
**Dallas Area Rapid Transit
COMMITTEE-OF-THE-WHOLE
Tuesday, September 9, 2025, 3:00 P.M.
DART Conference Room C – 1st Floor
1401 Pacific Ave., Dallas, Texas 75202**

General Items:

1. Approval of Minutes: August 26, 2025
2. Items of Interest
3. Public Comments - Agenda Item Specific

Consent Items:

Administration:

4. Approval of a Master Cooperative Purchasing Agreement with OMNIA Partners, Public Sector, Inc., for Cooperative Purchasing Programs (Mark C. Enoch/Jamie Adelman)
5. Approval of an Interlocal Agreement between Dallas Area Rapid Transit and Education Service Center Region 2 d/b/a GoodBuy Purchasing Cooperative for a Cooperative Purchasing Program (Mark C. Enoch/Jamie Adelman)
6. Approval of Agreement with U.S. Bank for Commercial Charge Card (Corporate Card) Services (Mark C. Enoch/Jamie Adelman)

Operations:

7. Approval of Contract for Bus Tire Leasing and Services (M. Nathan Barbera/Dee Leggett)
8. Approval of Contract for Public Message Board Switches (M. Nathan Barbera/Trenise Winters)

Development:

9. Declaration and Sale of an Easement Located at or near U.S. 75 and Campbell Road, Richardson, Texas, to The Shops at Eastside, LLC, for an Onsite Monument Sign (Patrick J. Kennedy/Dee Leggett)
10. Approval of Contract Modification to Increase Contract Value for the Design-Build Services Contract for the Silver Line Regional Rail Project to Include an Increase to Allowance for Spare Parts (Patrick J. Kennedy/Dee Leggett)
11. Approval of Fiscal Year 2026 Annual Budget for the Dallas Area Rapid Transit Mobility Service, Local Government Corporation (Patrick J. Kennedy/Dee Leggett)

Individual Items:**Development:**

12. Approval of 2026 Service Changes and Title VI Service Equity Assessment
(Patrick J. Kennedy/Dee Leggett)
[20 minutes – presentation; 30 minutes – Q&A]
13. *Briefing on Fiscal Year 2025 Third Quarter Ridership and Route Performance
(Patrick J. Kennedy/Dee Leggett)
[10 minutes – presentation; 5 minutes – Q&A]

Budget and Finance:

14. Approval to Spend Mobility Assistance Funds (Marc C. Abraham/Jamie Adelman)
[15 minutes – presentation; 45 minutes – Q&A]
15. Approval of Fiscal Year 2026 Annual Budget
(Marc C. Abraham/Jamie Adelman)
[0 minutes – presentation; 0 minutes – Q&A]
16. Approval of Fiscal Year 2026 20-Year Financial Plan
(Marc C. Abraham/Jamie Adelman)
[0 minutes – presentation; 0 minutes – Q&A]

Administration:

17. Approval of an Interlocal Agreement with Eligible DART Service Area Cities for the General Mobility Program (Mark C. Enoch/Kay Shelton)
[15 minutes – presentation; 15 minutes – Q&A]
18. *Briefing on Office of Board Support Communication Processes – Internal and External (Mark C. Enoch/Jesse Salazar)
[5 minutes – presentation; 10 minutes – Q&A]

Other Items:

19. Identification of Future Agenda Items
20. Adjournment

****Briefing 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 or Section 551.089, 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 Engagement at 214-749-2721, 48 hours in advance.

**MINUTES
DALLAS AREA RAPID TRANSIT
COMMITTEE-OF-THE-WHOLE
Tuesday, August 26, 2025**

The Dallas Area Rapid Transit **Committee-of-the-Whole** meeting convened on **Tuesday, August 26, 2025, at 1:01 p.m.**, at DART Headquarters, 1401 Pacific Avenue, Dallas, Texas, with Chair Slagel presiding.

These minutes provide a brief overview and are not a transcript. For complete details, please visit the following link: [DART.org/about/public-access-information/board-meetings-information](https://www.dart.org/about/public-access-information/board-meetings-information).

City of Dallas

Randall B. Bryant– **Board Vice Chair**

Carmen Garcia –**Assistant Secretary**

Patrick J. Kennedy

Roy C. Lopez

Maureen Milligan

Maurice A. West

Michele Wong Krause

City of Garland

Marc C. Abraham

City of Irving

Rick H. Stopfer

City of Plano

Anthony Ricciardelli

Cities of Carrollton and Irving

Doug S. Hrbacek

Cities of Cockrell Hill and Dallas

Enrique A. MacGregor

Cities of Farmers Branch and Plano

M. Nathan Barbera – **Secretary**

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 – **Board Chair**

General Items

1. This item will be discussed at the Board meeting only.

2. Approval of Minutes: August 12, 2025

Director Abraham made a motion to accept the August 12, 2025, Committee-of-the-Whole as written.

Director Enoch seconded, and the Minutes were accepted as written.

3. Items of Interest

These items were presented.

4. Public Comments – Agenda Item Specific

There were no Public Comments provided.

Consent Items: 5 – 11 will be discussed at the Board meeting only.

Individual Items

Chair Slagel delegated the presiding officer duties to Director MacGregor to oversee the Administration subcommittee items.

Administration:

12. This item will be discussed at the Board Meeting only.

13. Approval of Modifications to the DART Procurement Regulations – Chapters 1, 2, 4, 6, 7 and 9

Gene Gamez, General Counsel & Rita Ballard, Senior Assistant General Counsel briefed the Committee.

After discussion, Director Enoch moved to approve this draft resolution to the Board of Directors, stating that by the Dallas Area Rapid Transit Board of Directors that:

Section 1: The modifications to Chapters 1, 2, 4, 6, 7 and 9 of the DART Procurement Regulations (DPR) specified in Exhibit 1 to this resolution are hereby adopted.

Section 2: The President & Chief Executive Officer or her designee is authorized to incorporate the updates to Chapters 1, 2, 4, 6, 7 and 9 into the DPR and disseminate the updates to Chapters 1, 2, 4, 6, 7 and 9 of the DPR as required under Chapter 1-109 of the DPR.

Vice Chair Bryant seconded, and the item was approved unanimously.

14. Approval of Fiscal Year 2026 Goals and Performance Measures for President & Chief Executive Officer

Nadine S Lee, President & Chief Executive Officer, briefed the Committee.

After discussion, Director MacGregor moved to approve this draft resolution to the Board of Directors, stating that the Board adopts the goals and performance measures for the President & Chief Executive Officer for Fiscal Year 2026 as shown in Exhibit 1 to this Resolution.

Director West seconded, and the item was Approved by a majority vote, with Directors Hrbacek, and Stopfer opposing.

15. **Election of Trial Board Hearing Officials for the Term October 1, 2025, through September 30, 2028**

Jesse Salazar, Board Administrator briefed the Committee.

After discussion, Director MacGregor moved to approve this draft resolution to the Board of Directors, stating that:

Section 1: The persons listed below are each elected to serve as a Dallas Area Rapid Transit Trial Board Hearing Official and are authorized to conduct hearings and render binding decisions on employee grievance appeals to the Secretary of the Trial Board:

Ruben R. Armendariz
Ruben D. Campos
Michael Z. Green
William E. Hartsfield
Karen Washington
Diego J. Pena
DeWayne E. Wicks
Elvis C. Stephens
Edward B. Valverde

Section 2: The term of each Trial Board Hearing Official shall begin October 1, 2025, and expire on September 30, 2028. Each Trial Board Hearing Official shall comply with the rules and procedures of the Trial Board and those governing DART, including Chapter 452 of the Texas Transportation Code and all other applicable provisions of federal and state law, and the DART Hourly Employment Manual.

Section 3: Trial Board Hearing Officials elected to serve under DART Board Resolution No. 220118 and not noted in Section 1 may continue to serve until the

jurisdiction of the Hearing Official ends for any Trial Board assigned or placed on the Trial Board docket before September 30, 2025.

Director Wong-Krause seconded, and the item was approved unanimously.

Director MacGregor requested that the Administration Committee meet with the recommended officials the next time this comes up for election

AR arrived at 2:14p

16. Approval of Board Reapportionment Timeline

Gene Gamez, General Counsel and Kay Shelton, Chief of Staff briefed the Committee.

After discussion, Chair Slagel moved to approve this draft resolution to the Board of Directors, stating that the timeline for the Board of Directors to approve Board reapportionment is extended to October 28, 2025.

Director MacGregor seconded, and the item was approved unanimously. with the revision of adding the names of the 12 non-Dallas cities/towns to the circulated letter.

This item was briefed before item 16

17. *Briefing on GoPass® Roadmap and Goals

Jamie Adelman, EVP/Chief Financial Officer, and Sajel Christian, Director of Mobile Fare Systems briefed the Committee.

Director Wong-Krause requested that the rail map be added as a separate feature from bus routes on the **GoPass®** app and asked for a timeframe, within two weeks, for when it can be implemented. Director Wong-Krause request more payment options for riders.

Development:

18. This item will be discussed at the Board meeting only.

19. This item will be discussed at the Board meeting only.

20. Approval of Amendment to DART's Fare Structure

Joint presentation of items 20 & 21.

Jamie Adelman, Executive Vice President and Chief Financial Officer & Patrick McCurley, Director of Fare Policy briefed the Committee.

After discussion, Director Stopfer moved to approve this draft resolution to the Board of Directors, stating that:

Section 1: The Title VI Fare Equity Analysis is approved as shown in Exhibit 1 to the Resolution.

Section 2: The amended fare structure is adopted as shown in Exhibit 2 to the Resolution and shall be effective March 1, 2026 (with annual program-based changes effective on January 1, 2026).

No second

Vice Chair Bryant motioned for an amendment and Director Ricciardelli seconded with the implementation delay for the \$4 Paratransit cost to no later than March 2027. Approved by a majority vote with Secretary Barbera opposing.

21. **Approval of 2026 Service Changes and Title VI Services Equity Assessment**

Jamie Adelman, Executive Vice President and Chief Financial Officer and Rob Smith, VP Service Planning and Scheduling briefed the Committee.

After discussion, No motion on the original item to approve this draft resolution to the Board of Directors, stating that the President & Chief Executive Officer or her designee is authorized to

Section 1: Authorize implementation of major service changes in 2026, as shown in Exhibit 1 to the Resolution.

Section 2: Accept the results of the Title VI Service Equity Assessment, as shown in Exhibit 2 to the Resolution.

Vice Chair Bryant motioned for a friendly amendment to delay budget approval to 9/9/2025 and Assistant Secretary Garcia second, Motion was approved with a majority vote. of 8 in favor and 7 opposed. Opposed Director Marc C Abraham, M. Nathan Barbera, Chair Gary Slagel Directors Mark C. Enoch, Enrique A MacGregor, Patrick J Kennedy, Rick H. Stopfer opposing.

Director Riccardelli requested a friendly amendment be accepted by Vice Chair Bryant in conjunction with the original friendly amendment to direct the staff to allocate \$10 million dollars for city wide Go Link service to Plano

Vice Chair Bryant did not accept the friendly amendment

22. ***Briefing on West Dallas On-Demand Shuttle Performance and Future Service**

Jennifer Hall briefed the Committee.

23. ***Briefing on DART Station Art and Design Program for the Silver Line Regional Rail Project**

David Ehrlicher, AVP/Chief Architect briefed the Committee.

Communications:

24. **+Authorization for One Systemwide Fare-Free Day to Celebrate Silver Line Opening**

Joni Honors, Sr VP Communications Strategy briefed the Committee.

After discussion, Director Hrbacek moved to approve this draft resolution to the Board of Directors, stating that the President & Chief Executive Officer or her designee is authorized to offer one systemwide fare-free day to celebrate the Silver Line opening. The fare-free day will apply to the entire DART system (bus, rail, paratransit, GoLink, TRE) on the date of the Silver Line community celebrations.

Director Ricciardelli seconded, and the item was approved by a majority vote with Directors Abraham, Enoch, Chair Slagel, and Director Kennedy opposing.

Director Doug Hrbacek move to amend the motion Approve or deny approximately \$125,000 for free service on the silver line for the first week of opening, in addition to Saturday Nov 8th.

Operations:

25. ***Briefing on Fiscal Year 2025 Third Quarter Police Operations Update**

Charles Cato briefed the Committee.

Other Items

26. **This item will be discussed at the Board meeting only.**

27. **Identification of Future Agenda Items**

No future agenda items identified at this time.

28. **Adjournment**

There being no further business to discuss, the meeting adjourned at 5:43 p.m.

Briana Campbell
Secretary of the Board

/bc



Agenda Report

Voting Requirements: Majority
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DATE: September 9, 2025

SUBJECT: Approval of a Master Cooperative Purchasing Agreement with OMNIA Partners, Public Sector, Inc., for Cooperative Purchasing Programs

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to execute a Master Cooperative Purchasing Agreement with OMNIA Partners, Public Sector, Inc., (OMNIA Partners) substantially in the form shown in Exhibit 1 to the Resolution, to participate in cooperative purchasing programs for the purchase of goods and services.

FINANCIAL CONSIDERATIONS

- Approval of this Master Agreement will create opportunities for cost savings on cooperatively purchased goods and services.

BUSINESS PURPOSE

- OMNIA Partners is the largest cooperative purchasing organization in the U.S. that provides access to Master Agreements competitively awarded by lead government agencies in compliance with their procurement policies and regulations.
- OMNIA Partners provides access to a comprehensive portfolio of competitively awarded contracts across multiple commodity categories, allowing DART to leverage pre-negotiated pricing and terms while reducing administrative procurement time and costs.
- Master Agreements are made available to cooperative members on the same terms, conditions, and pricing as the lead government agency that conducted the original competitive solicitation, ensuring compliance with procurement requirements while achieving cost efficiencies.
- Administrative fees are paid by vendors, allowing member organizations like DART to participate at no cost. The streamlined procurement process reduces administrative time and costs while providing access to pre-negotiated pricing and terms.
- Once authorized to participate in OMNIA Partners programs, DART can procure goods and services through available Master Agreements whenever it is deemed advantageous for DART. DART shall ensure that each procurement made through OMNIA Partners agreements conforms to applicable laws, the DART Procurement Regulations, and meets DART's goals and objectives.

- Approval of this action supports Agency Strategy Goal 1: Empowered Agency - Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.

LEGAL CONSIDERATIONS

Section 452.055 of the Texas Transportation Code authorizes DART to enter contracts with any person provided that the terms and conditions of the contracts comply with applicable laws and regulations.

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

Approval of a Master Cooperative Purchasing Agreement with OMNIA Partners, Public Sector, Inc., for Cooperative Purchasing Programs

WHEREAS, DART desires to enter a Master Cooperative Purchasing Agreement with OMNIA Partners, Public Sector, Inc., for the joint purchasing of goods and services; and

WHEREAS, OMNIA Partners, Public Sector, Inc., provides access to competitively awarded Master Agreements for cooperative purchasing; and

WHEREAS, OMNIA Partners membership carries no cost to DART; and

WHEREAS, this Master Agreement will provide DART with opportunities for cost savings on cooperatively purchased goods and services.

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 Master Cooperative Purchasing Agreement with OMNIA Partners, Public Sector, Inc., substantially in the form shown in Exhibit 1 to this Resolution, to participate in cooperative purchasing programs for the purchase of goods and services.

Approval of a Master Cooperative Purchasing Agreement with OMNIA Partners, Public Sector, Inc., for Cooperative Purchasing Programs

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



MASTER INTERGOVERNMENTAL COOPERATIVE PURCHASING AGREEMENT

This Master Intergovernmental Cooperative Purchasing Agreement (this “**Agreement**”) is entered into by and between those certain government agencies that execute a Principal Procurement Agency Certificate (“**Principal Procurement Agencies**”) with OMNIA Partners, Public Sector, Inc., a Delaware corporation f/k/a National Intergovernmental Purchasing Alliance Company; Communities Program Management, LLC, a California limited liability company d/b/a U.S. Communities, and/or NCPA LLC, a Texas limited liability company d/b/a National Cooperative Purchasing Alliance (collectively, “**OMNIA Partners**”), in its capacity as the cooperative administrator, to be appended and made a part hereof and such other agencies (“**Participating Public Agencies**”), as defined in each Master Agreement (as defined below), who register to participate in the cooperative purchasing programs administered by OMNIA Partners and its affiliates and subsidiaries (collectively, the “**OMNIA Partners Parties**”) by either registering on the OMNIA Partners website (www.omniapartners.com/publicsector or any successor website), or by executing a copy of this Agreement.

RECITALS

WHEREAS, after a competitive solicitation and selection process by Principal Procurement Agencies, in compliance with their own policies, procedures, rules and regulations, a number of suppliers have entered into “**Master Agreements**” (herein so called) to provide a variety of goods, products and services (“**Products**”) to the applicable Principal Procurement Agency and the Participating Public Agencies;

WHEREAS, Master Agreements are made available by Principal Procurement Agencies through the OMNIA Partners Parties and provide that Participating Public Agencies may purchase Products on the same terms, conditions and pricing as the Principal Procurement Agency, subject to any applicable federal and/or local purchasing ordinances and the laws of the State of purchase; and

WHEREAS, in addition to Master Agreements, the OMNIA Partners Parties may from time to time offer Participating Public Agencies the opportunity to acquire Products through other group purchasing agreements.

NOW, THEREFORE, in consideration of the mutual promises contained in this Agreement, and of the mutual benefits to result, the parties hereby agree as follows:

1. Each party will facilitate the cooperative procurement of Products.

2. The Participating Public Agencies shall procure Products in accordance with and subject to the relevant federal, state and local statutes, ordinances, rules and regulations that govern Participating Public Agency's procurement practices. The Participating Public Agencies hereby acknowledge and agree that it is the intent of the parties that all provisions of this Agreement and that Principal Procurement Agencies' participation in the program described herein comply with all applicable laws, including but not limited to the requirements of 42 C.F.R. § 1001.952(j), as may be amended from time to time. The Participating Public Agencies further acknowledge and agree that they are solely responsible for their compliance with all applicable "safe harbor" regulations, including but not limited to any and all obligations to fully and accurately report discounts and incentives.

3. The Participating Public Agency represents and warrants that the Participating Public Agency is not a hospital or other healthcare provider and is not purchasing Products on behalf of a hospital or healthcare provider; provided that the foregoing shall not prohibit Participating Public Agency from furnishing health care services so long as the furnishing of health care services is not in furtherance of a primary purpose of the Participating Public Agency.

4. The cooperative use of Master Agreements shall be in accordance with the terms and conditions of the Master Agreements, except as modification of those terms and conditions is otherwise required by applicable federal, state or local law, policies or procedures.

5. The Principal Procurement Agencies will make available, upon reasonable request, Master Agreement information which may assist in improving the procurement of Products by the Participating Public Agencies.

6. The Participating Public Agency agrees the OMNIA Partners Parties may provide access to group purchasing organization ("**GPO**") agreements directly or indirectly by enrolling the Participating Public Agency in another GPO's purchasing program, provided that the purchase of Products through the OMNIA Partners Parties or any other GPO shall be at the Participating Public Agency's sole discretion.

7. The Participating Public Agencies (each a "**Procuring Party**") that procure Products through any Master Agreement or GPO Product supply agreement (each a "**GPO Contract**") will make timely payments to the distributor, manufacturer or other vendor (collectively, "**Supplier**") for Products received in accordance with the terms and conditions of the Master Agreement or GPO Contract, as applicable. Payment for Products and inspections and acceptance of Products ordered by the Procuring Party shall be the exclusive obligation of such Procuring Party. Disputes between Procuring Party and any Supplier shall be resolved in accordance with the law and venue rules of the State of purchase unless otherwise agreed to by the Procuring Party and Supplier. The Participating Public Agency acknowledges and agrees that the OMNIA Partners Parties may market all Master Agreements available through Principal Procurement Agencies to such Participating Public Agency and its employees and representatives.

8. The Procuring Party shall not use this Agreement as a method for obtaining additional concessions or reduced prices for purchase of similar products or services outside of the Master Agreement. Master Agreements may be structured with not-to-exceed pricing, in which cases the Supplier may offer the Procuring Party and the Procuring Party may accept lower pricing or additional concessions for purchase of Products through a Master Agreement.

9. The Procuring Party shall be responsible for the ordering of Products under this

Agreement. A non-procuring party shall not be liable in any fashion for any violation by a Procuring Party, and, to the extent permitted by applicable law, the Procuring Party shall hold non-procuring party harmless from any liability that may arise from the acts or omissions of the Procuring Party.

10. WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, THE OMNIA PARTNERS PARTIES EXPRESSLY DISCLAIM ALL EXPRESS OR IMPLIED REPRESENTATIONS AND WARRANTIES REGARDING ANY PRODUCT, MASTER AGREEMENT AND GPO CONTRACT. THE OMNIA PARTNERS PARTIES SHALL NOT BE LIABLE IN ANY WAY FOR ANY SPECIAL, INCIDENTAL, INDIRECT, CONSEQUENTIAL, EXEMPLARY, PUNITIVE, OR RELIANCE DAMAGES, EVEN IF THE OMNIA PARTNERS PARTIES ARE ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. FURTHER, THE PROCURING PARTY ACKNOWLEDGES AND AGREES THAT THE OMNIA PARTNERS PARTIES SHALL HAVE NO LIABILITY FOR ANY ACT OR OMISSION BY A SUPPLIER OR OTHER PARTY UNDER A MASTER AGREEMENT OR GPO CONTRACT.

11. This Agreement shall remain in effect until termination by either party giving thirty (30) days' written notice to the other party. The provisions of Paragraphs 6 - 10 hereof shall survive any such termination.

12. This Agreement shall take effect upon (i) execution of the Principal Procurement Agency Certificate, or (ii) registration on the OMNIA Partners website or the execution of this Agreement by a Participating Public Agency, as applicable.

13. This Agreement may be executed in counterparts, each of which so executed shall be deemed to be an original, and such counterparts shall together constitute one and the same Agreement. The exchange of copies of this Agreement and of signature pages by facsimile, or by .pdf or similar electronic transmission, will constitute effective execution and delivery of this Agreement as to the parties and may be used in lieu of the original Agreement for all purposes. Signatures of the parties transmitted by facsimile, or by .pdf or similar electronic transmission, will be deemed to be their original signatures for any purpose whatsoever.

Participating Public Agency:

[_____]

OMNIA Partners, as the cooperative administrator on behalf of Principal Procurement Agencies:

OMNIA PARTNERS, PUBLIC SECTOR, INC.

Authorized Signature

Name

Title and Agency Name

Date

Signature

Sarah E. Vavra

Name

Sr. Vice President, Public Sector Contracting

Title

Date



Agenda Report

Voting Requirements: Majority
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DATE: September 9, 2025

SUBJECT: Approval of an Interlocal Agreement between Dallas Area Rapid Transit and Education Service Center Region 2 d/b/a GoodBuy Purchasing Cooperative for a Cooperative Purchasing Program

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to execute an interlocal agreement with Education Service Center Region 2 d/b/a GoodBuy Purchasing Cooperative, substantially in the form shown in Exhibit 1 to the Resolution, to participate in a cooperative purchasing program for the purchase of goods and services.

FINANCIAL CONSIDERATIONS

- Approval of this interlocal agreement (ILA) will create opportunities for cost savings on cooperatively purchased goods and services.

BUSINESS PURPOSE

- Education Service Center Region 2 (ESC-2) is a nonprofit service organization created in 1967 to provide various services to schools and other stakeholders. The GoodBuy Purchasing Cooperative was created in 1992 to offer its membership an opportunity to purchase goods and services from contracts that meet all state and federal competitive bidding requirements.
- ESC-2 is governed by a seven-member lay board of directors elected by school board trustees of each school district in the ESC region, ensuring public accountability and oversight of the cooperative purchasing program. A lay board consists of qualified community members rather than professional experts.
- Purchasing cooperatives like GoodBuy are administrative agencies created in accordance with Section 791 of the Texas Government Code. The cooperative serves local education agencies, city and county governmental entities, nonprofit organizations, colleges, and universities. ESC-2's program is similar to other interlocal cooperative purchasing agreements used by DART, which achieve savings through economies of scale, reducing administrative costs to DART while ensuring competitive pricing. GoodBuy will be an additional resource for ordering goods and services efficiently while containing costs.
- During the term of each contract, members may place their purchases directly with awarded vendors for the goods and services they need without going out for bid. There is no cost to the authority to join the GoodBuy Purchasing Cooperative.

- There is no charge to register as a vendor with the cooperative. However, vendors submitting bids are required to pay a non-refundable \$50 administrative fee for each bid category in which they submit a response, which helps support the program's operations.
- Once granted authorization to contract with GoodBuy, DART can procure goods and services through the cooperative whenever it is deemed advantageous for DART. DART shall ensure that each procurement made through the GoodBuy agreement conforms to applicable laws, the DART Procurement Regulations, and DART's goals and objectives.
- Approval of this action supports Agency Strategic Goal 1: Empowered Agency - Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.

LEGAL CONSIDERATIONS

Section 452.055 of the Texas Transportation Code authorizes DART to enter contracts with any person provided that the terms and conditions of the contracts comply with applicable laws and regulations.

Section 791.025 of the Texas Government Code authorizes DART to purchase goods and services by agreement with other units of government and thereby satisfy the requirement to seek competitive bids for the purchase of those goods and services.

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

Approval of an Interlocal Agreement between Dallas Area Rapid Transit and Education Service Center Region 2 d/b/a GoodBuy Purchasing Cooperative for a Cooperative Purchasing Program

WHEREAS, DART desires to enter an interlocal agreement (ILA) with Education Service Center Region 2 d/b/a GoodBuy Purchasing Cooperative (GoodBuy) for the joint purchasing of goods and services; and

WHEREAS, GoodBuy is responsible for its purchases under the cooperative purchasing agreement; and

WHEREAS, GoodBuy membership carries no cost to DART; and

WHEREAS, this ILA will provide DART with opportunities for cost savings on cooperatively purchased goods and services.

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 an interlocal agreement with Education Service Center Region 2 d/b/a GoodBuy Purchasing Cooperative, substantially in the form shown in Exhibit 1 to this Resolution, to participate in a cooperative purchasing program for the purchase of goods and services.

**Approval of an Interlocal Agreement between Dallas Area Rapid Transit and Education
Service Center Region 2 d/b/a GoodBuy Purchasing Cooperative for a Cooperative
Purchasing Program**

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



Purchasing Program of the Education Service Center, Region 2

Interlocal Participation Agreement for the GoodBuy Purchasing Cooperative

The GoodBuy Purchasing Cooperative (“GoodBuy”), is a Purchasing Cooperative authorized by Tex. Gov’t Code §§ 791.001 *et seq.* as amended, operated by the Education Service Center, Region 2 (“Region 2 ESC”), a state agency, as authorized by Tex. Educ. Code (“TEC”) §8.002 and TEC §44.031(a)(4). The purpose of this Agreement is to facilitate compliance with state bidding requirements, to identify qualified vendors of commodities, goods and services, to relieve the burdens of the governmental purchasing function, and to realize the various potential economies, including administrative cost savings, for Program Members. Program Members may purchase goods and services from any and all GoodBuy vendors, under the same terms, conditions, and price as stated in each GoodBuy awarded contract. GoodBuy excludes engineering, architectural, land surveyors, doctors, nurses and construction services. The purchase of goods through GoodBuy includes the purchase of any services reasonably required for the installation, operation, or maintenance of purchased goods, where such services are included in the awarded Vendor contract.

MEMBERSHIP

1. **Program Members.** Program Members must be qualifying local governmental entities of the State of Texas or another State; or qualifying private non-profit entities with tax exempt status under IRS Code Section 501(c)(3), operating private schools or child care facilities.
2. To become a Program Member requires the approval of this Agreement by the governing body of the Member, and by the Region 2 ESC Board of Directors. Each Program member must submit a copy of this Agreement signed by an authorized representative of the Member, along with a signed copy of a Resolution approved by the Program Member’s governing body, to Region 2 ESC, as a condition of membership, as set forth below.
3. **Non-governmental Members.** In addition to the membership requirements set forth in Paragraph 2 above, all non-governmental entities seeking membership in GoodBuy must produce such documents as may be required from time to time by GoodBuy, to demonstrate each such non-governmental entity is eligible to become a Program Member under applicable law.
4. **Membership Term.** This Agreement shall be for one calendar year, which shall run from September 1 through August 31 of each calendar year, and shall become effective upon approval by both the Program Member’s governing body, and the Region 2 ESC Board of Directors. This Agreement shall automatically renew for successive one-year terms, unless sooner terminated as provided in this Agreement. The terms and conditions of this Agreement shall apply to the initial term of Membership and all renewals, unless the terms and conditions are modified in writing, and approved by the governing body of GoodBuy, the Region 2 ESC Board of Directors. There is no fee for Program Membership.
5. **Termination of Membership.** Either the Program Member or Region 2 ESC may elect to non-renew this Agreement by sixty (60) days written notice of non-renewal delivered to the designated representative of the other party, as set forth below. This Agreement may also be terminated by either party upon thirty (30) days prior written notice to the designated representative set forth below, with or without cause. If the Program Member terminates its participation during the term of this Agreement or if GoodBuy terminates participation of the Program Member under any provision of this Article, the Program Member shall bear the full financial responsibility for any purchases by the Program Member occurring after the termination date.



Purchasing Program of the Education Service Center, Region 2

Services Provided by GoodBuy:

GoodBuy will:

- Provide the organization and administrative structure of the program, including all staff necessary for the efficient operation of the program;
- Solicit requests from Program Members for adding categories/commodities and relevant specifications, and quantity demands for goods and services that could be included in the GoodBuy program;
- Prepare specifications for procurement of goods and services to be included in the GoodBuy program;
- Publish solicitations for prices and bids from potential Vendors of goods and services to be included in the GoodBuy program;
- Qualify potential Vendors and their goods or services, based on published bid criteria, and including the conducting of due diligence of potential Vendors;
- Tabulate price quotes, unit prices, and other information provided by potential Vendors of goods and services, to determine awarded Vendors for specific goods and services;
- Making all Vendor background research information and bids, and GoodBuy awarded Vendor contract analysis information available to Program Members;
- Maintain and publish the list of all GoodBuy awarded contracts, including all relevant information about the goods and services available under each awarded Vendor contract; and
- Provide Members with procedures for ordering, delivery, and billing for Member purchases from GoodBuy vendors.

Region 2 ESC is the designated entity that shall supervise the GoodBuy performance of this Agreement.

Any written notice to the GoodBuy Purchasing Cooperative shall be made by first class mail, postage prepaid, and delivered to: GoodBuy Purchasing Cooperative, Education Service Center, Region 2, 209 N. Water St., Corpus Christi, Texas 78401-2528 or by e-mail sent and actually received by GoodBuy to a GoodBuy Relations Representative at goodbuy@esc2.net.

Member Obligations:

- Each Program Member warrants that all Vendor payments, or other disbursements required under this Agreement will be made from current revenues budgeted and available to that Member.
- Program Members commit to purchase goods and services that become part of the official GoodBuy products and services list when it is in the best interest of the member entity.
- Each Program Member agrees to prepare purchase orders or provide other documentation issued to the appropriate vendor from the official awarded Vendor list provided by GoodBuy clearly noting contract number on it, as may be required by Member policy and procedures; provide a copy of each such Purchase Order, or Member approved order confirmation, Vendor Invoice or other proof of purchase for a purchase to the GoodBuy representative no later than 60 business days of the Member purchase from a GoodBuy Vendor;
- Accept shipments of products or delivery of services ordered from vendors in accordance with standard GoodBuy purchasing procedures.



Purchasing Program of the Education Service Center, Region 2

- Pay Vendors in a timely manner for all goods and services received.
- Report promptly in writing to GoodBuy any and all instances in which a Program Member has rejected goods or services delivered to the Member by any awarded GoodBuy Vendor, or has cancelled any previously approved Purchase Order or invoice Order for goods or services to be provided by any awarded GoodBuy Vendor, to the designated GoodBuy representative.
- It is also a condition precedent to the approval of this Agreement for each Program Member by the Board of Directors of Region 2 ESC, that each prospective Program Member shall designate the person or persons who have express authority to represent and bind the Program Members in the administration and operation of this Agreement, with respect to GoodBuy purchasing, and Region 2 ESC will not be obligated to contact any other individual(s) regarding GoodBuy matters. A Program Member may change the designated Member representative listed below at any time by submitting written notice to goodbuy@esc2.net.

Program Member Name: _____

Program Member Designated GoodBuy representative(s):

Name: _____

Contact Information: _____

Title: _____

(Address) _____

Email: _____

City: _____

Telephone: _____

State: _____

Facsimile: _____

The Program Member shall provide proof of goods and services purchased via any GoodBuy contract (purchase orders, monthly activity reports, order confirmations, invoices, etc.) to GoodBuy (all purchases conducted through GoodBuy Awarded Vendor contracts). These reports may be modified from time to time as deemed appropriate by GoodBuy.

GENERAL TERMS AND CONDITIONS

- 1. Governing Law and Venue.** The Program Member and GoodBuy agree that this Agreement is governed by the law of the State of Texas and the published policies and procedures of GoodBuy. Any and all suits arising from this Agreement shall be brought in a court of competent jurisdiction and venue shall lie in Nueces County, Texas.
- 2. Cooperation and Access.** The Program Member and GoodBuy agree that they will cooperate in compliance with any reasonable requests for information and/or records made by GoodBuy or the Program Member. GoodBuy reserves the right to audit the relevant records of any Program Member, and vice-versa.
- 3. Defense and Prosecution of Claims.** The ESC shall not be responsible or obligated to defend any claims against the Member or prosecute any claims on behalf of the Member.
- 4. Legal Counsel.** The Region 2 ESC shall not be responsible or obligated to provide or act as legal counsel to the Member with respect to any matter regarding this Agreement.
- 5. Purchase Contracts.** The Region 2 ESC and GoodBuy shall not be a party to any contracts made by the Member for the purchase of goods or services with any vendor through the GoodBuy program.



Purchasing Program of the Education Service Center, Region 2

6. No Warranty. The Region 2 ESC and/or GoodBuy does not warrant, sponsor, or endorse the goods or services of any GoodBuy Vendor.
7. It is the responsibility of the Program Member purchasing from GoodBuy awarded vendors ensure that the applicable purchasing requirements for the Member are met in accordance with all applicable local, state and federal procurement law.
8. Mediation. All claims and disputes arising under this Agreement shall be submitted to non-binding mediation before a neutral mediator in Nueces County, Texas, with the party demanding mediation of a claim being obligated to pay all costs and expenses of mediation.
9. Compliance with Procurement Laws. GoodBuy shall use its best effects to solicit prices for goods and services in compliance with all applicable laws and regulations governing purchase contracts by Members, and will keep a record of its procurement methodology for inspection by any Member. Each Member is responsible for determining, in consultation with its legal counsel, whether purchasing through this cooperative will satisfy the requirements of any applicable law or regulation governing the Program Member.
10. This Agreement contains the entire agreement of the Parties hereto with respect to the matters covered by its terms, and it may not be modified in any manner without the express written consent of the Parties.
11. If any term(s) or provision(s) of this Agreement are held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions of this Agreement shall remain in full force and effect
12. No Party to this Agreement waives or relinquishes any immunity or defense on behalf of itself, its directors, officers, employees, representatives and agents as a result of its execution of this Agreement and performance of the functions and obligations described herein.
13. **THE GOODBUY PURCHASING COOPERATIVE, ITS ENDORSERS, AND SERVICING CONTRACTORS HEREBY DISCLAIM ANY AND ALL WARRANTIES, EXPRESS OR IMPLIED, IN REGARD TO ANY INFORMATION, PRODUCT, OR SERVICE FURNISHED UNDER THIS AGREEMENT, INCLUDING WITHOUT LIMITATION, ANY AND ALL IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.**
14. **THE PARTIES AGREE THAT IN REGARD TO ANY AND ALL CAUSES OF ACTION ARISING OUT OF OR RELATING TO THIS AGREEMENT, NEITHER PARTY SHALL BE LIABLE TO THE OTHER UNDER ANY CIRCUMSTANCES FOR SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES, EVEN IF IT HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES**
15. **GoodBuy and Region 2 ESC, their ENDORSERS AND SERVICING CONTRACTORS, DO NOT WARRANT THAT THE OPERATION OR USE OF PROGRAM SERVICES WILL BE UNINTERRUPTED OR ERROR-FREE.**



Purchasing Program of the Education Service Center, Region 2

16. Merger: The Interlocal Participation Agreement, Board Resolution, Terms and Conditions, and General Provisions represent the complete understanding of the GoodBuy Purchasing Cooperative, and Program Member electing to participate in the Program.

17. Representation of Authorization: By the execution and delivery of this Agreement, the undersigned individuals warrant that they have been duly authorized by all requisite administrative action required to enter into and perform the terms of this Agreement.

TO BE COMPLETED BY THE GOODBUY PURCHASING COOPERATIVE, as acting on behalf of all other Program Members

By: _____ Date: _____
GoodBuy Relations Representative, Region 2 ESC

Email: _____ Telephone: _____

Facsimile: _____

(Name of Program Member)

TO BE COMPLETED BY PROGRAM MEMBER

By: _____ Date: _____
(Signature of authorized representative of Program Member)



Agenda Report

Voting Requirements:
Majority

DATE: September 9, 2025

SUBJECT: Approval of Agreement with U.S. Bank for Commercial Charge Card (Corporate Card) Services

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to enter a two-year Cooperative Purchasing Member Addendum with four, one-year options for commercial charge card services with U.S. Bank.

BUSINESS PURPOSE AND FINANCIAL CONSIDERATIONS

- DART's corporate card (P-card) program, in place since the late 1990s, facilitates purchases of less than \$2,500, reducing administrative burden and the need for additional procurement and finance staff.
- Since 2011, DART has participated in the State of Texas' contract with Citibank for its corporate card services. Effective March 1, 2025, the state awarded a new contract to U.S Bank, with the same opportunity for Texas agencies to participate via an addendum to the master agreement.
- DART does not incur any fees for this agreement, and U.S. Bank rebates a percentage of DART's purchases based on the total transaction volume from all participants.
- By participating in this competitively procured state contract, as with other state contracts, DART avoids a lengthy procurement process and benefits from more favorable terms. For example, DART receives a substantial rebate each year (about \$70,000 in FY 2024) because of the large number of participants in the state contract and the resulting transaction volume.
- DART has until February 2026 to take advantage of the state contract.
- Approval of item supports Agency Strategic Goal 1: Empowered Agency—Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.

LEGAL CONSIDERATIONS

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

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

Approval of Agreement with U.S. Bank for Commercial Charge Card (Corporate Card) Services

WHEREAS, DART has participated in the State of Texas' contract for corporate card services since 2011; and

WHEREAS, a Texas Comptroller of Public Accounts procurement for a two-year contract was conducted in accordance with DART Procurement Regulations; and

WHEREAS, effective March 1, 2025, the state awarded a new contract to U.S Bank, with the same opportunity for Texas agencies to participate via an addendum to the master agreement; and

WHEREAS, DART does not incur any fees for this agreement.

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 enter a two-year Cooperative Purchasing Member Addendum with four, one-year options for commercial charge card services with U.S. Bank.

**Approval of Agreement with U.S. Bank for Commercial Charge Card (Corporate Card)
Services**

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



Agenda Report

Attachments: 1. Contract Award Analysis 2. D/M/WBE Details	Voting Requirements: Majority
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DATE: September 9, 2025

SUBJECT: Approval of Contract for Bus Tire Leasing and Services

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to award a three-year contract with two, one-year options for Bus Tire Leasing and Services [C-2091110-01] to Bridgestone Americas Tire Operations, LLC, for a total authorized amount not to exceed \$10,606,000.

FINANCIAL CONSIDERATIONS

- This contract for Bus Tire Leasing and Services is included in the Bus Operations Department's proposed FY 2026 operating budget.
- Sufficient funding for this multi-year contract in the amount of \$10,606,000 is included in both the Bus Operations Department's proposed FY 2026 Operating budget and the Total Operating Expense line item of the proposed FY 2026 20-Year Financial Plan.

BUSINESS PURPOSE

- This contract will ensure support for DART's Bus Tire Leasing and Services program that maintains tires and wheels in a safe and service-ready condition across the fleet.
- The contract scope requires the contractor to provide all personnel, tires, supplies, tools, and equipment necessary to perform tire maintenance, replacement, and associated services safely and effectively.
- The contractor will furnish qualified personnel to manage tire leasing operations, perform inspections, mount and balance tires, track inventory, and address tire-related service needs at all DART bus divisions.
- Additionally, the contractor will provide all relevant technical and maintenance documentation, including service logs, reports, and tire inventory records in electronic format.
- Approval of this contract will help achieve Agency Strategic Goal 1: Empowered Agency – Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.

PROCUREMENT CONSIDERATIONS

- On June 16, 2025, an Invitation for Bids (IFB) notification was sent to firms for bus tire leasing and services.
- This will be an indefinite delivery/indefinite quantity contract with a three-year term with two one-year options.
- The contract award analysis is provided as Attachment 1.

D/M/WBE CONSIDERATIONS

- The goal for this contract was established in March 2025 at 10% M/WBE participation.
- Bridgestone Americas Tire Operations, LLC, the prime contractor, has committed to exceed the M/WBE goal.
- The M/WBE analysis and Equal 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
CONTRACT AWARD ANALYSIS
(Invitation for Bids)
IFB NO. B-2091110**

Contract Information

- A. Description:** Bus Tire Leasing and Services
- B. Contractor:** Bridgestone Americas Tire Operations, LLC
- C. Contract Number:** C-2091110-01
- D. Contract Amount:** Not to exceed \$10,606,000
- E. Contract Type:** Indefinite Delivery/Indefinite Quantity
- F. Term of Contract:** Three years
- G. Options Available:** Two, one-year options
- H. Bond Requirement:** Yes
- I. Liquidated Damages:** Yes
- J. Funding Source:** Local

Solicitation Information

- A. Issue Date:** 06/16/2025
- B. Notifications Sent to Registered Suppliers:** Yes
- C. Date and Time for Bid Receipt:** June 27, 2025 @ 2:00 PM
- D. Bids Received:**

Firm Name	Base Price	Option 1	Option 2	Base + Option Pricing	Rank
Bridgestone	\$10,605,891	\$3,569,995	\$3,709,965	\$17,885,854	1
IZY Global	\$18,566,107	\$6,686,666	\$6,954,133	\$32,196,905	2

A survey was conducted with Goodyear and Michelin, and they could not provide all the tire sizes required for DARTs fleet.

- E. Discussion of Nonresponsive Bids:** N/A
- F. Bid Evaluation:** Bridgestone Americas Tire Operations, LLC's bid is responsive.
- G. Price Considerations:** The pricing is fair and reasonable based on a comparison to the previous contract, including escalation, and the independent cost estimate (ICE).

H. Determination of Responsibility:

Bond Check: Yes

Reference Check: Satisfactory

Financial Responsibility Survey: Satisfactory

Insurance Check: Yes

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.

I. Protests received: None

J. Determinations Required: None

Determination and Recommendation

Bridgestone Americas Tire Operations, LLC, is a responsive and responsible offeror that submitted the lowest price in full and open competition for Bus Tire Leasing and Services. They have the capacity to perform this contract and are recommended for award.

Approval of Contract for Bus Tire Leasing and Services

M/WBE Considerations

The goal for this contract was established in March 2025 at 10% M/WBE participation. Bridgestone Americas Tire Operations, LLC, the prime contractor, has committed to exceed the M/WBE goal through utilization of the following certified firm:

M/WBE PARTICIPATION

VENDOR	LOCATION	ETHNICITY	SERVICE	AMOUNT	PERCENTAGE
Leal Solutions, Inc.	Dallas, TX	Hispanic Female	Tire maintenance, HR and uniform supplier	\$7,125,337	67.18%

TOTAL M/WBE PARTICIPATION: \$7,125,337 67.18%*

NOTE: The goal is based on the not to exceed amount of \$10,606,000. If there are any changes to this amount, the original goal will apply.

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

Summary of EEO-1 Report

Bridgestone Americas Tire Operations, LLC is located in Nashville, TX and employs 124 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AM.	WHITE	TOTAL	PERCENTAGE
MALES	2	33	35	2	50	122	98.39%
FEMALES	0	0	0	0	2	2	1.61%
TOTAL	2	33	35	2	52	124	100%
PERCENTAGE	1.61%	26.61%	28.23%	1.61%	41.94%	100%	

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

Approval of Contract for Bus Tire Leasing and Services

WHEREAS, the contractor will ensure continued support for DART's Bus Tire Leasing and Services program, which maintains tires and wheels in a safe and service-ready condition across the fleet; and

WHEREAS, the contract scope requires the contractor to provide all personnel, tires, supplies, tools, and equipment necessary to perform tire maintenance, replacement, and associated services safely and effectively; and

WHEREAS, the contractor will furnish qualified personnel to manage tire leasing operations, perform inspections, mount and balance tires, track inventory, and address tire-related service needs at all DART bus divisions; and the contractor will provide all relevant technical and maintenance documentation, including service logs, reports, and tire inventory records in electronic format; and

WHEREAS, a competitive sealed bid procurement for a three-year contract with two one-year options was negotiated 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 proposed FY 2026 Operating Budget and proposed FY 2026 20-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 three-year contract with two, one-year options for Bus Tire Leasing and Services [C-2091110-01] to Bridgestone Americas Tire Operations, LLC, for a total authorized amount not to exceed \$10,606,000.

Approval of Contract for Bus Tire Leasing and Services

Prepared by: /s/ Dee Leggett
Dee Leggett
Executive Vice President
Chief Development Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



Agenda Report

Attachments: 1. Contract Award Analysis 2. D/M/WBE Details	Voting Requirements: Majority
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DATE: September 9, 2025

SUBJECT: Approval of Contract for Public Message Board Switches

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to award a six-month contract with no options for 75 Hirschmann Greyhound GRS1042-DART-04 switches [Contract No. C-2092855-01] to Ergotech Controls, Inc. dba Industrial Networking, for a total authorized amount not to exceed \$569,349.

FINANCIAL CONSIDERATIONS

- This contract for the purchase of these switches is included in the Passenger Information Display System (PIDS) Upgrade project budget of the approved FY 2025 Capital Budget.
- Sufficient funding for this contract in the amount of \$569,349 is included in both the Passenger Information Display System Upgrade project budget and the Light Rail Transit capital line item of the proposed FY 2025 20-Year Financial Plan.
- On October 25, 2022 (Resolution No. 220156), the Board approved moving \$110.3 million from the Mobility Assistance and Innovation Fund for Ridership Improvement projects to provide funding on an equitable basis to enhance the cleanliness, reliability, and security of the DART system.
- This contract is part of the agency's near-term strategies to improve security and reliability, and will be funded with Ridership Improvement Funds.

BUSINESS PURPOSE

- Approval of this contract will help achieve Agency Strategic Goal 3: Quality Service – Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.
- DART has an existing Public Address and Video Messaging Broadcast (PA/VMB) system, which is at its end of life. Additionally, the current network design has limited bandwidth that is insufficient for future expansion and is not interoperable with the enhanced Passenger Information Display (PID) System (Resolution No. 240030).
- Upgrading the PA/VMB units to the Hirschmann Greyhound GRS1042-DART-04 switches will establish secure, redundant networks to support PA/VMB and PID communications, maintain continuous network connectivity during outages or disruptions, and enable the Maintenance of

Way Rail Communications team to effectively monitor and manage field devices.

- The upgrade also involves the installation of new hardware, enabling the reception of essential audio and platform announcements at stations, and DART customers will experience enhanced audio and message board capabilities at DART stations. Without this upgrade, the network of PA/VMB and PID devices will be unable to operate cohesively with seamless communication.
- These are the same switches used for the Light Rail System, thus simplifying support, maintenance, training, administration and spare parts.

PROCUREMENT CONSIDERATIONS

- On June 12, 2025, an Invitation for Bid (IFB) notification was sent to firms for the purchase of 75 Hirschmann Greyhound GRS1042-DART-04 switches.
- This will be a definite quantity/definite delivery contract for six months with no options.
- The contract award analysis is provided as Attachment 1.

D/M/WBE CONSIDERATIONS

- The goals for this contract were established in 2004 by the DART Board of Directors at 25% MBE and 5% WBE participation.
- Ergotech Controls, Inc. dba Industrial Networking Solutions, the prime contractor, has committed to achieve some participation.
- The M/WBE analysis and Equal 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
CONTRACT AWARD ANALYSIS
(Invitation for Bids)
IFB NO. B-2092855**

Contract Information

- A. Description:** Public Message Board Switches
- B. Contractor:** Ergotech Controls, Inc. dba Industrial Networking
- C. Contract Number:** C-2092855-01
- D. Contract Amount:** Not to exceed \$569,349
- E. Contract Type:** Definite Quantity / Definite Delivery
- F. Term of Contract:** Six months from the date of the Notice to Proceed
- G. Options Available:** None
- H. Bond Requirement:** N/A
- I. Liquidated Damages:** N/A
- J. Funding Source:** Local

Solicitation Information

- A. Issue Date:** June 12, 2025
- B. Notifications Sent to Registered Suppliers:** Yes
- C. Date and Time for Bid Receipt:** July 14, 2025 @ 2:00 PM
- D. Bids Received:** Five

Firm Name	Base Price	Rank
Ergotech Controls, Inc. dba Industrial Networking	\$569,349	1
Sology Solutions	\$615,950	2
Questivity, Inc.	\$653,653	3
Argent Associates, Inc.	\$659,163	4
Titanium Tech	\$813,450	5

- E. Discussion of Nonresponsive Bids:** None
- F. Bid Evaluation:** Ergotech Controls, Inc. dba Industrial Networking is responsive and responsible
- G. Price Considerations:** The price is fair and reasonable based on full and open competition.

H. Determination of Responsibility:

Bond Check: N/A

Reference Check: Satisfactory

Financial Responsibility Survey: Satisfactory

Insurance Check: Before Award

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.

I. Protests received: None

J. Determinations Required: Brand-Name Only

Determination and Recommendation

Ergotech Controls, Inc. dba Industrial Networking is a responsive and responsible offeror that submitted the lowest price in full and open competition for public message board switches. They have the capacity to perform this contract and are recommended for award.

Approval of Contract for Purchase of Public Message Board Switches

M/WBE Considerations

The goals for this contract were established in 2004 by the DART Board of Directors at 25% MBE and 5% WBE participation. Ergotech Controls, Inc. dba Industrial Networking Solutions, the prime contractor, has committed to achieve some participation through utilization of the following certified firm:

M/WBE PARTICIPATION

VENDOR	LOCATION	ETHNICITY	SERVICE	AMOUNT	PERCENTAGE
Regional Carriers Logistics, Inc	Duncanville, TX	Black Male	Courier Services	\$56,935	10.00%

TOTAL M/WBE PARTICIPATION: \$56,935 10.00%*

NOTE: The goals are based on the not to exceed amount of \$569,349. If there are any changes to this amount, the original goals will apply.

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

Summary of EEO-1 Report

Industrial Networking Solutions is located in Richardson, TX and employs 145 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AM.	WHITE	TOTAL	PERCENTAGE
MALES	9	6	8	0	88	111	76.55%
FEMALES	4	4	7	0	19	34	23.45%
TOTAL	13	10	15	0	107	145	100%
PERCENTAGE	8.97%	6.90%	10.34%	0.00%	73.79%	100%	

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

Approval of Contract for Purchase of Public Message Board Switches

WHEREAS, DART utilizes public messaging broadcasts to communicate both critical and helpful information to customers as they use the system; and

WHEREAS, the current network switches and hardware are at their end of life and must be replaced; and

WHEREAS, Hirschmann Greyhound switches offer better reliability and interoperability among DART's communication systems to ensure consistent delivery of customer information at stations; and

WHEREAS, a competitive sealed bid procurement for a six-month contract with no options was conducted in accordance with the DART Procurement Regulations; and

WHEREAS, the pricing is fair and reasonable; and

WHEREAS, funding for this contract is within current Budget and proposed FY 2025 20-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 six-month contract with no options for 75 Hirschmann Greyhound GRS1042-DART-04 switches [Contract No. C-2092855-01] to Ergotech Controls, Inc. dba Industrial Networking, for a total authorized amount not to exceed \$569,349.

Approval of Contract for Purchase of Public Message Board Switches

Prepared by: /s/ Trenise Winters
Trenise Winters
Chief Operations Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



Agenda Report

Attachment:
1. Maps

Voting Requirements:
Majority

DATE: September 9, 2025

SUBJECT: Declaration and Sale of an Easement Located at or near U.S. 75 and Campbell Road, Richardson, Texas, to The Shops at Eastside, LLC, for an Onsite Monument Sign

RECOMMENDATION

Approval of a resolution: 1) declaring DART's interest in 240 square feet (0.0055 acres) located at or near U.S. 75 and Campbell Road in the City of Richardson, Texas, described in Exhibit 1 to the Resolution, surplus to DART's needs; and 2) authorizing the President & Chief Executive Officer or her designee to take such actions and execute such documents necessary to proceed with the sale of an easement of the property described in Exhibit 1 to the Resolution for fair market value, subject to approval by the Federal Transit Administration (FTA).

FINANCIAL CONSIDERATIONS

- Sale of this easement will generate revenue. DART will coordinate with the FTA to endeavor to have the sale proceeds transitioned as funding to another DART capital project.

BUSINESS PURPOSE

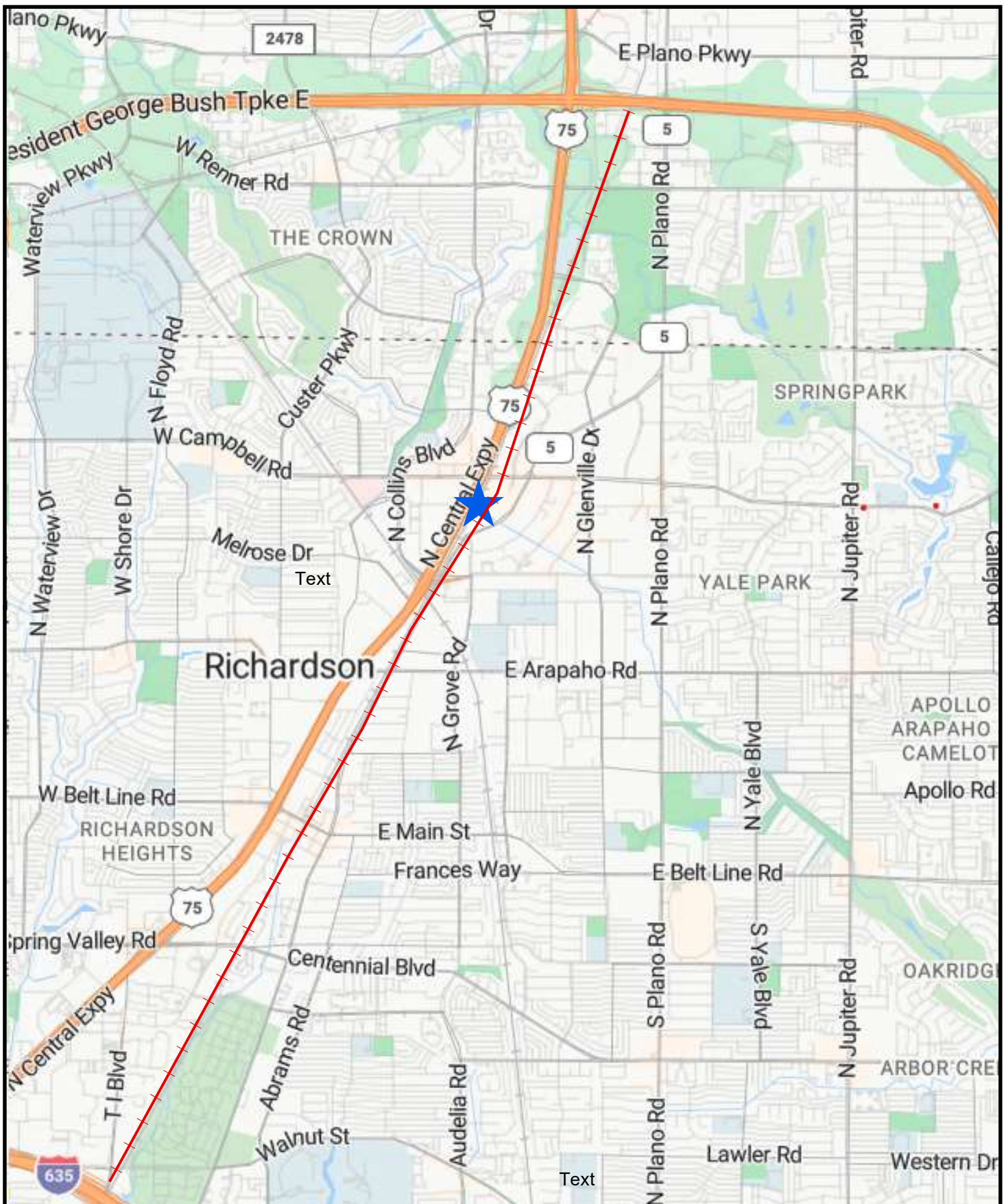
- DART received a request from The Shops at Eastside, LLC, to install a monument sign on DART's Red/Orange Line light rail corridor at the location shown in Attachment 1 to this Agenda Report and fully described in Exhibit 1 to the Resolution.
- The Shops at Eastside, LLC, has agreed to pay fair market value for an easement to accommodate the monument sign. The fair market value has been determined by an appraisal prepared by a Texas Certified Real Estate Appraiser and reviewed by DART's Chief Appraiser.
- Sale of this easement for the installation and maintenance of a monument sign for The Shops at Eastside, LLC, does not interfere with the efficient operation and maintenance of DART's public transportation system.
- Approval of this real estate transaction will help achieve Agency Strategic Goal 6: Position DART as a collaborative leader and recognized regional economic and mobility asset.
- 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 authorizes DART to sell surplus property that is not needed for the efficient operation and maintenance of the agency's public transportation system.

**Legend**

-  DART LRT Red Line
-  Easement Location

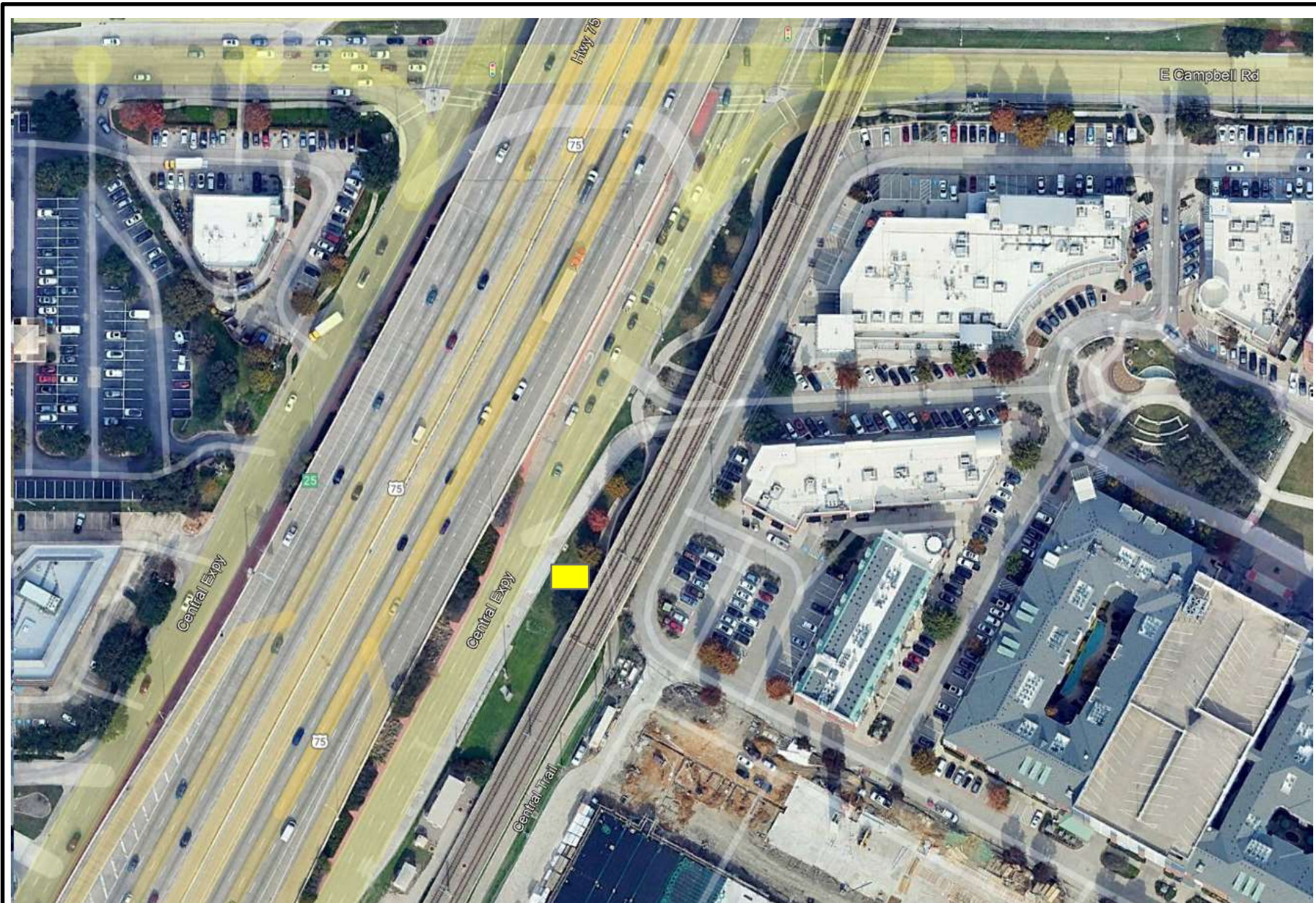
DALLAS AREA RAPID TRANSIT

Declaration and Sale of an Easement
 Located at or near U.S. 75 and Campbell Road,
 Richardson, Texas, to The Shops at Eastside, LLC,
 for an Onsite Monument Sign

STREET ADDRESS

East of US 75
 south of E, Campbell Road





Legend



Sign Easement

DALLAS AREA RAPID TRANSIT

Declaration and Sale of an Easement
Located at or near U.S. 75 and Campbell Road,
Richardson, Texas, to The Shops at Eastside, LLC,
for an Onsite Monument Sign

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



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

**Declaration and Sale of an Easement Located at or near U.S. 75 and Campbell Road,
Richardson, Texas, to The Shops at Eastside, LLC, for an Onsite Monument Sign**

WHEREAS, DART received a request from The Shops at Eastside, LLC, to install a monument sign on DART's Red/Orange Line light rail corridor at the location described in Exhibit 1 to the Resolution; and

WHEREAS, The Shops at Eastside, LLC, has agreed to pay fair market value for an easement to accommodate the monument sign; and

WHEREAS, sale of this easement for the installation and maintenance of a monument sign for The Shops at Eastside, LLC, does not interfere with the efficient operation and maintenance of DART's public transportation system.

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

- Section 1: DART's interest in 240 square feet (0.0055 acres) located at or near U.S. 75 and Campbell Road in the City of Richardson, Texas, as described in Exhibit 1, is surplus to DART's needs.
- Section 2: The President & Chief Executive Officer or her designee is authorized to take such actions and execute such documents necessary to proceed with the sale of an easement of the property described in Exhibit 1 for fair market value to The Shops at Eastside, LLC, subject to approval by the Federal Transit Administration (FTA).

**Declaration and Sale of an Easement Located at or near U.S. 75 and Campbell Road, Richardson,
Texas, to The Shops at Eastside, LLC, for an Onsite Monument Sign**

Prepared by: /s/ Dee Leggett
Dee Leggett
Executive Vice President
Chief Development Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer

DATE: 05/07/2025
 JOB NO. 25-02-099
 SHEET 1 OF 2

EASEMENT DEDICATION

J. N. EVERETT SURVEY, ABSTRACT NO. 440
 CITY OF RICHARDSON, DALLAS COUNTY, TEXAS

BEING SITUATED IN THE J. N. EVERETT SURVEY, ABSTRACT NUMBER 440, IN RICHARDSON, DALLAS COUNTY, TEXAS, AND BEING A PART OF THAT TRACT OF LAND DESCRIBED IN DEED TO DALLAS AREA RAPID TRANSIT, OF RECORD IN VOLUME 88083, PAGE 4905, OF THE DEED RECORDS OF DALLAS COUNTY, TEXAS (HEREINAFTER REFERRED TO AS "DART TRACT"), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A POINT FOR CORNER IN THE EAST RIGHT-OF-WAY LINE OF SAID DART TRACT, AT THE MOST SOUTHERN CORNER OF LOT 7, BLOCK A, EASTSIDE, AN ADDITION TO THE CITY OF RICHARDSON, DALLAS COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED UNDER COUNTY CLERK'S INSTRUMENT NUMBER 20070229858, OF THE MAP RECORDS OF DALLAS COUNTY, TEXAS, AND AT THE MOST NORTHERN CORNER OF LOT 2, BLOCK A, EASTSIDE ADDITION PHASE II, AN ADDITION TO THE CITY OF RICHARDSON, DALLAS COUNTY, TEXAS, ACCORDING TO THE MAP THEREOF RECORDED UNDER COUNTY CLERK'S INSTRUMENT NUMBER 201500052239, OF THE MAP RECORDS OF DALLAS COUNTY, TEXAS, FROM WHICH A 1/2" IRON ROD FOUND FOR REFERENCE AT THE MOST NORTHERN NORTHWEST CORNER OF SAID LOT 7 BEARS NORTH 27°14'38" EAST, A DISTANCE OF 563.33 FEET AND FROM WHICH A 1/2" IRON ROD FOUND FOR REFERENCE AT THE MOST SOUTHERN CORNER OF SAID LOT 7 BEARS SOUTH 62°45'06" EAST ALONG, A DISTANCE OF 131.58 FEET;

THENCE NORTH 49°43'03" WEST OVER AND ACROSS SAID DART TRACT, A DISTANCE OF 98.33 FEET A 5/8" IRON ROD WITH YELLOW CAP STAMPED "RPLS 5587" SET FOR CORNER AT THE POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT, SAID POINT BEING IN THE SOUTHEAST LINE OF A FIRE LANE AND ACCESS EASEMENT DESCRIBED IN DOCUMENT RECORDED UNDER COUNTY CLERK'S INSTRUMENT NUMBER 20070136447, OF THE DEED RECORDS OF DALLAS COUNTY, TEXAS;

THENCE NORTH 27°39'08" EAST ALONG THE SOUTHEAST LINE OF SAID FIRE LANE AND ACCESS EASEMENT, A DISTANCE OF 6.00 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED "RPLS 5587" SET FOR CORNER;

THENCE SOUTH 62°45'22" EAST, A DISTANCE OF 40.00 FEET A 5/8" IRON ROD WITH YELLOW CAP STAMPED "RPLS 5587" SET FOR CORNER;

THENCE SOUTH 27°39'08" WEST, A DISTANCE OF 6.00 FEET A 5/8" IRON ROD WITH YELLOW CAP STAMPED "RPLS 5587" SET FOR CORNER;

THENCE NORTH 62°45'22" WEST, A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING AND CONTAINING 240 SQUARE FEET OR 0.006 ACRES OF LAND.



JASON L. MORGAN

TXRPLS 5587

PREPARED BY:
 JASON L. MORGAN, R.P.L.S. NO. 5587
 GLOBAL LAND SURVEYING, INC.
 GLOBAL LAND SURVEYING, INC.
 17111 PRESTON ROAD, SUITE 135
 DALLAS, TEXAS 75248
 PHONE (972) 881-1700
 JMORGAN@GLS-INC.COM
 TBPELS FIRM NO. 10016300

**J. N. EVERETT SURVEY, ABSTRACT NO. 440
CITY OF RICHARDSON, DALLAS COUNTY, TEXAS**

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 27°39'08" E	6.00'
L2	S 62°45'22" E	40.00'
L3	S 27°39'08" W	6.00'
L4	N 62°45'22" W	40.00'

(VARIABLE WIDTH RIGHT-OF-WAY)

FND 1/2" I.R. (MRD)

**LOT 7
BLOCK A**

EASTSIDE ADDITION
CC# 20070229858
D.R.D.C.T.

FND "X" (MRD)

FIRE LANE AND
ACCESS ESMT.
CC# 20070229858
D.R.D.C.T.

FND "X" (MRD)

N 84°58'07" E
120.57'

⑤ FND "X" (MRD)

S 62°43'45" E
29.90'

POINT OF COMMENCING

POINT OF BEGINNING

N 49°43'03" W
98.33'

00.0,

**LOT 2
BLOCK A**

EASTSIDE ADDITION
PHASE II
CC# 201500052239
M.R.D.C.T.

DALLAS AREA RAPID TRANSIT
VOLUME 88083, PAGE 4905
D.R.D.C.T.

FND 1/2" I.R. (MRD)

N 27°16'10" E
193.58' E



0' 100'

GRAPHIC SCALE:
1 INCH = 100 FEET

BASIS OF BEARINGS:

ALL BEARINGS SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE
COORDINATE SYSTEM, TEXAS NORTH-CENTRAL ZONE (TX4202) DERIVED FROM GPS
OBSERVATIONS TAKEN ON 05/07/2025 UTILIZING A TRIMBLE R12I RTK UNIT ON
THE ALLTERRA RTK NETWORK.

PREPARED BY:
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TBPELS FIRM NO. 10016300

~~Sale of Easement Richardson Shops at Eastside, LLC~~

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Agenda Report

Attachments: 1. Procurement Analysis 2. D/M/WBE Details 3. History of Board Authorizations	Voting Requirements: Majority
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DATE: September 9, 2025

SUBJECT: Approval of Contract Modification to Increase Contract Value for the Design-Build Services Contract for the Silver Line Regional Rail Project to Include an Increase to Allowance for Spare Parts

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to increase the contract value for design-build services with Archer Western Herzog 4.0, Joint Venture, (AWH) for the Silver Line Regional Rail Project to include an increase to the allowance for spare parts in the amount of \$750,000, to be funded from the contract contingency, for a new contract amount of \$1,499,831,900 and with no change to the total Board-authorized amount not to exceed \$1,542,015,414.

FINANCIAL CONSIDERATIONS

- This contract modification to increase the allowance for spare parts is included in Silver Line Regional Rail project budget of the approved FY 2025 Capital Budget.
- Sufficient funding for this contract modification in the amount of \$750,000 is included in both Silver Line Regional Rail project budget and the Commuter Rail Operating line item of the proposed FY 2025 20-Year Financial Plan.

BUSINESS PURPOSE

- On December 11, 2018 (Resolution No. 180135), the Board approved the contract award to Archer Western Herzog 4.0, Joint Venture, for design and construction of the Cotton Belt Corridor (now known as the Silver Line) Regional Rail Project as a mixed double and single-track alignment, in an amount not to exceed \$783,725,980, plus a supplemental work contingency of \$31,349,039 (4%) for unanticipated expenses, for a total authorized amount not to exceed \$815,075,019. This contract has been modified several times as shown in the history of Board authorizations included as Attachment 3.
- Change Request No. 387:
 - AWH currently has a spare parts allowance of \$250,000 under the existing contract.
 - At DART's request, AWH has provided a comprehensive list of recommended spare parts, including critical signaling, and communications.

- To ensure timely procurement of essential components and avoid delays in system readiness, an increase in the allowance from \$250,000 to \$1,000,000 is recommended.
- Approval of this increase to the value of the contract will support final completion of the project.
- Approval of this increase to the value of the contract will help achieve Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement; and Strategic Goal 6: Strategic Relationships - Position DART as a collaborative leader and recognized regional economic and mobility asset.

PROCUREMENT CONSIDERATIONS

- This Design-Build Contract is a fixed price with performance incentives contract. The base term of the contract is currently from December 26, 2018, through final acceptance, but no later than August 31, 2026.
- An increase to add additional money to the spare parts allowance in the amount of \$750,000 bringing the total spare parts allowance to \$1,000,000 will be funded from contract contingency. While there was no negotiation for this change, the amount of money being moved from contingency to the spare parts allowance is necessary in order to purchase spare parts prior to the vehicles going into revenue service. Any money left in the allowance not used for spare parts will remain with DART.
- The procurement analysis is provided as Attachment 1.

D/M/WBE CONSIDERATIONS

- The goals for this contract were established in March 2017 at 7% DBE and 38% M/WBE participation.
- Archer Western Herzog 4.0, Joint Venture, the prime contractor, has committed to exceed the DBE goal and meet the M/WBE goal for design services. For construction services, Archer Western Herzog 4.0, Joint Venture, has committed to meet both goals.
- The D/M/WBE analysis and Equal Employment Opportunity (EEO-1) information are included in Attachment 2. The prime contractor's actual EEO-1 reports are available upon request.

LEGAL CONSIDERATIONS

- Section 452.056 (a) of the Texas Transportation Code authorizes DART to construct, develop, plan, and operate a public transportation system within the DART Service Area.
- 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
Funding Modification
SA96**

Contract Information

- A. Contract Description:** The Cotton Belt Regional Rail (Silver Line) Design-Build Project
- B. Contractor:** Archer Western Herzog 4.0, Joint Venture (Archer Western Construction, LLC, and Herzog Contracting Corporation)
- C. Contract Number:** C-2033270-01
- D. Contractual Action:** Increase funding
- E. Current Contract Amount:** \$1,499,081,900
- F. Contract Modification Amount:** \$750,000 to be added to the Spare Parts Allowance bringing the total amount of the Spare Parts Allowance to \$1,000,000.
- G. New Contract Amount:** \$1,499,831,900
- H. Contract Type:** Design-Build Contract: Fixed Price with Performance Incentives
- I. Current Term of Contract/Performance Period:** December 26, 2018, through final acceptance; but no later than August 31, 2026.
- J. Remaining Options Available:** None
- K. Price Considerations:** The cumulative estimated not-to-exceed amount of \$750,000 has been determined to be the amount required to purchase spare parts prior to revenue service. No negotiations were required for this change.
- L. Negotiation Memorandum:** Will be available for review in the contract file.
- M. Determinations Required:** None
- N. Funding:** Local/Federal
- O. Determination of Responsibility:**
Bond Check: Yes
Reference Check: Satisfactory
Financial Responsibility Survey: Satisfactory
Insurance Check: Yes
On-Site Inspection: N/A
Arithmetic Check: Yes
Verification of Offer: Yes
Buy America Certification and/or Audit, if applicable: Yes
Debarred/Suspended list: Not on the debarred/suspended list.

Determination and Recommendation

Archer Western Herzog 4.0, Joint Venture is a responsible contractor for the modification described above. Therefore, execution of the contract modification is recommended for the Silver Line Design-Build Project.

**Approval of Contract Modification to Increase Contract Value for the Design-Build Services Contract
for the Silver Line Regional Rail Project to Include an Increase to Allowance for Spare Parts**

D/M/WBE CONSIDERATIONS

DESIGN SERVICES

The goals for this contract were established in March 2017 at 7% DBE and 38% M/WBE participation. Archer Western Herzog 4.0, Joint Venture (AWH), the prime contractor, has committed to exceed the DBE goal and meet the M/WBE goal through utilization of the following certified firms:

DBE PARTICIPATION

VENDOR	LOCATION	ETHNICITY	SERVICE	AMOUNT	PERCENTAGE
HVJ North Texas	Dallas, TX	Asian Indian Male	Geotechnical Services	\$2,624,656	4.23%
IEA, Inc	Dallas, TX	Asian Indian Male	Civil & Structural Engineering	\$3,052,593	4.92%
Lamb-Star Engineering	Plano, TX	Native American Male	Quality Control	\$631,103	1.02%
Multatech Engineering, Inc.	Dallas, TX	Hispanic Male	Track Engineering Support	\$2,181,916	3.51%

TOTAL DBE PARTICIPATION: \$8,490,268 13.68%**

M/WBE PARTICIPATION

VENDOR	LOCATION	ETHNICITY	SERVICE	AMOUNT	PERCENTAGE
APM & Associates	Dallas, TX	Black Male	Civil & Structural Services	\$2,369,529	3.16%
ARS Engineers, Inc.	Dallas, TX	Asian Indian Male	Title Search	\$624,003	1.00%
Caye Cook & Associates	Dallas, TX	White Female	Landscape Architecture	\$1,194,300	1.92%
Civil Associates, Inc.	Dallas, TX	Asian Pacific Male	CADD Support	\$233,128	0.37%
D&S Engineering Labs, LLC	Denton, TX	White Female	Geotechnical Services	\$2,259,526	3.64%
Lina T. Ramey & Associates	Farmers Branch, TX	Asian Indian Female	Engineering Services	\$6,657,519	10.73%

McAfee3 Architects, Inc.	Dallas, TX	Black Female	Architectural Design Support	\$3,014,187	4.86%
Olivier, Inc	Dallas, TX	Black Female	Document Control Support	\$908,426	1.19%
Simon Engineering & Consulting	Dallas, TX	Black Female	Civil Engineering Support	\$1,019,821	1.64%
Solaray Engineering, Inc.	Dallas, TX	Hispanic Male	Utility Coordinator	\$5,888,843	9.49%

TOTAL M/WBE PARTICIPATION: \$24,169,282 38.00%**

TOTAL DBE & M/WBE PARTICIPATION: \$32,659,550 51.68%**

NOTE: The goals are based on the current design cost of \$62,058,311. If there are any changes to this amount, the original goals shall still apply.

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

CONSTRUCTION SERVICES

The goals for this contract were established in March 2017 at 7% DBE and 38% M/WBE participation. Archer Western Herzog 4.0, Joint Venture (AWH), the prime contractor, has committed to meet the DBE and M/WBE goals for the construction services portion of this project. Below is a list of D/M/WBE firms identified to-date for construction services and their current commitments:

VENDOR	LOCATION	ETHNICITY	SERVICE	AMOUNT
4K Companies, LLC	Graham, TX	White Female	Earthwork and Drainage	\$17,985,212
Action Automatic Sprinkler, Inc.	Waxahachie, TX	White Female	Fire Standpipe	\$2,421,532
All in One Resources	Carrollton, TX	Black Male	Janitorial Services	\$197,114
Alliance Geotechnical Group, Inc.	Dallas, TX	Black Male	Quality Inspection & Testing	\$548,542
ASFI Construction, LLC	Sanger, TX	White Female	Bridge Waterproofing	\$5,280,332
Astro Johnny Waste Management Company	Jacksonville, TX	Black Male	Waste Management	\$59,424
ATS Drilling	Ft. Worth, TX	Asian Pacific Male	Drilled Shafts	\$21,267,108

B&B Diversified Materials	Green Valley, AZ	Asian Pacific Female	Material Supplier	\$16,406,991
Big D Concrete	Dallas, TX	White Female	Concrete	\$1,168,591
Bonded Inspection	Garland, TX	White Female	Inspection Services	\$156,530
Brooklyn Sweeps, Inc.	Dallas, TX	Black Male	Street Sweeping	\$156,530
Bulldog Services, LLC	Rhome, TX	White Female	Utilities	\$1,654,075
Buyers Barricade	North Richland Hills, TX	White Female	Traffic Control	\$4,760,286
CARCON Industries	Dallas, TX	Hispanic Female	Construction Management	\$3,761,234
Carrco Painting Contractors	Dallas, TX	Hispanic Male	Steel Coating	\$783,991
Castro Roofing of Texas	Dallas, TX	Hispanic Male	Station Canopy Roofing	\$487,807
CCA Landscape Architects	Gunter, TX	White Female	Landscape Architecture	\$1,050,867
Cowboys & Sons, LLC	Dallas, TX	Hispanic Male	Trucking	\$232,904
Cowtown Redi Mix, Inc.	Ft. Worth, TX	Asian Indian Female	Concrete	\$803,366
Davis Advocates	Dallas, TX	White Female	Consulting Services	\$312,000
DGR Consultants, LLC	Dallas, TX	White Female	Quality Assurance	\$2,182,954
Diversified Electrical Solutions	Dallas, TX	Black Male	Stations/ Electrical	\$17,611,310
Dowager Utility Construction	Dallas, TX	Asian Pacific Male	Station Platform Drainage	\$13,086,977
Edens Touch Diversified, LLC	Garland, TX	Black Male	Landscape Maintenance	\$1,914,659
Five Star Landscaping & Irrigation	Dallas, TX	Asian Indian Male	Landscaping	\$2,445,116
GST Manufacturing	Haltom City, TX	White Female	Metal Material	\$17,675,754
IEA, Inc.	Dallas, TX	Asian Indian Male	Drainage & Structural Support	\$17,229,363
JB Pinnacle Group, LLC	Houston, TX	White Female	Guideway Flatwork	\$7,874,593

KLP Construction Supply	Manor, TX	Native American Female	Material Supply	\$1,899,640
KMCE, Inc.	Allen, TX	White Female	Franchise Utility Support	\$60,300
Lamb-Star Engineering, LP	Plano, TX	Native American Male	Construction Quality Control	\$2,194,377
Laughley Bridge & Construction	Ft. Worth, TX	Asian Pacific Male	Building Construction	\$4,668,657
Lina T. Ramey & Associates, Inc.	Farmers Branch, TX	Asian Indian Female	Utility Potholing	\$8,527,963
Lindamood Demolition	Irving, TX	White Female	Construction Services	\$79,630,893
McRyan Hauling	Justin, TX	White Female	Furnish & Haul Aggregates	\$7,098,277
National Railroad Safety Service	West Chester, OH	White Female	Flagging	\$5,732,871
North Texas Trucking	Irving, TX	Hispanic Male	Trucking	\$247,178
Omega Industries	Dallas, TX	Hispanic Male	Material Supplier	\$2,483,574
Pannell Industries	Dallas, TX	Black Male	Street Sweeping	\$116,625
Post L Group	Ft. Worth, TX	Black Male	General Construction Services	\$7,287,333
Project Management Associates, PLLC	Bedford, TX	Black Male	Lab Airspace Modeling	\$82,182
Reginald Loftin Photographer	Dallas, TX	Black Male	Photography Services	\$126,995
Renaissance Contractors, Inc.	Ft. Worth, TX	Hispanic Female	Utilities	\$16,169,032
Reyes Group	Grand Prairie, TX	Hispanic Male	Walls	\$51,564,345
Roberts Trucking	Dallas, TX	Black Male	Ballast Hauling	\$1,484,676
Santa Clara Construction	Austin, TX	Hispanic Male	Utility Work	\$26,543,496
Slaton Brothers	Hurst, TX	White Female	Walls	\$7,476,427
Solaray Engineering, Inc.	Dallas, TX	Hispanic Male	Utilities	\$7,859,524
Spooner & Associates	Eules, TX	Black Male	Survey Control Verification	\$17,980

Attachment 2

Stateside Right of Way Services	Dallas, TX	White Female	Utility Work	\$70,332
STL Engineers	Dallas, TX	Hispanic Female	Quality Control & Inspections	\$12,710,118
Texas Industrial Security	Ft. Worth, TX	White Female	Unarmed Security	\$603,740
Texas Star Transport	Dallas, TX	Hispanic Female	Trucking Services	\$10,060,922
The Burrell Group, Inc.	Dallas, TX	Black Male	Public Relations	\$1,634,098
The Fishel Company	Dallas, TX	Black Male	Street Repairs	\$2,978,425
The Rios Group	Ft. Worth, TX	Hispanic Female	Potholing	\$256,650
Toro Bravo Construction, LLC	Dallas, TX	Hispanic Male	Rebar	\$17,124,058
Tricon Precast, Ltd.	Ft. Worth, TX	Hispanic Male	Precast Beams	\$29,001,703
Trinity Public Affairs	Dallas, TX	White Female	Public Relations	\$172,000
Universal Fence Company	Hurst, TX	White Female	Betterment Fencing	\$937,014
Urban Infraconstruction, LLC	Ft. Worth, TX	Asian Indian Male	Street Paving	\$24,068,140
USA SWPP, Inc.	Ft. Worth, TX	White Female	Erosion Control	\$1,631,779
Viking Fence Co.	Dallas, TX	Hispanic Male	Guideway Fence	\$776,430
VRX, Inc.	Plano, TX	White Female	Environmental Services	\$4,004,112
WOE Construction, Inc.	Ft. Worth, TX	White Female	Saw Cutting	\$3,322

Summary of EEO-1 Reports

Archer Western Construction, LLC is located in Irving, TX and employs 2,001 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AMERICAN	WHITE	TOTAL	Percentage
MALES	13	220	747	18	814	1,812	90.55%
FEMALES	3	22	62	1	101	189	9.45%
TOTAL	16	242	809	19	915	2,001	100%
PERCENTAGE	0.80%	12.09%	40.43%	0.95%	45.73%	100%	

Herzog Contracting Corporation is located in Joseph, MO and employs 458 individuals. The following is an analysis of their EEO-1 report:

	ASIAN	BLACK	HISPANIC	NATIVE AMERICAN	WHITE	TOTAL	Percentage
MALES	9	16	116	7	239	387	84.50%
FEMALES	1	1	11	3	55	71	15.50%
TOTAL	10	17	127	10	294	458	100%
PERCENTAGE	2.18%	3.72%	27.73%	2.18%	64.19%	100%	

History of Board Authorizations for the Design-Build Contract for the Silver Line Regional Rail Project

Date	Action	Resolution Number	Contract Change Amount	Total Board Authorized NTE Amount
12/11/18	Contract award to Archer Western Herzog 4.0, Joint Venture, (AWH) for design and construction of the Cotton Belt (now known as Silver Line) project as a mixed double and single-track alignment	180135		\$815,075,019 (\$783,725,980 plus a 4% contingency of \$31,349,039)
2/12/19	Increase contract value for design-build services with AWH to completely double track the project between DFW International Airport and Shiloh Road	190021	\$108,760,839	\$923,835,858
1/28/20	Increase contract value to include Metes and Bounds Survey to Support Real Estate Acquisitions	200015	\$848,318 (funded from contingency)	\$923,835,858
5/26/20	Increase contract value for Hillcrest Road, Coit Road, traffic signals at Wester Way and Sugar Cane Way, and related modifications to return to the 10% Design	200049	\$26,446,869 (funded from debt service savings in the amount of \$21,972,349, and from contingency in the amount of \$4,474,520)	\$945,808,207
5/26/20	Increase contract value for HAWK signal for pedestrian crossing at Wester Way and traffic signal at McKamy Drive	200050	\$217,840 (funded from debt service savings)	\$946,026,047
5/26/20	Increase contract value for the betterment wall in the DART right-of-way (ROW) at McCallum Blvd. for Rocky Top Circle	200051	\$19,770 (funded from debt service savings)	\$946,045,817
5/26/20	Increase contract value for curb cut in existing median at Campbell Road	200052	\$25,007 (funded from debt service savings)	\$946,070,824
5/26/20	Increase contract value for 8-foot concrete wall at ROW adjacent to Fairhill School	200053	\$182,019 (funded from debt service savings)	\$946,252,843
5/26/20	Increase contract value for 8-foot concrete wall at ROW adjacent to Ivy Montessori School	200054	\$61,408 (funded from debt service savings)	\$946,314,251

Date	Action	Resolution Number	Contract Change Amount	Total Board Authorized NTE Amount
5/26/20	Increase contract value for a betterment wall at Highland Springs Phase II	200055	\$695,079 (funded from debt service savings)	\$947,009,330
8/25/20	Increase contract value for installation of foundations and underground conduits for information kiosks at Silver Line stations	200085	\$686,465 (funded by an agreement with Landmark)	\$947,695,795
9/22/20	Increase contract value to include design of the Veloweb Hike & Bike Trail	200098	\$14,979,703 (from funding authorized by NCTCOG)	\$962,675,498
12/8/20	Increase contract value to include franchise utility allowance	200133	\$33,970,142 (\$10,000,000 from contingency and \$23,970,142 from Debt Service savings)	\$986,645,640
1/12/21	Increase contract value to include improvements for the sound-absorbing wall material and signal preview system	210004	\$2,985,496 + \$1,259,976, for a total of \$4,245,472	\$990,891,112
3/23/21	Increase the contract value to include construction of tall walls, design of the US-75 aesthetic arch and design and construction of the design enhancements	210029 & 210030	\$8,903,073, + \$1,621,367 + \$859,525, for a total of \$11,383,965, minus deobligations in the amount of \$1,520,940	\$1,000,754,137
4/13/21	Increase the contract value to include construction of the communication infrastructure duct bank	210042	\$20,614,584	\$1,021,368,721
5/25/21	Increase the contract value to establish an allowance to provide for negotiations of each owner requested or third-party change request	210070	\$237,403,589 + supplemental work contingency of \$35,795,345	\$1,294,567,655
1/25/22	Increase contract value to include a hike & bike pedestrian trail bridge at Preston Green Park	220022	\$2,009,082, funded from contingency	\$1,294,567,655

Date	Action	Resolution Number	Contract Change Amount	Total Board Authorized NTE Amount
3/22/22	Modify contract value to include 12th Street station connector enhancements and redesign of Aerial Station Art & Design; and modification of Jupiter & Custer grade crossings from elevated to at-grade (credit)	220043	\$299,072, funded from contingency; and credit of (\$5,931,887) to be transferred to contract contingency, for total contract value decrease of (\$5,632,815)	\$1,294,567,655
6/28/22	Modify contract value to include modifications to University of Texas at Dallas (UTD) Station driveway, construction of a fire lane blow-off valve at the UTD Station, installation of a dry standpipe at DFW North Station, and addition of temporary and permanent signals at the intersection of Coit Road and Osage Plaza Parkway in Dallas	220090	\$1,574,997 funded from contingency	\$1,294,567,655
8/23/22	Modify contract value to include the demolition of White Rock Creek Bridge	220116	\$192,115 funded from contingency	\$1,294,567,655
12/13/22	Increase contract value to add a temporary signal at Coit Road intersection with Alocasia Drive	220195	\$477,754 funded from contingency	\$1,294,567,655
2/28/23	Increase the contract value to establish an allowance for negotiations of owner requested or third-party change requests, to include settlement of request for equitable adjustment	230017	Final amounts were not considered at this time (see 4/18/23 Resolution No. 230044 below)	\$1,294,567,655
2/28/23	Increase the contract value to include Carrollton Heights drainage system	230018	\$1,719,978	\$1,296,287,633
4/18/23	Increase the contract value to establish an allowance for negotiations of owner requested or third-party change requests, to include settlement of request for equitable adjustment	230044 & Clarification of previous Resolution No. 230017	Negotiation allowance \$45,698,000; Equitable Adjustment \$212,169,461; Deobligation \$51,778,481; and an addition of \$26,968,990 to the existing contingency	\$1,529,345,603

Date	Action	Resolution Number	Contract Change Amount	Total Board Authorized NTE Amount
10/31/23	Increase the contract value to include design changes for the Cotton Belt Regional Trail	230144	\$4,000,000	\$1,533,345,603
1/23/24	Increase the contract value to include design and construction changes for the Carrollton multi-modal transit hub project	240003	\$1,799,041	\$1,535,144,644
2/27/24	Increase the contract value to replace the freight only crossing at Alma Road	240012	\$362,724 to be funded from contingency	\$1,535,144,644
4/16/24	Increase the contract value to include procurement of track material and special trackwork for Silver Line EMF	240042	\$1,476,109,908 to be funded from contingency	\$1,535,144,644
4/16/24	Increase the contract value to include continuous vapor barrier near property formerly owned by Zurn Pex, Inc.	240045	\$293,723	\$1,535,438,367
6/11/24	Increase the contract value to include design services for revisions to the aesthetic arch enhancement for the bridge across U.S. Highway 75	240055	Amount not to exceed \$1,382,900, funded 63 % from existing contract City of Richardson betterments allowance and 37 % from contingency, for new contract value of \$1,476,915,304	\$1,535,438,367
10/22/24	Increase the contract value to include the following change requests: platform and track repairs in Plano (and authorize replenishment of contingency with the pending CPKC payment for damages incurred), differing site conditions at Coit Road, differing site conditions at CityLine/Bush Station, reconciliation of metes and bounds, construction of the Knoll Trail Station Park and Ride lot, realization of credit for retaining wall and ballast work at BNSF crossover (and authorize return credit amount to contingency).	240125	\$271,342 to be funded from contingency	\$1,535,438,367

Date	Action	Resolution Number	Contract Change Amount	Total Board Authorized NTE Amount
10/22/24	1) Increase the contract value for intersection work at regional trail street crossings in multiple municipalities; 2) Decrease the contract value to reduce the betterments allowance dedicated for the benefit of the City of Richardson at the request of the City of Richardson to permit the City to use betterment funds to meet commitments to NCTCOG to fund design of an alternate alignment for the Regional Trail; and 3) Decrease the contract value to reduce the betterments allowance dedicated for the benefit of the City of Richardson at the request of the City of Richardson to permit the City to use betterment funds to meet commitments to NCTCOG for the Phase 2 construction of the Regional Trail.	240126	Section 1 increasing the total authorized amount by \$1,777,992; Section 2 decreasing the total authorized amount by (\$874,100); and Section 3 decreasing the total authorized amount by (\$3,400,000).	\$1,532,942,259
1/28/25	Include repairs to damages caused by railroads operating on the Silver Line regional rail corridor and other changes (and authorize returned railroad credit amount to contingency).	250005	\$4,693,180 to be funded from contingency	\$1,532,942,259
3/25/25	1) Increase the allowance for railway flagging; 2) Increase construction costs for the redesign of arch bridge enhancements across U.S. Highway, city betterments, additional funding from the City of Richardson, and other external sources; and 3) Extend contract duration by 423 days to establish a new delivery milestone for the arch bridge enhancement across U.S. Highway 75.	250030	Section 1 increasing the allowance in the amount of \$5,490,203 to be funded from contingency. Section 2 increasing in the amount of \$8,600,015 to be funded from contingency, city betterments, additional funding from the City of Richardson, and other external sources. These changes establish a new contract value of \$1,492,763,352.	A new total Board-authorized not to exceed amount is pending encumbrance of funding sources.
4/29/25	Increase the contract value to include improvements to the street crossing at N Avenue in the City of Plano.	250041	\$463,949 from external sources, for a new contract amount of \$1,493,499,132	\$1,538,440,676

Date	Action	Resolution Number	Contract Change Amount	Total Board Authorized NTE Amount
6/24/25	Increase contract value to include extended overhead.	250072	Extended overhead in the amount of \$3,574,738 funded from shared risk pool from Settlement Agreement for new contract amount of \$1,497,942,463	\$1,542,015,414
8/26/25	Increase contract value to include escalated subcontractor pricing for work related to the Burlington Northern Santa Fe (BNSF) controlled right-of-way, and an access road to facilitate maintenance of signal house on DFW airport property.	250089	\$1,008,576, to be funded from the contract contingency, for a new contract amount of \$1,499,081,900	\$1,542,015,414

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

**Approval of Contract Modification to Increase Contract Value for the Design-Build Services
Contract for the Silver Line Regional Rail Project to Include an Increase to Allowance for
Spare Parts**

WHEREAS, on December 11, 2018 (Resolution No. 180135), the Board approved the contract award to Archer Western Herzog 4.0, Joint Venture, for design and construction of the Cotton Belt Corridor (now known as the Silver Line) Regional Rail Project as a mixed double and single-track alignment, in an amount not to exceed \$783,725,980, plus a supplemental work contingency of \$31,349,039 (4%) for unanticipated expenses, for a total authorized amount not to exceed \$815,075,019; and

WHEREAS, the Board has authorized subsequent contract actions as follows: February 12, 2019 (Resolution No. 190021); May 26, 2020 (Resolution Nos. 200049, 200050, 200051, 200052, 200053, 200054, and 200055); August 25, 2020 (Resolution No. 200085); September 22, 2020 (Resolution No. 200098); December 8, 2020 (Resolution No. 200133); January 12, 2021 (Resolution No. 210004); March 23, 2021 (Resolution Nos. 210029 and 210030); April 13, 2021 (Resolution No. 210042); May 25, 2021 (Resolution No. 210070); January 25, 2022 (Resolution No. 220022); March 22, 2022 (Resolution No. 220043); June 28, 2022 (Resolution No. 220090); August 23, 2022 (Resolution No. 220116); December 13, 2022 (Resolution No. 220195); January 24, 2023 (Resolution No. 230005); February 28, 2023 (Resolution No. 230017 and 230018); April 18, 2023 (Resolution No. 230044); October 31, 2023 (Resolution No. 230144); January 23, 2024 (Resolution No. 240003); February 27, 2024 (Resolution No. 240012); April 16, 2024 (Resolution No. 240042); April 16, 2024 (Resolution No. 240045); June 11, 2024 (Resolution No. 240055); October 22, 2024 (Resolution Nos. 240125 and 240126); January 28, 2025 (Resolution No. 250005); March 25, 2025 (Resolution No. 250030), April 29, 2025 (Resolution No. 250041); June 24, 2025 (Resolution No. 250072); and August 26, 2025 (Resolution No. 250089), for a new total Board-authorized amount not to exceed \$1,542,015,414; and

WHEREAS, approval of this increase to the value of the contract will support final completion of the project; and

WHEREAS, the proposed pricing is fair and reasonable; and

WHEREAS, funding for this contract modification is within current budget and proposed FY 2025 20-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 increase the contract value for design-build services with Archer Western Herzog 4.0, Joint Venture, (AWH) for the Silver Line Regional Rail Project to include an increase to the allowance for spare parts in the amount of \$750,000, to be funded from the contract contingency, for a new contract amount of \$1,499,831,900 and with no change to the total Board-authorized amount not to exceed \$1,542,015,414.

**Approval of Contract Modification to Increase Contract Value for the Design-Build Services
Contract for the Silver Line Regional Rail Project to Include an Increase to Allowance for Spare
Parts**

Prepared by: /s/ Dee Leggett
Dee Leggett
Executive Vice President
Chief Development Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



Agenda Report

Voting Requirements:
Majority

DATE: September 9, 2025

SUBJECT: Approval of Fiscal Year 2026 Annual Budget for the Dallas Area Rapid Transit Mobility Service, Local Government Corporation

RECOMMENDATION

Approval of a resolution approving the Fiscal Year (FY) 2026 Annual Budget for the Dallas Area Rapid Transit (DART) Mobility Service, Local Government Corporation (LGC), as shown in Exhibit 1 to the resolution.

FINANCIAL CONSIDERATIONS

- The contract with the McKinney Urban Transit District (MUTD) is fully reimbursed through the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and local grant funding.

BUSINESS PURPOSE

- Section 4.01 of the DART 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 fiscal year and forward the budget to the DART Board for approval.
- For FY 2026 the DART Mobility Service, LGC Budget will cover only the MUTD programs. The Inland Port Transportation Management Association now has a separate LGC and will roll out a new service model this fall.
- The continuation of this partnership to provide contracted public transportation services supports Agency Strategic Goal 6: Strategic Relationships - Position DART as a collaborative leader and recognized regional economic and mobility asset.

LEGAL CONSIDERATIONS

Subchapter D of Chapter 431 of the Texas Transportation Code (the "Act"), authorizes a local government, including a regional transportation authority as described in Chapter 452.001 of the Act, to create a local government corporation to aid and act on behalf of the local government to accomplish any governmental purpose of the local government.

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

Approval of Fiscal Year 2026 Annual Budget for the Dallas Area Rapid Transit Mobility Service, Local Government Corporation

WHEREAS, Section 4.01 of the Dallas Area Rapid Transit Mobility Service, Local Government Corporation (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 DART Board for approval; and

WHEREAS, on September 9, 2025, the LGC Board will simultaneously consider approval of the Fiscal Year 2026 Annual Budget; and

WHEREAS, funding for the transportation services is provided in the agreement with the McKinney Urban Transit District.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Fiscal Year 2026 Annual Budget for the Dallas Area Rapid Transit Mobility Service, Local Government Corporation, as shown in Exhibit 1 to the Resolution, is approved.

**Approval of Fiscal Year 2026 Annual Budget for the Dallas Area Rapid
Transit Mobility Service, Local Government Corporation**

Prepared by: /s/ Dee Leggett
Dee Leggett
Executive Vice President
Chief Development Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer

DART Mobility Service, LGC FY 2026 Annual Budget Summary		
Projected Revenues		
Contract Payments	\$	2,551,000
Farebox Revenue	\$	650,000
Total Revenues	\$	3,201,000
Project Expenditures		
Purchased Transportation	\$	2,500,000
Project Management Fee	\$	98,000
Financial Administration	\$	122,400
General Administration	\$	130,100
<i>Total Expenditures</i>	\$	2,850,500
Net Income	\$	350,500



Agenda Report

Voting Requirements: 2/3

DATE: September 9, 2025

SUBJECT: Approval of 2026 Service Changes and Title VI Service Equity Assessment

RECOMMENDATION

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to: 1) authorize implementation of major service changes in January 2026, as shown in Exhibit 1 to the Resolution; and 2) accept the results of the Title VI Service Equity Assessment, as shown in Exhibit 2 to the Resolution.

COMMITTEE CONSIDERATIONS

- This item was discussed at the August 12, 2025, Committee-of-the-Whole without action; and was postponed for further discussion and possible action at the August 26, 2025, Committee-of-the-Whole and DART Board of Directors' meetings.
- This item was discussed at the August 26, 2025, Committee-of-the-Whole. The Committee moved to postpone this item for further discussion and possible action at the September 9, 2025, Committee-of-the-Whole and DART Board of Directors' meetings by a majority vote of 8 in the affirmative and 7 in opposition.

FINANCIAL CONSIDERATIONS

- Implementation of the major service changes as shown in Exhibit 1 will result in savings to the agency of \$18 million in the FY 2026 Operating Budget. The annualized savings in future fiscal years is estimated at \$24 million.

BUSINESS PURPOSE

- Approval of this item will assist DART in achieving Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement; Strategic Goal 4: Seamless Mobility - Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first in mind; and Strategic Goal 6: Strategic Relationships - Position DART as a collaborative leader and recognized regional economic and mobility asset.
- This item covers the implementation of the proposed 2026 service changes. The service changes include the discontinuation of some bus service, frequency reductions, modifications to some GoLink zones, and implementation of new member city service requests. More detail is provided in Exhibit 1.

- These changes have been proposed to address DART Board Resolution No. 250025, which creates a new General Mobility Program (GMP) to be funded with 5% of sales tax revenue, as well as the combined impacts of city service requests, Silver Line startup, and limits to year-to-year growth in the DART Operating budget.
- The final recommendations also consider the public input received since the Call for Public Hearing was issued by the Board in May 2025. Various opportunities to provide input included:
 - Written comments submitted online or via email, and
 - Fifteen formal community meetings throughout the month of June, and
 - The Public Hearing at the regular July Board meeting that received more than 170 speakers.
- The implementation date for these service changes would be January 19, 2026.

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.

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

Approval of 2026 Service Changes and Title VI Service Equity Assessment

WHEREAS, a Public Hearing was held on July 8, 2025, as required for major service changes; and

WHEREAS, the 2026 Service Changes are designed to respond to fiscal constraints while minimizing the impact to as many customers as possible without unnecessarily sacrificing frequency; and

WHEREAS, the recommendations include two shuttle pilot projects which will be funded according to the current site-specific shuttle policy of a 50/50 split between DART and the member city and operated for a minimum of two years while being evaluated by the most current version of the DART Service Standards; and

WHEREAS, the recommendations also include bus and rail frequency reductions and GoLink zone expansions in Plano; and

WHEREAS, the recommendations also include the creation of two new GoLink zones in Addison and southwest Plano; and

WHEREAS, the remaining details of the changes are available as shown in Exhibit 1 to the resolution; and

WHEREAS, the Service Equity Analysis, are available to review as shown in Exhibit 2 to the resolution, estimates a disparate impact will be borne by minority concentrations in DART's Service Area beyond the threshold set in the Service Standards; and

WHEREAS, mitigation measures have been included in the analysis results to be adopted by the Board of Directors.

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: Authorize implementation of major service changes in 2026, as shown in Exhibit 1 to the Resolution.
- Section 2: Accept the results of the Title VI Service Equity Assessment, as shown in Exhibit 2 to the Resolution.

Approval of 2026 Service Changes and Title VI Service Equity Assessment

Prepared by: /s/ Dee Leggett
Dee Leggett
Executive Vice President
Chief Development Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer

Approval of Final Recommendations for January 2026 Service Changes

Background

Recommended changes are the result of several key factors:

1. Allocation of 5% of sales tax revenues for a new General Mobility Fund (GMF).
2. DART city requests for new services targeting new or underserved ridership markets.
3. New costs associated with operation of the Silver Line.
4. Strict limits to year-to-year budget growth.

The original package of service changes taken through the public input process included a mix of service discontinuations, frequency reductions, and new service proposals, and were based upon a target of \$60m/year in overall reductions. These recommendations are based upon the projected financial situation of DART as of August 2025. We were able to reduce the financial target to \$25m/year, and there have been many subsequent changes that are a part of the recommendations.

Most of the changes meet thresholds that trigger public hearing requirements under DART Service Standards and the Section 452 of the Texas Transportation Code. A series of pre-Public Hearing community meetings were held in June and early July to solicit comments on potential changes, and the new proposals reflect this input along with revised financial assumptions.

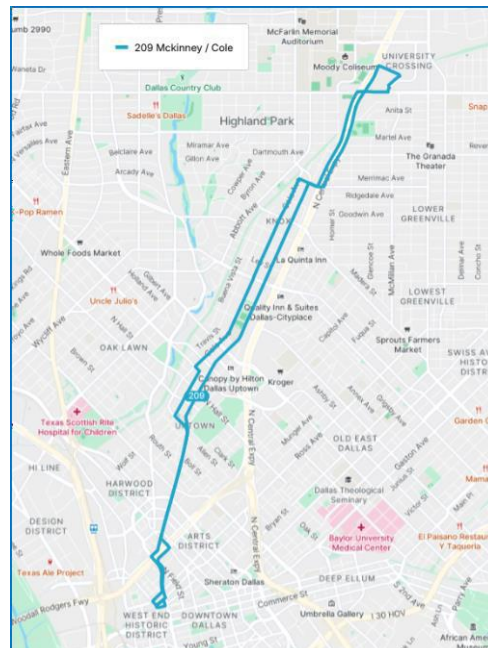
Many of the new services will be introduced as pilot projects and will be identified below accordingly. DART will carefully review service performance and effectiveness during a two-year start-up period specified in future amendments to DART Service Standards. Amended pilot project guidelines and standards will be considered by the Board of Directors prior to the implementation of new services in January.

Discontinuations

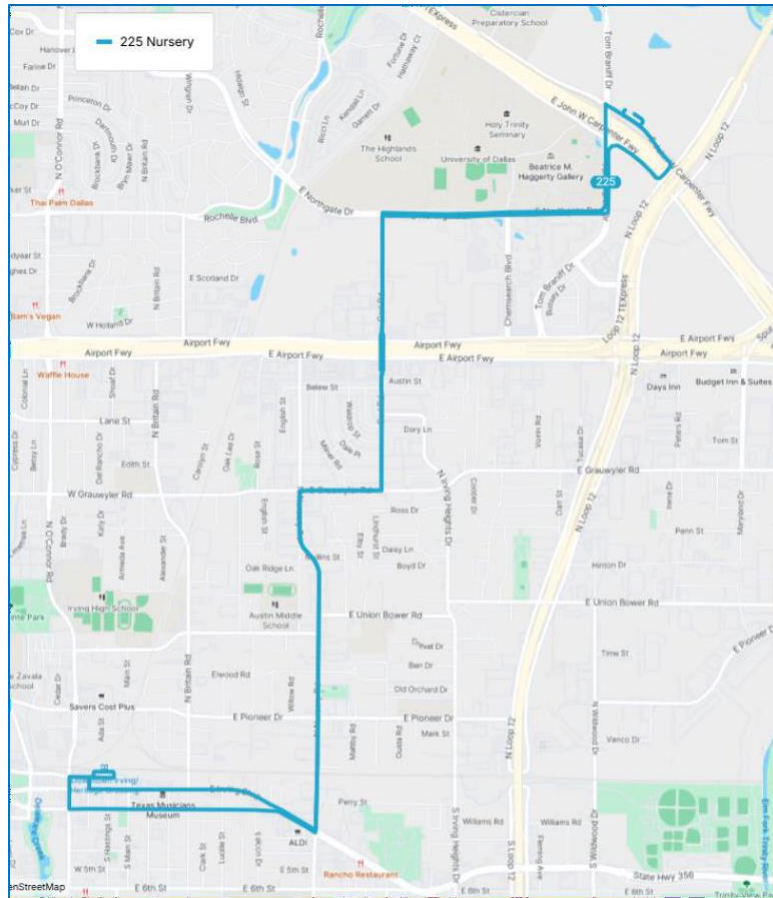
The following low performing services are proposed for discontinuation:

Bus Routes

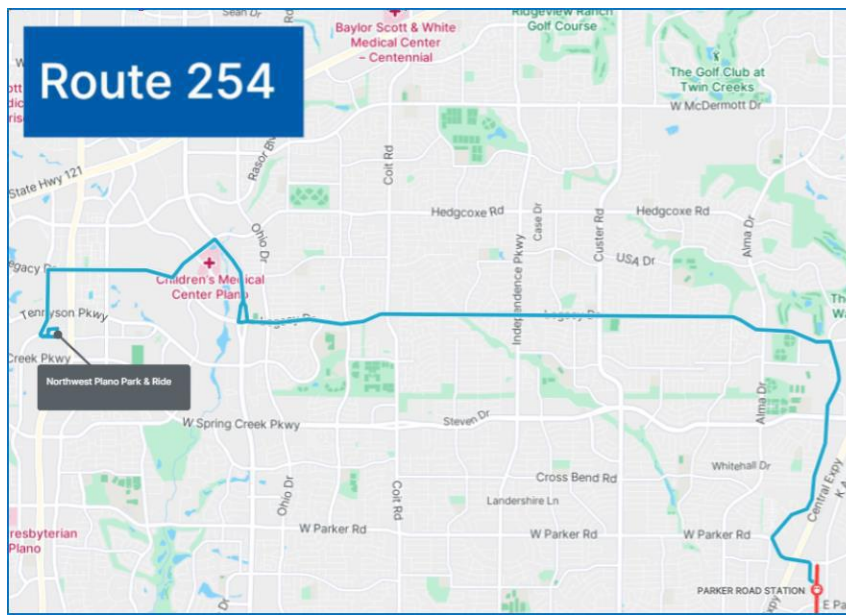
- **209** – McKinney / Cole in central Dallas; alternative services nearby include Park Cities GoLink, the Red or Orange Light Rail lines, the McKinney Avenue trolley service, or Route 105 Henderson depending on origins and destinations



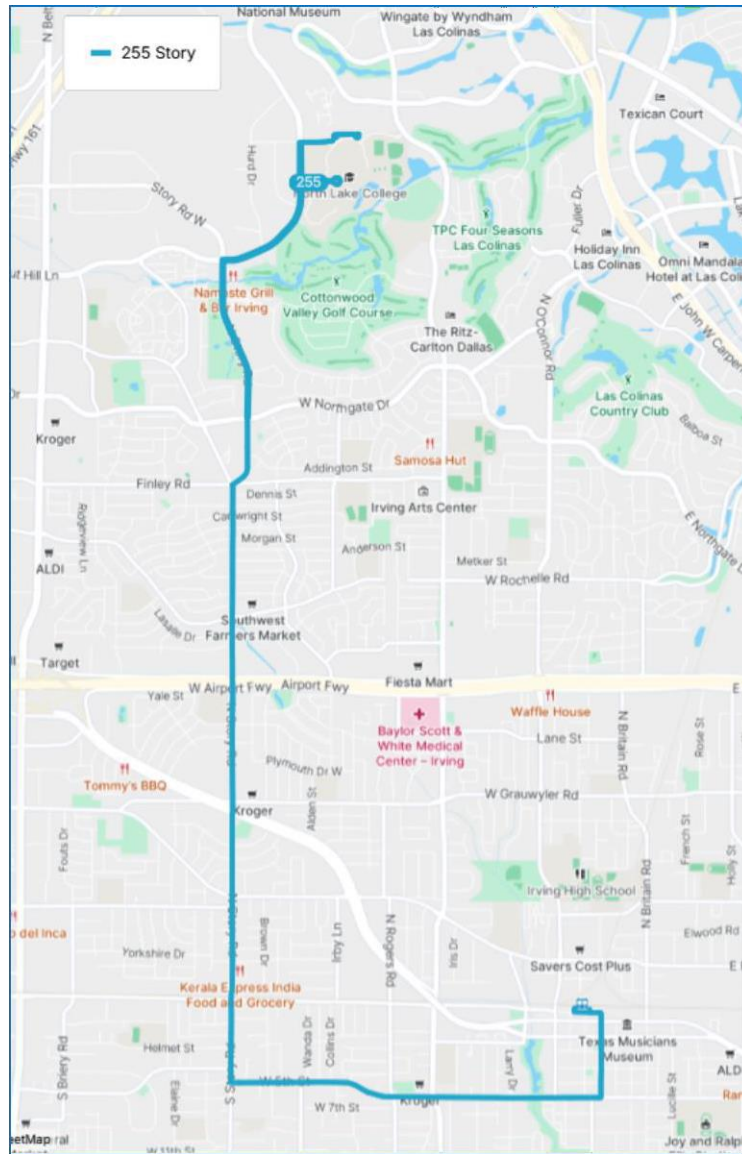
- **225** – Nursery in east Irving; alternative services available include North Central Irving GoLink zone



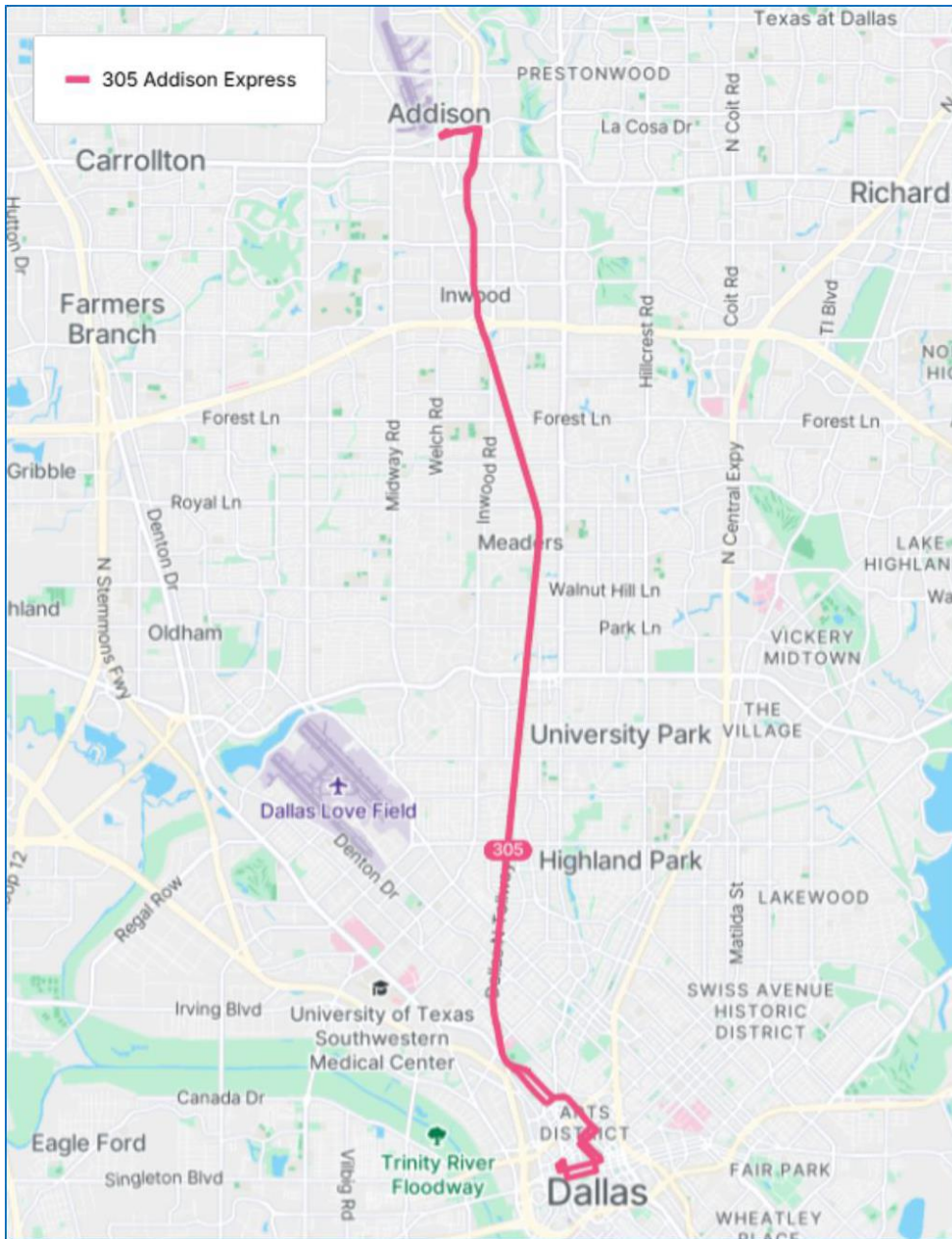
- **254** – Legacy in Plano; alternative services available include Legacy, Far North Plano, North Central Plano, and South Central Plano GoLink zones



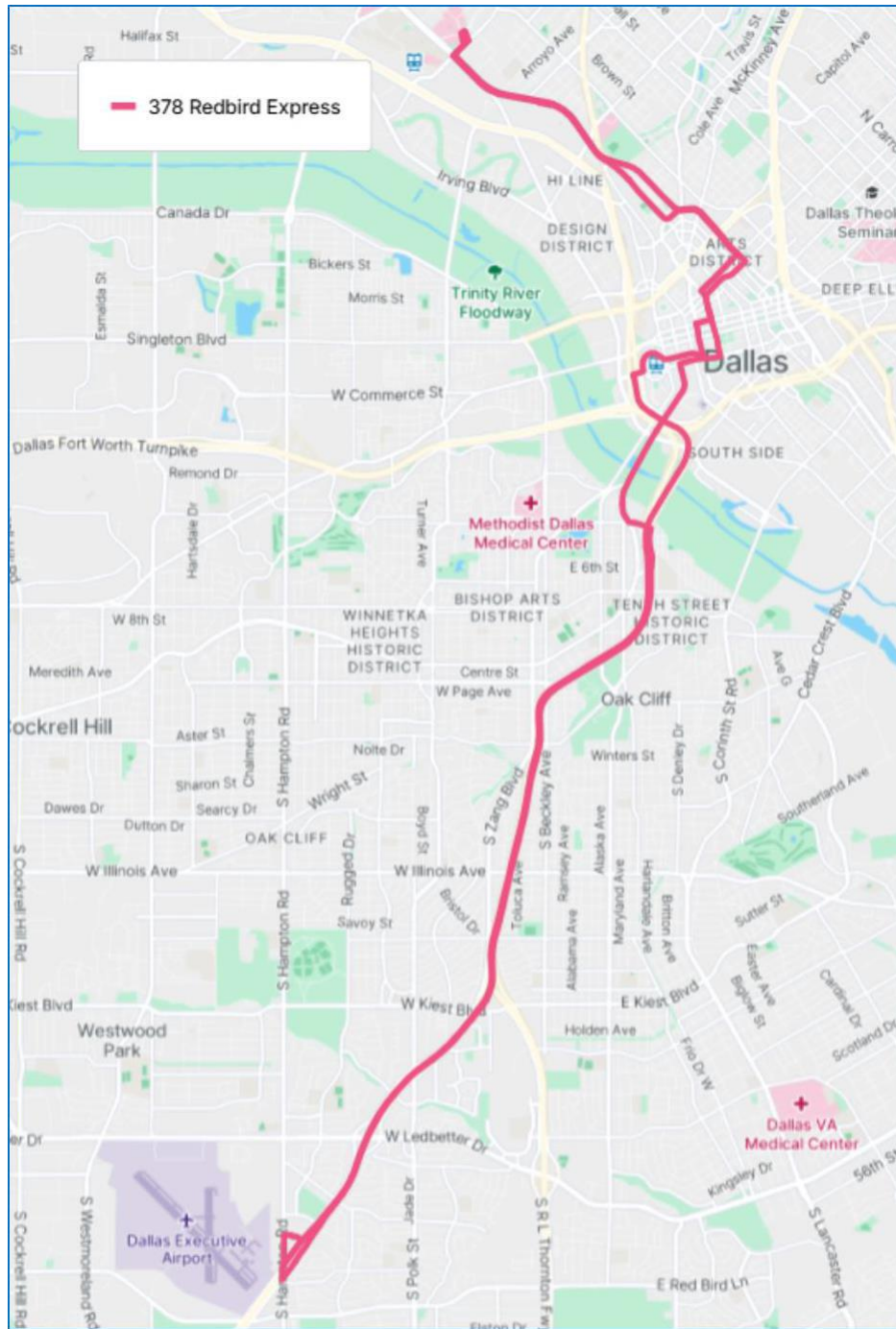
- **255** – Story in central Irving; alternative services available include North Central Irving and South Irving GoLink zones



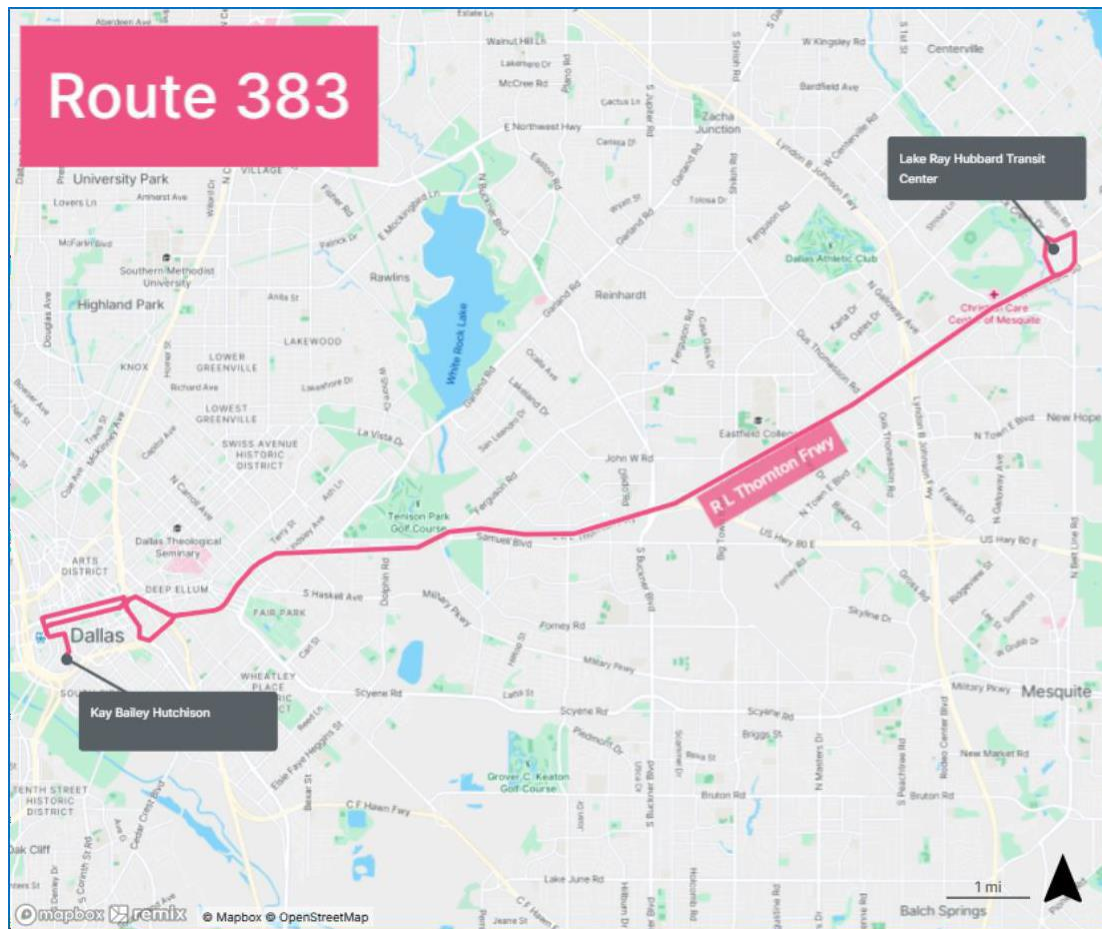
- **305** – Express Route; Addison; alternative services available include Route 239 via the Dallas North Tollway



- **378** – Express Route; Red Bird (Dallas); Alternative service available nearby include (depending on origin / destination) Routes 101 Hampton to Southwestern Medical District / Parkland Station and 109 Beckley to Downtown Dallas



- **383** – Express Route; Lake Ray Hubbard; Alternative service available nearby include Route 224



Frequency Reductions

Some DART bus and rail services would see some reductions in service frequency during specified time periods:

Bus Routes

- Frequent bus Routes would see peak frequencies change to 20 minutes (except for 28, 41, and 47 as explained below):
 - o This includes Routes 013, 015, 016, 017, 018, 020, 022, 023, 025, 027, 030, 038, 057
 - o Routes 28, 41, and 47 would become local routes 128, 141, and 147, operating 20 peak, 30 midday, 30 weekend frequencies.
- Local Routes (route numbers in the 100 series) would see peak frequencies change to 20 minutes:
 - o This includes Routes 101, 102, 103, 104, 106, 108, 109, 114, 122, and 145, plus 128, 141, and 147 as noted above.
- Route 306 (an express service) would change to 20-minute frequency during peak periods.

Light Rail

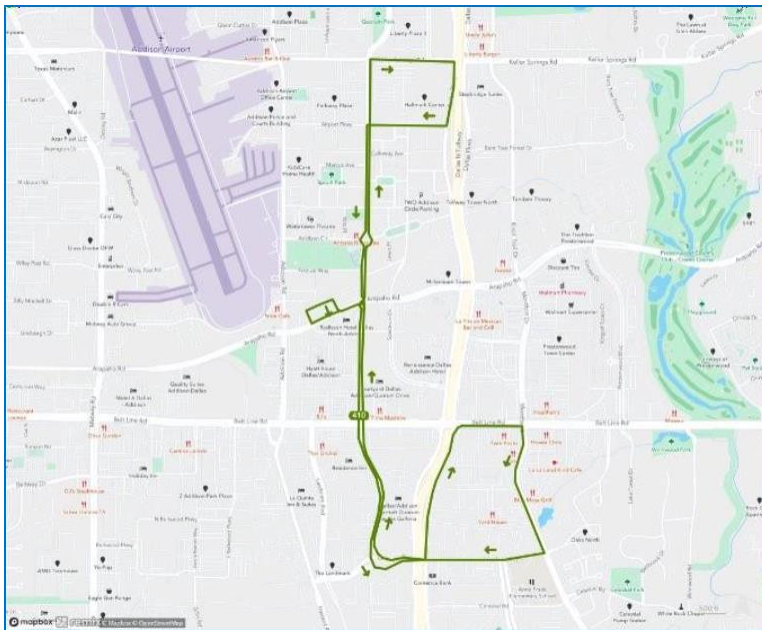
- Peak service headways would be reduced to 20 minutes on all lines.

DART City Requests

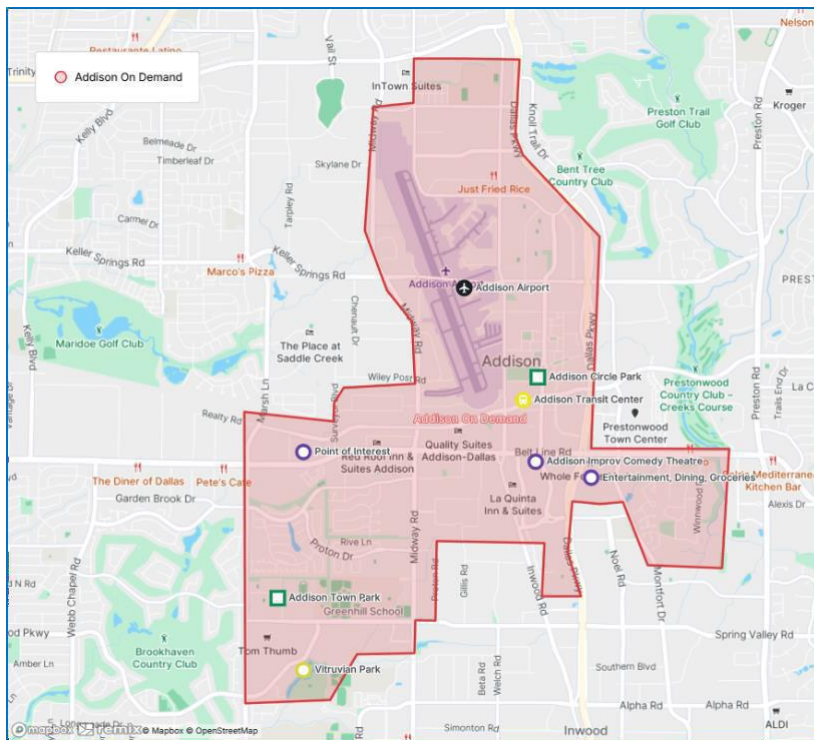
Various DART member cities have requested additional service to increase the operational spending in their localities and strengthen their respective mobility goals. Some of the requests qualify as a major service change and therefore require inclusion in the Public Hearing. Other smaller modifications will be implemented in September 2025 but are not described in detail here due to their not being included in the Public Hearing.

Addison

The Town of Addison requested, and staff is recommending the implementation of a fixed-route shuttle to serve the Quorum corridor between Keller Springs and Belt Line on the Parkway. Route 430 would be implemented as a new pilot program, with route and ridership performance evaluated over a two-year period. The service would operate every 15 minutes during the week (Monday – Friday) from 5:00AM – 10:00PM, and every 30 minutes from 10:00PM – midnight; and weekends every 30 minutes from 5:00AM – 10:00AM, every 15 minutes from 10:00AM – 10:00PM, and then every 30 minutes again from 10:00PM – midnight. The Board of Directors would then decide at the end of the two years in accordance with new standards that will be adopted in DART Service Standards later in 2025.

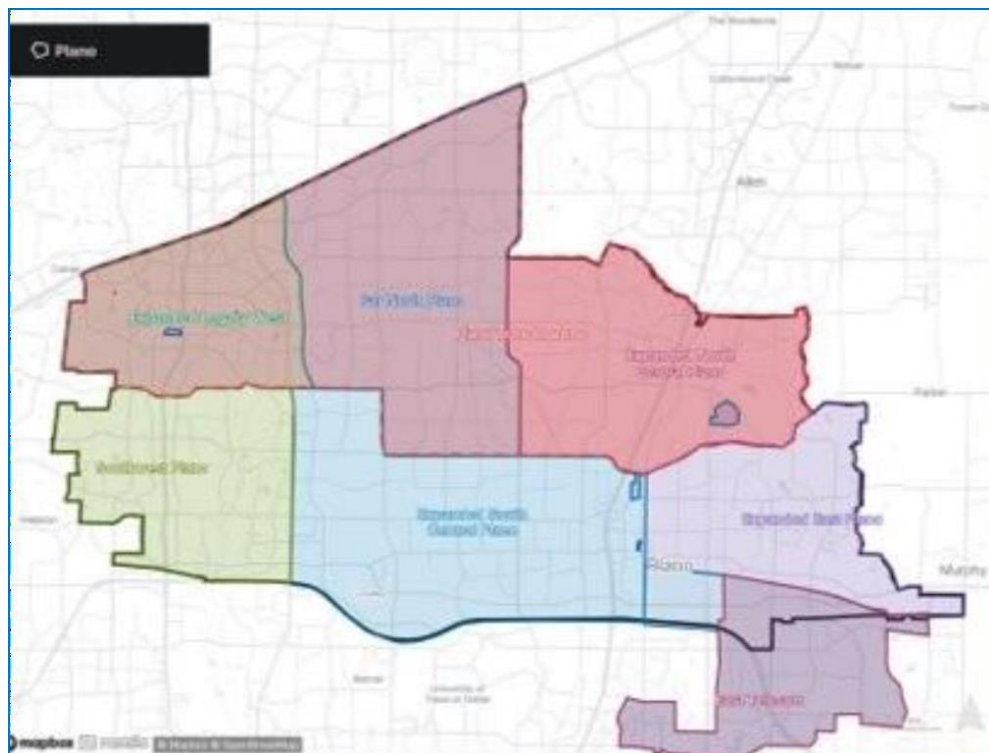


Addison also requested and staff is recommending an on-demand zone that covers their city and is focused on serving their residents and others wishing to visit Addison. The service would operate according to DART's GoLink schedule – seven days per week, from 5AM to midnight. The zone depicted below is around five square miles.

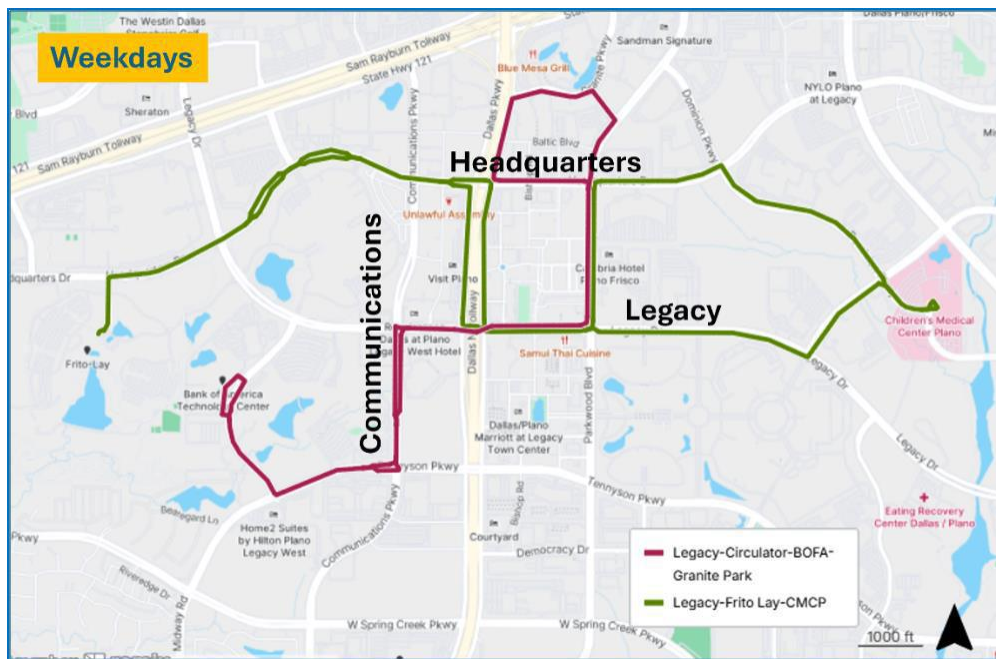


Plano

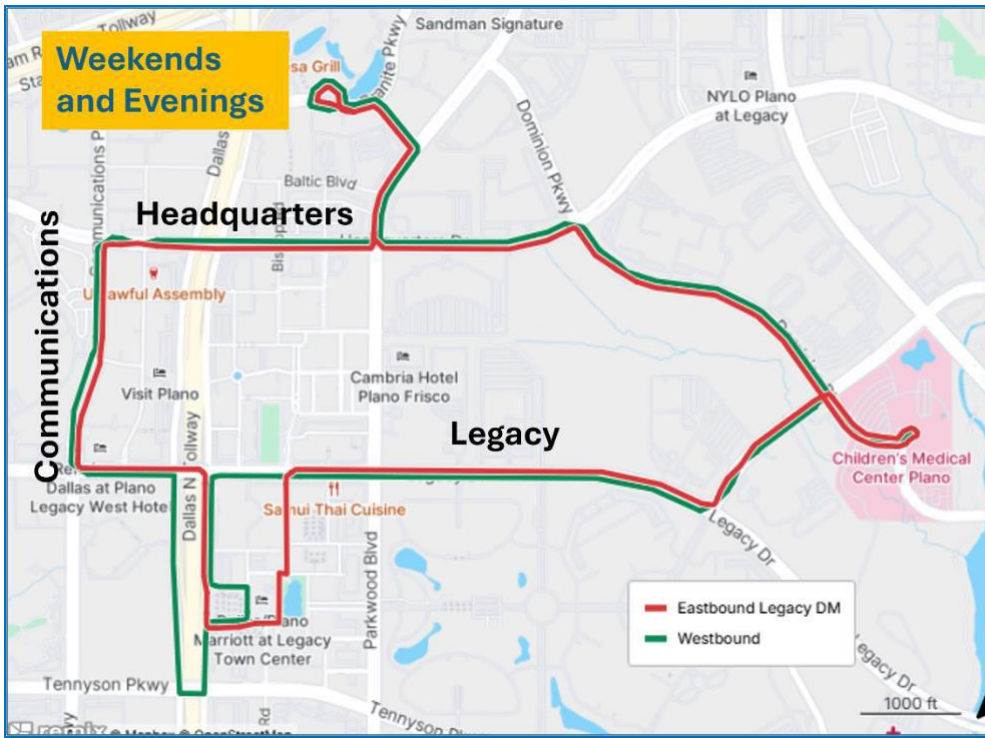
Staff proposes creating a new GoLink zone and expanding others to reach the entirety of the city of Plano with on-demand service. They have also requested a Legacy area fixed-route shuttle, which is discussed below. These changes would be implemented along with the discontinuation of Routes 254. Zone to zone travel according to the current pilot program would continue in the Legacy, Far North Plano, and North Central Plano zones.



The fixed-route Legacy shuttle would be bi-directional service and connect employees and jobs at major locations in the greater Legacy area. Routes 431 (the east / west green route in the map image below) and Route 432 (purple) would be implemented as a new pilot program, with route and ridership performance evaluated over a two-year period. The shuttles' weekday service (shown below) would operate between 5:00AM to 7:00PM, Monday through Friday, with frequency every 15 minutes.



The shuttle's weekday evening service (shown below; operating as Route 433) would operate from 7:00PM to midnight; as well as 5:00AM to midnight on the weekends. The frequency for this service in both instances would be 30 minutes.



The Board of Directors would decide at the end of the two years in accordance with new standards that will be adopted in DART Service Standards later in 2025.

ASSESSMENT OF 2026 DART SERVICE CHANGES

INTRODUCTION

Federal Transit Administration regulations require transit agencies 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; or
 - Establishment of a new transit route; or multiple changes in a fiscal year that cumulate to the levels described above.

DART staff therefore assesses every proposed change to service based on these criteria to see if they meet any one of 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 3)
- 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 5)
- 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 10)

The basic elements of the service changes are as follows:

Frequency Reductions

- Currently, DART Rail and Frequent buses serve an average of 15-minute peak and 20-minute off-peak frequency. Except for routes 1, 3, 5, and 9, the proposed 2026 service changes would reduce the peak frequency to every 20 minutes for both rail and bus service. No changes are proposed for off-peak frequency. Routes 1, 3, 5, and 9 would continue their current service frequencies.
- The following Frequent Routes would be downgraded to the “Local” category: 28, 41, and 47. This would result in them serving every 20 minutes during the peak periods and every 30 minutes off-peak. It would also result in their route numbers changing to 128, 141, and 147, respectively.
- All bus routes currently serving in the “Local Bus” category – which operate every 15 minutes in the peak periods and every 30 minutes off-peak – would be reduced to 20-minute peak service with no other changes

to frequency. The resulting frequency profile for Local Bus routes would be 20-minute peak service and 30-minute off-peak service going forward.

- Express Route 306 frequency (which only operates in the peak periods of the weekday) would be reduced from 15 minutes to 20 minutes.

Discontinuations

- The following bus routes from the “Local Coverage Bus” category would be discontinued: 209, 225, 254, and 255.
- The following Express routes would be discontinued: 305, 378, and 383.

New Service

These changes are considered “positive” by the Service Standards and are not subject to the service equity analysis.

- Addison GoLink zone,
- Expanded Plano GoLink service,
- Plano Legacy circulator shuttle, and
- Addison Town circulator service.

THRESHOLD 1: IS THIS A MAJOR SERVICE CHANGE?

Background

Proposed changes are the result of several key factors:

1. Allocation of sales tax revenues for a new General Mobility Fund (GMF).
2. DART city requests for new services targeting new or underserved ridership markets.
3. New costs associated with operation of the Silver Line.
4. Strict limits to year-to-year budget growth.

Consequently, proposed changes include a mix of service discontinuations, frequency reductions, and new service proposals. The changes met requirements that triggered a public hearing under DART Service Standards and Section 452 of the Texas Transportation Code. These proposed changes are expected to have a profound impact on DART customers, and therefore a formal Public Hearing was held July 8, with over 140 speakers who respond to the call for public input. The new services are not considered to have an “adverse” impact according to DART’s Service Standards and are therefore not included in the service equity analysis.

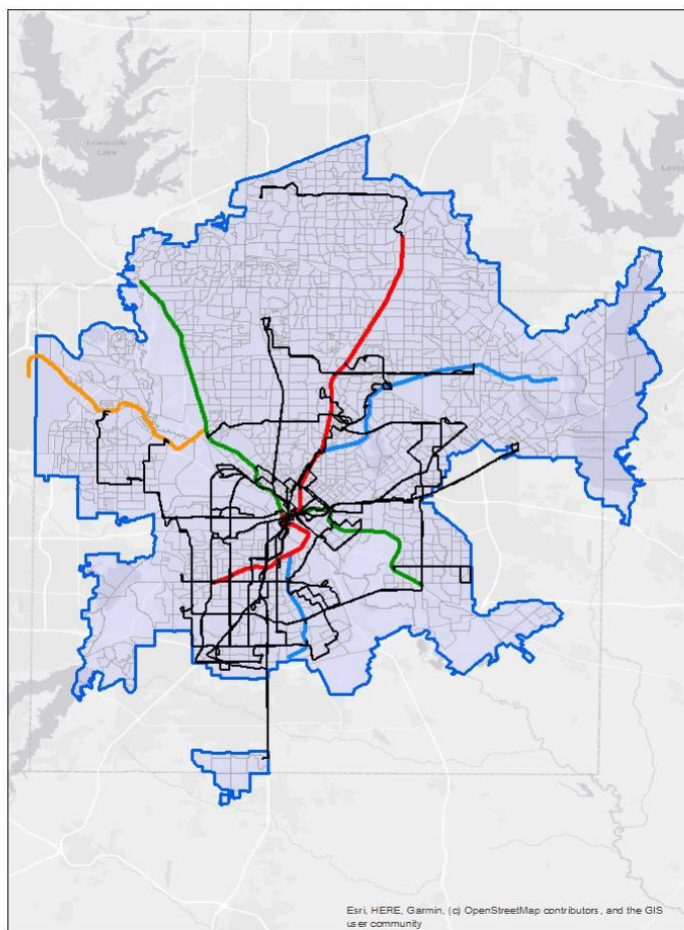


Figure 1 – Map of proposed 2026 DART Service Changes (Source: DART GIS)

Assessment

According to the [DART Service Standards](#), any discontinuation or implementation of service qualifies as a major service change. Therefore, the combined changes are considered a “major” change as well. The first threshold is met; all that is left to consider is whether these changes impact services which mainly serve low income and / or minority communities.

THRESHOLD 2: ARE MINORITY AND LOW INCOME COMMUNITIES AFFECTED?

Identification of Minority Population

Data from the 2020 Census were used to identify the areas of minority population within the DART Service Area. The population of the DART Service Area is described by the following table.

Racial/Ethnic Distribution of DART Service Area Population 2020 Census

Race/Ethnicity	Number	Percent
White	903,856	34.6%
Total Racial/Ethnic Minority	1,708,445	65.4%
Total	2,612,301	100%

Source: 2020 Census

DART has historically defined those block groups that have a proportion of minority population *greater than* the average proportion of minority population within the Service Area – or 65.4% – as being areas of minority concentration. The geographic distribution of minority concentration block groups in the DART Service Area is shown by the map below.

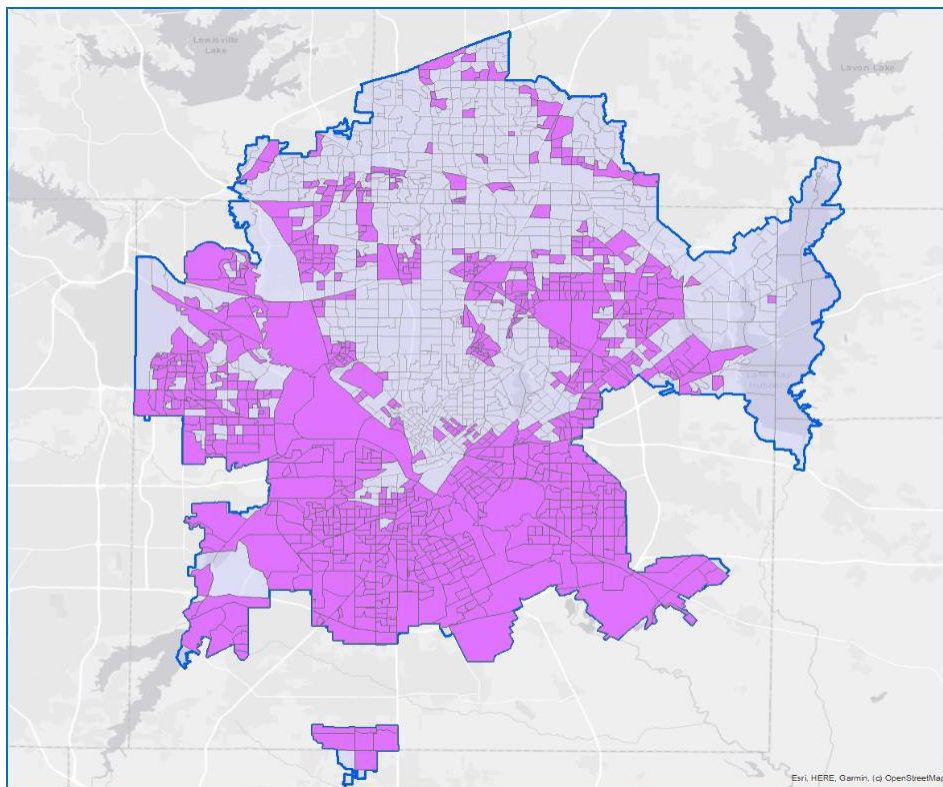
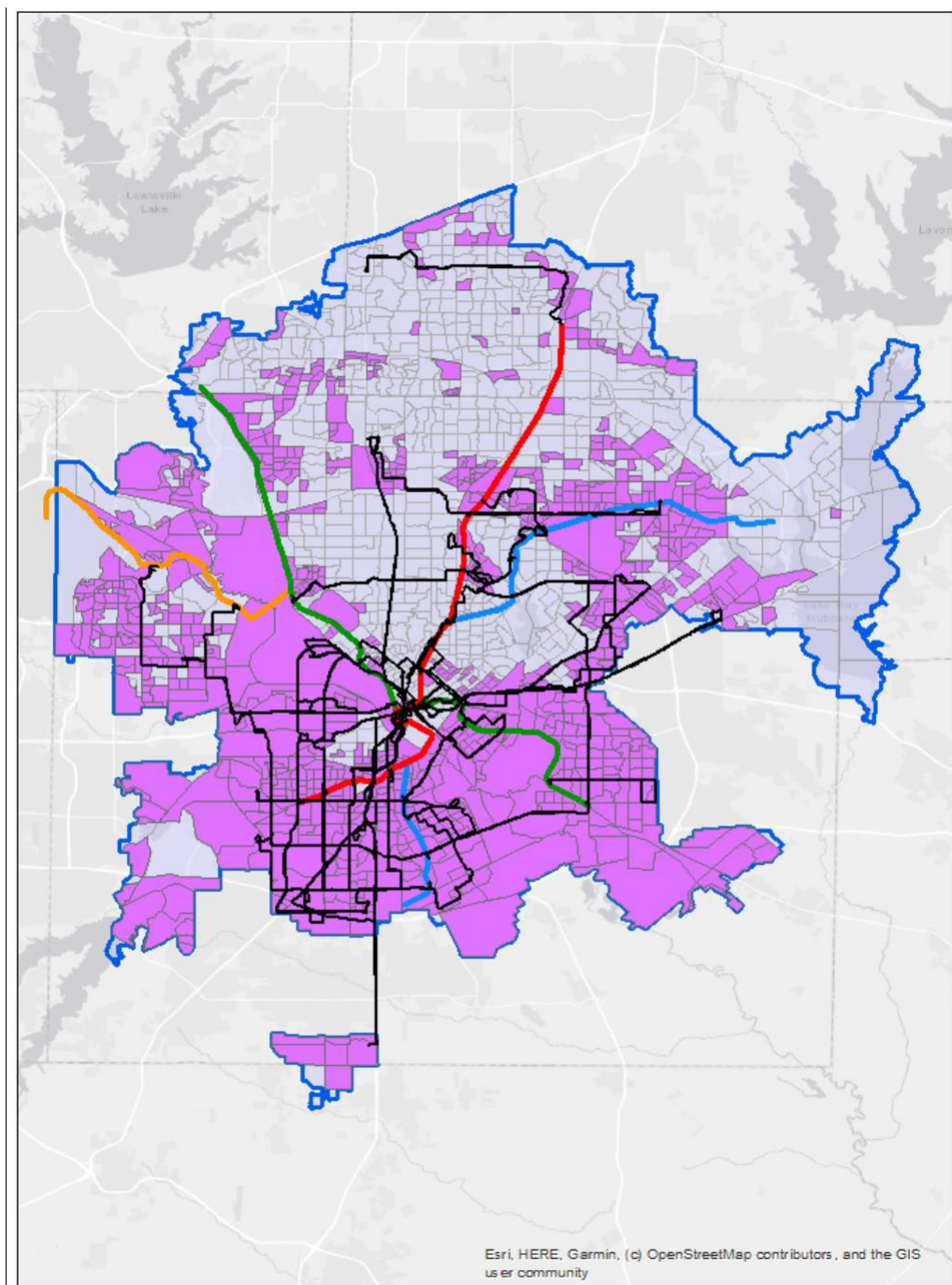


Figure 2 – Higher than average Minority concentration Block Groups (Source: 2020 Census)

Identification of Minority Population Impacted by Proposed Changes

The DART Service Standards define a Minority Transit Route as one which operates at least 1/3rd of its service miles in areas that have a higher-than-average minority concentration. From the map image below, we can see that the minority community will be thoroughly impacted by the proposed changes.



*Figure 4 – Map overlaying services impacted by the proposed changes on Minority Block Groups
(Source: 2020 Census, DART GIS)*

Identification of Low-Income Population

The DART Service Standards apply equity analysis parameters to major service changes that involve “low income transit routes”. These routes are defined as having at least one-third of its revenue miles within a block group that has an above-average service area concentration of low income population (“low income” is further defined as earning a household income less than 150% of the latest federally defined poverty level for a family of 4, or \$39,369 for 2020).

Characteristics of the DART Service Area Population

Data from the 2020 Census were used to identify the areas of low income population within the DART Service Area.

Income Levels of the DART Service Area Households

Average Household Income Range	Percent of Service Area Population
Less than \$39,369 (150% of threshold)	25%
Greater than \$39,369	75%

Source: 2020 Census

According to this data, 25% of the DART service area’s population reside in block groups where median household income is considered “low income”. Staff mapped the results of this analysis below.

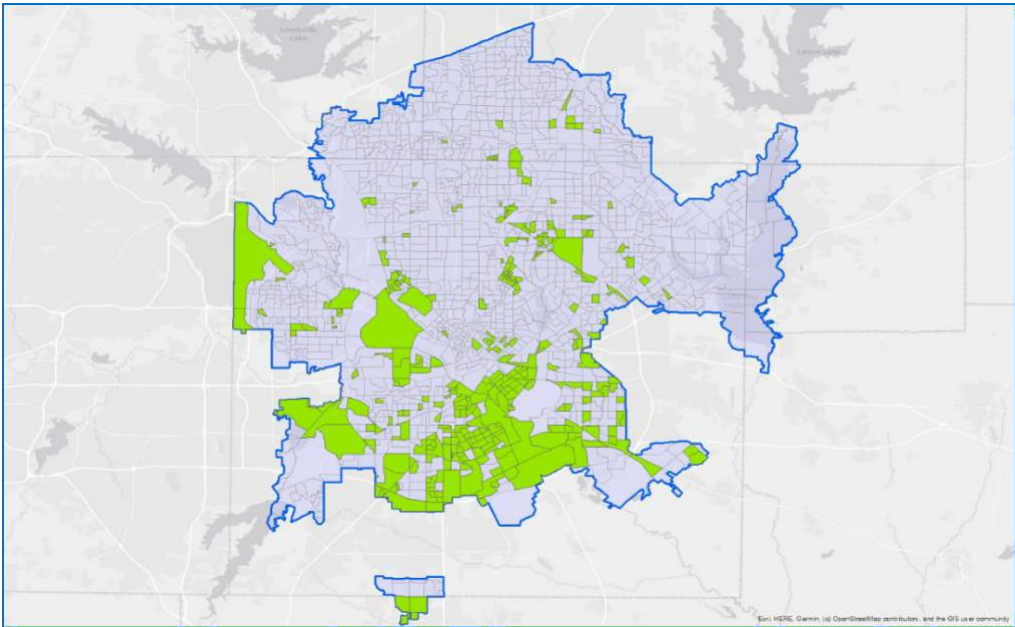


Figure 5 – Higher than average low income concentration Block Groups (Source: 2020 Census)

Identification of Minority Population Impacted by Proposed Changes to Bus Service

The DART Service Standards define a “low income transit route” as one for whom at least one-third of the area served is designated as “low income”. The map image below shows abundant low income service on the bus routes impacted by the proposed 2026 service changes.

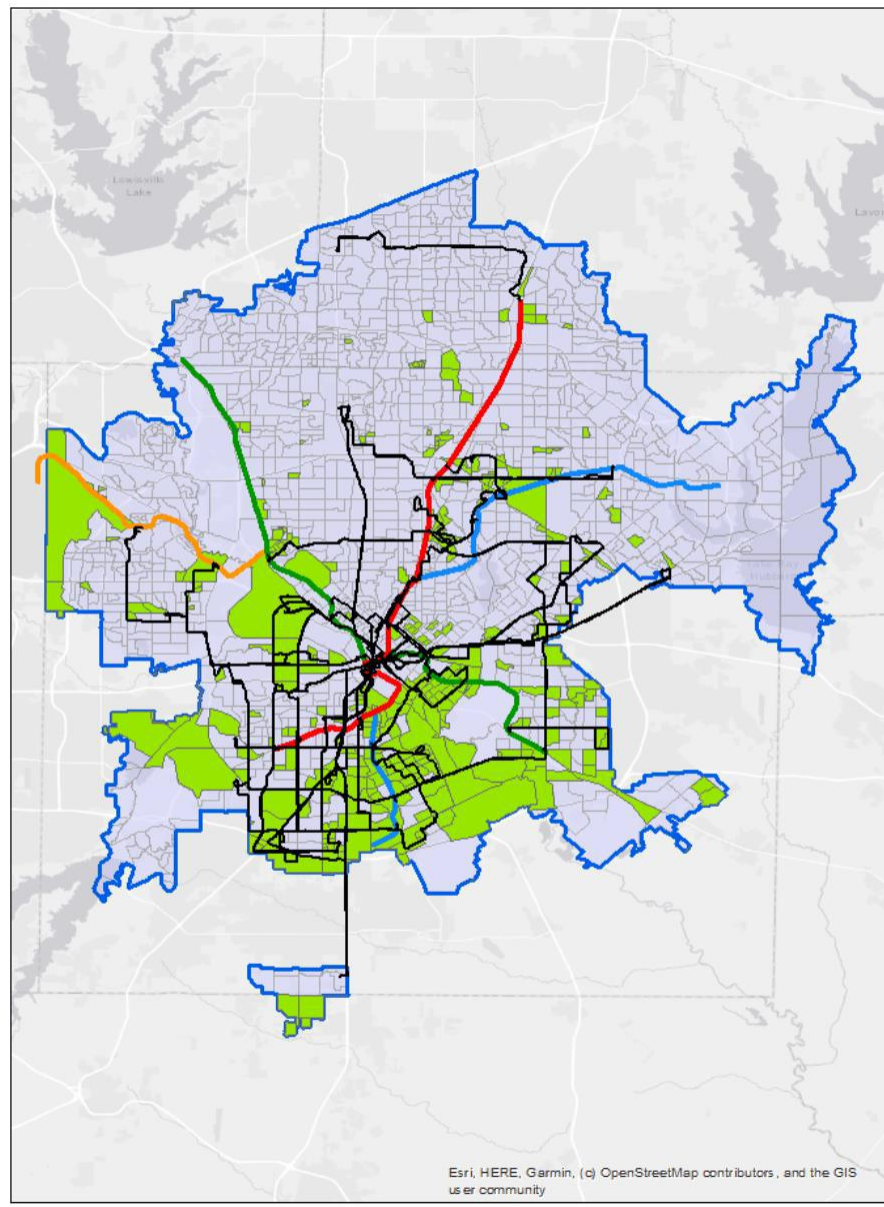


Figure 6 – Service impacted by proposed changes shown with higher than average low income concentration Block Groups (Source: 2020 Census, DART GIS)

Conclusion

In order to provide for informed decisions regarding the impact of major service changes on protected communities, DART staff has determined that both low income and minority population concentrations are impacted by the proposed 2026 service changes.

THRESHOLD 3: IS THERE A DISPARATE IMPACT ON MINORITY PASSENGERS OR A DISPROPORTIONATE BURDEN ON LOW-INCOME PASSENGERS?

Introduction

Since the proposed 2026 service changes has been determined to impact Title VI protected groups (see discussion in Threshold 2 section), DART staff used a software tool provided by Remix (owned by Via LLC) to estimate the impact on customers who use the current and proposed service-networks. The analysis will then compare the results from the two scenarios and judge the delta against the regional (i.e. “average”) proportion of population that identifies as minority or is defined as living in a “low income” Census Tract (as discussed in Threshold 1)

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. DART’s Equal Employment Opportunity / Cultural Engagement Department will review the results of the analysis to confirm compliance with FTA Title VI requirements and to ensure the presence of (if necessary) proposed mitigation factors.

- **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 population(s) that is 5 percentage points greater than the proportion of minority population in the service area.

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’s Equal Employment Opportunity / Cultural Engagement Department will conduct a review of the disproportionate burden analysis to confirm compliance with FTA Title VI requirements. For this analysis, “low-income” is defined as living in a household that earns a household income less than 150% of the federal poverty level for a family of 4, or \$39,369 for the 2020 Census.

- **Disproportionate Burden** – A “disproportionate burden” is an adverse burden upon low-income population(s) that is 5 percentage points greater than the proportion of low-income population in the service area.

Analysis Summary

For bus and rail combined service, the analysis compares the number of trips generated annually by the changes. The impacted number of trips are then applied to the rates of low income and minority persons in those areas. This reveals the impact of the difference in trips annually borne by Title VI protected communities. If the percent change is greater than the threshold allowed in the Service Standards, or +5%, then the proposed network would be estimated to have a “disparate impact” or “disproportionate burden” or both.

For Bus / Rail Proposed Changes	Low Income	Minority
Change Borne By	28.5%	74.2%
Area Average	25%	65%
Percent Change	3.5%	9.2%

According to the results of the analysis, there is no disproportionate burden estimated for the 2026 network on low income communities. However, the analysis does estimate a slightly higher percent difference than the threshold – 4.2% over the allowed threshold of +5%.

The analysis findings seem to indicate that the frequency reductions are more negatively impactful than other elements of the changes. This is because most frequent service in the current network is offered to communities that feature higher than average minority and low income proportions.

Mitigation Measures

To comply with FTA requirements, staff proposes the following mitigations to alleviate the disparate impact of the service changes:

1. All discontinued services have a replacement service available, as indicated below:
 - a. Route 209 customers will be served by McKinney Avenue Trolley and Park Cities GoLink, and
 - b. Route 225 customers will be served by Central Irving GoLink, and
 - c. Route 254 customers will be served by Plano GoLink Zone to Zone Pilot, and
 - d. Route 255 customers will be served by both Central Irving GoLink and Route 231 (for thru-riders), and
 - e. Route 305 customers will be served by Route 239, and
 - f. Route 378 customers will be served by rail, Route 101, and Route 109, and
 - g. Route 383 customers will be served by Route 224.
2. Frequency restorations in future service changes would be implemented in the following prioritized sequence:
 - a. Route 57 Westmoreland
 - b. Route 104 Illinois
 - c. Route 38 Ledbetter
 - d. Route 108 Camp Wisdom
 - e. Route 114 East Oak Cliff

It is estimated that these restorations would lower the disparate impact to 4.4%, which is within the allowed margin of impact of 5%¹. DART staff estimates the total cost in 2025 dollars of these service restorations to be \$1.6 million annually, or about \$325,000 per restoration. While the operating funds to restore these routes are not currently identified, staff proposes they be earmarked in future budgets (FY27 or beyond) as a mitigation to the communities estimated to bear the impact of their frequency reduction.

Community Relations

Public Involvement Plan

2026 Service and Fare Changes

TECHNICAL STAFF: Rob Smith, Jing Xu, Hans-Michael Ruthe

COMMUNITY ENGAGEMENT STAFF: Dawn Dorman, Tracy Cantu, Porshe McGinnis, Carlos Huerta

SITUATION ANALYSIS: In March 2025, the DART board approved a new General Mobility Program. In preparation for this program, service reductions for all modes of transportation and an increase in fare will be necessary.

On Tuesday, May 27, the DART Board of Directors approved a call for a public hearing that addressed proposed service changes to GoLink, bus, light rail, commuter rail and Paratransit services, the suburban service requests, and a fare adjustment. Staff solicited comments on the proposed changes and encouraged people to attend the public hearing from May 27 through July 8, 2025.

The Public Hearing took place during the DART Board of Directors' meeting on July 8, 2025.

PURPOSE: To create a campaign that informs riders, the public, stakeholders, advocates and elected officials, information about the proposed changes and obtain comments on the subject.

- Receive comments about the proposed fare structure.
- Obtain assistance from elected officials, advocates and stakeholders to help communicate our message.
- Explain/educate the public how changes will impact the rider's experience and commute.

TARGET AUDIENCE:

- Passengers
- Neighborhood Associations
- Elected Officials
- Chambers of Commerce
- Service Area Cities
- Community-based Organizations
- School Administrators (each ISD)
- Advocacy Groups
- General Public

NOTIFICATION TECHNIQUES:

- DART.org and landing page
- Gov delivery email and text notifications
- Kiosk
- Infotransit slides on buses
- GoPass App ♣ Pop-up notification to receive comments
- Audio/Video o Customer Service/Paratransit message on hold (MOH)
- Bus/LRT announcements

- PA/VMB boards
- Printed Brochures (distributed on DART vehicles)
- Customer emails and letters (also sent to Paratransit users)
- News release(s)
- Banners
- Rack Cards
- DARTmart signage
- 11x17 posters on bus shelters
- Public hearing ad (Dallas Morning News)
- Community meeting ads – consumer publications (non-paid mentions): 27 papers (including minority)
- PSA
- Editorial (with partners)
- DART Daily (articles including “Ask DART” series)
- Instagram/Facebook/Linkin posts
- Facebook Live
- Community Outreach
- Community Meetings ♣ Telephone townhall meeting
- Virtual via Teams
- 16 in-person meetings
- Distribute email to stakeholders and advocates
- Station activations
- FEO wallet cards
- Brochure placement at city locations (e.g., libraries, utility bill payment locations, city hall)
- Digital assets (website, e-newsletters, social media)

Public Hearing July 8, Meeting was held from 6:30 PM.– 7:30 PM.



Agenda Report

Attachment:
1. FY25 Q3 Ridership & Route Performance Report

DATE: September 9, 2025

SUBJECT: Briefing on Fiscal Year 2025 Third Quarter Ridership and Route Performance

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE

- This briefing will assist DART in achieving Agency Strategic Goal 3: Quality Service - Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement; and Strategic Goal 4: Seamless Mobility - Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first in mind.
- For many years, DART staff have compiled quarterly reports on ridership and service performance. These reports are prepared in accordance with DART's service performance monitoring system as described in DART's Service Standards Policy.
- Attachment 1 includes the Fiscal Year (FY) 2025 Third Quarter Report on ridership, and the briefing will highlight key ridership trends drawn from third quarter data. The attached report focuses on key ridership trends and some of the underlying factors behind the ridership, with sections for system ridership, bus ridership, light rail ridership, TRE ridership, and streetcar ridership. It also highlights monthly ridership trends for key modes and summarizes passenger boardings broken out for each DART city. Parking lot utilization by transit center/rail station, along with bus, microtransit, and light rail performance are also part of this attachment.

Briefing on FY25 Q3 Ridership and Route Performance

Ridership and Route Performance Highlights

R2	Introduction
R4	Total System Ridership
R6	Bus System Ridership
R7	Light Rail System Ridership
R8	Trinity Railway Express Ridership
R9	Streetcar
R10	Ridership Tables
R14	Bus Route and GoLink Zone Performance Report
R31	Parking Lot Utilization

Introduction

This Quarterly Report starts with the total system ridership summary and focuses on fixed-route ridership, including Bus, Light Rail, Trinity Railway Express (TRE), and Streetcar. Beginning with the second quarter of FY22, McKinney Avenue Trolley (MATA) ridership numbers and GoLink numbers are removed from Bus. MATA ridership is included with Dallas Streetcar ridership numbers under the Streetcar mode and GoLink is reported as a separate mode. Fixed-route ridership reporting includes the number of unlinked passenger trips (e.g., boarding passengers are counted, resulting in transferring passengers being counted each time they board a vehicle).

Beginning January 23, 2023, all GoLink zones (except for the Inland Port Connect which is sponsored by the Inland Port Transportation Management Association) operated seven days a week 5am through midnight. From January 1, 2023, DART also funded a pilot of West Dallas on demand shuttle in partnership with Toyota, whose ridership was reflected to the Microtransit mode along with GoLink.

Ridership statistics can be examined in several ways: totals, averages, and ratios related to service levels. Each reporting technique has its value in analyzing ridership, and each presents data from a different perspective. While total ridership is an important measure, it can vary significantly from month to month because of seasonality and the variation in the number of Weekdays, Saturdays, and Sundays in a month. The use of average daily ridership figures eliminates the issue of monthly calendar differences and makes direct comparisons of ridership more realistic. Average weekday ridership is the primary measurement discussed in this report.

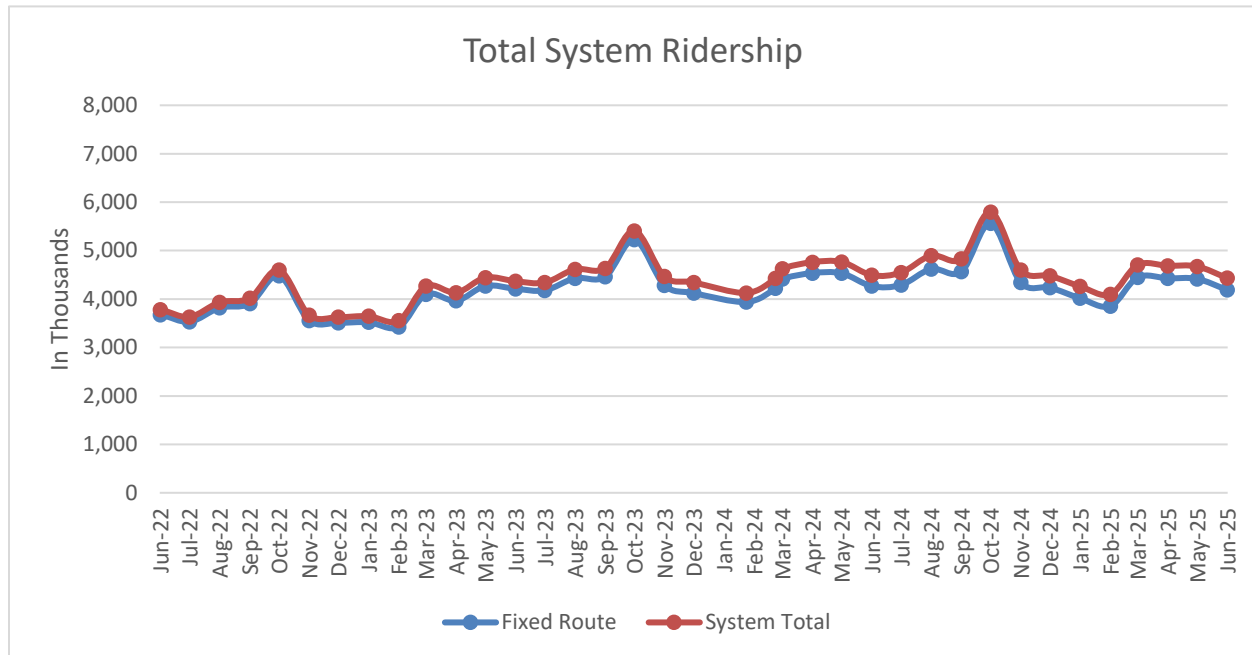
DART uses automatic passenger counters (APC) to report bus, Streetcar, and TRE ridership. Light rail (LRT) ridership is determined by statistically factoring APC sample monthly data. Paratransit ridership is compiled from daily trip manifests. The availability of APC data also allows for more accurate counts of ridership by DART city. The ridership estimates for each of the 13 DART cities have been based upon stop-level APC boardings. The results of the new approach appear in Table 3.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Each bus route and GoLink zone is evaluated quarterly to determine if it performs above or below standard. Services that fall below standard for all three performance measures (utilization of resources target, utilization of capacity target, fiscal responsibility target) are identified as low performers. A route with low performance is then reviewed to determine whether any follow-up action is needed; actions can range from targeted marketing to service adjustments to (in rare cases) discontinuation of service.

The Board of Directors adopted the revised Service Standards Policy during December 14, 2021, COTW/Board meeting. The revised Standards apply to the new bus network implemented on January 24, 2022, and are reflected in this FY 2025 Q3 report. The New Bus Network was designed to increase frequency, reduce travel time, improve service, and provide better access to DART service area residents, with low-performing fixed route bus routes replaced by GoLink service.



Total System Ridership

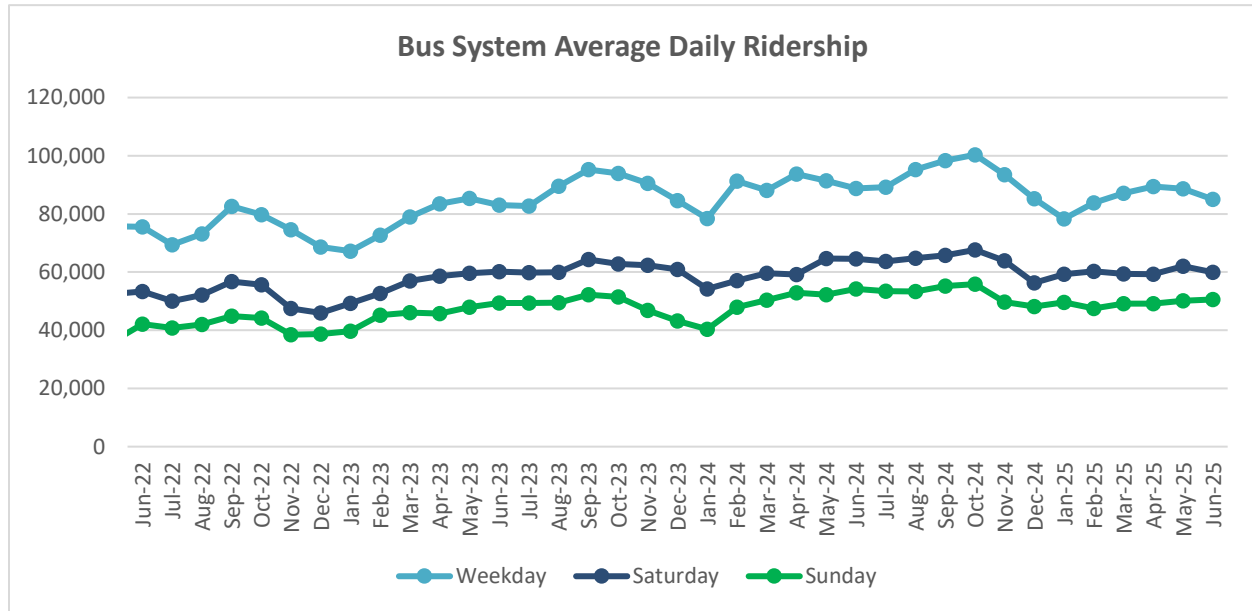


- Total system ridership includes fixed routes (Bus, Light and Commuter Rail, Streetcar), Paratransit, and Microtransit. Riders of both scheduled and special event services are reported. Total system ridership was 1.6% lower than in the same period last year.
- On January 24, 2022, DART's New Bus Network was fully implemented. The New Bus Network was designed to increase frequency, reduce travel time, improve service, and provide better access to DART service area residents. The entire bus network was also redesigned with low-performing routes replaced by GoLink service.
- Beginning January 23, 2023, all GoLink zones (except for the Inland Port Connect which is sponsored by the Inland Port Transportation Management Association) operated seven days a week 5am through midnight.
- From January 1, 2023, DART also funded a one-year pilot of West Dallas on demand shuttle in partnership with Toyota, whose ridership was reflected to the Microtransit mode along with GoLink.
- Total system ridership in the third quarter of FY 2025 was 13.8 million riders, a decrease of 1.6% from the third quarter of FY 2024.
- Fixed route ridership totaled 13.0 million passengers in the third quarter of FY 2025, a decrease of 2.3% from the third quarter of FY 2024.
- Bus System ridership totaled 7.1 million riders in the third quarter of FY 2025, 4.1% below the third quarter of FY 2024.
- Light rail ridership for the third quarter FY 2025, was 5.5 million, which was less than 0.1% less (1,299 riders less) from the third quarter of FY 2024.
- TRE ridership was 334.5K passengers in the third quarter of FY 2025, an increase of 4.1% from the third quarter of FY 2024.
- Streetcar, consisting of Dallas Streetcar and M-Line Trolley ridership for the third quarter was 136.7K, a decrease of 3.7% compared to last year.



- Paratransit ridership for the third quarter was 249.4K, an increase of 4.4% from the third quarter of FY 2024.
- Microtransit ridership for the third quarter of FY25 was 510.0K, which was 14.3% higher than the third quarter of FY24.

Bus System Ridership

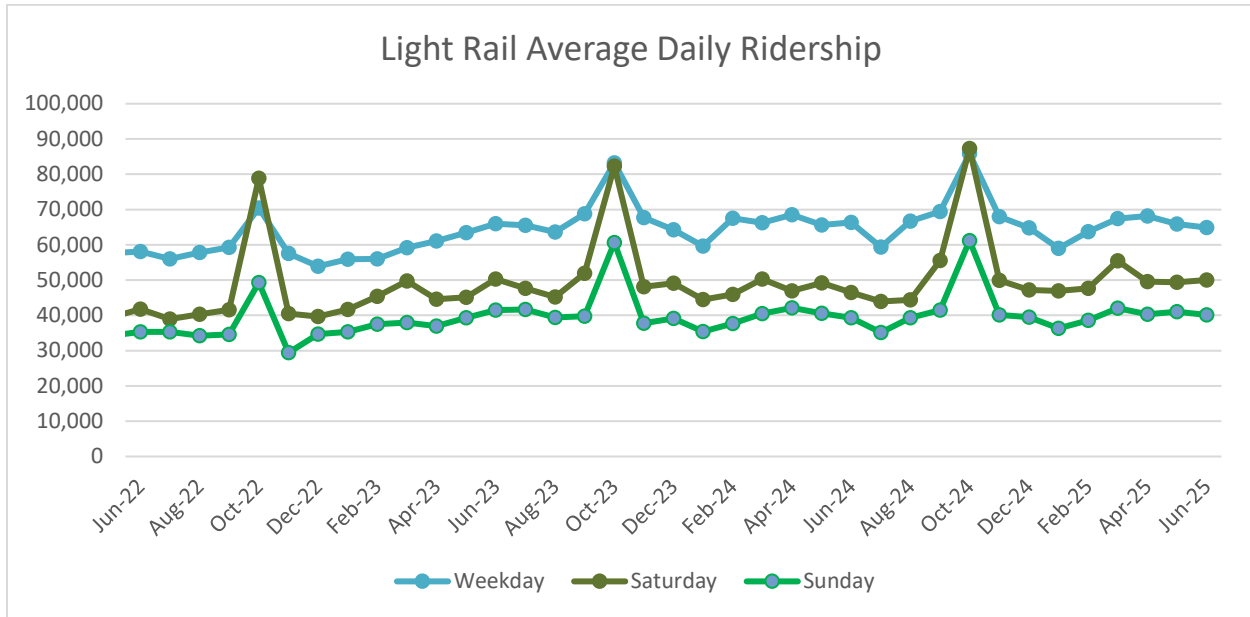


- Bus System ridership totaled 7.1 million riders in the third quarter of FY 2025, 4.1% below the third quarter of FY 2024.
- Average weekday ridership in the third quarter of FY 2025 was 87.7K daily riders, a 3.9% decrease from the same quarter of FY 2024.
- Saturday bus system ridership averaged 60.4K daily riders, down by 3.8% from last year.
- Sunday bus system ridership averaged 49.8K daily riders, a decrease of 5.9% from the same quarter of FY 2024.
- The most heavily patronized routes from the Bus Network in the FY 2025 third quarter, by route classification, were:

Route Type	Route Number and Name	Average Weekday Ridership
Frequent	22-Forest Lane	3,673
Local	101-Hampton	1,835
Local Coverage	241-Coit	1,750
Express	308-Northwest Plano Express	607
Shuttle	883 UTD	3,854



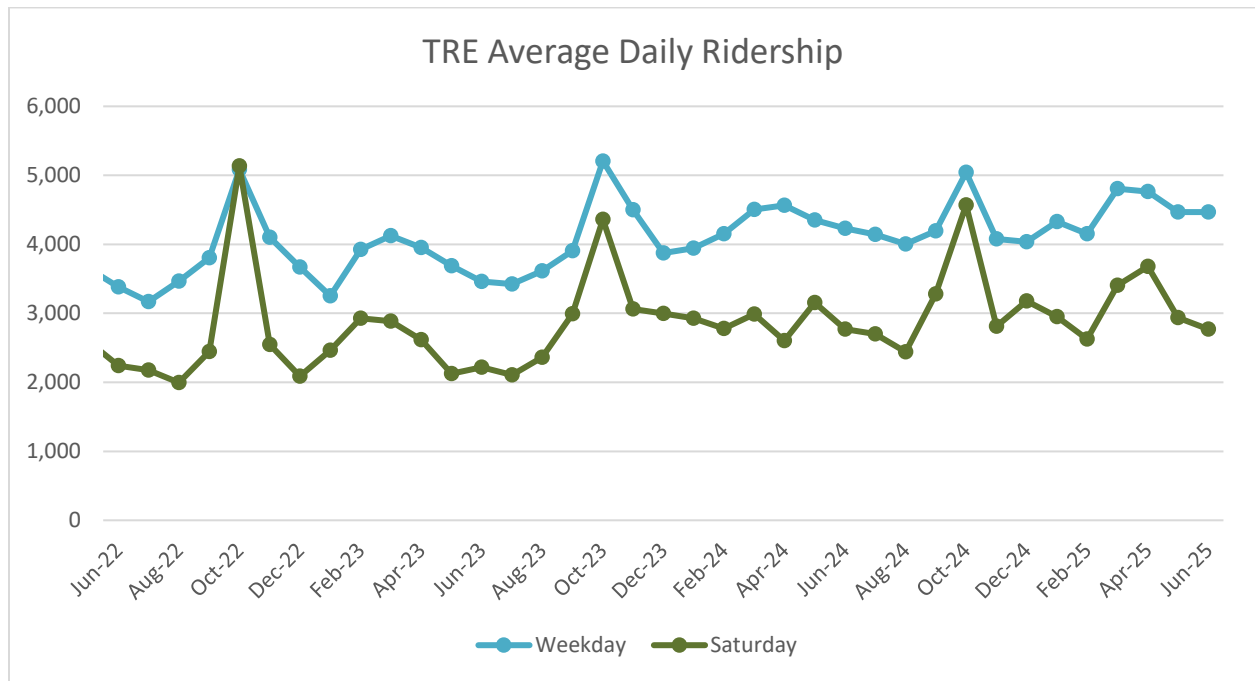
Light Rail System Ridership



- Light rail ridership for the third quarter, was 5.5 million, a decrease of 1,299 riders (less than 0.1% reduction) from third quarter of FY 2024.
- Weekday ridership in the third quarter averaged 66.3K passengers, a decrease of 0.7% from the third quarter of FY 2024.
- Saturday ridership in the third quarter averaged 49.6K passengers, an increase of 4.4% from the third quarter of FY 2024.
- Sunday ridership in the third quarter averaged 40.5K passengers, a decrease of 0.4% from the third quarter of FY 2024.



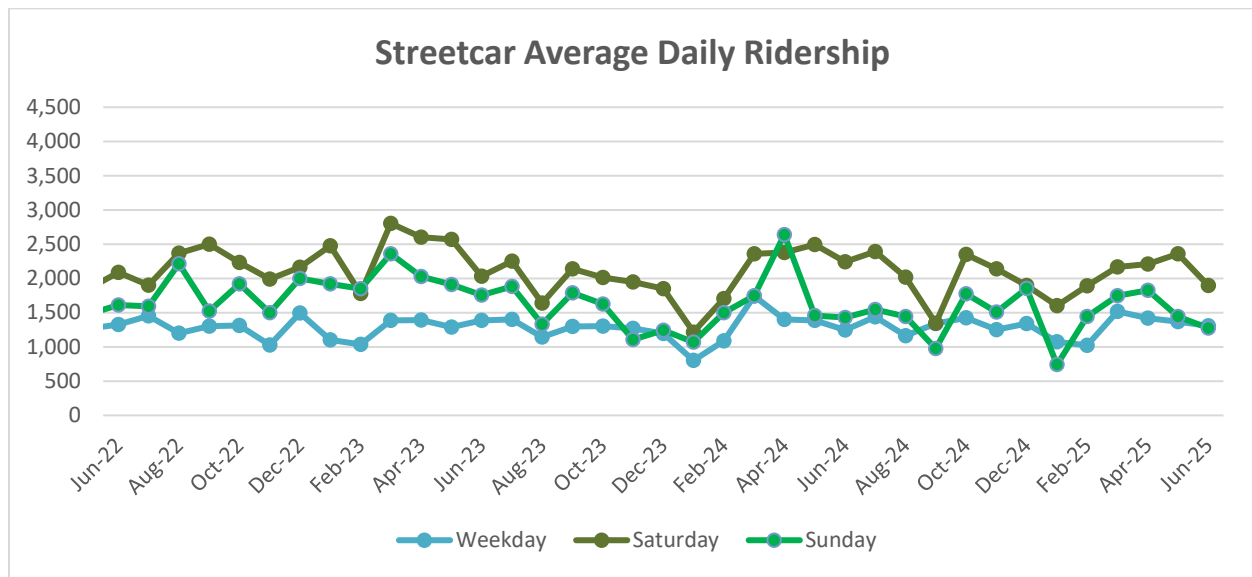
Trinity Railway Express Ridership



- TRE ridership hit 334.6K passengers in the third quarter, an increase of 4.1% from the third quarter of FY 2024.
- Weekday ridership on the TRE averaged 4.6K daily riders in the third quarter, a 4.2% increase from FY 2024.
- Saturday ridership in the third quarter averaged 3.1K riders, an increase of 10.0% from FY 2024.



Streetcar Ridership



- Streetcar ridership for the third quarter was 136.7K, a decrease of 3.7% from the same quarter of FY 2024.
- Weekday ridership averaged 1.4K daily riders in the third quarter of FY 2025, an increase of 1.6% from FY 2024.
- Saturday ridership averaged 2.2K daily riders in the third quarter of FY 2025, a decrease of 9.2% from FY 2024.
- Sunday ridership averaged 1.5K daily riders in the third quarter of FY 2025, a decrease of 17.8% from FY 2024.

Ridership Tables

The following tables provide summaries of ridership results during the quarter.

Table 1: Total Monthly Fixed-Route Ridership (25-Month Trending) in Thousands

Fiscal Year	Month	Bus Monthly	LRT Monthly	TRE Monthly	Streetcar Monthly	Fixed Route Total
2023	June	2,356	1,773	93.8	48.2	4,270
	July	2,264	1,818	85	45.6	4,212
	August	2,498	1,801	92.5	38.1	4,430
	September	2,488	1,833	93.1	44.2	4,459
2024	October	2,576	2,463	142.1	44.8	5,226
	November	2,357	1,784	105.5	39.7	4,286
	December	2,264	1,765	92.9	40.4	4,163
	January	2,145	1,667	98.5	28.1	3,939
	February	2,335	1,752	98.3	35.6	4,221
	March	2,401	1,845	109.3	57.1	4,413
	April	2,509	1,863	112.6	50.9	4,536
	May	2,531	1,843	110.3	47.7	4,532
	June	2,370	1,755	98.3	43.3	4,267
	July	2,484	1,657	102	50	4,291
	August	2,632	1,847	100.3	41.4	4,621
	September	2,561	1,860	99.2	44.9	4,565
	October	2,802	2,568	143.1	49.2	5,562
2025	November	2,409	1,792	94.6	44.2	4,340
	December	2,304	1,787	98.3	46.9	4,236
	January	2,208	1,667	107.9	33.7	4,016
	February	2,108	1,619	93.9	33.8	3,855
	March	2,373	1,904	118.6	51.4	4,448
	April	2,401	1,860	120.6	47.5	4,428
	May	2,424	1,837	109	48	4,418
	June	2,279	1,764	105	41	4,189



Table 2: Average Weekday Fixed-Route Ridership (25-Month Trending) in Thousands

Fiscal Year	Month	Bus	LRT	TRE	Streetcar	Fixed Route Total
2023	June	83	65.9	3.4	1.4	153.7
	July	82.7	65.6	3.4	1.4	153.1
	August	89.6	63.6	3.6	1.1	157.9
	September	95.3	68.8	3.9	1.3	169.3
2024	October	93.7	83.2	5.2	1.3	183.4
	November	90.5	67.7	4.5	1.3	164.0
	December	84.6	64.2	3.8	1.2	153.8
	January	78.4	59.6	3.9	0.8	142.7
	February	91.2	67.5	4.1	1.1	163.9
	March	88.1	66.2	4.5	1.7	160.5
	April	93.7	68.5	4.6	1.4	168.2
	May	91.4	65.6	4.4	1.4	162.8
	June	88.8	66.3	4.2	1.2	160.5
	July	89.2	59.3	4.1	1.4	154.0
	August	95.2	66.7	4	1.2	167.1
	September	98.4	69.4	4.2	1.3	173.3
2025	October	100.3	85.8	5	1.4	192.5
	November	93.5	68	4.1	1.3	166.9
	December	85.2	64.8	4	1.3	155.3
	January	78.3	59.0	4.3	1.0	142.6
	February	83.9	63.7	4.2	1.0	152.8
	March	87.2	67.5	4.8	1.5	161.0
	April	89.4	68.1	4.8	1.4	163.7
	May	88.7	65.9	4.5	1.4	160.5
	June	85	64.9	4.5	1.4	155.8

**Table 3: Passenger Boardings for DART Cities for the Third Quarter Fiscal Year 2025,
Period Ending June 30, 2025 ***

Ridership by Mode							
City	Bus	LRT	TRE	Streetcar	Microtransit	Paratransit	DART City Total
Addison	197,841	0	0	0	3,007	375	201,223
Carrollton	80,728	153,354	0	0	16,196	6,051	256,329
Cockrell Hill	60,484	0	0	0	0	36	60,520
Dallas	5,359,823	4,399,475	137,601	136,496	196,090	141,126	10,370,611
Farmers Branch	57,633	40,837	0	0	10,470	1,965	110,905
Garland	536,945	105,497	0	0	17,854	19,010	679,306
Glenn Heights	13,865	0	0	0	3,407	976	18,248
Highland Park	3,335	0	0	0	758	0	4,093
Irving	310,557	244,954	45,984	0	101,201	12,108	714,524
Plano	208,784	232,531	0	0	84,665	20,709	546,689
Richardson	263,587	194,317	0	0	7,547	6,439	471,890
Rowlett	0	89,301	0	0	49,197	3,735	141,233
University Park	9,418	0	0	0	2,072	159	11,649
DART Cities Total	7,103,020	5,460,266	183,285	136,496	491,464	212,869	13,587,220

Modal Allocation Percentage by City							
City	Bus	LRT	TRE	Streetcar	Microtransit	Paratransit	DART City Total
Addison	98.3%	0.0%	0.0%	0.0%	1.5%	0.2%	100.0%
Carrollton	31.5%	59.8%	0.0%	0.0%	6.3%	2.4%	100.0%
Cockrell Hill	99.9%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%
Dallas	51.7%	42.4%	1.3%	1.3%	1.9%	1.4%	100.0%
Farmers Branch	52.0%	36.8%	0.0%	0.0%	9.4%	1.8%	100.0%
Garland	79.0%	15.5%	0.0%	0.0%	2.6%	2.8%	100.0%
Glenn Heights	76.0%	0.0%	0.0%	0.0%	18.7%	5.3%	100.0%
Highland Park	81.5%	0.0%	0.0%	0.0%	18.5%	0.0%	100.0%
Irving	43.5%	34.3%	6.4%	0.0%	14.2%	1.7%	100.0%
Plano	38.2%	42.5%	0.0%	0.0%	15.5%	3.8%	100.0%
Richardson	55.9%	41.2%	0.0%	0.0%	1.6%	1.4%	100.0%
Rowlett	0.0%	63.2%	0.0%	0.0%	34.1%	2.6%	100.0%
University Park	80.8%	0.0%	0.0%	0.0%	17.8%	1.4%	100.0%
DART Cities Total	52.3%	40.2%	1.3%	1.0%	3.6%	1.6%	100.0%

**Ridership in these tables do not reflect ridership outside of DART member cities*

Bus Route and GoLink Zone Performance Report

This report contains a bus route performance analysis covering the third quarter of FY 2025. This report follows current service standards, which describe DART's route performance measurement methodology. There are three measures of performance for fixed-route bus service:

- Passengers per revenue hour of service
- Passenger miles per revenue mile of service
- Subsidy per passenger

For the three measures, each route or service is compared to performance for other routes of the same type (e.g., local route vs. local routes). If performance is less than 75% of the group average (more than 133% above average for subsidy/rider), performance is considered deficient for that measure. The passenger miles per revenue mile measure does not apply to GoLink zones.

Route Performance Tables

The following tables show new route performance for FY 2025 Q3 from April 1, 2025, through June 30, 2025, based on the three performance measures defined in the DART Service Standards approved in November 2021. Targets are shown for each route and each route category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. According to the Service Standards, routes with all three performance measures in deficiency will be reviewed for possible modification or corrective actions.

Utilization of Resources								
Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Frequent	1	2,713	1,747	1,492	217,233	8,933	24.32	
Frequent	3	1,439	1,126	948	119,974	6,334	18.94	
Frequent	5	607	559	465	52,632	1,779	29.58	
Frequent	9	2,559	1,966	1,652	212,459	11,817	17.98	
Frequent	13	2,256	1,949	1,475	190,366	6,884	27.65	
Frequent	15	2,383	1,837	1,503	197,469	8,483	23.28	
Frequent	16	1,990	1,424	1,096	161,209	7,965	20.24	
Frequent	17	2,239	1,629	1,353	183,438	10,536	17.41	
Frequent	18	2,332	1,883	1,604	196,185	12,619	15.55	
Frequent	20	2,500	1,917	1,612	207,495	13,164	15.76	
Frequent	22	3,673	2,708	2,161	300,538	13,434	22.37	
Frequent	23	1,508	1,220	964	125,852	6,520	19.30	
Frequent	25	1,504	1,186	941	124,827	7,352	16.98	
Frequent	27	1,259	950	784	103,929	4,232	24.56	
Frequent	28	1,006	735	598	82,305	5,886	13.98	



Utilization of Resources								
Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Frequent	30	904	722	556	75,038	3,675	20.42	
Frequent	38	2,563	1,946	1,612	211,904	9,708	21.83	
Frequent	41	1,210	948	819	101,200	7,035	14.39	
Frequent	45	1,081	784	623	88,110	8,967	9.83	
Frequent	47	1,879	1,326	1,048	152,163	9,979	15.25	
Frequent	57	3,272	2,233	1,919	265,276	12,668	20.94	
Frequent Total	21	40,878	30,794	25,223	3,369,601	177,971	18.93	14.20
Local	101	1,835	1,271	988	147,792	9,746	15.16	
Local	102	588	354	316	46,652	3,741	12.47	
Local	103	724	499	410	58,550	3,530	16.59	
Local	104	1,748	1,265	1,083	143,454	7,064	20.31	
Local	105	615	438	361	50,070	4,464	11.22	
Local	106	605	432	366	49,440	3,392	14.58	
Local	108	1,411	1,084	898	116,936	7,051	16.58	
Local	109	842	544	442	67,174	5,836	11.51	
Local	114	1,001	788	678	83,774	7,089	11.82	
Local	122	467	264	252	36,882	1,785	20.66	
Local Total	10	9,834	6,939	5,794	800,725	53,698	14.91	11.18
Local Cvr	200	1,187	776	641	95,035	5,585	17.02	
Local Cvr	202	940	659	544	76,362	5,645	13.53	
Local Cvr	203	390	281	217	31,684	2,219	14.28	
Local Cvr	204	291	160	138	22,610	1,999	11.31	
Local Cvr	207	567	335	263	44,329	4,202	10.55	
Local Cvr	209	225	134	118	17,791	1,585	11.23	
Local Cvr	212	429	316	269	35,334	2,424	14.58	
Local Cvr	213	369	212	182	28,920	1,608	17.99	
Local Cvr	214	650	485	378	53,198	4,552	11.69	
Local Cvr	215	460	329	264	37,415	3,189	11.73	
Local Cvr	216	428	306	238	34,734	3,450	10.07	
Local Cvr	217	401	269	213	32,129	2,454	13.09	
Local Cvr	218	1,022	687	562	82,199	4,684	17.55	
Local Cvr	219	210	114	113	16,495	1,992	8.28	
Local Cvr	220	539	381	342	44,272	1,919	23.07	
Local Cvr	221	576	332	314	45,571	3,503	13.01	
Local Cvr	223	314	214	157	25,100	1,929	13.01	
Local Cvr	224	969	651	575	78,549	5,551	14.15	
Local Cvr	225	330	279	244	28,181	1,907	14.78	
Local Cvr	226	322	210	183	25,874	2,239	11.56	
Local Cvr	227	1,287	808	730	103,093	7,767	13.27	



Utilization of Resources								
Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Local Cvr	228	318	220	188	25,866	1,798	14.39	
Local Cvr	229	1,492	1,098	910	122,512	7,382	16.60	
Local Cvr	230	1,657	1,062	966	133,385	8,146	16.38	
Local Cvr	231	767	597	494	63,749	3,397	18.77	
Local Cvr	232	1,115	759	780	92,174	5,533	16.66	
Local Cvr	233	1,006	672	593	81,441	5,553	14.67	
Local Cvr	234	417	300	241	33,953	4,288	7.92	
Local Cvr	235	585	400	314	47,009	2,547	18.46	
Local Cvr	236	744	487	426	59,939	5,195	11.54	
Local Cvr	237	924	670	528	75,213	5,706	13.18	
Local Cvr	238	995	639	542	79,557	6,507	12.23	
Local Cvr	239	1,135	813	681	92,726	7,262	12.77	
Local Cvr	241	1,750	1,270	1,055	143,250	6,708	21.36	
Local Cvr	242	499	356	331	41,175	1,982	20.78	
Local Cvr	243	474	299	256	37,799	2,002	18.88	
Local Cvr	244	201	122	119	16,098	2,014	7.99	
Local Cvr	245	680	448	385	54,763	4,983	10.99	
Local Cvr	247	874	546	441	69,242	5,450	12.71	
Local Cvr	249	689	499	442	56,759	3,273	17.34	
Local Cvr	250	772	524	436	62,331	5,275	11.82	
Local Cvr	251	415	314	256	34,215	2,258	15.15	
Local Cvr	254	367	288	227	30,413	4,416	6.89	
Local Cvr	255	285	224	183	23,711	2,193	10.81	
Local Coverage Total	44	30,068	20,546	17,478	2,436,152	174,268	13.98	10.48
Express	305	315	0	0	20,139	1,435	14.04	
Express	306	415	0	0	26,541	2,442	10.87	
Express	308	607	0	0	38,818	3,250	11.94	
Express	378	235	0	0	15,059	1,358	11.09	
Express	383	221	0	0	14,125	1,155	12.23	
Express Total	5	1,792	0	0	114,682	9,639	11.90	8.92
GoLink	Cypress Waters	338	202	247	26,492	5,388	4.92	
GoLink	East Plano	89	60	89	7,263	1,279	5.68	
GoLink	East Telecom	137	63	76	10,282	1,943	5.29	
GoLink	Far North Plano	119	104	113	9,982	2,915	3.42	
GoLink	Farmers Branch	229	103	119	17,085	3,814	4.48	



Utilization of Resources								
Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
GoLink	Glenn Heights	65	39	46	5,103	2,117	2.41	
GoLink	Inland Port Expanded	1,021	459	630	76,957	15,969	4.82	
GoLink	Keller Springs	137	87	102	10,851	2,508	4.33	
GoLink	Kleberg	51	34	50	4,133	1,109	3.73	
GoLink	Lake Highlands	121	94	122	10,079	2,118	4.76	
GoLink	Lakewood	53	42	52	4,421	804	5.50	
GoLink	Legacy West	159	57	63	11,513	2,643	4.36	
GoLink	Mountain Creek	54	34	72	4,536	2,185	2.08	
GoLink	North Central Dallas	64	44	55	5,175	1,212	4.27	
GoLink	North Central Irving	519	395	502	42,862	8,073	5.31	
GoLink	North Central Plano	223	172	207	18,374	3,167	5.80	
GoLink	North Dallas	119	81	93	9,521	2,321	4.10	
GoLink	North Dallas Zone to Zone	130	84	108	10,408	3,353	3.10	
GoLink	Northwest Carrollton	46	26	26	3,522	746	4.72	
GoLink	Northwest Dallas	158	116	151	12,958	2,285	5.67	
GoLink	Park Cities	162	111	125	12,937	3,209	4.03	
GoLink	Passport Park	309	262	358	26,416	4,527	5.83	
GoLink	Plano Zone to Zone	305	206	350	25,363	8,220	3.09	
GoLink	Preston Hollow	67	48	56	5,436	1,162	4.68	
GoLink	Rowlett	498	389	522	41,617	7,657	5.43	
GoLink	Rowlett/SE Garland Zone to Zone	161	123	160	13,352	3,397	3.93	
GoLink	Rylie	149	100	134	12,053	2,861	4.21	
GoLink	Rylie/Kleberg Zone to Zone	13	11	12	1,104	291	3.80	



Utilization of Resources								
Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
GoLink	South Central Plano	135	100	123	11,045	2,147	5.14	
GoLink	South Dallas	309	228	316	25,601	4,541	5.64	
GoLink	South Irving	92	53	65	7,143	1,982	3.60	
GoLink	Southeast Garland	118	80	121	9,691	1,529	6.34	
GoLink	West Dallas	55	40	49	4,448	1,727	2.57	
Microtransit	West Dallas Shuttle	214			12,623	3,148	4.01	
Microtransit Total	33	6,422	4,045	5,313	510,346	112,348	4.54	3.41
Shuttle	402	267	264	194	23,224	1,349	17.21	
Shuttle	DFW	209	183		14,717	1,526	9.65	
Shuttle	Galatyn Park	47			3,023	360	8.41	
Shuttle	SMU	472			31,017	3,698	8.39	
Shuttle	TI	207			13,239	1,640	8.07	
Shuttle	UTSW	214			12,623	1,253	10.07	
Shuttle	883	3,854	1,756		278,815	7,803	35.73	
Shuttle Total	7	5,269	2,203	194	376,658	17,629	21.37	16.02
Grand Total	120	94,263	64,527	54,002	7,608,164	545,554	13.95	

The following tables show overall FY2025 Q3 riders per revenue hour, passenger miles per revenue mile of service, and subsidy per passenger for each route/service of the Bus Network.

Utilization of Capacity						
Type	Route	Average Weekday Riders	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Frequent	1	2,713	525,499	106,989	4.91	
Frequent	3	1,439	279,729	78,363	3.57	
Frequent	5	607	83,458	27,244	3.06	
Frequent	9	2,559	664,975	147,317	4.51	
Frequent	13	2,256	536,894	88,418	6.07	
Frequent	15	2,383	829,033	140,739	5.89	
Frequent	16	1,990	984,854	149,066	6.61	
Frequent	17	2,239	576,916	146,805	3.93	
Frequent	18	2,332	1,061,409	168,336	6.31	
Frequent	20	2,500	844,451	178,480	4.73	



Utilization of Capacity						
Type	Route	Average Weekday Riders	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Frequent	22	3,673	950,050	197,553	4.81	
Frequent	23	1,508	292,403	72,860	4.01	
Frequent	25	1,504	480,850	117,746	4.08	
Frequent	27	1,259	153,366	51,479	2.98	
Frequent	28	1,006	274,915	86,790	3.17	
Frequent	30	904	188,242	58,396	3.22	
Frequent	38	2,563	856,995	165,654	5.17	
Frequent	41	1,210	380,989	104,129	3.66	
Frequent	45	1,081	369,415	133,526	2.77	
Frequent	47	1,879	759,032	158,979	4.77	
Frequent	57	3,272	1,176,876	183,718	6.41	
Frequent Total	21	40,878	12,270,351	2,562,589	4.79	3.59
Local	101	1,835	638,486	140,104	4.56	
Local	102	588	118,624	49,583	2.39	
Local	103	724	118,112	37,940	3.11	
Local	104	1,748	463,638	100,567	4.61	
Local	105	615	127,634	53,020	2.41	
Local	106	605	133,691	52,379	2.55	
Local	108	1,411	497,604	113,915	4.37	
Local	109	842	222,859	78,702	2.83	
Local	114	1,001	351,071	93,821	3.74	
Local	122	467	113,613	27,787	4.09	
Local Total	10	9,834	2,785,332	747,817	3.72	2.79
Local Cvr	200	1,187	420,709	91,589	4.59	
Local Cvr	202	940	340,921	89,225	3.82	
Local Cvr	203	390	104,333	33,401	3.12	
Local Cvr	204	291	69,109	31,664	2.18	
Local Cvr	207	567	149,049	54,542	2.73	
Local Cvr	209	225	44,950	21,721	2.07	
Local Cvr	212	429	126,781	45,314	2.80	
Local Cvr	213	369	70,161	24,370	2.88	
Local Cvr	214	650	251,128	67,673	3.71	
Local Cvr	215	460	114,194	46,629	2.45	
Local Cvr	216	428	120,206	44,371	2.71	
Local Cvr	217	401	79,893	34,625	2.31	
Local Cvr	218	1,022	333,377	77,513	4.30	
Local Cvr	219	210	53,349	29,603	1.80	
Local Cvr	220	539	105,539	29,558	3.57	
Local Cvr	221	576	197,194	54,255	3.63	
Local Cvr	223	314	143,730	47,552	3.02	
Local Cvr	224	969	658,237	122,318	5.38	
Local Cvr	225	330	71,713	25,670	2.79	



Utilization of Capacity						
Type	Route	Average Weekday Riders	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Local Cvr	226	322	76,458	33,873	2.26	3.08
Local Cvr	227	1,287	632,400	130,276	4.85	
Local Cvr	228	318	55,248	23,482	2.35	
Local Cvr	229	1,492	640,679	116,778	5.49	
Local Cvr	230	1,657	664,656	118,714	5.60	
Local Cvr	231	767	255,811	55,388	4.62	
Local Cvr	232	1,115	418,972	87,272	4.80	
Local Cvr	233	1,006	305,489	88,276	3.46	
Local Cvr	234	417	171,251	60,751	2.82	
Local Cvr	235	585	157,442	40,552	3.88	
Local Cvr	236	744	333,639	78,904	4.23	
Local Cvr	237	924	429,521	83,066	5.17	
Local Cvr	238	995	430,441	106,763	4.03	
Local Cvr	239	1,135	832,371	120,742	6.89	
Local Cvr	241	1,750	675,903	102,178	6.61	
Local Cvr	242	499	128,431	30,211	4.25	
Local Cvr	243	474	117,787	40,070	2.94	
Local Cvr	244	201	38,686	28,462	1.36	
Local Cvr	245	680	259,483	79,873	3.25	
Local Cvr	247	874	340,338	81,723	4.16	
Local Cvr	249	689	166,860	41,924	3.98	
Local Cvr	250	772	344,114	88,731	3.88	
Local Cvr	251	415	109,648	34,407	3.19	
Local Cvr	254	367	169,532	65,670	2.58	
Local Cvr	255	285	87,586	39,480	2.22	
Local Coverage Total	44	30,068	11,297,320	2,749,159	4.11	3.08
Express	305	315	243,917	33,936	7.19	5.40
Express	306	415	395,961	61,124	6.48	
Express	308	607	718,054	75,133	9.56	
Express	378	235	129,656	27,839	4.66	
Express	383	221	196,504	36,054	5.45	
Express Total	5	1,792	1,684,092	234,086	7.19	5.40
Shuttle- Northpark	402	267	21,158	7,750	2.73	5.90
Shuttle- UTD	883	3,854	653,986	83,078	7.87	
Shuttle Total	2	3,854	653,986	83,078	7.87	5.90
Grand Total	82	86,426	28,691,081	6,376,730	4.50	



Fiscal Responsibility						
Type	Route	Average Weekday Riders	Total Riders	Subsidy	Subsidy per Passenger	Overall Target
Frequent	1	2,713	217,233	\$1,372,580.78	\$6.32	
Frequent	3	1,439	119,974	\$1,113,166.63	\$9.28	
Frequent	5	607	52,632	\$439,779.43	\$8.36	
Frequent	9	2,559	212,459	\$1,919,862.50	\$9.04	
Frequent	13	2,256	190,366	\$1,148,074.22	\$6.03	
Frequent	15	2,383	197,469	\$1,638,939.25	\$8.30	
Frequent	16	1,990	161,209	\$1,529,737.85	\$9.49	
Frequent	17	2,239	183,438	\$1,868,519.35	\$10.19	
Frequent	18	2,332	196,185	\$2,277,623.34	\$11.61	
Frequent	20	2,500	207,495	\$2,362,300.78	\$11.38	
Frequent	22	3,673	300,538	\$2,785,973.88	\$9.27	
Frequent	23	1,508	125,852	\$1,147,375.38	\$9.12	
Frequent	25	1,504	124,827	\$1,511,089.96	\$12.11	
Frequent	27	1,259	103,929	\$725,596.90	\$6.98	
Frequent	28	1,006	82,305	\$1,177,710.94	\$14.31	
Frequent	30	904	75,038	\$762,886.42	\$10.17	
Frequent	38	2,563	211,904	\$1,661,080.64	\$7.84	
Frequent	41	1,210	101,200	\$1,338,567.24	\$13.23	
Frequent	45	1,081	88,110	\$1,642,386.90	\$18.64	
Frequent	47	1,879	152,163	\$1,927,736.49	\$12.67	
Frequent	57	3,272	265,276	\$2,166,504.04	\$8.17	
Frequent Total	21	40,878	3,369,601	\$32,517,492.94	\$9.65	\$12.87
Local	101	1,835	147,792	\$1,819,578.53	\$12.31	
Local	102	588	46,652	\$773,773.82	\$16.59	
Local	103	724	58,550	\$717,716.04	\$12.26	
Local	104	1,748	143,454	\$1,319,479.32	\$9.20	
Local	105	615	50,070	\$942,517.61	\$18.82	
Local	106	605	49,440	\$714,754.28	\$14.46	
Local	108	1,411	116,936	\$1,400,921.02	\$11.98	
Local	109	842	67,174	\$1,083,695.85	\$16.13	
Local	114	1,001	83,774	\$1,294,614.90	\$15.45	
Local	122	467	36,882	\$344,558.63	\$9.34	



Fiscal Responsibility						
Type	Route	Average Weekday Riders	Total Riders	Subsidy	Subsidy per Passenger	Overall Target
Local Total	10	9,367	763,842	\$10,067,051.37	\$13.18	\$17.57
Local Cvrg	200	1,187	95,035	\$1,151,441.68	\$12.12	
Local Cvrg	202	940	76,362	\$1,106,172.05	\$14.49	
Local Cvrg	203	390	31,684	\$423,555.83	\$13.37	
Local Cvrg	204	291	22,610	\$464,745.43	\$20.55	
Local Cvrg	207	567	44,329	\$758,009.37	\$17.10	
Local Cvrg	209	225	17,791	\$470,116.14	\$26.42	
Local Cvrg	212	429	35,334	\$484,191.51	\$13.70	
Local Cvrg	213	369	28,920	\$389,087.64	\$13.45	
Local Cvrg	214	650	53,198	\$846,227.24	\$15.91	
Local Cvrg	215	460	37,415	\$590,497.54	\$15.78	
Local Cvrg	216	428	34,734	\$688,273.34	\$19.82	
Local Cvrg	217	401	32,129	\$544,051.16	\$16.93	
Local Cvrg	218	1,022	82,199	\$821,845.94	\$10.00	
Local Cvrg	219	210	16,495	\$493,491.54	\$29.92	
Local Cvrg	220	539	44,272	\$383,354.89	\$8.66	
Local Cvrg	221	576	45,571	\$749,077.62	\$16.44	
Local Cvrg	223	314	25,100	\$422,818.33	\$16.85	
Local Cvrg	224	969	78,549	\$1,171,013.98	\$14.91	
Local Cvrg	225	330	28,181	\$436,850.31	\$15.50	
Local Cvrg	226	322	25,874	\$452,453.52	\$17.49	
Local Cvrg	227	1,287	103,093	\$1,484,183.68	\$14.40	



Fiscal Responsibility						
Type	Route	Average Weekday Riders	Total Riders	Subsidy	Subsidy per Passenger	Overall Target
Local Cvrgr	228	318	25,866	\$356,243.83	\$13.77	
Local Cvrgr	229	1,492	122,512	\$1,380,575.81	\$11.27	
Local Cvrgr	230	1,657	133,385	\$1,458,413.49	\$10.93	
Local Cvrgr	231	767	63,749	\$696,408.51	\$10.92	
Local Cvrgr	232	1,115	92,174	\$1,031,602.32	\$11.19	
Local Cvrgr	233	1,006	81,441	\$1,031,966.50	\$12.67	
Local Cvrgr	234	417	33,953	\$984,361.48	\$28.99	
Local Cvrgr	235	585	47,009	\$568,801.18	\$12.10	
Local Cvrgr	236	744	59,939	\$1,116,400.69	\$18.63	
Local Cvrgr	237	924	75,213	\$1,069,013.52	\$14.21	
Local Cvrgr	238	995	79,557	\$1,290,412.84	\$16.22	
Local Cvrgr	239	1,135	92,726	\$1,479,833.79	\$15.96	
Local Cvrgr	241	1,750	143,250	\$1,160,642.12	\$8.10	
Local Cvrgr	242	499	41,175	\$660,479.91	\$16.04	
Local Cvrgr	243	474	37,799	\$530,176.21	\$14.03	
Local Cvrgr	244	201	16,098	\$427,459.70	\$26.55	
Local Cvrgr	245	680	54,763	\$921,347.47	\$16.82	
Local Cvrgr	247	874	69,242	\$1,031,856.11	\$14.90	
Local Cvrgr	249	689	56,759	\$649,689.79	\$11.45	
Local Cvrgr	250	772	62,331	\$1,036,854.35	\$16.63	
Local Cvrgr	251	415	34,215	\$579,078.52	\$16.92	
Local Cvrgr	254	367	30,413	\$967,936.67	\$31.83	



Fiscal Responsibility						
Type	Route	Average Weekday Riders	Total Riders	Subsidy	Subsidy per Passenger	Overall Target
Local Cvrgr	255	285	23,711	\$610,157.40	\$25.73	
Local Coverage Total	44	30,068	2,436,152	\$35,371,170.95	\$14.52	\$19.36
Express	305	315	20,139	\$396,006.12	\$19.66	
Express	306	415	26,541	\$712,712.88	\$26.85	
Express	308	607	38,818	\$925,930.05	\$23.85	
Express	378	235	15,059	\$575,850.77	\$38.24	
Express	383	221	14,125	\$465,116.39	\$32.93	
Express Total	5	1,792	114,682	\$3,075,616.21	\$26.82	\$35.76
GoLink	Cypress Waters	338	26,492	\$333,948.50	\$12.61	
GoLink	East Plano	89	7,263	\$125,222.54	\$17.24	
GoLink	East Telecom	137	10,282	\$163,840.55	\$15.93	
GoLink	Far North Plano	119	9,982	\$272,083.12	\$27.26	
GoLink	Farmers Branch	229	17,085	\$259,347.76	\$15.18	
GoLink	Glenn Heights	65	5,103	\$158,156.72	\$30.99	
GoLink	Inland Port Expanded	1,021	76,957	\$879,976.97	\$11.43	
GoLink	Keller Springs	137	10,851	\$187,188.83	\$17.25	
GoLink	Kleberg	51	4,133	\$108,375.04	\$26.22	
GoLink	Lake Highlands	121	10,079	\$171,432.70	\$17.01	
GoLink	Lakewood	53	4,421	\$96,160.62	\$21.75	
GoLink	Legacy West	159	11,513	\$193,706.54	\$16.83	
GoLink	Mountain Creek	54	4,536	\$160,732.55	\$35.43	
GoLink	North Central Dallas	64	5,175	\$117,869.38	\$22.78	
GoLink	North Central Irving	519	42,862	\$489,282.71	\$11.42	
GoLink	North Central Plano	223	18,374	\$225,748.08	\$12.29	
GoLink	North Dallas	119	9,521	\$176,684.05	\$18.56	
GoLink	North Dallas Zone to Zone	130	10,408	\$159,200.58	\$15.30	



Fiscal Responsibility						
Type	Route	Average Weekday Riders	Total Riders	Subsidy	Subsidy per Passenger	Overall Target
GoLink	Northwest Carrollton	46	3,522	\$94,091.76	\$26.72	
GoLink	Northwest Dallas	158	12,958	\$177,263.35	\$13.68	
GoLink	Park Cities	162	12,937	\$213,283.45	\$16.49	
GoLink	Passport Park	309	26,416	\$308,193.31	\$11.67	
GoLink	Plano Zone to Zone	305	25,363	\$432,378.52	\$17.05	
GoLink	Preston Hollow	67	5,436	\$115,870.45	\$21.32	
GoLink	Rowlett	498	41,617	\$485,944.88	\$11.68	
GoLink	Rowlett/SE Garland Zone to Zone	161	13,352	\$167,405.95	\$12.54	
GoLink	Rylie	149	12,053	\$209,207.41	\$17.36	
GoLink	Rylie/Kleberg Zone to Zone	13	1,104	\$15,786.32	\$14.30	
GoLink	South Central Plano	135	11,045	\$166,699.47	\$15.09	
GoLink	South Dallas	309	25,601	\$310,824.70	\$12.14	
GoLink	South Irving	92	7,143	\$155,297.38	\$21.74	
GoLink	Southeast Garland	118	9,691	\$147,670.65	\$15.24	
GoLink	West Dallas	55	4,448	\$139,793.43	\$31.43	
Microtransit	West Dallas Shuttle	214	12,623	\$111,875.00	\$8.86	
Microtransit Total	33	6,422	510,346	\$7,530,543.24	\$14.76	\$19.67
Shuttle	402 Northpark Shuttle	267	23,224	\$313,929.48	\$13.52	
Shuttle	DFW	209	14,717	\$25,267.75	\$1.72	
Shuttle	Galatyn Park	47	3,023	\$16,512.00	\$5.46	
Shuttle	SMU	472	31,017	\$97,072.25	\$3.13	
Shuttle	TI	207	13,239	\$68,750.00	\$5.19	
Shuttle	UTSW	214	12,623	\$24,875.00	\$1.97	
Shuttle	883 UTD	3,854	278,815	\$310,894.53	\$1.12	
Shuttle Total	7	5,269	376,658	\$857,301.01	\$2.28	\$3.03
Grand Total	120	93,796	7,571,281	89,419,176	\$11.81	



Bus Route/GoLink Zone Deficiencies

Under the adopted Service Standards, a route is considered a deficient performer when it fails to meet all three standards. A GoLink Zone is considered a deficient performer if it does not meet two of the standards (Utilization of Resources and Fiscal Responsibility). Revenue miles and passenger miles are not tracked for GoLink service, therefore GoLink is not included in the Utilization of Capacity standard. In the table below we have included a short writeup for each of the deficient routes/GoLink Zones describing known issues, and where possible, potential future service changes or other actions for the route or Zone. After the table we have included a map showing the general location of each route. Deficient shuttle services are not listed as they are site specific routes that have different funding mechanisms than our bus routes and GoLink zones.

Route	Discussion
28	Route 28 is a core frequent route that connects West Dallas residents, from their community to Downtown Dallas. The route mainly travels along Singleton Blvd. Since the New Bus Network Redesign, this route has underperformed. Some causes we believe for the underperformance were: employment from Downtown Dallas to Home, attractions that were once in Downtown Dallas have moved outside of the downtown area, major street construction along streets where bus travels made it uninviting or hard to board bus. As a result of this routes underperformance, we have proposed to downgrade the frequency by one step effective January 2026. We believe by downgrading the frequency by one step, the performance of the route will align with the routes in the local category.
45	As a result of the continued deficiencies amongst the core frequent routes, Route 45 will be downgraded to local service effective September 15, 2025. Its Route number will change from 45 to 145. We believe by downgrading the frequency by one step, the performance of the route will align with the routes in the local category.
216	Route 216 serves the JB Jackson TC, South Dallas GoLink Zone, and the Eastern portion of Dallas along the I-30 corridor. Since the time of early January 2025, Route 216 has been showing signs of decreasing with a spike during the month of March. This could be attributed to the decline within the neighborhood community. Service Planning will continue to monitor the ridership trend of this route.
219	Route 219 is a North / South route that connects Central Oak Cliff / Bishop Arts / West Dallas communities to Parkland/UTSW Medical District. This route serves as a coverage route within the bus network. When compared to other similar routes, route 219 does not meet service standards.



	DART staff has reached out to the community via neighborhood meeting, email blast, and employer engagement meeting along the route. These outreach initiatives were done to educate, encourage, and hopefully improve ridership of route. This route serves three to four diverse communities within Dallas area. They each use DART transit services differently. While the ridership may not be at the standard of the other local coverage routes. The service option improves the community. DART Staff believe with time and continued outreach initiatives, the ridership should improve.
234	25Q2 average weekday ridership was 382 last quarter and 417 this quarter. We have reviewed emails and complaints and have not found anything that explains the ridership drop. We suspect seasonal variations. We modified some GoLink zones in this area in late 2024 to encourage customers to shift to fixed route service and we will carefully monitor this service to see if ridership improves.
244	25Q2 average weekday ridership was 186 last quarter and 201 this quarter. We have reviewed emails and complaints and have not found anything that explains the ridership change. With the opening of the Silver Line soon we expect to see ridership growth, and we will carefully monitor this service.
254	25Q2 average weekday riders was 340 and this quarter its 367. We have reviewed emails and complaints and have not found anything that explains the slight ridership change. We modified some GoLink zones in this area in late 2024 to encourage customers to shift to fixed route service and we will carefully monitor this service to see if ridership improves.
Glenn Heights GoLink	When compared to other GoLink Zones, Glenn Heights is underperforming. The riders that are currently using the service are benefiting from the service. DART staff is working with Glenn Height city staff to market and educate the community of the transit services within Glenn Heights and DART Service area.
Mountain Creek GoLink	When compared to other GoLink Zones, Mountain Creek is underperforming. While Dallas Baptist University (DBU), Dallas International University (DIU), Dallas College -Mountain View, The Potter's House of Dallas see some benefit of the Mountain Creek GoLink zone. It is not enough to support the zone. The Zone was initially developed to support the businesses and warehouses along Mountain Creek Pkwy and along W. Jefferson Blvd. It was to connect riders

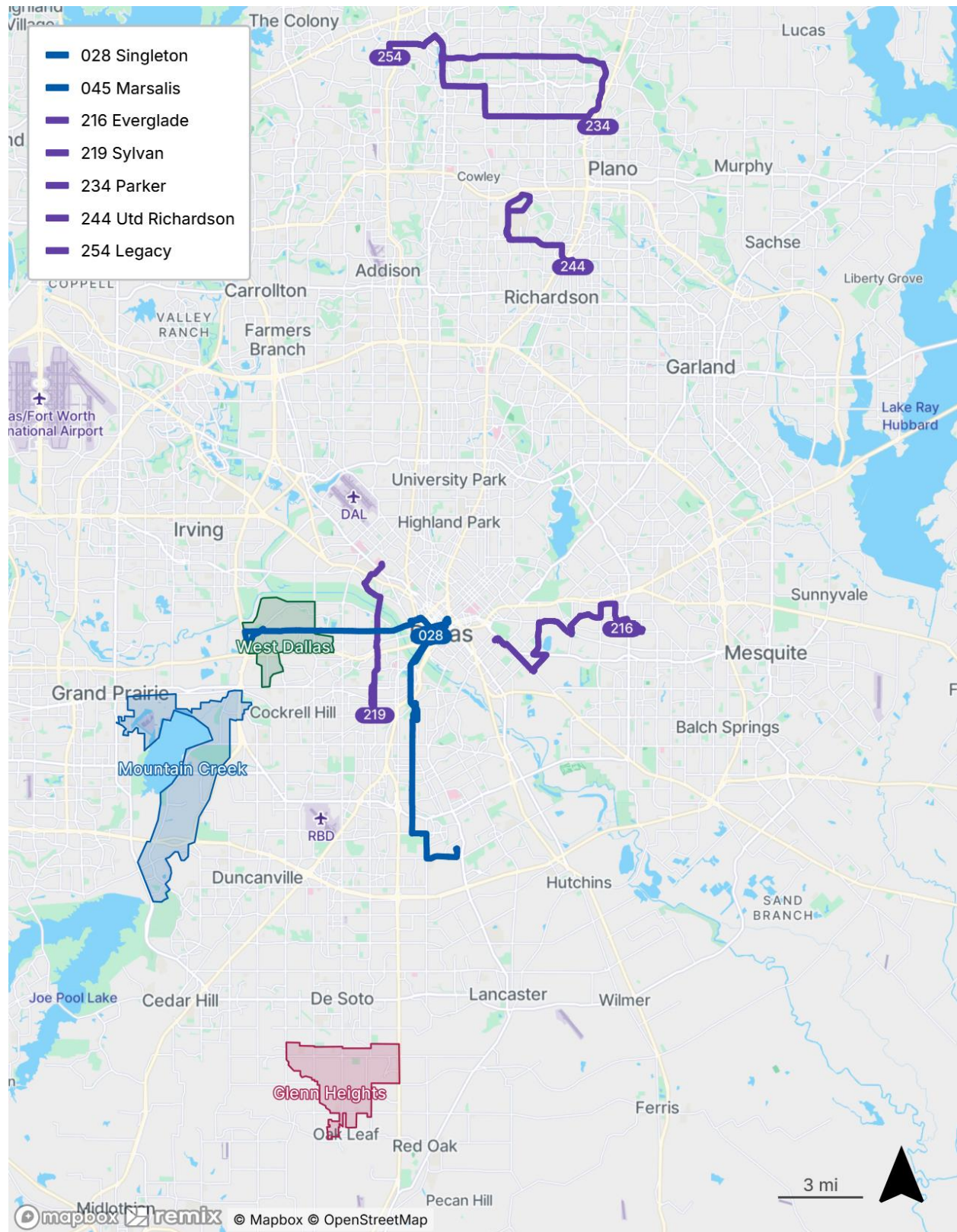


	<p>from West Oak Cliff and South Oak Cliff to the Jobs, Higher Education Opportunities, and religious facilities within this section of Dallas. Multiple trainings and outreach programs have been done to educate and encourage ridership growth within zone. Ridership growth has not happened on a consistent basis. We may recommend follow-up action for Mountain Creek GoLink zone in late 2026 if ridership does not improve. We are also evaluating whether we might be able to realign Route 223 to serve the Universities and Religious facilities listed above.</p>
West Dallas GoLink	<p>When compared to other GoLink Zones, West Dallas is underperforming. While multiple outreach and educational programs have been done. Ridership growth has not happened on a consistent basis. The riders that are currently using the service are benefiting from the service. DART staff believes we should give this GoLink zone another year to develop. We believe the barriers that many of the riders have, are being resolved, thus many more trips are being completed.</p>



The following map (Figure 1) shows the general location of each of the deficient performers.

Figure 1: Location of the Deficient Performers in 3rd QTR FY25



FY25 Quarter 3 Parking Lot Analysis

Parking lot analysis is conducted once a quarter through our data collection contract. Overall, our parking lot utilization remains low with an average of 13.8%.

- Parking lot utilization was up slightly from Q3 2024 and Q3 2025 with 12.5% and 13.8% respectively.
- Parking lot utilization for Q3 FY2019 was 38.9%.

Table 4: Parking lot utilization by station for Third Quarter Fiscal Year 2025

Rail Station/Transit Center/Park & Ride	Total Parking Spaces	3rd QTR 2025		
		Occupied Parking Spaces	Empty Parking Spaces	Percent Occupied
8TH & CORINTH STATION	196	38	158	19.4%
ADDISON TRANSIT CENTER	300	39	261	13.0%
ARAPAHO CENTER STATION	1,121	115	1006	10.3%
BACHMAN STATION	458	50	408	10.9%
BELT LINE STATION	597	171	426	28.6%
BUCKNER STATION	499	93	406	18.6%
CAMP WISDOM STATION	116	8	108	6.9%
CITYLINE/BUSH STATION	1,193	166	1027	13.9%
DOWNTOWN CARROLLTON STATION	251	59	192	23.5%
DOWNTOWN GARLAND STATION	540	170	370	31.5%
DOWNTOWN IRVING/HERITAGE CROSSING STATION	406	26	380	6.4%
DOWNTOWN ROWLETT STATION	750	278	472	37.1%
FARMERS BRANCH STATION	164	30	134	18.3%
FOREST / JUPITER STATION	563	54	509	9.6%
FOREST LN STATION	253	47	206	18.6%
GLENN HEIGHTS P & R	595	102	493	17.1%
HAMPTON STATION	455	49	406	10.8%
HIDDEN RIDGE STATION	136	11	125	8.1%
ILLINOIS TC/STATION	345	82	263	23.8%
INWOOD/LOVE FIELD STATION	385	72	313	18.7%
JACK HACHELL TC	815	0	815	0.0%
KIEST STATION	201	2	199	1.0%
LAKE HIGHLANDS STATION	68	21	47	30.9%



Rail Station/Transit Center/Park & Ride	Total Parking Spaces	3rd QTR 2025		
		Occupied Parking Spaces	Empty Parking Spaces	Percent Occupied
LAKE JUNE STATION	434	31	403	7.1%
LAKE RAY HUBBARD TRANSIT CENTER	657	87	570	13.2%
LAWNVIEW STATION	370	45	325	12.2%
LBJ / CENTRAL STATION	553	32	521	5.8%
LBJ / SKILLMAN STATION	654	27	627	4.1%
LEDBETTER STATION	399	5	394	1.3%
MARKET CENTER STATION	238	34	204	14.3%
MLK STATION	200	22	178	11.0%
MOCKINGBIRD STATION	712	216	496	30.3%
NORTH CARROLLTON/FRANKFORD STATION	1,677	152	1525	9.1%
NORTH IRVING TC	721	0	721	0.0%
NORTHLAKE COLLEGE STATION	194	17	177	8.8%
NORTHWEST PLANO PARK & RIDE	564	128	436	22.7%
PARK LANE STATION	320	43	277	13.4%
PARKER ROAD STATION	2,020	452	1568	22.4%
REDBIRD TC	588	53	535	9.0%
ROYAL LANE STATION	221	21	200	9.5%
SOUTH GARLAND TC	603	8	595	1.3%
SPRING VALLEY STATION	405	76	329	18.8%
TRINITY MILLS RAIL STATION	494	93	401	18.8%
UNT DALLAS STATION	457	39	418	8.5%
WALNUT HILL STATION	170	18	152	10.6%
WALNUT HILL/DENTON STATION	269	3	266	1.1%
WEST IRVING STATION	537	56	481	10.4%
WESTMORELAND STATION	672	57	615	8.5%
WHITE ROCK STATION	496	56	440	11.3%
Total	25,032	3,454	21,578	13.8%





Agenda Report

Voting Requirements: 2/3

DATE: September 9, 2025

SUBJECT: Approval to Spend Mobility Assistance Funds

RECOMMENDATION

Approval of a resolution to pay for two years of the General Mobility Program using Mobility Assistance Funds (MAF).

BUSINESS PURPOSE AND FINANCIAL CONSIDERATIONS

- On April 29, 2025 (Resolution No. 250038), the Board approved the Financial Standards for the Fiscal Year (FY) 2026 Annual Budget and 20-Year Financial Plan. The proposed FY 2026 20-Year Financial Plan meets all standards.
- The proposed FY 2026 20-Year Financial Plan includes transferring the balance of the MAF to pay for the General Mobility Program adopted by the Board on March 25, 2025 (Resolution No. 250025).
- On August 12, 2025 (Resolution No. 250084), the Board approved distributing the proposed FY 2026 Annual Budget and 20-Year Financial Plan to DART's service area cities for review per Section 452.113(3) of the Texas Transportation Code and Article VI, Section 3 of the Board Bylaws, which DART staff did on August 13. Staff also briefed interested City Managers and Finance Directors on the major elements of the proposed budget on August 28, 2025.
- Approval of this item supports Agency Strategic Goal 6: Strategic Relationships—Position DART as a collaborative leader and recognized regional economic and mobility asset.

LEGAL CONSIDERATIONS

- Section 452.054 of the Texas Transportation Code authorizes the agency to exercise all powers necessary or convenient to carry out the purposes or provisions of the statute.
- Article VII of the DART Board Bylaws states that the Board shall adopt and provide for the enforcement of rules, policies, or procedures in connection with the management, operation, and control of DART.
- DART Board Policy II.02, Financial Standards Policy, requires the Board to review and approve a set of Financial Standards each year as part of the financial planning process. Financial Standard G9 requires DART to maintain a Mobility Assistance Fund for capital or operating projects and initiatives that advance the agency's goals and objectives or to mitigate fare increases. Authorization to spend MAF funds requires the affirmative vote of two-thirds of the appointed and qualified members of the Board.

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

Approval to Spend Mobility Assistance Funds

WHEREAS, on April 29, 2025 (Resolution No. 250038), the Board approved the general, business planning, and debt service Financial Standards to govern the Fiscal Year (FY) 2026 20-Year Financial Plan; and

WHEREAS, the FY 2026 Annual Budget and 20-Year Financial Plan meet all Financial Standards; and

WHEREAS, Financial Standard G9 requires DART to maintain a Mobility Assistance Fund for capital or operating projects and initiatives that advance the agency's goals and objectives or to mitigate fare increases; and

WHEREAS, the proposed FY 2026 20-Year Financial Plan includes transferring the balance of the Mobility Assistance Fund, estimated to be \$25,732,000, to pay for the first two years of the General Mobility Program adopted by the Board on March 25, 2025 (Resolution No. 250025); and

WHEREAS, authorization to spend Mobility Assistance Funds requires the affirmative vote of two-thirds of the appointed and qualified members of the Board.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Mobility Assistance Fund allocation is approved.

Approval to Spend Mobility Assistance Funds

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



Agenda Report

**Voting Requirements:
Majority**

DATE: September 9, 2025

SUBJECT: Approval of Fiscal Year 2026 Annual Budget

RECOMMENDATION

Approval of a resolution adopting the Fiscal Year (FY) 2026 Annual Budget in the amount of \$1,812,021,617.

BUSINESS PURPOSE AND FINANCIAL CONSIDERATIONS

- The FY 2026 Annual Budget of \$1,812,021,617 is distributed among the operating, capital and non-operating, and debt service budgets as shown below:

Operating	\$757,913,458
Capital & Non-Operating	830,695,188
Debt Service	223,412,971
Total FY 2026 Annual Budget	\$1,812,021,617

- On April 29, 2025 (Resolution No. 250038), the Board approved the Financial Standards for the FY 2026 Annual Budget and 20-Year Financial Plan. The proposed FY 2026 Annual Budget meets all standards.
- Finance briefed the Board or the Budget and Finance Committee on the FY 2026 budget as shown below:
 - February 28, 2025 – FY 2026 budget discussion (Board Workshop)
 - April 23, 2025 – FY 2026 financial outlook
 - May 28, 2025 – FY 2026 capital budget outlook
 - June 11, 2025 – FY 2026 operating budget outlook
- On July 8, 2025, Finance briefed the Committee of the Whole (COTW) on the cost drivers for FY 2026 and potential offsets to achieve operating, capital, and debt service budget targets.
- On August 1, 2025, the Board conducted a workshop to provide input on the proposed budget and financial plan. At that meeting, Finance presented the major cost drivers for FY 2026 and several options for reallocation of funds to offset those costs.
- On August 12, 2025 (Resolution No. 250084), the Board approved distributing the proposed FY 2026 Annual Budget to DART's service area cities for review per Section 452.113(3) of the Texas Transportation Code and Article VI, Section 3 of the Board Bylaws, which DART staff did on August 13. Staff also briefed interested City Managers and Finance Directors on the

major elements of the proposed budget on August 28, 2025.

- Approval of this item supports all six of the agency's strategic goals:
 - Strategic Goal 1: Empowered Agency—Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.
 - Strategic Goal 2: Culture of Contribution—Create a culture that aligns roles and responsibilities with the DART vision, deepens organizational trust, and encourages growth.
 - Strategic Goal 3: Quality Service—Deliver a quality customer experience defined by strong rider advocacy and built on professional pride and continuous improvement.
 - Strategic Goal 4: Seamless Mobility—Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first-in-mind.
 - Strategic Goal 5: Fantastic Spaces—Create fantastic spaces that add value to our communities, enhance the rider experience, and foster a sustainable and thriving region.
 - Strategic Goal 6: Strategic Relationships—Position DART as a collaborative leader and recognized regional economic and mobility asset.

LEGAL CONSIDERATIONS

- Section 452.113(3) of the Texas Transportation Code requires the agency to make the proposed annual budget available to the governing bodies of each municipality in the authority at least 30 days before adopting the final budget.
- Section 452.545 of the Texas Transportation Code requires the Board to develop, recommend, and approve the annual budget. Approval requires a majority vote of the Board members present.
- Article VI, Section 3 of the Board Bylaws states that the Board shall adopt an annual budget before the commencement of a fiscal year. That section also requires DART to make the proposed budget available to the governing bodies of the service area cities at least 30 days before it is adopted.
- Article VII of the DART Board Bylaws states that the Board shall adopt and provide for the enforcement of rules, policies, or procedures in connection with the management, operation, and control of DART.
- DART Board Policy II.02, Financial Standards Policy, requires the Board to approve the budget by September 30 of each fiscal year.

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

Approval of Fiscal Year 2026 Annual Budget

WHEREAS, on April 29, 2025 (Resolution No. 250038), the Board approved the general, business planning, and debt service Financial Standards to govern the Fiscal Year (FY) 2026 Annual Budget; and

WHEREAS the FY 2026 Annual Budget meets all Financial Standards; and

WHEREAS staff has briefed the Board on the assumptions used to prepare the FY 2026 Annual Budget; and

WHEREAS staff distributed the proposed FY 2026 Annual Budget to the governing bodies of DART's service area cities as directed by the DART Board on August 12, 2025 (Resolution No. 250084), at least 30 days before Board approval per Section 452.113(3) of the Texas Transportation Code and Article VI, Section 3 of the Board Bylaws.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the FY 2026 Annual Budget is approved in the amount of \$1,812,021,617.

Operating	\$757,913,458
Capital & Non-Operating	830,695,188
Debt Service	223,412,971
Total FY 2026 Annual Budget	\$1,812,021,617

Approval of Fiscal Year 2026 Annual Budget

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



Agenda Report

Voting Requirements: Majority
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DATE: September 9, 2025

SUBJECT: Approval of Fiscal Year 2026 20-Year Financial Plan

RECOMMENDATION

Approval of a resolution adopting the Fiscal Year (FY) 2026 20-Year Financial Plan as shown in Exhibit 1 to the resolution.

BUSINESS PURPOSE AND FINANCIAL CONSIDERATIONS

- On April 29, 2025 (Resolution No. 250038), the Board approved the Financial Standards for the FY 2026 Annual Budget and 20-Year Financial Plan. The proposed FY 2026 20-Year Financial Plan meets all standards.
- Finance briefed the Board or the Budget and Finance Committee on the FY 2026 budget as shown below:
 - February 28, 2025 – FY 2026 budget discussion (Board Workshop)
 - April 23, 2025 – FY 2026 financial outlook
 - May 28, 2025 – FY 2026 capital budget outlook
 - June 11, 2025 – FY 2026 operating budget outlook
- On July 8, 2025, Finance briefed the Committee of the Whole (COTW) on the cost drivers for FY 2026 and potential offsets to achieve operating, capital, and debt service budget targets.
- On August 1, 2025, the Board conducted a workshop to provide input on the proposed budget and financial plan. At that meeting, Finance presented the major cost drivers for FY 2026 and several options for reallocation of funds to offset those costs.
- On August 12, 2025 (Resolution No. 250084), the Board approved distributing the proposed FY 2026 20-Year Financial Plan to DART's service area cities for review per Article VI, Section 3 of the Board Bylaws, which DART staff did on August 13. Staff also briefed interested City Managers and Finance Directors on the major elements of the proposed financial plan on August 28, 2025.
- Approval of this item supports all six of the agency's strategic goals:
 - Strategic Goal 1: Empowered Agency—Build a nimble organization that can act quickly and effectively by streamlining processes and empowering employees.
 - Strategic Goal 2: Culture of Contribution—Create a culture that aligns roles and responsibilities with the DART vision, deepens organizational trust, and encourages growth.
 - Strategic Goal 3: Quality Service—Deliver a quality customer experience defined by strong

rider advocacy and built on professional pride and continuous improvement.

- Strategic Goal 4: Seamless Mobility—Integrate mobility options to create a seamless travel experience defined by frequency and reliability that positions DART as first-in-mind.
- Strategic Goal 5: Fantastic Spaces—Create fantastic spaces that add value to our communities, enhance the rider experience, and foster a sustainable and thriving region.
- Strategic Goal 6: Strategic Relationships—Position DART as a collaborative leader and recognized regional economic and mobility asset

LEGAL CONSIDERATIONS

- Section 452.111(4) of the Texas Transportation Code; Article III, Section 14 of the Board Bylaws; and DART Board Policy II.02, Financial Standards Policy require a two-thirds vote of the Board to approve the financial plan.
- Article VI, Section 3 of the Board Bylaws states that the Board shall adopt a financial plan before the commencement of a fiscal year. That section also requires DART to make the proposed financial plan available to the governing bodies of the service area cities at least 30 days before it is adopted.
- Article VII of the DART Board Bylaws states that the Board shall adopt and provide for the enforcement of rules, policies, or procedures in connection with the management, operation, and control of DART.
- DART Board Policy II.02, Financial Standards Policy requires the Board to approve the financial plan by September 30 of each fiscal year, unless delayed by majority vote.

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

Approval of Fiscal Year 2026 20-Year Financial Plan

WHEREAS, on April 29, 2025 (Resolution No. 250038), the Board approved the general, business planning, and debt service Financial Standards to govern the Fiscal Year (FY) 2026 20-Year Financial Plan; and

WHEREAS, the FY 2026 20-Year Financial Plan meets all Financial Standards; and

WHEREAS, staff has briefed the Board on the assumptions used to prepare the FY 2026 20-Year Financial Plan; and

WHEREAS, staff distributed the proposed FY 2026 20-Year Financial Plan to the governing bodies of DART's service area cities as directed by the Board on August 12, 2025 (Resolution No. 250084), at least 30 days before Board approval per Article VI, Section 3 of the Board Bylaws; and

WHEREAS, Section 452.111 of the Texas Transportation Code; Article III, Section 14 of the Board Bylaws; and DART Board Policy II.02, Financial Standards Policy, require the Board to approve the financial plan by a two-thirds vote of the appointed and qualified members.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the FY 2026 20-Year Financial Plan, as shown in Exhibit 1, is approved.

Approval of Fiscal Year 2026 20-Year Financial Plan

Prepared by: /s/ Jamie Adelman
Jamie Adelman
Executive Vice President
Chief Financial Officer

Approved as to form: /s/ Gene Gamez
Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee
Nadine S. Lee
President & Chief Executive Officer



Agenda Report

Voting Requirements:
Majority

DATE: September 9, 2025

SUBJECT: Approval of an Interlocal Agreement with Eligible DART Service Area Cities for the General Mobility Program

RECOMMENDATION

Approval of a resolution: 1) authorizing the President & Chief Executive Officer or her designee to execute an interlocal agreement for the General Mobility Program, substantially in the form shown in Exhibit 1 to the resolution and subject to legal review, with seven eligible DART Service Area cities for Fiscal Year (FY) 2026; and 2) providing the General Mobility Program Interlocal Agreement for FY 2026 to the eligible cities in October 2025 for execution by December 31, 2025.

FINANCIAL CONSIDERATIONS

- The General Mobility Program (GMP) will allocate the equivalent of five percent of FY 2024 annual sales tax collections to seven eligible cities in FY 2026.
- The FY 2026 GMP funding allocation is included as a capital and non-operating line item of the proposed FY 2026 Annual Budget.

BUSINESS PURPOSE

- In February 2025, legislation was filed to amend Texas Transportation Code §452, specifically HB 3187 and SB 1557, which proposed to redirect up to 25% of DART sales tax revenue to all cities for general mobility purposes, as well as other changes that could impact DART and its ability to operate and maintain its public transportation system.
- The Board discussed options to resolve issues locally, including the development of a new General Mobility Program to address equity concerns of certain cities and support local mobility objectives.
- Draft resolution language was discussed during the March 11, 2025, Committee-of-the-Whole meeting, and a special March 21, 2025, Committee-of-the-Whole meeting.
- On March 25, 2025, the Board approved Resolution No. 250025 titled DART Commitment to Local Resolution of City Requests, which incorporated additional feedback from mediation meetings on March 24 and March 25, 2025, hosted by the North Central Texas Council of Governments (NCTCOG).
- Resolution No. 250025 directs the creation of a General Mobility Program (GMP) to be funded by the equivalent of 5% of annual sales tax collections (using FY 2024 actual sales tax) for use by eligible cities as an equity adjustment to support local mobility needs consistent with Chapter

452 of the Texas Transportation Code and directs staff to develop and execute an interlocal agreement with eligible cities.

- Resolution No. 250025 lists the seven cities (Addison, Carrollton, Farmers Branch, Highland Park, Plano, Richardson and University Park) eligible for an equity adjustment and the proposed FY 2026 allocation amounts for each.
- On August 12, 2025, the Board was briefed on and discussed the key deal points of the interlocal agreement to be executed with each city pending approval of the FY 2026 Annual Budget.
- Approval of the resolution would demonstrate DART's continued commitment to address city issues at the local level.
- Approval of this resolution will assist DART in achieving Agency Strategic Goal 6: Strategic Relationships – Position DART as a collaborative leader and recognized regional economic and mobility asset.

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 provisions of the statute.

Section 452.055 of the Texas Transportation Code authorizes DART to enter contracts with any person provided that the terms and conditions of the contracts comply with applicable laws and regulations.

Section 452.507 of the Texas Transportation Code states that an action of the executive committee requires a vote of a majority of the members present unless the bylaws require a larger number.

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

Approval of an Interlocal Agreement with Eligible DART Service Area Cities for the General Mobility Program

WHEREAS, in February 2025, legislation was filed to amend Texas Transportation Code §452, specifically HB 3187 and SB 1557, which proposed to redirect up to 25% of DART sales tax revenue to all cities for general mobility purposes, as well as other changes that could impact DART and its ability to operate and maintain its public transportation system; and

WHEREAS, the Board discussed options to resolve issues locally, including the development of a new General Mobility Program to address equity concerns of certain cities and support local mobility objectives; and

WHEREAS, on March 25, 2025, the Board approved Resolution No. 250025 titled DART Commitment to Local Resolution of City Requests, which incorporated additional feedback resulting from mediation meetings on March 24 and March 25, 2025, hosted by the North Central Texas Council of Governments; and

WHEREAS, Board Resolution No. 250025 directs the creation of a General Mobility Program to be funded by the equivalent of 5% of annual sales tax collections (using FY 2024 actual sales tax) for use by eligible cities as an equity adjustment to support local mobility needs consistent with Chapter 452 of the Texas Transportation Code, and directs staff to develop and execute an interlocal agreement with eligible cities; and

WHEREAS, Board Resolution No. 250025 lists the seven cities (Addison, Carrollton, Farmers Branch, Highland Park, Plano, Richardson and University Park) eligible for an equity adjustment and the proposed FY 2026 allocation amounts for each; and

WHEREAS, funding for the General Mobility Program is included as a line item in the proposed FY 2026 Annual Budget; and

WHEREAS, on August 12, 2025, the Board was briefed on and discussed the key deal points of the General Mobility Program interlocal agreement to be executed with each city pending approval of the FY 2026 Annual Budget; and

WHEREAS, approval of the resolution would demonstrate DART's continued commitment to address city issues at the local level.

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 authorized to execute an interlocal agreement for the General Mobility Program, substantially in the form shown in Exhibit 1 to the resolution and subject to legal review, with seven eligible DART Service Area cities for Fiscal Year (FY) 2026.
- Section 2: The General Mobility Program Interlocal Agreement for FY 2026 will be provided to the eligible cities in October 2025 for execution by December 31, 2025.

**Approval of an Interlocal Agreement with Eligible DART Service Area Cities for the
General Mobility Program**

Prepared by: /s/ Kay Shelton

Kay Shelton
Chief of Staff

/s/ Gene Gamez

Approved as to form: Gene Gamez
General Counsel

Approved by: /s/ Nadine S. Lee

Nadine S. Lee
President & Chief Executive Officer



Agenda Report

DATE: September 9, 2025

SUBJECT: Briefing on Office of Board Support Communication Processes – Internal and External

RECOMMENDATION

This is a briefing item. No action is required at this time.

BUSINESS PURPOSE AND FINANCIAL CONSIDERATIONS

- Provide an update of the communication process to the DART Board Members on both internal and external information requests.
- Review the internal process for handling information requests from Board Members and explain the steps involved.
- Outline the external process for Board Member information requests and walk through the procedure.
- Discuss best practices for calendar management and event-related communications.