



# Agenda

Quorum = 10

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**Dallas Area Rapid Transit  
6:00 P.M. SPECIAL BOARD OF DIRECTORS' MEETING  
Tuesday, September 9, 2025 – Board Room  
1401 Pacific Ave., Dallas, Texas 75202**

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**General Items:**

1. Pledge of Allegiance
2. Public Comments – Agenda Item Specific

**Individual Items:**

**Development:**

3. Approval of 2026 Service Changes and Title VI Service Equity Assessment  
(Patrick J. Kennedy/Dee Leggett)

**Other Items:**

4. Public Comments – General
5. Adjournment

The Dallas Area Rapid Transit Board of Directors 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 551.089 for Deliberation Regarding deployment or implementation of Security Personnel or devices arising or regarding any item listed on this Agenda.

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# Agenda Report

<b>Voting Requirements:</b> 2/3
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**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.

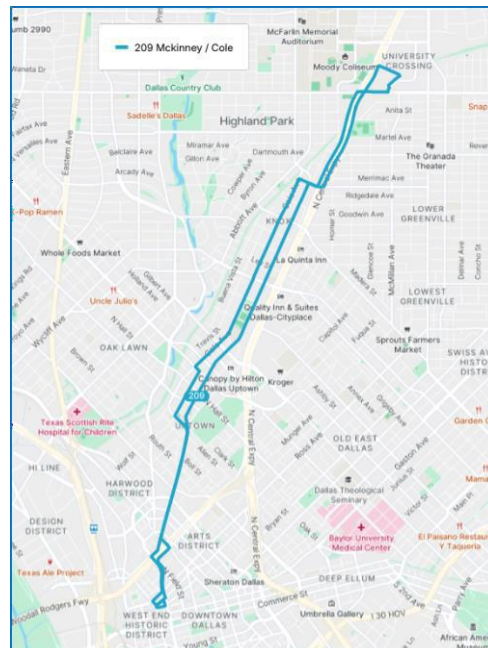
Many of the new services will be introduced as pilot projects and will be identified below accordingly. DART will carefully review service performance and effectiveness during a two-year start-up period specified in future amendments to DART Service Standards. Amended pilot project guidelines and standards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

### Discontinuations

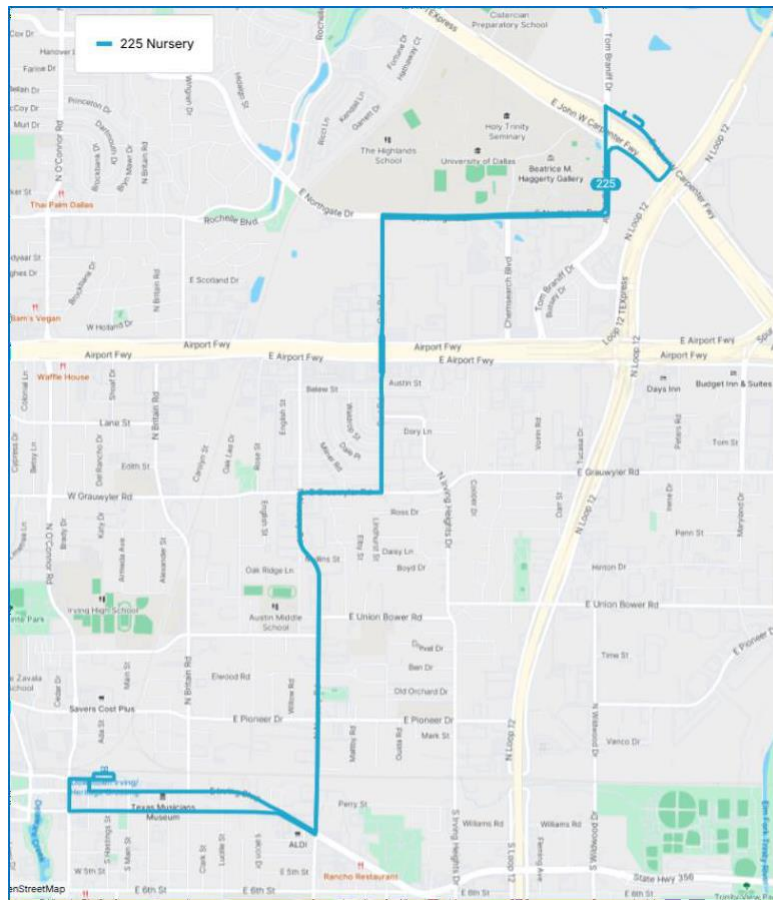
The following low performing services are proposed for discontinuation:

#### Bus Routes

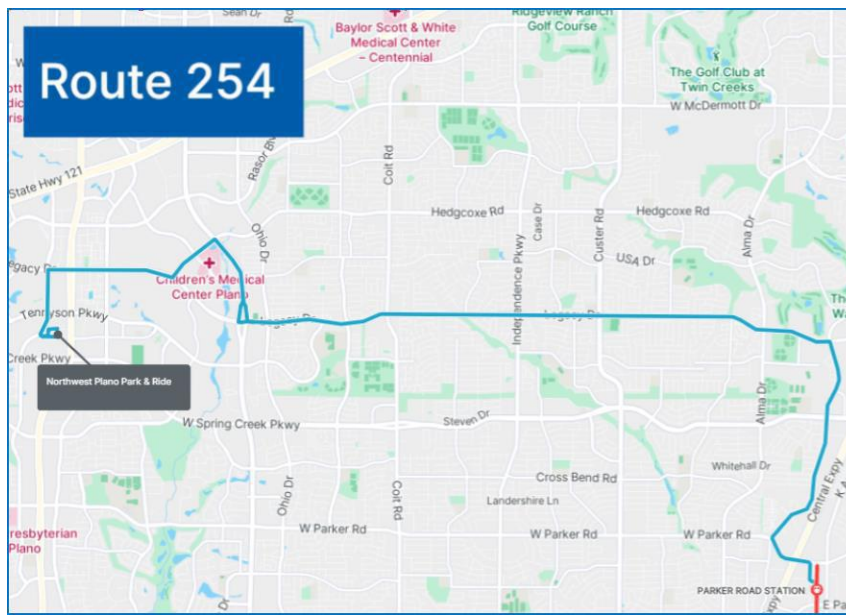
- **209** – McKinney / Cole in central Dallas; alternative services nearby include Park Cities GoLink, the Red or Orange Light Rail lines, the McKinney Avenue trolley service, or Route 105 Henderson depending on origins and destinations



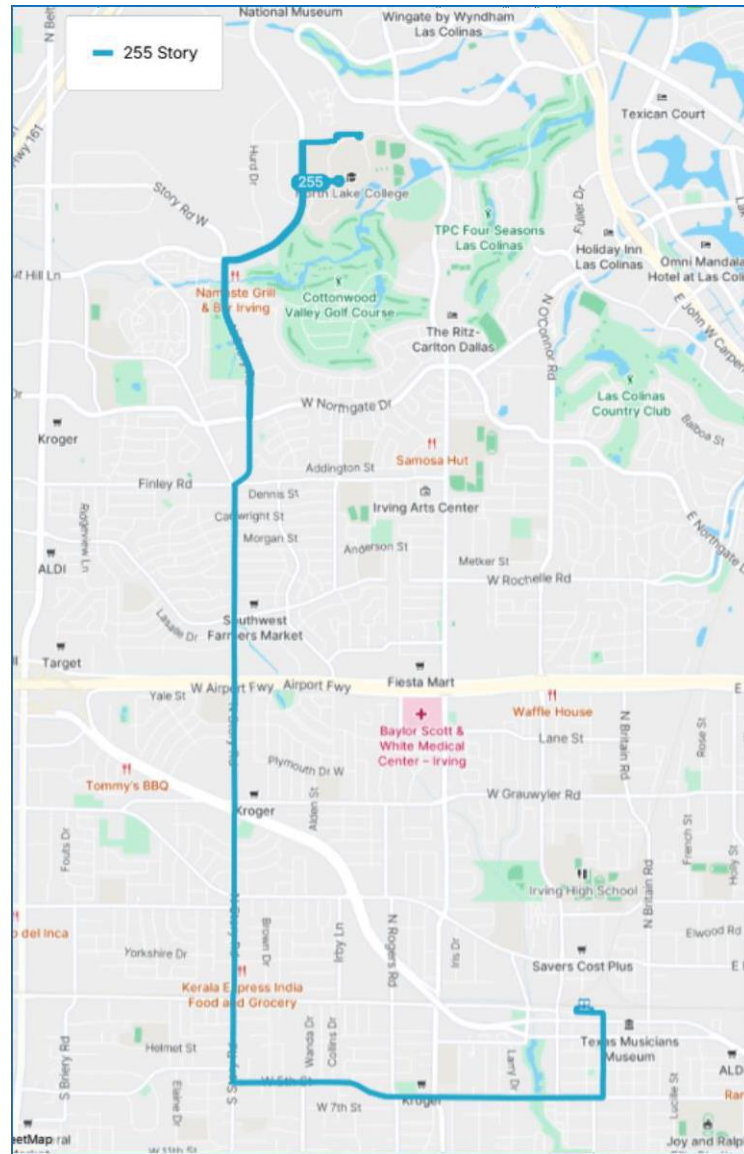
- **225** – Nursery in east Irving; alternative services available include North Central Irving GoLink zone



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

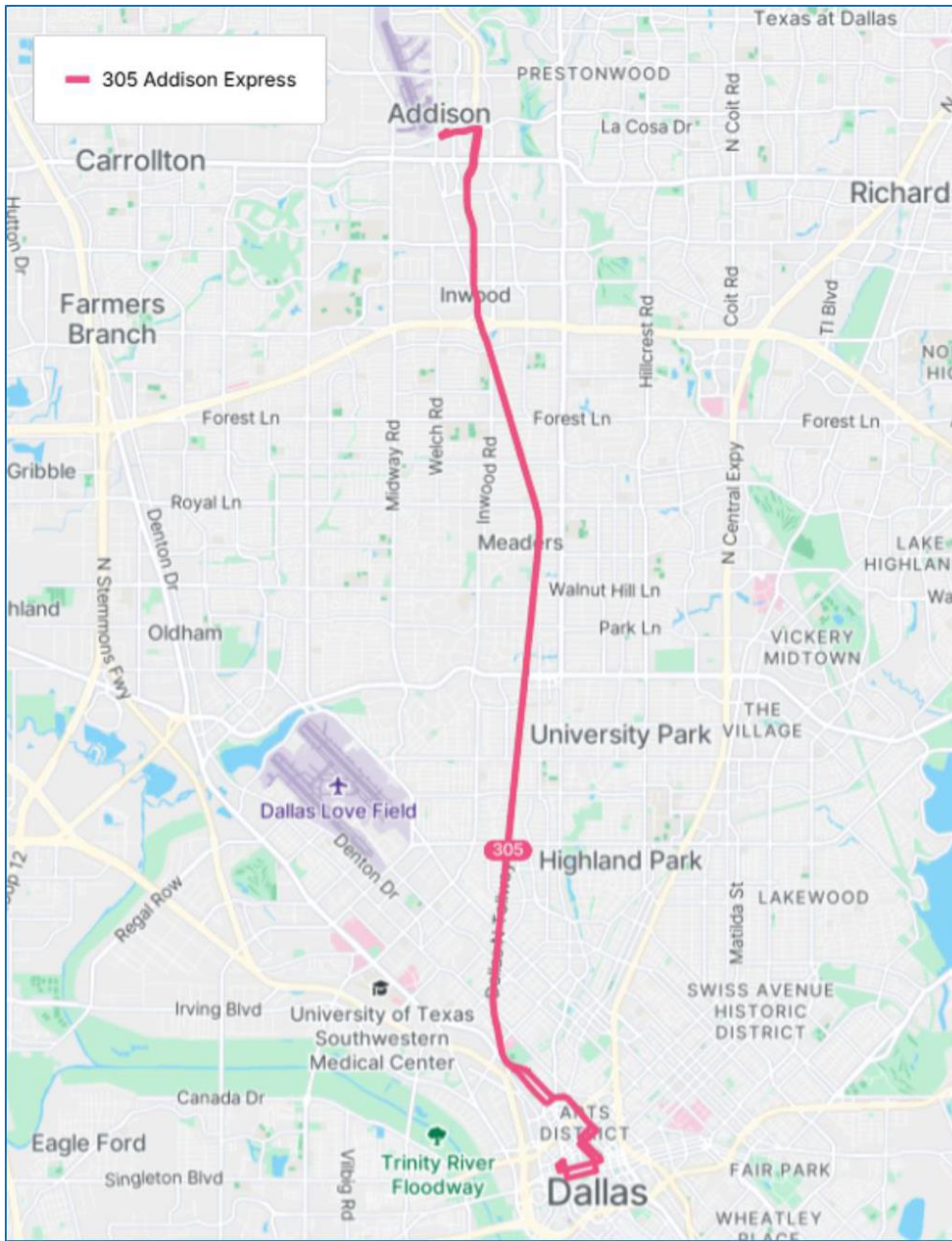


- **255** – Story in central Irving; alternative services available include North Central Irving and South Irving GoLink zones

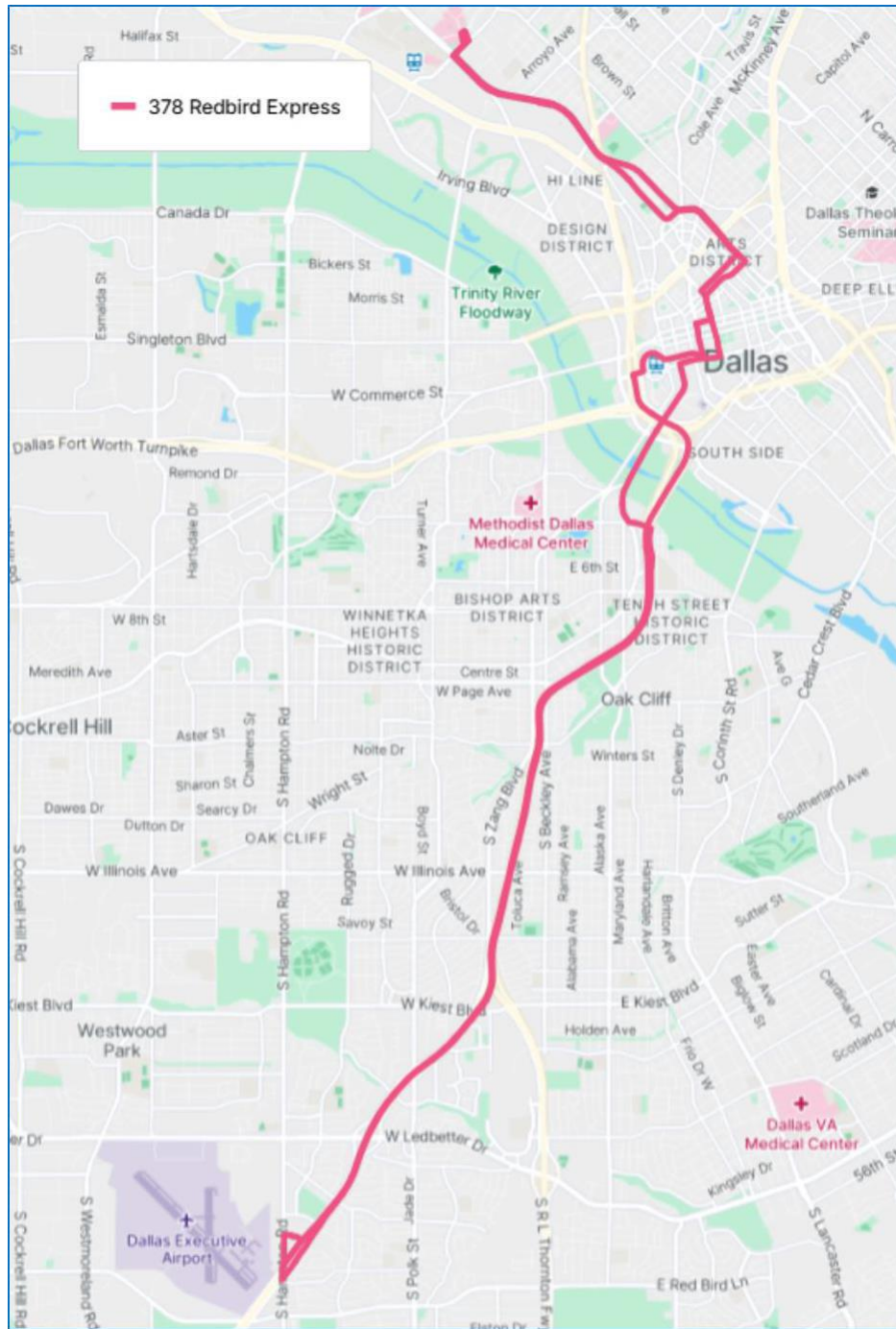




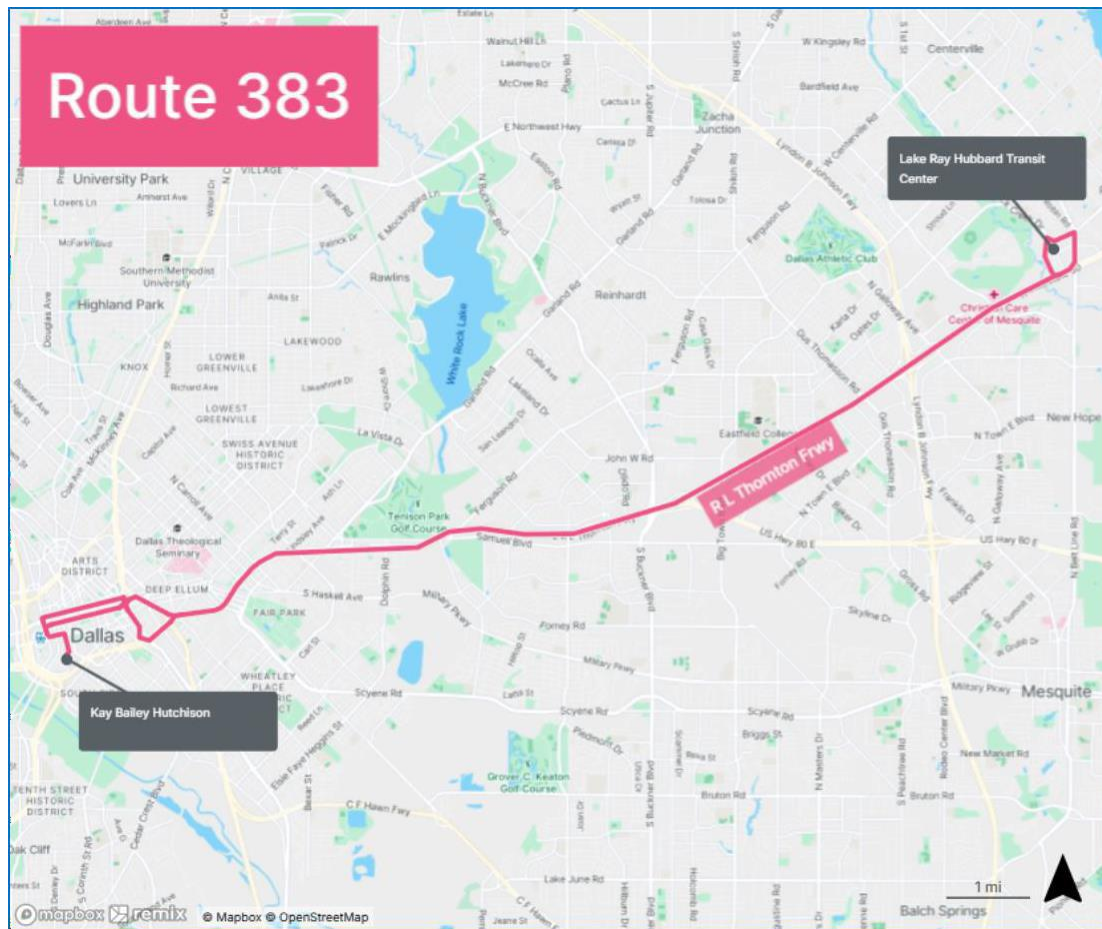
- **305** – Express Route; Addison; alternative services available include Route 239 via the Dallas North Tollway



- **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):
  - This includes Routes 013, 015, 016, 017, 018, 020, 022, 023, 025, 027, 030, 038, 057
  - 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:
  - 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

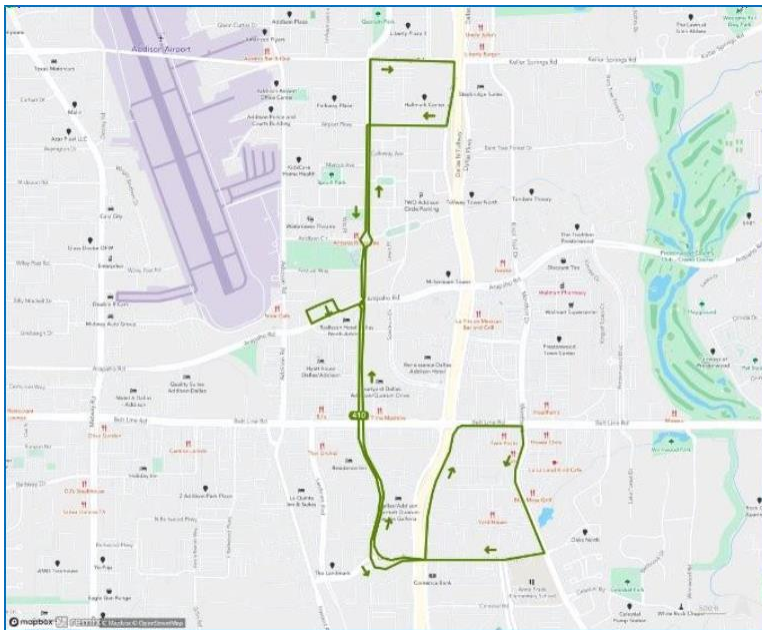
- Peak service headways would be reduced to 20 minutes on all lines.

## DART City Requests

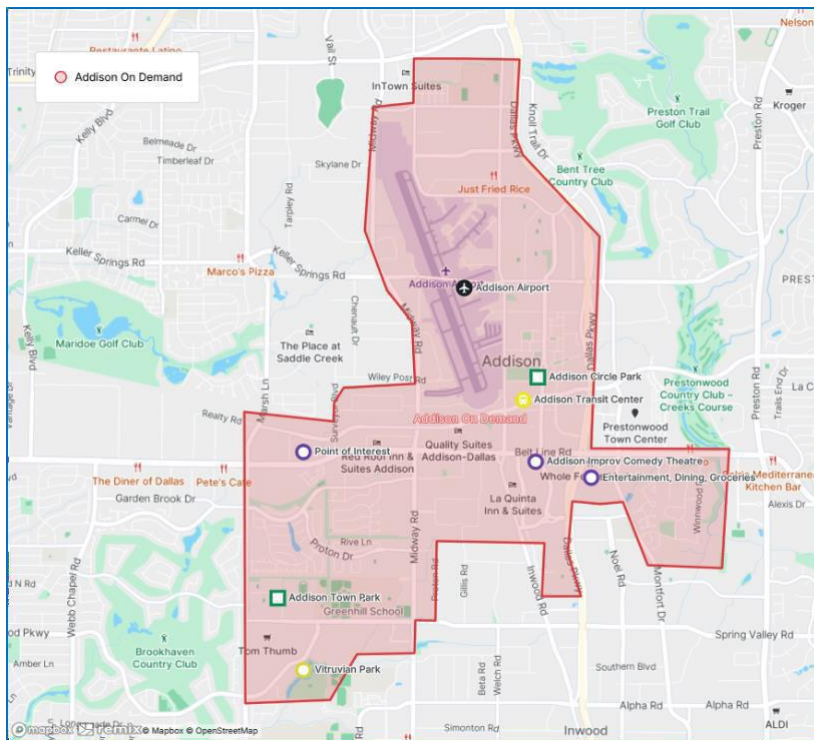
Various DART member cities have requested additional service to increase the operational spending in their localities and strengthen their respective mobility goals. Some of the requests qualify as a major service change and therefore require inclusion in the Public Hearing. Other smaller modifications 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.

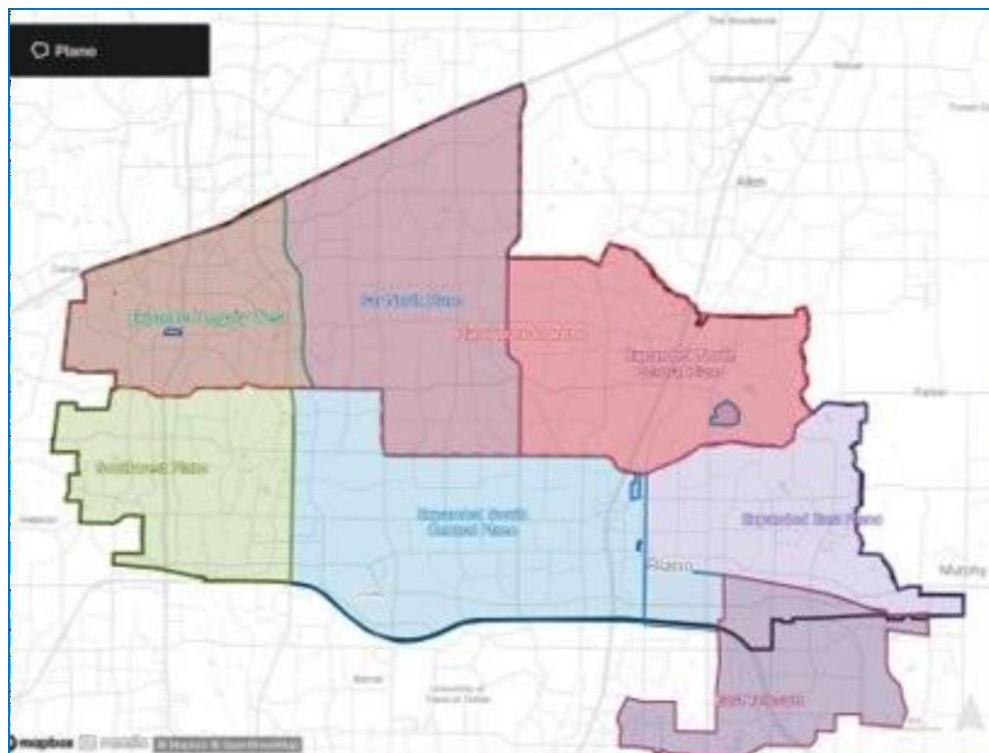


Addison also requested and staff is recommending an on-demand zone that covers their city and is focused on serving their residents and others wishing to visit Addison. The service would operate according to DART's GoLink schedule – seven days per week, from 5AM to midnight. The zone depicted below is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

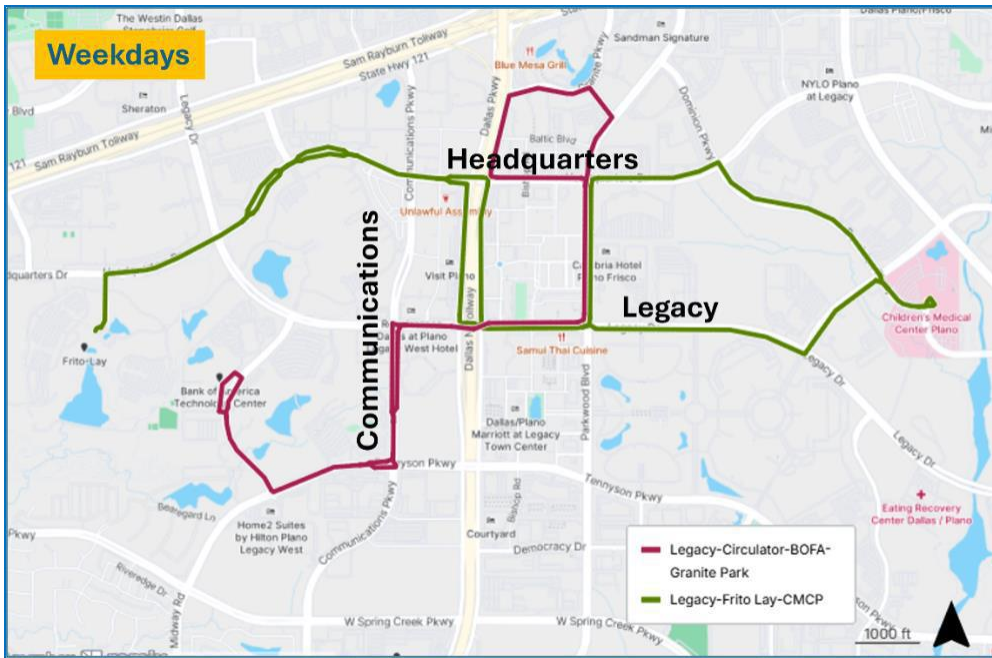


## Plano

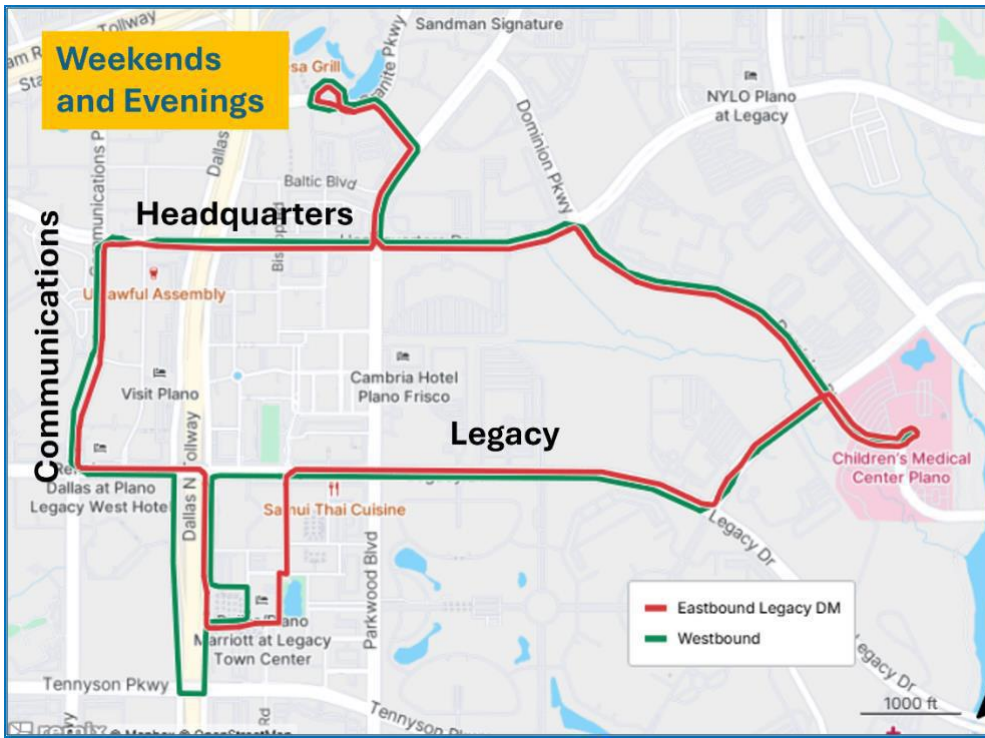
Staff proposes creating a new GoLink zone and expanding others to reach the entirety of the city of Plano with on-demand service. They have also requested a Legacy area fixed-route shuttle, which is discussed below. These changes would be implemented along with the discontinuation of Routes 254. Zone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

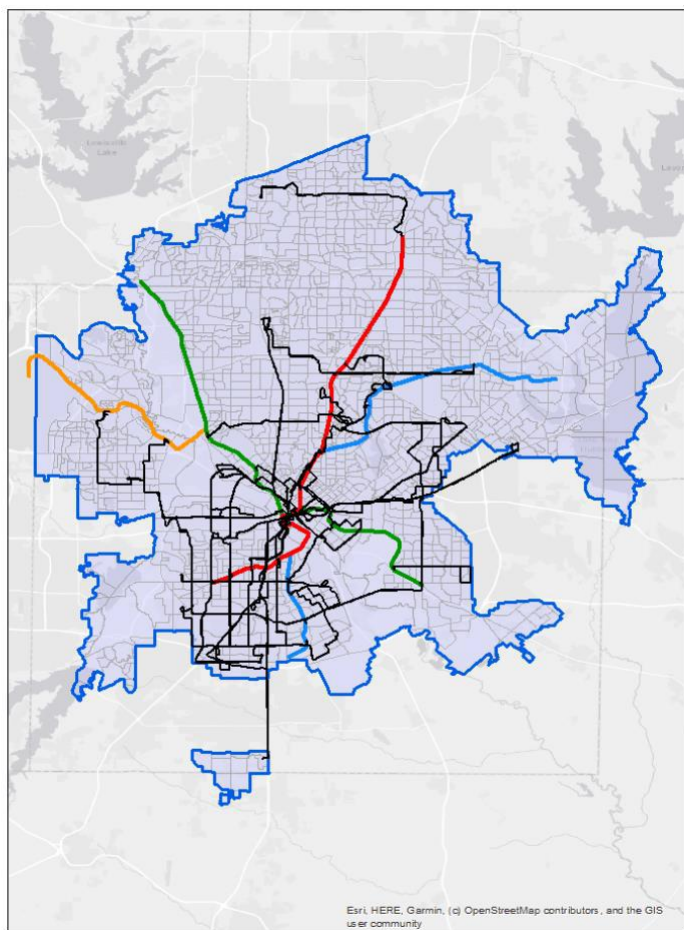
## **THRESHOLD 1: IS THIS A MAJOR SERVICE CHANGE?**

### **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**

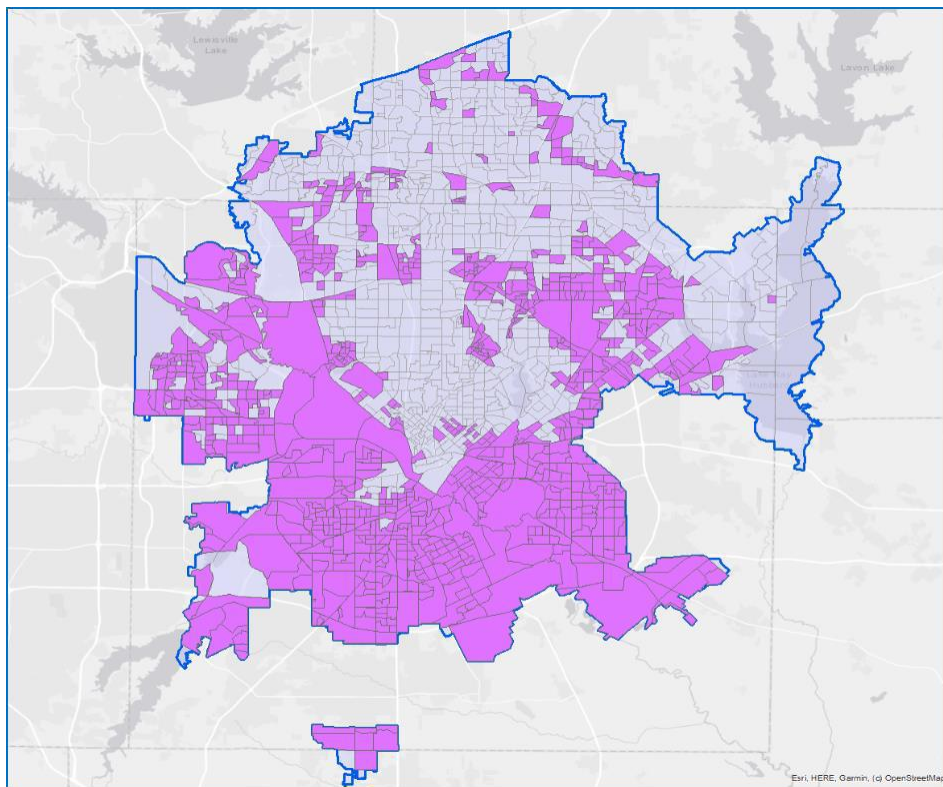
Data from the 2020 Census were used to identify the areas of minority population within the DART Service Area. The population of the DART Service Area is described by the following table.

**Racial/Ethnic Distribution of DART Service Area Population 2020 Census**

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

Source: 2020 Census

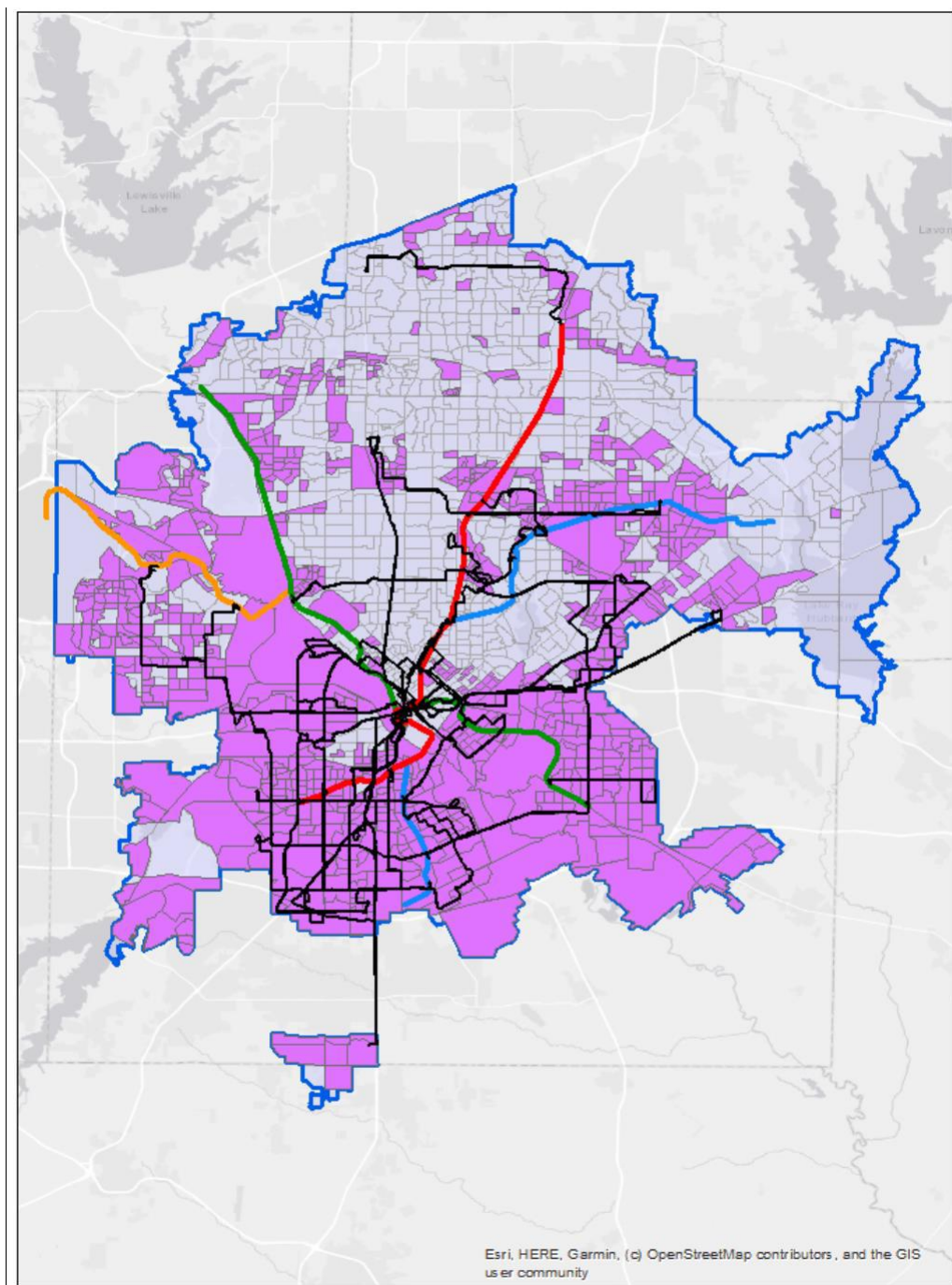
DART has historically defined those block groups that have a proportion of minority population *greater than* the average proportion of minority population within the Service Area – or 65.4% – as being areas of minority concentration. The geographic distribution of minority concentration block groups 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 1/3<sup>rd</sup> 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.

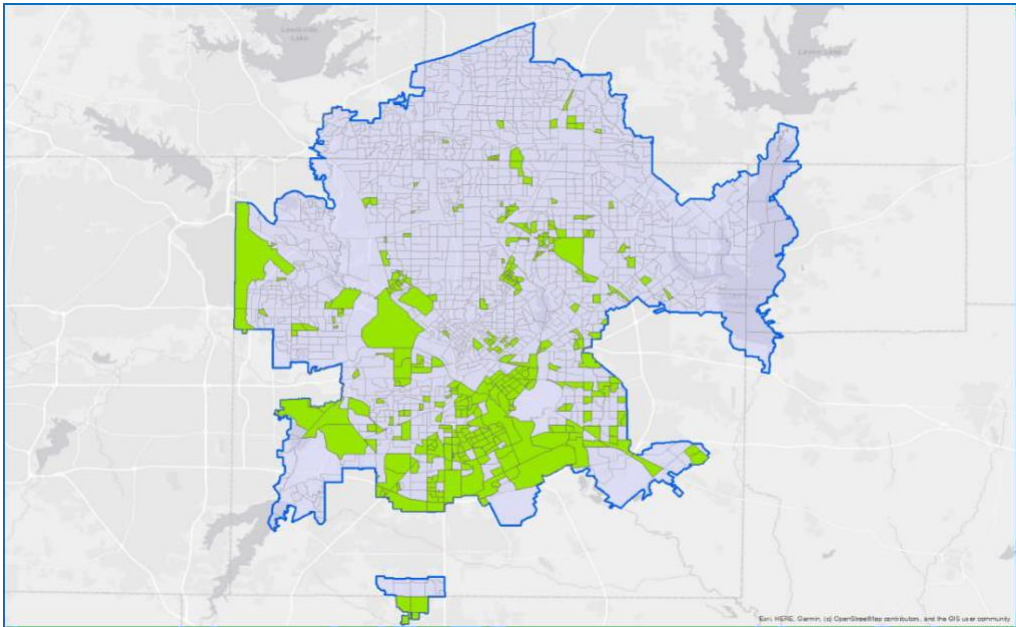
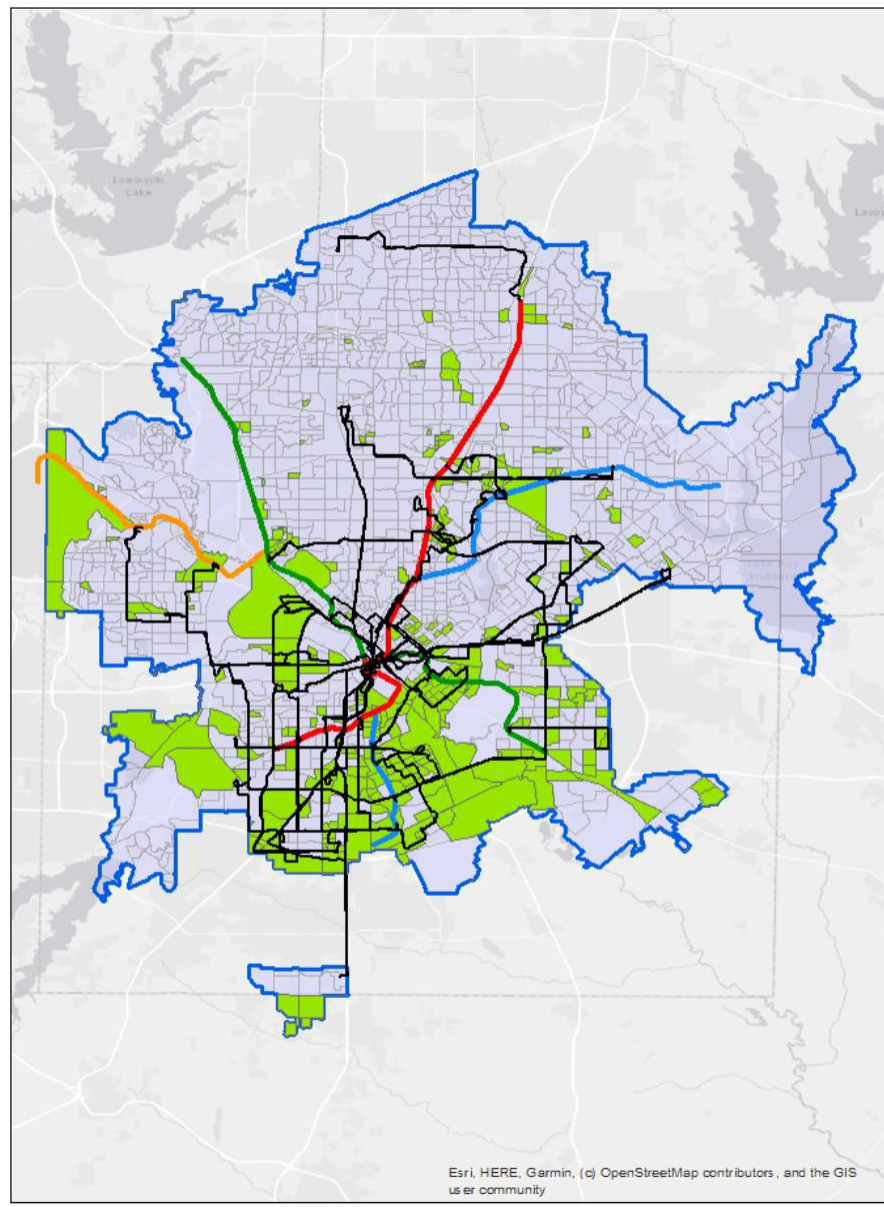


Figure 5 – Higher than average low income concentration Block Groups (Source: 2020 Census)

## 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	<b>3.5%</b>	<b>9.2%</b>

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%<sup>1</sup>. 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.**