

The City of Mesquite, under Texas Transportation Code Chapter 458, serves as an urban transit district for the part of the Dallas-Fort Worth-Arlington (DFWA) urbanized area (UZA) within the city limits of Mesquite and therefore receives state funding. The City of Mesquite was a limited eligibility transit provider until 2015 when STAR Transit assumed the responsibility to operate demand-response service for the general public in Mesquite. The City of Mesquite currently contracts with STAR Transit to operate the commuter bus service COMPASS.

The service area of the City of Mesquite is the city limits, crossing Dallas and Kaufman Counties. Two regional transportation authorities (Dallas Area Rapid Transit and the Fort Worth Transportation Authority) and three limited eligibility transit agencies (Arlington, Grand Prairie, and Northeast Transportation Services) serve the DFWA UZA beyond the city limits of Mesquite. STAR Transit is the public transportation provider in the rural areas of Kaufman County.

The governing board for the transit services of the City of Mesquite is the Mesquite City Council.



Urban Transit District

- Service Area Population¹: 141,201
- Service Area Land Area²: 47.23 Sq. Miles
- Unlinked Passenger Trips³: 29,777
- Revenue Fleet³: 23 Vehicles



Urban Transit District Service

Service Information

P **Commuter Bus Service**

COMPASS, identified as Express Bus Route 282 on the DART website, connects Mesquite's Hanby Stadium and Lawnview Station on the DART Green Line.

Operated by STAR Transit.

Fare Structure:

- Day pass \$7

Fare Media:

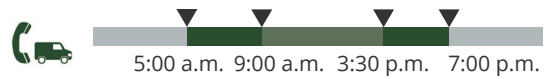


Operating Time (Excluding Holidays)

Operating Days by Mode



Operating Hours by Mode



■ Every half hour ■ Every one hour

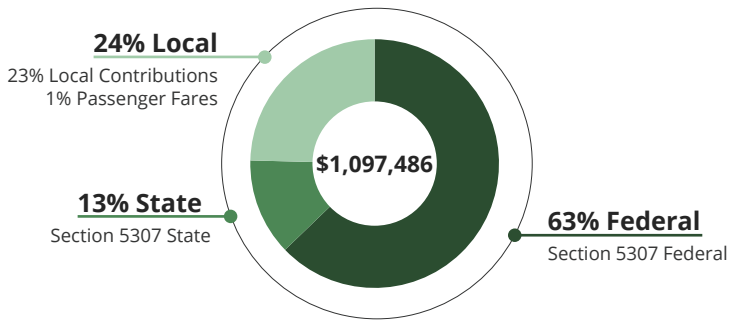


Address | P.O. Box 850137
 Mesquite, TX 75185-0137

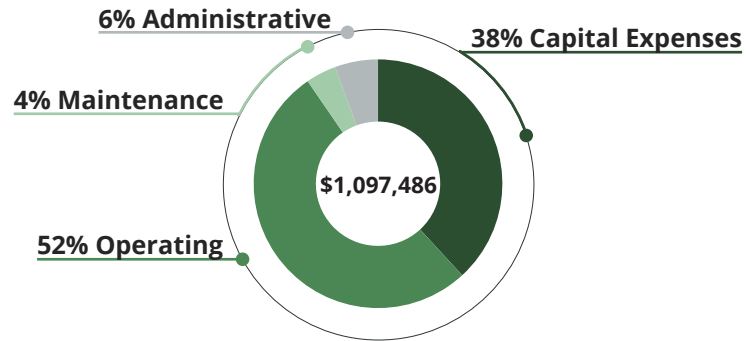
Contact | Sunil John
 Transportation Coordinator
 Phone: (972) 329-8337
 E-mail: sjohn@cityofmesquite.com

FY 2014 Financial Status³

Revenues in Fiscal Year 2014



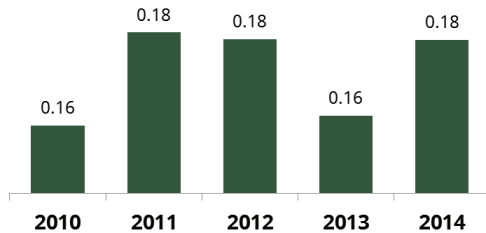
Expenditures in Fiscal Year 2014



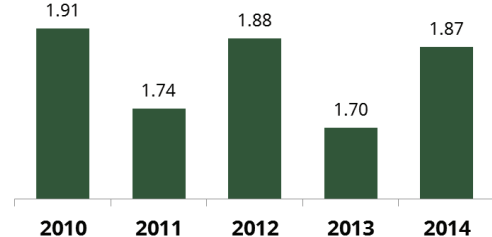
FY 2010–2014 Performance Measures⁴

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

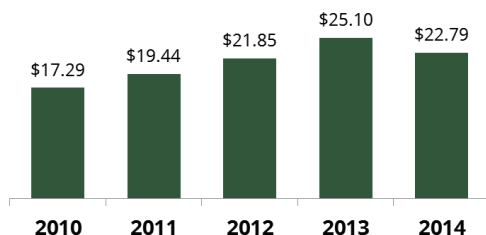
Operating Cost per Revenue Mile



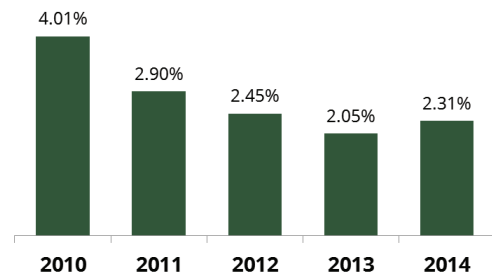
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015–2018 STIP⁴

| Implementation Year | Project Name | Cost |
|---------------------|--|-----------|
| 2015 | Capital - Support Urbanized Area Transit Service | \$575,000 |
| 2015 | Operating Assistance | \$500,000 |
| 2016 | Capital - Support Urbanized Area Transit Service | \$575,000 |
| 2016 | Operating Assistance | \$500,000 |
| 2017 | Capital - Support Urbanized Area Transit Service | \$575,000 |
| 2017 | Operating Assistance | \$500,000 |
| 2018 | Capital - Support Urbanized Area Transit Service | \$575,000 |
| 2018 | Operating Assistance | \$500,000 |

Data Sources:

¹ U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

² U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

³ Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

⁴ Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated:

February, 2016