



Opening Doors and Broadening Transit Accessibility

DART Connects Plano to Fort Worth

Addison, Carrollton, Coppell, Dallas, Grapevine, Plano and Richardson connect to broaden transit accessibility and encourage communities to walk more and drive less. This 26-mile corridor will open doors to many businesses and various hidden gems between Shiloh Road in Plano and DFW International Airport.

This corridor will open doors to many businesses in the area. The alignment traverses seven cities: Addison, Carrollton, Coppell, Dallas, Grapevine, Plano and Richardson. The Silver Line Project's primary purpose is to provide passenger rail connections and service that will improve mobility,

accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area. The Silver Line Project will interface with three DART LRT lines: the Red/Orange Lines in Richardson/Plano, the Green Line in Carrollton, and the Orange Line at DFW Airport. In addition, at DFW Airport, the Project will connect to Trinity Metro TEXRail to Fort Worth.

The Silver Line Project will have a total of ten uniquely designed stations along its 26-miles, attracting dense, mixed-use communities to the area. From any of the Project's stations, you will be able to find great food, shopping,

continued on page 3

Top-of-the-Line and Environmentally Friendly

DART has ordered top-of-the-line trains to run on its Silver Line Project. Stadler is building diesel-electric, low-floor, multiple unit FLIRTs (Fast Light Intercity and Regional Trains) for the Silver Line Project. These vehicles are similar to those running on the Trinity Metro TEXRail. Silver Line vehicles are both community and environmentally friendly. The new Silver Line vehicles will be low noise and low emission.

These vehicles have diesel generator units installed in a separate midsection, which offer exceptionally quiet passenger compartments and a large proportion of low-floor area. Each Silver Line vehicle can accommodate up to 485 passengers by offering 222 seats and 263 standing spaces per vehicle. The 222 seats are a mixture of 194 fixed seats, 28 flip-up seats and some seats that are arranged with a table between 4 seats.



These low-floor boarding vehicles will have features such as automatic passenger counters, CCTV systems, USB chargers, bicycle racks and overhead luggage carriers. The entire vehicle also meets the Americans with Disabilities Act (ADA) requirements for persons with reduced mobility.

Stadler is located in Salt Lake City, Utah. The first pieces of the Silver Line vehicle have been shipped from overseas to begin assembly. If you are curious how these vehicles will ride, take a trip up to Grapevine and hop on the Trinity Metro TEXRail. ■|

A Sound Solution

Introducing Durisol

DART conducted a noise analysis that determined how adjacent property owners could be affected by the noise from the DART Silver Line. To address potential noise impacts, DART will be implementing quiet zones at 34 at-grade crossings and installing a total of 22,250 lineal feet (4.21 miles) of approximately 15-foot high-noise barriers (from top of rail) in 20 sections adjacent to the tracks near locations with noise impacts. Noise from grade crossing bells at seven locations will be mitigated by adjusting the bell volume to the minimum industry standard level of 75 noise decibels (dBA) at 10-feet, or by installing acoustic shrouds covering the back half of the bells. While a 12-foot high-noise barrier is sufficient to mitigate noise, walls will be approximately 15-feet high to also serve as a visual screening where both noise barrier walls and visual mitigations are required.

In the months of collecting feedback from the communities

surrounding the 26-mile corridor, DART heard the community's largest concern was the noise from the Silver Line vehicle. The DART Silver Line Project walls will contain the materials previously discussed with the community - Durisol.

Durisol is a precast concrete absorptive sound wall. Tests done by Durisol, have shown that approximately 87% or more of the sound within the corridor will be absorbed. DART researched many sound wall options at the request of the communities along the Silver Line Project Corridor. Durisol was the most viable option to achieve greater sound mitigation which exceed the minimum industry standards required and outlined by the FEIS. ■|



The Final Environmental Impact Statement for the DART Silver Line Project is available at www.DART.org/SilverLine.

SILVER LINE'S ART & DESIGN PROGRAM

There will be ten uniquely designed stations along the 26-mile Silver Line Project. The design of each station is being developed through the DART Station Art & Design Program. The DART Station Art & Design Program was established to achieve the following goals: recognition that art is an important component in the creation of public spaces; integration of art as an important component of public transit; Involvement of the community in the design of stations and related artwork; and creations of opportunities for maintenance savings through reduced vandalism. A team of project engineers, architects, artists and a neighborhood advisory committee for each station is collaborating from station concept to completion. This program covers specific architectural elements including design, color, paving and column cladding, site elements, landscaping and site-specific artwork that are within project guidelines and construction budgets for each location. All of the stations have completed the concept phase and designs have been finalized.

DFW Airport Terminal B Station

The DFW Airport Terminal B Station is anticipated to service 1,160 daily riders by 2040. The travel time to Shiloh Road in Plano is estimated 60 minutes. This station provides pedestrian connections to both Terminals A and B, and transit connections to TEXRail, DART Orange Line, DFW SkyLink and DFW Terminal Link buses.

DFW North Station

The inspiration for the DART DFW North Station design was derived from the history, agriculture and transportation systems of the City of Grapevine, Dallas/Ft. Worth International Airport and the City of Irving. Brilliant colors create a vibrant station that reflect that history, leaving riders with a positive and lasting impression of the station. The DFW North Station is anticipated to service 1,305 daily riders by 2040. The travel time to DFW Airport Terminal B is estimated 4 minutes and to Shiloh Road is estimated 56 minutes. The station features shared parking with the Metro TEXRail and will provide transit connections to both TEXRail and DART buses.



Cypress Waters Station

The inspiration for the DART Cypress Waters Station came from the wide-open spaces surrounding the station. There is a sense of light, water and wind throughout this growing community. The Art & Design committee decided watery colors and wind elements will create a vibrant station that is timeless, leaving visitors with a positive, calming impression. The Cypress Waters Station is anticipated to service 890 daily riders by 2040. The travel time to DFW Airport Terminal B is projected 15 minutes and to Shiloh Road in Plano is projected 44 minutes. This station provides pedestrian connections to Cypress Waters, Cypress Waters Trail, the Veloweb Hike & Bike Trail, and Coppell. The Cypress Waters Station will also provide transit connections to DART buses.



Downtown Carrollton Station

The inspiration for the DART Downtown Carrollton Station design is movement. This station has both strong City of Carrollton and citizen support as it will be a multimodal transit hub. The Downtown Carrollton Station is anticipated to service 1,855 daily riders by 2040. The travel time to DFW Airport Terminal B is projected 24 minutes and to Shiloh Road in Plano is projected 36 minutes. The Downtown Carrollton Station provides pedestrian connections to Downtown Carrollton, restaurants and shops, the Green Belt Trail and the Veloweb Hike & Bike Trail. It also provides current transit connections to the DART Green Line and DART buses, as well as future access to the DCTA A-Train and the Irving-Frisco Regional Rail Line.



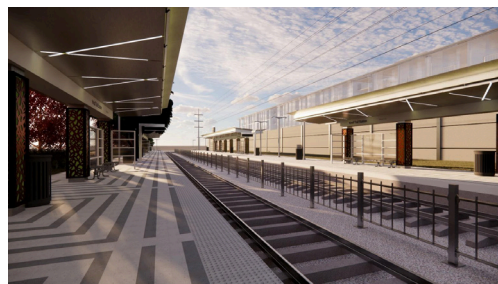
Addison Station

The inspiration for the DART Addison Station is the fact that this area is a destination for celebration. The Addison Station is a part of the current DART Addison Transit Center, which is DART’s busiest Transit Center. It is anticipated to service 1,945 daily riders by 2040. The travel time to DFW Airport Terminal B is estimated 32 minutes and to Shiloh Road in Plano is estimated 27 minutes. This station provides pedestrian connections to the Addison Event Center, Addison Circle, hotels, restaurants, many major special events held annually and the Veloweb Hike & Bike Trail.



Knoll Trail Station

The area surrounding the DART Knoll Trail Station features many schools, parks and employment centers. People primarily moved to the area because of its natural environment. The theme of this station is based on the concept of an urban refuge and the area being a nature retreat. This station is meant to be an oasis from the city traffic and a place to stop and appreciate native plants of the North Texas blackland prairie. The Knoll Trail Station is anticipated to service 530 daily riders by 2040. This is a DART Kiss & Ride Station that will have no parking. The travel time to DFW Airport Terminal B is projected 35 minutes and to Shiloh Road is projected 24 minutes. This station provides pedestrian connections to employment centers, apartments and the Veloweb Hike & Bike Trail. The Knoll Trail Station will also provide transit connection to DART buses.



continued on page 6

Silver Line's Art & Design Program

continued from page 5

UT Dallas Station

The inspiration for the DART UT Dallas Station came from the UTD campus itself. The UT Dallas Station is anticipated to service 1,205 daily riders by 2040. The travel time to DFW Airport Terminal B is projected 44 minutes and to Shiloh Road in Plano is projected 15 minutes. The station will provide connections to the UT Dallas campus (29,500 students), apartments, restaurants, future developments, the Veloweb Hike & Bike Trail and DART buses.



CityLine/Bush Station

The theme of the DART CityLine/Bush Station is convergence and connectivity. This station will sit alongside the DART Red/Orange Light Rail Lines and be a place where commuters can get to all points on the compass. This is a center for limitless transportation opportunities. The CityLine/Bush Station is anticipated to service 1,204 daily riders by 2040. The travel time to DFW Airport Terminal B is estimated 51 minutes and to Shiloh Road in Plano is estimated 8 minutes. This station features 1,193 existing parking spaces and features access to the CityLine mixed use development, the Veloweb Hike & Bike Trails, DART Red/Orange Lines and DART buses.



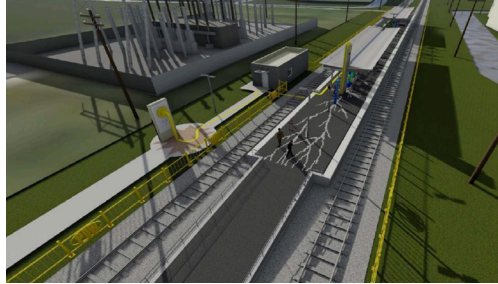
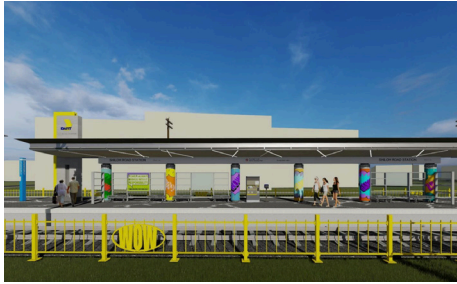
12th Street Station

The inspiration for the DART 12th Street Station is the movement of air and the future. This station features both an aerial and at-grade station. The aerial station will service the DART Red and Orange LRT lines. The at-grade station represents being earth-bound and features the industrial past of the area. The 12th Street Station is anticipated to service 340 daily riders by 2040. The travel time to DFW Airport Terminal B is projected 55 minutes and to Shiloh Road is projected 4 minutes. The station will provide pedestrian connections to the Toll Brothers Development, Downtown Plano and the Veloweb Hike & Bike Trail. It will also provide transit connections to the new DART Infill LRT Station for the Red and Orange Lines as well as DART buses.



Shiloh Road Station

The inspirations for the DART Shiloh Road Station are the Power of Nature, Education, Technology, Faith, People, and Electricity. This is the end of the Silver Line and hosts a commuter park-and-ride. The Shiloh Road Station is anticipated to service 690 daily riders by 2040. The travel time to DFW Airport Terminal B is estimated 60 minutes. This station will provide pedestrian connections to employment centers, the Veloweb Hike & Bike Trail and transit connections to DART buses. ■|



SILVER LINE COMMUNITY AFFAIRS REPRESENTATIVES

The Silver Line Community Engagement team is available for presentations to your local school, non-profit organization, scout group, recreation center, library, faith-based organization, civic group, senior organization, community organization and or other group. Due to the pandemic, we are arranging virtual meetings at this time. DART urges you to follow the guidelines from the Centers for Disease Control and Prevention (CDC) to keep your family healthy and safe. To schedule a presentation, simply email SilverLine@DART.org with your request and we will contact you to arrange the details.



CARLOS HUERTA*

Community Engagement Representative for Coppell, Cypress Waters, DFW Airport and Grapevine

214-749-2721



CHRIS WALTERS

Community Engagement Representative for Dallas, Plano and Richardson

214-749-3280



CHRISTINE DeCOUDREAUX

Community Engagement Representative for Addison

214-749-2835



CHRISTOPHER TARANGO

Community Engagement Representative for Carrollton

214-749-2835

*Si Habla Español

You Asked, We Answered

Top Questions & Answers About DART's Silver Line Project

Q: WHAT IS THE REVENUE SERVICE DATE FOR THE SILVER LINE?

A: The DART Silver Line is anticipated to go into revenue service late 2024.

Q: WHEN WILL DART SILVER LINE CONSTRUCTION BEGIN?

A: Construction for the DART Silver Line will began in November 2019. This construction consisted of utility relocations and track removal. Major construction began in late 2020.

Q: WHAT IS THE DIFFERENCE BETWEEN A 12-FOOT MITIGATION WALL AND A 15-FOOT MITIGATION WALL?

A: The 12-foot mitigation wall will provide the maximum train noise reduction achievable and thus a 15-foot mitigation would not provide any significant noise reduction improvement.

Q: WHAT IS THE PLAN FOR LANDSCAPING ALONG THE CORRIDOR OF THE SILVER LINE PROJECT?

A: DART and the cities of Plano, Richardson, Dallas, Addison, Carrollton and Coppell are working together to determine the plan for the landscaping programs in each location. Those that are residentially adjacent (RAPOs) submitted their suggestions when the ballots were collected for the betterment wall program.

Q: DRAINAGE IS A MAJOR CONCERN/PROBLEM IN SOME AREAS OF THE SILVER LINE PROJECT, WILL DART ADDRESS AND CORRECT THESE ISSUES?

A: AWH is required to fix any drainage issues within the ROW (right-of-way). Any pre-existing flooding issues outside of the limits of the roadway construction and DART's ROW will not be addressed.

Q: WHAT IS HAPPENING WITH THE HIKE & BIKE TRAIL, AND WHEN IS THE FINAL DECISION ON THE EXISTING HIKE & BIKE TRAIL?

A: DART has a license agreement with the neighboring cities and town which allows the trail to cross the corridor at-grade. All federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the DART Silver Line Project.

Q: WILL FREIGHT OPERATE WITHIN THE DART SILVER LINE CORRIDOR?

A: Freight abandonment occurred through a federal action by

the Surface Transportation Board on or about January 2010. Pursuant to federal regulation 49 CFR 1152, Subpart F-Exempt Abandonments. Abandonment or discontinuance of trackage rights occurred in over 5.34 miles of the Cotton Belt, extending between Waterview Parkway and Knoll Trail Drive. There are no plans for freight activity or service in this area. The process for re-initiating freight activity in this area would include 1) DART Board resolution; 2) City of Dallas resolution, and 3) action by Surface Transportation Board. The process includes an Environmental Impact Statement, public hearing and a finding relative to the economic benefit of reestablishing service.

Q: HOW OFTEN WILL THE SILVER LINE RUN? HOW MANY TIMES A DAY?

A: It is anticipated that approximately 56 Silver Line trains will traverse the Cotton Belt Corridor daily. All crossing events are anticipated to be 30 to 50 seconds, which is the typical crossing gate down-time. With three trains an hour in each direction, the crossing is expected to be closed approximately five minutes out of every hour. Weekday service is currently scheduled to be from 6:00 a.m. to 9:00 p.m. Services hours could be as early as 5:00 a.m. or as late as 11:00 p.m. The DART Silver Line will follow DART's current 30-minute peak and 60-minute nonpeak hours. 30-minute peak means the frequency during the morning and evening commute. 60-minute off-peak means the frequency during atypical commute times. In addition, off-peak times would be one hour outside of the morning and evening commute and peak hours correspond to the following rush hours: 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM.

Q: WILL THE SILVER LINE TRAINS BLOW THEIR HORNS WHEN PASSING THROUGHOUT THE CORRIDOR?

A: All crossings associated with the Silver Line Project are proposed to be in quiet zones. Establishing quiet zones will require cooperative action among the municipalities along the Project, FRA, the freight railroads and DART. The City of Dallas is a key participant in the process as they must initiate the request to establish the zones through application to the FRA. Additionally, while in a quiet zone, train operators will use the horns in emergency situations and in work zones. Train horns will also be required during a short quiet zone testing phase prior to final implementation of the quiet zone. ■|

DART Board of Directors

Nadine Lee Announced as DART's New President & Chief Executive Officer



Nadine Lee, DART President and CEO

The Dallas Area Rapid Transit (DART) Board of Directors announced the appointment of Nadine Lee as its new president & chief executive officer on April 27, 2021. Lee, an experienced transit industry leader and engineer who has worked in the transportation industry for nearly 30 years, assumed her new position on July 12.

“The DART Board is pleased to welcome a leader of Nadine’s caliber and experience to direct the agency during these challenging and exciting times,” said Paul N. Wageman, chairman of the DART Board of Directors. “DART is an essential resource for the residents of our region, as well as a growth engine for all of North Texas. Nadine possesses the passion and expertise to grow DART into an even greater, more successful organization, and to create a lasting impact for our customers and local communities.”

Before joining DART, Lee served as the chief of staff of the Los Angeles County Metropolitan Transportation Authority (Metro). In this role, Lee coordinated programs and services across the nation’s third busiest transit agency and led an effort to make bus service more equitable and dependable for residents. Previously, she was the deputy chief innovation officer in Metro’s Office of Extraordinary Innovation where she led the development of Vision 2028, Metro’s 10-year strategic plan to improve mobility and quality-of-life for Los Angeles County residents.

“I am honored to be selected for the opportunity to lead this exceptional organization of dedicated and talented professionals,” said Lee. “DART’s employees have always demonstrated a deep commitment and dedication to its customers, mission, and each other. I look forward to building on the foundation that has been created here and developing new programs and opportunities for the customers and communities we serve.”

Prior to her tenure at Metro, she led the development and implementation of the Flatiron Flyer Bus Rapid Transit for Denver’s Regional Transportation District (RTD), a project that produced a 40% increase in corridor ridership in its first few months of service. Lee also led RTD’s Northwest Rail and Commuter Rail Maintenance Facility projects in the FasTracks Program.

“Nadine’s deep knowledge and understanding of how growing transportation choices can improve the quality of life for customers aligns perfectly with DART’s longstanding mission,” said David Leininger, DART’s interim president & chief executive officer. “I am confident that her distinguished track record of leadership and innovation will ensure the agency’s continued success in serving the residents of North Texas.”

Lee was appointed to the Leadership APTA Committee in 2019 and is a past director of the WTS International board. She was also honored as the WTS International Woman of the Year in 2019. A registered Professional Engineer in Colorado and Kansas, Lee received her B.S. in Civil Engineering from the University of Missouri-Columbia. ■|



Who Is Building the Silver Line?

DART’s Silver Line Project is a joint venture between Archer Western Construction and Herzog Contracting Corp. (AWH). Archer Western and Herzog teamed together to provide the Dallas Metroplex with the best value and low-risk construction solutions regarding the DART Silver Line. AWH was selected by DART as their design-builder to deliver the Silver Line Project. Archer Western and Herzog are two seasoned heavy civil and transit contractors. Archer Western is a nationally leading general contractor holding the records for the largest bridge builder, 5th largest transit and rail builder, and 3rd largest transportation contractor according to *Engineering News Record* (ENR). Herzog was founded in 1969 and holds the titles for being the national

leader in delivery of complex urban rail transit projects, 6th for largest mass transit and contractor, and 116th as a Top 400 Contractors by ENR. Together with Jacobs Engineering Group, Inc., AWH will complete another commuter rail system in Texas. Their most recent success is the delivery of the Metro TEXRail Commuter Rail from DFW Airport Terminal B to Downtown Ft. Worth.

The Silver Line Design-Build Senior Project Manager is Matt Hemsath and the Deputy Project Manager is Aaron Adams. Check out the AWH website for more information at www.awhsilverline.com. ■|

Construction on the Silver Line

Construction on the Cotton Belt Regional Rail Corridor – Silver Line Project is pulling full steam ahead. Crash walls have been installed at the Preston Road Bridge. Utilities such as ATMOS, Explorer and Oncor are being relocated along the right-of-way in Addison, Carrollton, Coppell, Dallas, Plano and Richardson. The Archer Western Herzog (AWH) team has many field construction activities occurring throughout the corridor with an overall completion scheduled for 2024. As specific activities are scheduled for each city, the Silver Line Project Team will post construction schedules at www.DART.org/SilverLine. ■|

Construction Contact Information:
Community Relations Manager:
Marvin Jackson, mljackson@walshgroup.com

Construction Activity Hotline Number:
972-833-2856



Placement of fresh concrete over rock berm in Dallas



Excavating for a bore pit



Compacting soil and inserting dowels in prep of paving pour in Plano



Grinding material cleared at White Rock Creek near Knoll Trail



Paving pour after utility relocation



Welding pipe for Explorer pipeline at DNT and Knoll Trail

DART SAFELY - Stay alert, stay safe.

With construction started on the Silver Line Project, DART and AWH remind everyone that construction areas can be very dangerous. Play it safe by following these 10 tips:

1. Look up, stay alert -- phones, video games and other electronic devices can be distracting.
2. Remove an earbud or turn down the volume. Headphones can keep you from hearing approaching bulldozers, dump trucks and other construction vehicles.
3. Do not walk, ride, run, hang out or play in construction zones or work areas, as heavy machinery and debris pose dangers.
4. Use sidewalks or designated paths and be aware of sidewalk closures or temporary walkways.
5. Cross only at designated crosswalks, as construction vehicles make sudden stops and wide turns.
6. Make eye contact with construction vehicles before crossing -- see and be seen.
7. Observe all construction signs and warnings.
8. Keep away from construction fencing and traffic cones -- they're there to protect you.
9. Watch out for falling objects, dust and other hazards.
10. Finally, remember: Safety begins with you. Talk to your family. ■



In case of any emergency on a DART line, follow these instructions.

On a DART Rail train:

Notify any uniformed DART employee present or locate the emergency intercom on either end of the rail vehicle and use it to contact the train operator. You may also call DART Police at 214-928-6300 or dial 911.

On a DART bus:

Notify your bus operator, call DART Police at 214-928-6300 or dial 911.

At a DART Rail station or bus transfer center:

Notify any uniformed DART employee present or call DART Police at 214-928-6300 or dial 911. You may also go to the pay telephone and dial *80 for assistance.

LET'S GET SOCIAL

Follow DART on social media to keep up-to-date with the latest news, highlights, project updates, existing events and breaking news. Get connected by following us today!

