

DALLAS AREA RAPID TRANSIT QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS



Third Quarter FY 2021 • April – June 2021

DART BOARD OF DIRECTORS

Robert C. Dye
Plano, Farmers Branch

Mark Enoch
Garland, Rowlett,
Glenn Heights

Flora M. Hernandez
Dallas

Doug Hrbacek
Carrollton, Irving

Jonathan R. Kelly
Garland

Patrick J. Kennedy
Dallas

Jon-Bertrell Killen
Dallas

Michele Wong Krause
Dallas

Eliseo Ruiz III
Dallas, Cockrell Hill

Rodney Schlosser
Dallas

Gary Slagel
Richardson, University Park,
Addison, Highland Park

Rick Stopfer
Irving

Dominique P. Torres
Dallas

Paul N. Wageman
Plano

DART's Financial Information
is located online at:
DART.org/financialinformation



Table of Contents

Who We Are

WWA1	What's Next
WWA1	Organization
WWA4	Governance and Management Structure

Section 1 – Operations & Financial

O&F1	Operating and Financial Performance
O&F1	KPI Summary
O&F1	General Information
O&F2	Ridership
O&F3	Subsidy Per Passenger
O&F5	Farebox Recovery Ratio
O&F5	Administrative Ratio
O&F6	Modal Update – Bus
O&F9	Modal Update – Light Rail Transit (LRT)
O&F13	Modal Update – Commuter Rail
O&F16	Modal Update – Paratransit
O&F18	Modal Update – Vanpool
O&F20	DART Scorecard of Key Performance Indicators
O&F21	Capital and Non-Operating Budget Summary – Actuals vs. Budget
O&F22	Appendix
O&F23	Operating Revenues and Expense Summary
O&F24	Statements of Net Position
O&F26	Statements of Revenues, Expenses and Changes in Net Position
O&F27	Glossary

Section 2 – Ridership

- R2 Introduction
- R3 Total System Ridership
- R5 Bus System Ridership
- R7 Light Rail System Ridership
- R8 Trinity Railway Express Ridership
- R9 Dallas Streetcar
- R10 Ridership Tables
- R11 Bus Route Performance Report

Section 3 – Marketing & Communications

DART Initiatives

- M3 DARTzoom Communications
- M5 DART Rail 25th Anniversary
- M8 DART Access Corporate Annual Pass Promotion
- M9 Retail Annual Pass Promotion

Special Events

- M11 DART Bus Operator Hiring Event
- M13 DARTzoom Facebook Live Events

Media Campaigns and Promotions (Paid, Owned and Earned)

- M15 Paid Media
- M17 Social and Digital Media Recap

Customer and Community Outreach

- M19 Customer Service
- M21 Transit Education
- M24 Community Affairs

Section 4 – Planning Progress

P&D 1 - 6	Executive Summary
P&D 7 - 8	Employer Service Program Development
P&D 9 -10	Bicycle Pedestrian Program Development
P&D 11	Construction and Installation of Standard Shelters
P&D 12 – 13	Vanpool Program
P&D 14	Bus Corridor Concept Development
P&D 15 – 16	Five-Year Action Plan Score Card

Section 5 – Project Development Progress Report

grd-i	Acronyms
GRD9	Scope of Projects

Program of Interrelated Projects - Dallas Central Business District (CBD) D2

GRD15	Map
GRD16	Summary Control Schedule
GRD17	Cost Summary
GRD18	D2 Alignment
GRD21	Six-Month Look Ahead

Program of Interrelated Projects - Red & Blue Line Platform Extensions

GRD25	Summary Control Schedule
GRD26	Cost Summary
GRD27	Real Estate
GRD28	Red & Blue Line Platform Extensions
GRD34	Systems Integration
GRD35	Six-Month Look Ahead
GRD36	Change Control Summary

Program of Interrelated Projects –Dallas Streetcar Central Link

GRD39	Cost Summary
GRD40	Central Link

Commuter Rail

GRD43	Cotton Belt (Silver Line) Map
GRD44	Summary Control Schedule
GRD45	Cost Summary
GRD47	Real Estate
GRD48	Cotton Belt (Silver Line) Corridor Regional Rail Project

Section 5 – Project Development Progress Report (cont.)

GRD102	Six-Month Look Ahead
GRD103	Change Control Summary

Streetcar Projects

GRD107	Summary Control Schedule
GRD108	Cost Summary
GRD109	Northern Streetcar Extension Project
GRD110	Six-Month Look Ahead

LRT Buildout - Phase I

GRD113	Map
GRD114	North Central Corridor Facilities Line Section NC-3

Section 6 – Quarterly Investment Report

---	Statement of Compliance
1 - 2	Quarterly Investment Report Summary
3	Security Transactions – Purchases
4	Security Transaction – Maturities, Calls, & Sales
5	Current Portfolio – Total
6	Portfolio Analysis by Fund
7	Changes in Market Value of Investments
8	Callable Securities Analysis
9-11	Glossary

Section 7 – D/M/WBE Quarterly Report

Page 1 -	Quarterly Report Cover Page
Attachment 1-	D/M/WBE Participation Breakdown with Charts and Pie Chart

Section 8 – Quarterly Procurement Report

P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P8	Board Approved Contract Modifications
P9	Special Procurements <ul style="list-style-type: none">• Emergency Procurements• Unauthorized Procurement Actions (UPAs)• Sole Source (Noncompetitive)• Revenue Generating• Deviations to the DART Procurement Regulations• SPECIAL ADDENDUM: COVID-19 RELATED PROCUREMENTS TO DATE
P24	Active Requirements Contracts Expiring Within 12 Months
P26	Upcoming Procurements

Who We Are

We are Dallas Area Rapid Transit – DART.
Your preferred choice of transportation for now and in the future.

Dallas Area Rapid Transit – What’s Next?

Our region is constantly growing and evolving, and DART is evolving too. As we look towards what’s next, we are focusing on a new approach to mobility. We understand that people expect more from public transit than just trains and buses. DART is becoming a true mobility integrator for North Texas – bringing together traditional DART services with newer forms of transportation like ride-sharing, bike-sharing, carsharing and taxis. As much as DART evolves, our mission stays the same: To improve mobility, quality of life and enhance economic development in our Service Area and in the region.

Organization

Dallas Area Rapid Transit (DART) is a sub-regional transportation authority, created by a voting majority of the citizens on August 13, 1983, to organize and provide public transportation and complementary services to jurisdictions pursuant to Chapter 452 of the Texas Transportation Code (the “Act”). Our service area is comprised of 13 North Texas municipalities (Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park) as shown in Exhibit 2 (on page 7). Our headquarters is located in downtown Dallas. Under the Act, we are authorized to collect a 1% sale and use tax on certain transactions.

DART provides bus, light rail, commuter rail, paratransit, vanpool, and other services to our 13 municipalities across a 700-square mile service area with a population of 2.4 million in the Dallas, Texas area. DART has operated bus service since its inception in 1983. The first segment of light rail opened in 1996, and the 20-mile Light Rail Starter System was completed in May 1997.

Since then, DART has worked to expand light rail considerably. DART currently operates a total of 93 miles of light rail, including an extension to UNT-Dallas that opened October 24, 2016. DART operates commuter rail service, which also opened in 1996, jointly with Trinity Metro along a 34-mile rail corridor between the cities of Dallas and Fort Worth. Exhibit 6 on page 15 is the DART System Map.

Mission Statement – DART’s mission statement defines the purpose for which the Agency was created:

The mission of Dallas Area Rapid Transit is to build, establish, and operate a safe, efficient, and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development through the implementation of the DART Service Plan as adopted by the voters on August 13, 1983, and as amended from time to time.

Vision Statement – To help achieve the Board's mission and strategic priorities, the Board has approved a vision statement to address DART’s customers and stakeholders.

DART: Your preferred choice of transportation for now and in the future.



Board Strategic Priorities – To achieve this mission and ensure Agency alignment, in April 2015 the Board adopted the following six Strategic Priorities:

1. Enhance the safety and service experience through customer focused initiatives
2. Provide stewardship of the transit system, agency assets and financial obligations
3. Innovate to enhance mobility options, business processes and funding
4. Pursue excellence through employee engagement, diversity, development, and well-being
5. Enhance DART's role as a recognized local, regional, and national transportation leader

DART Organizational Values – DART's Strategic Plan is grounded in DART's Values Statement, as follows:

- Focused on Our Customers
 - ✓ We are dedicated to meeting our customers' needs.
 - ✓ We strive for continuous improvement.
 - ✓ We deliver quality.
- Committed to Safety and Security
 - ✓ We require safety and security to be the responsibility of every employee.
 - ✓ We are committed to ensuring the safety and security of our passengers and employees.
- Dedicated to Excellence
 - ✓ We demonstrate a high regard for each other.
 - ✓ We are committed to innovation and learning from our experiences.
 - ✓ We hold ourselves accountable.
 - ✓ We coach, reinforce, and recognize employees.
 - ✓ We foster an environment promoting diversity of people and ideas.
- Good Stewards of the Public Trust
 - ✓ We responsibly use public funds and property.
 - ✓ We maintain open communication with customers and stakeholders.
 - ✓ We respect the environment.
 - ✓ We strive to mitigate risk.
 - ✓ We demand integrity and honesty.

Governance and Management Structure

The Board of Directors

DART is governed by a 15-member Board of Directors. The governing bodies of the participating municipalities appoint members to our Board according to the ratio of the population of each participating municipality to the total population within our service area. A participating municipality having a population which entitles it to make a fraction of an appointment may combine that fraction with one or more other participating municipalities to make one appointment; but no participating municipality may appoint more than 65% of the members of the Board. The Board can be restructured whenever there is a change in the participating municipalities or every fifth year after the date census data or population estimates become available.

Each Board member serves at the pleasure of the governing municipal unit(s) that appoints the member. Board members serve staggered two-year terms. Eight of the member terms begin July 1 of odd-numbered years, and seven of the member terms begin on July 1 of even-numbered years. Each member is entitled to receive \$50 for each Board meeting attended and is reimbursed for necessary and reasonable expenses incurred in the discharge of the member's duties. On the following page, exhibit 1, sets forth information regarding our current Board of Directors.

Exhibit 1
Members of the Board of Directors

Name	Represents
Paul N. Wageman, Chair	Plano
Michele Wong Krause, Vice Chair	Dallas
Sue S. Bauman	Dallas
Mark C. Enoch	Garland, Rowlett, and Glenn Heights
Doug Hrbacek	Carrollton and Irving
Ray Jackson, Assistant Secretary	Dallas
Jonathan R. Kelly, Secretary	Garland
Patrick J. Kennedy	Dallas
Jon-Bertrell Killen	Dallas
Amanda Moreno	Dallas
Eliseo Ruiz III	Dallas, Cockrell Hill
Gary Slagel	Addison, Highland Park, Richardson, and University Park
Lissa Smith	Plano and Farmers Branch
Rick Stopfer	Irving
Dominique P. Torres	Dallas

The Board elects from its members a chair, vice chair, secretary, and assistant secretary as shown in the table. These elections are held in October of each year.

DART BOARD OF DIRECTORS FY 2020



Robert C. Dye
Plano and
Farmers Branch



Mark Enoch
Garland,
Rowlett and
Glenn Heights



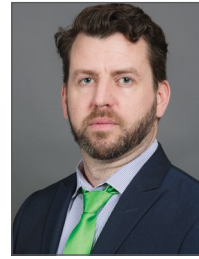
Doug Hrbacek
Carrollton
and Irving



Ray Jackson
*Assistant
Secretary*
Dallas



**Jonathan R.
Kelly**
Secretary
Garland



**Patrick J.
Kennedy**
Dallas



**Jon-Bertrell
Killen**
Dallas



**Michele Wong
Krause**
Vice Chair
Dallas



**Amanda
Moreno-Lake**
Dallas



Eliseo Ruiz III
Dallas and
Cockrell Hill



**Rodney
Schlosser**
Dallas



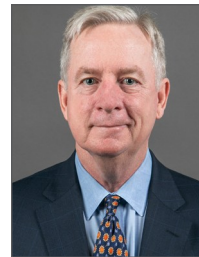
Gary Slagel
Richardson,
University Park,
Addison and
Highland Park



Rick Stopfer
Irving



**Dominique P.
Torres**
Dallas



**Paul N.
Wageman**
Chair
Plano

Exhibit 2 is a map of the DART Service Area.

Exhibit 2



DART's Management

The Board appoints our President/Executive Director, who also serves as our Chief Executive Officer. The Chief Executive Officer's duties include:

- Overseeing our daily operations, including the hiring, compensation, and removal of employees.
- Awarding contracts for services, supplies, capital acquisitions, real estate, and construction if the amount of any such contract does not exceed \$100,000, and contracts of up to \$250,000 for standard off-the-shelf commercial products.
- Presiding over the growth of our transit system.
- Providing regional leadership and national visibility regarding the transportation needs in North Central Texas.

Exhibit 3, on the following page, is a summary of our executive management team.

Exhibit 3
DART'S Executive Management

NAME	POSITION	JOINED DART
Gary C. Thomas	President/Executive Director	1998
David Schulze	Chief of Staff to President/Executive Director	2004
Joseph G. Costello	Chief Financial Officer	2014
Nicole Fontayne-Bárdowell	Executive Vice President, Chief Administrative Officer	2014
Todd Plesko	Interim Executive Vice President, Growth/ Regional Development	2009
Carol Wise	Executive Vice President, Chief Operations Officer	2012
Chris Koloc	Director of Internal Audit	2008
Adam Nicholas	Interim Vice President, Procurement	2013
Rosa Medina	Vice President, Human Resources	2020
Doug Douglas	Vice President, Mobility Management Services	1990
Edie Diaz	Vice President, Government and Community Relations	2019
Gregory Elsborg	Vice President, Chief Innovation Officer	2019
Gene Gamez	General Counsel	2002
Nevin Grinnell	Vice President, Chief Marketing Officer	2011
James Joyce	Interim Vice President, Rail Operations	1996
Herold Humphrey	Vice President, Bus Operations	2017
Donna Johnson	Vice President, Chief Safety Officer	2004
Nancy Johnson	Director of the Office of Board Support	1999
Marcus Moore	Vice President, Diversity, Interim	1991
Bonnie Murphy	Vice President, Commuter Rail	2017
Todd Plesko	Vice President, Planning & Development	2009
John Rhone	Vice President, Capital Design & Construction	2002
Stephen Salin	Vice President, Capital Planning	2000
Julius Smith	Vice President, Chief Information Officer	2016
Matt Walling	Interim Vice President, DART Chief of Police and Emergency Management	2012
Robert W. Strauss	Vice President, Real Property and Transit Oriented Development	2016

Employees and Employee Relations

There are 3,973 salaried and hourly positions included in the FY 2020 Annual Budget.

The Amalgamated Transit Union, Local 1338, represents the majority of our operators, mechanics, and call center personnel. As a Texas governmental entity, we are not legally permitted to collectively bargain or sign labor contracts with these employee representatives. We do, however, meet and confer with these representatives on hourly employee issues, compensation, and benefits. DART is organized broadly along the following functional lines (“organizational units”; see Exhibit 4).

- ***Customer Care and Service Delivery*** is charged with providing effective, efficient, safe, secure transportation service.
- ***Growth and Development*** oversees the planning and development of the overall system.
- ***Business & Innovative Solutions*** looks to maximize Agency resources through innovative technology, dynamic marketing, effective procurement, and engaging talent management.
- ***DART Safety Office*** ensures a safe environment for customers, employees, and people on DART property and construction sites.
- ***External Relations*** serves as the voice of the agency. This includes media relations, social and digital media, and community relations, including transit education.
- ***Finance*** provides astute fiscal management.
- ***Government Relations*** is the agency’s key liaison with federal, state, regional and local elected officials and stakeholder groups.
- ***Diversity*** is responsible for DART’s Equal Employment Opportunity (EEO), Minority & Women Business Enterprises (MWBE) and diversity programs.
- ***Chief of Staff*** is responsible for administrative functions of the Executive Office, records management, external relations, and special programs.

Exhibit 4 illustrates the positions that report directly to the Board of Directors.

Exhibit 4 Dallas Area Rapid Transit Functional Organization Chart

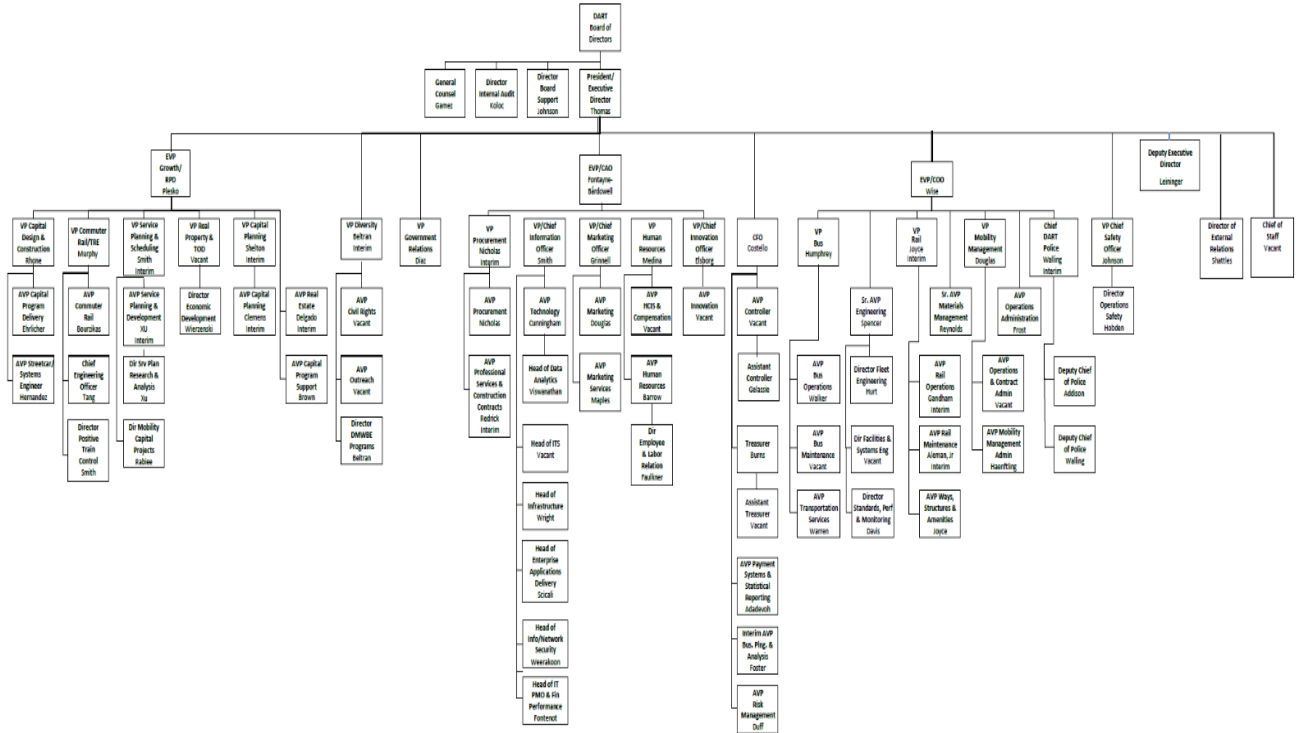
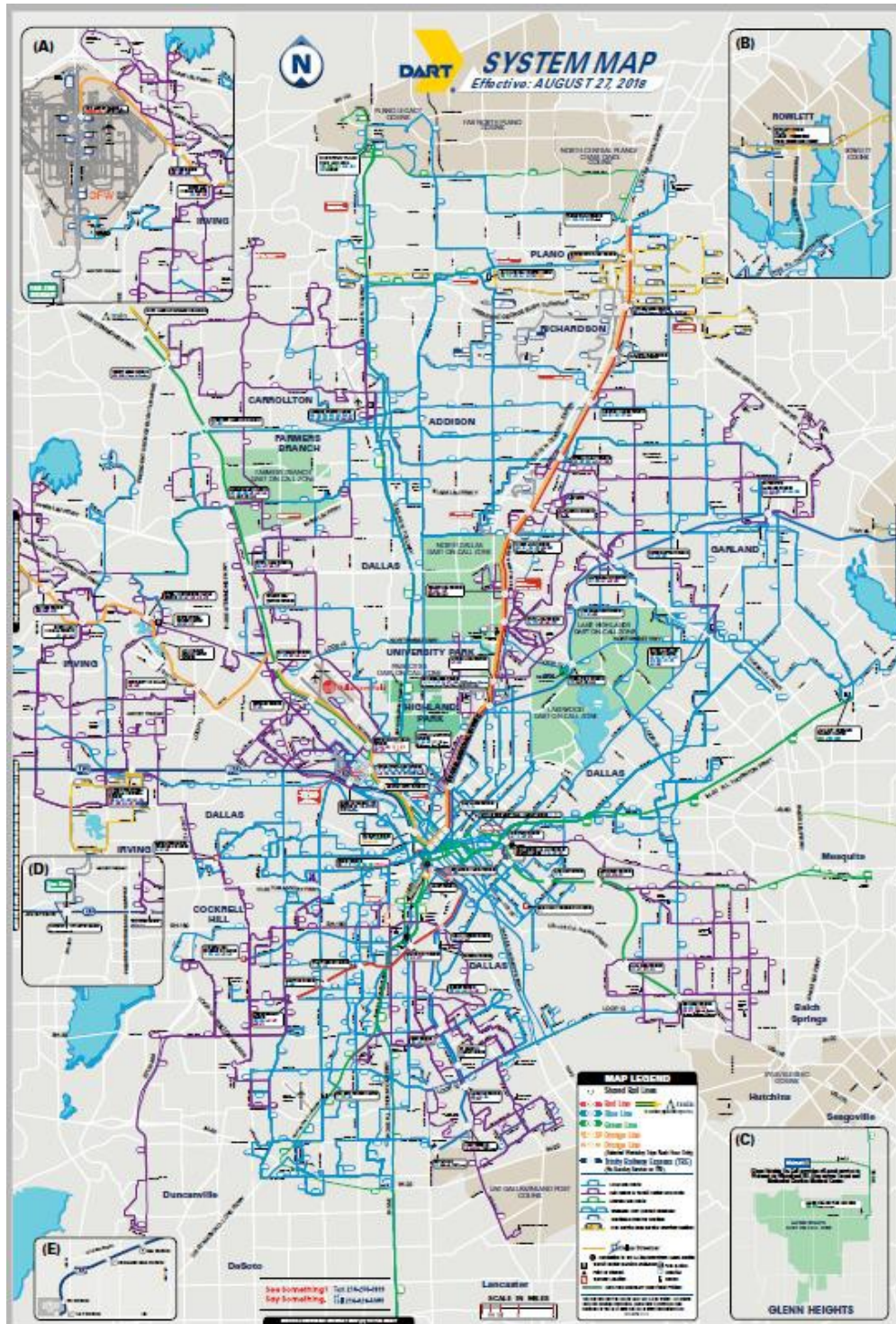


Exhibit 5
DART System Map



DART in the Industry

DART is an established leader within the transit industry. Board members and staff continue to be involved in many significant ways in key transit industry associations. President/Executive Director Gary Thomas has served as the Chair of the American Public Transportation Association (APTA) and, along with other DART staff, continues to serve on APTA's Board of Directors. APTA is a nonprofit international association of more than 1,500 public and private organizations involved in transit. Mr. Thomas is also a past chair of Rail Volution and the South West Transit Association.

DART earned many industry awards in 2020 including:

American Public Transit Association (APTA)

2020 APTA Adwheel Award

Education for the DART Student Art Contest

Dallas Business Journal

2020 Women in Business – Carol Wise, DART

Forbes Magazine

2020 America's Best-in-State Employers

Global Light Rail Awards

2020 "Vision of the Year" D2 Subway Project

Government Finance Officers Association

Distinguished Budget Presentation Award and Certificate of Achievement for Excellence in Financial Reporting

National Procurement institute, Inc.

2020 Achievement of Excellence in Procurement (AEP)

South West Transit Association (SWTA)

2020 SWTA Spotlight Award

Silver Line Groundbreaking

South West Transit Association (SWTA)

2020 SWTA Hit the Spot

Social Media Awards

Texan by Nature 20

2020 Texan by Nature 20 (TxN 20).

Texas Transit Association (TTA)

2020 Outstanding Metropolitan Transit System in Texas



Table of Contents

Operating & Financial Performance

O&F1	Operating and Financial Performance
O&F1	KPI Summary
O&F1	General Information
O&F2	Ridership
O&F3	Subsidy Per Passenger
O&F5	Farebox Recovery Ratio
O&F5	Administrative Ratio
O&F6	Modal Update – Bus
O&F9	Modal Update – Light Rail Transit (LRT)
O&F13	Modal Update – Commuter Rail
O&F16	Modal Update – Paratransit
O&F18	Modal Update – Vanpool
O&F20	DART Scorecard of Key Performance Indicators
O&F21	Capital and Non-Operating Budget Summary – Actuals vs. Budget
O&F22	Appendix
O&F23	Operating Revenues and Expense Summary
O&F24	Statements of Net Position
O&F26	Statements of Revenues, Expenses and Changes in Net Position
O&F27	Glossary

Operating and Financial Performance

The Quarterly Operating and Financial Performance Report provides the reader with DART's progress in meeting Key Performance Indicators (KPIs) and goals as outlined in the Fiscal Year (FY) 2021 Annual Budget. This report is for the third quarter of FY 2021 ending June 30, 2021.

Exhibit 1 KPI Summary

FY18A	FY19A	FY20A	Indicators	FY 2021 Quarter 3					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Customer/Quality Indicators									
62.69	70.79	50.25	Total Agency Ridership (M)	9.20	8.41	✓ 109.39%	25.94	23.78	✓ 109.10%
61.33	69.27	49.30	Fixed-Route Ridership (M)	9.03	8.17	✓ 110.58%	25.51	23.07	✓ 110.60%
\$6.94	\$6.41	\$9.91	Subsidy Per Passenger - Total System	\$12.16	\$13.81	✓ 88.05%	\$14.31	\$15.27	✓ 93.69%
\$6.52	\$5.97	\$9.28	Subsidy Per Passenger - Fixed-Route	\$11.28	\$12.84	✓ 87.85%	\$13.43	\$14.24	✓ 94.32%
90.7%	89.6%	90.7%	On-Time Performance - Fixed Route	91.26%	89.67%	✓ 101.78%	91.28%	89.67%	✓ 101.80%
34.62	28.88	36.07	Complaints Per 100,000 Passengers - Fixed-Route	55.04	36.05	✗ 152.69%	53.06	36.05	✗ 147.20%
1.87	1.82	1.57	Accidents Per 100,000 Miles - Fixed-Route	1.84	2.05	✓ 89.84%	1.90	2.05	✓ 92.64%

General Information

DART remains committed to providing transit services for North Texas riders who rely on buses and trains to get to jobs, grocery stores, and medical appointments while safeguarding its customers and employees in response to COVID-19.

DART's fiscal year begins on October 1. The Quarterly Operating and Financial Performance Report includes actual values for fiscal years 2018 through 2020 and a comparison of the FY 2021 target to Current Quarter and Year-To-Date results.

Data presented, rounded to millions or thousands (as indicated), is based on actual raw numbers. Consequently, certain schedules may not tie exactly or add properly, and variances discussed in the text may not be recalculable based on chart presentations, due to rounding.

This report includes DART's KPIs in scorecard format, see Exhibit 32 on Page 20, with a Green, Yellow, or Red status indicator for each measurement:



Green – Based on Current performance it is probable the FY 2021 target will be met or exceeded. (At or better than Target)



Yellow – Current performance is below target, but it is possible the FY 2021 target will be met. (Less than 5% off Target)

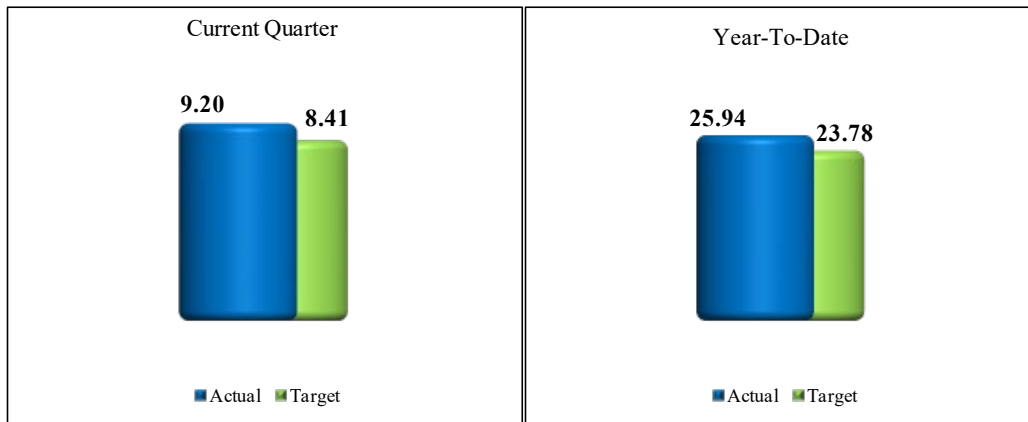


Red – Current performance is below target, and it is probable the FY 2021 target will not be met. (5% or more off Target)

Ridership

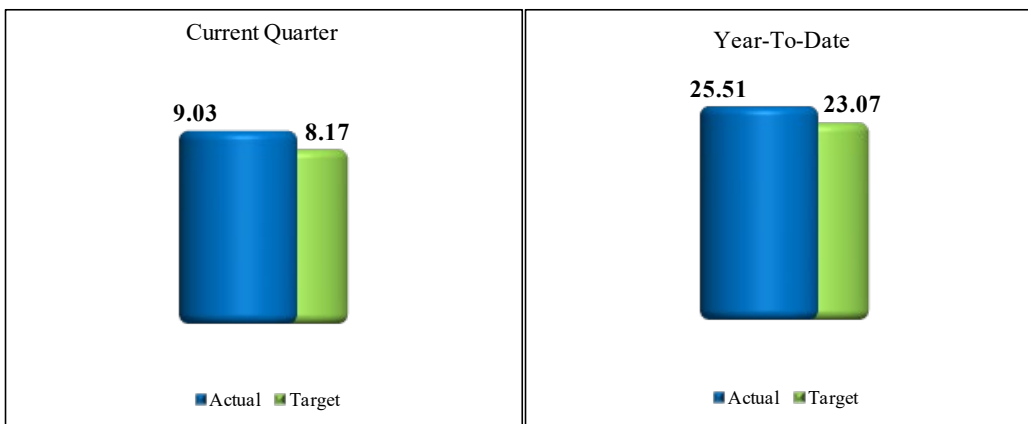
Ridership over the next few years will continue to be influenced by the effects of COVID-19 and service changes. DART is now using Automatic Passenger Counter (APC) to report bus, streetcar, and TRE ridership. Light Rail (LRT) Ridership is determined by statistically factoring APC sample data collected monthly. Paratransit Ridership is compiled from daily trip manifests.

Exhibit 2
Total Agency Ridership
(in Millions)



Total Agency Ridership: Year-to-Date as of June 30, 2021 is 25.94 million, 2.17 million above (better than) the target of 23.78 million. Current quarter ended June 30, 2021 is 9.20 million, 0.79 million above (better than) the target of 8.41 million.

Exhibit 3
Fixed Route Ridership
(in Millions)



Fixed-Route Ridership: Year-to-Date as of June 30, 2021 is 25.51 million, 2.45 million above (better than) the target of 23.07 million. Current quarter ended June 30, 2021 is 9.03 million, 0.86 million above (better than) the target of 8.17 million.

Exhibit 4 Agency Ridership Scorecard

FY18A	FY19A	FY20A	Indicators	FY 2021 Quarter 3					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership									
62.69	70.79	50.25	Total Agency(M)	9.20	8.41	✓ 109.39%	25.94	23.78	✓ 109.10%
61.33	69.27	49.30	Fixed-Route (M)	9.03	8.17	✓ 110.58%	25.51	23.07	✓ 110.60%
30.26	38.70	27.76	Bus (M) ^[1]	5.18	4.87	✓ 106.45%	14.47	13.49	✓ 107.25%
29.03	28.56	20.27	LRT (M)	3.64	3.16	✓ 115.05%	10.49	9.16	✓ 114.43%
2.04	2.01	1.27	TRE (M) ^[1]	0.21	0.14	✓ 153.41%	0.56	0.42	✓ 134.81%
771.01	906.15	643.85	Paratransit (000s)	154.58	212.97	✗ 72.58%	405.13	642.23	✗ 63.08%
596.00	611.48	309.75	Vanpool (000s)	7.59	24.17	✗ 31.41%	23.48	66.53	✗ 35.29%

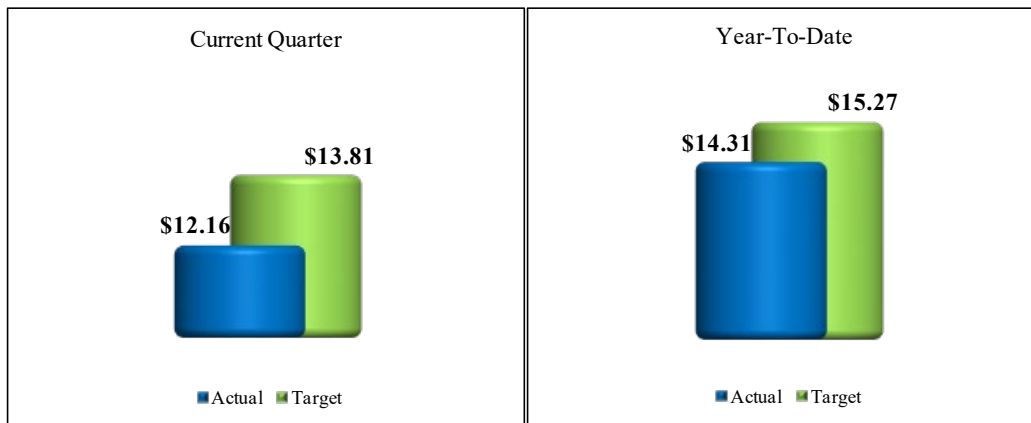
^[1] As of October 2018 (Q1 FY 2019) ridership is based upon APC data.

Total Agency and Fixed Route Ridership is trending above this year's targets. Further discussion of Ridership is provided in the modal sections.

Subsidy Per Passenger

Subsidy Per Passenger is an efficiency ratio which measures the tax subsidy required for each passenger boarding a mode or combination of modes. Management's goal is to achieve the target ratios.

Exhibit 5 Total System Subsidy Per Passenger



Total System Subsidy Per Passenger: Year-to-Date as of June 30, 2021 is \$14.31, \$0.96 below (better than) the target of \$15.27. Current quarter ended June 30, 2021 is \$12.16, \$1.65 below (better than) the target of \$13.81.

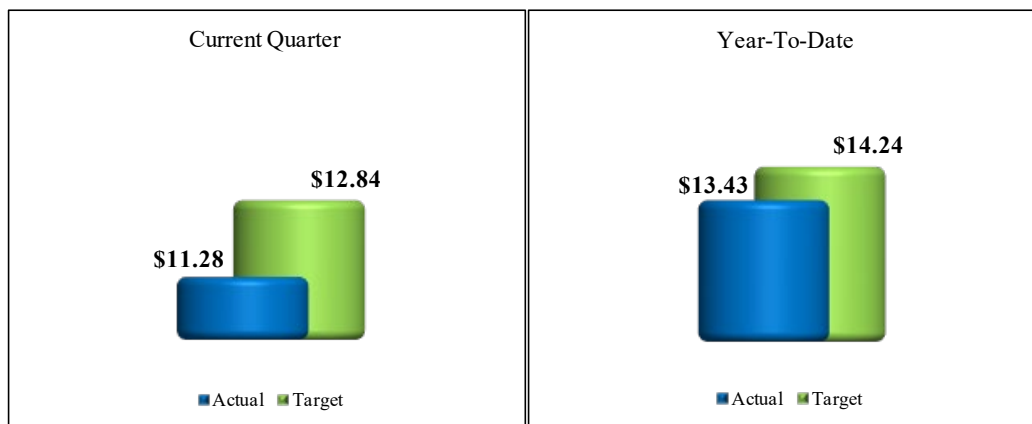
Exhibit 6 Total System Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	/	Ridership	Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²						
	DART	Trinity Metro	Total		DART	Trinity Metro					Total
Actual	\$401,305,178	\$2,401,325	\$403,706,503		\$32,014,753	\$429,669	\$32,444,422	\$371,262,081		25,939,554	\$14.31
Budget	\$406,646,196	\$1,827,676	\$408,473,872		\$44,021,903	\$1,325,279	\$45,347,182	\$363,126,690		23,775,535	\$15.27
Variance	(\$5,341,018)	\$573,649	(\$4,767,369)		(\$12,007,150)	(\$895,611)	(\$12,902,760)	\$8,135,391		2,164,019	(\$0.96)
% to Target	98.69%	131.39%	98.83%		72.72%	32.42%	71.55%	102.24%		109.10%	93.69%

^[1] Expenses (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to the use of Operating Expenses only and the inclusion of Expenses from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

^[2] Revenues (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to use of Operating Revenues only and the inclusion of Revenues from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

Exhibit 7 Fixed Route Subsidy Per Passenger



Fixed Route Subsidy Per Passenger: Year-to-Date as of June 30, 2021 is \$13.43, \$0.81 below (better than) the target of \$14.24. Current quarter ended June 30, 2021 is \$11.28, \$1.56 below (better than) the target of \$12.84.

Exhibit 8 Fixed Route Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	/	Ridership	Subsidy Per Passenger	
	Expenses ¹			-	Revenues ²						
	DART	Trinity Metro	Total		DART	Trinity Metro					Total
Actual	\$371,681,747	\$2,401,325	\$374,083,072		\$30,965,797	\$429,669	\$31,395,466		\$342,687,606	25,510,941	\$13.43
Budget	\$369,122,198	\$1,827,676	\$370,949,874		\$41,198,037	\$1,325,279	\$42,523,316		\$328,426,557	23,066,775	\$14.24
Variance	\$2,559,550	\$573,649	\$3,133,199		(\$10,232,240)	(\$895,611)	(\$11,127,850)		\$14,261,049	2,444,166	(\$0.81)
% to Target	100.69%	131.39%	100.84%		75.16%	32.42%	73.83%		104.34%	110.60%	94.32%

^[1] Expenses (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to the use of Operating Expenses only and the inclusion of Expenses from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

^[2] Revenues (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to use of Operating Revenues only and the inclusion of Revenues from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

Further discussion of Subsidy Per Passenger will be provided in each modal section, as necessary.

Farebox Recovery Ratio

Farebox Recovery Ratio represents the proportion of operating cost that is generated by passenger fares. Year-to-Date as of June 30, 2021 the Farebox Recovery Ratio is 5.24%, 1.84% below (worse than) the target of 7.08%. Current quarter ended June 30, 2021 is 4.84%, 2.58% below (worse than) the target of 7.41%.

Exhibit 9 Fixed Route Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 19,616,292		\$ 374,083,072		5.24%
Budget	\$ 26,259,893		\$ 370,949,874		7.08%
Variance	\$ (6,643,601)		\$ 3,133,199		(1.84%)
% to Target	74.70%		100.84%		74.07%

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is the decline in farebox revenues. While Farebox Revenues are below target, \$6.64 million (25.30%), Modally Allocated Expenses are \$3.13 million (0.84%) above target. The decline in Farebox Revenues led to the decline in Farebox Recovery Ratio.

Administrative Ratio

Administrative Ratio measures administrative costs as a percentage of direct operating costs. It is management's objective to continue to maintain this ratio below the target ratio. Administrative costs include (but are not limited to): executive management, finance, purchasing, legal, internal audit, human resources, marketing, board support, and administrative services. Administrative revenues include (but are not limited to) advertising revenue. The Administrative Ratio Year-to-Date as of June 30, 2021 is 10.14%, 0.63% above (worse than) the target of 9.51%. The Administrative Ratio for the Current quarter ended June 30, 2021 is 9.47%, 0.42% above (worse than) the target of 9.05%.

Exhibit 10 Administrative Ratio Calculation

	Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$38,215,778		\$1,381,978		\$363,089,400		\$0.00		10.14%
Budget	\$38,077,620		\$3,012,489		\$368,568,576		\$0.00		9.51%
Variance	\$138,158		(\$1,630,511)		(\$5,479,176)		\$0.00		0.63%
% to Target	100.36%		45.87%		98.51%		0.00%		106.63%

Modal Update Bus

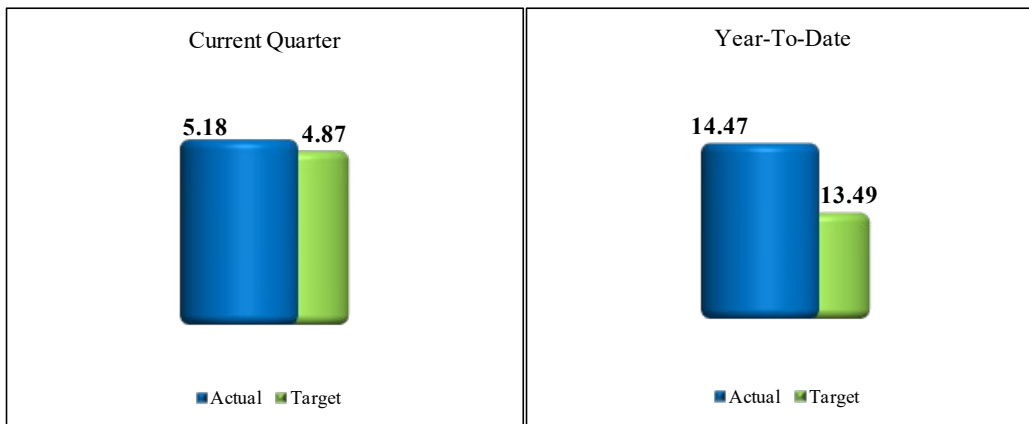
(55.8% of total system ridership in Fiscal Year 2021)



DART's bus system provides local, express, crosstown, feeder bus routes, site -specific shuttles, and GoLink Mobility on Demand service. Local routes are focused on the Dallas Central Business District and serve the largest and densest concentration of employment in the service area. Express service connects the Dallas Central Business District to regionally located park-and-ride facilities. Crosstown routes traverse the service area facilitating intra- and inter-community travel while linking a variety of activity centers. Feeder routes

connect residential and employment centers to the light rail system and other bus routes at stations and Transit Centers accommodating transfer connections that expand travel opportunities. Site-specific shuttles are operated and funded with partner organizations that offer direct connections for their employees, students, or customers to the DART Rail network. GoLink Mobility on Demand provides service in 17 zones.

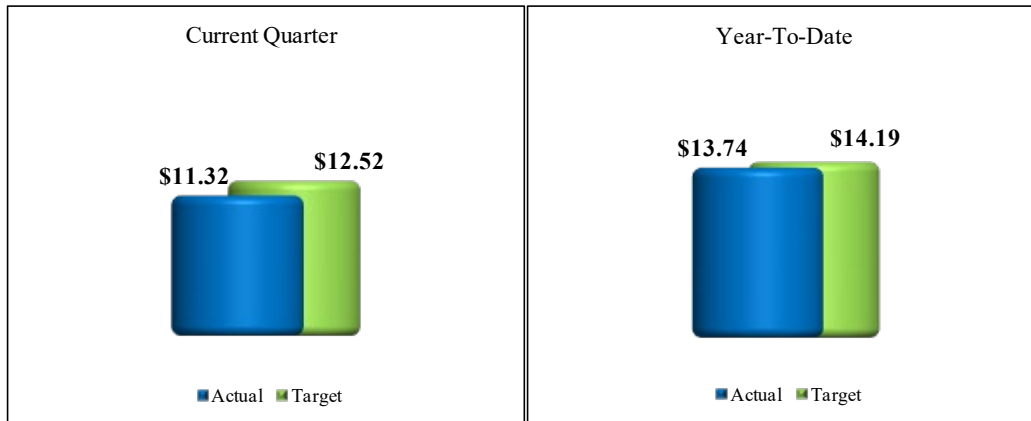
Exhibit 11
Bus Ridership
(in Millions)



Bus Ridership: Year-to-Date as of June 30, 2021 is 14.47 million, 0.98 million above (better than) the target of 13.49 million. Current quarter ended June 30, 2021 is 5.18 million, 0.32 million above (better than) the target of 4.87 million.

The COVID-19 pandemic has continued to have a significant impact on Q3 of FY 2021 ridership. Nonetheless, with nicer weather, more people getting vaccinated and feeling more comfortable to use transit, and more employees returning to work on site, DART bus system ridership has been consistently edging up during Q3.

Exhibit 12 Bus Subsidy Per Passenger



Bus Subsidy Per Passenger: Year-to-Date as of June 30, 2021 is \$13.74, \$0.45 below (better than) the target of \$14.19. Current quarter ended June 30, 2021 is \$11.32, \$1.20 below (better than) the target of \$12.52.

Exhibit 13 Bus Subsidy Per Passenger Calculation

	Modally Allocated								Subsidy Per Passenger
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	=	
Actual	\$209,085,989		\$10,282,336		\$198,803,653		14,465,464		\$13.74
Budget	\$206,747,667		\$15,336,254		\$191,411,413		13,488,168		\$14.19
Variance	\$2,338,322		(\$5,053,918)		\$7,392,240		977,296		(\$0.45)
% to Target	101.13%		67.05%		103.86%		107.25%		96.85%

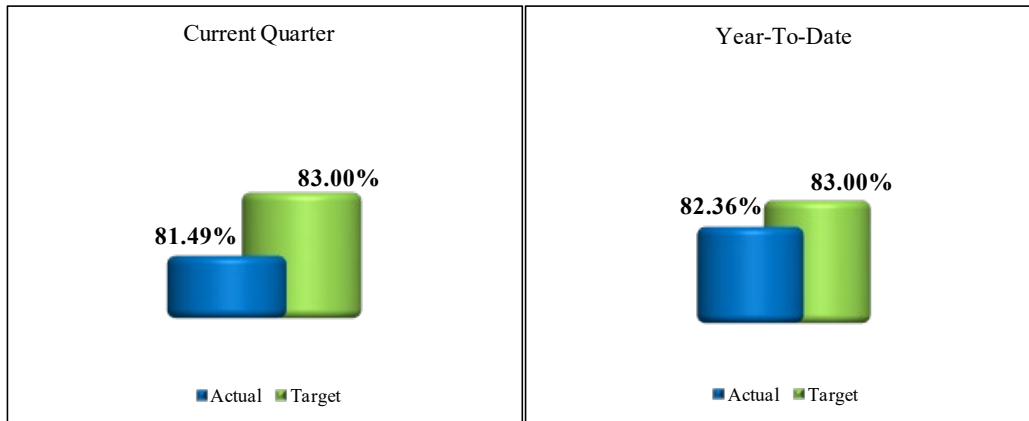
Bus Farebox Recovery Ratio: Year-to-Date as of June 30, 2021 is 3.80%, 1.19% below (worse than) the target of 4.99%. Current quarter ended June 30, 2021 is 4.02%, 1.26% below (worse than) the target of 5.28%.

Exhibit 14 Bus Farebox Recovery Ratio Calculation

	Bus Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 7,939,865		\$ 209,085,989		3.80%
Budget	\$ 10,318,515		\$ 206,747,667		4.99%
Variance	\$ (2,378,650)		\$ 2,338,322		(1.19%)
% to Target	76.95%		101.13%		76.09%

The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is Farebox Revenues. While Farebox Revenues are below target \$2.38 million (23.05%) and Modally Allocated Expenses are above target \$2.34 million (1.13%), the decline in Farebox Revenues led to the decline in Bus Farebox Recovery Ratio.

Exhibit 15 Bus On-Time Performance



Bus On-Time Performance: Year-to-Date as of June 30, 2021 is 82.36%, 0.64% below (worse than) the target of 83.00%. Current quarter ended June 30, 2021 is 81.49%, 1.51% below (worse than) the target of 83.00%.

Bus On-Time Performance has not reached its target. Although DART has fewer routes on detour, 22.06%, DART is still experiencing heavy traffic during this period. Texas experienced a historic winter weather event in February 2021 that negatively impacted DART's ability to deliver more timely service. These events contributed to the overall YTD performance.

Bus Mean Distance Between Service Calls: Year-to-Date as of June 30, 2021 is 9,027 miles, 2,027 miles above (better than) the target of 7,000 miles. Current quarter ended June 30, 2021 is 8,599 miles, 1,599 miles above (better than) the target of 7,000 miles.

Bus Complaints Per 100,000 Passengers: Year-to-Date as of June 30, 2021 is 86.23, 36.23 above (worse than) the target of 50.00. Current quarter ended June 30, 2021 is 90.00, 40.00 above (worse than) the target of 50.00.

Complaints continue to remain high due to missed service from an operator shortage. Noticeable improvements are being made as we continue to hire operators. In December of 2020 we were providing 97% of the service and are currently providing 99.5% of the service. In addition to the operator shortage, we also experienced complaints from the winter weather in February 2021.

Bus Accidents Per 100,000 Miles: Year-to-Date as of June 30, 2021 is 2.18, 0.12 below (better than) the target of 2.30. Current quarter ended June 30, 2021 is 2.13, 0.17 below (better than) the target of 2.30.

Modal Update Light Rail Transit (LRT)

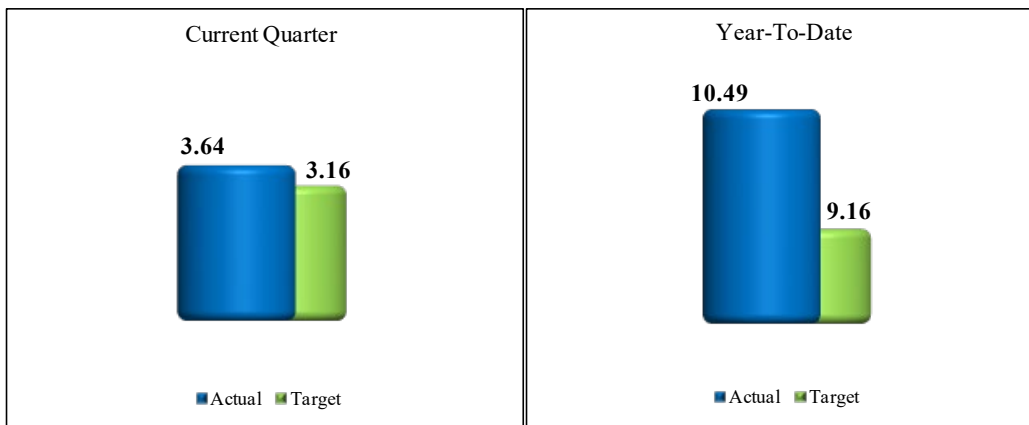
(40.5% of total system ridership in Fiscal Year 2021)



Light Rail Transit is an electrically powered rail system that generally operates at grade. A 20-mile “Starter System” opened in phases from September 1996 through May 1997, with lines from South and West Oak Cliff through downtown Dallas, and along the North Central Expressway corridor to Park Lane in Dallas. In 2001-2002, DART’s light rail was extended to North Dallas, Garland, Richardson, and Plano. In 2009, the first phase of the Green Line opened southeast of

downtown Dallas with the remainder opening in 2010. DART opened its first infill station, Lake Highlands Station, in December 2010 on the Blue Line. The first 5-mile segment of the Orange Line to Irving opened for service in July 2012. The second phase of the Orange Line and the Blue Line extension to Rowlett opened for service in December 2012. Rail service opened to DFW International Airport in August 2014. The extension of the Blue Line to UNT-Dallas opened in October 2016. In April 2021, DART opened the second infill station at Hidden Ridge in Irving on the Orange Line. DART currently operates a 93-mile light rail system.

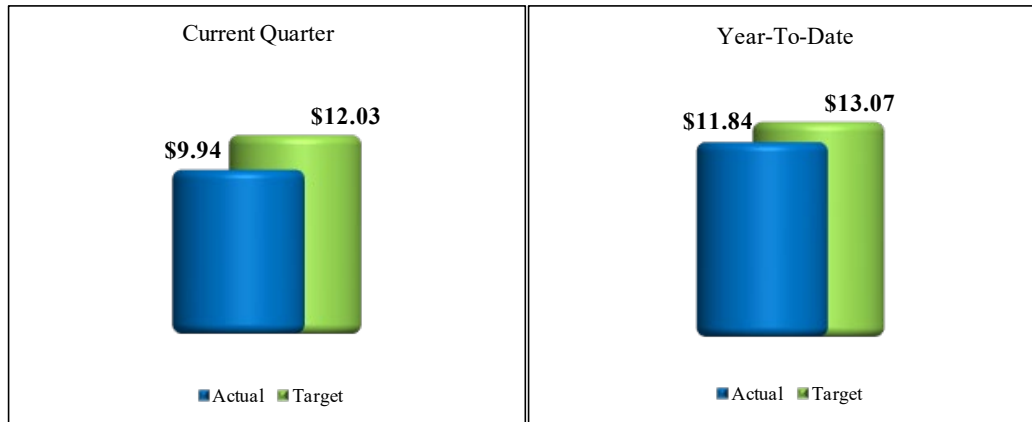
**Exhibit 16
Light Rail Transit Ridership
(in Millions)**



LRT Ridership: Year-to-Date as of June 30, 2021 is 10.49 million, 1.32 million above (better than) the target of 9.16 million. Current quarter ended June 30, 2021 is 3.64 million, 0.48 million above (better than) the target of 3.16 million.

The same factors that are positively affecting bus ridership have carried over to LRT ridership as well with a significant impact on Q3 of FY 2021 results.

Exhibit 17
Light Rail Subsidy Per Passenger



LRT Subsidy Per Passenger: Year-to-Date as of June 30, 2021 is \$11.84, \$1.23 below (better than) the target of \$13.07. Current quarter ended June 30, 2021 is \$9.94, \$2.09 below (better than) the target of \$12.03.

Exhibit 18
Light Rail Subsidy Per Passenger Calculation

	Modally Allocated								
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
Actual	\$138,317,183		\$14,210,160		\$124,107,022		10,485,428		\$11.84
Budget	\$137,000,292		\$17,239,614		\$119,760,678		9,163,173		\$13.07
Variance	\$1,316,891		(\$3,029,454)		\$4,346,345		1,322,255		(\$1.23)
% to Target	100.96%		82.43%		103.63%		114.43%		90.56%

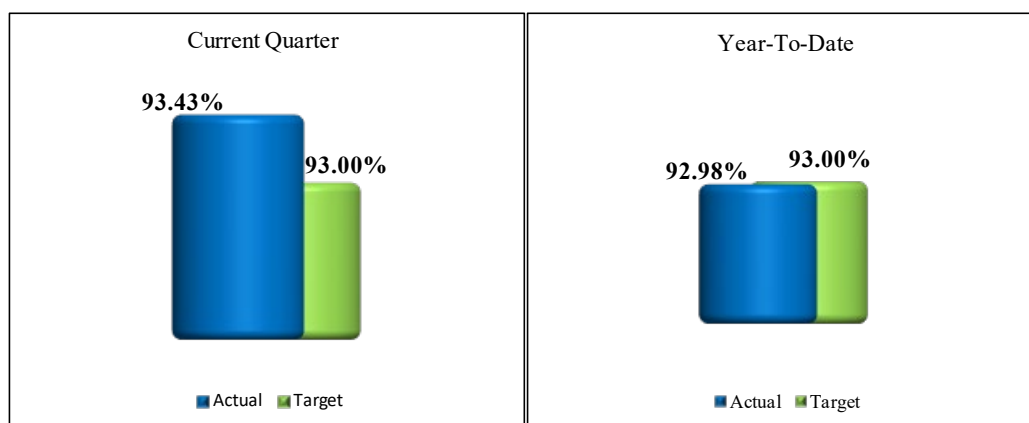
LRT Farebox Recovery Ratio: Year-to-Date as of June 30, 2021 is 6.68%, 2.09% below (worse than) the target of 8.77%. Current quarter ended June 30, 2021 is 7.10%, 2.15% below (worse than) the target of 9.25%.

Exhibit 19
Light Rail Farebox Recovery Ratio Calculation

	LRT Farebox Revenues		/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$	9,241,935		\$	138,317,183	6.68%
Budget	\$	12,010,664		\$	137,000,292	8.77%
Variance	\$	(2,768,729)		\$	1,316,891	(2.09%)
% to Target		76.95%			100.96%	76.22%

The primary factor contributing to the decrease in LRT Farebox Recovery Ratio is Farebox Revenues. Farebox Revenues are below target, \$2.77 million (23.05%) and Modally Allocated Expenses are above target, \$1.32 million (0.96%). The decline in Farebox Revenues led to the decline in LRT Farebox Recovery Ratio.

Exhibit 20 Light Rail On-Time Performance



LRT On-Time Performance: Year-to-Date as of June 30, 2021 is 92.98%, 0.02% below (worse than) the target of 93.00%. Current quarter ended June 30, 2021 is 93.43%, 0.43% above (better than) the target of 93.00%.

Rail Operations will continue to work on the following targeted strategies to improve Light Rail On-Time Performance (OTP):

- During Q3, the Rail Operations, along with Engineering, began conversations with industry experts to address obsolescence of way side equipment. The initial areas of focus are Signaling Systems and Traction Electrification Systems.
- Also, in Q3, first steps were taken to develop a formal Rail Modernization Program. Still in its infancy, the Agency-wide Program would consider a phased in approach to achieve seamless interaction between operations and the riding public.
- Work continued during Q3 to draft a formal scope of work to enhance the functionality of Rail's existing timekeeping tool, INIT VBS. The bulk of the improvements are aimed at providing Train Control more flexibility when managing service disruptions (such as changing scheduled service, curtailing trips, etc.).
- Several pilot programs and projects were undertaken and/or continued in Q3. Plans to test Train Intelligence Detection System, which employs artificial intelligence to identify hazards and unsafe operation, moved closer to launching with both Safety and Engineering's favorable review. Q3 also saw the first attempts to identify cause to develop a means of preventing major service disruptions caused by flawed interaction between catenary and pantograph.

Rail Operations are continuing to reward its Top Operators each month and are using all available resources to address non-performing Operators. Rail's ability to exclude non-controllable incidents that impact On-Time Performance has improved the Operators trust in the calculations. Operations is also working on expanding the reward criteria to include a variety of positive work habits, so that On-Time Performance is not the sole driver of the reward.

LRT Mean Distance Between Service Calls: Year-to-Date as of June 30, 2021 is 20,829 miles, 171 miles below (worse than) the target of 21,000 miles. Current quarter ended June 30, 2021 is 20,366 miles, 634 miles below (worse than) the target of 21,000 miles.

- Refinements made to the LRV door preventive maintenance procedure during FY 2019 continues to manifest measurable reduction in passenger delays attributed to door malfunctions (Q1 FY21: 312/Q2 FY21: 244/ Q3 FY21: 216)
- In FY 2020 Q1 Rail Operations began an effort to reduce friction brake system failures. Fleet took actions to increase air flow to compressors which overheat and cause friction brake system faults. Fleet also began replacing compressors with defective pistons. These actions have produced a 1.15% decrease in the number of friction brake fault incidents (FY 20 Q1-3 397 to FY 21 Q1-3 345) and 1,363 less minutes of train/passenger delays (FY 20 Q1-3: 7,338 to FY21 Q1-3: 5,975).
- Parts to equip two more LRV's with Rail Fleet created/designed digital destination signs were placed on order at the end of Q3. Once two more LRV's are outfitted with the new signs, the trains will undergo the same mainline testing as the first LRV equipped with the signs. Marketing is working on its plans to introduce the improved destination signs to the riding public.
- At the beginning of Q2, Rail Operations and Fleet Engineering undertook a study to determine if modifying the frequency and scope of the LRV's Preventive Maintenance Inspection Program would improve, decrease, or maintain vehicle reliability. By the end of Q3, seven of the ten active duty LRV's selected to test the theory had completed their 60K mile milestone. Initial evaluation of the data indicates that reliability is not made worse by running the cars longer between preventative maintenance inspections. In addition, a marked decrease in costs for parts and labor associated with the seven LRV's is evident in the results.

LRT Complaints Per 100,000 Passengers: Year-to-Date as of June 30, 2021 is 9.98, 9.52 below (better than) the target of 19.50. Current quarter ended June 30, 2021 is 8.85, 10.65 below (better than) the target of 19.50.

LRT Accidents Per 100,000 Miles: Year-to-Date as of June 30, 2021 is 0.35, 0.05 below (better than) the target of 0.40. Current quarter ended June 30, 2021 is 0.40, equal the target of 0.40.

Modal Update Commuter Rail

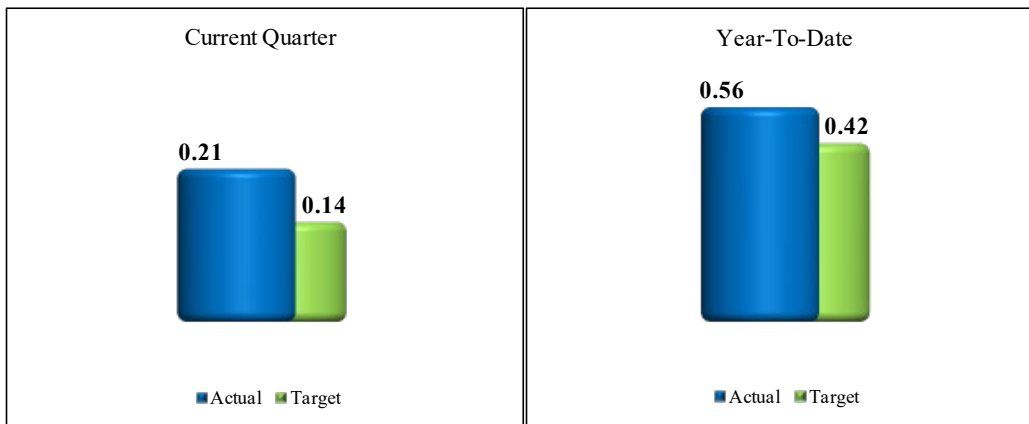
(2.1% of total system ridership in Fiscal Year 2021)



DART's commuter rail system, referred to as Trinity Railway Express (the "TRE"), provides diesel powered commuter railroad services on the TRE Corridor between Dallas and Fort Worth, in mixed traffic with freight and passenger railroad operations. The 34-mile corridor is jointly owned by DART and Trinity Metro. TRE service is provided pursuant to an interlocal agreement between DART and Trinity Metro. This agreement was implemented in 1994 with restatements adopted by both Boards in 2003 and 2021. Pursuant to

Trackage Rights Agreements, the Burlington Northern Santa Fe, the Dallas Garland and Northeastern, the Union Pacific, and the Amtrak railroads pay a fee for the right to operate services on the TRE corridor. TRE, through its contractor, Herzog Transit Services, Inc., provides dispatching, maintains the corridor, operates the service, and maintains the rolling stock used in the service.

Exhibit 21 Commuter Rail Ridership (in Millions)

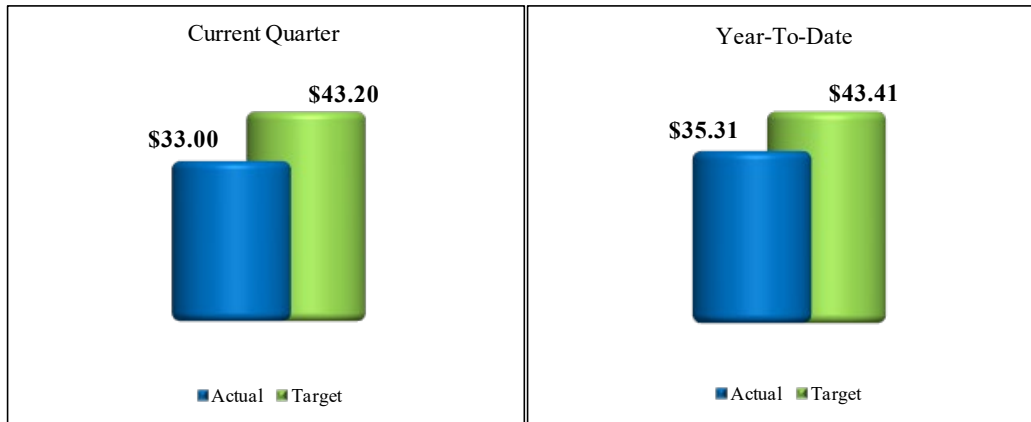


Commuter Rail Ridership: Year-to-Date as of June 30, 2021 is 560,049, 144,615 above (better than) the target of 415,434. Current quarter ended June 30, 2021 is 214,589, 74,708 above (better than) the target of 139,881.

TRE ridership was 214.6K passengers in the third quarter, a significant increase of 56.9% from the third quarter of FY 2020 but still a decrease of 56.9% from the same quarter in FY 2019. Weekday ridership on the TRE averaged 2.9K daily riders in the third quarter, a 60.5% increase from FY 2020 but still a decrease of 57.8% from FY 2019. Saturday ridership in the third quarter averaged 2.0K daily riders, an increase of 35.0% from FY 2020 but a decrease of 33.6% from the third quarter of FY 2019.

The same factors that are positively affecting bus and LRT ridership have carried over to Commuter Rail ridership as well with a significant impact on Q3 of FY 2021 results.

Exhibit 22 Commuter Rail Subsidy Per Passenger



Commuter Rail Subsidy Per Passenger: Year-to-Date as of June 30, 2021 is \$35.31, \$8.10 below (better than) the target of \$43.41. Current quarter ended June 30, 2021 is \$33.00, \$10.20 below (better than) the target of \$43.20.

Exhibit 23 Commuter Rail Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	/	Ridership	= Subsidy Per Passenger
	Expenses ¹			Revenues ²						
	DART	Trinity Metro	Total	DART	Trinity Metro	Total				
Actual	\$24,278,575	\$2,401,325	\$26,679,900	\$6,473,301	\$429,669	\$6,902,969	\$19,776,931		560,049	\$35.31
Budget	\$26,153,309	\$1,827,676	\$27,980,985	\$8,622,168	\$1,325,279	\$9,947,448	\$18,033,537		415,434	\$43.41
Variance	(\$1,874,733)	\$573,649	(\$1,301,084)	(\$2,148,868)	(\$895,611)	(\$3,044,478)	\$1,743,394		144,615	(\$8.10)
% to Target	92.83%	131.39%	95.35%	75.08%	32.42%	69.39%	109.67%		134.81%	81.35%

^[1] Expenses (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to the use of Operating Expenses only and the inclusion of Expenses from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

^[2] Revenues (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to use of Operating Revenues only and the inclusion of Revenues from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

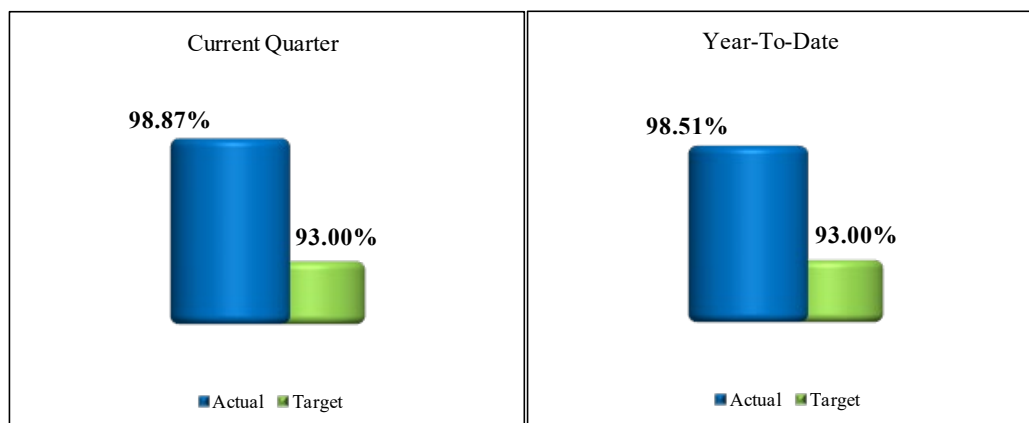
Commuter Rail Farebox Recovery Ratio: Year-to-Date as of June 30, 2021 is 9.12%, 4.92% below (worse than) the target of 14.05%. Current quarter ended June 30, 2021 is 8.57%, 5.22% below (worse than) the target of 13.78%.

Exhibit 24 Commuter Rail Farebox Recovery Ratio Calculation

	TRE Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 2,434,492		\$ 26,679,900		9.12%
Budget	\$ 3,930,714		\$ 27,980,985		14.05%
Variance	\$ (1,496,222)		\$ (1,301,084)		(4.92%)
% to Target	61.94%		95.35%		64.96%

The primary factor contributing to lower Commuter Rail Farebox Recovery Ratio is Farebox Revenues. While Farebox Revenues and Modally Allocated Expenses are below target, \$1.49 million (38.06%) and \$1.30 million (4.65%) respectively, the greater percentage decline in Farebox Revenues led to the decline in Commuter Rail Farebox Recovery Ratio.

Exhibit 25 Commuter Rail On-Time Performance



Commuter Rail On-Time Performance: Year-to-Date as of June 30, 2021 is 98.51%, 5.51% above (better than) the target of 93.00%. Current quarter ended June 30, 2021 is 98.87%, 5.87% above (better than) the target of 93.00%.

Commuter Rail Complaints Per 100,000 Passengers: Year-to-Date as of June 30, 2021 is 2.68, 2.82 below (better than) the target of 5.50. Current quarter ended June 30, 2021 is 5.59, 0.09 above (worse than) the target of 5.50.

Although still above target, there have been improvements in Complaints per 100,000 Passengers. The increase in OTP has resulted in fewer customer complaints. Cooler atmospheric temperatures have reduced customer complaints due to HVAC issues. TRE has also carried fewer passengers due to COVID-19, resulting in fewer complaints.

TRE Accidents Per 100,000 Miles: Year-to-Date as of June 30, 2021 is 1.90, 0.90 above (worse than) the target of 1.00. Current quarter ended June 30, 2021 is .69, 0.31 below (better than) the target of 1.00.

Modal Update Paratransit

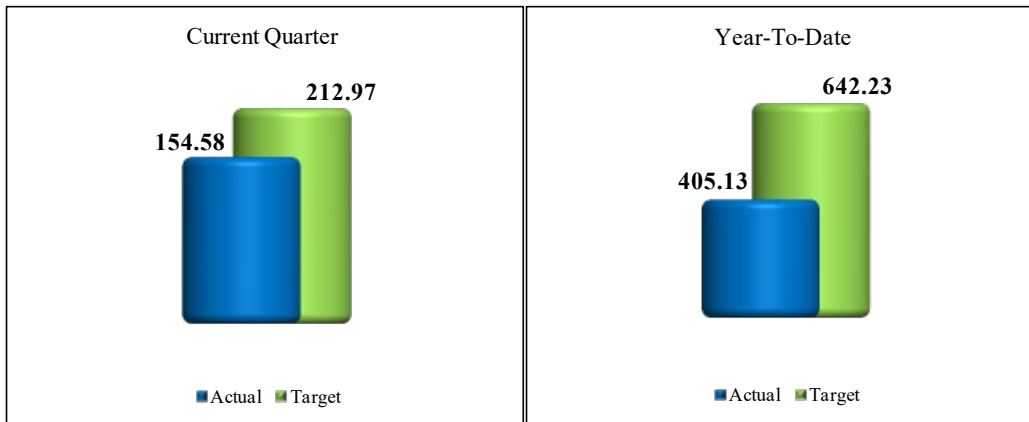
(1.5% of total system ridership in Fiscal Year 2021)



DART is responsible for providing complimentary Paratransit service in accordance with the Americans with Disabilities Act of 1990 (the “ADA”). In Fiscal Year 2020, we transitioned to a new service delivery model utilizing the contractor, MV Transportation Inc. as a broker. The new service delivery model emphasizes improved customer service, provides door-to-door service on every trip, and provides a pathway to offering premium service at a later point in the contract.

Mobility Management Services continues to work on improving the service received by our customers while striving to provide the most cost-efficient service for the agency and being good stewards of public funds. The department is focused on providing the highest freedom of mobility to each of our customers. The department offers several opportunities for customers to learn what options are available to them and to assist them in learning to use each of them. The Mobility Ambassador Program offers free training to any DART customer, regardless of mobility status, in order to promote additional Fixed Route Ridership in the system. In Quarter 3 of FY 2020, in-person training services were suspended due to COVID-19 and will remain on hold until restrictions are lifted.

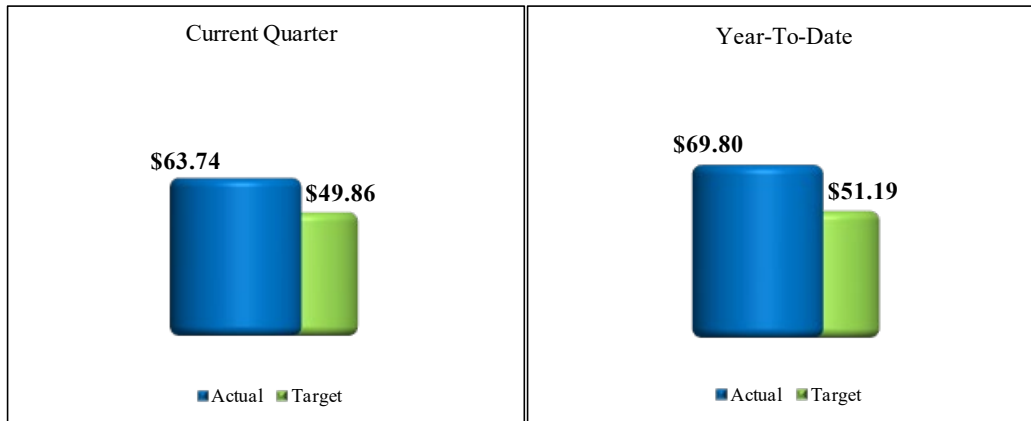
Exhibit 26
Paratransit Ridership
(in Thousands)



Paratransit Ridership: Year-to-Date as of June 30, 2021 is 405,131; 237,095 below (worse than) the target of 642,226. Current quarter ended June 30, 2021 is 154,581; 58,391 below (worse than) the target of 212,972.

Paratransit ridership for the third quarter ended June 30, 2021 shows a remarkable increase of 71% from the third quarter of FY 2020 yet still a decrease of 32.8% from FY 2019. Seniors and disabled persons are the highest percentage cohort of the fully vaccinated as of the third quarter of FY 2021, thus this group of customers has shown the highest ridership recovery.

Exhibit 27
Paratransit Subsidy Per Passenger



Paratransit Subsidy Per Passenger: Year-to-Date as of June 30, 2021 is \$69.80, \$18.62 above (worse than) the target of \$51.19. Current quarter ended June 30, 2021 is \$63.74, \$13.88 above (worse than) the target of \$49.86.

Exhibit 28
Paratransit Subsidy Per Passenger Calculation

	Modally Allocated				Net Subsidy	/	Ridership		Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$29,245,328		\$966,193		\$28,279,135		405,131		\$69.80
Budget	\$34,690,730		\$1,817,991		\$32,872,739		642,226		\$51.19
Variance	(\$5,445,403)		(\$851,798)		(\$4,593,605)		(237,095)		\$18.62
% to Target	84.30%		53.15%		86.03%		63.08%		136.37%

The primary factors contributing to elevated Paratransit Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$0.85 million (46.85%) and \$5.45 million (15.70%) respectively, Net Subsidy was below target \$4.59 million (13.97%). Lower Net Subsidy spread over considerably fewer passengers, 237,095 (36.92%), resulted in higher Subsidy Per Passenger \$18.62 (36.37%).

Paratransit Complaints Per 1,000 Trips: Year-to-Date as of June 30, 2021 is 3.95, 0.95 above (worse than) the target of 3.00. Current quarter ended June 30, 2021 is 3.95, 0.95 above (worse than) the target of 3.00.

Complaints have continually trended downward since the first contract with MV Transportation Inc. in FY 2013. Mobility Management Services (MMS) is committed to continually improving service levels to maximize customer satisfaction. MMS is implementing a new customer satisfaction metric in the future that will utilize a driver rating system. Once implemented, this system will further enhance customer satisfaction by allowing customers to directly rate their driver and trip experience.

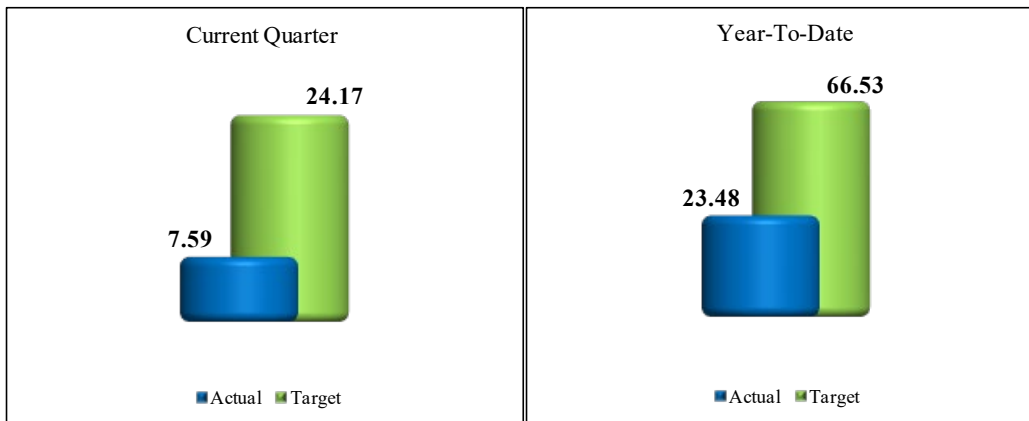
Modal Update Vanpool

(0.1% of total system ridership in Fiscal Year 2021)



DART collaborates with area employers to develop strategies for reducing employee vehicle trips through such programs as carpools, vanpools, and flexible work schedules. We provide funding for our vanpool program which is operated through a third-party contractor. We also assist customers in forming vanpools. Prospective vanpoolers can call in and provide us with information for our Rideshare database while we work to link-up customers with common trip origins and destinations.

**Exhibit 29
Vanpool Ridership
(in Thousands)**

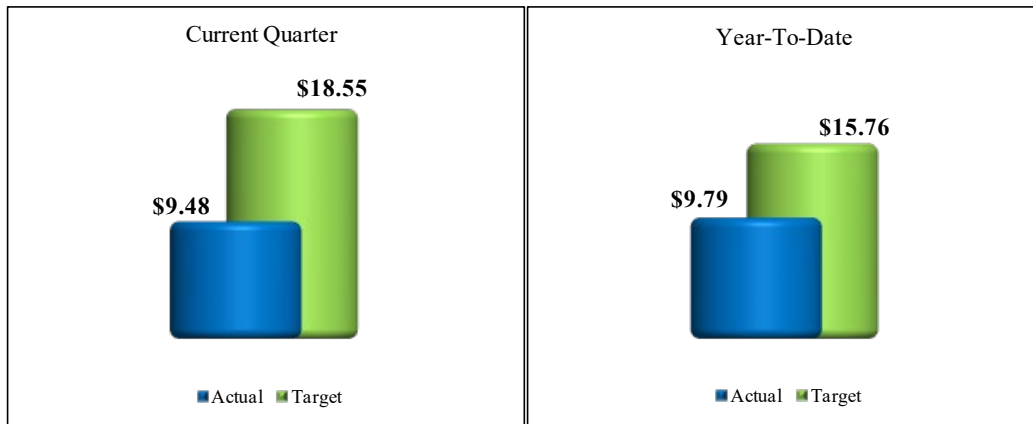


Vanpool Ridership: Year-to-Date as of June 30, 2021 is 23,482; 43,052 below (worse than) the target of 66,534. Current quarter ended June 30, 2021 is 7,592; 16,581 below (worse than) the target of 24,173.

The vanpool program is showing some signs of COVID-19 recovery but at a slower pace than our other DART family of services. Traveling in close proximity in commuter vans and a national shortage of vans due to the slow recovery in the semiconductor industry appear to be the root cause. Innovative Services will continue to look for ways to provide additional enhanced cleaning protocols to assist those who continue to participate in the program.

Innovative Services is collaborating with DCTA, NCTCOG, and Trinity Metro on a Regional Vanpool Program. The goal of the program is to eliminate competition amongst the transit agencies by having clearly defined service areas and regional pricing on common vehicles.

Exhibit 30
Vanpool Subsidy Per Passenger



Vanpool Subsidy Per Passenger: Year-to-Date as of June 30, 2021 is \$9.79, \$5.97 below (better than) the target of \$15.76. Current quarter ended June 30, 2021 is \$9.48, \$9.07 below (better than) the target of \$18.55.

Exhibit 31
Vanpool Subsidy Per Passenger Calculation

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$378,103	\$148,220		\$229,883		23,482		\$9.79
Budget	\$2,054,198	\$1,005,875		\$1,048,323		66,534		\$15.76
Variance	(\$1,676,095)	(\$857,655)		(\$818,440)		(43,052)		(\$5.97)
% to Target	18.41%	14.74%		21.93%		35.29%		62.13%

Exhibit 32

DART Scorecard of Key Performance Indicators

FY18A	FY19A	FY20A	Indicators	FY 2021 Quarter 3					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership Performance									
62.69	70.79	50.25	Total Agency Ridership (M)	9.20	8.41	✓ 109.39%	25.94	23.78	✓ 109.10%
61.33	69.27	49.30	Fixed-Route Ridership (M)	9.03	8.17	✓ 110.58%	25.51	23.07	✓ 110.60%
30.26	38.70	27.76	Ridership - Bus (M)	5.18	4.87	✓ 106.45%	14.47	13.49	✓ 107.25%
29.03	28.56	20.27	Ridership - LRT (M)	3.64	3.16	✓ 115.05%	10.49	9.16	✓ 114.43%
2.04	2.01	1.27	Ridership - TRE (M)	0.21	0.14	✓ 153.41%	0.56	0.42	✓ 134.81%
771.01	906.15	643.85	Ridership - Paratransit (000s)	154.58	212.97	✗ 72.58%	405.13	642.23	✗ 63.08%
596.00	611.48	309.75	Ridership - Vanpool (000s)	7.59	24.17	✗ 31.41%	23.48	66.53	✗ 35.29%
Efficiency Measures									
\$6.94	\$6.41	\$9.91	Subsidy Per Passenger - Total System	\$12.16	\$13.81	✓ 88.05%	\$14.31	\$15.27	✓ 93.69%
\$6.52	\$5.97	\$9.28	Subsidy Per Passenger - Fixed-Route	\$11.28	\$12.84	✓ 87.85%	\$13.43	\$14.24	✓ 94.32%
\$7.50	\$6.37	\$9.85	Subsidy Per Passenger - Bus	\$11.32	\$12.52	✓ 90.42%	\$13.74	\$14.19	✓ 96.85%
\$5.13	\$5.14	\$8.05	Subsidy Per Passenger - LRT	\$9.94	\$12.03	✓ 82.63%	\$11.84	\$13.07	✓ 90.56%
\$11.73	\$10.11	\$16.43	Subsidy Per Passenger - TRE	\$33.00	\$43.20	✓ 76.39%	\$35.31	\$43.41	✓ 81.35%
\$44.97	\$42.87	\$62.43	Subsidy Per Passenger - Paratransit	\$63.74	\$49.86	✗ 127.84%	\$69.80	\$51.19	✗ 136.37%
\$0.61	\$2.34	\$2.33	Subsidy Per Passenger - Vanpool ^[1]	\$9.48	\$18.55	✓ 51.11%	\$9.79	\$15.76	✓ 62.13%
13.1%	12.3%	7.7%	Farebox Recovery Ratio - Fixed-Route	4.84%	7.41%	✗ 65.26%	5.24%	7.08%	✗ 74.07%
11.6%	8.8%	5.4%	Farebox Recovery Ratio - Bus	4.02%	5.28%	✗ 76.13%	3.80%	4.99%	✗ 76.09%
15.1%	15.5%	9.8%	Farebox Recovery Ratio - LRT	7.10%	9.25%	✗ 76.75%	6.68%	8.77%	✗ 76.22%
14.9%	23.7%	16.3%	Farebox Recovery Ratio - TRE	8.57%	13.78%	✗ 62.15%	9.12%	14.05%	✗ 64.96%
10.2%	9.8%	9.8%	Administrative Ratio	9.47%	9.05%	⚠ 104.60%	10.14%	9.51%	✗ 106.63%
Service Quality									
90.7%	89.6%	90.7%	On-Time Performance - Fixed Route	91.26%	89.67%	✓ 101.78%	91.28%	89.67%	✓ 101.80%
82.5%	82.4%	83.6%	On-Time Performance - Bus	81.49%	83.00%	⚠ 98.18%	82.36%	83.00%	⚠ 99.23%
92.3%	92.2%	92.1%	On-Time Performance - LRT	93.43%	93.00%	✓ 100.47%	92.98%	93.00%	⚠ 99.98%
97.4%	94.3%	96.4%	On-Time Performance - TRE	98.87%	93.00%	✓ 106.31%	98.51%	93.00%	✓ 105.92%
9,696	6,944	7,302	Mean Distance Between Service Calls - Bus	8,599	7,000	✓ 122.84%	9,027	7,000	✓ 128.96%
20,776	18,247	24,073	Mean Distance Between Service Calls - LRT	20,366	21,000	⚠ 96.98%	20,829	21,000	⚠ 99.19%
Customer Satisfaction									
34.6	28.9	36.07	Complaints Per 100,000 Passengers - Fixed-Route	55.04	36.05	✗ 152.69%	53.06	36.05	✗ 147.20%
54.0	42.3	52.08	Complaints Per 100,000 Passengers - Bus	90.02	50.00	✗ 180.04%	86.24	50.00	✗ 172.48%
16.6	12.3	16.00	Complaints Per 100,000 Passengers - LRT	8.85	19.50	✓ 45.38%	9.98	19.50	✓ 51.16%
3.68	5.98	6.40	Complaints Per 100,000 Passengers - TRE	5.59	5.50	✗ 101.67%	2.68	5.50	✓ 48.70%
3.38	4.15	3.60	Complaints Per 1,000 Trips - Paratransit ^[2]	3.87	3.00	✗ 129.10%	3.92	3.00	✗ 130.61%
Safety									
1.87	1.82	1.57	Accidents Per 100,000 Miles - Fixed-Route ^[3]	1.84	2.05	✓ 89.84%	1.90	2.05	✓ 92.64%
2.23	2.24	1.86	Accidents Per 100,000 Miles - Bus ^[3]	2.13	2.30	✓ 92.68%	2.18	2.30	✓ 94.77%
0.69	0.13	0.24	Accidents Per 100,000 Train Miles - LRT ^{[3][4]}	0.40	0.40	✓ 99.23%	0.35	0.40	✓ 87.38%
0.09	0.40	0.72	Accidents Per 100,000 Miles - TRE ^[4]	0.69	1.00	✓ 68.70%	1.90	1.00	✗ 190.24%

[1] Modal Allocation of Shared Services for Vanpool were revisited, resulting in a considerable improvement in Subsidy Per Passenger.

[2] This KPI will not match the KPI as reported by Paratransit as the Quarterly Report utilizes all Complaints as reported to Customer Service and Paratransit utilizes a subset specific to the MV Contract for contract performance reporting.

[3] This KPI, for FYs 2018 & 2019, is restated due to error in calculation discovered during Quadrennial audit.

[4] This KPI was previously reported as Car Miles and was revised based on DART Safety Committee decision to report compared to Train Revenue Miles.

Capital and Non-Operating Budget Summary

Exhibit 33 provides a summary of the capital and non-operating expenditures for the third quarter of FY 2021.

Exhibit 33 Capital and Non-Operating Costs

Actuals vs. Budget/Projections (In Thousands)			
Mode	FY21 YTD Projections	FY21 YTD Actuals	Variance
Agency- Wide	\$17,222	\$7,910	\$9,312
Bus	10,239	4,163	6,076
Light Rail Transit	53,310	34,120	19,190
Streetcar	95	332	(236)
Commuter Rail/RR Management	203,644	160,739	42,905
Paratransit	215	0	215
General Mobility - Road Impr./ITS	9,304	2,285	7,019
Non-Operating	2,195	931	1,264
Capital P & D, Start-Up	8,286	7,656	630
Total	\$304,511	\$218,136	\$86,375

Actuals remain below the projected amount primarily due to the construction on the Silver Line, D2 planning activities and some Technology & Road improvement project expenditures occurring slower than planned.

APPENDIX

Dallas Area Rapid Transit
Operating Revenues and Expense Summary
For the Nine Months ended June 30, 2021
(reported on a Budget Basis Amounts in thousands)

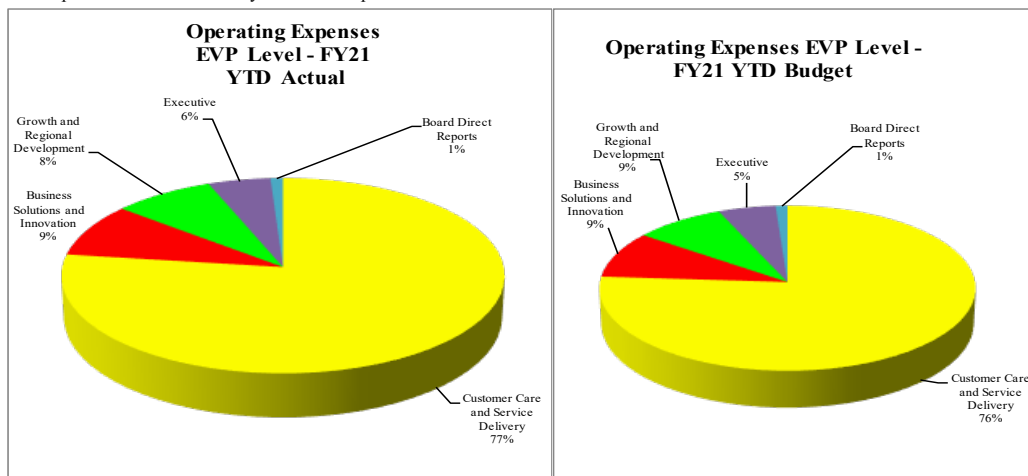
ACTUAL VS. BUDGET SUMMARY

	FY21 YTD Actual	FY21 YTD Budget	(Under) / over Budget	% Variance
Revenues				
Sales Tax	\$489,676	\$435,994	\$53,682	12%
Passenger	20,515	27,671	(7,156)	-26%
Advertising/Rental Income/Misc.	6,885	9,961	(3,076)	-31%
Operating Federal Grants	113	373	(260)	-70%
Non-Operating Revenue	10,230	9,710	520	5%
Total Revenues	\$527,419	\$483,709	\$43,710	9%

	FY21 YTD Actual	FY21 YTD Budget	Under/ (over) Budget	% Variance
Operating Expenses at EVP level (YTD)				
Customer Care and Service Delivery	\$287,020	\$304,098	\$17,078	6%
Business Solutions and Innovation	33,030	36,397	3,367	9%
Growth and Regional Development	30,037	33,648	3,611	11%
Executive	18,471	21,280	2,809	13%
Board Direct Reports	3,673	4,368	695	16%
Capital P&D	(7,656)	(10,705)	(3,049)	28%
Agency Wide [1]	35,391	29,094	(6,297)	-22%
Total Operating Expenses at EVP Level (YTD)	\$399,966	\$418,180	\$18,214	4%

Operating Expenses at EVP level (FY21 Projection)*	FY21 Projection	FY210 Budget ^[2]	(over) Budget	% Variance
Customer Care and Service Delivery	\$398,844	\$406,265	\$ 7,421	2%
Business Solutions and Innovation	44,995	46,263	1,268	3%
Growth and Regional Development	38,464	41,498	3,034	7%
Executive	27,487	29,530	2,043	7%
Board Direct Reports	4,140	5,419	1,279	24%
Capital P&D	(11,235)	(14,273)	(3,038)	21%
Agency Wide [1]	34,550	27,596	(6,954)	-25%
Total Operating Expenses at EVP Level (YTD)	\$537,245	\$542,298	\$5,053	1%

*As presented in the Monthly Financial Report.



[1] Benefits are allocated to each department based on the budgeted ratio for salary driven benefits and for staff driven benefits. If the agency is experiencing actuals that are under/over budget, this variance is not allocated to departments.

[2] Based on Board Resolution No.200104 of September 22, 2020.

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION
AS OF JUNE 30, 2021 AND SEPTEMBER 30, 2020

(In thousands)

	<u>06/30/2021</u> <u>Unaudited</u>	<u>9/30/2020</u>
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$190,845	\$384,038
Investments	169,854	108,028
Sales tax receivable	110,555	101,988
Transit Revenue Receivable, Net	5,703	4,835
Due from Other Governments	16,418	20,050
Materials and supplies inventory	34,938	36,870
Prepaid transit expenses and other	7,882	4,217
Restricted investments held by trustee for debt service	76,737	123,111
Restricted investments held for advance funding agreements	35,605	52,205
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
TOTAL CURRENT ASSETS	<u>654,911</u>	<u>841,716</u>
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	3,721	4,616
Investments restricted for system expansion and acquisition	702	57,931
Investments in joint venture	7,108	7,821
Capital assets		
Land and rights of way	618,572	618,572
Depreciable capital assets, net of depreciation	2,975,666	3,148,006
Projects in progress	619,129	405,380
Restricted investments held to pay capital lease/leaseback liabilities	112,917	112,342
Unamortized debt issuance costs and other	505	536
TOTAL NONCURRENT ASSETS	<u>4,338,320</u>	<u>4,355,204</u>
TOTAL ASSETS	<u>4,993,231</u>	<u>5,196,920</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	90,752	92,195
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$5,083,983</u>	<u>\$5,289,115</u>

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION - CONT'D
AS OF JUNE 30, 2021 AND SEPTEMBER 30, 2020**

(In thousands)

	<u>06/30/2021</u> <u>Unaudited</u>	<u>9/30/2020</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$65,601	\$103,363
Commercial paper notes payable	84,100	74,100
Current portion of Capital lease/leaseback liabilities	6,374	6,374
Current portion of amount due to the State Comptroller	2,409	1,393
Local Assistance Program Payable	5,063	5,622
Retainage Payable	22,787	17,669
Unearned revenue and other liabilities	73,410	92,965
Interest payable	11,924	50,248
Current portion of senior lien revenue bonds payable	71,355	62,689
TOTAL CURRENT LIABILITIES	343,023	414,423
NON-CURRENT LIABILITIES		
Accrued liabilities	49,962	40,172
Net pension liability	40,246	51,025
Net other post-employment benefits (OPEB) liability	9,013	5,048
Repayment due to State Comptroller	6,305	8,394
Senior lien revenue bonds payable	3,170,499	3,261,677
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	35,845	35,845
Capital lease/leaseback liabilities	112,917	112,342
TOTAL NON-CURRENT LIABILITIES	3,424,787	3,514,503
TOTAL LIABILITIES	3,767,810	3,928,926
Deferred Inflows of resources	19,209	19,209
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	3,787,019	3,948,135
NET POSITION		
Net investment in capital assets	868,650	796,675
Restricted for debt service	64,813	72,863
Restricted as security for capital lease/leaseback liabilities	3,721	4,616
Unrestricted	359,780	466,826
TOTAL NET POSITION	\$1,296,964	\$1,340,980

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE NINE MONTHS ENDED JUNE 30, 2021 AND 2020 (UNAUDITED)

(In thousands)		
	For the six months ended	
	<u>6/30/2021</u>	<u>6/30/2020</u>
OPERATING REVENUES:		
Passenger	\$21,308	\$34,537
Advertising, rent and other	8,256	10,970
Total Operating Revenues	<u>29,564</u>	<u>45,507</u>
OPERATING EXPENSES:		
Labor	190,866	192,500
Benefits	93,010	83,153
Services	38,380	38,363
Materials and supplies	33,342	38,563
Purchased transportation	40,692	44,738
Depreciation and amortization	186,187	183,229
Utilities	11,103	11,922
Taxes, leases, and other	5,061	2,569
Casualty and liability	4,030	4,808
TOTAL OPERATING EXPENSES	<u>602,671</u>	<u>599,845</u>
NET OPERATING LOSS	<u>(573,107)</u>	<u>(554,338)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	490,749	462,487
Investment income	739	6,138
Interest income from investments held to pay capital lease/leaseback	6,947	6,718
Interest expense on capital leases/leaseback	(6,947)	(6,718)
Interest and financing expenses	(102,509)	(106,929)
Build America Bonds tax credit	15,974	15,855
Other federal grants	49,959	217,231
Other non-operating revenues	12,966	12,459
Other non-operating expenses	(3,953)	(20,556)
TOTAL NET NON-OPERATING REVENUES	<u>463,925</u>	<u>586,685</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	<u>(109,182)</u>	<u>32,347</u>
CAPITAL CONTRIBUTIONS, AND GRANTS:		
Federal capital contributions	47,726	69,489
State capital contributions	15,886	2,443
Local capital contributions	1,554	105.00
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	<u>65,166</u>	<u>72,037</u>
CHANGE IN NET POSITION	<u>(44,016)</u>	<u>104,384</u>
TOTAL NET POSITION - Beginning of the year	<u>1,340,980</u>	<u>1,202,501</u>
TOTAL NET POSITION - End of the reporting period	<u><u>\$1,296,964</u></u>	<u><u>\$1,306,885</u></u>

Glossary of Terms/Definitions

Accessible – As defined by FTA, a site, building, facility, or portion thereof that complies with defined standards and that can be approached, entered, and used by persons with disabilities.

Accessible Service – A term used to describe service that is accessible to non-ambulatory riders with disabilities. This includes fixed-route bus service with wheelchair lifts or paratransit service with wheelchair lift-equipped vehicles.

Accidents per 100,000 Miles – Measures vehicle accidents reported (Bus, Light Rail, TRE and Paratransit) per 100,000 miles of actual fixed route mileage. Management's objective is to reduce this ratio.

$$\text{Calculation} = [(Vehicle\ Accidents / Actual\ Mileage) * 100,000]$$

Accounting Basis – DART uses the accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.

Accrual Method of Accounting – An accounting method that measures the performance and position of a company by recognizing economic events in the period they occur regardless of when cash transactions occur (i.e. recognize revenue in the period in which it is earned rather than when the cash is received).

ADA (The Americans with Disabilities Act of 1990) – This federal act requires changes to transit vehicles, operations, and facilities to ensure that people with disabilities have access to jobs, public accommodations, telecommunications, and public services, including public transit.

ADA Paratransit Service – Non-fixed-route paratransit service utilizing vans and small buses to provide pre-arranged trips to and from specific locations within the service area to certified participants in the program.

Administrative Ratio – Measures administrative costs as a percentage of direct operating costs. It is management's objective to reduce this ratio. Administrative costs include (but are not limited to) executive management, finance, purchasing, legal, internal audit, human resources, marketing, board support, and administrative services. Administrative revenues include (but are not limited to) advertising revenue.

$$\text{Calculation} = [(Administrative\ Costs - Administrative\ Revenues) / (Direct\ Costs + Start-up\ Costs)]$$

Ambulatory Disabled – A person with a disability that does not require the use of a wheelchair. This would describe individuals who use a mobility aid other than a wheelchair or have a visual or hearing impairment.

Arbitrage – Investment earnings representing the difference between interest paid on bonds and the interest earned on the investments made using bond proceeds.

Average Fare (calculated by mode) – Represents the average fare paid per passenger boarding on each mode of service during the period.

$$\text{Calculation} = (Modal\ Passenger\ Revenue) / (Modal\ Passenger\ Boardings)$$

Average Weekday Ridership – The average number of passenger boardings on a weekday. This measurement does not include ridership on Saturdays, Sundays, or holidays.

Balanced Budget – A budget in which projected revenues equal projected expenses during a fiscal period.

Bond Refinancing/Refunding – The redemption (payoff) and reissuance of bonds to obtain better interest rates and/or bond conditions. This results in the defeasance of the earlier debt. See also *Defeasance*.

Bus Rapid Transit (BRT) – BRT combines the quality of rail transit and the flexibility of buses. It can operate on exclusive transitways, High Occupancy Vehicle (HOV) lanes, expressways, or ordinary streets. A BRT system combines intelligent transportation systems, technologies, transit signal priority (TSP), cleaner and quieter vehicles, rapid and convenient fare collection, and integration with land use policies.

Capital – Funds that finance construction, renovation, and major repair projects or the purchase of machinery, equipment, buildings, and land.

Glossary of Terms/Definitions (cont'd)

Capital Expenditure – A cost incurred to acquire a new asset, or add capacity/improve the functionality of an existing asset, or extend the useful life of an existing asset beyond its original estimated useful life. The asset will have an expected life of one or more years and a value of \$5,000 or more.

Major Capital Transit Investment Program – A federal grants program providing capital assistance for new fixed guideway, extensions of existing fixed guideway, or a corridor-based bus rapid transit system. This program includes New Starts, Small Starts, and Core Capacity projects.

Car Mile or Vehicle Mile – A single bus, rapid transit car, light rail vehicle, or commuter rail car traveling one mile.

CAFR – Comprehensive Annual Financial Report. It includes audited financial statements, financial notes, and related materials.

CMAQ – Congestion Mitigation and Air Quality. A federal program to fund transportation projects that will contribute to the attainment of national ambient air quality standards.

Certified Riders – Passengers who have been deemed eligible for Paratransit services because their disability inhibits them from functionally accessing fixed route services. Eligibility is determined in accordance with the criteria outlined in the Americans with Disabilities Act of 1990.

Complaints per 100,000 Passengers – Modal quality ratio that measures the number of service complaints per 100,000 passenger boardings (or per 1,000 boardings for Paratransit). Management's objective is to reduce this ratio.

$$\text{Calculation} = [(\text{Service Complaints Received} / \text{Modal Passenger Boardings}) * 100,000]$$

Cost per Revenue Mile – Efficiency ratio that measures the cost of providing a revenue mile of service. This measurement is based on fully loaded costs and excludes operating revenues. Management's objective is to reduce this ratio.

$$\text{Calculation} = [\text{Total Operating Expenses} / \text{Revenue Miles}]$$

Crimes against persons – Monitoring provides an overview of patron safety by detailing the frequency of crimes that occur on the DART system. Management's objective is to reduce this ratio.

$$\text{Calculation} = [\text{Crimes Against Persons} / \text{Total Incidents}]$$

Crimes against property – Monitoring provides an overview of the safety of our customer's property. Management's objective is to reduce this ratio.

$$\text{Calculation} = [\text{Crimes Against Property} / \text{Total Incidents}]$$

Debt Service – The payment of interest and the repayment of principal on long-term borrowed funds according to a predetermined schedule.

Debt Service Coverage – The measure of the Agency's ability to meet debt service payments. It is a ratio of cash flows to debt service requirements. See also *External Coverage Ratio* and *Internal Coverage Ratio*.

Defeasance of Bonds – The redemption of older higher-rate debt prior to maturity usually with replacement by new securities bearing lower interest rates.

Deferred Inflows of Resources – A deferred inflow of resources is defined as acquisition of net assets that is applicable to a future reporting period. Examples include, accumulated increase in fair value of hedging derivatives and certain components of the change in pension liability.

Deferred Outflows of Resources – Deferred outflows of resources is consumption of net assets that is applicable to a future reporting period. An example includes a portion of an amount paid to refund a bond (refunding difference) that will be recognized as an expense in future reporting periods. Another example is a contribution to pension plan in the current fiscal year that will be reported as pension expense in the next fiscal year.

Glossary of Terms/Definitions (cont'd)

Demand Responsive – Paratransit passengers call to request service; therefore, that service is provided on demand, and is considered to be demand responsive, rather than scheduled service. In addition, DART provides some non-traditional demand responsive service that may not be Paratransit related, such as DART OnCall.

Depreciation – Expiration in the service life of fixed assets, other than wasting assets, attributable to wear and tear, deterioration, action of the physical elements, inadequacy, and obsolescence. The portion of the cost of a fixed asset, other than a wasting asset, charged to expense during a particular period.

Enterprise Fund – Gives the flexibility to account separately for all financial activities associated with a broad range of government services. It establishes a separate accounting and financial reporting mechanism for services for which a fee is charged. Revenues and expenses of the service are segregated into a fund with financial statements separate from all other activities.

Express Bus or Route – A suburban or intercity route that operates a portion of the route without stops or with a limited number of stops.

External Coverage Ratio – The ratio of gross sales tax revenues to annual debt service. DART standards (and the financial markets in general) require that this ratio be at least two.

Farebox Recovery Ratio – the proportion of operating cost that is generated by passenger fares.

Calculation = [Modal Farebox Revenue / Modal Operating Expense]

Farebox Revenue – All revenue from the sale of passenger tickets, passes, or other instruments of fare payment.

Fares – The amount charged to passengers for use of various services.

FAST Act – Fixing America's Surface Transportation Act - FAST Act was signed into law in December 2015 to provide funding for surface transportation.

FEMA – Federal Emergency Management Agency – An agency of the U.S. Department of Homeland Security. This agency provides grant money to transit systems under the Freight Rail Security Grant Program and other such programs.

FTA (Federal Transit Administration) – The FTA is the federal agency that helps cities and communities provide mobility to their citizens. Through its grant programs, FTA provides financial and planning assistance to help plan, build, and operate bus, rail, and paratransit systems.

Fiscal Year – DART's fiscal year is from October 1 through September 30 of the following year.

Fixed-Route Service – Service that operate according to fixed schedules and routes (for DART that service is bus, light rail, commuter rail, and streetcar).

Formula Grant - Allocations of federal funding to states, territories, or local units of government determined by distribution formulas in the authorizing legislation and regulations. To receive a formula grant, the entity must meet all the eligibility criteria for the program, which are pre-determined and not open to discretionary funding decisions. Formula grants typically fund activities of a continuing nature and may not be confined to a specific project. Common elements in formulas include population, proportion of population below the poverty line, and other demographic information.

Fuel Incentive – Fuel Incentive, also referred to as an alternative fuel tax credit, represents the \$0.50 per gallon of compressed natural gas (CNG) DART receives from the Federal government based on CNG usage. This incentive is designed to encourage the use of clean fuel. It is subject to approval by US Congress every year and can be discontinued. The current legislation that authorized this credit expires on December 31, 2016.

Full Funding Grant Agreement (FFGA) – The Federal Transit Administration uses a FFGA to provide financial assistance for new start projects and other capital projects. The FFGA defines the project, including cost and schedule; commits to a maximum level of federal financial assistance (subject to appropriation); covers the period of time for the project; and helps to manage the project in accordance with federal laws and regulations. The FFGA assures the grantee of predictable federal financial support for the project while placing a ceiling on the amount.

Glossary of Terms/Definitions (cont'd)

Full-Time Equivalent – A measurement equal to one staff person working a full-time work schedule for one year (2,080 hours).

Fund Balance – The difference between a fund's assets and liabilities (also called Fund Equity). Often this term refers to moneys set aside or earmarked for future needs. DART uses "reserves" as well as "funds" to ensure resources are available for anticipated and unanticipated needs.

General Operating Account – The operating account that is used to account for all financial resources and normal recurring activities except for those required to be accounted for in another fund.

Grants – Monies received from local, federal, and state governments to provide capital or operating assistance.

Headway – The time span between service vehicles (bus or rail) on a specified route.

Internal Coverage Ratio – A ratio which has a numerator of gross sales tax revenues plus operating revenues plus interest income less operating expenses, and a denominator of annual debt service on long-term debt. DART standards state the goal that this ratio be at least one—i.e., total revenues less operating expenses should be at least as great as total annual debt service.

JARC (Job Access Reverse Commute)/New Freedom – JARC is a federally funded program that provides operating and capital assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals and of reverse commuters regardless of income. The New Freedom program provides new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA).

Labor Expenditure – The cost of wages and salaries (including overtime) to employees for the performance of their work.

Line Item – An appropriation that is itemized on a separate line in a budget or financial plan.

Linked Trip – A single one-way trip without regard for the number of vehicles boarded to make the trip. For example, a commute from home to work achieved by boarding a bus to a train, and then taking another bus after leaving the train, represents one linked trip. See also *Unlinked Trip*.

Maintenance Expenditure – Expenditures for labor, materials, services, and equipment used to repair and service transit and service vehicles and facilities.

Mean Distance Between Service Calls – Quality ratio that measures the average number of miles a vehicle operates before a service call occurs. Management's objective is to increase this ratio.

$$\text{Calculation} = [\text{Total Miles Operated} / \text{Total \# of Service Calls}]$$

MAP-21 – The Moving Ahead for Progress in the 21st Century Act was signed into law by President Obama on July 6, 2012. MAP-21 programs were authorized with the expiration date of September 30, 2014; however, prior to the expiration date, Congress extended the deadline of MAP-21 to October 29, 2015. The FAST Act has replaced MAP-21.

New Starts Program – A federal program which provides funding for fixed guideway transit projects which utilize and occupy a separate right-of-way or other high occupancy vehicle.

Obligations – Funds that have been obligated/committed to a specific purpose, but have not yet been expended.

On-Time Performance – Quality ratio that measures how often a service is on time (i.e., at a designated pick-up spot within a predetermined timeframe). The timeframe differs based on mode and frequency of service. Bus Operations currently uses 59 seconds early and 4 minutes and 59 seconds late. Light rail uses 1 minute early and 4 minutes late. Commuter rail uses 5 minutes late as required by FRA. Paratransit uses 20 minutes early and late. Management's objective is to increase this ratio.

$$\text{Calculation} = [(\# \text{ Scheduled Trips Sampled} - \# \text{ of Times Early or Late}) / \text{Total \# of Scheduled Trips Sampled}]$$

Glossary of Terms/Definitions (cont'd)

Operating Budget – The planning of revenue and expenditures for a given period of time to maintain daily operations.

Off-Peak – Non-rush hour time periods.

Operating Revenues – Includes the revenues obtained from the farebox, special events service, advertising, signboard rentals, leases, pass sales, operating grants, shuttle services, other and other miscellaneous income. Operating revenues do not include sales tax revenue, interest income, or gain on sale of assets.

Operating Expenses – Includes the expenses required to operate DART's revenue service and general mobility projects. Operating expenses do not include the cost of road improvements or the staff costs associated with DART's capital programs.

Paratransit Service – Any transit service required by the 1990 Americans with Disabilities Act (ADA), generally characterized by pre-arranged curb-to-curb service provided by accessible vehicles.

Passenger Canceled Trips Ratio – Measures the percentage of times that Paratransit users schedule a trip, then cancel the trip. Total scheduled trips include actual trips made, cancellations, and no-shows.

$$\text{Calculation} = [\# \text{ of Canceled Trips} / \text{Total} \# \text{ of Scheduled Trips}]$$

Passenger Mile – A single passenger traveling one mile.

Passenger No-Show Ratio – Quality measurement for Paratransit service that measures the number of times a Paratransit user makes a reservation and does not show-up for the ride. This measurement is different from a cancellation. Management's objective is to reduce this number so that other trips can be scheduled in that timeframe. Users can lose the ability to access the Paratransit system if they have an excessive number of no-shows.

$$\text{Calculation} = [\# \text{ of No Shows} / \text{Total} \# \text{ of Scheduled Trips}]$$

Passengers per Hour – Actual – The total number of Paratransit passengers actually carried, divided by the total hours of revenue service. Management's objective is to increase this number.

$$\text{Calculation} = [\text{Actual Passenger Boardings} / \text{Revenue Hours}]$$

Passengers per Hour - Scheduled – The total number of Paratransit passengers scheduled per hour of revenue service. Management's objective is to increase this number.

$$\text{Calculation} = [\text{Scheduled Passenger Boardings} / \text{Revenue Hours}]$$

Passengers per Mile – Effectiveness ratio that measures route productivity by comparing the number of passenger boardings to the number of revenue miles. Management's objective is to increase this ratio.

$$\text{Calculation} = [\text{Passenger Boardings} / \text{Revenue Miles}]$$

Peak Period – Morning or evening rush hour.

Percentage of Trips Completed – Quality measurement for Paratransit service that measures the number of times DART completes a scheduled passenger pick-up. Management's objective is to increase this ratio.

$$\text{Calculation} = [(\# \text{ of Actual Trips} - \# \text{ of Trips Missed}) / \# \text{ of Actual Trips}]$$

Principal – The amount borrowed, or the amount still owed on a loan, separate from the interest.

Reduced Fares – Discounted fares for children elementary through middle school, seniors and non-Paratransit disabled with valid ID; high school fares are applicable on bus and rail on Monday through Friday only; college/trade school valid on bus and rail with a DART Student ID.

Repurchase Agreement – A money-market transaction in which one party sells securities to another while agreeing to repurchase those securities at a later date.

Reserves – DART uses “reserves” as well as “funds” to ensure resources are available for anticipated and unanticipated needs.

Glossary of Terms/Definitions (cont'd)

Revenue Bond – A bond on which debt service is payable solely from a restricted revenue source (or sources)—for example sales tax revenues.

Revenue Car Miles – Total miles operated by LRT or TRE trains in revenue service multiplied by the number of cars operated as part of each train. Power consumption and maintenance requirements are driven by the number of car miles operated. As a result, one area of management focus is to optimize the number of cars operated per train based on ridership and Board-adopted loading standards.

$$\text{Calculation} = \text{Sum for all trips of } [\# \text{ of Revenue Train Miles operated} * \# \text{ of cars in the train}]$$

Revenue Miles or Hours – Measures the number of miles, or hours, that a vehicle is in revenue service (i.e., available to pick up passengers) and includes special events service. This measure does not include "deadhead miles" which are the miles between the bus maintenance facility and the beginning and/or end of a route.

Reverse Commute – City-to-suburb commute. This phrase refers to the fact that most riders commute from the suburbs to the city.

Ridership – For the total system, this is the total number of passengers boarding a DART vehicle. Transfers are included in total ridership and passenger boarding counts (e.g., if a person transfers from one bus to another bus or from a bus to rail, this is counted as two passenger boardings). Fixed route ridership counts passenger boardings (including transfers) for bus, light rail, streetcar, and commuter rail only. See also *Unlinked Trip*.

Sales Taxes for Operating Expenses – Measures the amount of sales taxes required to subsidize operations. 100% minus this percentage is the amount of sales taxes available for capital and road improvement programs. Management's objective is to reduce this ratio.

$$\text{Calculation} = [(\text{Operating Expenses} - \text{Operating Revenues} - \text{Interest Income}) / \text{Sales Tax Revenues}]$$

Scheduled Miles Per Hour – Represents the average overall speed of the modal service as reflected in the schedule, with stops and recovery time included. This value reflects both the composition of the service (i.e., express and local routes for bus mode) and the efficiency of the schedule (e.g., reducing recovery time in the schedule improves average speed).

$$\text{Calculation (for bus)} = [\text{Scheduled Miles} / \text{Scheduled Hours}]$$

$$\text{Calculation (for rail)} = [\text{Scheduled Train Miles} / \text{Scheduled Train Hours}]$$

Service Hours – Paratransit service hours are also known as revenue hours. They are calculated from the time of the first passenger pick-up until the time of the last passenger drop-off. Travel time to and from the garage is not included.

Service Levels – Also known as Telephone Service Factor (TSF), measures the response to calls within a specified period. This measurement is being used to monitor the effectiveness of the main call center (CI: 214-979-1111) within 1 minute, the response to Paratransit scheduling issues within 1 minute, and the response to *Where's My Ride* inquiries within 2 minutes.

$$\text{Calculation} = (\# \text{ of Calls Answered Within the Specified Time Period}) / (\# \text{ of Calls Received Within the Specified Time Period})$$

Start-Up Costs – Costs associated with the implementation of a major new light rail, commuter rail, streetcar, or service expansion that are incurred prior to the service implementation (e.g., vehicle and system testing).

State of Good Repair (SGR) – Capital investment in infrastructure maintenance in order to improve the condition of current transit facilities and provide safe, reliability service.

Subscription Service – Paratransit passengers traveling at least three times per week to the same location at the same time can be placed on "subscription service." This service is "automatically" scheduled for the passenger, and it is not necessary for the passenger to call and schedule the service.

$$\text{Calculation} = [(\text{Operating Expenses} - \text{Operating Revenues}) / \text{Passenger Boardings}]$$

Glossary of Terms/Definitions (cont'd)

Total Vehicle Miles – The sum of all miles operated by passenger vehicles, including mileage when no passengers are carried.

Transit Asset Management (TAM) – Measurement of the condition of capital assets such as equipment, rolling stock, infrastructure, and facilities.

Transit-Oriented Development (TOD) – Mixed-use development of residential, commercial, and retail uses within walking distance of a transit station or bus route.

Transit Signal Priority – Transit signal priority either gives or extends a green signal to public transit vehicles under certain circumstances to reduce passenger travel times, improve schedule adherence, and reduce operating costs.

Unlinked Trip – A trip involving a single boarding and alighting from a transit vehicle. For example, a commute from home to work achieved by boarding a bus to a train, and then taking another bus after leaving the train, represents three unlinked trips. See also *Linked Trip*.

Vanpool – Consists of a group of 5 to 15 people who regularly travel together to work (typically 30 miles or more roundtrip) in a DART-provided van.

Vehicle Revenue Mile – Vehicle mile during which the vehicle is in revenue service (i.e., picking up and/or dropping off passengers).

Zero Denials – A Federal mandate that in effect states that a provider cannot systematically deny paratransit trips on an on-going basis.

Section 2 – Ridership and Route Performance Highlights

R2 Introduction

R3 Total System Ridership

R5 Bus System Ridership

R7 Light Rail System Ridership

R8 Trinity Railway Express Ridership

R9 Dallas Streetcar

R10 Ridership Tables

R11 Bus Route Performance Report

Introduction

This section of the Quarterly Report starts with the total system ridership summary and then focuses on fixed route ridership, including Bus, Light Rail, Trinity Railway Express (TRE), and Streetcar. Fixed-route ridership reporting includes the number of unlinked passenger trips (*e.g.* boarding passengers are counted resulting in transferring passengers being counted each time they board a vehicle).

Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary significantly from month to month because of seasonality and the variation in the number of Weekdays, Saturdays and Sundays in a month. The use of average daily ridership figures eliminates the issue of monthly calendar differences and makes direct comparisons of ridership more realistic. Average weekday ridership is the primary measurement discussed in this report.

DART has been using automatic passenger counters (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both FY 2020 and FY 2021, we are able to make direct comparisons between APC-based counts on a year-to-year basis. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Paratransit ridership is compiled from daily trip manifests. The availability of APC data also allows for more accurate counts of ridership by DART city. The estimates of ridership for each of the 13 DART cities have been based upon stop-level APC boardings. The results of the new approach appear in Table 3.

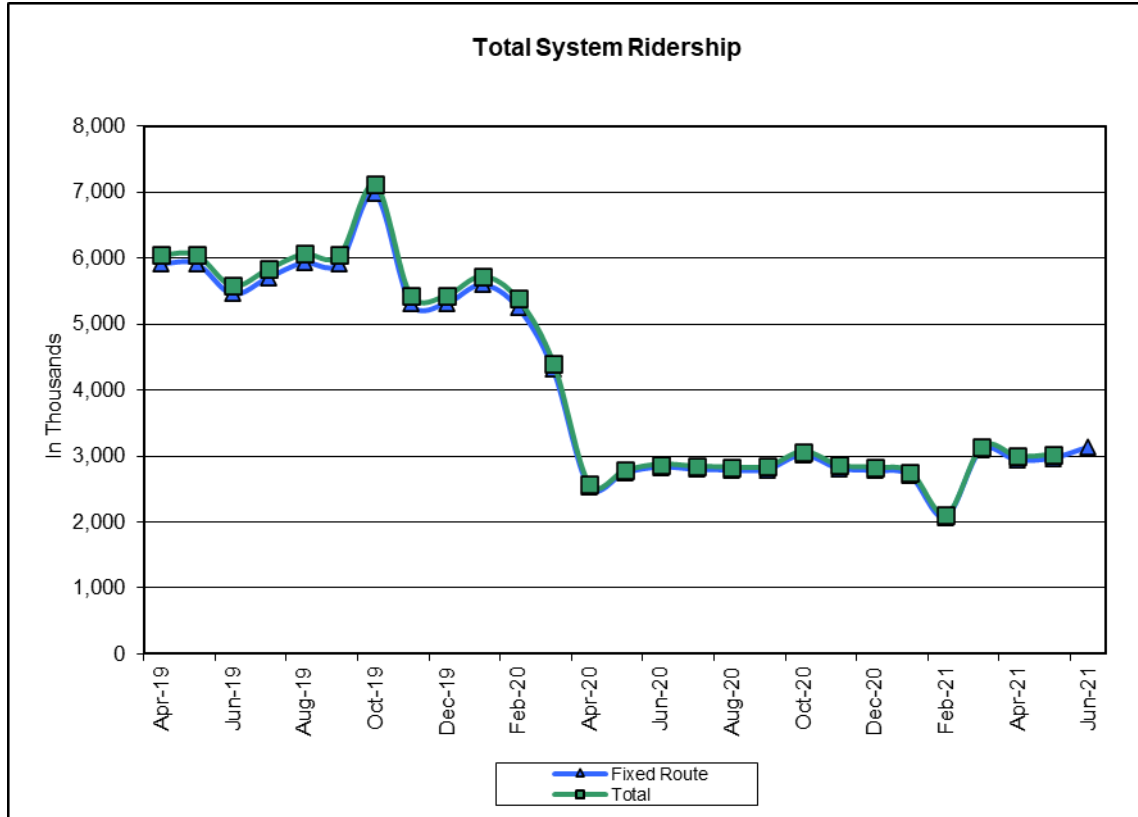
FY 2020 Q3 is the first quarter that was fully under the impact of COVID-19 pandemic and DART implemented the reduced weekday service during FY 2020 Q3 and restored to nearly 90% pre-pandemic service levels from October 19, 2020. The comparison of FY 2021 Q3 with FY 2020 Q3 reflects the ridership change under the similar condition (both quarters have been under pandemic). In order to understand the ridership compared to pre-pandemic level, this report also added comparison to FY 2019 Q3.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were first adopted in 1995 and were most recently updated in 2018, and these standards define the performance metrics and benchmarks against which DART measures individual route performance. Central to the Service Standards update has been an interest in defining standards to assist in efforts to improve bus service quality and quantity, including network structure, service frequency, service span, and placement of appropriate passenger amenities.

Each route is evaluated quarterly to determine if it performs above, at or below standard. Routes that fall below standard for all three performance measures (utilization of resources target, utilization of capacity target, fiscal responsibility target) are identified as deficient performers. A route with deficient performance is then reviewed to determine whether any follow-up action is needed; actions can range from targeted marketing to service adjustments to (in rare cases) discontinuation of service.

Measurement system changes has been incorporated into the Ridership and Route Performance Heights Report effectively. Each element of this report is accompanied by a series of charts or tables summarizing ridership and performance during this quarter.

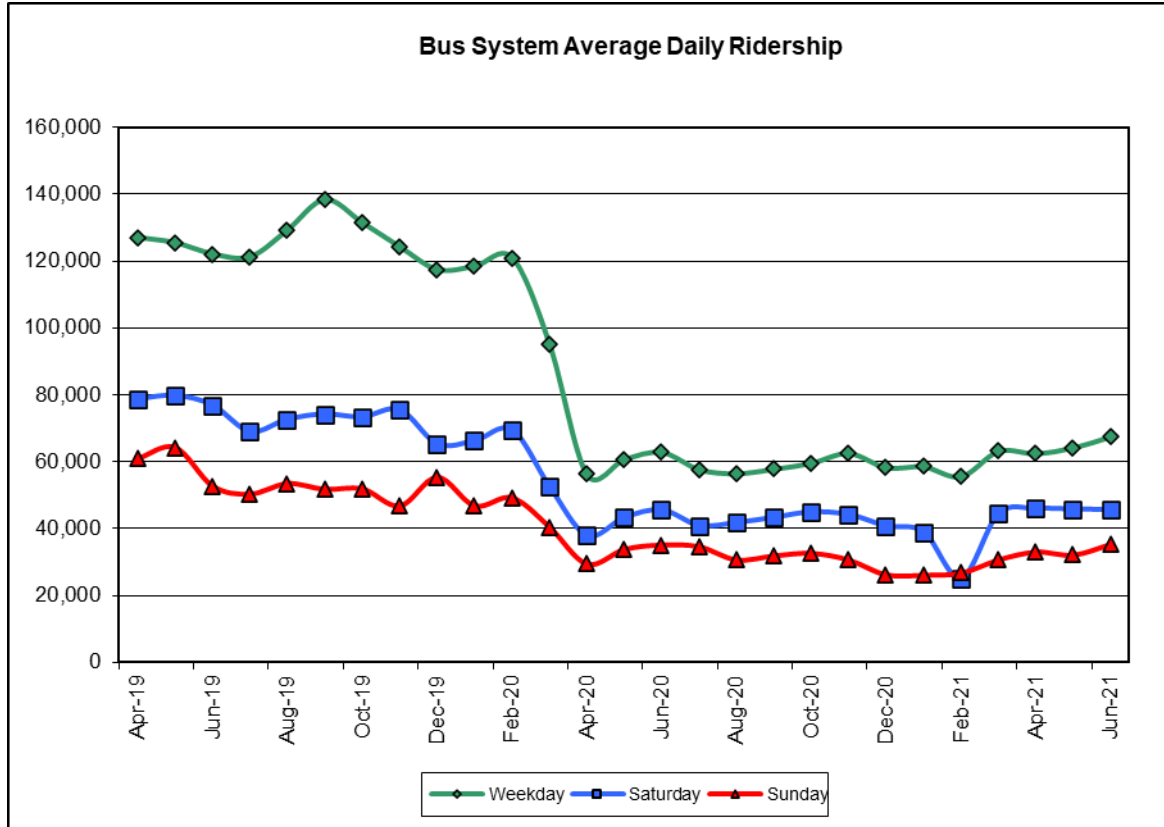
Total System Ridership



- Total system ridership includes fixed route (bus, light rail and commuter rail, streetcar), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been lower than the same period last year.
- The COVID-19 has continued to have a significant impact on Q3 of FY 2021 ridership. Nonetheless, with nicer weather, more people getting vaccinated and feeling more comfortable to use transit, and more employees returning to work on site, DART system ridership has been consistently edging up during Q3.
- Total system ridership in the third quarter of FY 2021 was 9.2 million riders, an increase of 11.9% from the third quarter of FY 2020, but a decrease of 48.0% from the third quarter of FY 2019.
- Fixed route ridership totaled 9.0 million passengers in the third quarter of FY 2021, an increase of 11.4% from the third quarter of FY 2020, but a decrease of 47.7% from the third quarter of FY 2019.
- Bus System ridership totaled 5.2 million riders, 7.1% above the third quarter of FY 2020 but 47.3% below the third quarter of FY 2020.
- Light rail ridership for the third quarter ended June 30, 2021 was 3.6 million, an increase of 16.2% from the third quarter of FY 2020 but a decrease of 47.9% from FY 2020 third quarter ridership of 6.9 million.
- TRE ridership was 214.6K passengers in the third quarter, a significant increase of 56.9% from the third quarter of FY 2020 but still a decrease of 56.9% from the same quarter in FY 2019.

- Dallas Streetcar ridership for the third quarter ended June 30, 2021 was 37.6K, an increase of 6% from same quarter of FY 2020 but a decrease of 39.3% from FY 2019.
- Paratransit ridership for the third quarter ended June 30, 2021 was 154.6K, a remarkable increase of 71% from the third quarter of FY 2020 yet still a decrease of 32.8% from FY 2019.

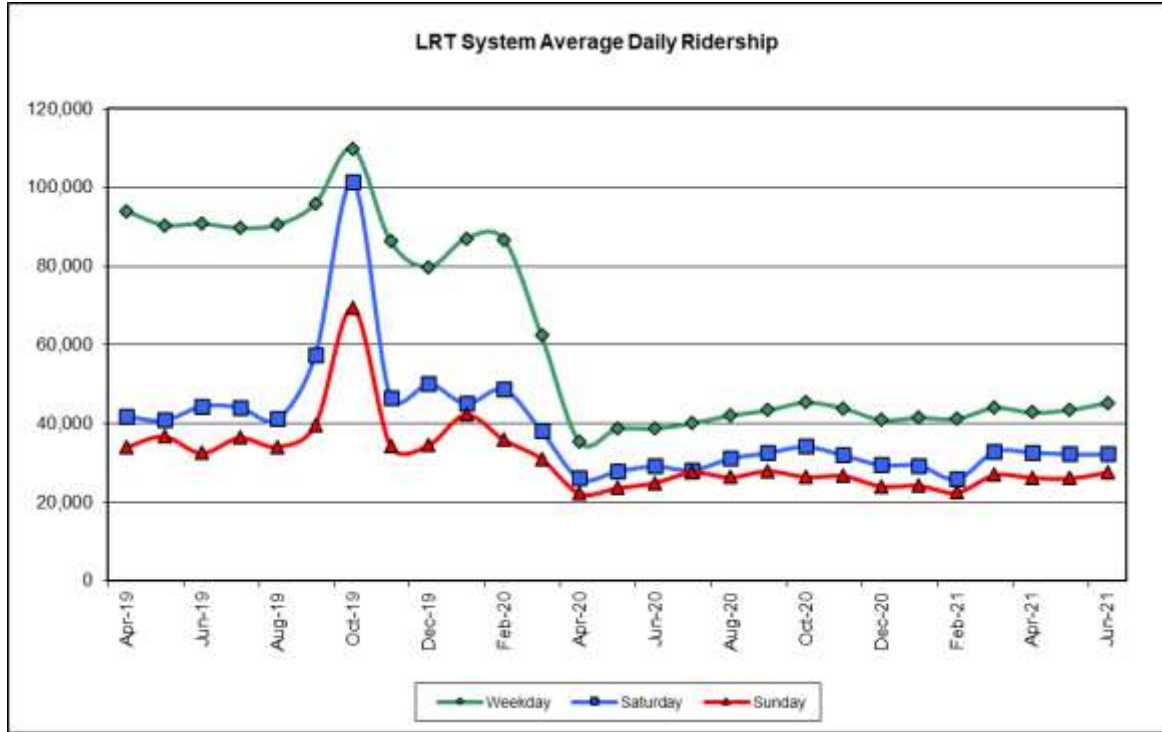
Bus System Ridership



- Bus System ridership totaled 5.2 million riders, 7.1% above the third quarter of FY 2020 but 47.3% below the third quarter of FY 2020.
- Average weekday ridership in the third quarter of FY 2021 was 64.7K daily riders, a 7.9% increase from the same quarter of FY 2020 and 48.1% decrease from FY 2019. Saturday bus system ridership averaged 45.8K daily riders, up by 8.4% from last year but down by 41.7% from FY 2019. Sunday bus system ridership averaged 33.5K daily riders, an increase of 2.1% from the same quarter of FY 2020 but a decrease of 43.4% from FY 2019.
- During Q3, bus ridership had continued to move up gradually, more obviously on Weekday and Sunday.
- The most heavily patronized routes in the third quarter, by route classification, were:

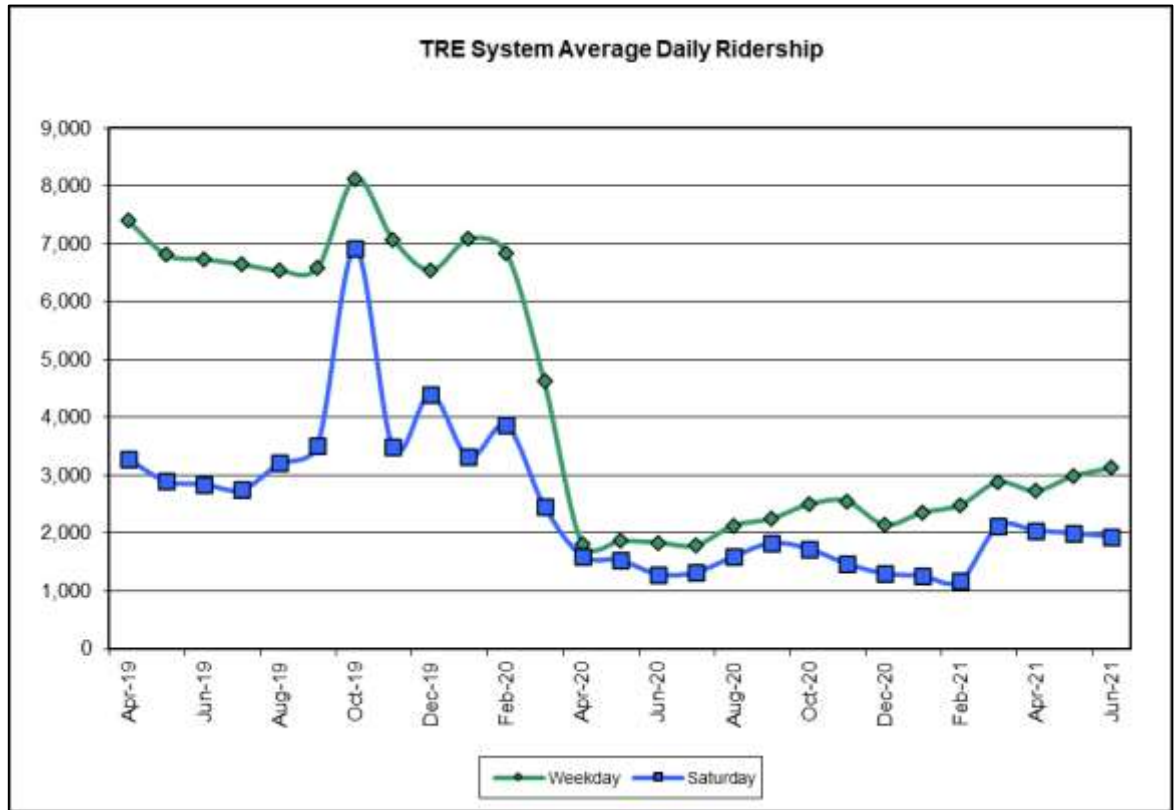
Route Type	Route Number and Name	Weekday Ridership
Local	11 Jefferson-Malcolm X	2,385
Express	208 NW Plano Park and Ride-Downtown Dallas	229
Crosstown	404 Westmoreland Station/Parkland	2,067
Feeder	583 Richland College-Lovers Lane Station	1,179
Site Specific	McKinney Ave Streetcar	1,805
Shuttle	702 NorthPark Mall / Park Lane Station	276
GoLink	Rowlett	75

Light Rail System Ridership



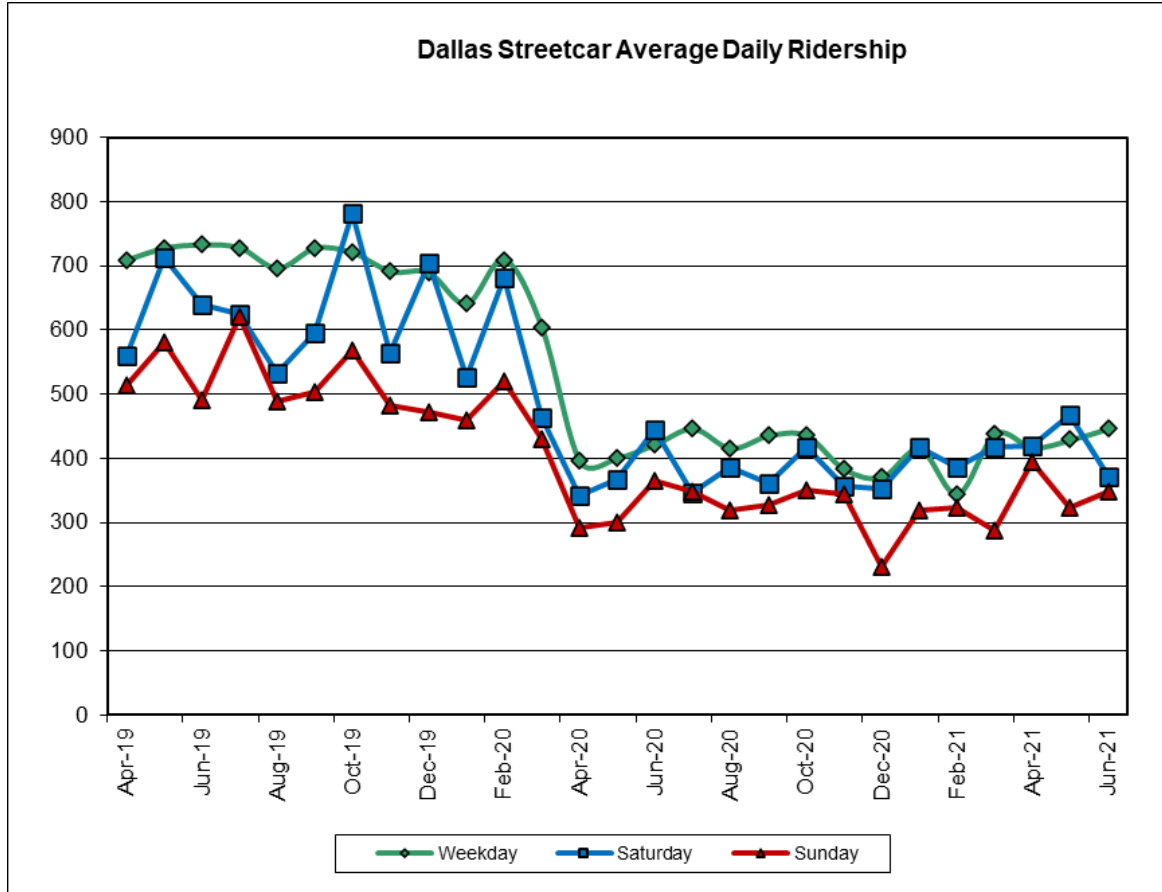
- Light rail ridership for the third quarter ended June 30, 2021 was 3.6 million, an increase of 16.2% from the third quarter of FY 2020 but a decrease of 47.9% from FY 2020 third quarter ridership of 6.9 million.
- Weekday ridership in the third quarter averaged 43.9K passengers, an increase of 16.5% from the third quarter of FY 2020 but a decrease of 52.2% from the third quarter of FY 2019.
- Saturday ridership in the third quarter averaged 32.4K passengers, an increase of 16.9% from the third quarter of FY 2020 but a decrease of 23.6% from the third quarter of FY 2019.
- Sunday ridership in the third quarter averaged 26.7K passengers, an increase of 12.9% from the third quarter of FY 2020 and a decrease of 22.5% from the third quarter of FY 2019.
- Ridership showed minor increase during Q3, in particularly on Weekday and Sundays.

Trinity Railway Express



- TRE ridership was 214.6K passengers in the third quarter, a significant increase of 56.9% from the third quarter of FY 2020 but still a decrease of 56.9% from the same quarter in FY 2019.
- Weekday ridership on the TRE averaged 2.9K daily riders in the third quarter, a 60.5% increase from FY 2020 but still a decrease of 57.8% from FY 2019.
- Saturday ridership in the third quarter averaged 2.0K daily riders, an increase of 35.0% from FY 2020 but a decrease of 33.6% from the third quarter of FY 2019.

Dallas Streetcar



- Dallas Streetcar ridership for the third quarter ended June 30, 2021 was 37.6K, an increase of 6% from same quarter of FY 2020 but a decrease of 39.3% from FY 2019.
- Weekday ridership averaged 431 daily riders in the third quarter of FY 2021, an increase of 6.0% from FY 2020 but a decrease of 40.4% from FY 2019.
- Saturday ridership averaged 419 daily riders in the third quarter of FY 2021, an increase of 8.9% from FY 2020 but a decrease of 34.2% from FY 2019.
- Sunday ridership averaged 355 daily riders in the third quarter of FY 2021, an increase of 11.5% from FY 2020 but a decrease of 32.8% from FY 2019.

Ridership Tables

The following tables provide summaries of ridership results during the quarter.

Table 1: Total Monthly Fixed-Route Ridership (25-Month Trending) in Thousands

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Streetcar Monthly	Fixed Route Total
2019	June	3,090	2,201	149	20.3	5,460
	July	3,195	2,332	157	21.6	5,706
	August	3,420	2,334	160	20	5,934
	September	3,373	2,383	148	20	5,924
2020	October	3,528	3,210	227	22	6,987
	November	3,046	2,092	156	18.9	5,313
	December	3,059	2,084	155	20.1	5,318
	January	3,103	2,307	171	18.5	5,600
	February	2,963	2,124	156	19.7	5,263
	March	2,508	1,679	112	17.3	4,316
	April	1,507	975	46	11.3	2,539
	May	1,634	1,055	45	11.7	2,746
	June	1,706	1,069	46	12.5	2,834
	July	1,607	1,134	45	12.9	2,799
	August	1,549	1,171	53	12.3	2,785
	September	1,548	1,181	55	12.2	2,796
2021	October	1,666	1,275	64	13.1	3,018
	November	1,593	1,154	56	11.1	2,814
	December	1,576	1,139	52	10.7	2,778
	January	1,513	1,123	53	12	2,701
	February	1,172	838	45	7	2,062
	March	1,740	1,251	75	12.9	3,079
	April	1,683	1,178	68	12.0	2,941
	May	1,699	1,188	70	12.9	2,969
	June	1,809	1,236	77	12.7	3,134

Table 2: Average Weekday Fixed-Route Ridership (25-Month Trending) in Thousands

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Streetcar Weekday	Fixed Route Total
	June	122.1	90.8	6.7	0.7	220.3
	July	121.2	89.7	6.6	0.7	218.2
	August	129.2	90.5	6.5	0.7	226.9
	September	138.3	92	6.6	0.7	237.6
2020	October	131.4	109.9	8.1	0.7	250.1
	November	124.2	86.3	7.1	0.7	218.3
	December	117.4	79.8	6.5	0.7	204.4
	January	118.4	87	7.1	0.6	213.1
	February	120.9	86.8	6.8	0.7	215.2
	March	95.3	62.3	4.6	0.6	162.8
	April	56.3	35.5	1.8	0.4	94
	May	60.8	38.7	1.9	0.4	101.8
	June	62.9	38.8	1.8	0.4	103.9
	July	57.8	40.1	1.8	0.4	100.1
	August	56.5	42	2.1	0.4	101
	September	57.9	43.4	2.2	0.4	103.9
2021	October	59.6	45.4	2.5	0.4	107.9
	November	62.6	43.9	2.6	0.4	109.5
	December	58.3	40.9	2.1	0.4	101.7
	January	58.5	41.5	2.4	0.4	102.8
	February	55.7	41.2	2.5	0.3	99.7
	March	63.2	44	2.9	0.4	110.5
	April	62.5	42.8	2.7	0.4	108.5
	May	64.2	43.5	3.0	0.4	111.1
	June	67.5	45.3	3.1	0.4	116.4

Table 3: Passenger Boardings for DART Cities for the Third Quarter Fiscal Year 2021, Period Ending June 30, 2021

Cities	Bus	LRT	TRE	Streetcar	GoLink	Paratransit	Total System
Addison	117,030	0	0	0	0	447	117,477
	2.32%	0.00%	0.00%	0.00%	0.00%	0.29%	1.29%
Carrollton	64,853	120,221	0	0	0	4,981	190,054
	1.28%	3.34%	0.00%	0.00%	0.00%	3.22%	2.09%
Cockrell Hill	50,843	0	0	0	0	109	50,952
	1.01%	0.00%	0.00%	0.00%	0.00%	0.07%	0.56%
Dallas	3,951,074	2,925,890	90,224	37,577	10,474	101,981	7,117,220
	78.28%	81.25%	42.05%	100.00%	37.17%	65.97%	78.35%
Farmers Branch	56,646	29,912	0	0	1,660	1,625	89,843
	1.12%	0.83%	0.00%	0.00%	5.89%	1.05%	0.99%
Garland	268,734	71,144	0	0	3,101	13,815	356,794
	5.32%	1.98%	0.00%	0.00%	11.01%	8.94%	3.93%
Glenn Heights	6,228	0	0	0	1,301	492	8,021
	0.12%	0.00%	0.00%	0.00%	4.62%	0.32%	0.09%
Highland Park	2,186	0	0	0	139	6	2,331
	0.04%	0.00%	0.00%	0.00%	0.49%	0.00%	0.03%
Irving	232,391	145,028	32,179	0	290	8,635	418,523
	4.60%	4.03%	15.00%	0.00%	1.03%	5.59%	4.61%
Plano	107,717	150,776	0	0	5,585	13,626	277,704
	2.13%	4.19%	0.00%	0.00%	19.82%	8.81%	3.06%
Richardson	180,028	90,876	0	0	0	6,025	276,930
	3.57%	2.52%	0.00%	0.00%	0.00%	3.90%	3.05%
Rowlett	0	67,295	0	0	5,085	2,122	74,502
	0.00%	1.87%	0.00%	0.00%	18.05%	1.37%	0.82%
University Park	9,831	0	0	0	13	216	10,060
	0.19%	0.00%	0.00%	0.00%	0.05%	0.14%	0.11%
DART Cities	5,047,561	3,601,141	122,403	37,577	27,648	154,080	8,990,410
Others	0	0	92,186	0	529	501	93,216
Total	5,047,561	3,601,141	214,589	37,577	28,177	154,581	9,083,626

21Q3 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the third quarter of FY 2021, specifically April 1 to June 30, 2021. This report follows current Service Standards, which describe DART's route performance measurement methodology. There are three measures of performance:

- Passengers per revenue hour of service
- Passenger miles per revenue mile of service
- Subsidy per passenger

Though it started late in FY 2020 Q2, the COVID-19 continued to have a significant impact on 21Q3 ridership. With nicer weather, more people getting vaccinated and feeling more comfortable to use transit, and more employees returning to work on site, DART system ridership have been consistently edging up during Q3, which will be reflected in the three performance measures at the route level in the following section.

Route Performance Tables

The following tables show route performance for FY 2021 Q3 based on the three performance measures. Targets are shown for each route and each route category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. According to the Service Standards, routes with all three performance measures in deficiency will be reviewed for possible modification or corrective actions.

The following table shows overall FY2021 Q3 riders per revenue hour, passenger miles per revenue mile of service, and subsidy per passenger for each route/service.

Type	Route	Utilization of Resources		Utilization of Capacity		Fiscal Responsibility	
		Total Riders/ Hour	Overall Target	Total Pass. Mile/ Rev.	Overall Target	Subsidy per Passenger	Overall Target
Local	2	14.77		3.92		\$7.57	
Local	11	18.39		5.68		\$5.45	
Local	12	8.59		2.47		\$13.57	
Local	19	10.11		2.98		\$11.32	
Local	21	4.75		1.58		\$23.41	
Local	24	11.39		2.72		\$8.91	
Local	26	12.66		3.38		\$7.97	
Local	29	8.36		2.05		\$12.72	
Local	31	6.89		3.14		\$15.82	
Local	35	7.05		2.45		\$15.44	
Local	36	8.65		3.88		\$13.68	
Local	39	9.91		2.84		\$10.28	

Local	52	8.05		2.70		\$13.60	
Local	59	8.26		2.75		\$14.20	
Local	60	7.73		3.38		\$15.60	
Local	63	11.01		2.94		\$12.96	
Local	76	9.31		2.83		\$11.71	
Local	81	9.12		2.76		\$13.06	
Local	82	6.76		2.12		\$17.65	
Local	84	7.22		2.49		\$15.78	
Local	110	15.39		6.91		\$8.24	
Local	111	9.15		3.42		\$12.77	
Local	161	11.08		4.57		\$12.23	
Local	164	11.97		4.70		\$10.58	
Local	183	10.94		5.82		\$12.46	
Local Total	25	10.36	7.77	3.71	2.78	11.16	14.88
Express	205	7.76		4.76		\$26.56	
Express	206	4.96		3.39		\$44.15	
Express	208	3.59		2.71		\$53.59	
Express	278	4.32		2.15		\$47.29	
Express	283	5.45		3.36		\$29.84	
Express Total	5	4.77	3.58	3.13	2.35	40.64	54.18
Feeder	333	5.64		1.60		\$22.49	
Feeder	347	7.82		3.57		\$16.22	
Feeder	350	8.61		3.41		\$14.78	
Feeder	360	11.72		2.70		\$10.76	
Feeder	361	8.20		2.72		\$13.98	
Feeder	362	6.93		3.04		\$17.43	
Feeder	372	7.30		2.59		\$16.89	
Feeder	374	10.17		3.02		\$11.52	
Feeder	376	10.44		2.23		\$11.09	
Feeder	377	10.41		2.39		\$11.86	
Feeder	378	16.57		5.84		\$7.11	
Feeder	380	8.61		2.16		\$17.11	
Feeder	500	2.57		1.21		\$44.49	
Feeder	501	9.43		3.30		\$13.14	
Feeder	502	7.75		1.45		\$13.40	
Feeder	504	5.10		1.76		\$21.36	
Feeder	505	6.21		1.76		\$22.04	
Feeder	506	17.41		2.81		\$5.92	
Feeder	507	3.10		1.24		\$35.41	

Feeder	508	6.84	1.69	\$15.82
Feeder	509	8.81	3.32	\$12.90
Feeder	510	2.58	1.19	\$45.43
Feeder	513	4.67	1.32	\$29.40
Feeder	514	5.61	1.70	\$21.77
Feeder	515	6.75	1.56	\$16.01
Feeder	516	6.99	1.42	\$16.65
Feeder	521	4.21	1.00	\$25.28
Feeder	522	8.65	2.04	\$14.36
Feeder	524	9.05	2.26	\$10.39
Feeder	525	4.04	1.37	\$31.24
Feeder	526	11.46	1.99	\$10.52
Feeder	527	11.95	2.40	\$9.80
Feeder	528	8.19	1.98	\$14.53
Feeder	529	5.42	1.66	\$21.21
Feeder	531	9.59	2.55	\$15.14
Feeder	532	6.38	1.81	\$17.20
Feeder	533	10.20	1.78	\$14.32
Feeder	534	11.22	4.20	\$11.97
Feeder	535	9.89	2.52	\$11.65
Feeder	536	2.50	1.15	\$59.75
Feeder	538	9.03	1.87	\$12.61
Feeder	541	7.80	2.10	\$15.39
Feeder	542	5.37	1.58	\$22.40
Feeder	544	8.32	2.37	\$14.58
Feeder	547	9.76	3.48	\$12.81
Feeder	549	14.15	5.02	\$7.74
Feeder	551	8.73	1.99	\$16.76
Feeder	553	8.46	1.75	\$19.44
Feeder	554	15.86	3.58	\$7.15
Feeder	555	6.99	1.56	\$20.96
Feeder	560	6.30	1.72	\$20.02
Feeder	566	5.60	1.50	\$27.97
Feeder	568	5.87	1.76	\$19.43
Feeder	571	5.80	2.28	\$21.80
Feeder	574	7.11	2.24	\$23.05
Feeder	582	4.85	1.19	\$24.51
Feeder	583	12.45	2.99	\$8.97
Feeder	585	1.69	0.68	\$81.64

Feeder	591	5.75		1.31		\$19.97	
Feeder	592	10.84		2.50		\$9.75	
Feeder	593	12.59		3.10		\$8.35	
Feeder	594	6.57		1.33		\$19.18	
Feeder	595	4.41		1.31		\$26.60	
Feeder	597	8.32		3.09		\$14.69	
Feeder Total	64	8.81	6.61	2.52	1.89	13.56	18.07
Crosstown	401	8.91		3.09		\$13.66	
Crosstown	402	9.77		3.83		\$13.77	
Crosstown	403	8.00		3.01		\$16.27	
Crosstown	404	12.70		4.89		\$9.07	
Crosstown	405	9.71		4.15		\$12.06	
Crosstown	408	11.60		5.04		\$10.18	
Crosstown	409	11.50		3.31		\$8.23	
Crosstown	410	9.30		3.34		\$14.39	
Crosstown	415	8.00		3.27		\$15.71	
Crosstown	426	12.81		3.22		\$8.10	
Crosstown	428	12.69		4.47		\$9.86	
Crosstown	444	7.65		2.31		\$15.84	
Crosstown	445	9.90		2.71		\$10.73	
Crosstown	451	10.86		4.18		\$12.69	
Crosstown	452	6.75		2.66		\$21.42	
Crosstown	453	10.73		3.96		\$11.31	
Crosstown	463	13.38		4.37		\$9.43	
Crosstown	466	14.23		4.72		\$8.15	
Crosstown	467	14.05		4.50		\$8.29	
Crosstown	475	7.71		3.19		\$15.79	
Crosstown	486	14.48		4.81		\$7.97	
Crosstown	488	14.77		4.89		\$7.86	
Crosstown Total	22	11.37	8.52	4.03	3.02	10.56	14.08
Shuttle	702	20.53		3.63		\$4.63	
Shuttle	749	7.09		1.97		\$15.34	
Shuttle	841	3.41		1.13		\$67.33	
Shuttle	843	4.26		1.18		\$44.30	
Shuttle	870	4.30		1.36		\$32.59	
Shuttle Total	5	8.46	6.34	1.71	1.28	15.96	21.29
GoLink	Inland Port Exp.	1.85				\$25.41	
GoLink	Kleberg	1.90				\$36.20	
GoLink	Rylie	1.90				\$35.71	

GoLink	N Central Plano	1.70				\$26.34	
GoLink	Legacy West	1.20				\$41.68	
GoLink	Rowlett	2.10				\$20.13	
GoLink	Far North Plano	1.20				\$39.70	
GoLink	Farmers Branch	1.60				\$37.61	
GoLink	Glenn Heights	1.40				\$35.93	
GoLink	West Carrollton	0.00				--	
GoLink	Lake Highlands	1.30				\$45.56	
GoLink	Lakewood	1.20				\$48.03	
GoLink	North Dallas	1.90				\$25.46	
GoLink	Park Cities	1.20				\$50.75	
GoLink	South Irving	0.30				\$159.08	
GoLink	SE Garland	2.00				\$21.45	
GoLink Total	14	1.59	1.19			31.31	41.75
Site Specific	Baylor Shuttle	4.81				\$2.61	
Site Specific	DFWIA	4.14				\$2.43	
Site Specific	Medical City	6.73				\$1.43	
Site Specific	Richardson	6.46				\$5.42	
Site Specific	TI Shuttles	1.64				\$5.42	
Site Specific	883	17.30				\$1.79	
Site Specific	UTSW	7.22				\$4.08	
Site Specific	768	5.05				\$6.23	
Site Specific	704	7.18				\$5.72	
Site Specific	705	4.97				\$10.44	
Site Specific	706	3.89				\$17.15	
Site Specific Total	11	8.01	6.01			4.99	6.65
Grand Total	146	9.56		3.36		11.98	

Route Deficiencies

Under the adopted Service Standards, a route is considered a deficient performer when it fails to meet all the three standards. In the table below we have included a short writeup for each of the deficient routes describing known issues, and where possible, potential future service changes or other actions for the route. Most routes appearing in the table were also deficient performers for previous quarters. After the table we have included a map showing the general location of each route.

We would note that all of these routes and services are being thoroughly reviewed as a part of the DARTzoom Bus Network Redesign process. The Draft Final Bus Network Plan and associated January 2022 service change proposals would replace the entire bus route network with new routes and expanded GoLink service. Many routes would feature more frequent service, and all local routes

would operate seven days per week over full DART operating hours. Details on the proposed changes are available at dartzoom.org.

Route	Discussion
21	Route 21 is a local route operating in Dallas, generally in Oak Cliff along Bishop, Llewellyn, and Edgefield. Sections of the route track closely with other routes in the area, diminishing potential ridership. This route shares the same path as Dallas Streetcar. Due to the outbreak of COVID-19 many of the Downtown Dallas businesses and medical facilities were closed, which impacted ridership. We will examine this route in greater detail during Service Plan work.
35	Route 35 is a Dallas local route that serves two different areas. In West Dallas, the route covers industrial and commercial areas along West Commerce and La Reunion that do not generate major ridership. In South Dallas, the route covers Harwood, Crozier, and several other streets. The western portion of this route runs parallel with Route 52 which is a Core Frequent Route. Under the proposed draft network plan, segments between Postal Way and Norwich will be replaced by West Dallas GoLink. The South Dallas portion will be replaced by the nearby Ervay route, which will be a Core Frequent Route.
82	Route 82 is a Dallas local route that serves Skillman and Live Oak to the North and Beckley and Zang to the south. It is effectively a branch of the former Route 1, a route which was re-branded as Routes 81 and 82 in March 2018 service changes. Parts of this route are relatively close to other parallel services, and this route is an example of duplication in the DART network. Under the proposed draft network plan, Route 82 will be replaced by the Beckley route to cover the southern segments of the route. The northern segment on Live Oak and Skillman will be replaced by new Gaston and Ross routes with both being a Core Frequent Route
84	Route 84 is a Dallas local route that serves along Greenville Ave between downtown East Transfer Center and Richland College at 30/60 frequency. Parts of this route are relatively close to other parallel services including bus and light rail. Under the proposed DARTzoom new bus network, the downtown to Mockingbird segment will be replaced largely by the proposed Henderson route and Ross segments with improved frequency; Some of the US 75 service will be picked up by Cole route; and the north segment will be covered by expanded North Dallas GoLink.
333	Route 333 is a feeder route operating in Addison, Carrollton, and a small portion of Far North Dallas, mainly along Marsh Lane. It is a perennial low performer, and we believe it may be a candidate (along with Route 536) for potential conversion to GoLink demand responsive service, which is the recommendation of the DARTzoom plan.
403	Route 403 is a crosstown route connecting Irving Convention Center Station in Irving to Spring Valley Station in Richardson, passing through areas in Irving, Farmers Branch, Addison and Richardson. This route has

	not, historically, been a low performer. The failure of this route to meet the Service Standards benchmarks may be due to the current pandemic. Major changes have been proposed for this route in the DARTzoom plan. Staff will continue to monitor ridership on this route.
444	Route 444 is a crosstown route operating in Dallas, mainly in Oak Cliff, with key route segments on Clarendon, 8th, Corinth, and Lancaster. It has traditionally been a moderate performer – particularly on the western end of the route along Clarendon. We will examine options during upcoming Service Plan work.
452	Route 452 is a crosstown route operating in Plano, a service to Parker Road Station, Northwest Plano Park & Ride and Jack Hatchell Transit Center (served Sundays only). This route has been one of the ones with modified weekday service during COVID-19 pandemic. Due to the outbreak of Covid-19 many businesses were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. Only minor changes are proposed for this route in the DARTzoom plan. Employers in the Legacy West area may be working remotely more (and longer) than in other places.
500	Route 500 is a feeder route operating in Irving and the Cypress Waters section of Dallas via Belt Line Road. It connects Belt Line Station with commercial destinations to the north. This route is plagued by Member City service issues (part of it runs through Coppell) and sub-optimal service frequency. It has traditionally been a low performer, and service was not restored to pre-pandemic levels in October 2020. It is proposed to be replaced by a GoLink zone in the DARTzoom Bus Network Redesign plan.
504	Route 504 is a feeder route operating in Irving, running along Story Road. It has traditionally been a low-performing route and was not recommended to return to regular (pre-pandemic) weekday service. This route has been recommended to be replaced with a GoLink zone in the DARTzoom Bus Network Redesign plan.
505	Route 505 is a feeder route operating in Irving, running along Northgate, Rochelle, and Esters. It was not recommended to return to regular (pre-pandemic) weekday service in October 2020. It has been recommended by staff in the DARTzoom plan that this route be replaced by a GoLink zone.
507	Route 507 is a feeder route operating in Irving, primarily on O'Connor between Downtown Irving and Las Colinas Urban Center. This route connects an important transit connection (Downtown Irving and the Orange Line) with a major job center (Las Colinas). It also provides an important connection from Downtown Irving to the Baylor – Irving hospital complex on the weekends. However, it has not performed up to expectations and has therefore was not recommended to return to regular weekday service in October 2020. Due to its low performance yet important connections, it was recommended in the DARTzoom plan that

	this service be joined to a longer crosstown route with increased frequency.
510	Route 510 is a feeder route operating in Irving. It has traditionally been a low performer and functioned to connect Royal Lane apartment complexes with the Light Rail system. Many of these workers are presumably staying home for now due to the pandemic. This route was recommended to be replaced by a GoLink zone in the DARTzoom Bus Network Redesign plan.
513	Route 513 is a feeder route operating in Garland departing from Downtown Garland Station. We will examine this route in greater detail during Service Plan work. Due to the outbreak of Covid-19 stores and schools were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. In the New Network, the route that replaces 513 will be extended west to Arapaho Center Station and combined with portions of existing Routes 566 and 372.
514	Route 514 is a feeder route operating in Irving, generally along Grauwyler and Pioneer. This route has been above standard in the past, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. This route was recommended for discontinuation in the DARTzoom plan.
521	Route 521 is a feeder route operating in Dallas and the Park Cities, connecting Cityplace Station, Mockingbird Station, and sections along Hillcrest Road. Ridership has improved in recent years, but this route remains underperforming. Under the proposed draft network plan, Route 521 will be extended to cover the McKinney Ave corridor all the way to Downtown Dallas. The Hillcrest portion of this route will be replaced by the expanded Park Cities GoLink which includes weekend service.
525	Route 525 is a feeder route operating in the Stemmons Corridor of Dallas, primarily along Regal Row, Texas 183, and IH-35E. Ridership has suffered more than usual since the onset of the pandemic. However, the important connections made for jobs and residents in the Regal Row / Brook Hollow areas required that this service be retained in the DARTzoom plan – with increased service frequency.
529	Route 529 is a feeder route operating in Dallas, primarily along Lemmon Avenue and Marsh Lane. It connects Inwood/Love Field and Royal Lane Stations. This route was recommended for replacement with a GoLink zone in the DARTzoom plan.
536	Route 536 is a feeder route operating in Addison and Carrollton, anchored at either end by Trinity Mills Station or Addison Transit Center. This route (along with nearby service on Route 333) was recommended for replacement by a GoLink zone in the DARTzoom plan.

542	Route 542 is a feeder route operating in Dallas and Cockrell Hill, mainly along Davis Street. The western part of the route (along with Route 568) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
560	Route 560 is a weekday rail feeder route operating between the LBJ/Skillman Station and the South Garland Station along Skillman St, S Plano Rd, and Miller Rd at 30/60 frequency. Under the proposed DARTzoom bus network plan, this Route will be improved with 40-minute midday frequency and added Weekend service at 40-minute frequency as well as straighter segment along Miller on approach to the LBJ/Skillman Station.
566	Route 566 is a feeder route operating in Garland, serving locations along N Garland Avenue. This route may be a candidate for possible GoLink conversion or modification, and we will examine options during Service Plan work. Due to the outbreak of COVID 19 stores and schools were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service. In the New Network, the commercial district at the northern end of 566 will be served by the route that replaces 513, which will be extended west to Arapaho Center Station. Other segments of 566 will not have service.
568	Route 568 is a feeder route operating in West Oak Cliff in Dallas. It has generally been a low performer historically, and there is duplicate service along some of its segments. The proposed New Network reduces the duplication with other routes and combines the remaining segments with portions of Route 376.
582	Route 582 is a feeder route departing from LBJ/Central Station and ending in Walnut Hill Station. A large segment of this route between Forest Ln and Walnut Hill is comprised of enclosed subdivision with large single-family homes making it a non-friendly transit corridor. Under the proposed draft network plan, Route 582 will largely been placed by North Dallas GoLink and the Skillman route with the extension to LBJ/Central Station.
585	Route 585 is a feeder route operating in Dallas and Richardson, serving Hamilton Park, TI, Richland College, and surrounding residential neighborhoods. This route was established in March 2018 and is in its developmental phase. Due to low ridership levels, Route 585 is now shortened between Forest Lane and LBJ/Central Station in October 2020. Under the new network plan, Hamilton Park will be served by the North Dallas GoLink zone.
591	Route 591 is a feeder route operating in Dallas, serving Pleasant Grove. It runs between Lake June Station and Buckner Station. Under the proposed draft network plan, Route 591 will be replaced by an expanded Rylie GoLink which includes weekend service.
594	Route 594 is a rail feeder route in the south Pleasant Grove area connecting Spruce High School neighborhood with Lake June Station in the South Dallas area at the 60-minute frequency. Due to low

	performance, this route will be replaced by the expanded Rylie GoLink zone under the proposed DARTzoom bus network.
595	Route 595 is a feeder route operating in Dallas, serving Pleasant Grove and other neighborhoods. It runs to/from MLK Station and Buckner Station. Under the proposed draft network plan, Route 595 will be consolidated with surrounding fixed routes (Samuell, Everglade, Military, Bruton, Lake June).
841	Route 841 is a shuttle route operating in Plano, a service to CityLine/Bush Station, Horizon North and Telecom Corridor. This route has been one of the ones with modified weekday service during COVID-19 pandemic. Under the proposed draft network plan the East Telecom portion of this route will become GoLink service, and other portions will be absorbed by several longer routes providing connections across the service area.
843	Route 843 is a shuttle type route, serving an area bounded by North Central Expressway to the west, Technology to the north, Los Rios and Shiloh to the east, and PGBT Service Road to the south. The route also starts/ends in CityLine/Bush Station. Due to the outbreak of COVID-19 stores and schools were closed and that may have impacted this route's ridership even more. Under the draft network plan, the Eastern portion of this route will be covered by two separate GoLink zones.
Western Carrollton	The zone is a relatively new zone to serve a small area of businesses and residents in Western Carrollton with connections to Downtown Carrollton Station. The service is 100% funded by NCTCOG. The zone has been in extremely low activity since its
South Irving	The zone is a newly developed zone to serve South Irving residents with connections to Downtown Irving/Heritage Crossing Station with UberPool as an option for the residents to use. We expect the zone to attract more riders as it gets more popular. Service Planning will continue to monitor this service.

The following map (Figure 1) shows the general location of each of the deficient performers:

Figure 1: Location of the Deficient Performers in 3rd QTR FY21

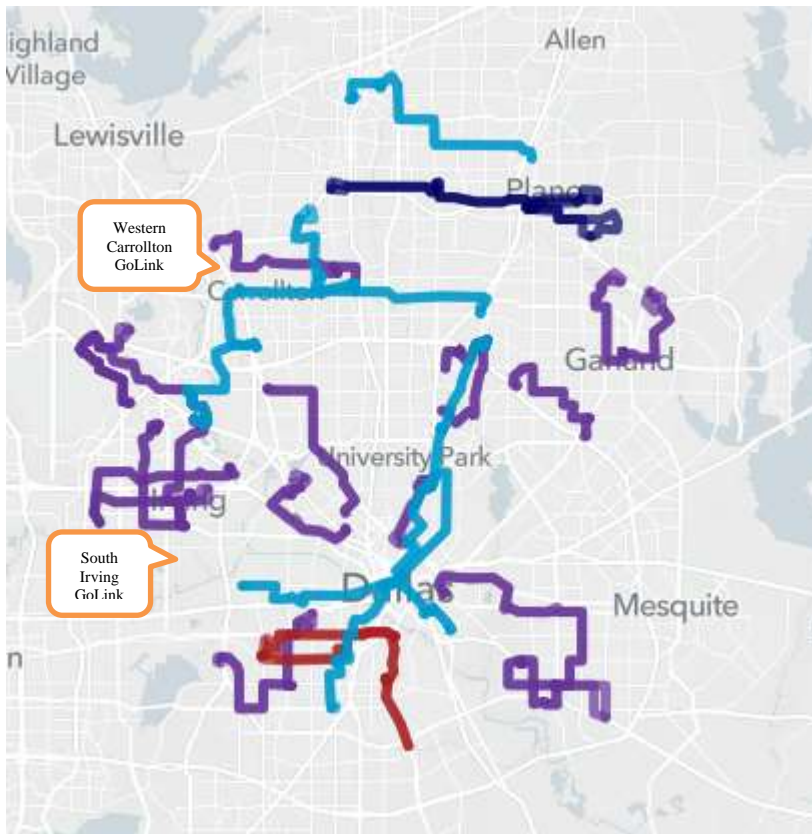


Table of Contents

Section 3 – Marketing & Communications Report

DART INITIATIVES

- M3 DARTzoom Communications
- M5 DART Rail 25th Anniversary
- M8 DART Access Corporate Annual Pass Promotion
- M9 Retail Annual Pass Promotion

SPECIAL EVENTS

- M11 DART Bus Operator Hiring Event
- M13 DARTzoom Facebook Live Events

MEDIA CAMPAIGNS AND PROMOTIONS (PAID, OWNED, AND EARNED)

- M15 Paid Media
- M17 Social and Digital Media Recap

CUSTOMER AND COMMUNITY OUTREACH

- M19 Customer Service
- M21 Transit Education
- M24 Community Affairs

(This page is intentionally blank.)

FY 2021 Quarterly Marketing & Communications Report Third Quarter

DARTzoom Communications

April-June 2021

Project Overview:

North Texas continues to experience explosive growth. How and where our riders use our service has shifted with new employment districts emerging across the region, as well as a steady increase in single and multifamily housing construction. To better respond to these changes, DART has proposed a complete redesign of the bus network. In Q3 FY 2021, the agency continued its communications efforts to ensure the public is aware of the upcoming changes, and to encourage riders to weigh in on these proposed changes and help shape future service.

Project Elements:

- Digital and social media
- Social media influencers
- Inmotion newsletter

Highlights:

- Content focused on the positive changes that a redesigned bus network will provide, including increased frequency, less travel time, improved service, and better access.
- DART engaged four influencers: Candace Hampton (The Beauty Beau), Sishood of the Traveling Fork, Emmanuel Lopez (itsemanlopez), and Krysten Barnes.
 - Combined, these influencers generated over 10,000 impressions and nearly 1,300 engagements.
- Produced the Inmotion Spring 2021 issue with feature articles on the DARTzoom Bus Network Redesign and GoLink expansion, with a print quantity of 3,500 and over 1,200 digital subscribers.



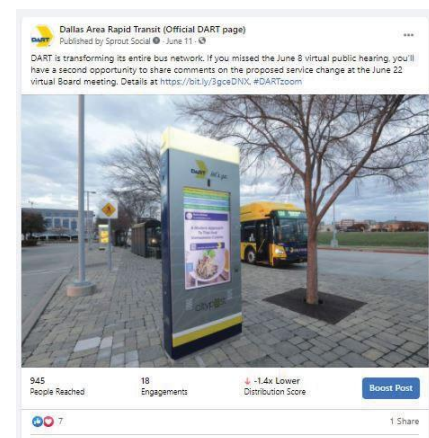
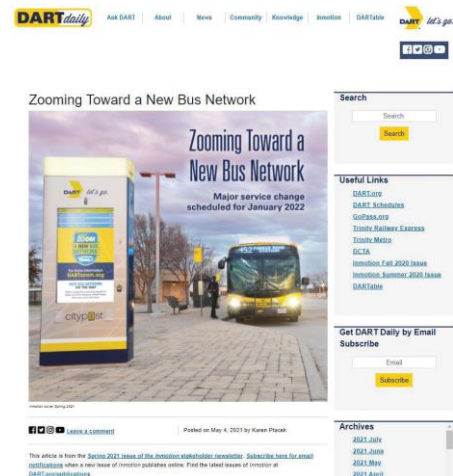
DARTzoom Communications (continued)

Highlights (continued)

- The cities of Addison, Garland, Glenn Heights, Highland Park, Plano, Rowlett, and the Dallas Chamber of Commerce shared our DARTzoom content.
 - Combined impressions were 236,470.

By the Numbers:

- DART Daily
 - Posts: 12
 - Views: 660
- Social media
 - Posts: 76
 - Impressions: 140,861
 - Engagements: 3,191
- Paid media (digital, social media, print, radio, and TV)
 - Ads: 705
 - Market value: \$171,753.50
 - Impressions: 7.1 million



The Dallas Morning News

DART wants input on proposed changes to its bus network

DART will host a virtual community meeting for South Oak Cliff residents May 10 at noon.



By Christine Chubb
4:52 PM on May 9, 2020

Listen to this article now
4:52 PM on May 9, 2020

Dallas Area Rapid Transit is reworking its bus network and is seeking feedback from the South Oak Cliff community. DART will host a virtual community meeting for South Oak Cliff residents May 10 at noon. The DARTzoom. A New Bus Network project features new routes, more hours of service and service area expansion. The route and schedule changes are expected to take effect next January. DART has held virtual meetings for other communities and the series will lead up to a public hearing on June 8.



Impressions
times people saw this Tweet on Twitter

3,265

Total engagements
times people interacted with this Tweet

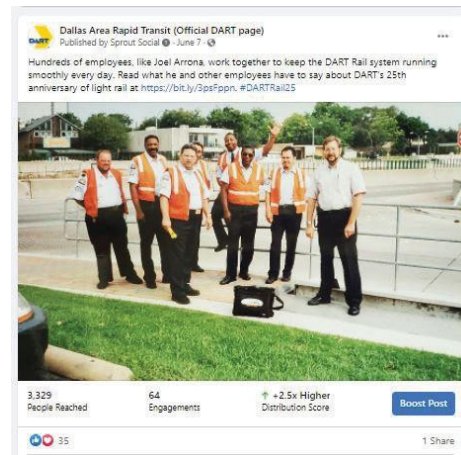
73

DART Rail 25th Anniversary

June 2021

Project Overview:

The agency celebrated DART Rail's 25th Anniversary on June 14, 2021. The Marketing & Communications department led the development of an agency response working with the Rail Operations department. The marketing plan focused on engaging and acknowledging our employees, gaining participation, driving awareness with our key stakeholders, and driving ridership with the public. To mark the occasion, a special logo was created along with messaging specific to each audience celebrating 25 years of growth and success. The primary message was DART Rail: Moving More than 500 Million Riders Since 1996.



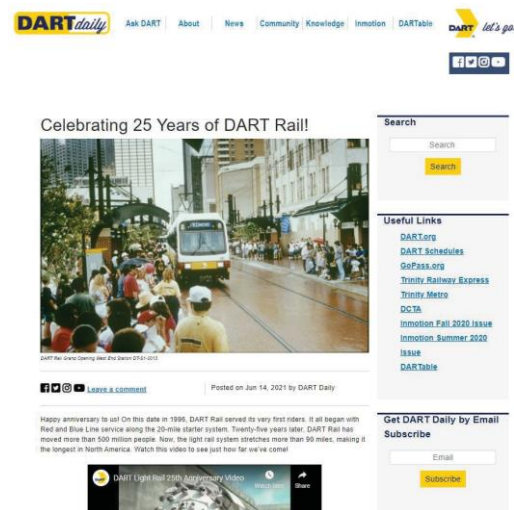
Project Elements:

- Social media
- Digital billboards
- Print advertising
- Rail interiors
- Bus interiors
- Windscreens
- Digital kiosk
- Corner markers
- GoPass in-app messaging
- GoPass events and offers
- LRV onboard announcement



Highlights:

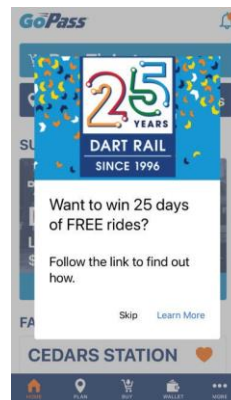
- Some 750 DART Rail staff members each received a custom 25th anniversary promotional kit that included a special note from their leadership team.
 - We worked to educate the agency on the vital roles that all Rail Operations teams play to ensure riders travel safely across North Texas.



DART Rail 25th Anniversary (continued)

Highlights (continued)

- “Thank You” banners were placed at each of the divisions along with regularly scheduled DART Daily and DART Announcement emails to drive awareness.
- Everyone in the agency received a commemorative lapel pin, Rider Insider, and custom notepad.
- We posted quotes from 38 DART Rail employee profiles on social media and DART Daily to share their thank you messages to DART riders.
- We offered a 25-day Free Rides promotion May 27-June 14.
 - Riders were encouraged to share a photo or story using the #DARTRail25 to win 25 Day Passes.
 - We used our on-asset advertising channels to promote our social media contest, along with thanking riders for sharing the ride with DART Rail for the last 25 years.
- A key part of our success was sharing testimonials from our service-area cities.
 - The cities of Carrollton, Garland, Irving, Plano, and Rowlett shared testimonials, as well as the Irving-Las Colinas Chamber of Commerce.
- Our service-area cities also helped amplify other DART Rail 25th Anniversary content.
 - Top posters were Addison, Garland, Irving, Plano, and Rowlett.
 - Combined impressions were 112,000.
- DART engaged two influencers: Candace Hampton (The Beauty Beau) and My Curly Adventures.
 - Combined, these influencers generated 2,066 impressions and nearly 192 engagements.



DART Rail 25th Anniversary (continued)

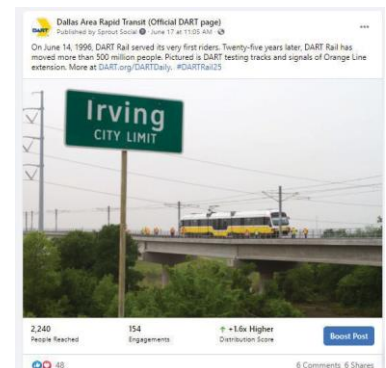
Highlights (continued)

- We executed a robust advertising plan that included digital billboards, a full-page ad in The Dallas Morning News, coverage from each of the local television networks, and a celebratory message in lights on the Omni Dallas Hotel.
- Earned media included television interviews on Fox 4 News, ABC News Channel 8, and CBS News Channel 11.



By the Numbers:

- Social media
 - Posts: 48
 - Impressions: 103,890
 - Engagements: 3,541
- Print
 - Ads: 11
 - Market value: \$31,690
 - Impressions: 2.3 million
- Digital billboards
 - Ads: 88,517
 - Market value: \$116,720
 - Impressions: 2.3 million
- DART assets (rail interiors, windscreens, corner markers, and banners)
 - Ads: 376
 - Market value: \$116,720
 - Impressions: 3.4 million



DART Access Corporate Annual Pass Promotion

April-June 2021

Project Overview:

In Q3 FY 2021, the DART Access team continued its communications and selling efforts to enroll more companies and increase ridership throughout the Corporate Annual Pass Program through add-on order and contract renewals.

Project Elements:

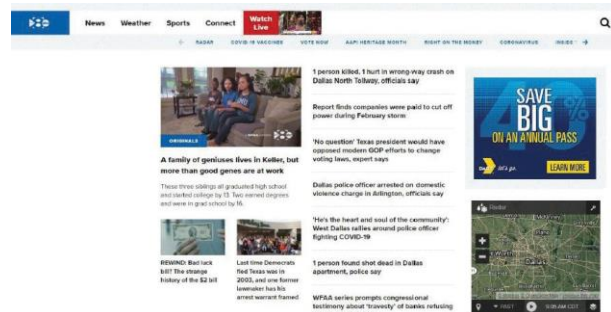
- Digital and social media
- DART Access email blast
- DART survey
- Portal and program tutorials
- Outbound sales calls

Highlights:

- Developed and activated a marketing strategy to promote prorated Corporate Annual Passes available with an additional 40% discount in April through June 2021.
- Applied 40% discount promotion to Corporate Annual Passes with contract agreement (minimum of 5 passes purchased required for contract).
- Committed to 15 outbound calls a week to current contracted and non-renewed clients to promote add-on orders and/or to initiate a 2021 contract.
- Increased activity and usage of the new DART Access Portal tool by representatives of current and formerly contracted clients.

By the Numbers:

- DART Access Portal
 - Visits: 4,614 (April 30-June 30)
- Corporate Annual Passes sold
 - April-June Add-ons: 430 passes
- Higher Education Annual Passes sold
 - April-June Add-ons: 848 passes



Retail Annual Pass Promotion

April-June 2021

Project Overview:

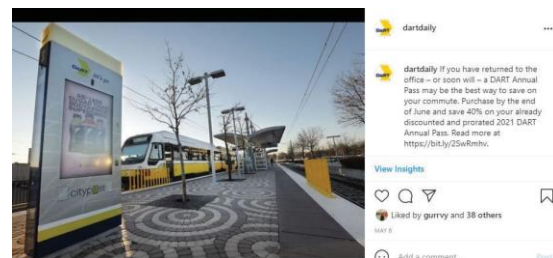
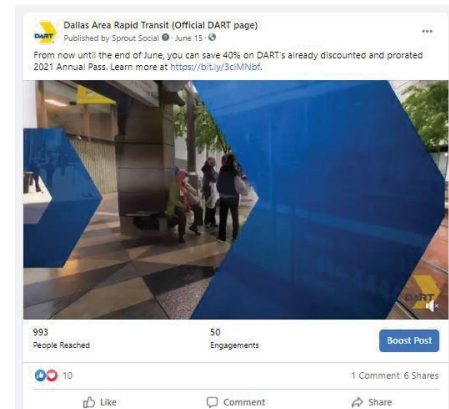
Marketing & Communications developed and activated a marketing plan to promote prorated retail annual passes available with an additional 40% discount in April through June 2021.

Project Elements:

- Retail Individual Annual Pass webpage
- Social media
- Programmatic banner ads
- Rail and bus interiors
- INFOtransit digital screens
- Interactive digital kiosks

Highlights:

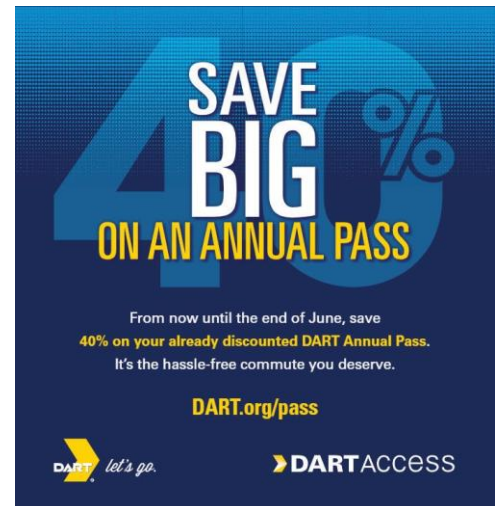
- We developed and activated a marketing strategy to promote retail annual passes available with an additional 40% discount in April through June 2021.
- In collaboration with the Technology and Finance departments, we built a new microsite, [DART.org/pass](https://www.dart.org/pass), to make it easier for riders to obtain additional information – including how to purchase an annual retail pass while DARTmart is closed.
- The effort resulted in 67 individual passes sold April-June.



Retail Annual Pass Promotion (continued)

By the Numbers:

- Social media
 - Posts: 12
 - Impressions: 15,157
 - Engagements: 315
- Media (Digital – programmatic)
 - Ads: 985
 - Market value: \$11,628
 - Impressions: 819,283
- DART assets (bus interiors, rail interiors, and INFOtransit digital screens)
 - Ads: 1,249
 - Market value: \$72,399
 - Impressions: 5.1 million
- Retail Individual Annual Pass website
 - Visits: 159
- Individual passes sold April to June
 - Local: 62
 - Regional: 5
- Individual passes sold January to March
 - Local: 13
 - Regional: 2



DART Bus Operator Hiring Event

May 2021

Project Overview:

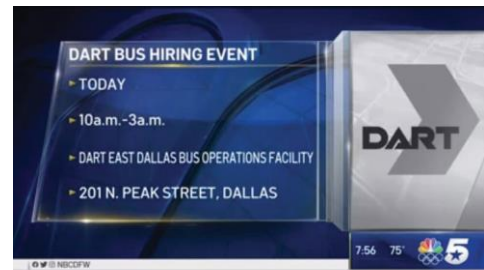
With the upcoming bus network redesign, DART will need more bus operators. A hiring event was held May 26 at our East Dallas Bus Operations Facility. The Marketing & Communications department worked with Bus Operations to develop creative and a strategy to promote the event.

Project Elements:

- Digital and social media
- Social media influencers
- Public relations and bilingual earned media
- Digital billboards

Highlights:

- DART engaged two influencers: Emmanuel Lopez (itsemanlopez) and Dallas Love List.
 - Combined, these influencers generated 1,936 impressions and nearly 165 engagements.
- We utilized existing relationships to place digital billboards during the week leading up to the hiring events at six locations across the service area.
- The hiring event earned media exposure in print, broadcast and digital media including:
 - Al Día
 - CBS DFW Channel 11
 - Dallas Weekly
 - NBC DFW Channel 5
 - Que Onda magazine
 - Univision
 - WFAA ABC Channel 8



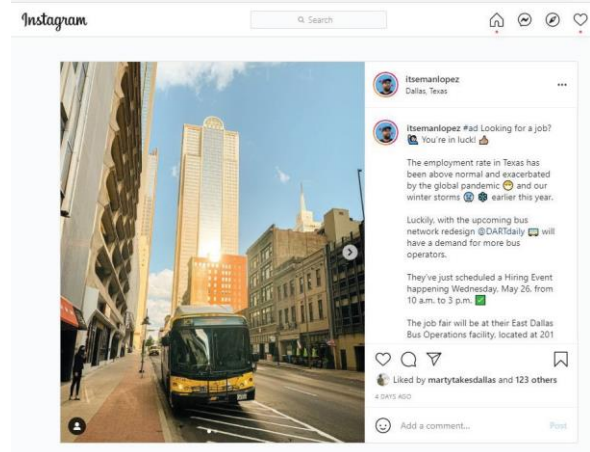
Facebook



DART Bus Operator Hiring Event (continued)

By the Numbers:

- Social media
 - Posts: 6
 - Impressions: 30,600
 - Engagements: 712
- Digital billboards
 - Total spots: 61,895
 - Total Impressions: 1,502,885
- Event results
 - 200+ attendees
 - 130+ interviews
 - 90+ contingent offers made



Al Dia
(dallasnews.com/espanol/al-dia)
May 20, 2021

Dallas: DART announces fair to hire drivers for its buses

New operators are required due to increased hours and frequencies on their routes



The DART health system will have a job fair next week.

The DART transportation system will be hosting a bus driver hire fair on Wednesday, May 26th.

DART has redesigned its network with a view to January 2022 and there will be more frequent routes for longer hours, requiring more drivers, a DART statement reported.

During the event, interested parties will have the opportunity to meet with DART staff and be interviewed at the same location. It is recommended that candidates complete their online application (Bus Student Operator) to expedite their interview process.

DART Job Fair

When: Wednesday 26, from 10 am to 3 pm

Where: DART East Dallas Bus Operation Facility, 201 N. Peak Street

DARTzoom Facebook Live Events

April 29 and June 2

Project Overview:

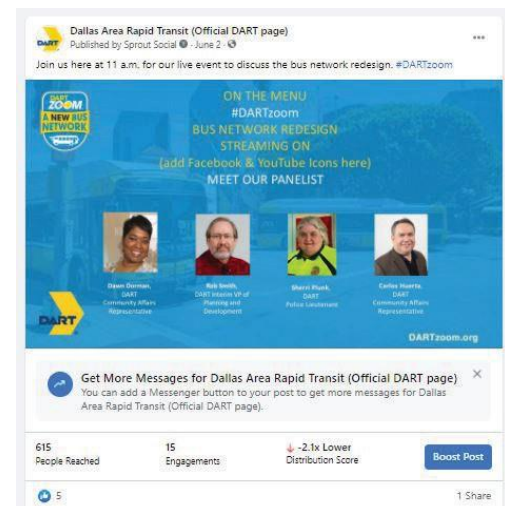
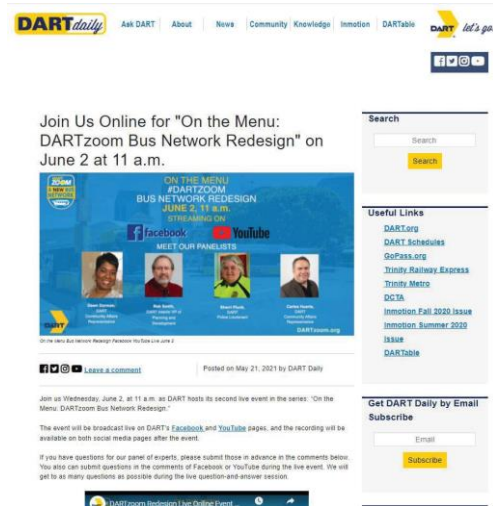
DART is redesigning our bus network to better serve North Texas. Our goals in hosting two “On the Menu: DARTzoom Bus Network Redesign” live events were to receive public input about the redesign of DART’s bus network and to discuss how the new network will better serve our riders.

Project Elements:

- Zoom event streamed live on Facebook and YouTube
- Both events are available on demand on DART’s Facebook and YouTube pages

Highlights:

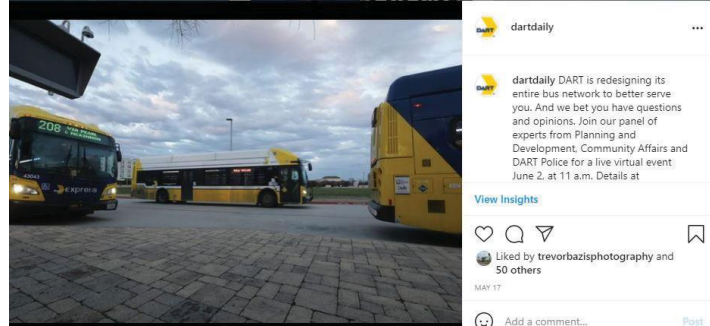
- Both live events were broadcast in English and Spanish.
- Our panel of experts for the April 29 event included:
 - Dawn Dorman, DART Community Relations Representative (moderator).
 - Rob Smith, DART Interim Vice President, Service Planning & Scheduling.
 - Carlos Huerta, DART Community Relations Representative.
 - Michelle Poyourow, Jarrett Walker + Associates Senior Associate Transportation Planner.
- Dorman, Smith, and Huerta returned for the June 2 event.
- DART Police Lieutenant Sherri Plunk replaced Poyourow for the second live event.



DARTzoom Facebook Live Events (continued)

By the Numbers:

- April 29 event
 - Live views: 334
 - Impressions: 4,039
 - Engagements: 364
- June 2 event
 - Live views: 269
 - Impressions: 1,578
 - Engagements: 259



Paid Media

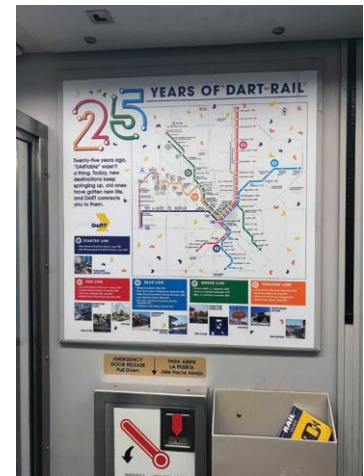
Project Overview:

DART promoted 14 campaigns on DART assets, digital, social media, print, radio, outdoor, and TV in Q3 FY 2021.

Project Elements:

Campaigns included:

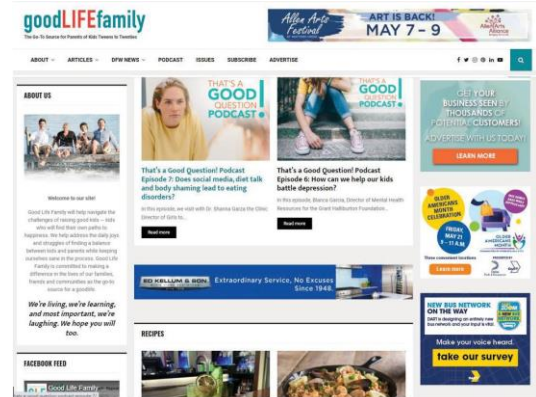
- DART Access
- DART to the Airport
- Diversity
- DART Rail 25th Anniversary
- DARTzoom
- GoLink South Dallas
- GoPass Tap Card
- Hidden Ridge Station Opening
- DART Bus Operator Hiring Event
- Older Americans Event
- Retail Annual Pass 40% Off Promotion
- DART Student Art Contest Winners
- DART Pulse Survey
- Rider Insider
- Media partnerships secured for the following campaigns:
 - DART Rail 25th Anniversary
 - DARTzoom
 - DART Bus Operator Hiring Event
 - Older Americans Event



Paid Media (continued)

By the Numbers:

- Media (digital, social media, print, radio, outdoor, and TV)
 - Ads: 151,906
 - Market value: \$325,732
- Impressions: 23.4 million
- DART assets (bus interiors, bus wrap, rail interiors, INFOtransit digital screens, corner markers, and windscreens)
 - Ads: 3,068
 - Market value: \$605,101
 - Impressions: 32 million



Informate DFW Magazine is feeling excited at Dallas, Texas.

DART ZOOM a new bus network is on the way! #DARTPartner

DART is designing an entirely new bus network and your input is vital. Take a short survey to provide some feedback and you could be one of 10 people to win a \$100 Go Pass tap card.

Take the survey at dartzoom.org/en/survey and make your voice heard. See More

A MAJOR BUS NETWORK REDESIGN IS COMING!

See it all on the new DART ZOOM bus network. It's a new look, new feel, and new way to get around Dallas.

VISIT DARTzoom.org

3 EASY STEPS:

- 1. VISIT DARTzoom.org
- 2. TAKE OUR SURVEY
- 3. PROVIDE YOUR INPUT

See more details on the new DART ZOOM bus network. It's a new look, new feel, and new way to get around Dallas.

VISIT DARTzoom.org

¡PRONTO LLEGA UN GRAN REDISEÑO DEL SISTEMA DE AUTOBUSES!

¡Ve todos los detalles en el nuevo sitio web de DART ZOOM. ¡Es una nueva apariencia, un nuevo sentimiento y una nueva manera de moverse por Dallas.

VISITE DARTzoom.org

3 PASOS FÁCILES:

- 1. Visite DARTzoom.org
- 2. HAGA NUESTRA ENCUESTA
- 3. COMPARTA SUS IDEAS

¡Ve todos los detalles en el nuevo sitio web de DART ZOOM. ¡Es una nueva apariencia, un nuevo sentimiento y una nueva manera de moverse por Dallas.

VISITE DARTzoom.org

Rambler

Featuring on Iriga, Cowell and Grand Prairie, a part of Dallas County

Apr 10, 2021 754

Faithful celebrate Easter together

Being smart is best way to end pandemic

Hidden Ridge Station at Carpenter Ranch

DART's NEW HIDDEN RIDGE STATION UNLOCKS GREAT WORK AND PLAY DESTINATIONS.

Your new neighborhood station is coming to neighborhoods and towns far and near. From DART's new station, you'll be able to reach destinations like the South West Parkway and the La Grange Station Center. It's all within your reach.

DART.org/HiddenRidge

Metro

The DallasMorning News

COVID vulnerability down in Oak Cliff ZIP codes

'Solidarity, not charity'

ed the People among mutual aid groups stepping in where governments, others leave gaps

How d run in 1940s, '50s?

500 25 YEARS ON TRACK

Thanks for sharing the ride with us since 1996.

Social and Digital Media Recap

Project Overview:

DART's digital and social media channels – including the DART Daily blog, Facebook, Twitter, and Instagram – were leveraged with shareable content that influences the narrative about DART; informs target audiences of relevant news and information to motivate some form of action; and amplifies the DARTable brand positioning.

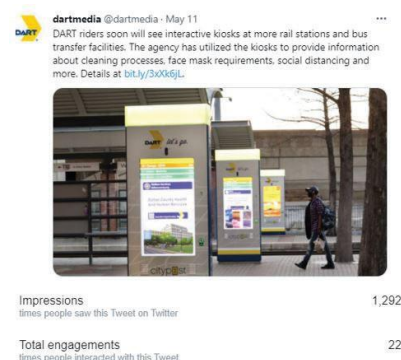
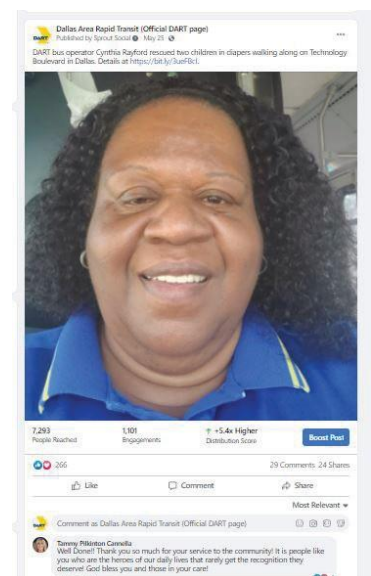
In Q3 FY 2021, we posted 485 messages on social media compared to 419 messages in Q2 FY 2021.

Project Elements:

- DART's Facebook, Twitter, and Instagram channels
- DART Daily blog

Highlights:

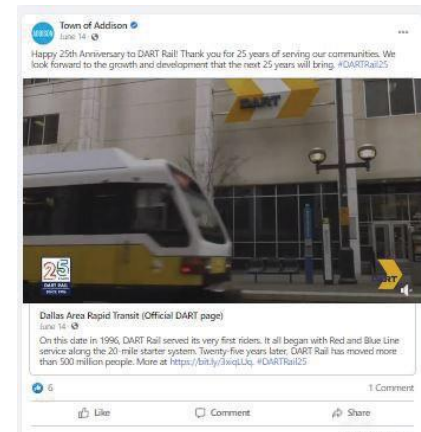
- One post on Facebook, Twitter, and Instagram about bus operator Cynthia Rayford, who rescued two children in diapers who were walking on a busy street, garnered high impressions and engagements.
 - Impressions: 28,231
 - Engagements: 1,534
- DARTzoom: A New Bus Network
 - Posts: 76
 - Impressions: 140,861
 - Engagements: 3,191
 - Represents 51% of impressions and 43% of engagements in Q3
- DART Rail 25th Anniversary
 - Posts: 48
 - Impressions: 103,890
 - Engagements: 3,541
 - Represents 38% of impressions and 48% of engagements in Q3



Social and Digital Media Recap (continued)

By the Numbers:

- In Q3 FY 2021, 85 messages earned nearly 654,314 impressions and 20,949 engagements
 - This is an increase from the 541,705 impressions and 17,285 engagements earned in Q2 FY 2021
 - This is attributed largely to DARTzoom and DART Rail 25th Anniversary content
- The number of followers decreased slightly from 40,750 in Q2 FY 2021 to 40,744 in Q3 FY 2021
- In Q3 FY 2021, our service-area cities collectively posted 61 messages related to DART compared to 80 messages in the previous quarter
 - Top posters in Q3 by reach:
 - Irving (200,000 impressions)
 - Plano (169,000 impressions)
 - Rowlett (105,000 impressions)
 - Carrollton (36,000 impressions)
 - Addison (26,600 impressions)
 - Garland (9,000 impressions)
 - Coverage of the DART Student Art Contest in Q2, which was not present in Q3, contributed to the decrease of posts in Q3
- DART Daily blog received 19,795 page views in Q3, compared to 16,507 page views in Q2
 - The Ask DART section received the most page views in Q2 (4,962) and Q3 (4,887)



Customer Service

Project Overview:

The Customer Service team continues to assist DART riders.

Project Elements:

- Responding to the needs of riders
- Keeping Lost & Found open with limited public access

Highlights:

- Received 79 rider commendations this quarter, including:
 - Celia's call handling made him feel good about using DART service. She was professional, quick, and knowledgeable.
 - Michelle was able to confirm and provide me with routing information. She was wonderful.
 - Ebone was courteous and was very meticulous.
 - Lu-Verl addressed my trip planning concerns, resolved my issues, and was polite and courteous. DART Customer Service has great teamwork in assisting their customers.
 - I was having difficulty navigating my way around the GoPass tool and was very confused. Wanda was very patient, professional, and articulated the instructions very well. She is a great customer service representative.

By the Numbers:

- April
 - Received 31,754 calls
(34% more than same time last year)
 - Rider Trip Planning in English handled 79% of received calls
 - Rider Trip Planning in Spanish handled 3% of received calls
 - Rider Feedback handled 15% of received calls
 - Lost & Found handled 3% of received calls
- May
 - Received 31,931 calls
(6% more than the same time last year)
 - Rider Trip Planning in English handled 80% of received calls
 - Rider Trip Planning in Spanish handled 2% of received calls
 - Rider Feedback handled 15% of received calls
 - Lost & Found handled 3% of received calls

Customer Service (continued)

By the Numbers (continued)

- June
 - Received 34,283 calls
(2% more calls than the same time last year)
 - Rider Trip Planning in English handled 79% of received calls
 - Rider Trip Planning in Spanish handled 3% of received calls
 - Rider Feedback handled 15% of received calls
 - Lost & Found handled 3% of received calls

Transit Education

Project Overview:

The Transit Education Program has a rich tradition of grassroots community outreach, and this continued during Q3 FY 2021. The Transit Education team engaged school districts and the community within North Texas, by providing virtual Safety/How to Ride and Career Day presentations (for students studying in the classroom and at home), supported the construction safety outreach efforts with schools near the Silver Line tracks, and coordinated topical speakers for the Citizens Advisory Committee.

Additionally, the team communicated with stakeholders, teachers, parents, students, organizations, cities, independent school districts, transit agencies, homeschool organizations, and others on a regular basis.

The team coordinated and executed two signature agency wide events: DART Student Art Contest and the Older Americans Month drive-thru celebration.

With the DART Student Art Contest, the team maintained major community partnerships with the Dallas Contemporary, which donated \$1,500 for the student art contest winners, and the Dallas Museum of Art, which produced our virtual student art contest recognition ceremony, premiering it on their YouTube channel and featuring the artwork virtually on their website.

For the Older Americans Month drive-thru celebration, DART attracted major community partnerships, including Dallas Park and Recreation, Dallas Police Department, Dallas Office of Senior Affairs, Dallas Area Agency on Aging, the Community Council of Greater Dallas, Baylor Scott and White Health and Wellness Center at Juanita J. Craft Recreation Center, and The Senior Source.



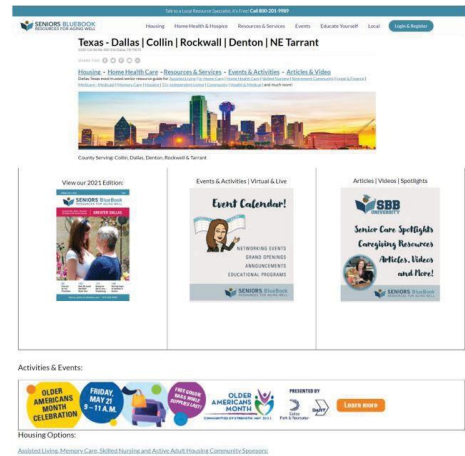
Transit Education (continued)

Project Elements:

- DART Student Art Contest
 - Flyer and press releases
 - Video
 - [DART.org/artcontest](https://dart.org/artcontest)
 - Promotion on DMA website
 - DMA kit for the DART Day at the Museum for the in-person Student Art Contest recognition
- Older Americans Month drive-thru celebration
 - Flyer and press releases
 - Onsite FM Transmitter
 - Partners marketed the event on their respective websites

Highlights:

- DART Student Art Contest
 - The DMA and DART hosted a virtual recognition ceremony on April 23, successfully adapting an in-person event to an online program.
 - In addition to the May 8 “DART Day at the DMA” and an in-person exhibit, the museum created a virtual gallery.
- Older Americans Month drive-thru celebration
 - The event attracted 8 media partners, including Seniorific News, FYI 50+, Dallas Weekly, Seniors Blue Book, The Dallas Morning News, Celebration magazine, and Al Día newspaper.



Transit Education (continued)

By the Numbers:

- Participated in 21 virtual education/community outreach programs
- DART Student Art Contest virtual recognition ceremony received 1,350 page views
- 200 people attended the DART Student Art Day at Dallas Museum of Art
- 900 people attended the Older Americans Month drive-thru celebration
- 150 people attended the Silver Line safety pop-up
- 700 people participated in the Dallas Police Department Northeast Division Senior Wellness & Safety drive-thru event
- 3,537 page views on DART.org/transiteducation
- DART assets (bus interiors, bus exteriors, bus wrap, rail interiors, and windscreens): DART Student Art Contest winners
 - Ads: 788
 - Market value: \$364,620
 - Impressions: 19 million
- Paid media (digital and social): Older Americans Month drive-thru celebration
 - Ads: 121
 - Market value: \$60,650
 - Impressions: 6.4 million



Community Affairs

Project Overview:

DART Community Affairs continues to coordinate all community outreach and public involvement efforts for Capital Design/Construction and Service Planning projects. The Community Affairs team engaged DART riders, residents, stakeholders, city staff, businesses, school districts, churches, and neighborhood associations to support the following initiatives:



- South Dallas GoLink Zone Pilot – On April 26, DART launched the South Dallas GoLink pilot zone. An organization called South Dallas/Fair Park Transportation Initiative group conducted a survey of 200 residents in ZIP codes 75210 and 75215 that identified concerns that the pilot demonstration hopes to rectify. The GoLink pilot for South Dallas and Fair Park includes one dedicated accessible taxi, supplemented by Uber Pool, and covers an 8.5-square mile area.
- DARTzoom – DART is redesigning its entire bus network to make travel more efficient for passengers. To educate riders and obtain feedback, multiple forms of outreach were used.
- Hidden Ridge Station at Carpenter Ranch opening and ongoing construction – On April 12, DART opened its 65th light rail station. DART conducted a virtual grand opening event on April 9 and opened for revenue service the following Monday. The station parking lot remained closed for ongoing construction. Customer communication was needed through the end of April to give riders other options for accessing the station until parking was opened on May 2.
- Silver Line Regional Rail – DART continued to work with stakeholders, city staff, and residents of Coppell, Carrollton, Addison, Dallas, Richardson, and Plano to finalize the landscaping elements of the Betterments Programs. Monthly coordination meetings with city staff continued in April, May, and June, with Landscaping Betterments meetings with residents at the end of June. The DART Silver Line team also initiated rail crossing safety pop-up meetings with students crossing tracks near schools on May 12.
- D2 Subway – DART completed the Final Environmental Impact Statement/Record of Decision for the D2 Subway project and posted it online on April 5 for general viewing by riders and stakeholders. Coordination with the Dallas Public Library was needed for hard copy access as well as communication notices for DART riders.

Community Affairs (continued)

Project Elements:

- South Dallas GoLink Zone Pilot
 - Brochures
 - Rack cards on buses and light rail vehicles
 - Banners and windscreens at J.B. Jackson Jr. Transit Center, and Fair Park, Hatcher, and Cedars stations
 - Print advertising:
 - Dallas Examiner: April 29, May 6, and May 20
 - Dallas Post Tribune: April 29, May 6, May 13, and May 20
 - Dallas Weekly: May 19 and June 9
 - Elite News: May 21
 - Southern Dallas Magazine: May 1 and June 1
 - Texas Metro News: May 13 and May 20
- DARTzoom
 - Virtual pre-public hearings
 - One-on-one meetings
 - Presentations to stakeholders and elected officials
 - Presentations during stakeholders' meetings
 - Presentations at town hall meetings
 - Distribution of brochures throughout the system and at events
 - Desktop/mobile advertising
 - Print, radio, and TV
- Hidden Ridge Station
 - A-frame signs for parking lot entrances and exits
 - Metal barriers to close access at parking lot
 - Digital rider alerts and notices to remind customers of closed parking lot
 - Print advertising



Community Affairs (continued)

Project Elements (continued)

- Silver Line Regional Rail
 - Virtual monthly coordination meetings with city staff
 - Virtual Landscaping Betterment meetings with residents and property owners
 - New digital rail safety flyers focusing on rail crossings for students and parents
 - Doorhanger notices for Landscaping Betterment meetings in June
- D2 Subway
 - Display ad in The Dallas Morning News to promote D2 Subway FEIS/ROD on April 4
 - Customer communication for FEIS/ROD posted DART website on April 5
 - CD hard copies made available at DART Headquarters and the Dallas Public Library by request

Highlights:

- South Dallas GoLink Zone Pilot
 - Distributed 5,000 brochures.
 - Worked with stakeholders in the South Dallas area to inform and educate the riding public.
 - Community events included:
 - Better Block food event: April 10, April 17, April 24, and May 1.
 - South Dallas Pre-public Hearing: April 15.
 - South Dallas Employment Program presentation: April 27.
 - South Dallas Community Advisory Board meeting: May 20.
 - St. Philip's School community meeting: May 20.
 - T.R. Hoover/Bexar Street Connection Community Partners: June 11.
 - South Dallas Fair Park Faith Coalition meeting: June 15.
 - MLK Juneteenth drive-thru event: June 19.

Community Affairs (continued)

Highlights (continued)

- DARTzoom
 - Conducted 15 pre-public hearings.
 - Executed more than 65 outreach efforts.
 - Reached more than 800,000 people.
 - Media partners donated \$141,257 in assets to promote DARTzoom.
 - Media partners included Dallas Chinese News, Dallas Examiner, Garland Journal, Informate DFW, KBOC-FM, KDXX-FM, KFLC-AM, KFZO-FM, KLNO-FM, KMKV-FM, Konnect Media, KSTR-TV, KUVN-TV, North Dallas Gazette, Novedades News, Telemundo, Texas Metro News, Univision, White Rock Lake Weekly, and Natural Awakenings.
- Hidden Ridge Station
 - Distributed notices to more than 2,000 stakeholders and rider text alerts for station opening and ongoing parking lot construction and closure through end of April.
 - Contractors provided weekly updates that were relayed to stakeholders and riders.
 - Provided weekly communication with Verizon and Pioneer Natural Resources staff.
- Silver Line Regional Rail
 - Printed and hung approximately 400 notices on residential doors to promote landscaping meetings.
 - Distributed approximately 2,000 public meeting notices for summer bi-annual meetings.
 - Handed out approximately 1,000 rail safety tip flyers at summer events.
 - Used DART Special Events tent, table, and chairs for pop-up safety event on May 12.
- D2 Subway
 - Sent out digital FEIS notices to over 1,500 stakeholders and riders in downtown Dallas.
 - Worked with stakeholders and Downtown Dallas, Inc. to get notices out to residents.
 - Partnered with the Texas Department of Transportation on the June 22 TxDOT public meetings held at the Dallas Farmers Market and St. Philip's School regarding IH 345 Bridge and the D2 Subway alignment.

Community Affairs (continued)

By the Numbers:

- South Dallas GoLink Zone Pilot
 - Media (print)
 - Ads: 15
 - Market value: \$11,778
 - Impressions: 513,000
- DART assets (banners and windscreens)
 - Ads: 6
 - Market value: \$21,600
 - Impressions: 2.6 million
- DARTzoom
 - More than 800,000 people reached
 - Paid media including partnerships (digital, social media, print, radio, and TV)
 - Ads: 705
 - Market value: \$171,753.50
 - Impressions: 7.1 million
- Hidden Ridge Station
 - DART riders were well informed about closed parking lot due to construction and were able to park at North Lake College Station during April if needed
- Media (print)
 - Ads: 2
 - Market value: \$5,950
 - Impressions: 833,724

Community Affairs (continued)

By the Numbers (continued)

- Silver Line Regional Rail
 - Over 75 students, parents, and teachers attended the May 12 DART safety pop-up meeting in Carrollton at the Silver Line tracks on Perry Road to learn about crossing the tracks safely
 - Met with 10 different businesses and stakeholders onsite for construction briefings
 - Emailed the new DART safety tips flyer to several independent school districts, including Coppell, Carrollton/Farmers Branch, Dallas, Richardson, and Plano to distribute to thousands of their students, parents, and staff
 - 383 single and multifamily residential units received door hangers for landscaping meetings
- D2 Subway
 - D2 Subway table at TxDOT public meetings at the Dallas Farmers Market and St. Philip's School had over 80 visitors on June 22

Table of Contents

Section 4 – Planning Progress

P&D 1 - 6	Executive Summary
P&D 7 - 8	Employer Service Program Development
P&D 9 - 10	Bicycle Pedestrian Program Development
P&D 11	Construction and Installation of Standard Shelters
P&D 12 - 13	Vanpool Program
P&D 14	Bus Corridor Concept Development
P&D 15 - 16	Five-Year Action Plan Score Card

Executive Summary

The Service Planning and Scheduling Department consists of two divisions - Service Planning and Scheduling, and Mobility Programs Development, both divisions report directly to the Vice President.

This department is responsible for a broad range of planning and development activities, from ongoing refinement of the current bus system, to conceptualizing future services and projects and advancing them through various levels of development.

The scope of work of the Service Planning and Scheduling Department includes the following responsibilities and functions:

- ✓ *Service Planning & Scheduling performs specific functions to include short-range and mid-range bus service planning, scheduling, and innovative services like microtransit, vanpools and shuttles.*
- ✓ *The Mobility Programs Development Division performs planning design and development of Capital Projects, ITS projects and passenger facilities and amenities.*

Highlights This Quarter

Service Planning & Scheduling

- Employer Services Program: Site-specific shuttles or employer shuttle services incorporate bus services targeted at employers for services designed specifically for the employees of the employer. These services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson/Galatyn Park Station Shuttle, McKinney Avenue Streetcar, UTD, Baylor Scott & White, Parkland Hospital and the Amazon weekend shuttle (JJ Lemmon facility).
- The UTD Site-Specific Shuttle transitioned into a 10-year shuttle agreement (effective October 1, 2016) to correspond with the approval of a contract for operation of the UTD service. On February 12, 2019, the DART Board approved funding to increase the contract value to add three additional buses for the service demand. In May 2019, DART solicited and received bids for purchasing three additional buses to support the UTD shuttle service. The contract was awarded to Gillig. DART accepted bus delivery in July 2020 and the vehicles are now in service. Service with the new buses began during the 4Q20. A new schedule was implemented in 4Q20 which required fewer peak buses and reduced the annual cost for the service. The schedule eliminated the express service between CityLine/Bush Station and the north end of the UTD campus. The UTD has been in discussion with DART to restore to pre-pandemic service level since late July 2021 as UTD campus will be in-person since the Fall 2021 semester.

Executive Summary

- Shuttle Service & Ridership:

- ✓ Parkland Shuttles: Average weekday ridership for Route 704 was 412 in April; 366 in May, and 289 in June 2021. Average weekday ridership for Route 705 was 198 in April, 199 in May, and 246 in June. Route 706 average weekday ridership was 130 in April, and 132 in May and 130 in June 2021. Since June 19, 2021, Route 704 has terminated at the new Parkland Hospital's Valet Parking area.
- ✓ Amazon Shuttle: Average weekday ridership during 3Q21 was 36 passenger trips per day during April, 33 passenger trips during May, and 34 passenger trips during June. This showed an increase over the same three months in FY20 (31, 23, 27). DART Board has approved the renewed agreement with Amazon for the FY22 weekend service on June 22, 2021.
- ✓ Galatyn Park Shuttle: Due to the COVID-19 Pandemic, Route 824 has operated between 6:25 a.m. and 9:25 a.m. and between 3:45 p.m. and 6:45 p.m., with no changes in route or service area. Regular service will resume when COVID-19 conditions have changed.
- ✓ DFW Circulator Service: There has been a modest increase in ridership since the COVID-19 Pandemic began, however, the service is operating at about 35% of their normal ridership compared to this time last year. DART, Trinity Metro, and DFW Airport is currently evaluating proposals for a contractor to operate this service utilizing Trinity Metro buses. New vendor should be in place along with a new three-party agreement beginning October 2021.

- On-Time-Performance (OTP) Projects: Staff developed and has completed implementation of a plan for a series of schedule adjustments for FY 2016-FY 2020. Five routes received adjustments during 2Q19, and 27 routes received adjustments in 4Q19. Bus OTP for 3Q21 stands 81.55%, which sits above the FY21 goal of 83.0% OTP. We would note that a substantial number of DART routes continue to operate on detours due to construction and/or development issues, and these detours are adversely impacting on time performance. Staff will continue to work to use new tools to improve on time performance.

- Big Data Analytics Services: DART has contracted to partner with Cambridge Systematics to provide required functionality of real time predictions. A major focus of Service Planning's FY 2021 workplan is to implement running times and recovery times that better match field operations. Cambridge Systematics has been meeting with DART's Service Planning Team on a regular basis to configure and rollout analytical reporting that will improve scheduled runtimes between time points, as well as time bands. The feed will be integrated with DART GoPass mobile application late FY2021.

- Special Events:

- ✓ Many special events that are normally held during 2020 and 2021 were either canceled or postponed due to the COVID-19 Pandemic. The Service Planning and Scheduling

Executive Summary

Department has been developing special operation plan for the Texas State Fair and Texas/OU Game for the Fall 2021.

- Vanpool Program: At the conclusion of 3Q21, there were nine vanpool groups in operation. The decline in vanpool participation can be attributed to several factors. 1) businesses serving Downtown Dallas and throughout the metroplex are slow to reopen with some planning to return to the worksite in September 2021; 2) the semiconductor shortage has created a strain on the used vehicle market with transit vehicles costing 30 percent higher in comparison to pre-pandemic pricing; and 3) the Commute with Enterprise program introduced competitive lease prices on vehicles to retain business. Innovative Services and AVR are working with Texas Instruments to supply three vanpools in August 2021. The Army and Air Force Exchange Service (AAFES) anticipates restarting their vanpool program in 4Q21. A regional meeting facilitated by North Central Texas Council of Governments (NCTCOG) brought together DART, DCTA, and Trinity Metro to discuss the practice of shifting vanpool groups while not adhering to each agency's service area. As a result, 30 vanpools are eligible to return to the DART vanpool program. DART is actively communicating through our vendor (AVR) to discuss return-to-work policies with suspended vanpool groups to prepare for ramping up the program in 4Q21.
- Service Improvement Activities: Regular service improvement activities have been impacted by the COVID-19 pandemic and work on the Bus Network Redesign. DART implemented an emergency service reduction effective April 6, 2020, due to the COVID-19 Pandemic, and we monitored ridership trends to determine where service needs to be restored or supplemented due to passenger loads. Decisions on restoration of many bus services were approved by the Board of Directors in 4Q20, and bus services were restored to approximately 89% of pre-pandemic levels in October 2020. We anticipate continuing October service levels until the bus network redesign is implemented in January 2022.
- Bus Service Plan: Jarrett Walker + Associates (JWA) began the Bus Network Redesign planning work in 1Q20, with the goal of having a draft plan complete by 1Q21, and all work on the project completed by 2Q21. During 3Q20, JWA and DART completed the first phase of the public engagement process. Because of the COVID-19 Pandemic, all Regional Transit forums and plans for in person meetings and interviews were cancelled. DART replaced these meetings with virtual meetings and on-line surveying. The summary report on the feedback on Ridership versus Coverage preferences was completed in the 3Q20, and the Board made a policy decision on the appropriate ridership/coverage mix during 1Q21. Using the new ridership/coverage policy, the team is developing a draft Bus Network Plan that was presented to the Board in 2Q21. A final network design workshop was held in 3Q21, with some of the proposals modified. Staff will return to the Board in 4Q21 for permission to implement the changes.
- Service Standards: The Board of Directors adopted the new revised Service Standards Policy at the October 9, 2018, meeting (1Q19). The revised Standards include several changes.

Executive Summary

Highlights include the definition and service category of Core Frequent Route Network, Route Restructuring (for more frequent service and wider service spans), Schedule Adjustments and the Realignment of Express Routes to Transit Centers and Stations. Accordingly, revisions to the Route performance measurement system occurred, and quarterly reports under the new system are now included with financial reports. A new point-based System for placement of amenities was also revised. The new standards have been the basis the support for a number of other service planning efforts in FY20 and beyond. Revisions to Service Standards are likely in FY22 after completion of the Bus Network Plan.

- Regional Service Policy and Operations: Allen, Wylie and Fairview maintain contracts with the DART Mobility Services LGC for FY21. As for other services in the region, Collin County Rides ridership declined significantly with the COVID-19 Pandemic, particularly in Fairview. During 1Q21, DART and DCTA began initial discussions about a possible joint proposal to operate McKinney Urban Transit District services. This arrangement would be subject to negotiation and approval by all the entities involved.
- Collin County Rides: Collin County Rides ridership declined significantly with the COVID-19 Pandemic, particularly in Fairview.
- GoLink: Working with SpareLabs to increase the number of shared ride trips and to implement Uber service in new zones. DART has also modified the vehicle assignment plan for the dedicated fleet to allow vehicles to serve more than one GoLink Zone. This is envisioned as a temporary strategy during the low ridership time caused by the Pandemic. A pilot test for GoLink service in South Dallas-Fair Park started April 26, 2021, ridership continues to show improvement April (2), May (27), and June (50). GoLink zones are proposed to be increased under the New Draft Network Plan and Pre-Public. Community meetings have ended, and some zones were modified to address customer concerns.

Mobility Program Development

511DFW: The 511DFW website had 3,599,006 hits with 6,321 visits between April 1, 2021, through June 2021. The Phone system received 18,695 calls during the same time. 19,008 incidents were reported citing road closures, detour information and additional traveler assistance information from the TxDOT center-to-center (C2C), and EcoTrafix user information was posted on the 511DFW website. 315,603 Waze events were also posted on the 511DFW website during this quarter. Special event information updates on the 511DFW system are also an on-going effort. North Central Texas Council of Governments (NCTCOG) approved a contract to operate 511DFW beginning mid-3Q17 for a period of three years. Enhancements and improvements to the 511DFW website with the Interactive Voice Response (IVR) system now includes bilingual (English and Spanish) support for all the components of the system. 511DFW has also introduced the following data elements to the website, Mobile App, additional Park and Ride facility locations, and EV Charging locations. Special event information in the Arlington sports district

Executive Summary

is consistently posted on 511DFW. Air Quality alerts in the DFW Metro area are also posted to 511DFW.

- ICM: The Integrated Corridor Management Project on US 75 has ended. Parking capacity reporting system's equipment monitoring, maintenance and repair of the five (5) northern LRT (Light Rail Transit) stations along N. Central Expressway (US 75) is ongoing and a major annual repair performed and completed in 4Q20 and 1Q21 with the help from NCTCOG and DART contractors. The Rowlett Parking Lot Camera Occupancy work and accuracy of the system were completed last year in 4Q19, and the system is operating and reporting parking availability via two LED signs and the Parker App. The "Parker App" is a free mobile guidance app for consumers that provides access to accurate real-time, parking availability with dynamic routing, real-time parking rates, hours, policies and restrictions." A major system upgrade is planned for FY21 under a new maintenance contract with the contractor. NCTCOG will have the opportunity to get access to the Parker App on integrating Rowlett parking lot data into 511DFW.
- Rowlett Parking: The Rowlett reserved parking program is managed by the Rowlett Volunteers-On-Patrol. During 3Q21, the program continued to work well with no complaints from riders or Rowlett staff. Parking utilization has declined significantly due to the COVID-19 Pandemic.
- Transportation System Management (TSM): The Street Repair Program for repair of service area streets heavily used by DART buses is an ongoing effort. DART has completed 65% design work for the widening of the Boedecker St. & Park Lane southeast corner to accommodate a 40' bus curb turning radius in FY21. DART is responsible for required engineering services to provide complete design documents, cost estimates and construction services, and it also includes the relocation of traffic signals and cabinets. The City of Dallas is participating in funding of additional improvements related to bring the other three corners of this intersection into ADA compliance, and to upgrade all the traffic signals to meet the cities new standards. Invoices have been received from Farmers Branch and Irving and were processed for payment. Staff are currently communicating with the other cities to assist with the submission of their invoices for reimbursement. Due to COVID-19, there have been requests to delay the deadline for completing projects under the Street Repair Agreements.
- TRIP Programs: Invoices from the four participating cities of University Park, Highland Park, Glenn Heights and Cockrell Hill are expected during the next quarter for reimbursement for the TRIP Program Agreements. This program will be ongoing through September 2025. Cockrell Hill is the only city that submitted an invoice during 3Q21.
- Crewrooms Project: The DART Board approved a contract to construct up to 13 Crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. Contract ended at the end of 4Q20, and contractor has constructed 10 Crewrooms at the following locations: Dallas Convention Center Station, Parkland Hospital,

Executive Summary

Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8th & Corinth, Glenn Heights and Forest Lane. Certificates of Occupancy (CO) have been issued for all 10 locations by service area cities. Project has been completed and DART has issued final acceptance for all 10 Crewrooms in 4Q20. In 3Q21, DART has completed correction of the water line connection at Forest Lane Station as per request of DWU and obtained green tag and CO and completed installation of handrail at Royal Lane Station. Contractor has delivered all 10 Final closeout binders and DART facility maintenance are currently fixing and addressing remaining issues at Dallas Convention Center. DART processed and paid contractor's final retainage invoice minus a 10% withheld for work done unsatisfactory at Dallas Convention Center. Construction of the 2 remaining Crewrooms at Park Lane and Downtown Carrollton will be performed under an on-call construction contract and is expected to be completed by 4Q22.

- Enhanced Bus Corridor: Cameras installed in the Enhanced Shelters are not performing well and are in the process of being replaced. The pilot testing of the camera and speaker began 2Q21 at the Forest Lane location. During the pilot, pixel issues with the camera were identified and are being resolved. The pilot will conclude at the end of 3Q21.
- Standard Shelter Installation: The DART board approved the budget to purchase an additional 200 bus shelters, 10 smart shelters, and 200 free standing solar powered bus stop lights as part of the new 2018-2021 shelter contract. The FY21 goal to install 20 shelters, 30 benches and 30 free standing lights. In 3Q21, 12 shelters and 22 benches have been installed.

Strategic Priorities Priority 1: Enhance the safety and service experience through customer-focused initiatives.

Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.

Description The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site-Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson Galatyn Station Shuttle, McKinney Avenue Streetcar and UTD, Parkland Hospital and weekend Inland Port.

Accomplishments

- 3Q21: The SMU Site Specific Shuttle Agreement was approved by the board for three years.
- 2Q21: The McKinney Avenue Site Specific Shuttle Agreement was approved by the board for one year.
- 1Q21: Medical City site specific shuttle continues to show higher ridership since introducing a new shuttle vendor, vehicles and expanded route.
- 4Q20: The Baylor Scott White Medical Center Site-Specific Shuttle Agreement was approved by the board.
- 3Q20: The SMU Site-Specific Shuttle Agreement was approved by the board.
- 2Q20: McKinney Avenue Transit Authority Site-Specific Shuttle Agreement was approved by the board.
- 1Q20: The Site-Specific Shuttle Agreements for Texas Instruments and the City of Richardson were approved by the board.

Issues

- 2Q21: Medical City is seeking additional funding assistance due to inflationary cost increases, acquisition of new buses, and a potentially expanded route (pending further disposition).
- 2Q21: DFW Airport Site Specific Shuttle Agreement, Trinity Metro suggested that they operate the service internally at a rate of \$120 per hour as opposed to the previous \$50 an hour contracted rate. DART service planning recommended that the three parties consider reverting to a contracted service. All concurred and an RFQ is currently in development.
- 1Q21: In discussion with MATA to expand future trolley schedule (if funding permits) to meet light rail early morning and late evening commuters.

- 1Q21: SMU wishes to continue discussion on developing a future service similar to the UTD shuttle model.
 - 1Q21: DFW Airport Site Specific Shuttle 3-party agreement expires at the end of this fiscal year. Trinity Metro notified this will require early discussion and budget forecasting.
 - 4Q20: No issues to report at this time.
 - 2Q20: DFW Airport will close its Remote South Parking Facility and its associated bus stops starting 3Q20.
 - 2Q20: City of Richardson announced a reduced schedule on route 824 (Galatyn Park) until COVID-19 restrictions have relaxed.
-
- 4Q21: DFW Circulator Shuttle Service 3 Party Agreement projected to be presented to the board for consideration Sept. 2021.
 - 4Q21: Medical City Site Specific Shuttle Agreement is scheduled for Board approval July 6, 2021
 - 3Q21: SMU Site Specific Shuttle Agreement is scheduled for Board approval May 12, 2021.
 - A tentative Board date of July 2021 has been set for the Medical City Site Specific Shuttle Agreement.
 - 2Q21: McKinney Avenue Transportation Authority (MATA) funding agreement scheduled for the board February 9, 2021.
 - 2Q21: Short list for Requests for Qualification (RFQ) due to City of Dallas for the McKinney/Cole streetcar project
 - McKinney Avenue Transportation Authority (MATA) is on a one-year term and is set to expire April 2021.
 - Discussions with Paul Quinn College to extend the GoLink boundaries to support the campus. The Inland Port GoLink zone now includes Paul Quinn College effective August 12, 2019. A similar extension was made to the North Central Plano / Chase Oaks zone to serve Collin College Spring Creek Campus. NCTCOG has agreed to fund the DFW Site-Specific Shuttle until a permanent agreement between DART, Trinity Metro and DFW Airport can be negotiated. The new ILA was approved and signed in 3Q19.

Project Manager(s) Dan Dickerson

Bicycle / Pedestrian Program Development

Service Planning and Scheduling

Strategic Priorities

Priority 1: Enhance the safety and service experience through customer-focused initiatives.

Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.

Description

The Bicycle / Pedestrian Program Development will improve pedestrian, ADA, and bike access to rail stations, providing one major way to address the first mile/last mile problem. It will result in additional ridership as trips that are improbable via transit alone become more feasible when easy bike and other access/egress is added. Both work and recreational trips are targeted to boost system ridership.

Accomplishments

- 3Q21: Innovative Services met with Bicycle (Trinity Metro) Director and University Crossing Executive Director on opportunities to partner on a pilot bike share program. The program would use docking stations to encourage responsible bike use.
- 3Q21: Abrams bike lane project between Beacon to Richmond was completed.
- 2Q21: The current bike lane markings negatively impact bus operations on Abrams between N. Beacon St. and La Vista Dr. Staff worked with the City of Dallas to modify the markings. The final design has been completed.
- 2Q21: Completed and submitted Columbia and Main bike lane comments to City of Dallas.
- 3Q21: Submitted bike lid miss use standard operating procedures final document to committee's upper management.
- 2Q21: Innovative Services met with HDR on the Dudley Branch Trail that will connect to the North Carrollton/Frankford Station. HDR is working with DART Real Estate on the formal application process.
- 1Q21: Innovative Services met with Swiftmile to understand opportunities for infrastructure to charge and park micromobility vehicles.
- 1Q21: The bike/boarding islands on Abrams at Reiger were removed by the City of Dallas due to vehicle accidents. It is proposed to install dashed markings to identify passenger boarding/alighting locations.
- 4Q20; City of Richardson bike lane project on Greenville completed in August 2020.

- 4Q20: Innovative Services met with the City of Dallas to discuss the revocation of electric scooter permits. It is anticipated that electric scooters will return in the City of Dallas once new ordinances are agreed upon.
- 4Q20: In discussion with Lime on parking configurations and equitable distribution of electric scooters at DART rail stations and transit centers.
- 3Q20: Internal Bike/Ped team is actively participating in associated bike trail connectivity projects, primarily with the City of Carrollton, Lime and the Trinity Spine Trail at Lawnview Station.
- 2Q20: In discussion with Plano Legacy, TMA will introduce the electric scooter and dockless bikes as part of a Legacy Connect pilot program for FY20. This was delayed due to the Pandemic.
- 1Q20: Field survey was completed on the condition that all bike lids were installed at rail stations and transit centers.
- 4Q19: Approved 65% design Trinity Forest Spine Trail at Lawnview Station.

Issues

- 4Q20: The recently constructed bike/boarding islands constructed along Abrams are causing auto accidents. DART is working with the City of Dallas to develop solutions for the islands.

Schedule

- 1Q21: The City of Dallas requested comments on the 60% bike lane design on Columbia and Main.
- 2Q21: Submit Columbia and Main bike lane comments to City of Dallas.
- 3Q21: Abrams Bike Lane Project completed.
- 3Q21: Complete draft of bike lid miss use standard operating procedures and forward to committee's upper management.

Project Manager(s)

Ryan McCutchan / Patricio Gallo

Construction & Installation of Standard Shelters

Service Planning and Scheduling

Strategic Priorities

Priority 1: Enhance the safety and service experience through customer-focused initiatives.
Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.

Description

The Standard DART Bus Shelter program is intended to provide additional amenities and a cleaner, safer, more comfortable place to wait, where daily boarding activity is greater than 50 passengers or where a sensitive use is present.

Accomplishments

- 3Q21: Amenity pad packaged for the remainder of the benches and shelters have been approved and awarded to the Miscellaneous On-Call construction Contractor.
- 3Q21: 127 shelters and 22 benches have been installed.

Issues

- None at this time

Schedule

- 1Q21: Identify amenity installation locations.
- 2Q21: CCB approval for FY2021 task order.
- 4Q21: 30 benches, 20 shelters and 30 Free Standing lights are to be installed.

Project Manager(s) Jennifer Jones

Strategic Priorities

Priority 1: Enhance the safety and service experience through customer-focused initiatives.

Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.

Description

Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.

Accomplishments

- 3Q21: Innovative Services contributed to the creation of a Regional Vanpool Program Request for Proposal to be disseminated by NCTCOG in 4Q21.
- 3Q21: The vanpool vehicle fleet in operation is 9. Ridership has fluctuated during the last quarter with many employees continue to work from home.
- 2Q21: The vanpool vehicle fleet in operation is 11. Ridership has increased during 2Q21 with riders returning to vanpools in operation.
- 1Q21: The vanpool vehicle fleet in operation is 14. NCTCOG will institute the Member City Rule that clearly defines the service area of the region including DART, DCTA, and Trinity Metro. DART is the main benefactor with regards to this new rule that specifies eligibility requirements to receive the federal subsidy based on point of origin.
- 4Q20: The current vanpool vehicle fleet in operation at the end of 4Q20 is 14. Innovative Services is working with NCTCOG to increase the federal subsidy up from 35 percent.
- 3Q20: Vanpool Contract was transitioned to AVR in 3Q20. However due to the COVID-19 Pandemic, the number of vans has declined to nine by the end of 3Q20.
- 2Q20: Met with new vanpool vendor (AVR Vanpool) that was awarded the vanpool contract (1Q20) to start transitioning vanpool groups in 3Q20. This is a five-year contract for an amount not to exceed \$17,047,800.
- 4Q19: The vanpools in operation ended the year at 175 which was five below the goal for the year.

- Issues**
- 3Q21: The semiconductor shortage is stifling auto manufacturer's ability to build new vehicles and has had a negative impact on the price of used vehicles which is up 30 percent.
 - 4Q20: The drastic decline in ridership can be attributed to the fact that many riders are working from home. Based on discussions with individual agencies, companies, and organizations it is anticipated that most vanpool riders will not return to their office until the summer of FY21.
 - 3Q20: Vanpools declined to only nine vehicles due to the COVID-19 Pandemic. This will be a continuing issue in 4Q20 and FY21 as well.
 - 2Q20: The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in March. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon. and 3) the COVID-19 Pandemic and its associated restrictions made it impractical to commute in large groups for the time being.
 - 2Q20: DCTA has expressed their desire to obtain Collin County as part of their vanpool service area. DART team is trying to resolve this in coordination with the NCTCOG. (Pending)

- Schedule**
- 4Q21: Innovative Services and AVR are closely monitoring the Manheim Used Vehicle Value Index to plan for procuring vehicles in 4Q21 and distributing vanpools to returning groups.
 - 4Q21: NCTCOG is drafting a Request for Proposal (RFP) for the Regional Vanpool Program to be disseminated in 4Q21.
 - 1Q21: DART will meet monthly with NCTCOG, DCTA, and Trinity Metro to develop a unified regional vanpool program to be instituted at the end of the current contract with AVR (2025).
 - 4Q20: A regional meeting facilitated by NCTCOG brought together DART, DCTA, and Trinity Metro to discuss the practice of shifting vanpool groups. The member city rule was enacted to provide clarity towards forming a singular vanpool program at the conclusion of DCTA's contract in FY22.

Project Manager(s) Dan Dickerson / Ryan McCutchan

Strategic Priorities

Priority 1: Enhance the safety and service experience through customer-focused initiatives.

Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.

Description

DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas that will not be served by rail for the next 15-20 years. Implementing enhanced bus corridors will increase bus ridership and reduce travel time by minimizing:

- General congestion
- Traffic signals
- Obstruction by other vehicles turning right
- Passenger stops

Phase I implementation occurred in FY13. Rapid Ride service along the Forest Lane corridor and better bus service along the Westmoreland corridor were implemented this phase. Phase II will be the implementation of Enhanced Bus Shelter in FY15. These will be the first shelters in North America that will be completely solar powered. The Enhanced Shelters will include next bus arrival information, security cameras and lighting.

Accomplishments

- 2Q21: Pilot testing of camera / speaker began Forest Lane.
- 3Q20: Lab testing completed, and camera upgrade was approved.
- 2Q20: Lab testing has begun on the camera upgrade and the passenger enunciation equipment.
- 1Q20: Replacement camera solution for the Enhanced Bus Shelters has been completed.

Issues

- 3Q21: A grounding issue has caused the modem to no longer be functional. An electrician will be required to determine if the wiring is causing the issue. The modem will need to be replaced.

Schedule

- 4Q21: Identify and install 3 additional smart shelters in the DART service area.
- 3Q21: Evaluate pilot test for the Forest Lane smart shelter camera and speaker upgrade.
- 2Q21: Implement camera and speaker pilot at Forest Lane location
- 4Q20: Recalculate solar loads for new camera and speaker.
- 4Q20: Completed field pilot test at the Forest Lane location.
- 3Q20: Pilot test recommended Enhanced Bus Shelter upgrade

Project Manager(s)

Jennifer Jones

FY 2021 Score Card

Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> <i>Expand Services</i> 	<p>Service Changes</p> <p>Micromobility</p>	<p>Reduced service levels are still in effect for 48 bus routes and DART's core frequent bus/rail network, due to the decline in ridership due to the COVID-19 Pandemic. However, many services were restored or improved in October 2020, and include:</p> <ul style="list-style-type: none"> 7 core frequent bus routes and all 4 light rail lines operate Weekdays every 20 minutes until 7pm, then every 30 minutes. 65 bus routes and TRE service were restored to pre-pandemic service levels All services were discontinued on 6 routes, with two others replaced by GoLink service. One route was shortened. <p>For the rest of FY21, our focus is on the Bus Network Redesign effort, targeting a complete redesign of the current bus network in January 2022. The intent of the Board is to return overall service to pre-pandemic levels (hours and miles) at that time.</p> <p>Innovative Services is working with Bicycle (Trinity Metro Bike Share Program) to develop a pilot bike share proposal to address first and last mile connectivity.</p> <p>DART will collaborate with the City of Dallas and Plano on their eScooter policy to expand riders first and last mile opportunities.</p>
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Passenger Support Facilities	The FY21 amenity goal is to install 20 shelters, 30 free standing lights and 30 benches. Currently 12 shelters and 22 benches have been installed.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 	GoLink – UberPool	As of June 2021, ridership on GoLink service has increased compared to June 2020 (32.4%). Compared to pre pandemic numbers ridership is still down. June

FY 2021 Score Card

Five-Year Action Plan

Service Planning and Scheduling

		<p>2019 pre pandemic (17,553), June 2020 (7,698), and June 2021 (10,246).</p> <p>Ridership numbers continue to show a promise of improving as restrictions have been lifted throughout the service area. Changes continued to be reviewed and modified to improve efficiency combining vehicle resources between zones and the introduction of contactless payment via the GoPass App.</p>
	Site-Specific Shuttles	<p>McKinney Avenue Transportation Authority (MATA) funding agreement approved by the board February 9, 2021, for one year. An in-depth assessment is required from MATA for any future funding considerations.</p> <p>DART, Trinity Metro and DFW Airport is currently review RFP's for TRE/Centreport circulator service at DFW.</p> <p>Medical City Site Specific Shuttle continues to show high ridership due to new vendor, vehicles and route. Medical City is seeking additional inflationary funding assistance.</p>
	Vanpool Non-Traditional Service	<p>As employers initiate their return-to-work policies, DART will work with AVR to reestablish vanpools that were suspended due to COVID-19 and create new vanpools through a marketing campaign. The FY21 goal is to have 40 vanpools in operation by 4Q21.</p> <p>DART will continue the development of the regional vanpool program with DCTA, NCTCOG, and Trinity Metro to promote regional pricing and marketing.</p>

Table of Contents

Section 5 – Project Development Progress Report

grd-i Acronyms

GRD9 Scope of Projects

Program of Interrelated Projects - Dallas Central Business District (CBD) D2

GRD15 Map

GRD16 Summary Control Schedule

GRD17 Cost Summary

GRD18 D2 Alignment

GRD21 Six-Month Look Ahead

Program of Interrelated Projects - Red & Blue Line Platform Extensions

GRD25 Summary Control Schedule

GRD26 Cost Summary

GRD27 Real Estate

GRD28 Red & Blue Line Platform Extensions

GRD34 Systems Integration

GRD35 Six-Month Look Ahead

GRD36 Change Control Summary

Program of Interrelated Projects – Dallas Streetcar Central Link

GRD39 Cost Summary

GRD40 Central Link

Commuter Rail

GRD43 Cotton Belt (Silver Line) Map

GRD44 Summary Control Schedule

GRD45 Cost Summary

GRD47 Real Estate

GRD48 Cotton Belt (Silver Line) Corridor Regional Rail Project

GRD54 Six-Month Look Ahead

GRD55 Change Control Summary

Veloweb Hike and Bike

GRD59 Cost Summary

GRD60 Hike and Bike Trail

Trinity Railway Express (TRE) Projects

GRD65	Map
GRD66	Summary Control Schedule
GRD67	Cost Summary
GRD68	Positive Train Control (PTC)
GRD72	TRE Noble Branch Bridge
GRD74	Inwood Bridge
GRD76	Medical District Drive Bridge
GRD77	TRE Locomotive Purchase
GRD78	F59-PHI Locomotive Overhaul
GRD79	Bi-Level Overhaul and Side Sill Repair
GRD80	Repaint Existing TRE Fleet
GRD81	Six-Month Look Ahead
GRD82	Change Control Summary

Additional Capital Development

GRD85	Summary Control Schedule
GRD86	Cost Summary
GRD87	DART Police Facilities
GRD88	CBD/Traffic Signal Priority (TSP) System
GRD90	Hidden Ridge Station
GRD92	Systems Integration
GRD93	Six-Month Look Ahead
GRD94	Change Control Summary

Safety & Security Projects

GRD97	Summary Control Schedule
GRD98	Cost Summary
GRD99	CCTV on LRVs
GRD100	Other Safety & Security Projects
GRD102	Six-Month Look Ahead
GRD103	Change Control Summary

Streetcar Projects

GRD107	Summary Control Schedule
GRD108	Cost Summary

GRD109 Northern Streetcar Extension Project

GRD110 Six-Month Look Ahead

LRT Buildout - Phase I

GRD113 Map

GRD114 North Central Corridor Facilities Line Section NC-3

[Page Intentionally Left Blank]



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

PDPR-081

TO: Distribution

**SUBJECT: THIRD QUARTER FY 2021
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the Third Quarter FY 2021 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through June 30, 2021, including Systems Integration and Real Estate.

/s/ *J Todd Plesko* *

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

J. Todd Plesko
Interim Executive Vice President
Growth/Regional Development

JTP/ag

[Page Intentionally Left Blank]

ACRONYMS

AWP - Annual Work Plan/Program
BNSF - Burlington Northern Santa Fe Railway
CBD - Central Business District
CCTV - Closed-Circuit Television
CM/GC - Construction Manager/General Contractor
CROF - Central Rail Operating Facility
D2 - Dallas Central Business District Second Alignment
D-B – Design-Build
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DFWIA – Dallas/Fort Worth International Airport
DGNO - Dallas, Garland & Northeastern Railroad Company
EA - Environmental Assessment
EIS - Environmental Impact Statement
FAA - Federal Aviation Administration
FEIS - Final Environmental Impact Statement
FFGA - Full Funding Grant Agreement
FHWA - Federal Highway Administration
FRA - Federal Railroad Administration
FTA - Federal Transit Administration
FWTA - Fort Worth Transportation Authority (now known as Trinity Metro)
GPC - General Planning Consultant
HVAC - Heating/Ventilation/Air Conditioning
IFB - Invitation for Bid
IFC – Issued for Construction
ILA - Interlocal Agreement
KCS - Kansas City Southern Railway
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MKT - Missouri-Kansas & Texas Railroad Company
NC-3 - North Central Corridor Line Section 3
NCTCOG - North Central Texas Council of Governments
NEPA - National Environmental Policy Act
NTP - Notice to Proceed
NWROF - Northwest Rail Operating Facility
OCC - Operations Control Center
OCIP - Owner Controlled Insurance Program
OCS - Overhead Contact System
PA/VMB - Public Announcement/Visual Message Board
PE/EIS - Preliminary Engineering/Environmental Impact Statement
PMOR – Program Manager/Owner’s Representative
QA - Quality Assurance

QC - Quality Control
RDC - Rail Diesel Car
RFC- Ready for Construction
RFI - Request for Information
RFP - Request for Proposal
ROW - Right-of-Way
RPD - Rail Program Development
S&I Facility - Service & Inspection Facility
SCADA - Supervisory Control and Data Acquisition
SCS - Supervisory Control System
SLRV - Super LRV (LRV with additional low-floor section)
SP - Southern Pacific Railroad Company
TBD - To Be Determined
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VBS - Vehicle Business System
WSA - Ways, Structures, & Amenities
YOE – Year of Expenditure

SCOPE OF PROJECTS

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2

Dallas Central Business District (CBD) D2 Alignment

The second CBD alignment (D2) through Downtown Dallas, doubling downtown LRT capacity, connects Victory Station and the Green Line. This project is in the planning and development phase.

Red & Blue Line Platform Extensions

The purpose of this project is to modify platforms at 28 stations along the Red and Blue Lines that were constructed before 2004 to accommodate three-car trains. This modification will increase the carrying capacity of the system and enhance the core capacity of the network. The Federal Transit Administration (FTA) authorized advancement of the Red and Blue Line Platform Extensions project into Entry to Engineering (EE) on July 28, 2017. Application for the Full Funding Grant Agreement (FFGA) was achieved August 17, 2018. The FFGA was executed on May 28, 2019. This project is in the construction phase.

Dallas Streetcar Central Link

The Dallas Streetcar Central Link is a modern streetcar alignment connecting from the Union Station/Omni Hotel area through the central core of Downtown Dallas, linking to the M-Line trolley near Uptown and Klyde Warren Park. This project is in the planning and development phase.

COMMUTER RAIL

Silver Line Corridor Facilities

The 26-mile long, regional rail Silver Line (aka Cotton Belt) Corridor extends from DFW International Airport (DFWIA) through the northern portion of the DART Service Area to the existing DART Red Line, passing through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano, with 11 proposed stations along the way. This project is in the design and construction phase.

TRINITY RAILWAY EXPRESS (TRE) PROJECTS

Positive Train Control (PTC)

This project is a result of a United States Congressional mandate to prevent train-to-train collisions, overspeed derailments, movement of a train through a switch left in the wrong position, and incursion into an established work zone.

TRE Noble Branch Bridge (Deferred)

The Noble Branch Bridge, a 155-foot Open Deck Through Double Lattice Truss originally constructed in 1903 and modified in 1934, has reached the end of its useful life. It is currently subjected to speed restrictions for freight trains operating with 286,000-pound cars. As reinforcement is not an option, it is proposed to replace the bridge with a new superstructure with

a concrete deck, concrete abutments and composite ties. The bridge truss is eligible for listing on the National Registry of Historic Places.

Inwood Bridge (Deferred)

This project consists of maintenance repairs to the existing bridge, which is a ballast deck bridge and consists of five (5) spans:

- Three (3) ballast deck timber pile trestle spans, 13', 14', and 10' in length respectively. Three (3) timber bents are located at the west approach. The timber pile trestle spans were built in 1953.
- Two (2) ballast deck steel beam spans, approximately 44' in length each, which rest on concrete piers and a concrete abutment. These steel beam spans were built in 1953. The timber ballast deck on the steel beam spans has decayed over the years creating voids allowing the track ballast to fall onto the roadway below. Temporary plywood planks have been placed over the voids to maintain the ballast. As the timber deck continues to decay, these maintenance repairs will be an on-going issue. The west timber approaches appear to have been subjected to a fire at some point in their life, but no significant damage to the bridge was observed.

Medical District Drive Bridge

This project consists of approximately 1,300 LF of roadway improvement from 4-lane divided to 6-lane divided with provisions of bicycle lane in each direction and enhanced sidewalk. Further, scope included groundwater, wastewater, and storm drainage improvements including additional drainage behind Children's Medical Center building. Due to the widening of the road, TRE bridges will have to be reconstructed. Dallas County will coordinate all construction on this project.

TRE Locomotive Purchase

This project is the result of receiving an FTA grant in the amount of \$4,600,000 with a total eligible cost of \$5,750,000 for the purchase of a new locomotive. TRE's small fleet consists of older model locomotives. New generation locomotives are not compatible with the existing fleet; therefore, TRE purchased two (2) remanufactured locomotives. Progress Rail was awarded the contract in May 2019 and will provide two (2) remanufactured F40PH locomotives.

F59-PHI Overhaul

This project allows TRE to comply with the Original Equipment Manufacturer (OEM) requirements for a mid-life overhaul of the locomotives to achieve the 30-year life expectancy of the vehicles. Progress Rail Inc. was awarded the overhaul contract on June 7, 2018. Project Complete.

Bi-Level Overhaul and Side Sill Repair

This project allows TRE to comply with the OEM requirements of a mid-life overhaul of the bi-level cars to achieve extended service life of the vehicles. CAD Railways was awarded the contract on September 9, 2019.

Repaint TRE Existing Fleet

This project consists of repainting the exterior of 12 Bi-Level Coach cars; six (6) Bi-Level Cab cars and five (5) F59PH locomotives. Exposure to the Texas heat has caused excessive fading to the paint on TRE's fleet. Cherokee Coatings was awarded the contract on January 29, 2020.

ADDITIONAL CAPITAL DEVELOPMENT

DART Police Facilities

This project provided for the renovation and conservation of the historic Monroe Shops to house a new modern headquarters for the DART Police (completed March 2011). This project also includes the Northeast Substation and the Northwest Substation.

CBD/Traffic Signal Priority (TSP) System

The CBD/TSP System project, being developed jointly with the City of Dallas (COD), provides traffic signaling priority to trains in the central business district, to ensure schedule achievement. It comprises communication between trains, detection equipment, and traffic signals.

Hidden Ridge Station

This deferred light rail station has been constructed on the operating Orange Line and is fully funded by the City of Irving in accordance with the Interlocal Agreement executed on March 27, 2018.

SAFETY AND SECURITY PROJECTS

CCTV on LRVs

The CCTV on LRVs project involves procurement and installation of CCTV cameras, recorders, and modems to provide surveillance capability in DART's fleet of light rail vehicles. The project plan includes two phases: Phase I – installation of 48 pre-wired vehicles, and Phase II – installation of 115 vehicles to be configured.

Other Safety & Security

The following priority projects have been identified to enhance safety and security at transit facilities, improve the customer experience and deter loitering:

1. Installation of fencing at Convention Center Station
2. Improvements to Convention Center Station area lighting
3. Installation of a CCTV display monitor at West End Station
4. Improvements to West End Station area lighting

STREETCAR PROJECTS

Streetcar Extension Projects

The City of Dallas identified funding for design and construction services to extend the Union Station to Oak Cliff Streetcar Project south approximately 0.75 mile to the Bishop Arts District (Southern Extension – completed and in Revenue Service in August 2016), and north approximately 0.67 mile to near the Dallas Omni Hotel (Northern Extension). DART is serving

as the City's technical representative on the Northern Extension. The project is being initiated as design/bid/build project and is being procured and managed through DART.

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE 1

The LRT Buildout Phase I consisted of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system included contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, and fare collection), and vehicle procurement. Phase I also included expansion of the existing Service & Inspection (S&I) Facility (completed July 2002), construction of the Vehicle Acceptance Facility (VAF - completed August 1999), and finish-out of Cityplace/Uptown Station (completed December 2000). Buildout Phase I related projects (funded by FFGA Amendment 10) included Bush Turnpike Station (completed December 2002), Parker Road Station Phase II Parking (completed August 2002), Walnut Hill Parking (completed December 2006), S&I Phase II Expansion (completed November 2006), Parker Road Parking Expansion (completed October 2009), and Purchase of 20 LRVs (contract closed August 2016).



Dallas Central Business District (CBD)

D2 Alignment

[Page Intentionally Left Blank]

Map

D2 Alignment

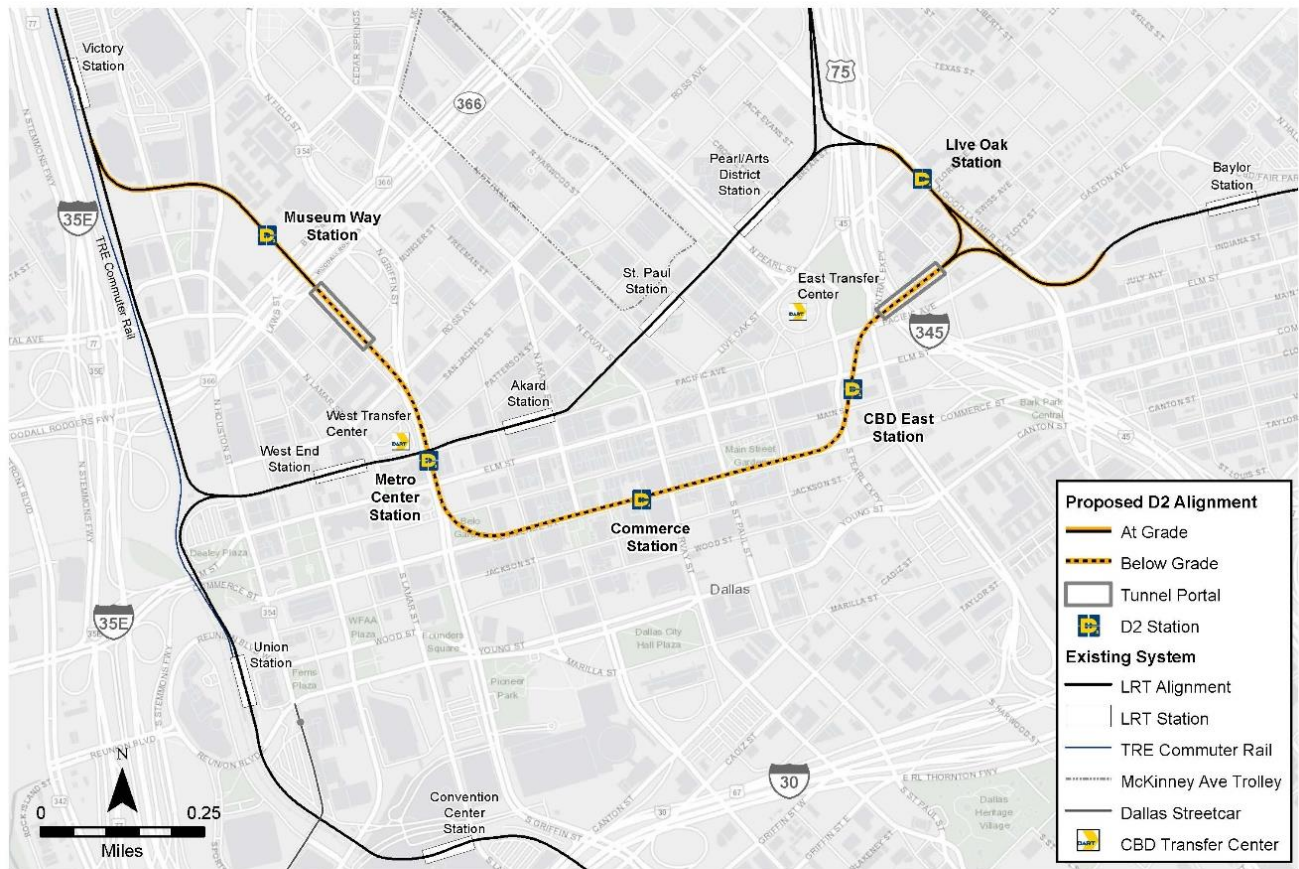


Figure 1-1
D2 Subway Light Rail Transit Project
 Data Source: DART, GPC6

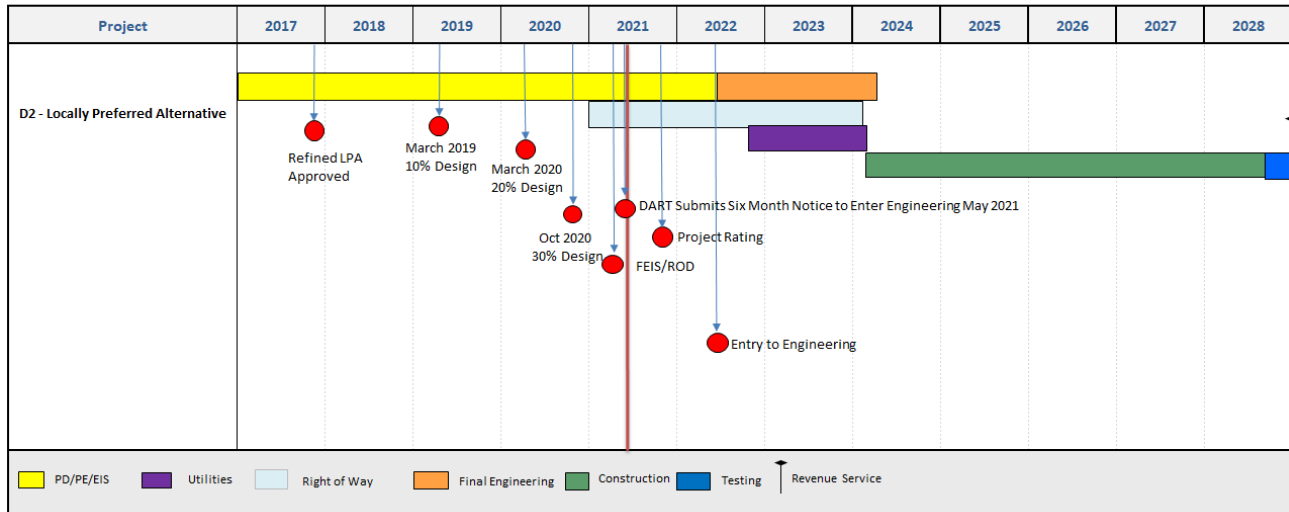
D2 Subway Project
 Supplemental Draft Environmental Impact Statement

Summary Control Schedule

D2 Alignment

Dallas Central Business District (CBD) D2
Summary Control Schedule

05/31/2021



Cost Summary

D2 Alignment

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT Cost Summary (in millions of dollars)			
	Control Budget ⁽³⁾	Current Commitment ⁽¹⁾	Expended to Date ^{(2),(6)}
Dallas Central Business District (CBD) D2	\$ 1,940.0	\$22.6	\$19.5

- 1) Committed values reflect activity 05/31/21.
- 2) Expended to Date values reflect activity in DART's General Ledger through 05/31/21.
- 3) Control Budget reflects amended FY21 Financial Plan approved on 5/25/21 (BR 210069).
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) Control Budget reflects FY21 Business Plan increase of approximately \$47M and target RSD change to 1st Qtr., 2026)
- 6) Expended to Date (Prior to Removal from CIG 3/20/18) – \$4,877,671.
Expended to Date (3/20/18 to 05/31/21 after removal from CIG) - \$14,641,524

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Board Strategic Priority

5: Enhance DART's role as a recognized local, regional and national transportation leader

Description

This project (known as D2 Subway) establishes a second light rail transit (LRT) line through Downtown Dallas by connecting two points: Victory Station and the Green Line near the Good Latimer/Swiss Avenue intersection. It doubles the LRT capacity through Downtown Dallas, relieving congestion on the existing Bryan/Pacific Transit Mall and on the Downtown junctions, and increasing capacity systemwide.

An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) was completed in May 2010. The second phase of the AA effort was completed under an FTA grant to address comments and suggestions received during the AA/DEIS. That effort culminated with the DART Board of Directors' selection of a Locally Preferred Alternative (LPA) in September 2015. That decision led to the initiation of Project Development (PD) on the LPA in early 2016. On October 25, 2016, the Board of Directors approved the FY 17 Financial Plan, which included \$1.3 billion for development of an all-subway D2. This action marked a departure from the direction previously provided with the selection of the LPA. The new direction required a refinement of the LPA, where options that had been considered during the original AA/DEIS and possibly other corridors would be evaluated. This effort concluded with the Board approval of the Commerce via Victory/Swiss Alternative as the LPA on September 26, 2017. PD was re-initiated on the new LPA in Fall 2017. On March 20, 2018, FTA denied DART's request to extend PD to November 2019. At the same time, it withdrew the project from the Capital Investment Grant (CIG) program. FTA recommended that DART reapply to enter Engineering phase after all required activities are completed. DART is continuing PD locally as the two-year PD timeframe was exceeded under the CIG program.

Assumptions in the initial FY 2021 Twenty-Year Financial Plan reflected a \$1.4 billion project cost and a conservative \$650 million external grant. The 30% project cost estimate is \$1.7 billion (2021\$) and \$1.9 billion (YOE). The Financial Plan was amended on May 25, 2021, to reflect the most recent estimate. The updated estimate is being reviewed for concurrence internally and will go through an Independent Cost Review (ICR) by a third party this summer. DART plans to pursue an approximately 50/50 funding share between local/federal sources, and the project is currently programmed to be completed in 2028 (subject to change).

Status

The last CIG Core Capacity submittal in September 2017 was based on the Commerce Alternative. The D2 submittal and project received a Medium-

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Status (Continued)

High rating. A submittal will be made by August 2021 to obtain an updated project rating to support Entry into Engineering. The Project Development (PD) effort focused on the Commerce Alternative. The 10% design package was submitted to DART on March 8, 2019, the 20% design package was submitted to DART on March 6, 2020, and the 30% design package was submitted on October 30, 2020. The Supplemental Draft Environmental Impact Statement (SDEIS) was made available to the public on May 15, 2020. A 45-day period for review and comment started on that day and concluded on June 29, 2020. The Final EIS/Record of Decision was issued by FTA on April 9, 2021.

Discussions and the work effort to prepare for Entry into Engineering have begun both internally and with FTA staff. DART provided a letter to FTA on May 28, 2021, to give a six-month advance notice to request entry into Engineering.

The Project Team continues to engage the public and key stakeholders. The Team regularly holds project coordination meetings with TxDOT/City of Dallas/NCTCOG; standing, bi-weekly project briefings with the City of Dallas and monthly and quarterly meetings with FTA; and one-on-one Stakeholder meetings on an “as needed” basis. SDEIS public hearings were held on June 11, 2020 (virtually) and on June 25, 2020 (in person). A Public Hearing for the Service Plan Amendment was held September 22, 2020. Coordination continues to occur with Council (approved Parkland easements on November 11, 2020), Park and Recreation Board, Texas Historic Commission (Programmatic Agreement signed and filed with ACHP), Transportation and Infrastructure Committee (briefed on November 16, 2020, January 19, 2021), and Urban Design Peer Review Panel (UDPRP).

Issues

Regular meetings continue with TxDOT to review IH-345 design concepts and implementation details. TxDOT has stated in late 2020 that all options, including a below-grade IH 345 concept, still appear to work with the D2 Subway portal as designed. TxDOT held public meetings in June 2021 to show future I-345 concepts. All concepts show D2 as designed.

The Dallas City Council approved the Service Plan Amendment on March 24, 2021, with conditions including, but not limited to: additional future evaluation and review of D2 project refinements, enhancements and/or modifications on the east end of the corridor. An Interagency (TxDOT, DART, City of Dallas, NCTCOG) East End Evaluation effort that will address the City’s conditions is underway. Revisions to the project resulting from this effort, will be taken back to City Council no later than March 2022 for re-approval. This will allow the project to proceed. Delays beyond this period as well as the extent of proposed changes on the east end may affect the ability to remain eligible for core capacity program.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Issues (Continued) Potential early ROW acquisition may be needed. However, the DART Board has indicated that no major expenditures be made pending final approval by the DART Board and Dallas City Council by March 2022.

Six-Month Look Ahead

D2 Alignment

Dallas Central Business District (CBD) D2 Six-Month Look Ahead

05/31/2021

Project	2021					
	June	July	August	September	October	November
CBD - D2						
	Engineering, Architecture, Environmental <ul style="list-style-type: none">• Capital Cost Review• Value Engineering• Risk Assessment• Third Party Technical Review					
	FEIS / ROD					
	DART Submitted Six Month Notice to Enter Engineering (28-May-21)					
	Public & Agency Outreach					
	City of Dallas approved alignment and Service Plan Amendment, with conditions requiring East End Evaluation (24-Mar-21)					

Project Development (Preliminary Engineering/EIS, Public Outreach Activities)

1: Notation of "A" adjacent to a date represents "Actual" date of occurrence of the event

[Page Intentionally Left Blank]



Program of Interrelated Projects

Red & Blue Line Platform Extensions

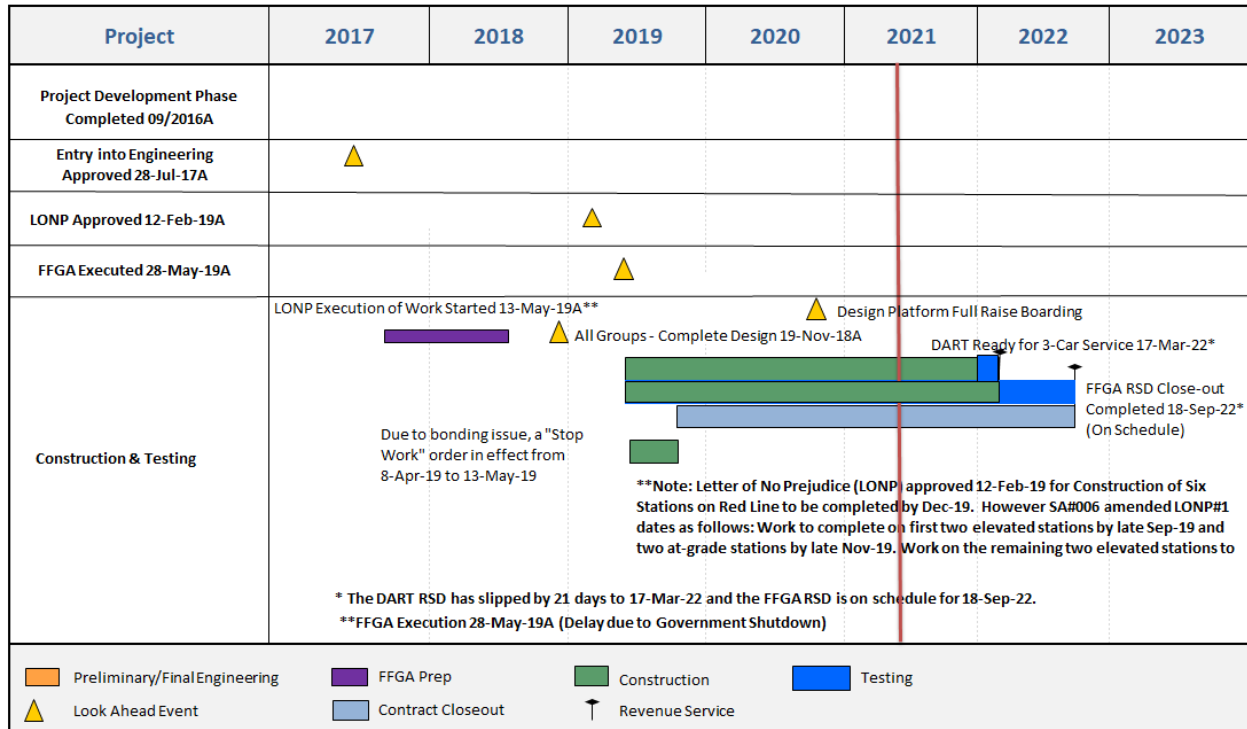
[Page Intentionally Left Blank]

Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule

05/31/2021



Cost Summary

Interrelated Projects Platform Extensions

RED & BLUE LINE PLATFORM EXTENSIONS PROJECT			
Cost Summary (in millions of dollars)			
	Control Budget ^(3, 4)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Red & Blue Line Platform Extensions	\$ 128.7	\$ 109.3	\$ 78.9

- 1) Committed values reflect activity through 05/31/21.
- 2) Expended to Date values reflect activity in DART's General Ledger through 05/31/21.
- 3) Control Budget reflects Baseline Budget and Full Funding Grant Agreement (FFGA) executed May 28, 2019.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) CBD Second Alignment (D2) was removed from the Capital Investment Grant (CIG) Program on 03/20/18 and deleted from this slide.
- 6) Control Budget for Red and Blue Line Platform Extensions Project reflects an increase of \$4.2M for Unallocated Contingency identified in DART's Capital Reserves.

Board Strategic Priority 1: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

Description Acquisition of property required for construction of the Red and Blue Line Platform Extensions Project

Status DART has acquired all property required for the project at the Westmoreland Station.

Temporary storage and staging areas will be located on DART-owned property.

The CM/GC has requested the use of eight properties owned by others. DART staff is working with the private property owners to obtain a Construction Right of Entry (CROE) since these locations will be needed for less than 12 months once DART's contractor begins construction activities on the property.

If a property owner declines DART's offer, the CM/GC will be responsible for using DART-owned property or to obtain a written agreement with the property owner.

DART will not use eminent domain to acquire temporary storage and staging areas for this project.

CROE that allows the contractor to begin construction activities at the 8th and Corinth Station has been secured. Acquisition of permanent easement rights needed for this station will be completed by July 31, 2021

CROE that allows the contractor permission to store construction materials for the Tyler/Vernon Station has been secured.

As of this date, no utility conflicts have been identified at any of the stations.

The Texas Department of Transportation Advance Funding Agreement Regarding a Texas Mobility Fund Grant has been executed. As of this date, this is the only third-party agreement that has been identified.

Issues None

Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations

Description The purpose of this project is to modify platforms at 28 stations, that were constructed before 2004, along the Red and Blue Lines to accommodate three-car trains. Modifications include extending platforms and/or raising portions of the platform to permit level boarding. These modifications will increase the carrying capacity of the LRT system by 30% and enhance the core capacity of the network.

Two ancillary projects related to the platform extension project will be separate from the scope of the federally funded project. These projects that modify existing infrastructure to accommodate three-car trains are: modifying the CROF cleaning platform and extending the Westmoreland tail track.

Status Construction cost was negotiated with CM/GC in June 2018. The Issue for Construction (IFC) submittals for Groups C, D, and E were received in July and August 2018. The IFC submittals for Groups A and B were received in October 2018.

The anticipated August 2018 date for submittal to FTA for the Full Funding Grant Agreement (FFGA) was achieved August 17, 2018.

On September 24, 2018, the FTA confirmed use of pre-award authority on long-lead items.

On October 30, 2018, the Board authorized award of construction contracts pending FFGA execution.

On December 7, 2018, DART submitted a request for a Letter of No Prejudice (LONP) authorizing DART to begin construction on six Red Line stations on the North Central Corridor.

In February 2019, DART prepared a CM/GC Group B contract change to construction schedule and NTP for LONP work.

On March 12, 2019, DART issued NTP to CM/GC Group B for work under Letter of No Prejudice (LONP) and long lead procurement items; a revision was issued on March 18, 2019. Anticipated start of construction was delayed from March 25, 2019, to May 1, 2019, due

Status (Continued) to contractor mobilization. In April, a stop work order was issued for site activities only pending resolution of mobilization issues.

On May 13, 2019, an NTP was issued to CM/GC Group B and work commenced at Downtown Plano and Galatyn Park Stations on May 28, 2019.

On March 29, 2019, DART issued NTP to CM/GC Groups A and C for procurement of long lead items.

On May 28, 2019, the FFGA was executed.

Due to unusually inclement weather in February 2021 and the lack of DART Operational support required for weekend work, the Construction Manager (CM) worked with DART Procurement and others to contractually adjust the milestone dates for all Group A, C & D stations not yet completed or started. The CM made a presentation to the Change Control Board (CCB) on March 26, 2021, to get approval for the pending revisions to the pertinent milestone dates. The CCB subsequently gave their approval.

DART continues to have challenges in fully supporting the project with coordinators, which allows the contractors to work at maximum number of Stations simultaneously during the day, night and on weekends. The CM has been in frequent discussions with DART Operations on this subject.

Group A

On January 21, 2020, NTP letter was issued to CM/GC Group A for work. Cityplace Station was issued an access letter to commence work on March 2, 2020. Work began March 2, 2020 with Completion set for September 25, 2020.

Preliminary walk-through was performed on September 25, 2020. Substantial completion was issued for Cityplace Station on October 7, 2020.

Notice to Access was given to Group A on October 8, 2020 for the Convention Center Station and Cedars Station. Work began on those stations on October 19, 2020, with completion set for March 11, 2021, for both stations.

Status (Continued) On December 16, 2020, Cityplace/Uptown Station was 100% complete; all items had been addressed

The contractor reached substantial completion on Convention Center and Cedars stations on April 27, 2021.

Notice of Access was given to Group A on April 28, 2021, for the Mockingbird Station and 8th & Corinth Station. Construction work began on those stations on May 3, 2021, with completion for Mockingbird anticipated on December 15, 2021, and for 8th & Corinth on January 15, 2022.

Group B

On May 13, 2019, Notice to Proceed was issued, after stop work order, which includes purchase of long lead items for all Group B stations, Downtown Plano & Galatyn Park.

On June 11, 2019, Notice to Proceed: Phase 2 was issued for Walnut Hill, Spring Valley, Downtown Plano, and Galatyn Park.

On July 1, 2019, Notice to Proceed letter was issued to CM/GC Group B for work at aerial stations at Walnut Hill and Spring Valley.

On September 25, 2019, Notice of Substantial Completion was issued for Spring Valley and Walnut Hill.

On September 30, 2019, Notice to Proceed was issued for Phases 3 and 4 – Park Lane, Forest Lane, Lovers Lane, LBJ Central, CityLine/Bush, Arapaho, Parker Road.

On October 11, 2019, Notice to Access was issued to commence work on CityLine/Bush and Parker Road. Work began on October 12, 2019.

On November 27, 2019, Notice of Substantial Completion was issued for Galatyn Park and Downtown Plano.

On December 4, 2019, Notice to Access was given to begin Park Lane Station and Forest Lane Station, with completion set for February 28, 2020.

On December 6, 2019, actual work began on Parker Road due to delays by the contractor. Completion date remained April 13, 2020.

Red & Blue Line Platform Extensions

Interrelated Projects Platform Extensions

Status (Continued) On February 26, 2020, Forest Lane and Park Lane stations both received substantial completion.

On February 27, 2020, Notice of Access was given to Arapaho Station. Work began March 3, 2020 with Completion set for September 24, 2020

On March 17, 2020, Parker Road received substantial completion.

On April 20, 2020, CityLine/Bush received substantial completion.

On April 22, 2020, Notice to Access was given to LBJ/Central Station and Lovers Lane Station. Work began April 27, 2020 with completion set for September 24, 2020.

On August 14, 2020, substantial completion was reached for LBJ/Central Station, Arapaho Station and Lover Lane Station. Presently working on punch list items.

On September 17, 2020, Arapaho Station was 100% complete; all items had been addressed.

On September 18, 2020, Lovers Lane Station was 100% complete; all items had been addressed.

On September 22, 2020, LBJ Central Station was 100% complete; all items had been addressed.

Contract closeout is in progress - closeout binder 95% complete.

Group C

On September 30, 2020, CM/GC was given Notice to Proceed.

On October 12, 2020, Notice to Access was given to Group C for the Hampton Station and Dallas Zoo Station. Work began on those stations on October 19, 2020, with completion set for March 11, 2021, for both stations.

The contractor reached substantial completion on Dallas Zoo Station and Hampton Station on March 30, 2021.

Notice of Access was given to Group C on April 9, 2021, for the Tyler/Vernon Station and the Westmoreland Station. Construction work began on both of these stations on April 12, 2021, with

Status (Continued) completion for Tyler/Vernon anticipated on August 30, 2021 and for Westmoreland on January 9, 2022.

On May 4, 2021, Dallas Zoo and Hampton Stations were 100% complete; all items had been addressed.

Group D

On September 16, 2020, CM/GC Group D, Phillips May Incorporated, PMC, was given Notice to Proceed.

On October 12, 2020, Notice to Access was given to Group D for the Forest / Jupiter Station and White Rock Station. Work began on those stations on October 20, 2020, with completion set for March 11, 2021, for Forest/Jupiter and April 8, 2021, for White Rock.

The contractor reached substantial completion on Forest/Jupiter Station March 22, 2021, and on White Rock Station April 5, 2021.

Notice of Access was given to Group D on March 30, 2021 for LBJ/Skillman Station and April 9, 2021 for Downtown Garland Station. Work began on both these stations April 15, 2021 with completion set for Downtown Garland on December 15, 2021 and LBJ/Skillman January 15, 2022.

On May 6, 2021, Forest/Jupiter Station was 100% complete and on May 25, 2021, White Rock Station was 100% complete; all items had been addressed for both stations.

Group E

On August 20, 2019, Notice of Access was given for Illinois and VA Medical Center stations. Work began October 21, 2019, with completion set for March 21, 2020.

On March 27, 2020, Illinois Station received substantial completion.

On March 31, 2020, Notice of Access was given to Morrell Station. Work began April 1, 2020, with completion set for August 27, 2020.

On April 10, 2020, substantial completion was issued for VA Medical Center Station.

On April 13, 2020, Notice of Access was given to Kiest Station. Work began April 13, 2020, with completion set for August 27, 2020.

Red & Blue Line Platform Extensions

Interrelated Projects Platform Extensions

Status (Continued) On July 31, 2020, VA Medical Center Station was 100% complete; all items had been addressed.

On August 19, 2020, Illinois Station was 100% complete; all items had been addressed.

On August 27, 2020, substantial completion was reached on Morrell and Kiest stations; work continues on the punch list items.

On October 2, 2020, Morrell and Kiest stations were 100% complete; all items had been addressed.

Contract closeout is in progress - closeout binder 95% complete.

Issues **Schedule Mitigation**

Although the date for the FFGA document submittal to FTA was achieved, the project completion date is trending later than the baseline schedule. DART is working to reconcile the difference between the working schedule and the baseline schedule.

Board Strategic Priority	<ol style="list-style-type: none">1: Enhance the safety and service experience through customer-focused initiatives2: Provide stewardship of the transit system, agency assets and financial obligations
Description	<p>The purpose of this project is to modify platforms at 28 stations along the Red and Blue Lines that were constructed before 2004, to accommodate three-car trains. Systems modifications include LRT systems that govern safe operations. The Systems Integration Group (SIG) work with Designers, Project Management, DART Maintenance and Operations staff as well as the Contractors to ensure systems modifications are verified and validated for continued LRT operations.</p> <p>The Safety and Security Certification Review Team (SSCRT) and Capital Program Support, Safety and Security Certification personnel verify Safety and Security Certifiable Items (SSCI). The SIG and SSC teams verify compliance with requirements in the respective programs. DART Maintenance makes systems modifications under Force Account agreement.</p>
Status	<p>The RBPE project has a total of 346 integrated tests and 649 Safety and Security Certifiable Items (SSCI).</p> <p>The Systems Integration Group (SIG) activities are ongoing and will continue throughout the project. As of June 30, 2021, the SIG has performed a total of 198 integrated tests. Integrated testing continues as construction progresses. Fifty-three (53) of the 347 integrated tests will be performed after construction is completed as system verification tests.</p> <p>Safety and Security Certification activities are ongoing and will continue throughout the project. As of June 30, 2021, 502 of the 649 SSCI's are verified and closed for the stations under construction.</p> <p>SIG continues coordination with DART Force Account personnel. Integrated testing is ongoing as systems elements are modified and placed into service.</p>
Issues	<p>Public Announcement and Visual Message Board (PA/VMB) Equipment is not meeting the standards to pass Integrated testing. PM team is working with the Designer and Force Account to resolve.</p>

Six-Month Look Ahead

Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead

05/31/2021

Project	2021					
	June	July	August	September	October	November
Red and Blue Line Platform Extensions - Pre-Construction/Force Account Systems Construction/Construction Related Activities	Completed Civil Construction on Forest/Jupiter, Convention Center and Cedars Stations (11-Mar-21); Dallas Zoo and Hampton Stations (5-Apr-21); White Rock (8-Apr-21) Commenced Civil Construction at Westmoreland & Tyler / Vernon (12-Apr-21); LBJ/Skillman and Downtown Garland (15-Apr-21); Mockingbird and 8th & Corinth (19-Apr-21)			<div>▲ Start Raise Platform at Mockingbird (SA006) (2-Aug-21)</div> <div>▲ Start Raise Platform at 8th & Corinth (13-Aug-21)</div> <div>▲ Start Raise Platform at LBJ/Skillman and Downtown Garland (8-Sep-21)</div> <div>Start Raise Platform at Westmoreland and Downtown Garland (18-Oct-21) ▲</div>		
Red and Blue Line Platform Extensions - Design Related Activities	All 100% Final Design Submitted October 19, 2018A and the 100% Final Design for Full Platform Raise at Mockingbird, 8th & Corinth completed January, 2021 and Westmoreland, LBJ/Skillman and DT Garland completed December, 2020 Systems Force Account Work Continues DSDC Activities Continue					
Red and Blue Line Platform Extensions - Federal Process	Complete Executive Air Review Apr 26, 2019A (Gov. Shutdown Impact) Receive FTA Approval for Letter of No Prejudice (LONP) Six Stations ariel Red Line Feb 12, 2019A Receive FTA Region 6 approval for Long Lead Material Solicitations March 20, 2019A DART Submits Core Capacity & SCC Templates for FFGA Application - August 17, 2018A FFGA Executed May 28, 2019A					
<div>▲ Look Ahead Event</div> <div>Texas State Fair Window (24-Sep-21 - 17-Oct-21)</div>						

Change Control Summary

Interrelated Projects Platform Extensions

Interrelated Core Capacity Projects - Change Control Summary

Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(June 2021)
Red & Blue Line Platform Extensions Group A	C-2030485-01	Austin Carcon JV	\$18,818,519	\$814,165	\$19,632,684	0	\$18,818,519	\$814,165	0%	10%	
Red & Blue Line Platform Extensions Group B	C-2030485-02	Omega Contracting, Inc.	\$17,723,930	\$1,094,593	\$18,818,523	45,701	\$17,769,631	\$1,048,892	4%	10%	
Red & Blue Line Platform Extensions Group C	C-2030485-03	Omega Contracting, Inc./ DES JV	\$9,458,862	\$466,202	\$9,925,064	0	\$9,458,862	\$466,202	0%	10%	
Red & Blue Line Platform Extensions Group D	C-2030485-04	Gilbert May, Inc dba Phillips May Corporation	\$10,556,594	\$453,603	\$11,010,197	0	\$10,556,594	\$453,603	0%	10%	
Red & Blue Line Platform Extensions Group E	C-2030485-05	Gilbert May, Inc. dba Phillips May Corporation	\$8,596,939	\$491,456	\$9,088,395	0	\$8,596,939	\$491,456	0%	100%	
Signal Equipment and Supplies	C-2049534-01	Simba Industries	\$86,037	\$0	\$86,037	0	\$86,037	\$0	0%	0%	
Signal Equipment and Supplies	C-2049534-02	TKC Enterprises, Inc.	\$110,969	\$0	\$110,969	0	\$110,969	\$0	0%	0%	
TOTALS:			\$65,351,851	\$3,320,019	\$68,671,870	\$45,701	\$65,397,552	\$3,274,318			

Legend: % Contingency >= 70%

Notes:

- a) Percent contract complete based on work in place value.
b) The dollars shown in executed contract modifications are based on Project Controls physical possession of a copy of the executed document.



Program of Interrelated Projects

Dallas Streetcar Central Link

[Page Intentionally Left Blank]

Cost Summary

Interrelated Projects Central Link

STREETCAR CENTRAL LINK Cost Summary (in millions of dollars)			
	Control Budget ⁽¹⁾	Current Commitment ⁽²⁾	Expended to Date ⁽³⁾
Streetcar Central Link	\$ 96.2	\$ 0.0	\$ 0.0

- 1) Control Budget reflects approved FY19 Financial Plan value (pending City of Dallas Streetcar Interlocal Agreement Execution).
- 2) Committed values reflect activity through 05/31/21.
- 3) Expended to Date values reflect activity in DART's General Ledger through 05/31/21.

Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader

Description The Dallas Streetcar Central Link is a modern streetcar alignment connecting from the Union Station/Omni Hotel area through the central core of Downtown Dallas, linking to the M-Line trolley near Uptown and Klyde Warren Park.

Status DART, in cooperation with the city of Dallas and Downtown Dallas, Inc. (DDI), conducted a Supplemental Alternatives Analysis (AA) effort in 2017. Dallas City Council approved a resolution on September 13, 2017, endorsing the Elm/Commerce alternative as the preferred alternative. The resolution also stated the need for additional analysis of the Main Street and Young/Harwood alternatives during subsequent FTA project development efforts.

DART provided the City with a proposed scope for the FTA project development phase on February 2, 2018. Comments were received on April 10, 2018. A meeting with City staff was held on May 1, 2018, to discuss and finalize the scope. A consultant cost estimate has been requested and negotiated. The City and DART finalized the Master Streetcar Interlocal Agreement (ILA) in August 2019. A Project Specific Agreement will be developed to outline scope, funding and responsibilities for the Project Development of the Central Link project. A request to enter FTA project development under Small Starts would be done concurrent with the agreement.

Issues The following are needed for project progress:

- Completion of city review of the Convention Center Loop design/cost to determine if all or part of project will be integrated into Central Link
- Completion of the Draft Streetcar Master Plan in Fall 2021, pending Dallas city staff and council feedback
- Timely approval of request to enter Project Development once submitted to FTA, anticipated in 2022, pending City of Dallas O&M funding sources study in 2021 and advancement of the D2 Subway project

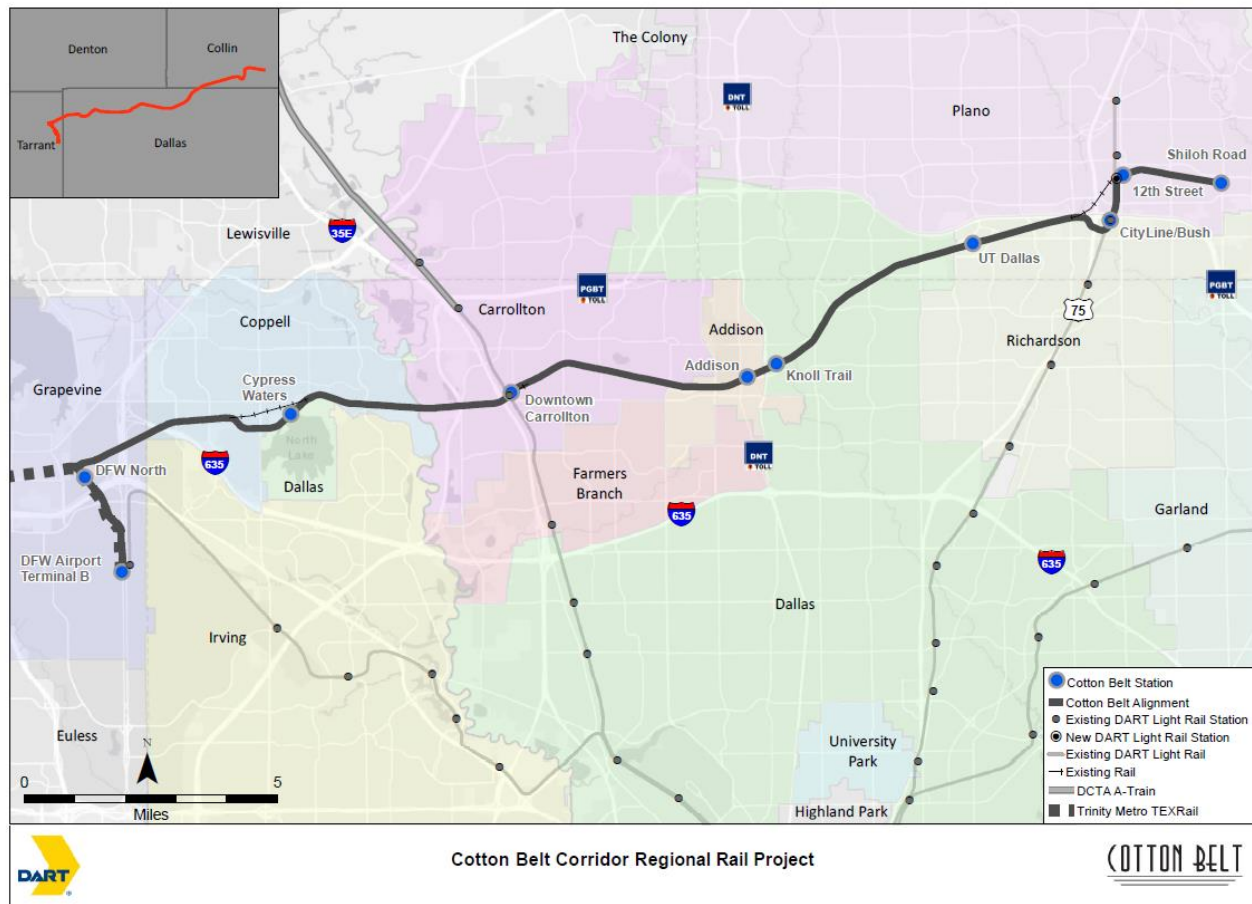


Commuter Rail

[Page Intentionally Left Blank]

Cotton Belt (Silver Line) Map

Commuter
Rail

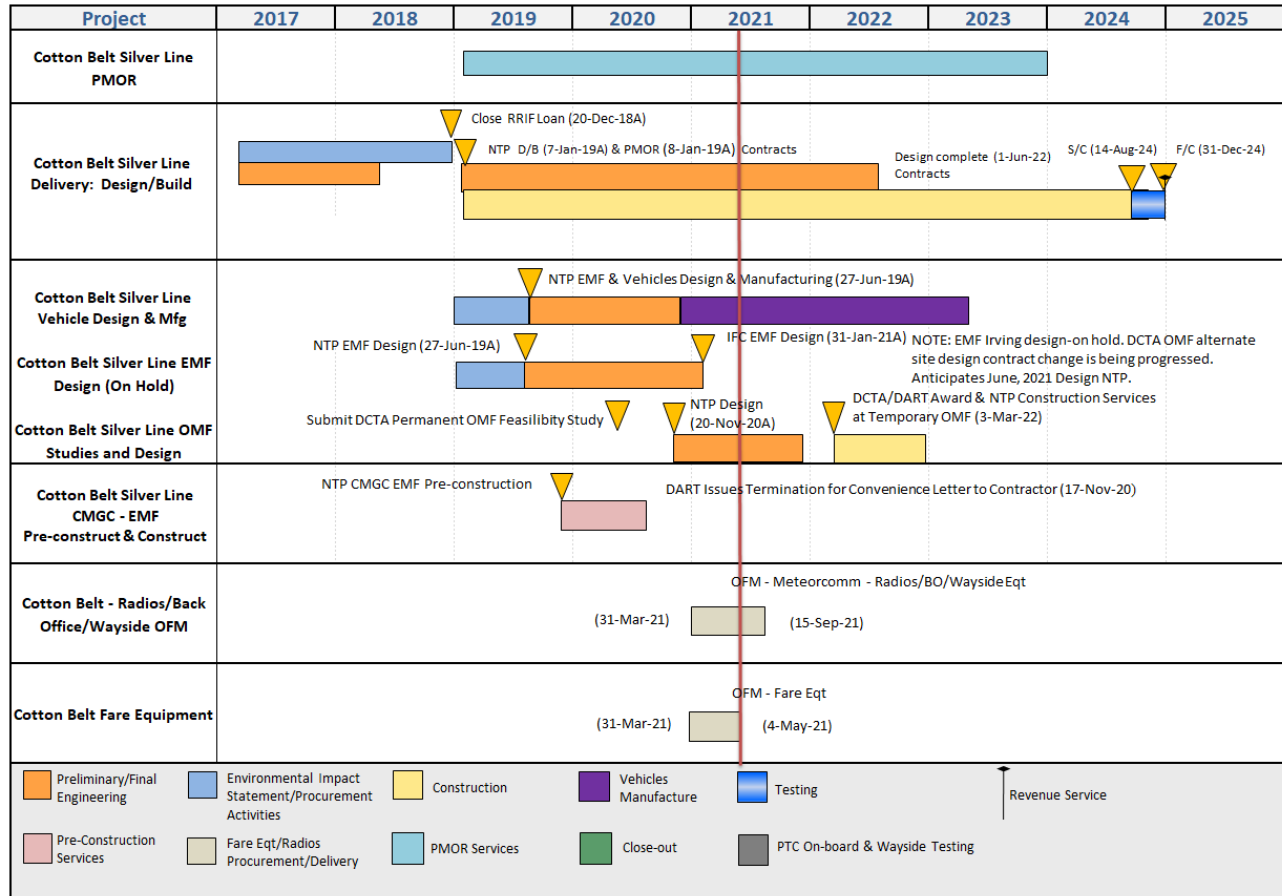


Summary Control Schedule

Commuter Rail

Cotton Belt Silver Line Summary Control Schedule

05/31/2021



Cost Summary

Commuter Rail

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Cotton Belt Rail Line General	\$1,323.8	\$773.9	216.9
OPS/ Maintenance Facility	50.0	8.9	5.2
Commuter Rail Cars	91.4	118.9	42.0
CB-1	52.4	52.4	52.4
CB-2	50.0	50.0	50.0
CB-3	40.8	40.8	40.8
CB-3 Plano	52.4	65.2	0.2
CB-3 Richardson	50.0	45.2	0.0
CB-3 Richardson TIRZ #2	40.8	0	0.0
CB-3 Richardson TIRZ #3	0	0	0.0
CB-3 Plano Betterments	1.5	1.5	0.1
CB-3 Plano Betterments TIF-2	.1	.1	0.0
CB-3 Plano Betterments TIF-3	.1	.1	0.0
CB-3 Richardson Betterments	8.1	8.1	0.1
CB-3 Richardson Betterments TIRZ #2	.1	.1	0.0
CB-3 Richardson Betterments TIRZ #3	.1	.1	0.0
CB Addison Betterments	0.5	0.5	0.0
CB Carrollton Betterments	7.5	7.5	0.3
CB Dallas Betterments	15.1	15.1	0.0
CB Coppell Betterments	4.6	4.6	0.0
CB-Spare Parts-Vehicles	4.0	4.0	0.0
CB-3 Plano LRT Station TIF #2	15.0	15.0	0.0
Silver Line Kiosks	0.7	0.7	0.0
Cotton Belt Program	\$1,776.2	\$1,212.7	\$408.0

Cost Summary

Commuter Rail

- 1) Expended to date values reflect activity through 05/31/21, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 05/31/21.
- 3) Control Budget reflects scope related costs only and does not include projected financing costs.
- 4) Control Budget increased to \$1,266,173,472; includes an additional \$23,173,472 as per Board Resolutions 200049 thru 200055 passed on May 26, 2020.
- 5) Control Budget reflects amended FY21 Financial Plan approved on 5/25/21 (BR 210069).
- 6) Cotton Belt Expended to Date (Prior to approval of RRIF Loan 12/19/18) - \$8,265,211.
Cotton Belt Expended to Date (After approval of RRIF Loan 12/19/18 – 05/31/21) - \$399,714,970
- 7) Division of Cotton Belt Program Budget into sub-Projects is work-in-progress; reports will reflect updates to these sub-Project budgets periodically.

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
CB-3 Plano TIF #2	\$ 15.5	\$ 0.1	\$ 0.1
CB-3 Plano TIF #3	15.5	0.0	0.0
Cotton Belt ILA – City of Coppel	0.9	0.8	\$ 0.0
Cotton Belt ILA - Richardson	65.7	10.7	0.0
Cotton Belt Ancillary Projects	\$ 97.6	\$ 11.6	\$0.1

- 1) Expended to date values reflect activity through 05/31/21, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 05/31/21.
- 3) Control Budget reflects scope related costs only and does not include projected financing costs.
- 4) Division of Cotton Belt Ancillary Projects Budget into sub-Projects is work-in-progress; reports will reflect updates to these sub-Project budgets periodically.

Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader

Description Acquisition of property required for construction of the Silver Line Project

Status DART is identifying full and partial takes for the Silver Line Regional Rail Project (based on current design efforts).

Preliminary list includes:

- 82 partial acquisitions
- 11 whole acquisitions
- 1 residential location
- 16 non-residential relocations

ROW Acquisition Team mobilized in April 2019.

Issues Late in securing Construction Right of Entries and acquiring properties per the schedule included in the contract.

Late in securing Third-Party agreements.

City of Dallas approval of the design plans and issuing construction permits.

Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader

Description The 26-mile long regional rail Silver Line (aka Cotton Belt) Corridor extends from Dallas-Fort Worth International Airport (DFWIA) through the northern portion of the DART service area to Shiloh Road in Plano. The corridor passes through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano. A total of 10 stations were approved by the DART Board on August 28, 2018. The Silver Line Project would interface with three DART LRT lines: The Red Line in Richardson/Plano, the Green Line in Carrollton, and the Orange Line at DFW Airport. Also, at DFW Airport, the project would connect to TEX Rail Regional Rail Line to Fort Worth and the DFW Airport Skylink People Mover.

The proposed project is mostly at-grade, with double-track. It includes both the Cypress Waters Option (diverting from the Cotton Belt to provide a station near North Lake) and the Red Line South Option (diverting from the Cotton Belt to provide a station at CityLine before returning to the Cotton Belt), terminating at Shiloh Road.

Three federal agencies are involved in oversight of the Silver Line Project. The Federal Transit Administration (FTA) serves as Lead Agency, the Federal Aviation Administration (FAA) will serve as a Cooperating Agency and the Federal Railroad Administration (FRA) will serve as a Participating Agency. Funding for the project is being provided through the FRA-administered Railroad Rehabilitation and Improvement Financing (RRIF) program. FAA has jurisdiction over DFW Airport and Addison Airport.

Status The Final Environmental Impact Statement (FEIS) was signed on November 9, 2018. The FTA and FAA have determined that the requirements of federal environmental statutes, regulations, and executive orders have been satisfied for the Cotton Belt Corridor Regional Rail Project. A Record of Decision (ROD) was issued on November 9, 2018. The FEIS/ROD is available in electronic PDF format at www.DART.org/Cottonbelt.

Notice to Proceed (NTP) was issued to the design-builder on January 7, 2019, and to the Program Manager/Owner's Representative (PMOR) on January 8, 2019. In February 2019, site

Status (Continued) surveying and data gathering activities were initiated. In March and April 2019, DART conducted coordination meetings with city representatives and provided updates on design and construction activities to the community. In May 2019, coordination with city representatives continued and community workshops for the betterments program were initiated in Dallas neighborhoods. On May 29, 2019, the DART Station Art and Design Orientation Meeting was conducted for the DFW North, Cypress Waters, and Knoll Trail stations. On July 24, 2019, the DART Station Art and Design Orientation Meeting was conducted for the Addison Station. A series of four quarterly design and construction update meetings with the community were initiated in July and concluded in August 2019. All Art & Design and Community Betterment meetings have been concluded. DART is establishing and reaffirming the selections made with the communities and cities. Bi-annual meetings will be established and conducted to update public on construction progress and discuss Landscaping betterments. These meetings started in June 2021.

The design-builder is progressing the design development including the current status as reflected in the tables below.

IFC	119	237	50%
Civil	3	4	75%
Structures	32	37	86%
Track	17	18	94%
Stations	11	13	85%
General	4	4	100%
Railroad	0	1	0%
Franchise Utilities	30	110	27%
Systems	18	46	39%
Utilities	4	4	100%

Silver Line Corridor Facilities

**Commuter
Rail**

Status (Continued)	RFC	64	238	27%
Civil		1	4	25%
Structures		18	38	47%
Track		7	18	39%
Stations		5	13	38%
General		2	4	50%
Railroad		0	1	0%
Franchise Utilities		18	110	16%
Systems		12	46	26%
Utilities		1	4	25%

Construction of the Phase 1 60" water line at new Mercer Yard is completed and Phase 2 is in progress. Franchise utility relocations continue to progress along the corridor along with grading and grade beam installation at various stations. Bridge construction has also commenced.

Redesign of Hillcrest and Coit Road intersections was briefed to DART Board in May 2020, with follow up briefings and action on the ILA completed in September 2020 for City of Dallas requested change. Design of the Coit and Hillcrest intersections are in RFC stage and awaiting City of Dallas permitting to start construction.

New alignments at existing Mercer Yard in Downtown Carrollton is also being investigated in order to avoid property acquisition concerns. DART is leaning towards the two-up alignment with no improved property acquisition. It will require taking vacant properties. This alignment change was approved by DART, and a Supplemental Agreement was issued to the design-builder.

Discussions are being held with TxDOT and City of Richardson on the ILA related Gateway Bridge Structure required at the US 75 crossing of the Silver Line in City of Richardson. Phase I design is in progress. Phase II design is complete. DART is discussing plans and funding considerations for execution of next three phases of the project including preliminary design, final design, and construction.

Status (Continued) Along with a Financial Plan Amendment, DART will seek DART Board authorization to create an allowance and a supplemental contract contingency in the design-builder's contract to address the known and anticipated 59 changes requested by the design-builder. DART Board approved the financial plan amendment and addition of \$237 MM to AWH's contract as an allowance for the changes noted in May 2021.

On October 12, 2018, two additional solicitations were issued: one for vehicle procurement and Equipment Maintenance Facility (EMF) design and a separate solicitation for construction of the EMF. Proposals were received in January 2019.

Negotiations for vehicle procurement were completed in April, and on May 28, 2019, the DART Board authorized award of the contract for procurement of the base vehicle design and EMF design. Negotiations for the vehicle options have been completed and a supplemental agreement was executed on January 3, 2020, for vehicle options including a 15-year Vehicle and EMF maintenance option. The vehicle design was approved as noted in September 2020 and vehicle car body manufacturing is in progress in Hungary. As of end of June 2021, carbodies for the first two vehicles and the trucks for the first vehicle had been completed and shipped to Salt Lake City, UT for assembly. The trucks for vehicle 2 were in shipment and carbodies for vehicles 3, 4 and 5 and trucks for vehicle 3 were ready for shipment to Salt Lake City. As of end of June 2021, due to the significantly high Irving EMF construction cost estimates received from the CM/GC, a decision had been made to stop efforts to construct a Silver Line EMF in Irving, Texas, and to work towards modifying the DCTA Operations Maintenance Facility (OMF) in Lewisville, Texas, for use as a temporary or permanent Silver Line EMF. Planning is in progress for the temporary and subsequently permanent use of the DCTA OMF as Silver Line EMF. A draft ILA for the modification and joint (DART/DCTA) use of the DCTA facilities to support the Silver Line vehicle reception and maintenance is under review.

The anticipated date for project completion, which is March 2023 following extension of time granted due to Hillcrest and Coit changes, is tracking late and will be updated in the next monthly updates.

Issues Contractor Right of Entry (CROE) at DFW Airport Property

The contractor has been provided access to areas of the ROW for site information gathering. On March 31, 2020, DFW Airport granted access to DART for Survey, Boring and SUE investigations on airport property. Legal staff from DART and DFW are working on the final version of key agreements to allow DART's contractor to enter onto and begin construction work on DFW property. It is anticipated that contractor will have access rights in August 2021 pending execution of key agreements.

Agreements with Freight Railroads

Discussions are ongoing to develop agreements with railroad entities to address design review, access for construction and available work hours, and other transitional operations. DART is working with design-builder to align anticipated dates for agreements with the project schedule. DGNO and KCS agreements have been drafted and are under review by railroads and DART. DART continues to work through third-party agreements with the railroads. DGNO agreement is finalized and KCS Transitional Operation Agreement was also completed.

Agreements with Service Area Cities

Discussions are ongoing to develop agreements with Jurisdictional Authorities to address design requirements, design review, responsibilities, and funding mechanisms. DART is working with design-builder to align anticipated dates for agreements with the project schedule.

DART is also progressing an ILA with City of Carrollton and an amendment to the LA with City of Plano and Richardson.

Pending Change Issue – Silver Line Hike and Bike Trail

DART worked with the North Central Texas Council of Governments (NCTCOG) and respective cities to prepare funding agreements for implementation of the corridor-wide hike and bike trail. Cost proposal received from the design-builder for final design based on the 10% design under development by the NCTCOG was in excess of the NCTCOG's budget. DART evaluated cost drivers in an attempt to narrow down the budgetary gap. An agreement has been finalized with NCTCOG for funding. NCTCOG will pay \$14.9M for 100% design of the trail. Construction will be subject of a separate agreement. Issuance of a change to the design-build contract, beyond the authorized 30% design, is pending approval of the funds by FTA and issuance of the Letter of No Prejudice (LONP).

Issues (Continued) City of Dallas Design Review Issue

City of Dallas is not currently reviewing design plans or issuing permits for the Silver Line Project due to unresolved issues regarding Hillcrest Road and Coit Road. All parties worked toward mutually acceptable solutions. An agreement between DART and City of Dallas was briefed to DART Board in March, April and May 2020 sessions. DART/City of Dallas Interlocal Agreement (ILA) was executed and the issue has been resolved. Follow up meetings and over the shoulder review of the design plans are being scheduled with City of Dallas to expedite permit issuance to the design-builder. City of Dallas continues to withhold issuing construction permits.

Six-Month Look Ahead

Commuter Rail

COTTON BELT SILVER LINE Six Months Look Ahead

05/31/2021

Project	2021					
	June	July	August	September	October	November
Cotton Belt - DB Design & Construction Related Activities						
	AWH continues support of community coordination meetings and other Jurisdictional coordination meetings, ongoing mobilization, corridor and systems design, design verifications, surveys of existing tracks, bridges and roadways, demo track, utility relocation design & construction activities, geotech, support of ROW acquisitions and CROE efforts.					
Cotton Belt - CMGC - EMF Pre-Construction & Construction	DART Issues Stop Work Order EMF Design & Pre-Construction Services (17-Nov-20A)					
Cotton Belt - OMF Design	Completed both DCTA Feasibility Studies for Temporary Silver Line Maintenance Facility and Permanent Joint Operations & Maintenance Facility DART continues discussion with DCTA for Agreement for Temporary & Permanent Joint OMF Facility Start Design of Temporary OMF(20-Nov-20A)					
Cotton Belt - Vehicle Manufacturing						
	Vehicle CDRL Submittals Ongoing: Design & Performance Criteria/Carbody Exterior/Operator's Cab/Doors/Heating Ventilation & AC/Lighting/Auxiliary Electrical Equipment/Propulsion System/Friction Brake Systems/Communication/PTC System/Carbody Interior/Trainline and Local Signal Architecture/Monitoring & Diagnostics/Software Systems/Finalize Order of LL Items/ Carbodies being shipped to Utah for Assembly					
<div><div><div>Design/Utilities/ROW</div><div>Design, Build, Integrate</div></div><div><div>GMP /IFB</div><div>Duct bank/Fare Eqt/Radios Procurement/Delivery</div></div><div><div>Construction</div><div></div></div><div><div>Vehicles Manufacture</div><div></div></div><div><div>LRV Acceptance/Testing</div><div></div></div><div><div>CMGC Pre-construction & Construction</div><div></div></div></div>						

Change Control Summary

Commuter Rail

Commuter Rail Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Note (b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note (a)	Additional Comments (June 2021)
Cotton Belt Regional Rail -Design Build	C-2033270-01	Archer Western Herzog 4 JV	978,700,060	67,144,384	1,045,844,444	15,457,223	994,157,284	51,687,161	23%	10%	
Cotton Belt Regional Rail -PMOR	C-2034482-01	WSP/AZ&B Joint Venture	31,821,517	1,434,025	33,255,542	0	31,821,517	1,434,025	0%	10%	
Cotton Belt Regional Rail - Vehicles and EMF	C-2037370-01	Stadler US, Inc.	231,426,937	4,458,000	235,884,937	1,777,658	233,204,595	2,680,342	40%	10%	
Cotton Belt Regional Rail EMF CMGC Pre-Const Services	C-2043451-01	Archer Western Construction, LLC	1,169,565	74,988	1,244,553	0	1,169,565	74,988	0%	0%	Cancelled
Noble Branch Bridge	Deferred	Deferred	0	0	0	0	0	0	0%	0%	
TOTALS:			1,010,521,577	68,578,409	1,079,099,986	15,457,223	1,025,978,801	53,121,186			

Legend: % Contingency >= 70%

Notes:

- a) Percent contract complete based on work in place value.
b) The dollars shown in executed contract modifications are based on Project Controls physical possession of a copy of the executed document.

[Page Intentionally Left Blank]



Veloweb Hike and Bike Trail

[Page Intentionally Left Blank]

Cost Summary

Veloweb Hike and Bike Trail

VELOWEB HIKE AND BIKE TRAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Veloweb Hike and Bike Trails	\$25.1	\$3.7	\$1.6
Veloweb Hike and Bike Program	\$25.1	\$3.7	\$1.6

- 1) Expended to date values reflect activity through 05/31/21, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 05/31/21.
- 3) Control Budget reflects scope related costs only and does not include projected financing costs.
- 4) Division of Veloweb Hike and Bike Program Budget into sub-Projects is work-in-progress; reports will reflect updates to these sub-Project budgets periodically.

Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader

Description Cities along the Silver Line Regional Rail and regional stakeholders have advocated for a 21.6-mile Hike and Bike (H/B) Trail project to be added to the current Silver Line project. The trail traverses seven cities: Grapevine, Coppel, Carrollton, Addison, Dallas, Richardson and Plano. The proposed Hike and Bike Trail connects to an existing City of Grapevine Trail just west of the Dallas/Fort Worth International Airport (DFWIA) property limits at the north end of the airport and terminates in the City of Plano at Shiloh Road.

Status The Silver Line design-builder received Notice to Proceed for design services on December 28, 2020, to advance the Hike and Bike Trail to 30%. The designer is trending towards July 2021 to complete 30% design package.

Release of funds intended to authorize completion of the design contract (IFC design) were withheld until the project received an environmental release. DART submitted the environmental release to FTA on June 11, 2021, and received approval from FTA on June 30, 2021. Remaining funds to complete the design package of the hike and bike trail is anticipated to be released in early July 2021.

DART is working with NCTCOG for construction funding commitments for this project. Currently DART and NCTCOG have identified critical sections classified as Phase 1 that is anticipated to be construction by AWH under the Silver Line contract. All remaining construction is anticipated to be constructed by a second contractor. Preparation for DART to modify AWH's contract to include Phase 1 construction work as well as to solicit a second construction contractor to complete remaining work is pending commitment of funds from NCTCOG in the form of a letter or transfer of funds.

Issues **Railroad Agreements**

Rail Spur agreements between freight railroads and cities continue to be delayed until UPRR has reviewed their operations and freight inline storage (sidings) along the corridor and negotiate their requirements with DART. The H/B Trail spur crossings will not be discussed until UPRR and DART have settled freight storage capacity.

Inter-agency Transfer of Funds

An Interlocal Agreement (ILA) between NCTCOG and DART is in the development process, with the intention of providing an appropriate vehicle to transfer funds from NCTCOG to DART.

Issues (Continued) DART/City Agreements:

ILA's between the Cities and DART are needed to transfer responsibility from DART to Cities, addressing maintenance, security and upkeep of the trail, and other related items.

City of Carrollton

Congested ROW at Kelly Road to Marsh Lane. Designers have encountered problems in trying to fit the trail within the existing ROW with conditions imposed by DART rail, pipelines, and fiber. The city will be making comments on the 30% design drawings coming out in July 2021.

City of Plano

City of Plano expects for DART to design and construct the Plano Parkway Bridge based on a DART/Plano ILA. Although ILA funding appears to be exhausted by 12th St. Station changes, DART's commitment to funding the project is still in discussion at executive level.

City of Plano requests trail enhancements to the east side of Shiloh Road, to cross the Silver Line Tracks as well as roadway crossing just south of the tracks. Since the modification is part of DART/City of Plano ILA, DART will honor the commitment.

The city requests a trail bridge at Jupiter Road be constructed within the same time frame as the Silver Line Rail bridge. Discussions of timing and funding in relation to the DART/City of Plano ILA and interaction with NCTCOG will be needed.

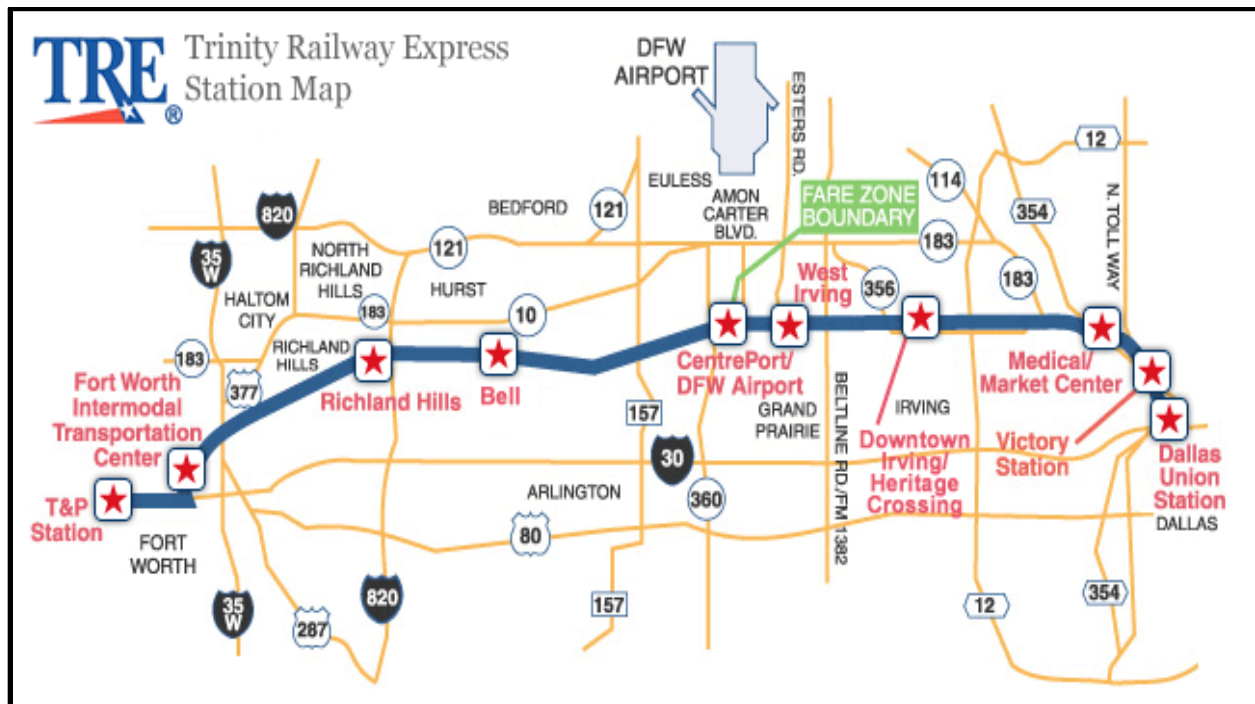
The city requests an at-grade trail crossing of Ave K, Municipal Drive, and connecting them through the 12th Street Silver Line Station. Discussions of timing and funding in relation to the DART/City of Plano ILA and interaction with NCTCOG will be needed.

[Page Intentionally Left Blank]



Trinity Railway Express (TRE) Projects

[Page Intentionally Left Blank]



TRE Projects



Cost Summary

TRE Projects

TRE PROJECTS Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Positive Train Control (PTC)	34.8	35.5	32.2
Noble Branch Bridge	10.7	0.5	0.5
MP 640.41 Inwood Bridge	1.6	0.2	0.2
Medical District Drive	2.1	0.2	0.1
Locomotive Purchase	5.8	4.9	1.0
Mid-Life Overhaul of TRE's F59PHI Locomotives	5.3	4.2	1.3
Bi-Level Overhaul & Side Sill Repair	17.4	16.1	3.9
Paint TRE's Existing Fleet	1.0	1.0	0.6

- 1) Expended to date values reflect activity through Expended to Date provided by DART Finance/Accounting through 05/31/21, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 05/31/21.
- 3) Control Budget value reflects DART's FY2011 approved Financial Plan value for this project.
- 4) Control Budget increased \$6.3M due to the scope of work of Bear Creek Bridge Rehabilitation being included in this project.
- 5) Control Budget increased \$2.0M (2015) for TRE Valley View.
- 6) Control Budget decreased by \$823,075 for Inwood Bridge (2019)

**Board Strategic
Priority**

- 1: Enhance the safety and service experience through customer-focused initiatives.
- 2: Provide stewardship of the transit system, agency assets and financial obligations

Description

Congress approved the Rail Safety Improvement Act of 2008 which resulted in a United States Congressional mandate, CFR 49 Part 236 I, Positive Train Control (PTC). PTC is designed to prevent train-to-train collisions, overspeed derailments, movement of a train through a switch left in the wrong position and incursion into an established work zone.

Status

After numerous reports to Congress regarding ongoing challenges in implementing PTC, Congress passed the Surface Transportation Extension Act of 2015, which revised the Positive Train Control requirements including the extension of the substantial implementation deadline from December 31, 2015, to December 31, 2018; permits carriers to provide for an alternative schedule and sequence for implementing a PTC system, subject to Department of Transportation (DOT) review; requires railroads to submit a revised PTC Implementation Plan by January 27, 2016; requires railroads to submit an Annual Status Report to the FRA by March 31st each year; and requires FRA compliance reviews and reports due to Congress by July 1, 2018.

The Trinity Railway Express (TRE) is working on several fronts to advance the implementation of PTC in accordance with the approved TRE PTC Implementation Plan (PTCIP). With safety, interoperability and cost effectiveness as core objectives, DART and Trinity Metro have formed a Regional Positive Train Control coalition to address PTC. To maximize the PTC technology in an efficient manner, the technology will be implemented as a regional solution consistent with the Operations and Maintenance strategy which leverages shared operations and technology between TRE and Trinity Metro.

After unsuccessful negotiation of a Systems Integrator contract, DART and Trinity Metro made the determination to self-perform the various components of the project working directly with the vendors. The two agencies worked together to devise the roles and responsibilities of each agency.

Status (Continued) DART took the lead with PTC-220, LLC, for the spectrum and with Meteorcomm for the radio equipment. A Spectrum Sublease Agreement with Burlington Northern Santa Fe (BNSF) and PTC-220, LLC, (comprised of Class I Railroads, spectrum owners) through the Trackage Rights Agreement, was signed in June 2017 for the purposes of leasing radio spectrum. DART negotiated the license agreements required for the Regional PTC with Meteorcomm to allow for the radio equipment necessary for the rolling stock, communication systems, and wayside segments. The Meteorcomm Agreement was fully executed in May 2017.

Trinity Metro negotiated the design and installation of the Back-Office System, Dispatch System, rolling stock and wayside. On November 18, 2016, Wabtec Corporation delivered the revised price proposal for the TRE PTC system design and implementation, including the Hosted Solution for the Back-Office System. On December 18, 2017, Trinity Metro signed the PTC System Implementation Contract with Wabtec Corporation.

Fiber optic cable installation between Fort Worth Texas & Pacific (T&P) Station and Union Station to support the PTC project was completed in March 2018 through an agreement with MCI/Verizon.

The Radio Spectrum Analysis has been completed by the Transportation Technology Institute (TTI), which confirmed the three radio tower structures currently in place along the TRE are sufficient to support the PTC project.

Major testing activities completed includes Critical Feature Validation and Verification, F59PH & Bombardier Cab Car Brake Test consisting of Low Speed (20 mph) and High Speed (79 mph), Route Navigation and Speed Verification, Wayside Interface Unit (WIU) Field Validation and Verification, Lab Integration Nearest Neighbor, Lab Integration End to End – Cycle 1, Field Integration Testing, and Field Qualification Testing (End to End Runs).

Wabtec has completed installation on 17 of 17 onboard vehicles, 38 of 38 WIUs, and 3 of 3 Base Station 220 MHz data radios.

On March 28, 2019, the FRA sent notification of Conditional Approval of the TRE's request to conduct Revenue Service Demonstration (RSD) of its Interoperable Electronic Train

Status (Continued) Management System (I-ETMS). The installation of the new Penta radio and CAD merged database was completed on April 27, 2019, and RSD was initiated on May 2, 2019. TRE completed the requirements stated in the FRA Conditional Approval and entered Extended RSD on May 23, 2019.

On April 1, 2020, TRE submitted its PTC Safety Plan to the FRA. This contains vendor product information on the safety and reliability, industry and individual railroad hazard analysis, along with TRE process and procedures for the implementation, operation and maintenance of the I-ETMS.

PTC Interoperability testing activities completed with TRE tenants includes Lab Interoperability End to End Testing with Dallas, Garland, Northwestern (DGNO), Fort Worth & Western (FWWR), BNSF, Union Pacific (UPRR), and Amtrak. Field Interoperability Testing completed with DGNO, FWWR, BNSF, Amtrak and UPRR. TEXRail, BNSF, Amtrak and UPRR are now operating PTC trains on the TRE corridor, without any Interoperability issues. Additionally, TRE has initiated Lab and Field Interoperability Testing with the remaining Class I Railroads [Norfolk Southern (NS), CSX, Canadian National (CN), Canadian Pacific (CP) and Kansas City Southern (KCS)]. TRE has completed Lab Testing with NS, CSX, and CN. TRE has completed Field Testing with NS.

TRE, Wabtec and the FRA held several coordination meetings to address the FRA concerns related to the Safety Plan. Final updates were made, and version 1.1 was submitted for final review.

On December 23, 2020, TRE received a letter of Conditional Approval from the FRA for the TRE PTC System. The letter included two enclosures, Human Factor Analysis and Risk Analysis. TRE met with the FRA and outlined a plan to address both enclosures. On January 31, 2021, TRE submitted to FRA the outline to address the Human Factor Analysis.

TRE submitted PTC Safety Plan version 1.2 to address both enclosures, Human Factor Analysis and the Risk Analysis. The FRA responded that the changes made in version 1.2 addressed their concerns listed in the Enclosures.

Positive Train Control (PTC)

**TRE
Projects**

Status (Continued) Wabtec has reported the following status as of December 31, 2020:

- System Engineering 100% complete
- Test Procedure Development 100% complete
- Engineering Functional Requirements 100% complete
- Track Data Services (GIS) 100% complete
- Communication Implementation 100% complete
- Wayside Implementation 100% complete
- Onboard Installation 100% complete
- Interoperable Train Control
Message (ITCM) Hosting 100% complete
- Back Office System 100% complete
- System Integration 100% complete
- Training 100% complete

Issues None

Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations

Description The Noble Branch Bridge, a 155-foot Open Deck Through Double Lattice Truss originally constructed in 1903 and modified in 1934, has reached the end of its useful life. It is currently subjected to speed restrictions for freight trains operating with 286,000-pound cars. As reinforcement is not an option, it is proposed to replace the bridge with a new superstructure with a concrete deck, concrete abutments and composite ties. The bridge truss is eligible for listing on the National Registry of Historic Places.

Status During the inspection and load rating of the Noble Branch Bridge in 2011, it was determined the truss in its current condition could no longer adequately support the required railroad loadings of the heavier cars being used by the railroads. The structure currently has a speed restriction of 10 mph for any train with 286,000-pound cars. Because of the age of the structure, reinforcement is not a reasonable solution due to the fatigue issues of the structure that would require complete replacement of all primary tension members and connections (over half of the bridge components), as well as repairing all of the members that have been damaged by impacts and years of service.

Replacing the bridge would allow freight traffic to travel at maximum authorized speed across the bridge, thus improving system throughput. A new bridge structure would also have a higher bridge rating.

The proposed replacement includes a new double-track ballasted steel superstructure on concrete piers/columns, concrete abutments, and composite ties.

The statement of work and cost estimate for the proposed replacement was finalized with the design firm, with Notice to Proceed for design issued in the second quarter of FY16. One-hundred percent design was approved in October 2016, allowing for the preparation of the solicitation documents. DART received the executed Memorandum of Agreement from the Texas Historical Commission and U.S. Army Corps of Engineers (USACE) Permit on July 12, 2017.

The bridge construction project will be deferred at least 5 years in order to preserve cashflow for operation. We replaced timber ties for

Status (Continued) Noble Branch Bridge on July 4 and 5, 2020, under TRE Operation and Maintenance Contract capital project so we can continue to run TRE trains without any speed restriction.

Issues **Historical Value**

The bridge truss is eligible for listing on the National Registry of Historic Places (NRHP); the new design and removal of the truss bridge requires mitigation. DART worked in conjunction with the Texas Historical Commission (THC) during the design phase to show the effect and determination of an appropriate mitigation, which was determined to be a mitigation in place – resulting in the truss section to be moved directly north of the existing location.

Coordination Efforts

This work will also require coordination with the Army Corp of Engineers and the Environmental Protection Agency. The 404 permit is expiring in March 2022. TRE has been coordinated with USACE on June 1, 2021. In order to reverify the status of the project condition, it is our understanding that we can simply submit the letter with project number and state that there is no change to the design condition. Then we can get 404 permit extension. USACE recommends us to wait until March 2022 to send the letter for this reverification, due to the new Nationwide permit 14 will not be available till that time.

This project is now tying with 2020 BUILD Grant TRE Double Tracking project at Dallas County from east of IH35 TRE bridge to west of Medical District Drive. This project may not be able to start until the grant funding agreement process and second track project design are completed.

Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations

Description The existing Inwood bridge is a ballast deck bridge and consists of five (5) spans:

- Three ballast deck timber pile trestle spans, 13', 14', and 10' in length respectively. Three (3) timber bents are located at the west approach. The timber pile trestle spans were built in 1953.
- Two ballast deck steel beam spans, approximately 44' in length each, which rest on concrete piers and a concrete abutment. These steel beam spans were built in 1953.

The timber ballast deck on the steel beam spans has decayed over the years creating voids allowing the track ballast to fall onto the roadway below. Temporary plywood planks have been placed over the voids to maintain the ballast. As the timber deck continues to decay, these maintenance repairs will be an on-going issue. The west timber approaches appear to have been subjected to a fire at some point in their life, but no significant damage to the bridge was observed.

Status The completed signed and sealed documents were submitted in January 2017. The design consultant proposes to replace the timber ballast deck on the two steel beam spans over Inwood Road, providing analysis of existing steel members along with recommendations for leaving the existing steel beams in place. The existing ballast deck timber trestle structure will be replaced with a single-span steel superstructure supported by a new straddle abutment on drilled shafts. Construction activities will occur within the DART ROW. The single-span composite steel girder superstructure is supported on a straddle abutment on the west side and on the existing pier on the east side. The structural system was chosen to maximize construction prior to the track outage and to minimize construction during the outage. An Accelerated Bridge Construction (ABC) approach will minimize required track outages by utilizing pre-constructed structural units, ultimately reducing project schedule and cost.

DART performed a cultural resources assessment for the existing Inwood Road Bridge to determine if it was eligible for listing in the National Register of Historic Places (NRHP) and is coordinating the recommendation to the State Historic Preservation Office (SHPO).

Status (Continued) The bridge construction project will be deferred at least 5 years in order to preserve cashflow for operation.

Issues **Temporary Steel Plates**

As the timber deck continues to decay over the years, voids have been created allowing the track ballast to fall onto the roadway below. On November 23 & 24, 2020, temporary steel plates were placed over the voids between existing beams, under the TRE Operation and Maintenance Contract, to maintain the ballast till we start this bridge construction project.

Future Bridge Construction Recommendation

Excavation and construction of the drilled shafts should be observed by a qualified geotechnical engineer or a technician under the supervision of a geotechnical engineer. The following items must be verified: shaft dimensions and proper reinforcement, placement of concrete and use of tremie or pumps, cleanness, and amount of water in shaft excavations.

Vibration/movement monitoring of the existing bridge, especially Pile Bent No. 5, should be conducted during installation of the drilled shaft. An appropriate action plan should be developed if movements are detected during construction.

This project is now tying with 2020 BUILD Grant TRE Double Tracking project at Dallas County from east of IH35 TRE bridge to west of Medical District Drive. This project may not be able to start until the grant funding agreement process and second track project design are completed

Medical District Drive Bridge

TRE Projects

Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations

Description The Medical District Drive project consists of approximately 1300 linear feet of roadway improvement from a four-lane divided roadway to six-lane divided roadway, with provisions for a bicycle lane in each direction and an enhanced sidewalk. Further, scope includes ground water, wastewater, and storm drainage improvements, including additional drainage behind the Children's Medical Center building. Due to the widening of the road, TRE bridges will have to be reconstructed. Dallas County will coordinate all construction on this project.

The TRE is working with Southwestern Medical District, City of Dallas, and Dallas County on the Medical District Drive project that encompasses the removal and replacement of the Main 1 and Main 2 existing bridges at MP 641.23, track approaches, and the temporary crossovers, along with associated signal work to allow for the work to be completed.

The existing bridges are single span Through Plate Girders (TPG) approximately 81' long, with a ballast deck. The proposed plans will remove and replace the existing bridges with two new TPG bridges, as well as to raise the elevation of the bridge by approximately 3.5' and accommodate the runoff back to existing track structure elevations.

The County Contractor will be responsible for the replacement of the two bridges. The TRE will be responsible for the track across both bridges including ballast, concrete ties, 136 lb. rail and PTC implementation.

Status The project is currently under construction. The 100% plan, specification and estimate were submitted in May 2017. The notice to proceed for construction was in April 2018. The main #2 existing bridge and abutments have been removed. The main #2 bridge was installed during the weekend of November 6, 2020. The cutover/TRE Train operation switched from Track #1 to Track #2 on February 6 and 7, 2021. The contractor removed bridge #1 on March 5, 2021. The contractor is demolishing the rest of the walls and abutments for bridge #1 and removing asbestos from the existing bridge. Currently, the contractor is installing the temporary shoring for Track #1 bridge construction.

Issues None

Board Strategic Priority 1: Enhance the safety and service experience through customer-focused initiatives.
2: Provide stewardship of the transit system, agency assets and financial obligations

Description The Locomotive Purchase project allows TRE to add two F40PH model locomotives to the existing fleet. TRE's small fleet consists of older model locomotives. The remanufactured locomotives purchased in this project are compatible with the existing fleet and will minimize the need for new shop equipment.

Status Contract award and Notice to Proceed were issued to Progress Rail on April 25, 2019. The project kick-off meeting was held in June 2019 to address project schedule and scope.

The project is funded with an FTA grant of \$4,600,000 and local matching funds of \$1,150,000. The contract was awarded with a total authorized amount not to exceed of \$4,881,700.

Expected delivery dates are anticipated late-2021.

Issues **Delays**

The proposed schedule assumed a start date of January 2019. The space available at the Patterson, Georgia facility has been filled with other contracts, initially moving TRE's remanufacture start date to July 2019. The Patterson facility experienced significant resource issues during May, resulting in no additional progress on the F40's. Progress Rail continues to work towards a late 2021 delivery date.

The FRA strongly recommends that railroads refrain from making alterations to their current service until after PTC certification; therefore, the two remanufactured locomotives will not be available for revenue service until after PTC certification.

F59-PHI Locomotive Overhaul

**TRE
Projects**

Board Strategic Priority 1: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

Description The F59-PHI Locomotive Overhaul project allows TRE to comply with the OEM requirements for a mid-life overhaul of the locomotives to achieve the 30-year life expectancy of the vehicles. TRE's small fleet consists of older model locomotives and it is important to maintain a state of good repair on all vehicles in order to meet the daily service requirements.

Status Notice to Proceed was issued to Progress Rail on July 19, 2018, indicating an anticipated release of the first unit by October 1, 2018. The first unit was provided to Progress Rail on October 15, 2019.

The project is funded with capital funds in the amount of \$3.8m. Change requests in the amount of \$344,251 were approved in April 2020, bringing the NTE amount to \$4.2m.

Both units have been returned to TRE and have returned to revenue service.

Issues None

Bi-Level Overhaul and Side Sill Repair.

TRE Projects

Board Strategic Priority 1: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

Description TRE's fleet consists of eight bi-level cab cars and 17 bi-level coach cars. The Bi-Level Overhaul and Side Sill Repair project allows TRE to comply with the OEM requirements for a mid-life overhaul of the cars to achieve the 30-year life expectancy of the vehicles. It is important to maintain a state of good repair on all vehicles in order to meet the daily service requirements.

Status Notice to Proceed was issued to CAD Railways on September 9, 2019.

CAD Railways currently has three (3) TRE coach cars and one (1) cab car in their shop for overhaul. The project is funded with capital funds in the amount of \$16.7m.

Issues **Delays**
A series of crossing incidents damaged three (3) TRE bi-level cars, removing them from revenue service. This caused delays in providing CAD Railways the first unit for overhaul. Transportation delays continue to be an issue. CAD Railways is working to find an alternative route to minimize the amount of time the vehicles spend in transit.

The first two (2) coach cars provided to CAD Railways were cars previously assigned to RELCO Locomotives, Inc., for side sill repair. The RELCO contract was terminated and the cars were transported to CAD's maintenance shop in February 2020. On March 2, 2020, TRE provided Coach Car 1054 to CAD for overhaul and side sill repairs, and TRE provided CAD with Cab Car 1002 for overhaul in March 2021. CAD also has Coach Car 1049 in the shop for side sill repair.

Repaint TRE Existing Fleet

**TRE
Projects**

Board Strategic Priority 1: Enhance the safety and service experience through customer-focused initiatives
2: Provide stewardship of the transit system, agency assets and financial obligations

Description This project consists of repainting the exterior of 12 Bi-Level Coach cars; six (6) Bi-Level Cab cars and five (5) F59PH locomotives. Exposure to the Texas heat has caused excessive fading to the paint on TRE's fleet. Cherokee Coatings was awarded the contract on January 29, 2020.

Status Contract Award and Notice to Proceed was issued on January 29, 2020. As of June 2021, 15 bi-level cars have been repainted.

This project is funded with capital dollars in the amount of \$1.05m.

The contractor was provided the first car for painting on April 6, 2020. The contract is projected to continue through mid-June 2022.

Issues None

Six-Month Look Ahead

TRE
Projects

TRE Projects Six-Month Look Ahead

05/31/2021

Project	2021					
	June	July	August	September	October	November
Positive Train Control (Fiber Installation)	Completed					
PTC Integrator						
	Project Closeout Pending FRA Final Acceptance					
<div><div><div></div>Design</div><div><div></div>GMP /IFB</div><div><div></div>PTC Service Demonstration</div></div> <div><div></div>Construct/Test</div> <div><div></div>System Integration Testing</div>						

Change Control Summary

TRE Projects

TRE Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(June 2021)
Positive Train Control	C-1019272-01	Stantec Consulting Services, Inc.	\$4,386,248	\$219,312	\$4,605,560	\$0	\$4,386,248	\$219,312	0%	100%	Closed
Positive Train Control (Regional PTC)	FWTA Contract	Wabtec	NA	NA	NA	NA	NA	NA	NA	NA	
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomm	\$5,089,946	\$0	\$5,089,946	\$0	\$5,089,946	\$0	0%	100%	Closed
Noble Branch Bridge	Deferred	Deferred	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TOTALS:			\$9,476,194	\$219,312	\$9,695,506	\$0	\$9,476,194	\$219,312			

Legend: % Contingency >= 70%

Notes:

- a) Percent contract complete based on work in place value.
b) The dollars shown in executed contract modifications are based on Project Controls physical possession of a copy of the executed document.



Additional Capital Development

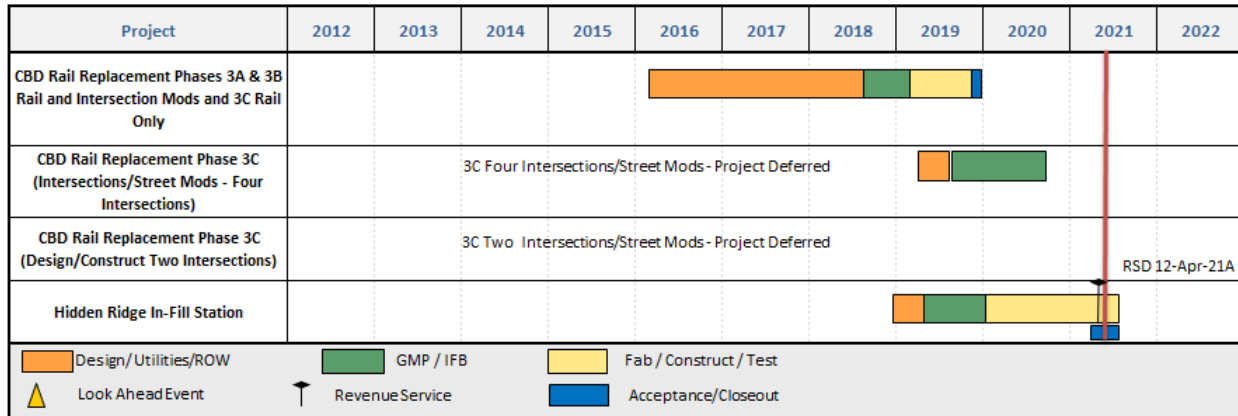
[Page Intentionally Left Blank]

Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

05/31/2021



Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget ^(2,5)	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
DART Police Facilities ⁽³⁾	\$ 27.9	\$ 27.7	\$ 27.5
Hidden Ridge Station	13.6	15.0	13.8

- 1) Expended to Date values reflect activity through 05/31/21, as reported on DART's General Ledger. Expended to Date value does not include City of Irving reimbursements.
- 2) Control Budget and Current Commitment values are reflected as 05/31/21.
- 3) Control Budget reflects approved FY13 Financial Plan budget savings reduction of (\$3.5M), BCR 151.
- 4) Control Budget includes FY19 & FY20 Approved Financial Plan value; has been increased by \$1,581,406 as per DART Board Resolution No. 200013 (1/14/20) and amended ILA w/ City of Irving (1/30/20).
- 5) Control Budget reflects scope related costs only and does not include projected financing costs.
- 6) Control Budget reflects a reduction of \$3,600,000 as approved by the DART Board with the FY2021 Business Plan due to COVID-19 mitigations.

Board Strategic Priority	<ol style="list-style-type: none">1: Enhance the safety and service experience through customer-focused initiatives2: Provide stewardship of the transit system, agency assets and financial obligations
Description	The DART Police Facilities project includes the Northeast Substation and the Northwest Substation.
Status	<p><u>Northeast Police Substation and K-9 Facility</u></p> <p>A capital project review was initiated in April 2018. A revised budget and schedule will be established.</p> <p>DART is reviewing TxDOT plans for improvements to the service road at the proposed site at LBJ/Skillman Station.</p> <p><u>Northwest Police Substation</u></p> <p>On December 21, 2017, DART enlisted architectural services to define program requirements for the police facility and other DART functions at the existing building at Walnut Hill/Denton Station. An in-progress submittal featuring schematic design floor plans dated March 23, 2018, was received by DART. Final 5% interior design plans were received and approved by DART Police in May 2018. A capital project review was conducted in March 2019. A revised budget and schedule will be established pending completion of 30% design and cost estimates.</p>
Issues	None

CBD/Traffic Signal Priority (TSP) System

Additional Capital Development

- Board Strategic Priority**
- 1: Enhance the safety and service experience through customer-focused initiatives
 - 2: Provide stewardship of the transit system, agency assets and financial obligations

Description The CBD/TSP System project provides traffic signaling priority to trains in the central business district to ensure schedule achievement. It has been developed jointly with the City of Dallas (COD) and comprises communication between trains, detection equipment, and traffic signals.

Status **Phase I** (Design & Integrate with COD) and **Phase II** (Monitor LRV, Control Traffic Signals in CBD) have been completed. **Phase IIA** is managed by the COD. COD is in the process of upgrading traffic signal controllers and central software. DART continues to monitor the City's progress and to make sure that the new controller will perform to the same level as the existing controller.

The deployment of new Traffic Signal Controllers at CBD intersections has been completed. City of Dallas and DART will work together to move peer-to-peer (P2P) feature to the new Advanced Traffic Signal Controller (ATC) from external devices.

DART will assist City of Dallas in moving the Modbus functionalities into COD new ATC.

City of Dallas will add existing Modbus features inside the ATC controller to replace Modbus functionalities, and fine tune the ATC controller to at least meet 2009 baseline capabilities for Rail Operation. City of Dallas will use P2P network communication input from DART. The use of DART's communication network to support P2P for City of Dallas ATC is still under review. Until a decision is made the project will use the City's 4G private network for P2P network communication. The initiative to add arterial street detection and countdown timers for pedestrians at LRT mall intersections is currently on hold due to funding.

DART vendor has completed TSP P2P network upgrade. DART has hired a consultant to support P2P efforts and to provide training to City of Dallas staff on Advanced Traffic Signal Controller. DART Vendor has made software updates to Advanced Traffic Signal Controllers for TSP system. Results show positive improvements that match 2009 baseline. Vendor is currently doing simulation for P2P integration at ATC in the LRT mall. Vendor is currently

CBD/Traffic Signal Priority (TSP) System

Additional Capital Development

Status (Continued) updating ATC logic to deploy P2P based on simulation per TSP segment. The first section for ATC P2P deployment Pearl Station to St. Paul Station segment has been completed. Vendor and DART are working on the schedule for P2P deployment in St. Paul to Akard segment.

Issues None

- Board Strategic Priority**
- 2: Provide stewardship of the transit system, agency assets and financial obligations
 - 5: Enhance DART's role as a recognized local, regional and national transportation leader

Description This deferred light rail station will be constructed on the operating Orange Line and is fully funded by the City of Irving in accordance with the Interlocal Agreement executed on March 27, 2018.

Status On October 30, 2018, an NTP was provided for professional services to complete system design and prepare bid documents. Completed bid documents were delivered in March 2019.

On April 17, 2019, the RFP for construction services was issued.

Three proposals were submitted in June 2019. DART successfully negotiated with the highest qualified and responsive proposer. Board approval for the award of the construction contract was obtained on January 14, 2020. Notice of the award was issued to Archer Western Construction (AWC) on January 17, 2020. NTP for the construction contract was issued on February 4, 2020. Contractor has completed the earth work and moisture conditioning in the parking lot. Contractor has completed the light pole foundation and conduits in the parking lot. Contractor has completed irrigation sleeves in the parking lot. The contractor has completed the canopy steel work, standing seam roof, windscreens and stonework and art panels at the station. Contractor has also completed installation of GFRC, benches, pavers, planting, etc. Contractor has installed CCTV, speakers, and VMB at the station. Contractor completed all work on the project.

Revenue service was achieved on April 12, 2021, car park opened to the public on May 1, 2021, and contractor completed installation of plant by May 28, 2021.

Issues **Status of Project Schedule**

The project revenue service was achieved on April 12, 2021, and final completion date was achieved by May 2021, later than the date identified in the Interlocal Agreement with the City of Irving. Per the Interlocal Agreement, DART is providing City of Irving monthly updates on cost and time.

Issues (Continued) Contractor has submitted Time Impact Analysis (TIA) for extended cost and time. DART rejected TIA and DART has provided a unilateral offer to Contractor for extended period. Contractor has not accepted the offer. Counter-offer is to be submitted by Contractor to DART.

Hidden Ridge Station Systems Integration

**Additional Capital
Development**

- Board Strategic Priority**
- 1: Enhance the safety and service experience through customer-focused initiatives
 - 2: Provide stewardship of the transit system, agency assets and financial obligations

Description Construct the Hidden Ridge light rail station on the operating Orange Line at the Carpenter ranch deferred station location. Systems modifications include LRT systems that govern safe operations. The Systems Integration Group (SIG) work with Designers, Project Management, DART Maintenance and Operations staff as well as the Contractors to ensure systems modifications are verified and validated for continued LRT operations.

The Safety and Security Certification Review Team (SSCRT) and Capital Program Support, Safety and Security Certification personnel verify Safety and Security Certifiable Items (SSCI). The SIG and SSC teams verify compliance with requirements in the respective programs. DART Maintenance and Operations support construction and systems safety activities for Safety and Security Certification.

Status The Hidden Ridge Station opened for Revenue Service on April 12, 2021. The station is currently Certified with Restrictions with operational and passenger safety workarounds in place. Contractor activities continue to complete systems work so that DART Systems Safety can complete integrated testing and safety certifications. The Hidden Ridge Station project has a total of 19 Systems Integration tests and a total of 37 Safety and Security Certifiable Items (SSCI).

The Systems Integration Group (SIG) activities are ongoing. As June 30, 2021, the SIG has performed a total of 19 of 19 integrated tests, 15 have passed and 4 are failed.

Safety and Security Certification activities are ongoing. As of June 30, 2021, 35 of the 37 SSCI's are verified and closed.

SIG continues coordination with DART Operations and Maintenance personnel and the Project Management team to resolve open items.

Issues PM team is working with contractors to resolve open systems issues. Other issues include CCTV placement at the station and ADA rework from the State's TDLR inspection.

Six-Month Look Ahead

Additional Capital Development

Additional Capital Development Projects Six-Month Look Ahead

05/31/2021

Project	2021					
	June	July	August	September	October	November
CBD Rail Replacement Phase 3A & 3B Rail and Intersection Mods and 3C Rail Only Construction	Milestone C - 3A, 3B, and 3C -Rail Replacement Complete					
CBD Rail Replacement Phase 3C Four Intersections Modifications - Construction	CBD Rail Replacement Intersections Modifications Project Deferred					
Hidden Ridge In-Fill Station	DSDC Activities Continue					
	Punch-List & Landscape Complete					
	RSD (12-Apr-21A)	▲ Final Completion (17-Jul-21)				
<div> <div>Design/Utilities/ROW</div> <div>GMP /IFB</div> <div>Construct/Test</div> <div>▲ Look Ahead Event</div> <div>↑ Revenue Service</div> </div>						

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (June 2021)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)	
DART Police Facilities NE Facility	NE Facility Construction Deferred	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
DART Police Facility NW Facility	NW Facility Construction Pending	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Hidden Ridge Station	C-2046201-01	Archer Western Construction, LLC	\$11,055,600	\$553,350	\$11,608,950	\$547,201	\$11,602,801	\$6,149	99%	99%	
TOTAL:			\$11,055,600	\$553,350	\$11,608,950	\$547,201	\$11,602,801	\$6,149			

Legend: % Contingency >= 70%

Notes: a) Percent contract complete based on work in place value
b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



Safety & Security Projects

[Page Intentionally Left Blank]

Safety & Security Projects

05/31/2021



Cost Summary

Safety & Security Projects

SAFETY & SECURITY PROJECTS Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Safety & Security Improvements Outlying Stations	\$ 3.0	\$ 0.4	\$ 0.4
Safety & Security Improvements Downtown Dallas	3.0	1.6	1.5
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.1	0.0
Pedestrian Barriers @ Fair Park	0.2	0.0	0.0
CCTV – 163 Vehicles	11.3	11.2	11.0
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	\$ 18.7	\$ 13.3	\$ 12.9

- 1) Committed values reflect activity through 05/31/21.
2) Expended to Date values reflect general ledger activity posted through 05/31/21.

Board Strategic Priority 2: Provide stewardship of the transit system, agency assets and financial obligations

Description The CCTV on LRVs project involves procurement and installation of CCTV cameras, recorders, and modems to provide surveillance capability in DART's fleet of light rail vehicles. The project plan includes two phases: Phase I – installation of 48 pre-wired vehicles, and Phase II – installation of 115 vehicles to be configured.

Status **Phase I – 48 LRVs**

Notice to Proceed (NTP) for the furnish & install contract was issued on May 9, 2016. The contractor completed all 48 production vehicles in February 2018.

Phase II – 115 SLRVs

A request to exercise the 115-vehicle option was presented to the Capital Construction Oversight Committee of the DART Board on November 14, 2017. On December 12, 2017, DART Board approved the request for the 115-vehicle option.

A total of 163 out of 163 vehicles have been completed as of April 2019. Contract close out is in progress.

Issues DART and Digital Technology International (DTI) are working on an issue to resolve the position of the UPS batteries per LRV. DTI signature is pending to execute SA #008 for DART to perform work in-house using contract retainage money.

DART and DTI are also working on resolving a power supply issue.

- Board Strategic Priority**
- 1: Enhance the safety and service experience through customer-focused initiatives
 - 2: Provide stewardship of the transit system, agency assets and financial obligations

Description Safety and security improvements for stations and facilities are based on priorities established by DART Police, beginning with the downtown Dallas area--West End facilities, stations in the CBD transit mall and Union Station--and continuing with outlying stations. Improvements include the installation of additional lighting, video monitors and CCTV cameras. At Union Station the scope of work also includes pedestrian circulation improvements.

Status **The following improvements have been completed:**

- West End Station 2 video monitors and improved lighting
- Convention Center Station improved lighting and security fencing
- Additional CCTV cameras at West End Station, Rosa Parks Plaza and bus stop at 912 Commerce Street.

IFC designs complete and procurement phase in progress for:

- Support structures for video monitors, monitors, cameras and additional lighting at West Transfer Center, Rosa Parks Plaza, 912 Commerce Bus Stop, and Union Station; and pedestrian controls at Union Station
- The installation of video monitors at West Transfer Center, Rosa Parks Plaza, Akard, Pearl, St. Paul, Union, and Convention Center stations

The following improvements are in the design phase:

- Installation of blue light phones at West Transfer Center, Rosa Parks Plaza, Union, and Convention Center stations
- Installation of video monitors at 9 station platforms and blue light phones at 16 park-and-ride facilities outside of downtown

Other Safety & Security Projects

Safety & Security Projects

Status (Continued)

- Preparation of technical exhibits for the procurement of blue light phones
- Next steps will include preparation of a new solicitation for blue light phones

Issues None

Six-Month Look Ahead

Safety & Security Projects

Safety & Security Projects Six-Month Look Ahead

05/31/2021

Project	2021					
	June	July	August	September	October	November
CCTV For 163 SLRVs (48 + 115)	CCTV Project Complete - October 22, 2019 Additional re-work on power supply is currently under review.					
<div><div><div>Design/Utilities/ROW</div><div>Look Ahead Event</div></div><div><div>GMP /IFB</div><div>Acceptance/Closeout</div></div><div><div>Material Delivery/Install/Construct/Test</div></div></div>						

Change Control Summary

Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note b) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (June 2021)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	
Furnish and Install CCTV on 163 SLRVs	C-2012794-01	DTI Group LTD	9,597,403	334,000	9,931,403	\$132,449	\$9,729,853	201,551	40%	99%	
TOTALS:			\$9,597,403	\$334,000	\$9,931,403	\$132,449	\$9,729,853	\$201,551			

Legend:
Notes:

% Contingency >= 70%

- a) Percent contract complete based on work in place value.
b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.
c) \$49,500 Liquidated Damages was shown in an Administrative SA and has reduced the contract.

[Page Intentionally Left Blank]



Streetcar Projects

[Page Intentionally Left Blank]

Summary Control Schedule

Streetcar Projects

Dallas Streetcar Projects Summary Control Schedules

05/31/2021

Project	2016	2017	2018	2019	2020	2021	2022
Streetcar North Extension Entire Loop - Project Pending City of Dallas Direction			Project Pending City of Dallas Direction				
<div><div><div></div><div>Ping/Design/Utils/ROW</div></div><div><div></div><div>GMP /IFB</div></div><div><div></div><div>Fab/Construct/Test</div></div><div><div></div><div>Project Closeout</div></div></div> <div><div><div></div><div>Look Ahead Event</div></div><div><div></div><div>Revenue Service</div></div></div>							

Cost Summary

Streetcar Projects

STREETCAR PROJECTS Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ^(2,3)
Northern Streetcar Extension ⁽⁴⁾	\$ 7.9	\$ 0.8	\$ 0.7
Streetcar Projects Total	\$ 7.9	\$ 0.8	\$ 0.7

- 1) Committed values reflect activity through 05/31/21.
- 2) Expended to Date provided by DART Finance/Accounting through 05/31/21.
- 3) Expended to Date values exclude City of Dallas reimbursements.
- 4) Northern Streetcar Extension control budget reflects value of City of Dallas TMF Grant.

Northern Streetcar Extension Project

Streetcar Projects

Board Strategic Priority

5: Enhance DART's role as a recognized local, regional and national transportation leader

Description

The City of Dallas desires to extend the existing Streetcar Project to the north toward the Dallas Omni Hotel (Northern Extension). The City requested that DART continue to serve as the City's technical representative on these extension projects, as they did on the base project. The Northern Extension project (0.20-mile extension) is being initiated as a design/bid/build project and is being procured and managed through DART.

Status

An RFP was issued for design services on October 3, 2017. Three proposals were received, and a highest technical offer was selected. The City of Dallas requested to rescope the project to include design of the .65-mile loop. As a result, the original solicitation was cancelled. A new RFP was prepared and issued in April 2018. Three technical proposals were received, and evaluations were completed.

The consensus meeting was held on June 8, 2018, to determine the technical ranking of the three offerors. The offerors were notified of the selection. A cost proposal was requested from the highest technically ranked offeror.

In July 2018, a cost proposal was received, and negotiations were held with the highest technically ranked offeror.

Negotiations were terminated with the highest technically ranked offeror, as a reasonable price could not be negotiated. A cost proposal was requested from the second highest technically ranked offeror. A cost proposal was received, and negotiations were completed with the second offeror.

In March 2019, a design services contract was awarded to Hayden Consultants, Inc. NTP for a 30% level of design was given on March 5, 2019.

Design progressed with field surveys, geotechnical and other design activities.

The 30% design deliverables were received in July 2019 and submitted to the City of Dallas in October 2019. This project is on hold until the City decides on how to proceed.

Issues

None

Six-Month Look Ahead

Streetcar Projects

Dallas Streetcar Projects Six-Month Look Ahead

05/31/2021

Project	2021					
	June	July	August	September	October	November
Streetcar North Extension Entire Loop - Project Pending City of Dallas Approval						
	Northern Streetcar Project On-Hold Pending City of Dallas Direction					
<div><div></div> Ping/Design/Utils/ROW</div> <div><div></div> GMP /IFB</div> <div><div></div> Fab/Construct/Test</div> <div><div></div> Look Ahead Event</div>						



LRT Buildout Phase I

[Page Intentionally Left Blank]

LRT Buildout Phase I



North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Board Strategic Priority 5: Enhance DART's role as a recognized local, regional and national transportation leader

Description Line Section NC-3 extends northerly from the temporary Park Lane Station to Restland Road on the former Southern Pacific Railroad Company alignment. This section makes up 4.1 miles of the 12.5 miles of the entire North Central Corridor. There are four stations in this line section: the permanent Park Lane Station, located north of Park Lane across from the temporary Park Lane Station; Walnut Hill Station, located on Walnut Hill Lane between North Central Expressway and Greenville Avenue; Forest Lane Station, located just south of Forest Lane on the former Southern Pacific Railroad alignment; and LBJ Central Station, located south of LBJ Freeway along the former railroad alignment.

Status Revenue Service for Line Section NC-3 began on schedule in July 2002. Contract is closed; final payment was made with the contracting officer's final decision.

Issues **Contractor REA for Relief from LDs & Additional Costs**

The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages (LDs) and additional costs totaling over \$37 million.

GLF appealed the contracting officer's final decision, and the matter proceeded in DART's administrative disputes process under the direction of DART's Legal Department.

Hearing before Administrative Judge on entitlement was held in 2007. Judge issued decision in favor of DART on September 1, 2011.

Quantum Hearing

An attempt was made to negotiate pricing quantum of entitlement decision; however, contractor requested hearing on quantum issues. Hearing started on October 29, 2012 and continued at the end of January 2013. DART presented support for the costs incurred during the extended period of performance resulting from the contractor's late performance; and the contractor presented support for its extended overhead, interest, and excavation claims. Hearing concluded on January 30, 2013. No settlement was reached. On June 2, 2017, the Judge issued a decision identifying the amounts granted on each issue and denied GLF's excavation claims. The parties have reviewed the decision. The parties differ in the net result of payment owed to GLF. Back-up documentation for GLF's number has been requested.

[Page Intentionally Left Blank]



DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

June 30, 2021

***Submitted by the Authorized Investment Officers
in Accordance with
the Texas Public Funds Investment Act***

All investments and funds are in compliance with the Texas Public Funds Investment Act as well as the investment strategies approved by the governing body.

Joseph Costello, Chief Financial Officer

Dwight Burns, Treasurer

Wallace Waits, Assistant Treasurer

Table of Contents

Quarterly Investment Report – June 2021

---	Statement of Compliance
1 – 2	Quarterly Investment Report – Summary
3	Security Transactions – Purchases
4	Security Transactions – Maturities, Calls, & Sales
5	Current Portfolio – Total
6	Portfolio Analysis by Fund
7	Changes in Market Value of Investments
8	Callable Securities Analysis
9 – 11	Glossary

Quarterly Investment Report - Summary

3rd Qtr FY21

This report provides a forward-looking assessment of DART's fund strategies in the context of current and anticipated market conditions.

DART's Investment Policy and Strategy are approved on an annual basis by the Board of Directors. The policy requires the use of strategies that most effectively accomplish the following goals, in order of priority:

1. Preservation of capital;
2. Liquidity to meet all obligations in a timely manner; and
3. Maximization of earnings from the full investment of available funds.

The Federal Open Market Committee continues to maintain the target range for the Fed Funds Rate between zero and 1/4 percent. Economic indicators released since the last Committee meeting (June 16th) pointed to a U.S. economy that is expanding. The U.S. labor market rose by 850,000 in June. The unemployment rate decreased to 5.9 percent (5.9%) in June. The long-term inflation rate is at 3.8 percent (3.8%) on a 12-month basis, and real gross domestic product (GDP) increased by an annual rate of 6.4 percent (6.4%) by year-end 2021. DART continues to monitor the impacts of COVID-19. Compliance with PFIA positions our investment so that safety is the highest priority.

Yield to Maturity Managed Funds

FY20	9/30	0.319
FY21	12/31	0.188
	3/31	0.118
	6/30	0.095

Ending Amortized Book Value as of June 30, 2021						
Portfolio	Agencies	Pools	MMF's	Fund Totals	YTM	Compliant
Managed Funds						
Operating	\$ 69,990,418	\$188,069,702	\$ -	\$258,060,120	0.085%	Yes
Financial Reserve	37,892,093	12,105,009	-	49,997,102	0.146%	Yes
MAIF	-	12,534,880	-	12,534,880	0.059%	Yes
Platform Extensions	-	30,740,865	-	30,740,865	0.059%	Yes
Silver Line	4,997,217	15,100,734	-	20,097,951	0.105%	Yes
Insurance	9,095,285	11,905,056	-	21,000,340	0.174%	Yes
Bond SEAF	-	544,608	-	544,608	0.059%	Yes
CP SEAF	-	157,269	-	157,269	0.590%	Yes
	\$121,975,012	\$271,158,122	\$ -	\$393,133,134	0.095%	
Constrained Funds						
Debt Service	\$ -	\$ 76,598,445	\$ 133,571	\$ 76,732,016	0.064%	Yes
City of Irving ILA	-	2,888,506	-	2,888,506	0.059%	Yes
Regional Toll Road	-	-	1,544,086	1,544,086	0.010%	Yes
RRROW	-	252,512	-	252,512	0.059%	Yes
COD Streetcar	-	-	60,377	60,377	0.010%	Yes
Toyota	-	371,531	-	371,531	0.059%	Yes
	\$ -	\$ 80,110,994	\$ 1,738,034	\$ 81,849,028	0.062%	
All Funds	\$121,975,012	\$351,269,116	\$ 1,738,034	\$474,982,162	0.090%	

The investment rating of each investment was reviewed on 6/30/21 and found to be in compliance with PFIA.

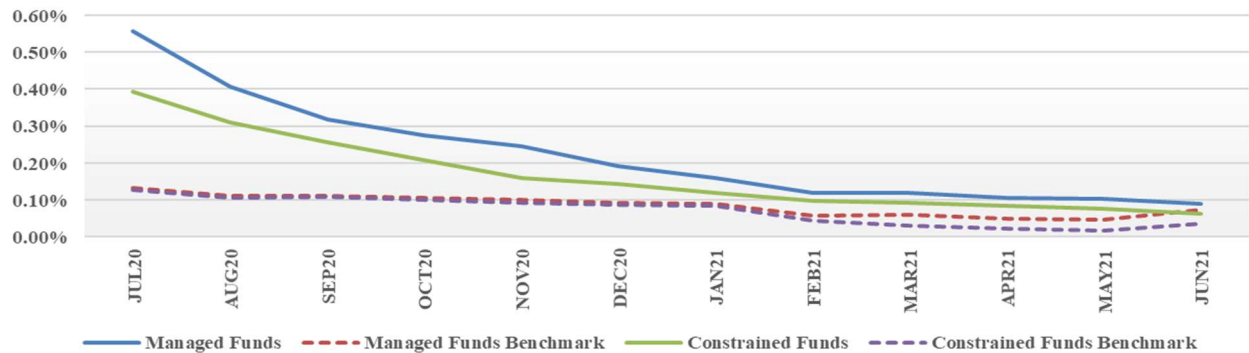
Operating Fund	LGIPs and laddered 1 day to 5 years
Debt Service	100% money-market funds and local government investment pools (LGIP)
Financial Reserve	LGIPs and laddered maturities
Insurance	LGIPs and laddered maturities
Mobility Assist. & Innovation Fnd (MAIF)	LGIPs, 1-6 months (10%), 6-12 months (10%), laddered 2-5 years (80%)
Platform	LGIPs and investment maturities tied to expected project expenditures
Regional Toll Road (RTR)	100% money-market funds
Regional Rail Right of Way (RRROW)	100% LGIPs
Silver Line	LGIPs and laddered maturities
Streetcar	100% money-market funds
Bond SEAF/CP SEAF	100% LGIPs
Toyota	100% LGIPs



Quarterly Investment Report - Summary

3rd Qtr FY21

Historical Performance Against Benchmarks

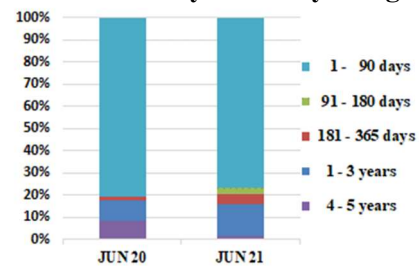


The benchmark rates are calculated at the end of each month as a weighted average of the 3 and 6-month Treasury bond yield curves, as well as the Treasury 1-3 year bond yield curves.

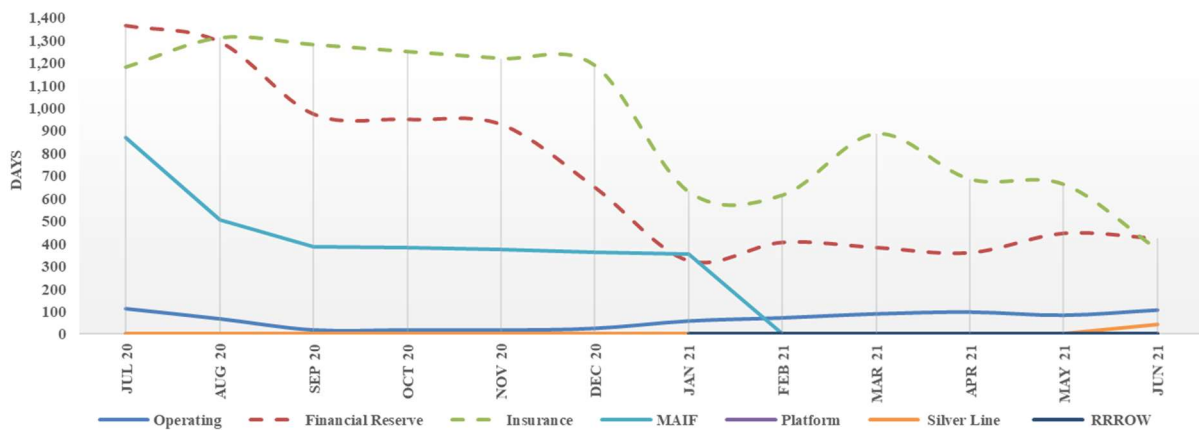
Average Yield to Worst All Funds

	--- 12 months ending	--- 9 months		
	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>
Actual	1.46%	2.02%	1.21%	0.15%
Benchmark	1.95%	2.30%	0.75%	0.07%

Investments by Maturity Range



Weighted Average Maturities



Security Transactions - Purchases

3rd Qtr FY21

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>FINANCIAL RESERVE</u>								
5/19/2021	3133EMZZ8	FFCB 0.09 11/18/2022-21	\$ 10,000,000	11/18/2022	N/A	0.090	\$ 10,000,000	21-0012
TOTAL			\$ 10,000,000			0.090	\$ 10,000,000	
<u>OPERATING FUND</u>								
6/4/2021	3130AMRY0	FHLB 0.125 6/2/2023	\$ 10,000,000	6/2/2023	N/A	0.171	\$ 9,990,800	21-0014
5/25/2021	44234TN99	HOUSAS 0.13 6/22/2021	10,000,000	6/22/2021		0.130	10,000,000	21-0013
5/5/2021	23505BAC1	DFWAPT 0.18 9/2/2021	10,000,000	9/2/2021		0.180	10,000,000	21-0011
TOTAL			\$ 30,000,000			0.160	\$ 29,990,800	
<u>SILVER LINE FUND</u>								
6/4/2021	91512BZE8	UTEXPB 0.12 12/14/2021	\$ 5,000,000	12/14/2021		0.242	\$ 4,996,783	21-0015
TOTAL			\$ 5,000,000			0.242	\$ 4,996,783	
GRAND TOTAL			\$ 45,000,000			0.164	\$ 44,987,583	

Security Transactions - Maturities, Calls & Sales

3rd Qtr FY21

Sale Date	Action	Maturity Date	CUSIP	Security Description	Beg Cost Val & Accrued Int.	Int Received Current Qtr	Realized Gain/Loss	Original Disc/(Prem)
<u>OPERATING FUND</u>								
6/22/2021	Matured	06/22/21	44234TN99	HOUSAS 0.13 6/22/2021	\$ 10,000,000	\$ 997	\$ -	\$ -
TOTAL					\$ 10,000,000	\$ 997	\$ -	\$ -
<hr/>								
<u>FINANCIAL RESERVE FUND</u>								
5/19/21	Matured	05/19/21	3130AKR99	FHLB 0.08 5/19/2021	\$ 10,000,000	\$ 1,067		
TOTAL					\$ 10,000,000	\$ 1,067	\$ -	\$ -
<hr/>								
<u>INSURANCE</u>								
4/6/21	Called	04/06/23	3130AJG94	FHLB 0.875 4/6/2023-21	\$ 3,000,000	\$ 365		
TOTAL					\$ 3,000,000	\$ 365	\$ -	\$ -
<hr/>								
<u>SILVER LINE</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
<hr/>								
<u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
<hr/>								
<u>PLATFORM EXTENSION FUND</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
<hr/>								
GRAND TOTAL					\$ 23,000,000	\$ 2,429	\$ -	\$ -

Current Portfolio - Total

3rd Qtr **FY21**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Settle Date	Invest #
DFWAPT 0.18 9/2/2021	23505BAC1	10,000,000	0.18	9/2/2021	0.18	0.18	\$ -	\$ 10,000,000	\$ 10,000,500	5/5/2021	21-0011
FHLB 0.09 12/9/2021	3130AKJH0	10,000,000	0.09	12/9/2021	0.09	0.09	10,000,000	10,000,000	10,002,045	1/5/2021	21-0003
UTEXPB 0.12 12/14/2021	91512BZE8	5,000,000	0.24	12/14/2021	0.24	0.24	-	4,997,217	4,997,233	6/4/2021	21-0015
FFCB 0.12 4/13/2022-21	3133EMMU3	10,000,000	0.12	4/13/2022	0.12	0.12	10,000,000	10,000,000	10,000,170	1/13/2021	21-0004
FFCB 0.1 4/27/2022-21	3133EMNU2	10,000,000	0.11	4/27/2022	0.11	0.11	9,999,345	9,999,497	9,997,408	1/27/2021	21-0006
FFCB 0.1 8/2/2022	3133EMPR7	10,000,000	0.10	8/2/2022	0.10	0.10	10,000,000	10,000,000	9,998,577	2/2/2021	21-0008
FFCB 0.124 9/16/2022	3133EMTN2	10,000,000	0.12	9/16/2022	0.12	0.12	10,000,146	10,000,121	9,999,625	3/16/2021	21-0009
FFCB 0.09 11/18/2022-21	3133EMZZ8	10,000,000	0.09	11/18/2022	0.09	0.09	-	10,000,000	9,986,144	5/19/2021	21-0012
FFCB 0.16 12/15/2022-21	3133EMKH4	5,000,000	0.17	12/15/2022	0.17	0.17	4,999,144	4,999,269	4,992,505	12/16/2020	21-0002
FHLMC 0.2 12/15/2022-21	3134GXGQ1	10,000,000	0.20	12/15/2022	0.20	0.20	10,000,000	10,000,000	9,994,829	12/15/2020	21-0001
FHLB 0.125 3/17/2023	3130ALRG1	5,000,000	0.18	3/17/2023	0.18	0.18	4,994,598	4,995,285	4,991,095	3/18/2021	21-0010
FHLB 0.125 6/2/2023	3130AMRY0	10,000,000	0.17	6/2/2023	0.17	0.17	-	9,990,800	9,972,556	6/4/2021	21-0014
FHLMC 0.32 9/1/2023-21	3134GWH33	5,000,000	0.32	9/1/2023	0.32	0.32	5,000,000	5,000,000	5,000,148	9/1/2020	20-0059
FFCB 0.17 11/3/2023-21	3133EMPB2	5,100,000	0.19	11/3/2023	0.19	0.19	5,097,592	5,097,824	5,082,552	2/3/2021	21-0007
FHLMC 0.5 8/26/2024-21	3134GWKT2	4,100,000	0.50	8/26/2024	0.50	0.50	4,100,000	4,100,000	4,100,405	8/26/2020	20-0057
FHLMC 0.5 11/27/2024-21	3134GWLFI	2,795,000	0.50	11/27/2024	0.50	0.50	2,795,000	2,795,000	2,791,117	8/27/2020	20-0058
LOGIC - Bond SEAF LGIP	MM0053	544,608	0.06	N/A	0.06	0.06	1,357,890	544,608	544,608	3/26/2020	MM-0053
LOGIC - Cap Res LGIP	MM0043	12,534,880	0.06	N/A	0.06	0.06	12,511,148	12,534,880	12,534,880	9/7/2016	MM-0043
LOGIC - Silver Line LGIP	MM0047	15,100,734	0.06	N/A	0.06	0.06	20,100,000	15,100,734	15,100,734	7/2/2018	MM-0047
LOGIC - SEAF LGIP	MM0049	157,269	0.06	N/A	0.06	0.06	12,642,221	157,269	157,269	5/7/2019	MM-0049
LOGIC - (T) Bond Prin LGIP	MM0071	46,035,817	0.06	N/A	0.06	0.06	34,218,268	46,035,817	46,035,817	2/7/2017	MM-0071
TexPool - (T) Bond Int LGIP	MM0072	30,562,628	0.07	N/A	0.07	0.07	65,887,510	30,562,628	30,562,628	1/26/2017	MM-0072
Amegy Debt Serv MM	MM0002	133,571	0.01	N/A	0.01	0.01	148,322	133,571	133,571	9/30/2011	MM-0002
LOGIC - Fin Res LGIP	MM0042	12,105,009	0.06	N/A	0.06	0.06	12,105,000	12,105,009	12,105,009	9/7/2016	MM-0042
LOGIC-Insurance LGIP	MM0040	11,905,056	0.06	N/A	0.06	0.06	183,076	11,905,056	11,905,056	8/29/2019	MM-0040
LOGIC - Irving ILA LGIP	MM0046	2,888,506	0.06	N/A	0.06	0.06	3,382,302	2,888,506	2,888,506	7/10/2018	MM-0046
TexPool - Op LGIP	MM0051	57,749,026	0.07	N/A	0.07	0.07	57,987,740	57,749,026	57,749,026	9/6/2016	MM-0051
TexasDaily LGIP	MM0052	574	0.02	N/A	0.02	0.02	4,322,366	574	574	8/9/2019	MM-0052
TexasCLASS LGIP	MM0050	65,556,236	0.06	N/A	0.06	0.06	80,929,840	65,556,236	65,556,236	8/6/2019	MM-0050
LOGIC - Op LGIP	MM0041	64,763,867	0.06	N/A	0.06	0.06	81,554,138	64,763,867	64,763,867	9/2/2016	MM-0041
FICA - CD Operating Pool Cash	MM0054	550,041	0.00	N/A	0.00	0.00	550,041	-	-	4/1/2020	MM-0054
LOGIC - Platform LGIP	MM0044	30,740,865	0.06	N/A	0.06	0.06	37,793,797	30,740,865	30,740,865	9/7/2016	MM-0044
RRROW Corp LGIP	MM0056	252,512	0.06	N/A	0.06	0.06	242,161	252,512	252,512	1/22/2021	MM-0056
Wells RTR Plano MM	MM0019	1,544,086	0.01	N/A	0.01	0.01	1,544,048	1,544,086	1,544,086	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	60,377	0.01	N/A	0.01	0.01	60,375	60,377	60,377	9/30/2011	MM-0022
LOGIC - Toyota LGIP	MM0045	371,531	0.06	N/A	0.06	0.06	371,463	371,531	371,531	9/29/2016	MM-0045
GRAND TOTALS					0.90	0.90	514,877,532	474,982,162	474,914,060		

Portfolio Analysis by Fund

3rd Qtr FY21

(\$ = 000s)	Oper.	Financial Reserve	MAIF	Ins.	Platform	Silver Line	CP SEAF	Bond SEAF	Irving ILA	RRROW	RTR	Streetcar	Toyota	Debt Service	TOTAL
Face Value	\$ 258,070	\$ 50,000	\$ 12,535	\$ 21,005	\$ 30,741	\$ 20,101	\$ 157	\$ 545	\$ 2,889	\$ 253	\$ 1,544	\$ 60	\$ 372	\$ 76,732	\$ 475,002
Market Value	258,033	49,960	12,535	20,997	30,741	20,098	157	545	2,889	253	1,544	60	372	76,732	474,914
Unrealized Gain (Loss)	(27)	(38)	-	(4)	-	0	-	-	-	-	-	-	-	-	(68)
Ending Amort. Book Value	<u>258,060</u>	<u>49,997</u>	<u>12,535</u>	<u>21,000</u>	<u>30,741</u>	<u>20,098</u>	<u>157</u>	<u>545</u>	<u>2,889</u>	<u>253</u>	<u>1,544</u>	<u>60</u>	<u>372</u>	<u>76,598</u>	<u>474,849</u>
Cash Balance in dda accounts	468	-	-	-	-	-	-	-	-	-	-	-	-	-	468
Amortized Value Plus Cash	<u>258,528</u>	<u>49,997</u>	<u>12,535</u>	<u>21,000</u>	<u>30,741</u>	<u>20,098</u>	<u>157</u>	<u>545</u>	<u>2,889</u>	<u>253</u>	<u>1,544</u>	<u>60</u>	<u>372</u>	<u>76,598</u>	<u>475,316</u>
Accrued Interest	21	16	-	7	-	-	-	-	-	-	-	-	-	-	43
TOTAL FUND VALUE	\$ 258,549	\$ 50,013	\$ 12,535	\$ 21,007	\$ 30,741	\$ 20,098	\$ 157	\$ 545	\$ 2,889	\$ 253	\$ 1,544	\$ 60	\$ 372	\$ 76,598	\$ 475,360
KEY COMPLIANCE TARGETS															
Minimum Fund Requirement	\$ 137,600			\$ 20,802											
Excess / (Shortfall) in Fund	\$ 120,949			\$ 205											
Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	912	1,095	90	90	1	1	1	1	1	365	
Actual Avg. Fund Maturity (days)	106	423	1	374	1	42	1	1	1	1	1	1	1	1	106
Max. Individual Maturity (days)	1,825	3,650	3,650	3,650	1,095	1,095	180	180	1	1	1	1	1	365	
Actual Max. Invest. Maturity (days)	702	1,246	1	1,153	1	167	1	1	1	1	1	1	1	1	
Are Funds TX PFIA Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Are Funds Board Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Is Fund CPSL Compliant?	Yes														
INVESTMENT COMPARISON															
Yield to Worst	0.085%	0.146%	0.059%	0.174%	0.059%	0.105%	0.059%	0.059%	0.059%	0.059%	0.010%	0.010%	0.059%	0.064%	0.090%
6-Month T-Bill	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%	0.050%
Wgt. Average Fund Variance	0.035%	0.096%	0.009%	0.124%	0.009%	0.055%	0.009%	0.009%	0.009%	0.009%	-0.040%	-0.040%	0.009%	0.014%	0.040%

Notes:

¹ Minimum requirement for the Operating Fund = net cash flow projection for the next 2 months.
Minimum requirement for the Insurance Fund = accrued G/L liability plus D & O liability coverage for the current month.

² Requirement is 2 times the outstanding commercial paper balance, plus interest @12% for 90 days on the actual outstanding amount.



Change in Market Value of Investments

3rd Qtr FY21

Fund	Security Description	Rate	Maturity	Call Date	Face Value	3/31/21 Market Value	6/30/21 Market Value	Change from Prior Quarter
Financial Reserve	FHLMC 0.5 11/27/2024-21	0.50	11/27/2024	8/27/2021	\$ 2,795,000	\$ 2,795,000	\$ 2,791,117	\$ (3,883)
Insurance	FHLMC 0.5 8/26/2024-21	0.50	8/26/2024	5/26/2021	4,100,000	4,100,410	4,100,405	(5)
Financial Reserve	FFCB 0.17 11/3/2023-21	0.17	11/3/2023	5/3/2021	5,100,000	5,089,290	5,082,552	(6,738)
Financial Reserve	FHLMC 0.32 9/1/2023-21	0.32	9/1/2023	9/1/2021	5,000,000	5,001,500	5,000,148	(1,352)
Operating	FHLB 0.125 6/2/2023	0.13	6/2/2023	N/A	10,000,000	-	9,972,556	9,972,556
Insurance	FHLB 0.875 4/6/2023-21	0.88	4/6/2023	4/6/2021	3,000,000	3,000,300	-	(3,000,300)
Insurance	FHLB 0.125 3/17/2023	0.13	3/17/2023	N/A	5,000,000	4,994,000	4,991,095	(2,905)
Financial Reserve	FFCB 0.16 12/15/2022-21	0.16	12/15/2022	12/15/2021	5,000,000	4,996,000	4,992,505	(3,495)
Operating	FHLMC 0.2 12/15/2022-21	0.20	12/15/2022	12/15/2021	10,000,000	9,999,000	9,994,829	(4,172)
Financial Reserve	FFCB 0.09 11/18/2022-21	0.09	11/18/2022	11/18/2021	10,000,000	-	9,986,144	9,986,144
Operating	FFCB 0.124 9/16/2022	0.12	9/16/2022	N/A	10,000,000	9,995,000	9,999,625	4,625
Operating	FFCB 0.1 8/2/2022	0.10	8/2/2022	N/A	10,000,000	9,995,000	9,998,577	3,577
Operating	FFCB 0.1 4/27/2022-21	0.10	4/27/2022	7/27/2021	10,000,000	9,991,000	9,997,408	6,408
Operating	FFCB 0.12 4/13/2022-21	0.12	4/13/2022	7/13/2021	10,000,000	10,000,000	10,000,170	170
Financial Reserve	FHLB 0.09 12/9/2021	0.09	12/9/2021	N/A	10,000,000	10,001,000	10,002,045	1,045
Silver Line	UTEXPB 0.12 12/14/2021	0.12	12/14/21	N/A	5,000,000	-	4,997,233	4,997,233
Operating	DFWAPT 0.18 9/2/2021	0.18	09/02/21	N/A	10,000,000	-	10,000,500	10,000,500
Financial Reserve	FHLB 0.08 5/19/2021	0.08	5/19/2021	N/A	10,000,000	10,000,000	-	(10,000,000)
Insurance	LOGIC-Insurance LGIP	0.10	N/A	N/A	183,076	183,076	11,905,056	11,721,980
Debt Service	LOGIC - (T) Bond Prin LGIP	0.10	N/A	N/A	34,218,268	34,218,268	46,035,817	11,817,548
Operating	TexPool - Op LGIP	0.09	N/A	N/A	57,987,740	57,987,740	57,749,026	(238,714)
Debt Service	TexPool - (T) Bond Int LGIP	0.09	N/A	N/A	65,887,510	65,887,510	30,562,628	(35,324,881)
Operating	TexasDaily LGIP	0.05	N/A	N/A	4,322,366	4,322,366	574	(4,321,793)
Platform	LOGIC - Platform LGIP	0.10	N/A	N/A	37,793,797	37,793,797	30,740,865	(7,052,932)
Irving ILA	LOGIC - Irving ILA LGIP	0.10	N/A	N/A	3,382,302	3,382,302	2,888,506	(493,796)
Bond SEAF	LOGIC - Bond SEAF LGIP	0.10	N/A	N/A	1,357,890	1,357,890	544,608	(813,281)
RRROW Corp	RRROW Corp LGIP	0.10	N/A	N/A	242,161	242,161	252,512	10,351
Operating	TexasCLASS LGIP	0.11	N/A	N/A	80,929,840	80,929,840	65,556,236	(15,373,605)
Operating	LOGIC - Op LGIP	0.10	N/A	N/A	81,554,138	81,554,138	64,763,867	(16,790,271)
RTR Funding	Wells RTR Plano MM	0.01	N/A	N/A	1,544,048	1,544,048	1,544,086	39
CP SEAF	LOGIC - SEAF LGIP	0.10	N/A	N/A	12,642,221	12,642,221	157,269	(12,484,952)
Financial Reserve	LOGIC - Fin Res LGIP	0.10	N/A	N/A	12,105,000	12,105,000	12,105,009	9
Silver Line	LOGIC - Cotton Belt LGIP	0.10	N/A	N/A	20,100,000	20,100,000	15,100,734	(4,999,266)
Capital Reserve	LOGIC - Cap Res LGIP	0.10	N/A	N/A	12,511,148	12,511,148	12,534,880	23,731
Streetcar	Wells Streetcar MM	0.01	N/A	N/A	60,375	60,375	60,377	2
Debt Service	Amegy Debt Serv MM	0.01	N/A	N/A	148,322	148,322	133,571	(14,751)
Toyota	LOGIC - Toyota LGIP	0.10	N/A	N/A	371,463	371,463	371,531	68
Sub-total for Securities held at the end of both periods					\$	76,955,071	\$ 76,919,327	\$ (35,745)
% Change as a result of market movement								-0.05%
Holdings at 3/31/21 maturing during Q3, FY21						20,002,064		(20,002,064)
Holdings at 3/31/21 called during Q3, FY21						3,000,365		(3,000,365)
Holdings at 3/31/21 sold during Q3, FY21						-		-
Values of Money Market Mutual Funds (All)						427,341,666	353,007,150	(74,334,516)
Holdings purchased during Q3, FY21							44,987,583	44,987,583
Securities and/or cash held in DDA						552,603	467,838	(84,765)
TOTAL PORTFOLIO VALUE					\$	527,851,769	\$ 475,381,899	\$ (52,469,871)

Callable Securities Analysis

3rd Qtr FY21

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
20-0058	Financial Reserve	11/27/2024	FHLMC 0.5 11/27/2024-21	3134GWLF1	8/27/2021	\$2,795,000	0.50	0.07	High
20-0057	Insurance	8/26/2024	FHLMC 0.5 8/26/2024-21	3134GWKT2	8/26/2021	4,100,000	0.50	0.07	High
21-0007	Financial Reserve	11/3/2023	FFCB 0.17 11/3/2023-21	3133EMPB2	7/1/2021	5,100,000	0.17	0.07	High
20-0059	Financial Reserve	9/1/2023	FHLMC 0.32 9/1/2023-21	3134GWH33	9/1/2021	5,000,000	0.32	0.07	High
21-0002	Financial Reserve	12/15/2022	FFCB 0.16 12/15/2022-21	3133EMKH4	12/15/2021	5,000,000	0.16	0.07	High
21-0001	Operating	12/15/2022	FHLMC 0.2 12/15/2022-21	3134GXGQ1	12/15/2021	10,000,000	0.20	0.07	High
21-0012	Financial Reserve	11/18/2022	FFCB 0.09 11/18/2022-21	3133EMZZ8	11/18/2021	10,000,000	0.09	0.07	High
21-0006	Operating	4/27/2022	FFCB 0.1 4/27/2022-21	3133EMNU2	7/27/2021	10,000,000	0.10	0.07	High
21-0004	Operating	4/13/2022	FFCB 0.12 4/13/2022-21	3133EMMU3	7/13/2021	10,000,000	0.12	0.07	High

Glossary

Accrued Interest	Accrued interest is the interest on a bond or loan that has accumulated since the principal investment, or since the previous coupon payment if there has been one already.
Agency Bond	Debt instruments (FFCB, FHLB, FHLMC, etc.) issued with the implied, but not specific, guarantee of the U.S. government.
Banker's Acceptance	A short-term debt instrument issued by a firm that is guaranteed by a commercial bank.
Benchmark	A standard or value against which to compare values of a like nature.
Broker	An individual or party (brokerage firm) that arranges transactions between a buyer and a seller for a commission when the deal is executed.
Bullet	a bond that pays interest through periodic payments and the principal amount at maturity through a single payment, which means the bond(s) are not callable.
Callable Bond	A type of debt security that allows the issuer of the bond to retain the privilege of redeeming the bond at some point before the bond reaches its date of maturity.
City of Dallas (COD) Streetcar Fund	Funds provided by the City of Dallas, used to reimburse DART for expenses related to various smaller projects (i.e. urban circular, extensions, etc.)
Commercial Paper (CP)	A short-term security issued (sold) by large corporations or other entities to obtain funds to meet debt obligation (for example payroll), and is backed only by an issuing bank or an entity's promise to pay the face amount on the maturity date specified on the note.
Constrained Funds	Consist of the Debt Service Fund, City of Irving ILA, Regional Toll Road, COD Streetcar, and Toyota Funds where investment options are limited because of the special purpose of these funds.
CP Self-Liquidity Program	DART's own assets serve as the back-up in case of a failure to re-market DART's CP, as opposed to a bank letter of credit or other credit-type facility which would incur fees.
Demand Deposit Accounts (DDA)	A non-interest bearing bank account used primarily for transactions, receipts, and payments.
Debt Service Fund	Cash and investments held by DART's Trustee/Paying Agent solely for paying principal and interest on bond and commercial paper obligations.
Defeased Lease	A situation in which the obligation(s) have been completely covered by the setting aside of cash or bonds sufficient to service the debt.

Glossary

Face Value	The full value of a security at issuance or maturity. Also known as par value.
FAMCA	Federal Agriculture Mortgage Corporation, a government agency which purchases mortgages of ranches, farms and rural homeowners.
FFCB	Federal Farm Credit Bank, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
FHLB	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
FHLMC	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
Financial Reserve Fund	Highly restricted (as to use) funds derived primarily from the accumulated excess of actual sales tax over budgeted receipts of sales tax from prior years.
Fixed Rate Bond	The interest rate is constant for the life of the investment.
FNMA	Federal National Mortgage Administration, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
Insurance Fund	Holds assets for DART's self-insurance program covering liability and workers' compensation claims to ensure funding capability.
Laddered Maturities	The purchase of two or more bonds with the intention that the maturity dates would be evenly spaced across several months or several years so that the proceeds would be made available to be spent or reinvested at regular intervals as the bonds mature.
Local Government Investment Pool	LGIPs are structured similar to mutual funds, but set up by governments for the purposes of investing money.
Market Value	The price at which an asset would trade in a competitive auction setting.
Mobility Assistance and Innovation Fund (MAIF)	Funds reserved to enhance the quality and affordability of public transportation or as described by Financial Standard G7, which speaks specifically to the purposes of the Mobility Assistance and Innovation Fund.
Money Market Fund (MMF)	An investment instrument comprised of short-term (less than one year) securities representing high-quality, liquid debt and monetary instruments.
Platform Fund	Funds designated for platform extensions on the Red and Blue lines to accommodate three car trains.

Glossary

Regional Rail Right of Way Fund (RRROW)	Money invested in short-term securities to remain available for the purchase of right of way deemed necessary for projects or operations.
Step-up Bond	A bond in which subsequent future coupon payments are received at a predetermined higher interest rate(s) on one or more future specific dates.
Treasury Bill (T-Bill)	A marketable debt obligation backed by the U.S. government with a maturity of less than one year.
Texas Public Funds Investment Act (PFIA)	Legislation enacted to provide investment controls and guidelines to government / municipal entities in Texas. Texas Government Code 2256.
Treasury Note (T-Note)	A marketable U.S. government debt security with a fixed rate and a maturity between one and ten years.
Average Dollar-Weighted Maturity	The average time a maturity of all securities in a fund taking into account the dollar amount maturing at each specific date.
Yield to Maturity (YTM)	The yield an investor can expect if the security is held to its stated end, and all coupon payments are made. This value is highly dependent on what price was paid for the security.
Yield to Worst (YTW)	The lowest potential yield that can be received on a bond without the issuer actually defaulting.
Zero Coupon Bond	A zero coupon bond is a bond that makes no periodic interest payments and is sold at a deep discount from face value.

Table of Contents

Section 7 – D/M/WBE Quarterly Report

Page 1 – Quarterly Report Cover Page

Attachment 1 – D/M/WBE Participation Breakdown with Charts and Pie Chart



INTEROFFICE MEMORANDUM

DATE: July 26, 2021
TO: DART Board
THROUGH: Nadine S. Lee /s/ NSL *
FROM: Gabriel J. Beltran
SUBJECT: Third Quarter 2021 D/M/WBE Participation

This memorandum provides a summary of contracts, board approved contract modifications and small purchases awarded during the third quarter of Fiscal Year 2021. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 26 new contracts (eligible for goal setting) were awarded in the third quarter of FY 2021. These contract awards have a total dollar value of \$14,672,662 which represents 5% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the third quarter FY 2021. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the third quarter of 2021. The total amount awarded was \$300,796,963. Of the foregoing amount, \$134,991,348 was committed to D/M/WBEs during the third quarter (45%).

Please note that these contracts were awarded in the third quarter and although they are active, many have not been utilized as of the memorandum date. As a result, there have been minimal to no dollars paid on most of these contracts. Also, the amounts reported on this report do not include Transit Vehicle Manufacturer purchases or emergency procurements. There was one Transit Vehicle Manufacturer purchase made this quarter. There were also three emergency funded contracts awards.

Should you have any questions, do not hesitate to contact Nadine Lee by email at nlee@dart.org.

A handwritten signature in blue ink, appearing to be "GB", is written over a horizontal line.

Gabriel J. Beltran
Interim Vice President, Diversity & Inclusion

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

PROCUREMENT DOLLARS BY AGREEMENT TYPE THIRD QUARTER FOR FISCAL YEAR 2021

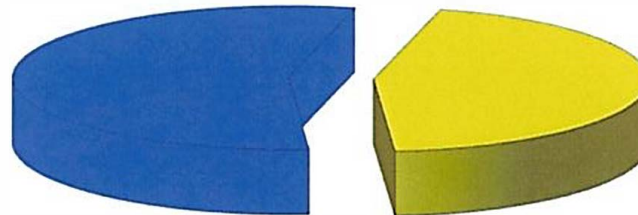
TOTAL AWARD ACTIVITY					
Agreement Type	Total Procurement Dollars	Awards	% of Total Procurement Dollars	D/M/WBE Dollars Awarded	D/M/WBE % By Agreement Type
New DART Contract Awards	\$14,672,662	26	5%	\$10,018,151	68%
Contract Mods/Options	\$279,114,118	4	93%	\$122,939,520	44%
Small Purchases	\$7,010,183	1071	2%	\$2,033,677	29%
Total Awards	\$300,796,963	1101	100%	\$134,991,348	45%

*New State Contract Awards	\$1,250,714	7	0.4%	State Monitored	State Monitored
----------------------------	-------------	---	------	-----------------	-----------------

**Monitored by State*

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$134,991,348	45%
Non D/M/WBE Procurement Dollars	\$165,805,615	55%
TOTAL PROCUREMENT DOLLARS AWARDED	\$300,796,963	100%

Non D/M/WBE Procurement
Dollars Awarded
55%



D/M/WBE Procurement
Dollars Awarded
45%



Table of Contents

Section 8 - Quarterly Procurement Report

P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P8	Board Approved Contract Modifications
P9	Special Procurements <ul style="list-style-type: none">• Emergency Procurements• Unauthorized Procurement Actions (UPAs)• Sole Source (Noncompetitive)• Revenue Generating• Deviations to the DART Procurement Regulations• SPECIAL ADDENDUM: COVID-19 RELATED PROCUREMENTS TO DATE
P24	Active Requirements Contracts Expiring Within 12 Months
P26	Upcoming Procurements



INTEROFFICE MEMORANDUM

DATE: July 28, 2021

TO: DART Board

THROUGH: Nadine S. Lee /s/ NSL *
Nicole Fontayne-Bàrdowell /s/ NFB *

FROM: Brad J. Cummings, Vice President, Procurement

SUBJECT: **Quarterly Procurement Report - Third Quarter Fiscal Year 2021**

The following is a report of DART's procurement activities for the Third Quarter of Fiscal Year 2021. Included in this quarterly report are the following components:

- Summary Report
- Contracts Awarded
- Board Approved Contract Modifications
- Special Procurements:
 - Emergency Procurements
 - Unauthorized Procurement Actions (UPAs)
 - Sole Source (Noncompetitive)
 - Revenue Generating
 - Deviations to the DART Procurement Regulations
 - **SPECIAL ADDENDUM:** COVID-19 Procurements
- Active Requirements Contracts Expiring Within 12 Months
- Upcoming Procurements


Brad J. Cummings
Vice President, Procurement

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



Data Summary Sheet

Fiscal Year 2021 - Third Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	37	\$16,877,336.73
Approved Modifications	4	\$279,114,118.00
Purchase Orders*	1,010	\$5,220,797.69
Blanket Purchase Orders (BPOs)*	61	\$1,789,385.56
Totals	1,112	\$303,001,637.98

(*) Details provided upon request.

Contracts Awarded

Fiscal Year 2021 - Third Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2055877-01	(1990)	RAILQUIP INC	04/01/2021	\$61,225.00
		Contract Name: Portable Sanding System for Trinity Railway Expres		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER	
2061888-01	(1992)	CESCO INC	04/06/2021	\$200,210.00
		Contract Name: Lexmark Printer Replacement		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2062407-01	(1995)	MERRIMAN ANDERSON ARCHITECTS	04/06/2021	\$228,800.00
		Contract Name: Facility Spatial Planning		
		Classification: SERVICES	Sub-Classification: SVSC-OFFICE CONFIGURATION	
2060615-01	(1993)	AXON Enterprise, Inc.	04/12/2021	\$108,780.00
		Contract Name: Tasers for DART's Police Department		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER	
2055565-01	(1998)	DELOITTE & TOUCHE	04/16/2021	\$48,563.00
		Contract Name: Accounting Lease Application		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2057337-01	(2001)	WABCO PTD CORP	04/21/2021	\$227,030.00
		Contract Name: Light Rail Vehicle (LRV) Coupler Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2053660-01	(1997)	KINKISHARYO INTERNATIONAL LLC	04/23/2021	\$245,084.00
		Contract Name: Miscellaneous Kinkisharyo Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER VEHICLES-REV	
2058861-01	(2004)	Warner Transportation Consulti	04/30/2021	\$65,254.00
		Contract Name: Fare Revenue Forecasting Consulting Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2053420-01	(1964)	BANK OF AMERICA	05/01/2021	\$853,562.00
		Contract Name: Depository Banking Services		
		Classification: PROFESSIONAL SERVICES	Sub-Classification: PROF-SVCS-OTHER	
2061942-01	(2003)	PREFERRED OFFICE PRODUCTS INC	05/01/2021	\$249,000.00
		Contract Name: Agency Office Supplies		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OFFICE SUPPLIES	
2061046-01	(2006)	LINK AMERICA, INC	05/03/2021	\$98,628.00
		Contract Name: OTN XT22101 NODES		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMMODITY-FOOD (NOT CATERED)	
2063033-01	(2007)	MICROSOFT TECHNET	05/05/2021	\$249,500.00
		Contract Name: MS Surface Go Family Devices		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded

Fiscal Year 2021 - Third Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2061235-01	(1983)	Black Box Network Svcses	05/08/2021	\$122,675.71
		Contract Name: VoIP Software Assurance 2021		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2057092-01	(2012)	MCKINNEY OFFICE SUPPLY	05/11/2021	\$48,883.00
		Contract Name: Furniture for 1401 Stock		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2057092-02	(2014)	TEXAS FURNITURE SOURCE INC	05/11/2021	\$7,079.00
		Contract Name: Texas Furniture Source		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2060631-01	(2015)	WABCO PTD CORP	05/19/2021	\$59,750.00
		Contract Name: Draft Gear Assembly		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2063373-01	(2016)	HERZOG TRANSIT SERVICES INC	05/25/2021	\$52,253.87
		Contract Name: TRE Silverline Engineer		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2054758-01	(2018)	SOUTHWEST INTNL TRUCKS INC	05/28/2021	\$881,877.00
		Contract Name: Tow Trucks		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2058727-01	(2019)	CHAVEZ CONCRETE CUTTING	06/03/2021	\$214,569.72
		Contract Name: HVAC Air Handling Units Replacements		
		Classification: SERVICES	Sub-Classification: SVSC-REPAIRS	
2059683-01	(2022)	SUTRAK	06/03/2021	\$239,511.00
		Contract Name: HVAC Inverter for Low Floor CNG NABI Bus Fleet		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2062918-01	(2023)	DEALERS ELECTRICAL SUPPLY CO	06/03/2021	\$148,824.43
		Contract Name: Power-Cast Transformer		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2055137-01	(2017)	AUSTIN HARDWARE	06/04/2021	\$49,767.00
		Contract Name: Paint Products for DART's LRVs and Streetcars		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-PAINT/RELATED PRODUCTS	
2057695-01	(2020)	The Aftermarket Parts Company	06/08/2021	\$216,132.00
		Contract Name: Glass Glazing for NABI Buses		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2058396-01	(2024)	WABCO PTD CORP	06/10/2021	\$237,600.00
		Contract Name: LRV 15 Horsepower D-4-AS Air Compressor Motor		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	



Contracts Awarded

Fiscal Year 2021 - Third Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2058308-01	(2041)	Proterra Inc	06/11/2021	\$777,567.00
		Contract Name: 40' long Range Bus		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUSES	
2058057-01	(2009)	The Aftermarket Parts Company	06/15/2021	\$180,034.00
		Contract Name: Miscellaneous Windshield Parts for NABI CNG Bus FI		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2060992-01	(2026)	WABCO PTD CORP	06/16/2021	\$1,199,000.00
		Contract Name: Kit 21 Disc and Hardware for DART's Light Rail		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2063661-01	(2027)	Presidio Networked Sol Grp LLC	06/16/2021	\$97,741.00
		Contract Name: Pioneer Wireless Upgrade		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2061260-01	(2049)	SOUTHWEST SOLUTIONS GROUP INC	06/17/2021	\$47,908.00
		Contract Name: Software & Cubic Scanner		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2061898-01	(2030)	PRECISION TASK GROUP INC	06/18/2021	\$5,479,923.00
		Contract Name: HR & Talent System SaaS		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2063673-01	(2031)	MICROSOFT TECHNET	06/22/2021	\$249,500.00
		Contract Name: MS Surface Laptop Family Devices		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2040787-03	(2040)	TX Irish Acres Properties, LLC	06/24/2021	\$130,200.00
		Contract Name: Insurance Broker Services		
		Classification: SERVICES	Sub-Classification: SVSC-INSURANCE/RISK MGT	
2061928-01	(2042)	ACCENTURE LLP	06/28/2021	\$3,293,877.00
		Contract Name: HR & Talent System SaaS Implementation		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2063658-01	(2048)	T3 Holdings, Inc	06/28/2021	\$79,920.00
		Contract Name: T3 Cycles for DART PD		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2060551-01	(2045)	SPX CORPORATION	06/29/2021	\$53,590.00
		Contract Name: Genfare Software Service Agreement		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2064222-01	(2039)	Presidio Networked Sol Grp LLC	06/29/2021	\$173,518.00
		Contract Name: COLO Network Equipment		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded

Fiscal Year 2021 - Third Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2059665-01	(2046)	The Aftermarket Parts Company	06/30/2021	\$200,000.00
		Contract Name: Meritor Brake Parts for DARTs CNG Bus Fleet		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
Report Totals: 37 Contracts Awarded				\$16,877,336.73

SPECIAL TYPE	TOTAL
Sole Source	2
TOTAL	2

Contracts Awarded Summary

		TOTAL
COMMODITIES	SUP/EQUIP-BUS PARTS	\$835,677.00
	SUP/EQUIP-BUSES	\$777,567.00
	SUP/EQUIP-COMMODITY-FOOD (NOT CATERED)	\$98,628.00
	SUP/EQUIP-OFFICE SUPPLIES	\$249,000.00
	SUP/EQUIP-OTHER	\$170,005.00
	SUP/EQUIP-OTHER VEHICLES-REV	\$245,084.00
	SUP/EQUIP-PAINT/RELATED PRODUCTS	\$49,767.00
	SUP/EQUIP-RAILPARTS	\$1,723,380.00
	SUP/EQUIP-VEHICLES NON REV	\$881,877.00
	Total	\$5,030,985.00
PROFESSIONAL SERVICES	PROF-SVCS-OTHER	\$853,562.00
	Total	\$853,562.00
SERVICES	SVSC-INSURANCE/RISK MGT	\$130,200.00
	SVSC-OFFICE CONFIGURATION	\$228,800.00
	SVSC-OTHER	\$1,273,103.00
	SVSC-RAIL OPERATION	\$201,078.30
	SVSC-REPAIRS	\$214,569.72
	SVSC-SOFT/HARDWARE MAINT	\$8,945,038.71
	Total	\$10,992,789.73
Grand Total		\$16,877,336.73



Board Approved Contract Modifications
Fiscal Year 2021 - Third Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Intersection Media, LLC	\$4,700,000	Contract modification to [1] exercise one, two-year option and [2] increase revenue-generating amount for Advertising on DART Assets [Resolution No. 210039]	4/13/2021
Herzog Transit Services, Inc.	\$433,822	Contract modification to the TRE Operations and Maintenance Contract to provide additional funding for a reimbursable expenditure project for Market Center Blvd. crossing improvements [Resolution No. 210047]	4/27/2021
CAD Railway Industries, Ltd.	\$781,362	Addition of Contingency to Bi-Level/Coach Car Overhaul Contract to cover hidden and latent damage identified during overhaul due to age/condition [Resolution No. 210060]	5/25/2021
Archer Western Herzog 4.0, Joint Venture	\$273,198,934	Approval to Increase Contract Value for the Design-Build contract for the Silver Line Regional Rail project to establish an allowance to provide for negotiation of owner requested and other third party scope changes [Resolution No. 210070]	5/25/2021
TOTAL MODIFICATION AWARDED DOLLARS:	\$279,114,118	TOTAL MODIFICATIONS AWARDED: 4	

Special Procurements

Fiscal Year 2021 - Third Quarter

Includes a detailed listing of 5 special procurements
and a **SPECIAL ADDENDUM for COVID-19 items**

Purchase Order Type	Count	Amount
Emergency [a]	3	\$65,517.00
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	43	\$1,181,480.01
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	46	\$1,246,997.01
SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f]	264	\$17,657,116.68

[a] Includes a detailed listing of Emergency procurements that involved an immediate and serious need to the Agency.

[b] Includes a detailed listing of Unauthorized Procurement Actions (UPAs) approved by the President/CEO and the Vice President of Procurement.

[c] Includes a detailed listing of Noncompetitive Procurements, also referred to as "Sole Source" procurements. Noncompetitive Procurements are sometimes awarded for goods and services that are proprietary in nature and/or can only be reasonably purchased from one source.

[d] Includes a detailed listing of contracts, modifications and/or small purchases that generate revenue for the Agency, if any are procured. Procurements where the amount of the revenue generated is unknown are shown with a zero (0) dollar amount.

[e] Includes a detailed listing of Deviations requiring approval from the President/CEO.

[f] Includes a detailed listing of COVID-19 related procurements.

Special Procurements

Fiscal Year 2021 - Third Quarter

Emergency

Includes a detailed listing of Emergency procurements that involved an immediate and serious need to the Agency.

There are 3 "Emergency" Procurements in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1364436	04/05/2021	Park Lane Bridge Assesment	TRANSYSTEMS CORP. CONSULTANT	\$11,500.00
1364926	05/18/2021	KIT,FILTER,TRANSMISSION PMI (CA	STEWART & STEVENSON SVC INC	\$4,017.00
5006361	05/19/2021	5MO BPO EMERGENCY CHILLER RENT	BERGER ENGINEERING COMPANY	\$50,000.00
PO Count = 3		Contract Count = 0		\$65,517.00

Special Procurements
Fiscal Year 2021 - Third Quarter

Unauthorized Procurement Actions (UPAs)

Includes a detailed listing of Unauthorized Procurement Actions (UPAs) approved by the President/CEO and the Vice President of Procurement.

There are no Unauthorized Procurement Actions (UPAs) procurements in this Quarter.

Special Procurements

Fiscal Year 2021 - Third Quarter

Sole Source (Noncompetitive)

Includes a detailed listing of Noncompetitive Procurements, also referred to as "Sole Source" procurements. Noncompetitive Procurements are sometimes awarded for goods and services that are proprietary in nature and/or can only be reasonably purchased from one source.

There are 43 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1364390	04/01/2021 DISPLAY,LCD- LED BACKLIGHT UNI	SPX CORPORATION	\$4,993.92
1364497	04/07/2021 HEAD COVER,ELEC DR SWI	WABCO PTD CORP	\$7,200.00
1364565	04/13/2021 REBUILT,CONVERTER,FREQUENCY,5	BEHLMAN ELECTRONICS	\$2,764.00
1364570	04/15/2021 FRAME,MIDDLE,ARTICULATION	KINKISHARYO INTERNATIONAL LLC	\$24,420.00
1364594	04/16/2021 VALVE, PRESSURE BALANCING ASSE	KINKISHARYO INTERNATIONAL LLC	\$3,510.00
1364597	04/16/2021 PUSHBUTTON, DOOR,OPEN,STANCHIO	IFE NORTH AMERICA	\$2,610.00
1364604	04/19/2021 TURNTABLE, ASSEMBLY, FLOOR PAN	KINKISHARYO INTERNATIONAL LLC	\$39,204.00
1364618	04/20/2021 SHUNT,PANTOGRAPH,35MM X 375MM	TRANSTECH OF SC INC	\$3,007.00
1364646	04/22/2021 HANDLE ASSY, WHISTLE	REMOTE CONTROL SYSTEMS INC	\$5,940.00
1364669	04/23/2021 REBUILT,CUSHION SEAT,INSERT,B	KSU N.A. LLC	\$49,888.90
1364674	04/23/2021 UNCOUPLING LEVER ASSEMBLY	WABCO PTD CORP	\$3,164.00
1364764	05/04/2021 REBUILT,BRAKE,TRACK,NM-GL70	KNORR BRAKE CORP	\$49,500.00
1364776	05/05/2021 CONNECT DOCK VER 2	Zonar Systems Inc	\$8,000.00
1364819	05/10/2021 RUBBER ,INTERIOR ARTICULATION	KINKISHARYO INTERNATIONAL LLC	\$14,763.00
1364833	05/11/2021 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$20,280.00
1364834	05/11/2021 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$20,280.00
1364835	05/11/2021 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$20,280.00
1364836	05/11/2021 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$20,280.00
1364837	05/11/2021 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$20,280.00
1364851	05/11/2021 SKIRT, LEFT FRONT, HINGED, FLT	KINKISHARYO INTERNATIONAL LLC	\$22,015.00
1364852	05/11/2021 PUSHBUTTON, DOOR,OPEN,STANCHIO	IFE NORTH AMERICA	\$14,500.00
1364889	05/14/2021 PUSHBUTTON, DOOR,OPEN,STANCHIO	IFE NORTH AMERICA	\$5,800.00
1364912	05/18/2021 POLE,PIECE,INTERMEDIATE	KNORR BRAKE CORP	\$30,600.00
1364969	05/21/2021 UNIT,EVALUATION,TSS	Siemens Rail Automation Corp.	\$44,437.32
1364981	05/25/2021 MODULE, LED WHITE	LUMINATOR HOLDING LP	\$10,467.00

Special Procurements

Fiscal Year 2021 - Third Quarter

Sole Source (Noncompetitive)

Includes a detailed listing of Noncompetitive Procurements, also referred to as "Sole Source" procurements. Noncompetitive Procurements are sometimes awarded for goods and services that are proprietary in nature and/or can only be reasonably purchased from one source.

There are 43 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1365030	05/28/2021 PUSH-BOTTON,DOOR,SIDE,PASSENGE	VAPOR STONE RAIL SYSTEMS	\$7,048.00
1365031	05/28/2021 PUSH-BOTTON,DOOR,SIDE,PASSENGE	VAPOR STONE RAIL SYSTEMS	\$8,674.50
1365035	05/28/2021 BUTTON,PASSENGER,PUSH,INT.STAN	IFE NORTH AMERICA	\$15,120.00
1365054	06/02/2021 REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$2,828.82
1365131	06/07/2021 POLE, END PIECE , PAINTED,TREA	KNORR BRAKE CORP	\$34,500.00
1365139	06/07/2021 THRESHOLD,SIDE DOOR,50"	KINKISHARYO INTERNATIONAL LLC	\$21,867.00
1365170	06/09/2021 REBUILT,PANTOGRAPH,COMPLETE STRUT,UPPER,LEFT,PANTOGRAPH	TRANSTECH OF SC INC	\$23,500.00 \$4,534.53
1365171	06/09/2021 SPRING,EXTENSION,DRIVER SEAT	KSU N.A. LLC	\$2,618.40
1365193	06/15/2021 AUD.IND.,PCB ASSY.	REMOTE CONTROL SYSTEMS INC	\$3,903.00
1365225	06/17/2021 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$20,280.00
1365227	06/18/2021 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$20,280.00
1365238	06/17/2021 REBUILT,MOTOR ASSEMBLY, TRACTI	Toyo Denki Railway Service,LLC	\$20,280.00
1365367	06/28/2021 SHUNT,PANTOGRAPH,35MM X 375MM STRUT,LOWER,WELDED	TRANSTECH OF SC INC	\$3,007.00 \$11,443.30
1365372	06/28/2021 KIT, LIGHT ASSY.,AMBER LED, IN	REMOTE CONTROL SYSTEMS INC	\$23,400.00
1365376	06/28/2021 FIXTURE,W/O BALLAST,LH	LUMINATOR HOLDING LP	\$2,567.62
1365401	06/30/2021 CASHBOX, BV-6000AG/BV-6200 W/O	SPX CORPORATION	\$42,813.70
2057337-01	04/21/2021 Light Rail Vehicle (LRV) Coupler Parts	WABCO PTD CORP	\$227,030.00
2058396-01	06/10/2021 LRV 15 Horsepower D-4-AS Air Compressor Motor	WABCO PTD CORP	\$237,600.00
PO Count = 41 BPO Count = 0 Contract Count = 2			\$1,181,480.01



Special Procurements

Fiscal Year 2021 - Third Quarter

Revenue Generating

Includes a detailed listing of contracts, modifications and/or small purchases that generate revenue for the Agency, if any are procured. Procurements where the amount of the revenue generated is unknown are shown with a zero (0) dollar amount.

There are no Revenue Generating procurements in this Quarter.

Special Procurements

Fiscal Year 2021 - Third Quarter

Deviations to the DART Procurement Regulations

Includes a detailed listing of Deviations requiring approval from the President/CEO.

There are no Deviations to the DART Procurement Regulations procurements in this Quarter.

Special Procurements

Fiscal Year 2021 - Third Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS		
TOWELETTE, DISINFECTING, 6 X 6.75", CANISTER/160 SHEETS	1,400	\$24,500.00
NEC SOFT PHONE LICENSES	1	\$2,628.00
SOAP, HAND CLEANING	500	\$11,375.00
SANITIZER, FOAM, NON-ALCOHOL, HAND, INSTANT (1000ML)	100	\$5,600.00
SPRAY NINE DISINFECTANT, 32 OZ	864	\$6,480.00
WIPES, GERMICIDAL, 5" X 8"	500	\$12,050.00
CARTRIDGE, FOAM HAND SANITIZER	50	\$589.97
ASTM F2100-11 APPROVED PROCEDURAL SAFETY MASK	600	\$38,334.00
MULTI-SURFACE, GLASS, CLEANER & SURFACE, SCENT, FORMULA "409"	400	\$1,220.00
SPRAY NINE DISINFECTANT, 32 OZ	420	\$7,650.00
WIPE, DISPOSABLE, BLEACHED WHITE	400	\$24,800.00
DISINFECTANT, BRUTAB 6S 1 GALLON TABLETS	10	\$2,280.00
DISINFECTANT, BRUTAB 6S 1 QUART TABLETS	10	\$2,442.10
SPRAY NINE DISINFECTANT, 32 OZ	1,020	\$7,599.00
FOGGER SOLUTION, HALOSIL (4 Per case)	36	\$3,560.00
Halo Portable H202 Detector	4	\$6,200.00
Nozzle Assy Kit	20	\$3,500.00
Power Cord, 8", 110VPC	10	\$350.00
Hose, Halo Fogger, 12"	10	\$7,500.00
Tripod, Extra Nozzle Mounting	6	\$450.00
Power Module	4	\$1,180.00
H202 Strip Test Kit	50	\$2,500.00
Suction Cup, Mount, Ex-Nozzle	50	\$2,500.00
Tripod Mounting Ball	6	\$90.00
2019 Lenovo IdeaPad S145-15API	100	\$36,300.00
HEX NUT, STAINLESS STEEL #10-3	1,500	\$86.40
WASHER, FLAT STAINLESS STEEL #1	800	\$18.24
PPE Safety Protection Kits	2,000	\$30,000.00
Tape, Roll, DBLE Side, 1/2"x 60	36	\$1,109.52
Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	32,500	\$13,650.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	33,000	\$10,065.00
PPE Safety Protection Kits	432	\$6,480.00
TOWELETTE	300	\$3,900.00
WIPE, DISPOSABLE, BLEACHED WHITE	150	\$9,480.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	4,500	\$1,755.00
Gloves, Safety, X Large, 5 Mil, Powder Free	25,000	\$10,375.00
GLOVES, SAFETY, MEDIUM, 5 Mil, Low Powder, 50 PR	30,000	\$11,856.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	50,000	\$15,350.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	10,000	\$2,900.00
GLOVES, SAFETY, LARGE, 5 MIL, POWDER FREE, 50 PR	25,000	\$10,375.00
Glove, Safety, Medium, 5 Mil, Low Powder, 50 PR	30,000	\$11,856.00
COVID Disinfection Equipment	50	\$50,000.00
Bottle, 32 OZ, (Empty Spray Bottle)	656	\$2,460.00
GLOVE, SAFETY, XLARGE, 5MIL, LOW POWDER, 50 PR	48,500	\$18,430.00
SOAP, HAND CLEANING	121	\$2,873.75
DISINFECTANT, QUAT 39 1 GALLO (100 Gallons Purchased)	100	\$477.00
Disinfectant, Towelette, Canister Sheets	1,900	\$24,700.00
Disinfectant, Towelette, Canister Sheets	500	\$6,500.00
Disinfectant, Towelette, Canister Sheets	361	\$3,537.80
Disinfectant, Towelette, Canister Sheets	300	\$2,940.00
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	12,300	\$4,860.96
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	20,000	\$7,236.00
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	13,000	\$3,952.00

Special Procurements

Fiscal Year 2021 - Third Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS (continued)		
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	20,000	\$6,080.00
Glove, safety, XLarge, 5 Mil, Low Powder, 50 PR	1,000	\$395.20
Glove, safety, XLarge, 5 Mil, Low Powder, 50 PR	7,500	\$2,697.00
Disinfectant, Spray Nine 32 OZ	188	\$776.44
Disinfectant, Spray Nine 32 OZ	336	\$1,428.00
Wipes, Germical, 5" X 8"	91	\$1,354.08
Sanitizer Cartridge, Hand Foam	75	\$7,443.00
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	25,000	\$8,485.00
Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	57,500	\$17,250.00
SOAP,HAND CLEANING	92	\$2,185.00
Sanitizer Cartridge, Hand Foam	50	\$2,400.00
DISINFECTANT, QUAT 39 55 GALLON DRUM	10	\$2,651.00
Gloves, Safety, Large, 5 Mil, Low Powder, 50 PR	30,000	\$9,000.00
GLOVE,SAFETY,XLARGE,5 MIL,LOW POWDER, 50 PR	150	\$2,697.00
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	45,000	\$15,291.00
CREDIT CARD PURCHASES		
3M Mask	30,000	\$65,970.00
Dropper Bottles for Hand Sanitizer	10,000	\$3,275.35
Apple Macbooks for IT	9	\$29,226.00
Shower Curtain Hocks	Lot	\$250.66
Shower Curtain Hocks	55	\$221.14
Logitech USB Headset for IT	32	\$1,427.65
No Touch Thermometer	30	\$2,556.70
4oz and 2oz bottles	7,000	\$3,630.93
Batteries	192	\$89.16
55 Gallon Drum Hand Sanitizer	1	\$2,944.74
4oz Dropper Bottles	10,000	\$3,200.00
HAND SANITIZER GEL 8 OZ - SOFT TOUCH EVOLUTION NATURAL CAP - CLEAR LABEL	3,000	\$12,771.25
HAND SANITIZER GEL 2 OZ - CYLINDER BLACK CAP - CLEAR LABE	1,000	\$2,610.40
HAND SANITIZER GEL 5 OZ - BOSTON ROUND BLACK CAP - CLEAR LABE	1,000	\$3,750.00
HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL	6	\$277.50
55 Gallon Drum Hand Sanitizer	1	\$962.50
Hand Sanitizer Dispenser 1000 Mil	90	\$735.00
VP200ESK-EA	10	\$7,775.00
Pumps for Drums	2	\$186.62
Antibacterial Pen	6,000	\$3,538.54
Stay Safe Floor Decals OTS Square Cut, 12 x 14	125	\$610.50
Drums of Hand Sanitizers	5	\$6,495.00
KN95 Microgien Mask	4,000	\$15,800.00
BlueJean Subscription	100	\$23,400.00
Hand Sanitizer - 55 Gal	4	\$11,578.96
Hand Sanitizer - Liquid foam - 4/cs	72	\$15,157.44
Infrared Camera Inc Thermometer	100	\$8,225.00
Spare Part - Ball mount	5	\$75.00
Test Strips plus shipping	10	\$448.94
Shipping	1	\$255.48
Triple AAA batteries	144	\$117.44
Shower Curtains	600	\$6,010.99
Shower Curtains	100	\$1,008.51
MASK	5,000	\$6,250.00
KN 95 SAFETY MASK, NON MEDICA	2,300	\$9,315.00
Imperial HDPE Bottles - White 32oz + Trigger Sprays	100	\$635.00

Special Procurements

Fiscal Year 2021 - Third Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
Table Caps for PVC Pipe	230	\$348.17
BACKPACK ELECTROSTATIC SPRAYER	1	\$1,775.00
Wire Rope Clip, 3/16 In, Malleable Iron	1,200	\$1,056.00
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl	3	\$663.57
Shower Curtains	200	\$2,010.99
Wire Rope Clip, 3/16 In, Malleable Iron	100	\$88.00
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl	5	\$1,105.95
PVC Pipe 1 Inch	125	\$270.00
Shower Hooks	125	\$1,591.25
N95 Mask	4,000	\$11,520.00
Hand sanitizer 70%	133	\$15,221.85
Kutol No Touch Dispenser with drip trays	150	\$6,150.00
70% ISOPROPYL ALCOHOL HAND SANITIZING GEL	144	\$5,328.00
Face Shield 9" x 12 1/2" - with Foam Brow Pad	1 Case	\$167.20
KN 95 SAFETY MASK, NON MEDICA	5,000	\$19,500.00
TOTE of Hand Sanitizer	1	\$739.52
SAFETY MASK, 3 PLY, LIGHT BLU	10,000	\$7,900.00
HAND SANITIZER 1 GALLON	10	\$462.50
Coveralls	100	\$734.29
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
New HP LTO 5 tapes C7975A	150	\$3,259.00
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER Drum	1	\$834.57
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER 32OZ	60	\$450.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
PET French Square Bottles with Flip Top Caps 2oz and 4oz	8,000	\$2,861.00
UR CS PLY CTTN FACE MASK	1,334	\$10,115.00
KN 95 SAFETY MASK, NON MEDICAL	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
HAND SANITIZER 1 GALLON - NO PUMP	40	\$1,946.00
GALLON PUMP	20	\$83.00
N95 Mask	4,000	\$21,240.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
THERMAL SAFETY SYSTEM	12	\$45,000.00
Logmein	6	\$7,794.00
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER 5 GALLON PAIL	50	\$4,867.50
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER 55 GALLON DRUM	5	\$4,172.95
DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS	360	\$11,520.00
Antibacterial Pouches	1,000	\$15,851.50
DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS	720	\$23,040.00
Stay Safe Floor Decals OTS Square Cut, 12 x 14	500	\$1,350.00
DISINFECTANT WIPES,	500	\$32,000.00
DISINFECTANT WIPES,	500	\$32,000.00
Hand Sanitizer 55 Gallon Drum	5	\$6,495.00
Hand sanitizer - 1000 Mil 6pk	43	\$4,063.19
Steel Square Tube A500/A513 (Welded) 1.250 X 1.250 X 0.083	259	\$2,867.75
Aluminum Angle 6063T52 2.000 X 2.000 X 0.125	53	\$1,380.24
Hot Rolled Flat Bar 0.125 X 5.000	20	\$658.44
Tactical Gas Mask	24	\$4,505.76
P100 Cans	30	\$1,258.20

Special Procurements

Fiscal Year 2021 - Third Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
Tactical / Riot Helmet w/ Integral Visor Plus Ear & Neck Protector	30	\$5,940.00
Pepperball Launchers	4	\$1,998.98
Hand sanitizer - 1000 Mil 6pk	4	\$373.32
Seat Covers	10,000	\$5,668.00
Hand sanitizer - 1000 Mil 6pk	7	\$668.31
Hand sanitizer - 1000 Mil 6pk	57	\$5,334.81
Hand Sanitizer Dispensers	75	\$615.00
Hand sanitizer 2 oz	5,000	\$10,000.00
Sneeze Gaurd	50	\$5,540.99
Pipe Brackets	800	\$40,973.07
Sneeze Gaurd	25	\$2,826.49
Hand Sanitizer Foaming	375	\$34,998.75
Sneeze Gaurd	4	\$2,962.50
Hand Sanitizer Refill	103	\$12,669.00
Hand Sanitizer Refill	86	\$12,470.00
Hand Sanitizer Refill	20	\$2,900.00
Dispenser for Hand Sanitizer	216	\$1,296.00
Face Mask	100	\$359.97
Empty Bottles for Hand Sanitizer	12	\$177.00
Empty Bottles for Hand Sanitizer	36	\$239.00
8 oz clear PET Cosmo Round Bottle 24-410 with Flip Top Cap	5,200	\$1,346.80
Thermometers	50	\$2,516.99
Covid-19 Social Distancing Bus Seat Signs	10,000	\$5,668.00
Five-Day Personal Protection Kit, 22 Pieces, Resealable Bag, 1 Kit/Pa	20	\$375.00
Dispenser for Hand Sanitizer	500	\$4,000.00
SINGLE PAYMENT REQUESTS		
Flex Wipes	150	\$5,842.50
Flex Wipes	225	\$8,763.75
Flex Wipes	75	\$2,921.25
Cotton Face Mask	4,000	\$17,800.00
Hand Sanitizer Tubes	230,000	\$115,000.00
3M Mask	30,000	\$65,970.00
3 Layer Mask	4,000	\$1,680.00
Wipes	2,000	\$128,000.00
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	60	\$492.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	30	\$2,154.00
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	60	\$5,841.00
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	10	\$8,345.70
KN95NM	79,000	\$236,210.00
Wipes	250	\$80,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	298,000	\$223,500.00
KN95NM	121,000	\$361,790.00
SAFETY MASK, 3 PLY, LIGHT BLUE	102,000	\$76,500.00
DISINFECTANT WIPES,	500	\$179,170.00
DISINFECTANT WIPES,	300	\$96,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
DISINFECTANT WIPES,	500	\$160,000.00
DISINFECTANT WIPES,	548	\$67,659.96
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	228	\$1,869.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	12	\$861.60
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	10	\$973.50
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	5	\$4,172.85
Victory Sprayers Cordless	36	\$27,900.00

Special Procurements

Fiscal Year 2021 - Third Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
SINGLE PAYMENT REQUESTS (continued)		
Victory Sprayers Back Pack	19	\$33,725.00
Wipes	800	\$256,000.00
Wipes	710	\$227,200.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$69,000.00
DISINFECTANT WIPES,	800	\$256,000.00
Spray Nine	1,100	\$9,020.00
DISINFECTANT WIPES,	793	\$151,360.00
SAFETY MASK, 3 PLY, LIGHT BLUE	45,000	\$31,050.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
DISINFECTANT WIPES,	800 Cases	\$256,000.00
Dispenser	40	\$240.00
Dispenser	210	\$1,260.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$50,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$50,000.00
Hand Sanitizer Kutol Foam Refill 1000ML	299	\$43,355.00
Dispenser	97	\$582.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	3	\$68,465.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	4	\$91,315.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	7	\$159,435.00
HaloMist Disinfectant, Non-Hazardous Packed in 252 Gallon IBC totes	5	\$114,169.72
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$250,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	700,000	\$350,000.00
3 PIY MASK INDIVIDUALLY WRAPPED	700,000	\$350,000.00
3 PIY MASK INDIVIDUALLY WRAPPED	500,000	\$200,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$150,000.00
Hand Sanitizer Kutol Foam Refill 1000ML	330	\$38,940.00
CONTRACTS		
C-2055710-01--Halosil Contract		
0753-110FLX Halofogger, FLX, 12ft. Extended Nozzle, 110V, with Digital Timer & Suction Cup Mounts	28	\$296,800.00
0753-EXHA12 12FT Hose Assembly for Extended Nozzle with Suction Cup Mounts	56	\$40,320.00
HSH202 HaloSense--Portable H202 Detector with Low Range Sensor and Battery Charger	5	\$7,000.00
0753-TRIPOD Extra Nozzle Mounting Tripod	13	\$780.00
HM10N0G4 HaloMist Disinfectant Case, x4 1-Gallon (3.8) Bottles	108	\$41,040.00
H202STPS-50 Halosil Chemical Indicator Strip	6	\$243.00
LTL Freight Charges	LOT	\$10,000.00
Contract Amount		\$396,183.00
C-2055600-01 Microsoft Laptops		
Microsoft Laptops	128	\$206,462.00
Contract Amount		\$206,462.00
C-2051412-01 Staff Augmentation		
Servicers for Cleaning of Buses	30	\$172,896.00
Servicers for Cleaning of Rail	20	\$350,000.00
Contract Amount		\$522,896.00

Special Procurements

Fiscal Year 2021 - Third Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
C-2051412-02 Staff Augmentation		
Servicers required for cleaning Buses	35	\$1,979,300.00
Supervisors to supervise Servicers	6	\$349,690.00
Contract Amount		\$2,328,990.00
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-130)		
Gloves,Safety, MED ,5 MIL	1,200	\$16,944.00
Gloves,Safety, LARGE ,5 MIL	1,200	\$16,944.00
Fitting,Barb,1/4" MNPT,3/8"	80	\$79.20
Cloth,Tack,Gold Size 18 X 36,	15	\$20.43
Silicone,Sealant,Black, 11 OZ	96	\$247.10
Lens, Faceshield, Universal HO	24	\$144.41
Contract Amount		\$34,379.14
Barrier Shield Project		
Aluminum Sheet, 48" x 144"	12	\$284.20
Washer, Fender, 5/16 x 1 1/2 (BOX of 100)	65	\$652.47
Contract Amount		\$936.67
C-2057095-01 Driver Barrier Shield		
NABI Driver Shield	500	\$175,000.00
New Flyer Transit	50	\$17,500.00
Proterra Driver Shield	10	\$3,500.00
ARBOC Driver Shield	125	\$40,625.00
New Flyer Suburban Driver Shield	52	\$27,040.00
Contract Amount		\$263,665.00
C-2057970-01 Mask Dispenser & Bracket		
Face Mask Dispenser	1,200	\$341,268.00
Face Mask Dispenser Bracket for C-Car	200	\$73,000.00
Hand Sanitizer Brackets with Hardware	1,200	\$22,128.00
90 Degree Arm	630	\$78,750.00
Backing Plate (A/B Car) Fleet 50-54	361	\$131,765.00
90 Degree Arm with 10 Degree Offset	120	\$15,000.00
Contract Amount		\$661,911.00
C-2058307-01 Service for Mask Dispensers		
Installation of Mask Dispensers, Mask Dispenser Brackets, and Hand Sanitizer Dispensers with Hardware	2,356	\$136,648.00
Contract Amount		\$136,648.00

Special Procurements

Fiscal Year 2021 - Third Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
C-2058787-01 Sneeze Guard Barriers		
16" Tall Guard (62" Cubicle Height) 18" W, 1/4" thick CL PC Plastic	155	\$3,224.00
16" Tall Guard (62" Cubicle Height) 24" W, 1/4" thick CL PC Plastic	585	\$15,210.00
16" Tall Guard (62" Cubicle Height) 30" W, 1/4" thick CL PC Plastic	107	\$3,718.25
16" Tall Guard (62" Cubicle Height) 36" W, 1/4" thick CL PC Plastic	1,011	\$39,327.90
16" Tall Guard (62" Cubicle Height) 42" W, 1/4" thick CL PC Plastic	72	\$3,117.60
16" Tall Guard (62" Cubicle Height) 48" W, 1/4" thick CL PC Plastic	915	\$39,619.50
16" Tall Guard (62" Cubicle Height) 60" W, 1/4" thick CL PC Plastic	347	\$18,738.00
16" Tall Guard (62" Cubicle Height) 72" W, 1/4" thick CL PC Plastic	1	\$65.00
36" Tall Guard w/slot (42" Desktop) 18" W, 1/4" thick CL PC Plastic	1	\$66.50
36" Tall Guard w/slot (42" Desktop) 24" W, 1/4" thick CL PC Plastic	70	\$3,115.00
36" Tall Guard w/slot (42" Desktop) 30" W, 1/4" thick CL PC Plastic	1	\$60.00
36" Tall Guard w/slot (42" Desktop) 36" W, 1/4" thick CL PC Plastic	33	\$1,980.00
36" Tall Guard w/slot (42" Desktop) 48" W, 1/4" thick CL PC Plastic	75	\$5,906.25
36" Tall Guard w/slot (42" Desktop) 60" W, 1/4" thick CL PC Plastic	31	\$3,022.50
36" Tall Guard w/slot (42" Desktop) 72" W, 1/4" thick CL PC Plastic	1	\$115.00
12" Tall Guard (75" Cubicle Height) 30" W, 1/4" thick CL PC Plastic	7	\$232.75
12" Tall Guard (75" Cubicle Height) 42" W, 1/4" thick CL PC Plastic	49	\$1,898.75
24" Tall Guard (52" Cubicle Height) 24" W, 1/4" thick CL PC Plastic	8	\$286.00
24" Tall Guard (52" Cubicle Height) 36" W, 1/4" thick CL PC Plastic	12	\$798.00
24" Tall Guard (52" Cubicle Height) 48" W, 1/4" thick CL PC Plastic	13	\$1,010.75
24" Tall Guard (52" Cubicle Height) 60" W, 1/4" thick CL PC Plastic	6	\$585.00
16" Tall Guard (48.75" Cubicle Height) 18" W, 1/4" thick CL PC Plastic	230	\$4,772.50
16" Tall Guard (48.75" Cubicle Height) 24" W, 1/4" thick CL PC Plastic	226	\$5,876.00
16" Tall Guard (48.75" Cubicle Height) 60" W, 1/4" thick CL PC Plastic	65	\$3,510.00
Miscellaneous-End Cap 24" x 36" with Tapered Edge	67	\$4,455.50
Miscellaneous-Corner Station 2" x 2" (16 Tall Guard)	307	\$3,070.00
Miscellaneous-Clips 2" x 2-1/2" with Tapered Edge	10,000	\$70,000.00
Miscellaneous-Shipping & Delivery	1	\$750.00
Contract Amount		\$234,530.75
C-2032257-01 LRV Cleaning		
Mod #4-Option to Extend Services Per Exhibit D	1	\$3,017,360.00
Mod #5-Option to Extend Services Per Exhibit D	1	\$2,175,000.00
Contract Amount		\$5,192,360.00
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-109)		
Line 1: DUST MASK, DISPOSABLE, 3M# 821	400	\$6,664.00
Contract Amount		\$6,664.00
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-350)		
Line 1: Gloves, Safety, Large, 5Mil, Powder Free, 50 PR	650	\$9,178.00
Contract Amount		\$9,178.00
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-385)		
Line 1: Wipe Disposable. bleach	128	\$10,114.56
Contract Amount		\$10,114.56

Special Procurements

Fiscal Year 2021 - Third Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
C-2060458-01 Bus Towing Services (5006264-1) Per PR-805		
Line 1: 2013-2015 NABI' AND 40' bus, per exhibit H, Statement of Work	24	\$7,200.00
Line 2: 2016 New Flyer 40' bus, per Exhibit H, Statement of Work	72	\$21,600.00
Line 3: 2014 & 2016 Arboc 26' bus, per Exhibit H, Statement of Work	96	\$21,600.00
Line 4: 2017 Proterra 35" bus, per Exhibit H, Statement of Work	24	\$7,200.00
Line 5: 2019 New Flyer 40" bus, per Exhibit H, Statement of Work	48	\$14,400.00
Line 6: GOA (Gone on Arrival)	8	\$1,200.00
Line 7: Extensive Labor	20	\$1,500.00
Line 8: Extenuating Vehicle Recovery Circumstances	120	\$24,000.00
Contract Amount		\$98,700.00
C-2040659-01 (5005731-328)		
Line 3: WIPE, DISPOSABLE, BLEACHED WHITE;	647	\$51,125.94
Contract Amount		\$51,125.94
C-2040659-01 (5005731-309)		
Line 9: Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	2,000	\$28,744.00
Contract Amount		\$28,744.00
C-2040659-01 (5005731-336)		
Line 1: Disinfectant Cleaner, 1 Gal	69	\$1,635.16
Contract Amount		\$1,635.16
C-2040659-01 (5005731-34)		
Line 1: Disinfectant Cleaner, 1 Gal	96	\$2,275.01
Contract Amount		\$2,275.01
C-2040659-01 (5005731-118)		
Line 1: Disinfectant Cleaner, 1 Gal	500	\$11,849.00
Contract Amount		\$11,849.00
C-2040659-01 (5005731-112)		
Line 1: Disinfectant Cleaner, 1 Gal	144	\$3,412.51
Contract Amount		\$3,412.51
C-2040659-01 (5005731-284)		
Line 1: Disinfectant Cleaner, 1 Gal	144	\$3,412.51
Contract Amount		\$3,412.51
C-2040659-01 (5005731-336)		
Line 1: Disinfectant Cleaner, 1 Gal	69	\$1,635.16
Contract Amount		\$1,635.16
C-2040659-01 Miscellaneous Bus, Rail, and Facility Stock Items (5005731-428)		
Line 1: Wipe Disposable. bleach	260	\$20,545.20
Contract Amount		\$20,545.20
TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 264 TOTAL	6,677,460	\$17,657,116.68

Active Requirements Contracts

\$250,000+ Only and Expiring between 07/01/2021 and 06/30/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
2036916-01	INIT Innovations in Transport	LRV APC Retrofit Fleet 52	07/02/2021	\$878,533
2057095-01	Allied Plastic Supply LLC	Operator Barrier Shields	07/02/2021	\$263,665
2024026-01	Triad Commercial Services, Ltd	Bus Stop Amenity Cleaning	08/05/2021	\$2,303,168
2055710-01	Halosil International, Inc.	HaloFoggers Disinfecting Equipment	08/17/2021	\$396,183
2054634-01	Orgo-Thermit, Inc.	Rail Grinding	08/17/2021	\$539,595
2046091-01	WABTEC	Pneumatic Door Components Five Year Overhaul Kits	08/19/2021	\$600,215
2057970-01	AG Industries LLC	Mask Dispensers & Hand Sanitizer Brackets	08/20/2021	\$661,900
2047617-01	Creative Bus Sales, Inc.	Miscellaneous ARBOC Parts for DART's Smart Bus	08/25/2021	\$1,389,432
2047617-02	Kirk's Automotive Inc.	Miscellaneous ARBOC Parts for DART's Smart Bus	08/25/2021	\$387,400
2052270-01	Texas Elite Facility Services	Janitorial and Custodial Services	08/25/2021	\$509,100
2039318-01	Stellar Services, Inc.	Spear Software Maintenance	09/03/2021	\$519,876
2055065-01	Mackenzie Laboratories, Inc	TRE Automatic Train Announcement System (ATAS)	09/18/2021	\$1,201,944
2040659-01	PD MORRISON ENTERPRISES	Miscellaneous Bus, Rail, and Facility Stock Items	09/29/2021	\$1,492,046
2005220-26	DAL-TECH Engineering, Inc.	Comprehensive Professional Services	09/30/2021	\$7,551,431
2040434-01	AlphaVu	Data Mining	09/30/2021	\$381,600
2048937-01	Black Box Network Svices	VOIP On-Site Support	09/30/2021	\$351,040
2044868-01	Penn Machine Company	Kit 21 Disc and Hardware for LRV	09/30/2021	\$1,030,896
2045472-01	TransTech of SC, Inc.	Carbon Shoe Inserts	09/30/2021	\$481,656
2048937-02	Norstan Communications, Inc	VOIP On-Site Support	09/30/2021	\$351,040
2051931-01	Texas General Land Office	Natural Gas FY2021-2022	09/30/2021	\$4,122,082
2048280-01	Jarrett Walker+Associates, LLC	Updated Bus Transit Plan	10/01/2021	\$494,594
2054637-01	Republic Waste Services	Trash Disposal and Recycling Services	10/25/2021	\$396,924
2043785-01	Carahsoft Technology Corp	ServiceNow Software Subscription Services	10/31/2021	\$1,225,460
2026141-01	Metropolitan Security Services	Armed Security Guard Services	11/21/2021	\$19,611,699
2047827-01	Penn Machine Company	LRV Tire Installation Kit	12/10/2021	\$2,622,183
2041904-01	Tolar Manufacturing Co., Inc	Bus Stop Amenities	12/12/2021	\$4,028,620
2048627-01	WABTEC	Light Rail Vehicle HVAC and Door Sys Replacement	12/13/2021	\$528,200
2048535-01	Neopart Transit LLC	Front and Rear Disc Brake Pad Kits	12/13/2021	\$318,775
2049160-01	Railroad Friction Products Cor	Light Rail Vehicle (LRV) Disc Brake Shoe Kits	12/13/2021	\$346,402
2035314-01	Stewart & Stevenson LLC	Allison Transmission Kits for NABI Bus Fleet	12/15/2021	\$1,089,740
2027459-02	Progress Rail Services	TRE Locomotive Purchase	12/24/2021	\$5,026,669
2031954-02	WEX Bank	NRV Fuel Management	12/30/2021	\$2,135,929



Active Requirements Contracts

\$250,000+ Only and Expiring between 07/01/2021 and 06/30/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year				
2002836-01	Clean Energy	CNG Fuel Station Maintenance	12/31/2021	\$13,576,772
2032036-01	Unum Insurance Company	Life and AD&D Insurance	12/31/2021	\$9,602,514
2026895-01	HealthSCOPE Benefits	Third-Party Administrator Services	12/31/2021	\$8,253,939
2030591-01	Baylor Scott & White Quality	ACO Medical Plan Services	12/31/2021	\$2,200,000
2032257-01	HALLCON CORPORATION	Light Rail Vehicle Cleaning Services	12/31/2021	\$12,622,713
2043783-01	MedWatch, LLC	Concierge Service Medical Plan	12/31/2021	\$304,809
2053265-01	UnitedHealthcare	Retiree Medical Coverage	12/31/2021	\$1,022,824
2024740-01	Willis of Texas, Inc.	Operations Insurance Broker	01/17/2022	\$361,062
2049275-01	SUTRAK Corporation	Rebuild of the Bus Air Conditioning Sys Generators	01/17/2022	\$747,240
2024740-02	Willis Towers Watson Insurance	Operations Insurance Broker	01/17/2022	\$257,898
2010350-01	immixTechnology, Inc.	Time and Attendance	01/25/2022	\$1,904,079
2041903-03	Gilbert May, Inc.	On Call Construction RPD	01/28/2022	\$750,616
2041903-02	Real Network Services, Inc.	On Call Construction RPD	01/28/2022	\$584,958
2028021-02	US HealthWorks	Occupational Medical Services	01/30/2022	\$587,798
2038267-01	22nd Century Technologies, Inc	IT Staff Augmentation Services	02/05/2022	\$5,949,800
2038267-02	Peak Performers	IT Staff Augmentation Services	02/05/2022	\$4,000,000
2042110-01	ITK Technologies, LLC	Lawson Managed Services	02/07/2022	\$743,400
2028021-03	Occupational Health Centers	Occupational Medical Services	02/10/2022	\$568,602
2033099-01	Triad Commercial Services, Ltd	Property Management DART HQ and Police HQ	02/13/2022	\$5,985,689
2051528-01	Cherokee Coatings, LLC.	Paint Exisiting TRE Fleet	02/24/2022	\$993,001
2045473-01	Teknoware Inc	LRV Destination Signs	02/25/2022	\$413,229
2021213-01	Triad Commercial Services, Ltd	Janitorial Services- Rail and Bus Facilities	02/28/2022	\$14,678,523
2029444-01	Van Scoyoc Associates, Inc.	Washington DC Representation	02/28/2022	\$1,210,000
2050121-01	INFOR (US) Inc.	Lawson Maintenance and Support	02/28/2022	\$1,981,674
2029795-02	AT&T	AT&T Cellular Services and Equipment	04/06/2022	\$1,174,916
2032359-01	Meteorcomm LLC	PTC Radio Purchase	04/13/2022	\$5,100,000
2028706-01	Cummins Southern Plains, LLC	Repower Kit for NABI CNG Bus	04/27/2022	\$7,189,678
2034401-01	Edens Touch Diversified LLC	Grounds Maintenance and Vegetation Control	04/28/2022	\$1,535,882
2044600-01	Kim Tindall & Associates, LLC	Court Reporting Services	04/30/2022	\$392,171
2029745-02	Progress Rail Services	Mid-Life Overhaul for Two TRE Locomotives	05/03/2022	\$4,165,542
2051799-01	Wabtec	Miscellaneous LRV (Light Rail Vehicle) Brake	05/04/2022	\$2,335,531
2051925-01	Midwest Bus	Bike Rack Repair Components for DARTs Bus Fleet	05/06/2022	\$370,092
2050453-01	Bombardier	Rebuild Misc LRV Electric Rail Prop Components	05/13/2022	\$325,235
2012731-02	WSP USA Inc.	Asset Management Plan & Consulting Services	05/14/2022	\$1,047,781
2054758-01	Southwest International Trucks	Tow Trucks	05/27/2022	\$881,877
2054964-01	Critical Start LLC	Info and Network Security Provider	05/31/2022	\$4,031,377
2058308-01	Proterra Inc	40' long Range Bus	06/11/2022	\$777,567
2027710-02	Unwire Payments & Mobility ApS	Mobile Ticketing Application Services	06/26/2022	\$5,434,725
2051654-01	Alstom Signaling Operation LLC	SCADA Control System Upgrade	06/28/2022	\$6,944,539
Total Contracts = 71			Total Value of All Contracts Above:	\$194,246,049



Upcoming Procurement Opportunities

As of July 1, 2021

Miscellaneous ARBOC Engine Parts

Upcoming Item: **B-2063270**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Miscellaneous ARBOC Engine Parts for DARTs Smart Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation- Transit Bus Accessories and Parts

Armed Security Guard Services

Upcoming Item: **P-2063659**

Type of Posting: Request for Proposal (RFP)

Description:

DART Police is looking to procure an armed security guard contract. The contractor shall provide armed security guards with and without patrol vehicles, for the purpose of patrolling DART's properties and facilities, providing armed escort for revenue agents and ticket vending machine (TVM) mechanics, monitoring security consoles, checking visitors in and out of facilities and controlling parking in the garage located at 1401 Pacific Avenue.

The NIGP code associated with this event is:

990 Security, Fire, Safety, and Emergency Services

Safety and Security Improvements for Downtown Dallas Stations

Upcoming Item: **B-2063537**

Type of Posting: Invitation for Bid (IFB)

Description:

The Dallas Area Rapid Transit (DART) Authority is soliciting bids from qualified firms to provide Construction Services for the Safety and Security Improvements for Downtown Dallas Stations Project.

The NIGP codes associated with this event are:

912 General Construction Services

913 Construction Services, Heavy, including Maintenance and Repair Services

914 Construction Services, Trades, New Construction

Upcoming Procurement Opportunities

As of July 1, 2021

M&T Test Equipment Calibration

Upcoming Item: **B-2063820**

Type of Posting: Invitation for Bid (IFB)

Description:

Contract for the calibration and repair of the Authority's Measuring and Test Equipment utilized for the repairs of revenue equipment and systems.

The NIGP code associated with this event is:

992 Testing and Calibration Services

Chiller Replacement

Upcoming Item: **B-2063821**

Type of Posting: Invitation for Bid (IFB)

Description:

Replacement of the 101 N. Peak St. 70 Ton Air cooled Chiller plant.

The NIGP code associated with this event is:

031 Air Conditioning, Heating, and Ventilating Equipment, Parts

Waste Disposal and Recycling Services

Upcoming Item: **B-2063890**

Type of Posting: Invitation for Bid (IFB)

Description:

DART is looking to procure trash and recycling disposal services.

The NIGP code associated with this event is:

926 Environmental and Ecological Services

CNG Medium Duty Buses

Upcoming Item: **P-2063750**

Type of Posting: Request for Proposal (RFP)

Description:

This procurement is for 27 Low Floor, Medium-Duty Compressed Natural Gas buses.

The NIGP code associated with this event is:

556 Mass Transportation-Transit Bus

Upcoming Procurement Opportunities

As of July 1, 2021

NABI Miscellaneous Parts Air Valve, Engine Sensor & Harness Parts

Upcoming Item: **B-2063027**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for NABI Miscellaneous Parts Air Valve, Engine Sensor & Harness Parts.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

EGR Cooler Assembly for DART's CNG Bus Fleet

Upcoming Item: **B-2063030**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase NABI Miscellaneous Parts (EGR Cooler Assembly) for DART's CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Fully Synthetic Transmission Fluid

Upcoming Item: **B-2062019**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Allison Transynd Fully Synthetic Transmission Fluid for DART's CNG NABI and New Flyer Bus Fleets.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Collision Repair Services for DART's Non-Revenue Vehicles (NRV) Fleet

Upcoming Item: **B-2063334**

Type of Posting: Invitation for Bid (IFB)

Description:

The Dallas Area Rapid Transit Authority (DART) seeks a provider to furnish Collision Repair Services for DART's Non-Revenue Vehicles (NRV) Fleet.

The NIGP codes associated with this event are:

928 Equipment Maintenance and Repair Services for Automobiles

928-19 Body and Framework (Including Undercoating)

Upcoming Procurement Opportunities

As of July 1, 2021

Rebuild (ABC Rated) Fire Extinguishers Complete Cylinder Assembly for DART's Bus Fleets

Upcoming Item: **B-2062009**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Rebuild (ABC Rated) Fire Extinguishers Complete Cylinder Assembly for DART's Bus Fleets.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Asbestos Abatement and Demolition Services

Upcoming Item: **B-2062246**

Type of Posting: Invitation for Bid (IFB)

Description:

The Dallas Area Rapid Transit Authority (DART) seeks qualified firms interested in providing abatement of asbestos-containing materials (ACM) and structural demolition services. Demolition activities may be limited to removal of interior items or encompass an entire structure. The Authority may also require mold remediation and/or lead-based paint abatement.

The NIGP codes associated with this event are:

345 First Aid and Safety Equipment and Supplies, Except Nuclear and Welding

909 Building Construction Services, New, Including Maintenance and Repair Services

910 Building Maintenance, Installation and Repair Services

912 Construction Services, General, Including Maintenance and Repair Services

926 Environmental and Ecological Services

Pantograph Assembly used on DART's Kinkisharyo LRV Fleets

Upcoming Item: **B-2060549**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Pantograph Assembly used on DART's Kinkisharyo LRV Fleets.

The NIGP code associated with this event is:

559 Mass Transportation - Rail Vehicle Parts & Accessories

Upcoming Procurement Opportunities

As of July 1, 2021

Module Ignition Control Parts

Upcoming Item: **B-2062326**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Module Ignition Control Parts for DART's NABI Low Floor CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation- Transit Bus Accessories and Parts

Thermostat and Crankshaft Parts for NABI Low-Floor CNG Bus Fleet

Upcoming Item: **B-2062327**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Thermostat and Crankshaft Parts used on Dallas Area Rapid Transit (DART) NABI Low-Floor CNG Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories And Parts

Rebuilt Motor Condenser

Upcoming Item: **B-2061282**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase tasers for Rebuilt Motor Condenser.

The NIGP code associated with this event is

559 Mass Transportation Rail Vehicle Parts and Accessories



let's go.

DALLAS AREA RAPID TRANSIT • P.O. BOX 660163 • DALLAS, TX 75266