

The logo features the word "DART" in a bold, blue, sans-serif font. It is positioned within a white, stylized arrow shape that points downwards and to the right. The entire logo is set against a yellow square background, which is itself tilted at an angle.

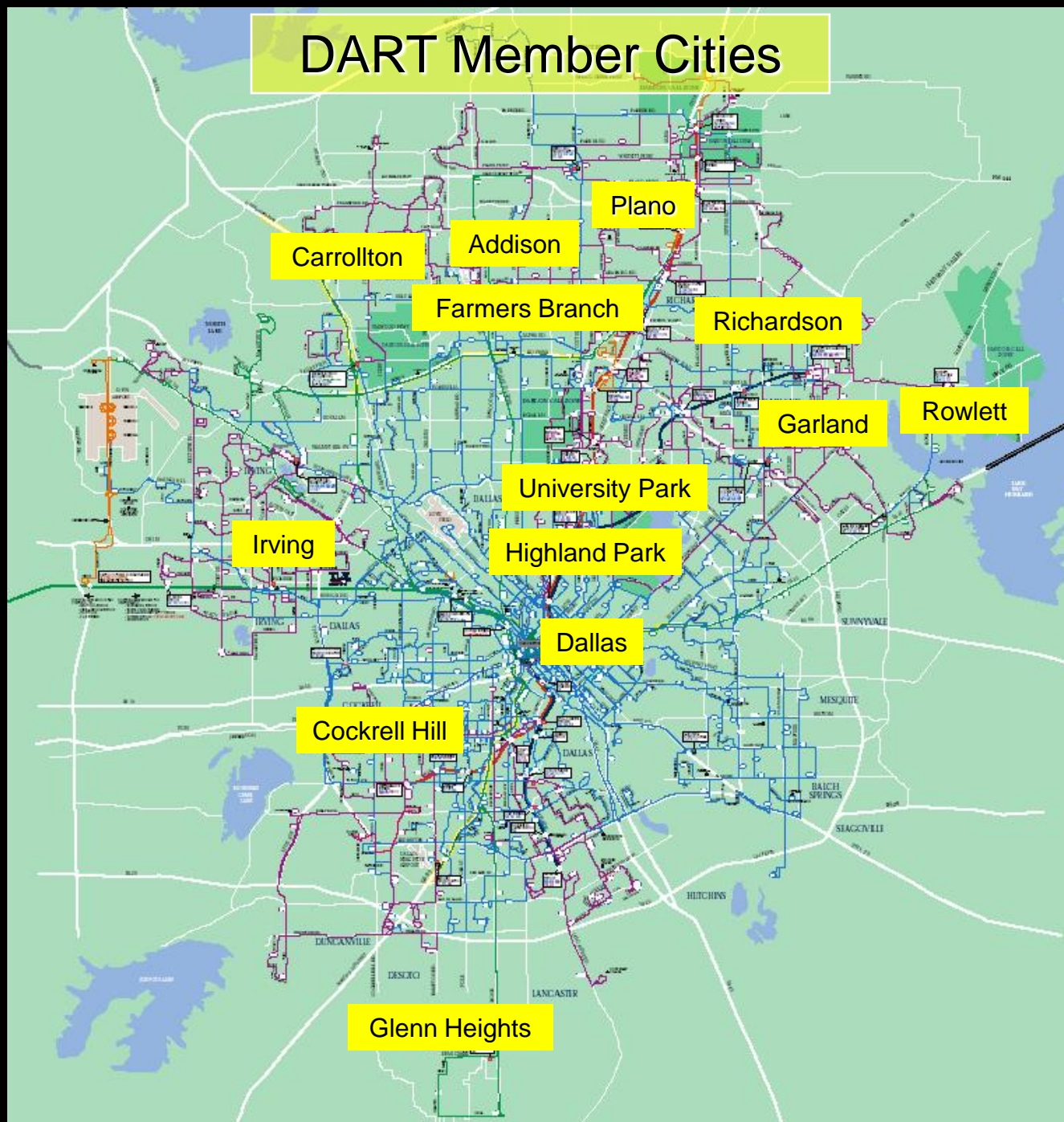
DART



Connecting Communities



DART Member Cities



Plano

Carrollton

Addison

Farmers Branch

Richardson

Garland

Rowlett

University Park

Highland Park

Irving

Dallas

Cockrell Hill

Glenn Heights

Integrated Network

Bus

- Over 115 Routes
- 158,000 Workday Riders



Integrated Network

Light Rail



- 45 Miles
- 73,000 Workday Riders

Integrated Network

Commuter Rail



- 35 Miles
- More Than 11,000 Workday Riders

Integrated Network

HOV



- 75 Miles
- 165,400 Workday Riders

Integrated Network



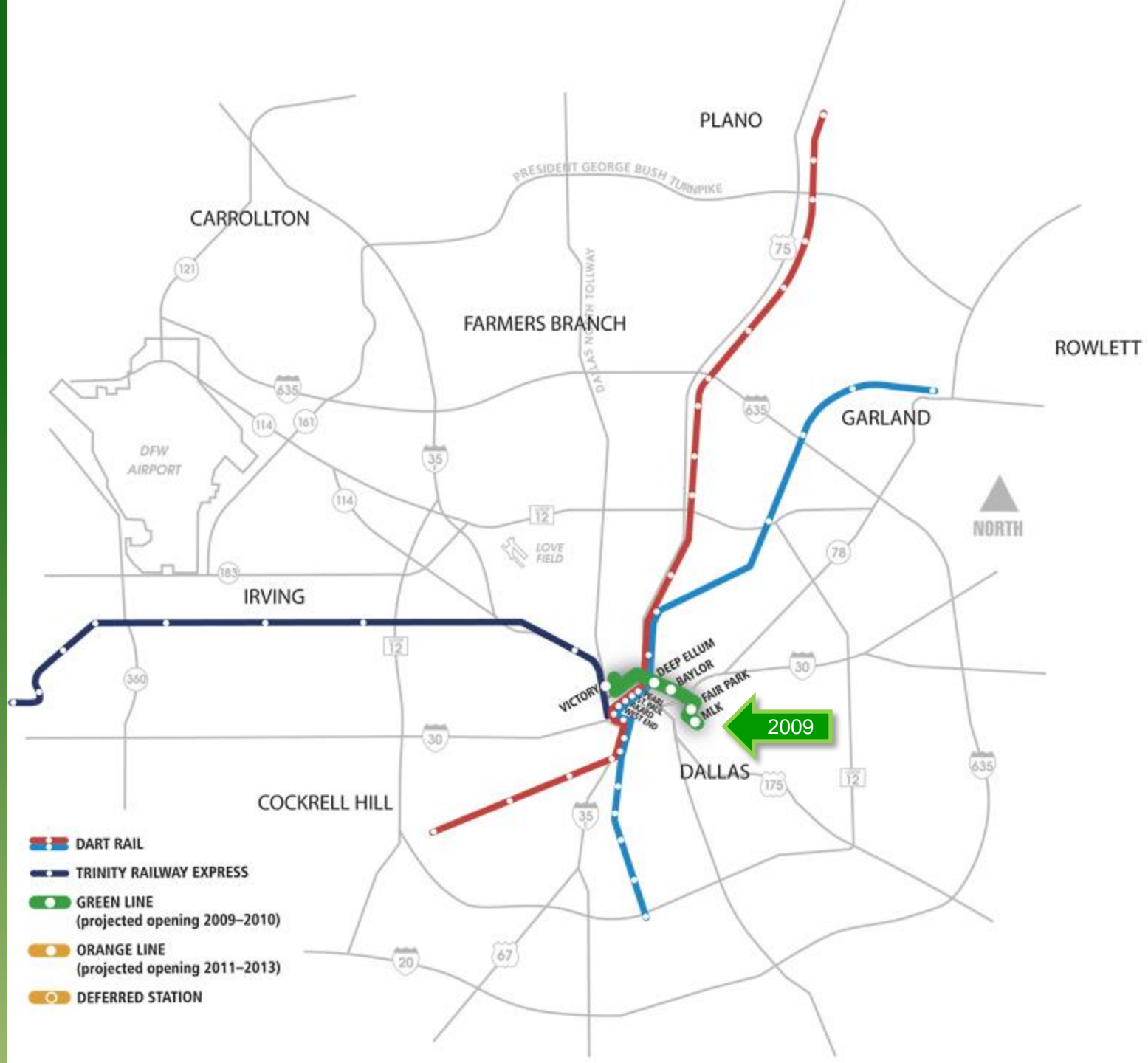
Paratransit Services

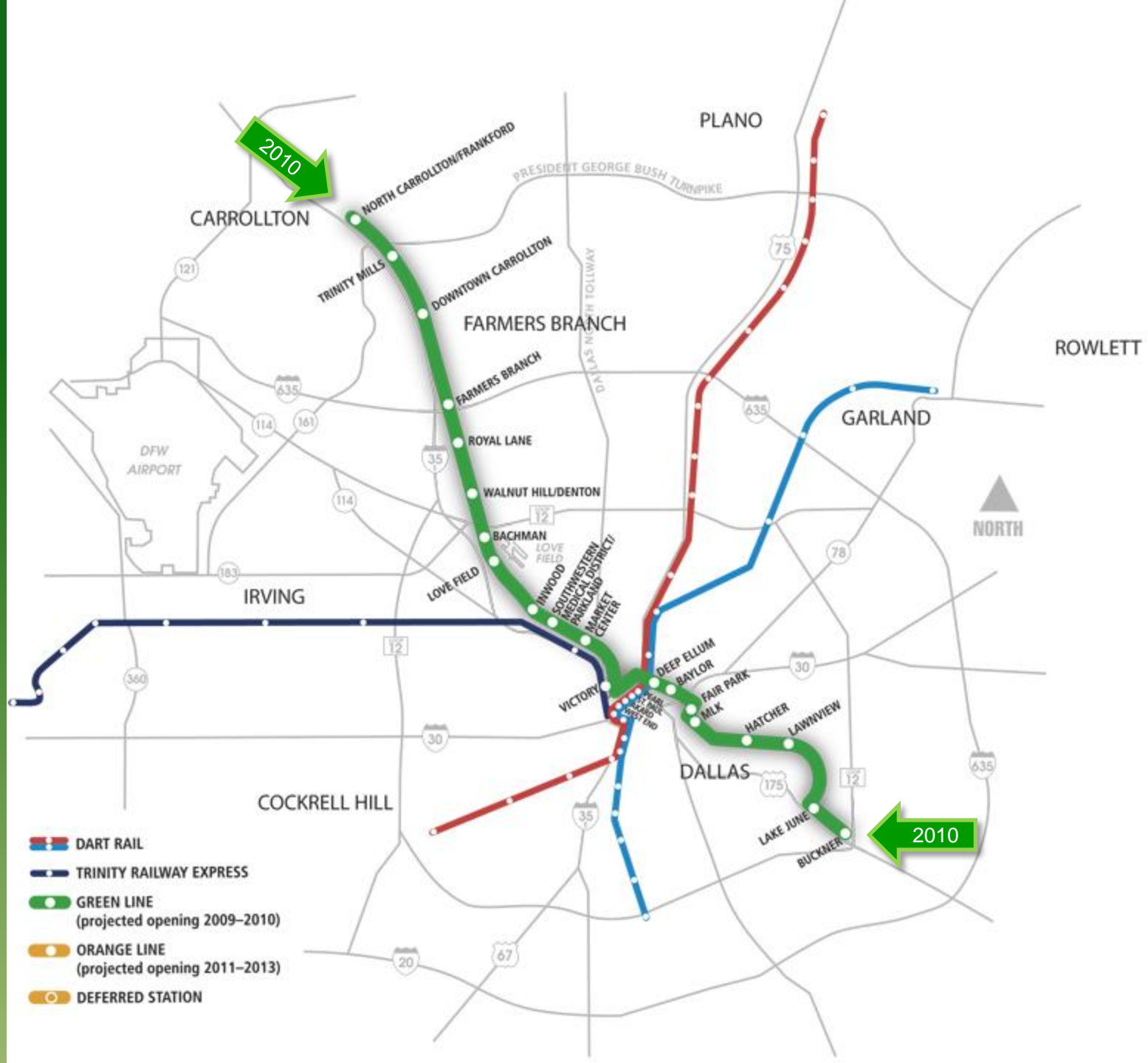
Rideshare Services



407,000 Daily Riders





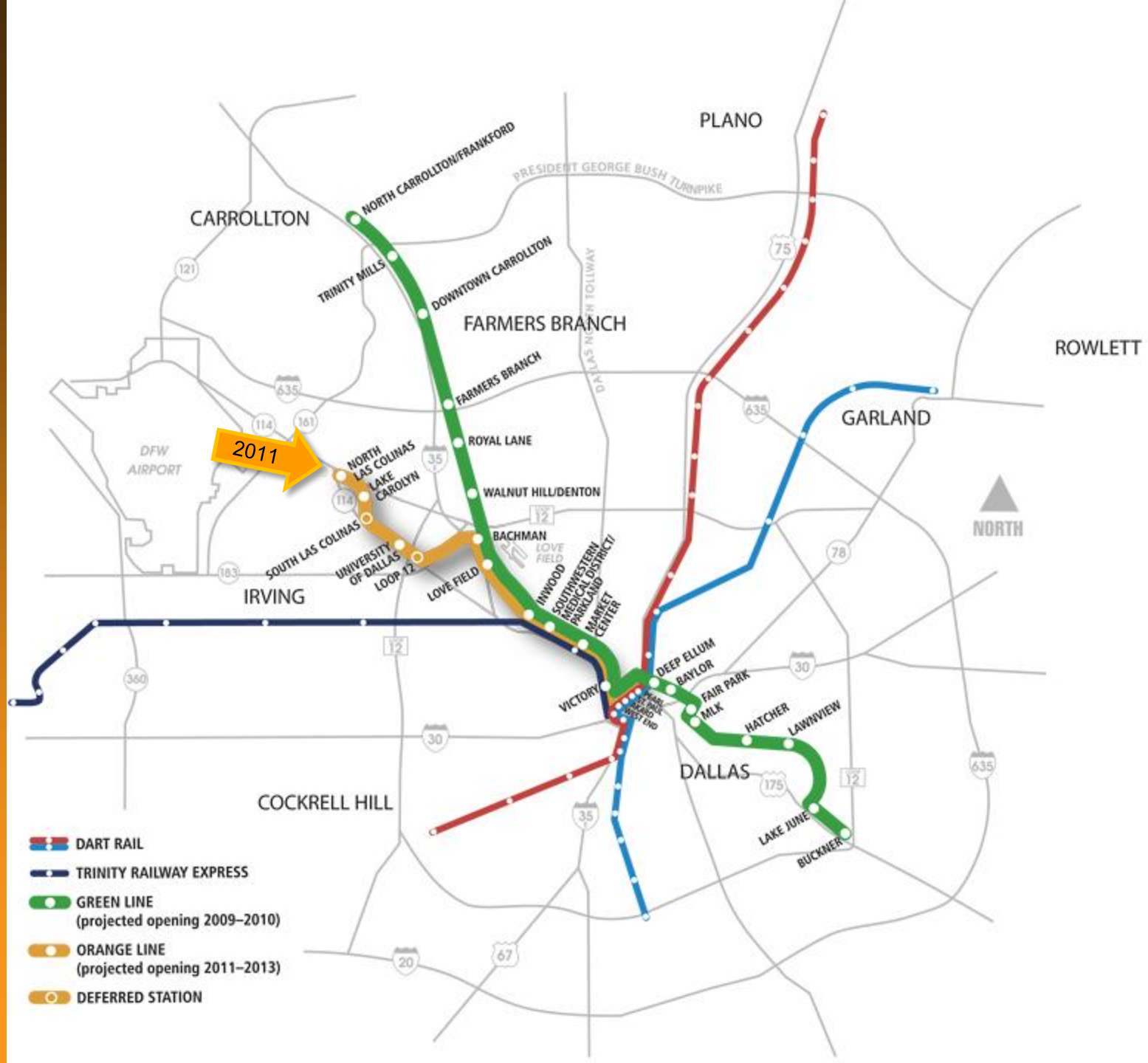


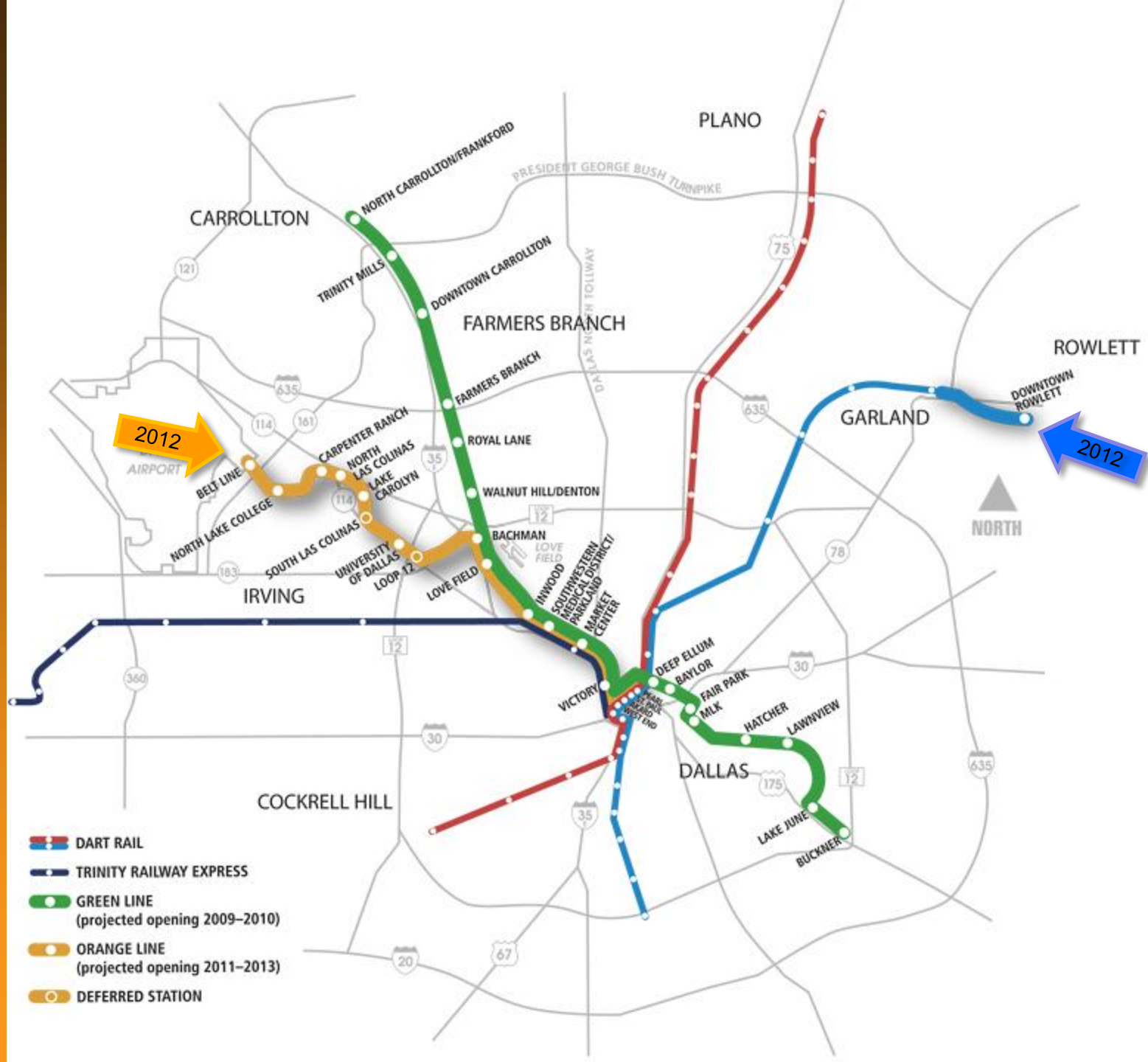
\$7 Billion in Current, Planned & Projected TOD

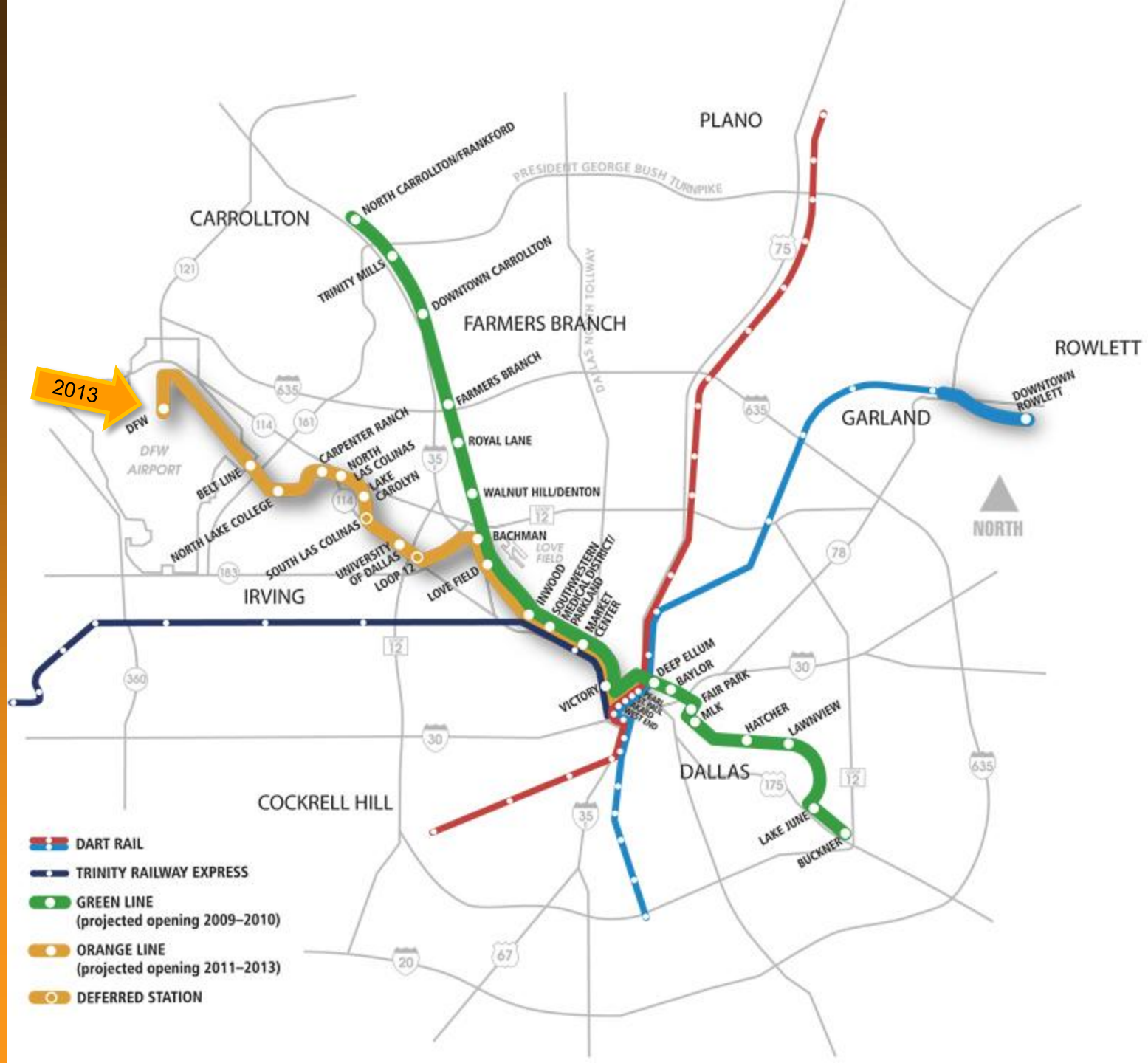


\$8.1 Billion in Economic Activity









Three-pronged Approach

1. Cost-reduction/value engineering
2. Financial Plan adjustments
3. Public/private partnerships, grants
and expanded revenue opportunities

Process for determining projects best suited to PPP

Multi-functional team to:

- Understand the system;
- Understand the objectives of the agency;
- Identify potential projects for a PPP opportunity;
- Understand political objectives;
- Understand legal and financial issues.

Multi-functional team comprised of:

- Internal staff
- Financial Advisors
- PPP consultant

Joint Development

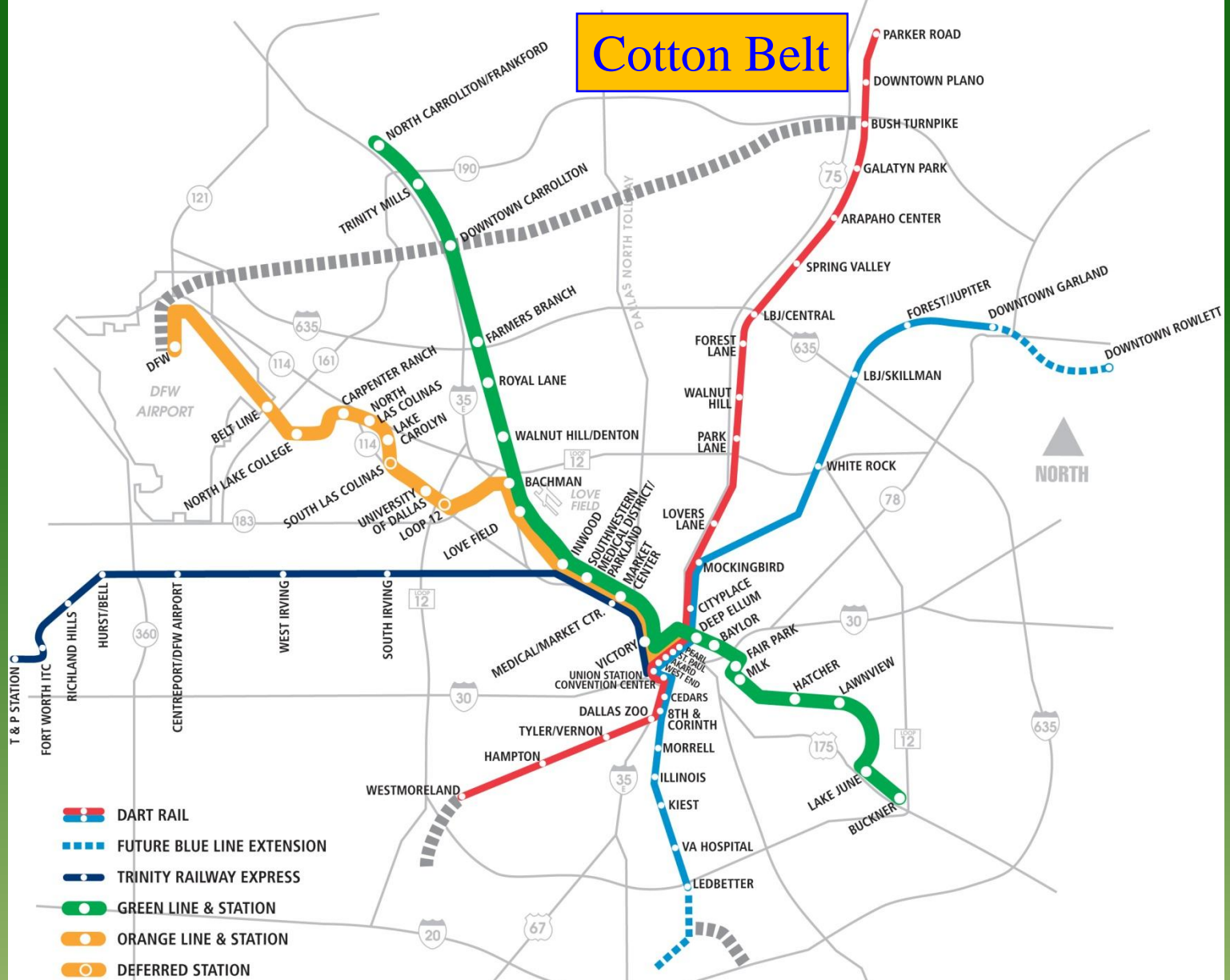
Examples:

- DART can work with developers to lease the air rights over DART assets like parking lots and transit facilities.
- DART could lease access to its property for uses like pipelines, parking facilities, etc.
- DART can work to develop revenue-producing assets like structured parking lots.
- DART could do a sale/lease-back of an existing asset like a bus maintenance facility.
- DART could sell or develop surplus property.

Conclusions

- Decision to move forward with Irving and Rowlett as Design-Build mitigates the need to explore certain P3 *project delivery* options in the near term.
- DART should not expect an up-front payment from a P3 concessionaire.
- Current financial plan should allow DART to continue issuing debt using DART's low-cost tax-exempt financing options.
 - This mitigates the need to explore “Availability Payment”-type options in the near term.
- DART has two near term P3 opportunities:
 - DART should continue to explore opportunities to leverage its existing assets.
 - DART should continue to explore transit-related development opportunities with the CBD 2nd alignment and SOC-3.

Cotton Belt



Risk Allocation Process

- Multi-functional team will determine to what extent a PPP provider will assume the risks of any project and produce a request for proposals tailored to the amount of risk to be transferred away from DART, which will also determine size of Availability Payment to be paid by DART.

Potential PPP Projects

- Irving-3
- Central Business District Expansion
- Cotton Belt Rail Project
- Blue Line extension to Inland Port
- West Dallas Line
- Green Line extension to Mesquite

Why Consider PPP Now

- Debt capacity is limited
- Future projects delivered only as additional debt becomes available or alternative financing such as PPP is implemented

Next Steps

- Determine multi-functional team structure
- Select PPP Consultant

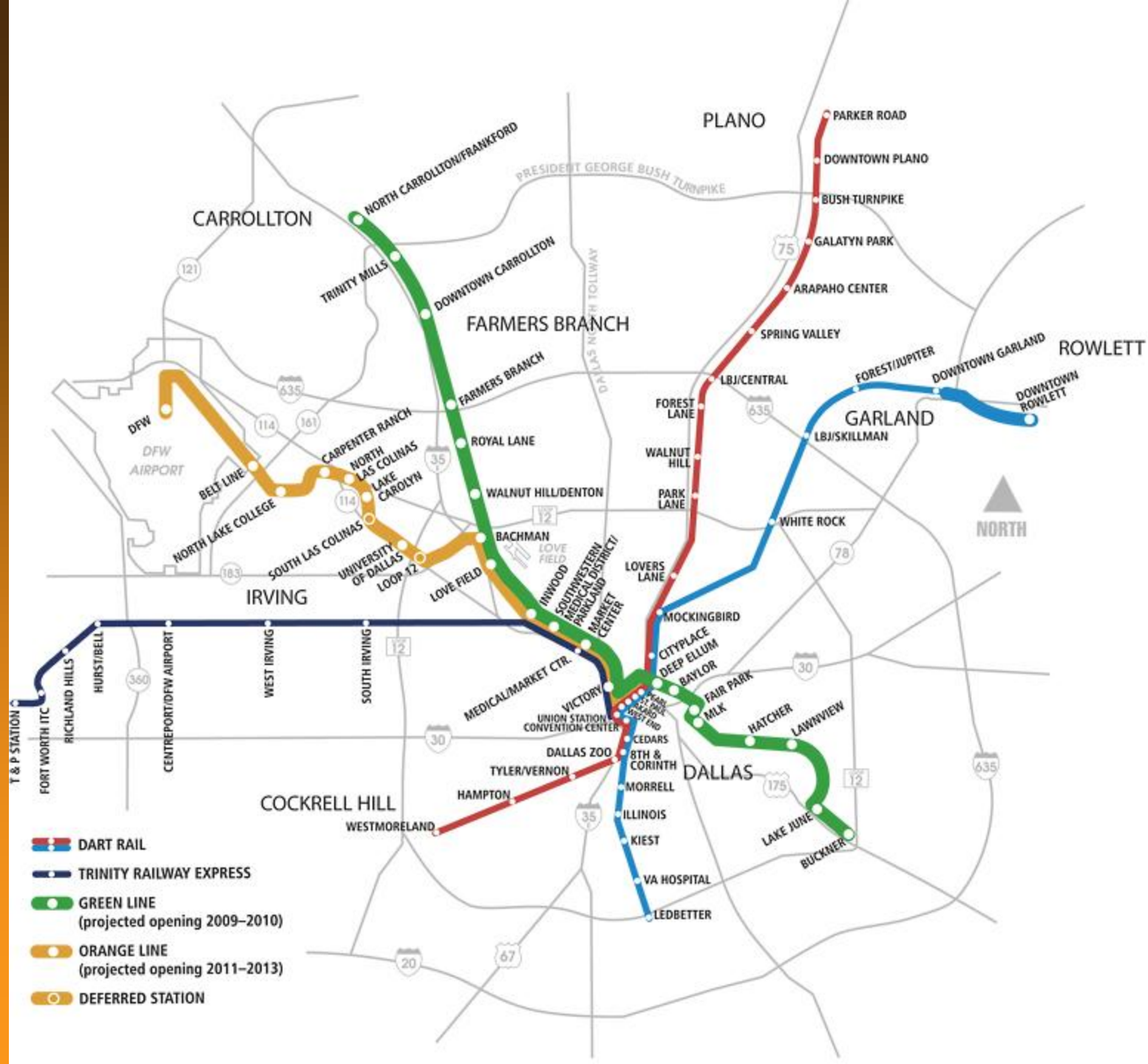
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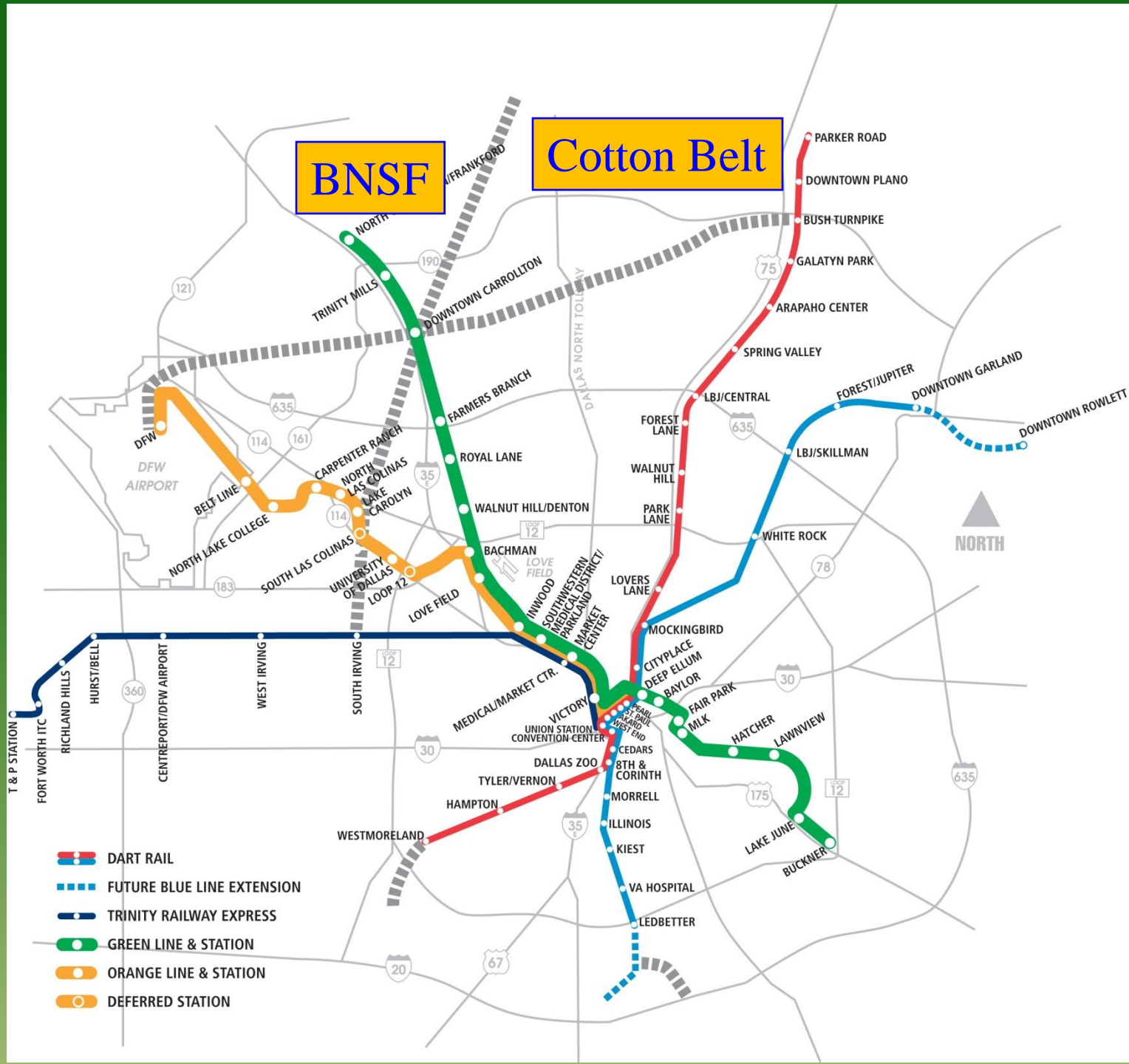
DART




Connecting Communities









-  DART RAIL
-  FUTURE BLUE LINE EXTENSION
-  TRINITY RAILWAY EXPRESS
-  GREEN LINE & STATION
-  ORANGE LINE & STATION
-  DEFERRED STATION

