baylor Medical Center in central Dallas
- Estelle Village Apartments, near the intersection of Bonnie View and Simpson Stuart Roads
- Northlake College in Irving
- Parker Road Station in downtown Plano.

On each of the maps below,



- The light blue areas are the places that the New Network would make accessible from that major destination, in an hour, by transit.
- The grey areas are places that are reachable today that would no longer be reachable in the New Network.
- Where the two colors overlap, access wouldn't change.

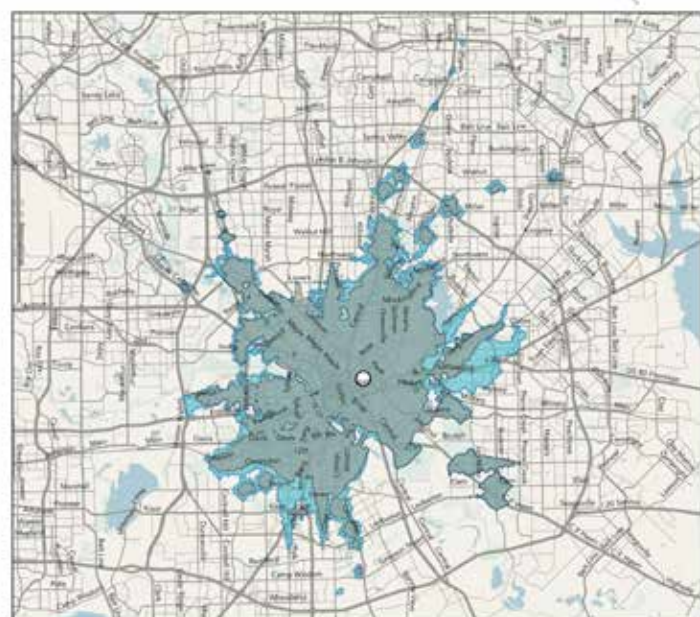
When access to major destinations like these improves, it means that more people could apply for jobs there (as at Baylor), or enroll in school there (as at Northlake campus), or run errands there (as in downtown Plano), or visit friends and family there (as at the Estelle Village Apartments).

You can make maps like this for yourself, for any place in the DART service area, in the [interactive online map](#). Select "60 Min Travel" and click on a place on the map to see the area and the number of jobs that are within an hour's transit commute of that place.

Expanding where people can go, in a reasonable amount of time, expands their access to opportunity.

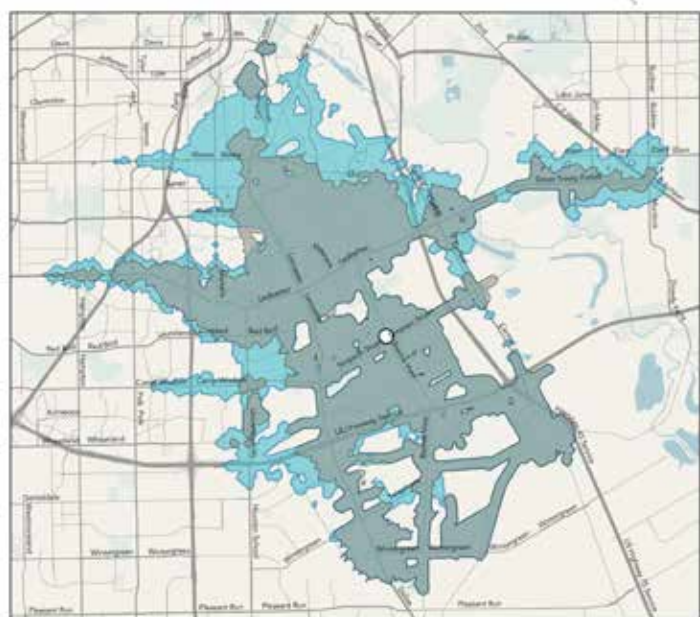
[Click here to map out your transit access on the New Network.](#)

How far can I travel in 60 minutes from Baylor University Medical Center at 12 pm on a Weekday?



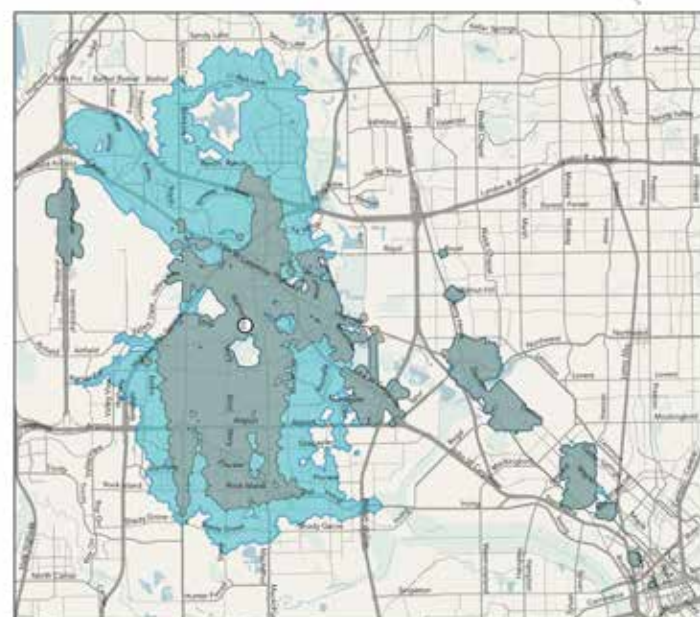
Change in jobs reachable +47,100 (+10.0%)
Change in residents reachable +116,700 (+29.0%)

How far can I travel in 60 minutes from Estelle Village Apartments at 12 pm on a Weekday?



Change in jobs reachable +3,300 (+48.5%)
Change in residents reachable +33,100 (+54.0%)

How far can I travel in 60 minutes from Northlake College at 12 pm on a Weekday?



Change in jobs reachable +112,100 (+86.5%)
Change in residents reachable +103,500 (+88.0%)

How far can I travel in 60 minutes from Parker Road Station at 12 pm on a Weekday?



Change in jobs reachable +68,200 (+17.5%)
Change in residents reachable +120,400 (+29.5%)

Improved Access to Jobs

Compared to the existing network, the New Network would increase by 34% the jobs that the average resident of the DART service area could reach in one hour.

It would deliver bigger increases in job access to non-white residents than to white residents, and to lower-income residents than to high-income residents.

The map at right shows how residents' job access would change.

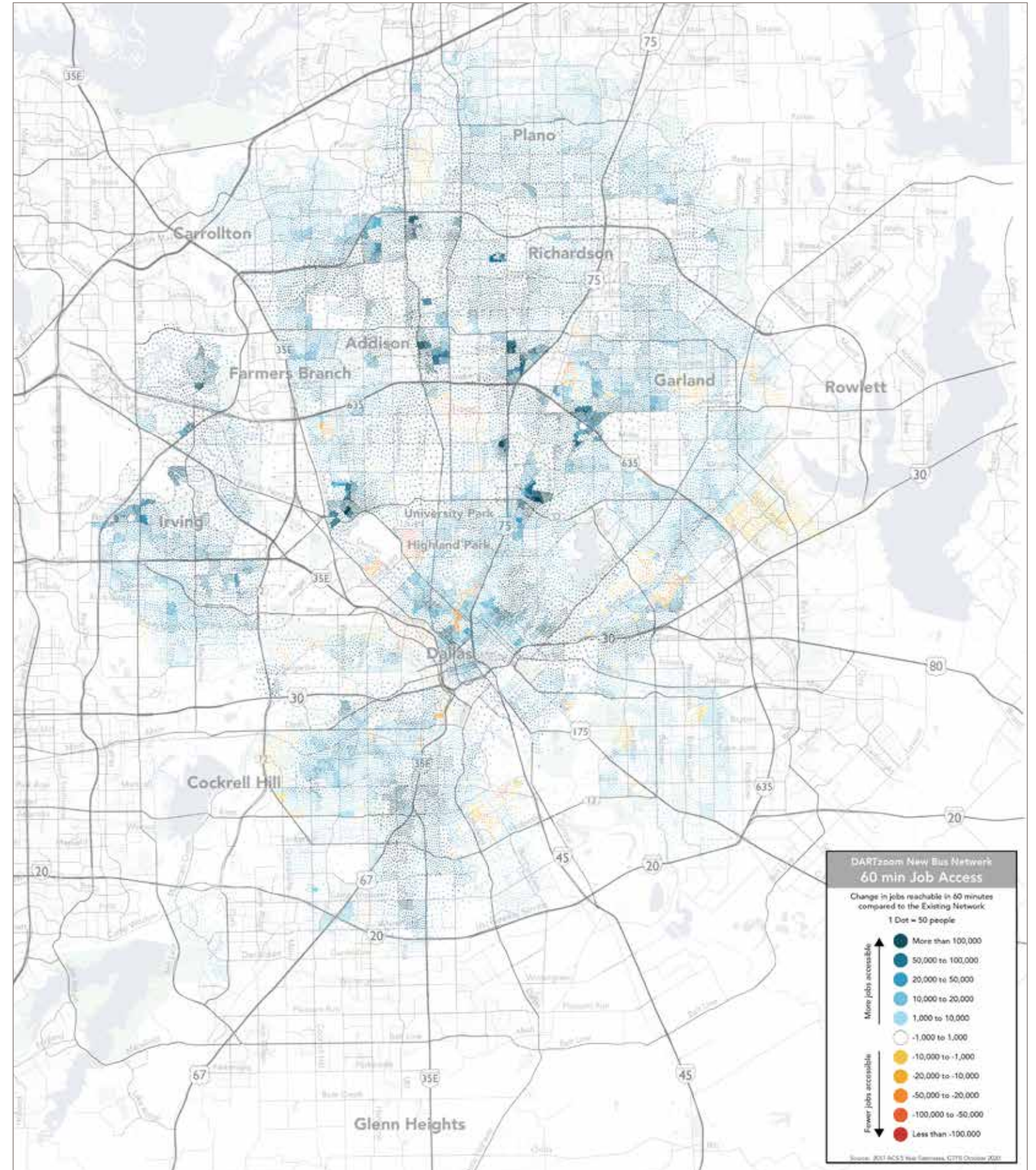
- In most places, and for the great majority of residents, more jobs would be reachable; they are shown in shades of **blue**.
- In a few places, fewer jobs would be reachable; they are shown in shades of **orange**.
- On this map, more dots mean more people, so the more intense the color the more people experience that gain or loss.

On this map, the vast majority of dots are blue, and in some zones there are so many blue dots that they appear as a solid block of color. These are places that are dense with residents, and the network is designed to be particularly useful where so many people live.

To look closely at how job access would change for a place you care about, visit the [interactive map](#).

Increasing average access to jobs for the people who need it the most.

Jobs aren't all that matters – access to services, education, and other opportunities would increase too.



Job Access Improvement by Demographic Group

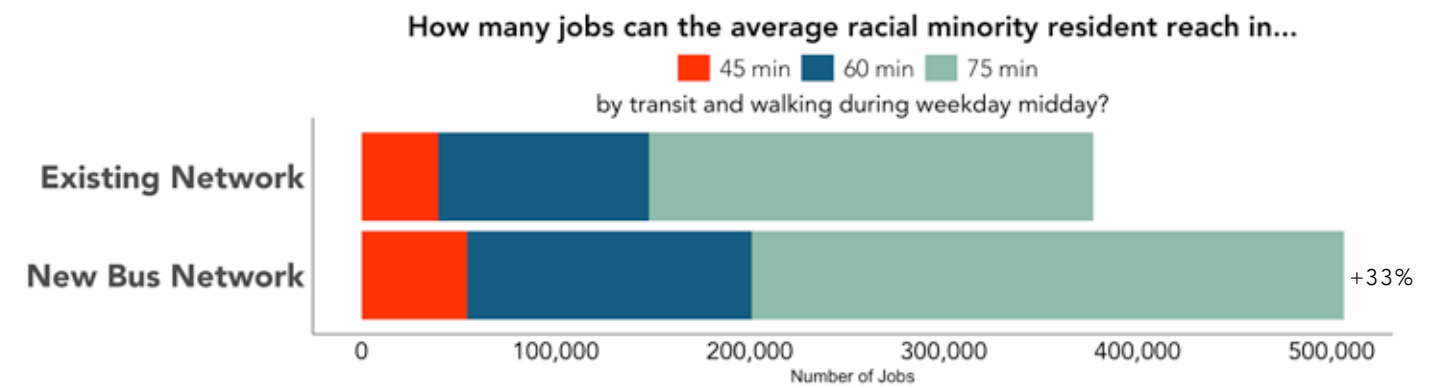
The table at right reports how average job access within 60 minutes of transit travel would change for different demographic groups.

The graphs below show the same information, as well as the change in access for 45- and 75-minute commutes, for four specific demographic groups: minority and white residents (at left), and lower- and higher-income residents (at right).

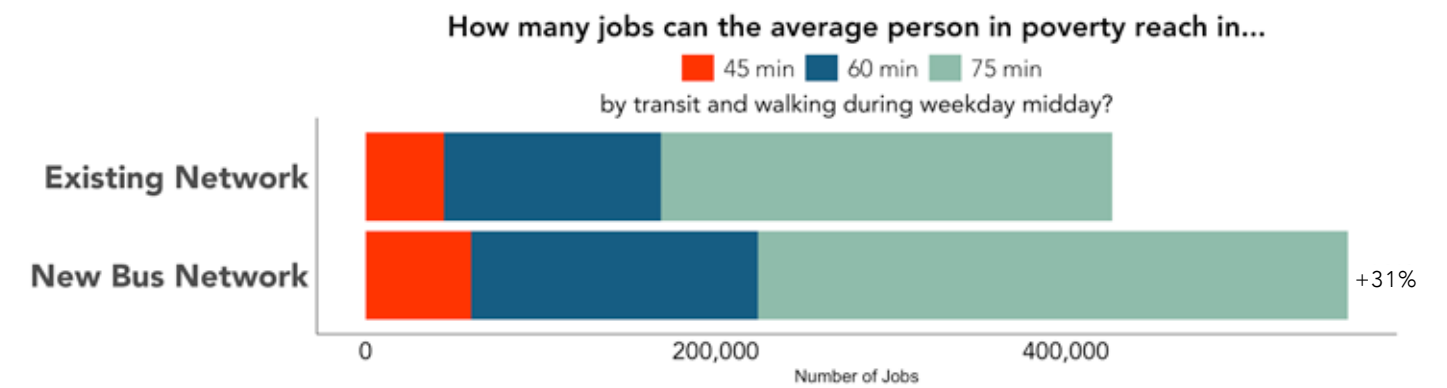
These graphs illustrate that the gains in job access are particularly good for minority residents (top left graph); for lower income residents (top right graph); and for seniors (bottom right graph). The percentage increase on each graph describes the gains in job access for commutes of 75 minutes or less.

Residents, by demographic	Additional jobs reachable by transit in 60 minutes (incl. waiting time)
All	+34%
Non-white ¹	+35%
Black	+34%
White	+32%
Hispanic	+33%
Asian	+45%
Lower income (earning < 150% of the fed. poverty level)	+32%
Medium- and higher-income (earning > 150% of the fed. poverty level)	+34%
Higher-income (earning > 200% of the fed. poverty level)	+13%
Over the age of 65	+36%

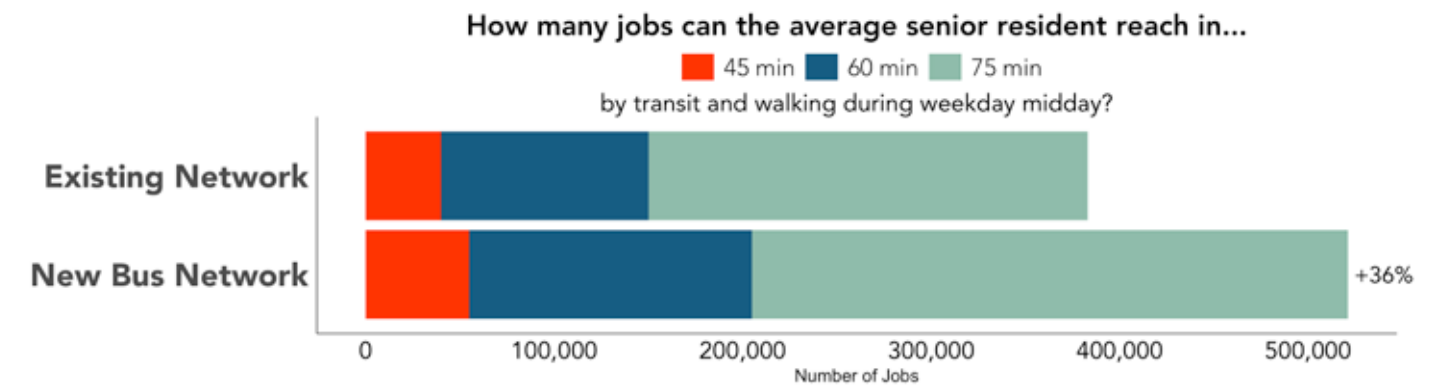
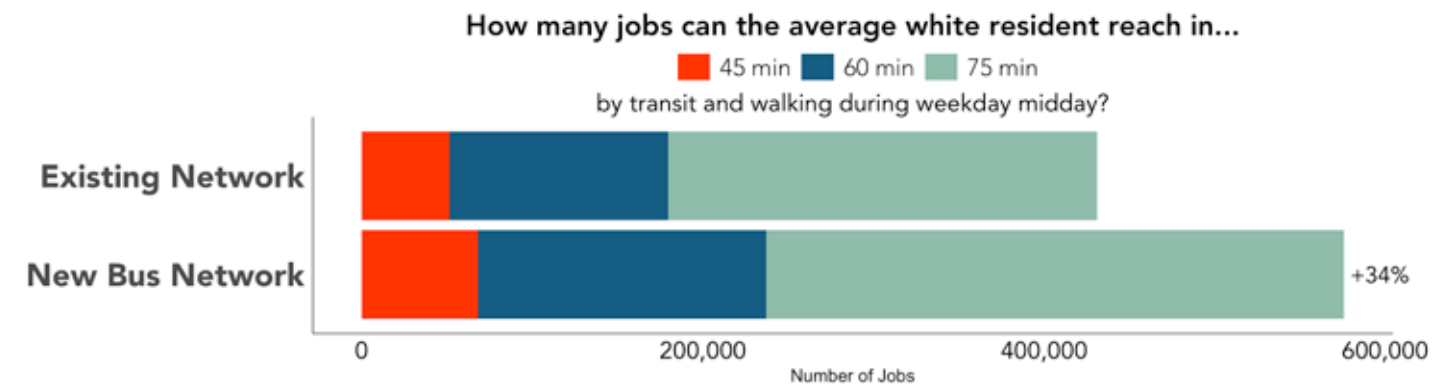
¹ Non-white residents include people of Black, Hispanic, Asian, and other races and ethnicities.



Note: A person of color is based on Census categories of race and ethnicity and includes anyone who identifies as Non-White or Hispanic.



Note: A person in poverty is defined as someone earning 150% or less of the federal poverty threshold.



Increases in Job Access for 45-, 60- and 75-minute Commutes

Residents, by demographic	Average additional jobs reachable by transit in the New Network, compared to the existing network					
	in 45 minutes or less		in 60 minutes or less		in 75 minutes or less	
All	16,452	35%	41,826	34%	88,495	34%
Non-white ²¹	16,099	37%	41,183	35%	85,995	33%
Black	15,344	33%	39,905	34%	81,113	31%
White	17,096	32%	42,998	32%	93,053	35%
Hispanic	16,676	39%	42,292	33%	88,491	32%
Asian	15,076	41%	38,580	45%	83,390	45%
Lower income (earning < 150% of the fed. poverty level)	16,614	35%	43,411	32%	90,649	31%
Medium- and higher-income (earning > 150% of the fed. poverty level)	16,390	35%	41,220	34%	87,670	35%
Higher-income (earning > 200% of the fed. poverty level)	14,201	11%	32,284	13%	68,204	17%
Over the age of 65	16,889	37%	42,675	36%	90,977	36%

¹ Non-white residents include people of Black, Hispanic, Asian and other races and ethnicities.

The table above reports how many additional jobs the average members of each demographic group could reach in the New Network.

These job access estimates include:

- The use of bus, rail, GoLink and walking.
- Transfers, if they make the trip to reach the jobs faster.
- Waiting time.

Data on job and resident location is from the U.S. Census Bureau’s 2017 ACS 5-Year Estimate. Transit travel times for the new network were compared to travel times on DART’s October 2020 transit network.

To calculate the number of jobs reachable for

residents in 45-, 60- or 75-minutes, we counted all of the transit travel time, including:

- Waiting for the first bus or train of the trip.
- Riding the bus or train.
- Waiting again for a second bus or train, if the trip involves a transfer.
- Riding that second bus or train.
- Additional waiting and riding time, if the trip involves a third vehicle.
- Waiting at the destination, if necessary.²

² When comparing transit commute times to commutes by car, by bike or by walking, it is important to remember waiting time. A commute that takes a total of 60 minutes, for example, might involve 40 minutes of riding and 20 minutes of waiting. Bus and train

The New Bus Network can increase job access, or shorten commutes, for most residents and riders, by offering better frequencies and shorter waits in the places where the most people live and work.

schedules don’t get workers to their jobs at precisely the time they would want to arrive, which means people may wait at the start of their trip or upon arrival at their destination. The more frequent the service, the less waiting contributes to travel time.

Improved Access to Workers and Customers

The previous map showed where and by how much residents' access to jobs would change with the New Bus Network.

This map shows the opposite: how much job locations' access to potential workers, clients, and customers, would change.¹

From each location on this map, the change in the number of residents who could reach that location within 60 minutes is color-coded.

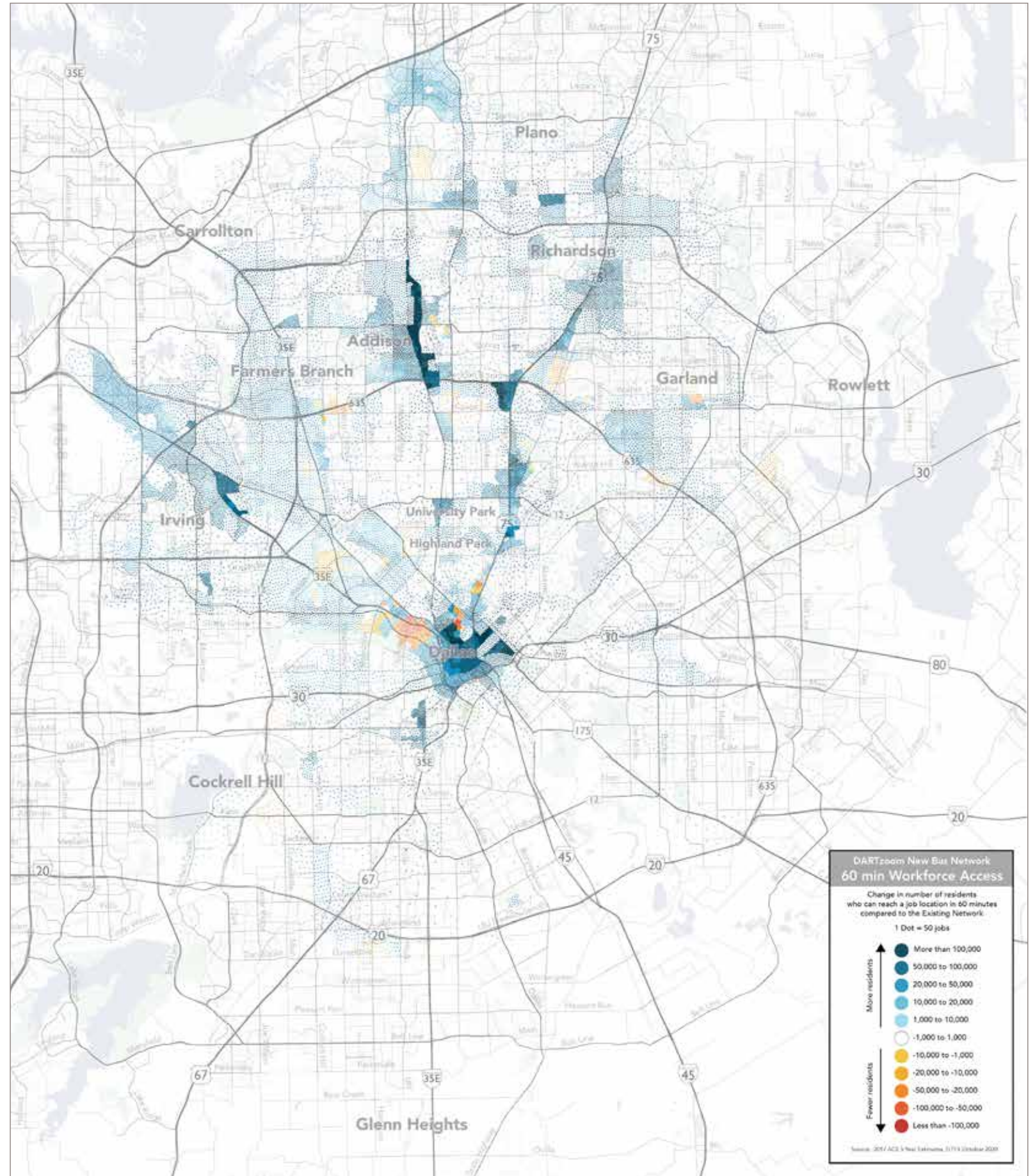
Most commercial, industrial, and service areas would be easier to reach by transit in a reasonable amount of time.

- Jobs (or other destinations) that could be reached by more residents are shown in shades of **blue**.
- Jobs (or other destinations) that could be reached by fewer residents in 60 minutes are shown in shades of **orange**.
- On this map, more dots mean more jobs, so the more intense the color the more each employment destination would experience the gain or loss.

Transit is important not just for getting workers to work, but also for getting customers and clients to the many businesses and services that want to attract them. This map shows how the value of a location might be affected by the New Network, if the business or organization located there wants to be easy-to-reach by workers, customers or clients.

On the map, the vast majority of dots are blue, indicating an increase in the number of people who could reach those job locations. This is another way to show how overall job access would increase by 34% for all residents.

¹ The degree of change visible on this map appears much smaller than on the map on page 7 because while residents are spread out all over the service area, jobs are much more concentrated in certain places.



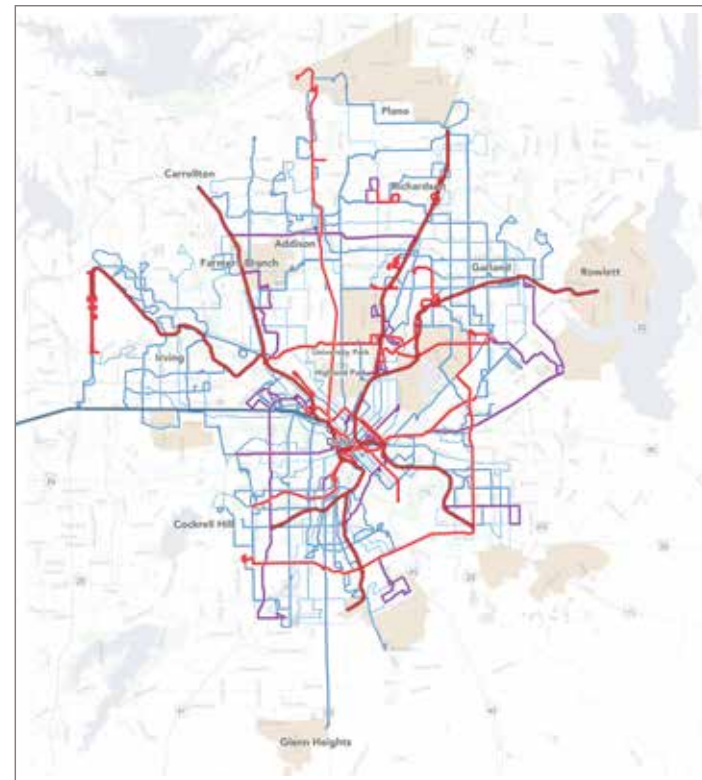
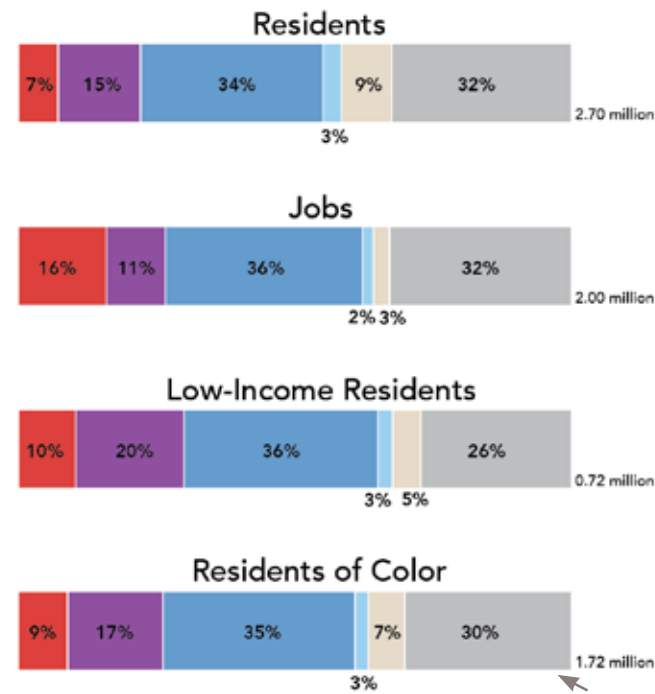
Weekday Rush Hour



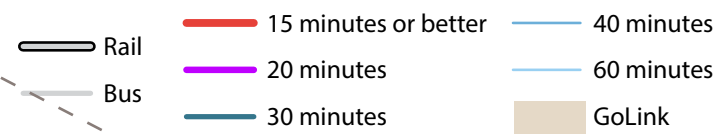
The graphs below show how many residents and jobs would be close to service of various frequencies during morning and evening rush hours.

Existing Network

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?



Map legend:



New Bus Network

How many people and jobs are today within 1/2 mile of transit, and what kind of transit?

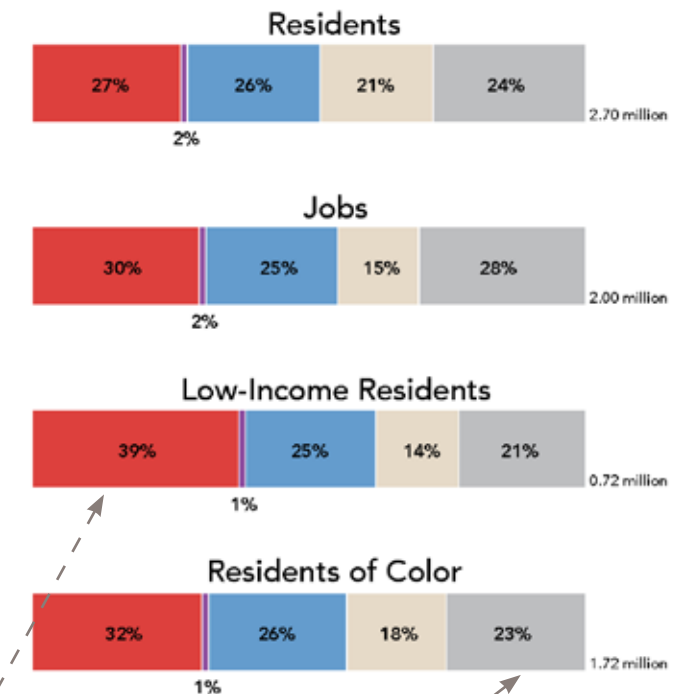
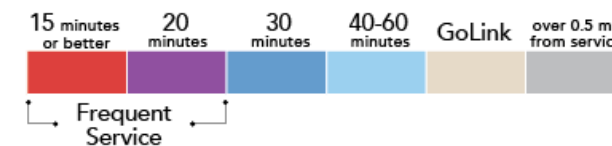


Chart legend:



With the New Bus Network, nearly four times more low-income residents would be near frequent service at rush hours.

The percentage of low-income and minority residents with access to *no service at all* would decrease.

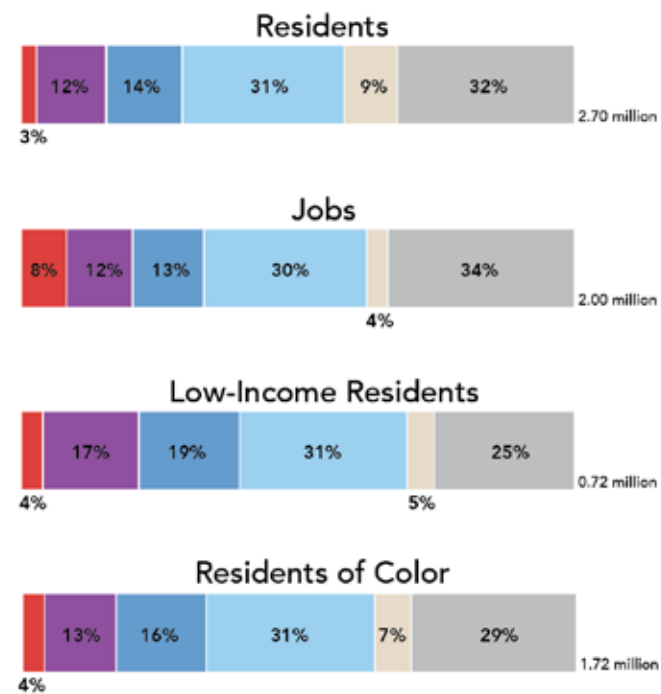
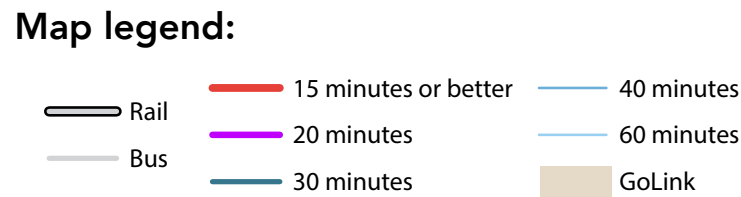
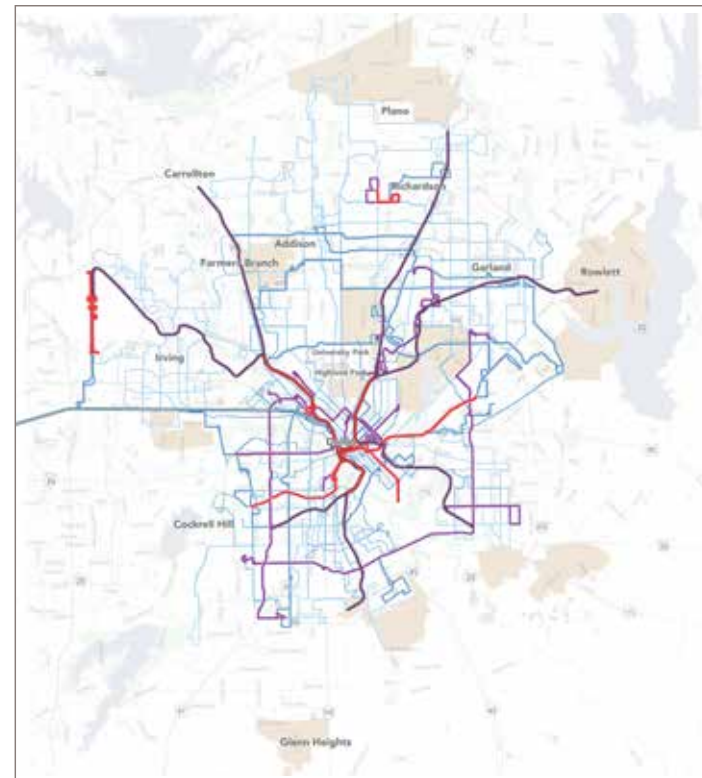
Weekday Midday



Middays are an important time for many non-office commutes as well as for shopping, medical, and school trips.

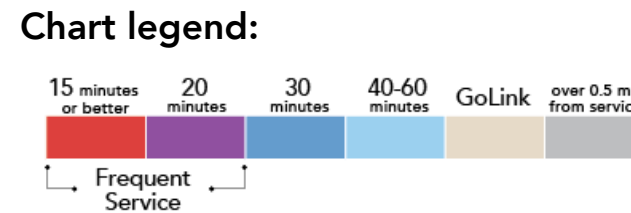
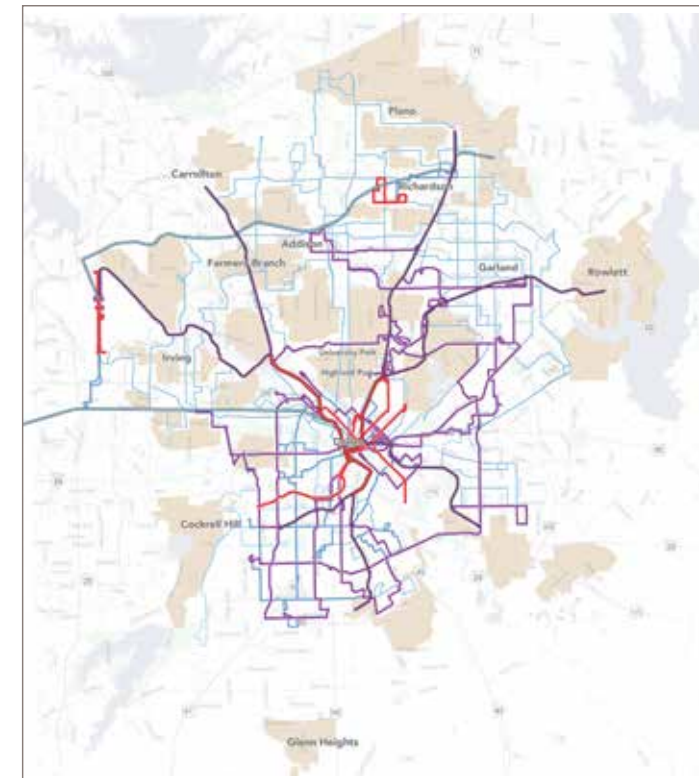
Existing Network

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?



New Bus Network

How many people and jobs are today within 1/2 mile of transit, and what kind of transit?



Many routes that today run every 30 minutes would be improved to every 15 or 20 minutes.

The number of residents and jobs without access to service at all during the midday would decrease slightly, thanks to new GoLink zones.

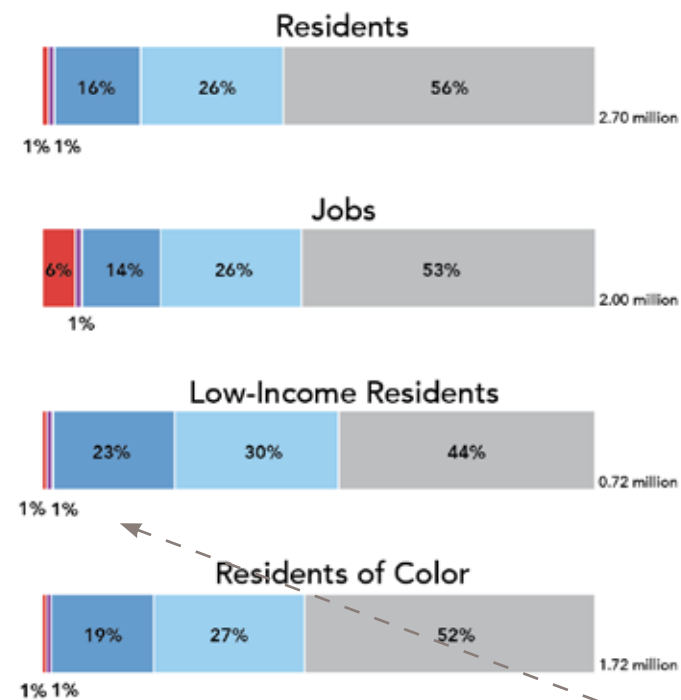
Weekday Late



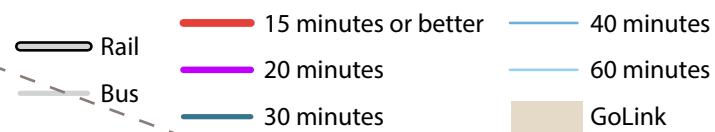
Night service rarely gets as many riders as daytime service, but it is an important part of a high-ridership network because it allows so many people to rely on transit. This page shows who is near service at 11 pm on weekdays.

Existing Network

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?



Map legend:

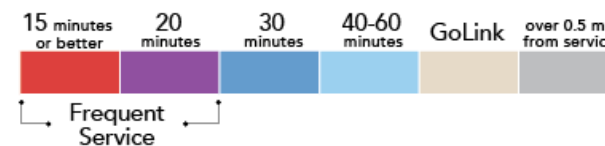


New Bus Network

How many people and jobs are today within 1/2 mile of transit, and what kind of transit?



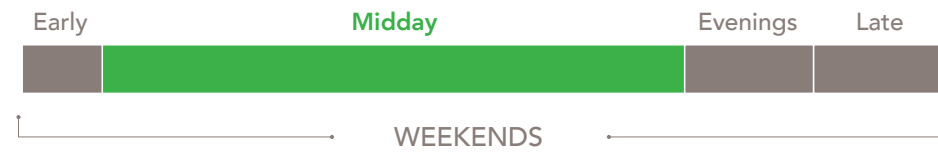
Chart legend:



The number of residents, especially low-income residents, who are near transit coming every 30 minutes or better at night would grow.

The number of residents and jobs that are more than 1/2 mile from any transit at night would go down.

Weekend Midday



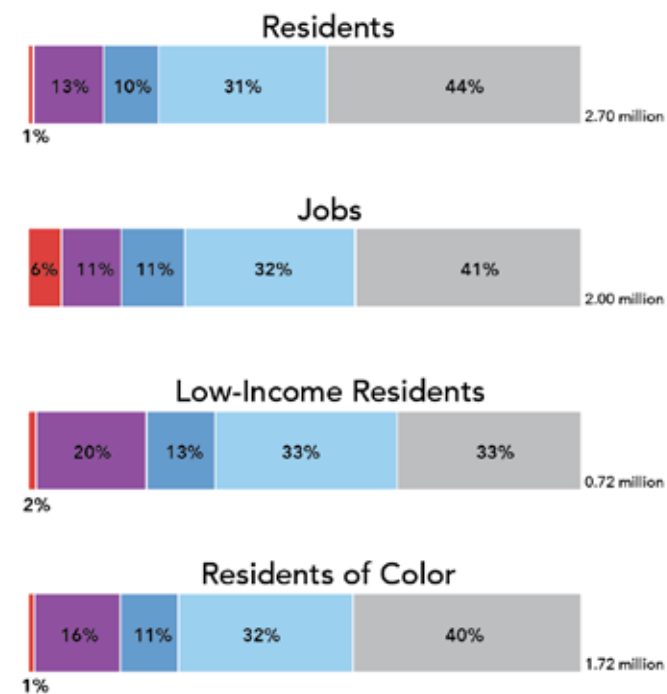
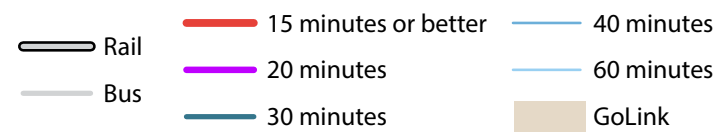
Weekend travel has grown over the past 50 years, as the U.S. economy has shifted towards consumption and services. Most retail and service workers are required to take at least one weekend shift per week, so weekend transit service is essential for their commutes.

Existing Network

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?



Map legend:



New Bus Network

How many people and jobs are today within 1/2 mile of transit, and what kind of transit?

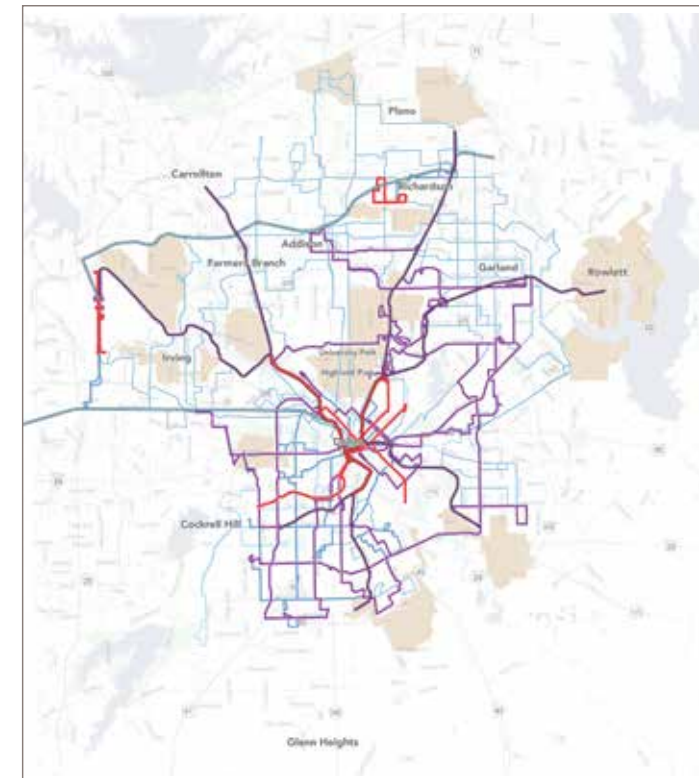
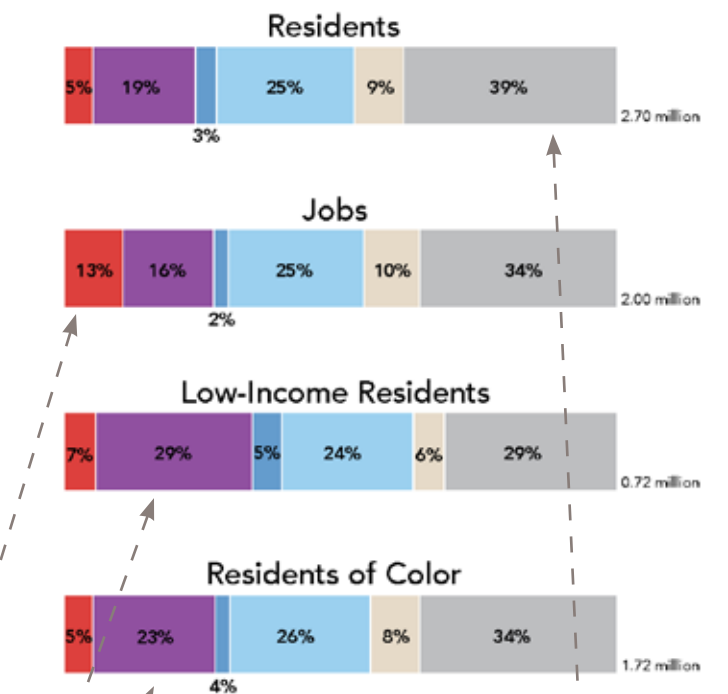
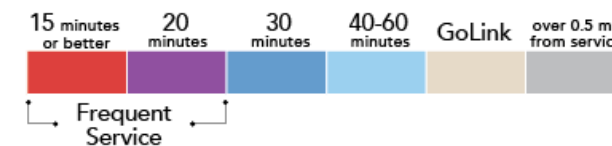


Chart legend:



Many more jobs would be close to frequent service on weekends.

Lower-income residents and residents of color would have more access to frequent service on weekends.

The number of residents with no access to any service on weekends would go down.

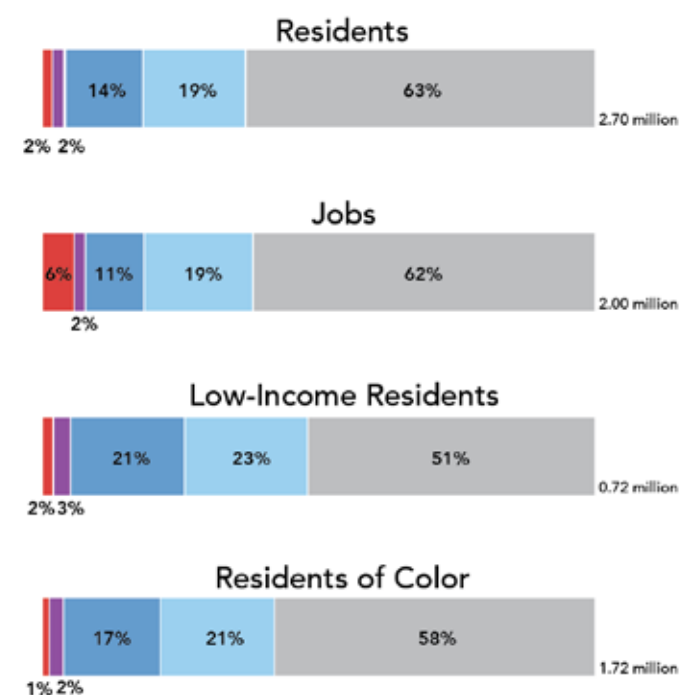
Weekend Late



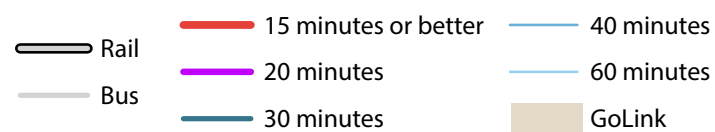
Night service rarely carries as many riders as daytime service, but it allows people to build their lives around transit. Weekend night service is also critical for bar, restaurant, and airport workers. This page shows who is near service at 11 pm on weekends.

Existing Network

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?



Map legend:



New Bus Network

How many people and jobs are today within 1/2 mile of transit, and what kind of transit?

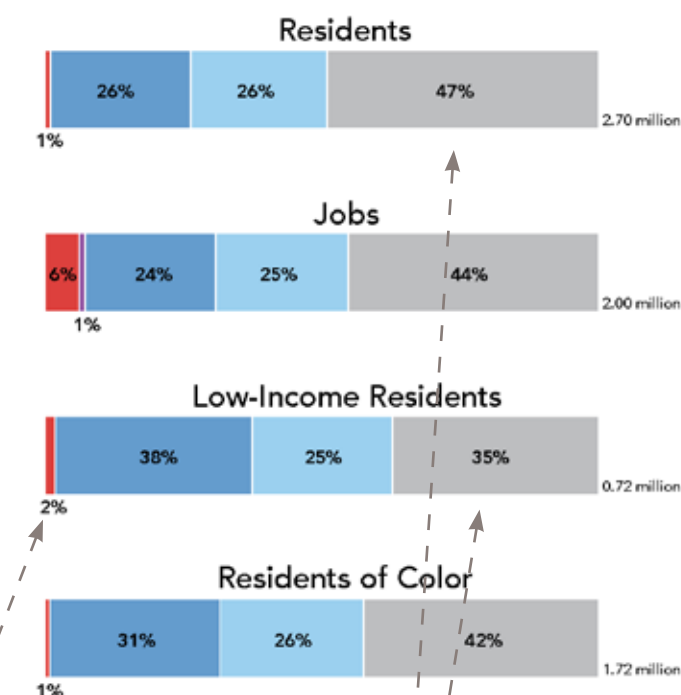
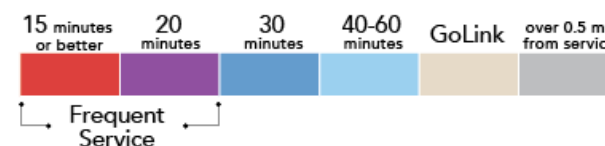


Chart legend:

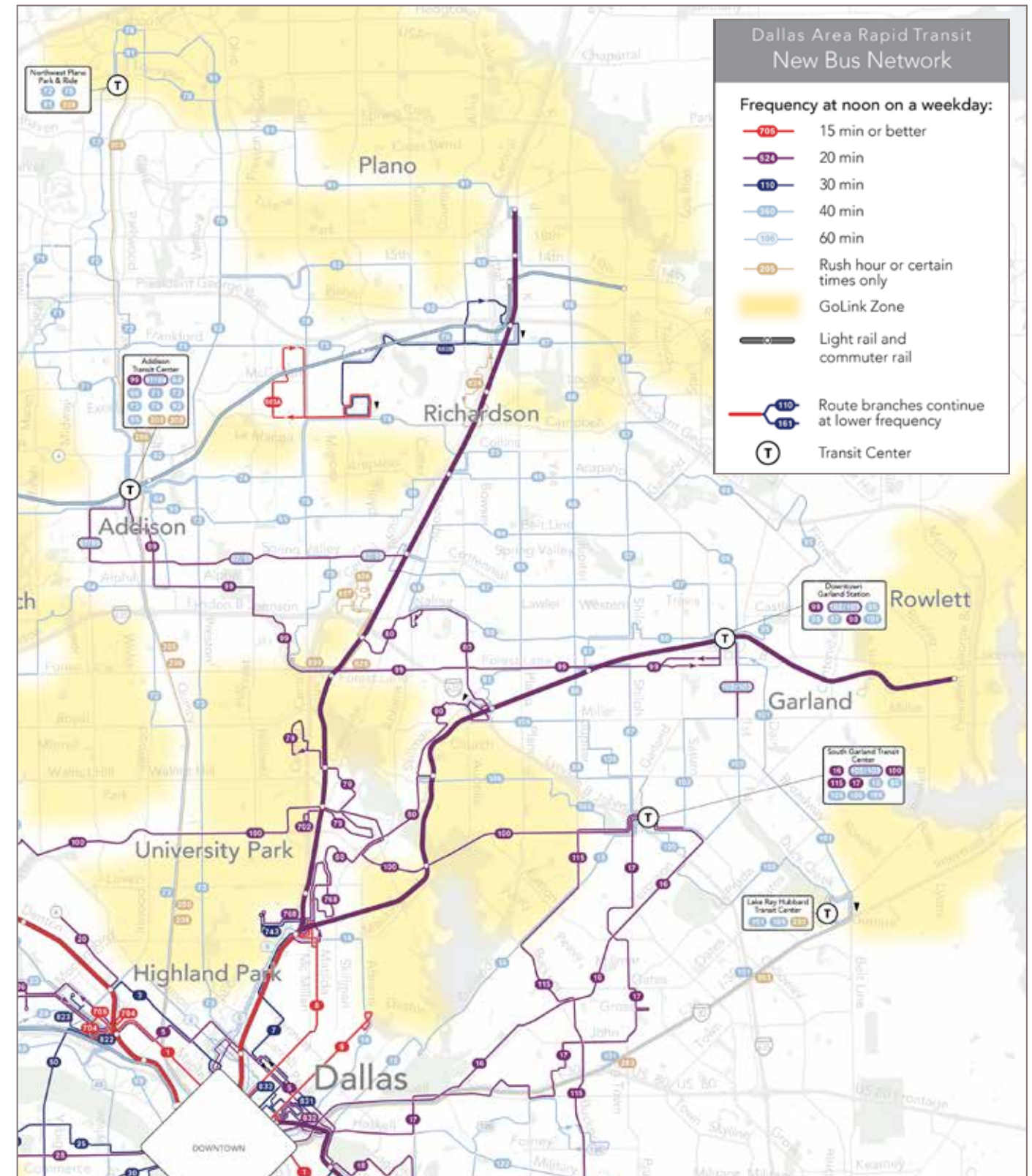
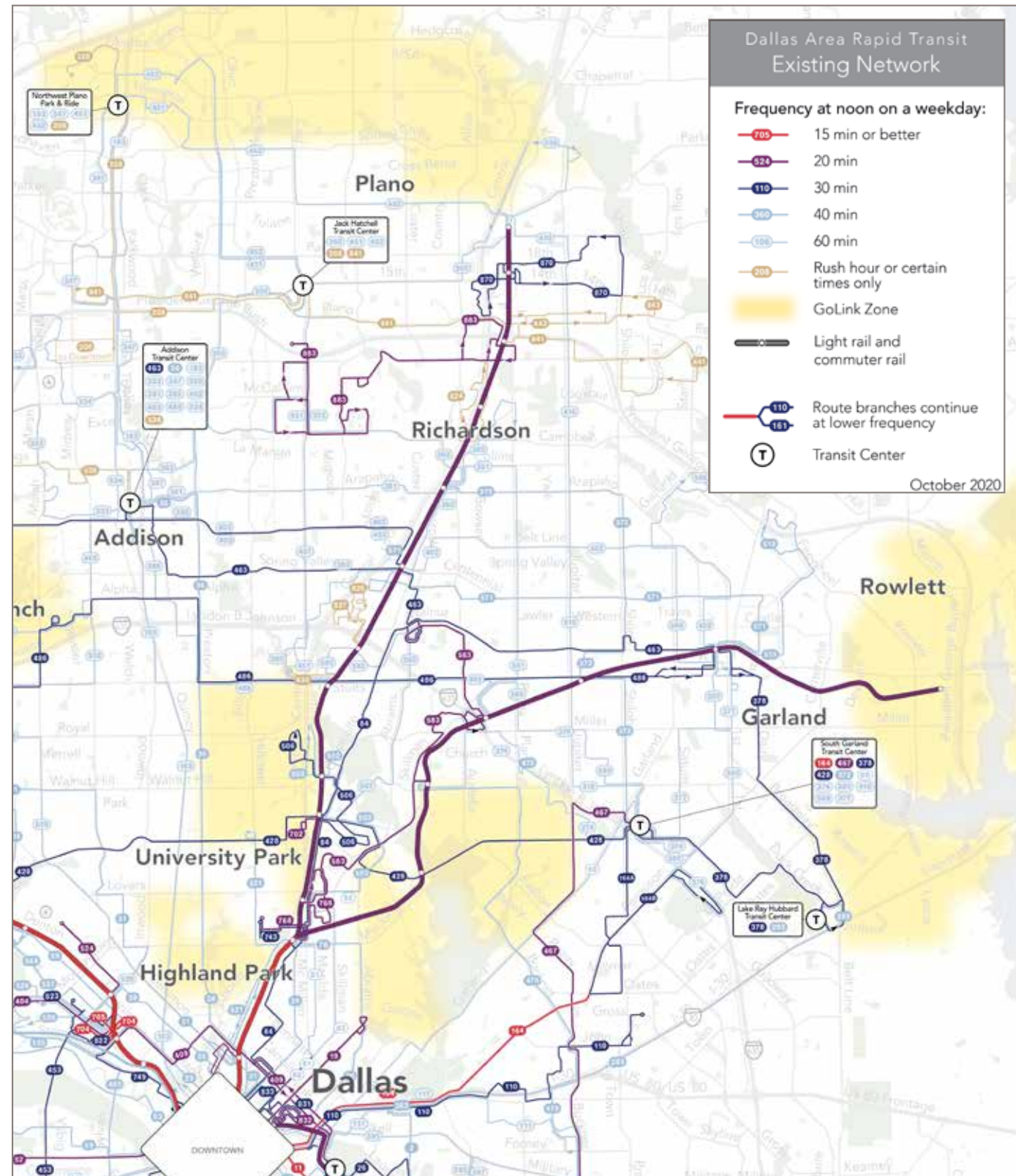


A few routes would offer 30- instead of 20-minute frequencies at night in the New Bus Network, so fewer people would be near frequent service late at night...but the network of 30-, 40- and 60-minute routes would expand a great deal at night.

Many fewer people would find themselves stuck with no way home at night. This would especially improve for low-income residents and residents of color.

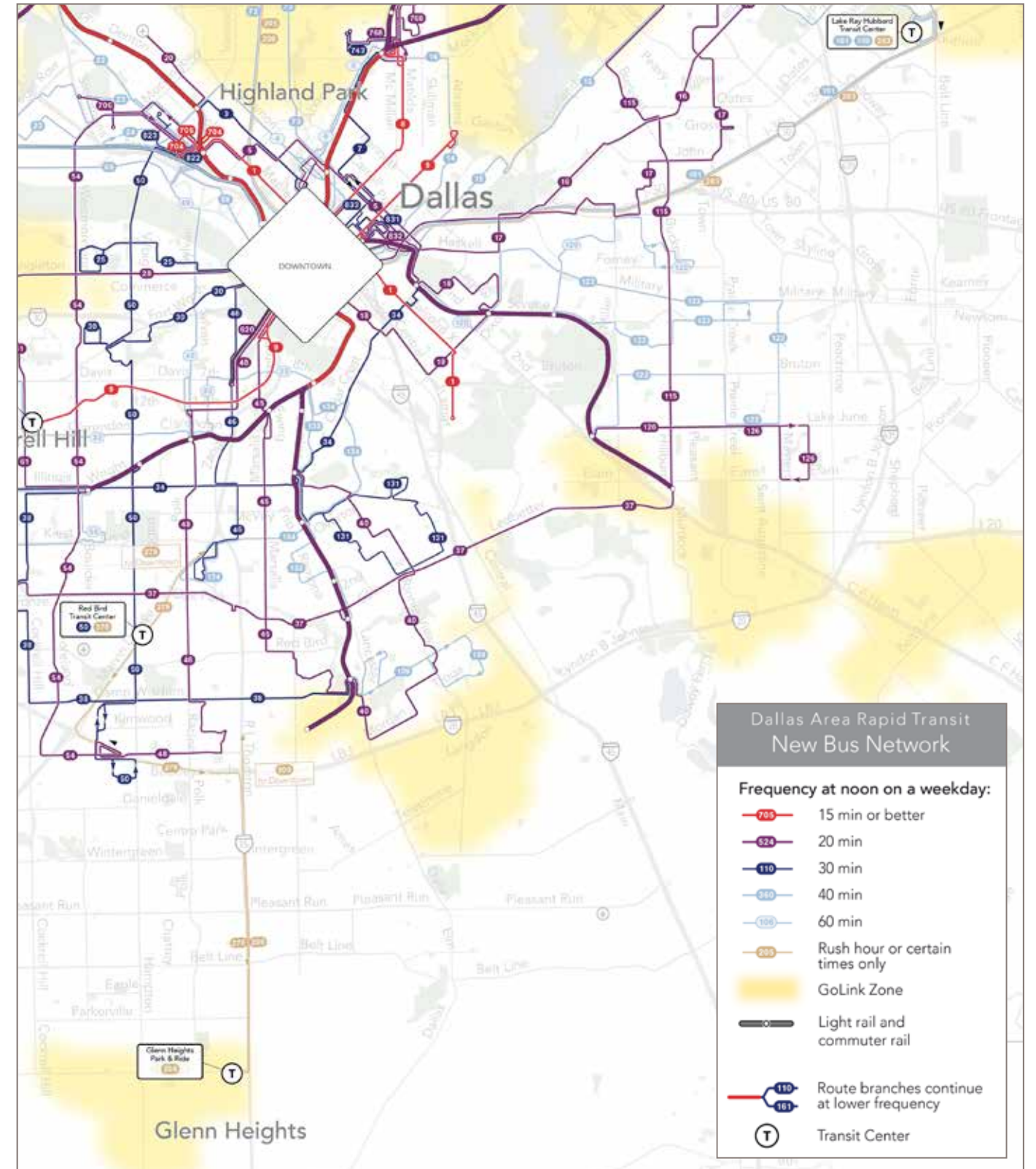
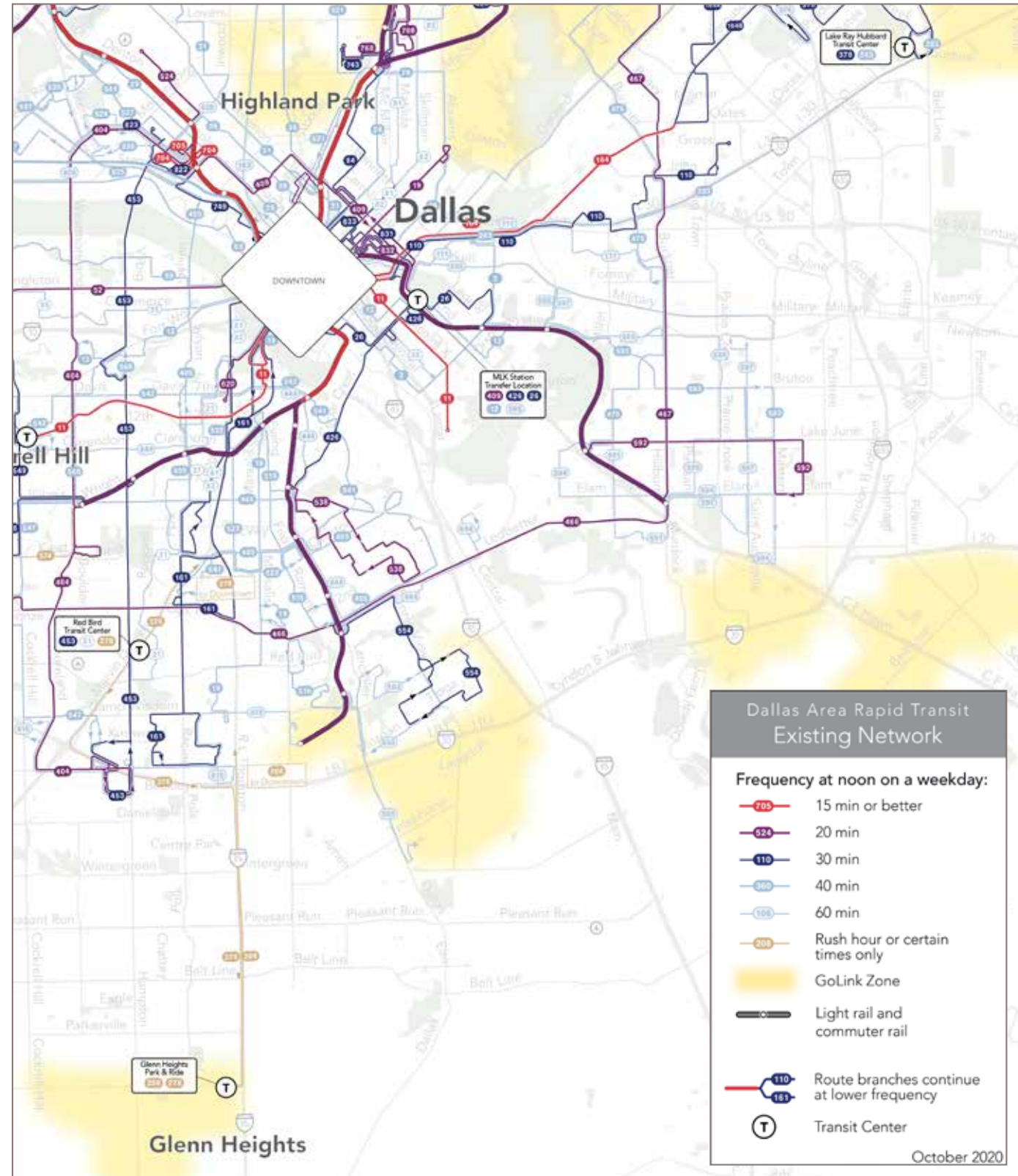
Zoom in on the Northeast Quadrant

The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.



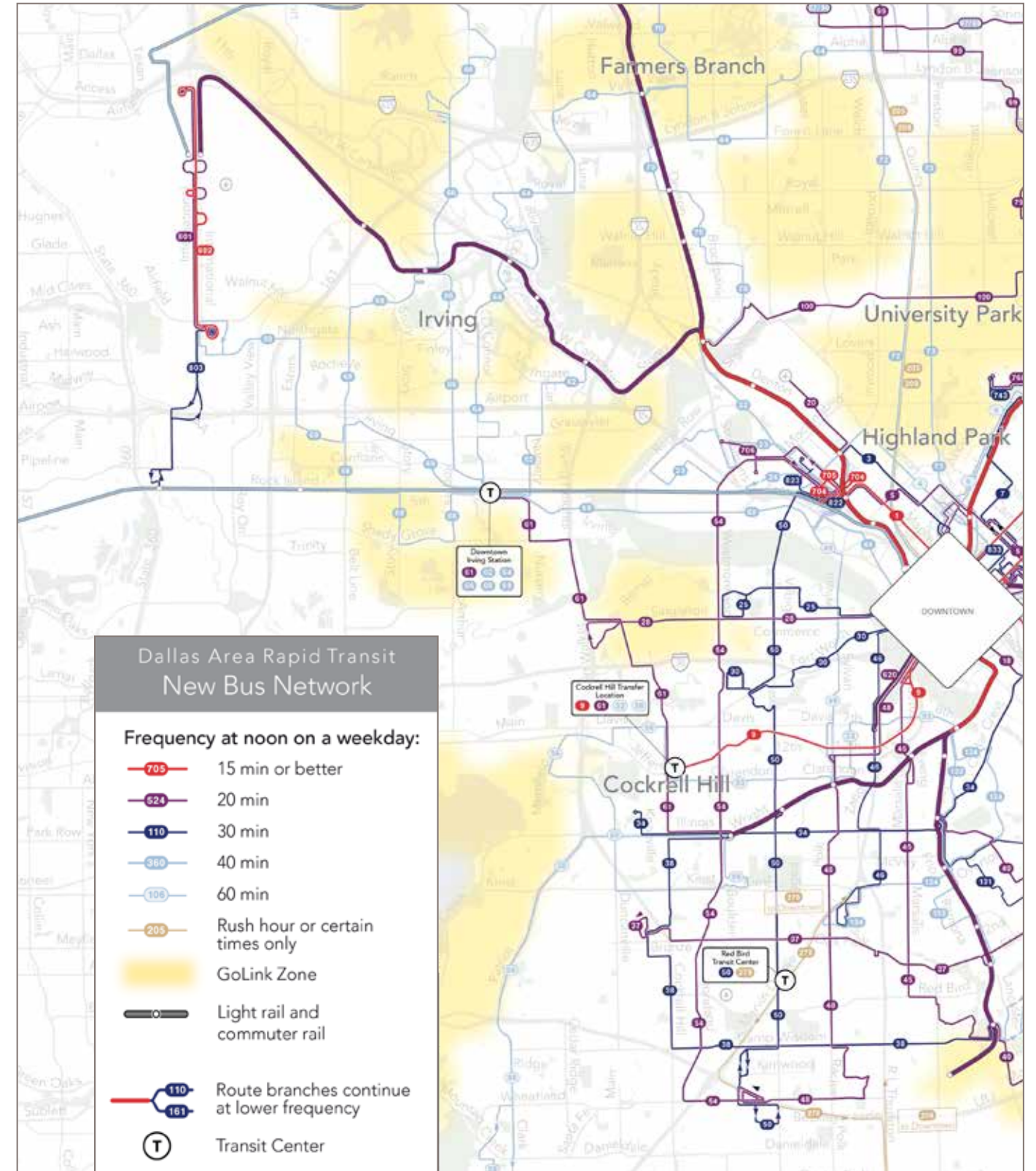
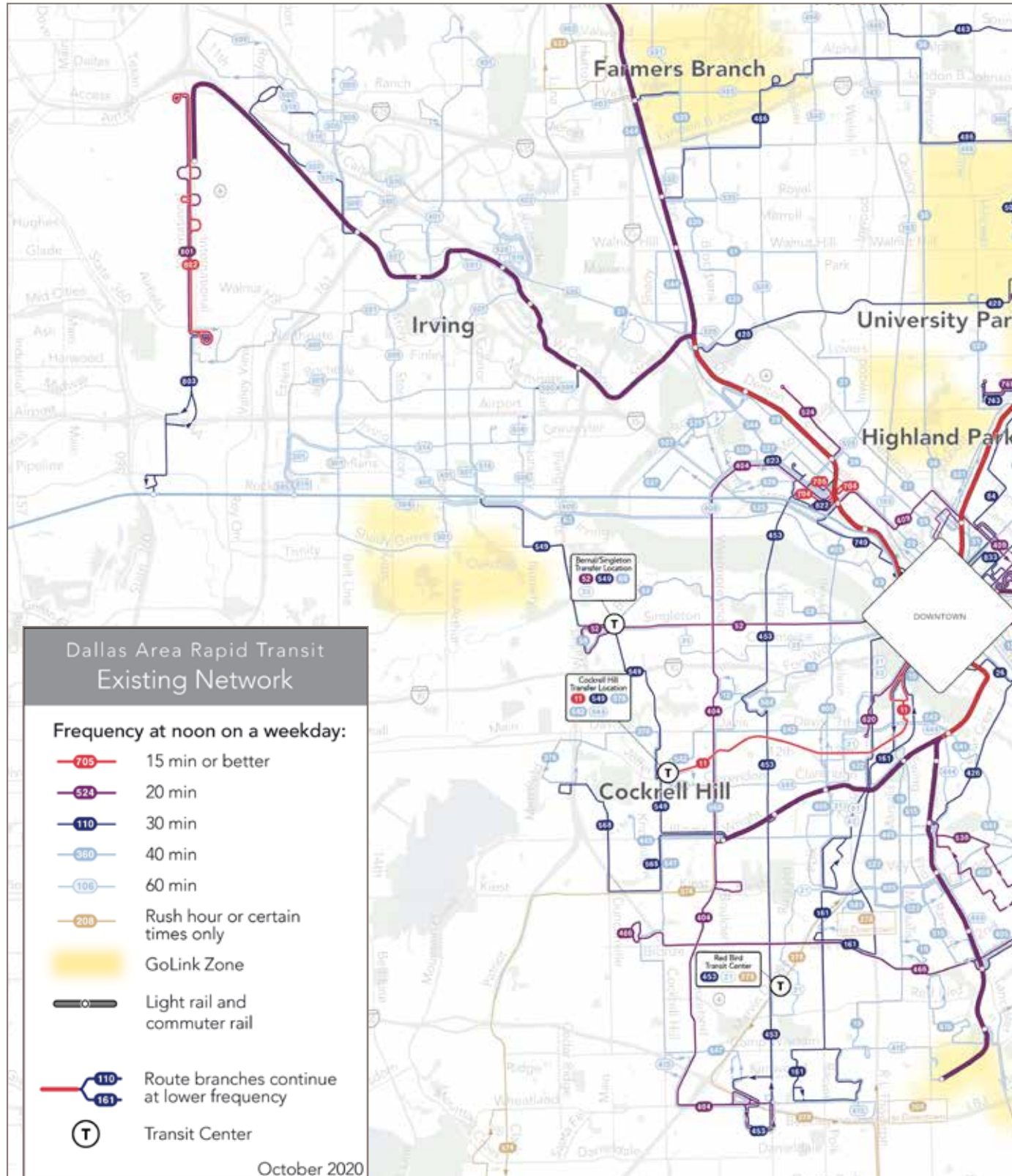
Zoom in on the Southeast Quadrant

The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.



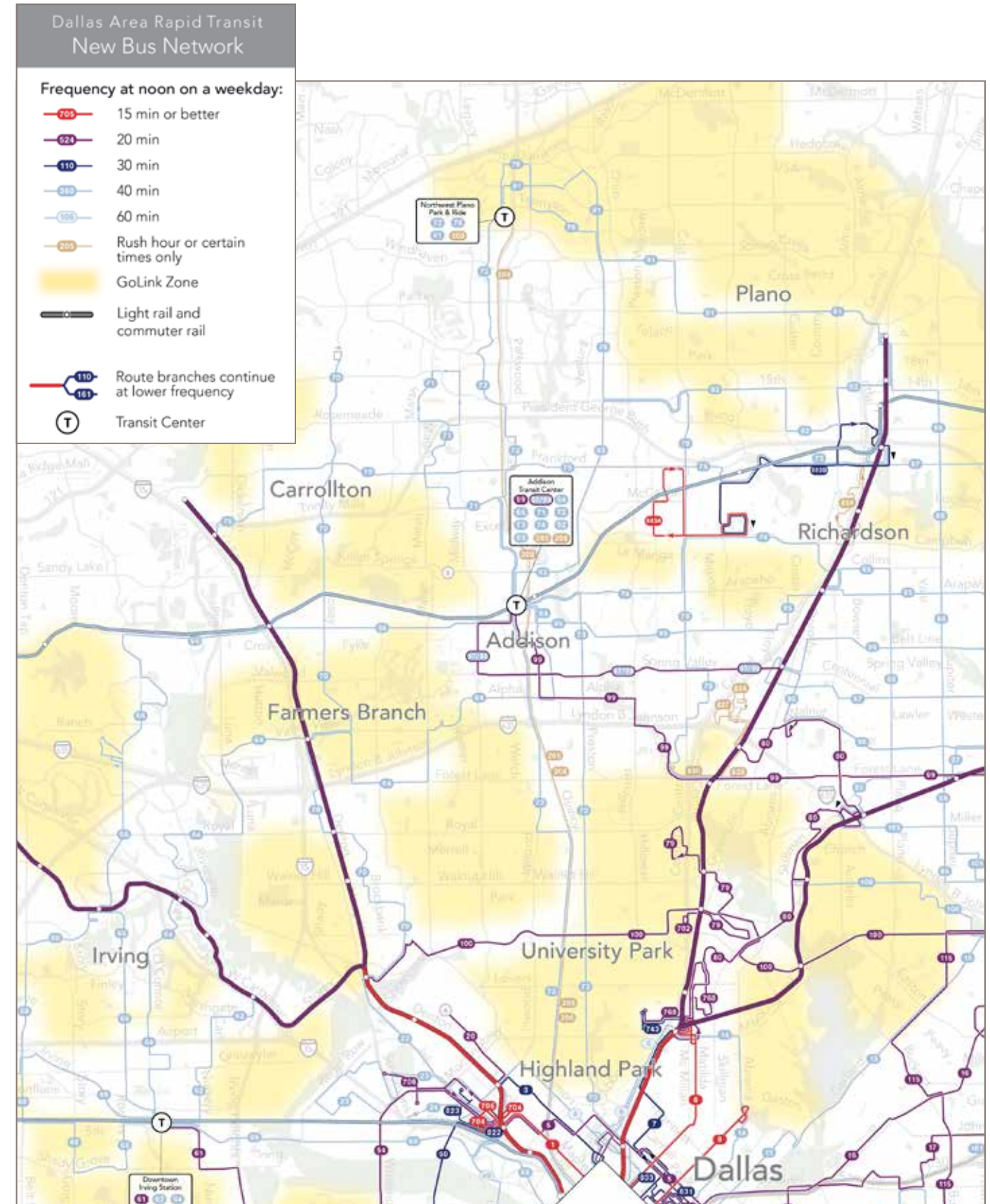
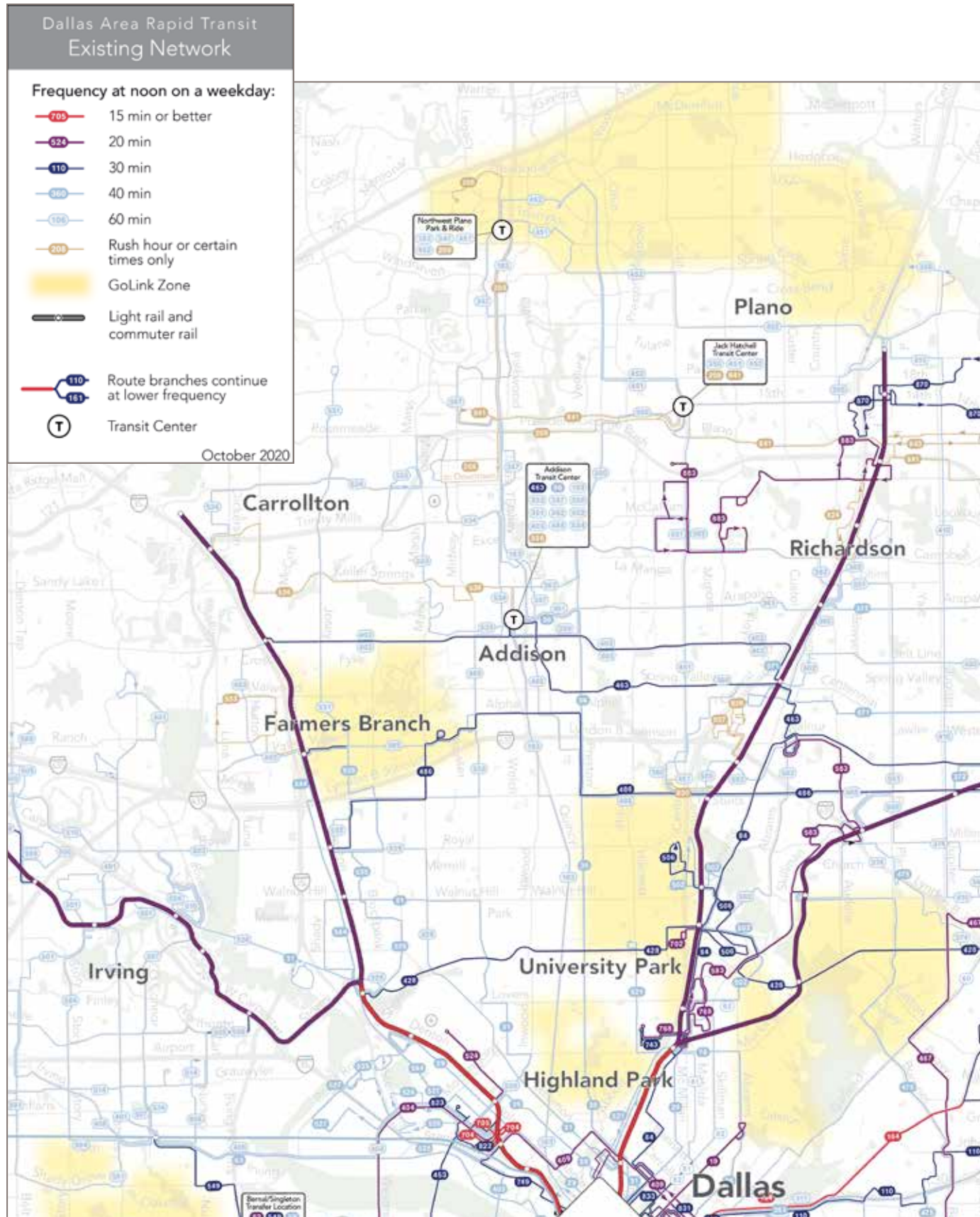
Zoom in on the Southwest Quadrant

The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.



Zoom in on the Northwest Quadrant

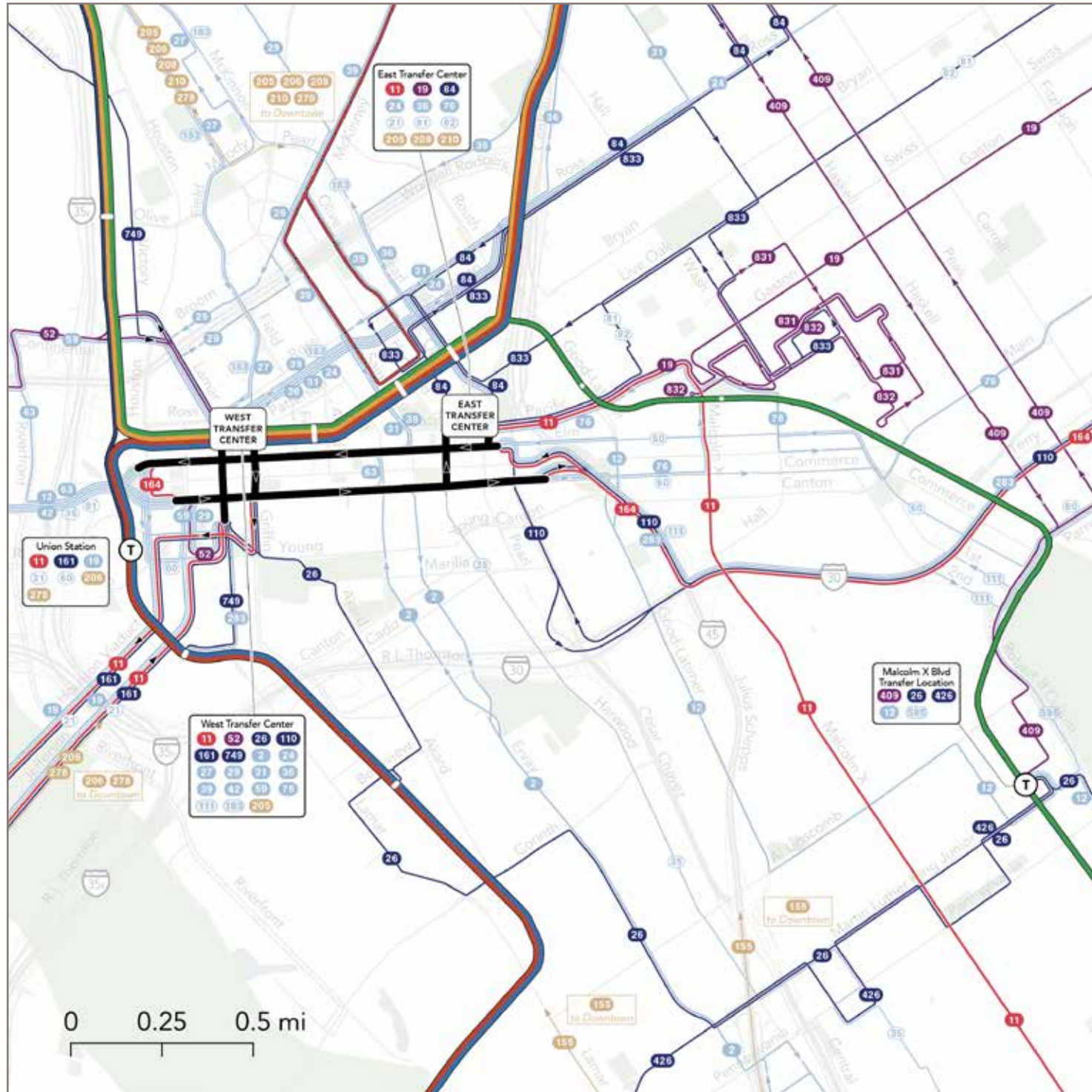
The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.



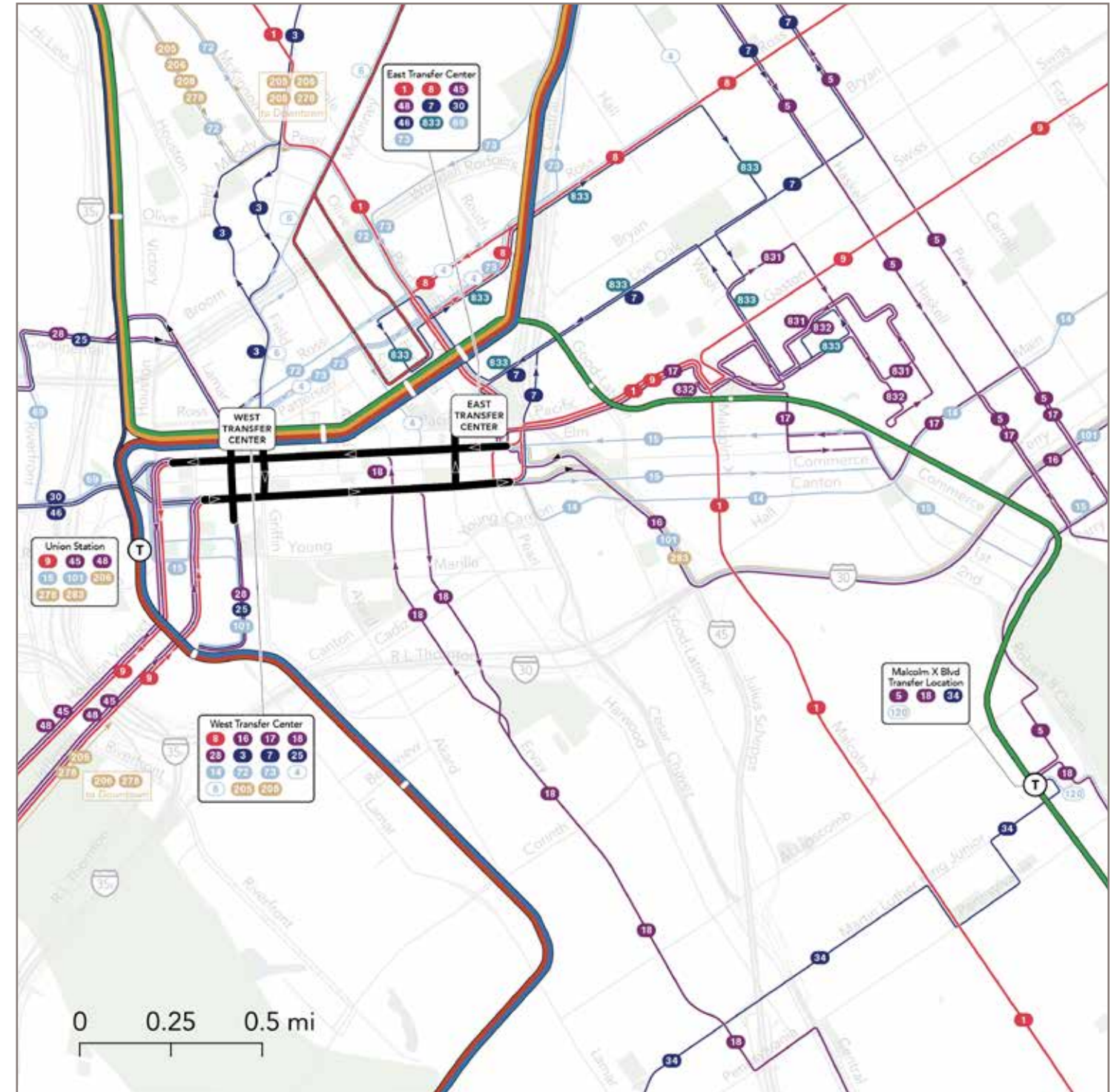
Zoom in on Downtown Dallas

The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.

Existing Network



New Network



Legend



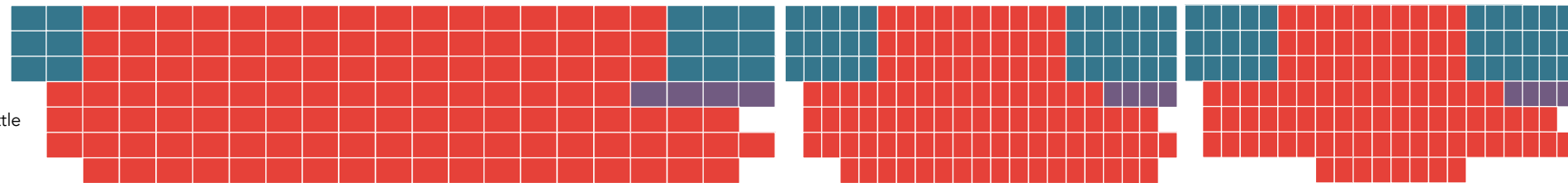
Frequencies and Hours of Service for Each New Route

A transit vehicle comes every ■ 7 - 15 min ■ 20 min ■ 30 min ■ 40 min ■ 60 min ■ GoLINK



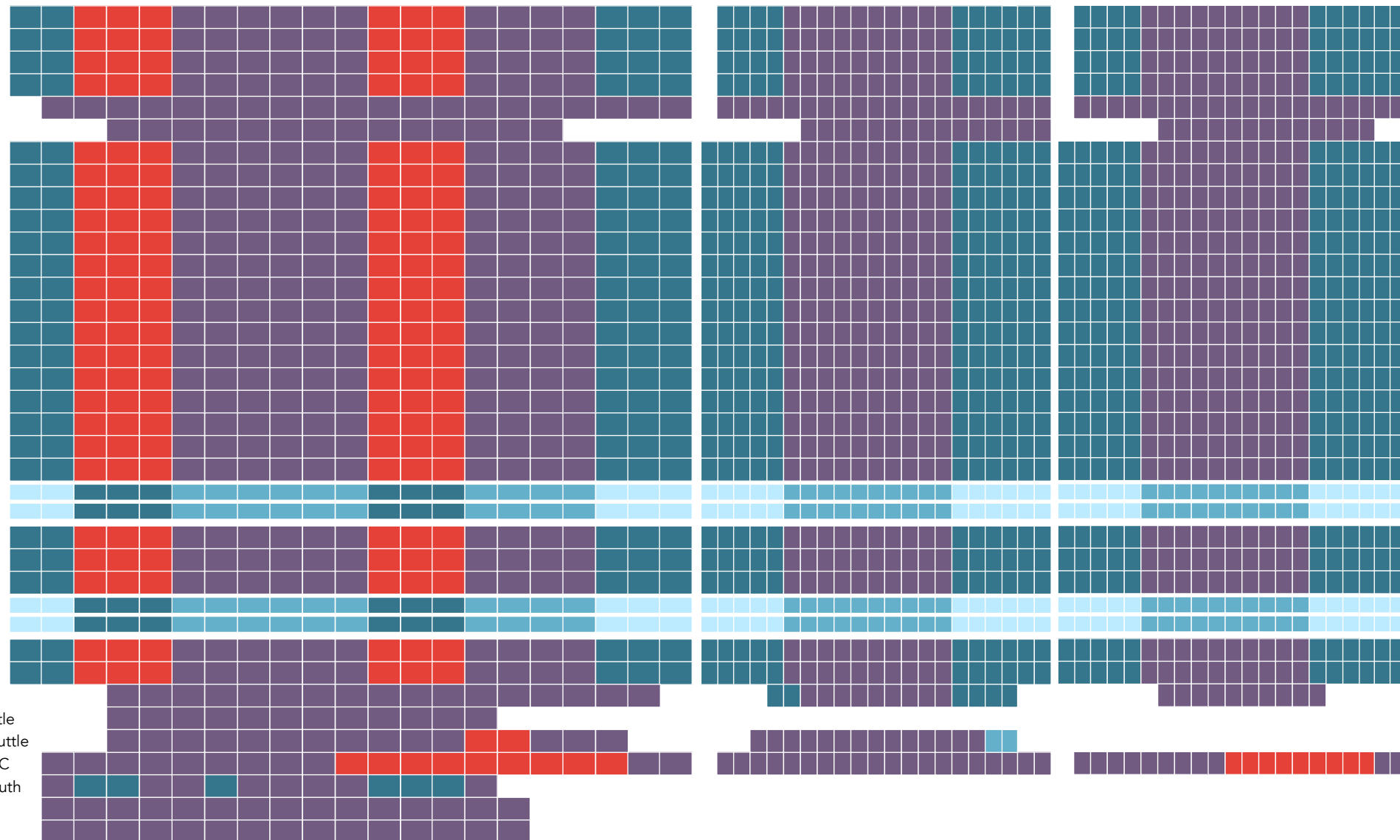
15 Minutes or Better Midday

- 1 - Malcom X / Maple
- 8 - Ross
- 9 - Jefferson / Gaston
- 704 - Harry Hines Shuttle
- 705 - Medical Market Shuttle
- 802 - Airport Parking D/E
- 883A - UTD West Loop



20 Minutes Midday

- Green Line
- Blue Line
- Orange Line
- Red Line
- Dallas Streetcar
- McKinney Ave Trolley
- 5 - Haskell
- 16 - Ferguson
- 17 - Samuell
- 18 - Ervay
- 20 - Love Field Shuttle
- 28 - Singleton
- 37 - Ledbetter
- 40 - Bonnie View
- 45 - Marsalis
- 48 - Polk
- 54 - Westmoreland
- 61 - Cockrell Hill North
- 79 - Ridgecrest
- 80 - Skillman
- 97/98 - Spring Valley
- 97 - Buckingham
- 98 - Walnut
- 99 - Forest Lane
- 100 - Northwest Highway
- 102/103 - 1st / Northwest
- 102 - Saturn
- 103 - Centerville
- 115 - Buckner
- 126 - Lake June
- 702 - North Park Shuttle
- 706 - Empire Central Shuttle
- 768 - Mustang Express Shuttle
- 801 - Airport Parking A/B/C
- 822 - UT Southwestern South
- 831 - Baylor North
- 832 - Baylor South



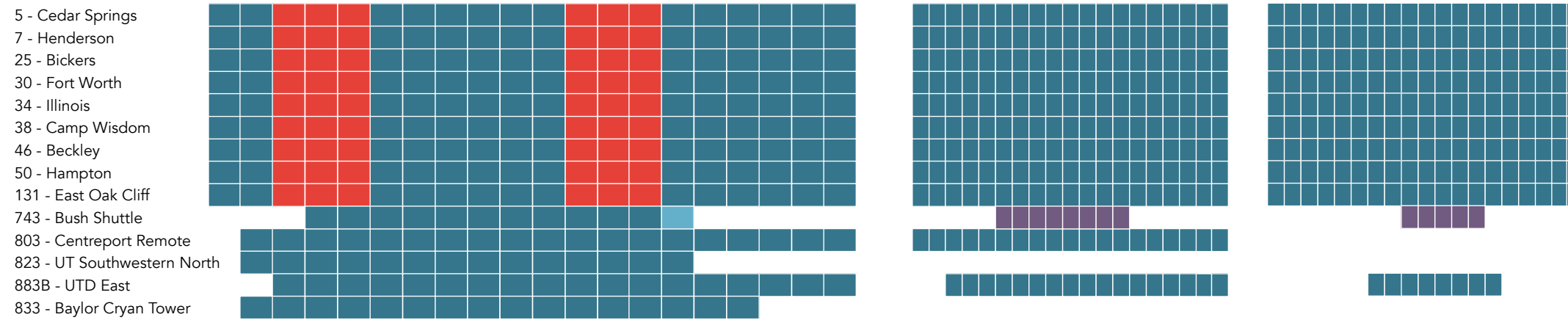
Nearly all routes will have new numbers! Check the maps to find the route numbers near you.

Tip: To quickly find a route in the table at left, search this document for its number or name.

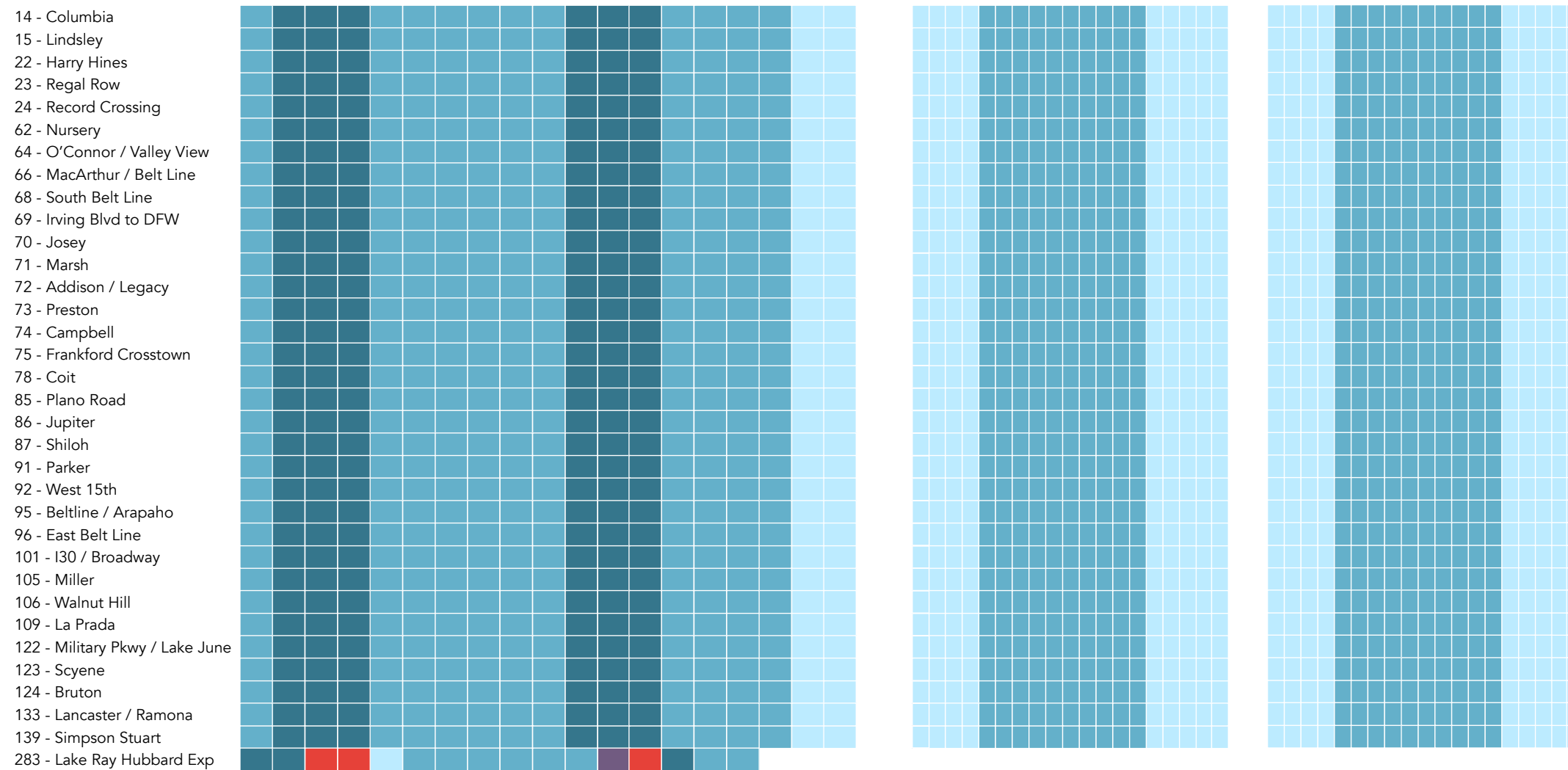
A transit vehicle comes every ■ 7 - 15 min ■ 20 min ■ 30 min ■ 40 min ■ 60 min ■ GoLINK



30 Minutes Midday



40 Minutes Midday



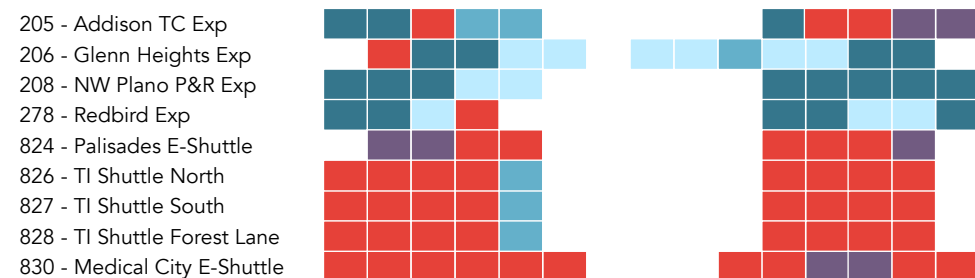
A transit vehicle comes every ■ 7 - 15 min ■ 20 min ■ 30 min ■ 40 min ■ 60 min ■ GoLINK



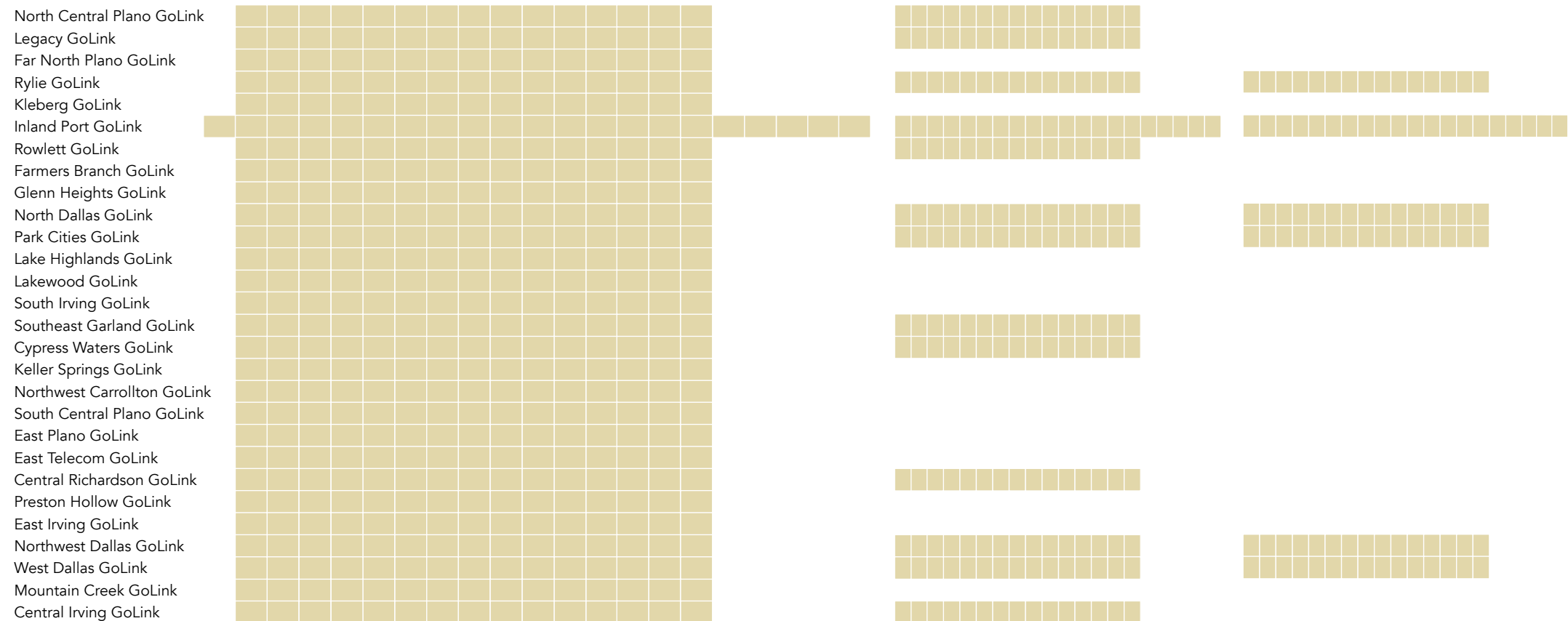
60 Minutes Midday



Express and Shuttle Services



GoLINK Service Areas



DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Approval of Final Bus Network Plan and January 2022 Service Changes

WHEREAS, DART continuously monitors bus and rail services to assure that established standards of effectiveness and efficiency are met; and

WHEREAS, DART has developed a Final Bus Network Plan after two years of development to redesign the current bus network; and

WHEREAS, the Final Bus Network Plan will be implemented through candidate January 2022 service changes that are designed to make the bus network more reliable and build ridership through increased frequency on selected routes; and

WHEREAS, fifteen pre-public hearing community meetings, and two public hearings were held as part of the June 8 and June 22, 2021 DART Board meetings; and

WHEREAS, a Title VI Assessment of the proposed Service Modifications, included as Exhibit 2 to this Resolution, has been conducted with the finding of no Disparate Impact nor Disproportionate Burden; and

WHEREAS, funding for the proposed service modifications is within proposed Budget and FY 2022 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

Section 1: The Final Bus Network Plan is adopted.

Section 2: The President & Chief Executive Officer or her designee is authorized to implement the proposed service modifications on January 24, 2022, as shown in Exhibit 1 to the Resolution.

Section 3: The Title VI assessment, included as Exhibit 2 to the Resolution, is approved.

Approval of Final Bus Network Plan and January 2022 Service Changes

Prepared by: /s/ Robert Smith *

Robert Smith
Interim Vice President
Service Planning and Scheduling

Prepared by: /s/ Todd Plesko *

Todd Plesko
Interim Executive Vice President
Growth/Regional Development

Approved as to form: /s/ Gene Gamez *

Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee *

Nadine S. Lee
President & Chief Executive Officer

* Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic

Final Bus Network Plan and January 2022 Service Changes

This exhibit contains detailed information on the Final Bus Network Plan and January 2022 Service Changes. It is divided into several parts:

1. Introduction: An overview of the process and recommendations.
2. Public Involvement: A summary of public involvement and key lessons learned.
3. Recommendations: Details on the proposed changes, updated for the final recommendations.
4. Analysis: Access and coverage impacts of the proposed changes.

Exhibit 2 contains the Title VI Civil Rights analysis for these changes. Attachment 1 includes a Jarrett Walker + Associates report summarizing the Final Bus Network Plan.

Introduction

This Agenda Report includes final recommendations for adoption of the Final Bus Network Plan and approval of the associated January 2022 service changes. The Plan is a complete redesign of the current DART bus network and builds from a process that started in October 2019. In the first half of the process, the DART Board considered two very different models for designing a new bus network: one based upon service coverage, and the other based upon changes that would maximize ridership.

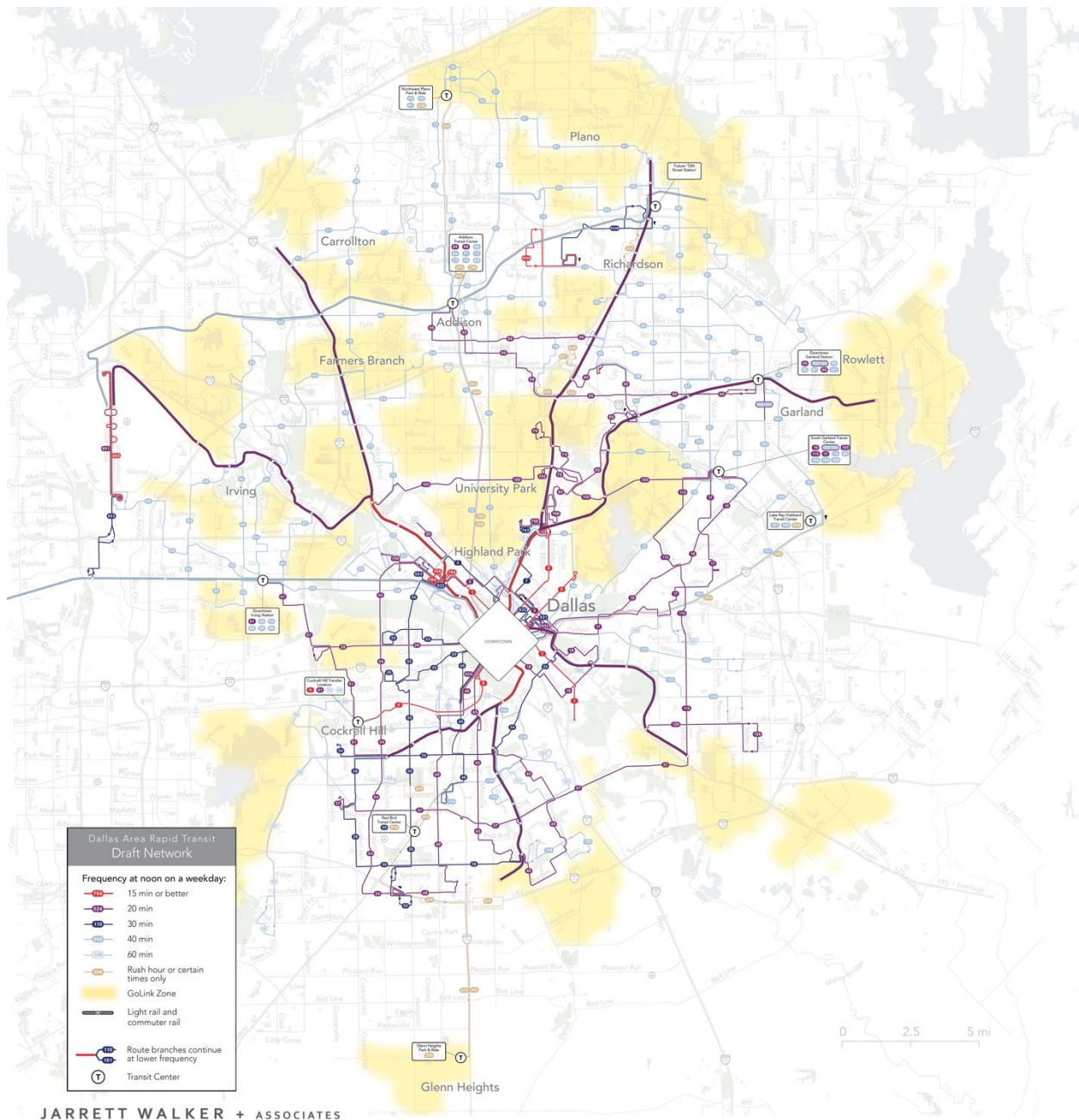
Following a first round of public involvement and considerable discussion, the Board chose a “hybrid” approach that combined elements of both coverage and ridership models, selecting an approach that combined a slimmed-down ridership-oriented fixed-route network (more frequency, improved service spans) and an expanded GoLink demand responsive service (more zones, broader coverage).

The Board expressed this hybrid approach with the following resolution adopted in November 2020:

“...that the President/Executive Director or his designee is authorized to develop a draft final bus network based upon the hybrid network concept with a ridership-coverage ratio between 75%-25% and 70%-30% and determined to maximize the most efficient approach, and based upon the FY 2020 Budget for service level resources.”

Immediately after the Board’s resolution we convened a meeting of DART staff, the consultant team, and staff from the 13 DART Cities to develop a network based upon the hybrid approach. That effort resulted in the Draft Final Bus Network Plan – the basis for the new bus network. The Draft Final Bus Network Plan was presented to the public, and DART obtained comments through a second major round of public involvement.

This Agenda Report presents the Final Bus Network Plan, which includes a series of changes based upon public feedback. The core part of the Draft Plan remains, with enhancements that improve coverage and address a number of expressed concerns from riders and stakeholders. The following map includes the entire Final Bus Network Plan:



Route colors represent Weekday midday service frequency, with red and purple routes comprising an expanded Core Frequent Route Network – 22 bus routes plus 4 light rail lines.

We would note that this bus network should be considered a baseline, and a starting point for future DART bus service improvements. The Board of Directors will continue to discuss potential future service improvements that expand upon this baseline, and DART and the DARTzoom team will work on development of a future expanded version of the plan that can be implemented over a five-year period as funds become available.

Public Involvement

Once the DART Board of Directors officially called for a Public Hearing on the Draft Bus Network Plan and associated January 2022 service changes, DART staff and consultants started a several-month public involvement process. Pandemic conditions resulted in most of the meetings happening in various virtual forums, though there were some personal appearances toward the end of the process.

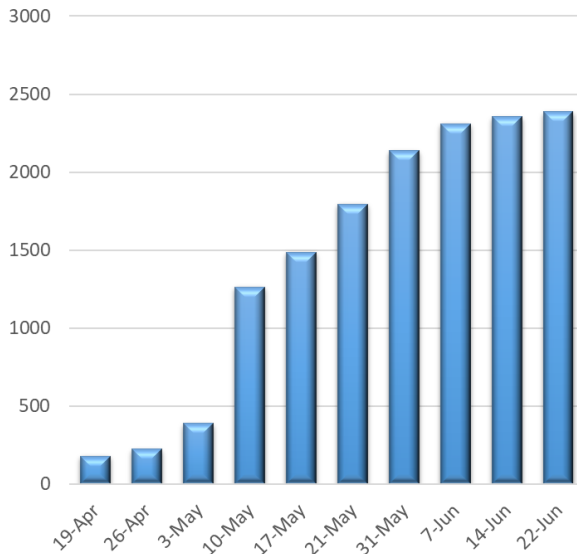
There were a total of 15 pre-Public Hearing community meetings for the January changes. There was light to moderate participation at these meetings. Participants included bus riders with in-depth concerns and questions, plus stakeholders interested in the process.

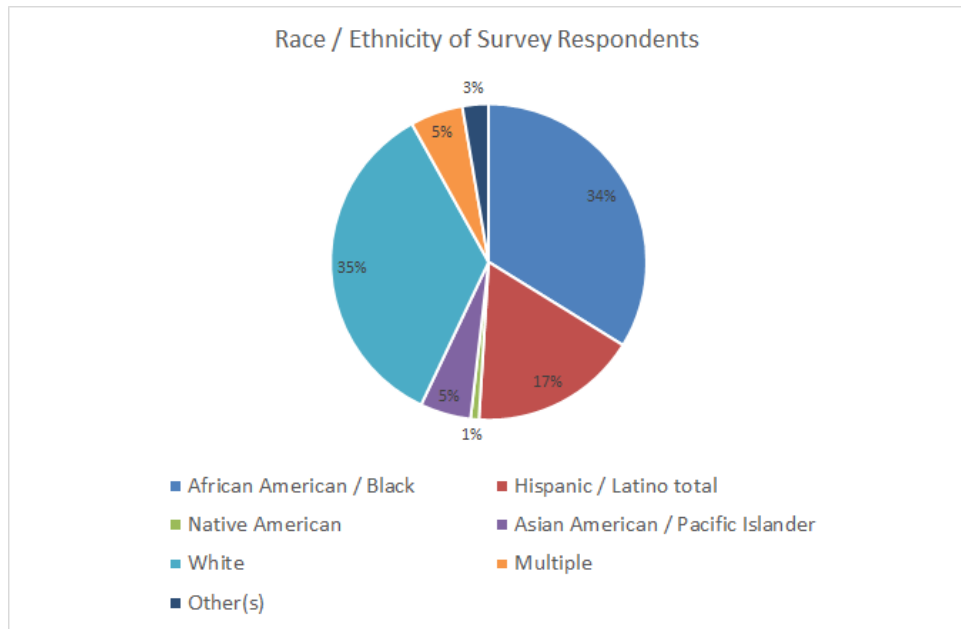
DART conducted two Public Hearings on the changes, both in June. 63 comments were received regarding the proposed Service Change. 16 were sent in as comment cards or through DART Customer Service, and four were taken from comments made at one of the community meetings. 39 were sent in via email, and four were dictated over the phone. The comments ranged from support to disapproval of the proposed changes; the comments also included specific requests for service modifications or extensions as well as unsolicited recommendations for improvement to DART safety and customer service. We have included more discussion later in this section covering some of the key comments received.

DART also participated in a series of stakeholder meetings with many groups, and we hosted two Facebook live events that each attracted nearly 300 participants during the event and many more afterwards.

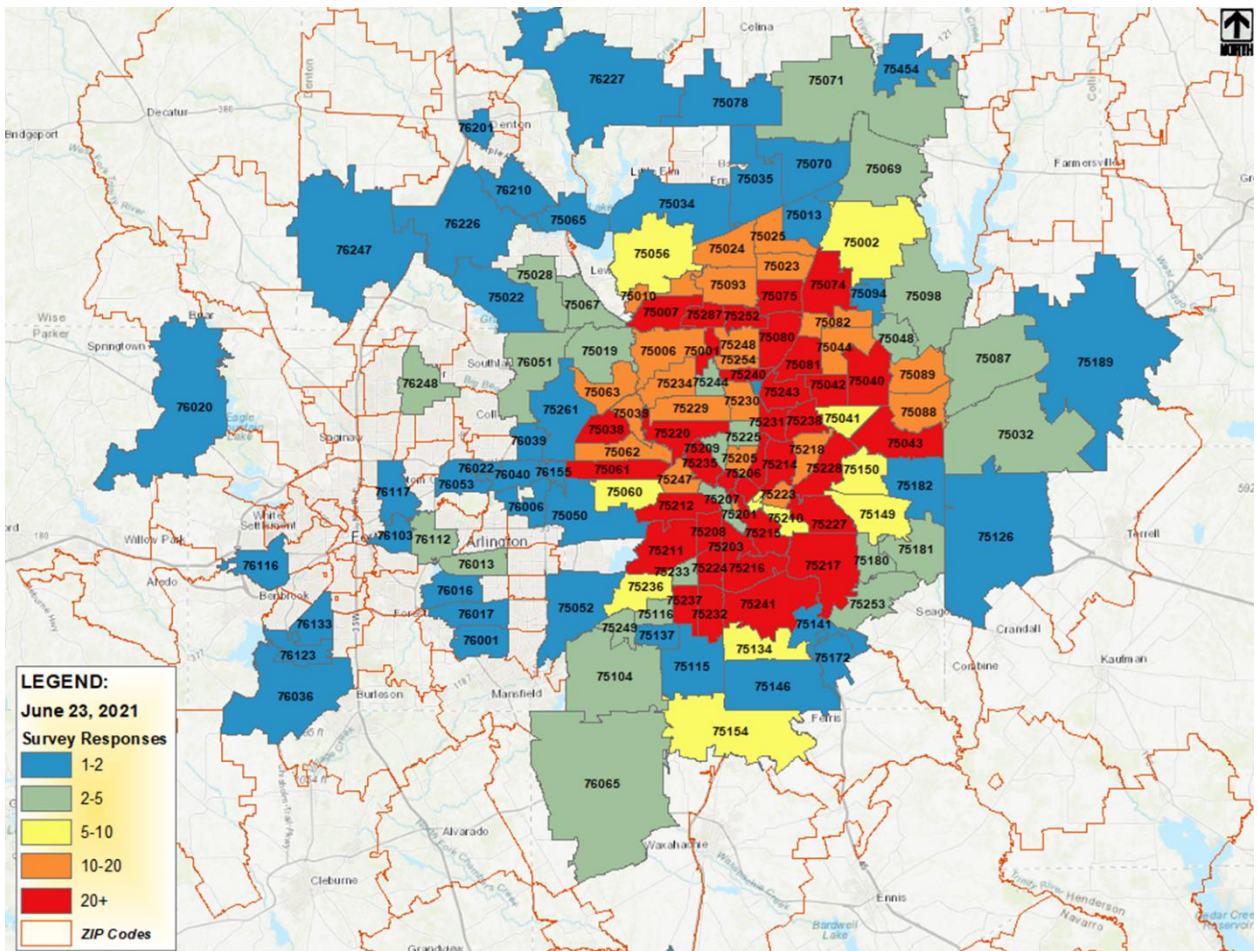
Survey Results

The DART team hosted a public survey on the changes at the project website, www.dartzoom.org. Survey responses were slow early, but with aggressive promotion increased to 2,468 over an 8-week period. 80 of the surveys were conducted in Spanish. 70% of the responses came from regular bus riders, and there were representative response rates for key demographic groups.

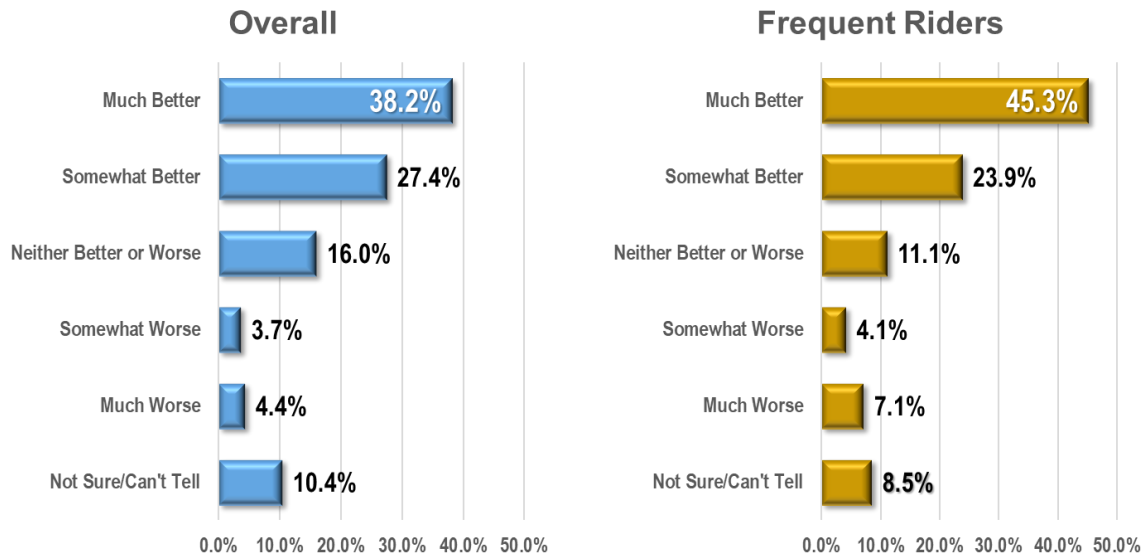




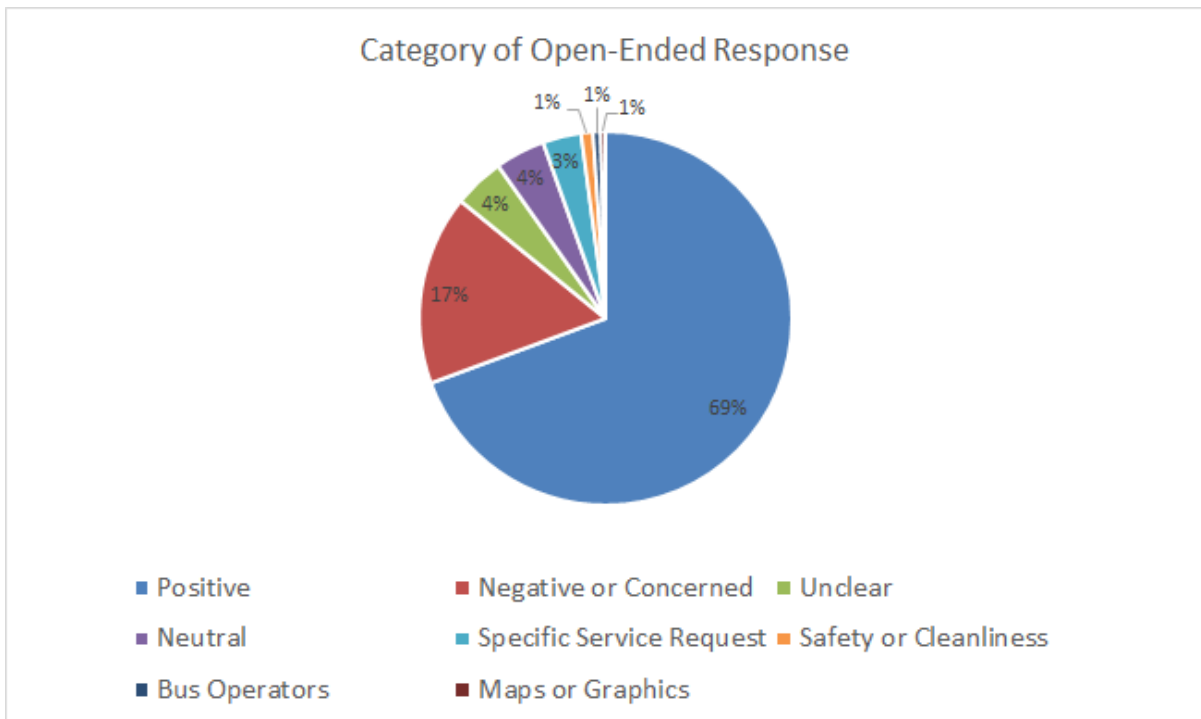
Survey responses were well-distributed geographically, with the highest response rates coming from areas with high volumes of reliant riders: areas such as Oak Cliff, Pleasant Grove, Ferguson Road, and the North Central corridor. The following map highlights the distribution of the responses:



Nearly two-thirds of the respondents felt that the draft network would be better for them personally, while small minorities felt the network would be worse. The following graphics show response rates to this question both overall and for frequent users of the system:



The survey provided two opportunities for open-ended responses. More than 1,500 respondents chose to answer in this way. Staff organized the responses in different categories for analysis, as shown in the charts below:



Most of the responses pertained to the service changes and were positive. Others extended beyond the focus of the bus network redesign.

Key Issues

Key issues heard during the public involvement phase fall into three general categories:

1. GoLink coverage and access issues
2. Fixed-route coverage concerns
3. Express bus concerns

This section will address each of these issues in turn.

GoLink Coverage, Access

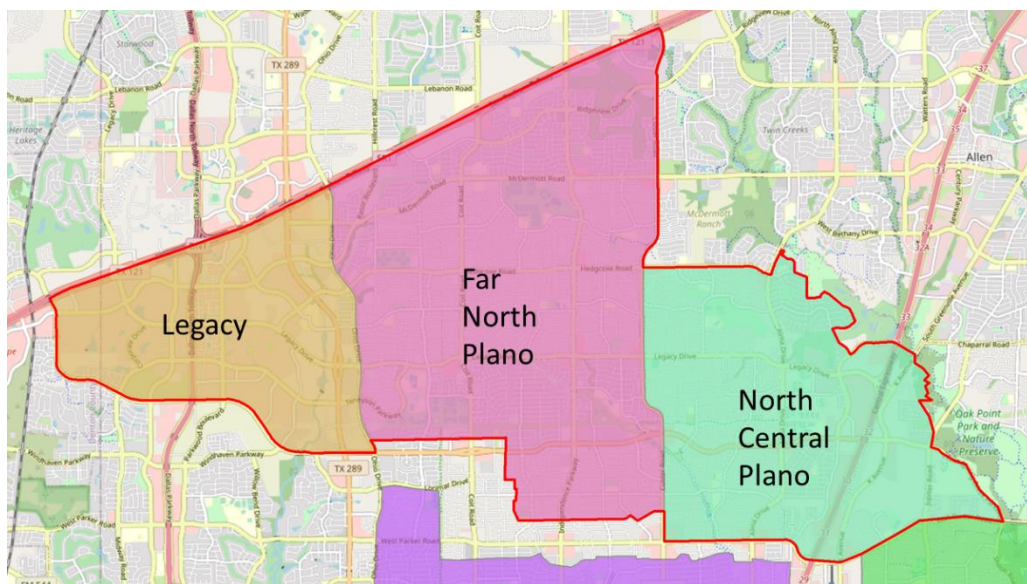
Throughout the process, there were a number of requests for additional GoLink service coverage. We also heard requests to allow zone-to-zone travel between adjacent GoLink zones, something that is not currently allowed by policy.

Our final recommendations include two GoLink coverage changes:

- Southwest Irving: the South Irving GoLink zone would be expanded to include the Bear Creek neighborhood, addressing concerns about loss of fixed-route service coverage.
- Farmers Branch: the Farmers Branch GoLink zone would be expanded to include several developments near IH-635/Luna that are beyond a safe walk from fixed-route service coverage on Luna.

DART also heard additional requests for new GoLink coverage in Irving (areas west of 161 along Valley View) and Garland/Richardson (areas north and east of the George Bush Turnpike). These areas could not easily be added to nearby GoLink zones, and would likely require creation of new GoLink service. We will examine feasibility in development of a follow-up Five Year Plan for changes beyond January.

For customers requesting zone-to-zone travel on GoLink service, staff will propose a pilot project to allow zone-to-zone travel for three adjacent GoLink zones in Plano: Legacy, Far North Plano, and North Central Plano. When the current GoLink service was created, DART did not allow for travel outside of designated zones out of concern that such trips might be much more costly than shorter in-zone trips, and tie up vehicles that might be needed for other GoLink customers in-zone.



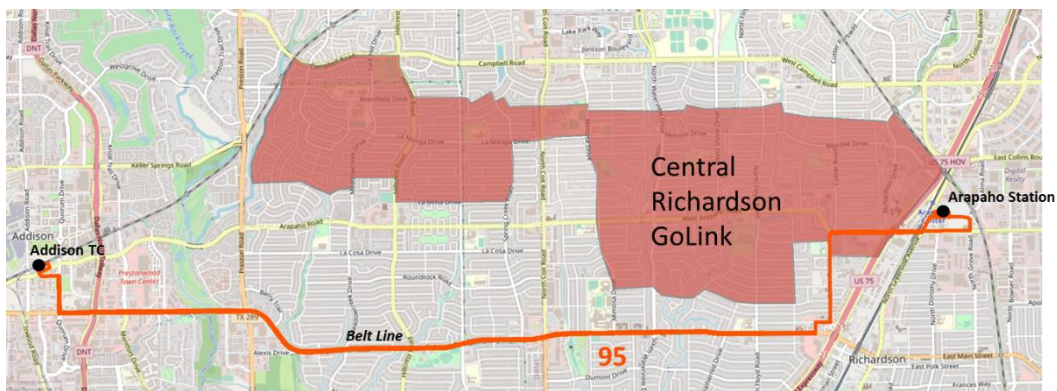
Before rolling out zone-to-zone travel for all adjacent GoLink zones staff believes it is prudent to test the concept first. Over a period of 6-12 months, we would carefully monitor demand for zone-to-zone trips, the cost and/or subsidy

of providing these trips, and impacts upon wait times for the entire customer base. Should we find no or limited impact on metrics such as these, it may be prudent to expand this capability more widely.

GoLink Conversion to Fixed-Route Service

There were a number of DART customers concerned about the transition from fixed-route to GoLink service proposed for a number of areas. Concerns mentioned included hours/days of GoLink service compared to fixed-route, anecdotal stories of late GoLink trips, or how customers without smartphones would use the service.

Final recommendations include changes to GoLink and fixed-route operations in Richardson and adjacent areas based upon assessment of public input. Proposed Route 95 service would be extended from Richardson Civic Center west to Addison via Custer and Belt Line, preserving fixed-route service in the Belt Line corridor serving Richardson, Dallas, and Addison. The proposed Central Richardson GoLink zone would continue as a smaller zone covering areas between Route 95 and routes to the north.



We do not believe that the anecdotal stories of GoLink performance match experience since the program was substantially upgraded in early 2019. Changes included new reservations and operating software, integration with the GoPass app for trip bookings, and other behind-the-scenes details. Since these changes average wait times for customers booking via the app have consistently been 10 minutes or less, with 15 minute times in the largest zones. We simply have not seen or experienced long wait times for GoLink service since 2019 enhancements.

Customers are not required to use smartphones to access GoLink service. DART offers a standard telephone reservation service, and about a third of GoLink customers use this service to book trips. We ask customers to call at least 30 minutes in advance of the time they wish to be picked up.

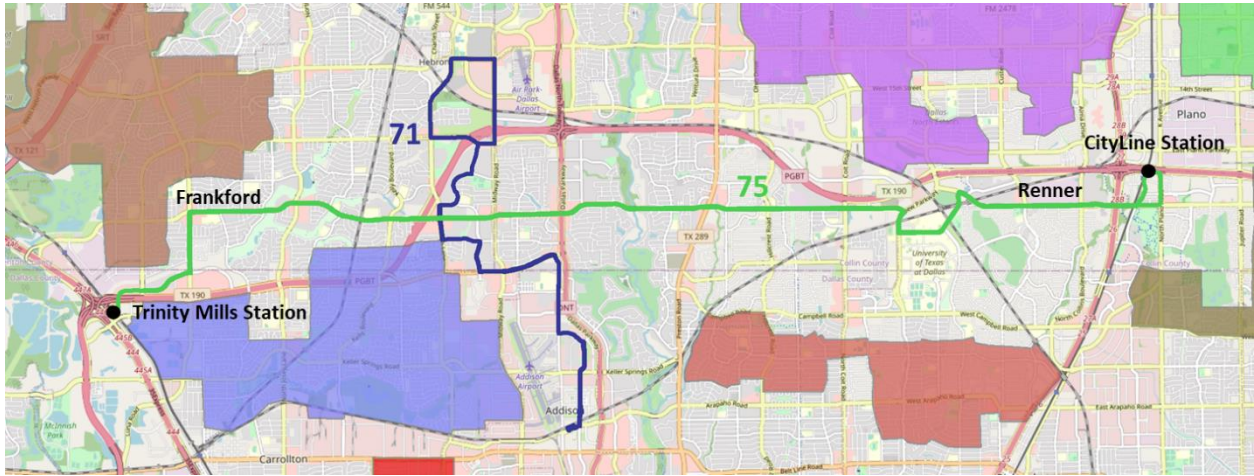
Fixed-Route Coverage

The team heard a number of comments and concerns about fixed-route service changes. Some customers and stakeholders were concerned that services were too widely spaced in some areas with high concentrations of reliant riders. Others mentioned service frequency concerns in the same areas.

Final recommendations include modifications for routes in at least four areas:

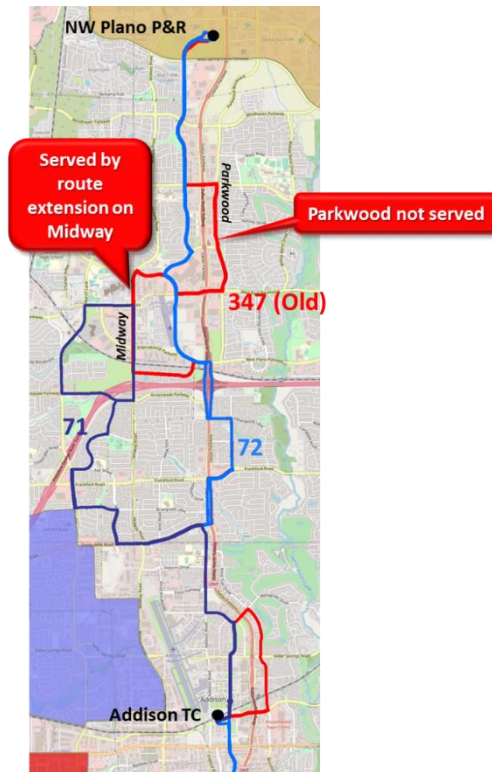
- East Oak Cliff: we heard concerns about coverage along Corinth Street Road and frequencies for proposed route changes. In the Final recommendations, Route 131 receives more frequent service, and Route 133 is extended north to 8th/Corinth Station to fill in coverage gaps.
- Pleasant Grove: we heard concerns about lack of coverage, particularly north of Lake June. Final recommendations replace proposed Route 124 service on Bruton with coverage by an extension of Route 122; this extension also serves parts of Jim Miller that were not covered. A new Route 123 would cover parts of the Scyene Road corridor that were not covered in the original proposal.
- Frankford/Renner: we heard concerns about coverage and lack of east-west travel options in Far North Dallas and adjacent areas in Richardson and Carrollton. Final recommendations create a new Route 75 crosstown

bus service operating on Frankford and Renner between Trinity Mills Station and CityLine Station. The proposed Route 71 would be modified and extended north to Hebron Parkway.



- Arlington Park: we heard concerns about coverage in this area west of the Medical District. Final recommendations include a new Route 24 to serve the area along Record Crossing.

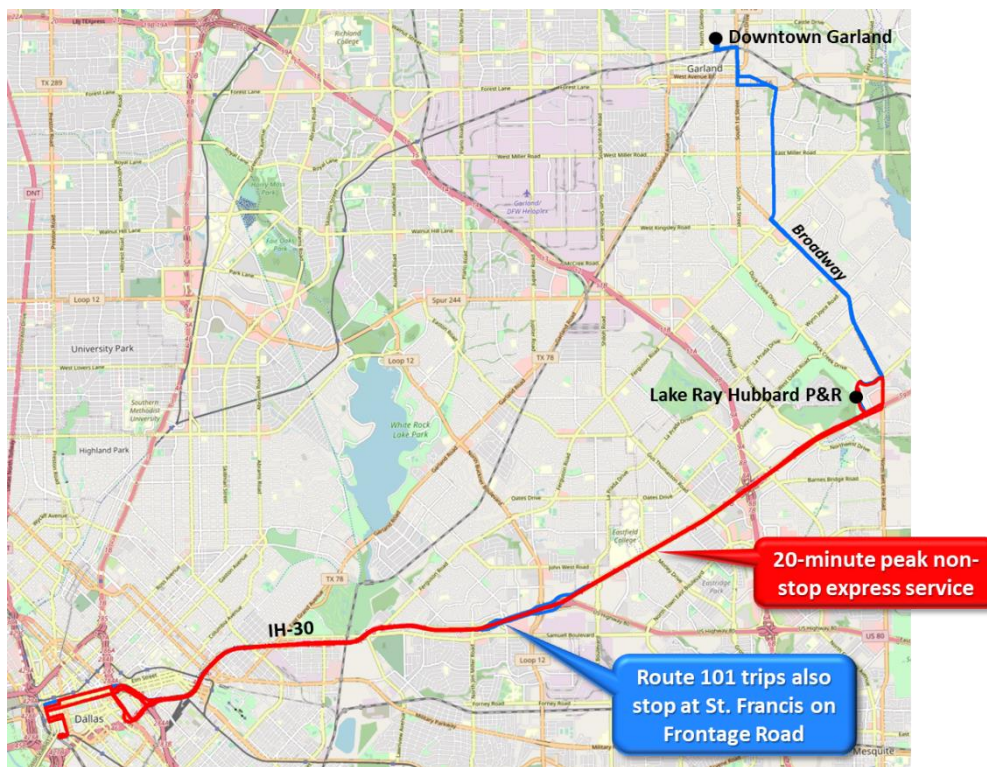
The changes for the Frankford/Renner corridor also address some of the customer concerns with the proposed Route 72, replacing current Route 347 service between NW Plano P&R and Addison TC. The Route 71 extension covers some of the areas currently served by Route 347. We were not able to find a workable modification that would address current Route 347 service on Parkwood in Plano, however, and will continue to explore this area in future service changes to find an appropriate, cost-effective solution.



Express Bus Issues

The Board heard a number of customers raising concerns about their belief that DART was replacing express service between Lake Ray Hubbard P&R and Downtown Dallas. Clearly DART was not effective in communicating our proposal for service to Lake Ray Hubbard, and we need to rethink how we are describing the service.

In actuality, our recommendations would continue 20-minute peak non-stop express service along the same alignment as the current Route 283 service. In addition, we would create a new Route 101 that would provide local service between Downtown Garland and Lake Ray Hubbard, and then limited-stop service to Downtown Dallas. Route 101 trips would add an intermediate stop along IH-30 near St. Francis to serve adjacent businesses and apartments. The Route 101 service would operate 7 days per week over full DART operating hours, which is actually a substantial improvement in service span and days of operation from what is available now.



We do note that many of our express customers would like to see an immediate return to pre-pandemic frequency of service. We are not proposing to do this at this time, as express ridership has substantially declined. Express routes, however, will all operate every 15-20 minutes during peak periods, which corresponds to the frequencies we are providing in other parts of the network. We believe that these frequencies are sufficient for 2022, but we will carefully monitor passenger loads, and if frequency improvements are needed, they can be quickly implemented.

Recommendations

This section describes details on the final recommended route network. As in previous versions, we have used a new, temporary route numbering scheme for this proposal. DART is considering major changes to route numbers for this service change and may adopt a different numbering scheme when the changes are finally implemented in January 2022.

Frequencies, Service Spans

Most local routes follow one of five standardized frequency and service span patterns, as summarized in the following chart. It depicts proposed operating headways (frequencies) for routes in the network (which are color-coded based on their midday frequencies) during each major time period. Other than Express routes (and certain shuttles that are not part of the general operating budget), all local routes would operate seven days per week.

Frequency Guide by Time of Day (based on midday frequency colors used on maps)

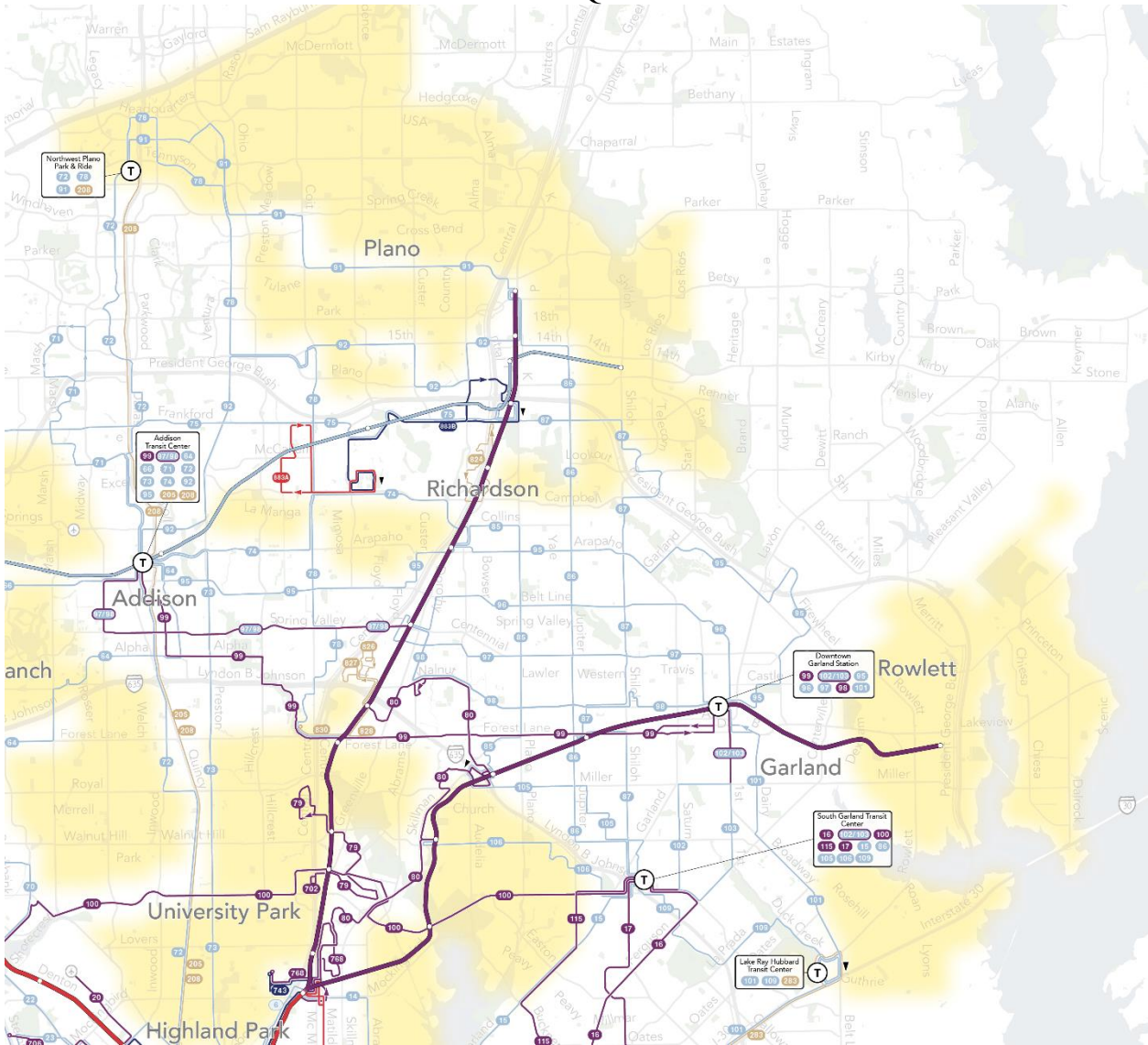
Red	Purple	WEEKDAY	Blue	Light Blue	Pale Blue
30	30	4am or 5am-6am	30	40	40
15	15	6am-9am (A.M. peak)	15	30	30
15	20	9am-3pm (midday)	30	40	60
15	15	3pm-6pm (P.M. peak)	15	30	30
15	20	6pm-10pm	30	40	60
30	30	10pm-Midnight or 1am	30	60	60
Red	Purple	WEEKEND	Blue	Light Blue	Pale Blue
30	30	4am or 5am-10am	30	60	60
15	20	10am-7pm	30	40	60
30	30	7pm-Midnight or 1am	30	60	60
Red/Purple Service from 4am-1am			Service is from 5am-Midnight		
<i>Final schedules may vary slightly</i>					

Any exceptions are noted along with the maps for individual routes (below).

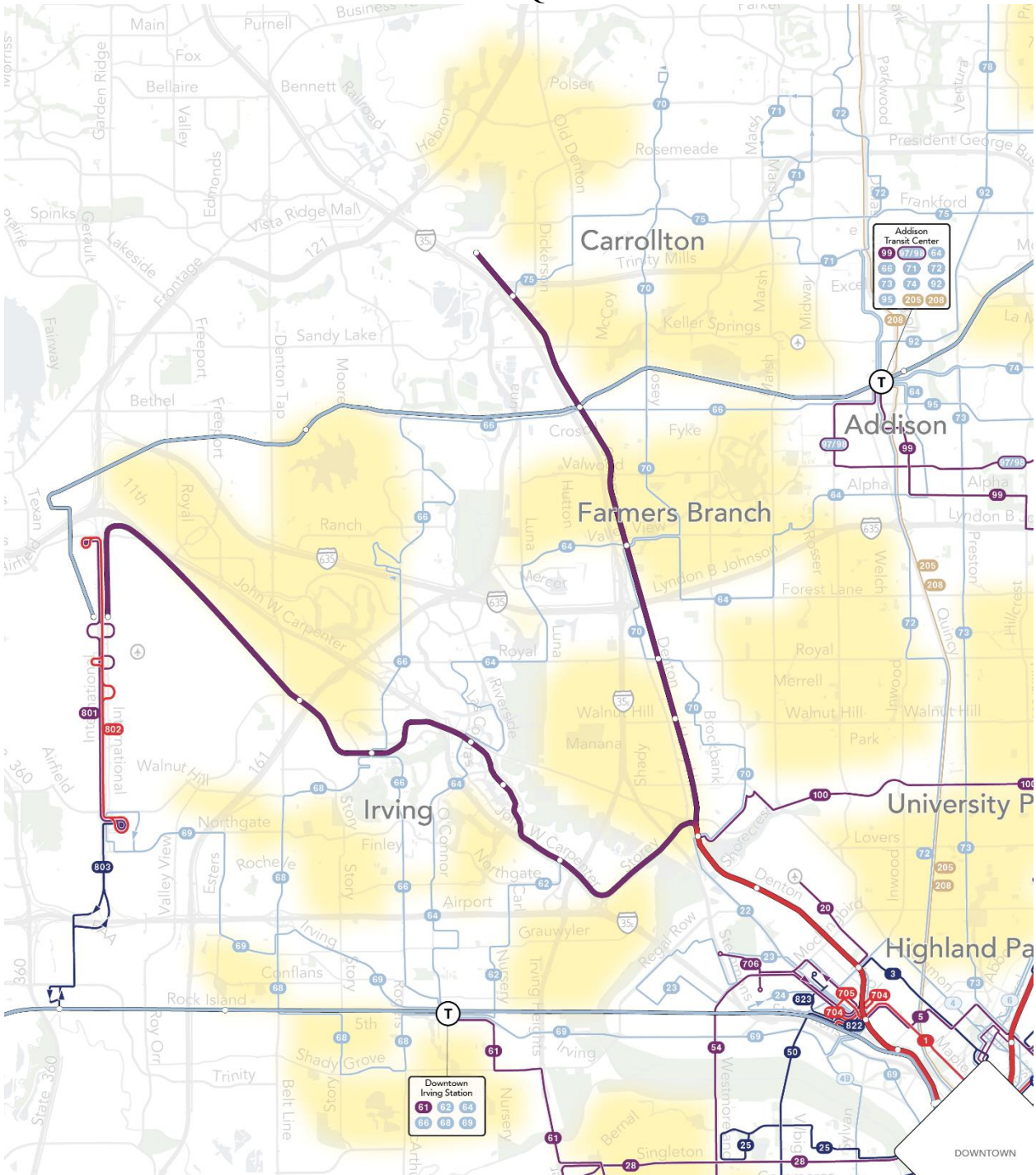
Quadrant Maps

Maps of the full plan can be very challenging to follow when placed in a standard document. For this reason, we have divided the network into four quadrants. We have also added a fifth map that shows Downtown Dallas. These quadrant maps show the proposed bus network and how the routes connect to one another. Yellow areas are the GoLink zones.

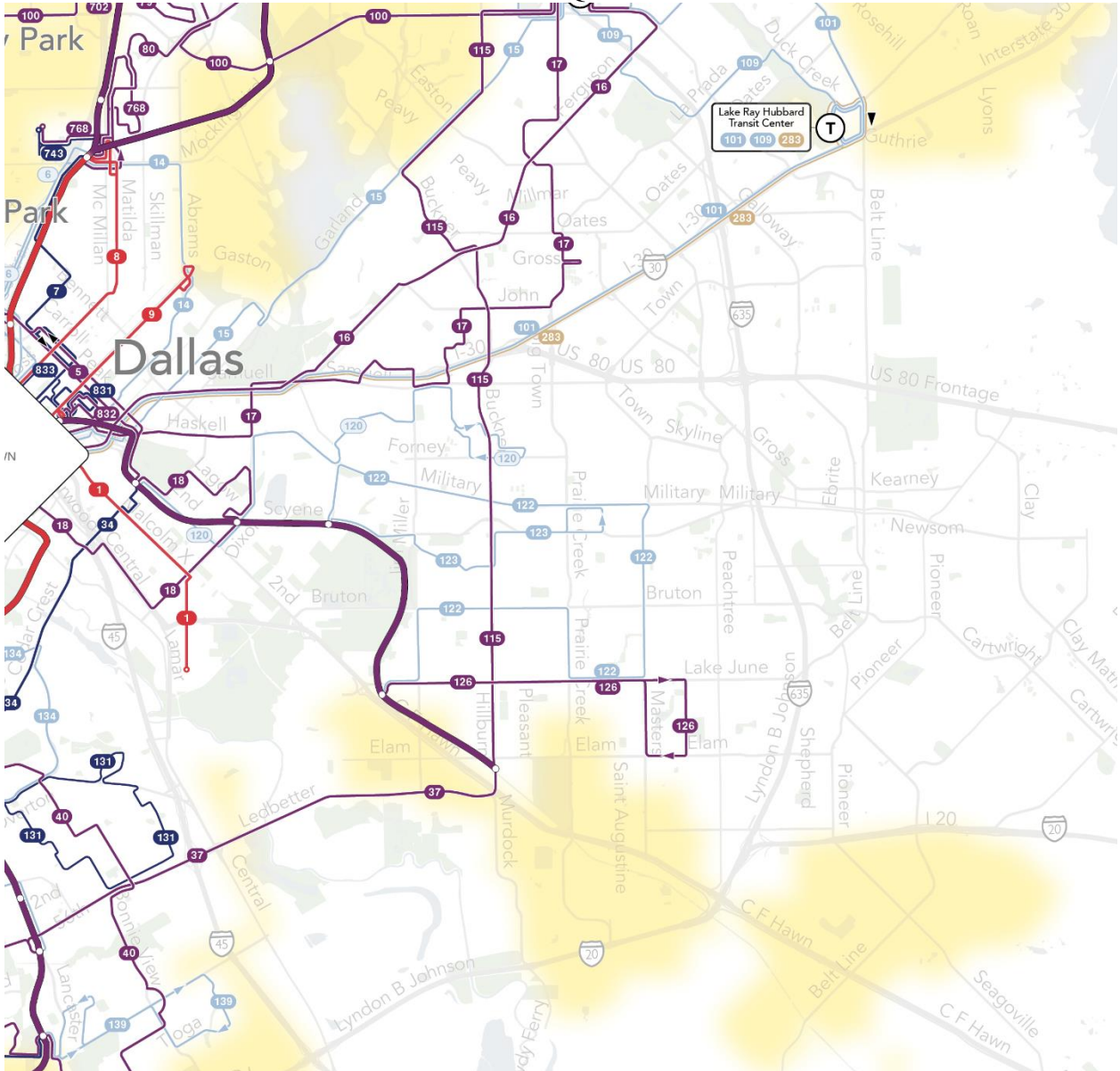
Northeast Quadrant



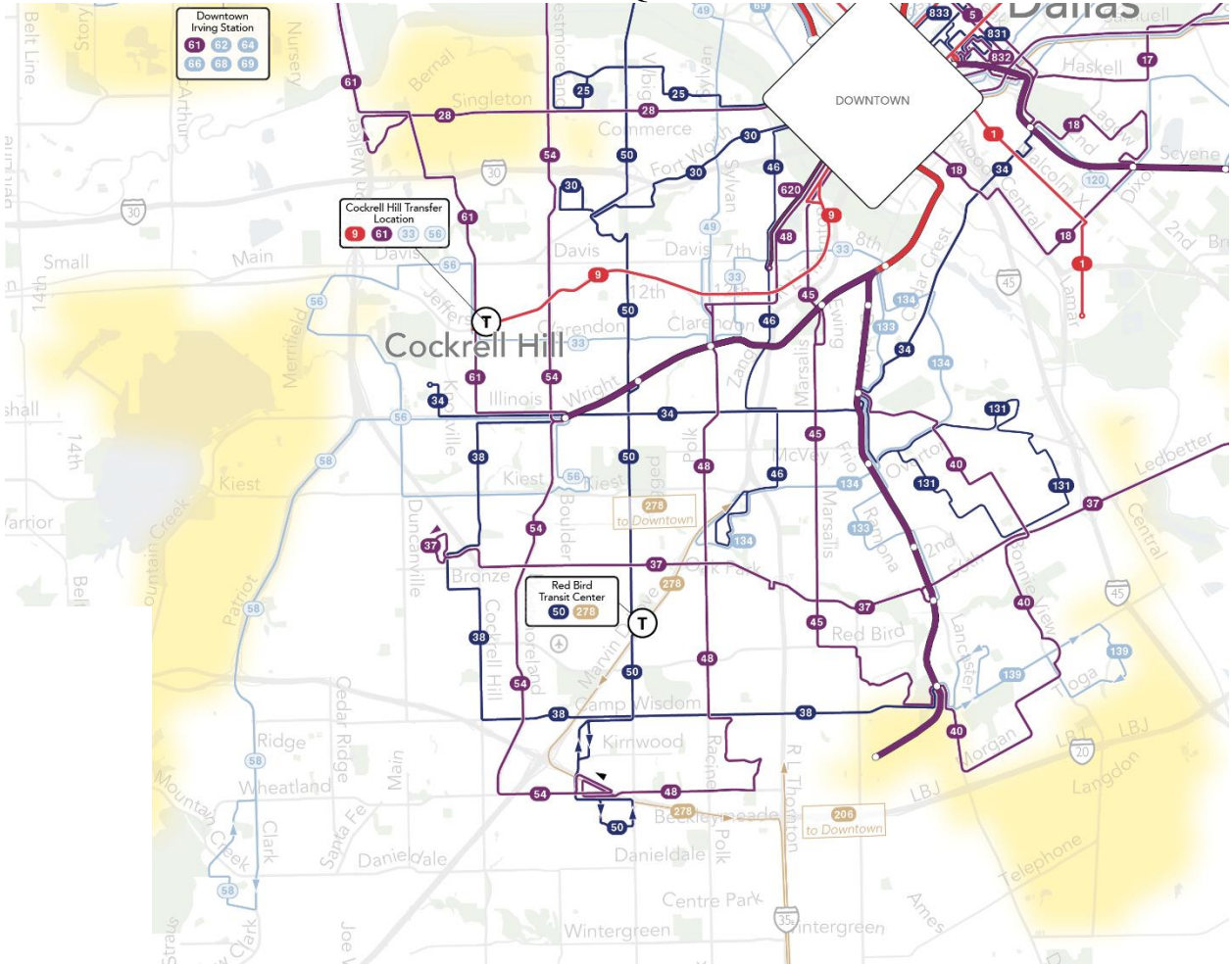
Northwest Quadrant



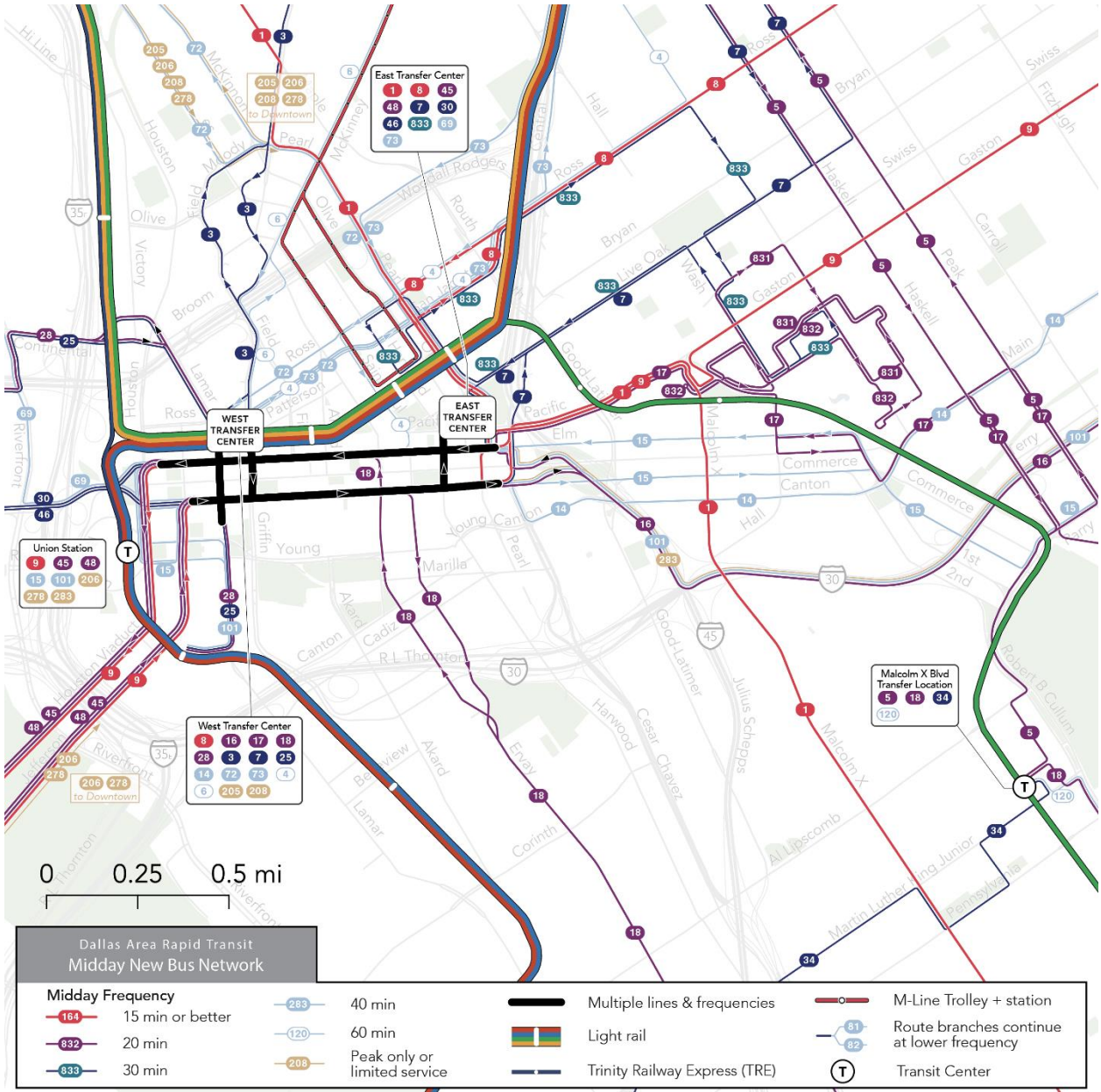
Southeast Quadrant



Southwest Quadrant



Downtown Dallas



Route-by-Route Guide

The following table has been described as a route-by-route guide to the proposed changes. It lists each route in the existing DART network, followed by its disposition under the proposed network.

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
2	002 Hatcher	45	Mostly picked up by 18 Ervay; also 17 Samuell on Haskell, Dolphin; 120 Everglade on Dolphin, Military	17, 18 ,120
11	011 Jefferson / Bexar Street	20	Western (Jefferson) portion replaces Route 9 Jefferson-Gaston; eastern (Malcolm X-Bexar) portion replaced by Route 01 Malcolm X-Maple	1, 9
12	012 Westmount / Hatcher Station	40	Replaced by Route 30 Ft Worth west of downtown Dallas; Route 120 Everglade on R.B. Cullum/2nd Avenue corridor	30, 120
19	019 Ann Arbor / Lakewood	40	Northeastern (Gaston) portion replaced by Route 9 Jefferson-Gaston; southern portion replaced by Route 45 Marsalis with modifications and extension	9, 45
21	021 Red Bird Transit Center	60	Major corridor segments on Vernon and Zang were absorbed by Route 48 Polk	48
24	024 Mockingbird Sta./ McMillan	40	Ross segments covered by Route 8 Ross, which also travels on Matilda, which is close to McMillan	8
26	026 Hatcher Station	30	Various segments are covered or have nearby coverage by Routes 18 Ervay, 34 Illinois, and 120 Everglade	18, 34, 120
29	029 Bachman Via Maple	40	Becomes the northwestern portion of Route 1 Malcolm X-Maple	1
31	031 Midway-Bachman	40	Replaced by Route 4 Lemmon between Inwood-Love Field Station and Downtown Dallas; Northwestern segments are covered by new GoLink zones serving Preston Hollow and Northwest Dallas and expanded Park Cities GoLink	4, Preston Hollow GoLink, Park Cities GoLink, Northwest Dallas GoLink
35	035 Bernal - Singleton / Crozier	60	Singleton segments will have coverage by Route 28 Singleton and Fort Worth by Route 30. Segments between Postal Way and Norwich will be served by West Dallas GoLink; South Dallas (eastern) portions have coverage from other routes, primarily 18 Ervay	18, 28, 30, West Dallas GoLink

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
36	036 Addison Tc Via Preston	40	Replaced by Route 73 Preston	73
39	039 Inwood/ Love Field Station	40	Replaced by Route 3 Cedar Springs except for McKinney (MATA Trolley) and approach to Downtown Dallas	3
52	052 Convention Ctr - Singleton PTL	20	Replaced by Route 28 Singleton and extended to Walton Walker	28
59	059 Bernal - Singleton	40	Replaced by Route 25 Bickers east of Westmoreland Road, West Dallas GoLink between Westmoreland and Bernal, and by Route 28 Singleton between Bernal/Singleton and Walton Walker	25, 28, West Dallas GoLink
60	060 South Garland T. C./Union Station	60	Replaced by Route 15 Lindsley	15
63	063 Downtown Irving Sta Via Irving Blvd	40	Mostly absorbed by Route 69 Irving Blvd DFW	69
76	076 Mockingbird Station	45	Replaced by Route 14 Columbia	14
81	081 Wynnwood / Mockingbird / Matilda	50	Kept as Route 8 Ross on the northern half (with Live Oak covered by Route 7 Henderson) and Route 46 on the southern half	7, 8, 46
82	082 Wynnewood / Mockingbird / Skillman	50	Route 46 Beckley Coves southern segments; Route 7 on Live Oak; Route 8 Ross close to Skillman on Matilda	7, 8, 46
84	084 Richland Coll / Greenville	45	Replaced largely by 7 Henderson (downtown to Mockingbird only); Ross segments served by 8 Ross; some of the US 75 service picked up by Route 6 Cole; other segments covered by expanded North Dallas GoLink	6, 7, 8, North Dallas GoLink
110	110 La Prada / Eastfield College	30	Most street segments (east of Ferguson) are covered by Route 17 Samuell	17
111	111 Skyline H. S.	50	Most street segments will have coverage by 17 Samuell and 120 Everglade, in some cases on nearby streets	17, 120
161	161 Glen Oaks	60	Replaced largely by Route 48 Polk	48

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
164	164 Woodmeadow-S Garland	30	16 Ferguson replaces service on the length of Ferguson and continues to South Garland TC; 17 Samuell provides coverage on Shiloh, Joaquin, Centerville segments; 109 La Prada provides coverage on Woodmeadow	16, 17, 109
183	183 Downtown Dallas-Addison TC (NW Plano P&R served by 183 until April 2020)	45	Replaced by 72 Dallas-Addison-NW Plano with some routing changes	72
205	205 Addison TC Express	Express	No changes	205
206	206 Glenn Heights Express	Express	No changes	206
208	208 Northwest Plano Park & Ride	Express	No changes between Downtown Dallas and NW Plano P&R; Frito-Lay extension served by Legacy GoLink	208, Legacy GoLink
278	278 Redbird Express	Express	No changes	278
283	283 Lake Ray Hubbard Express	Express	Many trips absorbed into Route 101 I- 30/Broadway service. Select trips make stops along I-30 service road between Buckner and St. Francis to serve shopping districts	101
333	333 Frankford / Addison Transit Center	60	Largely covered by Keller Springs Central Carrollton GoLink small segment on Frankford served by 71 Frankford	71, Keller Springs GoLink
347	347 Addison TC / N. W. Plano P&R	60	Absorbed with some changes by Route 72 Dallas-Addison-NW Plano, removing service along Parkwood, Midway, Horizon, W. Plano Pkwy between Midway and Chapel Hill, and Knoll Trail	72
350	350 Addison Tc - Collin County College	45	Largely replaced by Route 92 W 15th west of Custer; modified route east of Custer with some segments served by South Central Plano GoLink; service between Parker Road and Collin College replaced with North Central Plano GoLink	92, South Central Plano GoLink, North Central Plano GoLink

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
360	360 Lookout-Plano Rd / Forest Lane Sta	60	Service south of Spring Valley replaced by Route 78 Coit Road; Lookout extension covered by East Telecom GoLink, service along (S &N) Greenville removed between Arapaho and Centennial, Alma and N. Glenville, and Midpark	78, East Telecom GoLink
361	361 Arapaho Ctr / Addison TC Via Arapaho	45	West of Coit, replaced by Route 74 Campbell; Richardson Civic Center served by Route 95 Naaman Forest; central portion to be covered by Central Richardson GoLink	74, 95, Central Richardson GoLink
362	362 Addison / Arapaho Ctr Via Campbell	60	Replaced by Route 74 Campbell between Arapaho Center and Coit, Route 92 W 15th provides coverage on Preston and Keller Springs; 883 UTD Shuttle covers areas near UTD.	74, 92, 883
372	372 Arapaho Ctr / South Garland	60	Route 87 Shiloh serves same alignment from South Garland TC to Shiloh & Arapaho; Route 95 Naaman Forest serves remaining alignment to Arapaho Center	87, 95
374	374 LBJ / Skillman - Woodmeadow	60	Replaced by Route 106 Walnut Hill between S Garland TC and Wickersham/Estate/Walnut Hill; by Route 109 La Prada at Woodmeadow; and by expanded Lake Highlands GoLink on Audelia	106, 109, Lake Highlands GoLink
376	376 Cockrell Hill / Loop 12	40	Mostly absorbed by Route 56 Merrifield with Loop 12 segment served by Mountain Creek GoLink	56, Mountain Creek GoLink
377	377 Dt Garland / S Garland Via Saturn	60	Replaced by 102 Saturn, with minor routing changes	102
378	378 DT Garland / South Garland T. C.	60	Northern Broadway/Dairy segments to be served by Route 101 IH30 Broadway, replaced by Route 109 La Prada between Lake Ray Hubbard and South Garland T.C. with modifications	101, 109
380	380 Dt Garland / S Garland Via First	60	Replaced by 103 Centerville, with coverage on Marketplace by 109 La Prada; Fifth Street service relocated to First Street	103, 109
401	401 Downtown Irving / Valley Ranch	60	Replaced by 66 MacArthur with minor changes and extension to Addison.	66

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
402	402 Dt Garland / Dt Carrollton	60	Glenbrook segment covered by 97 Buckingham; 95 covers Belt Line between Lindale into Addison, Route 96 E Belt Line follows same alignment from Spring Valley to Belt Line & Buckingham; Route 66 MacArthur covers Belt Line from Addison to Downtown Carrollton	66, 95,96, 97,
403	403 Irving Conv / Spring Valley	60	West of Addison, service is absorbed by 66 MacArthur; eastern segments are mostly covered by Central Richardson GoLink	66, Central Richardson GoLink
404	404 Kirnwood / Parkland Station	20	Replaced by Route 54 Westmoreland except for Pierce/Pentagon segment covered by Route 56 Merrifield	54, 56
405	405 Parkland-Ledbetter Station	45	Route 49 Sylvan serves the same alignment between Parkland and Tyler-Vernon; Route 48 Polk and Route 134 Kiest cover central segments; Route 131 East Oak Cliff covers southeastern portions	48, 49, 131, 134
408	408 DFW-Parkland Station	60	Mostly absorbed by Route 69 Irving Blvd DFW, with some segments covered by Central Irving GoLink	69, Central Irving GoLink
409	409 JB Jackson - Parkland Station	20	Replaced with minor changes (near Oak Lawn) by Route 5 Haskell	5
410	410 Parker Rd Sta /S Garland TC	60	Replaced by Route 86 Jupiter with no major changes	86
415	415 Ledbetter Sta / SW Center Mall	60	Route 54 Westmoreland (on the west) and Route 48 Polk (on the east) provide coverage on Wheatland; service on Camp Wisdom is provided by Route 38 Camp Wisdom; areas between Wheatland and Camp Wisdom are covered by Route 48 Polk	38, 48, 54
426	426 J. B. Jackson T. C./ Illinois Station	30	Becomes northeastern portion of Route 34 Illinois	34
428	428 South Garland / Bachman Station	30	Replaced by 100 NW Hwy with only slight modifications	100
444	444 Ledbetter Sta-Cockrell Hill	60	Replaced by 33 Clarendon west of 8th & Corinth station; 134 Kiest on Corinth/Fran Way 8th to Morrell; 133 Lancaster/Ramona on Lancaster from Illinois to Ledbetter Station; and expanded Inland Port GoLink in Joppa	33, 133, 134, Inland Port GoLink

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
445	445 Mountain View Coll-Illinois Sta.	40	Replaced by Route 34 Illinois with new thru-service to JB Jackson (current 426)	34
451	451 Forest Ln Sta / N. W. Plano P&R	60	Replaced by Route 78 Coit Rd with minor modifications between LBJ and Spring Valley and in Legacy area, where some segments are replaced by Legacy GoLink	78, Legacy GoLink
452	452 Parker Road / N. W. Plano P&R	60	Preserved as Route 91 Parker with only minor modifications; will no longer enter Campus at Legacy Circle	91
453	453 Wheatland Rd. - Parkland Station	30	Replaced by Route 50 Hampton with minor modifications south of Camp Wisdom Road to serve Chaucer Place area	50
463	463 Addison / Dt Garland Sta	30	Preserved with minor modifications as Route 98 Spring Valley; small segment near Addison served by 64 O'Connor; Shot-haul trips added to improve frequency between Spring Valley Station and Addison	98, 64
466	466 Buckner Station-AAFES	20	Replaced by Route 37 Ledbetter	37
467	467 Buckner Station / South Garland	20	Mostly replaced by Route 115 Buckner with modifications to serve Casa Linda	115
475	475 Lake June / Lake Highlands	45	Some segments are picked up by Route 115 Buckner, 122 Military, and 123 Scyene; other segments covered by Lake Highlands GoLink	115,122,123, Lake Highlands GoLink
486	486 Dt Garland / Royal Lane Station	30	From Downtown Garland to Spring Valley Station, replaced by 99 Forest Lane; some western segments on Forest and Marsh will be served by 64 O'Connor	64, 99
488	488 LBJ / Skillman Sta / Brookhaven College	60	East of Coit Road and on Noel, mostly replaced by Route 99 Forest Lane; western segments replaced by Route 64 O'Connor and some central segments replaced by Farmers Branch GoLink	64, 99, Farmers Branch GoLink
500	500 Beltline Station-Freeport	60	Replaced by Cypress Waters GoLink	Cypress Waters GoLink
501	501 Downtown Irving / Urban Ctr. Station	60	Service between Downtown Irving and North Lake College Station only is replaced by 68 S Belt Line	68
502	502 Manderville / Lovers Ln. Station	40	Some segments to be covered by expanded North Dallas GoLink; others will be covered by 100 NW Hwy	100, North Dallas GoLink

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
504	504 Downtown Irving / Northlake College	45	Replaced by Central Irving GoLink	Central Irving GoLink
505	505 West Irving Sta./ UNV. Of Dallas	60	Replaced by Central Irving GoLink service except for small segments on Esters and Grauwlyer covered by Route 69 Irving Blvd DFW	69, Central Irving GoLink
506	506 Park Lane / Stone Canyon	30	Replaced by 79 Ridgecrest	79
507	507 Irving Conv Station / Downtown Irving	40	Replaced with minor modifications by 64 O'Connor, operating 7 days/week, with extension to Addison	64
508	508 Univ. Of Dallas / Downtown Irving	60	Replaced by 62 Nursery operating 7 days/week	62
509	509 Beltline / Regent	60	Replaced by Cypress Waters GoLink	Cypress Waters GoLink
510	510 Belt Line / Urban Center	60	Western areas served by Cypress Waters GoLink, with some of eastern segments served by 64 O'Connor	64, Cypress Waters GoLink
513	513 Downtown Garland Firewheel Town Ctr	45	Service preserved with minor modifications as 95 Naaman Forest with extension to Addison Transit Center	95
514	514 West Irving / Carl Road / 183	60	Small segment on Grauwlyer is covered by 64 O'Connor	64
515	515 Zoo Station- Ledbetter Station	30	Some segments on Ramona to be covered by Route 133 Lancaster / Ramona	133
516	516 Camp Wisdom Station / Singing Hills	40	Absorbed by Route 45 Marsalis between Sax Leigh and Camp Wisdom Station	45
521	521 Cityplace Uptown Sta. /Nw Hwy	45	Replaced largely by 6 Cole south of Mockingbird; Northwest Highway extension covered by expanded Park Cities GoLink	6, Park Cities GoLink
522	522 Kiest Station / Methodist Hospital	40	Beckley service is replaced by Route 46 Beckley	46
524	524 LoveLink	20	Replaced by 20 LoveLink	20

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
525	525 Parkland Station-Regal Row	40	Partially replaced by 22 Harry Hines and 23 Regal Row	22, 23
526	526 Inwood / Love Field Sta.- Brookriver	60	Some coverage provided by 23 Regal Row	23
527	527 Inwood-Love Field / Regal Row	40	Largely replaced by 23 Regal Row	23
528	528 Bachman / Urban Center Sta.	60	Largely served by new Northwest Dallas GoLink with a small segment on Northwest Highway served by Route 64 O'Connor	64, Northwest Dallas GoLink
529	529 Inwood / Love Field-Royal Lane Sta.	60	Largely replaced by new Preston Hollow GoLink and expanded Park Cities GoLink	Preston Hollow GoLink
531	531 Baylor Medical / Farmers Branch Sta.	60	Replaced by 70 Josey with extension to Bachman Station	70
532	532 Royal Ln Station / Midway	60	Largely replaced by new Preston Hollow GoLink service	Preston Hollow GoLink
533	533 Farmers Branch Station- Luna Road	Peak Only	Covered by expanded Farmers Branch GoLink with coverage on Valley View by 64 O'Connor	64, Farmers Branch GoLink
534	534 Addison / Trinity Mills Station	60	Replaced with slight modifications by 71 Frankford; segments near Trinity Mills Station served by Northwest Carrollton GoLink zone	71, NW Carrollton GoLink
535	535 Bachman / Farmers Branch Sta.	40	Segments south of Royal Lane are covered by 70 Josey; Service on Josey from LBJ to Valley View is provided by 64 O'Connor; other segments by Preston Hollow GoLink	64, 70, Preston Hollow GoLink
536	536 Trinity Mills Sta./Addison	Peak Only	Replaced with all-day coverage on new Central Carrollton/Keller Springs GoLink zone; 71 Frankford covers MacArthur approach to Trinity Mills Station	71, Keller Springs GoLink
538	538 Illinois Station-Ledbetter Dr	20	Replace by Route 40 Bonnie View and Route 131 East Oak Cliff	40, 131
541	541 Corinth Station-Fawn Valley	45	Replaced by Route 134 Kiest with modifications near 8th/Corinth Station and straightening on Kiest	134
542	542 Davis-Cockrell Hill Ptl	40	Davis east of Sylvan covered by Route 33 Clarendon	33

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
544	544 Farmers Branch / Parkland Station	40	Replaced by 22 Harry Hines between Parkland and Bachman Stations; Northwest Dallas GoLink in northern portions.	22, Northwest Dallas GoLink
547	547 Westmoreland Sta-Kirnwood	40	Replaced by Route 38 Camp Wisdom from Westmoreland Station to Camp Wisdom /US 67 and by Route 50 Hampton in Chaucer neighborhood south of Camp Wisdom	38, 50
549	549 Downtown Irving Sta / Westmoreland Sta	30	Replaced with slight modifications by Route 61 Cockrell Hill Rd North	61
551	551 Arapaho Sta - LBJ/Skillman Sta	60	Replaced by 85 Plano Road	85
553	553 Camp Wisdom Station	60	Most segments replaced by Route 40 Bonnie View and Route 139 Simpson Stuart	40, 139
554	554 Ledbetter / Bonnie View / Paul Quinn	30	Largely covered by Route 40 Bonnie View and Route 139 Simpson Stuart (southern loop)	40, 139
555	555 Camp Wisdom / Cedar Valley	60	Replaced by Inland Port GoLink service	Inland Port GoLink
560	560 LBJ Skillman / South Garland TC	60	Mostly replaced by 105 Miller, modified with straight Miller segment on approach to LBJ Skillman Station	105
566	566 Downtown Garland / Naaman Forest Hs	60	Northern end of route covered by Route 95 Naaman Forest	95
568	568 Bahama-Keeneland	40	Largely absorbed by Routes 56 Merrifield with Loop 12 turnaround served by Mountain Creek GoLink	56, Mountain Creek GoLink
571	571 Spring Valley / Dtn Garland Sta.	60	Replaced by Route 97 Buckingham with modifications near TI campus and near Downtown Garland Station	97
574	574 Woods Sugarberry / Westmoreland Sta	Peak Only	Replaced by Route 58 Clark, a full-time service, with routing modifications north of Kiest	58
582	582 LBJ /Central Sta / Walnut Hill Sta	45	Largely replaced by expanded North Dallas GoLink and by 80 Skillman between Richland College and LBJ/Central	80, North Dallas GoLink
583	583 Richland College-Lovers Lane Sta	20	Replaced by 80 Skillman with extension to LBJ/Central	80

Current Number	Current Name	Midday Freq.Oct. 2020	DARTzoom Change	DARTzoom Route(s)
585	585 Forest Lane / LBJ Central	45	Hamilton Park included in expanded North Dallas GoLink zone	North Dallas GoLink
591	591 Buckner Station - Jim Miller	60	Replaced by expanded Rylie GoLink service	Rylie GoLink
592	592 Cheyenne-Lake June Station	20	Replaced by 126 Lake June	126
593	593 Lawnview Station-Masters	40	Replaced by 122 Military and 123 Scyene	122,123
594	594 Spruce H S / Lake June Station	60	Mostly included in expanded Rylie GoLink zone	Rylie GoLink
595	595 Prairie Creek-Mlk Station	60	Small segments are served on Haskell-Military Pkwy, Lawnview, Scyene, and Lake June by 17 Samuell, 120 Everglade, 122 Military, 123 Scyene, and 126 Lake June	17, 120, 122, 123, 126
597	597 Buckner Station-Military Pkw	60	122 Military follows the same alignment between Lawnview and Scyene/St. Augustine; 123 Scyene covers a smaller portion of Scyene; expanded Rylie GoLink covers some southern segments	122, 123, Rylie GoLink
749	749 Parkland Station / Convention Center	30	Stemmons Frontage segments to be covered by Route 69 Irving Blvd DFW	69
841	841 Telecom Corridor	Peak Only	Some segments of Plano Pkwy will be covered by Route 78 Coit and Route 92 W 15th; Route 87 Shiloh serves some segments between Campbell and Renner; South Central Plano and East Telecom GoLink cover additional areas	78, 87, 92, S Central Plano and E Telecom GoLink
843	843 South Plano	Peak Only	Replaced by East Plano and East Telecom GoLink services	E Plano, E Telcom GoLink
870	870 East Plano	60	Largely replaced by new East Plano and South Central Plano GoLink zones; W 15th covered by 92 W 5th	92, E Plano and S Central Plano GoLink

Individual Route Maps

Individual maps are provided for each route and GoLink zone in the proposed network and appear on the pages that follow. Each map includes a brief description of the new route or service along with frequencies and other operating details.

Route 1 – Malcolm X - Maple



Day	Midday - Frequency	Early/Late - Frequency
Monday - Friday	15 Minutes	30 Minutes
Saturday - Sunday	15 Minutes	30 Minutes

Weekday Service

	Early - AM	Peak/Midday	Late - PM	
4:00 AM	4:00 - 6:00 AM	6:00 AM - 10:00 PM	10 PM - 12:30 AM	12:30 AM

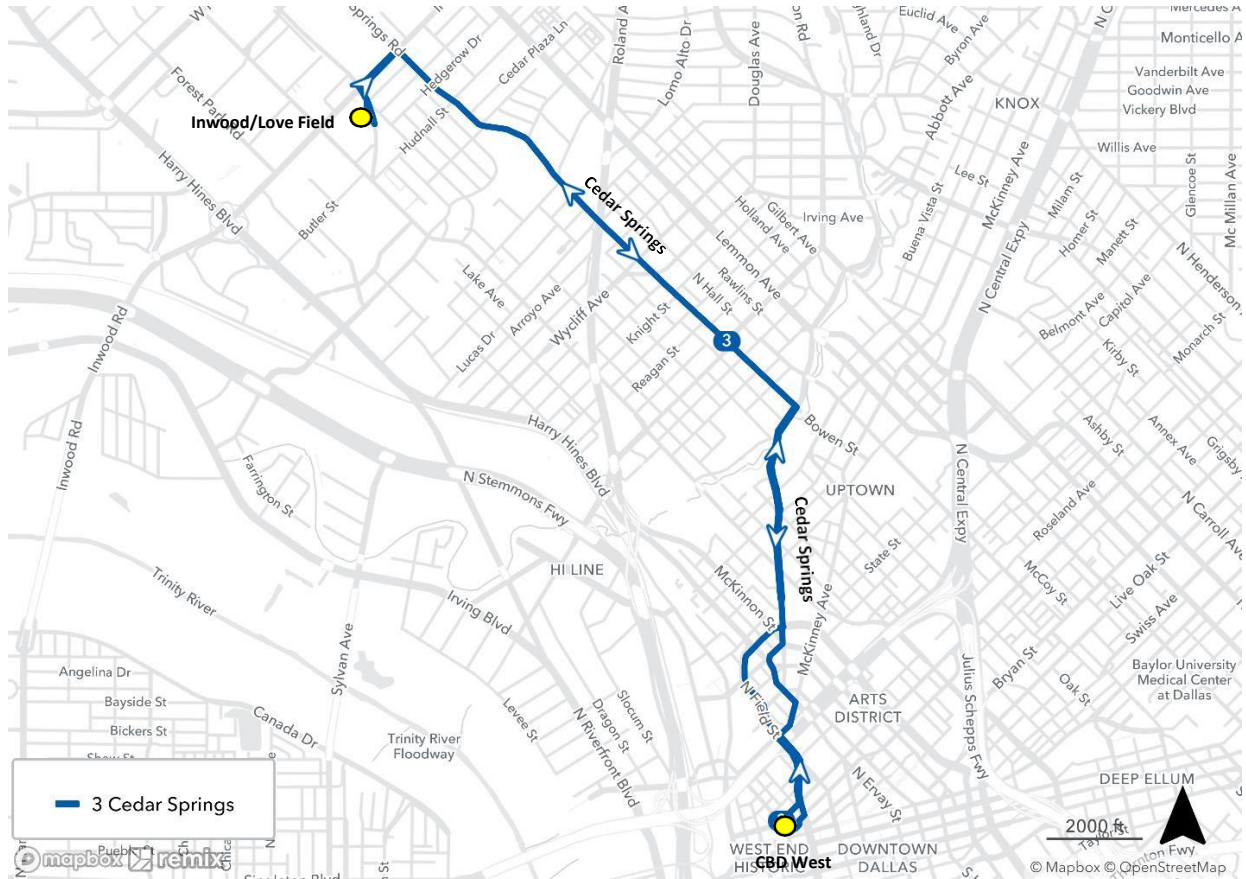
Weekend Service

	Early -AM	Midday	Late - PM	
4:00 AM	4:00 - 10:00 AM	10:00 AM - 7:00 PM	10 PM - 1:00 AM	1:00 AM

Description of Change

Includes most of current 29 along Maple between Downtown Dallas and Parkland, with Malcolm X-Bexar portion of current 11.

Route 3 – Cedar Springs



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

	Peak- AM	Peak/Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

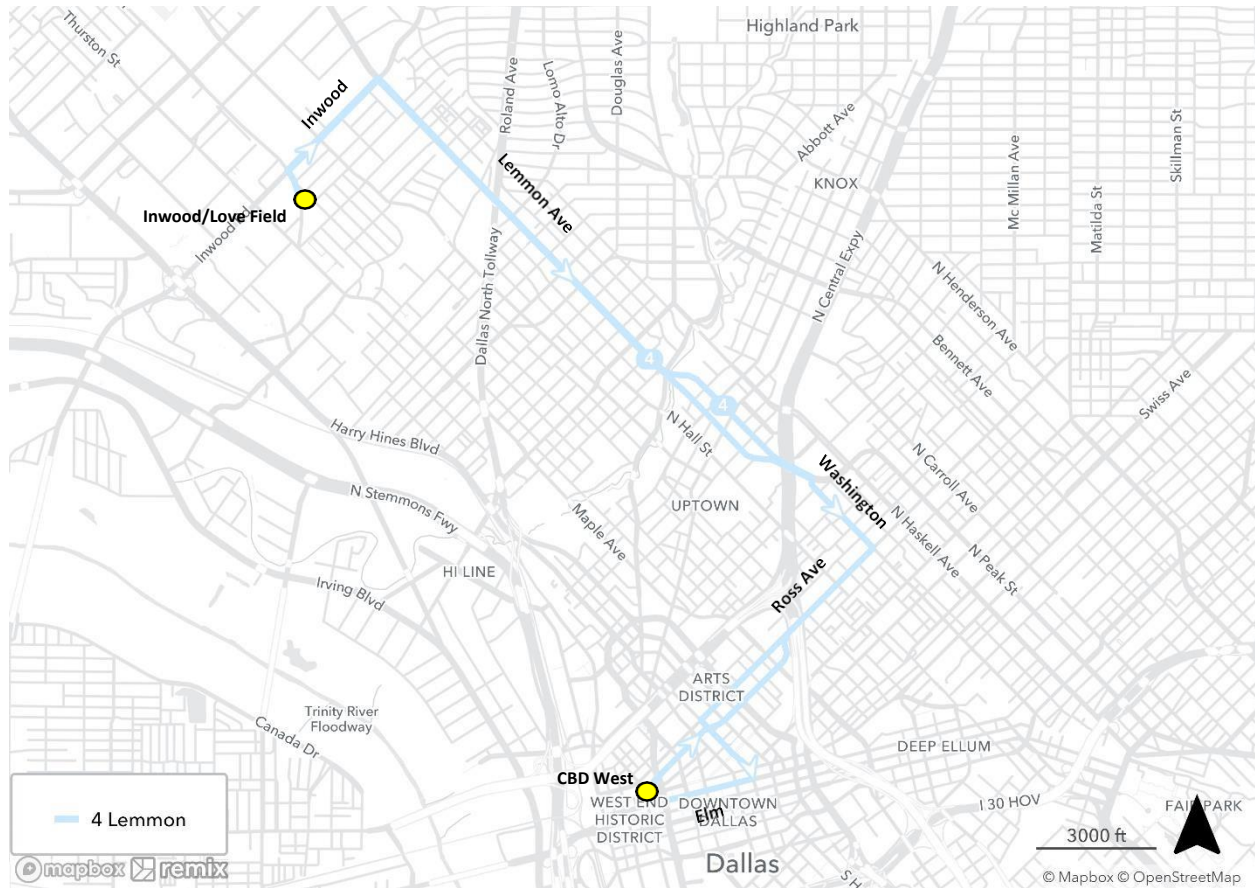
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Similar to current 39, utilizing Cedar Springs with a new approach to Downtown Dallas.

Route 4 – Lemmon



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	60 Minutes	30 Minutes
Saturday - Sunday	60 Minutes	60 Minutes

Weekday Service

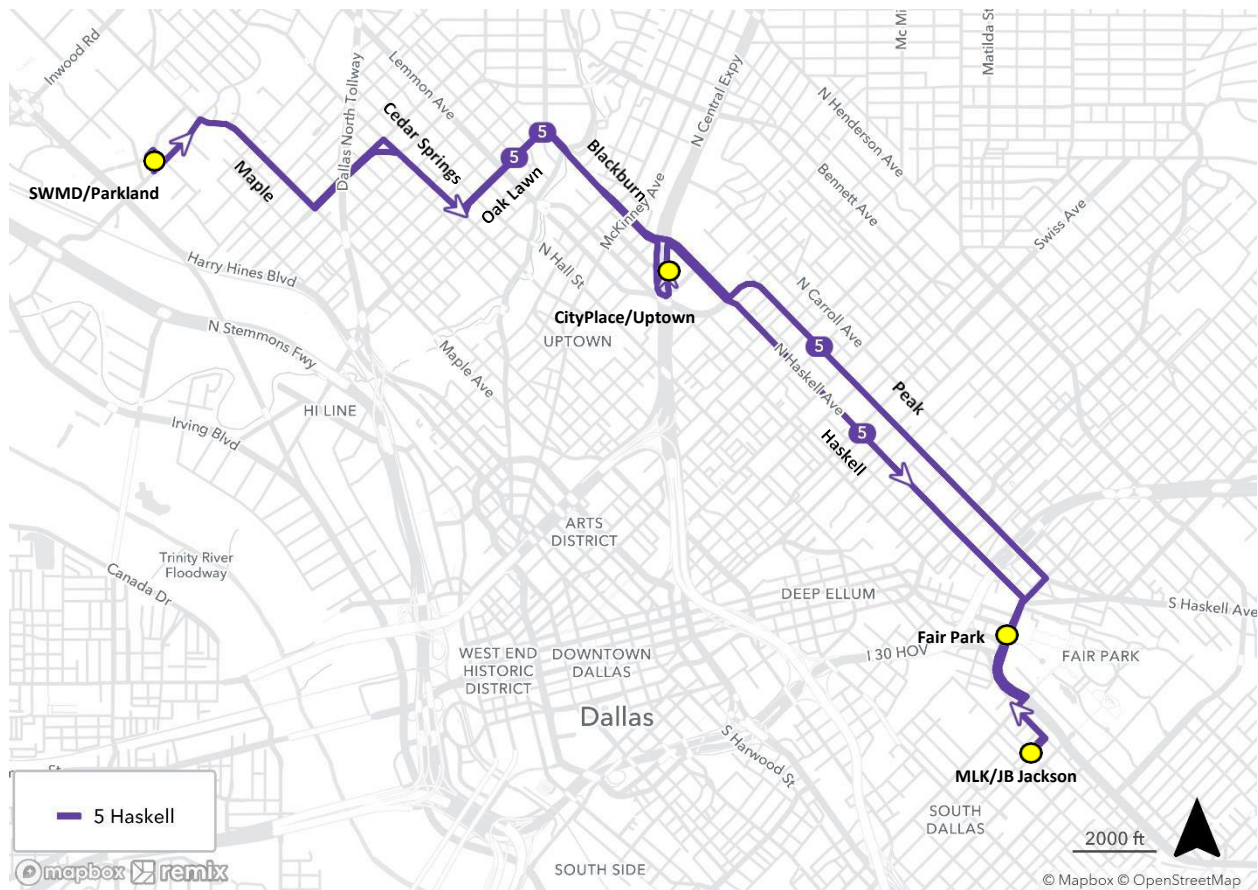
	Peak - AM	Peak/Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

Weekend Service

All Day	
5:00 AM	5:00 AM - 12:00 AM

Description of Change Similar to current Route 31 between Inwood-Love Field Station and Downtown Dallas only.

Route 5 – Haskell



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM
			1:00 AM

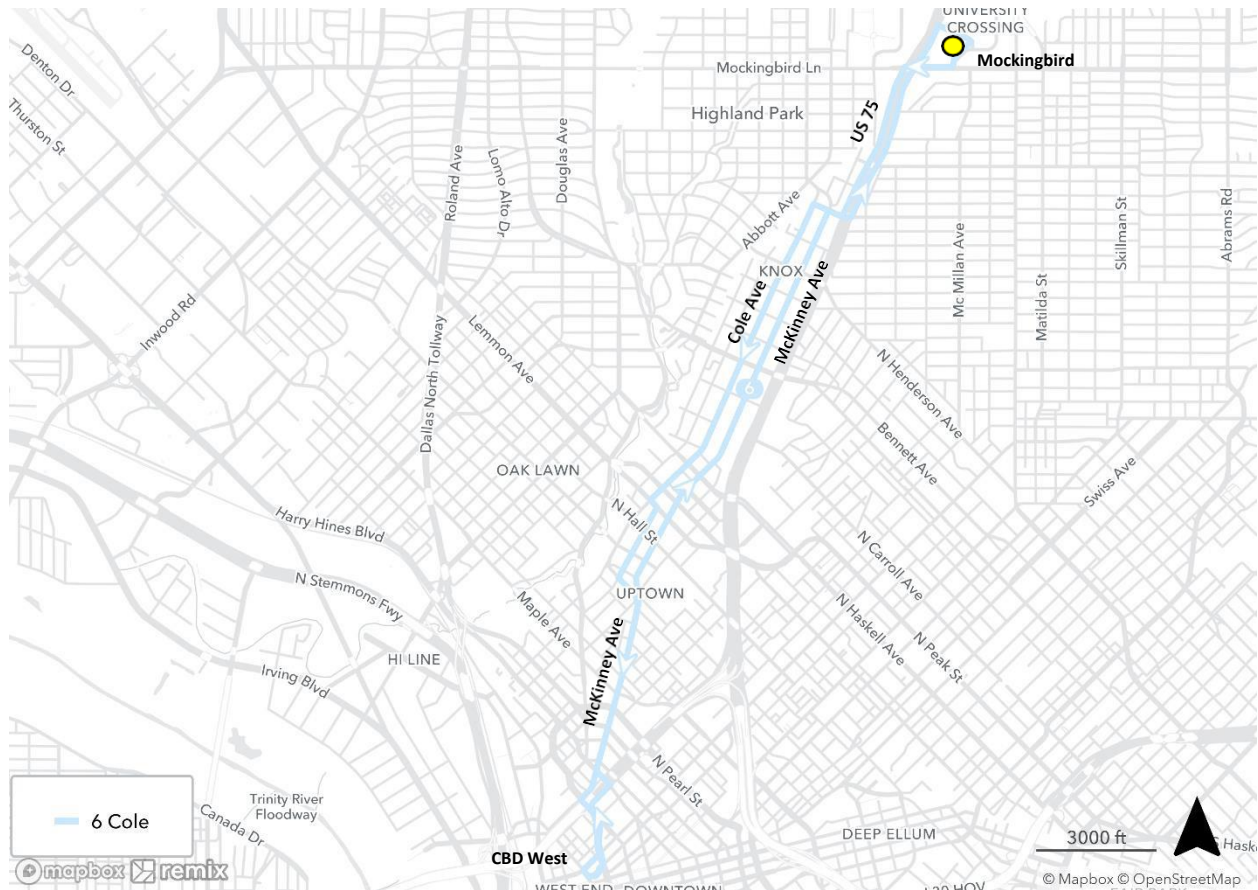
Weekend Service

Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 10:00 AM	10:00 AM - 7:00 PM	7 PM - 1:00 AM
			1:00 AM

Description of Change

Similar to current Route 409, modified near Oak Lawn.

Route 6 – Cole



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	60 Minutes	30 Minutes
Saturday - Sunday	60 Minutes	60 Minutes

Weekday Service

Peak - AM	Peak/Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM
			12:00 AM

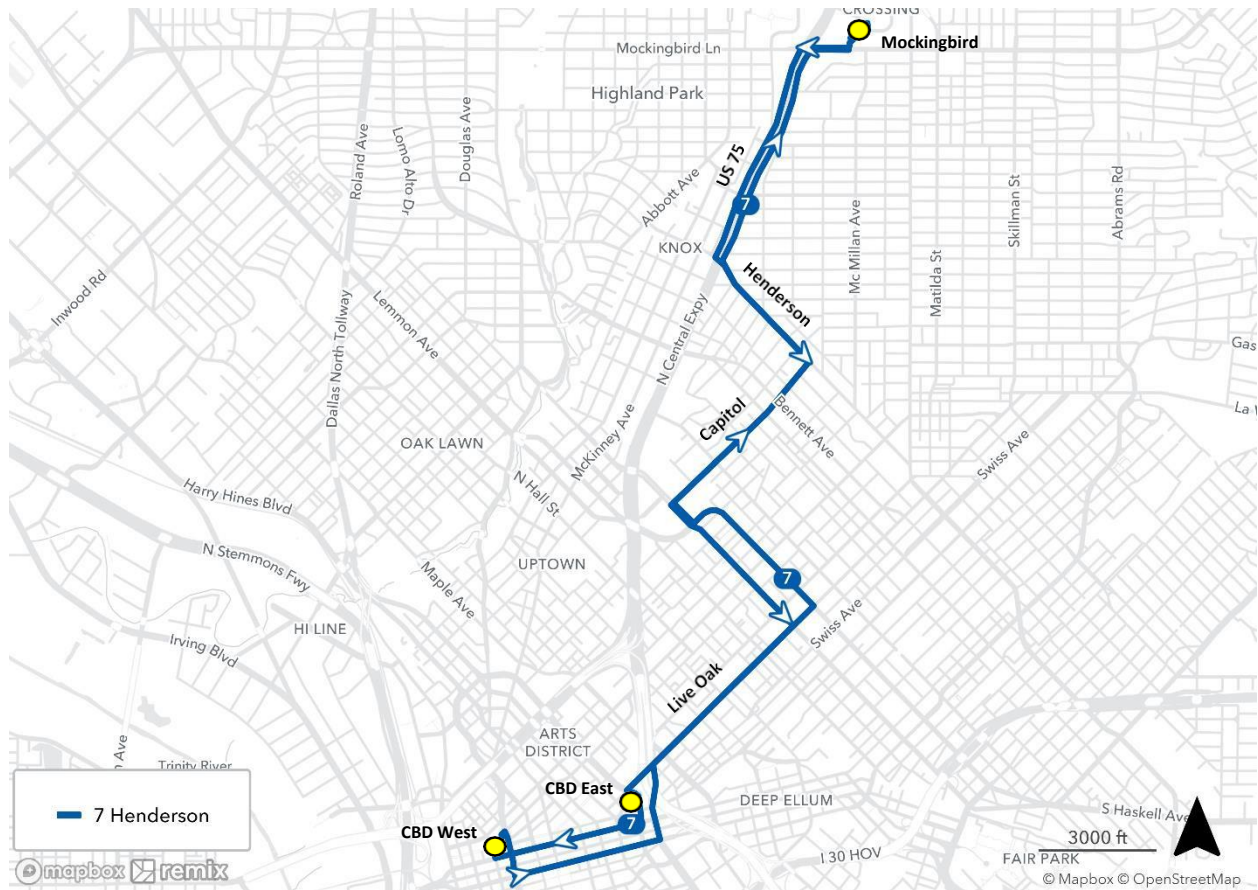
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Includes most of current 521; operates between Downtown Dallas and Mockingbird Station.

Route 7 – Henderson



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

Peak - AM	Peak/Midday	Peak - PM		
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

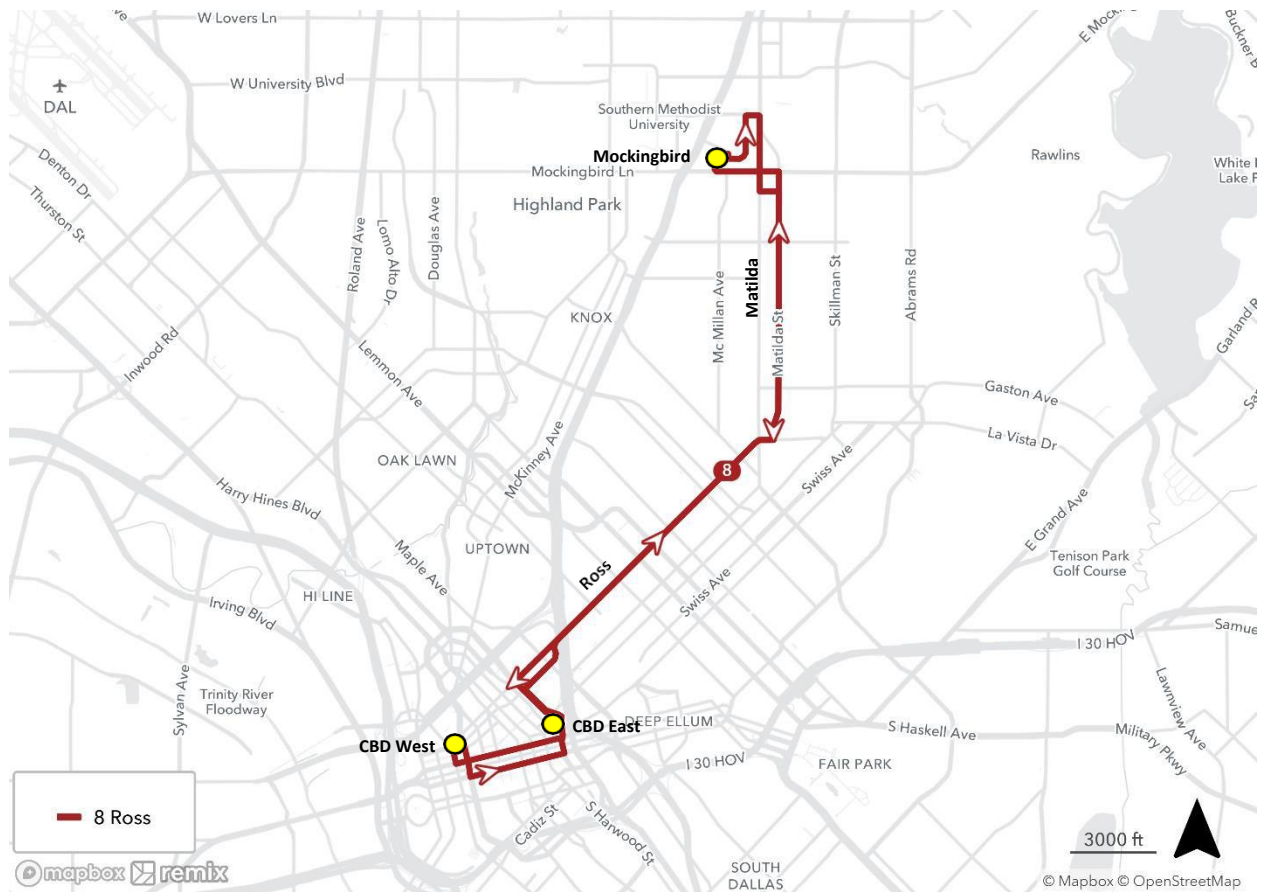
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Similar to current 84 (south of Mockingbird only) but uses Live Oak (currently 81/82) rather than Ross.

Route 8 – Ross



Day	Midday - Frequency	Early/Late - Frequency
Monday - Friday	15 Minutes	30 Minutes
Saturday - Sunday	15 Minutes	30 Minutes

Weekday Service

	Early - AM	Peak/Midday	Late - PM	
4:00 AM	4:00 - 6:00 AM	6:00 AM - 10:00 PM	10 PM - 1:00 AM	1:00 AM

Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Similar to north part of current 81 but uses Ross (currently 24/84) rather than Live Oak.

Route 9 – Jefferson - Gaston



Day	Midday - Frequency	Early/Late – Frequency
Monday - Friday	15 Minutes	30 Minutes
Saturday - Sunday	15 Minutes	30 Minutes

Weekday Service

	Early - AM	Peak/Midday	Late - PM	
4:00 AM	4:00 - 6:00 AM	6:00 AM - 10:00 PM	10 PM - 1:00 AM	1:00 AM

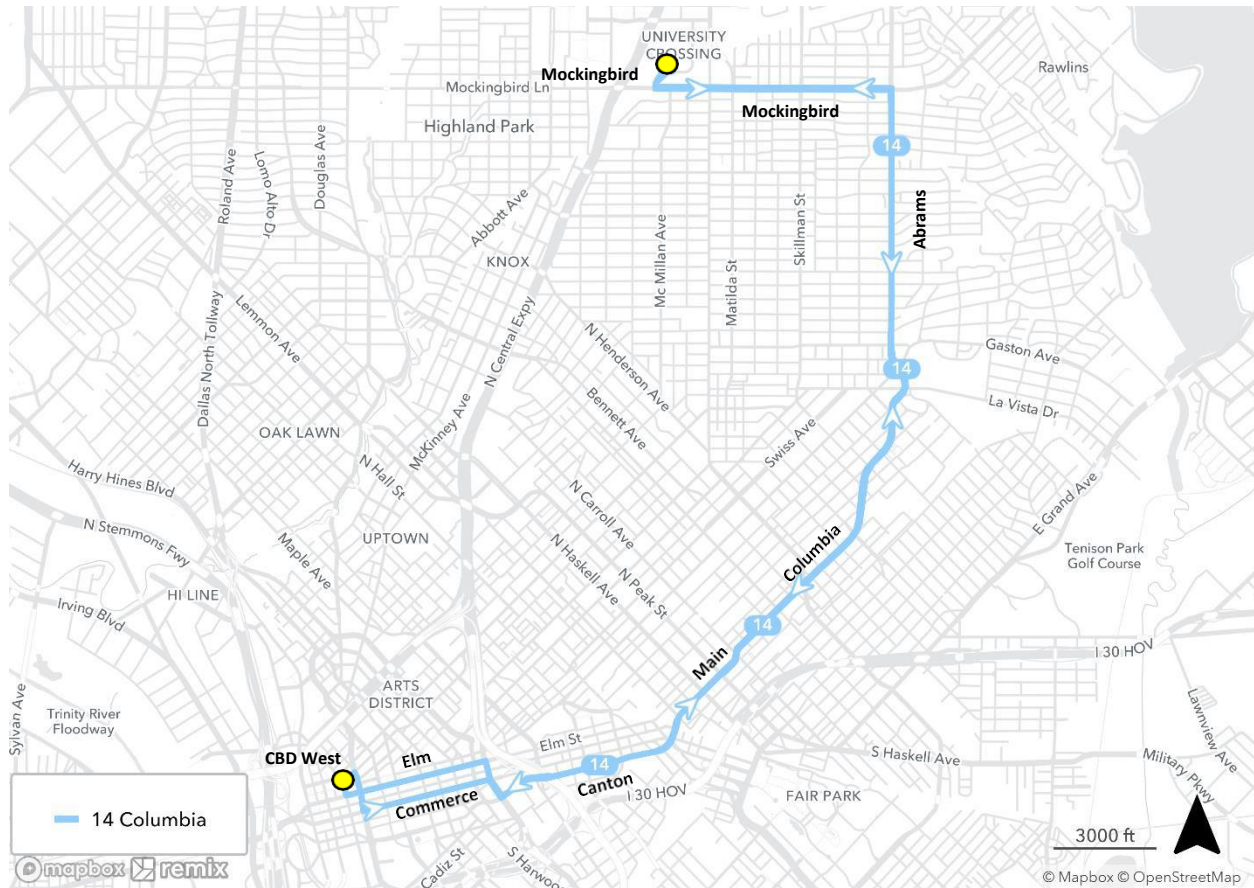
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Includes Jefferson portion of Route 11 with Gaston portion of current 19.

Route 14 – Columbia



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM
			12:00 AM

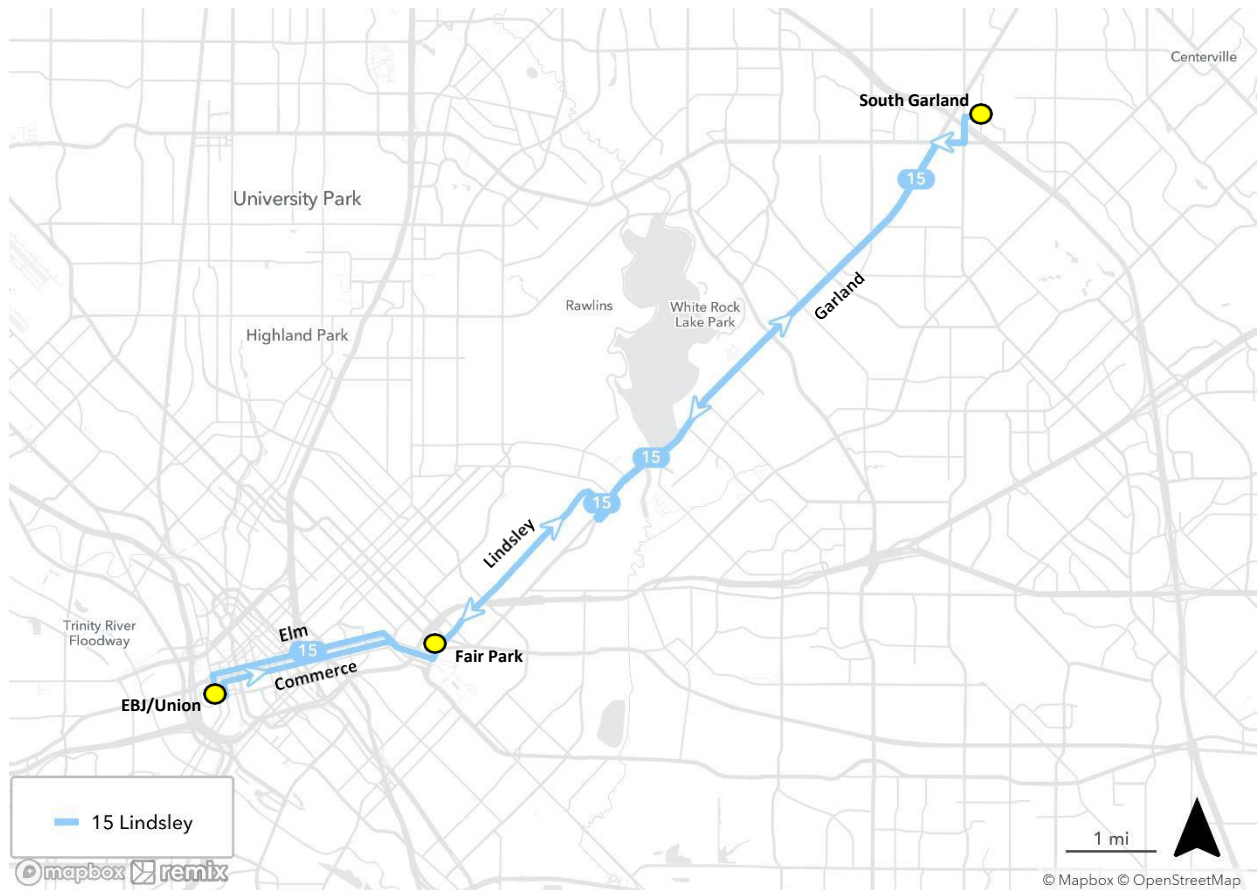
Weekend Service

Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM
			12:00 AM

Description of Change

No major changes from current Route 76.

Route 15 – Lindsley



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

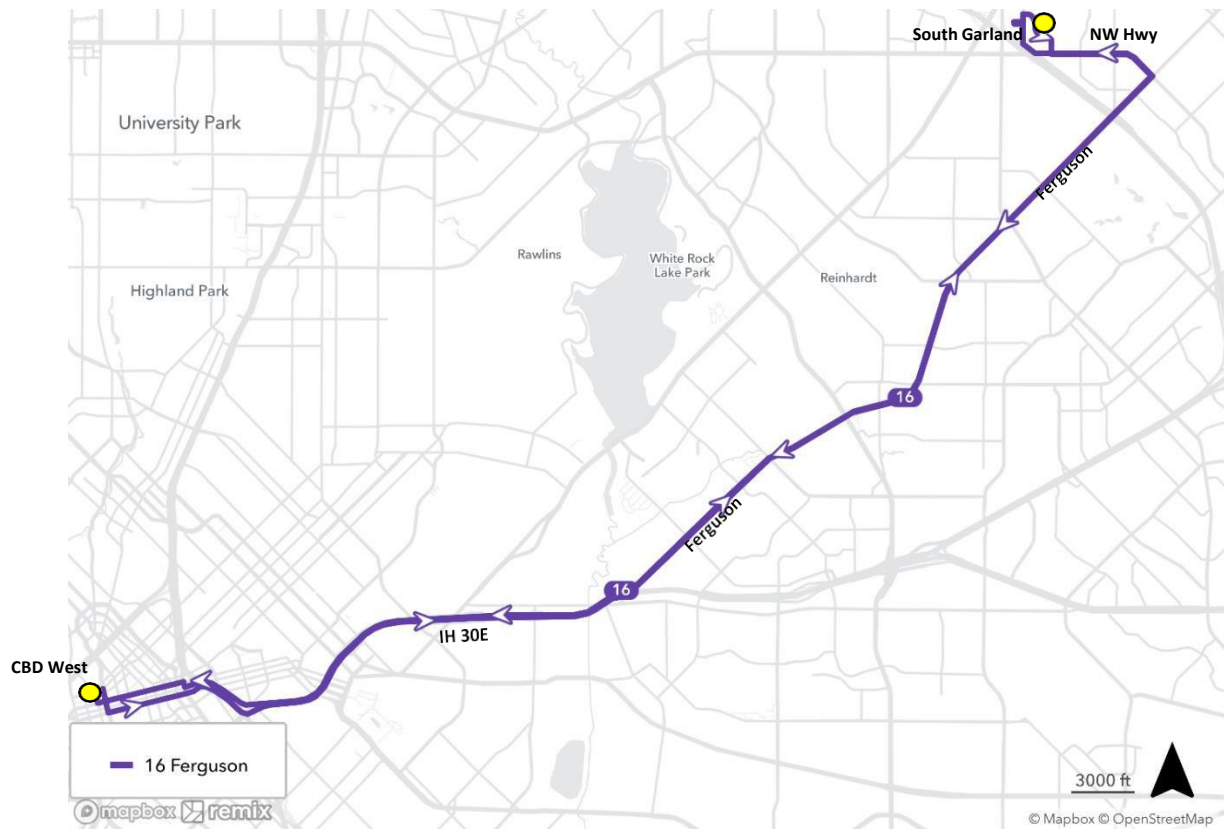
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

No major changes from current Route 60.

Route 16 – Ferguson



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

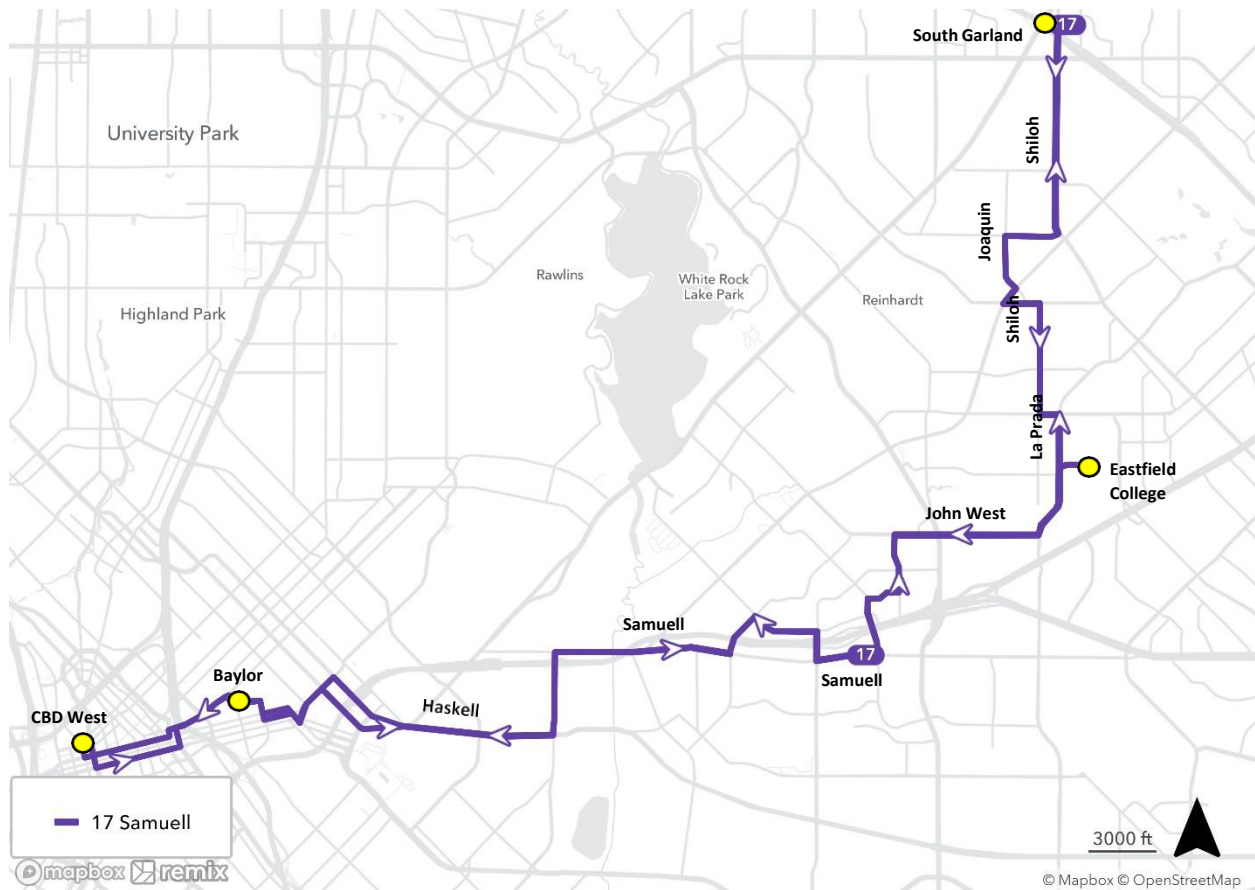
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Similar to current Route 164; all trips will travel the length of Ferguson and continue to South Garland T.C.

Route 17 – Samuel



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

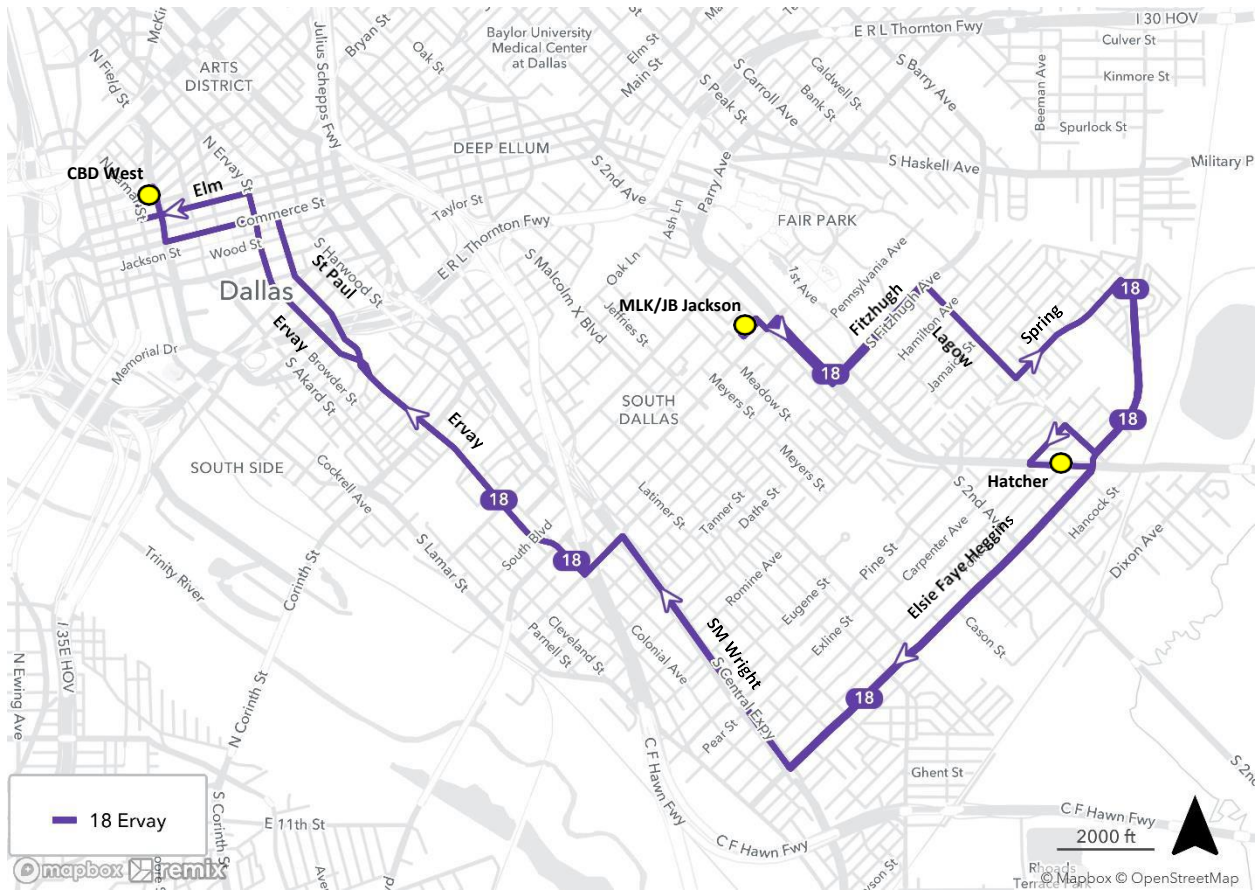
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Similar to current 110 reconfigured to serve portions of current Routes 2, 164, 475, and 597 and terminate at South Garland T.C.

Route 18 – Ervay



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday – Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM
			1:00 AM

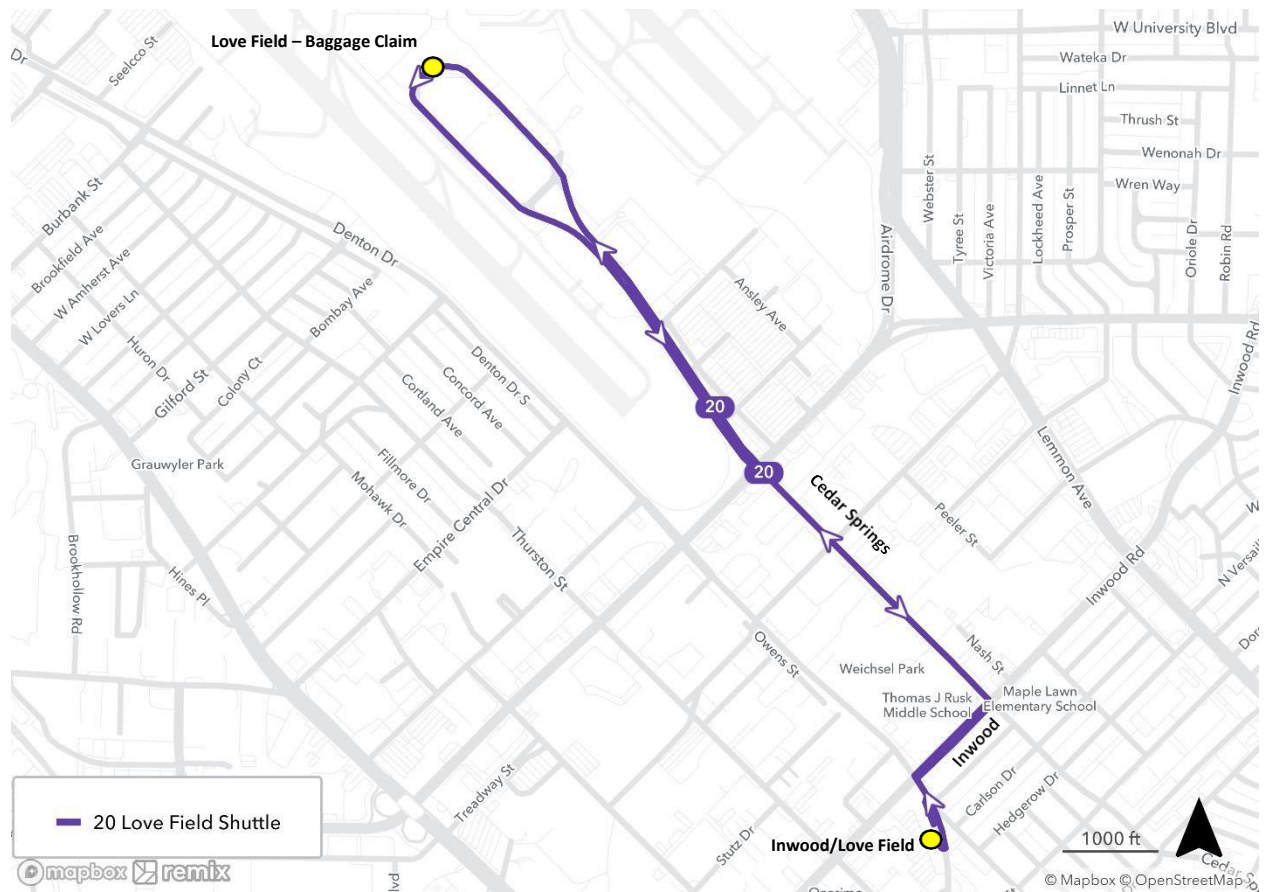
Weekend Service

Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM
			1:00 AM

Description of Change

Similar to current Route 2 between Downtown and Hatcher Station, also serving portions of 12, 26, 35, and 426.

Route 20 – LoveLink



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

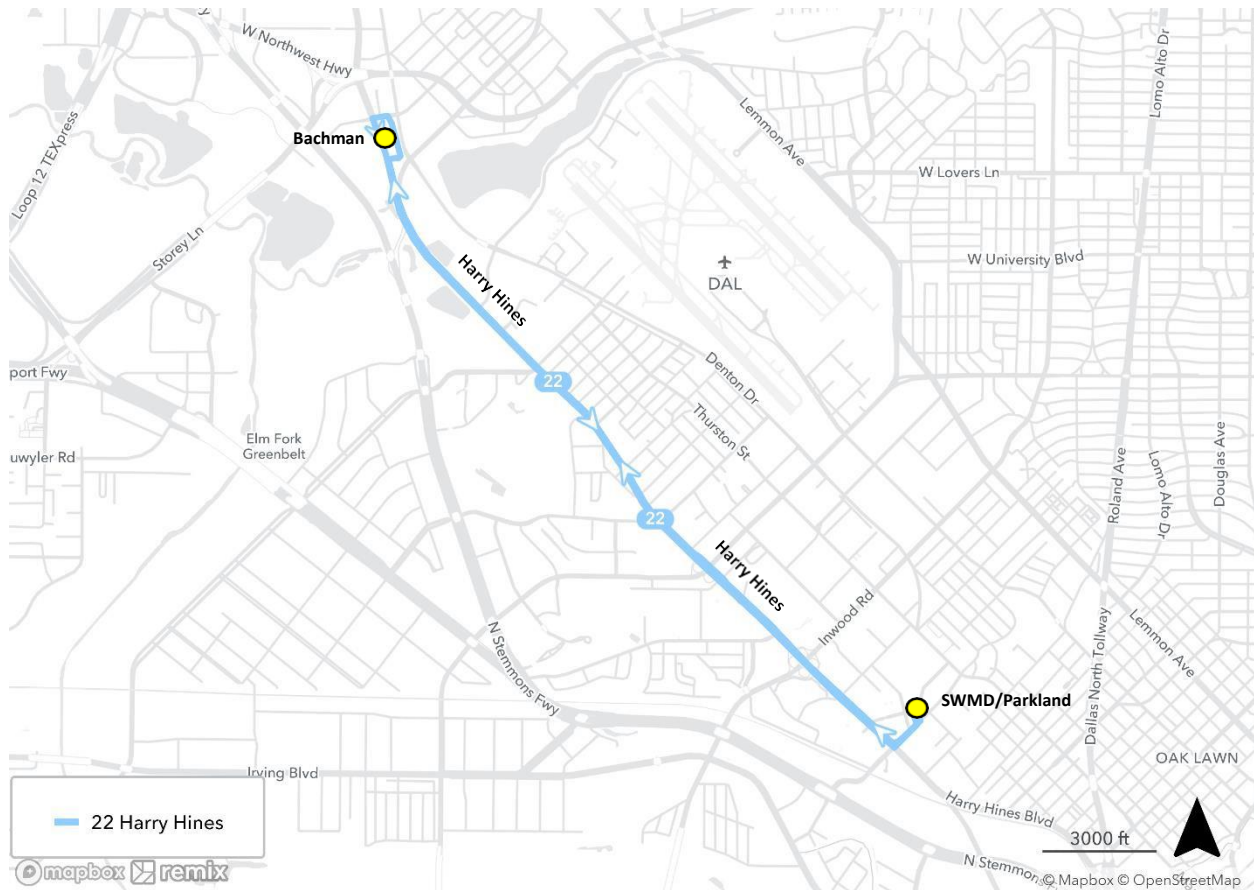
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 10:00 AM	10:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

No major changes from current 524.

Route 22 – Harry Hines



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

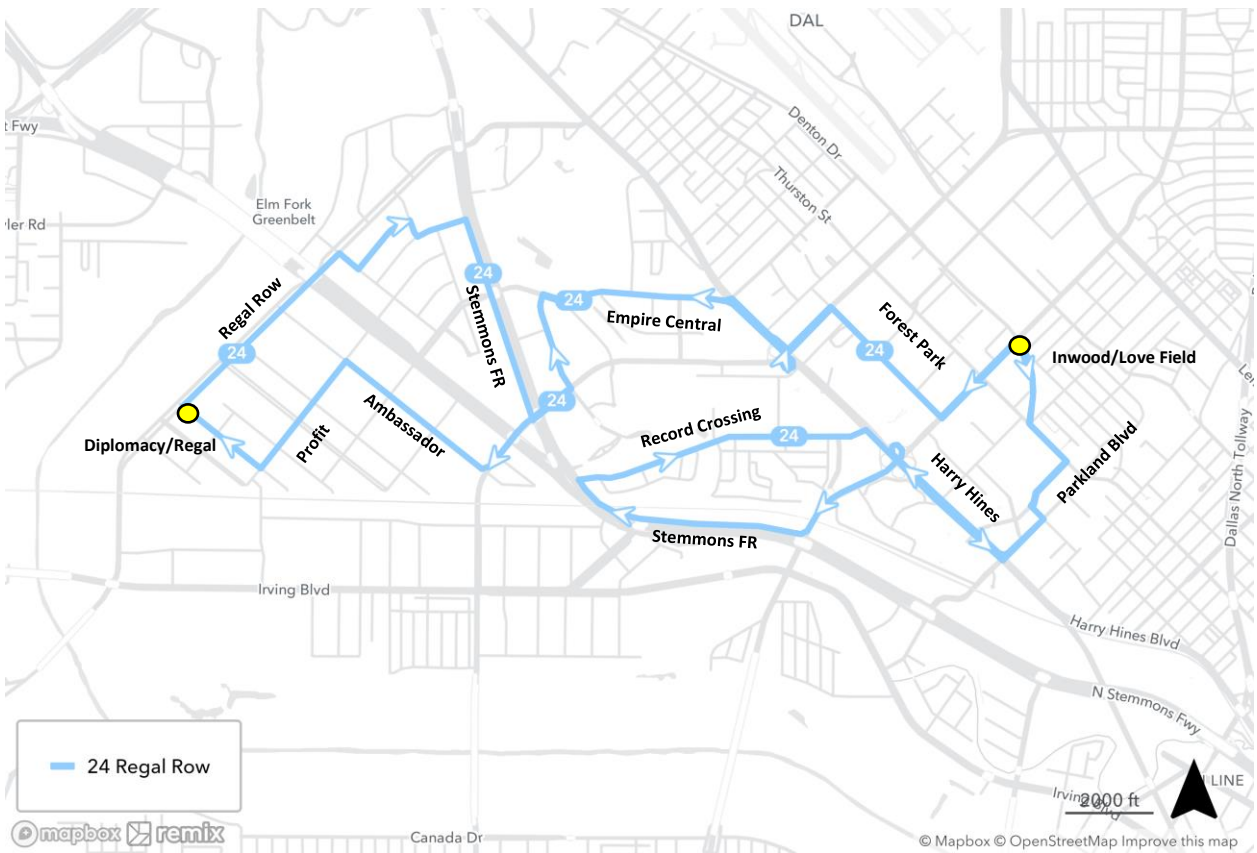
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Serves current 544 routing from Parkland to Bachman.

Route 24 – Regal Row



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM
			12:00 AM

Weekend Service

Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM
			12:00 AM

Description of Change

Combines portions of current Routes 525, 526, and 527; preserves service to Arlington Park historic neighborhood and Inter-Urban Tribal Council health clinic.

Route 25 – Bickers



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

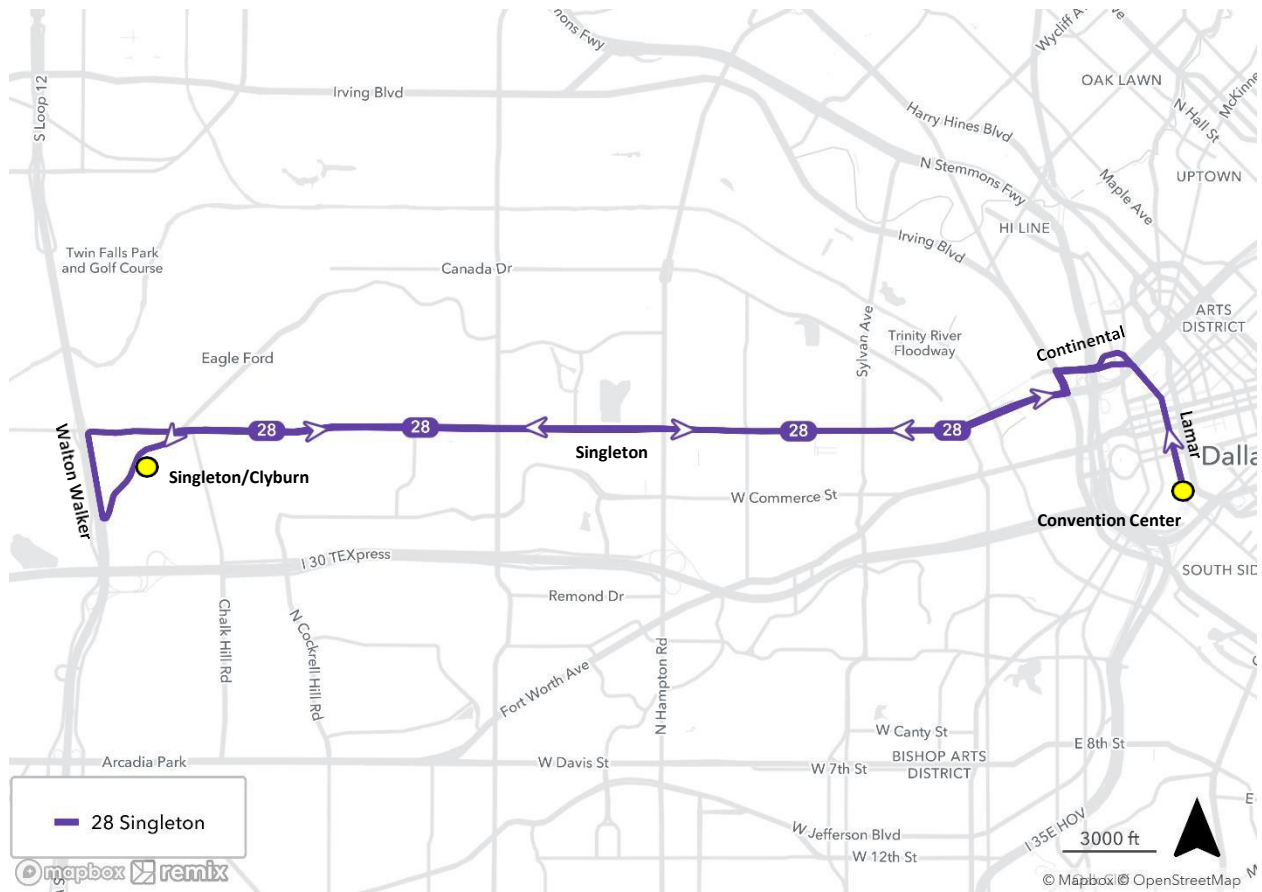
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Follows alignment of current Route 59 between Downtown Dallas and Westmoreland Road only.

Route 28 – Singleton



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM
		3 PM - 6:00 PM
		1:00 AM

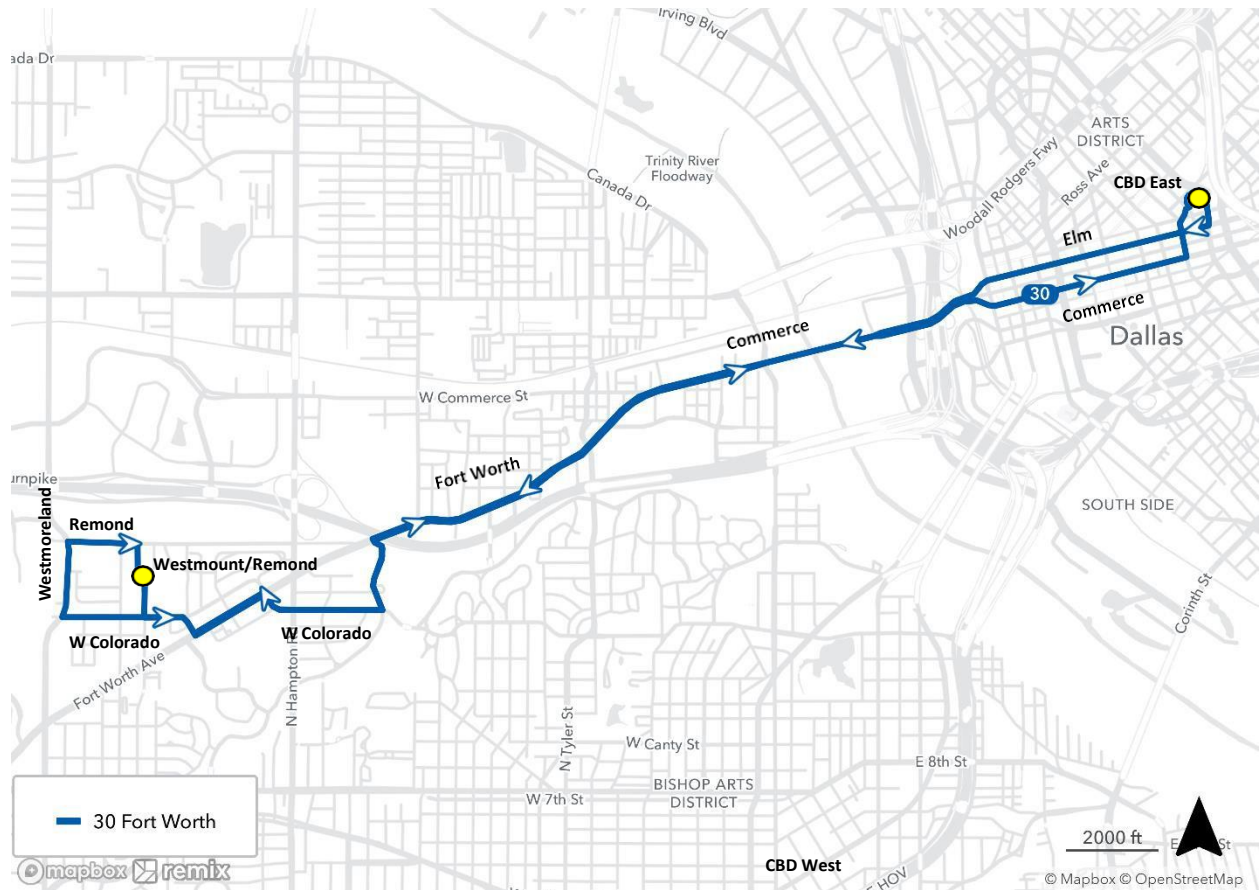
Weekend Service

Early - AM	Midday	Late - PM
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM
		7 PM - 1:00 AM
		1:00 AM

Description of Change

Serves Singleton corridor to Walton Walker, combining current Route 52 with outer portions of 35 and 59.

Route 30 – Fort Worth



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

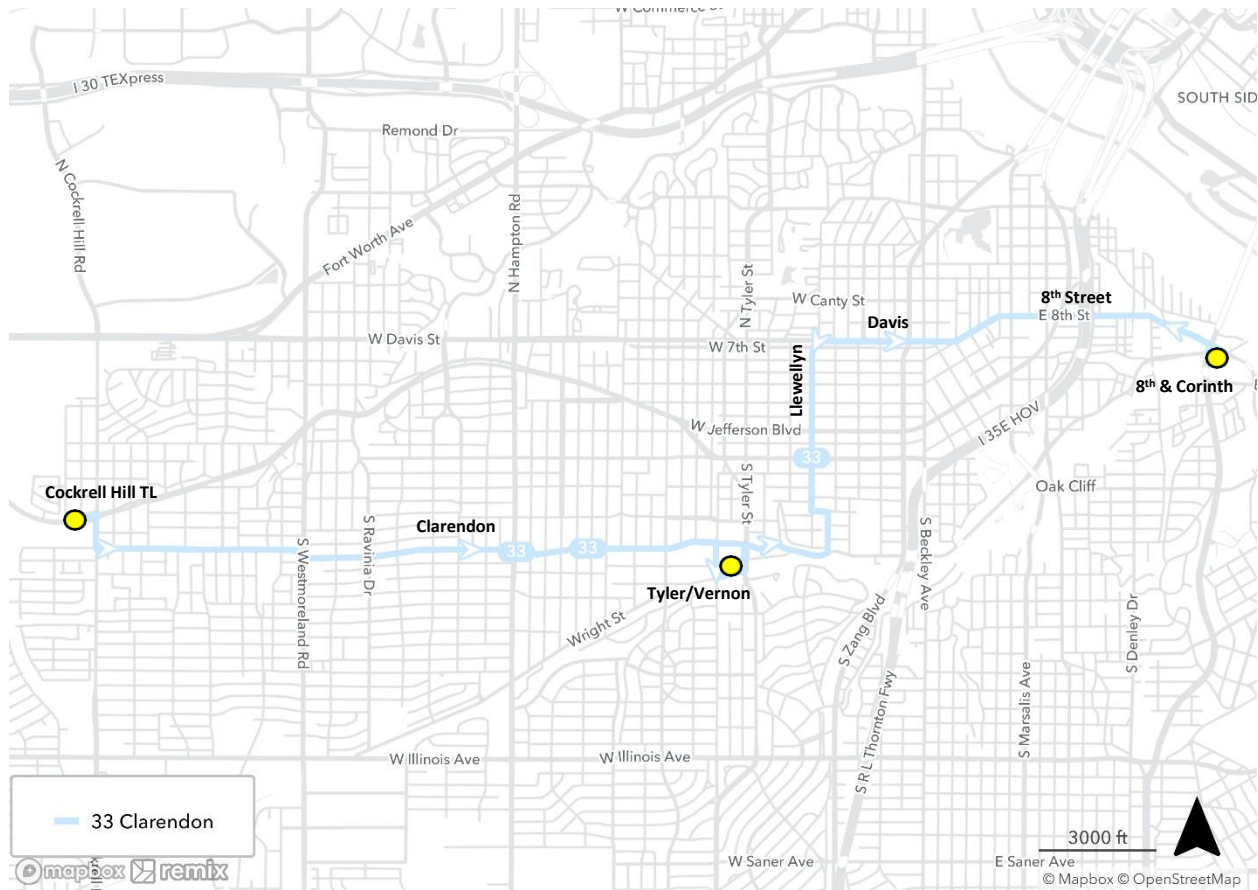
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Similar to western portion of current Route 12 from Downtown Dallas to Westmoreland Road only.

Route 33 – Clarendon



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	60 Minutes	30 Minutes
Saturday - Sunday	60 Minutes	60 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Similar to current 444 between 8th/Corinth and Cockrell Hill only.

Route 34 – Illinois



Day	Midday - Frequency	Peak – Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

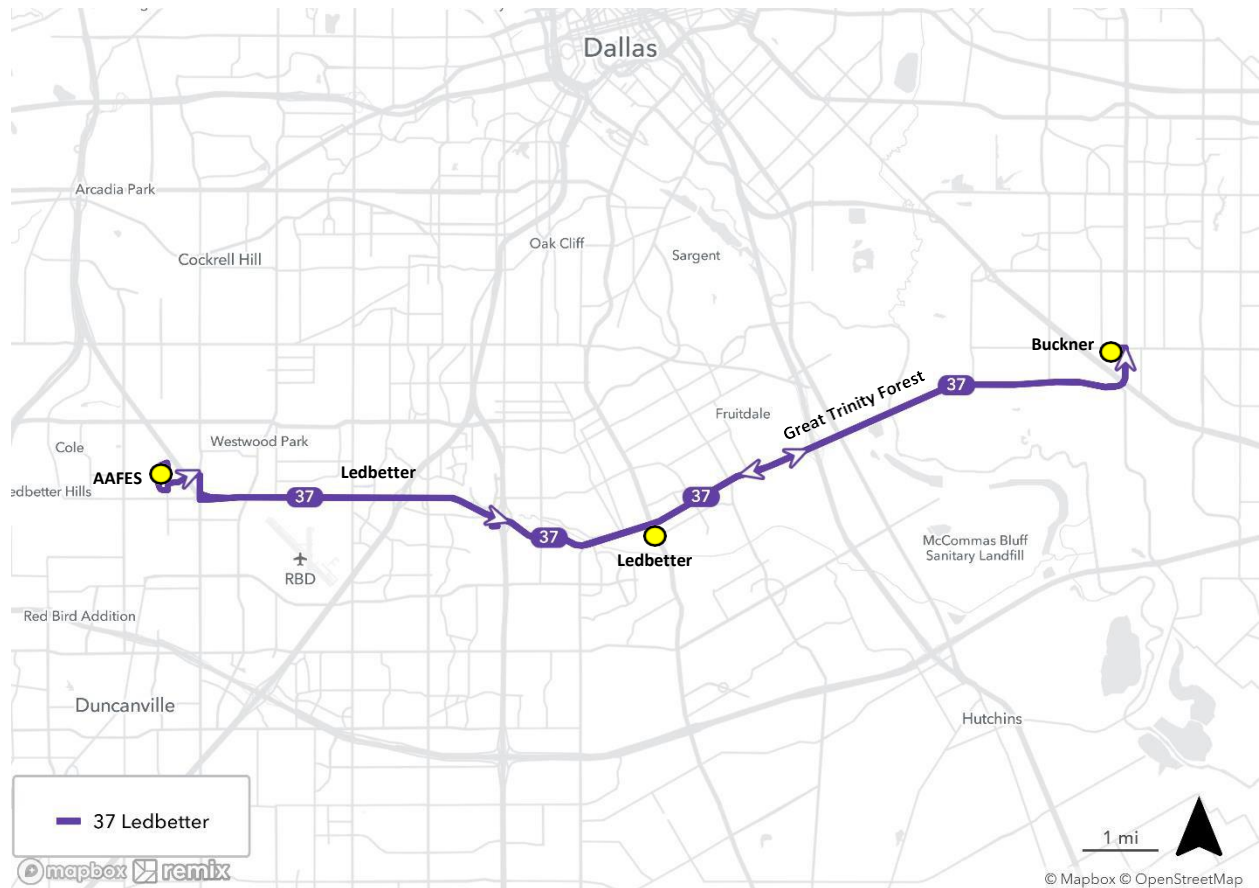
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Similar to current Route 445 but extended to JB Jackson Transfer Center via current 426 routing.

Route 37 – Ledbetter



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

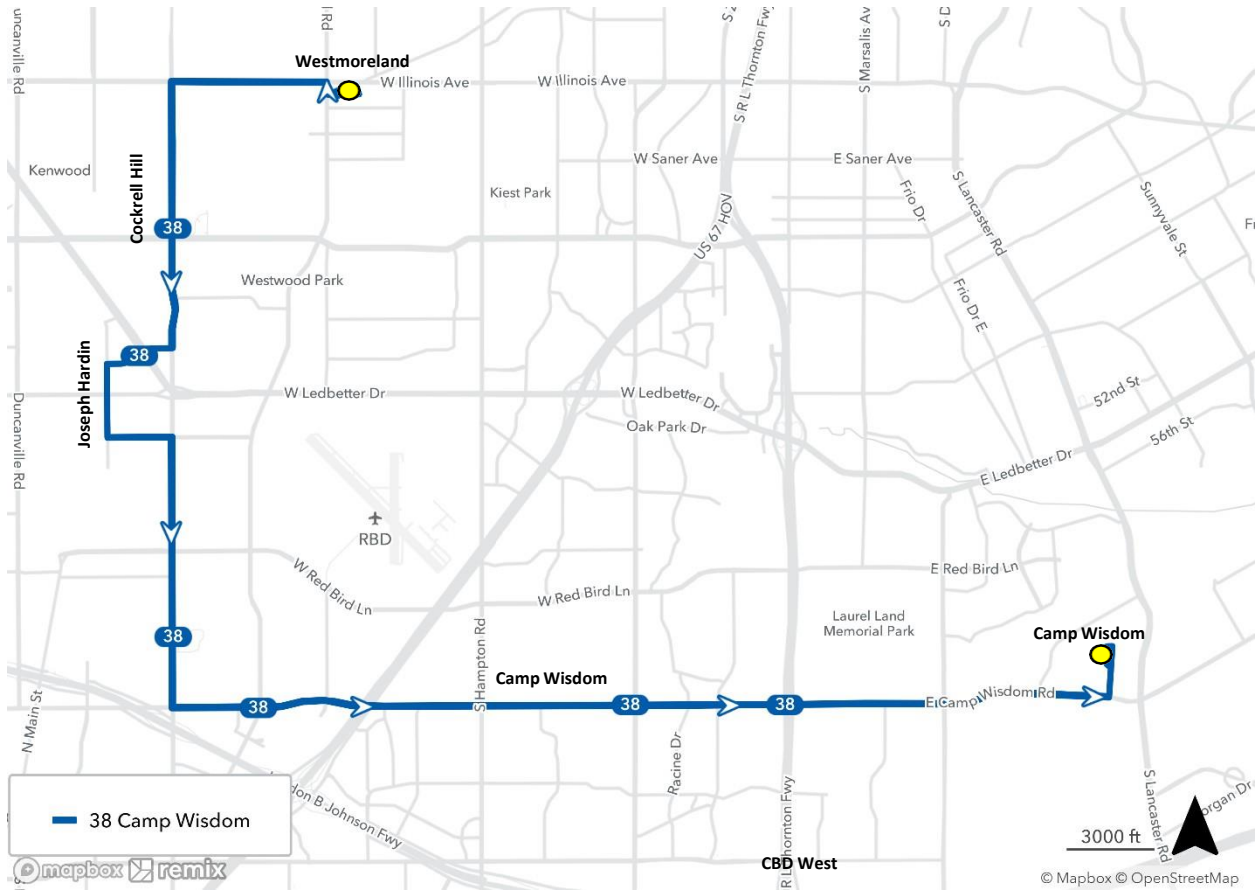
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Replaces Route 466 with no major changes from current routing.

Route 38 – Camp Wisdom



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

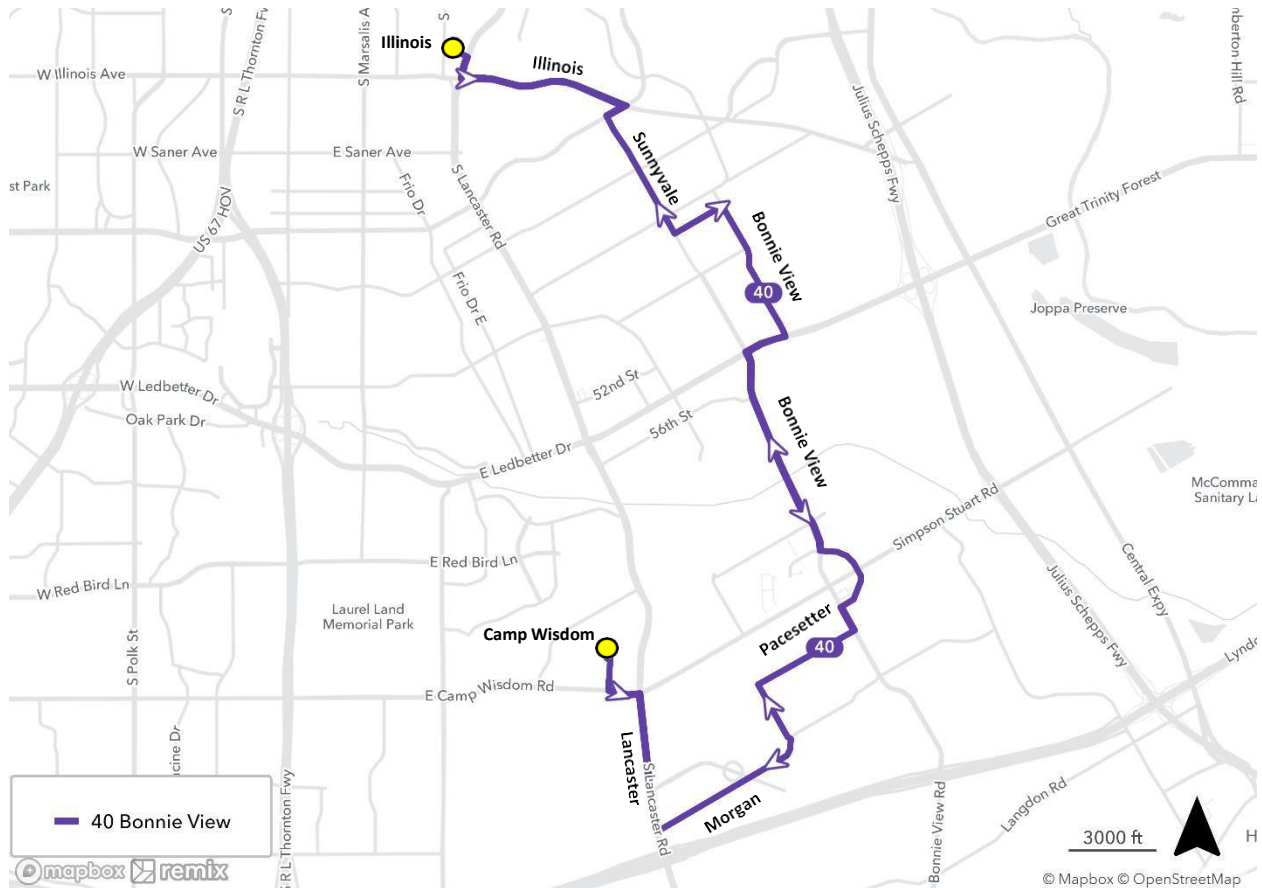
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Similar to current Route 547 between Westmoreland Station and Camp Wisdom Road & Hwy 67; then extended east to Camp Wisdom Station.

Route 40 – Bonnie View



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

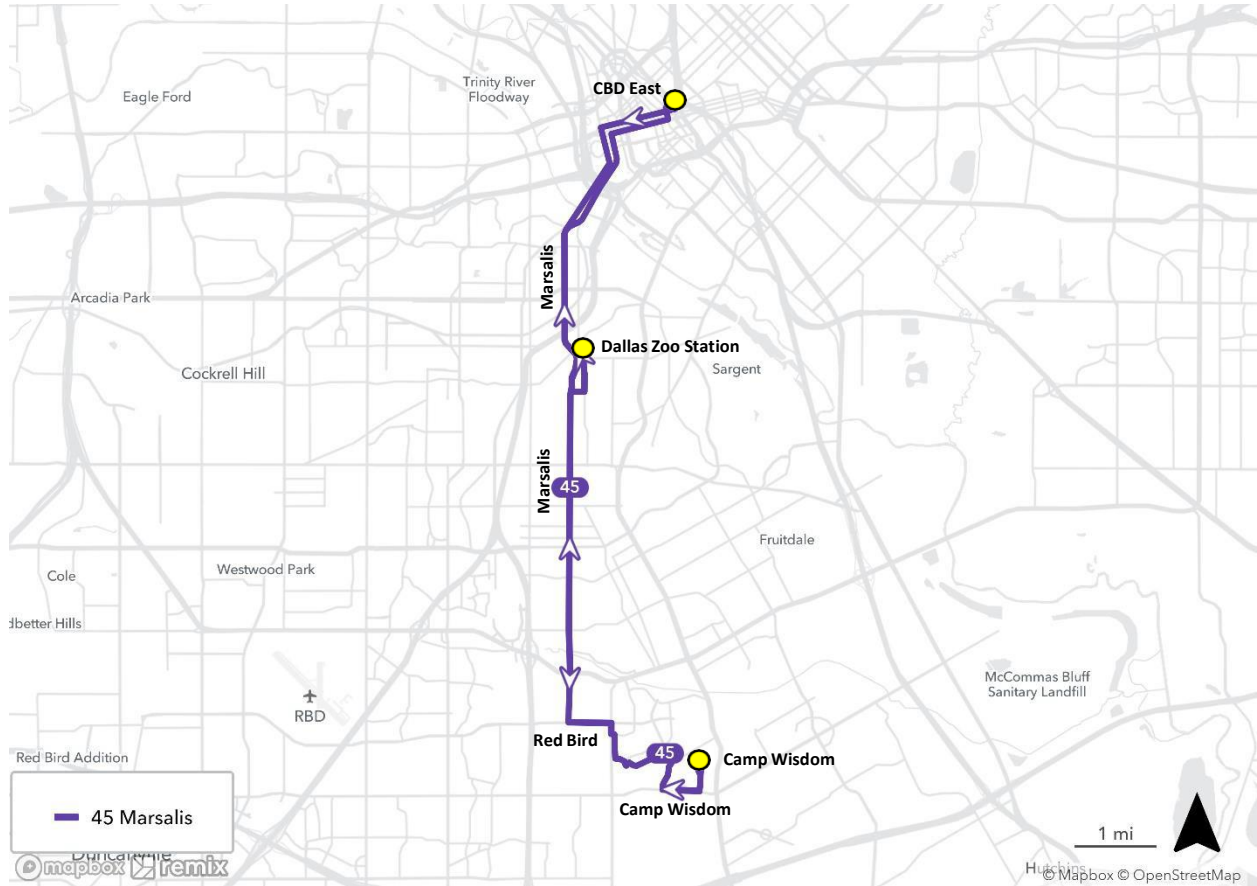
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Connects portions of current Routes 553, 554, and 538, primarily on Bonnie View, to Illinois Station.

Route 45 – Marsalis



Day	Midday - Frequency	Peak – Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM
		3 PM - 6:00 PM
		1:00 AM

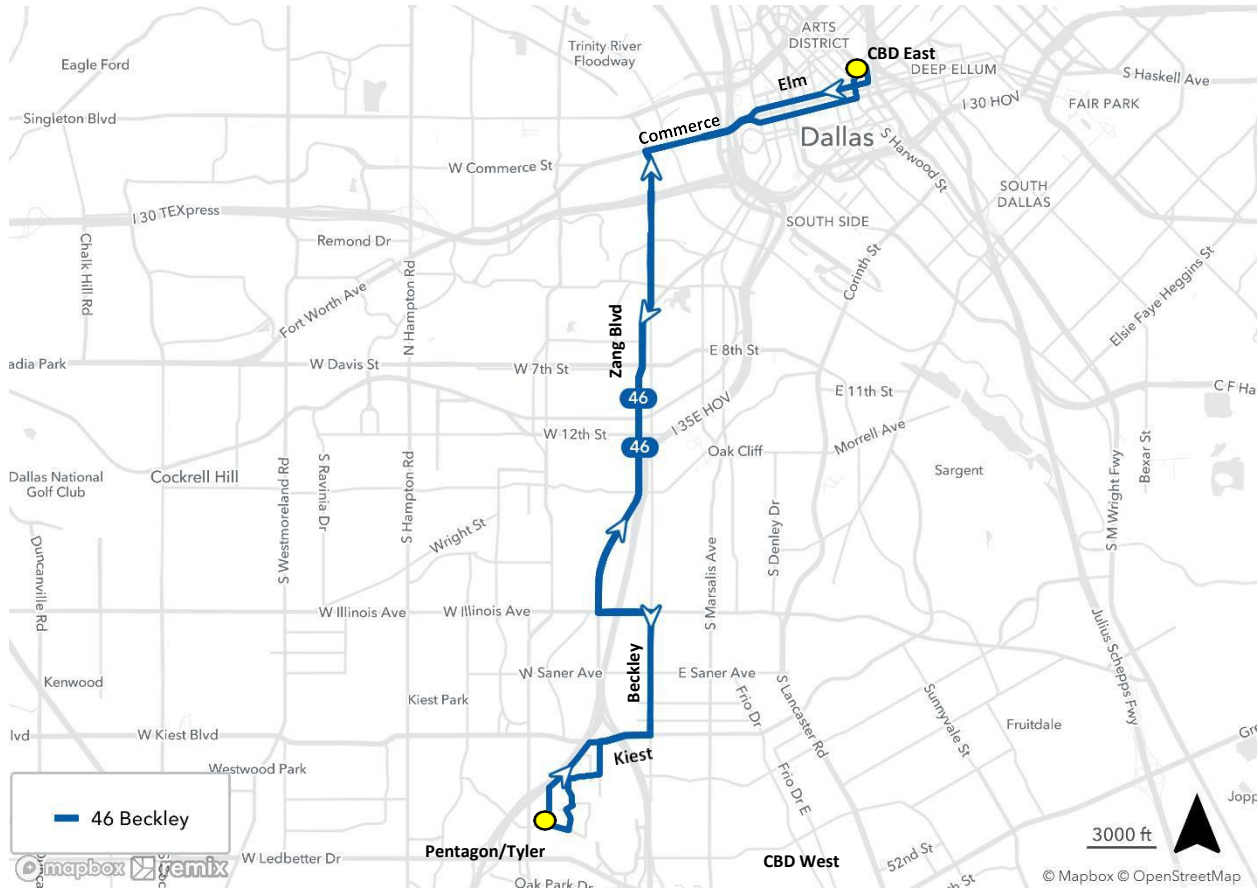
Weekend Service

Early - AM	Midday	Late - PM
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM
		7 PM - 1:00 AM
		1:00 AM

Description of Change

Combines Marsalis portion of current 19 with 516 from Singing Hills to Camp Wisdom Station.

Route 46 – Beckley



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

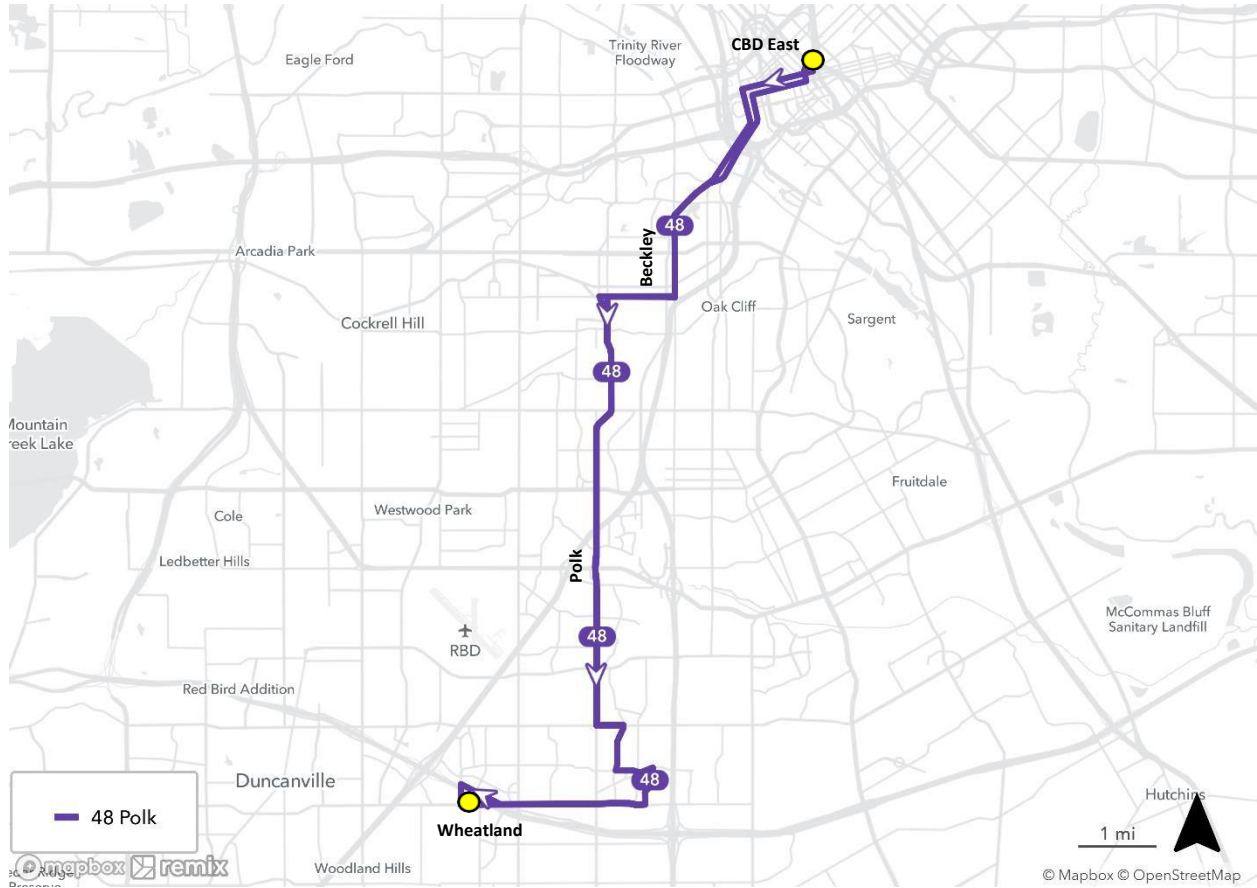
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Downtown Dallas to Illinois via Beckley, then Fawn Ridge, combining portions of 81/82, 522, and 541.

Route 48 – Polk



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM
			1:00 AM

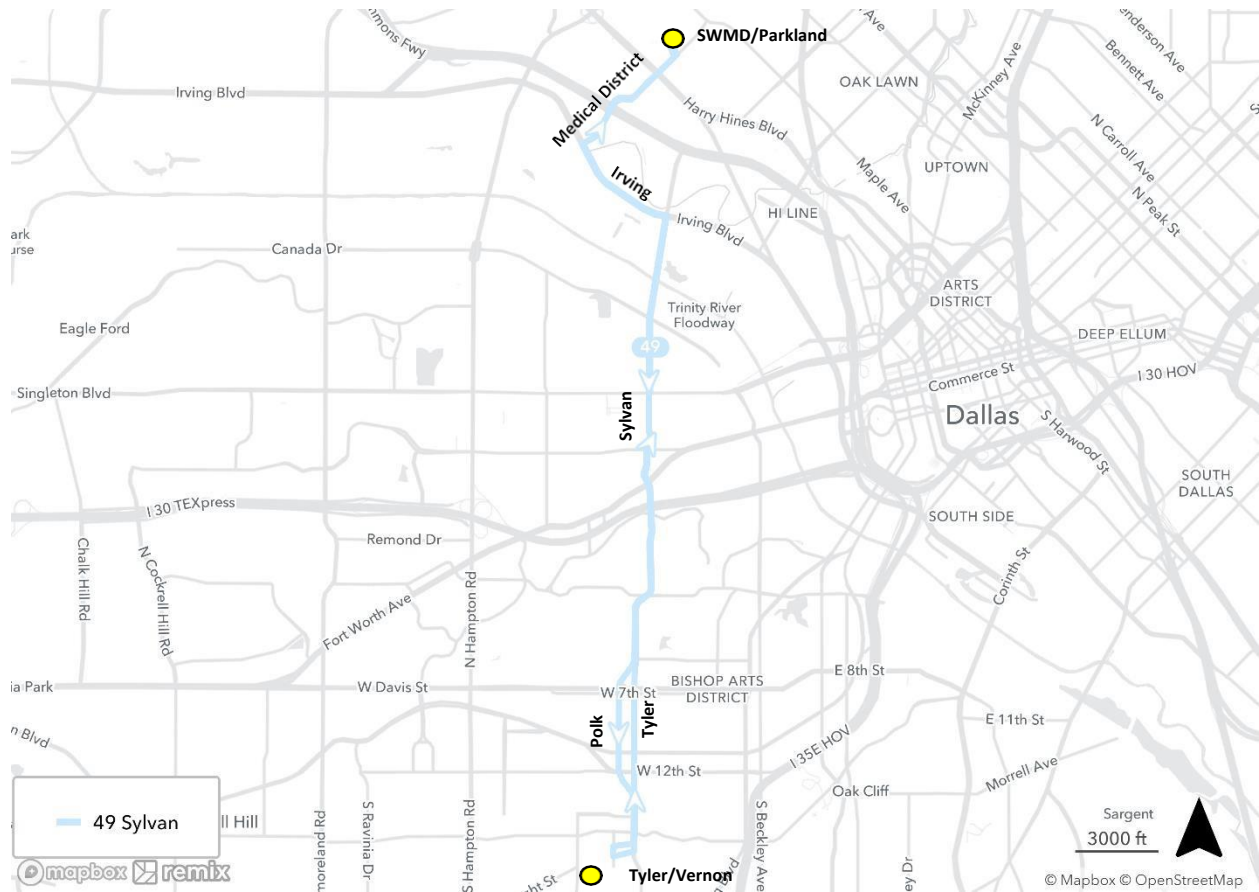
Weekend Service

Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM
			1:00 AM

Description of Change

Downtown to Wheatland primarily via Polk, combining portions of current Routes 21, 161, 405, and 415.

Route 49 – Sylvan



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	60 Minutes	30 Minutes
Saturday - Sunday	60 Minutes	60 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

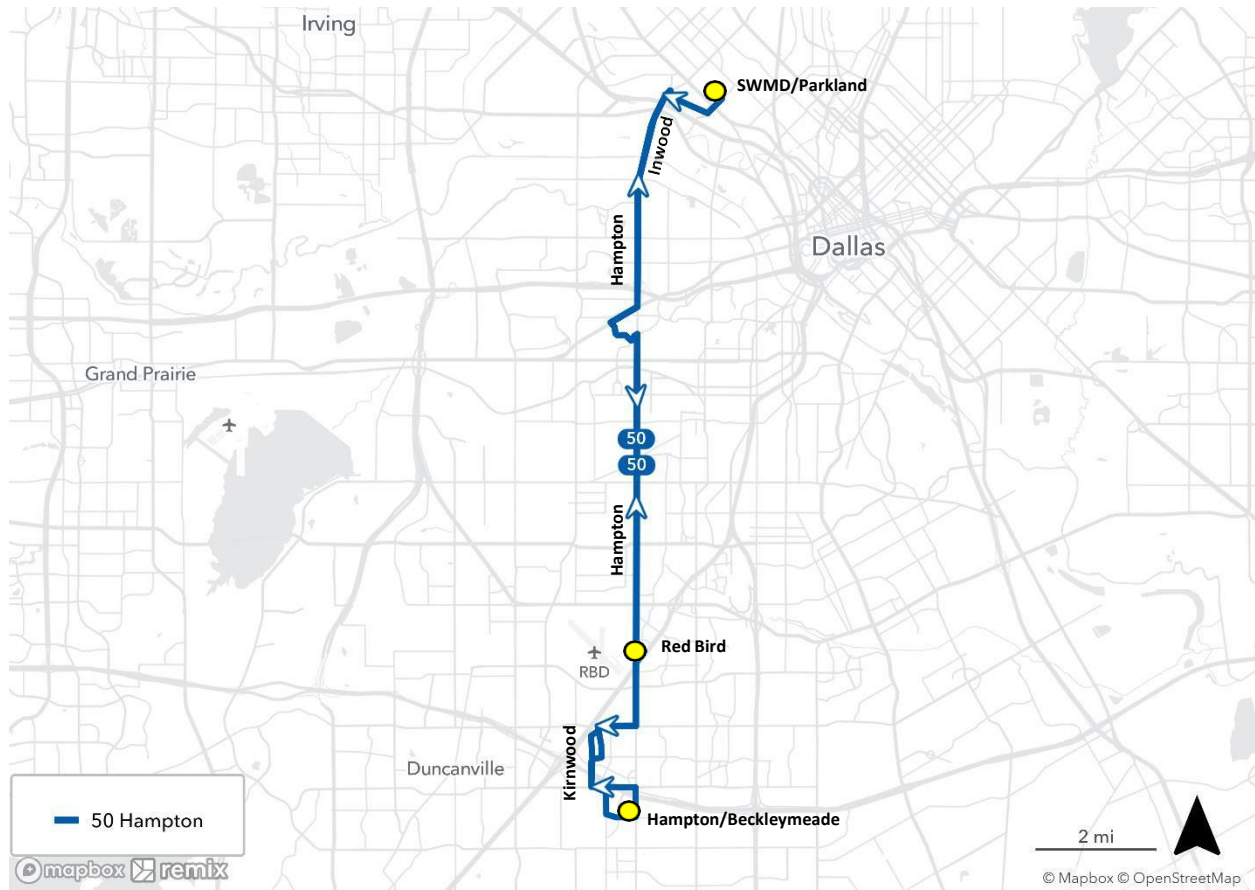
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Similar to current Route 405, Parkland to Tyler-Vernon Station only.

Route 50 – Hampton



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

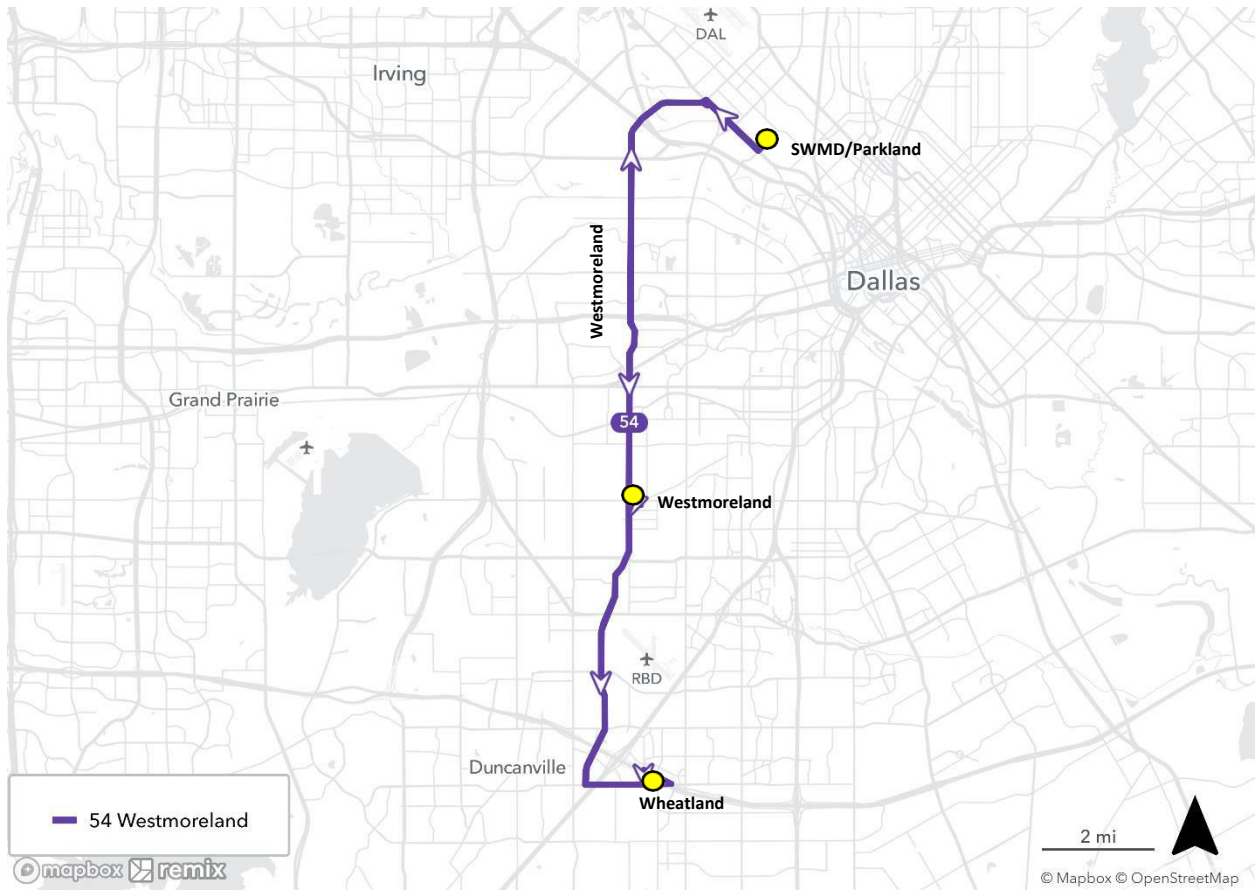
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Similar to Route 453 in Hampton corridor; modified south of Camp Wisdom Road to cover Chaucer segments of Route 547.

Route 54 – Westmoreland



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM
		3 PM - 6:00 PM
		1:00 AM

Weekend Service

Early - AM	Midday	Late - PM
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM
		7 PM - 1:00 AM
		1:00 AM

Description of Change

Replaces Route 404 in Westmoreland corridor with no major changes; Pierce/Pentagon moved to 56.

Route 56 – Merrifield



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	60 Minutes	30 Minutes
Saturday - Sunday	60 Minutes	60 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

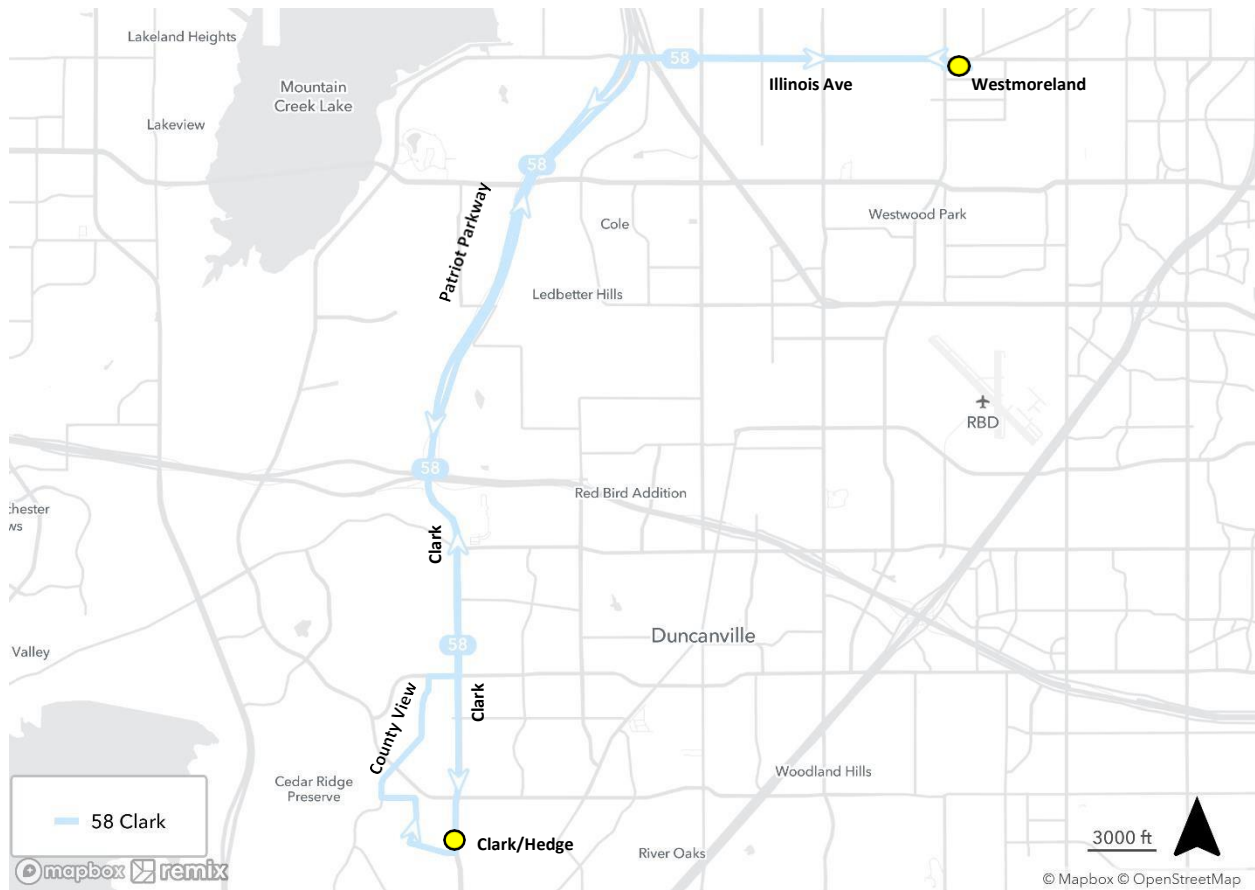
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Cockrell Hill to Westmoreland Station, combining much of current 376 with portions of 404 and 568.

Route 58 – Clark



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	60 Minutes	30 Minutes
Saturday - Sunday	60 Minutes	60 Minutes

Weekday Service

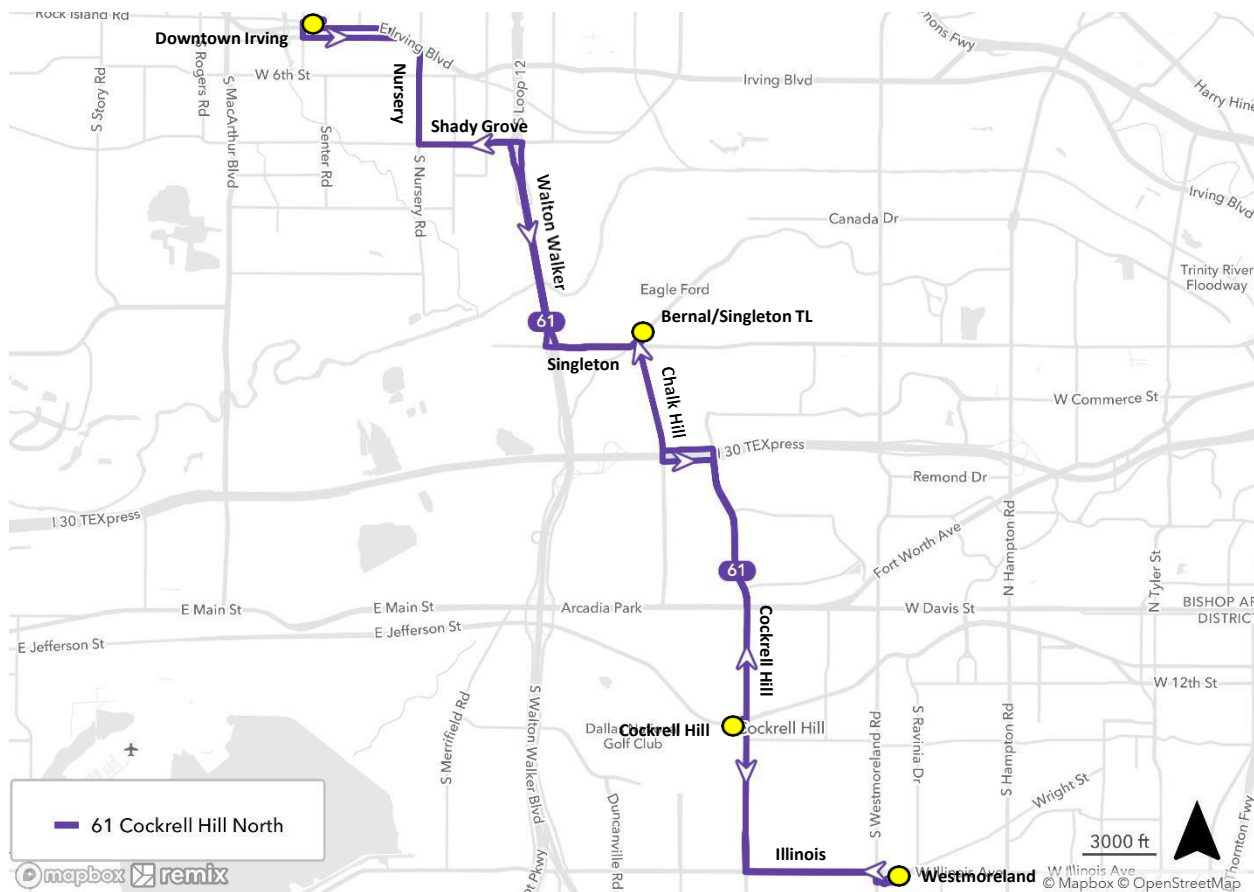
	Peak - AM	Peak/Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

Weekend Service

	All Day	
5:00 AM	5:00 AM - 12:00 AM	12:00 AM

Description of Change Similar to current 574 with modified routing north of Kiest.

Route 61 – Cockrell Hill North



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

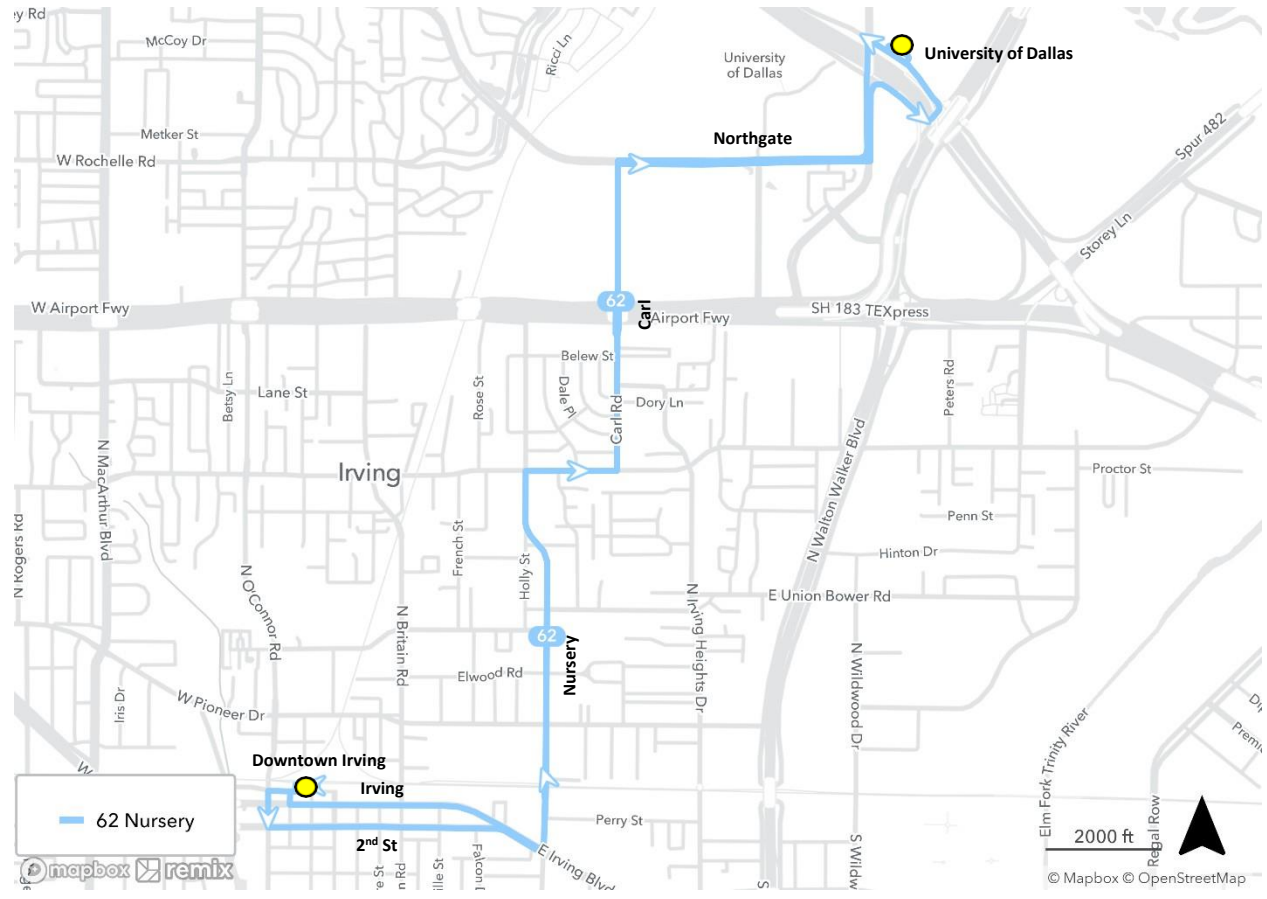
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 10:00 AM	10:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

No major changes from current Route 549.

Route 62 – Nursery



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM
			12:00 AM

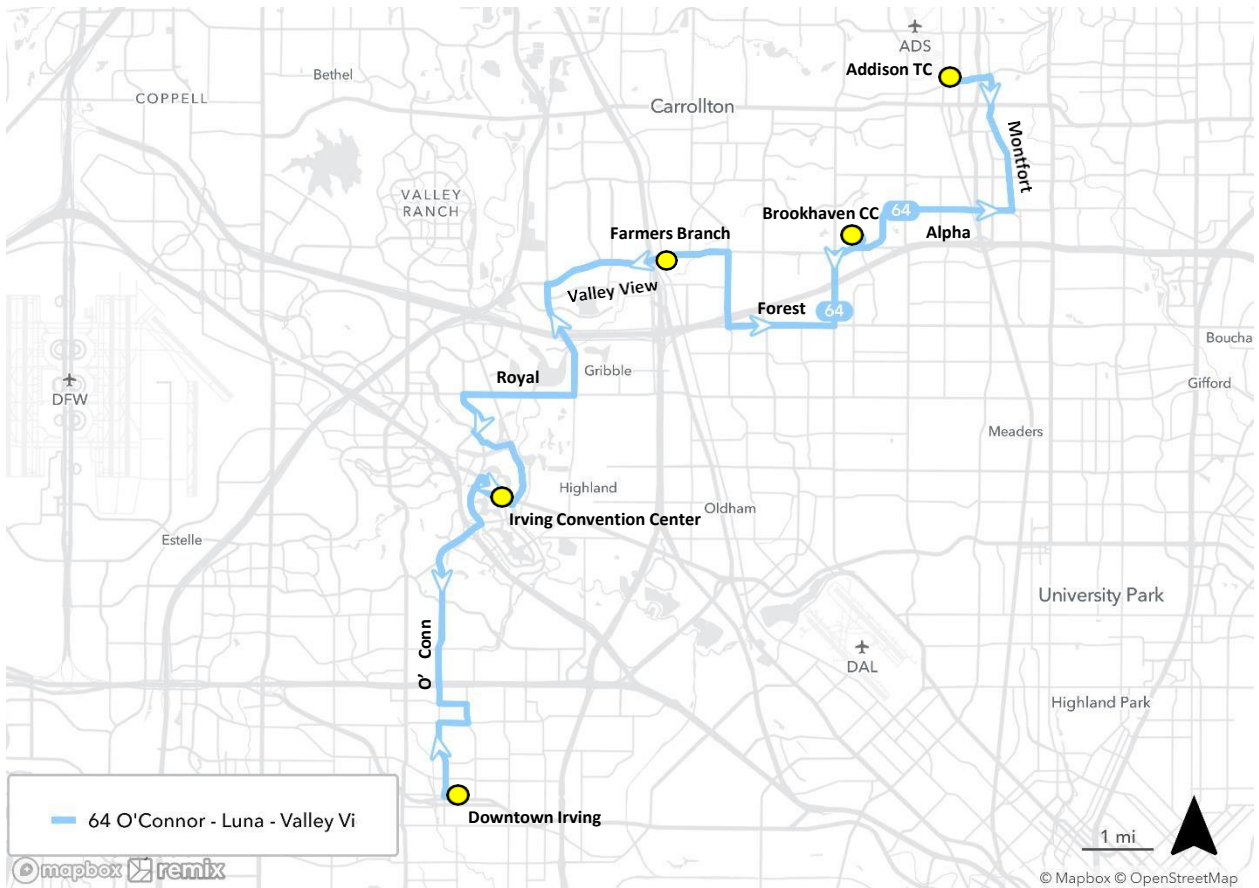
Weekend Service

Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM
			12:00 AM

Description of Change

No major changes from current Route 508.

Route 64 – O’Connor – Luna – Valley View



Day	Midday - Frequency	Peak – Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

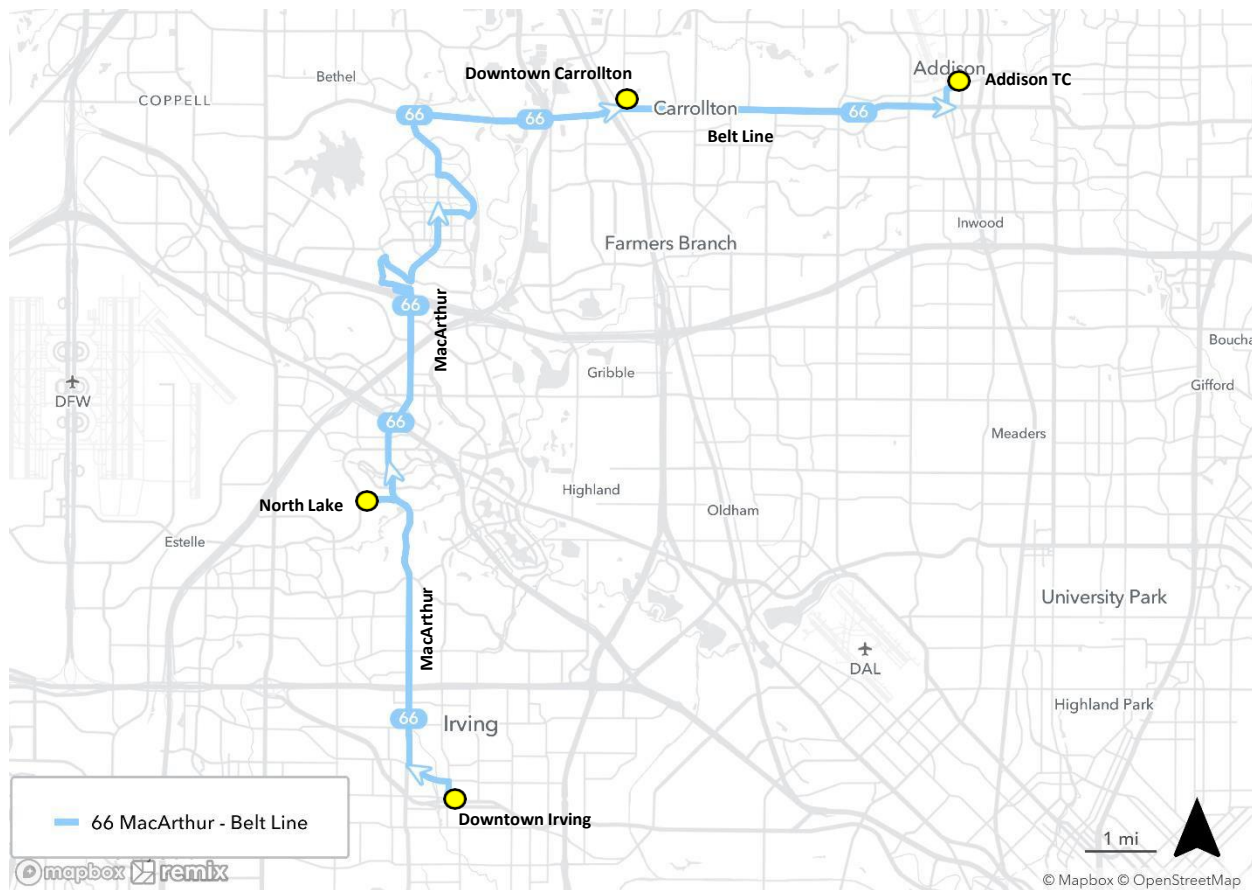
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Combines current Route 507 with portions of 403, 463, 488, 514, and 535 to provide crosstown service between Irving and Addison.

Route 66 – MacArthur – Belt Line



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

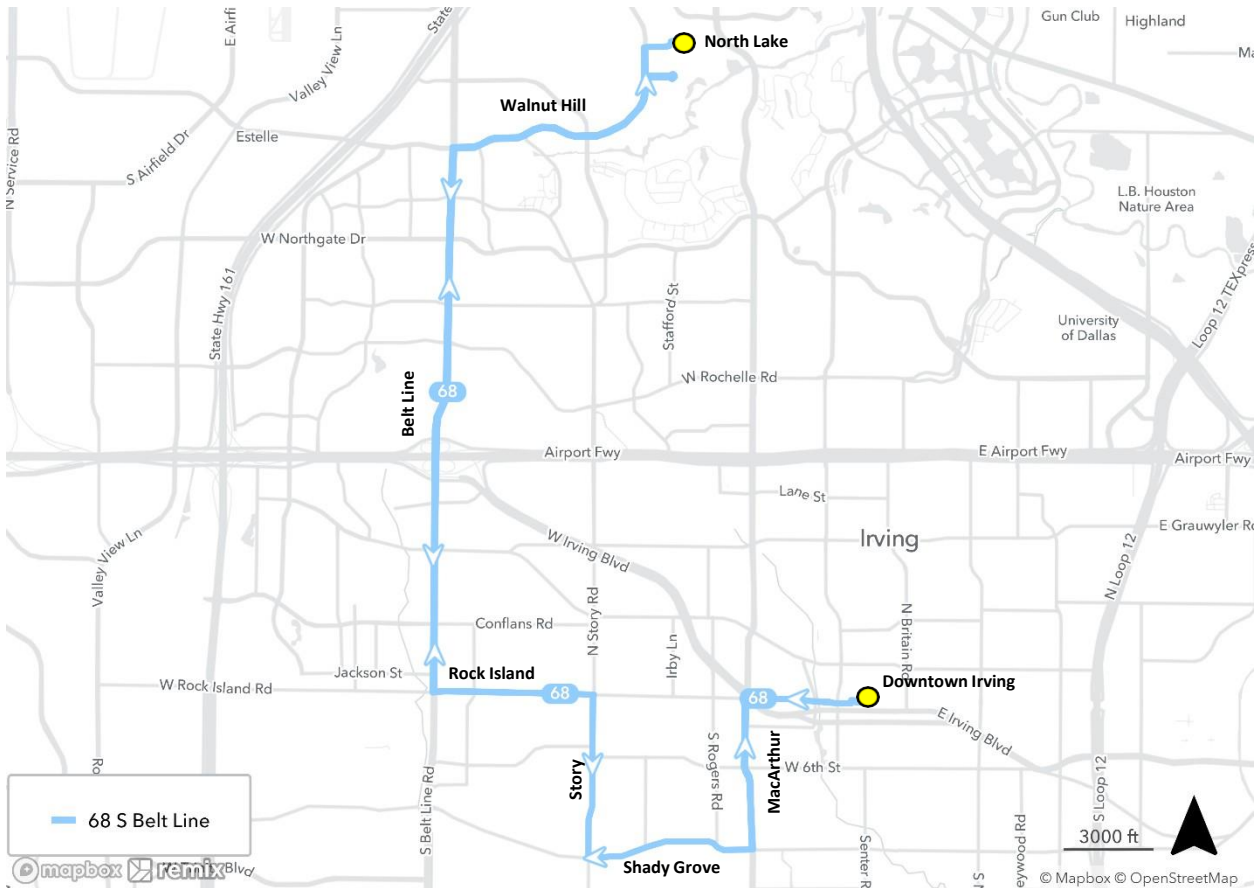
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 401, extended from Valley Ranch to Addison absorbing portions of current Routes 402/403.

Route 68 – S Belt Line



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

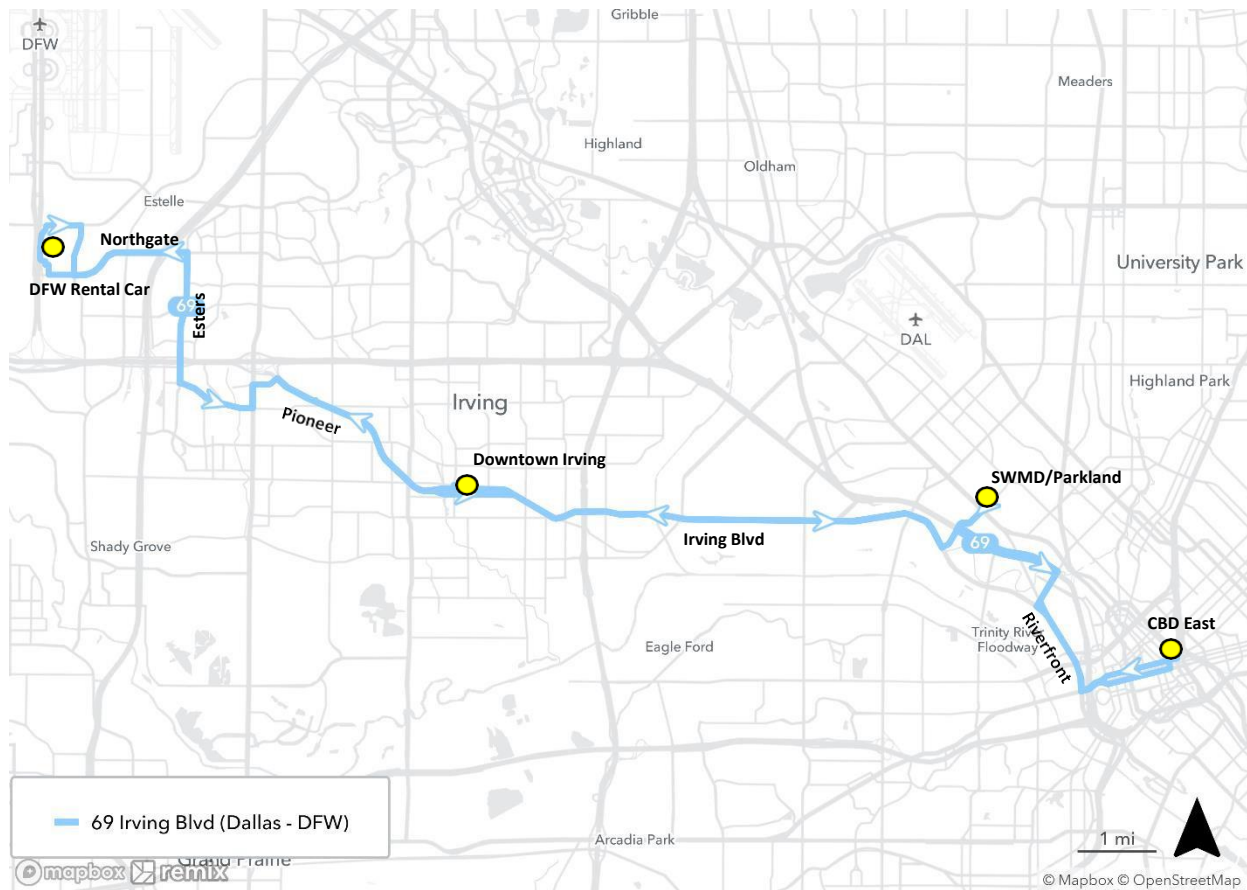
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 501 between Downtown Irving and North Lake College only.

Route 69 – Irving Blvd (Dallas – DFW)



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

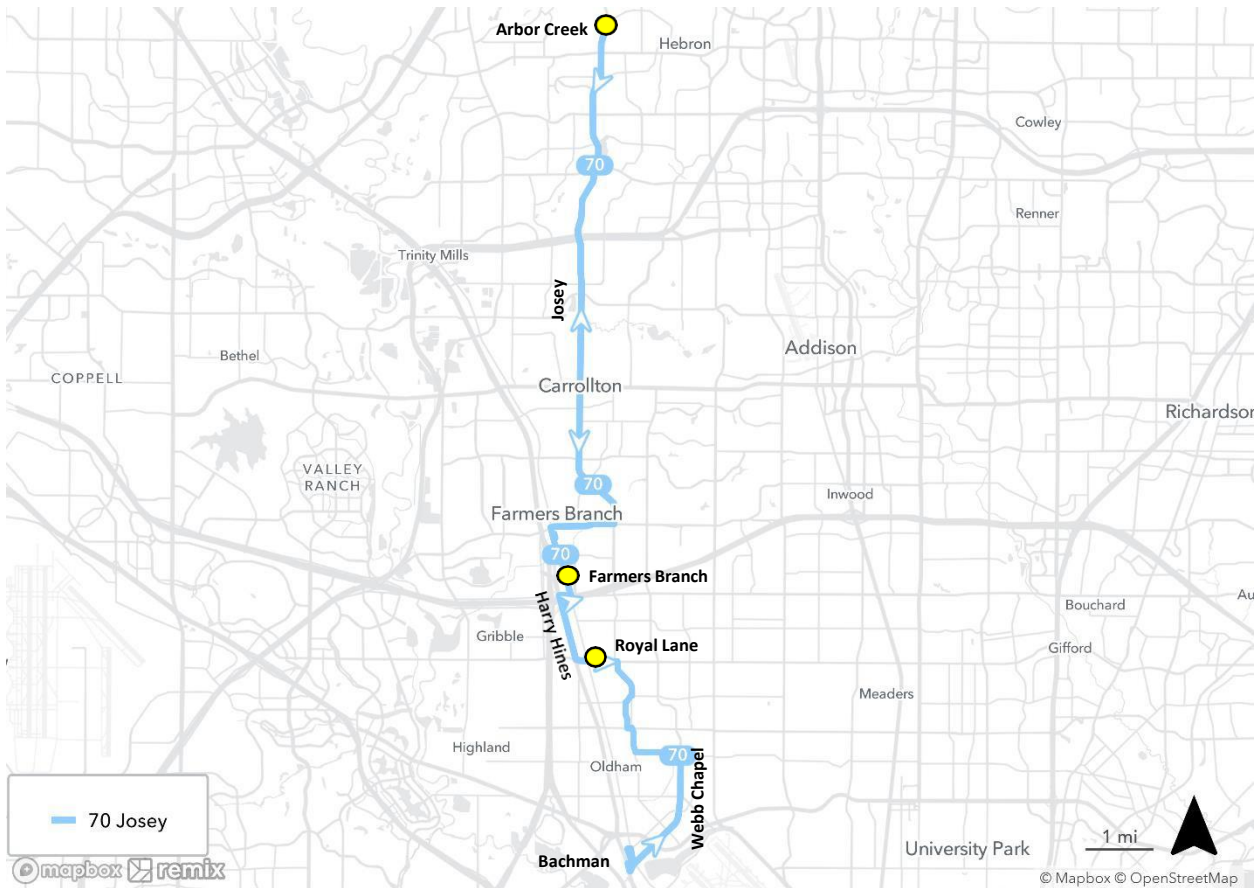
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Absorbs Routes 63 and 408, serving Parkland and DFW Airport. Also covers small portions of Route 505 (Esters, Grauwyler) and Stemmons Frontage segments of 749.

Route 70 – Josey



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

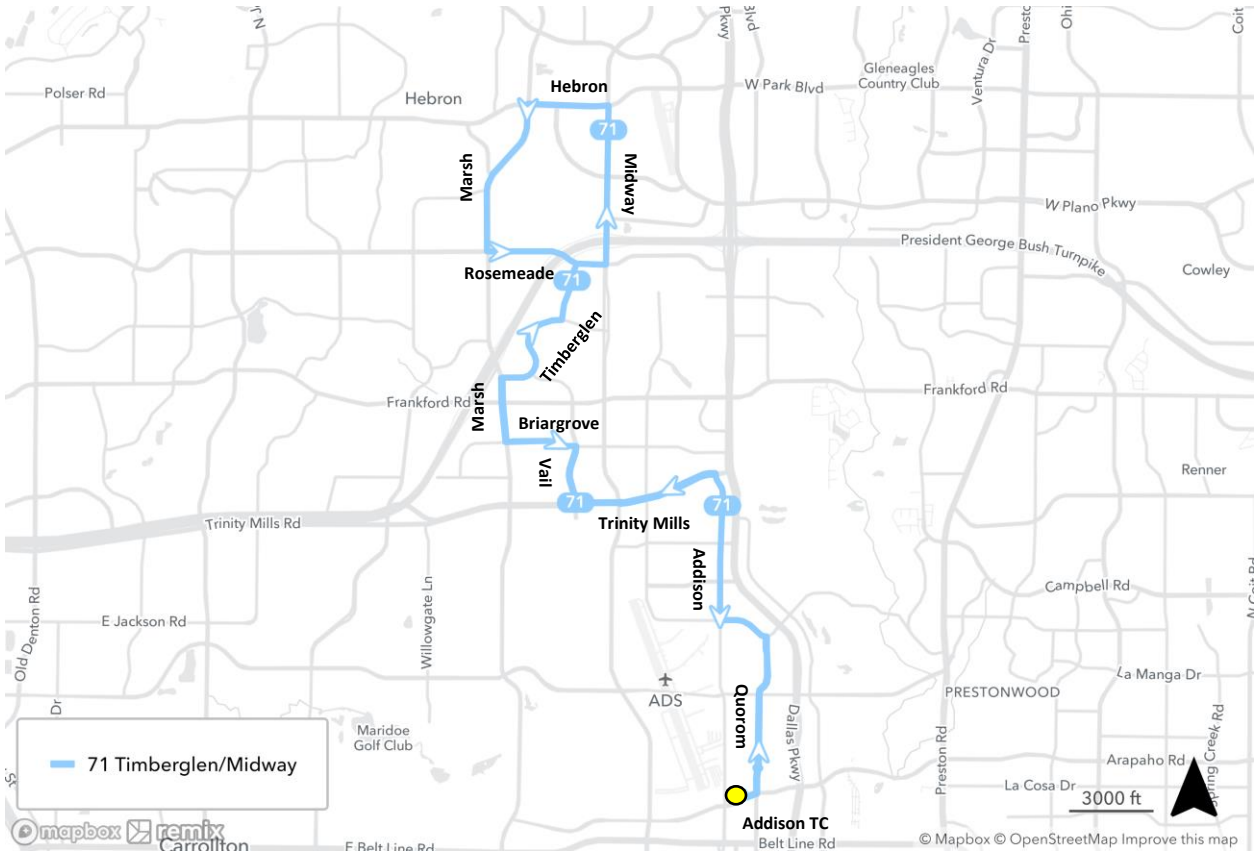
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 531 with extension to Bachman Station that absorbs portions of 534 and 535.

Route 71 – Timberglen/Midway



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

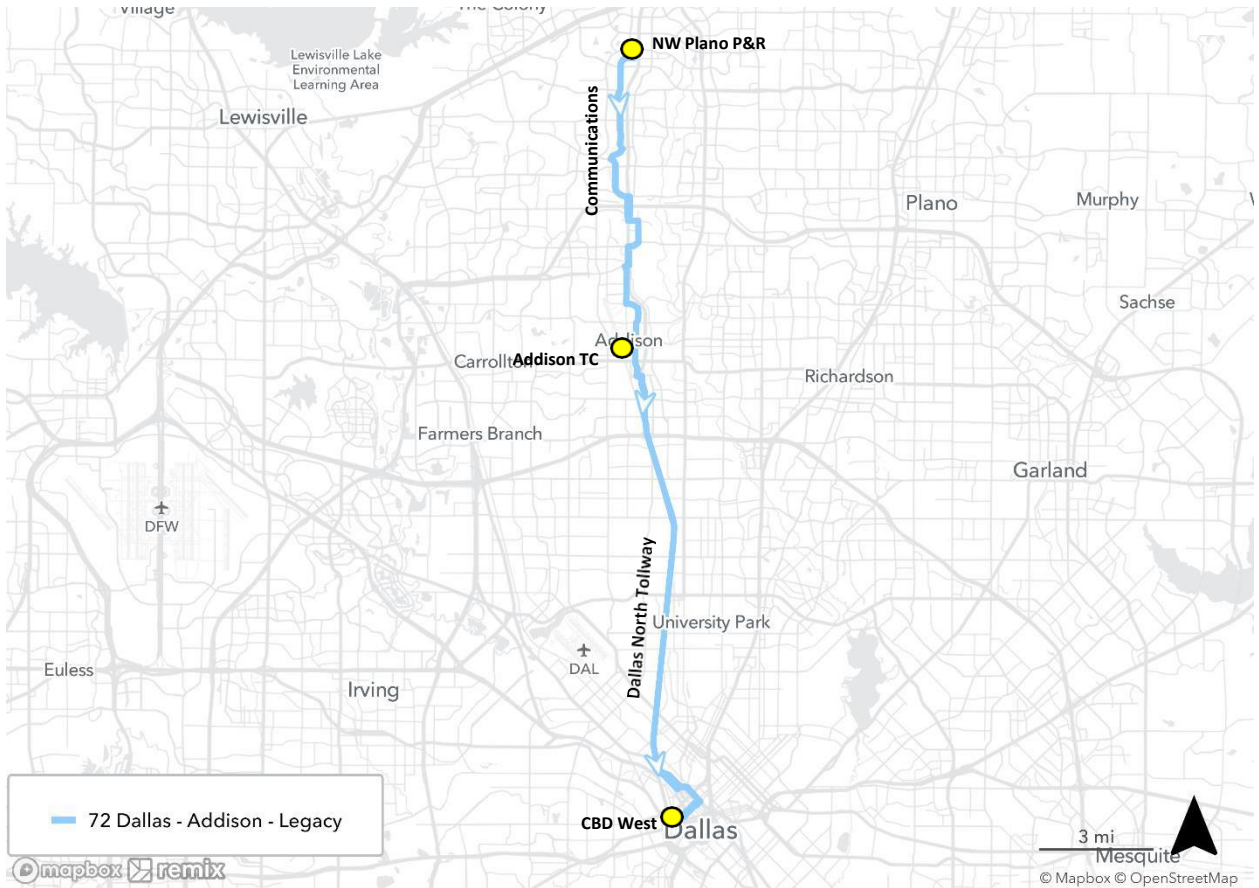
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Some segments similar to current routes 534, 333, and 347. New north/south connection between Horizon Hill and Timberglen neighborhoods and Addison Transit Center.

Route 72 – Dallas – Addison - Legacy



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

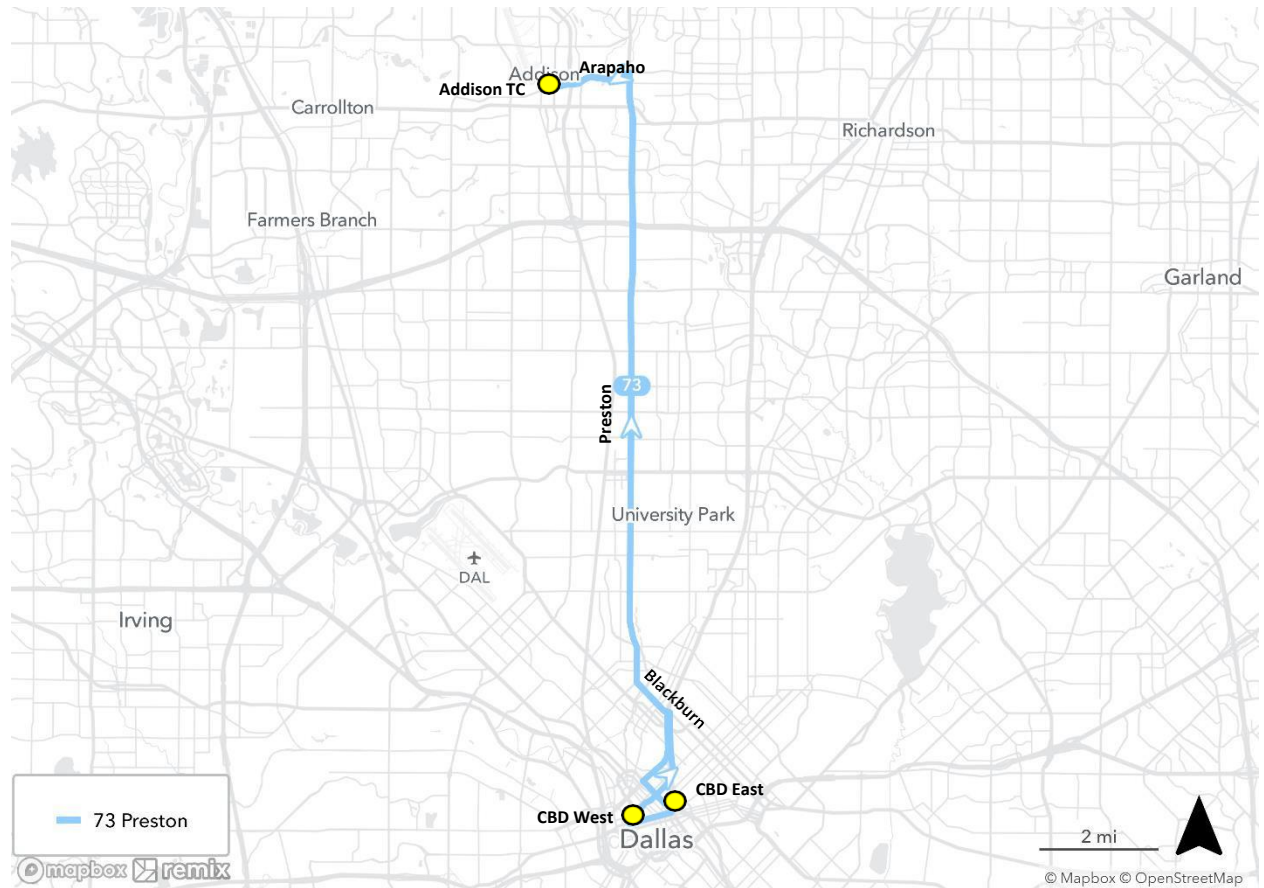
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 183 with extension to NW Plano that will replace Route 347.

Route 73 – Preston



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

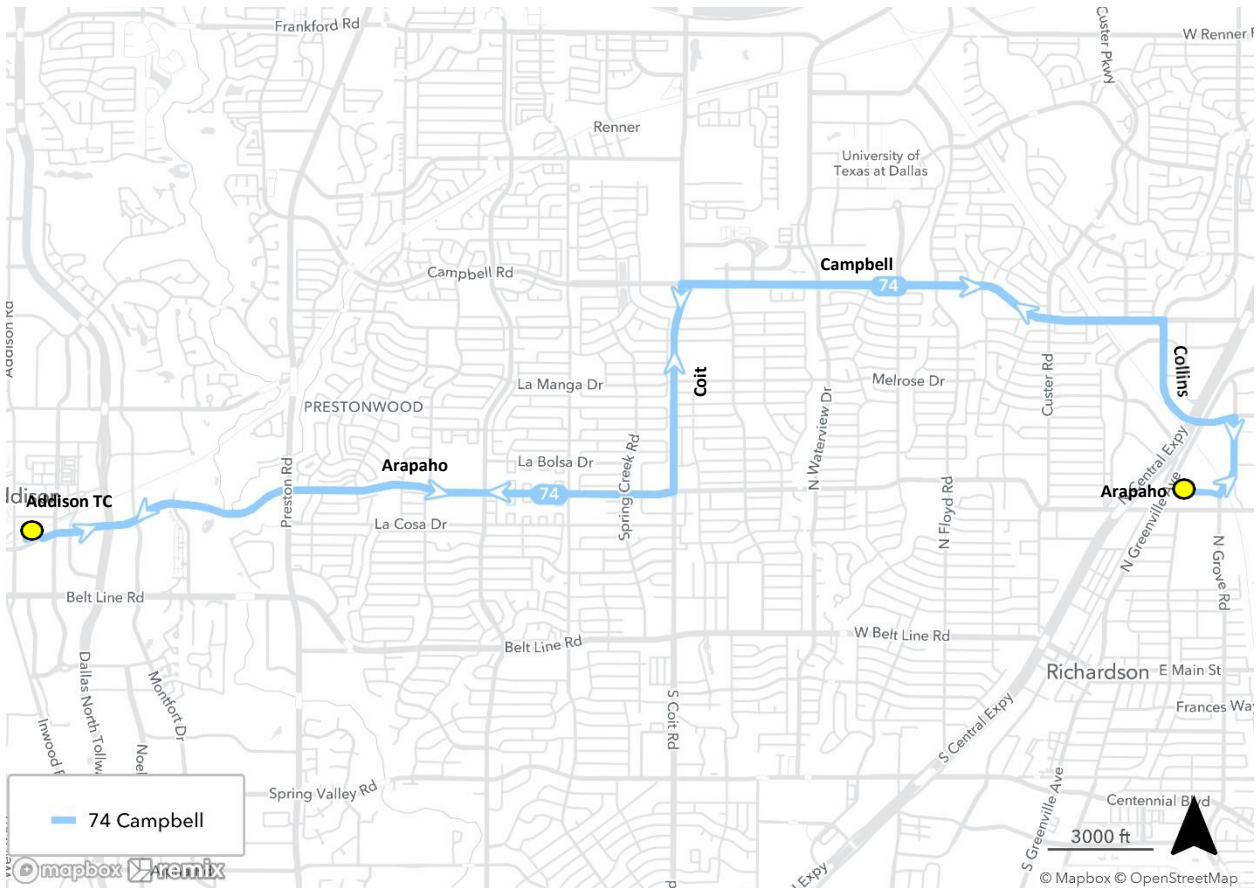
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Replaces current Route 36 on Preston corridor with no major changes.

Route 74 – Campbell



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

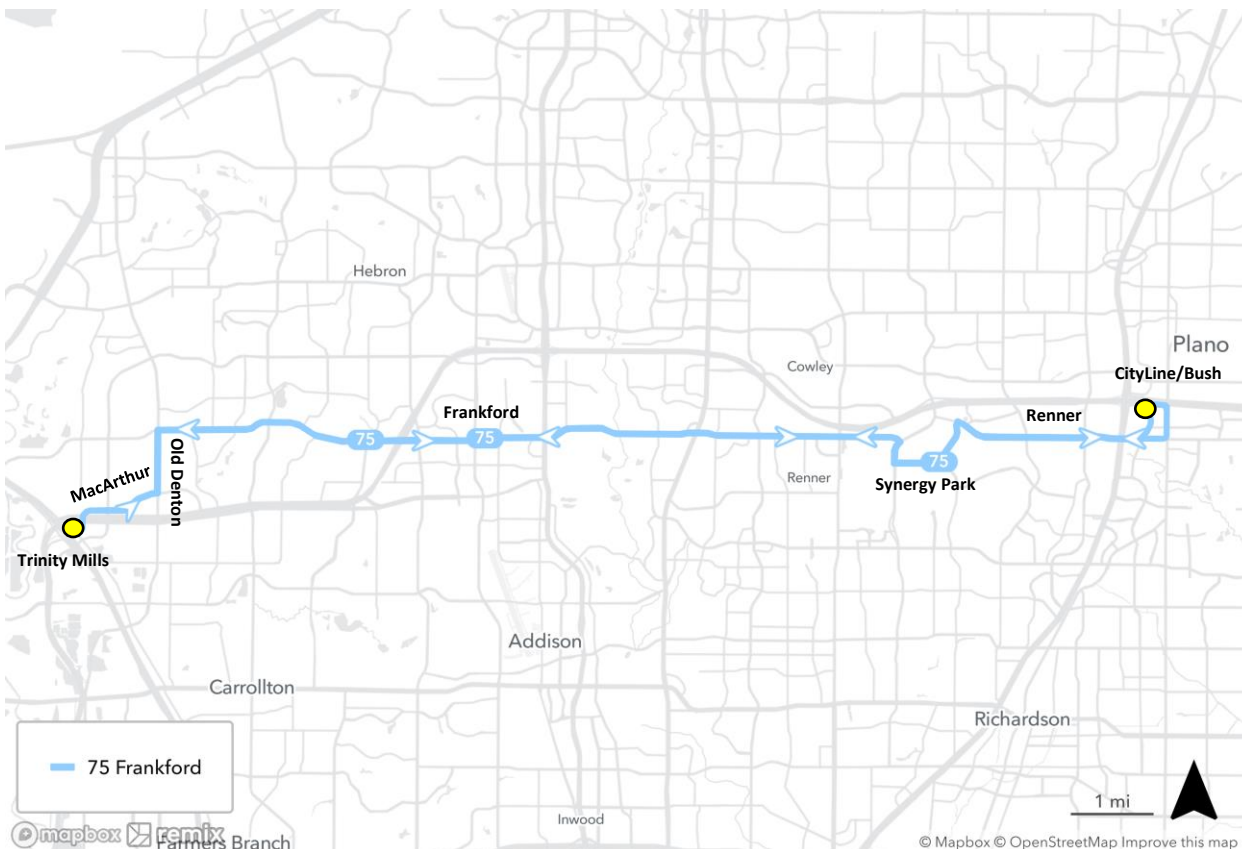
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Follows 362 routing east of Coit; modified to follow 361 routing on Arapaho west of Coit.

Route 75 – Frankford



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00	6:00 - 9:00	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00

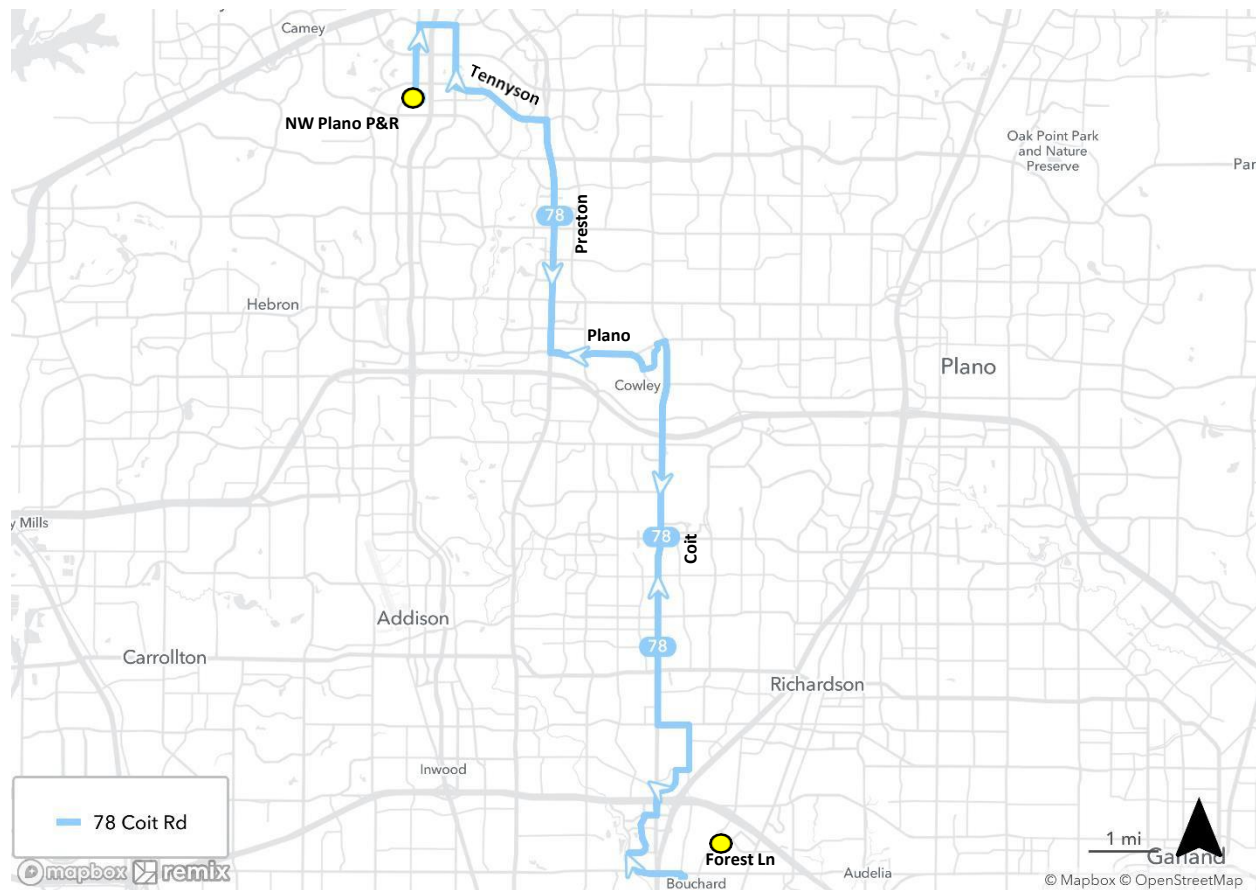
Weekend Service

	Early - AM	Midday	Late - PM	
5:00	5:00 - 10:00	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00

Description of Change

New crosstown connection via Frankford from Carrollton to CityLine with UTD connections midway between. Extends some segments of current route 534.

Route 78 – Coit Rd



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM		
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

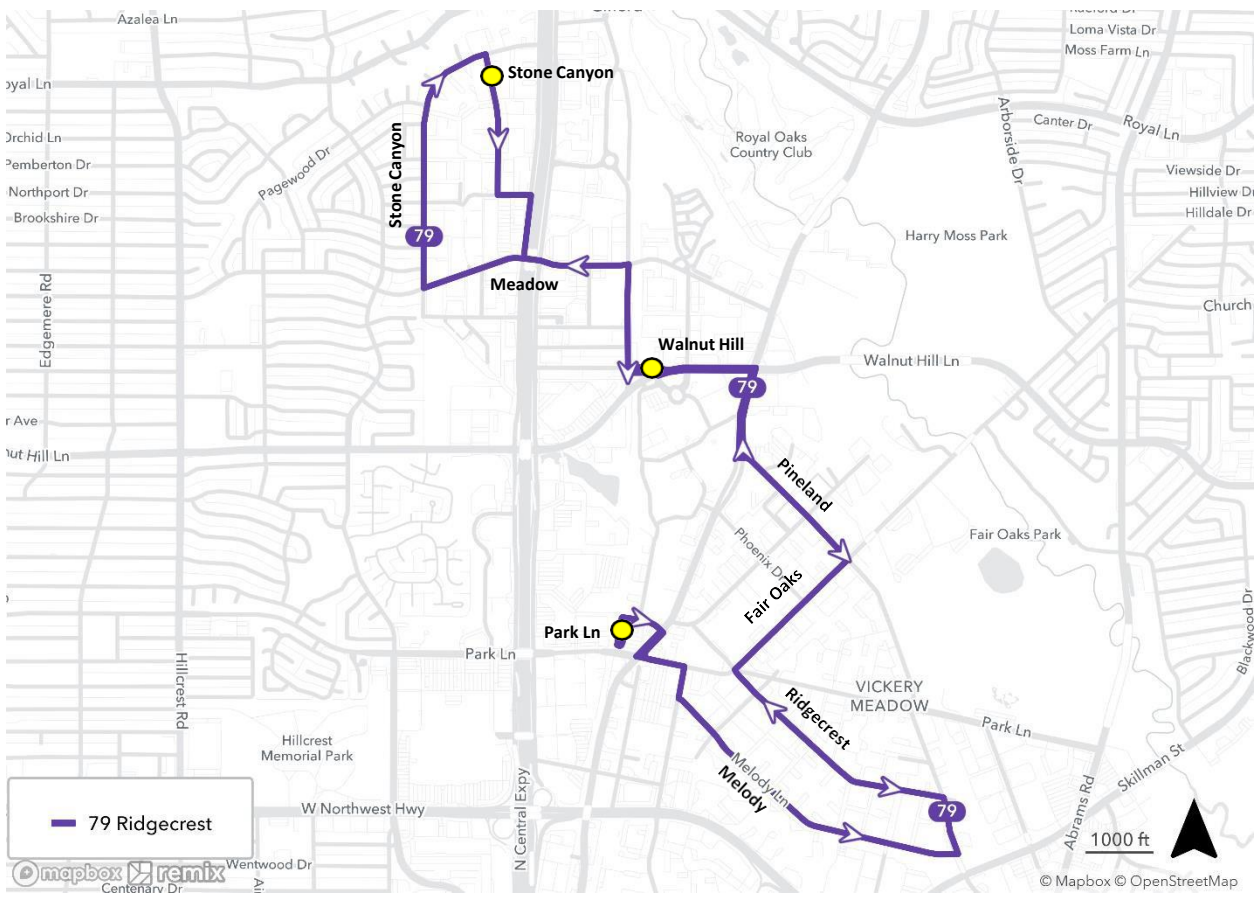
Weekend Service

Early - AM	Midday	Late - PM		
5:00 AM	5:00 - 10:00 AM	10:00 AM - 8:00 PM	8 PM - 12:00 AM	12:00 AM

Description of Change

Absorbs portions of Route 360 between LBJ and Spring Valley; also modified routing in Legacy area.

Route 79 – Ridgecrest



Day	Midday - Frequency	Peak – Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

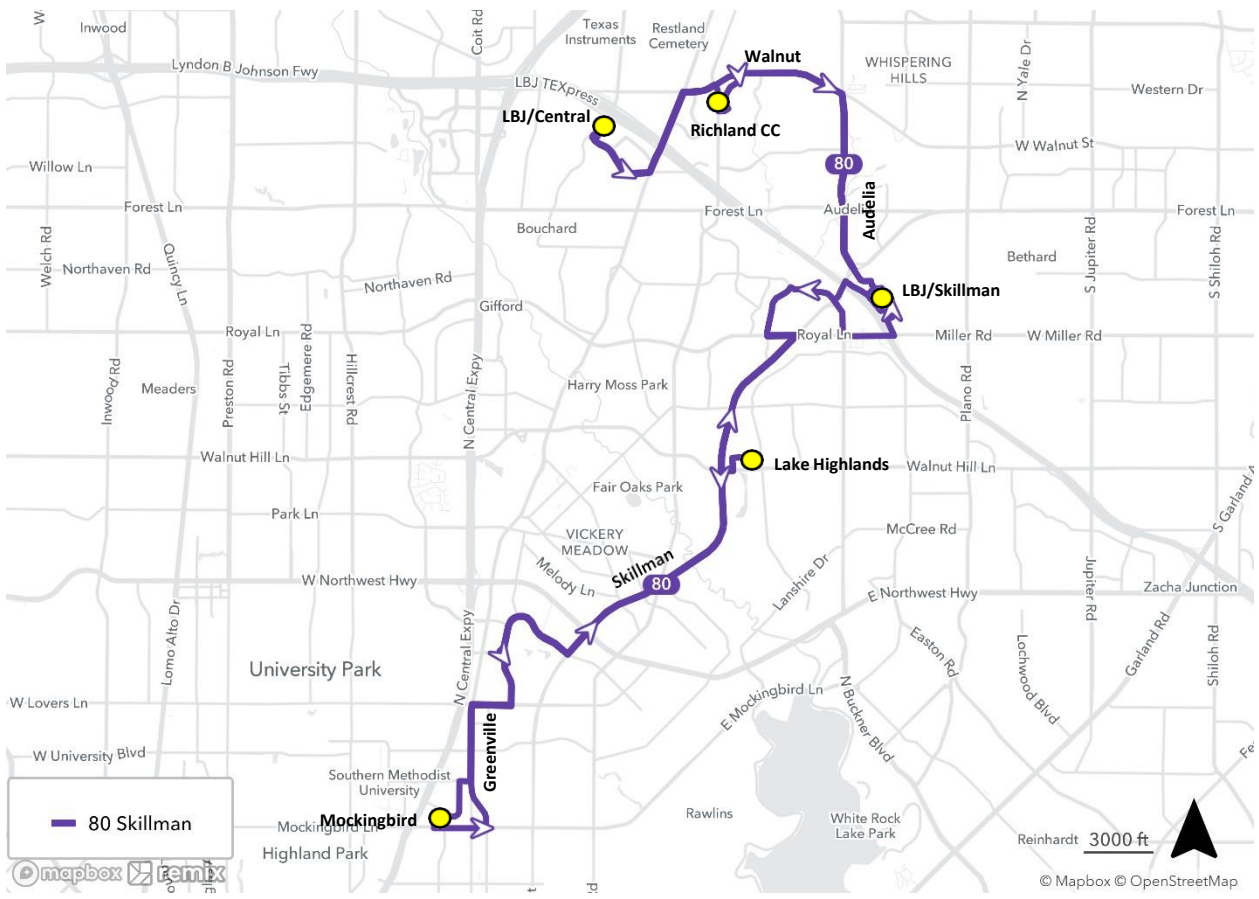
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Replaces current Route 506 with no major changes.

Route 80 – Skillman



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

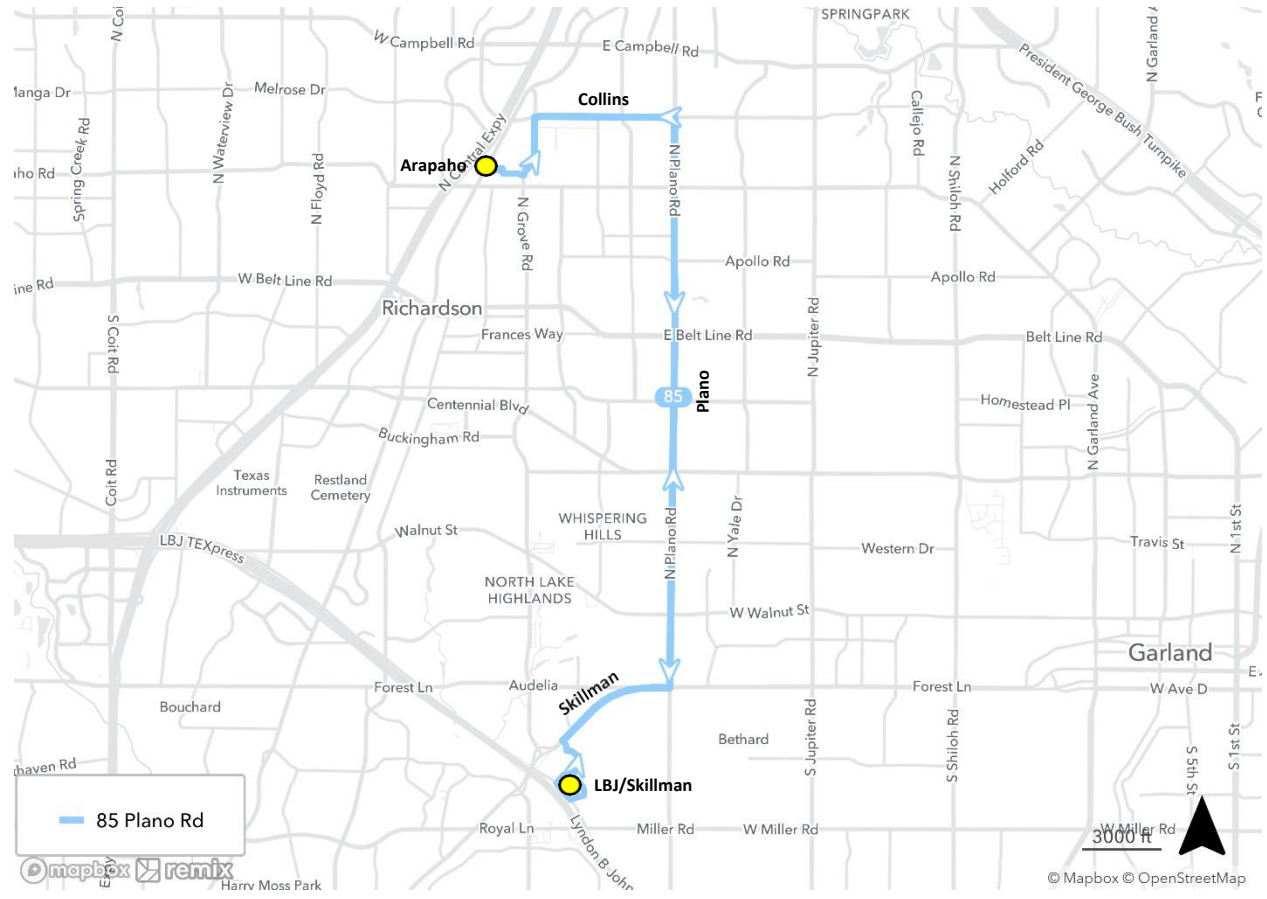
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Similar to current Route 583; extended from Richland College to LBJ/Central via current 582 routing.

Route 85 – Plano Rd



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

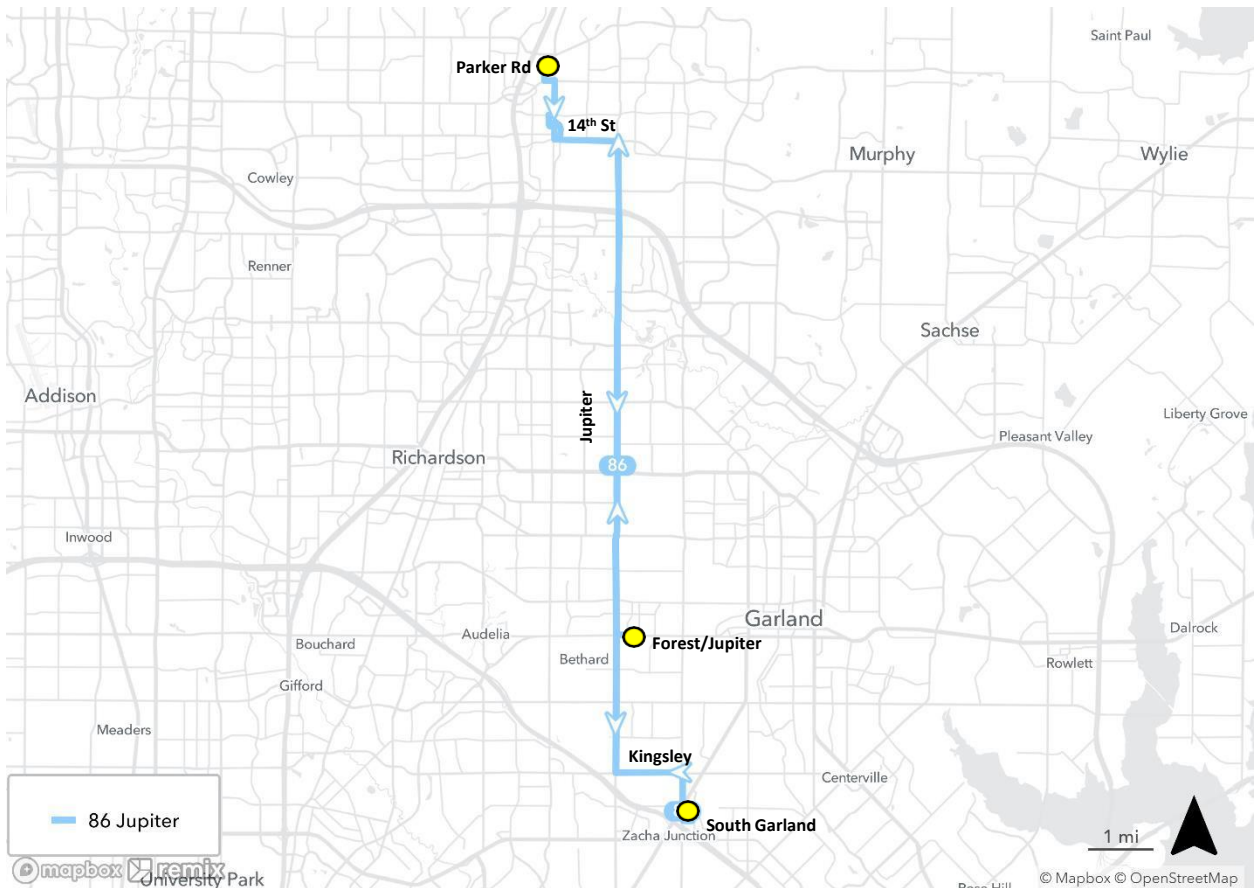
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Replaces current Route 551 with no major changes.

Route 86 – Jupiter



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

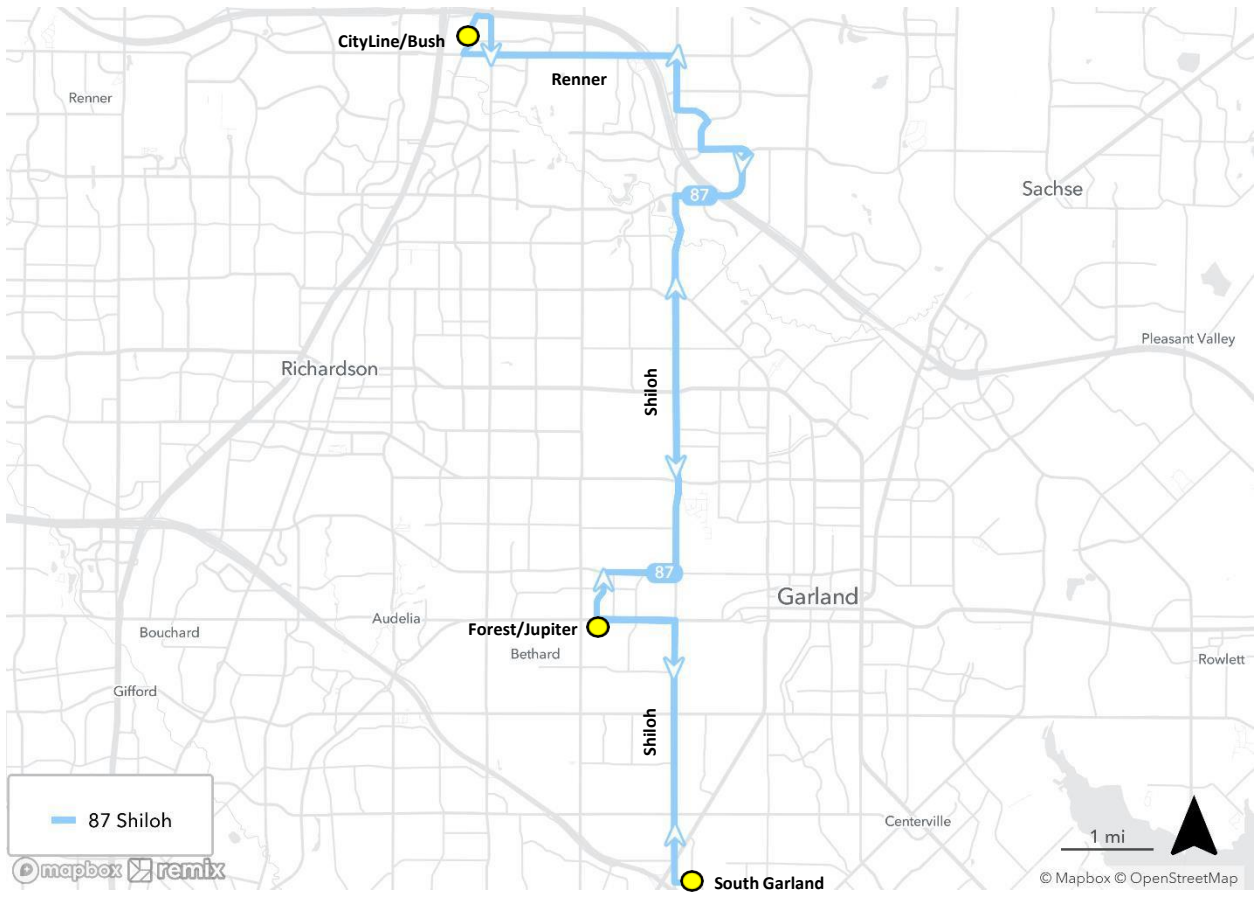
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Replaces current Route 410 with no major changes.

Route 87 – Shiloh



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

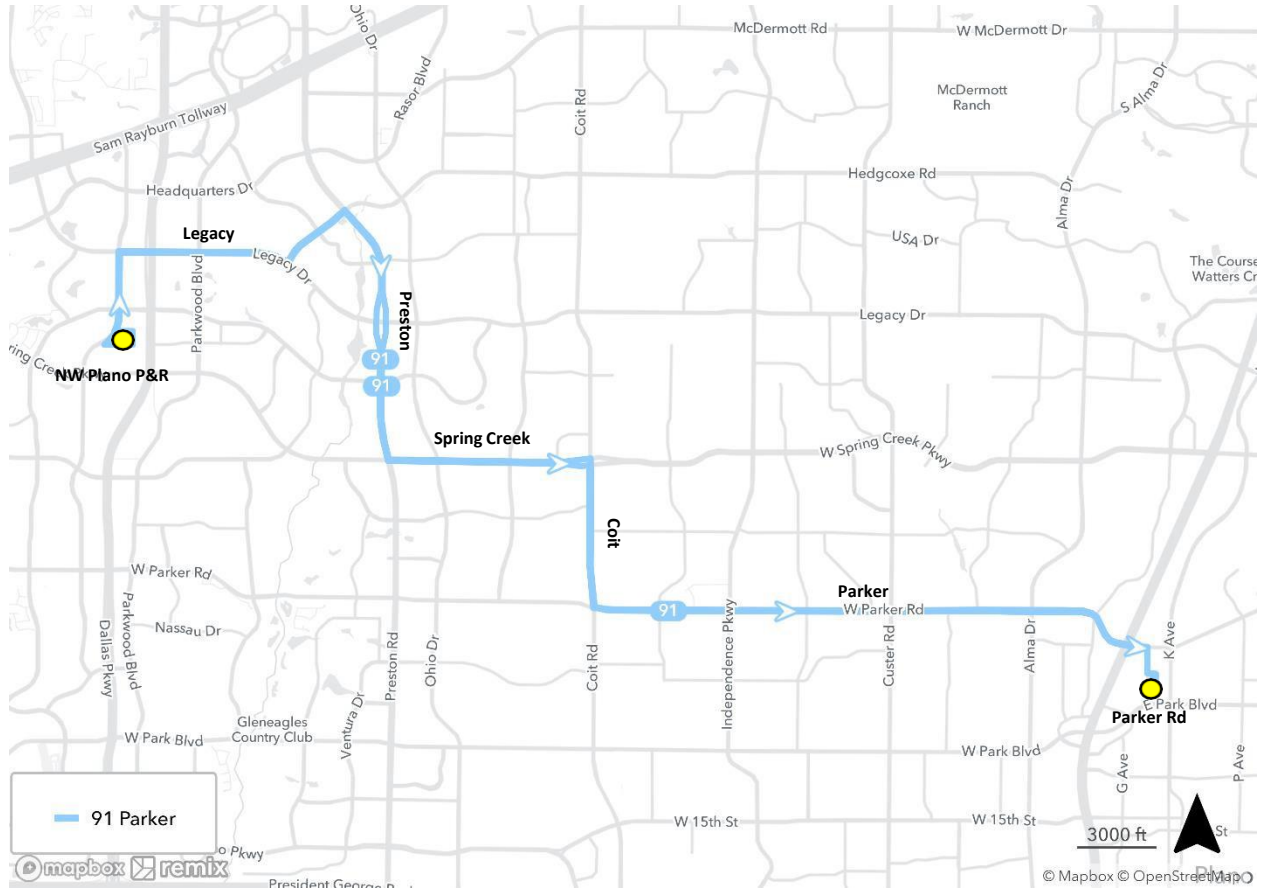
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to 372 from South Garland; extended north on Shiloh and through Telecom area to absorb portions of 841 and terminate at CityLine/Bush Station.

Route 91 – Parker



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

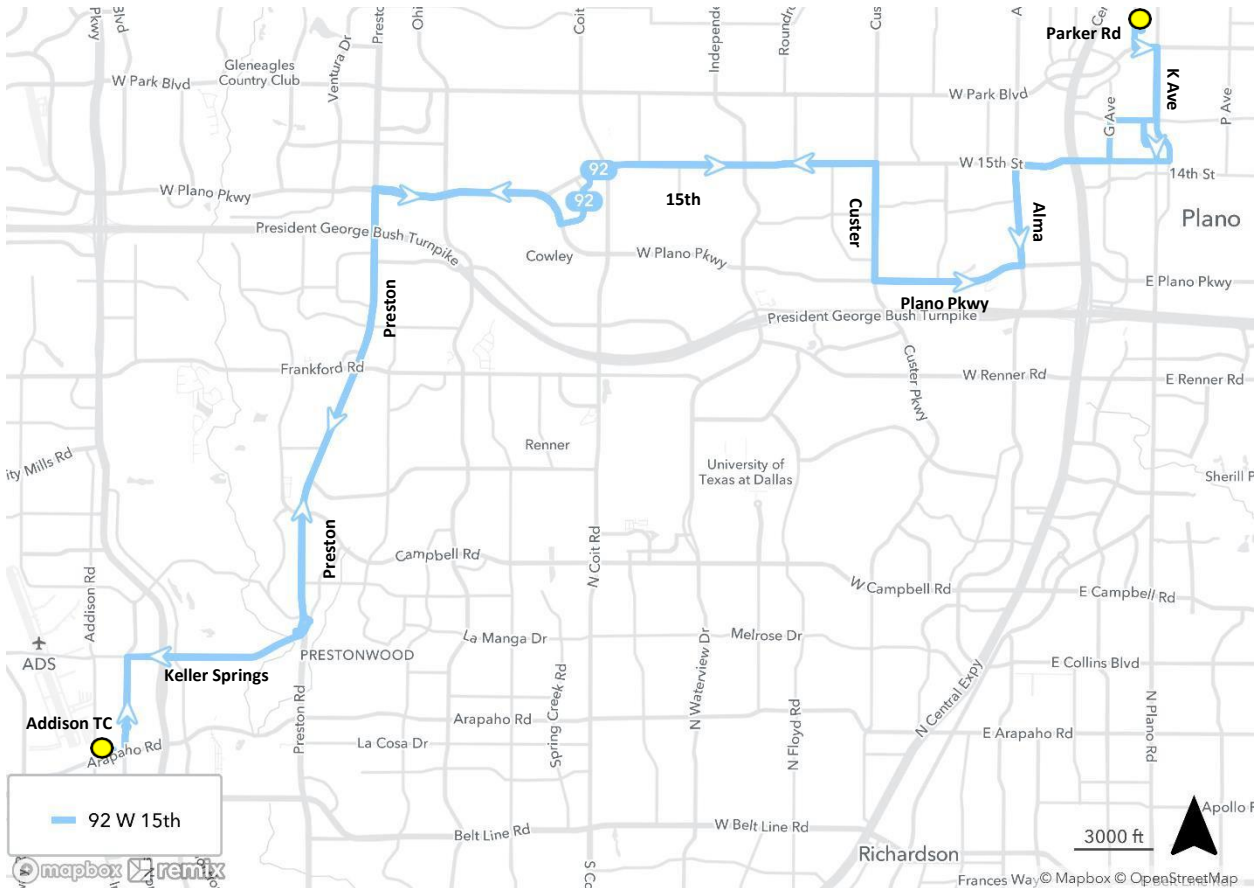
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Replaces current Route 452 with minor change; will no longer go inside Campus at Legacy Circle.

Route 92 – W 15th



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM
			12:00 AM

Weekend Service

Early - AM	Midday	Late - PM	
5:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 350; Addison to Parker Road Station only; follows 362 routing on Preston and Keller Springs; routing modified east of Custer to serve portions of 841 and 870.

Route 95 – Belt Line - Naaman Forest



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

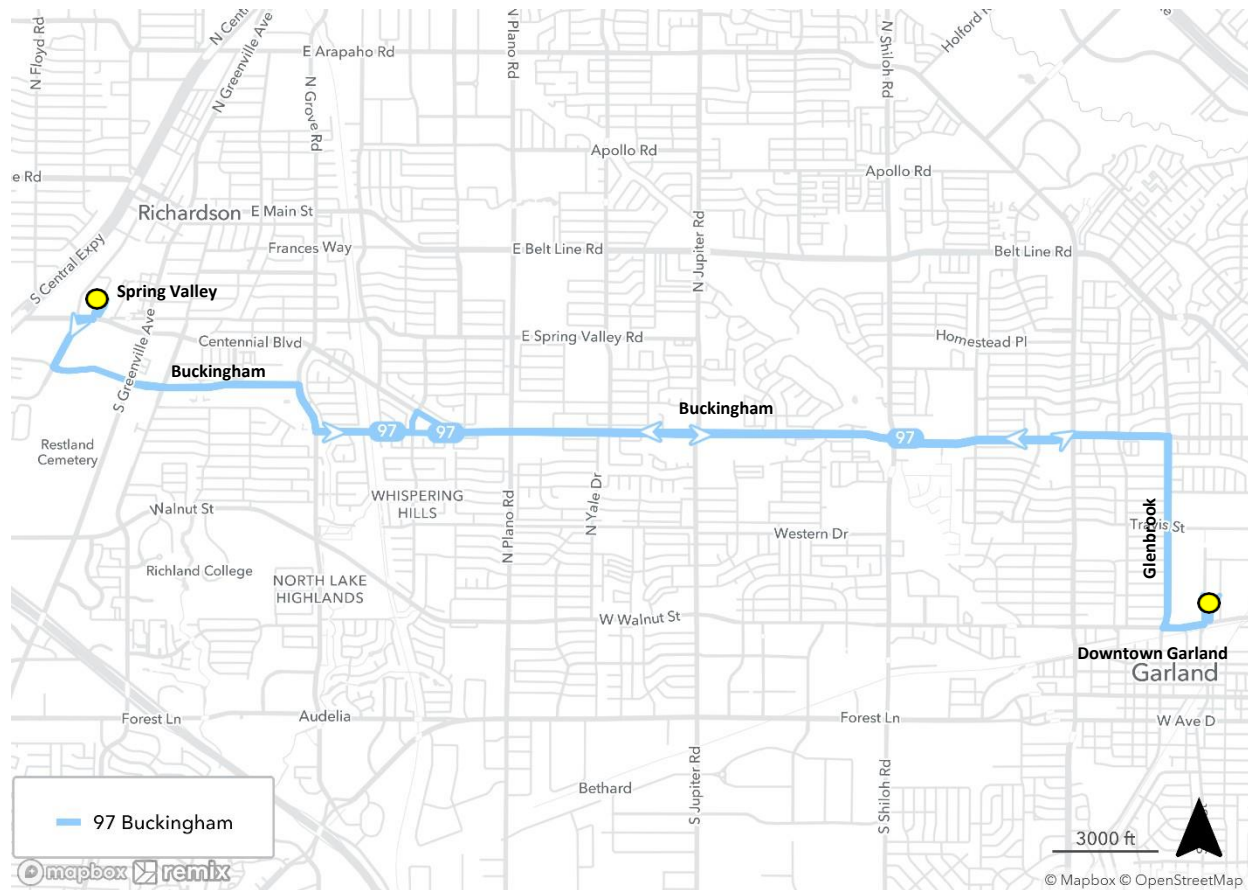
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 513; modified at Firewheel Town Center and extended west to serve portions of 566 and 372, Arapaho Center Station, and Richardson Civic Center (from 361) extended to Addison TC to cover portions of 402 and 403 between N Lindale into Addison TC

Route 97 – Buckingham



Day	Midday - Frequency	Peak – Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 571, serving Buckingham corridor, with modifications near TI campus; utilizes Glenbrook routing (similar to current Route 402) between Buckingham and Walnut.

Route 98 – Spring Valley



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes (East of Spring Valley) 20 Minutes (West of Spring Valley)	30 Minutes (East of Spring Valley) 15 Minutes (West of Spring Valley)
Saturday - Sunday	30 Minutes	40 Minutes (Early/Late)

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

Replaces current Route 463 with addition of short-haul trips for enhanced frequency between Spring Valley and Addison. (Eastern and western portions have different frequencies during weekday daytime)

Route 99 – Forest Lane



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM
		3 PM - 6:00 PM
		1:00 AM

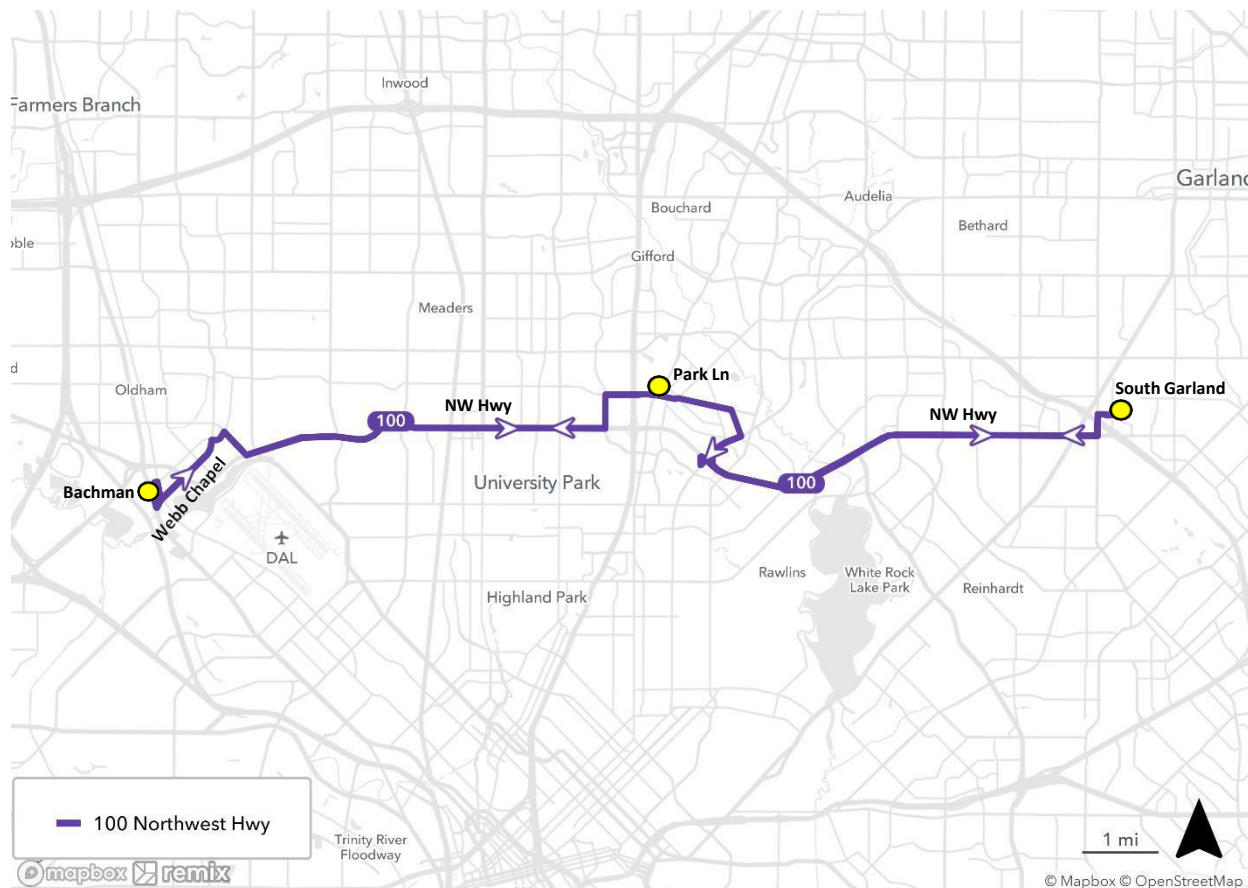
Weekend Service

Early - AM	Midday	Late - PM
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM
		7 PM - 1:00 AM
		1:00 AM

Description of Change

Combines portions of current Routes 486 and 488 into a frequent Forest Lane service between Downtown Garland and Addison.

Route 100 – Northwest Hwy



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

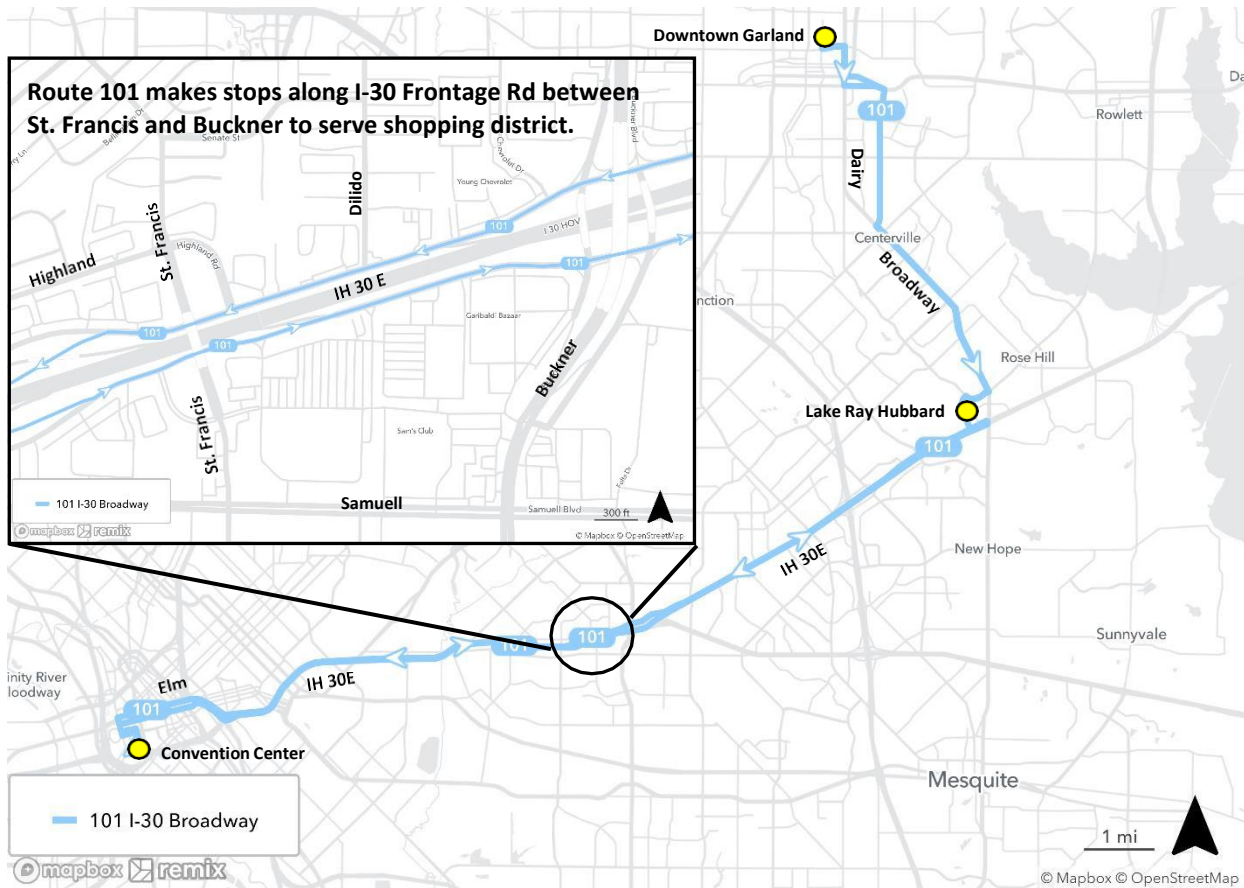
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Replaces current Route 428 with no major changes; also overlaps a portion of current 502 near Park Lane Station.

Route 101 – I-30 Broadway



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Mon-Fri Express Trips	No Service	20 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM
		3 PM - 6:00 PM
		12:00 AM

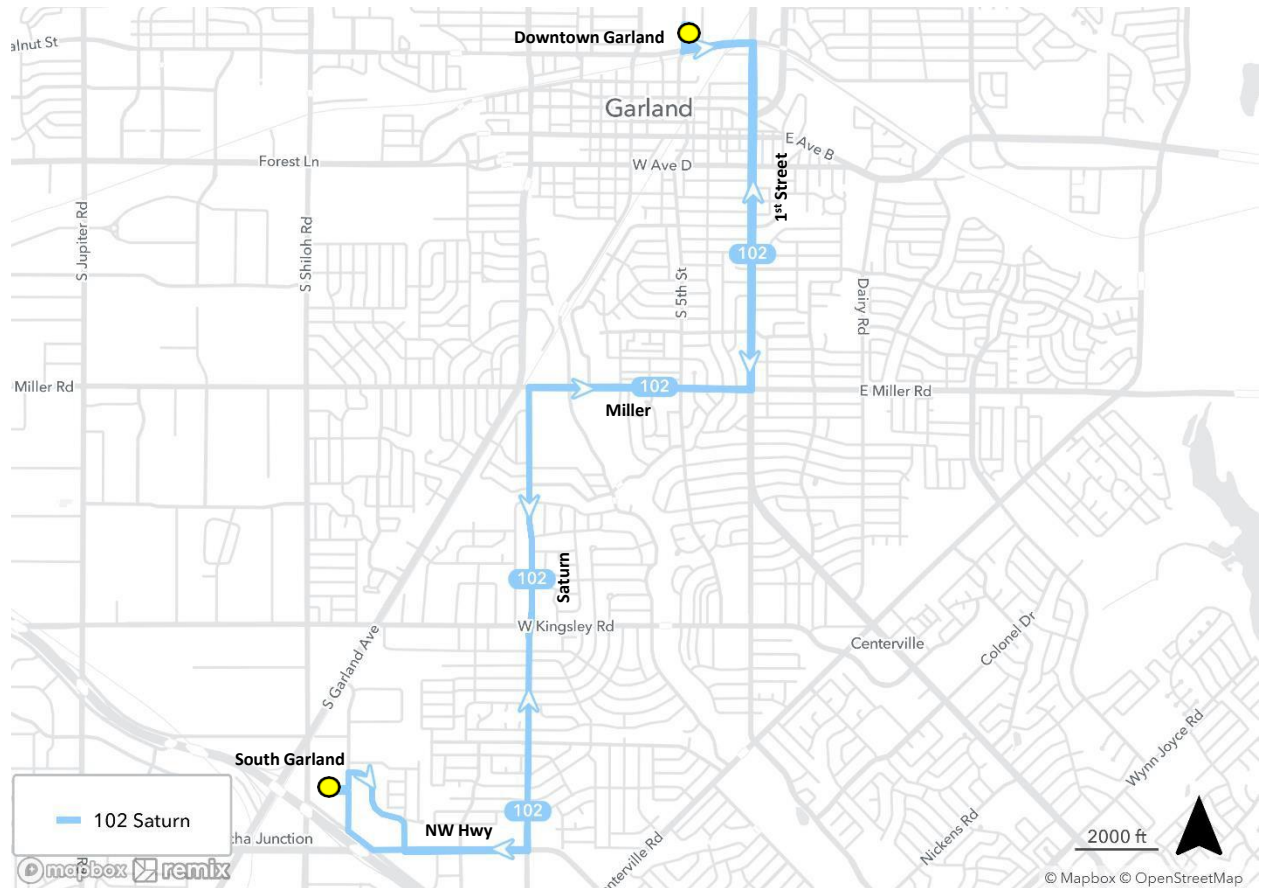
Weekend Service

Early - AM	Midday	Late - PM
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM
		7 PM - 12:00 AM
		12:00 AM

Description of Change

Combines current Route 378 between Downtown Garland and Lake Ray Hubbard TC with full-time freeway "skip" service to Downtown Dallas, absorbing 283 with special peak non-stop trips.

Route 102 – Saturn



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM
		3 PM - 6:00 PM
		12:00 AM

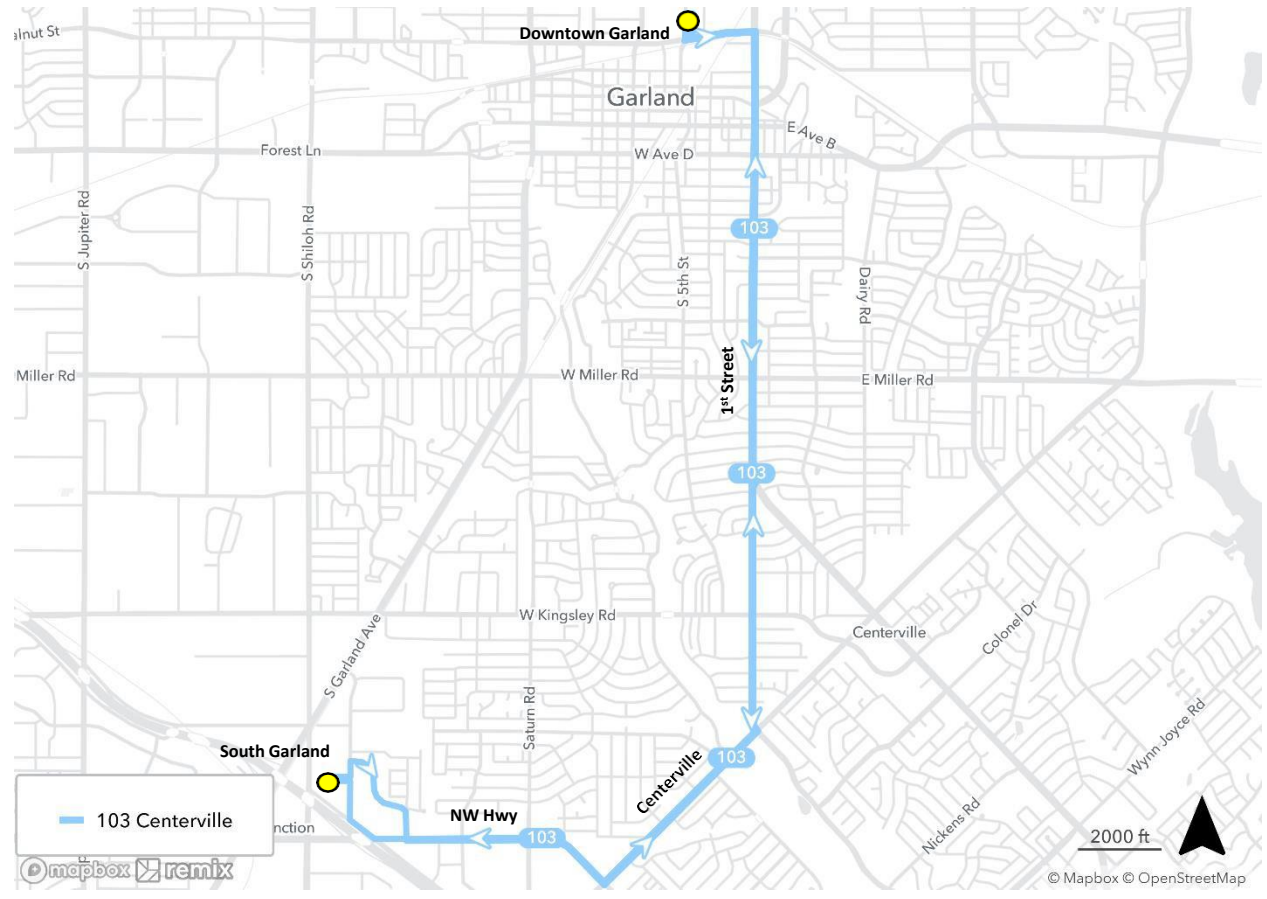
Weekend Service

Early - AM	Midday	Late - PM
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM
		7 PM - 12:00 AM
		12:00 AM

Description of Change

Replaces current Route 377 with minor routing changes in Downtown Garland.

Route 103 – Centerville



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM		
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

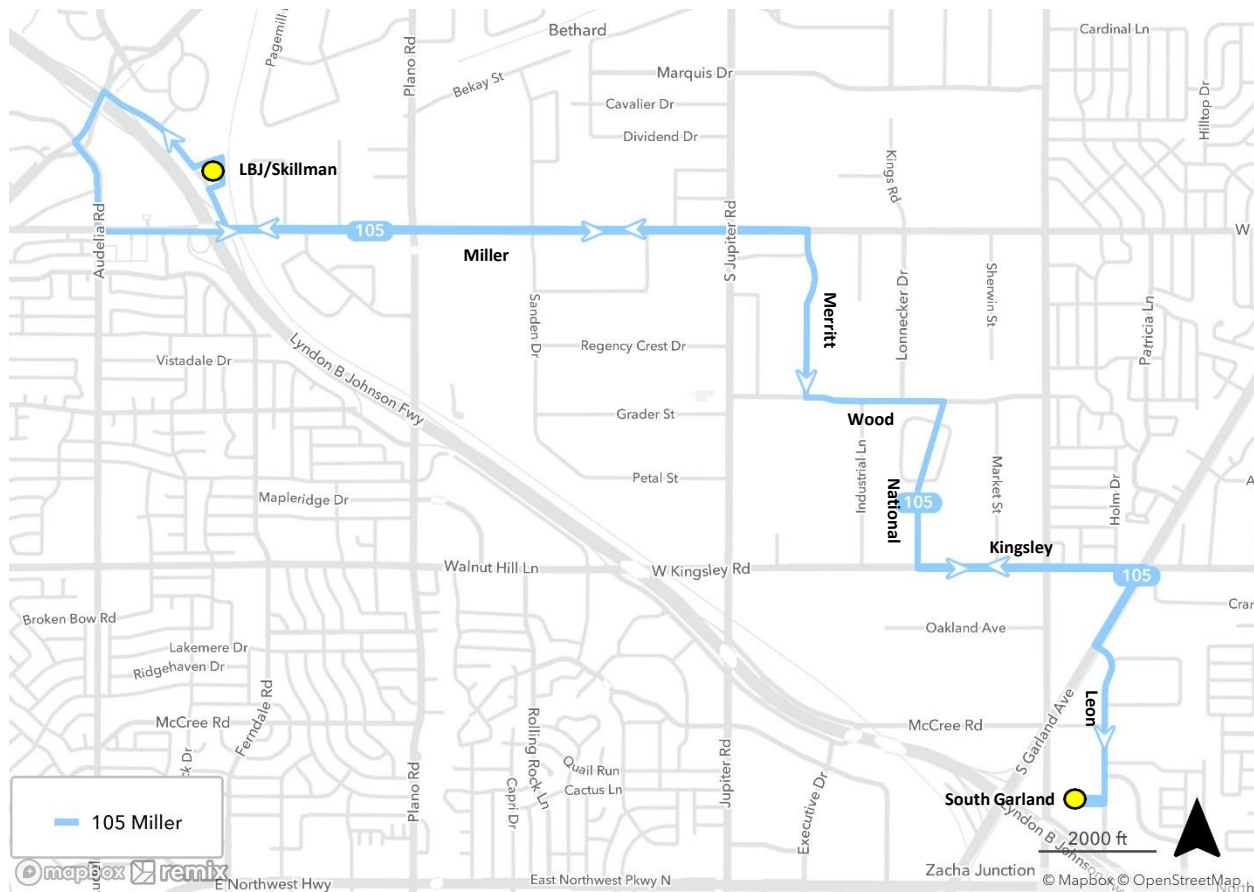
Weekend Service

Early - AM	Midday	Late - PM		
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Replaces Route 380, using 1st Street rather than 5th between Miller and Downtown Garland, and Northwest Highway rather than Marketplace.

Route 105 – Miller



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM
		3 PM - 6:00 PM
		12:00 AM

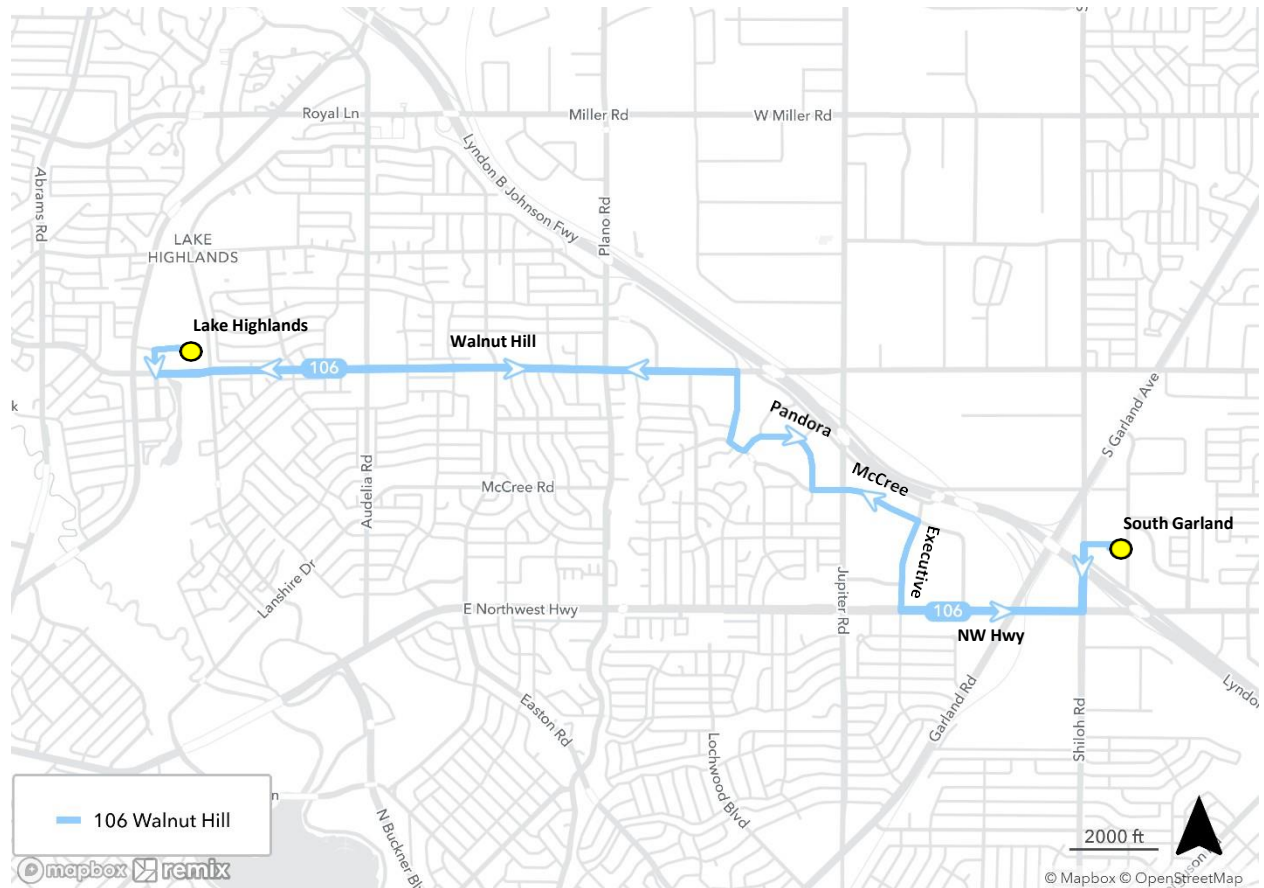
Weekend Service

Early - AM	Midday	Late - PM
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM
		7 PM - 12:00 AM
		12:00 AM

Description of Change

Similar to current Route 560 but travels directly on Miller to LBJ/Skillman Station.

Route 106 – Walnut Hill



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM		
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

Weekend Service

Early - AM	Midday	Late - PM		
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 374 but travels directly on Walnut Hill to Lake Highlands Station.

Route 109 – La Prada



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

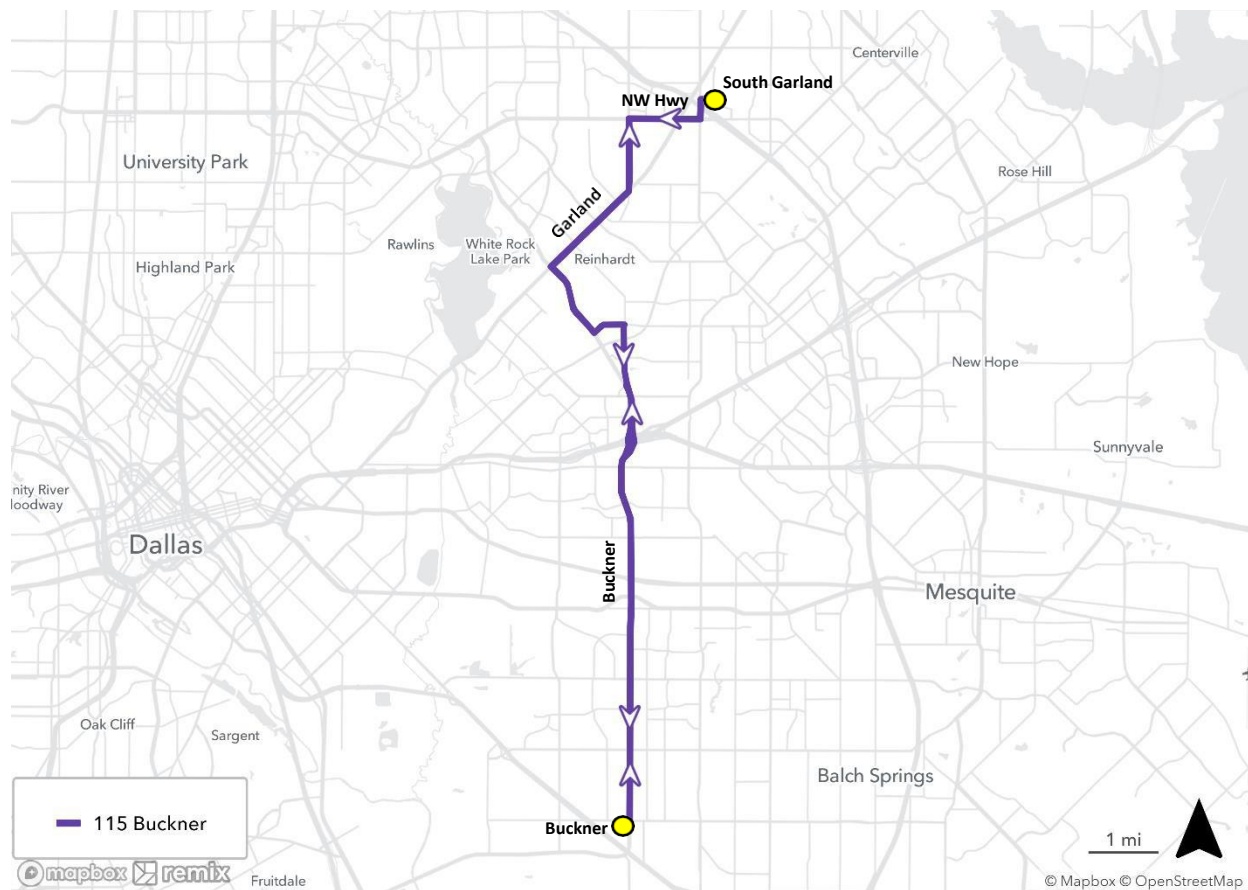
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Replaces southern portion of current Route 378 (Lake Ray Hubbard TC to South Garland TC), modified to serve Marketplace (current 380) and Woodmeadow (current 164 and 374).

Route 115 – Buckner



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	1:00 AM

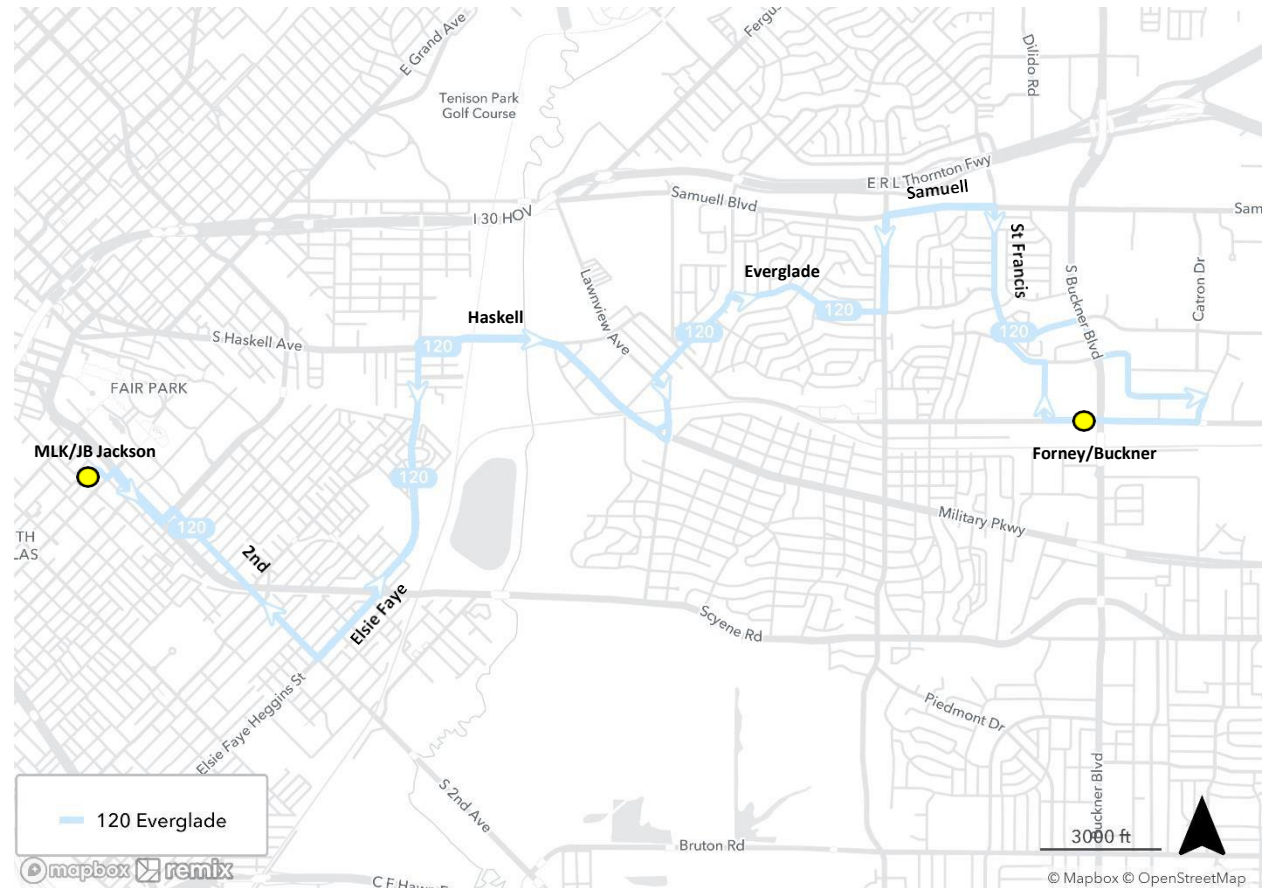
Weekend Service

	Early - AM	Midday	Late - PM	
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM	1:00 AM

Description of Change

Replaces current Route 467 with modified routing absorbs portions of 475 near Casa Linda.

Route 120 – Everglade



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	60 Minutes	30 Minutes
Saturday - Sunday	60 Minutes	60 Minutes

Weekday Service

Peak - AM	Peak/Midday	Peak - PM		
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

JB Jackson feeder route absorbs most of 111 and portions of 475 and 12, extended east of Buckner; also serving some areas now served by 2, 26, and 595 .

Route 122 – Military



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 597 with service on Military Parkway. Covers segments of 593 along Bruton and 475 along Jim Miller.

Route 123 – Scyene



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

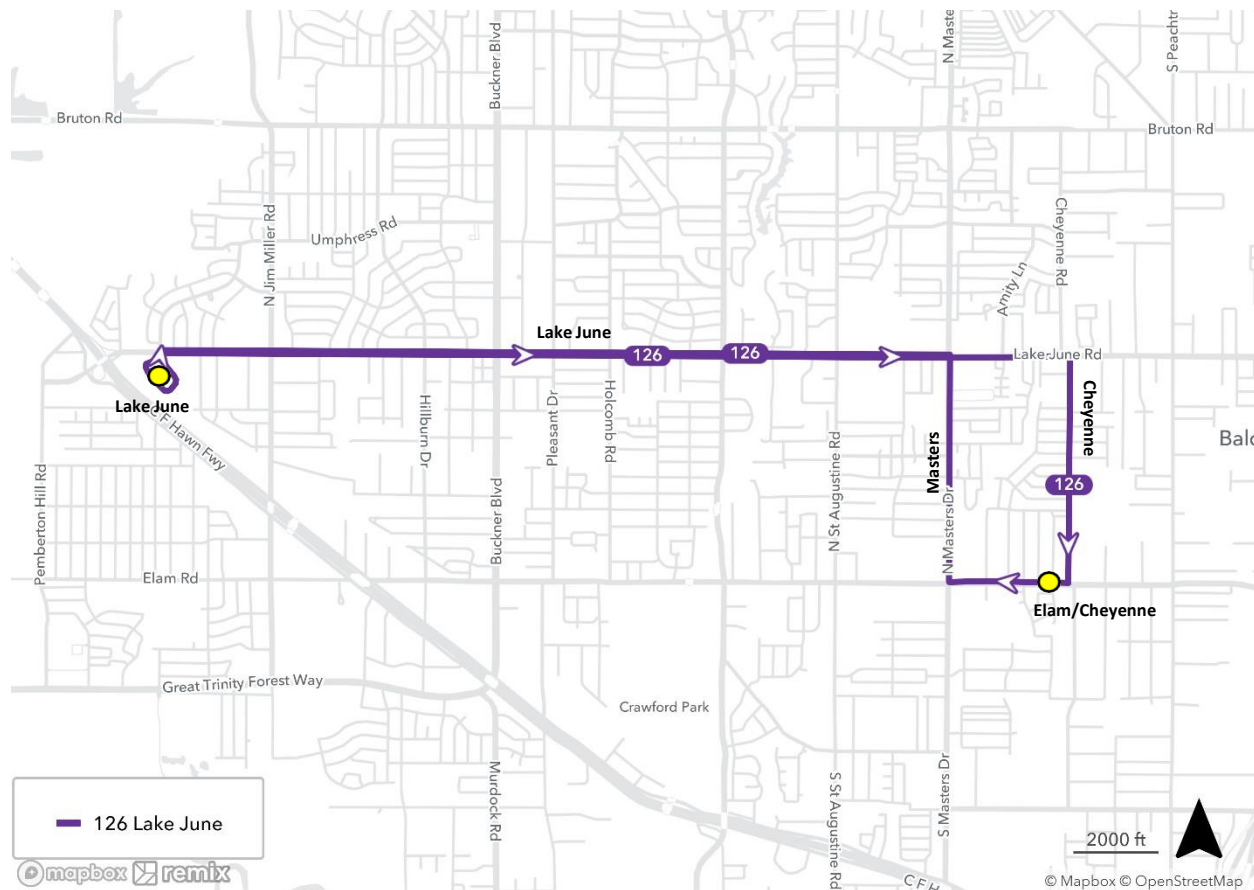
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Replaces current Route 595 with service on Scyene. Covers segments of 593 along Piedmont and 475 along Hume.

Route 126 – Lake June



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	15 Minutes
Saturday - Sunday	20 Minutes	30 Minutes (Early/Late)

Weekday Service

Peak - AM	Midday	Peak - PM	1:00 AM
4:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM

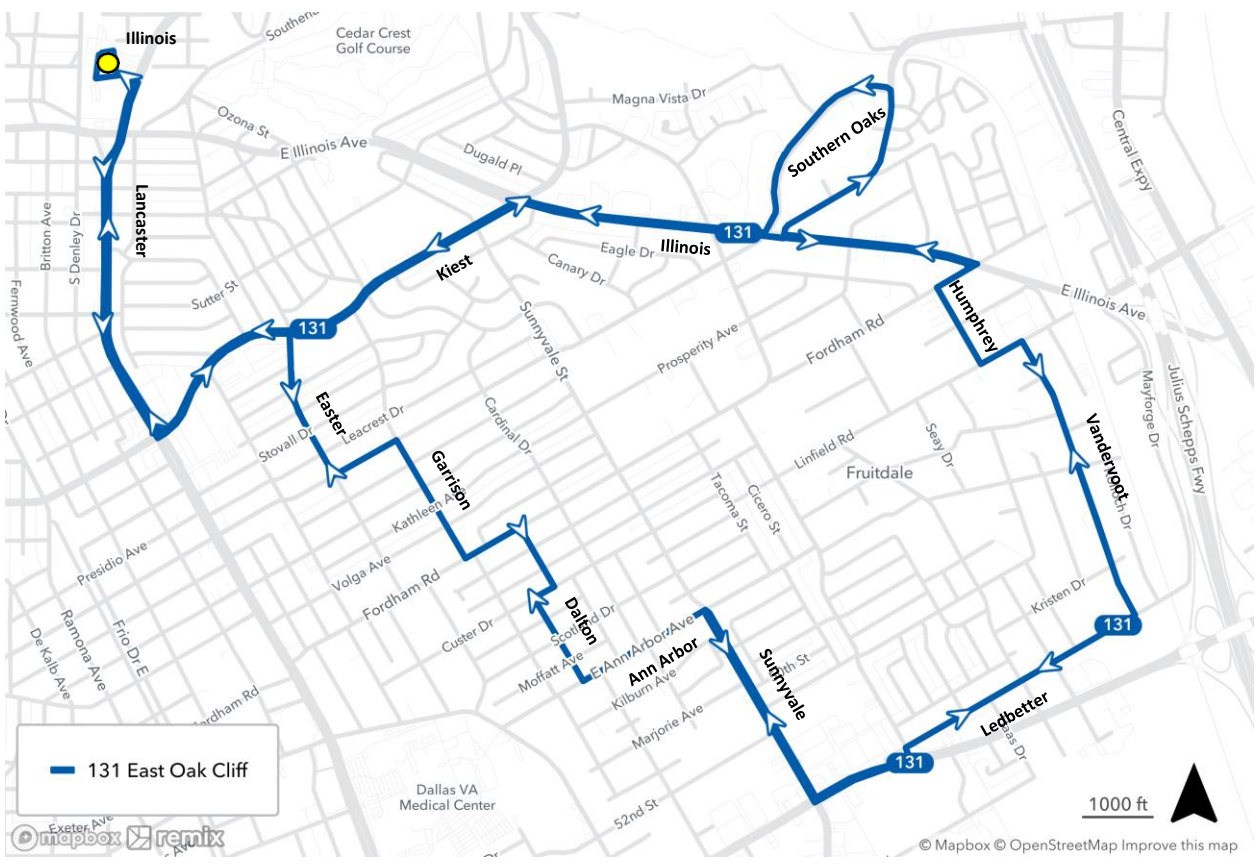
Weekend Service

Early - AM	Midday	Late - PM	1:00 AM
4:00 AM	4:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 1:00 AM

Description of Change

Replaces current Route 592 with no major changes; also covers a portion of 595.

Route 131 – East Oak Cliff



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	30 Minutes	15 Minutes
Saturday - Sunday	30 Minutes	30 Minutes

Weekday Service

	Peak - AM	Peak/Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3:00 - 6:00 PM	12:00 AM

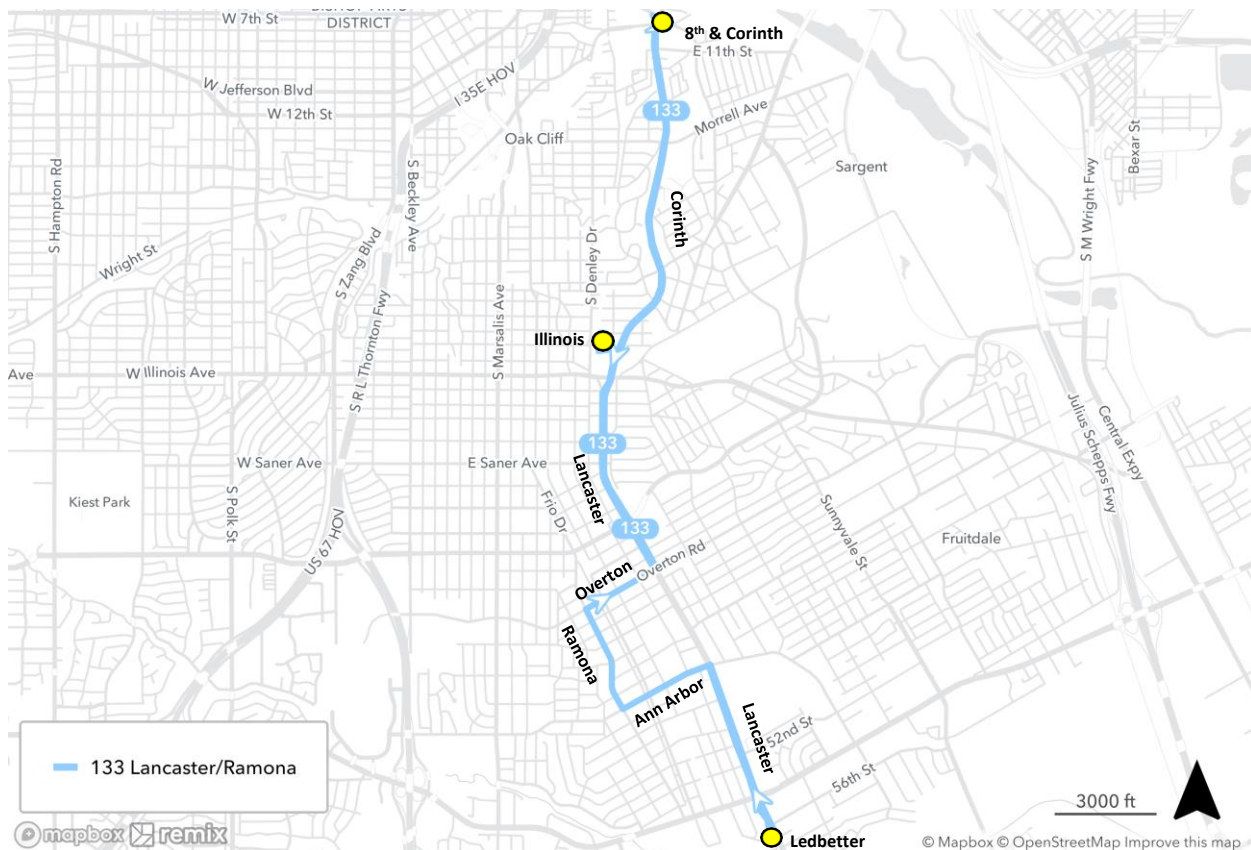
Weekend Service

All Day		
5:00	5:00 AM - 12:00 AM	12:00

Description of Change

2-way loop similar to current Route 538, modified to include southeast portions of 405.

Route 133 – Lancaster/Ramona



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

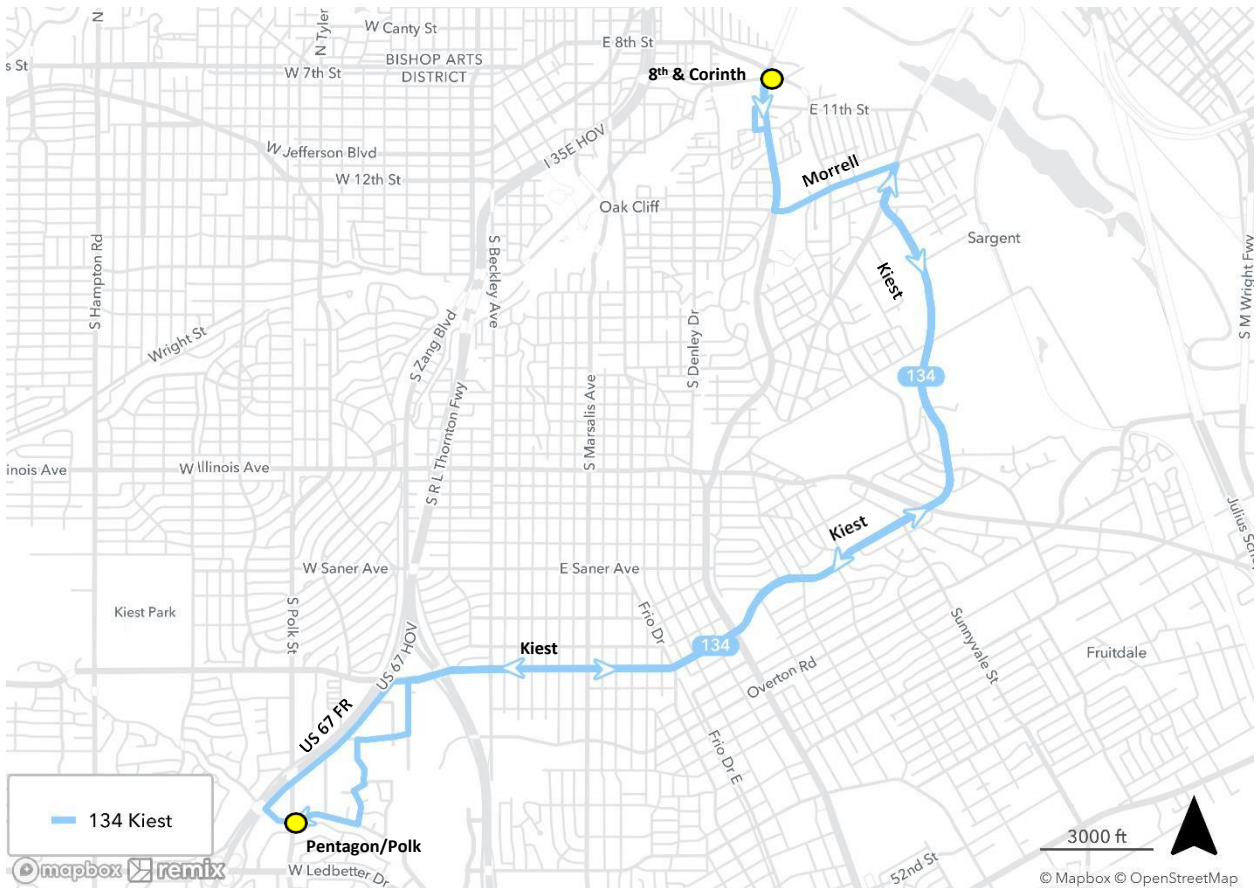
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to current Route 444 between Illinois and Ledbetter Stations, with a deviation to serve part of Ramona (current 515).

Route 134 – Kiest



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

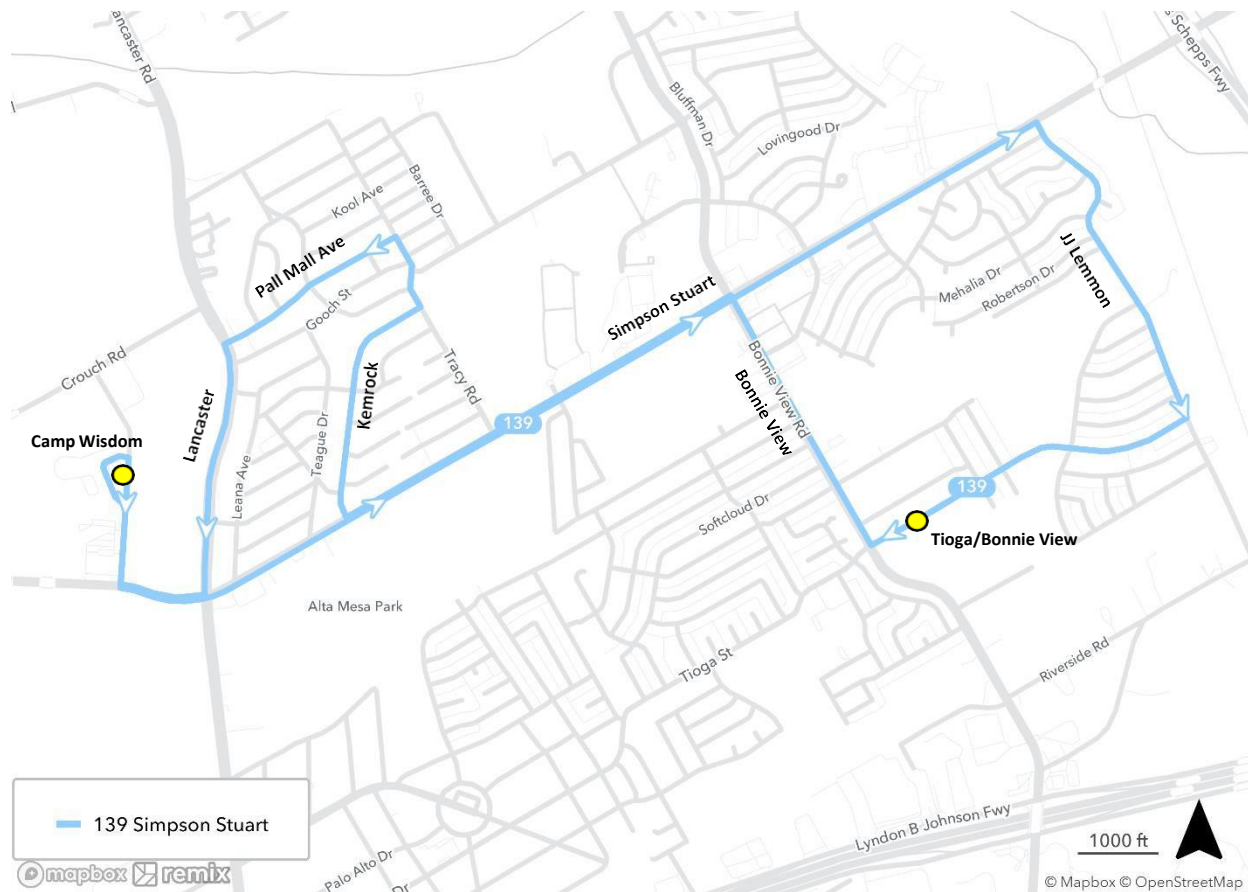
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

Similar to 541, streamlined on Kiest, where it overlaps a portion of the current 405; also serves Fran Way and Corinth north of Morrell (from 444).

Route 139 – Simpson Stuart



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	40 Minutes	30 Minutes
Saturday - Sunday	40 Minutes	60 Minutes (Early/Late)

Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	6:00 - 9:00 AM	9:00 AM - 3:00 PM	3 PM - 6:00 PM	12:00 AM

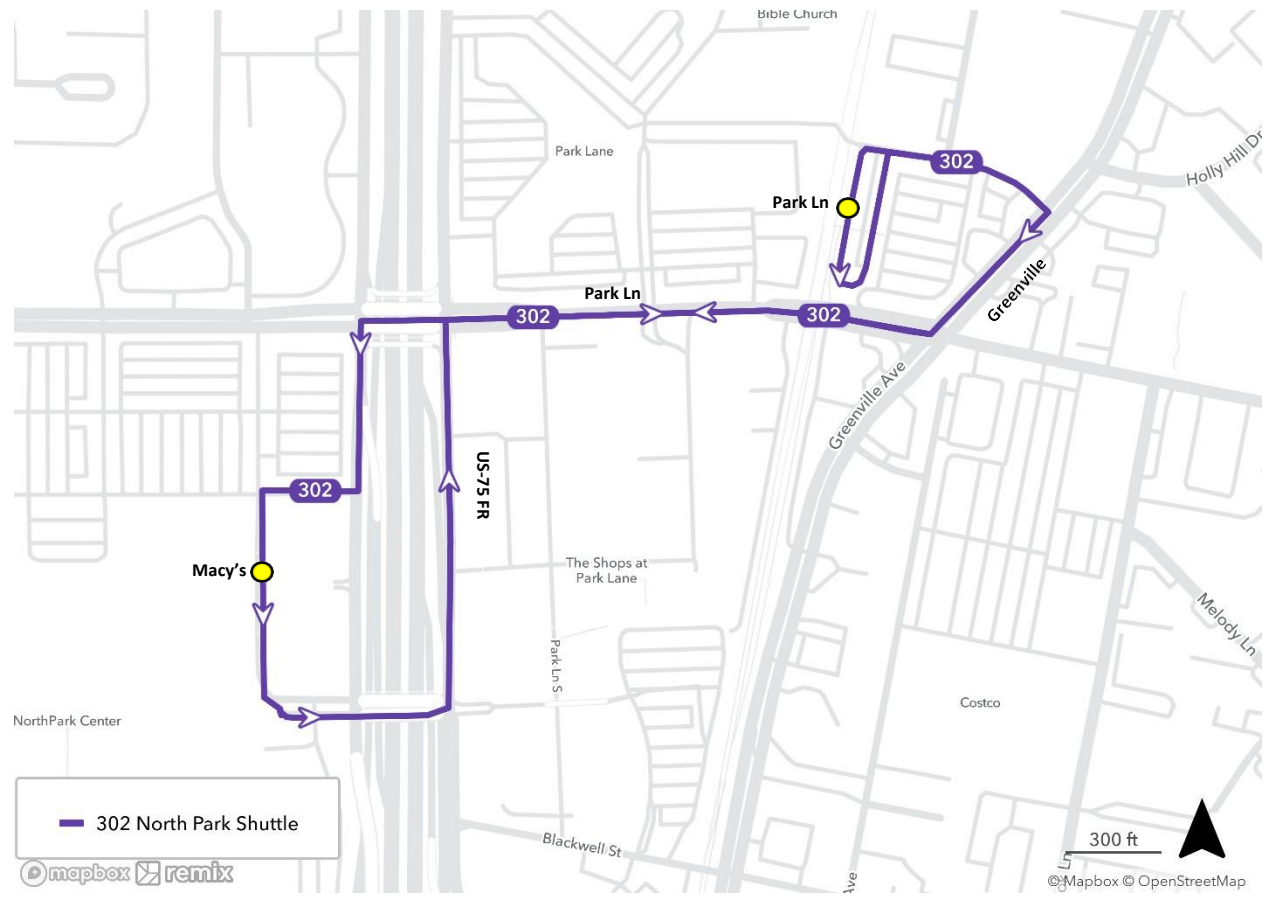
Weekend Service

	Early - AM	Midday	Late - PM	
5:00 AM	5:00 - 9:00 AM	9:00 AM - 7:00 PM	7 PM - 12:00 AM	12:00 AM

Description of Change

One-way loop anchored at Camp Wisdom Station, combining portions of the current 554 and 553 loops.

Route 302 – NorthPark



Day	Midday - Frequency	Peak - Frequency
Monday - Friday	20 Minutes	20 Minutes
Saturday	20 Minutes	30 Minutes (Early/Late)
Sunday	20 Minutes	20 Minutes

Weekday Service

All Day

8:00 AM Saturday Service 11:00 PM

Early - AM	Midday	Late - PM	
8:30 - 10:00 AM	10:00 AM - 7:00 PM	7 PM - 10:00 PM	10:00 PM

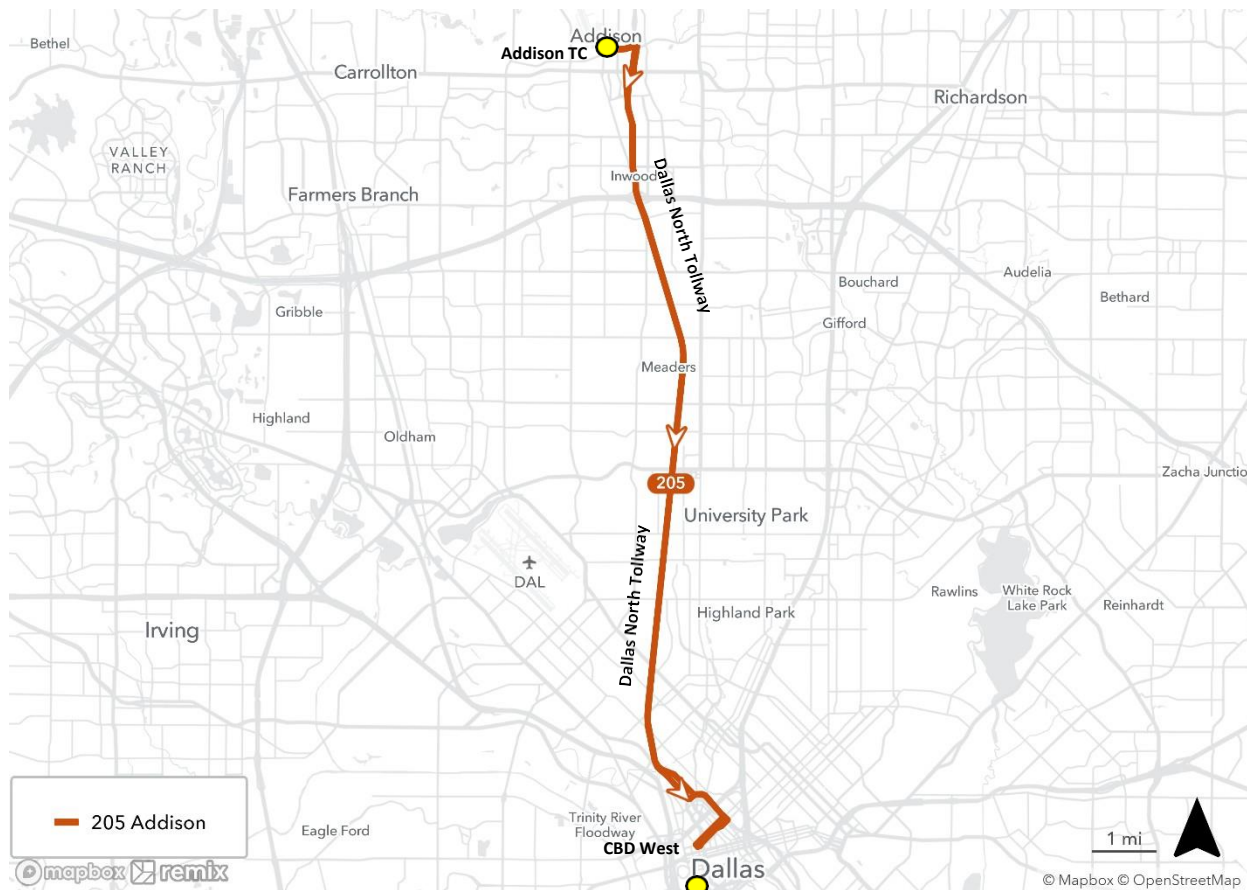
8:30 AM Sunday Service

All Day

10:30 AM 7:00 PM

Description of Change: No major changes from current Route 702.

Route 205 – Addison Express



Day	Peak - AM	Peak - PM
Monday - Friday	20 Minutes	20 Minutes
Saturday - Sunday	No Service	No Service

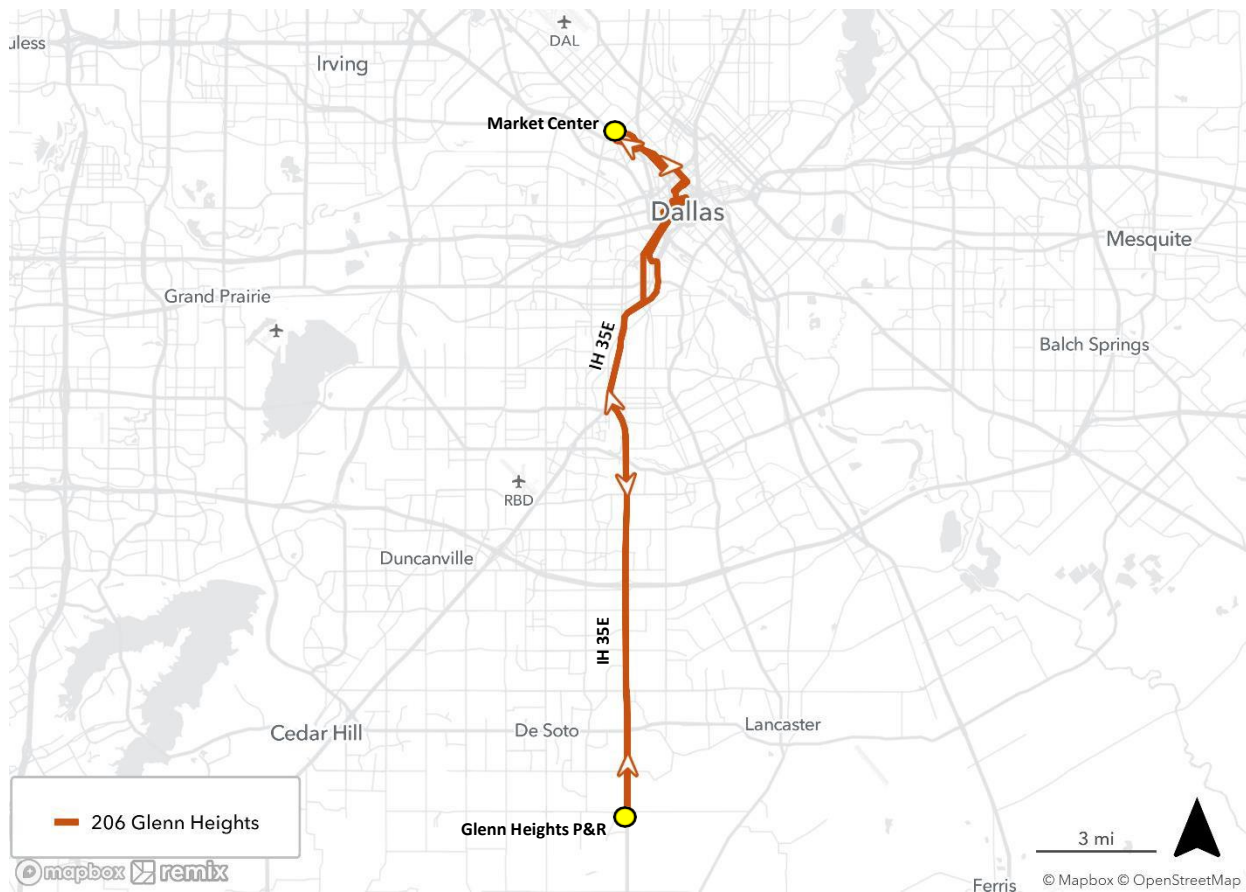
Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	5:00 - 9:00 AM	No Service	3 PM - 7:00 PM	7:00 PM

Description of Change

No major changes from current Route 205 service.

Route 206 – Glenn Heights Express



Day	Peak - AM	Peak - PM
Monday - Friday	15 Minutes	15 Minutes
Saturday - Sunday	No Service	No Service

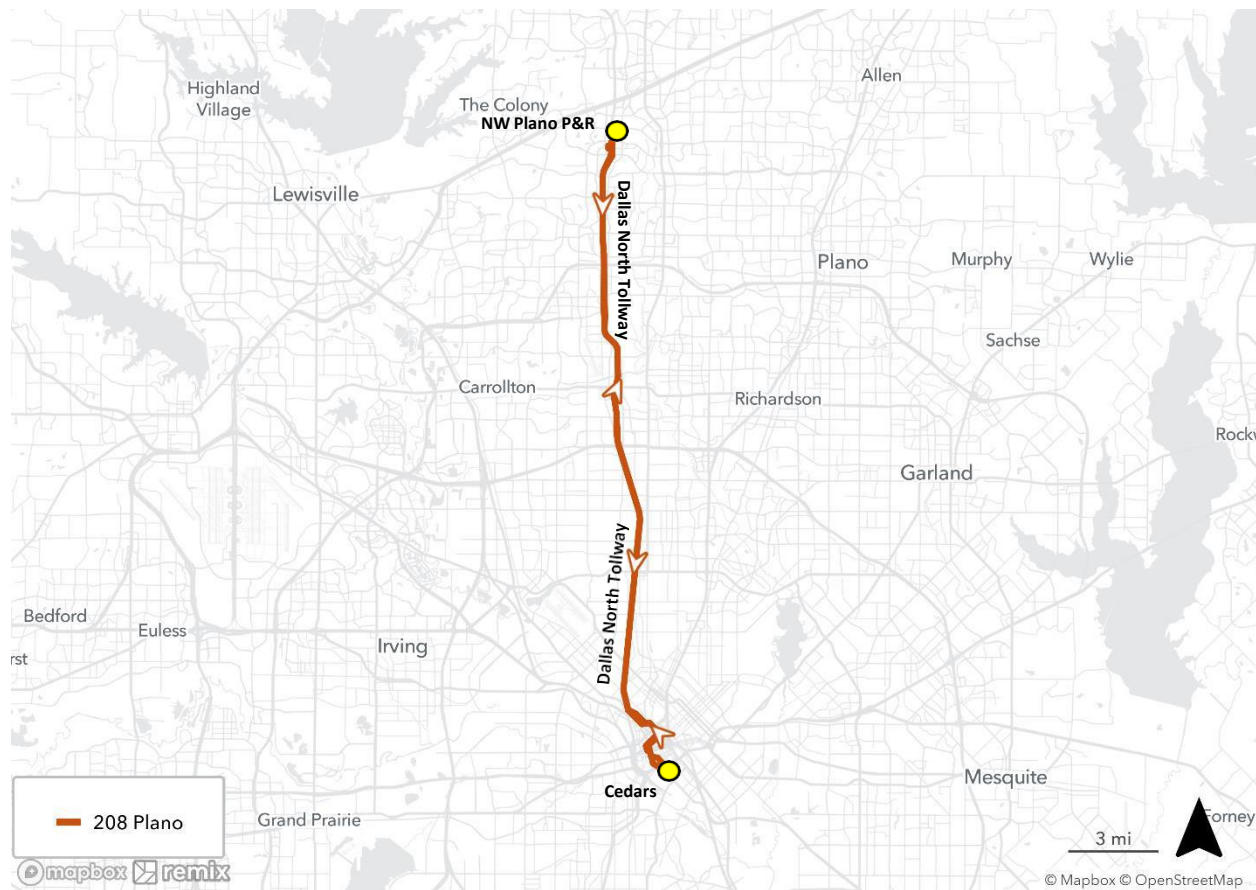
Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	5:00 - 9:00 AM	No Service	2 PM - 6:00 PM	6:00 PM

Description of Change

No major changes from current Route 206 service.

Route 208 – NW Plano Express



Day	Peak - AM	Peak - PM
Monday - Friday	15 Minutes	15 Minutes
Saturday - Sunday	No Service	No Service

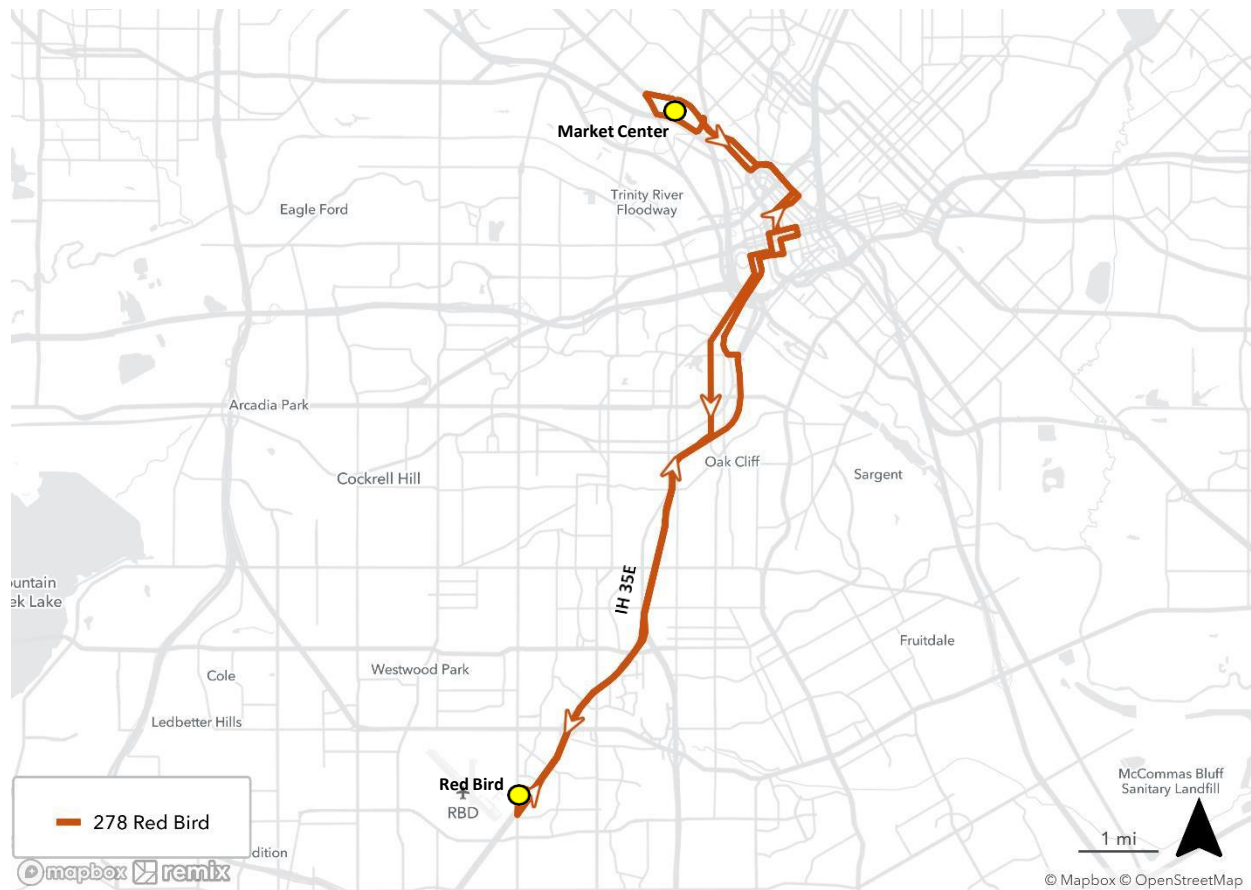
Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	5:00 - 9:00 AM	No Service	3 PM - 6:00 PM	6:00 PM

Description of Change

Similar to current Route 208 but terminating at Northwest Plano Park & Ride without Frito-Lay extension in Legacy.

Route 278 – Red Bird Express



Day	Peak - AM	Peak - PM
Monday - Friday	15 Minutes	15 Minutes
Saturday - Sunday	No Service	No Service

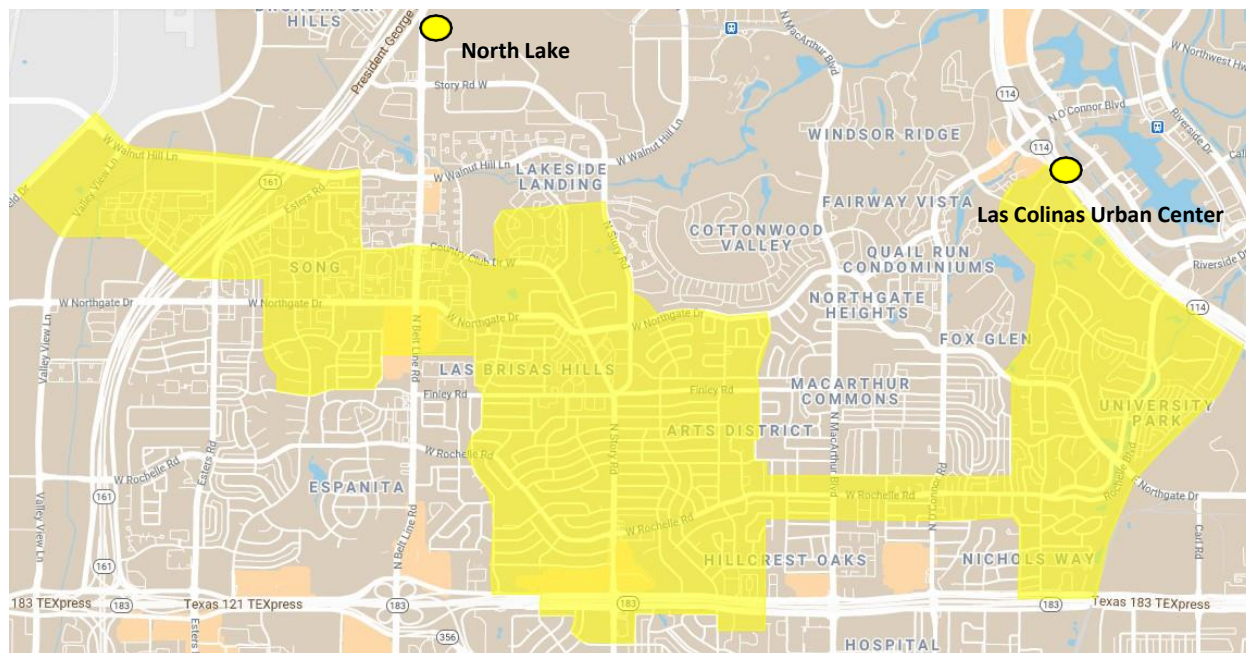
Weekday Service

	Peak - AM	Midday	Peak - PM	
5:00 AM	5:00 - 9:00 AM	No Service	3 PM - 6:00 PM	6:00 PM

Description of Change

No major changes from current Route 278 service.

GoLink – Central Irving



Day	Anchor Station	Secondary Station	Hours
Monday - Saturday	North Lake College	Las Colinas Urban Center	5 AM – 8 PM
Sunday	No Service	No Service	No Service

GoLink Service

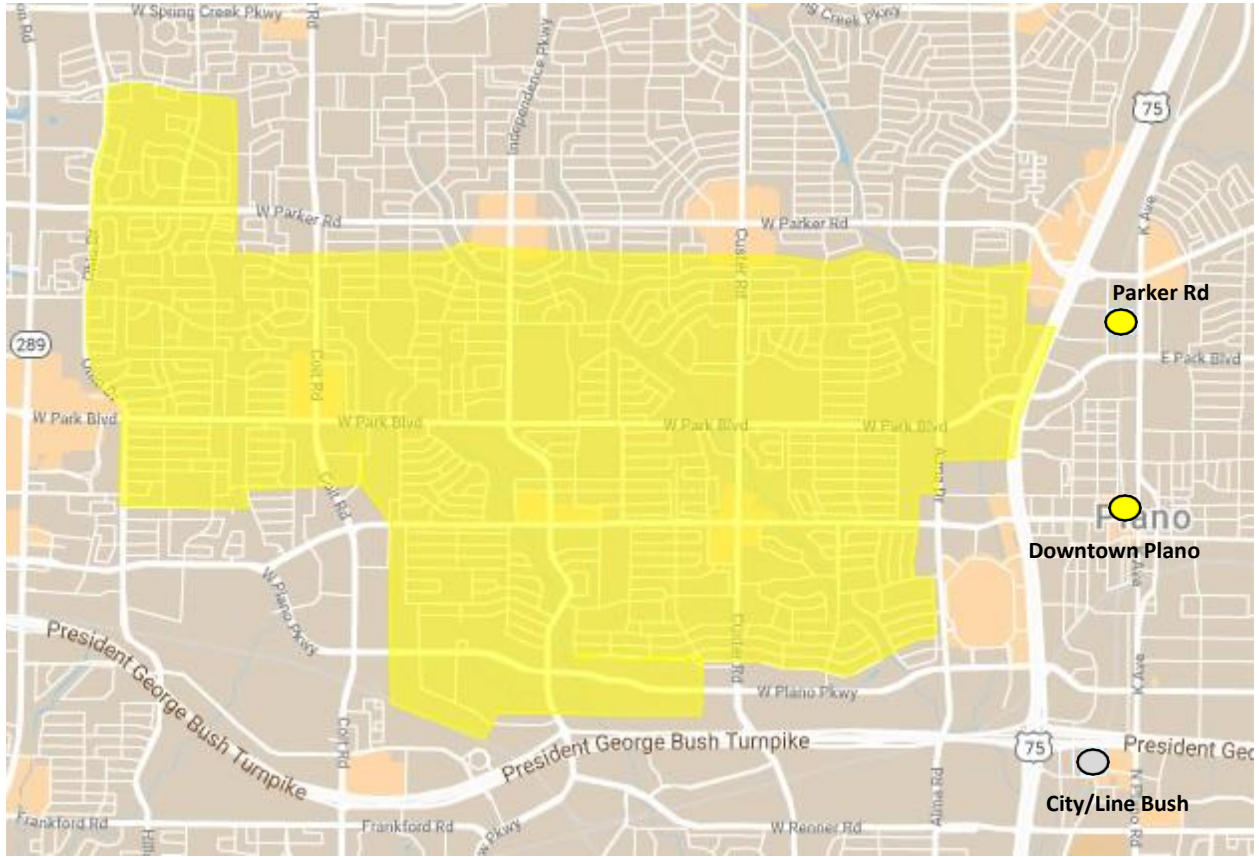
Monday - Sunday

5:00	All	8:00
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Description of Change

New GoLink zone. Covers portions of discontinued Routes 408, 504, 505.

GoLink – South Central Plano



Day	Anchor Station	Secondary Station	Hours
Monday - Friday	Parker Rd	Downtown Plano	5 AM – 8 PM
Saturday - Sunday	No Service	No Service	No Service

GoLink Service

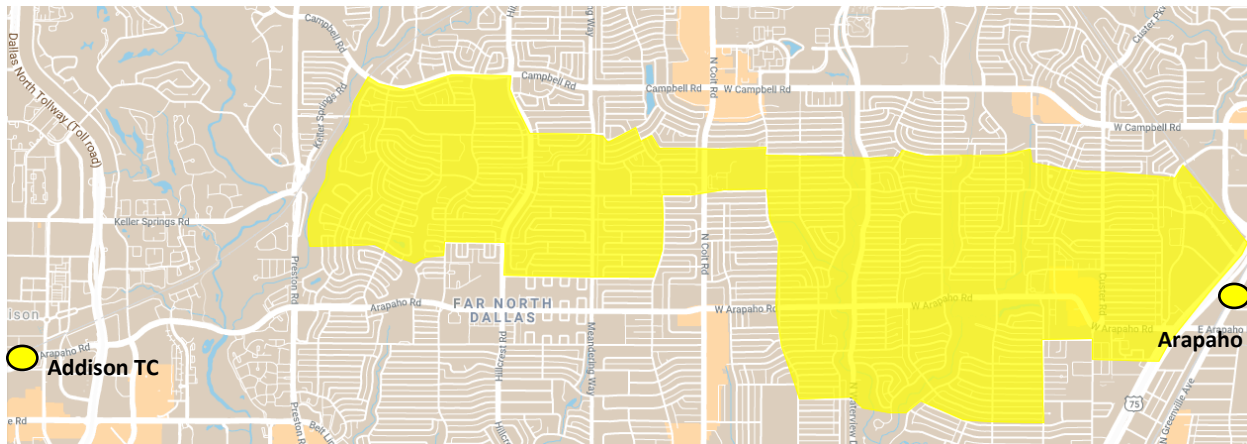
Monday - Friday

5:00	All	8:00
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Description of Change

New GoLink zone. Covers portion of discontinued Routes 350, 841, and 870.

GoLink – Central Richardson



Day	Anchor Station	Secondary Station	Hours
Monday - Saturday	Arapaho	Addison Transit Center	5 AM – 8 PM
Sunday	No Service	No Service	No Service

GoLink Service

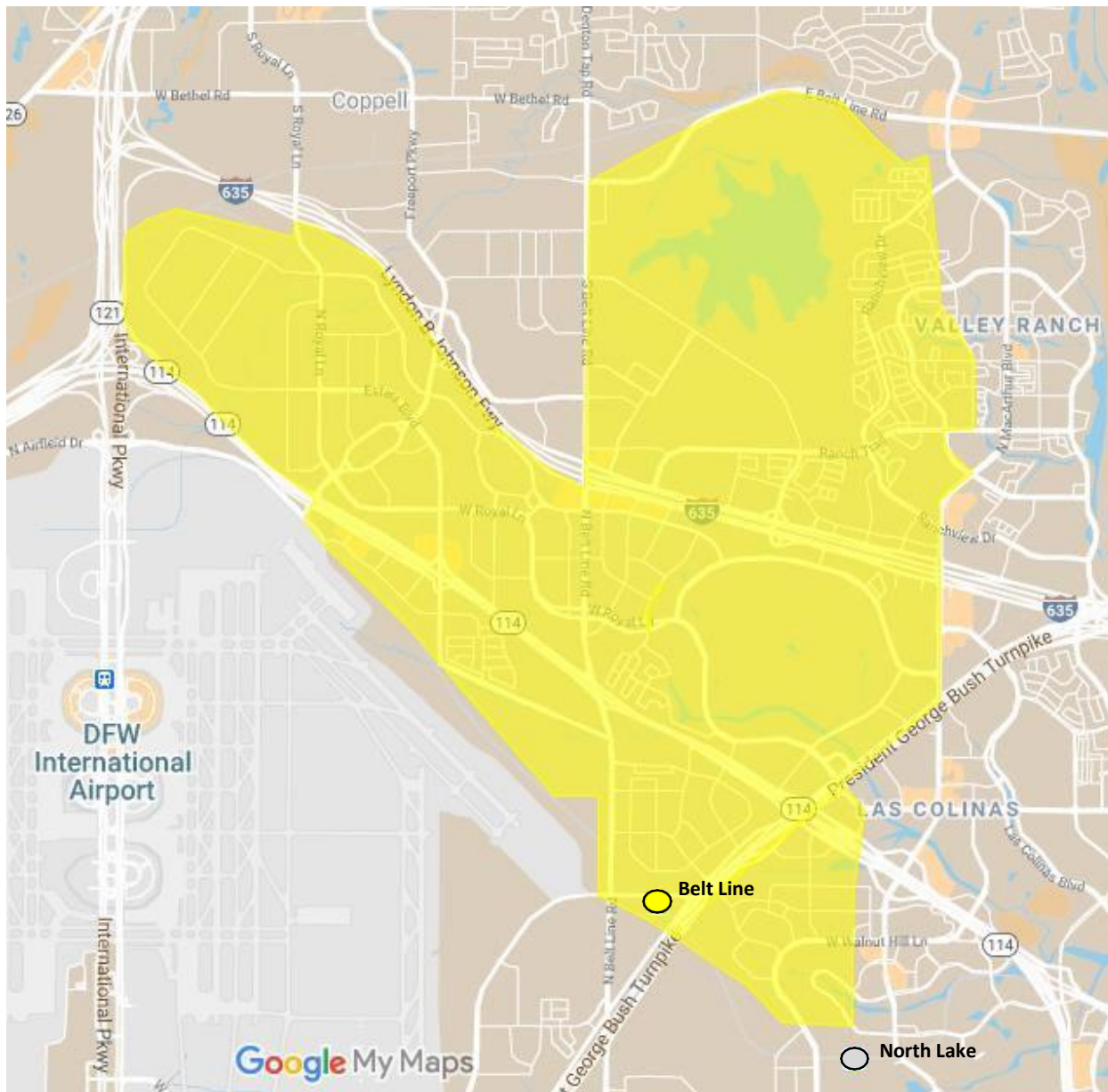
Monday - Saturday

5:00	All	8:00
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Description of Change

New GoLink zone. Covers portions of discontinued Routes 361.

GoLink – Cypress Waters



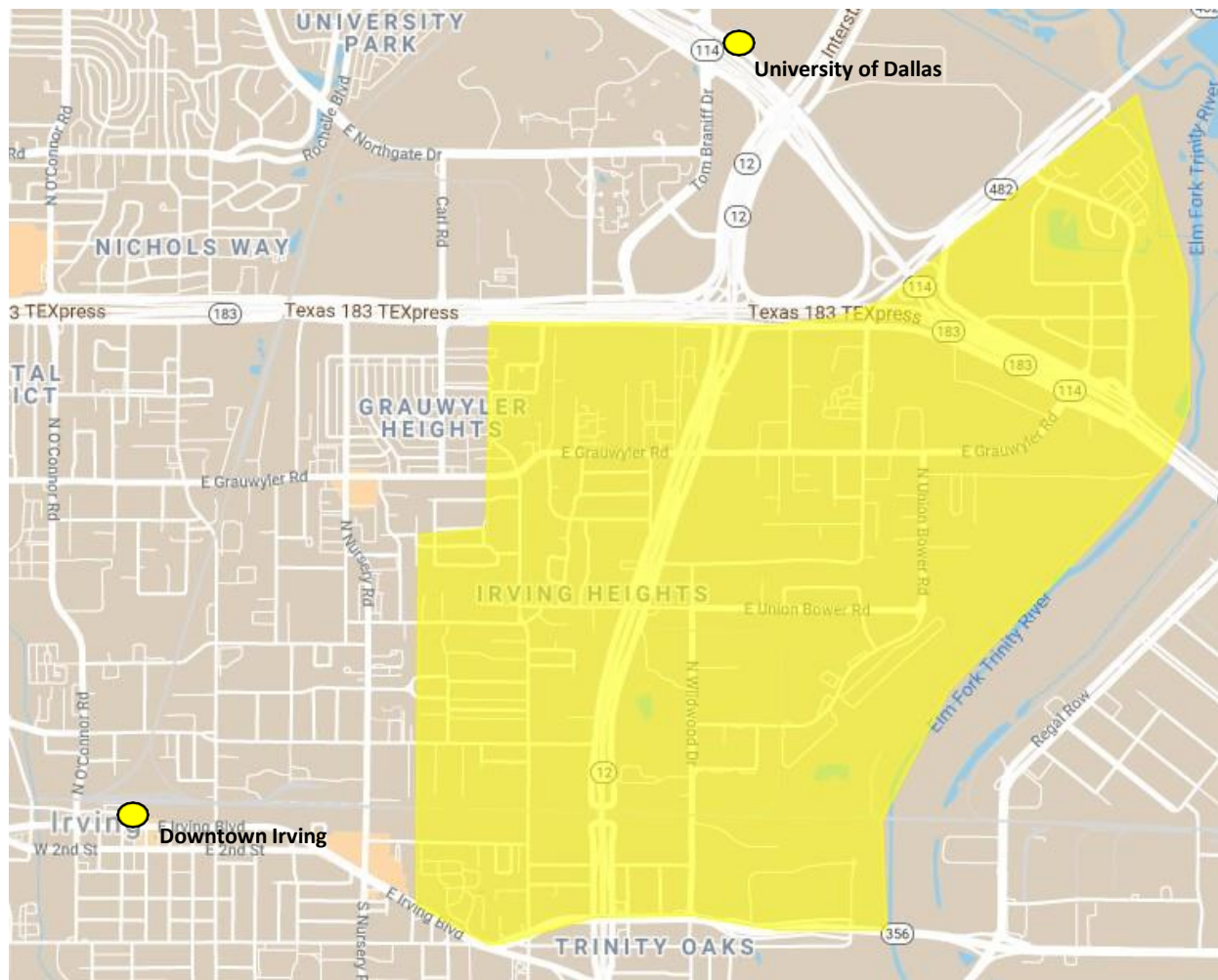
Day	Anchor Station	Secondary Station	Hours
Monday - Saturday	Belt Line	None	5 AM – 8 PM
Sunday	No Service	No Service	No Service

GoLink Service Monday - Saturday

5:00 AM	All Day	8:00 PM
Description of Change		

New GoLink zone. Covers portions of discontinued Routes 500, 509, and western area of 510.

GoLink – East Irving



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	University of Dallas	Downtown Irving	5 AM – 8 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

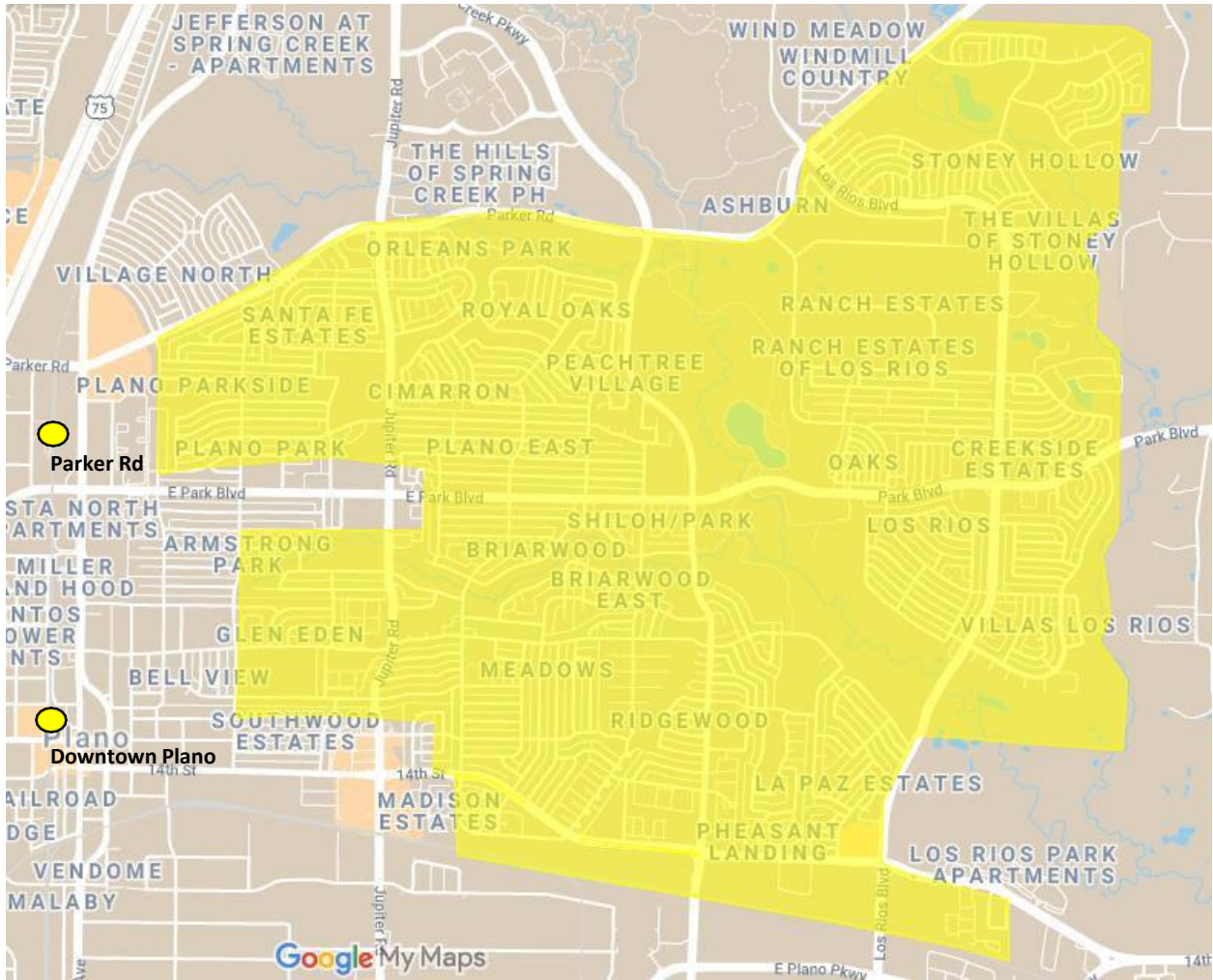
Monday - Friday

5:00	All	8:00
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Description of Change

New GoLink zone.

GoLink – East Plano



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Parker Road	Downtown Plano	5 AM – 8 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

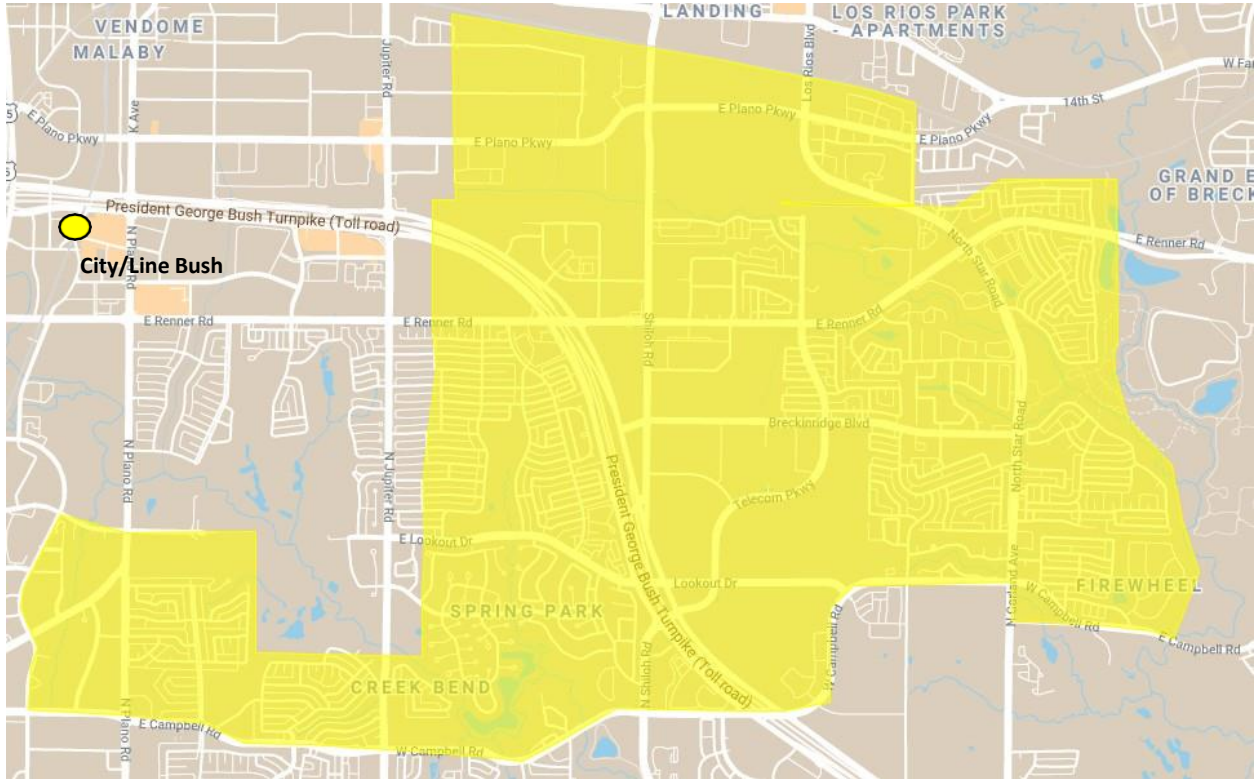
Monday - Friday

5:00 AM	All	8:00 PM
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Description of Change

New GoLink zone. Covers portions of discontinued Routes 843 and 870.

GoLink – East Telecomm



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	City/Line Bush	None	5 AM – 8 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

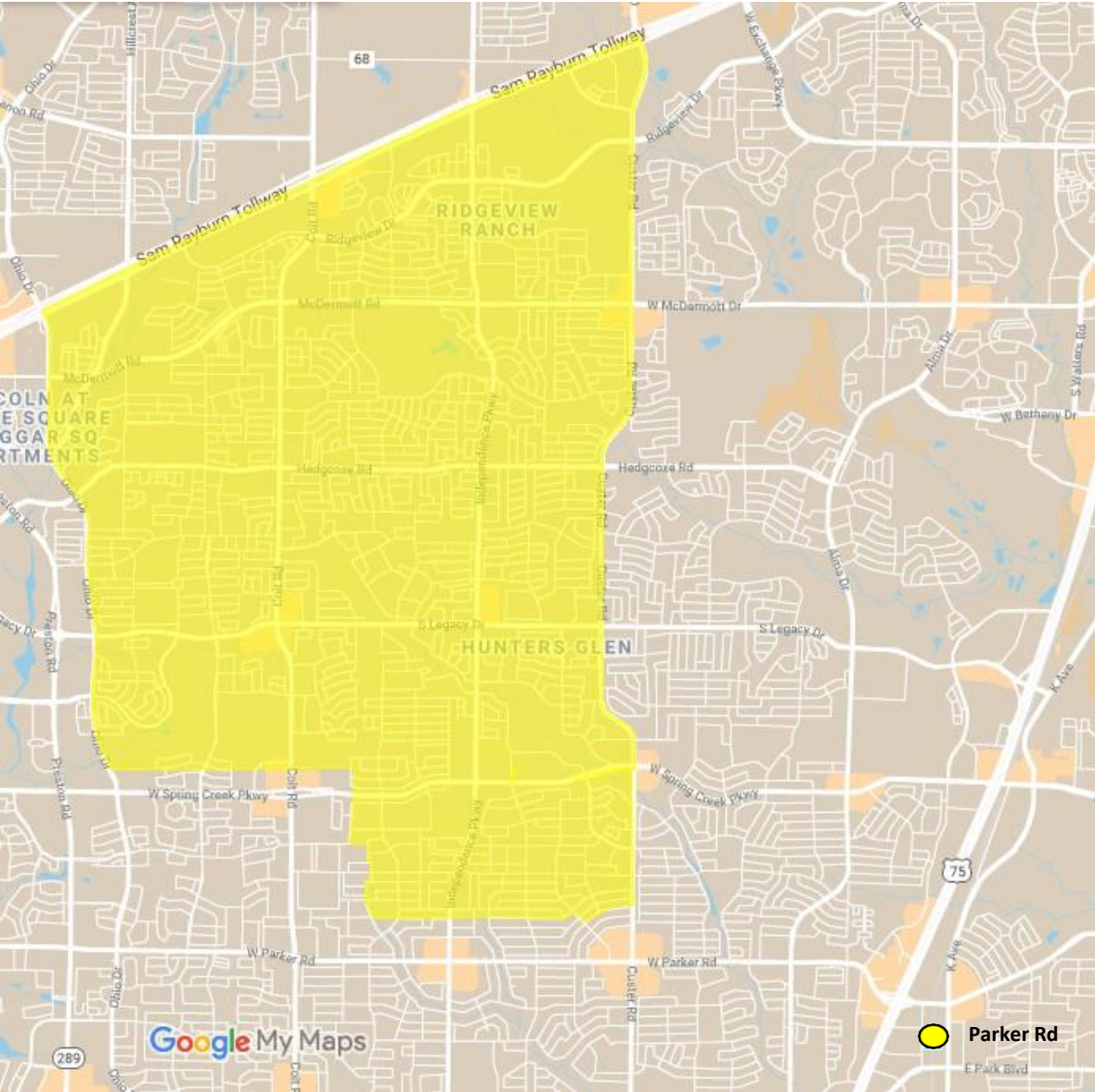
Monday - Friday

5:00	All	8:00
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Description of Change

New GoLink zone. Covers portions of discontinued Routes 360 (Lookout), 841, and 843.

GoLink – Far North Plano



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Parker Rd	None	5 AM – 8 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

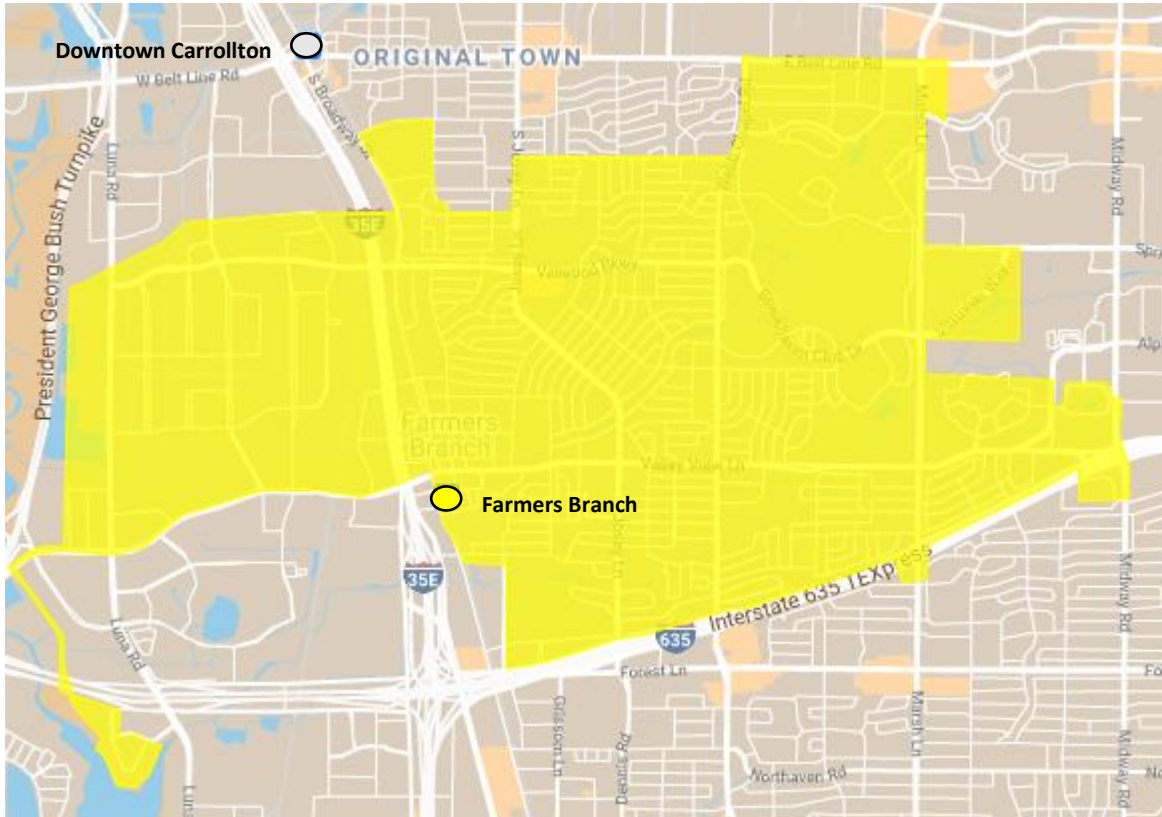
Monday - Friday

5:00	All	8:00
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Description of Change

Existing GoLink zone. No changes.

GoLink – Farmers Branch



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Farmers Branch	None	5 AM – 9 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

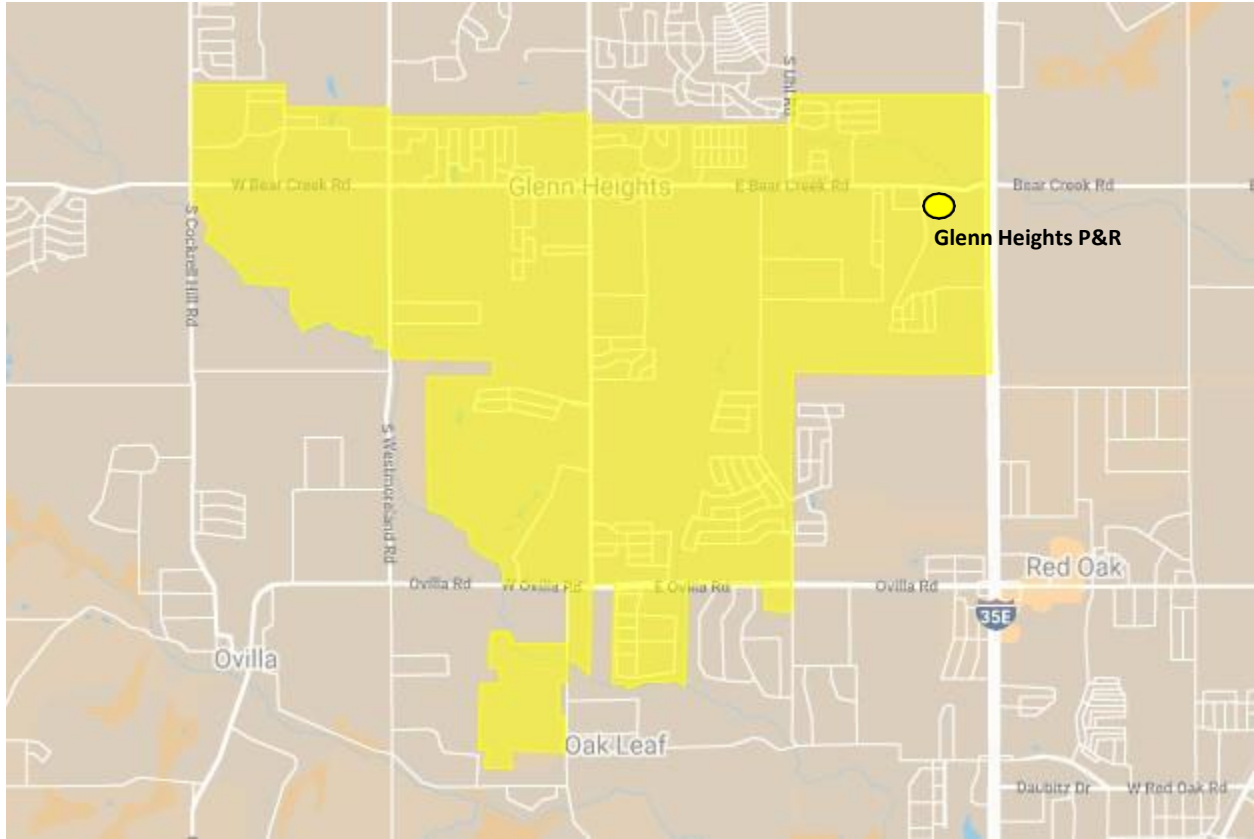
Monday - Friday

5:00	All	9:00
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Description of Change

Expanded GoLink zone. Covers portions of discontinued Routes 488 and 533, as well as far southwestern Farmers Branch neighborhood near Lago Vista Loop.

GoLink – Glenn Heights



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Glenn Heights P&R	UNT Dallas	5:15 AM – 7:30 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

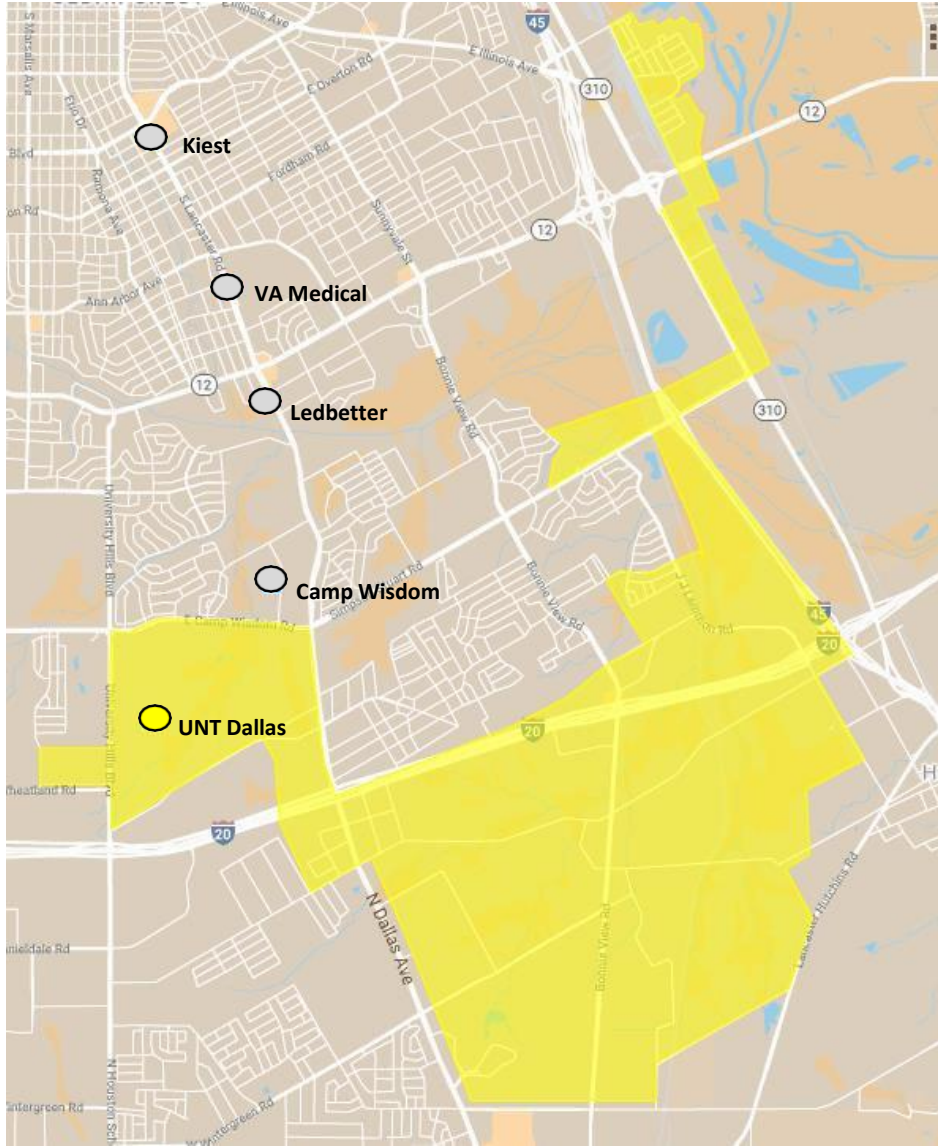
Monday - Friday

5:15	All	7:30
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Description of Change

Existing GoLink zone. No changes.

GoLink – Inland Port



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	UNT Dallas	None	5 AM – 8 PM
Saturday – Sunday	UNT Dallas	None	5 AM – 8 PM

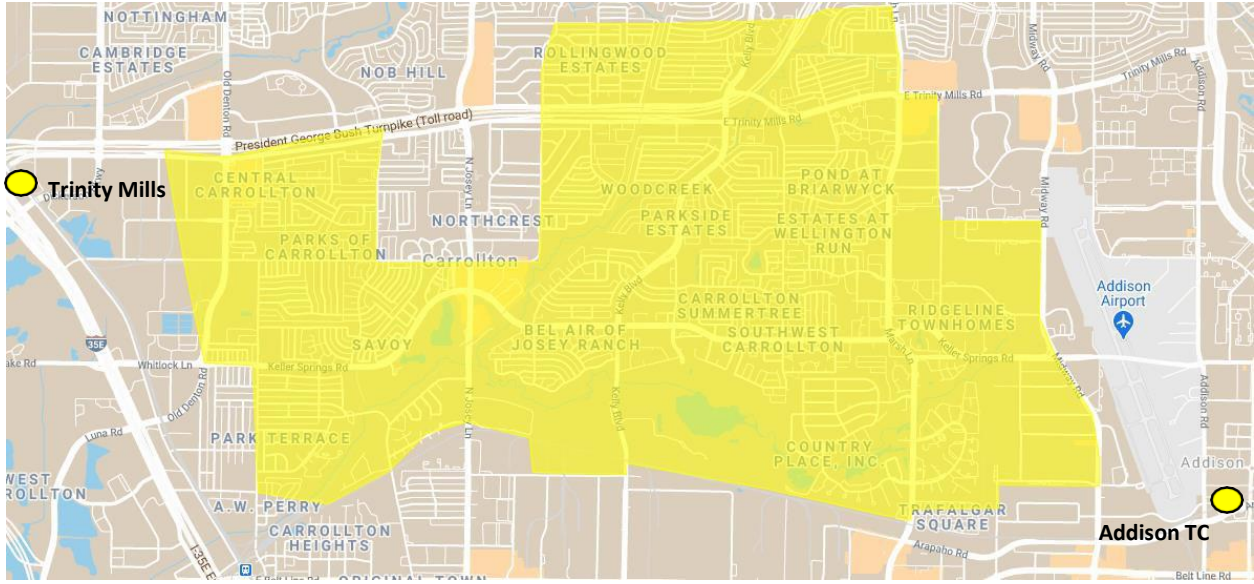
GoLink Service
Monday - Sunday

5:00	All	8:00
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Description of Change

Expanded GoLink zone. Covers portions of discontinued Routes 444 Joppa and 555.

GoLink – Keller Springs



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Trinity Mills	Addison TC	5 AM – 8 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

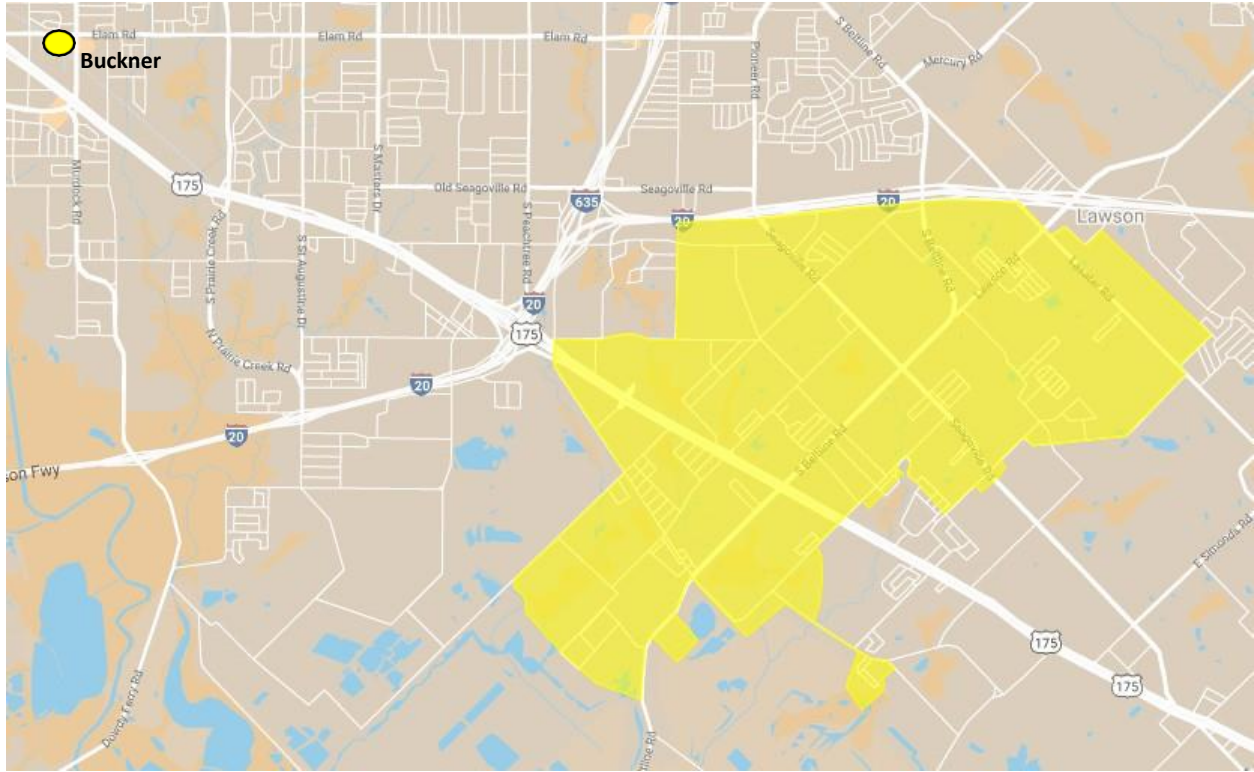
Monday - Friday

5:00	All	8:00
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Description of Change

New GoLink zone. Covers portions of discontinued Routes 333 and 536.

GoLink – Kleberg



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Buckner	None	5 AM – 8 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

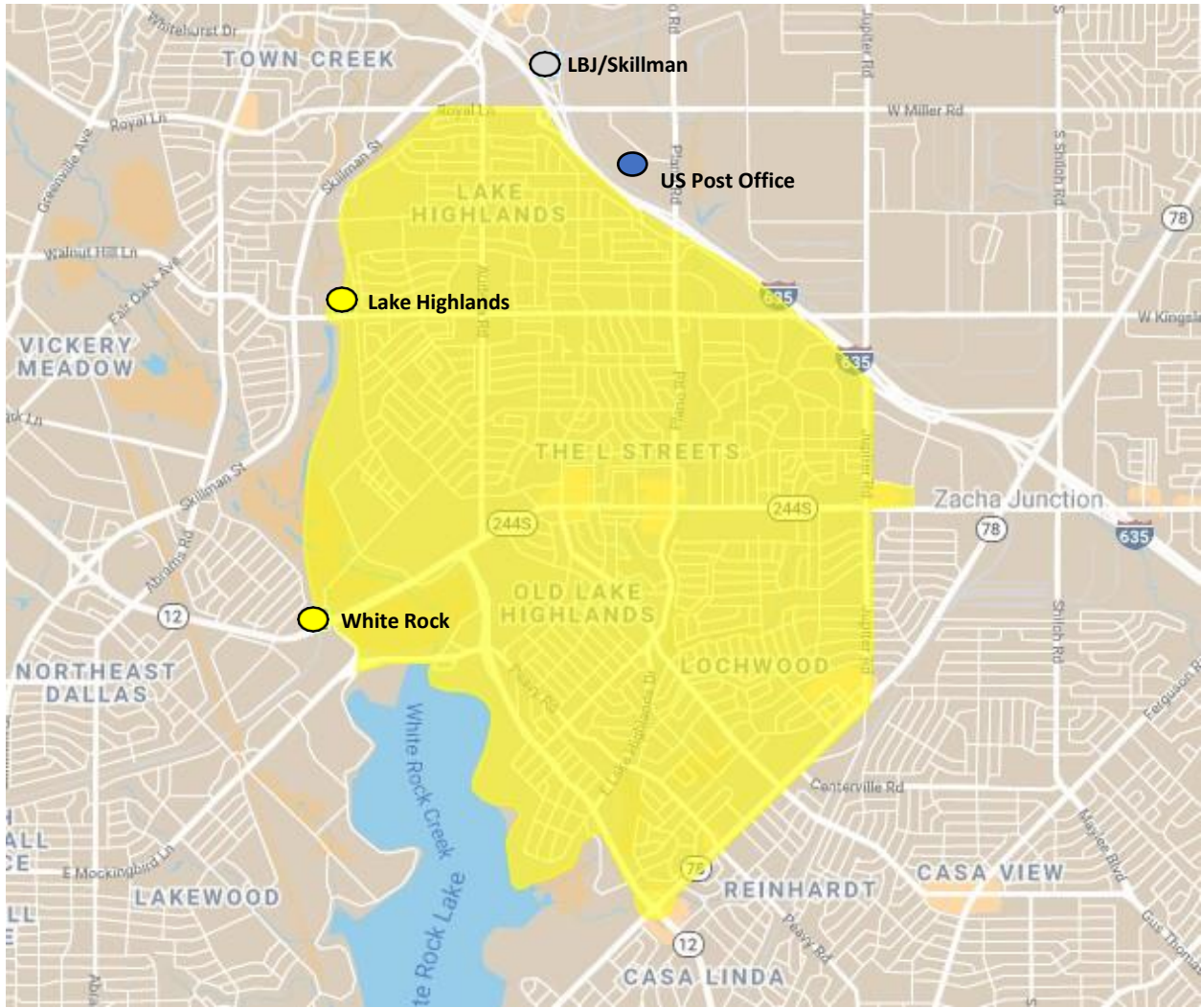
Monday - Friday

5:00	All	8:00
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Description of Change

Existing GoLink zone. No changes.

GoLink – Lake Highlands



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	White Rock	Lake Highlands	5:30 AM – 8:30 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

Monday - Friday

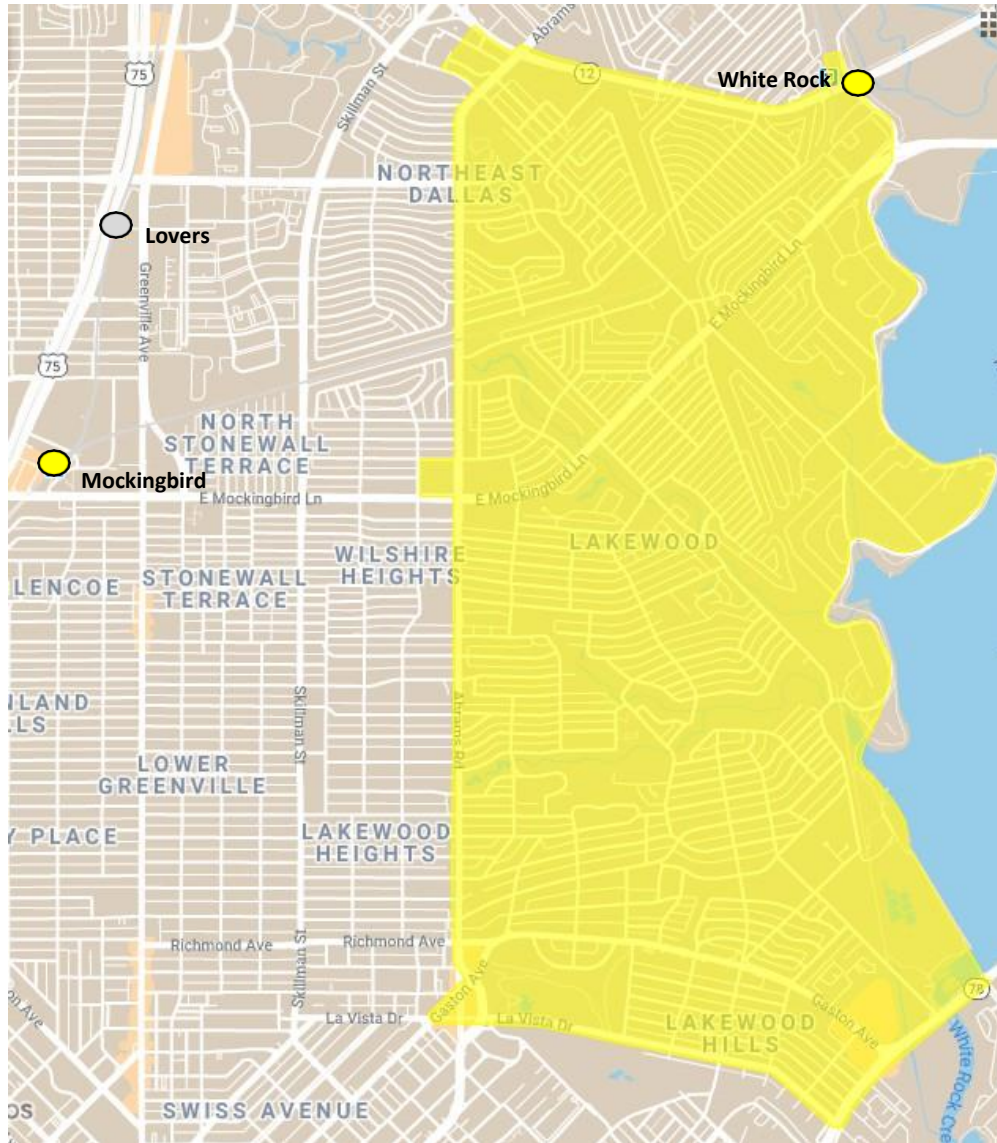
5:30	All	8:30
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Description of Change

Expanded GoLink zone. Covers portions of discontinued Routes 374 (Audelia) and 475.

Predefined stop: 10502 Markison Rd, Dallas TX 75238 (United States Post Office)

GoLink – Lakewood



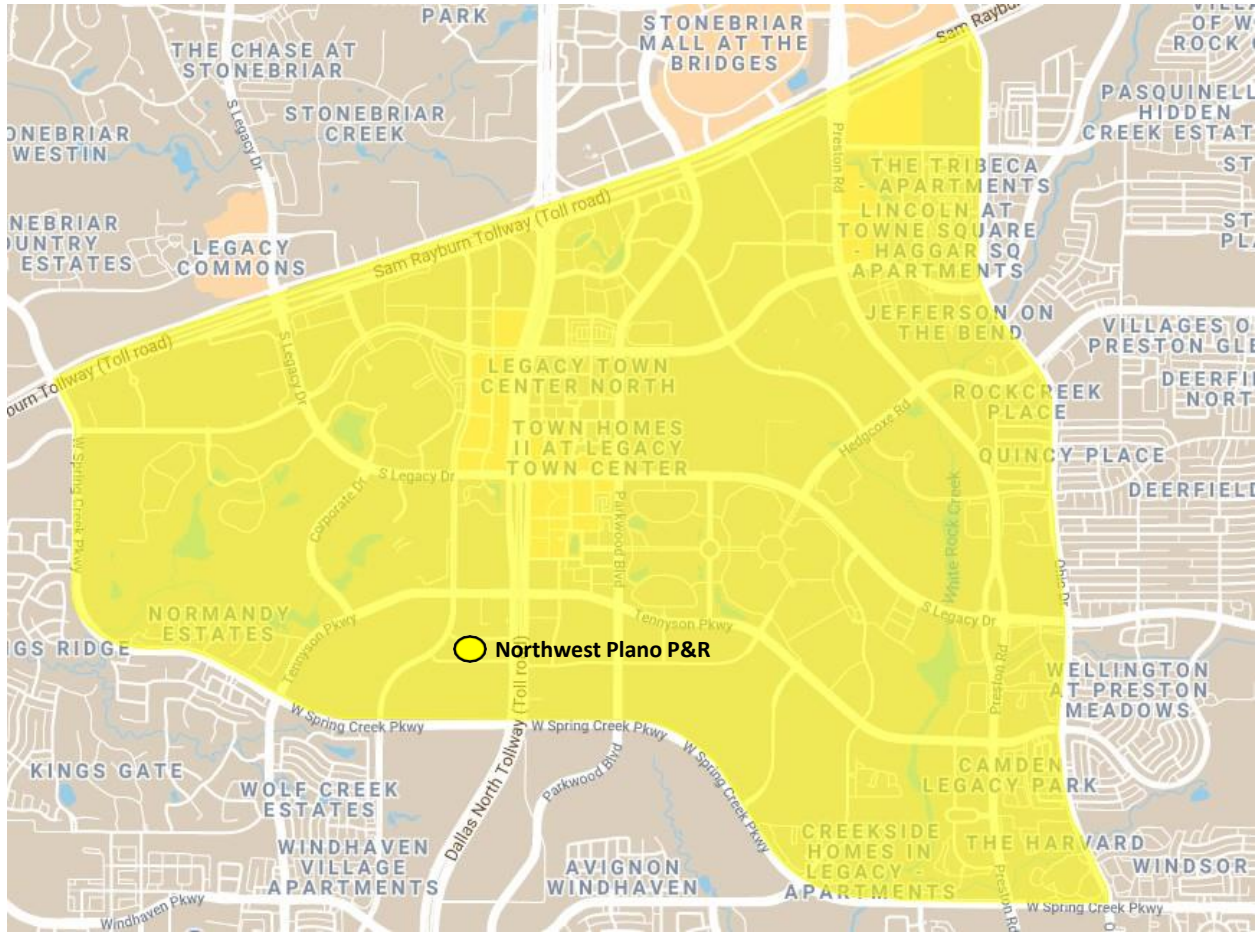
Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Mockingbird	White Rock	5:30 AM – 8:00 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service
Monday - Friday

5:30	All	8:00
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Description of Change
 Existing GoLink Zone. No changes.

GoLink – Legacy



Day	Anchor Station	Secondary Station	Hours
Monday – Saturday	Northwest Plano P&R	None	5:00 AM – 8:00 PM
Sunday	No Service	No Service	No Service

GoLink Service

Monday - Saturday

5:00	All	8:00
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Description of Change

Existing GoLink zone. No changes.

GoLink – Mountain Creek



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Westmoreland	Mountain View CC	5:00 AM – 8:00 PM
Sunday	No Service	No Service	No Service

GoLink Service

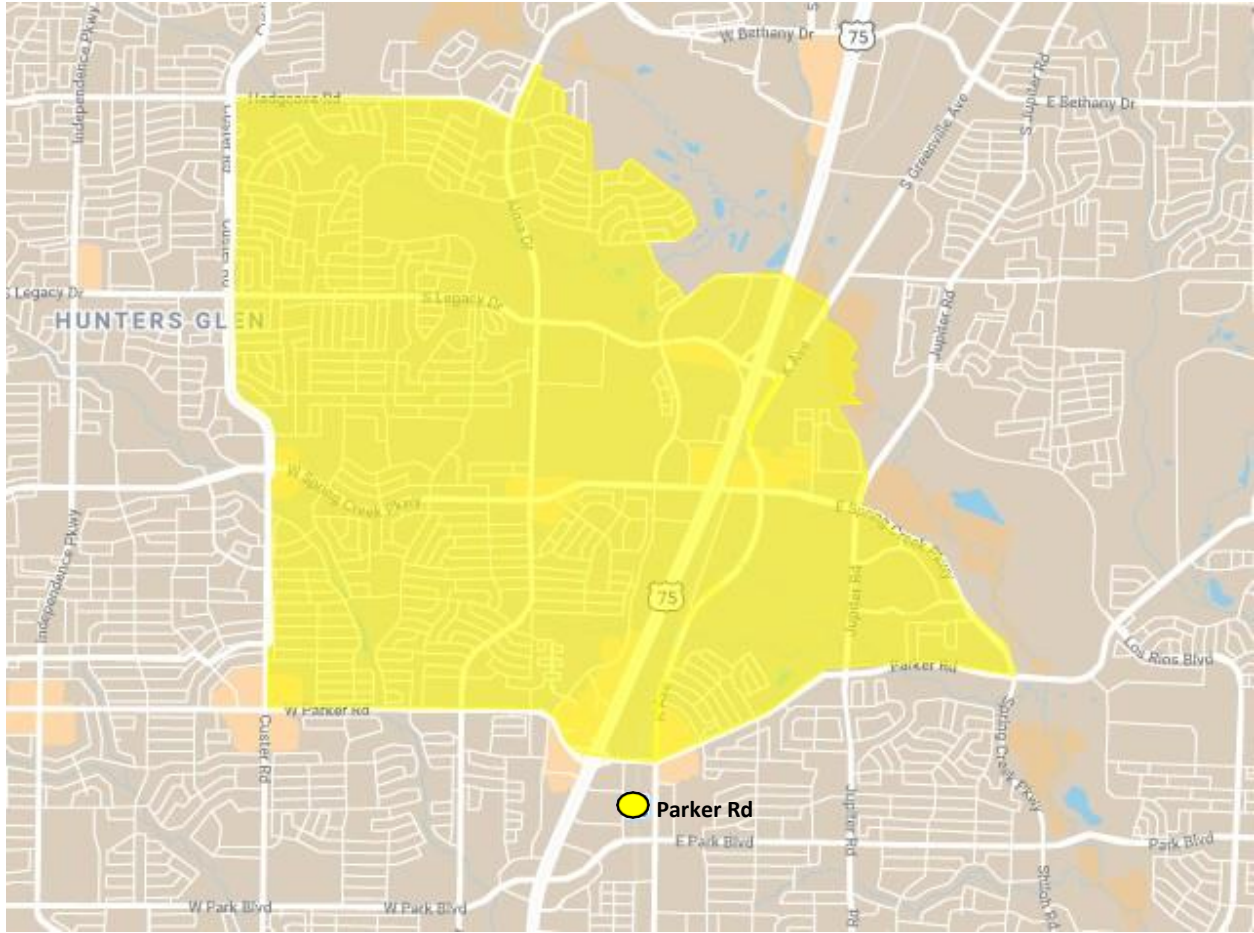
Monday - Friday

5:00	All	8:00
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Description of Change

New GoLink zone. Covers small portions of discontinued Routes 376 and 568 near Loop 12.

GoLink – North Central Plano



Day	Anchor Station	Secondary Station	Hours
Monday – Saturday	Parker Rd	None	5:00 AM – 8:00 PM
Sunday	No Service	No Service	No Service

GoLink Service

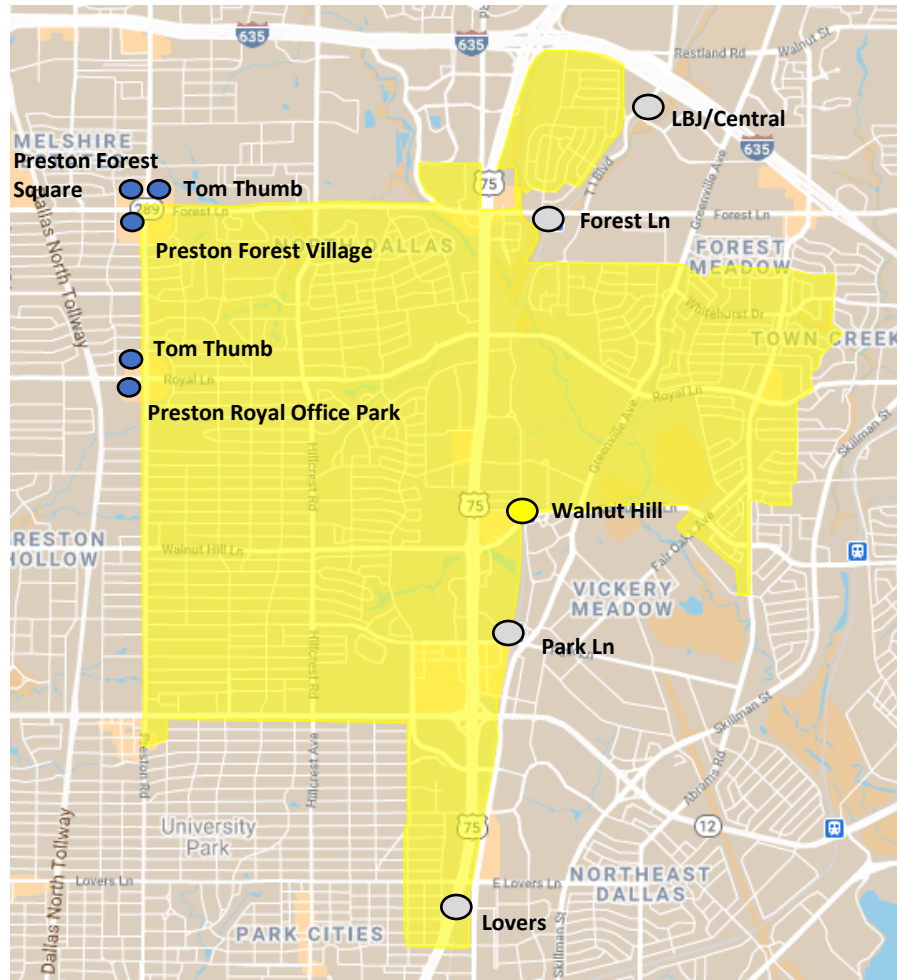
Monday - Saturday

5:00	All	8:00
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Description of Change

Existing GoLink zone. Covers portions of discontinued Route 350 Collin College Loop.

GoLink – North Dallas



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Walnut Hill	None	6:00 AM – 7:30 PM
Saturday – Sunday	Walnut Hill	None	6:00 AM – 7:30 PM

GoLink Service

Monday - Sunday

6:00	All	7:30
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Description of Change

Expanded GoLink zone. Covers portions of discontinued Routes 585 (Hamilton Park), 84, 502, 582.

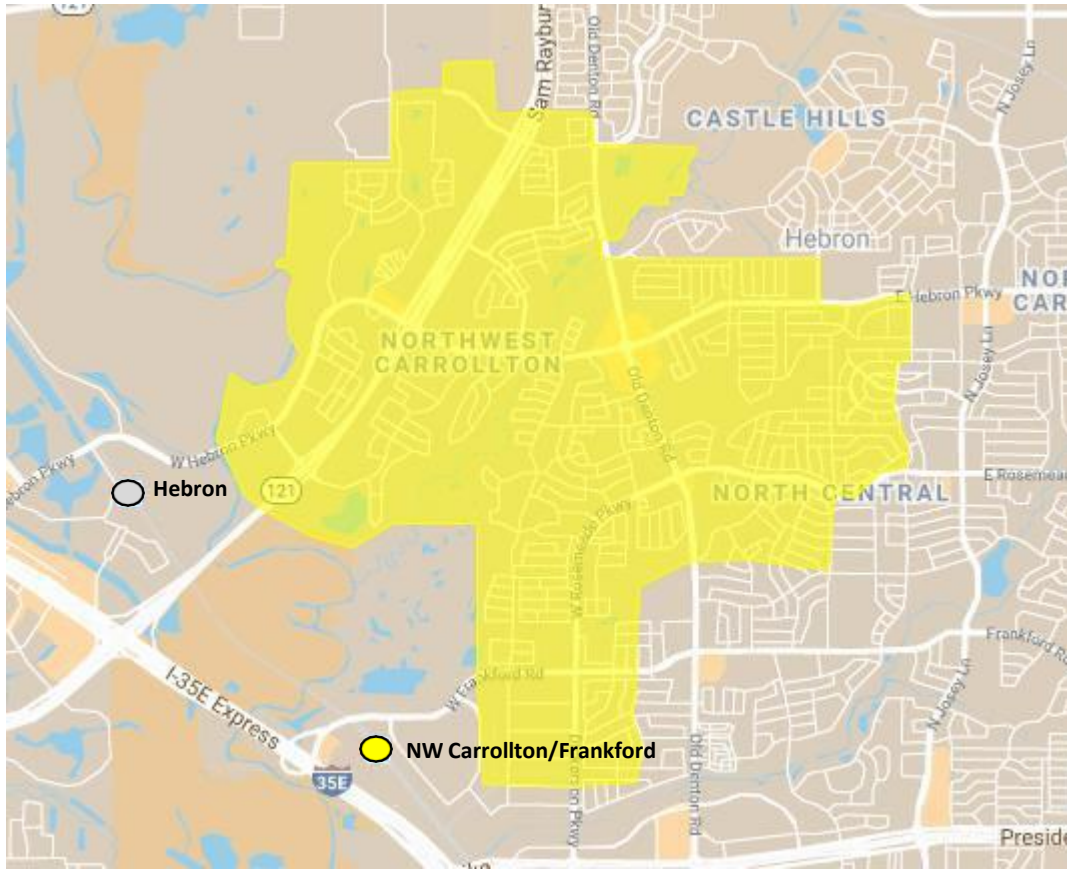
Predefined stop: 11920 Preston Rd, Dallas, TX 75230 (Tom Thumb)

Predefined stop: 11909 Preston Rd # 292, Dallas, TX 75230 (Preston Forest Square)

Predefined stop: 11661 Preston Rd, Dallas, TX 75230 (Preston Forest Village)

Predefined stop: 522 Royal Ln, Dallas, TX 75230 (Tom Thumb) Predefined stop: 5934 Royal Ln, Dallas, TX 75230 (Preston Royal Southwest)

GoLink – Northwest Carrollton



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	NW Carrollton/Frankford	None	5:00 AM – 8:00 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

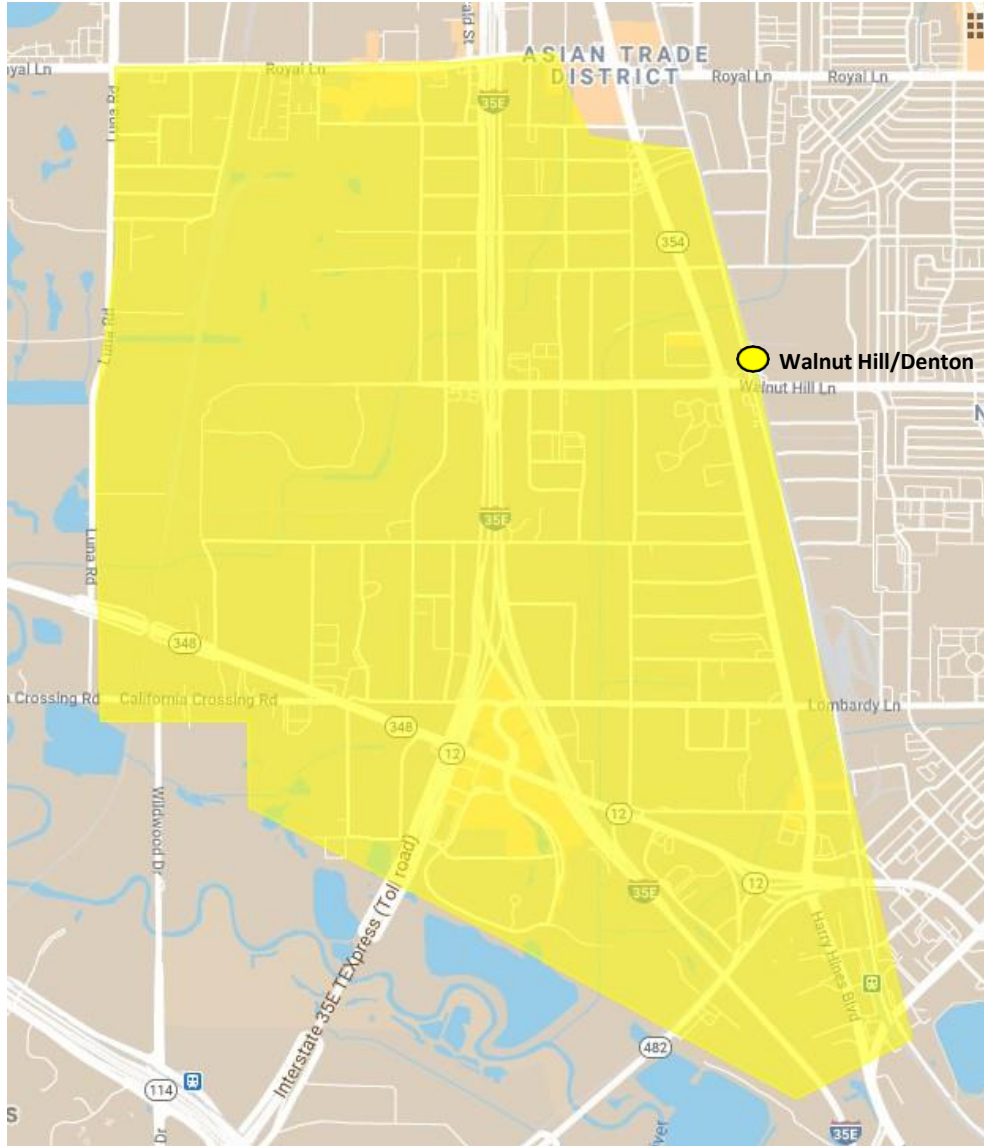
Monday - Friday

5:00	All	8:00
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Description of Change

New GoLink zone. Covers portions of discontinued Routes 534 (end of route near Trinity Mills).

GoLink – Northwest Dallas



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Walnut Hill/Denton	None	5:00 AM – 8:00 PM
Saturday – Sunday	Walnut Hill/Denton	None	5:00 AM – 8:00 PM

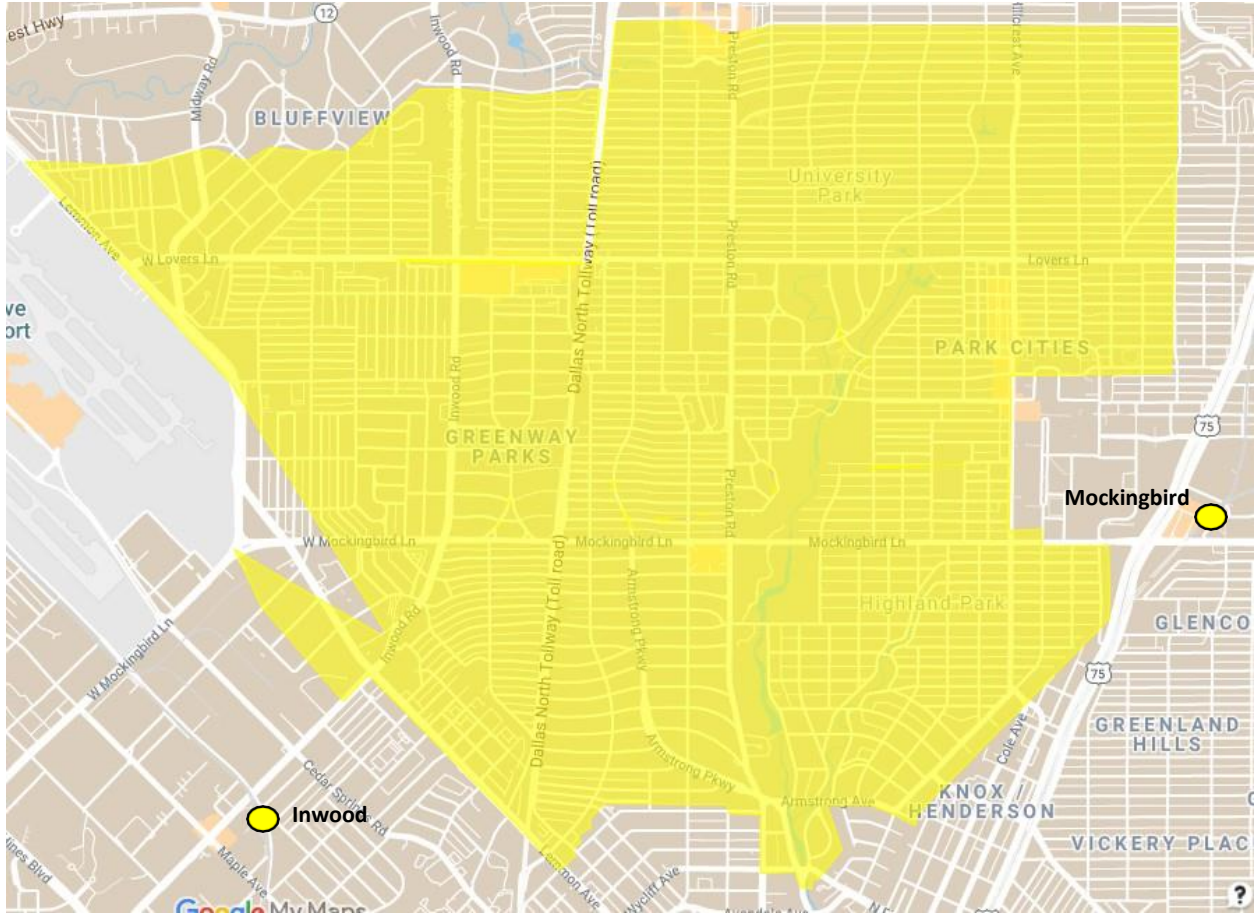
GoLink Service
Monday - Sunday



Description of Change

New GoLink zone. Covers portions of discontinued Routes 31, 528, and 544.

GoLink – Park Cities



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Mockingbird	Inwood	6:25 AM – 6:25 PM
Saturday – Sunday	Mockingbird	Inwood	6:25 AM – 6:25 PM

GoLink Service

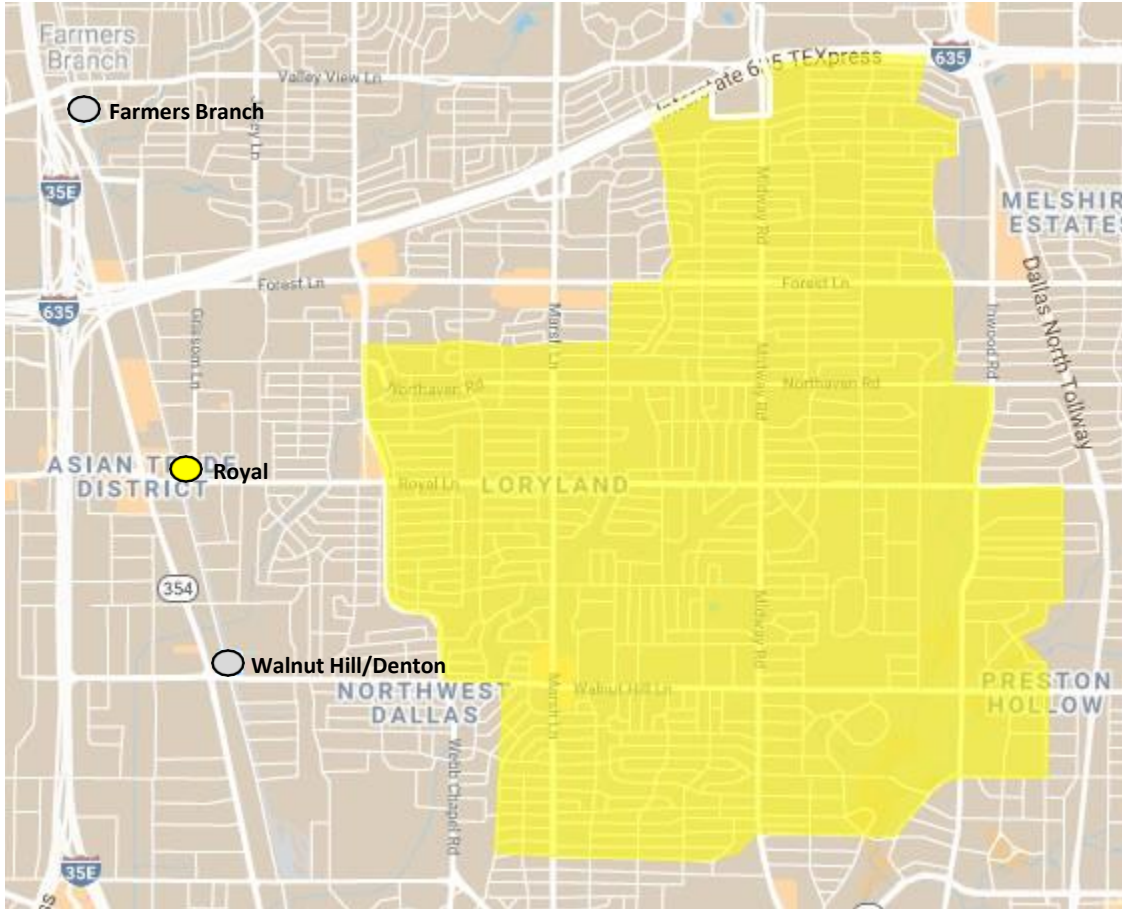
Monday - Sunday

6:25	All	6:25
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Description of Change

Expanded GoLink zone. Covers portions of discontinued Routes 31, 521, and 529.

GoLink – Preston Hollow



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Royal Lane	None	5:00 AM – 8:00 PM
Saturday – Sunday	No Service	No Service	No Service

GoLink Service

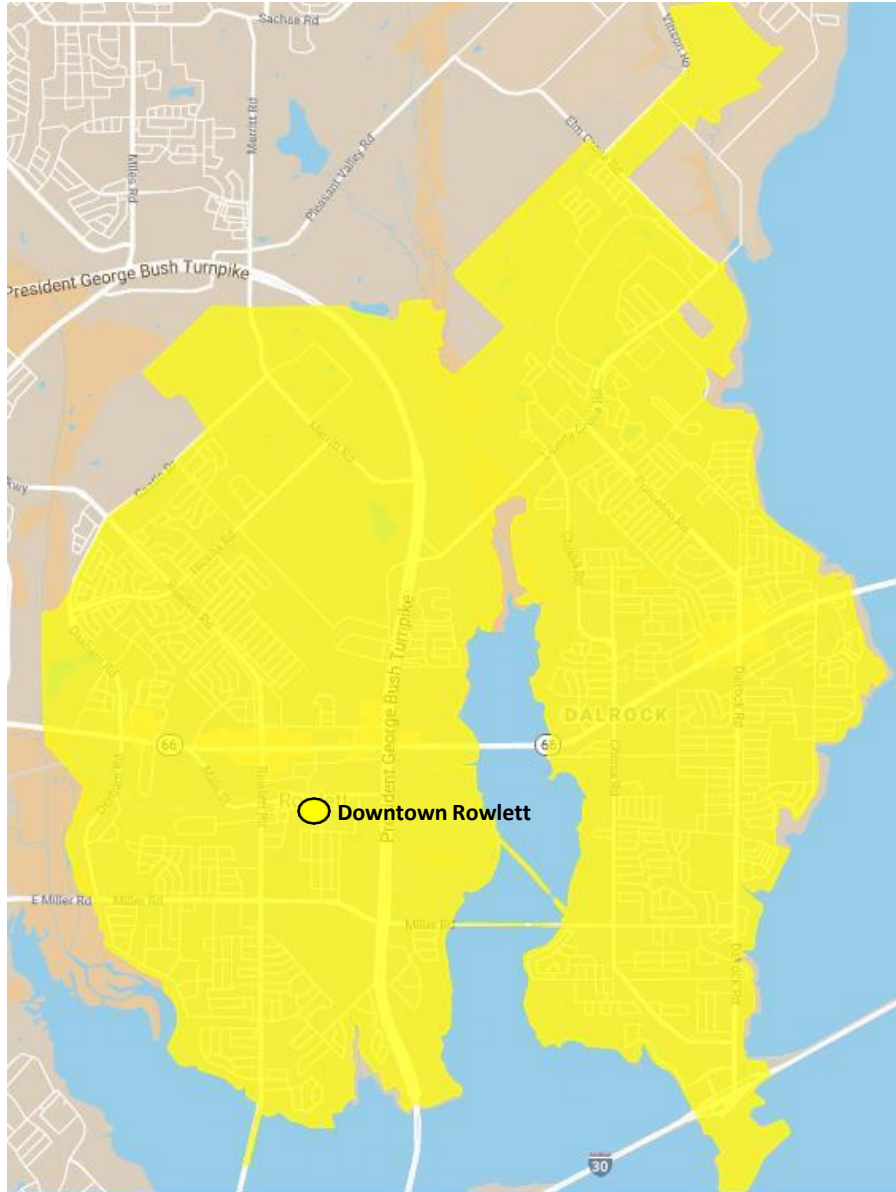
Monday - Friday

5:00	All	8:00
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Description of Change

New GoLink zone. Covers portions of discontinued Routes 31, 529, 532, and 535.

GoLink – Rowlett



Day	Anchor Station	Secondary Station	Hours
Monday – Saturday	Downtown Rowlett	None	5:00 AM – 8:30 PM
Sunday	No Service	No Service	No Service

GoLink Service

Monday - Saturday

5:00

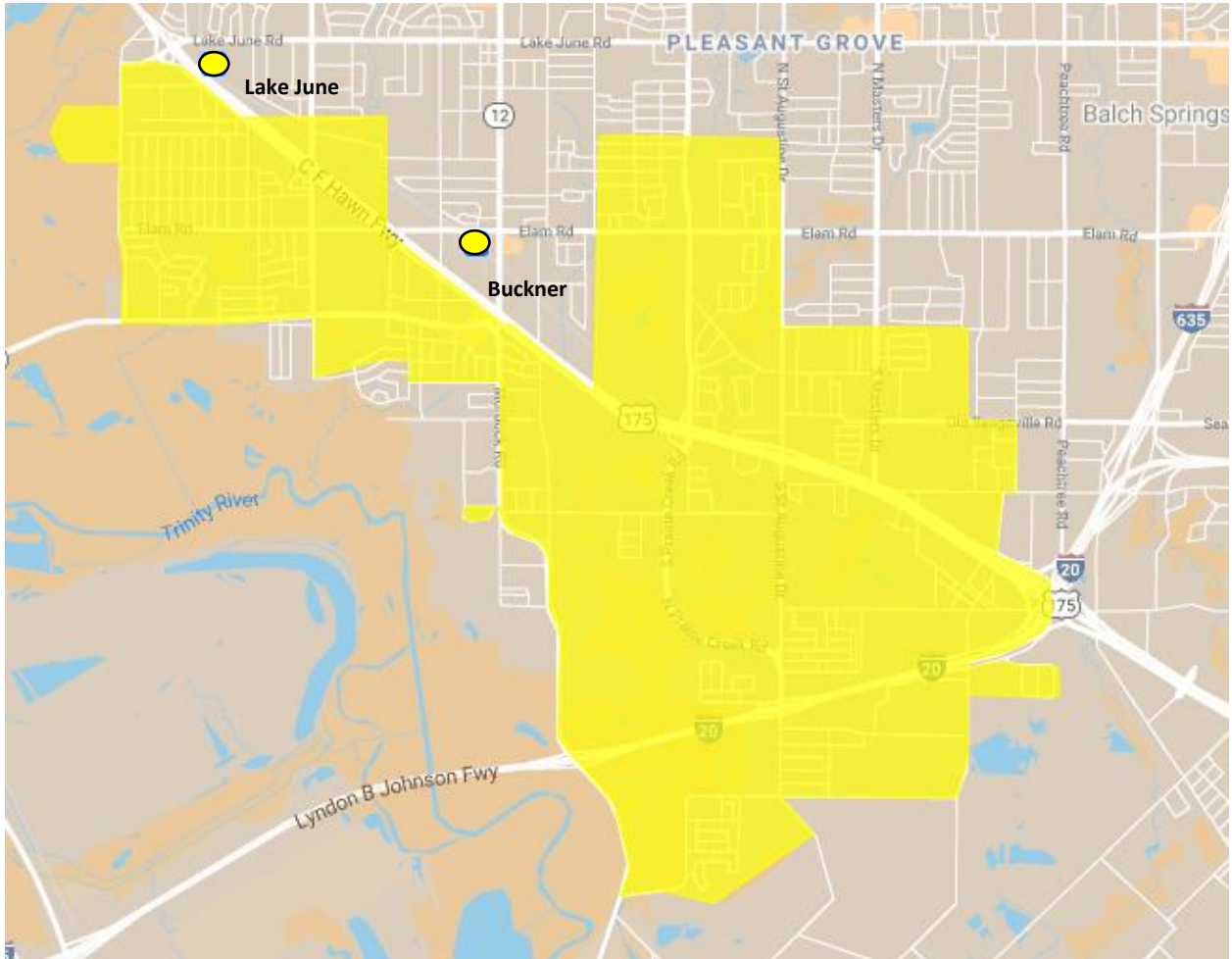
All

8:30

Description of Change

Existing GoLink zone. No changes.

GoLink – Rylie



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Buckner	Lake June	5:00 AM – 8:00 PM
Saturday – Sunday	Buckner	Lake June	5:00 AM – 8:00 PM

GoLink Service

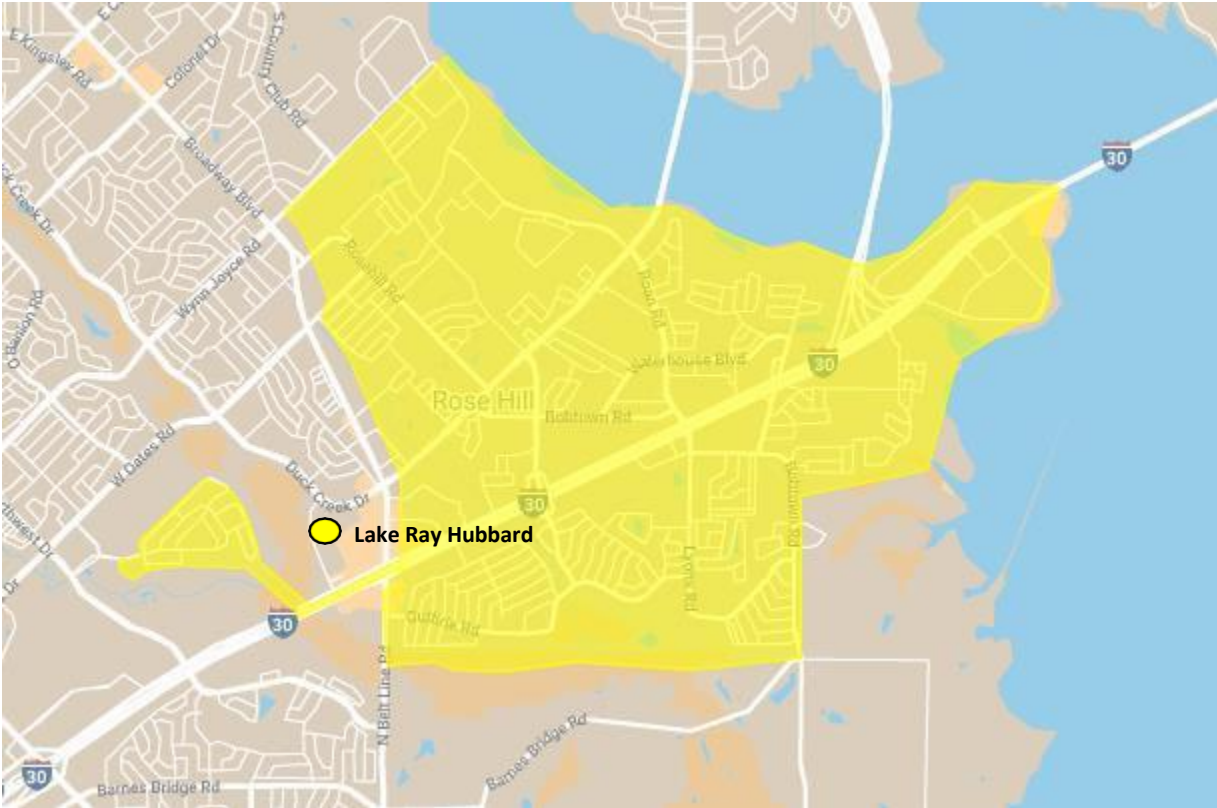
Monday - Sunday

5:00	All	8:00
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Description of Change

Expanded GoLink zone. Covers portions of discontinued Routes 591, 594, and 597.

GoLink – Southeast Garland



Day	Anchor Station	Secondary Station	Hours
Monday – Saturday	Lake Ray Hubbard	None	5:00 AM – 8:30 PM
Sunday	No Service	No Service	No Service

GoLink Service

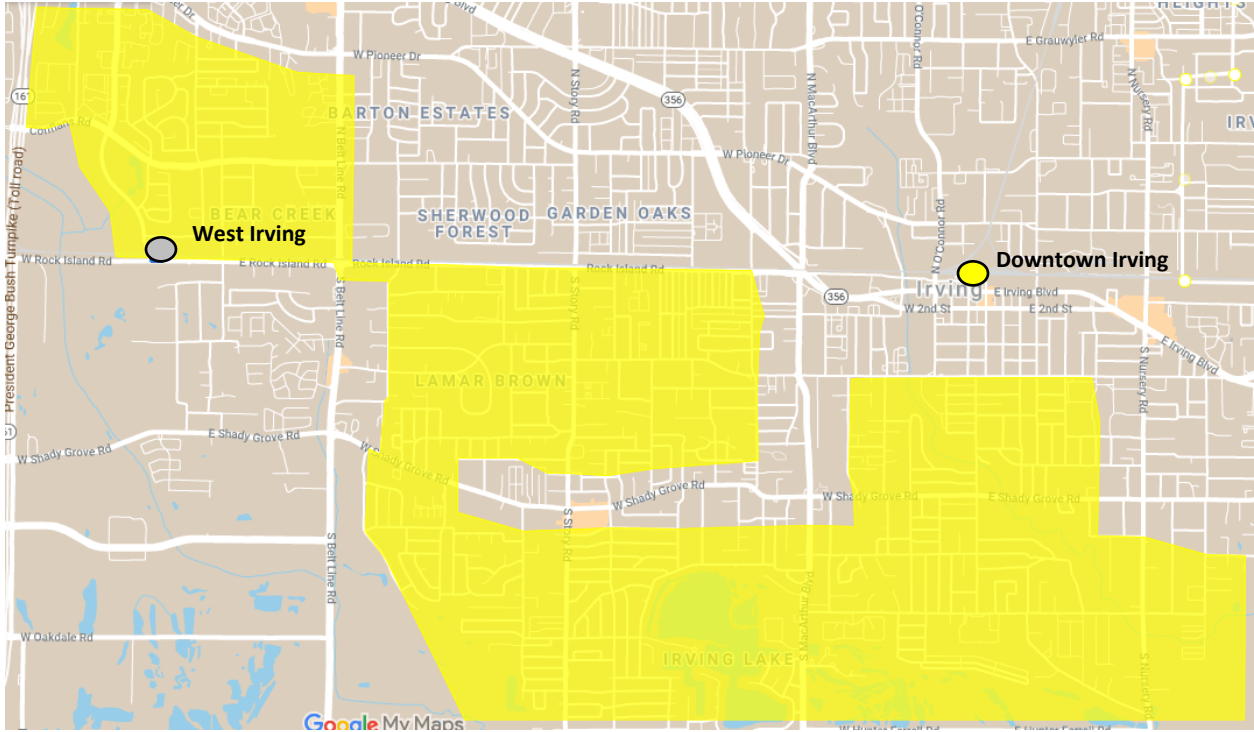
Monday - Saturday

5:00	All	8:30
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Description of Change

Existing GoLink zone. No changes.

GoLink – South Irving



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Downtown Irving	None	5:00 AM – 8:00 PM
Sunday	No Service	No Service	No Service

GoLink Service

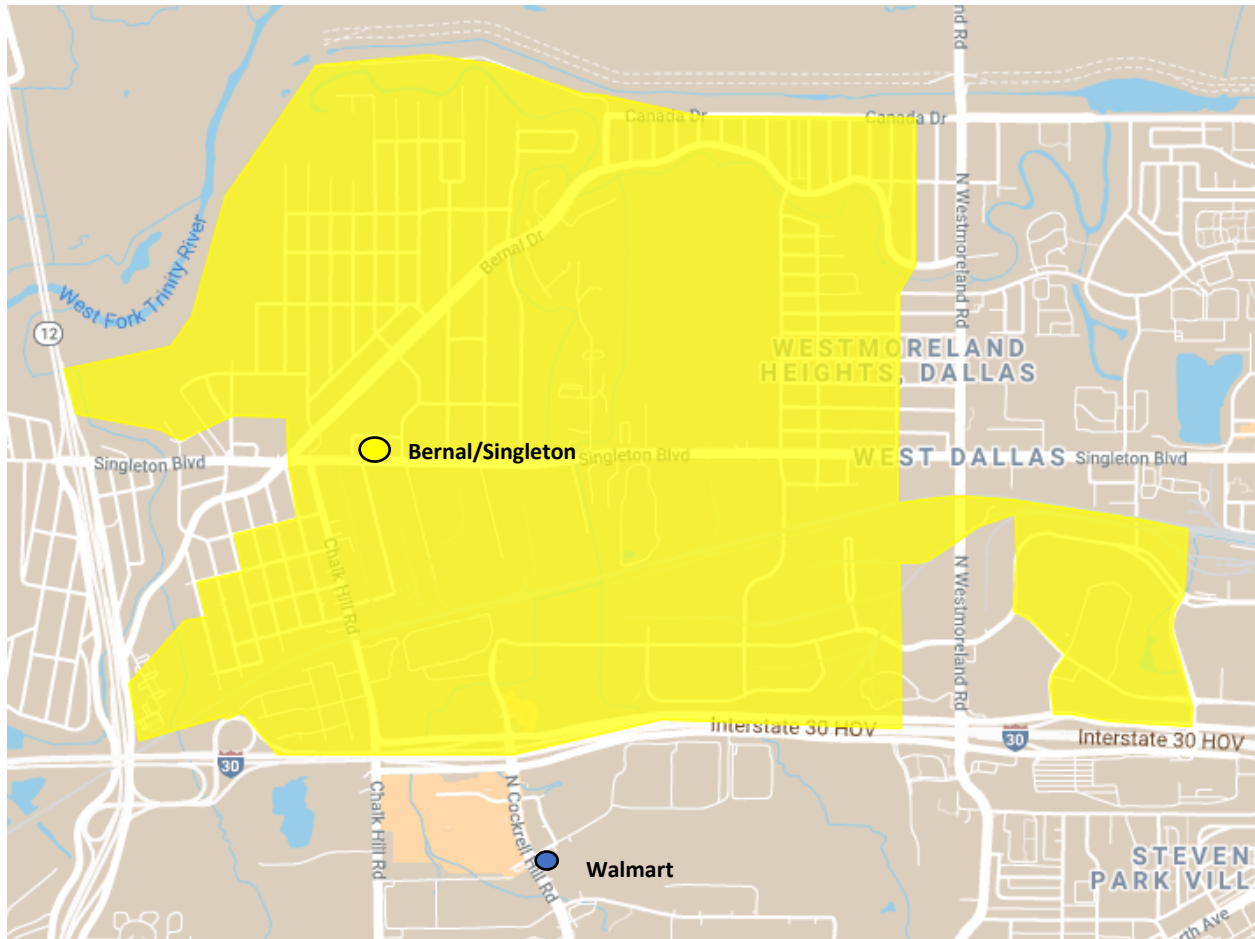
Monday - Friday

5:00	All	8:00
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Description of Change

Zone extended to the northwest to include portions of historic Bear Creek community.

GoLink – West Dallas



Day	Anchor Station	Secondary Station	Hours
Monday – Friday	Bernal/Singleton	None	5:00 AM – 8:00 PM
Saturday – Sunday	Bernal/Singleton	None	5:00 AM – 8:00 PM

GoLink
Service

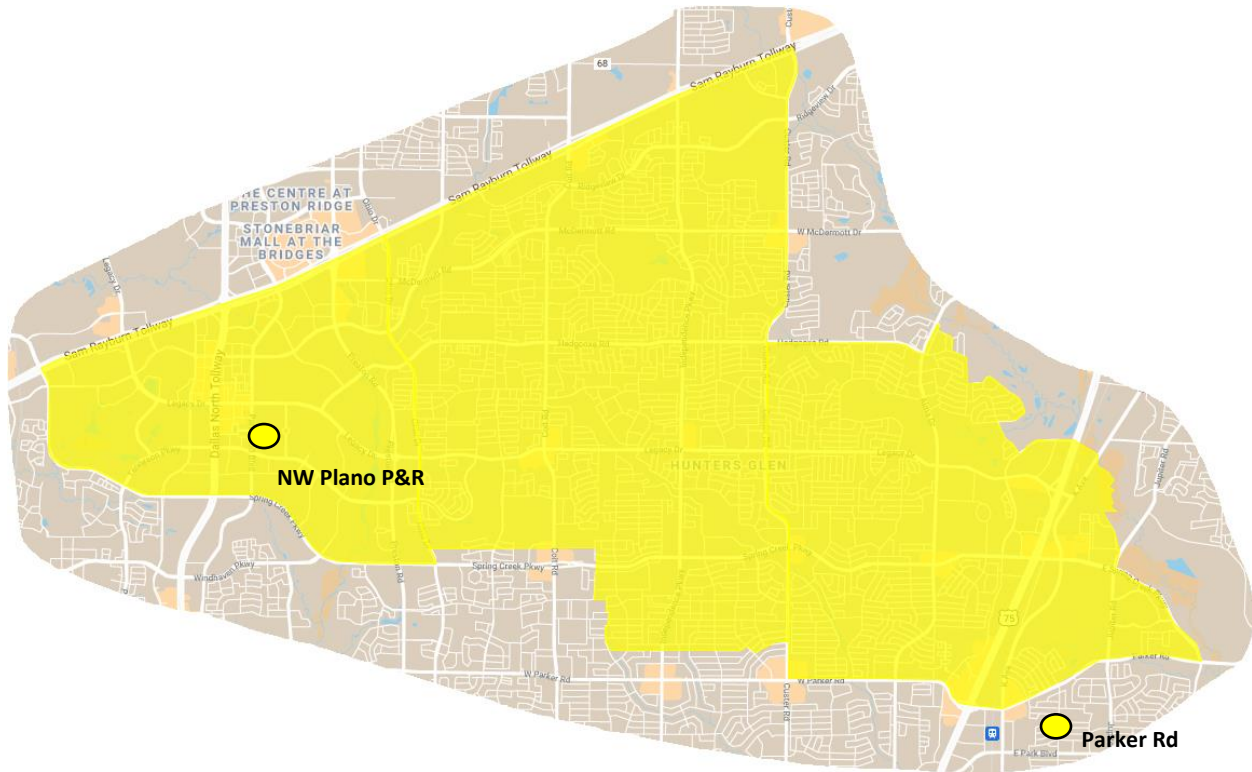
Monday -



Description of Change

New GoLink zone. Covers discontinued portions of Routes 35 and 59.
Predefined stop: 1521 N Cockrell Hill Rd, Dallas, TX 75211 (Walmart)

GoLink – Plano Combo Pilot Zone



Day	Anchor Station	Secondary Station	Hours
Monday – Saturday	Parker Rd	Northwest Plano P&R	5:00 AM – 8:00 PM
Sunday	No Service	No Service	No Service

GoLink Service

Monday -



Description of Change

Pilot Program to allow customers to travel between Legacy, Far North Plano, and North Central Plano Zones. This new pilot will be monitored for 3-6 months to determine productivity. Service Planning staff will make a final recommendation after the pilot period has ended.

Impact Analysis: Final Bus Network Plan

The Jarrett Walker + Associates consulting team performed extensive analysis on the impacts of the new network, comparing it to the current service network. The full details are included in a separate Attachment 1 prepared by JWA, but we are including some highlights here.

Access

One of the key measures we have used to assess the performance of the new network versus current service has been the increase in jobs accessible by transit within 60 minutes travel time. The analysis includes estimates of access time to the nearest transit service, travel time, transfer time if needed, and egress time to the final destination.

The following table shows the percentage increase in jobs accessible within 60 minutes travel time for both the Draft Final Bus Network Plan (prepared in March) and the Final Bus Network Plan (our final recommended changes):

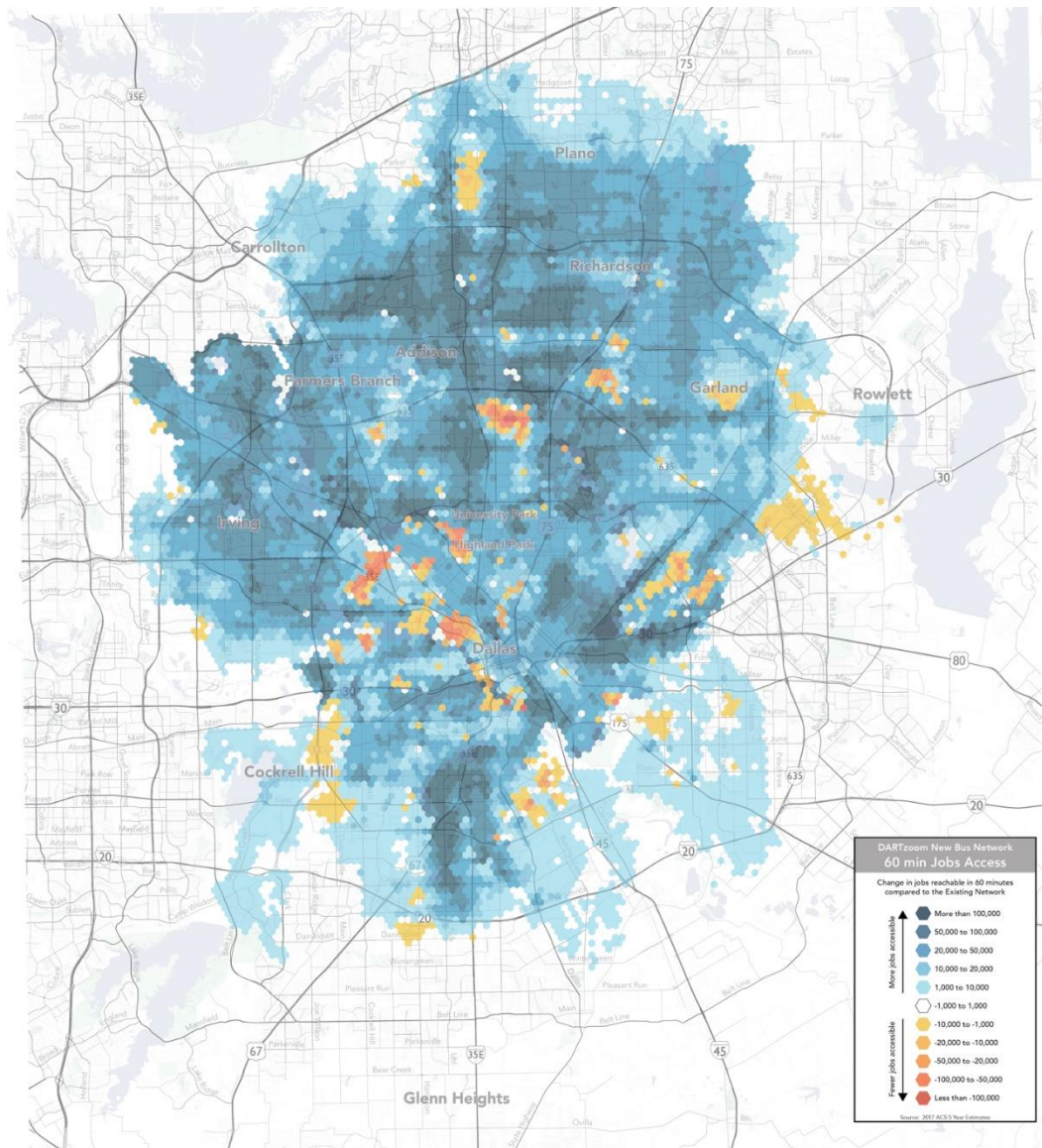
Additional Jobs Reachable in 60 Minutes for the Average Resident		
Demographic Group	Draft Final Bus Network Plan	Final Bus Network Plan
All residents	28%	34%
Non-white residents	30%	35%
Black residents	28%	34%
White residents	26%	32%
Hispanic residents	29%	33%
Lower income residents (earning < 150% of the fed. poverty level)	27%	32%
Medium- and higher-income residents (earning > 150% of the fed. poverty level)	29%	34%
Higher-income residents (earning > 200% of the fed. poverty level)	11%	13%
Residents over the age of 65	29%	36%

As the table shows, the adjustments in the final recommendations result in improvements to job access for every demographic and socioeconomic group that we analyzed.

Our goal was to offer access improvements to as many parts of the service area as possible. The following table highlights changes in job access for four key locations within the DART Service Area:

Location	Increase in Jobs Accessible within 60 Minutes	Percentage Increase in Jobs Accessible within 60 Minutes	Increase in Residents Accessible within 60 Minutes	Percentage Increase in Residents Accessible within 60 Minutes
Baylor University Medical Center, Dallas	47,100	10.0%	116,700	29.0%
Estelle Village Apartments, Highland Hills, Dallas	3,300	48.5%	33,100	54.0%
Dallas College North Lake, Irving	112,100	86.5%	103,500	88.0%
Parker Road Station, Plano	68,200	17.5%	120,400	29.5%

The map that follows shows how resident job access would change throughout the service area. In most places, more jobs would be reachable, shown in shades of blue. In a few places, fewer jobs would be reachable, shown in shades of orange.



We would note that several of the deep orange areas are locations where the current bus network has significant duplication – multiple routes running in the same general area. These areas had unusually favorable access choices. Proposed route changes often reduce or eliminate the duplication, and access will tend to be reduced compared to the current very favorable access.

Some of the lighter blue areas are areas with higher levels of existing service; proposed service changes will not always achieve dramatic access gains in such areas.

Coverage

Changes to the final recommendations fill in several potential coverage gaps and increase system coverage overall. 99.8% of 2019 (pre-pandemic) boardings will be within ½-mile of transit, and 98.2% will be within ¼-mile of transit.

When measured for the weekday midday service period, the new network covers 74% of residents and 71% of jobs within ½-mile of transit service. This compares to 68% of residents and 66% of jobs for the existing transit network that it would replace. 78% of low-income residents would have access to transit service. Results for other service periods are similar.

The availability of frequent service operating every 20 minutes or better improves more significantly. When measured for the weekday midday service period, the new network offers frequent service within ½-mile of transit service to 25% of residents and 29% of jobs. This compares to 15% of residents and 20% of jobs for the existing transit network. 35% of low-income residents would have access to frequent service.

Executive Summary

DART proposes to implement what is essentially a new bus system on January 24, 2022, as well as schedule changes on all four Light Rail Lines. These changes include:

- Permanent implementation of new and modified bus routes.
- Renumbering of a small subset of current routes that will not change alignment.
- Seven-day per week service on all local bus routes.
- Extended and uniform operating hours on all local bus routes.
- New GoLink on-demand service in certain predefined geographic zones across the Service Area.
- Frequency improvements throughout the day on many of the local bus routes.

In accordance with Title VI of the Civil Rights Act of 1964, DART conducted a Title VI Equity Analysis to ensure the service change proposals do not unfairly impact minority and / or low-income populations. DART's Title VI Program (<https://dart.org/about/board/DARTServiceStandards.pdf> pages 10-12) outlines the agency's Major Service Change, Disparate Impact, and Disproportionate Burden policies, as well as the way in which DART conducts Title VI Equity Analysis. This Title VI Equity Analysis was calculated at a system level due to the fact that all bus routes are included in the proposed Service Change. Therefore, the impacts tested for Title VI protected groups was considered assuming the full implementation of the proposed changes to all local bus routes.

The findings of DART's Title VI Equity Analysis for the proposed January 2022 service changes are summarized below:

- There are no disparate impacts to Title VI protected groups assuming the implementation of the proposed Service Change
- There are no disproportionate burdens borne by Title VI protected groups assuming the implementation of the proposed Service Change. For the metrics used in the analysis – access to jobs and access to transit – there were net positive impacts observed for all groups; especially for Title VI protected groups.

In conclusion, minority and Low-Income residents of the DART Service Area will not bear any disparate impact or disproportionate burden resulting from the proposed Service Change.

ASSESSMENT OF PROPOSED JANUARY 2022 SERVICE MODIFICATIONS

Dallas Area Rapid Transit

INTRODUCTION

Federal Transit Administration regulations require transit agencies to conduct a disparate impact and disproportionate burden analysis when major service changes affect routes serving minority and/or Low-Income areas. Implementation of the following modifications defines a major service change:

- Any fare change;
- A service change that involves:
 - 25 percent or more of the number of transit route miles of a transit route;
 - 25 percent or more of the number of transit revenue vehicle miles of a transit route, computed daily, for the day of the week for which the change is made;
 - Headway adjustments of more than five minutes during peak-hour service and more than 15 minutes during non-peak-hour service;
 - Establishment of a new transit route; or multiple changes in a fiscal year that cumulate to the levels described above.

The service changes that are designated for implementation on January 24, 2022 (henceforth referred to as “Service Change”), and are evaluated in this report, meet the Major Change Threshold that is described above.

This report outlines Dallas Area Rapid Transit (DART) disparate impact and disproportionate burden analysis for the Service Change. This analysis will examine the proposed changes based on the following thresholds:

- Threshold 1: Is this a Major Service Change? The report will present a Summary of Proposed Service Changes and Identification of Major Service Changes. (Page 03)
- Threshold 2: Are Minority and Low-Income Communities Affected? The report will identify the Major Service Changes that impact Census block groups with Minority (Black/African American, Hispanic, Asian) or Low-Income composition that is greater than the proportion in the DART service area. (Page 14)
- Threshold 3: Is there a Disparate Impact on Minority passengers or a Disproportionate Burden on Low-Income passengers? The report will present qualitative discussion and quantitative analysis of the Service Change for Disparate Impacts and Disproportionate Burdens. (Page 26)

The basic elements of the Service Change are as follows:

- (i) Replacement of the existing DART-funded fixed-route bus network (121 routes) with the 78 new routes from the Final Bus Network Plan (also known as “DARTzoom”).
- (ii) In addition, 13 new GoLink zones would be established, and many existing GoLink zones would be expanded.

- (iii) Major frequency increases: Twenty-two (22) of the new routes would be designated under DART Service Standards as Core Frequent Routes. These routes match light rail levels of service, operating every 15 minutes in peak periods, every 20 minutes midday, never less than every 30 minutes, and between the hours of 4:00am and 1:00am.
- (iv) Further frequency increases: An additional 8 routes have improved 15-minute peak service and 30-minute service at all other times. Overall, 84% of the new network routes would have 40 minute or better Weekday midday service, versus 40% on the current network.
- (v) Service span extensions: All 73 local bus routes would operate seven days per week, comprising 94% of the DART-funded bus network. Thirteen (13) GoLink zones would operate on Saturday and 6 zones would operate on Sunday; currently only 1 GoLink zone (Inland Port) operates on weekends.

THRESHOLD 1: IS THIS A MAJOR SERVICE CHANGE?

In order to convey the magnitude of the Service Change and demonstrate the need for a Title VI Equity Analysis, a set of tables listing current DART routes and the relevant changes proposed is included below. These tables will also show that a route-by-route analysis would not be able to adequately convey the impact of the Service Change. Since many DART customers transfer between bus routes or modes, only a Service Area-level analysis of impact and burden could properly compare the result of the Service Change on protected groups.

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
2	002 Hatcher	45	Mostly picked up by 18 Ervay; also 17 Samuell on Haskell, Dolphin; 120 Everglade on Dolphin, Military	17, 18 ,120
11	011 Jefferson / Bexar Street	20	Western (Jefferson) portion replaces Route 9 Jefferson-Gaston; eastern (Malcolm X-Bexar) portion replaced by Route 01 Malcolm X-Maple	1, 9
12	012 Westmount / Hatcher Station	40	Replaced by Route 30 Ft Worth west of downtown Dallas; Route 120 Everglade on R.B. Cullum/2nd Avenue corridor	30, 120
19	019 Ann Arbor / Lakewood	40	Northeastern (Gaston) portion replaced by Route 9 Jefferson-Gaston; southern portion replaced by Route 45 Marsalis with modifications and extension	9, 45
21	021 Red Bird Transit Center	60	Major corridor segments on Vernon and Zang were absorbed by Route 48 Polk	48
24	024 Mockingbird Sta./ McMillan	40	Ross segments covered by <u>Route 8 Ross</u> , which also travels on Matilda, which is close to McMillan	8

Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
26	026 Hatcher Station	30	Various segments are covered or have nearby coverage by Routes 18 Ervay, 34 Illinois, and 120 Everglade	18, 34, 120
29	029 Bachman Via Maple	40	Becomes the northwestern portion of Route 1 Malcolm X- Maple	1
31	031 Midway-Bachman	40	Replaced by Route 4 Lemmon between Inwood-Love Field Station and Downtown Dallas; Northwestern segments are covered by new GoLink zones serving Preston Hollow and Northwest Dallas and expanded Park Cities GoLink	4, Preston Hollow GoLink, Park Cities GoLink, Northwest Dallas GoLink
35	035 Bernal - Singleton / Crozier	60	Singleton segments will have coverage by Route 28 Singleton and Fort Worth by Route 30. Segments between Postal Way and Norwich will be served by West Dallas GoLink; South Dallas (eastern) portions have coverage (sometimes nearby) from other routes, primarily 18 Ervay	18, 28, 30, West Dallas GoLink
36	036 Addison Tc Via Preston	40	Replaced by Route 73 Preston	73
39	039 Inwood/ Love Field Station	40	Replaced by Route 3 Cedar Springs except for McKinney (MATA Trolley) and approach to Downtown Dallas	3
52	052 Convention Ctr - Singleton PTL	20	Replaced by <u>Route 28</u> Singleton and extended to Walton Walker	28
59	059 Bernal - Singleton	40	Replaced by Route 25 Bickers east of Westmoreland Road, West Dallas GoLink between Westmoreland and Bernal, and by Route 28 Singleton between Bernal/Singleton and Walton Walker	25, 28, West Dallas GoLink
60	060 South Garland T. C./Union Station	60	Replaced by Route 15 Lindsley	15
63	063 Downtown Irving Sta Via Irving Blvd	40	Mostly absorbed by Route 69 Irving Blvd DFW	69

Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
76	076 Mockingbird Station	45	Replaced by Route 14 Columbia	14
81	081 Wynnwood / Mockingbird / Matilda	50	Kept as Route 8 Ross on the northern half (with Live Oak covered by <u>Route 7</u> Henderson) and Route 46 on the southern half	7, 8, 46
82	082 Wynnewood / Mockingbird / Skillman	50	<u>Route 46</u> Beckley covers southern segments; <u>Route 7</u> on Live Oak; <u>Route 8</u> Ross close to Skillman on Matilda	7, 8, 46
84	084 Richland Coll / Greenville	45	Replaced largely by 7 Henderson (downtown to Mockingbird only); Ross segments served by 8 Ross; some of the US 75 service picked up by Route 6 Cole; other segments covered by expanded North Dallas GoLink	6, 7, 8, North Dallas GoLink
110	110 La Prada / Eastfield College	30	Most street segments (east of Ferguson) are covered by Route 17 Samuell	17
111	111 Skyline H. S.	50	Most street segments will have coverage by 17 Samuell and 120 Everglade, in some cases on nearby streets	17, 120
161	161 Glen Oaks	60	Replaced largely by <u>Route 48</u> Polk	48
164	Woodmeadow-S Garland	30	16 Ferguson replaces service on the length of Ferguson and continues to South Garland TC; 17 Samuell provides coverage on Shiloh, Joaquin, Centerville segments; 109 La Prada provides coverage on Woodmeadow	16, 17, 109
183	183 Downtown Dallas-Addison TC (NW Plano P&R served by 183 until April 2020)	45	Replaced by 72 Dallas-Addison- NW Plano with some routing changes	72
205	205 Addison TC Express	Express	No changes except to Route Number	205
206	206 Glenn Heights Express	Express	No changes except to Route Number	206
208	208 Northwest Plano Park & Ride	Express	No changes between Downtown Dallas and NW Plano P&R; Frito- Lay extension served by Legacy GoLink	208, Legacy GoLink

Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
278	278 Redbird Express	Express	No changes except to Route Number	278
283	283 Lake Ray Hubbard Express	Express	Many trips absorbed into Route 101 I-30/Broadway service. Select trips make stops along I-30 service road between Buckner and St. Francis to serve shopping districts	101
333	333 Frankford / Addison Transit Center	60	Largely covered by Keller Springs Central Carrollton GoLink small segment on Frankford served by 71 Frankford	71, Keller Springs GoLink
347	347 Addison TC / N. W. Plano P&R	60	Absorbed with some changes by Route 72 Dallas-Addison-NW Plano, removing service along Parkwood, Midway, Horizon, W. Plano Pkwy between Midway and Chapel Hill, and Knoll Trail	72
350	350 Addison Tc - Collin County College	45	Largely replaced by Route 92 W 15th west of Custer; modified route east of Custer with some segments served by South Central Plano GoLink; service between Parker Road and Collin College replaced with North Central Plano GoLink	92, South Central Plano GoLink, North Central Plano GoLink
360	360 Lookout-Plano Rd / Forest Lane Sta	60	Service south of Spring Valley replaced by Route 78 Coit Road; Lookout extension covered by East Telecom GoLink, service along (S &N) Greenville removed between Arapaho and Centennial, Alma and N. Glenville, and Midpark	78, East Telecom GoLink
361	361 Arapaho Ctr / Addison TC Via Arapaho	45	West of Coit, replaced by Route 74 Campbell; Richardson Civic Center served by Route 95 Naaman Forest; central portion to be covered by Central Richardson GoLink	74, 95, Central Richardson GoLink
362	362 Addison / Arapaho Ctr Via Campbell	60	Replaced by <u>Route 74</u> Campbell between Arapaho Center and Coit, <u>Route 92</u> W 15th provides coverage on Preston and Keller Springs; 883 UTD Shuttle covers areas near UTD.	74, 92, 883
372	372 Arapaho Ctr / South Garland	60	Route 87 Shiloh serves same alignment from South Garland TC to Shiloh & Arapaho; Route 95 Naaman Forest serves remaining alignment to Arapaho Center	87, 95

Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
374	374 LBJ / Skillman-Woodmeadow	60	Replaced by <u>Route 106</u> Walnut Hill between S Garland TC and Wickersham/Estate/Walnut Hill; by Route 109 La Prada at Woodmeadow; and by expanded Lake Highlands GoLink on Audelia	106, 109, Lake Highlands GoLink
376	376 Cockrell Hill / Loop 12	40	Mostly absorbed by <u>Route 56</u> Merrifield with Loop 12 segment served by Mountain Creek GoLink	56, Mountain Creek GoLink
377	377 Dt Garland / S Garland Via Saturn	60	Replaced by 102 Saturn, with minor routing changes	102
378	378 DT Garland / South Garland T. C.	60	Northern Broadway/Dairy segments to be served by Route 101 IH30 Broadway, replaced by Route 109 La Prada between Lake Ray Hubbard and South Garland T.C. with modifications	101, 109
380	380 Dt Garland / S Garland Via First	60	Replaced by 103 Centerville, with coverage on Marketplace by 109 La Prada; Fifth Street service relocated to First Street	103, 109
401	401 Downtown Irving / Valley Ranch	60	Replaced by 66 MacArthur with minor changes and extension to Addison.	66
402	402 Dt Garland / Dt Carrollton	60	Glenbrook segment covered by 97 Buckingham; 95 covers Belt Line between Lindale into Addison, Route 96 E Belt Line follows same alignment from Spring Valley to Belt Line & Buckingham; Central Richardson GoLink covers areas between Spring Valley and Addison; Route 66 MacArthur covers Belt Line from Addison to Downtown Carrollton	66, <u>95</u> , 96, 97,
403	403 Irving Conv / Spring Valley	60	West of Addison, service is absorbed by 66 MacArthur; eastern segments are mostly covered by Central Richardson GoLink	66, Central Richardson GoLink
404	404 Kirnwood / Parkland Station	20	Replaced by Route 54 Westmoreland except for Pierce/Pentagon segment covered by Route 56 Merrifield	54, 56

Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
405	405 Parkland-Ledbetter Station	45	Route 49 Sylvan serves the same alignment between Parkland and Tyler-Vernon; Route 48 Polk and Route 134 Kiest cover central segments; Route 131 East Oak Cliff covers southeastern portions	48, 49, 131, 134
408	408 DFW-Parkland Station	60	Mostly absorbed by Route 69 Irving Blvd DFW, with some segments covered by Central Irving GoLink	69, Central Irving GoLink
409	409 JB Jackson - Parkland Station	20	Replaced with minor changes (near Oak Lawn) by Route 5 Haskell	5
410	410 Parker Rd Sta /S Garland TC	60	Replaced by <u>Route</u> 86 Jupiter with no major changes	86
415	415 Ledbetter Sta / SW Center Mall	60	Route 54 Westmoreland (on the west) and Route 48 Polk (on the east) provide coverage on Wheatland; service on Camp Wisdom is provided by Route 38 Camp Wisdom; areas between Wheatland and Camp Wisdom are covered by Route 48 Polk	38, 48, 54
426	426 J. B. Jackson T. C./ Illinois Station	30	Becomes northeastern portion of Route 34 Illinois	34
428	428 South Garland / Bachman Station	30	Replaced by 100 NW Hwy with only slight modifications	100
444	444 Ledbetter Sta-Cockrell Hill	60	Replaced by 33 Clarendon west east of 8th & Corinth station; 134 Kiest on Corinth/Fran Way 8th to Morrell; 133 Lancaster/Ramona on Lancaster from Illinois to Ledbetter Station; and expanded Inland Port GoLink in Joppa Community	33, 133, 134, Inland Port GoLink
445	445 Mountain View Coll-Illinois Sta.	40	Replaced by <u>Route</u> 34 Illinois with new thru-service to JB Jackson (current <u>426</u>)	34
451	451 Forest Ln Sta / N. W. Plano P&R	60	Replaced by Route 78 Coit Rd with minor modifications between LBJ and Spring Valley and in Legacy area, where some segments are replaced by Legacy GoLink	78, Legacy GoLink
452	452 Parker Road / N. W. Plano P&R	60	Preserved as <u>Route</u> 91 Parker with only minor modifications; will no longer enter Campus at Legacy Circle	91

Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
453	453 Wheatland Rd. - Parkland Station	30	Replaced by Route 50 Hampton with minor modifications south of Camp Wisdom Road to serve Chaucer Place area	50
463	463 Addison / Dt Garland Sta	30	Preserved with minor modifications as Route 98 Spring Valley; small segment near Addison served by 64 O'Connor; Shot-haul trips added to improve frequency between Spring Valley Station and Addison	98, 64
466	466 Buckner Station-AAFES	20	Replaced by Route 37 Ledbetter	37
467	467 Buckner Station / South Garland	20	Mostly replaced by Route 115 Buckner with modifications to serve Casa Linda	115
475	475 Lake June / Lake Highlands	45	Some segments on Buckner picked up by Route 115 Buckner; other segments covered by Lake Highlands GoLink	115, Lake Highlands GoLink
486	486 Dt Garland / Royal Lane Station	30	From Downtown Garland to Spring Valley Station, replaced by 99 Forest Lane; some western segments on Forest and Marsh will be served by 64 O'Connor	64, 99
488	488 LBJ / Skillman Sta / Brookhaven College	60	East of Coit Road and on Noel, mostly replaced by Route 99 Forest Lane; western segments replaced by Route 64 O'Connor and some central segments replaced by Farmers Branch GoLink	64, 99, Farmers Branch GoLink
500	500 Beltline Station-Freeport	60	Replaced by Cypress Waters GoLink	Cypress Waters GoLink
501	501 Downtown Irving / Urban Ctr. Station	60	Service between Downtown Irving and North Lake College Station only is replaced by 68 S Belt Line	68
502	502 Manderville / Lovers Ln. Station	40	Some segments to be covered by expanded North Dallas GoLink; others will be covered by 100 NWHWY	100, North Dallas GoLink
504	504 Downtown Irving / Northlake College	45	Replaced by Central Irving GoLink	Central Irving GoLink
505	505 West Irving Sta./ Univ. Of Dallas	60	Replaced by Central Irving GoLink service except for small segments on Esters and Grauwlyer covered by Route 69 Irving Blvd DFW	69, Central Irving GoLink

Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
506	506 Park Lane / Stone Canyon	30	Replaced by 79 Ridgecrest	79
507	507 Irving Conv Station / Downtown Irving	40	Replaced with minor modifications by 64 O'Connor, operating 7 days/week, with extension to Addison	64
508	508 Univ. Of Dallas / Downtown Irving	60	Replaced by 62 Nursery operating 7 days/week	62
509	509 Beltline / Regent	60	Replaced by Cypress Waters GoLink	Cypress Waters GoLink
510	510 Belt Line / Urban Center	60	Western areas served by Cypress Waters GoLink, with some of eastern segments served by 64 O'Connor	64, Cypress Waters GoLink
513	513 Downtown Garland Firewheel Town Ctr	45	Service preserved with minor modifications as 95 Naaman Forest with extension to Addison_Transit Center	95
514	514 West Irving / Carl Road / 183	60	Small segment on Grauwlyer is covered by 64 O'Connor	64
515	515 Zoo Station-Ledbetter Station	30	Some segments on Ramona to be covered by Route 133 Lancaster / Ramona	133
516	516 Camp Wisdom Station / Singing Hills	40	Absorbed by Route 45 Marsalis between Sax Leigh and Camp Wisdom Station	45
521	521 Cityplace Uptown Sta. /NW Hwy	45	Replaced largely by 6 Cole south of Mockingbird; Northwest Highway extension covered by expanded Park Cities GoLink	6, Park Cities GoLink
522	522 Kiest Station / Methodist Hospital	40	Beckley service is replaced by Route 46 Beckley	46
524	524 LoveLink	20	Replaced by 20 LoveLink	20
525	525 Parkland Station-Regal Row	40	Partially replaced by 22 Harry Hines and 23 Regal Row	22, 23
526	526 Inwood / Love Field Sta.- Brookriver	60	Some coverage provided by 23 Regal Row	23
527	527 Inwood-Love Field / Regal Row	40	Largely replaced by 23 Regal Row	23

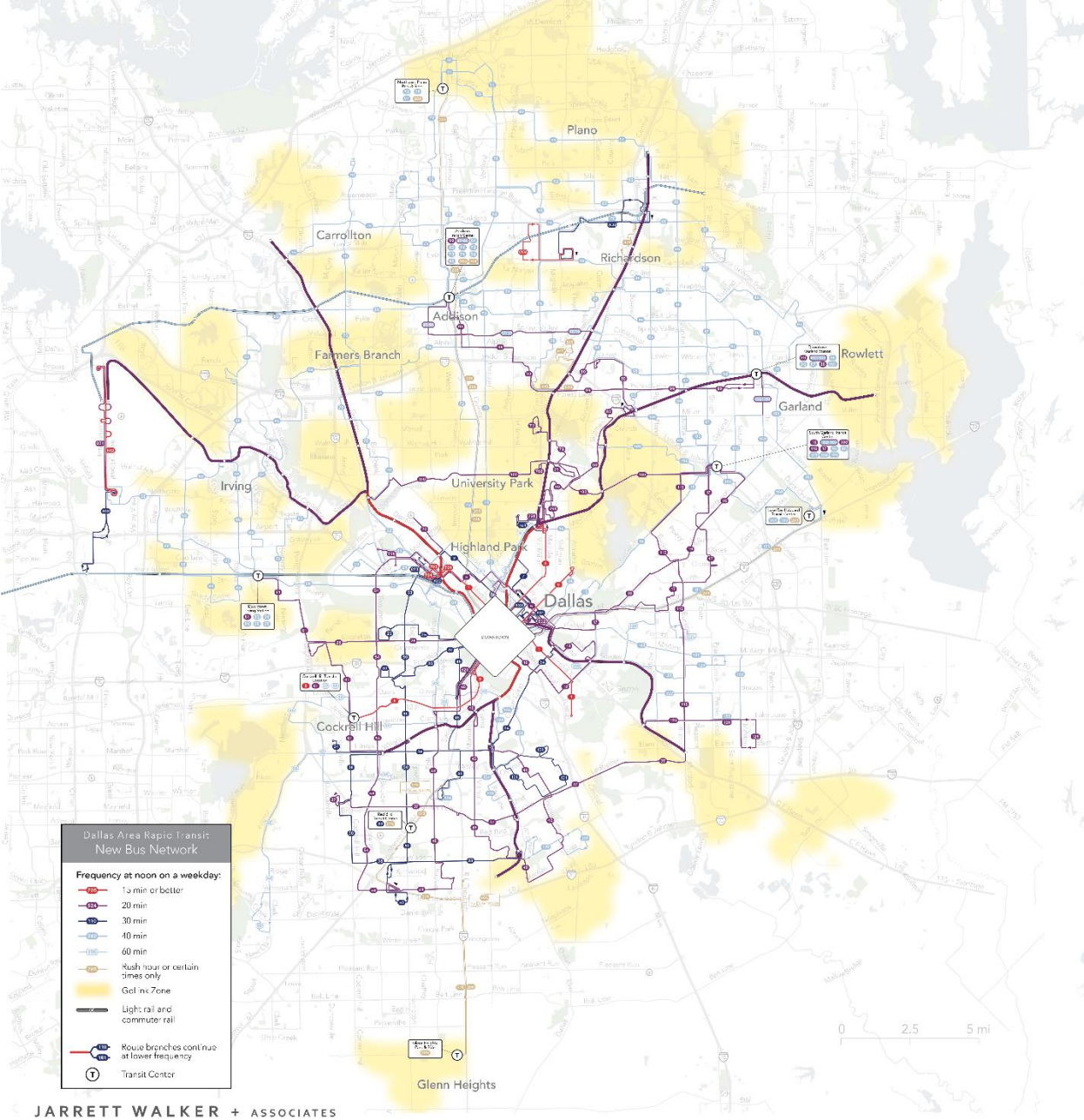
Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
528	528 Bachman / Urban Center Sta.	60	Largely served by new Northwest Dallas GoLink with a small segment on Northwest Highway served by Route 64 O'Connor	64, Northwest Dallas GoLink
529	529 Inwood / Love Field-Royal Lane Sta.	60	Largely replaced by new Preston Hollow GoLink and expanded Park Cities GoLink	Preston Hollow GoLink
531	531 Baylor Medical / Farmers Branch Sta.	60	Replaced by 70 Josey with extension to Bachman Station	70
532	532 Royal Ln Station / Midway	60	Largely replaced by new Preston Hollow GoLink service	Preston Hollow GoLink
533	533 Farmers Branch Station-Luna Road	Peak Only	Covered by expanded Farmers Branch GoLink with coverage on Valley View by 64 O'Connor	64, Farmers Branch GoLink
534	534 Addison / Trinity Mills Station	60	Replaced with slight modifications by 71 Frankford; segments near Trinity Mills Station served by Northwest Carrollton GoLink zone	71, NW Carrollton GoLink
535	535 Bachman / Farmers Branch Sta.	40	Segments south of Royal Lane are covered by 70 Josey; Service on Josey from LBJ to Valley View is provided by 64 O'Connor; other segments by Preston Hollow GoLink	64, 70, Preston Hollow GoLink
536	536 Trinity Mills Sta./Addison	Peak Only	Replaced with all-day coverage on new Central Carrollton/Keller Springs GoLink zone; 71 Frankford covers MacArthur approach to Trinity Mills Station	71, Keller Springs GoLink
538	538 Illinois Station-Ledbetter Dr	20		40, 131
541	541 Corinth Station-Fawn Valley	45	Replaced by Route 134 Kiest with modifications near 8th/Corinth Station and straightening on Kiest	134
542	542 Davis-Cockrell Hill Ptl	40	Davis east of Sylvan covered by Route 33 Clarendon	33
544	544 Farmers Branch / Parkland Station	40	Replaced by 22 Harry Hines between Parkland and Bachman Stations; Northwest Dallas GoLink in northern portions.	22, Northwest Dallas GoLink

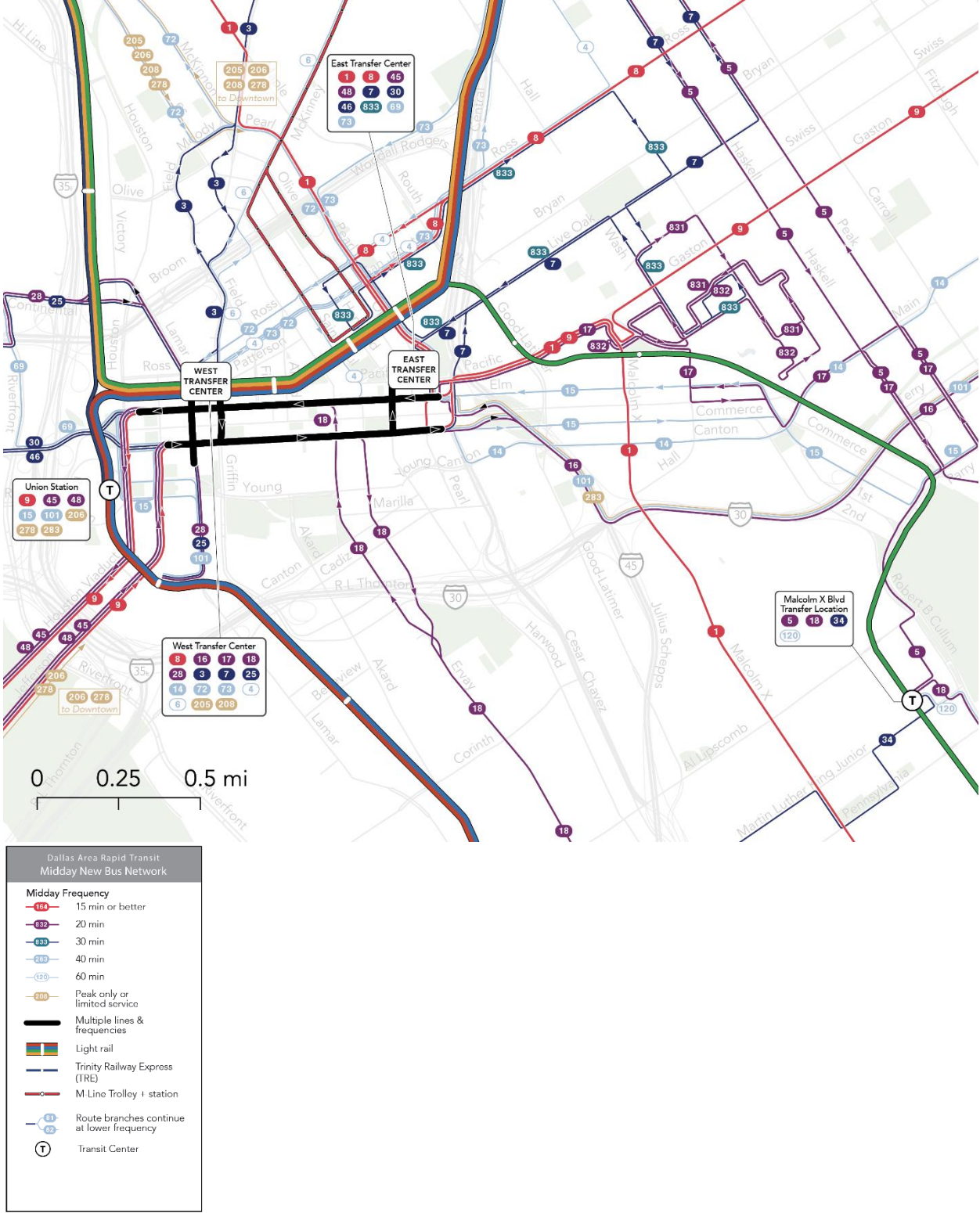
Exhibit 2

Current Number	Current Name	Midday Freq. Oct. 2020	Service Change Proposal	Relevant DARTzoom Route(s)
547	547 Westmoreland Sta- Kirnwood	40	Replaced by Route 38 Camp Wisdom from Westmoreland Station to Camp Wisdom/US 67 and by Route 50 Hampton in Chaucer neighborhood south of Camp Wisdom	38, 50
549	549 Downtown Irving Sta / Westmoreland Sta	30	Replaced with slight modifications by Route 61 Cockrell Hill Rd North	61
551	551 Arapaho Sta - LBJ/Skillman Sta	60	Replaced by 85 Plano Road service	85
553	553 Camp Wisdom Station	60	Most segments replaced by Route 40 Bonnie View and Route 139 Simpson Stuart	40, 139
554	554 Ledbetter / Bonnie View / Paul Quinn	30	Largely covered by Route 40 Bonnie View and Route 139 Simpson Stuart (southern loop)	40, 139
555	555 Camp Wisdom / Cedar Valley	60	Replaced by Inland Port GoLink service	Inland Port GoLink
597	597 Buckner Station-Military Pkw	60	122 Military follows the same alignment between Lawnview and Scyene/St. Augustine; 124 Bruton covers a smaller portion of Scyene; expanded Rylie GoLink covers some southern segments	122, 124, Rylie GoLink
749	749 Parkland Station / Convention Center	30	Stemmons Frontage segments to be covered by Route 69 Irving Blvd DFW	69
841	841 Telecom Corridor	Peak Only	Some segments of Plano Pkwy will be covered by Route 78 Coit and Route 92 W 15th; Route 87 Shiloh serves some segments between Campbell and Renner; South Central Plano and East Telecom GoLink cover additional areas	78, 87, 92, Central Plano and E Telecom GoLink
843	843 South Plano	Peak Only	Replaced by East Plano and East Telecom GoLink services	E Plano, E Telcom GoLink
870	870 East Plano	60	Largely replaced by new East Plano and South Central Plano GoLink zones; W 15th covered by 92 W 15th	92, E Plano and Central Plano GoLink

The Service Change would universally impact current routes in some way – and therefore qualifies as a “major service change”. The proposed network is depicted on the map below.



Downtown Dallas would continue to serve as the most important bus node and attraction in the proposed network. The Downtown Dallas bus service as proposed is depicted in the map below.



These documents and information support the assessment that the Service Change qualifies as a “Major Service Change”.

THRESHOLD 2: ARE MINORITY AND LOW-INCOME COMMUNITIES AFFECTED?

Due to the fact that all current DART routes serve at least one low-income and / or minority-majority community, a universally impactful Service Change of this magnitude could logically be considered to affect all of these protected communities on a system-wide scale. However, detail regarding DART’s definition of “Low Income”, the reach of DART’s current services to areas of relevant population-concentration, and logical assumptions based on the observation of these data have been included in this section of the report in order to communicate the nature of this response.

Identification of Minority Population

Data from the 2010 Federal Census were used to identify the areas of minority population within the DART Service Area. The original data used were at the block group level and were aggregated for the purposes of identifying the concentrations of minority population in the Service Area.

The population of the DART Service Area is described by the following table.

Ethnic Distribution of DART Service Area Population 2010 Census

Race/Ethnicity	Number	Percent
White	964,137	38.62%
Hispanic	858,201	34.38%
Black/African American (AA)	444,957	17.82%
Asian	181,637	7.28%
Other	47,465	1.90%
Total Minority (Hispanic, AA, Asian, Other)	1,532,260	61.38%
Total	2,496,397	100.00%

Source: 2010 Federal Census

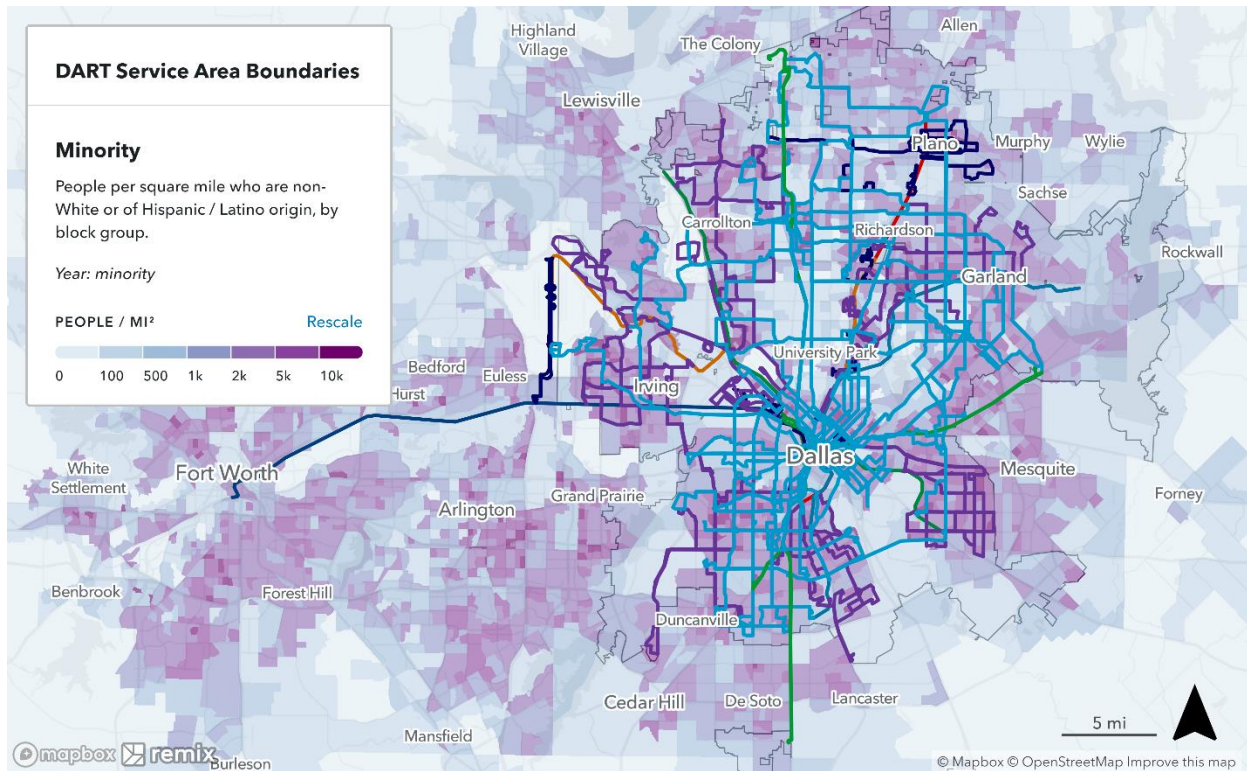
DART has historically defined those census block groups that have a proportion of minority population greater than the average proportion of a particular minority population within the Service Area as being areas of minority concentrations.

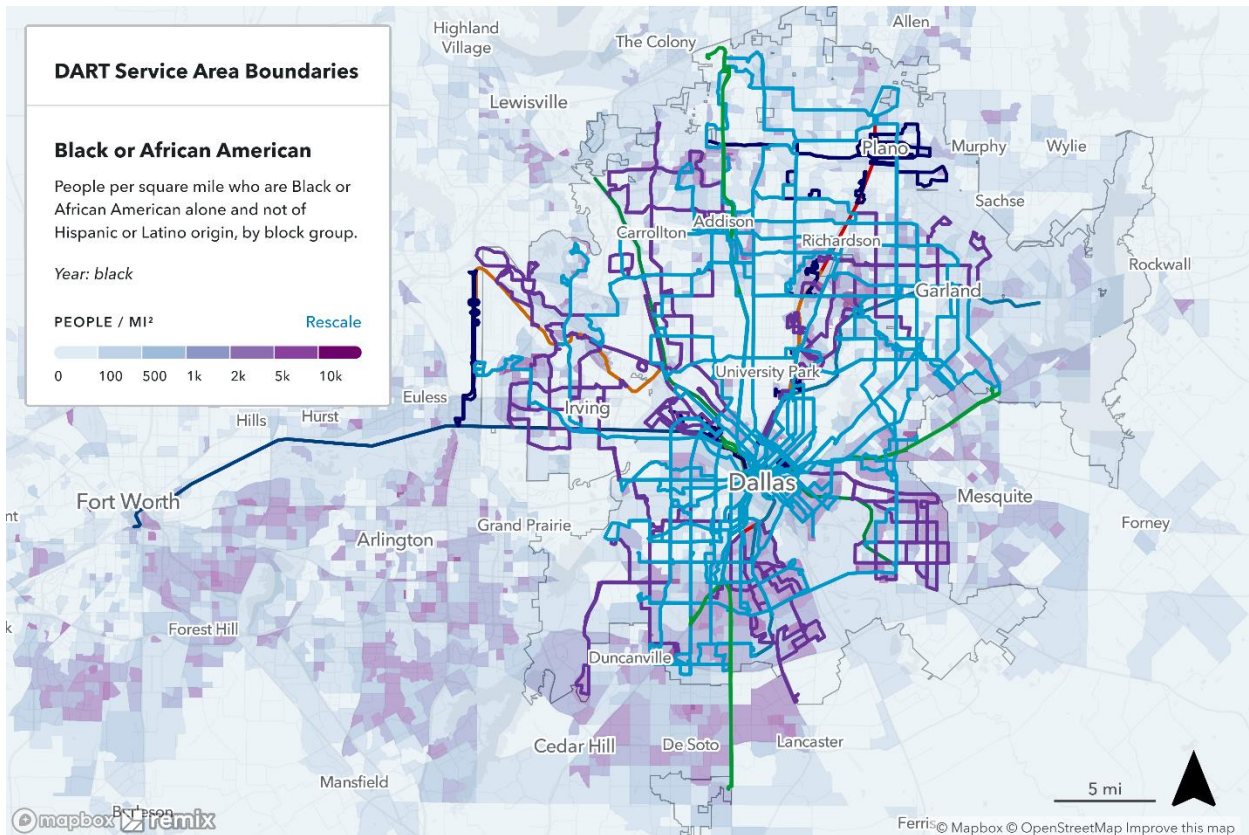
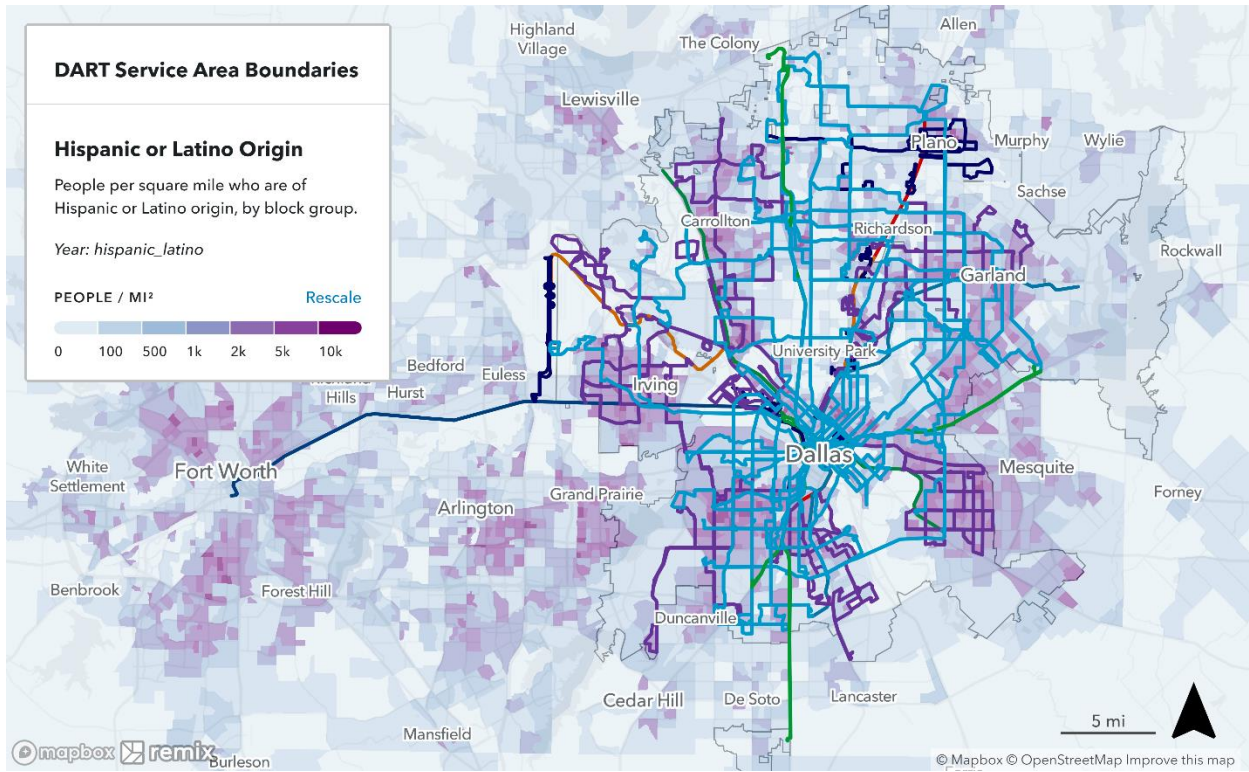
The geographic distribution of minority population concentration in the DART Service Area is shown by the maps that follow this page.

Identification of Bus Routes Serving Minority Population

Identification of DART bus routes that serve minority population concentrations was accomplished by overlaying the map of the bus route network on the maps identifying minority population concentrations. Those routes that traveled through or alongside the boundaries of

census block groups that included concentrations of minority population were identified as serving minority population concentrations. Those routes are depicted by the maps that follow this page and are identified in the table that follows the maps. These maps were based on 2019 American Community Survey data. Nearly every route in the system serves concentrations of at least one of the three major minority groups.





Current DART Bus Routes Serving Minority and Low-Income Block Groups (Part 1)

Route	Census Block Groups Served			
	Hispanic	Black	Asian	Low Inc.
2	Y	Y	Y	Y
11	Y	Y	Y	Y
12	Y	Y	Y	Y
19	Y	Y	Y	Y
21	Y	Y	N	Y
24	Y	Y	Y	Y
26	Y	Y	N	Y
27	Y	Y	Y	Y
29	Y	Y	Y	Y
31	Y	Y	Y	Y
35	Y	Y	Y	Y
36	Y	Y	Y	Y
39	Y	Y	Y	Y
42	Y	Y	N	Y
52	Y	Y	Y	Y
59	Y	Y	Y	Y
60	Y	Y	Y	Y
63	Y	Y	Y	Y
76	Y	Y	Y	Y
81	Y	Y	Y	Y
82	Y	Y	Y	Y
84	Y	Y	Y	Y
110	Y	Y	Y	Y
111	Y	Y	Y	Y
155	Y	Y	N	Y
161	Y	Y	Y	Y
164	Y	Y	Y	Y
183	Y	Y	Y	Y
205	N	Y	Y	Y
206	Y	Y	N	Y
208	N	Y	Y	Y
210	N	Y	Y	Y
211	Y	Y	Y	Y
278	Y	Y	N	N
283	Y	Y	Y	N
333	Y	Y	Y	Y
347	Y	Y	Y	Y
350	Y	Y	Y	Y
360	Y	Y	Y	Y

Route	Census Block Groups Served			
	Hispanic	Black	Asian	Low Inc.
361	Y	Y	Y	Y
362	Y	Y	Y	Y
372	Y	Y	Y	Y
374	Y	Y	Y	Y
376	Y	Y	N	Y
377	Y	Y	Y	Y
378	Y	Y	Y	Y
380	Y	Y	Y	Y
385	Y	Y	Y	Y
401	Y	Y	Y	Y
402	Y	Y	Y	Y
403	Y	Y	Y	Y
404	Y	Y	Y	Y
405	Y	Y	Y	Y
408	Y	Y	Y	Y
409	Y	Y	Y	Y
410	Y	Y	Y	Y
415	Y	Y	N	Y
426	Y	Y	Y	Y
428	Y	Y	Y	Y
444	Y	Y	N	Y
445	Y	Y	Y	Y
451	Y	Y	Y	Y
452	Y	Y	Y	Y
453	Y	Y	Y	Y
463	Y	Y	Y	Y
466	Y	Y	Y	Y
467	Y	Y	Y	Y
475	Y	Y	Y	Y
486	Y	Y	Y	Y
488	Y	Y	Y	Y
500	Y	Y	Y	N
501	Y	Y	Y	Y
502	Y	Y	Y	Y
504	Y	Y	Y	Y
505	Y	Y	Y	Y
506	Y	Y	Y	Y
507	Y	Y	Y	Y
508	Y	N	Y	Y

Notes:

All routes are impacted by the Service Change proposed. A minority or Low-Income block group is considered “served” if a bus route travels through it or alongside its boundary. A block group is not considered “served” if the bus route travels through or alongside it on a non-stop (usually a freeway) route segment.

Current DART Bus Routes Serving Minority and Low-Income Block Groups (Part 2)

Route	Census Block Groups Served			
	Hispanic	Black	Asian	Low Inc.
509	Y	Y	Y	N
510	Y	Y	Y	Y
513	Y	Y	Y	Y
514	Y	Y	Y	Y
515	Y	Y	N	Y
516	Y	Y	N	Y
521	Y	Y	Y	Y
522	Y	Y	N	Y
524	Y	N	Y	N
525	Y	Y	Y	Y
526	Y	Y	Y	Y
527	Y	Y	Y	Y
528	Y	Y	Y	Y
529	Y	Y	Y	Y
531	Y	Y	Y	Y
532	Y	Y	Y	Y
533	Y	N	N	Y
534	Y	Y	Y	Y
535	Y	Y	Y	Y
536	Y	Y	Y	Y
538	Y	Y	N	Y
541	Y	Y	Y	Y
542	Y	Y	N	Y
544	Y	Y	Y	Y
547	Y	Y	Y	Y
549	Y	Y	Y	Y
551	Y	Y	Y	Y
553	Y	Y	N	Y
554	Y	Y	N	Y
555	Y	Y	N	Y
560	Y	Y	Y	Y
566	Y	Y	Y	Y
568	Y	Y	Y	Y
571	Y	Y	Y	Y
574	Y	Y	Y	Y
582	Y	Y	Y	Y
583	Y	Y	Y	Y
585	Y	Y	Y	Y

Route	Census Block Groups Served			
	Hispanic	Black	Asian	Low Inc.
591	Y	Y	N	Y
592	Y	Y	N	Y
593	Y	Y	N	Y
594	Y	Y	N	Y
595	Y	Y	N	Y
597	Y	Y	N	Y
702	N	N	N	N
749	Y	Y	Y	Y
840	Y	Y	Y	Y
841	Y	Y	Y	Y
843	Y	Y	Y	Y
870	Y	Y	Y	Y
887	Y	Y	Y	N
<u>Go-Link</u>				
Rowlett	Y	Y	Y	N
Farmers Br	Y	Y	Y	Y
Glenn Heights	Y	Y	N	Y
Lake Highlands	Y	Y	Y	Y
Lakewood	Y	Y	Y	Y
N Ctrl Plano	Y	Y	Y	Y
N Dallas	Y	Y	Y	Y
Park Cities	Y	Y	Y	Y
Legacy	Y	Y	Y	Y
Far North Plano	Y	Y	Y	N
Rylie	Y	Y	N	Y
Kleberg	Y	Y	N	Y
Inland Port	Y	Y	N	Y
<u>SiteSpec Shuttles</u>				
Parkland 704/705/706	Y	Y	Y	Y
SMU 743/768	Y	Y	Y	Y
DFW 801/02/04	N	N	N	N
UT Swstrn 822/23	Y	Y	Y	Y
Rech Galatyn 824	Y	Y	Y	Y
MATA 825	Y	Y	Y	Y
TI Forest 828	Y	Y	Y	Y
TI Main 826/27	Y	Y	Y	Y
MedCity 830	Y	Y	Y	Y
UT Dallas 883	Y	Y	Y	Y

Ethnicity of DART Riders

The most recent survey of DART Ridership that reliably identifies the ethnicity of riders of the transit system was the 2014 NCTCOG Regional On-Board Transit Survey. It was conducted by ETC Institute (with Parsons Brinckerhoff serving as General Engineering Consultant) for the North Central Texas Council of Governments (NCTCOG) the region’s Metropolitan Planning Organization (MPO) on behalf of the region’s main public transportation providers. Those providers are: Dallas Area Rapid Transit (DART); Fort Worth Transportation Authority (The T, now called Trinity Metro); Trinity Railroad Express (TRE); and Denton County Transportation Authority (DCTA). That study identified riders of the DART system in three segments. Those segments included:

- Bus Only – Riders who rode only buses to complete a one-way trip and did not use any element of the rail service offered by DART;
- Bus/Rail – Riders who used both bus routes and rail lines (including light rail and commuter rail) to complete a one-way trip; and
- Rail Only – Riders who used only rail lines (including light rail and commuter rail) to complete a one-way trip.

The ethnicity of riders has been summarized for each of these segments of system ridership and for the aggregate system. The ethnic composition of DART ridership is summarized by the following table.

Ethnic Proportions of DART Ridership (rows add to 100%)

Mode	White	Black/AA	Hispanic	Asian	Other
Bus Only (39% of Riders)	22%	54%	21%	2%	1%
Bus/Rail (32% of Riders)	20%	60%	17%	2%	2%
Rail Only (29% of Riders)	34%	44%	17%	4%	1%
System Total	25%	53%	18%	3%	1%

This analysis identifies Black/African American riders as the largest component of DART ridership. Black/African American riders are represented at a rate of about 2.97 times their proportion in the population of the Service Area. White riders are represented at a rate of about 0.65 times their proportion in the population. Hispanic riders are represented in ridership at a rate of about 0.52 times their proportion in the population. The low representation of Hispanic persons among DART riders occurs despite the fact that over 90 percent of DART bus routes (and GoLink zones) intersect or are completely included in census groups that have Hispanic population in a proportion greater than the proportion of Hispanic population in the Service Area.

Asians represent only three percent of DART riders, a rate of about 0.41 times the proportion of these persons in the population. The remaining ethnicities, comprising under 2% of population, are represented in DART ridership at a rate that is about half of that.

Number of Vehicles Used by Race/Ethnicity

The table below shows the proportions of riders by race/ethnicity for total riders and by number of transit vehicles used. The data, from the NCTCOG 2014 Transit Survey, clearly shows that as the number of transit vehicles increases, Black/African American passengers comprise an increasingly high share of those riders.

Ethnic Proportions of DART Ridership by Transit Vehicles Used

Transit Vehicles Used	White	Black/AA	Hispanic	Asian	Other
One (55% of riders)	28%	48%	20%	3%	1%
Two (28% of riders)	23%	56%	17%	2%	2%
Three (14% of riders)	18%	62%	17%	2%	1%
Four or More (3% of riders)	15%	67%	16%	1%	1%
System	25%	53%	18%	3%	1%

Income Characteristics of the DART Service Area Population

According to 2010 Census and American Community Survey data, the DART Service Area population has the following income characteristics.

Income Levels of the DART Service Area Households

Income Range	Percentage	Summed
Less than \$15,000	10.96%	10.96%
\$15,000 - \$25,000	10.38%	21.34%
\$25,000 - \$35,000	11.00%	32.34% (total below low-income threshold)
Greater than \$35,000	67.66 % (total above low-income threshold)	100%

DART has traditionally defined “Low Income Population” as those persons living in households with annual income of less than **\$35,000**. In the 2010 census, as the above table reflects, the proportion of the DART Service Area Population classified as Low Income Population was **32.34** percent of households.

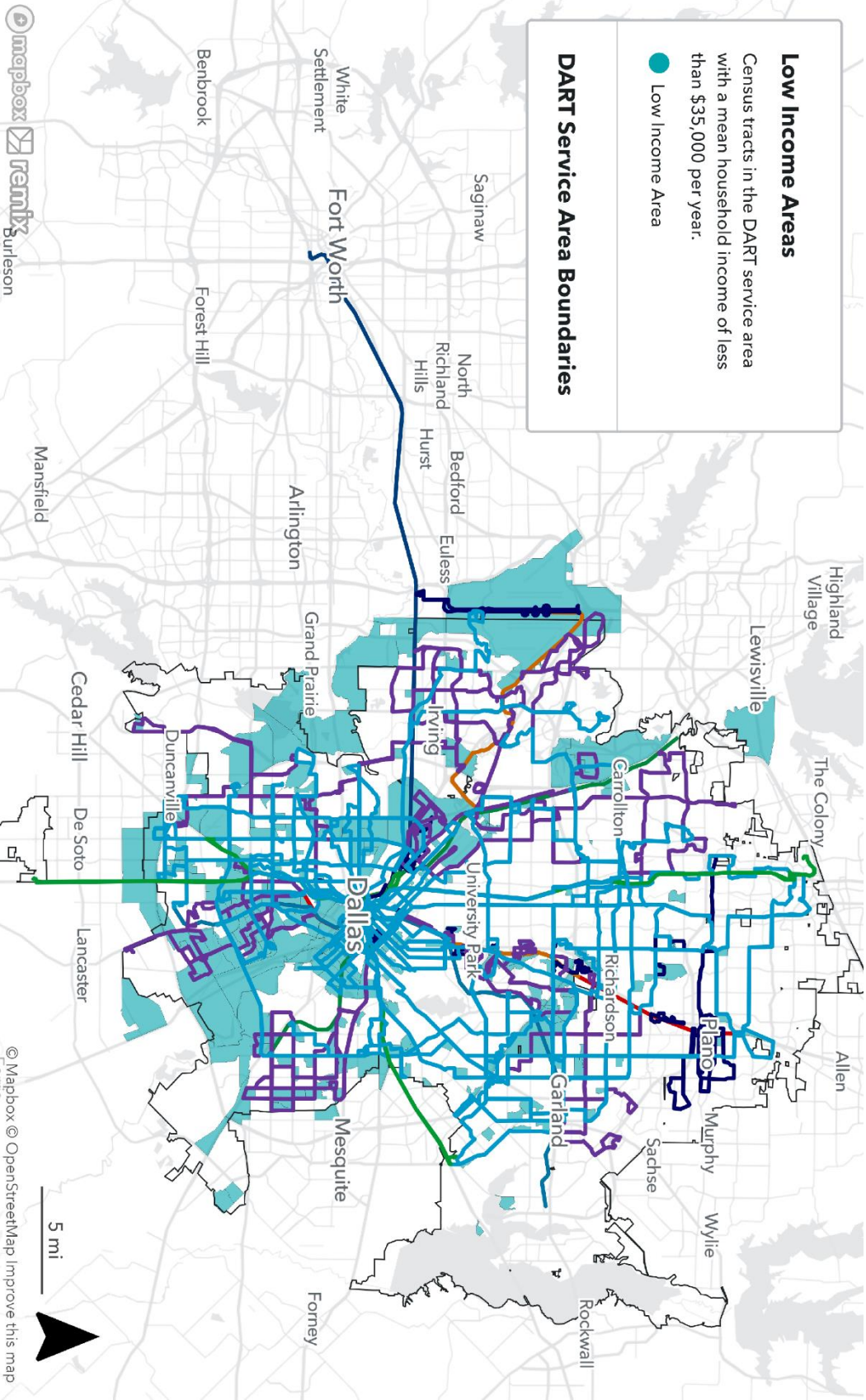
To assess the degree to which planned service modifications affect the Low-Income population, the census block groups that had concentrations of Low-Income households were identified. Low-income census block groups were defined as those having a proportion of households with annual

income below **\$35,000** of greater than **32.34** percent. The location of Low-Income census block groups is shown by the map on the following page.

Identification of DART Bus Routes Serving Low-Income Communities

The DART bus route network map was overlaid on the map depicting the areas with concentrations of Low-Income population to identify, specifically those routes whose ridership was likely to be drawn from among Low Income residents. That map, which was based on 2019 American Community Survey data, is provided on the following page.

The DART bus routes that serve communities with concentrations of Low-Income population were identified in the previous table that identified route serving minority block groups. The identified routes travel through or along the border of at least one census block group (non-stop route segments excluded) defined as having concentrations of Low-Income households. In the analysis, 143 of DART's 153 routes (including on-demand zones and [non-DFW Airport] shuttles) were identified as serving concentrations of Low-Income population.



Income Characteristics of DART Bus Riders

The 2014 NCTCOG Regional On-Board Transit Survey asked riders to identify their household income level. Those data were summarized and reported as a part of the study’s final report. The income data have been summarized by the market segment categories identified by the survey. The following table summarizes the income characteristics of riders by their mode choice.

Income Proportions of DART Riders

Mode	< \$12K	\$12K - \$20K	\$20K- \$24K	\$24K- \$35K	\$35K- \$50K	\$50K- \$75K	>\$75K
Bus Only (39% of Riders)	7%	10%	18%	24%	25%	12%	3%
Bus/Rail (32% of Riders)	13%	12%	16%	21%	22%	12%	4%
Rail Only (29% of Riders)	7%	7%	13%	19%	23%	19%	12%
System Total	9%	10%	16%	22%	23%	14%	6%

Among those DART riders who only used buses to complete their trips 59 percent reported having household income below **\$35,000**, DART’s Low-Income threshold. Among those riders who used both bus and rail modes to complete their journey, 62 percent reported being in the Low-Income level. These statistics indicate that the proportion of Low-Income persons among bus riders is 1.8 to 1.9 times the proportion of Low-Income persons in the DART Service Area population.

A further examination of the NCTCOG 2014 Transit Survey data identifies the income characteristics of riders by the number of transit vehicles used to complete a one-way trip.

Income Characteristics of DART Ridership by Transit Vehicles Used

Transit Vehicles Used	< \$12K	\$12K - \$20K	\$20K- \$24K	\$24K- \$35K	\$35K- \$50K	\$50K- \$75K	>\$75K
One (55% of riders)	6%	8%	16%	23%	25%	16%	7%
Two (28% of riders)	11%	11%	16%	21%	22%	13%	6%
Three (14% of riders)	14%	13%	16%	20%	22%	11%	4%
Four or More Transit Vehicles (3% of riders)	15%	17%	15%	20%	19%	10%	4%
System Total	9%	19%	16%	22%	23%	14%	6%

This latter analysis indicates that Low-Income riders are more likely to transfer among routes to complete a one-way trip. This characteristic, like the similar characteristic among minority riders, indicates that Low Income riders are likely to be affected by changes throughout the bus system. Changes to routes other than those serving Low-Income areas are likely to affect Low-Income riders to a degree similar to changes to those routes that directly serve the communities in which they reside.

Income and Racial/Ethnic Characteristics of DART Riders

As shown below, Black riders comprise the plurality of every income bracket except for the very highest.

Racial/Ethnic Distribution of DART Riders by Household Income (Rows add to 100%)

Income	White	Asian	Black / AA	Hispanic / Latino	Other	Total
Less than \$12,000	18%	1%	62%	16%	2%	100%
\$12,000-\$19,999	18%	3%	59%	18%	2%	100%
\$20,000 - \$23,999	16%	2%	61%	19%	2%	100%
\$24,000 - \$34,999	20%	2%	56%	21%	2%	100%
\$35,000 - \$49,999	27%	2%	51%	19%	1%	100%
\$50,000-\$74,999	37%	4%	41%	17%	2%	100%
\$75,000 or more	49%	6%	31%	11%	3%	100%
Total	25%	3%	53%	18%	2%	100%

As shown in the table below, all the ethnic/racial groups with one exception have an income distribution with its peak in one of the two middle income brackets (\$24,000-\$35,000 and \$35,000-\$50,000). The exception is Asian riders, which peak in the \$50,000-\$75,000 income bracket.

Income Distribution of DART Riders by Racial/Ethnic Group (Columns add to 100%)

Income	White	Asian	Black / AA	Hispanic / Latino	Other	Total
Less than \$12,000	6%	5%	10%	8%	12%	9%
\$12,000-\$19,999	7%	12%	11%	10%	9%	10%
\$20,000 - \$23,999	11%	12%	18%	16%	17%	16%
\$24,000 - \$34,999	17%	15%	23%	25%	20%	22%
\$35,000 - \$49,999	25%	21%	23%	24%	18%	23%
\$50,000-\$74,999	21%	22%	11%	13%	14%	14%
\$75,000 or more	12%	14%	4%	4%	10%	6%
Total	100%	100%	100%	100%	100%	100%

Given that all of DART’s current routes serve concentrations of populations from at least one of the major minority groups and the DART-defined “Low Income Population”, the Service Change does appear to impact Title VI protected groups.

THRESHOLD 3: IS THERE A DISPARATE IMPACT ON MINORITY PASSENGERS OR A DISPROPORTIONATE BURDEN ON LOW-INCOME PASSENGERS?

Introduction

Based on the analysis performed and presented in this section, low-income and minority passengers not only do not bear a disproportionate burden or suffer a disparate impact from the Service Change – but their access to jobs and access to transit both improve assuming the implementation of the Service Change proposal. Most riders will have better or similar service nearby. In the new network, 99.8% of DART’s 2019 bus boardings will be within 1/2 mile of transit, and 98.2% will be within 1/4 mile of transit. The average resident would be able to access 34% more jobs within a 60-minute commute. And no matter the time of day, less residents would be more than ½ mile walk from transit.¹

This section will demonstrate this conclusion through a qualitative and quantitative discussion of the proposed Service Change, a presentation of analysis completed to measure access of these protected communities, and a comparison between the results of the protected communities and non-protected communities.

Analysis of Proposed Service Changes

DART Service Standards, revised effective September 2018, provide the following guidelines for conducting this analysis (from pages 10-12 available for review at the following link <https://dart.org/about/board/DARTServiceStandards.pdf>):

Disparate Impact Analysis

Federal Transit Administration regulations require that transit agencies conduct a disparate impact analysis when a major service change affects a minority transit route. The DART project team will conduct a disparate analysis for the entire system rather than a single route since every local fixed bus route is changing in the proposal. DART’s Diversity and Inclusion Department will conduct a review of the disparity analysis to confirm compliance with FTA Title VI requirements and to ensure there is no adverse impact on minority communities.

Minority Transit Route – A minority transit route is defined as a route with at least one-third of its revenue miles located in a Census block, Census block group, or traffic analysis zone where the percentage of minority population exceeds the percentage of minority population in the service area.

Disparate Impact – A disparate impact is an adverse impact upon minority (or Low Income, minority) population that is 5 percentage points greater than the proportion of minority (or Low Income, minority) population in the service area.

¹ DARTzoom New Network Report dated July 22, 2021

Disproportionate Burden Analysis

Federal Transit Administration regulations further require that transit agencies conduct a disproportionate burden analysis when a major service change affects a low-income transit route. DART planners will summarize the analysis conducted at the system level due to the enormity of the Service Change as proposed. Low-income and minority impacts will be assessed with the same analysis (described in the relevant sections below). DART's Diversity and Inclusion Department will conduct a review of the disproportionate burden analysis to confirm compliance with FTA Title VI requirements and to ensure there is no adverse impact on low-income communities. For this section and analysis, "low-income" is defined as a person living on an income less than 150% of the federal poverty level.

Disproportionate Burden – A Disproportionate burden is an adverse burden upon Low Income population that is 5 percentage points greater than the proportion of Low-Income population in the service area.

Discussion of Disparate Impacts and Disproportionate Burdens

The following discussion will assess the impacts of the major changes in the Service Change to determine whether they exceed the Board-approved tolerances for Disparate Impacts and Disproportionate Burdens on Title VI and Environmental Justice-protected communities.

- In reviewing the effectiveness of current services, the new network proposal team considered not only ridership, but passengers / service hour, service span, and community connectivity as well.
- When issues were identified for potential modification or improvement, the options were weighed against the resources available, and the current distribution of travel demand measured by boardings and / or alightings.
- Thorough proactive outreach was initiated by DART staff to community representatives and stakeholders whose service might change. This was done in an effort to solicit public comment and participation, but also as a courtesy – that stakeholders could be aware of the reason why as much as the change they could anticipate.
- The changes that constitute the proposal came from a number of various sources, including previous comprehensive operations analyses, stakeholder workshops, customers, DART Operators, and Service Planning staff.

Quantitative Analysis

The tables below summarize the results of the analysis comparing the previous and proposed fixed route networks². The analysis can be used to evaluate for disparate impacts and disproportionate burdens by comparing access to transit and jobs with the current network. These findings will support the claim that the proposed network does not merely avoid discriminating against protected groups, but improves their mobility in these two areas.

² This analysis, calculated using an isochrone travel model, was completed by Jarrett Walker and Associates. It uses 2017 ACS 5-year estimates to determine the location and number of jobs and residents in the DART Service Area, and then estimates the travel time including average waiting time, travel time, and any transfer-related additional waiting.

- (a) Access to jobs is measured in 45, 60, and 75 minute intervals for all residents, non-white³, black, white, Hispanic, lower income (persons living below 150% of the federal poverty level), medium and higher-income (persons living above this threshold), and residents over the age of 65.
- (b) Access to transit is measured by a ½ mile, and is calculated for residents, people living under 150% of the federal poverty level, non-white residents, and jobs. This calculation was done at various times to understand the impact and burden across the typical week – weekdays and weekends in the rush hour, midday, and evenings.

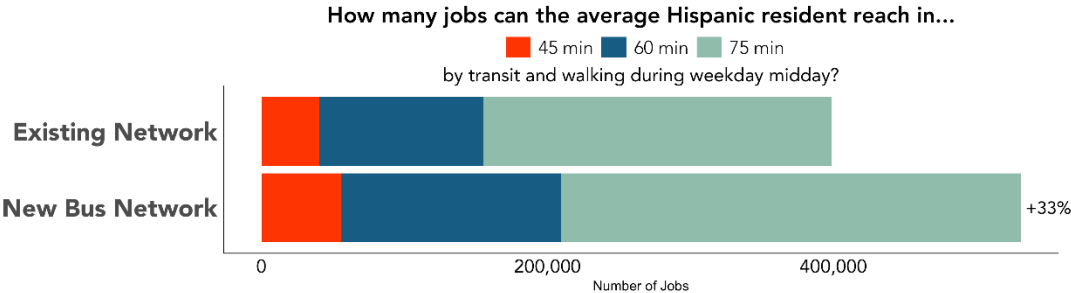
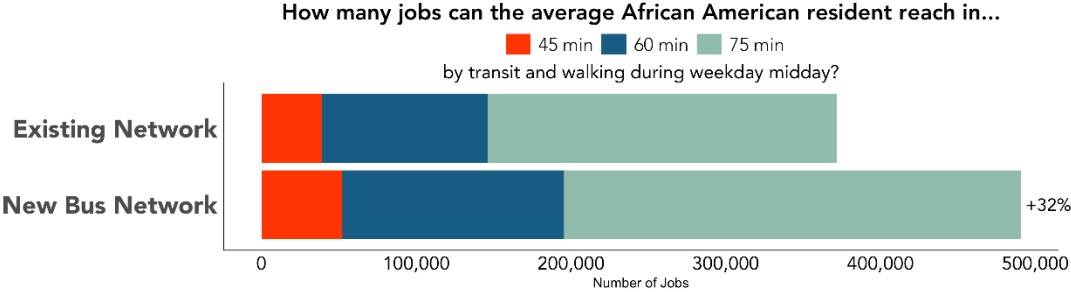
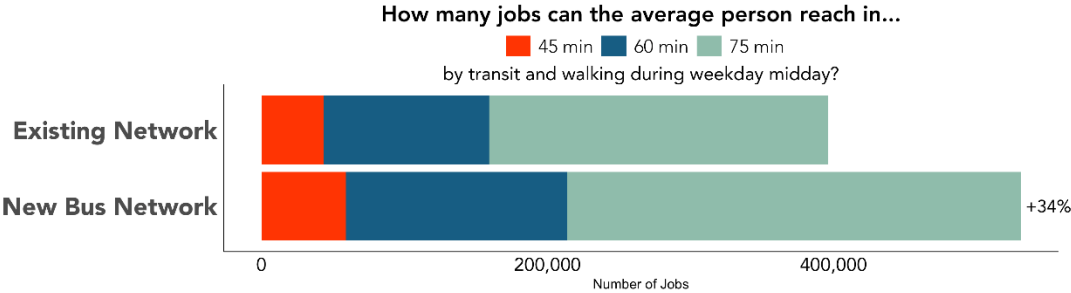
Access to Jobs

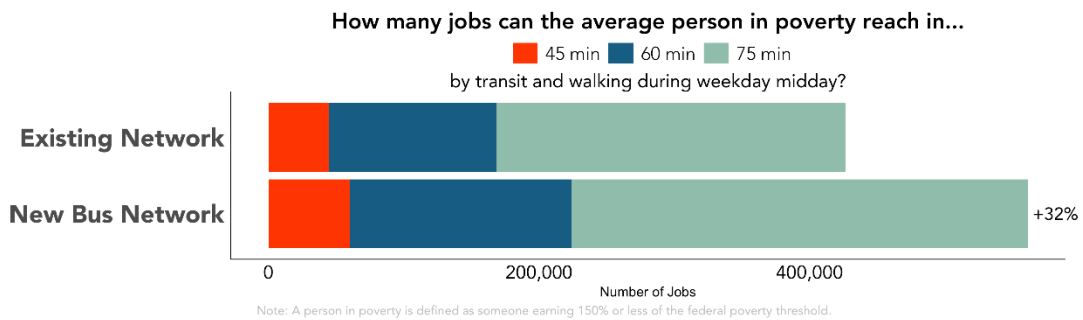
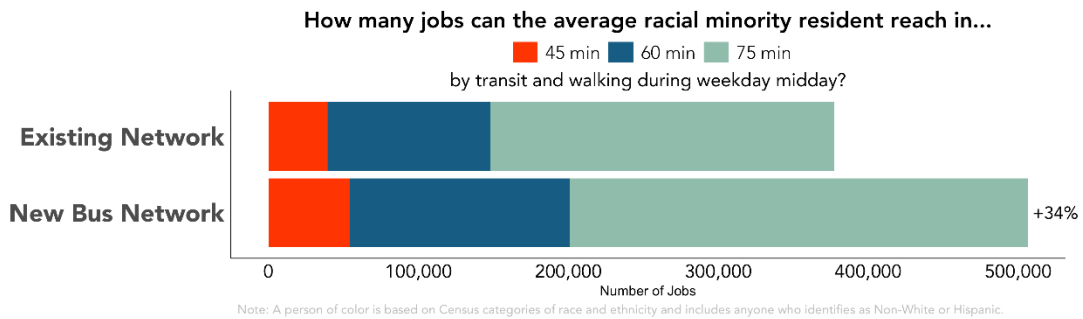
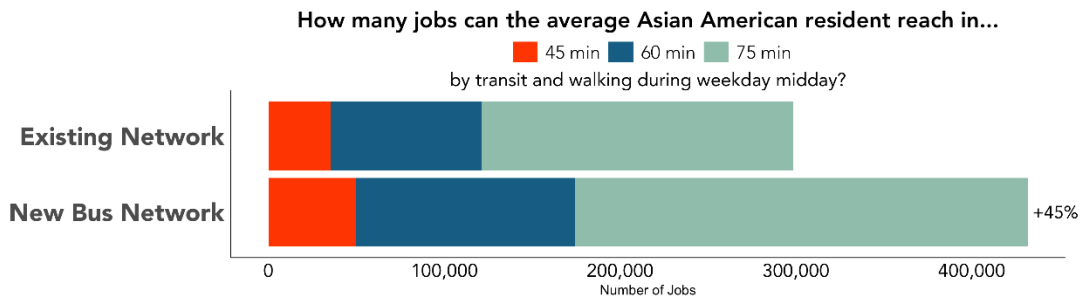
The proposed network improves access to jobs for the average Service Area resident. The table and charts below depict the analysis’ results and describe the increase in jobs accessed by each demographic group, as well as the percent increase over the current network.

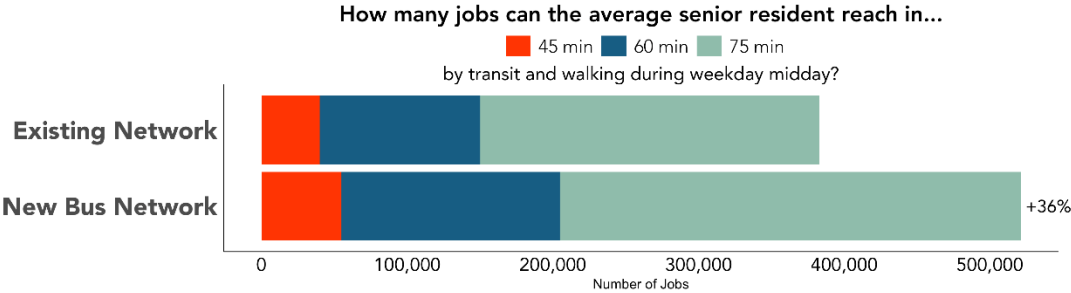
³ According to page 08 of the Jarrett Walker and Associates “New Network Plan July 2021” this includes Asian-Americans.

Exhibit 2

Demographic	<i>Additional jobs reachable in 45 minutes</i> (for the average resident)		<i>Additional jobs reachable in 60 minutes</i> (for the average resident)		<i>Additional jobs reachable in 75 minutes</i> (for the average resident)	
All residents	16,452	35%	41,826	34%	88,495	34%
Non-white residents	16,099	37%	41,183	35%	85,995	33%
Black residents	15,344	33%	39,905	34%	81,113	31%
White residents	17,096	32%	42,998	32%	93,053	35%
Hispanic residents	16,676	39%	42,292	33%	88,491	32%
Asian residents	15,076	41%	38,580	45%	83,390	45%
Lower income residents (earning < 150% of the fed. poverty level)	16,614	35%	43,411	32%	90,649	31%
Medium- and higher-income residents (earning > 150% of the fed. poverty level)	16,390	35%	41,220	34%	87,670	35%
Higher-income residents (earning > 200% of the fed. poverty level)	14,201	11%	32,284	13%	68,204	17%
Residents over the age of 65	16,889	37%	42,675	36%	90,977	36%







The results are also available for review at the DART member city level as well upon request. They also show that when measuring the access to jobs for both minority and low-income residents, the proposed network significantly increases this measure beyond the reach of the current network. Therefore, protected demographic groups bear no disproportionate burden or disparate impact of the modifications included in the Service Change.

Access to Transit

Access to transit within 1/2 mile is also improved for the average area resident and average member of protected demographic groups.

In the midday on the average weekday, almost 60% of non-white residents have 1/2 mile walking access to fixed route service. Thirty-three percent (33%) have access to a service that has 30-minute frequency or better. This is significantly better than residents in general (53% and 28% respectively), thus showing that the Service Change does not disproportionately impact protected groups.

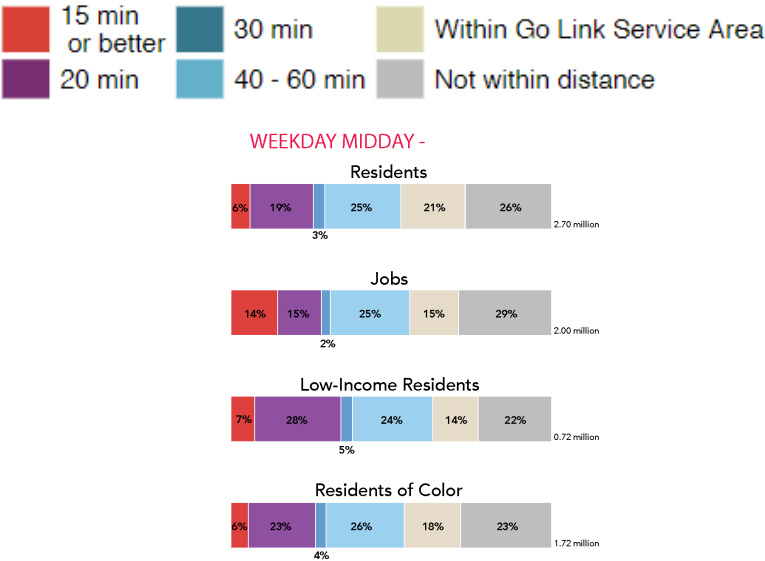
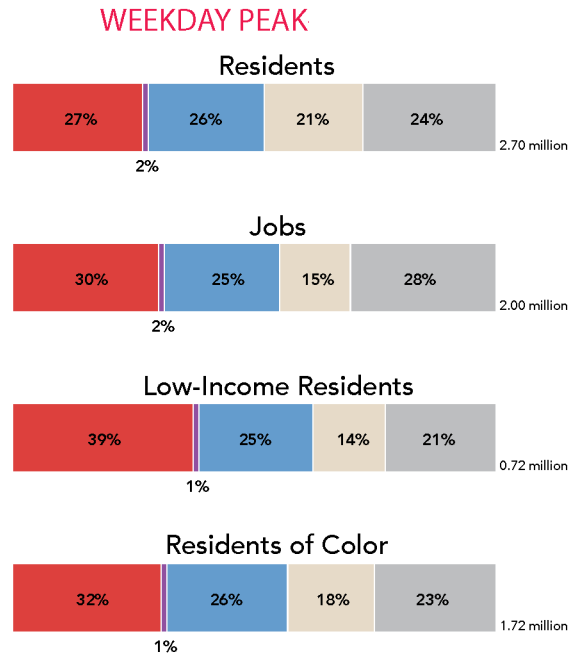


Exhibit 2

In the peak periods of the average weekday, 58% of non-white residents have ½ mile walking access to fixed route service. Thirty-three percent (33%) have access to a service that has 30-minute frequency or better. This is better than residents in general (55% and 29% respectively), thus showing that the Service Change does not disproportionately impact protected groups.



In the weekday-evenings, 58% of non-white residents have ½ mile walking access to fixed route service. Thirty-three percent (32%) have access to a service that has 30-minute frequency or better. This is significantly better than residents in general (53% and 27% respectively).

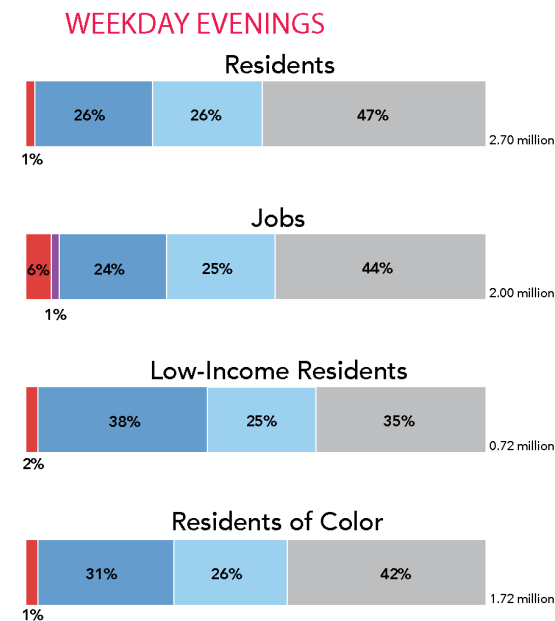
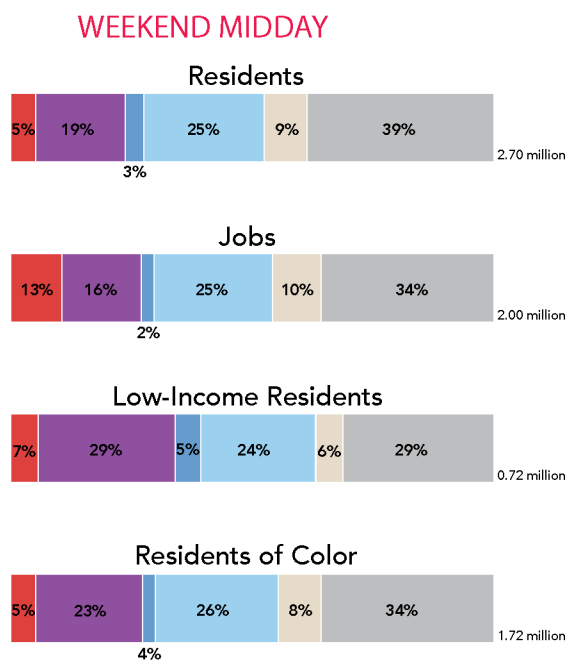


Exhibit 2

In the middle of the day during the average weekend, 58% of non-white residents have ½ mile walking access to fixed route service. Thirty-three percent (32%) have access to a service that has 30-minute frequency or better. This is significantly better than residents in general (52% and 27% respectively), thus showing that the Service Change does not disproportionately impact protected groups.



The results also support the conclusion that protected demographic groups do not bear disproportionate burden when considered from the point of view of those who do not have transit access within ½ mile. In none of the four time periods analyzed does this percentage of residents outnumber the protected groups of minority residents or low-income residents.

In reviewing the impact of these proposed route and service modifications on protected minority and low-income residents of the Service Area, it was determined that the overall impact of the Service Change does not result in unacceptably disparate impacts on minority residents or low-income residents. This is based on a review of the analysis results for both access to jobs and access to transit.

Note Regarding Route Performance Targets

While DART's Service Standards require DART to be mindful about how different communities are impacted by service changes, routes in the DART system are regularly evaluated using Board-adopted Route Performance Targets. In September 2018, new Service Standards replaced the Route Performance Index as the primary way to evaluate a route's performance, with each route's performance rated in comparison to the other "peer" routes in each service category.

Utilization of Resources Target: Passengers per Revenue Hour	$(PPRH_i / PPRH_c) \geq 0.75$
Utilization of Capacity Target: Passenger Miles per Revenue Mile	$(PMRM_i / PMRM_c) \geq 0.75$
Fiscal Responsibility Target: Subsidy per Passenger	$(SUB_c / SUB_i) \geq 0.75$

Explanation of Variables:

PPRH_c Category Performance for Passengers Per Revenue Hour Performance Measure for Quarter

PMRM_c Category Passenger-miles per Revenue-mile Performance Measure for Quarter

SUB_c Category Subsidy Per Passenger Performance Measure for Quarter

PPRH_i Individual Passengers Per Revenue Hour Performance Measure for Route for Quarter

PMRM_i Individual Passenger-miles per revenue-mile Performance Measure for Route for Quarter

SUB_i Individual Subsidy Per Passenger Performance Measure for Route for Quarter

DART Service Planning staff are directed by the Service Standards to take corrective action for routes which fail to achieve their performance targets, which may include route or schedule adjustments or possible elimination. The Service Change proposals targeted several low-performing routes for modification. Each of the routes that was discontinued, replaced, or absorbed into a GoLink has consistently failed to meet at least one of the three performance targets.

Conclusion

The service modifications in the Service Change have been analyzed for Title VI-protected groups. The analysis considered the impact and burden borne by low-income and minority residents of the DART Service Area. For both sets of protected groups, there was determined to be a net positive estimated impact. Access to jobs and proximity to transit increased for both groups. Where there was an observed difference between benefits calculated (as shown in the following table), it was just as often in favor of the protected community groups – and in all cases within the 5% Board-approved tolerance. The Service Change has therefore been determined to have no disparate impact or disproportionate burden on either the minority population or the Low-Income population of the DART Service Area.

	Jobs Accessible by Transit within 60 minutes		Disparity between groups within 5%?	Access to Transit within ½ mile		Disparity between groups within 5%?
	Current DART Network	New DART Network		Current DART Network	New DART Network	
All Residents	115,591	154,698	+34%	69%	74%	+5%
Low-Income Residents	123,927	163,989	+32% (2% difference)	76%	78%	+2% (3% difference)
White Residents	128,176	169,161	+32%	64%	66%	+2%
Minority Residents	108,690	146,768	+35% (3% difference)	71%	77%	+6% (4% difference)

Public Involvement Plan

A Public Involvement Plan (PIP) was developed for the Service Change. The plan includes notification techniques, a list of routes impacted and the impacts on each route, and the date/location of public meetings and the public hearing. Numerous notification techniques were employed in advance of the public meetings, and meeting locations were based on the proposed changes and impact to the community.

Fifteen public meeting was held in 2021, with an extended Public Hearing held during the DART Board of Directors meetings on June 8 and June 22, 2021, at DART Headquarters in Downtown Dallas.

Sixty-three (63) comments were received in total for the proposed Service Change. Sixteen (16) were sent in as comment cards or through DART Customer Service, and four (4) were taken from comments made at one of the community meetings (see below). Thirty-nine (39) were sent in via email, and four (4) were dictated over the phone. The comments ranged from support to disapproval of the proposed changes; the comments also included specific requests for service modifications or extensions as well as unsolicited recommendations for improvement to DART safety and customer service.

Due to the nature of the on-going COVID-19 pandemic, almost all official public interaction was done through virtual means remotely – including the Public Hearing. The table below indicates the date, time, and focus area for each of the 15 pre-Public Hearing community meetings. Attendance at these virtual events can best be described as “light”, with DART staff outnumbering attendees most of the time.

The Community Affairs report on the Public Involvement Plan is reproduced on the following page.

**Community Affairs
Public Involvement Plan
January 2022 Service Change**

Public Hearing Start Date: June 8, 2021

Place: Virtual Board Meeting

Community Engagement Staff: Dawn Dorman

Technical Staff: Rob Smith, Jing Xu

Purpose: DART Board and staff are seeking input from citizens regarding the proposed January 2022 service modifications that were identified during the DARTzoom analysis. The DART Board of Directors authorized a public hearing to receive comments on the proposed changes.

Target Audience(s): DART customers (including bus, rail and Paratransit passengers), impacted business and educational institutions, organizations, students, senior citizens, the general public, stakeholders, and governmental officials.

Notification Techniques:

Brochures (system wide)
Outreach to City officials
Outreach to community stakeholders
Legal Notice in Dallas Morning News (30 days prior to hearing)
Ads in community papers
Information placed on DART Website, Facebook, Twitter
Email bulletin sent to DART subscribers
Text messages

Pre-Public Hearing Outreach

Community meetings
Microsoft Teams
Participation in scheduled, citizen-oriented meetings (e.g., HOAs, Town Halls, etc.)
Communications (Social Media)
Electronic Townhall meetings specifically to answer questions (English and Spanish)

PUBLIC HEARING
June 8, 2021

Virtual Public Hearing

Pre-Public Hearing Community Meetings:

- **Plano** - Thursday, April 1, noon
- **Central Dallas** - Monday, April 5, noon
- **Richardson** - Thursday, April 8, 6:30 p.m.
- **Addison** - Monday, April 12, noon
- **South Dallas** - Thursday, April 15, noon
- **Irving** - Wednesday, April 21, 6:30 p.m.
- **SW Dallas** - Thursday, April 22, noon
- **North/NE Dallas** - Monday April 26, 6:30 p.m.
- **Carrollton** - Wednesday April 28, noon
- **On the Menu: DARTZoom Bus Network Redesign** – Live Q&A on Social Media Platforms – April 29
- **West Dallas** - Thursday April 29, 6:30 p.m.
- **On the Menu: DARTZoom Bus Network Redesign** – Live Q&A on Social Media Platforms – May 7
- **South Oak Cliff** - Monday, May 10, noon
- **Rowlett** - Wednesday May 12, 6:30 p.m.
- **Farmers Branch** - Monday, May 17, 6:30 p.m.
- **Glenn Heights** - Thursday, May 20, 6:30 p.m.
- **Garland** - Monday May 24, noon



Agenda Report

Committee-of-the-Whole ☒

DATE: August 10, 2021

SUBJECT: Briefing on Printing and Advertising Services to Support DARTzoom: A New Bus Network

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- The purpose of this item is to brief the Committee-of-the-Whole on upcoming contracts for printing and advertising to implement the launch of the new bus network on January 24, 2022.
- This briefing will help achieve Board Strategic Priority 1: Enhance the safety and service experience through customer-focused initiatives.
- Due to the extraordinary scale of the new bus network, contract value modifications are recommended to ensure a system-wide conversion of bus route information and a comprehensive communication plan to DART Service Area customers and stakeholders.
- The current contracts provide the ability to procure approximately 10,000 bus stop signs; the printed obligatory rider information such as timetables/schedules and service change brochures; and the advertising and research services required to communicate the new bus network plan.
- DART has existing contracts with Blanks Printing & Imaging, AC Printing, and Best Press, Inc., to procure bus stop signs, route decals, and printed materials required to communicate bus service changes to riders.
- The printing of new bus stop signs and route decals will require a contract value modification to meet the requirements for the DARTzoom conversion of bus stop signs system-wide. This contract with Blanks Printing & Imaging has a Board-authorized not-to-exceed amount of \$408,448, with a new recommended amount not to exceed \$1,908,448.
- Additionally, this Blanks Printing & Imaging contract, which expires October 2022, lacks sufficient contract value necessary to purchase all the signs. Due to slower supply chain delivery for sign material and the lead time for production and installation, approval of this contract change will be requested on August 24 to ensure sufficient lead time to complete the project before January 24, 2021.
- AC Printing provides small format items including rider obligatory information required for the new bus network such as timetables and schedules, service change brochures, and how-to-ride guides. Two contracts with AC Printing have not-to-exceed amounts totaling \$248,349, with a new recommended amount not to exceed \$745,047.

- Best Press, Inc., provides large format rider obligatory information required for the new bus network including system maps. Two contracts with Best Press, Inc., have not-to-exceed amounts totaling \$325,673, with a new recommended amount not to exceed \$978,849.
- Approval of contract options for AC Printing and Best Press, Inc., will be requested on August 24.
- Moroch Partners, LLC provides advertising and research services to DART. Advertising and media planning as well as DART bus rider research and insights are recommended to drive reach and measurable outcomes.
- A high-impact advertising approach is required to accomplish measurable awareness and reach with service area residents and DART customers. Activation and street teams will cover high traffic bus stops and transit centers to communicate how to navigate the system with wayfinding tools. Rider intelligence obtained through research and testing will assist in DARTzoom launch awareness and adoption and help shape new products and technology for the future, while better defining specific needs by rider segment. This contract with Moroch Partners, LLC has a Board-authorized not-to-exceed amount of \$1,860,375, with a new recommended amount not to exceed \$3,760,375.
- The base term of the contract is scheduled to expire on September 14, 2022, but lacks sufficient contract value to support the DARTzoom advertising and research efforts. To fund this increased activity, a contract modification will be requested on August 24.
- Current contract values with the recommended increases are shown in the table below.
-

Contract Type	Vendor	Board-Approved Contract NTE	Incremental Amount	New NTE Amount
Large Format Digital on Various Substrates	Blanks Printing & Imaging	\$408,448	\$1,500,000	\$1,908,448
Small Format Offset	AC Printing	\$88,604	\$177,208	\$265,812
Small Format Offset	Best Press, Inc.	\$113,790	\$229,410	\$343,200
Customer Timetables	AC Printing	\$159,745	\$319,490	\$479,235
Large Format Offset	Best Press, Inc.	\$211,883	\$423,766	\$635,649
Advertising Research Services	Moroch Partners, LLC	\$1,860,375	\$1,900,000	\$3,760,375



Agenda Report

Committee-of-the-Whole

DATE: August 10, 2021

SUBJECT: Briefing on Silver Line Claims and Cost Impacts

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- The Board was briefed in executive session at the January 26, 2021, February 23, 2021, April 27, 2021, May 11, 2021, May 25, 2021, June 8, 2021, June 22, 2021, and July 6, 2021 Committee-of-the-Whole meetings on the status of the claims and cost impacts for the Silver Line Project.
- On August 10, 2021, the Committee will be briefed on the progress of DART's administration of controlling contract claims and changes in the design-build contract for the Silver Line Regional Rail project, including the status of claim negotiations.
- This briefing will help achieve Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations; and Strategic Priority 5: Enhance DART's role as a recognized local, regional, and national transportation leader.

AGENDA ITEM #22

**Election of Assistant Secretary
Letter of Interest**

Rodney Schlosser
Dallas Texas

August 4, 2021

Dear Fellow DART Board Members:

I am writing to express my interest in being elected Assistant Secretary in the election on August 10.

Since I was appointed to the Board in June 2021, 4 things have triggered my interest in this position.

- 1) One of goals for the first year of service was to listen closely to the discussions and attend every meeting of the Board and Committee of the Whole. As a result, I now feel solidly familiar with the many issues that DART faces. This includes the priorities to redesign the bus system to attract and better meet the needs of riders; navigate the challenges of the Silver line; bring clarity to D2 plans; integrate a new CEO; and recognize the unique changes public transit faces 18-months beyond the start of the pandemic.
- 2) In the absence of in-person board meetings, I scheduled 1:1 calls or in person visits with most members of the Board...so that I could better appreciate the unique perspectives that we each bring based on our own experiences, and the cities and communities we represent. These conversations have been very worthwhile.
- 3) Chair Wageman appointed me to the CEO Search Committee. Through our many interviews with candidates, and internal Team meetings, I not only learned how other agencies are approaching problems, but also heard firsthand from committee members and other members of the board about each of our visions for DART.
- 4) I am in regular contact with several members of the Dallas City Council – coordinating when they have questions, suggestions, and concerns related to DART. And, I was active in Dallas City Council campaigns this past spring, so I have good relationships with several of the new members.

As a result of the above, I am confident that I can both represent the City of Dallas, and also respectfully seek consensus with suburban members of the Board. This kind of collaborative anchor is especially helpful as we tackle the complex issues before us. And, I will build on the prior 7 years where I served on the Dallas Park & Recreation Board, became the most tenured member, and chaired the Administrative and Finance Committee. During my work on this Board, we had frequent needs to coordinate with contiguous cities on a variety of issues related to facilities, revenues, and public policy.

Thank you in advance for your consideration of my candidacy.

Sincerely,



Rodney Schlosser