

DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics



COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

TxDOT Breaks Ground on \$850 Million Midtown Express



IRVING —Local leaders gathered here last week to celebrate the official start of the Midtown Express project with a ceremonial groundbreaking.

The 28-mile Midtown Express project is designed to improve mobility by expanding SH 183 from SH 121 in Tarrant County to Interstate 35E (I-35E) in Dallas, as well as SH 114 from SH 183 to SH 121/International Parkway and a portion of Loop 12 from SH 183 to I-35E. The interim \$850 million project includes design, reconstruction and rehabilitation of deteriorating roadways and the addition of toll managed lanes. Construction will begin in spring 2015 with substantial completion anticipated in 2018.

Several transportation officials and local leaders spoke at the groundbreaking ceremony, including Texas Transportation Commissioner Victor Vandergriff, Dallas County Judge Clay Jenkins, Tarrant County Judge Glen Whitley as well as a representative

from the North Central Texas Council of Governments and the Dallas/Fort Worth International Airport.

“This is a great day for Irving,” Dallas County Judge Clay Jenkins said. “Big things happen when we all come together.”

The project, previously known as the SH 183 Managed Lanes Project, was rebranded as Midtown Express in February, because the scope includes more than just the reconstruction of SH 183. Midtown refers to the project’s location and the fact that these roadways connect Fort Worth and Dallas, along with the five cities it runs through (Bedford, Dallas, Euless, Fort Worth, Irving). Express signifies that, after completion, drivers will have the choice to travel on the new TExpress lanes, which will keep traffic moving at least 50 mph.

The current SH 183 roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional general purpose lane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth and it can no longer adequately meet the demand of 150,000 to 170,000 vehicles a day. SH 183 is listed on TxDOT’s 100 Congested Roadways.

In May 2014, the Texas Transportation Commission awarded the Design Build Finance



TxDOT officials celebrate the groundbreaking for the Midtown Express.

TxDOT graphic



Texas Transportation Commissioner Victor Vandergriff delivers the keynote address at the Midtown Express groundbreaking.



The Midtown Express project will be substantially complete in 2018.

Operate and Maintain (DBFOM) contract to SouthGate Constructors (SouthGate), a joint venture between Fort Worth-based Kiewit Infrastructure South Co. and Dallas-based Austin Bridge & Road. SouthGate will provide 25 years of maintenance.

For more information, visit the project’s website: www.drivemidtown.com, or call the toll-free hotline (844) 4183-114. The Midtown Express Project can also be found on Twitter (@DriveMidtown) and Facebook (drivemidtown). ■

APRIL 2015 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR	
0091-06-058	SH 289	Loop 12 to Elderwood Drive	Mill, concrete repair, overlay & pavement	\$2.19	\$2.36	7.66	\$2.67	Silver Creek Construction, Inc.	1
0095-02-114	US 80	E of Town E Blvd. to Kaufman CL	Install protection	\$0.85	\$0.94	10.56	\$1.05	Odum Services, L.P.	2
0095-11-008	FM 688	US 80 to FM 548	Spot base repair, milling, overlay and pavement markings	\$0.87	\$0.83	-3.76	\$0.95	Austin Bridge & Road Services, LP	3
0173-05-037	SH 34	JCT US 80 to Hunt CL	Rehab hwy./pvmt. markers	\$1.31	\$1.48	12.96	\$1.68	APAC-Texas, Inc.	4
0353-04-098	SS 348	SH 161 to I-35E	Full depth concrete repair	\$0.51	\$0.68	32.80	\$0.78	O.Trevino Constr, LLC	5
0918-22-086	CR	Richland Bend Rd. at Whiskers Rd. at Richland Creek	Replace bridges /approaches	\$0.86	\$0.93	8.85	\$1.07	Pierce Constr, Inc.	6
0918-47-102	CS	W Tarrant Road to at curve at Hawaii Drive	Install chevrons and overlays	\$0.14	\$0.13	-5.60	\$0.15	Total Highway Maintenance, LLC	7
2374-01-172	I-635	East of SH 121 to I-35E	ITS installation	\$3.62	\$3.13	-13.75	\$3.63	Florida Traffic Control Devices, Inc.	8
0918-46-269 *	PW	At Ray Roberts (Isle Dubois) to State Park	Rehabilitate park roads	\$1.61	\$1.59	-1.47	\$1.82	Austin Bridge & Road Services, LP	
				APRIL 2015 TOTAL	\$11.96	\$12.07	0.91	\$13.80	
				DISTRICT FY ACCUMULATIVE LETTINGS	\$901.65	\$1,038.62	15.19		
				DALLAS DISTRICT LETTING CAP	\$1,046.87**				

*Unmapped.
 **District FY 2015 Letting Vol. Cap includes the following:
 1) The SH 183 Managed Lanes project for \$513 million.
 ***Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

MAY 2015 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0047-06-133	US 75	PGBT to Park Blvd.	Interchange improvements	\$42.92	1
0081-06-037	US 377	US 377 in Denton County and to US 380 at S. Brigefarmer in Collin	Traffic signal improvements	\$1.07	2
0092-02-123	SH 310	At Trinity River	Painting of bridge and concrete structure repair	\$4.02	3
0092-03-048	I-45	South of SL 561 to Dallas County Line	Install guide signs	\$0.85	4
0122-01-039	US 287	FM 637 North, East of FM 739 to CR 2040 in Mildred	Widen roadway, pavement markings	\$3.21	5
0353-05-082	SL 12	West of Harry Hines to west of Midway	Intersection improvements and utility adjustments	\$6.88	6
0549-03-027	SH 121	SH 5 to 1.65 miles west of FM 455	Widen two lane rural highway to four land divided	\$41.77	7
1451-01-020	FM 55	At Little Onin Creek and at Tributary of Little Onion Creek	Replace bridges and approaches	\$2.05	8
2681-01-022	FM 2499	FM 2499 from FM 2181 to Hickory Creek to FM 1171 mitigation	Landscape development	\$0.51	9
				TOTAL	\$103.28

COMPLETED CONSTRUCTION PROJECTS (FROM APRIL 1 – 30, 2015)

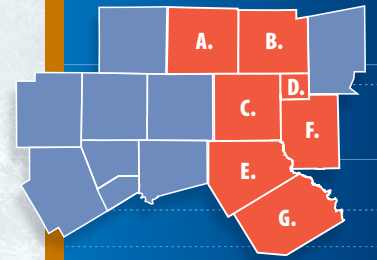
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0009-02-061	SH 78	Winslow Ave. to Shadyside Ln.	Mill, Full Depth Repair & Overlay	04/22/2015	\$1.05	1
0081-03-051	US 377	At Hickory Creek and Relief	Replace Bridges	04/24/2015	\$4.08	2
0048-03-080	US 77	Overhill Dr. to North of US 287 in Waxahachie	Install Raised Median & Rehab Traffic Signals	04/16/2015	\$1.76	3
0451-04-020	SH 205	Rehabilitation of Existing Roadway	South of West Heath St. to John King Blvd.	04/16/2015	\$1.74	4
				TOTAL	\$8.63	

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in April, are projected to let in May or have recently been completed.



A.
(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

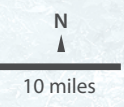
C.

E.

LEGEND

- LET
- PROJECTED
- COMPLETED
- - - PLANNED
- TOLL ROAD
- - - TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,591,178
*POPULATION ESTIMATE | 4,259,090
LANE MILES | 10,847.34

A. | DENTON COUNTY
VEHICLE REGISTRATION: 559,501
*POPULATION ESTIMATE: 683,010
LANE MILES: 1,597.47

B. | COLLIN COUNTY
VEHICLE REGISTRATION: 680,383
*POPULATION ESTIMATE: 804,390
LANE MILES: 1,563.69

C. | DALLAS COUNTY
VEHICLE REGISTRATION: 1,952,662
*POPULATION ESTIMATE: 2,385,990
LANE MILES: 3,440.13

D. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 79,075
*POPULATION ESTIMATE: 80,270
LANE MILES: 346.35

E. | ELLIS COUNTY
VEHICLE REGISTRATION: 165,360
*POPULATION ESTIMATE: 152,580
LANE MILES: 1,516.77

F. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 103,929
*POPULATION ESTIMATE: 104,600
LANE MILES: 1,191.95

G. | NAVARRO COUNTY
VEHICLE REGISTRATION: 50,268
*POPULATION ESTIMATE: 48,250
LANE MILES: 1,190.98



From Ms. Deborah M. of Frisco, TX:
 "Great great job clearing the roads yesterday! My commute was from Westlake to Frisco and although it took me 2.5 hours, I felt very very safe the whole way! I left work at 10:45 and was so very afraid because I can't drive

in the stuff. But there was evidence all around me that TX DOT was working hard. At one point I even followed a sand truck."

From Ms. Crusher near Denton, TX:
 "Just want to thank you for getting the

lights fixed under the bridge at I-35 and Fort Worth Drive. That makes it so much better when I'm walking. Thank you again!"



TxDOT graphic

SOURCE: Texas Department of Transportation

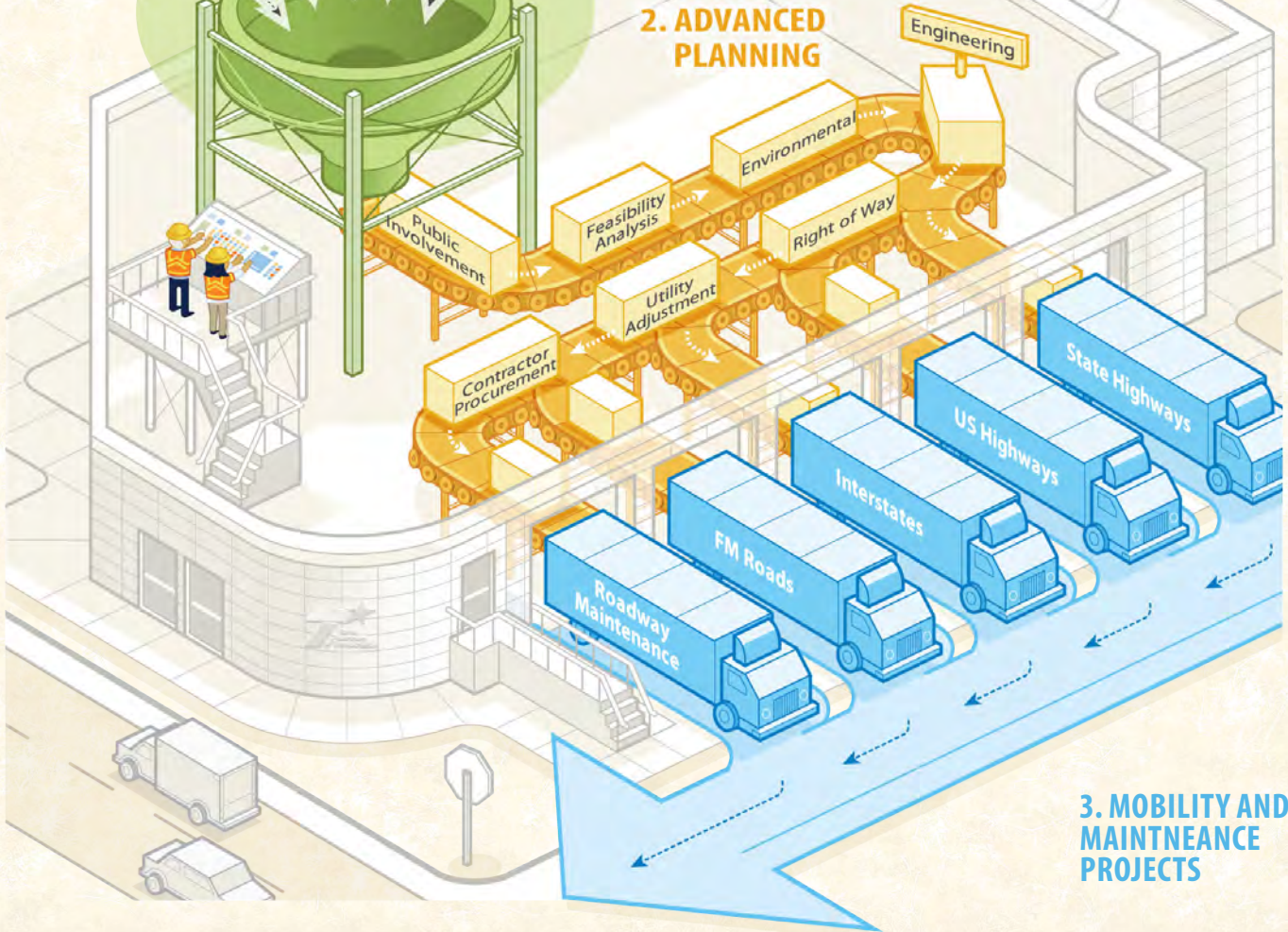
A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

1. FUNDING SOURCES



A factory-themed metaphorical take on the business of how TxDOT builds roadways:

2. ADVANCED PLANNING



3. MOBILITY AND MAINTNEANCE PROJECTS

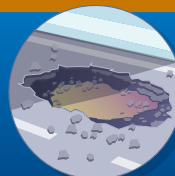
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TEXAS DEPARTMENT OF TRANSPORTATION
 4777 E. Highway 80
 Mesquite, TX
 75150-6643

FOR MORE INFORMATION:

214-320-4480
 dalinfo@txdot.gov
www.txdot.gov



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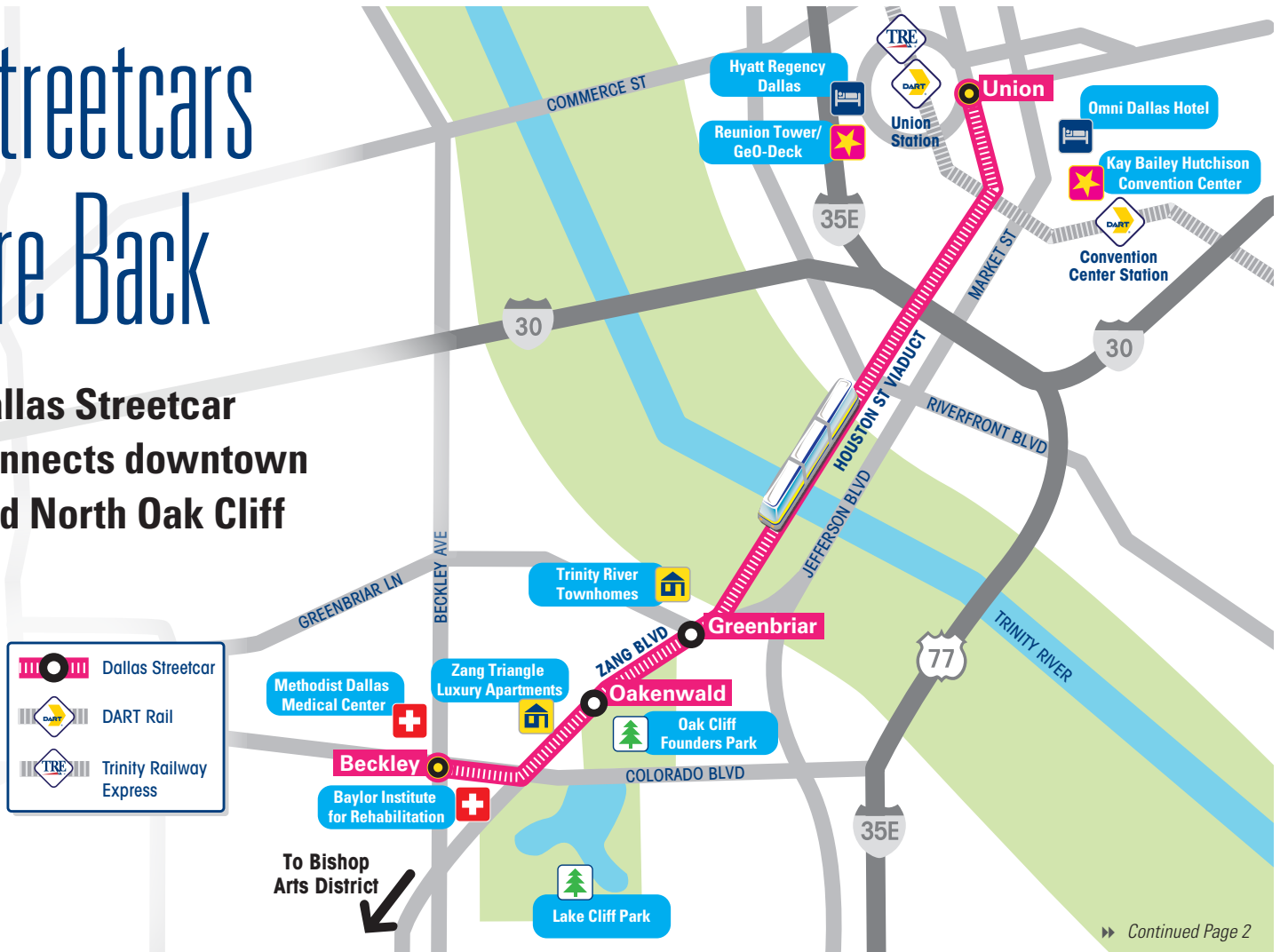
Visit www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>



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Streetcars are Back

Dallas Streetcar
connects downtown
and North Oak Cliff



Ask Gary!

The inside track from President/Executive Director Gary Thomas

What role do streetcars play in a public transportation network?

Streetcars are a first-mile/last-mile solution that connects people between the light rail or commuter rail system and their destinations, spanning distances that are too far to walk.

Critics say a city bus could achieve the same goals. But research and experience have shown us that new riders are less intimidated by – and more likely to ride – transit modes that have stations and dedicated right of way.

To persuade people to get out of their cars and take public transit, we must capitalize on efficient solutions. Streetcars are making a comeback because they provide rail service while preserving traffic lanes.

M-Line Trolley Extends Downtown Access

The M-Line Trolley soon will travel between the Cityplace area and the Central Business District, with stops throughout Uptown and the Dallas Arts District.

Continued Page 4

Streetcars are Back

» Continued from Front Page

Modern rail vehicles travel an old route

Service on the Dallas Streetcar begins April 13, giving people a rail transportation option between downtown Dallas and the established, historic North Oak Cliff neighborhood.

The 1.6-mile route from downtown's Union Station to Oak Cliff's Methodist Dallas Medical Center marks the first phase of Dallas' modern streetcar system. On behalf of the city, DART is overseeing the project.

"Our track record with DART Light Rail and the Trinity Railway Express gave the city of Dallas confidence that we also could successfully design, build, operate and maintain the Dallas Streetcar," DART President/Executive Director Gary Thomas said.

Development of Dallas' modern streetcar was kick-started by \$26 million in Transportation Investment Generating Economic Recovery (TIGER) grants from the U.S. Department of Transportation. In addition to the city of Dallas and DART, other project partners include the North Central Texas Council of Governments, Texas Department of Transportation and the Federal Transit Administration.

"Dallas is taking another notable step forward in its efforts to build an efficient, reliable and connected transportation network that helps grow the region's

economy and connects hard-working families to jobs and opportunity," said FTA Acting Administrator Therese McMillan. "We're calling on Congress to pass a long-term transportation bill that will make more projects like the Dallas Streetcar a reality."

DART awarded the design-build contract for this first phase to the joint venture of Stacy and Witbeck/CARCON Industries. The streetcars were designed and manufactured by Pennsylvania-based Brookville Equipment Corporation.

Infrastructure encourages economic development

The Union Station-to-Oak Cliff starter line traverses the Trinity River corridor, which separates southern Dallas from the city's largest employment centers. Specifically, the project targets commuters in mixed-use districts adjacent to downtown and helps connect them to transportation choices in the city center.

"Public transportation – such as DART and the TRE, combined with the creation and extension of the streetcar systems – is imperative to providing alternative transportation options that improve



The Dallas Streetcar vehicles, designed and built by Brookville Equipment Corp. of Pennsylvania, will be the first dual-mode streetcars built in the U.S.

Short Trips

Ledbetter: Changing for the Better

As part of DART's southward extension of the Blue Line to the UNT Dallas campus, the agency recently began work on a major renovation of Ledbetter Station. Some changes are necessitated by the rail expansion, while others address customer feedback on how the station functions.

Improvements include:

- Enhanced lighting
- Replacement of mobility ramp walls with open railing to increase visibility
- Lengthening and raising platforms to allow level boarding on three-car trains
- Adding a passenger load/unload zone to the east of the station

The project – scheduled from February 2015 to September 2016 – will be conducted in phases to maintain accessibility and minimize customer inconvenience. On occasions when train activity is suspended, passengers may be asked to use a bus bridge to start and/or complete their journey.

Learn more:
DART.org/ConstructionUpdates

regional mobility and create more sustainable lifestyles,” said Mike Cantrell, chairman of the NCTCOG’s Regional Transportation Council.

The area within a two-mile radius of the streetcar line is considered economically disadvantaged, as defined by federal law. Providing better land use/transportation connections will reduce dependence on automobile travel, freeing income for other uses. The streetcar project is an integral part of the city’s economic expansion initiatives in this historically low-income, minority community.

“Southern Dallas is the single greatest opportunity for economic growth in North Texas,” Dallas Mayor Mike Rawlings said. “The availability of transit alternatives, such as the streetcar, will increase development potential and attract new businesses.”

Construction uncovered old track

The 100-year-old Houston St. Viaduct is listed on the National Register of Historic Places, and rehabilitation required coordination with the Texas Historical Commission.

The city uncovered the original 1912 plans for the Houston Street Viaduct, which show that the bridge’s 44-foot-wide roadway originally included space for two interurban trains. The rails were never laid. Almost 100 years later, the Dallas Streetcar line will fulfill that original intent.

To avoid placing an overhead catenary system on the historic bridge, the vehicles feature a

battery power system allowing them to run “off wire” for almost a mile as they cross over the Trinity River corridor.

During rail construction on Colorado Boulevard, crews discovered a figurative time capsule hidden in the road. Underneath the pavement were girder and T-rail tracks dating to an old interurban system.

Because the tracks were caked in concrete from the demolition, crews were unable to find markers to determine the exact age. DART Streetcar Projects Director Jay Kline speculated the tracks could be up to 100 years old.

Future expansion coming

The second phase, which extends the route to the shopping and dining of Oak Cliff’s Bishop Arts District, is expected to be completed by early 2016. The third segment, currently in planning, will expand the streetcar line to the Kay Bailey Hutchison Convention Center and Omni Dallas Hotel.

Once the starter line is complete, DART will be able to reduce the level of bus service along the streetcar alignment, which will prolong the life cycle of the roadways in the area.

DART and the city also are developing a plan for a route through the Central Business District that would connect the Dallas Streetcar’s downtown-to-Oak Cliff line with the heritage M-Line Trolley, which serves the Dallas Arts District and Uptown. This connector would enhance transit access and capacity within downtown, extending the reach of the DART Rail System.

Riding the Dallas Streetcar

Cost: Free

Operating Hours: Monday-Friday
5 a.m.-7 p.m.

Frequency: 20 min. Peak
30 min. Off-Peak

Stops: Union Station
Greenbriar
Oakenwald
Beckley

“As the Dallas Streetcar system expands, it will make public transportation available to hundreds of thousands of riders who wish to live a more urban day-to-day lifestyle and make transit a way of life,” Thomas said.

Learn more:
DART.org/DallasStreetcar



D-Link Route Unchanged

D-Link (DART Route 722) will continue operations unchanged after the Dallas Streetcar opens. The special bus service lets riders explore downtown Dallas as well as the Bishop Arts and Jefferson Avenue districts in the North Oak Cliff area of the city.

Bright magenta-and-yellow buses connect people to arts, fun, culture and dining, as well as residential and employment destinations.

The service is provided by DART, Downtown Dallas, Inc. and the city of Dallas.

Buses run every 15 minutes, 11 a.m.-11:30 p.m., Monday-Saturday. D-Link is free to ride, but a transit pass is needed to transfer to other DART buses or trains.

Learn more:
DART.org/DLink

M-Line Trolley Extends Downtown Access

» Continued from Front Page

New track loop through arts district improves service

The M-Line Trolley will begin operating in May on new track owned by the city of Dallas, which extends its route onto a loop through the Dallas Arts District. The track extension will enable the McKinney Avenue Transit Authority (MATA), which owns and operates the M-Line Trolley, to use more of its heritage streetcars and to stop near DART Rail's St. Paul and Pearl/Arts District stations.

"The Dallas Arts District is the most accessible neighborhood in our region via a number of transit options, including two light rail stops served by all four light rail lines and the free D-Link bus," Dallas Arts District Executive Director Catherine Cuellar said. "With the extension of the M-Line Trolley, we look forward to welcoming more residents and visitors to our urban, walkable neighborhood."

DART was the project sponsor and recipient of \$4.9 million from the U.S. Department of Transportation as part of the Urban Circulator Grant Program. The DART grant received a local match of \$5 million from the North Central Texas Council of Governments.

The agency used the grant to fund construction of a 0.65-mile track extension along St. Paul and Federal streets from its



The new M-Line Trolley loop will bring riders closer to destinations throughout the Dallas Arts District, including cultural attractions, restaurants, office towers and churches.

previous terminus near the Dallas Museum of Art. The city of Dallas is building the related track extension along Olive Street.

Together, the projects form a reversing loop which, combined with the turntable near DART's Cityplace/Uptown Station, allows MATA to operate streetcars that travel in only one direction. MATA will be able to put more of its heritage trolleys into service, which increases the ability to improve service levels in the future.

Residents of Uptown also have improved access to downtown.

"Increasingly, people in Uptown are using the M-Line as a viable commuting option," MATA CEO Phil Cobb said. "For them, the extension will be a real service enhancement."

The new track was designed to accommodate both heritage trolleys and modern streetcars; ultimately, it will connect to future extensions of the Dallas Streetcar system.



See Tracks? Think Train!

DART has been working since November to educate the homeless community about the risks of walking on tracks and setting up campgrounds near rail right of way. DART was one of 11 transit agencies to receive a grant from Operation Lifesaver toward public awareness and safety education projects as part of its "See Tracks? Think Train!" campaign.

The agency partnered with the Metro Dallas Homeless Alliance and other organizations devoted to ending homelessness. To date, Transit Education staff, along with employees from DART Police and Rail Operations, has conducted 31 "See Tracks? Think Train!" presentations, reaching nearly 2,100 people.

Going Electric

Grant funds zero-emission buses

DART has received a \$7.6 million grant to purchase seven all-electric Proterra EV buses and the infrastructure to charge and maintain them. DART is one of 10 transit authorities selected for funding from the Federal Transit Administration under the Low and No Emission Vehicle Deployment Program, which is distributing nearly \$55 million in competitive grants.

“The Obama administration is committed to investing in 21st century transportation solutions like these zero-emission buses,” U.S. Transportation Secretary Anthony Foxx said when announcing the grants in February. “These innovative, energy-efficient buses will help increase efficiency, improve air quality and reduce our nation’s dependence on oil.”

The agency will use the new vehicles on D-Link, a route that connects arts, dining, cultural and entertainment destinations in downtown Dallas, Uptown and the historic Oak Cliff neighborhood. The Proterra EV buses, which should arrive by late 2016, will join the electric light rail trains as zero-emission vehicles in DART’s transit fleet.

One of two charging stations likely will be located near Convention Center Station. A roof-mounted charging dock allows the bus to pull into a stop under the charger to repower. Planners will build charging time – approximately 10 minutes – into the route

schedule. Battery-electric buses use technology similar to that on the new Dallas Streetcar, which opens in April.

North Texas’ congressional delegation supported DART’s application. Project partners include the city of Dallas, Proterra, Texas A&M Transportation Institute, Cavallo Energy Texas and Downtown Dallas, Inc.

The LoNo Program increases deployment of the cleanest and most energy-efficient, U.S.-made zero- and low-emission buses. While these vehicles have been largely proven in testing and demonstrations, they are not widely deployed. Grants from the LoNo

program will help public transportation agencies integrate more of these cutting-edge buses into their fleets.

FTA received 50 project proposals requesting a total of \$200 million, far exceeding available funds. DART received one of the larger grants, which ranged from \$1 million to \$9.8 million. Other cities receiving a portion of the \$55 million in LoNo grants were Stockton, Calif.; Thousand Palms, Calif.; Lexington, Ky.; Louisville, Ky.; Boston; Worcester, Mass.; Duluth, Minn.; Canton, Ohio; and Lancaster, Pa.



DART is one of 10 projects selected to receive a Federal Transit Administration grant toward the purchase of zero-emission, all-electric buses, which will be used on the D-Link route.

DART Combats Human Trafficking

DART launched a regional public outreach campaign about human trafficking in January, which is National Slavery and Human Trafficking Prevention Month. The agency is part of a coalition that seeks to highlight the problem of human trafficking with informational materials such as brochures and posters in both Spanish and English on hundreds of buses and trains,

and through the education and training of employees.

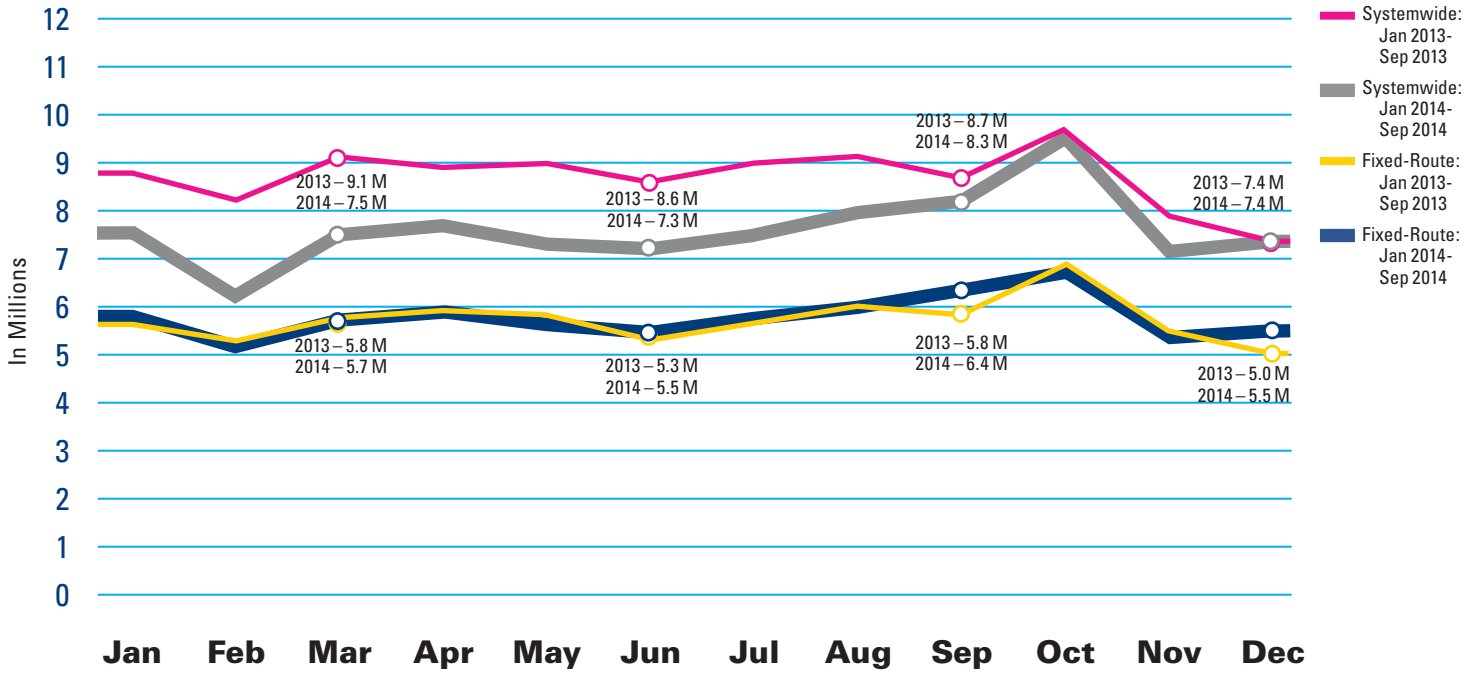
The regional partnership also includes Greyhound, Amtrak, the Denton County Transportation Authority, the Fort Worth Transportation Authority, Megabus and various social agencies and legislative advocacy groups.

Since 2014, DART has been training police officers, fare enforcement officers, and bus and rail operators on how to spot potential indicators of human trafficking and how to report it. Training of headquarters employees began in early 2015. Traveler awareness and employee programs at various transportation partners will take place through the year.



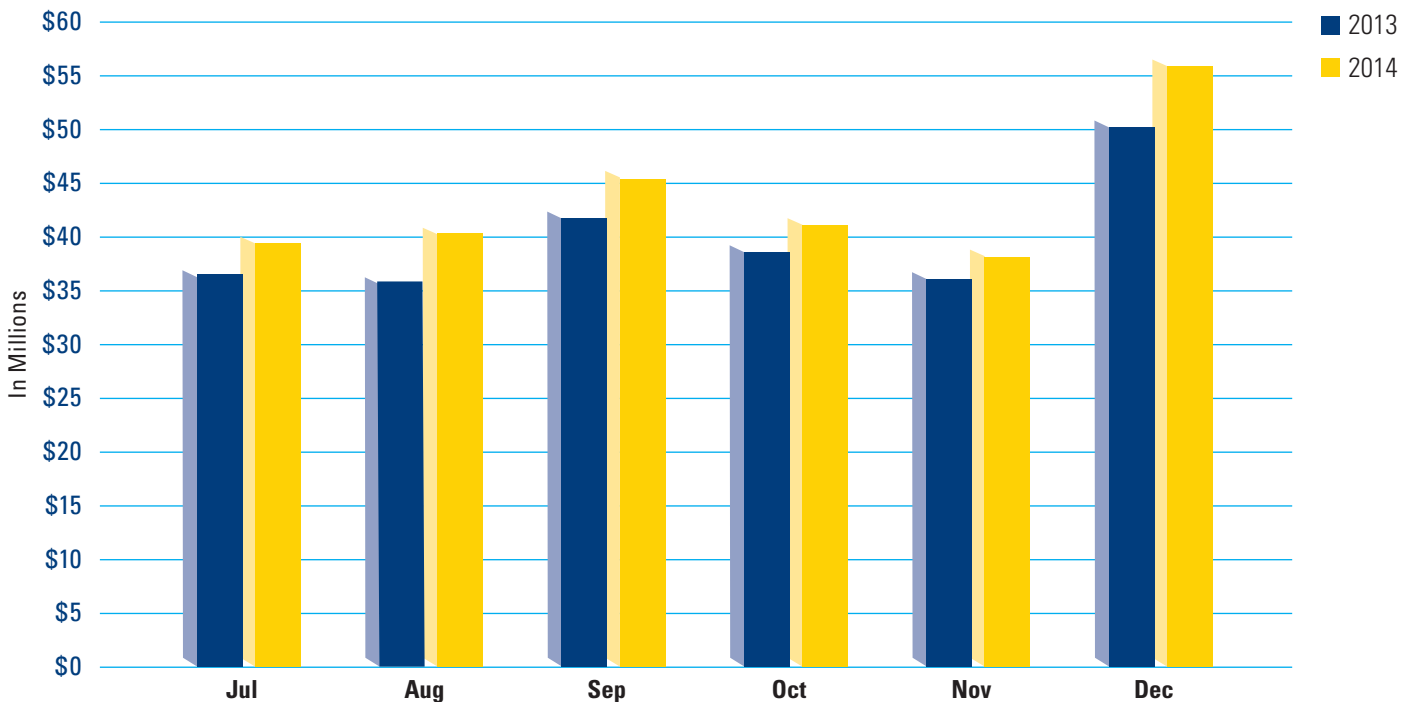
Ridership: Fixed-Route and Systemwide

Systemwide: Bus, DART Rail, Trinity Railway Express, Vanpool, Paratransit, HOV
Fixed-route: Bus, DART Rail, Trinity Railway Express

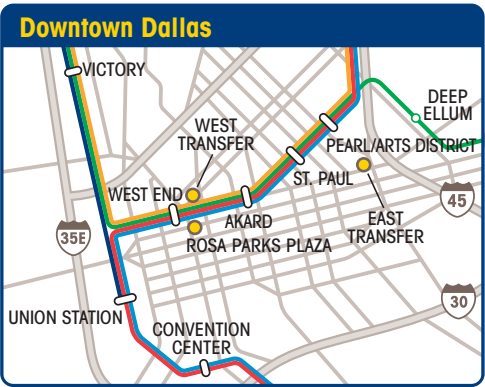
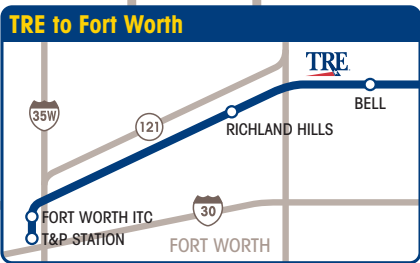
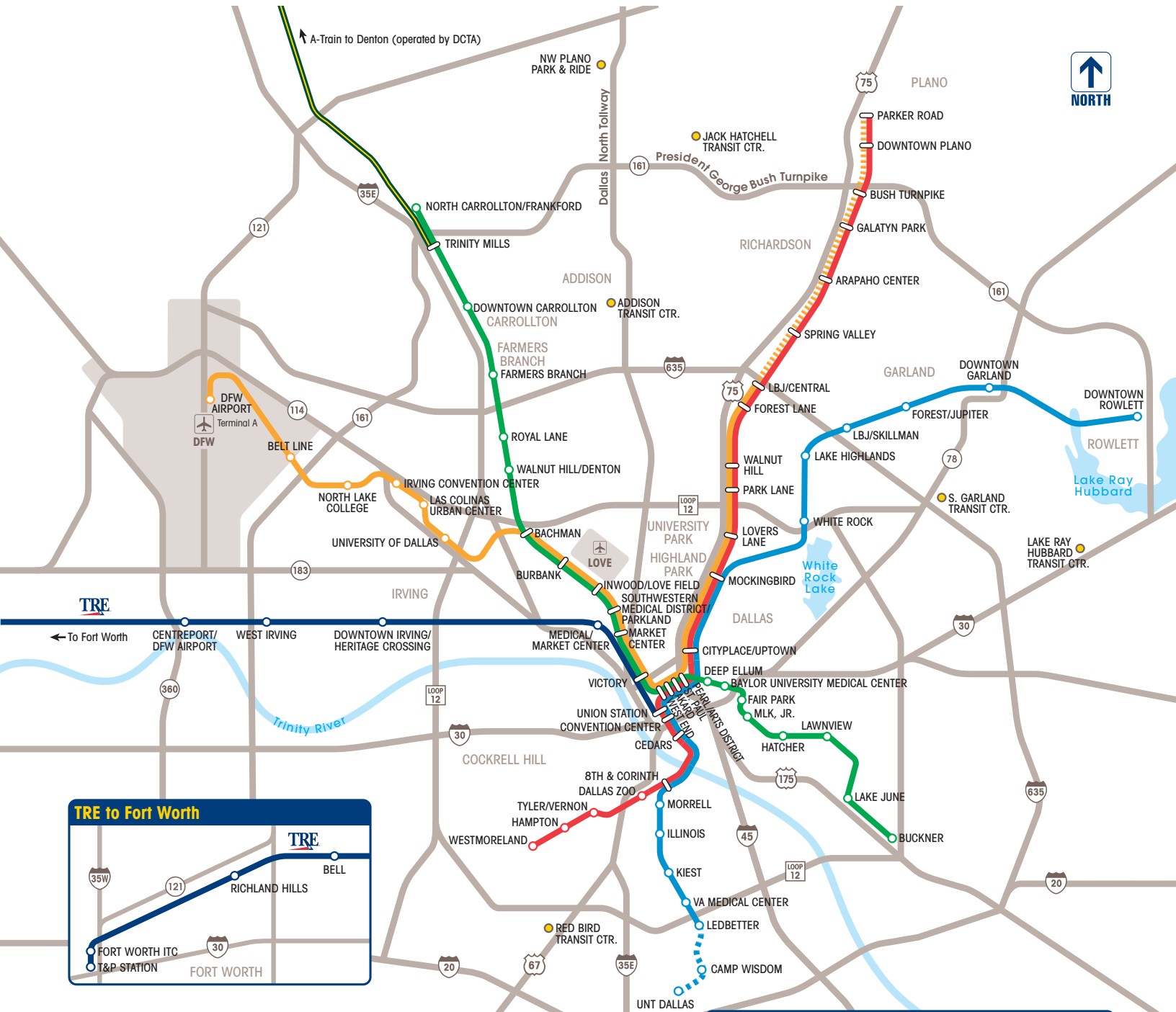


Light rail ridership is tabulated using Federal Transit Administration-approved automatic passenger counters (APCs) as its official methodology.

Sales and Use Tax Revenue



DART Current and Future Services to 2016



Rail System Legend

Currently Operating

- DART Rail Red Line
- DART Rail Blue Line
- DART Rail Green Line
- DART Rail Orange Line
- DART Rail Orange Line (Selected Weekday Trips Rush Hour Only)
- Trinity Railway Express (TRE)
- DCTA A-train

Under Design/Construction

- DART Rail Blue Line Extension to UNT Dallas opens 2016.



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DART Administrative Offices 214.749.3278

Tracking Progress

HKS Helps Revitalize Downtown

In May 2013, HKS, Inc. moved into its new headquarters at One Dallas Center, adjacent to St. Paul Station. The Dallas-based architectural firm leased space in a largely vacant, dilapidated building desperately in need of revitalization, and converted a large portion of the property into its new home.

HKS occupies 140,000 square feet of workspace at One Dallas Center, a skyscraper originally designed by I.M. Pei & Partners in 1979. The building now is owned by St. Paul Holdings LP, a joint redevelopment of Todd Interests and Moriah Real Estate Co. HKS occupies the basement and floors one through seven.

HKS touts its location at the heart of the DART Rail System and access to alternative transportation, including walking, biking, busing and light rail, among the office's many sustainable elements. More than 30 percent of the firm's employees ride DART.



In February 2014, HKS' corporate headquarters was awarded LEED (Leadership in Energy and Environmental Design) Platinum certification by the U.S. Green Building Council.

DART Board of Directors

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