



Approval of Fourth Amendment to the Site- Specific Shuttle Interlocal Funding Agreement with University of Texas at Dallas

Committee-of-the-Whole
Development Subcommittee

September 30, 2025

Jerome Allen
Senior Manager Service Scheduling



Today's Action

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to: 1) correct Resolution No. 200027 to read as the third amendment and a new total authorized amount not to exceed \$29,886,213; and 2) execute the fourth amendment to the site-specific shuttle interlocal funding agreement between The University of Texas at Dallas (UTD) and Dallas Area Rapid Transit (DART), substantially in the form shown in Exhibit 1 to the Resolution, for the joint provision of a site-specific shuttle service, with a total cost to DART not to exceed \$15,993,408 over nearly 4-year term through September 20, 2029, for a new total authorized amount not to exceed \$45,879,621. UTD will reimburse DART for 50.24% of the total cost, contributing \$8,033,493.

Background

- April 14, 1998 --- Policy III.16, Site-Specific Shuttle Policy, was approved, allowing DART to subsidize up to 50% of the cost of bus service provided or operated by employers, private entities or DART, which connects to rail stations and transit centers, thus enhancing the transit system
- June 28, 2016 --- DART executed a 10-year contract with Echo Transportation [Contract No. C-2018770-01], to operate site-specific bus service between the UTD campus and surrounding neighborhoods in Dallas and Richardson and the CityLine/Bush Station
- June 28, 2016 --- DART authorized an interlocal agreement between DART and UTD, where UTD agreed to reimburse DART no less than 50% of the Echo contract, with the maximum not-to-exceed amount was \$23,786,938
- On January 9, 2018 (Resolution No. 180008), the Board authorized to execute an amendment of the Site-Specific Shuttle Agreement with the University of Texas at Dallas (UTD), authorizing DART to reimburse UTD for 50% of the option price in an amount not to exceed \$30,000 to construct a curbed passenger boarding area

Background (continued)

- On February 12, 2019 (Resolution No. 190018), the Board authorized to execute the Second Amendment of the University of Texas at Dallas and Dallas Area Rapid Transit (UTD-DART) Site-Specific Shuttle Agreement, to increase the contract value for the 10-year agreement by \$6,099,275, for a new not-to-exceed amount of \$29,886,213, which includes a 7.5% contingency as may be needed to accommodate future ridership growth
- On March 10, 2020 (Resolution No. 200027), the Board authorized to execute *another Second Amendment of the University of Texas at Dallas and Dallas Area Rapid Transit (UTD-DART) Site-Specific Shuttle Agreement, which increases the base interlocal agreement amount by \$324,551, to be funded from contingency, for a new base amount of \$21,949,040, and retaining the same not-to-exceed amount of *\$23,786,988
- Contract's fund is projected to be used up in February 2026

**Today's Fourth Amendment will correct Resolution No. 200027 to read as the third amendment and a new total authorized amount not to exceed \$29,886,213.*

Background (continued)

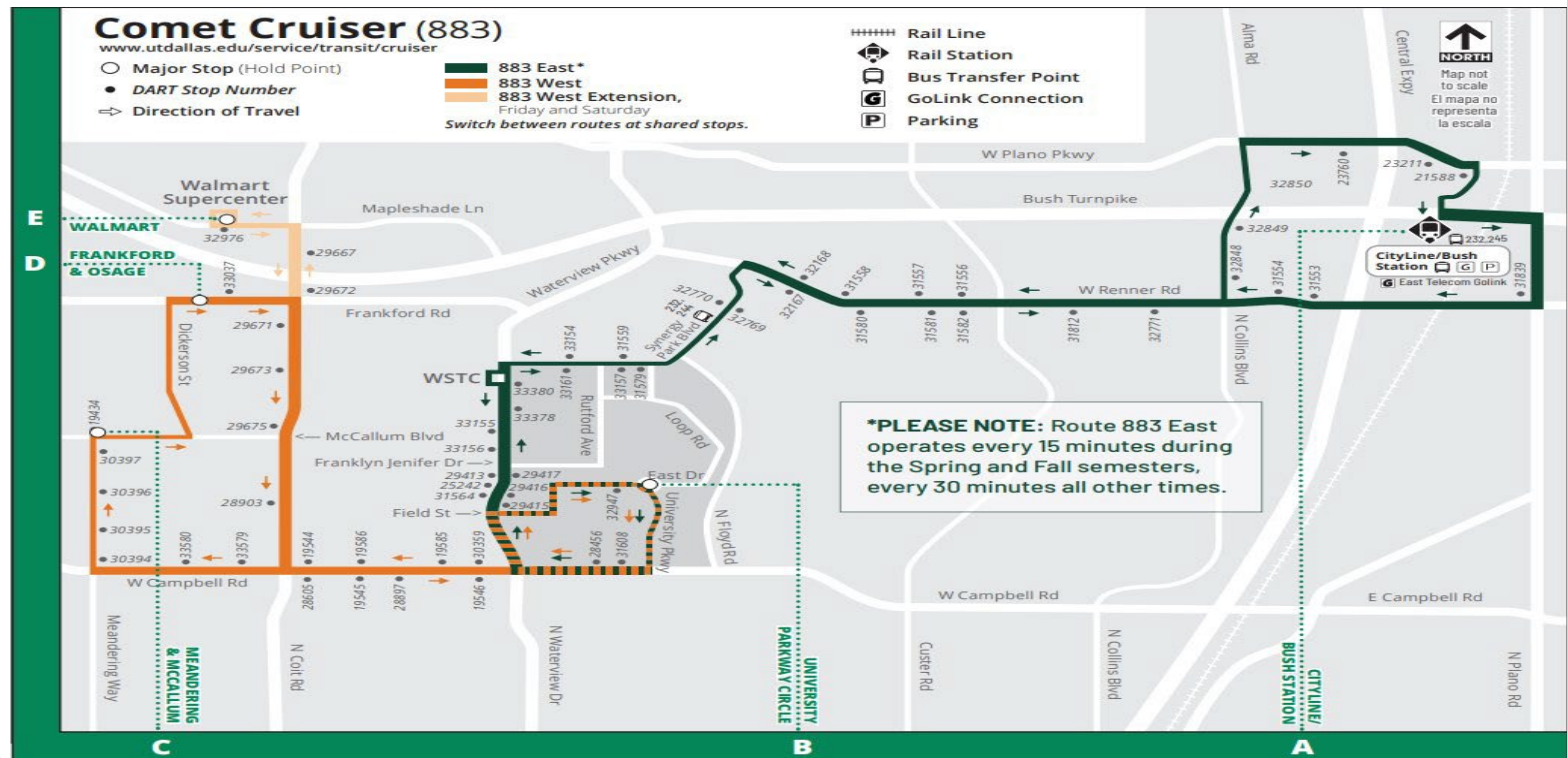
- Discussion between DART and UTD took place since early 2025 about the future of the UTD shuttle service
- Options explored include (1) DART operates and manages the service; or (2) reprocurring a third-party contractor
- Based on previous discussion and market analysis, there is significant benefit for both UTD and DART to pursue “in-house” operation of UTD shuttle
 - Cost effectiveness (cost 15% more to reprocur a contractor)
 - Direct and improved management of the service, including operation training, maintenance, quality of service control, data access, and customer service
- We need to bring the proposed future ILA between UTD and DART for DART Board approval in September 2025 to ensure a smooth transition on February 2, 2026

Benefits of In-House Operations

- **Improved Maintenance:** DART maintenance has raised issues about the quality of contracted maintenance and inspections.
- **Brand Management:** The current contractor uses a mix of branded and unbranded vehicles. DART would standardize branding across all vehicles.
- **Customer Service:** DART would control driver training, disciplinary actions, and customer complaints.
- **Service Reliability:** Currently, vehicle locations are not accessible to riders via the GoPass app or DART.org under the ECHO contract. With DART management, real-time vehicle tracking would be available, improving trip planning and on-time performance (OTP).
- **Improved Ridership Reporting:** Currently, ridership is estimated from a sample from one vehicle with automatic passenger counters (APCs). Under DART, all vehicles would have APCs, enhancing the accuracy of ridership data and OTP.

Operations

- **Term:** Feb 2026 to September 2029
- **Operator Requirements:** 24 operators
- **Vehicle Requirements:** 10 vehicles (including 2 spares)
- **Service Level:** Monday - Saturday 7:00 a.m. to 11:00 p.m.
Sunday - 10:00 a.m. to 6:00 p.m.



Service & Branding Cost Estimate

Year	Total Cost	DART Share	UTD Share
FY2026 Q2-Q4	\$2,999,237	\$1,491,590	\$1,507,647
FY 2027	\$4,147,940	\$2,064,847	\$2,083,093
FY 2028	\$4,328,384	\$2,154,612	\$2,173,771
FY 2029	\$4,517,849	\$2,248,866	\$2,268,983
	\$15,993,408	\$7,959,915	\$8,033,493

Discounted Transit Passes

UTD Pass Pricing

- The proposed rate is a flat rate per calendar year for full-time undergraduate and graduate students, and UTD faculty and Staff.
- The number of full-time graduate and undergraduate students, faculty, and staff for the University Annual Pass Programs is capped at a maximum of 10,000 combined total passes per year for purposes of this Agreement, beginning in contract year 2026.

Date	Cost
2026 / 2027	\$250,000
2027 / 2028	\$262,500
2028 / 2029	\$275,625
2029 / 2030	\$289,406

Recommendation

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THANK YOU !!

