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

1. Roll Call
2. Approval of Minutes: October 6, 2020
3. Declare Public Necessity, Establish Just Compensation, and Authorized Acquisition of Parcels CB2-030 and CB2-031 Located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for All Parcels, if Necessary (Patrick J. Kennedy/Tim McKay) [5 minutes]
4. Declare Public Necessity, Establish Just Compensation and Authorized Acquisition of Parcel CB3-009 Located in the City of Plano, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for This Parcel, if Necessary (Patrick J. Kennedy/Tim McKay) [5 minutes]
5. Approval to Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Franchise Utility Allowance (Patrick J. Kennedy/Tim McKay) [10 minutes]
6. *Briefing on Second CBD Light Rail Alignment (D2 Subway) Project Status (Patrick J. Kennedy/Tim McKay) [20 minutes]
7. *Briefing on Capital Construction Projects (Patrick J. Kennedy/Tim McKay) [20 minutes]
8. Identification of Future Agenda Items
9. Adjournment

*This Is A Briefing Item Only

The Planning Committee may go into Closed Session under the Texas Open Meetings Act, Section 551.071, Consultation with Attorney, for any legal issues, or under Section 551.072, Deliberation Regarding Real Property for real estate issues arising or regarding any item listed on this Agenda.

This facility is wheelchair accessible. For accommodations for the hearing impaired, sign interpretation is available. Please contact Community Affairs at 214-749-2543, 48 hours in advance.

Chair – Patrick J. Kennedy
Vice Chair – Gary Slagel
Members – Doug Hrbacek, Amanda Moreno-Lake and Paul N. Wageman
Staff Liaison – Tim McKay
Due to the COVID-19 virus, DART Board meeting rooms were closed to the public. All meetings took place by videoconference and are available at https://www.dart.org/about/board/boardvideo.asp.

The Dallas Area Rapid Transit Planning and Capital Programs Committee came to order at 2:45 p.m., Tuesday, October 6, 2020, at DART Headquarters, 1401 Pacific Avenue, Dallas, Texas, with Chair Kennedy presiding.

The following Committee members were present: Patrick J. Kennedy, Gary Slagel, and Doug Hrbacek.

Other Board Members present: Jon Bertrell Killen, Michele Wong Krause, Eliseo Ruiz, Rick Stopfer, and Dominique P. Torres.

Others Present: Gary Thomas, Gene Gamez, Tim McKay, Carol Wise, Joseph Costello, Nicole Fontayne-Bardowell, Todd Plesko, Steve Salin, John Adler, Rob Smith, John Rhone, Adam Nicholas, Bonnie Murphy, Chris Koloc, Doug Douglas, Gabriel Beltran, James Spiller, Harold McKeever, Donna Johnson, Donna Henry, Nancy Johnson, and Yvette Bayer.

1. Roll Call
   Chair Kennedy took Roll Call, confirming a quorum was present.
   Chair Kennedy stated the Committee would conduct the actions of the meeting by Roll Call vote. He then provided voting instructions prior to continuing with the agenda items.

2. Approval of Minutes: September 8, 2020
   Mr. Hrbacek made a motion to approve the Minutes from the September 8, 2020, Planning and Capital Programs Committee Meeting, and enter into record as written.
   Mr. Slagel seconded.
   Chair Kennedy took a Roll Call vote, and the motion was approved unanimously.

Consent Items:

   Mr. Hrbacek moved to approve Consent Items 3 through 5.

3. Exercise the First One-Year Contract Options for Asbestos Abatement and Demolition Services
   Moved to forward this draft resolution to the Committee-Of-The-Whole agenda, with a recommendation, stating:
   
   Section 1: Exercise a one-year contract option, subject to legal review, for asbestos abatement and demolition services to Bellphi Environmental, LLC.
Section 2: Exercise a one-year contract option, subject to legal review, for asbestos abatement and demolition services to RNDI Companies, Inc.

Section 3: Exercise a one-year contract option, subject to legal review, for asbestos abatement and demolition services to Ponce Contractors, Inc.

4. Exercise the First One-Year Contract Option for Grounds Maintenance and Vegetation Control

Moved to forward this draft resolution to the Committee-Of-The-Whole agenda, with a recommendation, stating the President/Executive Director, or his designee, is authorized to exercise the first one-year contract option to extend DART's Grounds Maintenance and Vegetation Control contract services with Edens Touch Diversified, LLC, [Contract C-2034401-01] for no additional funding.

5. Modification of Existing Permanent Easement along the Trinity Railway Express (TRE) Right-of-Way between I-35W and the Trinity River in Fort Worth, Texas with the Tarrant Regional Water District (TRWD)

Moved to forward this draft resolution to the Committee-Of-The-Whole agenda, with a recommendation, stating the President/Executive Director, or his designee, subject to Federal Transit Administration (FTA) approval, is authorized to execute the necessary documents as shown in Exhibit 1 to modify the existing permanent easement located along the Trinity Railway Express (TRE) right-of-way between I-35W and the Trinity River in Fort Worth, Texas with the Tarrant Regional Water District (TRWD).

Mr. Slagel seconded.

Chair Kennedy took a Roll Call vote, and the motion was approved unanimously.

Individual Items:

6. Approval to Amend the Interlocal Agreement with the City of Coppell for Funding of Silver Line Design Enhancements by the City of Coppell and Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project for Enhancements in the City of Coppell

Mr. Tim McKay, provided a preamble of this item.

Mr. Wageman joined the meeting at 2:50 p.m.

Mr. John Rhone, Vice President of Capital Design and Construction, briefed the Committee (slides on file with the Office of Board Support) as follows:

• Today’s Consideration (slide 2)
• City of Coppell ILA (slide 3-4)
• Recommendation (slide 5)

Chair Kennedy inquired did they have a delta on the cost and the timing of when this will go to the City of Coppell’s City Counsel. Mr. Rhone responded they are hoping that all will be ready to move forward at the November meeting. In regard to the cost, Mr. Rhone stated it would negligible and something DART would be responsible for regardless.
Mr. Wageman voiced his opposition in regard to the maintenance of the coating of the wall. Mr. Hrbacek noted he would not be in support of the maintenance of the coating either.

7. **Contract Modification for Uber Technologies, Inc., to Support GoLink Services in Garland, Irving and the Expanded Inland Port**

Mr. Todd Plesko, Vice President of Service Planning and Scheduling, introduced Ms. Jing Xu, Director of Research and Analysis, who would brief the Committee.

Mr. Wageman recused himself at 3:01 p.m.

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

- Today’s Consideration (slide 2)
- Background (slide 3)
- New Projects with Uber Service (slide 4)
- New GoLink Service Zones (slide 5)
- IPTMA* GoLink Service Expansion (slide 6)
- Amended Contract Value (slide 7)
- Contract Justification (slides 8-9)
- Recommendation (slide 10)

Mr. Killen inquired how many rides is DART expecting to be provide with the extra funds for this contract. Mr. Plesko responded, staff did estimate those numbers and will share that information in a memo.

Chair Kennedy inquired if this cost increase represented an overall net savings due to the removal of the low performing routes. Ms. Xu replied yes, there is a net savings from the elimination of the low performing routes that is carried over for the GoLink Services. Mr. Gary Thomas, President/Executive Director, interjected, staff would include that information on the same memo from Mr. Plesko.

Mr. Slagel moved to forward this draft resolution to the Committee-Of-The-Whole agenda, with a recommendation, stating the President, or his designee, is authorized to increase funding of DART’s three-year contract (C-2053719-01) with Uber Technologies, Inc. (Uber), for shared ride services to supplement GoLink service in the amount of $249,000 for a new total authorized amount not to exceed $1,629,135.

Mr. Hrbacek seconded.

Chair Kennedy took a Roll Call vote, and the motion was approved unanimously.

Mr. Wageman rejoined the meeting at 3:10 p.m.

8. **Briefing on the Second CBD Light Rail Alignment (D2 Subway) Project Status**

Mr. Steve Salin, Vice President of Capital Planning, briefed the Committee (slides on file with the Office of Board Support) as follows:

- Today’s Briefing (slide 2)
- D2 Subway Alignment (slide 3)
- Recent Meetings (slide 4)
- Service Plan Amendment (slides 5-6)
Mr. Wageman inquired if the stations would be recognizable as DART. Mr. Salin replied that staff is working with groups to develop design features to make it DART recognized and unique. Mr. Wageman questioned the timeline and how it related to TXDOT and the City of Dallas. Mr. Salin offered different scenarios of how approvals would proceed depending on how their process works.

*Briefing on Capital Construction Projects

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

- Purpose of Today’s Briefing (slide 1)
- Silver Line Regional Rail Project (slides 2-9)
- Red and Blue Line Platform Extension Project (slides 10-15)
- Hidden Ridge Station at Carpenter Ranch Project (slide 16-20)

Chair Kennedy asked if there was a way for neighborhoods to add a line to the valuations. Mr. Wageman questioned if the Central Link was ever a Board-approved project. Ms. Shelton replied the Board approved the design process being done by staff. Future Potentially Expansion (slide 12) MATA Coordination (slide 13) Draft Goals & Actions Matrix (slide 14)

2020-10-06 PCP Minutes 4 biological 8:00 AM
Mr. Wageman inquired how were the wheel skirts dealt with in the design. Mr. Rhone replied the final design includes the wheel skirts. Mr. Wageman requested a highlight of the stations particularly the 12th Street Station in Plano and how it is progressing. Mr. Rhone replied he could provide that information.

Chair Kennedy asked if staff has been coordinating with the Cypress Waters Station area. Mr. Rhone replied staff has been working with all parties regarding that development.

11. Identification of Future Agenda Items

There were no future agenda items identified for this committee.

12. Adjournment

There being no further business to discuss, the meeting adjourned at 4:24 p.m.

Yvette Bayer
Board Support Analyst

/yb

+ Same Night Item
* Briefing Item
Agenda Report

Attachment: 1. Location Maps
Voting Requirements: Majority

DATE: November 10, 2020

SUBJECT: Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcels CB2-030 and CB2-031 Located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for All Parcels, if Necessary

RECOMMENDATION

Approval of a resolution: 1) declaring public necessity, establishing just compensation, and authorizing the acquisition of Parcels CB2-030 and CB2-031 located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project; and 2) authorizing eminent domain proceedings for all parcels, if necessary.

FINANCIAL CONSIDERATIONS

• This real estate acquisition is included in the Silver Line project budget of the approved FY 2021 Capital Budget.

• Sufficient funding for this real estate acquisition is included in both the Silver Line project budget and the Commuter Rail and Railroad Management line item of the FY 2021 Twenty-Year Financial Plan.

• These parcels are funded by the Department of Transportation Railroad Rehabilitation and Improvement Financing (RRIF) loan.

BUSINESS PURPOSE

• The parcels illustrated in Attachment 1, and fully described in Exhibits 1-2 of the Resolution have been identified as necessary for the construction of the Silver Line project.

• On January 28, 2020 (Resolution No. 200018), the Board approved the acquisition of Parcel CB2-030 located in Carrollton, Texas, for the New Silver Line Regional Rail Corridor Project, and authorized eminent domain proceedings if necessary.

• Approval of this real estate transaction will help achieve Board Strategic Priority 5: Enhance DART’s role as a recognized local, regional and national transportation leader.

• The Board has been provided a confidential packet under separate cover outlining the details of the proposed transaction.
• Deliberation of a possible purchase, lease, or value of the identified parcels of land in an open meeting would have a detrimental effect on the position of DART’s negotiations with third parties.

APPRAISAL INFORMATION

• An appraisal has been prepared by a Texas State Certified Appraiser and reviewed by a Texas State Certified Appraiser.

LEGAL CONSIDERATIONS

• Section 452.054 of the Texas Transportation Code grants Dallas Area Rapid Transit (DART) authority to acquire real property.

• Section 452.058 of the Texas Transportation Code grants DART the authority to acquire real property by eminent domain.
Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcels CB2-030 and CB2-031 located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project and Authorize Eminent Domain Proceedings for All Parcels, if Necessary.
DALLAS AREA RAPID TRANSIT

Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcels CB2-030 and CB2-031 located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project and Authorize Eminent Domain Proceedings for All Parcels, if Necessary.
RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcels CB2-030 and CB2-031 Located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for All Parcels, if Necessary

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

WHEREAS, the parcels described in Exhibits 1-2 are required for the construction of the Silver Line Regional Rail project; and

WHEREAS, after careful review of these parcels and the recommendation of the President/Executive Director, the Board desires to declare the acquisition of these parcels a public necessity, to approve the offer of just compensation for these parcels, and to authorize the President/Executive Director or his designee to proceed with the negotiation and purchase of these parcels, and if necessary, the acquisition of these parcels through eminent domain; and

WHEREAS, funding for these real estate acquisitions are within current Budget and FY 2021 Twenty-Year Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit (DART) Board of Directors that:
Section 1: There is a public necessity for the acquisition of Parcel CB2-030 described in Exhibit 1. This property is necessary and proper for construction of the Silver Line Regional Rail Project and for any other use authorized by Chapter 452 of the Texas Transportation Code, and such use is hereby declared to be a public use for a public purpose. The amount to be paid represents just compensation for this parcel required for the Silver Line Regional Rail Project as determined by a Texas State Certified Appraiser and reviewed by Texas State Certified Appraiser. In the event the property owner accepts the payment of just compensation, the President/Executive Director or his designee is hereby authorized to execute all necessary legal instruments and to pay necessary relocation expenses, title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of the property. Should the property owner decline the payment of just compensation, then the President/Executive Director or his designee is hereby authorized and directed to negotiate the purchase of such parcel in accordance with DART's Real Estate Policy. If the President/Executive Director or his designee is unable to negotiate the purchase of this parcel for just compensation, the General Counsel is hereby authorized and directed to initiate and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project. DART shall not exercise its power of eminent domain for the acquisition of the parcel described in Exhibit 1 without approval of such acquisition by the City Council of the City of Carrollton for CB2-030. DART’s exercise of the power of eminent domain in acquiring the herein described parcel will not unduly impair the then existing neighborhood character of property surrounding or adjacent to the property to be condemned, nor unduly interfere with interstate commerce, nor authorize DART to run its vehicles on railroad tracks which are used to transport property.
Section 2:  There is a public necessity for the acquisition of Parcel CB2-031 described in Exhibit 2. This property is necessary and proper for construction of the Silver Line Regional Rail Project and for any other use authorized by Chapter 452 of the Texas Transportation Code, and such use is hereby declared to be a public use for a public purpose. The amount to be paid represents just compensation for this parcel required for the Silver Line Regional Rail Project as determined by a Texas State Certified Appraiser and reviewed by Texas State Certified Appraiser. In the event the property owner accepts the payment of just compensation, the President/Executive Director or his designee is hereby authorized to execute all necessary legal instruments and to pay necessary relocation expenses, title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of the property. Should the property owner decline the payment of just compensation, then the President/Executive Director or his designee is hereby authorized and directed to negotiate the purchase of such parcel in accordance with DART's Real Estate Policy. If the President/Executive Director or his designee is unable to negotiate the purchase of this parcel for just compensation, the General Counsel is hereby authorized and directed to initiate and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project. DART shall not exercise its power of eminent domain for the acquisition of the parcel described in Exhibit 2 without approval of such acquisition by the City Council of the City of Carrollton for CB2-031. DART’s exercise of the power of eminent domain in acquiring the herein described parcel will not unduly impair the then existing neighborhood character of property surrounding or adjacent to the property to be condemned, nor unduly interfere with interstate commerce, nor authorize DART to run its vehicles on railroad tracks which are used to transport property.
Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcels CB2-030 and CB2-031 Located in the City of Carrollton, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for All Parcels, if Necessary

/s/ Timothy H. McKay *

Prepared by: Timothy H. McKay
Executive Vice President
Growth/Regional Development

/s/ Gene Gamez *

Approved as to form: Gene Gamez
General Counsel

/s/ Gary C. Thomas *

Approved by: Gary C. Thomas
President/Executive Director

* Reviewed and approved, but not signed due to COVID-19 Coronavirus Pandemic
BEING an 131,802 square feet or 3.0258 acre tract of land situated in the Martha P. Green Survey, Abstract No. 519, City of Carrollton, Dallas County, Texas, said 131,802 square feet of land being all of the remainder of a called 2.59 acre tract identified as “Tract 1” and a called 2.633 acre tract identified as “Tract 2” that Cedar Supply, Inc. conveyed to AMY CARRINGTON, by special warranty deed, as recorded in Volume 88035, Page 4482, filed February 22, 1988, Deed Records, Dallas County, Texas (D.R.D.C.T.), said 131,802 square feet of land being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch iron rod with a pink illegible cap (controlling monument) found on the northwest property line of the said Tract 1, same being the north property corner of a called 2.6034 acre tract convey to Dallas Area Rapid Transit, by deed thereof filed for record in Instrument Number 20080103599, Official Public Records, Dallas County, Texas (O.P.R.D.C.T.), said beginning also being on the south property line of a called 1.74 acre tract of land conveyed to the County of Dallas, by deed thereof filed for record in Volume 3623, Page 316, D.R.D.C.T.;

THENCE North 56°19'48" East, along the said north property line of Tract 1 and along the said south property line of the 1.74 acre tract, 74.06 feet to a point for corner at the most northerly property corner of said Tract 1, same being a southwest property corner of the said 1.74 acre tract;

THENCE North 86°06'26" East, continuing along the said property lines at a distance of 122.97 feet passing the northeast property corner of said Tract 1, same being the northwest property corner of said Tract 2, continuing along the said south property line and along the north property line of said Tract 2 in all a distance of 603.58 feet to a point for corner at the northwest property corner of a called 2.020 square feet tract of land conveyed to the City of Carrollton, by deed thereof filed for record in Instrument Number 20130123298, O.P.R.D.C.T.;

THENCE South 00°02'29" East, along the west property of the said 2,020 square feet tract, 107.14 feet to a point for corner at the southwest property corner of the said 2,020 square feet tract; said iron rod set also being on the northerly property line of the said 2.6034 acre tract;

THENCE along the said northerly property line of the 2.6034 acre tract the following courses and distances:

South 53°42'40" West, 170.47 feet to a 1/2 inch iron rod with a cap stamped “RPLS 4260 A D HODDE” (controlling monument) found at the beginning of a curve to the right having a radius of 376.70 feet;

Along the said curve to the right through a central angle of 61°28'06", an arc length of 404.13 feet, and across a chord which bears South 84°26'03" West, a chord length of 385.03 feet to a 1/2 inch iron rod with a pink illegible cap (controlling monument) found;

North 53°04'10" West, 97.41 feet to a 1/2 inch iron rod with a cap stamped “TNS RPLS 4260” (controlling monument) found;

North 31°57'56" West, 123.55 feet to the POINT OF BEGINNING, containing 131,802 square feet or 3.0258 acres of land.
NOTE: All bearings and coordinates as based on the Texas State Plane Coordinate System, NAD-83 (2011), North Central Zone (4202). The horizontal datum derived from the 2019 NAD-83 Published (CORS) Stations ZFW1 and TXCO. All distances shown are surface values and may be converted to grid by dividing by the conversion factor for Dallas County of 1.000136506.

Surveyor's Name: Eric S. Spooner
Registered Professional Land Surveyor, Texas No. 5922
Spooner and Associates, Inc.
Texas Board of Professional Land Surveying No. 10054900
FIELD NOTES DESCRIBING AN 20,818 SQUARE FOOT (0.4779 ACRES) PARCEL CB2-031 TO BE ACQUIRED

BEING an 20,818 square feet or 0.4779 acre tract of land situated in the Martha P. Green Survey, Abstract No. 519, City of Carrollton, Dallas County, Texas, said 20,818 square feet of land being a portion of that certain tract of land that Amy J. Carrington conveyed to CEDAR SUPPLY, INC., by special warranty deed, as recorded in Volume 89005, Page 5108, filed January 09, 1989, Deed Records, Dallas County, Texas, said 20,818 square feet of land being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8 inch iron rod (controlling monument) found at the southwest property corner of the said Cedar Supply tract, same being a north property corner of a tract of land conveyed to Dallas Area Rapid Transit Property Acquisition Corporation, by deed thereof filed for record in Volume 91008, Page 1341, Official Public Records, Dallas County, Texas (O.P.R.D.C.T.), said beginning point being on the southeast property line of a called 3.4055 acre tract conveyed to the Dallas Area Rapid Transit, by deed thereof filed for record in Instrument Number 201500321792, O.P.R.D.C.T., said beginning point also being at the beginning of a curve to the right having a radius of 2,151.00 feet;

THENCE along the northwest property line of the said Cedar Supply tract, along the said southeast property of the 3.4055 acre tract and along the said curve to the right through a central angle of 12°31'53'', an arc length of 470.45 feet, and across a chord which bears North 39°19'25'' East, a chord distance of 469.51 feet to a point for corner at the northwest property corner of a called 2,994 square feet tract conveyed to the Dallas Area Rapid Transit, by deed thereof filed for record in Instrument Number 20080180407, O.P.R.D.C.T., said iron rod set being South 51°48'10'' West, 466.81 feet from a 5/8 inch iron rod found on the said northwest property line of the Cedar Supply tract;

THENCE South 03°17'11'' West, along the west property line of the said 2,994 square feet tract, 83.07 feet to a point for corner at the beginning of a curve to the left having a radius of 535.00 feet;

THENCE continuing along the said west property line and along the said curve to the left through a central angle of 0°53'05'', an arc length of 8.26 feet, and across a chord which bears South 02°50'32'' West, a chord length of 8.26 feet to a point for corner at northeast property corner of a called 359 square feet tract conveyed to the City of Carrollton, by deed thereof filed for record in Instrument Number 201300122527, O.P.R.D.C.T.;

THENCE North 88°04'31'' West, along the north property line of the said 359 square feet tract, 10.07 feet to a point for corner at the northwest property corner of the 359 square feet tract;

THENCE South 00°21'23'' West, along the west property line of the said 359 square feet tract, 39.84 feet to a point for corner at the southwest property corner of the said 359 square feet tract, said iron rod set also being on the southeast property line of the said Cedar Supply tract, same being the said northwest property line the Dallas Area Rapid Transit Property Acquisition Corporation tract, said iron rod set being South 50°29'49'' West, 781.13 feet from a 5/8 inch iron rod (controlling monument) found;

THENCE South 50°29'49'' West, along the said property lines, 365.54 feet to the POINT OF BEGINNING, containing 20,818 square feet or 0.4779 acres of land.
NOTE: All bearings and coordinates as based on the Texas State Plane Coordinate System, NAD-83 (2011), North Central Zone (4202). The horizontal datum derived from the 2019 NAD-83 Published (CORS) Stations ZFW1 and TXCO. All distances shown are surface values and may be converted to grid by dividing by the conversion factor for Dallas County of 1.000136506.
Acquisition of Carrollton Parcels

NOTES:

1. All bearing and coordinates as based on the Texas State Plane Coordinate System NAD 83 (2011 North Central Zone (4202)). The horizontal datum derived from the 2019 NAD 83. Published (CORS) Stations ZFWI and TXCO.

2. All distances shown are surface values and may be converted to grid by dividing by the conversion factor for Dallas County of 1.000136506.

3. This survey was performed without the benefit of a title commitment.

4. Easements were not researched by the surveyor.

DART PROJECT

COTTON BELT REGIONAL RAIL SYSTEM
PARCEL CB2-031
A 20,818 SQ. FT (0.4779 ACRES) PARCEL TO BE ACQUIRED

11/5/2020 4:26:59 PM
6

Acquisition of Carrollton Parcels
Agenda Report

Attachment: 1. Location Maps  
Voting Requirements: Majority

DATE: November 10, 2020

SUBJECT: Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB3-009 Located in the City of Plano, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for This Parcel, if Necessary

RECOMMENDATION

Approval of a resolution: 1) declaring public necessity, establishing just compensation, and authorizing the acquisition of Parcel CB3-009 located in the City of Plano, Texas, for the Silver Line Regional Rail Project; and 2) authorizing eminent domain proceedings for this parcel, if necessary.

FINANCIAL CONSIDERATIONS

- This real estate acquisition is included in the Silver Line project budget of the approved FY 2021 Capital Budget.
- Sufficient funding for this real estate acquisition is included in both the Silver Line project budget and the Commuter Rail and Railroad Management line item of the FY 2021 Twenty-Year Financial Plan.
- This parcel is funded by the Department of Transportation Railroad Rehabilitation and Improvement Financing (RRIF) loan.

BUSINESS PURPOSE

- The parcel illustrated in Attachment 1, and fully described in Exhibit 1 of the Resolution has been identified as necessary for the construction of the Silver Line project.
- On August 14, 2018, (Resolution No. 180069), the Board authorized an Interlocal Agreement (ILA) with the City of Plano where the City would convey to DART city owned property for the corridor as the City of Plano’s commitment to the Silver Line Regional Rail Project. This parcel does not fall under the commitments of the ILA.
- Approval of this real estate transaction will help achieve the Board Strategic Priority 5: Enhance DART’s role as a recognized local, regional and national transportation leader.
- The Board has been provided a confidential packet under separate cover outlining the details of the proposed transaction.
• Deliberation of a possible purchase, lease, or value of the identified parcels of land in an open meeting would have a detrimental effect on the position of DART’s negotiations with third parties.

APPRAISAL INFORMATION

• An appraisal has been prepared by a Texas State Certified Appraiser and reviewed by a Texas State Certified Appraiser.

LEGAL CONSIDERATIONS

• Section 452.054 of the Texas Transportation Code grants Dallas Area Rapid Transit (DART) authority to acquire real property.

• Section 452.058 of the Texas Transportation Code grants DART the authority to acquire real property by eminent domain.
Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB3-009 located in the City of Plano, Texas, for the Silver Line Regional Rail Project and Authorize Eminent Domain Proceedings for All Parcels, if Necessary.
Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB3-009 located in the City of Plano, Texas, for the Silver Line Regional Rail Project and Authorize Eminent Domain Proceedings for All Parcels, if Necessary.
DRAFT

RESOLUTION

of the

DALLAS AREA RAPID TRANSIT BOARD

(Executive Committee)

Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB3-009 Located in the City of Plano, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for This Parcel, if Necessary

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

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

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

WHEREAS, funding for this real estate acquisition is within current Budget and FY 2021 Twenty-Year Financial Plan allocations.
NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit (DART) Board of Directors that there is a public necessity for the acquisition of Parcel CB3-009 described in Exhibit 1. This property is necessary and proper for construction of the Silver Line Regional Rail Project and for any other use authorized by Chapter 452 of the Texas Transportation Code, and such use is hereby declared to be a public use for a public purpose. The amount to be paid represents just compensation for this parcel required for the Silver Line Regional Rail Project as determined by a Texas State Certified Appraiser and reviewed by Texas State Certified Appraiser. In the event the property owner accepts the payment of just compensation, the President/Executive Director or his designee is hereby authorized to execute all necessary legal instruments and to pay necessary relocation expenses, title policy expenses, closing costs, and other such costs as may be required by law to close the purchase of the property. Should the property owner decline the payment of just compensation, then the President/Executive Director or his designee is hereby authorized and directed to negotiate the purchase of such parcel in accordance with DART’s Real Estate Policy. If the President/Executive Director or his designee is unable to negotiate the purchase of this parcel for just compensation, the General Counsel is hereby authorized and directed to initiate and prosecute the completion of eminent domain proceedings for the acquisition of this parcel for the Silver Line Regional Rail Project. DART shall not exercise its power of eminent domain for the acquisition of the parcel described in Exhibit 1 without approval of such acquisition by the City Council of the City of Plano for CB3-009. DART’s exercise of the power of eminent domain in acquiring the herein described parcel will not unduly impair the then existing neighborhood character of property surrounding or adjacent to the property to be condemned, nor unduly interfere with interstate commerce, nor authorize DART to run its vehicles on railroad tracks which are used to transport property.
Declare Public Necessity, Establish Just Compensation, and Authorize the Acquisition of Parcel CB3-009 Located in the City of Plano, Texas, for the Silver Line Regional Rail Project, and Authorize Eminent Domain Proceedings for This Parcel, if Necessary

/s/ Timothy H. McKay *

Prepared by: Timothy H. McKay
Executive Vice President
Growth/Regional Development

/s/ Gene Gamez *

Approved as to form: Gene Gamez
General Counsel

/s/ Gary C. Thomas *

Approved by: Gary C. Thomas
President/Executive Director

* Reviewed and approved, but not signed due to COVID-19 Coronavirus Pandemic
Field Notes Describing a 56,639 Square Foot (1.300 Acre) Parcel CB3-009 to be Acquired

Being a 56,639 square foot (1.300 acre) tract of land out of the S. Clepper Survey, Abstract No. 216, and the J. Vance Survey, Abstract No. 938, Collin County, Texas, in the City of Plano and being part of a called 11.67 acre tract that Onalp, LP conveyed to TRG Bush Turnpike, LP, by Special Warranty Deed, as recorded in Instrument No. 20140514000474260, filed on 05/14/2014, Official Public Records, Collin County, Texas (O.P.R.C.C.T.) and also being part of the Aura Plano Addition, a subdivision recorded in Volume 2016, Page 429, Plat Records, Collin County, Texas (P.R.C.C.T) and being more particularly described as follows:

COMMENCING, at a found “X” cut in concrete for the southeast corner, northern end of a corner clip at the intersection of Executive Drive, a 50-foot Right-of-way (R.O.W.) as recorded in Cabinet C, Page 601, P.R.C.C.T and south R.O.W. line of said Plano Parkway, a 100-foot R.O.W., no recording information found, and being the most northern northwest corner of said TRG Bush Turnpike tract;

THENCE, N 89° 35’ 57” E, along the common north line of said TRG Bush Turnpike tract and said south R.O.W. line of Plano Parkway, a distance of 430.87 feet to a found 1” iron rod for the northeast corner of said TRG Bush Turnpike tract and being on the west R.O.W. line of Dallas Area Rapid Transit (D.A.R.T.) as recorded in Volume 2828, Page 1 and Volume 5443, Page 5532 of the Deed Records Collin County, Texas (D.R.C.C.T.) and being on a circular curve to the right, non-tangent to the preceding course, having a radius of 3,295.29 feet, whose chord bears S 05° 51’ 57” W, a distance of 5.03 feet;

THENCE, Southwesterly, departing said common line, along the common east line of said TRG Bush Turnpike tract and said west R.O.W. line of D.A.R.T., and along said circular curve to the right, through a central angle of 00° 05’ 15”, an arc length of 5.03 feet to a PK nail with a “LAMB-STAR TBPLS#10048300” washer set for corner for the POINT OF BEGINNING, and being on a circular curve to the right, compound curve to the preceding course, having a radius of 3,295.29 feet, whose chord bears S 13° 04’ 27” W, a distance of 821.96 feet;

THENCE, Southwesterly, along the common said east line of TRG Bush Turnpike tract and said west R.O.W. line of D.A.R.T. and along said circular curve to the right, through a central angle of 14° 19’ 44”, an arc length of 824.11 feet to a 5/8” iron rod with red cap stamped “Lamb-Star” set for corner, from which a found 1/2-inch iron rod with a orange “ARS-CONTROL” cap bears S 16° 17’ 30” W, a distance of 0.36 feet;

THENCE, S 20° 14’ 16” W, continuing along said common line, a distance of 230.08 feet to a point for corner for the southeast corner of said TRG Bush Turnpike tract and being on the north R.O.W. line of President George Bush Highway (SH-190), a variable width R.O.W.;

THENCE, N 87° 57’ 09” W, departing said west R.O.W. line of D.A.R.T. and said east line of TRG Bush Turnpike tract, along the south line of said TRG Bush Turnpike tract and said north R.O.W. line of President George Bush Highway (SH-190), a distance of 60.88 feet to a 5/8” iron rod with red cap stamped “Lamb-Star” set for corner;
Field Notes Describing a 56,639 Square Foot (1.300 Acre) Parcel CB3-009 to be Acquired

THENCE, N 21° 09' 36" E, departing said south line of TRG Bush Turnpike tract and said north R.O.W. line of President George Bush Highway (SH-190), over & across said TRG Bush Turnpike tract and along the proposed new R.O.W. line, a distance of 160.00 feet to a 5/8" iron rod with red cap stamped "Lamb-Star" set for corner and being on a circular curve to the left, being tangent to the preceding course, having a radius of 3,784.00 feet, whose chord bears N 14° 23' 06" E, a distance of 892.80 feet;

THENCE, Northwesterly, continuing over & across said TRG Bush Turnpike tract and along said proposed new R.O.W. line and along said circular curve to the left, through a central angle of 13° 33' 00", an arc length of 894.89 feet to a 5/8" iron rod with red cap stamped "Lamb-Star" set for corner, from which a found "X" cut in concrete just north of the north R.O.W. line of said Plano Parkway and the south line of the Parkway Square Addition, a subdivision recorded in Cabinet , Slide 483 P.R.C.C.T., bears N 24° 30' 29" E, 236.48 feet;

THENCE, N 89° 35' 57" E, continuing over & across said TRG Bush Turnpike tract and along said proposed new R.O.W. line, a distance of 46.81 feet to the POINT OF BEGINNING and containing 56,639 square foot or 1.300 acre or of land, more or less.

The basis of bearing is the Texas State Plane Coordinate System of 1983 North Central Zone (4202), North American Datum (NAD83), 2011 adjustment, EPOCH 2010, Reference Station - Leica-Smartnet (TXRD). All distances and coordinates shown are surface, unless otherwise noted, and may be converted to grid by dividing the Dallas District TXDOT combined scale factor of 1.000136506. Unit of measurement is U.S. Survey Feet.

A plat of even survey date herewith accompanies this description.

I, Scott M. Posey, a Registered Professional Land Surveyor in the State of Texas, hereby certify that the land description and plat represent an actual survey made on the ground under my direction or supervision in September 2019.

Scott M. Posey
Texas Registration No. 5350

Lamb-Star Engineering, L.P.
5700 W. Plano Parkway, Suite 1000
Plano, Texas 75093
PH. (214) 440-3600
Firm Registration Certificate No. 10048300

CB3-009

Page 2 of 5
Acquisition of Plano Parcel

11/6/2020 9:55:11 AM
EXHIBIT 1

ACQUISITION OF PLANO PARCEL

ONALP, LP
CONVEYED TO
TRG BUSI TURNPIKE, LP
INST. NO. 20140514000474260
56,639 SQUARE FOOT
TO BE ACQUIRED

BLK A, LOT 1
AURA PLANO ADDITION
VOL. 2016, PG. 429
P.R.C.C.T.

5/8" DIAMETER IRON ROD W/ RED CAP STAMPED "LAMB-STAR" SET
APPROX. 15' CITY OF PLANO ESMT
VOL. 994, PG. 495 - D.R.C.C.T.

DART PROJECT

COTTON BELT REGIONAL RAIL SYSTEM
PARCEL CB3-009
A 56,639 SQUARE FOOT (1.300 ACRE)
PARCEL TO BE ACQUIRED

NOTES:
2. ALL DISTANCES AND COORDINATES SHOWN ARE SURFACE, UNLESS OTHERWISE NOTED, AND MAY BE CONVERTED TO GRID BY DIVIDING THE DALLAS DISTRICT TXDOT COMBINED SCALE FACTOR OF 1.000135506.
DATE: November 10, 2020

SUBJECT: Approval to Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Franchise Utility Allowance

RECOMMENDATION

Approval of a resolution authorizing the President Executive Director or his designee to increase the contract value for design-build services with Archer Western Herzog 4.0, Joint Venture, for the Silver Line Regional Rail Project to include an increase in the Franchise Utility Allowance in the amount of $33,970,142 ($10,000,000 funded from previously approved Board Contingency and $23,970,142 funded from Debt Service savings), for a new total authorized amount not to exceed $986,645,640.

FINANCIAL CONSIDERATIONS

- The contract increase is included in the Silver Line project budget of the approved FY 2021 Capital Budget.

- Sufficient funding for the contract increase in the amount of $33,970,142 is included in both the Silver Line project budget and the Commuter Rail and Railroad Management line item of the FY 2021 Twenty-Year Financial Plan.

BUSINESS PURPOSE

- Approval of this item will assist DART in achieving Board Strategic Priority 5: Enhance DART’s role as a recognized local, regional, and national transportation leader.

- The following table is a history of Board authorizations for this contract:

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
<th>Contract Change Amount</th>
<th>Total Board Authorized NTE Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/11/18</td>
<td>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</td>
<td>$815,075,019 ($783,725,980, plus a 4% contingency of $31,349,039)</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Description</td>
<td>Increase (Amount)</td>
<td>Total (Amount)</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>2/12/19</td>
<td>Increase contract value for design-build services with AWH to completely double track the project between DFW International Airport and Shiloh Road (Resolution No. 190021)</td>
<td>$108,760,839</td>
<td>$923,835,858</td>
</tr>
<tr>
<td>5/26/20</td>
<td>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 (Resolution No. 200049)</td>
<td>$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)</td>
<td>$945,808,207</td>
</tr>
<tr>
<td>5/26/20</td>
<td>Increase contract value for HAWK signal for pedestrian crossing at Wester Way and traffic signal at McKamy Drive (Resolution No. 200050)</td>
<td>$217,840 (funded from debt service savings)</td>
<td>$946,026,047</td>
</tr>
<tr>
<td>5/26/20</td>
<td>Increase contract value for the betterment wall in the DART right-of-way (ROW) at McCallum Blvd. for Rocky Top Circle (Resolution No. 200051)</td>
<td>$19,770 (funded from debt service savings)</td>
<td>$946,045,817</td>
</tr>
<tr>
<td>5/26/20</td>
<td>Increase contract value for curb cut in existing median at Campbell Road (Resolution No. 200052)</td>
<td>$25,007 (funded from debt service savings)</td>
<td>$946,070,824</td>
</tr>
<tr>
<td>5/26/20</td>
<td>Increase contract value for 8-foot concrete wall at ROW adjacent to Fairhill School (Resolution No. 200053)</td>
<td>$182,019 (funded from debt service savings)</td>
<td>$946,252,843</td>
</tr>
<tr>
<td>5/26/20</td>
<td>Increase contract value for 8-foot concrete wall at ROW adjacent to Ivy Montessori School (Resolution No. 200054)</td>
<td>$61,408 (funded from debt service savings)</td>
<td>$946,314,251</td>
</tr>
<tr>
<td>5/26/20</td>
<td>Increase contract value for a betterment wall at Highland Springs Phase II (Resolution No. 200055)</td>
<td>$695,079 (funded from debt service savings)</td>
<td>$947,009,330</td>
</tr>
<tr>
<td>8/25/20</td>
<td>Increase contract value for installation of foundations and underground conduits for information kiosks at Silver Line stations (Resolution No. 200085)</td>
<td>$686,465 (funded by an agreement with Landmark)</td>
<td>$947,695,795</td>
</tr>
<tr>
<td></td>
<td>$ 14,979,703</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
• This contract increase will provide a franchise utility allowance to further execute utility agreements.

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

PROCUREMENT CONSIDERATIONS

• The base term of the contract is from December 26, 2018 through final acceptance; but no later than December 28, 2022.

• The modification to increase funding for Design-Build Services for the Cotton Belt Regional Rail (Silver Line) Design Build Project is to include an increase in the Franchise Utility Allowance to further execute utility agreements.

• 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.

• The prime contractor, Archer Western Herzog 4.0, Joint Venture, has committed to exceed the goals.

• The D/M/WBE analysis and Equal Employment Opportunity (EEO) information are included in Attachment 2. The prime contractors' 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 provisions of goods and services.
Contract Information

A. **Contract Description:** The Cotton Belt Regional Rail (Silver Line) Design Build Project is approximately 26 miles of rail guideway from the northern portion of the DART service area to Shiloh Road in Plano to Dallas Fort Worth International Airport location adjacent to Terminal B. The alignment traverses three counties: Tarrant, Dallas, and Collin; and seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano.

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:** Contract modification to increase funding for Design-Build Services for the Cotton Belt Regional Rail (Silver Line) Design Build Project to provide for an increase in the franchise utility allowance to further execute utility agreements.

E. **Current Contract Amount:** $893,335,137

Upon execution of the approved modifications listed below, contract value will increase to $936,649,297.

- Hillcrest Road, Coit Road, traffic signals at Wester Way and Sugar Cane Way and related modifications to return to the 10% Design in the amount of $26,446,869.
- HAWK signal for pedestrian crossing at Wester Way and traffic signal at McKamy Drive in the amount of $217,840.
- Betterment wall in the DART right-of-way at McCallum Blvd. for Rocky Top Circle in the amount of $19,770.
- Curb cut in the existing median at Campbell Road in the amount of $25,007.
- 8-foot concrete wall at Fairhill School in the amount of $182,019.
- 8-foot concrete wall at Ivy Montessori School in the amount of $61,408.
- Betterment wall at Highland Springs Phase II in the amount of $695,079.
- Installation of foundations and underground kiosks in the amount of $686,465.
- Design of the Veloweb Hike & Bike Trail in the amount of $14,979,703.

F. **Potential Contract Modification Amount:** $33,970,142 to increase Franchise Utility Allowance.
G. **Increase in Total Authorized Contract Amount:** Not to exceed $970,619,439

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 December 28, 2022.

J. **Remaining Options Available:** None

K. **Price Considerations:**

Prior to the approval for the Design-Build to use allowance dollars, the design and construction costs associated with utility relocations are subject to further negotiations to achieve a fair and reasonable price.

L. **Negotiation Memorandum:** Will be available for review in the contract file.

M. **Determinations Required:** None

N. **Funding:** Local/Federal

O. **Determination of Responsibility:** Archer Western Herzog 4.0, Joint Venture is determined to be a responsible contractor.

- **Bond Check:** Yes
- **Reference Check:** Satisfactory
- **Financial Responsibility Survey:** Satisfactory
- **Insurance Check:** Yes
- **On-Site Inspection:** N/A
- **Arithmetic Check:** Verified
- **Verification of Offer:** Verified
- **Buy America Certification and/or Audit, if applicable:** Yes
- **Debarred/Suspended list:** Not on the debarred/suspended list

**Determination and Recommendation**

The franchise utility allowance is used to execute utility relocation agreements with franchise utility providers by the Designer-Builder. Prior to the execution of franchise utility agreements between the Design Builder and the franchise utility, the design and construction costs associated with utility relocations are reviewed and negotiated by the Authority for price reasonableness on a case by case basis and are subject to further negotiations to achieve a fair and reasonable price.

Archer Western Herzog 4.0, Joint Venture is a responsible contractor for the modification described above. Therefore, execution of the contract modification is recommended.
Approval to Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Franchise Utility Allowance

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, 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

<table>
<thead>
<tr>
<th>VENDOR</th>
<th>LOCATION</th>
<th>ETHNICITY</th>
<th>SERVICE</th>
<th>AMOUNT</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HVJ North Texas</td>
<td>Dallas, TX</td>
<td>Asian Indian Male</td>
<td>Geotechnical Services</td>
<td>$2,624,656</td>
<td>3.79%</td>
</tr>
<tr>
<td>IEA, Inc</td>
<td>Dallas, TX</td>
<td>Asian Indian Male</td>
<td>Civil &amp; Structural Engineering</td>
<td>$2,762,895</td>
<td>3.98%</td>
</tr>
<tr>
<td>Lamb-Star Engineering</td>
<td>Plano, TX</td>
<td>Native American Male</td>
<td>Quality Control</td>
<td>$631,103</td>
<td>0.91%</td>
</tr>
<tr>
<td>Multatech Engineering, Inc.</td>
<td>Dallas, TX</td>
<td>Hispanic Male</td>
<td>Track Engineering Support</td>
<td>$1,127,707</td>
<td>1.63%</td>
</tr>
</tbody>
</table>

**TOTAL DBE PARTICIPATION: $7,146,361 10.31%**

M/WBE FIRMS IDENTIFIED TO DATE

<table>
<thead>
<tr>
<th>VENDOR</th>
<th>LOCATION</th>
<th>ETHNICITY</th>
<th>SERVICE</th>
<th>AMOUNT</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>APM &amp; Associates</td>
<td>Dallas, TX</td>
<td>Black Male</td>
<td>Civil &amp; Structural Services</td>
<td>$1,794,921</td>
<td>2.60%</td>
</tr>
<tr>
<td>Ars Engineers, Inc.</td>
<td>Dallas, TX</td>
<td>Asian Indian Male</td>
<td>Title Search</td>
<td>$575,945</td>
<td>0.83%</td>
</tr>
<tr>
<td>Caye Cook &amp; Associates</td>
<td>Dallas, TX</td>
<td>White Female</td>
<td>Landscape Architecture</td>
<td>$1,194,300</td>
<td>1.72%</td>
</tr>
<tr>
<td>Civil Associates, Inc.</td>
<td>Dallas, TX</td>
<td>Asian Pacific Male</td>
<td>CADD Support</td>
<td>$232,128</td>
<td>0.33%</td>
</tr>
<tr>
<td>D&amp;S Engineering Labs, LLC</td>
<td>Denton, TX</td>
<td>White Female</td>
<td>Geotechnical Services</td>
<td>$2,259,526</td>
<td>3.26%</td>
</tr>
<tr>
<td>Lina T. Ramey &amp; Associates</td>
<td>Farmers Branch, TX</td>
<td>Asian Indian Female</td>
<td>Engineering Services</td>
<td>$5,618,848</td>
<td>8.11%</td>
</tr>
</tbody>
</table>
The contractor has committed to meet the M/WBE goal. However, two major subcontractors left the Archer Western Herzog 4.0 Joint Venture team. The commitments associated with these firms are being assigned to existing or additional M/WBE firms by the Joint Venture team.

**NOTE:** The goals are based on the design cost of $69,299,611. 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.**

**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, the prime contractor, has committed to meet the DBE and M/WBE goals for the construction services portion of this project. Due to the design-build nature of this project, Archer Western Herzog 4.0, Joint Venture has not identified its complete scope of construction services or final identification of all D/M/WBE firms that will be utilized since design is presently 70% complete.

As design progresses, Archer Western Herzog 4.0, Joint Venture will continue to engage D/M/WBE firms to complete its subcontracting team and goals. Below is a list of D/M/WBE firms identified to-date for construction services and their current commitments:
<table>
<thead>
<tr>
<th>VENDOR</th>
<th>LOCATION</th>
<th>ETHNICITY</th>
<th>SERVICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>All in One Resources</td>
<td>Carrollton, TX</td>
<td>Black Male</td>
<td>Janitorial Services</td>
<td>$43,965</td>
</tr>
<tr>
<td>B&amp;B Diversified Materials</td>
<td>Green Valley, AZ</td>
<td>Asian Pacific Male</td>
<td>Material Supplier</td>
<td>$14,431,547</td>
</tr>
<tr>
<td>CARCON Industries</td>
<td>Dallas, TX</td>
<td>Hispanic Female</td>
<td>Construction Management</td>
<td>$1,716,410</td>
</tr>
<tr>
<td>Cowboys &amp; Sons, LLC</td>
<td>Dallas, TX</td>
<td>Hispanic Male</td>
<td>Trucking</td>
<td>$232,904</td>
</tr>
<tr>
<td>Davis Associates</td>
<td>Dallas, TX</td>
<td>White Female</td>
<td>Consulting Services</td>
<td>$312,000</td>
</tr>
<tr>
<td>DGR Consultants, LLC</td>
<td>Dallas, TX</td>
<td>White Female</td>
<td>Quality Assurance</td>
<td>$1,301,867</td>
</tr>
<tr>
<td>Edna’s Touch</td>
<td>Garland, TX</td>
<td>Black Male</td>
<td>Landscape Maintenance</td>
<td>$28,819</td>
</tr>
<tr>
<td>Lamb-Star Engineering, LP</td>
<td>Plano, TX</td>
<td>Native American Male</td>
<td>Construction Quality Control</td>
<td>$2,246,082</td>
</tr>
<tr>
<td>National Railroad Safety Service</td>
<td>West Chester, OH</td>
<td>White Female</td>
<td>Flagging</td>
<td>$103,500</td>
</tr>
<tr>
<td>Omega Industries</td>
<td>Dallas, TX</td>
<td>Hispanic Male</td>
<td>Material Supplier</td>
<td>$1,573,795</td>
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<tr>
<td>QN Management</td>
<td>Dallas, TX</td>
<td>Asian Pacific Male</td>
<td>Scheduling Services</td>
<td>$1,354,590</td>
</tr>
<tr>
<td>Reginald Loftin</td>
<td>Dallas, TX</td>
<td>Black Male</td>
<td>Photography Services</td>
<td>$60,800</td>
</tr>
<tr>
<td>Reyes Group</td>
<td>Grand Prairie, TX</td>
<td>Hispanic Male</td>
<td>Walls</td>
<td>$31,201,668</td>
</tr>
<tr>
<td>Santa Clara Construction</td>
<td>Austin, TX</td>
<td>Hispanic Male</td>
<td>Utility Work</td>
<td>$3,244,542</td>
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<tr>
<td>Solaray Engineering, Inc.</td>
<td>Dallas, TX</td>
<td>Hispanic Male</td>
<td>Utilities</td>
<td>$3,363,629</td>
</tr>
<tr>
<td>Stateside Right of Way Services</td>
<td>Dallas, TX</td>
<td>White Female</td>
<td>Utility Work</td>
<td>$33,070</td>
</tr>
<tr>
<td>STL Engineers</td>
<td>Dallas, TX</td>
<td>Hispanic Female</td>
<td>Quality Control &amp; Inspections</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>Texas Industries Security</td>
<td>Ft. Worth, TX</td>
<td>White Female</td>
<td>Unarmed Security</td>
<td>$22,345</td>
</tr>
<tr>
<td>Texas Star Transport</td>
<td>Dallas, TX</td>
<td>Hispanic Female</td>
<td>Trucking Services</td>
<td>$1,852,155</td>
</tr>
<tr>
<td>The Rios Group</td>
<td>Ft. Worth, TX</td>
<td>Hispanic Male</td>
<td>Potholing</td>
<td>$75,000</td>
</tr>
<tr>
<td>Toro Bravo Construction, LLC</td>
<td>Dallas, TX</td>
<td>Hispanic Male</td>
<td>Rebar</td>
<td>$12,804,002</td>
</tr>
<tr>
<td>USA SWPP, Inc.</td>
<td>Ft. Worth, TX</td>
<td>White Female</td>
<td>Erosion Control</td>
<td>$1,572,361</td>
</tr>
<tr>
<td>VRX, Inc.</td>
<td>Plano, TX</td>
<td>White Female</td>
<td>Environmental Services</td>
<td>$2,074,156</td>
</tr>
</tbody>
</table>
**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:

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

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

<table>
<thead>
<tr>
<th></th>
<th>ASIAN</th>
<th>BLACK</th>
<th>HISPANIC</th>
<th>NATIVE AMERICAN</th>
<th>WHITE</th>
<th>TOTAL</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>MALES</td>
<td>9</td>
<td>16</td>
<td>116</td>
<td>7</td>
<td>239</td>
<td>387</td>
<td>84.50%</td>
</tr>
<tr>
<td>FEMALES</td>
<td>1</td>
<td>1</td>
<td>11</td>
<td>3</td>
<td>55</td>
<td>71</td>
<td>15.50%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>10</td>
<td>17</td>
<td>127</td>
<td>10</td>
<td>294</td>
<td>458</td>
<td>100%</td>
</tr>
<tr>
<td>PERCENTAGE</td>
<td>2.18%</td>
<td>3.72%</td>
<td>27.73%</td>
<td>2.18%</td>
<td>64.19%</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>
## Board Approved Expenditure Justification
**Contract No. C-2033270-01, Cotton Belt (Silver Line) Regional Rail Corridor Project**

<table>
<thead>
<tr>
<th>PURPOSE OF CONTRACT/MODIFICATION</th>
<th>DOLLAR AMOUNT</th>
<th>CONTRACT TERM</th>
<th>TYPE OF PROCUREMENT</th>
<th>1. Is it necessary?</th>
<th>2. Does it need to happen now?</th>
<th>3. Can it be phased?</th>
<th>4. Can we reduce the amount?</th>
</tr>
</thead>
<tbody>
<tr>
<td>The purpose of the contract modification is to increase funding for Design-Build Services for the Cotton Belt Regional Rail (Silver Line) Design Build Project to include an increase in the Franchise Utility Allowance.</td>
<td>Current Not-to-Exceed $ $33,970,142</td>
<td>December 26, 2018 through December 28, 2022</td>
<td>Design-Build Contract: Fixed Price with Performance Incentives</td>
<td>1. Yes. This action is necessary to execute utility relocation agreements to allow utility relocations to continue by the Design-Builder on behalf of the Authority.</td>
<td>2. Yes. Failure in executing the modification could result in future utility relocation delays and increased costs impacting project completion for the Silver Line Regional Rail Project.</td>
<td>3. Yes. However, it is not recommended because of the potential impact to the project from a design and scheduling perspective.</td>
<td>4. Yes. It is possible to reduce the amounts during negotiations.</td>
</tr>
</tbody>
</table>
DRAFT
RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

Approval to Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Franchise Utility Allowance

WHEREAS, on December 11, 2018 (Resolution No. 180135), the Board approved contract award to Archer Western Herzog 4.0, Joint Venture, for design and construction of the Cotton Belt Corridor (now known as Silver Line) Regional Rail Silver Line 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); and September 22, 2020 (Resolution No. 200098), for a new total authorized amount not to exceed $962,675,498; and

WHEREAS, a contract increase is needed to provide an increase in the Franchise Utility Allowance; and

WHEREAS, the proposed pricing is fair and reasonable; and

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

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the President/Executive Director or his designee is authorized to increase the contract value for design-build services with Archer Western Herzog 4.0, Joint Venture, for the Silver Line Regional Rail Project to include an increase in the Franchise Utility Allowance in the amount of $33,970,142 ($10,000,000 funded from previously approved Board Contingency and $23,970,142 funded from Debt Service savings), for a new total authorized amount not to exceed $986,645,640.
Approval to Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Franchise Utility Allowance

Prepared by:

/s/ John M. Rhone *

John M. Rhone
Vice President
Capital Design & Construction

Prepared by:

/s/ Timothy H. McKay *

Timothy H. McKay
Executive Vice President
Growth/Regional Development

/s/ Gene Gamez *

Approved as to form:

Gene Gamez
General Counsel

Approved by:

/s/ Gary C. Thomas *

Gary C. Thomas
President/Executive Director

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

DATE: November 10, 2020

SUBJECT: Briefing on the Second CBD Light Rail Alignment (D2 Subway) Project Status

RECOMMENDATION

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

BUSINESS PURPOSE

- Staff will brief the Planning and Capital Programs Committee on overall progress, the status of project development, coordination with government agencies and on other recent public involvement activity and Federal matters.

- This briefing will help achieve Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader.

- On October 26, 2006 (Resolution No. 060177), the Board approved the 2030 Transit System Plan (TSP), which included the second CBD alignment and anticipated a revenue service date of 2014.

- On May 2 and 3, 2007, DART held Public Scoping Meetings to initiate the Dallas Central Business District (CBD) Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the D2 project, also known as the Downtown Dallas Transit Study.

- In March 2010, DART completed the AA/DEIS and circulated the document for a 45-day public review period from April 2, 2010 to May 17, 2010. Two public hearings were held to receive public and agency comments.

- On September 28, 2010 (Resolution No. 100130), the Board approved the FY 2011 Twenty-Year Financial Plan, which deferred the construction of the second CBD alignment to post year 2035.

- In 2012, DART applied for and received a $700,000 Federal Transit Administration (FTA) Grant to resume the Alternatives Analysis for the second CBD light rail alignment based on changed conditions.

- Phasing D2 as part of a program of interrelated projects could create an opportunity to implement system capacity enhancements in advance of year 2035 to keep up with regional growth and system demands.

- On February 13, 2013, DART held public meetings to reinitiate the D2 Alternatives Analysis (AA). This phase of the study focused on new and refined alternatives based on AA/DEIS comments, the Dallas 360 Plan (adopted April 13, 2011), modern streetcar planning and development, and potential high-speed rail from Houston to downtown Dallas.
• On September 16, 2014 (Resolution No. 140101), the Board approved the FY 2015 Twenty-Year Financial Plan, which included funding for Phase 1 of the second CBD light rail alignment (D2).

• On June 17 and 18, 2015, DART held public meetings to present the preliminary results of the evaluation of nine D2 alternatives, including four original D2 AA/DEIS alternatives, three refined alternatives, and two new alternatives.

• On September 9, 2015, the Dallas City Council passed a resolution only endorsing the B4 Jackson alternative in concept with additional consideration of potential alignment modifications, as specified.

• On September 22, 2015 (Resolution No. 150101), the DART Board of Directors passed a resolution approving Alternative B4: Lamar/Young/Jackson Street as the Locally Preferred Alternative (LPA) for the Second CBD Light Rail Alignment (D2), while continuing to examine LPA routing options and station locations as required by the federal funding process and to review feasibility for an extension of D2, as well as other options, to provide access to the Dallas Convention Center and high-speed rail.

• On September 30, 2015, DART submitted the appropriate materials to FTA to obtain a project rating that would identify the D2 project in the Federal FY 2017 Budget.

• On November 5, 2015, DART received authorization from FTA to enter the Project Development phase as a Core Capacity project under the FTA Capital Investment Grant Program.

• In February 2016, DART received a favorable rating from FTA, including Medium-High scores on Project Justification Rating, Local Financial Commitment Rating and Overall Project Rating.

• During Summer 2016, there was increasing stakeholder concern about the potential impacts of a mostly surface-running D2 alignment.

• On September 2, 2016, DART submitted the annual Core Capacity Program Submittal: Project Development Update to FTA to obtain a project rating that would identify the D2 project in the Federal FY 2018 Budget.

• On October 11, 2016, the Dallas City Council approved a resolution requesting that D2 be refined as a subway project between Woodall Rodgers Freeway and IH 345.

• On October 25, 2016, the DART Board approved the FY 2017 Twenty-Year Financial Plan, which included budget and direction to pursue a subway option for the D2 Project.

• On January 19, 2017, DART hosted public meetings to share the LPA refinement process, ask for subway alignment suggestions, and lay out the refinement schedule.

• On April 18, 2017, DART hosted public meetings to share status of LPA refinement process and the remaining alignments being reviewed.

• On April 19, 2017, DART participated in a design charrette to provide input to urban design near Deep Ellum at the proposed D2 Subway Swiss Avenue connection.

• On May 8, 2017, DART staff presented project updates to a joint meeting of the City of Dallas Transportation and Trinity River Project Committee and the DART Board of Directors. Projects included in the update were D2 Subway, Dallas Central Streetcar Link, DART Bus Comprehensive Operations Analysis, and the Cotton Belt Regional Rail Project. A
“Medium-High” project rating was received from FTA in their 2017 Report to Congress. A revised project submittal was submitted to FTA in September 2017 for the refined LPA.

- On June 21, 2017, DART staff hosted public meetings to share the remaining subway alternatives, discuss key issues and opportunities along the remaining routes, and request input on route preference and key considerations for Dallas Streetcar expansion in Downtown Dallas.

- On June 22, 2017, DART staff hosted a Facebook Live event as part of its public involvement efforts. Staff shared the remaining subway alternatives and answered questions related to the project.

- On September 13, 2017, the Dallas City Council approved Resolution No. 171426, which endorsed the Victory/Commerce/Swiss Alternative in concept with additional consideration of potential alignment modifications as the preferred D2 alternative.

- On September 26, 2017 (Resolution No. 170101), the DART Board approved the Commerce Alternative as the Locally Preferred Alternative (LPA) for the Second CBD Light Rail Alignment (D2), using the Victory and Swiss Avenue connection points, where DART will continue to examine LPA routing options along Pacific and Elm.

- In February 2018, DART’s D2 Project received a “Medium-High” project rating from FTA in their 2018 Report to Congress.

- On March 20, 2018, DART received a letter from FTA denying DART’s request to extend Project Development until November 2019. FTA withdrew DART’s D2 Subway project from the Capital Investment Grants (CIG) program with the recommendation that DART reapply for Entry into Engineering at a later date.

- On June 21, 2018, DART’s D2 Subway Project Team kicked off the Project Development phase public involvement effort with its first Stakeholder Meeting, establishing the foundation for subsequent Focus Area meetings.

- On August 8, 9, 21, 22, and 23, 2018, DART’s D2 Subway Project Team held its first round of Focus Area meetings for the five Focus Areas, including: Deep Ellum, Victory-Perot Museum area, CBD East, Commerce, and Metro Center, respectively.

- On September 12, 2018, the D2 Subway Project Team held its first round of public meetings, one at noon and one in the evening, at DART Headquarters. The material presented included: description of the locally preferred alternative (LPA), Project Development (PD) scope and schedule, Federal/PD process, environmental factors, and station portal suggestions made by stakeholders. A video tape of the meeting is available on the project website.

- On August 29 and September 20, 2018, DART participated in work sessions with Victory Park stakeholders to provide input to station planning and urban design in and around the proposed D2 Subway Museum Way Station area.

- On October 24, 2018, the D2 Subway Project Team held its second Stakeholder Committee Meeting where the Committee was updated on engineering, architectural, and environmental progress. They were also presented with results of a planning level evaluation of an alternative alignment for the CBD East area.

- On November 30, 2018, the D2 Subway Project Team briefed the City of Dallas Urban Design Peer Review Panel on the project status, where the emphasis and subsequent discussion was on Focus Area meeting results, alignment refinement considerations and urban design issues.
• On January 4, 2019, the D2 Subway Project Team completed an 18-day online project survey (usage, opinions, preferences).

• On April 10, 2019, the D2 Subway Project Team held an Open House for City of Dallas Staff at City Hall where the staff viewed the 10% design package (engineering, architectural, and environmental progress).

• On April 18, 2019, the D2 Subway Project Team held its third Stakeholder Committee Meeting, where the Committee was updated on the 10% design package (engineering, architectural, and environmental progress).

• On April 25, 2019, the D2 Subway Project Team held its second round of public meetings, one at noon and one in the evening, at DART Headquarters. The material presented included updates on the 10% design package (engineering, architectural, and environmental progress).

• From May through September 2019, DART staff had bi-weekly interagency coordination meetings with the City of Dallas, Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staff to discuss the project and interface with the IH 345 Feasibility Study.

• On August 29, 2019, DART staff submitted a letter and supporting information to the FTA on our interest to re-enter the Capital Investment Grant (CIG) program and work towards entry into Engineering during 2020.

• On September 5, 2019, DART staff briefed the Dallas Park and Recreation Board on the proposed approach to construct the Commerce Station from Pegasus Plaza and incorporate a permanent station headhouse on the site. The Park and Recreation Board approved a resolution on September 19, 2019, to continue to advance this concept.

• On November 7, 2019, the D2 Subway Project Team held a Stakeholder Committee Meeting, where the Committee was updated on the current status of the project (engineering, architectural, urban design, and environmental progress).

• On November 13, 2019, the D2 Subway Project Team held its third round of public meetings, one at noon and one in the evening, at DART Headquarters. The material presented included updates on the current status of the project (engineering, architectural, urban design, and environmental progress).

• On March 6, 2020, DART completed the 20% design package and is nearing completion of the Supplemental Draft Environmental Impact Statement (SDEIS).

• On March 23, 2020, the D2 Subway Project Team held the Metro Center Focus Area meeting with area Stakeholders via Webex. The material presented included: the urban design plan, Metro Center Station design concept, headhouse and access portal locations, and design concepts and street modifications.

• On March 24, 2020, the D2 Subway Project Team held the Victory-Perot Focus Area meeting with area Stakeholders via Webex. The material presented included: the urban design plan, Museum Way Station design concept, street modifications and potential changes to roadway network beneath Woodall Rodgers Freeway, and related parking opportunities.

• On April 24, 2020, the D2 Subway Project Team briefed the City of Dallas Urban Design Peer Review Panel on urban design plans, developer coordination at tunnel portals, subway station design concepts (i.e. massing, space requirements), station portal access, historic resource, and park and public art considerations.
• On May 12, 2020, the D2 Subway Project Team held a Workshop with City of Dallas staff to review, answer questions, and take comments on the 20% Design Package, focusing on utilities, street modifications, geotechnical data, methods of construction, and potential construction impacts.

• On May 15, 2020, the FTA, in cooperation with DART, issued the notice of availability for the Supplemental Draft Environmental Impact Statement (SDEIS), including a 45-day public and agency review period through June 29, 2020.

• On June 11, 2020, the FTA and DART held two virtual Public Hearings to receive comments on the Supplemental Draft Environmental Impact Statement (SDEIS), which was made available on the project website. Participants phoned in and six speakers commented.

• On June 25, 2020, the FTA and DART held an in-person Public Hearing session at DART Headquarters with COVID-19 protocols.

• On September 22, 2020, the DART Board held a virtual Public Hearing where comments were received on adding the proposed D2 Subway alignment and related facilities, grade separations, and station locations in the DART Service Plan.

• Staff will brief the committee on progress on the engineering, architecture, and environmental work, coordination with the City of Dallas and State of Texas, and schedule of Federal matters and public involvement activity.
Agenda Report

DATE: November 10, 2020

SUBJECT: Briefing on Capital Construction Projects

RECOMMENDATION

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

BUSINESS PURPOSE

• The Planning and Capital Programs Committee will be briefed on the status of DART's Capital Construction Projects.

• This briefing will help achieve Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations; and Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader.

• The purpose of today's briefing is to provide the committee with an update on the progress of the following capital projects:
  • Hidden Ridge Station at Carpenter Ranch
  • Red and Blue Line Platform Extension
  • Silver Line Regional Rail
    • Design-build progress-Including station design and construction update
    • Vehicle progress
    • Betterments- Including city engagement
    • Community engagement