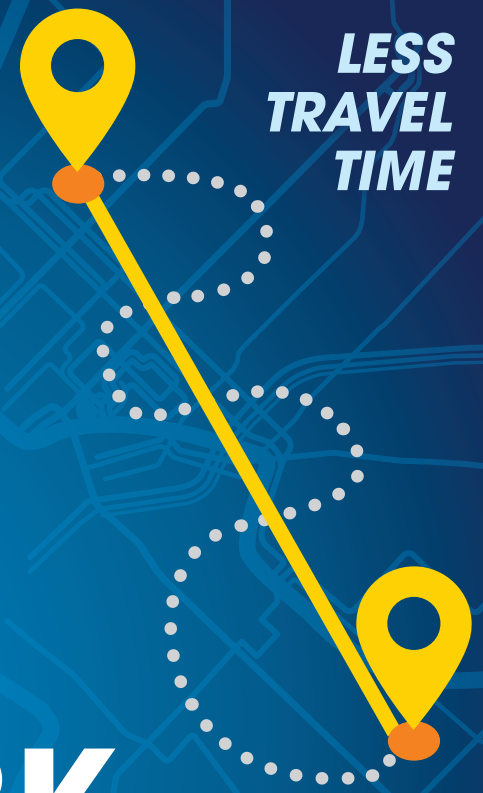


**DALLAS AREA RAPID TRANSIT
QUARTERLY OPERATING,
FINANCIAL PERFORMANCE,
AND COMPLIANCE REPORTS**



**INCREASED
FREQUENCY**



**LESS
TRAVEL
TIME**

A NEW BUS NETWORK



BETTER ACCESS



**IMPROVED
SERVICE**

DART BOARD MEMBERS

Robert C. Dye
Plano, Farmers Branch

Mark Enoch
Garland, Rowlett,
Glenn Heights

Carmen Garcia
Dallas

Flora 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

Paul N. Wageman
Plano

Hosanna Yemiru
Dallas

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

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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 ridesharing, 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 6). Our headquarters is located in downtown Dallas. Under the Act, we are authorized to collect 1% sales 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. The most recent opening was a 2.6-mile extension of the Blue Line south 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 14 s 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 benefit the region by providing a sustainable system of innovative, affordable, reliable, and safe mobility options for our riders that enhances the quality of life and stimulates economic development.

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: Transforming our region with mobility options that connect people, communities and destinations



Vision Statement:

Transforming our region with mobility options that connect people, communities and destinations

Mission Statement:

The mission of Dallas Area Rapid Transit is to benefit the region by providing a sustainable system of innovative, affordable, reliable and safe mobility options for our riders that enhances the quality of life and stimulates economic development.

DART Board Strategic Priorities - The DART Board has adopted strategic priorities to guide Agency initiatives which, in turn, drive the FY 2022 budget.

Strategic Priorities

1. Enhance the service and safety experience through customer focused initiatives
2. Demonstrate 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. Continue 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.

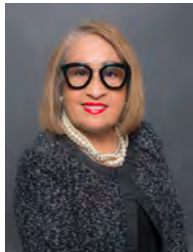
Governance and Management Structure

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.

DART BOARD MEMBERS



Carmen Garcia
Dallas



Robert C. Dye
Assistant Secretary
Farmers Branch and Plano



Mark C. Enoch
Garland, Glenn Heights, and Rowlett



Flora M. Hernandez
Dallas



Doug Hrbacek
Carrollton and Irving



Jonathan R. Kelly
Garland



Patrick J. Kennedy
Dallas



Jon-Bertrell Killen
Dallas



Michele Wong Krause
Chair
Dallas



Eliseo Ruiz III
Dallas and Cockrell Hill



Rodney Schlosser
Secretary
Dallas



Gary Slagel
Vice-Chair
Addison, Highland Park, Richardson, and University Park



Rick Stopfer
Irving



Paul N. Wageman
Plano



Hosanna Yemiru
Dallas

Exhibit 2 is a map of the DART Service Area.

Exhibit 2

DART Service Area



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 employee training.
- 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
Nadine Lee	President / Chief Executive Director	2021
Nicole Fontayne-Bardowell	Executive Vice President, Chief Administrative Officer, Interim Chief Financial 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
Brad Cummings	Vice President, Procurement	2021
Doug Douglas	Vice President, Mobility Management Services	1990
Rosa Medina-Cristobal	Vice President, Human Resources	2020
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
Lisa Taylor	Interim Vice President, Rail Operations and Administration	2008
Jaime Aleman	Interim Vice President, Rail Maintenance, Infrastructure and Capital Projects	2007
Alicia Walker	Interim Vice President, Bus Operations	2019
Donna Johnson	Vice President, Chief Safety Officer	2004
Nancy Johnson	Director of the Office of Board Support	1999
Gabriel Beltran	Interim Vice President, Diversity	2001
Bonnie Murphy	Vice President, Commuter Rail	2017
Rob Smith	Interim Vice President, Planning and Development	2006
Vacant	Vice President, Capital Design and Construction	
Kay Shelton	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
David Ehrlicher	Vice President, Real Property and Transit Oriented Development	2002

Employees and Employee Relations

There are 3,762 full-time salaried and hourly positions included in the FY 2022 Annual Budget.

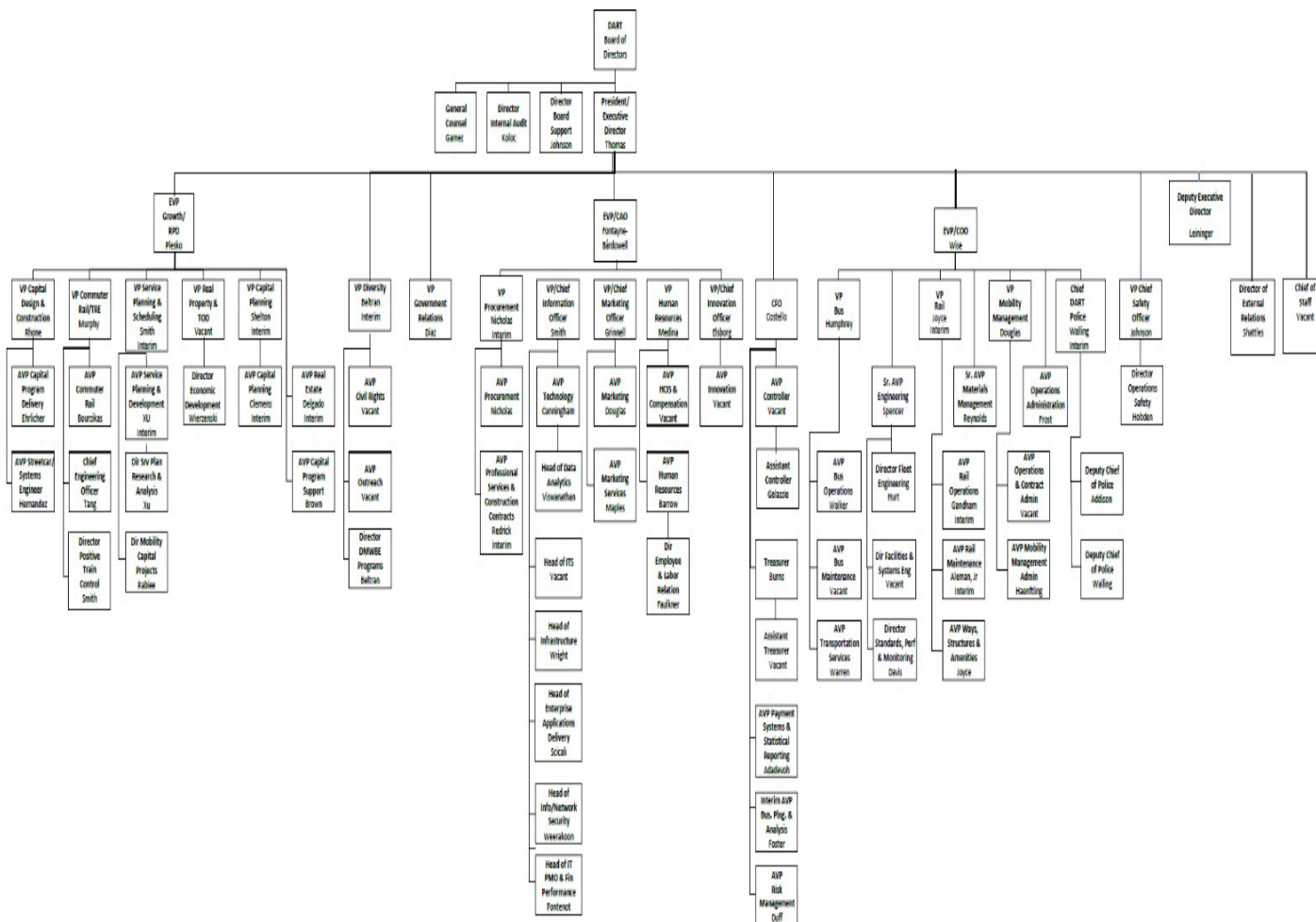
The Amalgamated Transit Union, Local 1338, represents the majority of our operators, mechanics, and call center personnel. As a Texas governmental entity, we are not legally permitted to collectively bargain or sign labor contracts with these employee representatives. We do, however, meet and confer with these representatives on hourly employee issues, compensation, and benefits.

DART is organized broadly along the following functional lines (“organizational units”; see Exhibit 4 on the following page).

- ***Customer Care and Service Delivery*** is charged with providing efficient, effective, 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 and Community Relations*** is the agency’s key liaison with federal, state, regional and local elected officials and stakeholder and community 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 DART Organization Chart



The DART Transportation System

Our current public transportation services include:

- Bus Transit service, including DART On-Call and Flex services;
- Light Rail Transit service;
- Commuter Rail service;
- Mobility Management services, including ADA Complementary Paratransit services;
- Rideshare matching services for carpools and vanpools; and
- Special Event service, provided through the modes listed above.

Exhibit 5 highlights total system ridership by mode for the last ten years along with budgeted ridership for Fiscal Year FY 2020 and FY 2021.

Exhibit 5 Ridership by Mode (in Millions)

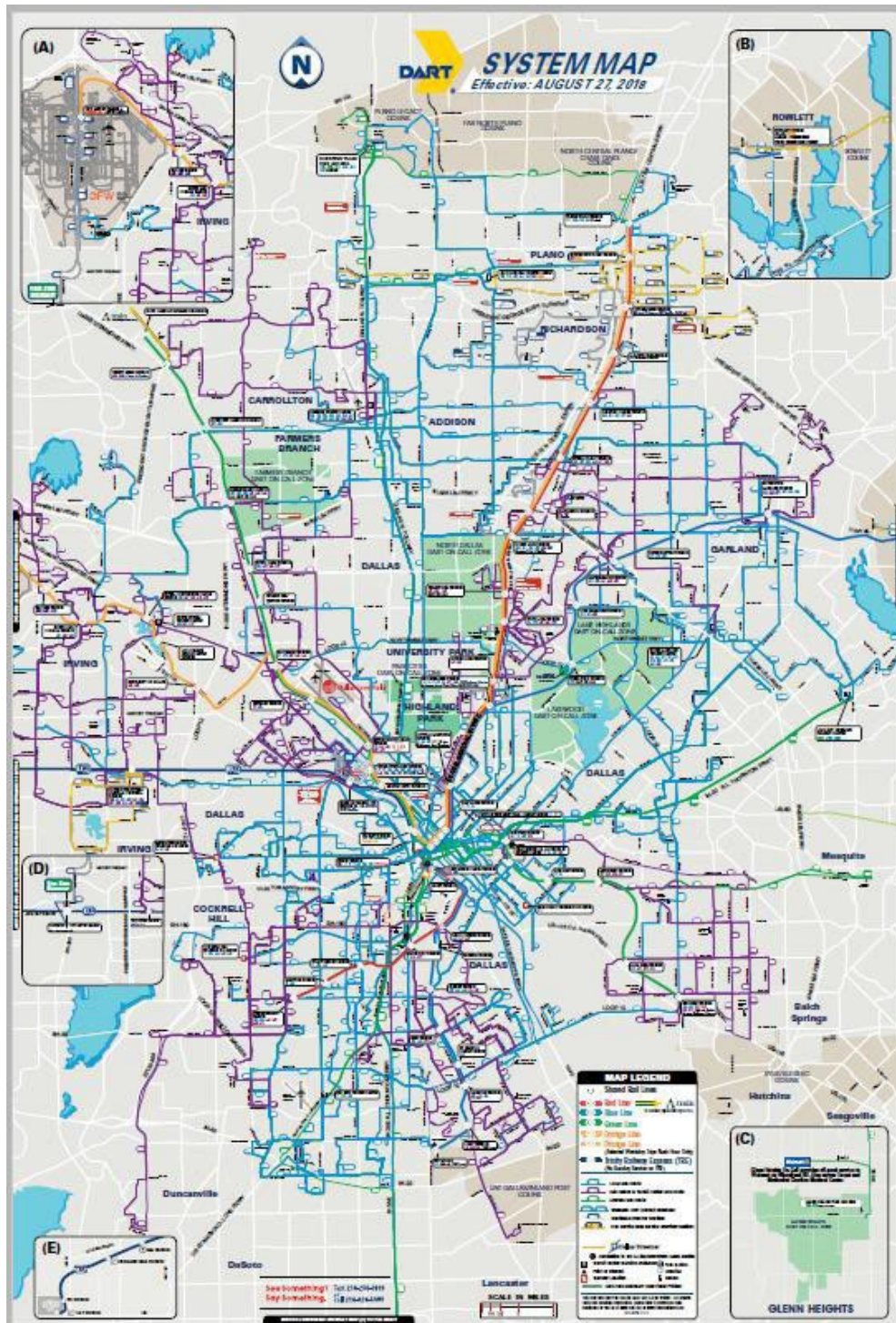
Fiscal Year	Bus	LRT*	Commuter Rail	Paratransit	Vanpool	Total **
2010	38.0	17.8	2.5	0.8	0.9	60.0
2011	37.2	22.3	2.4	0.8	1.0	63.7
2012	38.7	27.7	2.3	0.8	1.0	70.5
2013	38.0	29.5	2.1	0.8	0.9	71.3
2014	37.4	29.5	2.3	0.8	0.9	70.8
2015	36.5	29.9	2.2	0.8	0.9	70.3
2016	33.7	29.8	2.1	0.8	0.8	67.1
2017	32.1	30.1	2.1	0.8	0.7	65.8
2018	30.3	29.0	2.0	0.8	0.6	62.7
2019	38.7	28.6	2.0	0.9	0.6	70.8
2020B	38.1	29.4	2.0	0.9	0.6	70.8
2021B	25.8	19.2	1.3	0.9	0.6	47.9

* Streetcar ridership is included in the LRT totals.

**Reporting of HOV ridership was discontinued effective 10/01/2015. Without HOV, Total Agency Ridership will not match previously reported totals.

Note: Automatic Passenger Counter (APC) data used for LRT beginning in 2012, Bus and Commuter Rail beginning in 2019. The counters have proven to be considerably more accurate than our previous manual ridership counting methodology. The APCs show that we have been underreporting ridership by approximately 23%.

Exhibit 6 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 2021 including:

Forbes

America's Best-In-State Employer

Government Finance Officers Association

Distinguished Budget Presentation Award

South West Transit Association (SWTA)

2021 SWTA Spotlight Award

Campaign Awards

South West Transit Association (SWTA)

2021 SWTA Hit the Spot

Special Events Awards

South West Transit Association (SWTA)

2021 SWTA Hit the Spot

Social Media Awards

DFW Clean Cities Fleet

2021 DFW Clean Cities Shining Star for both NOX & GGE reductions

Gold Fleet Awards

Asian American Contractors & Professional Association (AACATX)

2021 Outstanding Public Entity of the Year

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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 outlined in the Fiscal Year (FY) 2022 Annual Budget. This report is for the first quarter of FY 2022, ending December 31, 2021.

Exhibit 1 KPI Summary

Indicators	1 Quarter FY 2022					
	Current Quarter			Year To Date		
	Actuals	Target	Status	Actuals	Target	Status
Customer/Quality Indicators						
Total Agency Ridership (M)	10.86	10.44	✓ 104.00%	10.86	10.44	✓ 104.00%
Fixed-Route Ridership (M)	10.68	10.25	✓ 104.13%	10.68	10.25	✓ 104.13%
Subsidy Per Passenger - Total System	\$11.44	\$13.22	✓ 86.54%	\$11.44	\$13.22	✓ 86.54%
Subsidy Per Passenger - Fixed-Route	\$10.68	\$12.20	✓ 87.54%	\$10.68	\$12.20	✓ 87.54%
On-Time Performance - Fixed Route	88.96%	89.67%	⚠ 99.21%	88.96%	89.67%	⚠ 99.21%
Complaints Per 100,000 Passengers - Fixed-Route	49.08	36.05	✗ 136.17%	49.08	36.05	✗ 136.17%
Accidents Per 100,000 Miles - Fixed-Route	2.54	2.05	✗ 123.92%	2.54	2.05	✗ 123.92%

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 2019 through 2021 and compares the FY 2022 target to Current Quarter and Year-To-Date results.

With a single or double decimal precision, KPIs presented in the charts represent whole number values; therefore, variances discussed in the text may or 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, the FY 2022 target will probably be met or exceeded. (At or better than Target)



Yellow – Current performance is below target, but the FY 2022 target may be met. (Less than 5% off Target)

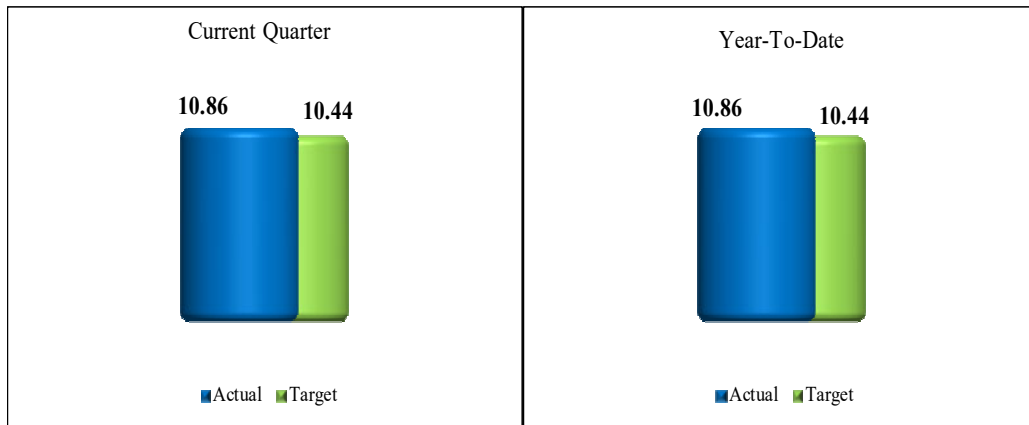


Red – Current performance is below target, and the FY 2022 target will probably not be met. (5% or more off Target)

Ridership

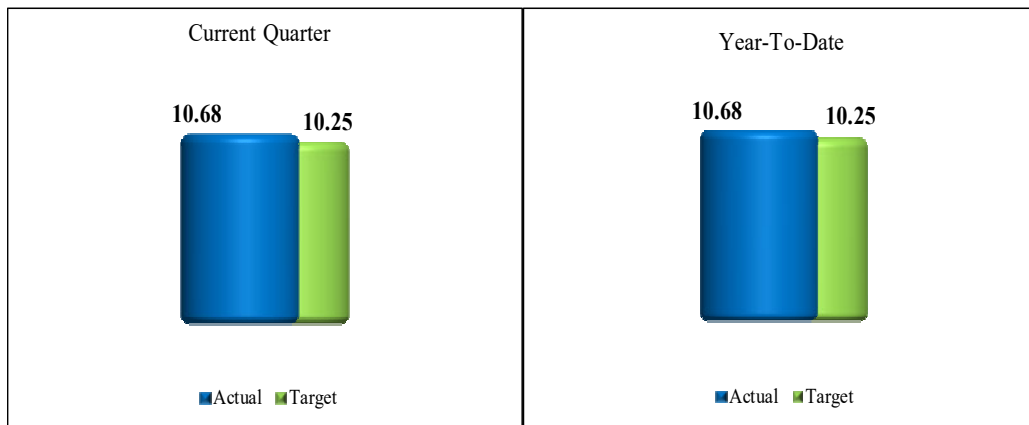
Ridership will continue to be impacted by the effects of COVID-19 and as the new bus network changes continue to be implemented. Nonetheless, with more people getting vaccinated and feeling more comfortable using transit, more employees returning to work on-site, schools back in person, and warmer weather, DART system ridership has been consistently edging up. In addition, the State Fair of Texas also returned as an in-person event from September 25, 2021, through October 17, 2021, which helped boost ridership during the first two weeks of FY 2022.

Exhibit 2
Total Agency Ridership
(in Millions)



Total Agency Ridership: Year-to-Date as of December 31, 2021, is 10.86 million, 0.42 million above (better than) the target of 10.44 million.

Exhibit 3
Fixed Route Ridership
(in Millions)



Fixed-Route Ridership: Year-to-Date as of December 31, 2021, is 10.68 million, 0.43 million above (better than) the target of 10.25 million.

Exhibit 4 Agency Ridership Scorecard

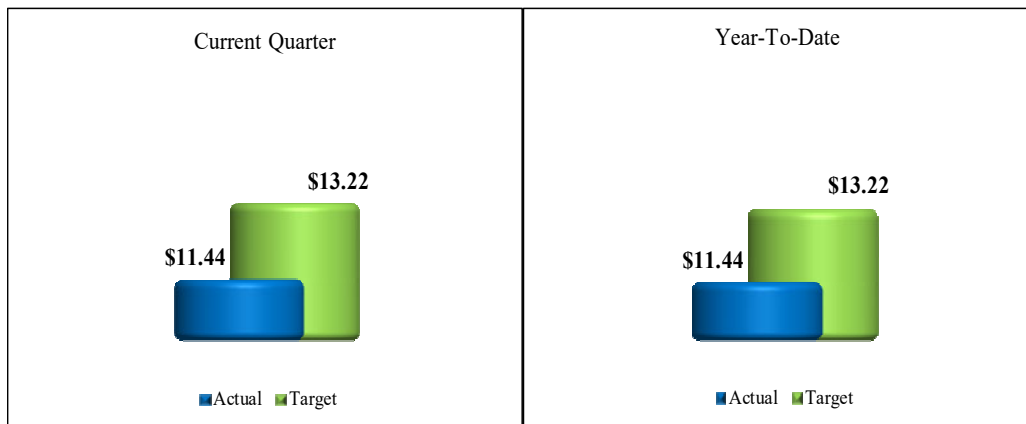
FY19A	FY20A	FY21A	Indicators	FY 2022 Quarter 1					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership									
70.79	50.25	36.12	Total Agency(M)	10.86	10.44	✓ 104.00%	10.86	10.44	✓ 104.00%
69.27	49.30	35.52	Fixed-Route (M)	10.68	10.25	✓ 104.13%	10.68	10.25	✓ 104.13%
38.70	27.76	20.09	Bus (M)	5.59	5.57	✓ 100.36%	5.59	5.57	✓ 100.36%
28.56	20.27	14.63	LRT (M)	4.79	4.41	✓ 108.51%	4.79	4.41	✓ 108.51%
2.01	1.27	0.80	TRE (M)	0.30	0.27	✓ 110.22%	0.30	0.27	✓ 110.22%
906.15	643.85	571.28	Paratransit (000s)	171.76	148.93	✓ 115.33%	171.76	148.93	✓ 115.33%
611.48	309.75	31.08	Vanpool (000s)	8.68	37.37	✗ 23.23%	8.68	37.37	✗ 23.23%

Total Agency and Fixed Route Ridership are 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 that 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 December 31, 2021, is \$11.44, \$1.78 below (better than) the target of \$13.22.

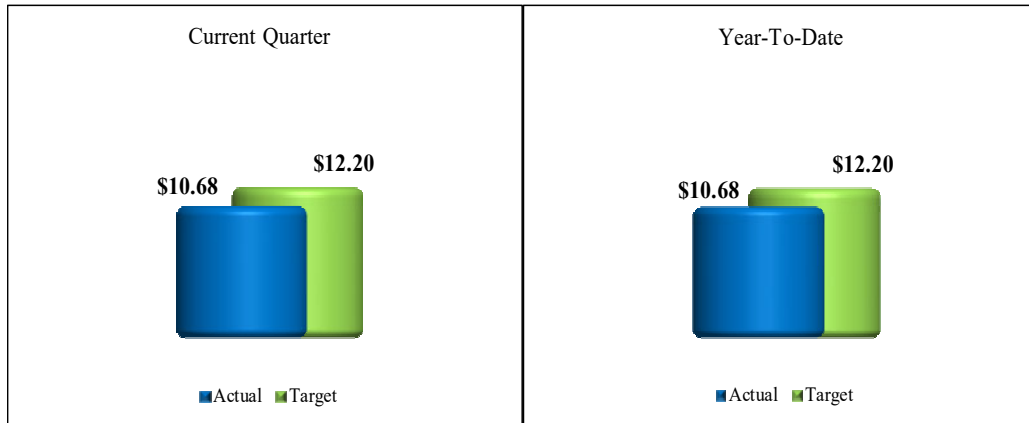
**Exhibit 6
Total System
Subsidy Per Passenger Calculation**

	Modally Allocated (\$000s)						Net Subsidy (\$000s)	Ridership (000s)	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$136,499	\$784	\$137,283	\$12,817	\$284	\$13,101	\$124,183	10,858	\$11.44
Budget	\$149,785	\$744	\$150,529	\$12,458	\$58	\$12,515	\$138,013	10,441	\$13.22
Variance	(\$13,286)	\$40	(\$13,246)	\$359	\$226	\$585	(\$13,831)	418	(\$1.78)
% to Target	91.13%	105.38%	91.20%	102.88%	492.25%	104.68%	89.98%	104.00%	86.54%

^[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 December 31, 2021, is \$10.68, \$1.52 below (better than) the target of \$12.20.

**Exhibit 8
Fixed Route
Subsidy Per Passenger Calculation**

	Modally Allocated (\$000s)						Net Subsidy (\$000s)	Ridership (000s)	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$125,927	\$784	\$126,711	\$12,370	\$284	\$12,654	\$114,057	10,678	\$10.68
Budget	\$136,201	\$744	\$136,945	\$11,829	\$58	\$11,886	\$125,059	10,254	\$12.20
Variance	(\$10,274)	\$40	(\$10,234)	\$542	\$226	\$768	(\$11,002)	423	(\$1.52)
% to Target	92.46%	105.38%	92.53%	104.58%	492.25%	106.46%	91.20%	104.13%	87.57%

^[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 generated by passenger fares. Year-to-Date as of December 31, 2021, the Farebox Recovery Ratio is 6.18%, 0.42% above (better than) the target of 5.76%.

Exhibit 9 Fixed Route Farebox Recovery Ratio Calculation

	LRT Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	=	Farebox Recovery Ratio
Actual	\$7,825		\$126,711		6.18%
Budget	\$7,882		\$136,945		5.76%
Variance	(\$57)		(\$10,234)		0.42%
% to Target	99.27%		92.53%		107.29%

Administrative Ratio

Administrative Ratio measures administrative costs as a percentage of direct operating expenses. Management's objective is to continue maintaining 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. As of December 31, 2021, the Administrative Ratio Year-to-Date is 8.29%, 1.44% below (better than) the target of 9.73%.

Exhibit 10 Administrative Ratio Calculation

	Administrative Costs (\$000s)	-	Advertising Revenues (\$000s)	/	Direct / Indirect Costs (\$000s)	+	Startup Cost (\$000s)	=	Administrative Ratio
Actual	\$11,571		\$1,212		\$124,927		\$0		8.29%
Budget	\$13,788		\$550		\$135,997		\$0		9.73%
Variance	(\$2,217)		\$662		(\$11,069)		\$0		-1.44%
% to Target	83.92%		220.32%		91.86%		0.00%		85.19%

Modal Update Bus

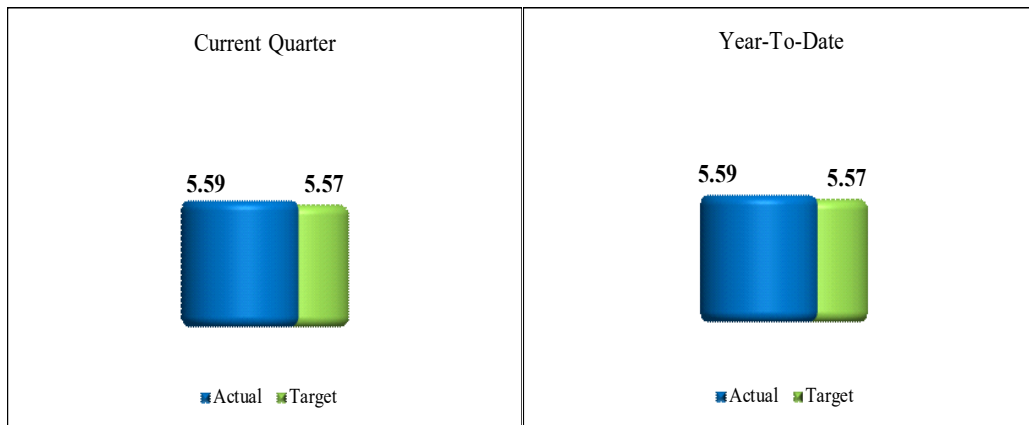
(51.5% of total system ridership in Fiscal Year 2022)



DART’s bus system provides local, express, crosstown, rail 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 that serve as focal points for commuters to make high-speed trips. Crosstown routes traverse the service area facilitating intra and inter-community travel

while linking various 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 by partner organizations that directly link the DART Rail network for their employees, students, or customers. GoLink Mobility on Demand provides service in 17 zones, and expanded to 31 zones in December 2021, towards the end of the first quarter.

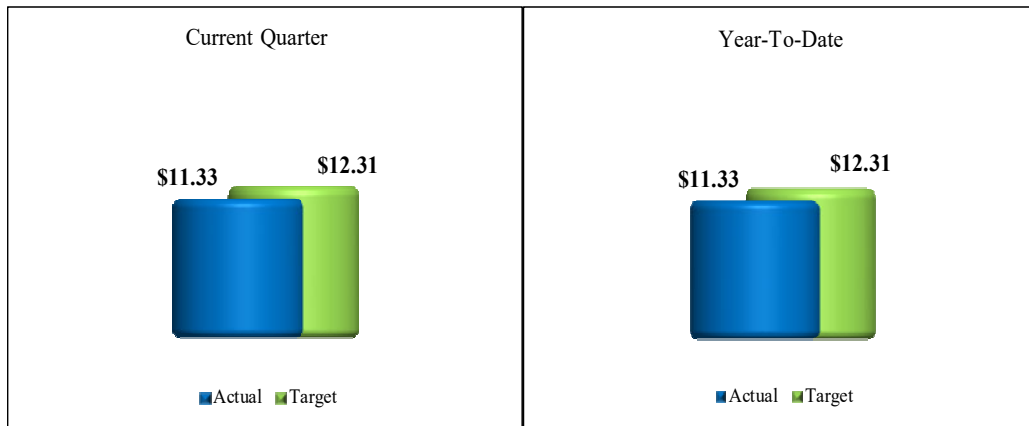
**Exhibit 11
Bus Ridership
(in Millions)**



Bus Ridership: Year-to-Date as of December 31, 2021, is 5.59 million, 0.02 million above (better than) the target of 5.57 million.

Bus ridership increased more rapidly despite the ongoing pandemic, especially on weekdays. Average Weekday ridership was up 22.9% from the same quarter last year.

**Exhibit 12
Bus Subsidy Per Passenger**



Bus Subsidy Per Passenger: Year-to-Date as of December 31, 2021, is \$11.33, \$0.98 below (better than) the target of \$12.31.

**Exhibit 13
Bus Subsidy Per Passenger Calculation**

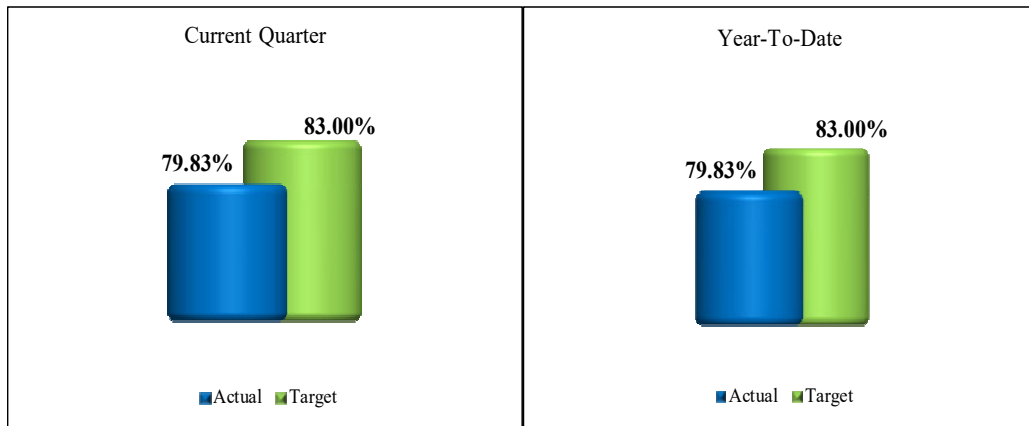
	Modally Allocated (\$000s)		=	Net Subsidy (\$000s)	/	Ridership (000s)	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$67,872	\$4,547		\$63,326		5,589		\$11.33
Budget	\$72,653	\$4,118		\$68,536		5,569		\$12.31
Variance	(\$4,781)	\$429		(\$5,210)		20		(\$0.98)
% to Target	93.42%	110.41%		92.40%		100.36%		92.07%

Bus Farebox Recovery Ratio: Year-to-Date as of December 31, 2021, is 4.60%, 0.14% above (better than) the target of 4.46%.

**Exhibit 14
Bus Farebox Recovery Ratio Calculation**

	LRT Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	=	Farebox Recovery Ratio
Actual	\$3,121		\$67,872		4.60%
Budget	\$3,238		\$72,653		4.46%
Variance	(\$117)		(\$4,781)		0.14%
% to Target	96.38%		93.42%		103.17%

Exhibit 15 Bus On-Time Performance



Bus On-Time Performance: Year-to-Date as of December 31, 2021, is 79.83%, 3.17% below (worse than) the target of 83.00%.

Bus On-Time Performance is not on target for Q1 FY22 due to increased traffic due to relaxed Pandemic restrictions. Additionally, 16.7% of Bus routes included detours during this quarter.

Bus Mean Distance Between Service Calls Year-to-Date as of December 31, 2021, is 9,180 miles, 2,180 miles above (better than) the target of 7,000 miles.

Bus Accidents Per 100,000 Miles: Year-to-Date as of December 31, 2021, is 2.93, 0.68 above (worse than) the target of 2.25.

Accidents have increased slightly over the same quarter of a year ago. This increase is partly due to a loss of experienced operators through the Voluntary Retirement Incentive Program. Additionally, there has been an increase in Privately Owned Vehicle (POV) traffic, which increases the probability of accidents.

Modal Update Light Rail Transit (LRT)

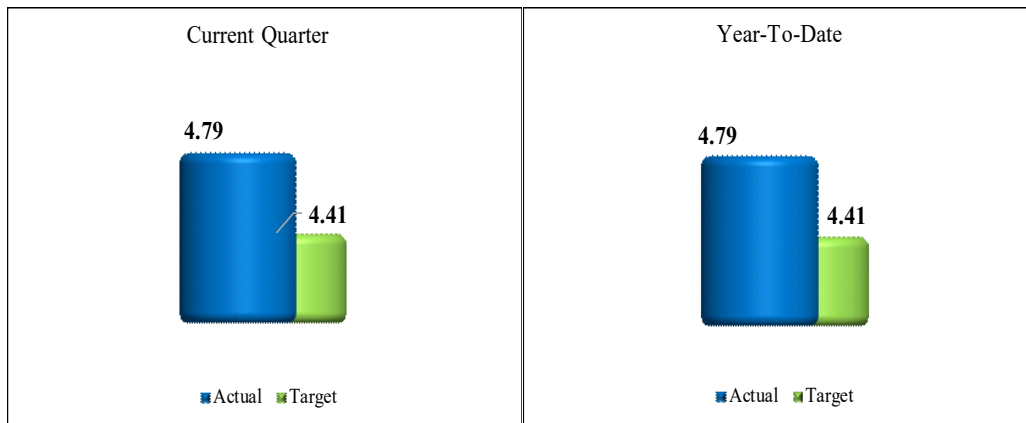
(44.1% of total system ridership in Fiscal Year 2022)



Light Rail Transit is an electrically powered rail system that primarily 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 also 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. We currently operate a 93-mile light rail system.

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



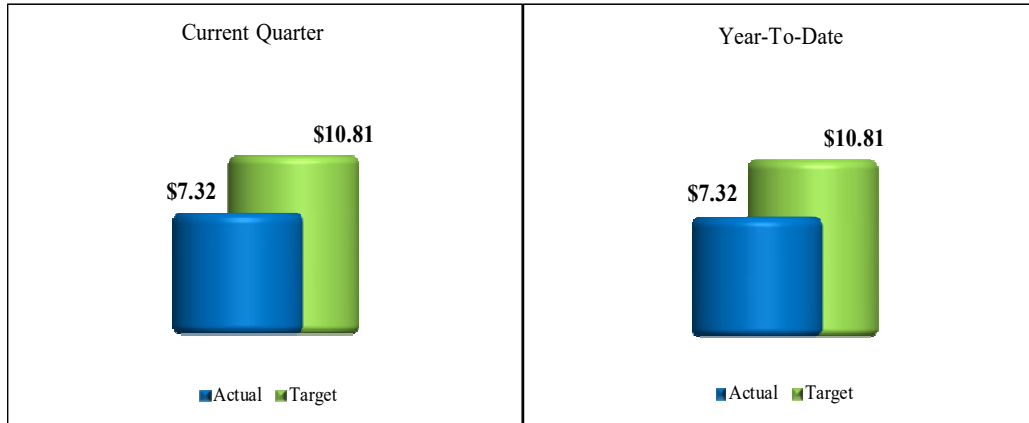
LRT Ridership: Year-to-Date as of December 31, 2021, is 4.79 million, 0.38 million above (better than) the target of 4.41 million.

Light Rail ridership saw a 27.5% increase from the first quarter of FY 2021 to the first quarter of FY 2022, partially due to the return of an in-person State Fair of Texas. As a result, DART implemented a special operation plan to accommodate the spiking demand during the event.

Other contributing factors to the increase in ridership were:

- more people vaccinated; therefore, feeling comfortable using public transit,
- more people returning to work on-site, students returning to in-person classes,
- and the weather in the first quarter of FY 2022 was relatively pleasant.

Exhibit 17
Light Rail Subsidy Per Passenger



LRT Subsidy Per Passenger: Year-to-Date as of December 31, 2021, is \$7.32, \$3.49 below (better than) the target of \$10.81.

Exhibit 18
Light Rail Subsidy Per Passenger Calculation

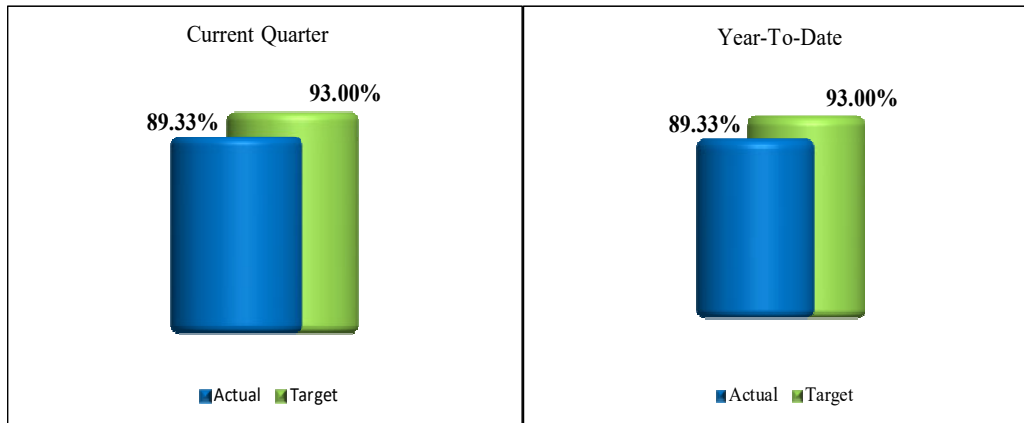
	Modally Allocated (\$000s)		=	Net Subsidy (\$000s)	/	Ridership (000s)	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$40,533	\$5,494		\$35,039		4,788		\$7.32
Budget	\$53,115	\$5,438		\$47,677		4,412		\$10.81
Variance	(\$12,581)	\$56		(\$12,638)		376		(\$3.49)
% to Target	76.31%	101.04%		73.49%		108.51%		67.73%

LRT Farebox Recovery Ratio: Year-to-Date as of December 31, 2021, is 8.96%, 1.87% above (better than) the target of 7.10%.

Exhibit 19
Light Rail Farebox Recovery Ratio Calculation

	LRT Farebox Revenues (\$000s)	/	Modally Allocated Expenses (\$000s)	=	Farebox Recovery Ratio
Actual	\$3,633		\$40,533		8.96%
Budget	\$3,769		\$53,115		7.10%
Variance	(\$136)		(\$12,581)		1.87%
% to Target	96.38%		76.31%		126.29%

Exhibit 20 Light Rail On-Time Performance



LRT On-Time Performance: Year-to-Date as of December 31, 2021, is 89.33%, 3.67% below (worse than) the target of 93.0%.

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

- During Q1, work continued deploying new Real-Time Asset Management (RTAM) technology made available by Federal grant funds awarded to DART.
- System integration testing of Rail’s new Supervisory Control and Data Acquisition system (SCADA) began in Q1; the testing phase of deployment will be complete by the end of Q2 FY22.
- Programs undertaken in FY21 to prevent significant service disruptions by embracing proactive rather than reactive processes continued to garner positive results.
- In Q1, 17 incidents involving adverse interaction between catenary and pantograph were reported and resolved without causing interruption to service.

Rail Operations continue to reward its Top Operators each month and identify other resources, such as training and coaching, to transform non-performing Operators into Top Operators.

LRT Mean Distance Between Service Calls: Year-to-Date as of December 31, 2021, is 15,616 miles, 5,384 miles below (worse than) the target of 21,000 miles.

Rail Operations has begun addressing LRV friction brake system failures in two different areas:

1. Quality control checks of the rebuilding process used on the servotrols installed on fleets 50-52 and,
2. Studies are now being performed on the air compressor contactor, as it is believed they may be contributing to air compressor failures on the mainline when paired with a 15 hp motor.

Fleet Maintenance employees designed and constructed a new digital destination sign system that has replaced the outdated, inefficient existing (paper) destination signs on 25 LRVs, improving Customer Satisfaction. The cost of maintaining the digital signs is significantly less than costs associated with existing (paper) signs.

LRT Accidents Per 100,000 Miles: Year-to-Date as of December 31, 2021, is 0.47, 0.28 below (better than) the target of 0.75.

Modal Update Commuter Rail

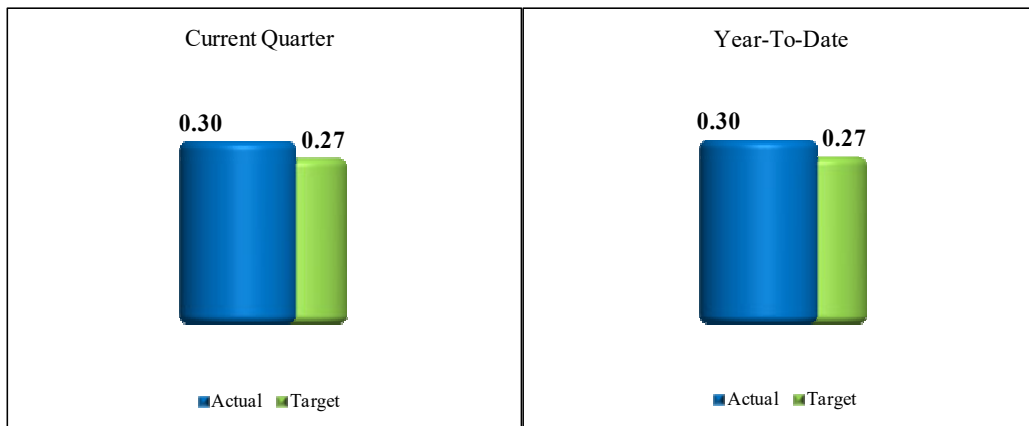
(2.7% of total system ridership in Fiscal Year 2022)



DART’s commuter rail system, Trinity Railway Express (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 the Fort Worth Transportation Authority, which brands itself as Trinity Metro. TRE service is provided under an interlocal agreement between DART and Trinity Metro. This agreement was initially entered into in 1994 and was

repeated and adopted by both Boards in 2003 and 2021. Under Trackage Rights Agreements, the Burlington Northern Santa Fe, Dallas, Garland and Northeastern, the Union Pacific, and Amtrak railroads pay a fee for the right to operate on the TRE corridor. Through its contractor Herzog Transit Services, Inc., TRE provides dispatching, maintains the corridor, runs the service, and maintains the rolling stock used in the service.

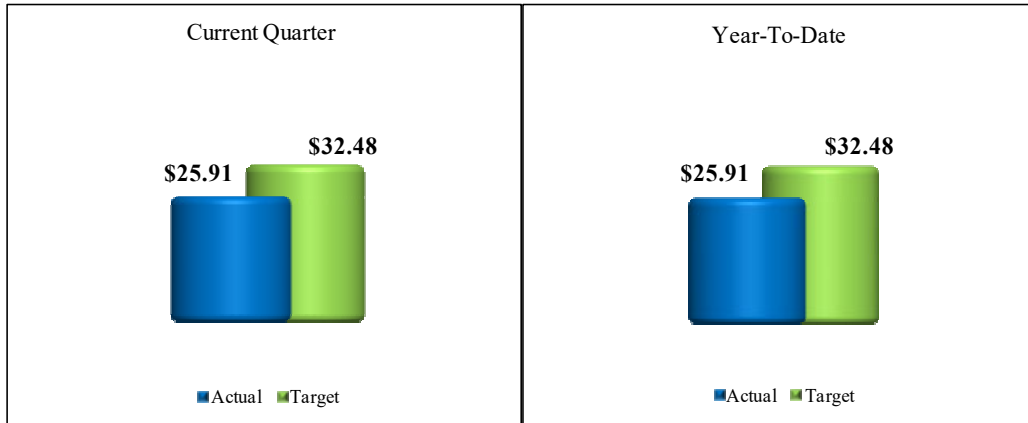
**Exhibit 21
Commuter Rail Ridership
(in Millions)**



Commuter Rail Ridership: Year-to-Date as of December 31, 2021, is 300.2K, 27.8K above (better than) the target of 272.4K.

TRE ridership saw a significant increase of 74.7% from the first quarter of FY 2021 to the first quarter of FY 2022 due to the small base ridership in FY 2021 first quarter. Additionally, during the State Fair of Texas, the TRE operated special weekend schedules that added Sunday service, resulting in additional ridership.

Exhibit 22
Commuter Rail Subsidy Per Passenger



Commuter Rail Subsidy Per Passenger: Year-to-Date as of December 31, 2021, is \$25.91, \$6.57 below (better than) the target of \$32.48.

Exhibit 23
Commuter Rail Subsidy Per Passenger Calculation

	Modally Allocated (\$000s)						Net Subsidy (\$000s)	Ridership (000s)	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$9,609	\$784	\$10,393	\$2,330	\$284	\$2,614	\$7,780	300	\$25.91
Budget	\$10,433	\$744	\$11,177	\$2,273	\$58	\$2,331	\$8,846	272	\$32.48
Variance	(\$824)	\$40	(\$784)	\$57	\$226	\$283	(\$1,067)	28	(\$6.57)
% to Target	92.10%	105.38%	92.99%	102.49%	492.25%	112.13%	87.94%	110.22%	79.79%

^[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.

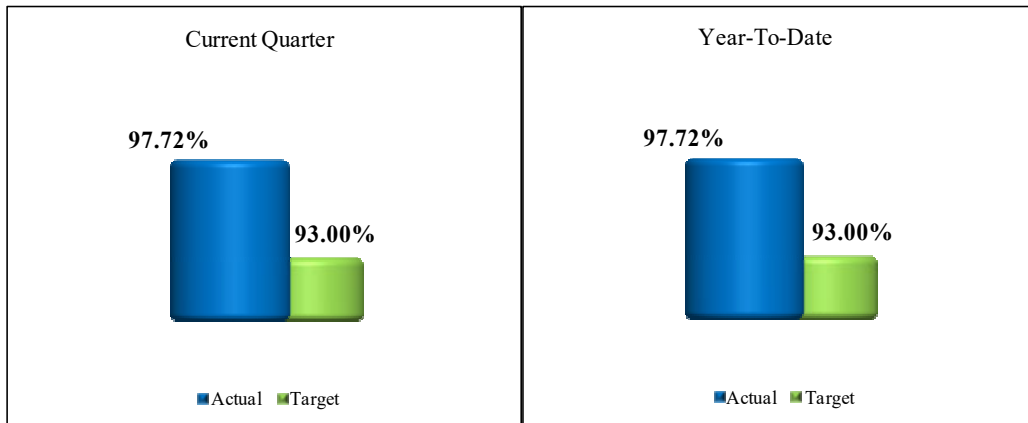
^[2] Revenues (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to use of Operating Revenues only and the inclusion of Revenues from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

Commuter Rail Farebox Recovery Ratio: Year-to-Date as of December 31, 2021, is 10.31%, 2.48% above (better than) the target of 7.83%.

Exhibit 24
Commuter Rail Farebox Recovery Ratio Calculation

	LRT Farebox Revenues (\$000s)	Modally Allocated Expenses (\$000s)	Farebox Recovery Ratio
Actual	\$1,072	\$10,393	10.31%
Budget	\$875	\$11,177	7.83%
Variance	\$196	(\$784)	2.48%
% to Target	122.45%	92.99%	131.68%

Exhibit 25
Commuter Rail On-Time Performance



Commuter Rail On-Time Performance: Year-to-Date as of December 31, 2021, is 97.72%, 4.72% above (better than) the target of 93.00%.

Commuter Rail Complaints Per 100,000 Passengers: Year-to-Date as of December 31, 2021, is 5.00 0.50 below (better than) the target of 5.50.

TRE Accidents Per 100,000 Miles: Year-to-Date as of December 31, 2021, is 3.33, 2.33 above (worse than) the target of 1.00.

TRE Accidents Per 100,000 Miles is above target due to increased crossing accidents and trespasser strikes along the TRE corridor.

Modal Update Paratransit

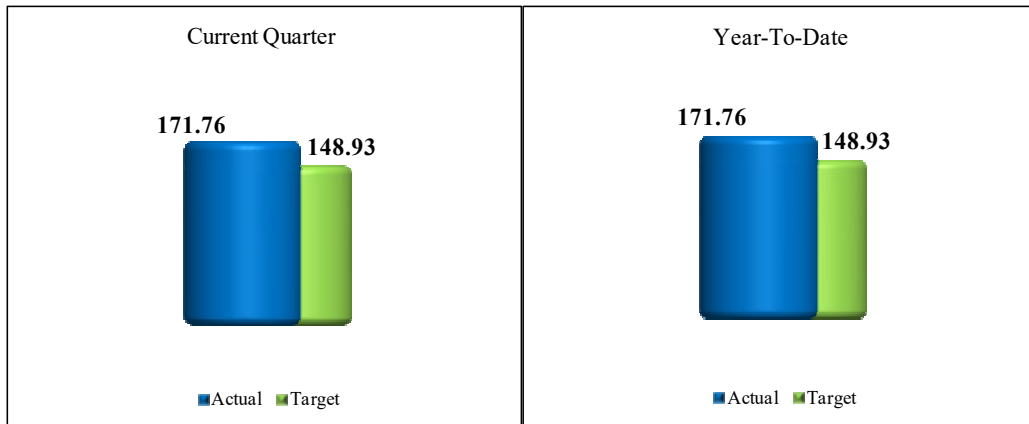
(1.6% of total system ridership in Fiscal Year 2022)



DART is responsible for providing complementary paratransit service per the Americans with Disabilities Act of 1990 (ADA). In Fiscal Year 2020, we transitioned to a new service delivery model utilizing the contractor, MV Transportation Inc. as a broker.

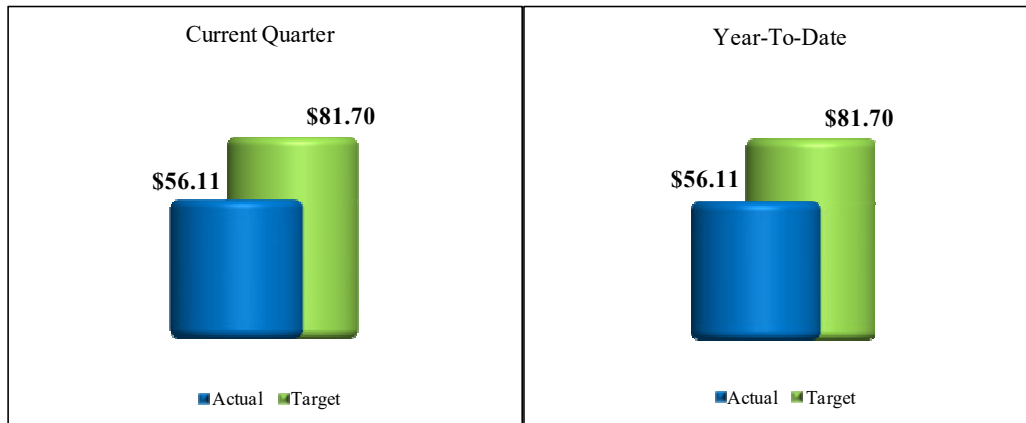
The Mobility Management Services (MMS) Department provides a broad range of transportation choices, innovative solutions, vehicle communication, and equipment enhancements geared toward mobility options for persons with disabilities, older adults, veterans, and those with limited incomes, to enhance the customer experience. Mobility Management Services provides accessible, origin-to-destination, and door-to-door public transportation services within the DART Service Area following the Board-approved Accessible Services Policy and the Americans with Disabilities Act of 1990 (ADA).

**Exhibit 26
Paratransit Ridership
(in Thousands)**



Paratransit Ridership: Year-to-Date as of December 31, 2021, is 171.8K; 22.8K above (better than) the target of 148.9K.

**Exhibit 27
Paratransit Subsidy Per Passenger**



Paratransit Subsidy Per Passenger: Year-to-Date as of December 31, 2021, is \$56.11, \$25.59 below (better than) the target of \$81.70.

**Exhibit 28
Paratransit Subsidy Per Passenger Calculation**

	Modally Allocated (\$000s)		=	Net Subsidy (\$000s)	/	Ridership (000s)	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$10,037	\$400	=	\$9,637	/	172	=	\$56.11
Budget	\$12,641	\$474	=	\$12,168	/	149	=	\$81.70
Variance	(\$2,604)	(\$73)	=	(\$2,531)	/	23	=	(\$25.59)
% to Target	79.40%	84.49%	=	79.20%	/	115.33%	=	68.67%

Paratransit Complaints Per 1,000 Trips: Year-to-Date as of December 31, 2021, is 3.72, 0.72 above (worse than) the target of 3.00.

Modal Update Vanpool

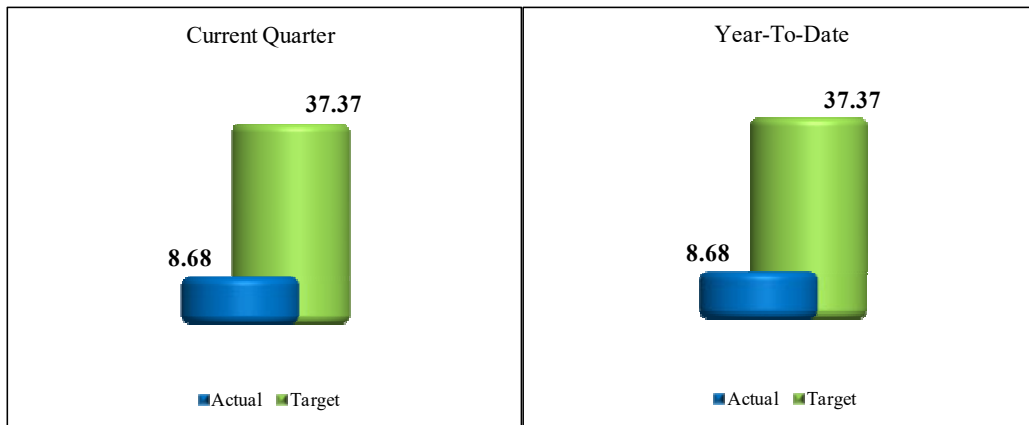
(0.1% of total system ridership in Fiscal Year 2022)



DART and the NCTCOG have worked together to identify strategies for reducing vehicle emissions in the Metroplex. The Vanpool Program has been identified as a critical component of the State Implementation Plan for improving air quality. Metroplex employees have also discovered that vanpools are a viable transportation alternative for their employees and subsidize passenger fares to help with the escalating vehicle costs due to the emergence of delivery services such as Amazon, Target, and Walmart.

In coordination with NCTCOG, DCTA, and Trinity Metro, DART created a Regional Vanpool Program with approval from the Regional Transportation Council. The goals of the program are: (1) eliminate unintended competition amongst the regional transit agencies by identifying clearly defined service areas, (2) establish regional pricing for common vehicles through enhanced subsidies provided by NCTCOG, and (3) develop a unified procurement and marketing strategy.

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



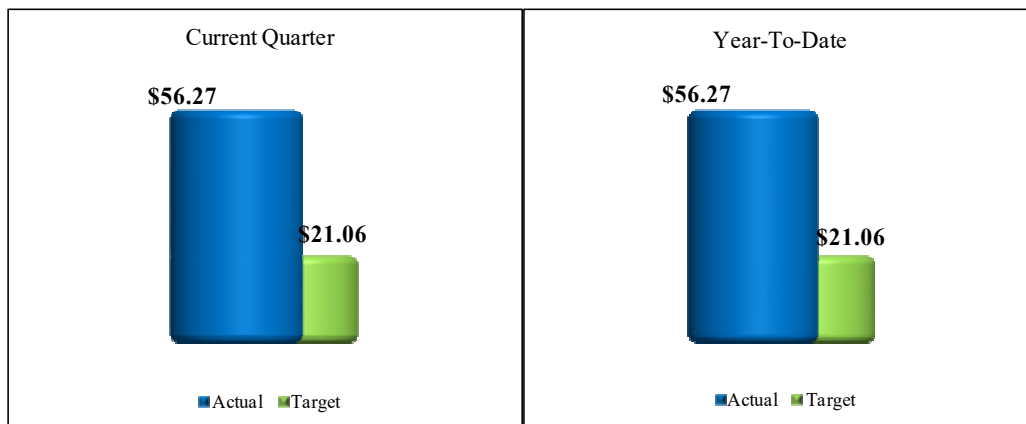
Vanpool Ridership: Year-to-Date as of December 31, 2021, is 8.7K; 28.7K below (worse than) the target of 37.4K.

Two factors have impacted vanpool ridership, with the primary and overwhelming reason being COVID-19. First, since a majority of vanpool riders are working virtually and those still working in person cannot exercise proper distancing in enclosed smaller vehicles. As a result, most rideshare commuters and their sponsoring employers have opted to suspend their vanpool programs until COVID-19 subsides.

Another factor contributing to the decline in vanpools is the lack of vehicles due to the global supply chain issue. More specifically, the scarcity of semiconductor chips is prevalent in the vanpool fleet. During Q1 of FY22, Airport Van Rental, DART's third-party vanpool vendor, requested to terminate the vanpool contract due to force majeure. In collaboration with NCTCOG and Trinity Metro, DART will transfer their nine existing vehicles to the Trinity Metro Vanpool Program in Q2 of FY22.

Exhibit 30

Vanpool Subsidy Per Passenger



Vanpool Subsidy Per Passenger: Year-to-Date as of December 31, 2021, is \$56.27, \$35.21 above (worse than) the target of \$21.06.

Exhibit 31

Vanpool Subsidy Per Passenger Calculation

	Modally Allocated (\$000s)		=	Net Subsidy (\$000s)	/	Ridership (000s)	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$534	\$46		\$488		9		\$56.27
Budget	\$942	\$155		\$787		37		\$21.06
Variance	(\$408)	(\$109)		(\$298)		(29)		\$35.21
% to Target	56.73%	29.61%		62.08%		23.23%		267.19%

The primary factor contributing to elevated Vanpool Subsidy Per Passenger is Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$109 thousand (70.39%) and \$408 thousand (43.27%) respectively, Net Subsidy was below target by \$298 thousand (37.92%). Lower Net Subsidy spread over considerably fewer passengers, 28,686 (76.77%), resulted in higher Subsidy Per Passenger \$35.51 (167.19%).

Exhibit 32 DART Scorecard of Key Performance Indicators

FY19A	FY20A	FY21A	Indicators	FY 2022 Quarter 1					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership Performance									
70.79	50.25	36.12	Total Agency Ridership (M)	10.86	10.44	✓ 104.00%	10.86	10.44	✓ 104.00%
69.27	49.30	35.52	Fixed-Route Ridership (M)	10.68	10.25	✓ 104.13%	10.68	10.25	✓ 104.13%
38.70	27.76	20.09	Ridership - Bus (M)	5.59	5.57	✓ 100.36%	5.59	5.57	✓ 100.36%
28.56	20.27	14.63	Ridership - LRT (M)	4.79	4.41	✓ 108.51%	4.79	4.41	✓ 108.51%
2.01	1.27	0.80	Ridership - TRE (M)	0.30	0.27	✓ 110.22%	0.30	0.27	✓ 110.22%
906.15	643.85	571.28	Ridership - Paratransit (000s)	171.76	148.93	✓ 115.33%	171.76	148.93	✓ 115.33%
611.48	309.75	31.08	Ridership - Vanpool (000s)	8.68	37.37	✗ 23.23%	8.68	37.37	✗ 23.23%
Efficiency Measures									
\$6.41	\$9.91	\$13.56	Subsidy Per Passenger - Total System	\$11.44	\$13.22	✓ 86.54%	\$11.44	\$13.22	✓ 86.54%
\$5.97	\$9.28	\$12.72	Subsidy Per Passenger - Fixed-Route	\$10.68	\$12.20	✓ 87.54%	\$10.68	\$12.20	✓ 87.54%
\$6.37	\$9.85	\$12.98	Subsidy Per Passenger - Bus	\$11.33	\$12.31	✓ 92.04%	\$11.33	\$12.31	✓ 92.04%
\$5.14	\$8.05	\$11.10	Subsidy Per Passenger - LRT	\$7.32	\$10.81	✓ 67.72%	\$7.32	\$10.81	✓ 67.72%
\$10.11	\$16.43	\$36.28	Subsidy Per Passenger - TRE	\$25.91	\$32.48	✓ 79.77%	\$25.91	\$32.48	✓ 79.77%
\$42.87	\$62.43	\$65.59	Subsidy Per Passenger - Paratransit	\$56.11	\$81.70	✓ 68.68%	\$56.11	\$81.70	✓ 68.68%
\$2.34	\$2.33	\$8.73	Subsidy Per Passenger - Vanpool	\$56.27	\$21.06	✗ 267.19%	\$56.27	\$21.06	✗ 267.19%
12.3%	7.7%	5.4%	Farebox Recovery Ratio - Fixed-Route	6.18%	5.76%	✓ 107.29%	6.18%	5.76%	✓ 107.29%
8.8%	5.4%	3.9%	Farebox Recovery Ratio - Bus	4.60%	4.46%	✓ 103.17%	4.60%	4.46%	✓ 103.17%
15.5%	9.8%	6.9%	Farebox Recovery Ratio - LRT	8.96%	7.10%	✓ 126.29%	8.96%	7.10%	✓ 126.29%
23.7%	16.3%	8.9%	Farebox Recovery Ratio - TRE	10.31%	7.83%	✓ 131.68%	10.31%	7.83%	✓ 131.68%
9.8%	9.8%	10.3%	Administrative Ratio	8.29%	9.73%	✓ 85.19%	8.29%	9.73%	✓ 85.19%
Service Quality									
89.6%	90.7%	91.2%	On-Time Performance - Fixed Route	88.96%	89.67%	✗ 99.21%	88.96%	89.67%	✗ 99.21%
82.4%	83.6%	81.8%	On-Time Performance - Bus	79.83%	83.00%	✗ 96.18%	79.83%	83.00%	✗ 96.18%
92.2%	92.1%	93.2%	On-Time Performance - LRT	89.33%	93.00%	✗ 96.05%	89.33%	93.00%	✗ 96.05%
94.3%	96.4%	98.5%	On-Time Performance - TRE	97.72%	93.00%	✓ 105.07%	97.72%	93.00%	✓ 105.07%
6,944	7,302	8,929	Mean Distance Between Service Calls - Bus	9,180	7,000	✓ 131.14%	9,180	7,000	✓ 131.14%
18,247	24,073	19,262	Mean Distance Between Service Calls - LRT	15,616	21,000	✗ 74.36%	15,616	21,000	✗ 74.36%
Customer Satisfaction									
28.9	36.07	52.03	Complaints Per 100,000 Passengers - Fixed-Route	49.08	36.05	✗ 136.17%	49.08	36.05	✗ 136.17%
42.3	52.08	84.39	Complaints Per 100,000 Passengers - Bus	86.40	50.00	✗ 172.80%	85.86	50.00	✗ 171.72%
12.3	16.00	10.18	Complaints Per 100,000 Passengers - LRT	8.92	19.50	✓ 45.73%	8.92	19.50	✓ 45.73%
5.98	6.40	4.28	Complaints Per 100,000 Passengers - TRE	5.00	5.50	✓ 90.84%	5.00	5.50	✓ 90.84%
4.15	3.60	4.15	Complaints Per 1,000 Trips - Paratransit ^[1]	3.72	3.00	✗ 123.87%	3.72	3.00	✗ 123.87%
Safety									
1.82	1.57	1.97	Accidents Per 100,000 Miles - Fixed-Route ^[2]	2.54	2.05	✗ 123.92%	2.54	2.05	✗ 123.92%
2.26	1.91	2.25	Accidents Per 100,000 Miles - Bus ^{[2][3]}	2.93	2.25	✗ 130.09%	2.93	2.25	✗ 130.09%
0.13	0.24	0.44	Accidents Per 100,000 Train Miles - LRT ^{[2][3]}	0.47	0.75	✓ 62.21%	0.47	0.75	✓ 62.21%
0.40	0.72	1.76	Accidents Per 100,000 Train Miles - TRE	3.33	1.00	✗ 332.75%	3.33	1.00	✗ 332.75%

[1] 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.

[2] This KPI, for FY 2019, is restated due to error in calculation discovered during Quadrennial audit.

[3] FY19, FY20 and FY21 Target rates for Bus = 2.30 and Light Rail = 0.40. FY22 current Target rates for Bus = 2.25 and Light Rail = 0.75.

Capital and Non-Operating Budget Summary

Exhibit 33 summarizes the capital and non-operating expenditures for the first quarter of FY 2022.

Exhibit 33

Mode	FY22 Budget (\$000s)	FY22 YTD Actuals (\$000s)	Variance (\$000s)
Agency-Wide	\$42,216	\$1,653	\$40,563
Bus	36,236	3,105	33,132
Light Rail Transit	125,164	4,785	120,379
Streetcar	0	14	(14)
Commuter Rail/RR Management	615,400	25,309	590,090
Paratransit	0	0	0
General Mobility - Road Impr./ITS	4,236	0	4,236
Non-Operating	4,117	191	3,926
Capital P & D, Start-Up	14,572	2,018	12,554
Total	\$841,941	\$37,075	\$804,866

Actuals remain below the projected due primarily to the Silver Line project activities that have been focused during the quarter on finalizing the design, utility relocation, and other construction activities at selected bridge locations and stations. It is anticipated that construction activities and billings will increase in the 2nd quarter of FY22. D2 Subway project did not advance as planned due to the change in the east end alignment.

APPENDIX

Dallas Area Rapid Transit
Operating Revenues and Expense Summary
For the Three Months ended December 31, 2021
 (reported on a Budget Basis Amounts in thousands)

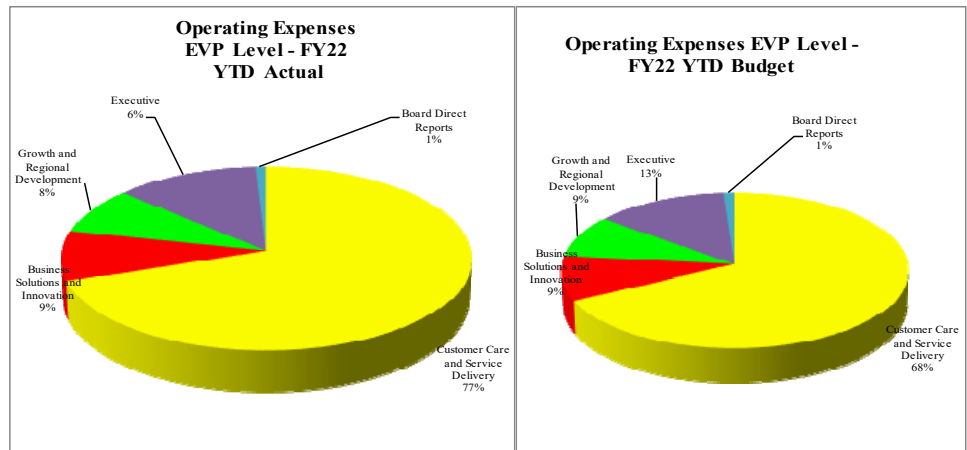
ACTUAL VS. BUDGET SUMMARY

	FY22 YTD Actual	FY22 YTD Budget	(Under) / over Budget	% Variance
Revenues				
Sales Tax	\$191,822	\$173,219	\$18,603	11%
Passenger	8,113	8,699	(586)	-7%
Advertising/Rental Income/Misc.	3,160	2,214	946	43%
Operating Federal Grants	76	88	(12)	-14%
Non-Operating Revenue	3,766	3,237	529	16%
Total Revenues	\$206,937	\$187,457	\$19,480	10%

	FY22 YTD Actual	FY22 YTD Budget	Under/ (over) Budget	% Variance
Operating Expenses at EVP level (YTD)				
Customer Care and Service Delivery	\$95,068	\$99,296	\$4,228	4%
Business Solutions and Innovation	11,862	13,355	1,493	11%
Growth and Regional Development	11,130	12,918	1,788	14%
Executive	16,927	19,567	2,640	13%
Board Direct Reports	1,222	1,683	461	27%
Capital P&D	(2,018)	(3,643)	(1,625)	45%
Agency Wide ^[1]	2,312	4,183	1,871	45%
Fuel Incentives	(1,185)	-	1,185	n/a
Total Operating Expenses at EVP Level (YTD)	\$135,318	\$147,359	\$12,041	8%

Operating Expenses at EVP level (FY21 Projection)*	FY22 Projection	FY22 Budget ^[2]	Under/ (over) Budget	% Variance
Customer Care and Service Delivery	\$394,229	\$394,229	\$0	0%
Business Solutions and Innovation	53,694	53,694	-	0%
Growth and Regional Development	51,740	51,740	-	0%
Executive	81,014	81,014	-	0%
Board Direct Reports	6,371	6,371	-	0%
Capital P&D	(14,572)	(14,572)	-	0%
Agency Wide [1]	7,889	7,889	-	0%
Fuel Incentives	(1,185)	-	1,185	n/a
Total Operating Expenses at EVP Level (YTD)	\$579,180	\$580,365	\$1,185	0%

*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.210134 of September 14, 2021.

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION
AS OF DECEMBER 31, 2021 AND SEPTEMBER 30, 2021**

(In thousands)

	<u>12/31/2021</u> <u>UNAUDITED</u>	<u>9/30/2021</u>
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$111,241	\$314,744
Investments	355,862	195,203
Sales tax receivable	131,377	121,139
Transit Revenue Receivable, Net	6,604	5,337
Due from Other Governments	19,439	31,518
Materials and supplies inventory	34,971	35,454
Prepaid transit expenses and other	12,195	5,605
Restricted investments held by trustee for debt service	48,821	129,607
Restricted investments held for advance funding agreements	24,067	27,481
Restricted investments held to pay capital lease/leaseback liabilities	18	18
TOTAL CURRENT ASSETS	<u>744,595</u>	<u>866,106</u>
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	3,108	3,415
Investments restricted for system expansion and acquisition	453,670	943
Investments in joint venture	7,706	7,946
Capital assets		
Land and rights of way	618,572	618,572
Depreciable capital assets, net of depreciation	2,885,362	2,942,729
Projects in progress	689,600	658,168
Restricted investments held to pay capital lease/leaseback liabilities	123,868	121,159
Net other post employment benefit asset	6,653	6,653
Unamortized debt issuance costs and other	483	493
TOTAL NONCURRENT ASSETS	<u>4,789,022</u>	<u>4,360,078</u>
TOTAL ASSETS	<u>5,533,617</u>	<u>5,226,184</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	104,571	98,137
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$5,638,188</u>	<u>\$5,324,321</u>

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION - CONT'D
AS OF DECEMBER 31, 2021 AND SEPTEMBER 30, 2021**

(In thousands)

	<u>12/31/2021</u> <u>UNAUDITED</u>	<u>9/30/2021</u>
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$44,015	\$96,245
Commercial paper notes payable	65,100	119,100
Current portion of Capital lease/leaseback liabilities	18	18
Current portion of amount due to the State Comptroller	2,410	2,410
Local Assistance Program Payable	6,524	6,524
Retainage Payable	26,404	24,755
Unearned revenue and other liabilities	60,926	64,035
Interest payable	12,471	47,684
Current portion of senior lien revenue bonds payable	77,990	71,355
TOTAL CURRENT LIABILITIES	295,858	432,126
NON-CURRENT LIABILITIES		
Accrued liabilities	52,934	38,348
Net pension liability	40,783	38,283
Repayment due to State Comptroller	5,100	5,702
Senior lien revenue bonds payable	3,644,128	3,177,009
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	-	35,845
Capital lease/leaseback liabilities	123,868	121,159
TOTAL NON-CURRENT LIABILITIES	3,866,813	3,416,346
TOTAL LIABILITIES	4,162,671	3,848,472
Deferred Inflows of resources	25,671	25,671
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	4,188,342	3,874,143
NET POSITION		
Net investment in capital assets	914,019	838,658
Restricted for debt service	36,350	81,923
Restricted as security for capital lease/leaseback liabilities	3,108	3,415
Unrestricted	496,369	526,182
TOTAL NET POSITION	\$1,449,846	\$1,450,178

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE THREE MONTHS ENDED DECEMBER 31, 2021 AND 2020 (UNAUDITED)

(In thousands)

	For the three months ended	
	<u>12/31/2021</u>	<u>12/31/2020</u>
OPERATING REVENUES:		
Passenger	\$8,492	\$7,960
Advertising, rent and other	3,669	3,169
Total Operating Revenues	<u>12,161</u>	<u>11,129</u>
OPERATING EXPENSES:		
Labor	63,328	80,612
Benefits	30,559	32,922
Services	12,867	12,600
Materials and supplies	12,277	10,982
Purchased transportation	15,023	12,860
Depreciation and amortization	60,172	62,343
Utilities	4,115	3,467
Taxes, leases, and other	1,348	669
Casualty and liability	2,207	1,692
TOTAL OPERATING EXPENSES	<u>201,896</u>	<u>218,147</u>
NET OPERATING LOSS	<u>(189,735)</u>	<u>(207,018)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	192,425	160,073
Investment income	(211)	547
Interest income from investments held to pay capital lease/leaseback	2,709	2,398
Interest expense on capital leases/leaseback	(2,709)	(2,398)
Interest and financing expenses	(39,813)	(36,366)
Build America Bonds tax credit	5,325	5,351
Other federal grants	16,761	18,752
Other non-operating revenues	6,344	4,060
Other non-operating expenses	(257)	(2,878)
TOTAL NET NON-OPERATING REVENUES	<u>180,574</u>	<u>149,539</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	<u>(9,161)</u>	<u>(57,479)</u>
CAPITAL CONTRIBUTIONS, AND GRANTS:		
Federal capital contributions	3,250	35,306
State capital contributions	5,546	3,489
Local capital contributions	33	310.00
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	<u>8,829</u>	<u>39,105</u>
CHANGE IN NET POSITION	<u>(332)</u>	<u>(18,374)</u>
TOTAL NET POSITION - Beginning of the year	1,450,178	1,340,980
TOTAL NET POSITION - End of the reporting period	<u><u>\$1,449,846</u></u>	<u><u>\$1,322,606</u></u>

Glossary of Terms/Definitions

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

Accessible Service – A term used to describe service 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 represent 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 purchase machinery, equipment, buildings, and land.

Glossary of Terms/Definitions (cont'd)

Capital Expenditure – A cost incurred to acquire a new asset, add capacity/improve the functionality of an existing asset, or extend the useful life of a current 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 provides capital assistance for a new fixed guideway, extensions of an 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 contributes to 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 per the criteria outlined in the Americans with Disabilities Act of 1990.

Complaints per 100,000 Passengers – Modal quality ratio 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 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 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 principal repayment 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 before maturity usually replaces new securities bearing lower interest rates.

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

Deferred Outflows of Resources – Deferred outflows of resources are the consumption of net assets 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 the pension plan in the current fiscal year that will be reported as a 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 considered demand-responsive rather than scheduled service. In addition, DART provides some non-traditional demand-responsive services 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, the action of the physical elements, inadequacy, and obsolescence. Other than a wasting asset, the portion of a fixed asset cost is 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 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 the 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 US Department of Homeland Security. This agency offers 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 operates 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 government units 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, the 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 an 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 project’s period of time; and helps manage the project in accordance with federal laws and regulations. The FFGA assures the grantee of predictable federal financial support 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 monies 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 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 between service vehicles (bus or rail) on a specified route.

Internal Coverage Ratio – A ratio with 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 is 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 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 their work performance.

Line Item – An appropriation 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 – A quality ratio 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 by President Obama on July 6, 2012. MAP-21 programs were authorized with the expiration date of September 30, 2014; however, before the expiration date, Congress extended the deadline of MAP-21 to October 29, 2015. The FAST Act has replaced MAP-21.

New Starts Program is a federal program that provides funding for fixed guideway transit projects that utilize and occupy separate right-of-way or other high occupancy vehicles.

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

On-Time Performance – A 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 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, and other miscellaneous income. Operating revenues do not include sales tax revenue, interest income, or the sale of assets.

Operating Expenses – Includes the expenses required to manage 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 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 management area focuses on optimizing the number of cars operated per train based on ridership and Board-adopted loading standards.

*Calculation = Sum for all trips of [# of Revenue Train Miles operated * # 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 route's beginning and end.

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

Ridership – The total number of passengers boarding a DART vehicle for the entire system. 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 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.

Calculation = [(Operating Expenses - Operating Revenues - Interest Income) / 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).

Calculation (for bus) = [Scheduled Miles / Scheduled Hours]

Calculation (for rail) = [Scheduled Train Miles / 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 last passenger drop-off. Travel time to and from the garage is not included.

Service Levels – 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.

*Calculation = (# of Calls Answered Within the Specified Time Period) /
(# of Calls Received Within the Specified Time Period)*

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

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

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

Subsidy per Passenger – Efficiency ratio measures the tax subsidy required for each passenger boarding a mode or combination of modes. Management's objective is to reduce this ratio.

Calculation = [(Operating Expenses - Operating Revenues) / 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 ongoing basis.

Section 2 – Ridership and Route Performance Highlights

R2 Introduction

R4 Total System Ridership

R6 Bus System Ridership

R8 Light Rail System Ridership

R9 Trinity Railway Express Ridership

R10 Dallas Streetcar

R11 Ridership Tables

R14 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. Beginning with the first quarter of FY22, GoLink and McKinney Avenue Trolley (MATA) ridership numbers are removed from Bus. GoLink is reported separately, and MATA ridership is included with Dallas Streetcar. Ridership numbers from previous quarters in this report have been adjusted to reflect this change so comparisons are “apple to apple”. 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 since FY 2020, we can 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.

DART service was restored to nearly 90% pre-pandemic service levels from October 19, 2020. The comparison of FY 2022 Q1 with FY 2021 Q1 reflects the ridership change under similar conditions (both quarters have been under pandemic). To understand the ridership compared to pre-pandemic level, this report also added comparison to FY 2020 Q1.

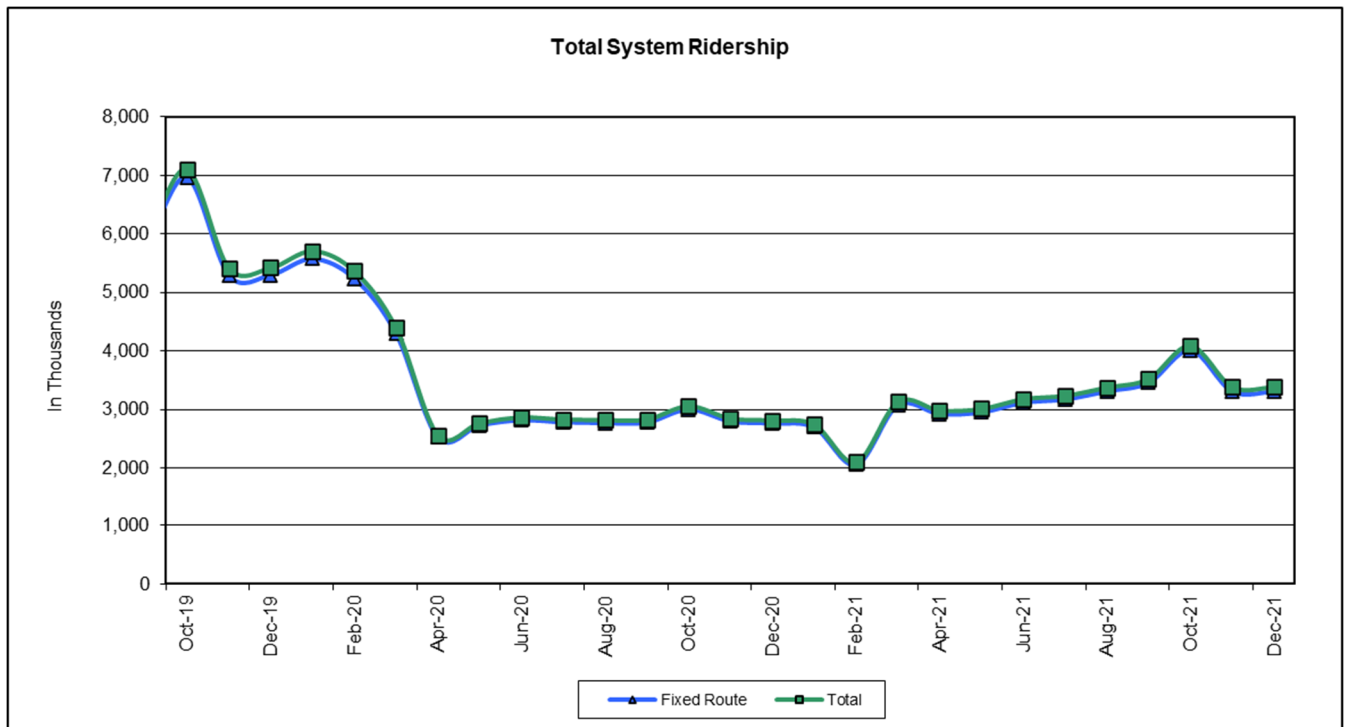
The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were first adopted in 1995 and were most recently updated in 2018, and these standards define the performance metrics and benchmarks against which 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 have been incorporated into the Ridership and Route Performance Report effectively. Each element of this report is accompanied by a series of charts or tables summarizing ridership and performance during this quarter.

The Board of Directors adopted the new revised Service Standards Policy during December 14, 2021, COTW/Board meeting. The revised Standards adapt to the new bus network that will be implemented on January 24,2022 and will be reflected in the FY 2022 Q2 report.

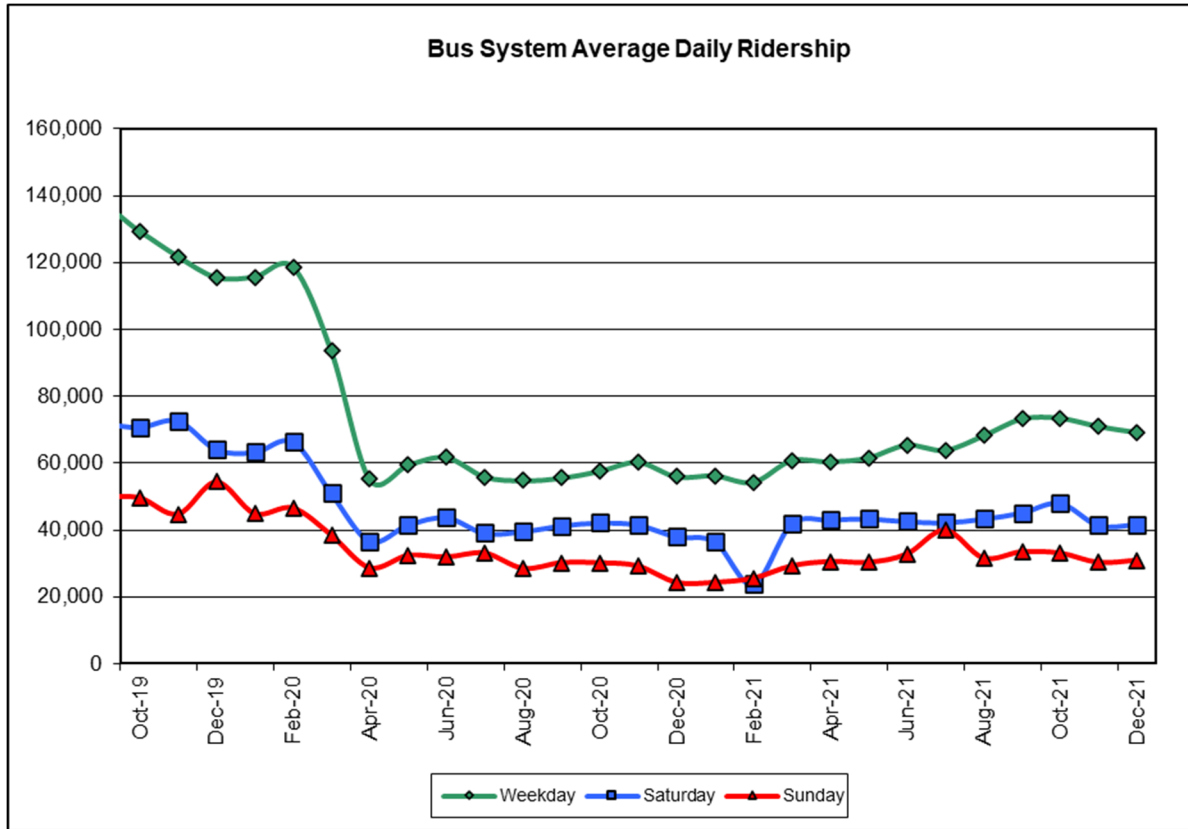
Total System Ridership



- 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 higher than the same period last year.
- The COVID-19 has continued to have a significant impact on Q1 of FY 2022 ridership. Nonetheless, with more people getting vaccinated and feeling more comfortable to use transit, more employees returning to work on site, schools back in person, and weather getting nicer, DART system ridership has been consistently edging up during Q1. The Thanksgiving and Christmas holidays also impacted ridership. People travel less during holidays, so months during the holiday season, like November and December, generally have lower ridership. The physical State Fair of Texas resumed from September 25, 2021 through October 17, 2021. DART implemented a special operation plan to accommodate the spiking demand during the event. For October 1-17, 2021 during Q122, supplemental rail service was added: Orange Line trains extended to Parker Road; Green Line added “Loop” train making a 10-minute frequency from Downtown to Fair Park 9:00 a.m. to 6:00 p.m.; and improved headways on all lines in the evening; TRE was operating special weekend schedules during the 2021 State Fair of Texas that Sunday service was added.
- Total system ridership in the first quarter of FY 2022 was 10.9 million riders, an increase of 24.5% from the first quarter of FY 2021, but a decrease of 39.5% from the first quarter of FY 2020.
- Fixed route ridership totaled 10.6 million passengers in the first quarter of FY 2022, an increase of 24.0% from the first quarter of FY 2021, but a decrease of 39.4% from the first quarter of FY 2020.

- Bus System ridership totaled 5.6 million riders, 19.9% above the first quarter of FY 2021 but 41.2% below the first quarter of FY 2020. All numbers have been adjusted to reflect the removal of GoLink and MATA numbers.
- Light rail ridership for the first quarter ended December 31,2021 was 4.6 million, an increase of 27.5% from the first quarter of FY 2021 but a decrease of 38.4% from FY 2020 first quarter ridership of 7.4 million.
- TRE ridership was 300.2K passengers in the first quarter, a significant increase of 74.7% from the first quarter of FY 2021 but still a decrease of 44.2% from the same quarter in FY 2020.
- Streetcar ridership for the first quarter ended December 31,2021 was 237.6K, an increase of 10.9% from same quarter of FY 2021 and an increase of 21.5% from FY 2020. All numbers have been adjusted to reflect the addition of MATA ridership to Dallas Streetcar ridership.
- Paratransit ridership for the first quarter ended December 31,2021 was 171.8K, a remarkable increase of 34.6% from the first quarter of FY 2021 yet still a decrease of 23.9% from FY 2020.
- GoLink ridership for the first quarter of FY22 was 33.9% higher than the first quarter of FY21, but down by 41.1% from the first quarter of FY20. Some of the increase from FY21 to FY22 is attributable to the December 6,2021 soft start of the new and expanded GoLink Zones as part of the new Bus Network.

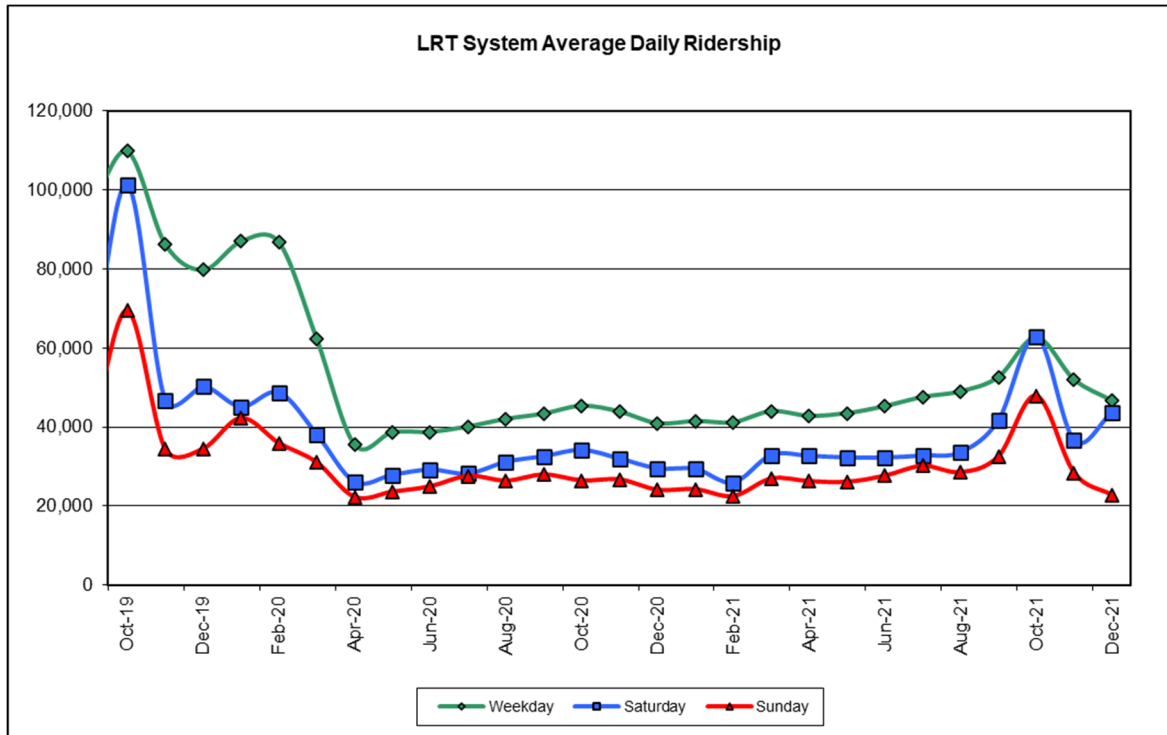
Bus System Ridership



- Bus System ridership totaled 5.6 million riders, 19.9% above the first quarter of FY 2021 but 41.1% below the first quarter of FY 2020. As of October 1, 2021, GoLink and MATA ridership numbers are no longer part of Bus System ridership. All Bus System ridership has been updated to reflect this change.
- Average weekday ridership in the first quarter of FY 2022 was 71.2K daily riders, a significant 22.9% increase from the same quarter of FY 2021 and 41.7% decrease from FY 2020. Saturday bus system ridership averaged 43.7K daily riders, up by 7.7% from last year but down by 36.8% from FY 2020. Sunday bus system ridership averaged 31.4K daily riders, an increase of 12.8% from the same quarter of FY 2021 but a decrease of 36.7% from FY 2020.
- During Q1, bus ridership began to move up more rapidly, especially on Weekday.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

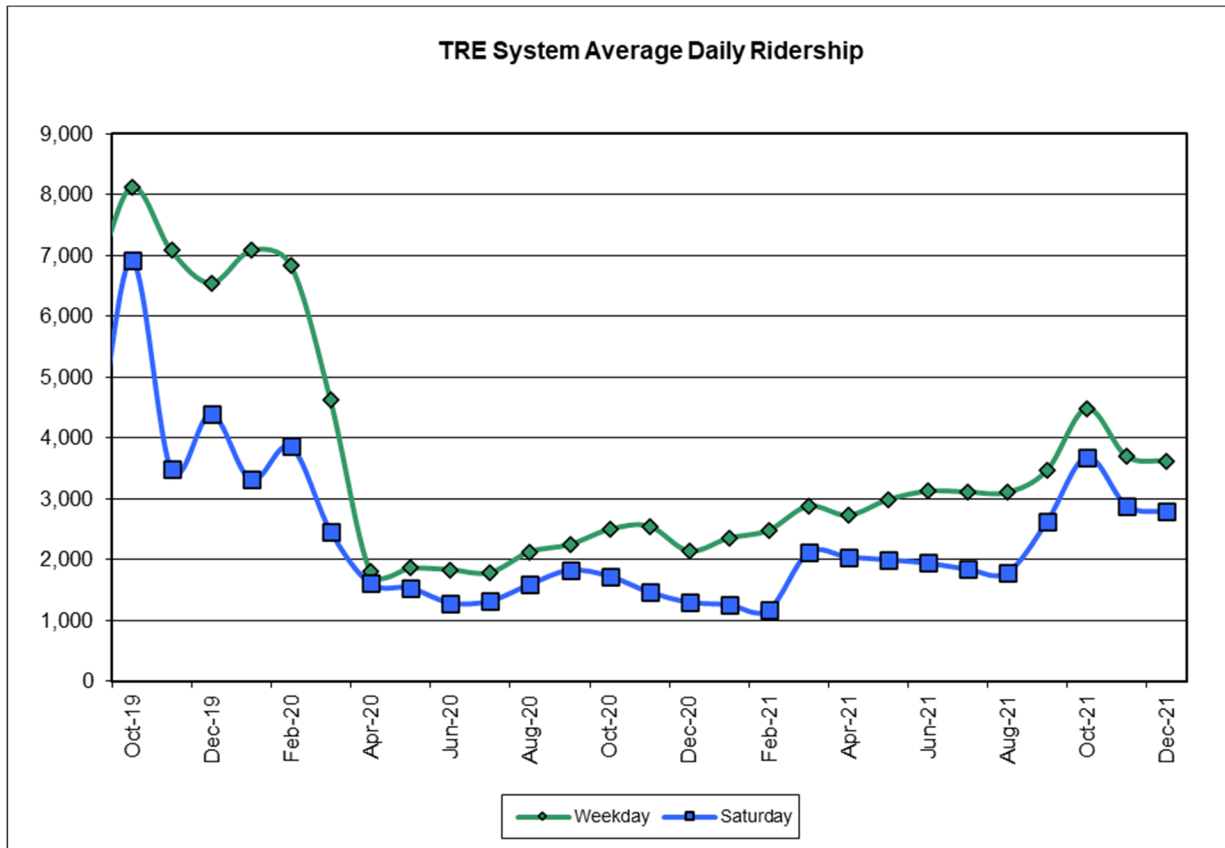
Route Type	Route Number and Name	Weekday Ridership
Local	11 Jefferson-Malcolm X	2,573
Express	208 NW Plano Park and Ride-Downtown Dallas	295
Crosstown	404 Westmoreland Station/Parkland	2,410
Feeder	583 Richland College-Lovers Lane Station	1,404
Site Specific	883 UTD	3,097
Shuttle	702 NorthPark Mall / Park Lane Station	288
GoLink	Rowlett	99

Light Rail System Ridership



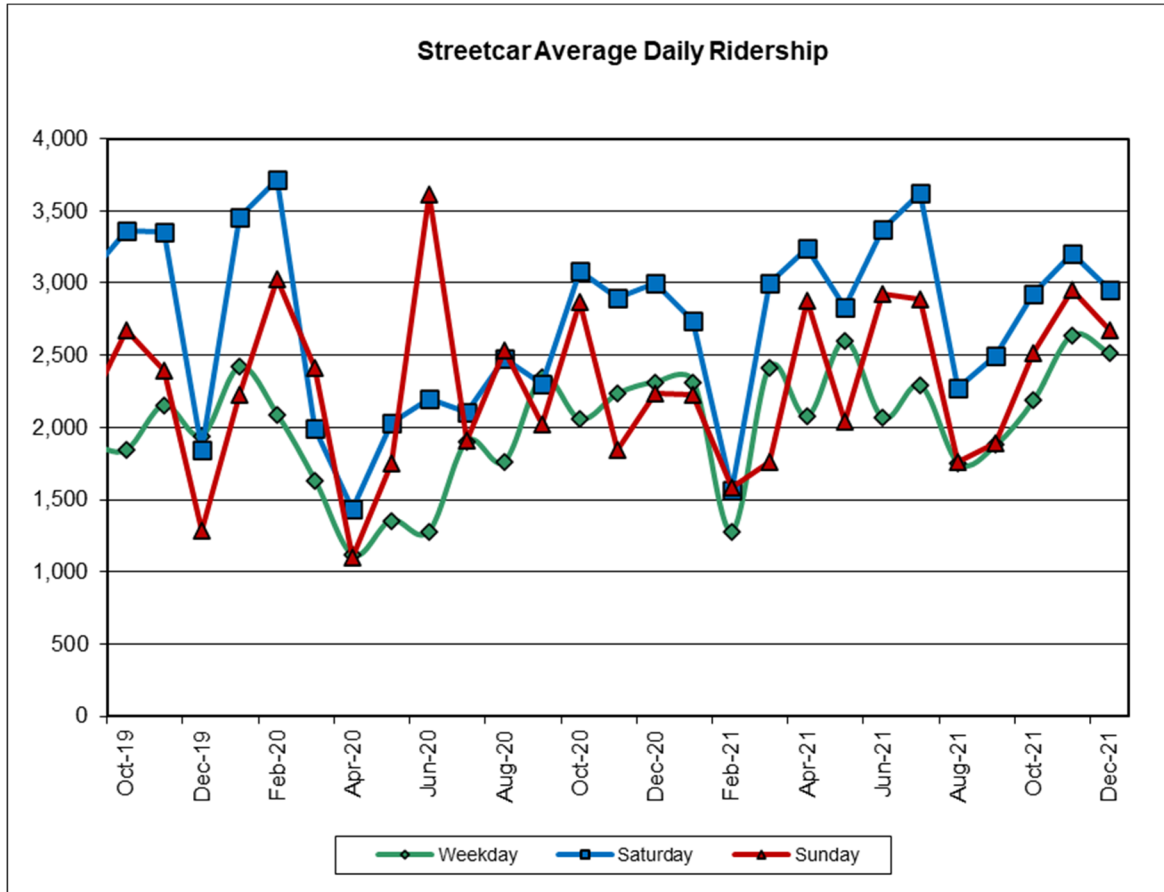
- Light rail ridership for the first quarter ended December 31,2021 was 4.6 million, an increase of 27.5% from the first quarter of FY 2021 but a decrease of 38.4% from FY 2020 first quarter ridership of 7.4 million.
- Weekday ridership in the first quarter averaged 53.8K passengers, an increase of 24.0% from the first quarter of FY 2021 but a decrease of 41.5% from the first quarter of FY 2020.
- Saturday ridership in the first quarter averaged 47.8K passengers, an increase of 49.7% from the first quarter of FY 2021 but a decrease of 27.8% from the first quarter of FY 2020. The impact of the in-person State Fair of Texas can be seen, most noticeably on Saturday.
- Sunday ridership in the first quarter averaged 33.0K passengers, an increase of 28.33% from the first quarter of FY 2021 and a decrease of 28.3% from the first quarter of FY 2020.
- Ridership began to show a more rapid increase during Q1, on all types of days (Weekday, Saturday, Sunday).
- The physical State Fair of Texas resumed from September 25,2021 through October 17, 2021. DART implemented a special operation plan to accommodate the spiking demand during the event. For October 1-17, 2021, during Q1 FY22, supplemental rail service was added: Orange Line trains extended to Parker Road; Green Line added “Loop” train making a 10-minute frequency from Downtown to Fair Park 9:00 a.m. to 6:00 p.m.; and improved headways on all lines in the evening.

Trinity Railway Express



- TRE ridership was 300.2K passengers in the first quarter, a significant increase of 74.7% from the first quarter of FY 2021 but still a decrease of 44.2% from the same quarter in FY 2020.
- Weekday ridership on the TRE averaged 3.9K daily riders in the first quarter, a 64.1% increase from FY 2021 but still a decrease of 45.7% from FY 2020.
- Saturday ridership in the first quarter averaged 3.1K daily riders, an increase of 107.9% from FY 2021 but a decrease of 36.7% from the first quarter of FY 2020.
- The physical State Fair of Texas resumed from September 25, 2021 through October 17, 2021. DART implemented a special operation plan to accommodate the spiking demand during the event. For October 1-17, 2021, during Q122, TRE was operating special weekend schedules during the 2021 State Fair of Texas that Sunday service was added. Average Sunday ridership for the three October weekends of the State Fair of Texas was 3,011, with the highest ridership day being October 17, 2021, the last day of the State Fair. The three Sundays in October were the only Sundays of Q122 that TRE operated.

Streetcar



- Streetcar ridership for the first quarter ended December 31,2021 was 237.6K, an increase of 10.9% from same quarter of FY 2021 and an increase of 21.5%from FY 2020. As mentioned previously, McKinney Avenue Trolley ridership is now included with Streetcar ridership. The numbers from all previous quarters reflect this change, so we are comparing “apples to apples”.
- Weekday ridership averaged 2.4K daily riders in the first quarter of FY 2022, an increase of 11.1% from FY 2021 and an increase of 23.6% from FY 2020.
- Saturday ridership averaged 3.0K daily riders in the first quarter of FY 2022, an increase of 1.2% from FY 2021 and an increase of 6.0% from FY 2020.
- Sunday ridership averaged 2.7K daily riders in the first quarter of FY 2022, an increase of 17.1% from FY 2021 and an increase of 28.0% from FY 2020. This is where we saw the largest increase from FY21 to FY22 after MATA ridership was removed from Bus and added to Streetcar.

Ridership Tables

The following tables provide summaries of ridership results during the quarter. All numbers in the following tables have been updated to reflect the removal of GoLink from Bus and the move of MATA from Bus to Streetcar. The GoLink column in Table 3 reflects the December 6, 2021, expansion soft start. As a result of this, you will see GoLink ridership in Member Cities that have previously not had GoLink ridership (Addison, Carrollton, Richardson).

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
2020	December	3,008	2,084	155	55.9	5,304
	January	3,023	2,307	171	78.2	5,579
	February	2,891	2,124	156	72.5	5,243
	March	2,453	1,679	112	55.9	4,300
	April	1,475	975	46	34.7	2,531
	May	1,590	1,055	45	47.8	2,738
	June	1,660	1,069	46	51.3	2,826
	July	1,552	1,134	45	59.8	2,790
	August	1,491	1,171	53	62.1	2,777
	September	1,482	1,181	55	68.6	2,787
2021	October	1,599	1,275	64	72.1	3,010
	November	1,528	1,154	56	68.0	2,806
	December	1,504	1,139	52	74.1	2,769
	January	1,454	1,123	53	73.4	2,703
	February	1,148	838	45	31.7	2,063
	March	1,678	1,251	75	74.6	3,079
	April	1,616	1,178	68	69.7	2,932
	May	1,624	1,188	70	78.5	2,960
	June	1,741	1,236	77	70.6	3,124
	July	1,710	1,315	75	80.7	3,180
	August	1,832	1,356	75	56.4	3,319
	September	1,886	1,436	85	58.9	3,466
2022	October	1,949	1,872	121.7	73.2	4,016
	November	1,778	1,366	88.5	83.5	3,316
	December	1,827	1,313	90.0	80.9	3,311

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
2020	December	115.5	79.8	6.5	1.9	203.8
	January	115.7	87	7.1	2.4	212.2
	February	118.6	86.8	6.8	2.1	214.4
	March	93.5	62.3	4.6	1.6	162.1
	April	55.1	35.5	1.8	1.1	93.6
	May	59.4	38.7	1.9	1.4	101.3
	June	61.7	38.8	1.8	1.3	103.6
	July	55.9	40.1	1.8	1.9	99.7
	August	54.8	42	2.1	1.8	100.7
	September	55.5	43.4	2.2	2.3	103.5
2021	October	57.6	45.4	2.5	2.1	107.5
	November	60.3	43.9	2.6	2.2	109.0
	December	56.0	40.9	2.1	2.3	101.3
	January	56.3	41.5	2.4	2.3	102.4
	February	54.3	41.2	2.5	1.3	99.3
	March	60.8	44	2.9	2.4	110.1
	April	60.4	42.8	2.7	2.1	108.0
	May	61.6	43.5	3.0	2.6	110.7
	June	65.4	45.3	3.1	2.1	115.9
	July	63.9	47.6	3.1	2.3	117.0
	August	68.2	49.0	3.1	1.8	122.1
	September	73.2	52.7	3.5	1.9	131.3
2022	October	73.5	62.7	4.5	2.2	142.9
	November	71.0	52.0	3.7	2.6	129.4
	December	69.2	46.7	3.6	2.5	122.1

Table 3: Passenger Boardings for DART Cities for the First Quarter Fiscal Year 2022, Period Ending December 31, 2021

Cities	Bus	LRT	TRE	Streetcar	GoLink	Paratransit	Total System
Addison	128,848	0	0	0	19	559	129,426
	2.32%	0.00%	0.00%	0.00%	0.05%	0.33%	1.19%
Carrollton	76,262	161,070	0	0	37	5,700	243,069
	1.37%	3.54%	0.00%	0.00%	0.11%	3.32%	2.24%
Cockrell Hill	53,936	0	0	0	0	90	54,026
	0.97%	0.00%	0.00%	0.00%	0.00%	0.05%	0.50%
Dallas	4,238,602	3,700,762	128,800	237,602	11,710	111,142	8,428,618
	76.31%	81.33%	42.90%	100.00%	33.46%	64.71%	77.69%
Farmers Branch	65,620	38,860	0	0	1,893	1,727	108,100
	1.18%	0.85%	0.00%	0.00%	5.41%	1.01%	1.00%
Garland	294,481	88,483	0	0	2,510	16,037	401,511
	5.30%	1.94%	0.00%	0.00%	7.17%	9.34%	3.70%
Glenn Heights	7,324	0	0	0	1,362	1,136	9,822
	0.13%	0.00%	0.00%	0.00%	3.89%	0.66%	0.09%
Highland Park	3,493	0	0	0	113	36	3,642
	0.06%	0.00%	0.00%	0.00%	0.32%	0.02%	0.03%
Irving	257,463	173,899	39,337	0	951	9,771	481,421
	4.64%	3.82%	13.10%	0.00%	2.72%	5.69%	4.44%
Plano	130,046	189,250	0	0	7,135	16,191	342,622
	2.34%	4.16%	0.00%	0.00%	20.38%	9.43%	3.16%
Richardson	288,256	126,746	0	0	50	6,187	421,239
	5.19%	2.79%	0.00%	0.00%	0.14%	3.60%	3.88%
Rowlett	0	71,289	0	0	6,644	2,776	80,709
	0.00%	1.57%	0.00%	0.00%	18.98%	1.62%	0.74%
University Park	10,060	0	0	0	23	406	10,489
	0.18%	0.00%	0.00%	0.00%	0.07%	0.24%	0.10%
DART Cities	5,554,390	4,550,358	168,137	237,602	32,447	171,758	10,714,694
Others	0	0	132,096	0	2,555	2	134,653
Total	5,554,390	4,550,358	300,233	237,602	35,002	171,760	10,849,347

Q1 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the first quarter of FY 2022, specifically October 1 to December 31, 2021. This report follows current Service Standards, which describe DART's route performance measurement methodology. There are three measures of performance for fixed-route bus service:

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

For the three measures, each route or service is compared to performance for other routes of the same type (e.g., local route vs. local routes). If performance is less than 75% of the group average (more than 133% above average for subsidy/rider), performance is considered deficient for that measure. The passenger miles per revenue mile measure does not apply for GoLink zones.

Though it started late in FY 2020 Q2, COVID-19 continued to have a significant impact on 22Q1 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 has been consistently edging up during Q1, but also slowed down a bit during the holiday season. This is 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 2022 Q1 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 FY2022 Q1 riders per revenue hour, passenger miles per revenue mile of service, and subsidy per passenger for each route/service.

Type	Route	Avg Weekday Ridership	Utilization of Resources			Overall Target
			Total Riders	Total Revenue Hours	Total Riders/ Hour	
Local	2	960	78,239	4,795.13	16.32	
Local	11	2,573	208,539	10,810.70	19.29	
Local	12	754	60,274	6,804.07	8.86	
Local	19	1,279	100,137	9,515.87	10.52	
Local	21	186	14,570	3,414.17	4.27	
Local	24	555	44,136	3,305.17	13.35	
Local	26	807	64,374	4,651.53	13.84	
Local	29	564	43,697	4,724.33	9.25	

Local	31	665	51,190	7,273.10	7.04	
Local	35	277	21,753	3,426.17	6.35	
Local	36	791	61,931	6,275.17	9.87	
Local	39	483	39,248	3,371.90	11.64	
Local	52	664	50,932	5,647.80	9.02	
Local	59	456	37,080	4,033.77	9.19	
Local	60	493	40,526	4,553.53	8.90	
Local	63	566	35,076	2,782.77	12.60	
Local	76	570	45,455	4,341.23	10.47	
Local	81	582	41,827	4,291.03	9.75	
Local	82	307	26,190	3,762.77	6.96	
Local	84	549	45,402	5,823.23	7.80	
Local	110	982	74,783	4,446.60	16.82	
Local	111	455	34,588	3,733.90	9.26	
Local	161	1,068	88,353	7,642.03	11.56	
Local	164	1,725	137,159	10,239.47	13.40	
Local	183	613	48,782	3,858.63	12.64	
Local Total	25	18,923	1,494,243	133,524.07	11.19	8.39
Express	205	142	8,775	1,014.73	8.65	
Express	206	232	14,376	2,412.83	5.96	
Express	208	295	18,318	3,964.90	4.62	
Express	278	110	6,842	1,415.67	4.83	
Express	283	252	15,652	2,593.67	6.03	
Express Total	5	1,032	63,964	11,401.80	5.61	4.21
Feeder	333	113	7,014	1,112.90	6.30	
Feeder	347	327	23,156	2,575.10	8.99	
Feeder	350	529	37,659	3,875.03	9.72	
Feeder	360	584	43,990	3,692.50	11.91	
Feeder	361	308	24,532	2,739.80	8.95	
Feeder	362	335	20,760	2,327.07	8.92	
Feeder	372	335	23,143	2,504.50	9.24	
Feeder	374	383	28,742	2,652.60	10.84	
Feeder	376	245	21,436	1,774.07	12.08	
Feeder	377	194	13,966	1,222.07	11.43	
Feeder	378	689	55,623	3,252.80	17.10	
Feeder	380	156	9,664	1,064.33	9.08	
Feeder	500	55	4,845	1,537.53	3.15	
Feeder	501	616	50,091	4,764.83	10.51	
Feeder	502	316	26,815	3,355.60	7.99	

Feeder	504	172	12,864	2,398.77	5.36
Feeder	505	157	9,710	1,643.00	5.91
Feeder	506	836	68,629	3,942.67	17.41
Feeder	507	101	7,438	2,446.27	3.04
Feeder	508	104	7,449	1,278.37	5.83
Feeder	509	164	11,866	1,358.17	8.74
Feeder	510	108	6,719	2,192.73	3.06
Feeder	513	142	12,071	2,160.43	5.59
Feeder	514	192	11,893	2,029.47	5.86
Feeder	515	246	18,509	3,033.40	6.10
Feeder	516	145	11,289	1,747.27	6.46
Feeder	521	123	9,247	2,486.43	3.72
Feeder	522	372	25,189	3,058.57	8.24
Feeder	524	352	31,451	3,203.00	9.82
Feeder	525	157	9,722	1,958.17	4.96
Feeder	526	213	16,907	1,526.97	11.07
Feeder	527	555	39,244	2,735.93	14.34
Feeder	528	338	27,429	2,803.97	9.78
Feeder	529	238	18,989	3,214.27	5.91
Feeder	531	353	27,126	2,548.90	10.64
Feeder	532	108	6,711	1,145.97	5.86
Feeder	533	96	5,967	540.43	11.04
Feeder	534	801	62,170	4,825.53	12.88
Feeder	535	721	55,134	5,280.67	10.44
Feeder	536	44	2,724	1,117.03	2.44
Feeder	538	499	40,903	4,180.53	9.78
Feeder	541	396	28,879	3,489.60	8.28
Feeder	542	207	15,714	3,121.57	5.03
Feeder	544	547	40,781	4,842.13	8.42
Feeder	547	665	52,105	4,900.07	10.63
Feeder	549	1,062	83,087	5,160.93	16.10
Feeder	551	250	15,493	1,428.07	10.85
Feeder	553	205	12,680	1,066.40	11.89
Feeder	554	877	72,350	4,436.47	16.31
Feeder	555	123	7,626	850.43	8.97
Feeder	560	124	7,712	1,110.83	6.94
Feeder	566	104	6,462	1,006.47	6.42
Feeder	568	357	29,203	4,800.70	6.08
Feeder	571	209	12,934	2,182.40	5.93

Feeder	574	225	13,960	1,517.97	9.20	
Feeder	582	174	13,163	2,111.03	6.24	
Feeder	583	1,404	116,008	8,109.27	14.31	
Feeder	585	23	1,413	711.97	1.98	
Feeder	591	101	8,291	1,670.67	4.96	
Feeder	592	764	61,176	4,945.47	12.37	
Feeder	593	723	56,705	4,094.23	13.85	
Feeder	594	169	13,292	1,993.93	6.67	
Feeder	595	187	15,574	3,736.57	4.17	
Feeder	597	732	54,110	5,198.43	10.41	
Feeder Total	64	22,148	1,687,504	175,793.23	9.60	7.20
Crosstown	401	578	45,432	4,054.90	11.20	
Crosstown	402	950	74,322	6,773.40	10.97	
Crosstown	403	806	61,285	6,681.30	9.17	
Crosstown	404	2,410	197,769	13,536.03	14.61	
Crosstown	405	969	78,474	8,172.83	9.60	
Crosstown	408	1,006	81,611	6,558.03	12.44	
Crosstown	409	1,245	100,516	7,949.03	12.65	
Crosstown	410	642	49,546	4,898.37	10.11	
Crosstown	415	452	35,545	3,949.77	9.00	
Crosstown	426	616	51,063	3,755.93	13.60	
Crosstown	428	1,686	132,616	9,177.53	14.45	
Crosstown	444	572	44,241	5,681.83	7.79	
Crosstown	445	562	43,536	3,837.63	11.34	
Crosstown	451	790	62,431	5,182.37	12.05	
Crosstown	452	358	28,657	3,822.90	7.50	
Crosstown	453	1,339	106,377	9,204.63	11.56	
Crosstown	463	1,116	87,647	5,953.97	14.72	
Crosstown	466	2,030	167,613	11,619.17	14.43	
Crosstown	467	1,800	150,960	10,088.90	14.96	
Crosstown	475	648	52,040	6,343.00	8.20	
Crosstown	486	1,864	139,408	8,185.80	17.03	
Crosstown	488	1,355	106,872	6,219.73	17.18	
Crosstown Total	22	23,793	1,897,962	151,647.07	12.52	9.39
Shuttle	702	288	26,348	1,204.33	21.88	
Shuttle	749	227	19,614	2,733.70	7.18	
Shuttle	841	56	3,455	913.47	3.78	
Shuttle	843	43	2,640	448.47	5.89	
Shuttle	870	54	4,183	966.40	4.33	

Shuttle Total	5	667	56,241	6,266.37	8.97	6.73
GoLink	Inland Port Exp.	102	6,887	3,615.78	1.90	
GoLink	Kleberg	15	957	482.64	1.98	
GoLink	Rylie	15	969	607.67	1.59	
GoLink	N Central Plano	66	4,123	2,012.80	2.05	
GoLink	Legacy West	18	1,120	997.55	1.12	
GoLink	Rowlett	106	6,644	2,775.42	2.39	
GoLink	Far North Plano	25	1,554	1,082.18	1.44	
GoLink	Farmers Branch	31	1,893	1,051.11	1.80	
GoLink	Glenn Heights	22	1,362	997.98	1.36	
GoLink	West Carrollton	0	4	0.26	0.00	
GoLink	Lake Highlands	29	1,818	1,174.55	1.55	
GoLink	Lakewood	13	775	519.40	1.49	
GoLink	North Dallas	35	2,257	1,050.41	2.15	
GoLink	Park Cities	6	381	464.26	0.82	
GoLink	South Dallas	4	278	442.23	0.63	
GoLink	South Irving	8	491	864.50	0.57	
GoLink	SE Garland	40	2,505	1,135.32	2.21	
GoLink	Central Irving	4	83	300.17	0.28	
GoLink	Central Richardson	2	43	288.97	0.15	
GoLink	Cypress Waters	14	263	596.42	0.44	
GoLink	East Irving	3	47	92.41	0.51	
GoLink	East Plano	2	43	95.58	0.45	
GoLink	East Telecom	4	69	175.77	0.39	
GoLink	Keller Springs	2	39	270.00	0.14	
GoLink	Mountain Creek	3	54	298.19	0.18	
GoLink	Northwest Carrollton	1	13	269.99	0.05	
GoLink	Northwest Dallas	0	9	389.00	0.02	
GoLink	Plano Zone to Zone	12	223	328.13	0.68	
GoLink	Preston Hollow	1	13	267.35	0.05	
GoLink	South Central Plano	2	39	17.04	2.29	
GoLink	West Dallas	2	46	388.29	0.12	
GoLink Total	31	587	35,002	23,050.82	1.52	1.14
Site Specific	Baylor Shuttle	126	7,832	994.13	7.88	
Site Specific	DFWIA	112	7,946	1,420.65	5.59	
Site Specific	Medical City	89	5,527	716.80	7.71	
Site Specific	Richardson	50	3,108	457.60	6.79	
Site Specific	TI Shuttles	98	6,440	3,234.13	1.99	

Site Specific	883	3,097	241,806	6,754.33	35.80	
Site Specific	UTSW	5,330	5,330	844.80	6.31	
Site Specific	768	420	27,039	3,034.05	8.91	
Site Specific	704	208	14,818	3,212.03	4.61	
Site Specific	705	226	17,176	3,343.00	5.14	
Site Specific	706	165	10,225	2,080.10	4.92	
Site Specific Total	11	9,921	347,247	26,091.63	13.31	9.98
Grand Total	163	77,071	5,582,163	527,775.54	10.58	

Type	Route	Avg Weekday Ridership	Utilization of Capacity			Overall Target
			Total Passenger Miles	Total Revenue Miles	Total Pass. Mile/Rev.	
Local	2	960	201,608.83	48,172.58	4.19	
Local	11	2,573	730,115.11	122,649.08	5.95	
Local	12	754	179,095.31	69,768.74	2.57	
Local	19	1,279	303,692.38	97,843.57	3.10	
Local	21	186	58,505.21	37,463.62	1.56	
Local	24	555	85,665.47	26,613.05	3.22	
Local	26	807	162,626.59	43,634.12	3.73	
Local	29	564	109,013.58	47,508.76	2.29	
Local	31	665	246,235.31	80,852.87	3.05	
Local	35	277	82,892.21	38,567.49	2.15	
Local	36	791	339,386.62	77,172.97	4.40	
Local	39	483	81,299.02	25,940.92	3.13	
Local	52	664	174,544.34	59,940.76	2.91	
Local	59	456	139,787.20	47,072.63	2.97	
Local	60	493	199,271.03	57,556.55	3.46	
Local	63	566	136,911.65	40,177.63	3.41	
Local	76	570	137,727.66	42,658.55	3.23	
Local	81	582	134,653.81	48,096.30	2.80	
Local	82	307	95,577.33	41,014.77	2.33	
Local	84	549	168,054.09	63,796.12	2.63	
Local	110	982	446,918.77	61,160.82	7.31	
Local	111	455	152,654.37	42,612.93	3.58	
Local	161	1,068	581,018.01	119,854.72	4.85	
Local	164	1,725	807,171.07	153,997.23	5.24	

Local	183	613	479,623.21	70,130.85	6.84	
Local Total	25	18,923	6,234,048.15	1,564,257.64	3.99	2.99
Express	205	142	99,996.61	20,210.70	4.95	
Express	206	232	225,938.13	54,181.54	4.17	
Express	208	295	290,225.36	79,208.46	3.66	
Express	278	110	60,339.96	25,346.43	2.38	
Express	283	252	213,419.44	54,154.65	3.94	
Express Total	5	1,032	889,919.50	233,101.78	3.82	2.86
Feeder	333	113	25,236.16	14,094.70	1.79	
Feeder	347	327	126,857.34	31,198.15	4.07	
Feeder	350	529	194,258.37	53,175.27	3.65	
Feeder	360	584	108,785.73	41,003.72	2.65	
Feeder	361	308	77,040.73	26,062.96	2.96	
Feeder	362	335	101,362.56	25,753.37	3.94	
Feeder	372	335	106,886.90	31,650.35	3.38	
Feeder	374	383	94,412.90	29,121.05	3.24	
Feeder	376	245	51,874.12	21,001.18	2.47	
Feeder	377	194	40,459.13	14,777.45	2.74	
Feeder	378	689	250,852.41	40,759.99	6.15	
Feeder	380	156	30,280.03	12,866.85	2.35	
Feeder	500	55	25,403.47	17,091.47	1.49	
Feeder	501	616	228,564.99	62,660.27	3.65	
Feeder	502	316	50,903.94	32,087.27	1.59	
Feeder	504	172	42,266.13	21,269.60	1.99	
Feeder	505	157	37,655.82	21,886.40	1.72	
Feeder	506	836	105,254.53	38,097.82	2.76	
Feeder	507	101	31,071.43	23,070.38	1.35	
Feeder	508	104	19,468.87	11,964.69	1.63	
Feeder	509	164	44,643.87	17,305.65	2.58	
Feeder	510	108	37,671.30	26,349.08	1.43	
Feeder	513	142	38,885.11	24,247.20	1.60	
Feeder	514	192	34,681.30	19,550.72	1.77	
Feeder	515	246	50,598.44	33,208.33	1.52	
Feeder	516	145	27,918.56	18,856.45	1.48	
Feeder	521	123	22,623.34	22,302.98	1.01	
Feeder	522	372	72,404.56	35,241.39	2.05	
Feeder	524	352	59,388.26	22,055.92	2.69	
Feeder	525	157	35,052.12	21,678.01	1.62	
Feeder	526	213	30,845.68	15,190.90	2.03	

Feeder	527	555	89,651.94	30,584.51	2.93	
Feeder	528	338	86,727.61	35,664.99	2.43	
Feeder	529	238	65,968.50	38,479.47	1.71	
Feeder	531	353	95,059.70	34,096.40	2.79	
Feeder	532	108	19,535.82	11,939.73	1.64	
Feeder	533	96	12,763.90	6,393.18	2.00	
Feeder	534	801	310,853.42	62,975.02	4.94	
Feeder	535	721	162,488.83	60,979.60	2.66	
Feeder	536	44	14,631.53	11,163.68	1.31	
Feeder	538	499	92,823.46	43,874.99	2.12	
Feeder	541	396	84,920.11	38,388.76	2.21	
Feeder	542	207	46,836.09	30,660.32	1.53	
Feeder	544	547	140,531.39	59,345.58	2.37	
Feeder	547	665	214,267.93	57,496.63	3.73	
Feeder	549	1,062	329,953.29	56,728.01	5.82	
Feeder	551	250	50,877.01	20,586.02	2.47	
Feeder	553	205	24,048.51	10,555.70	2.28	
Feeder	554	877	188,411.50	51,166.19	3.68	
Feeder	555	123	20,380.71	9,883.80	2.06	
Feeder	560	124	27,951.33	13,898.61	2.01	
Feeder	566	104	22,718.01	11,928.93	1.90	
Feeder	568	357	100,302.67	50,302.24	1.99	
Feeder	571	209	55,126.36	25,435.23	2.17	
Feeder	574	225	77,488.09	25,384.01	3.05	
Feeder	582	174	38,668.74	26,043.42	1.48	
Feeder	583	1,404	354,460.69	104,867.96	3.38	
Feeder	585	23	4,726.24	3,825.55	1.24	
Feeder	591	101	20,391.68	15,523.78	1.31	
Feeder	592	764	157,590.09	54,278.61	2.90	
Feeder	593	723	148,415.04	44,041.59	3.37	
Feeder	594	169	37,396.82	26,908.59	1.39	
Feeder	595	187	64,546.51	46,846.11	1.38	
Feeder	597	732	251,831.58	67,754.62	3.72	
Feeder Total	64	22,148	5,615,953.19	2,013,581.39	2.79	2.09
Crosstown	401	578	192,973.24	50,705.56	3.81	
Crosstown	402	950	394,629.43	95,412.74	4.14	
Crosstown	403	806	332,742.57	102,267.72	3.25	
Crosstown	404	2,410	926,851.86	176,173.33	5.26	
Crosstown	405	969	416,130.95	106,485.79	3.91	

Crosstown	408	1,006	454,310.15	83,669.58	5.43	
Crosstown	409	1,245	243,253.24	69,600.34	3.50	
Crosstown	410	642	242,857.85	66,125.82	3.67	
Crosstown	415	452	159,105.80	43,752.02	3.64	
Crosstown	426	616	131,913.16	36,527.54	3.61	
Crosstown	428	1,686	564,288.96	118,489.78	4.76	
Crosstown	444	572	162,183.92	67,360.26	2.41	
Crosstown	445	562	109,855.71	36,033.73	3.05	
Crosstown	451	790	314,980.57	65,486.67	4.81	
Crosstown	452	358	147,087.91	49,106.02	3.00	
Crosstown	453	1,339	480,188.47	114,263.27	4.20	
Crosstown	463	1,116	359,988.24	76,451.34	4.71	
Crosstown	466	2,030	740,021.71	155,219.08	4.77	
Crosstown	467	1,800	656,902.16	138,063.94	4.76	
Crosstown	475	648	280,944.50	85,112.24	3.30	
Crosstown	486	1,864	538,469.95	100,033.28	5.38	
Crosstown	488	1,355	398,871.46	75,016.53	5.32	
Crosstown Total	22	23,793	8,248,551.83	1,911,356.58	4.32	3.24
Shuttle	702	288	17,811.52	4,374.43	4.07	
Shuttle	749	227	48,848.69	24,120.45	2.03	
Shuttle	841	56	19,646.66	14,572.61	1.35	
Shuttle	843	43	8,151.74	5,520.39	1.48	
Shuttle	870	54	14,317.56	8,910.38	1.61	
Shuttle Total	5	667	108,776.16	58,498.25	1.89	1.42
Grand Total	121	66,563	21,097,248.83	5,780,795.64	3.65	

Type	Route	Avg Weekday Ridership	Fiscal Responsibility			Overall Target
			Total Passengers	Subsidy	Subsidy per Passenger	
Local	2	960	78,239	\$572,634.95	\$7.32	
Local	11	2,573	208,539	\$1,177,024.68	\$5.64	
Local	12	754	60,274	\$860,971.24	\$14.28	
Local	19	1,279	100,137	\$1,192,049.95	\$11.90	
Local	21	186	14,570	\$423,244.64	\$29.05	
Local	24	555	44,136	\$359,115.66	\$8.14	
Local	26	807	64,374	\$512,364.57	\$7.96	
Local	29	564	43,697	\$547,421.02	\$12.53	
Local	31	665	51,190	\$868,452.62	\$16.97	
Local	35	277	21,753	\$418,244.72	\$19.23	
Local	36	791	61,931	\$808,691.36	\$13.06	
Local	39	483	39,248	\$372,933.14	\$9.50	
Local	52	664	50,932	\$678,821.08	\$13.33	
Local	59	456	37,080	\$516,922.25	\$13.94	
Local	60	493	40,526	\$592,113.92	\$14.61	
Local	63	566	35,076	\$418,414.57	\$11.93	
Local	76	570	45,455	\$512,692.51	\$11.28	
Local	81	582	41,827	\$558,006.80	\$13.34	
Local	82	307	26,190	\$487,177.63	\$18.60	
Local	84	549	45,402	\$723,885.71	\$15.94	
Local	110	982	74,783	\$594,910.33	\$7.96	
Local	111	455	34,588	\$473,228.40	\$13.68	
Local	161	1,068	88,353	\$1,121,365.32	\$12.69	
Local	164	1,725	137,159	\$1,401,158.22	\$10.22	
Local	183	613	48,782	\$561,703.30	\$11.51	
Local Total	25	18,923	1,494,243	\$16,753,548.58	\$11.21	\$14.95
Express	205	142	8,775	\$224,526.44	\$25.59	
Express	206	232	14,376	\$555,107.90	\$38.61	
Express	208	295	18,318	\$815,919.29	\$44.54	
Express	278	110	6,842	\$307,342.24	\$44.92	
Express	283	252	15,652	\$454,459.32	\$29.03	
Express Total	5	1,032	63,964	\$2,357,355.19	\$36.85	\$49.14
Feeder	333	113	7,014	\$154,811.62	\$22.07	
Feeder	347	327	23,156	\$358,129.10	\$15.47	
Feeder	350	529	37,659	\$539,283.81	\$14.32	
Feeder	360	584	43,990	\$506,516.63	\$11.51	

Feeder	361	308	24,532	\$344,871.26	\$14.06
Feeder	362	335	20,760	\$305,828.39	\$14.73
Feeder	372	335	23,143	\$335,430.87	\$14.49
Feeder	374	383	28,742	\$334,630.98	\$11.64
Feeder	376	245	21,436	\$224,817.03	\$10.49
Feeder	377	194	13,966	\$164,327.56	\$11.77
Feeder	378	689	55,623	\$419,499.90	\$7.54
Feeder	380	156	9,664	\$167,084.18	\$17.29
Feeder	500	55	4,845	\$194,678.35	\$40.18
Feeder	501	616	50,091	\$635,455.28	\$12.69
Feeder	502	316	26,815	\$385,728.35	\$14.39
Feeder	504	172	12,864	\$287,093.38	\$22.32
Feeder	505	157	9,710	\$245,124.43	\$25.24
Feeder	506	836	68,629	\$442,960.18	\$6.45
Feeder	507	101	7,438	\$296,988.54	\$39.93
Feeder	508	104	7,449	\$153,463.17	\$20.60
Feeder	509	164	11,866	\$169,711.35	\$14.30
Feeder	510	108	6,719	\$282,485.27	\$42.04
Feeder	513	142	12,071	\$321,585.60	\$26.64
Feeder	514	192	11,893	\$272,511.46	\$22.91
Feeder	515	246	18,509	\$364,878.83	\$19.71
Feeder	516	145	11,289	\$227,068.42	\$20.11
Feeder	521	123	9,247	\$293,584.96	\$31.75
Feeder	522	372	25,189	\$410,586.54	\$16.30
Feeder	524	352	31,451	\$331,583.40	\$10.54
Feeder	525	157	9,722	\$263,306.10	\$27.08
Feeder	526	213	16,907	\$193,705.70	\$11.46
Feeder	527	555	39,244	\$337,840.79	\$8.61
Feeder	528	338	27,429	\$358,041.52	\$13.05
Feeder	529	238	18,989	\$406,740.52	\$21.42
Feeder	531	353	27,126	\$414,898.41	\$15.30
Feeder	532	108	6,711	\$138,900.08	\$20.70
Feeder	533	96	5,967	\$83,832.13	\$14.05
Feeder	534	801	62,170	\$690,914.82	\$11.11
Feeder	535	721	55,134	\$658,514.71	\$11.94
Feeder	536	44	2,724	\$179,971.45	\$66.08
Feeder	538	499	40,903	\$514,421.78	\$12.58
Feeder	541	396	28,879	\$453,262.38	\$15.70
Feeder	542	207	15,714	\$411,255.00	\$26.17

Feeder	544	547	40,781	\$642,679.20	\$15.76	
Feeder	547	665	52,105	\$662,267.40	\$12.71	
Feeder	549	1,062	83,087	\$609,371.89	\$7.33	
Feeder	551	250	15,493	\$223,500.98	\$14.43	
Feeder	553	205	12,680	\$175,686.69	\$13.86	
Feeder	554	877	72,350	\$544,693.34	\$7.53	
Feeder	555	123	7,626	\$132,023.16	\$17.31	
Feeder	560	124	7,712	\$153,569.85	\$19.91	
Feeder	566	104	6,462	\$172,734.78	\$26.73	
Feeder	568	357	29,203	\$605,558.03	\$20.74	
Feeder	571	209	12,934	\$303,588.96	\$23.47	
Feeder	574	225	13,960	\$263,343.66	\$18.86	
Feeder	582	174	13,163	\$274,530.61	\$20.86	
Feeder	583	1,404	116,008	\$985,126.15	\$8.49	
Feeder	585	23	1,413	\$103,767.28	\$73.43	
Feeder	591	101	8,291	\$209,871.28	\$25.31	
Feeder	592	764	61,176	\$577,528.64	\$9.44	
Feeder	593	723	56,705	\$467,194.67	\$8.24	
Feeder	594	169	13,292	\$277,687.88	\$20.89	
Feeder	595	187	15,574	\$482,972.02	\$31.01	
Feeder	597	732	54,110	\$682,311.25	\$12.61	
Feeder Total	64	22,148	1,687,504	\$22,826,331.95	\$13.53	\$18.04
Crosstown	401	578	45,432	\$529,060.86	\$11.65	
Crosstown	402	950	74,322	\$984,051.57	\$13.24	
Crosstown	403	806	61,285	\$938,374.78	\$15.31	
Crosstown	404	2,410	197,769	\$1,698,528.15	\$8.59	
Crosstown	405	969	78,474	\$1,052,990.43	\$13.42	
Crosstown	408	1,006	81,611	\$838,098.75	\$10.27	
Crosstown	409	1,245	100,516	\$828,173.35	\$8.24	
Crosstown	410	642	49,546	\$710,913.71	\$14.35	
Crosstown	415	452	35,545	\$538,014.48	\$15.14	
Crosstown	426	616	51,063	\$423,308.15	\$8.29	
Crosstown	428	1,686	132,616	\$1,217,814.95	\$9.18	
Crosstown	444	572	44,241	\$746,945.98	\$16.88	
Crosstown	445	562	43,536	\$442,530.40	\$10.16	
Crosstown	451	790	62,431	\$764,630.90	\$12.25	
Crosstown	452	358	28,657	\$606,357.71	\$21.16	
Crosstown	453	1,339	106,377	\$1,213,011.98	\$11.40	
Crosstown	463	1,116	87,647	\$813,573.06	\$9.28	

Crosstown	466	2,030	167,613	\$1,491,906.24	\$8.90	
Crosstown	467	1,800	150,960	\$1,286,311.19	\$8.52	
Crosstown	475	648	52,040	\$845,540.95	\$16.25	
Crosstown	486	1,864	139,408	\$1,007,812.67	\$7.23	
Crosstown	488	1,355	106,872	\$770,021.00	\$7.21	
Crosstown Total	22	23,793	1,897,962	\$19,747,971.28	\$10.40	\$13.87
Shuttle	702	288	26,348	\$112,990.59	\$4.29	
Shuttle	749	227	19,614	\$327,882.17	\$16.72	
Shuttle	841	56	3,455	\$215,435.80	\$62.36	
Shuttle	843	43	2,640	\$90,122.37	\$34.13	
Shuttle	870	54	4,183	\$140,998.03	\$33.71	
Shuttle Total	5	667	56,241	\$887,428.96	\$15.78	\$21.04
GoLink	Inland Port Exp.	102	6,887	\$157,099.19	\$22.81	
GoLink	Kleberg	15	957	\$31,421.03	\$32.83	
GoLink	Rylie	15	969	\$36,080.48	\$37.23	
GoLink	N Central Plano	66	4,123	\$84,879.57	\$20.59	
GoLink	Legacy West	18	1,120	\$47,033.12	\$41.99	
GoLink	Rowlett	106	6,644	\$112,712.53	\$16.96	
GoLink	Far North Plano	25	1,554	\$47,869.31	\$30.80	
GoLink	Farmers Branch	31	1,893	\$58,216.69	\$30.75	
GoLink	Glenn Heights	22	1,362	\$48,627.86	\$35.70	
GoLink	West Carrollton	0	4	\$2,641.12	\$660.28	
GoLink	Lake Highlands	29	1,818	\$62,174.25	\$34.20	
GoLink	Lakewood	13	775	\$29,590.30	\$38.18	
GoLink	North Dallas	35	2,257	\$46,937.66	\$20.80	
GoLink	Park Cities	6	381	\$22,650.98	\$59.45	
GoLink	South Dallas	4	278	\$27,166.19	\$97.72	
GoLink	South Irving	8	491	\$40,847.43	\$83.19	
GoLink	SE Garland	40	2,505	\$48,041.90	\$19.18	
GoLink	Central Irving	4	83	\$12,585.71	\$151.64	
GoLink	Central Richardson	2	43	\$12,220.41	\$284.20	
GoLink	Cypress Waters	14	263	\$26,478.04	\$100.68	
GoLink	East Irving	3	47	\$5,724.33	\$121.79	
GoLink	East Plano	2	43	\$5,838.30	\$135.77	
GoLink	East Telecom	4	69	\$8,480.15	\$122.90	
GoLink	Keller Springs	2	39	\$11,585.76	\$297.07	
GoLink	Mountain Creek	3	54	\$14,468.02	\$267.93	
GoLink	Northwest Carrollton	1	13	\$11,588.94	\$891.46	
GoLink	Northwest Dallas	0	9	\$18,183.12	\$2,020.35	

GoLink	Plano Zone to Zone	12	223	\$714.56	\$3.20	
GoLink	Preston Hollow	1	13	\$11,499.75	\$884.60	
GoLink	South Central Plano	2	39	\$3,253.90	\$83.43	
GoLink	West Dallas	2	46	\$16,957.79	\$368.65	
GoLink Total	31	587	35,002	\$1,063,568.39	\$30.39	\$40.51
Site Specific	Baylor Shuttle	126	7,832	\$12,500.00	\$1.60	
Site Specific	DFWIA	112	7,946	\$45,329.18	\$5.70	
Site Specific	Medical City	89	5,527	\$6,900.00	\$1.25	
Site Specific	Richardson	50	3,108	\$16,030.25	\$5.16	
Site Specific	TI Shuttles	98	6,440	\$68,750.00	\$10.68	
Site Specific	883	3,097	241,806	\$252,691.86	\$1.05	
Site Specific	UTSW	5,330	5,330	\$24,875.00	\$4.67	
Site Specific	768	420	27,039	\$95,481.00	\$3.53	
Site Specific	704	208	14,818	\$156,882.15	\$10.59	
Site Specific	705	226	17,176	\$210,433.74	\$12.25	
Site Specific	706	165	10,225	\$154,010.73	\$15.06	
Site Specific Total	11	9,921	347,247	\$1,043,883.90	\$3.01	\$4.01
Grand Total	163	77,071	5,582,163	\$64,680,088.26	\$11.59	

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 were thoroughly reviewed as a part of the DARTzoom Bus Network Redesign process. On January 24th, 2022, all of the routes below will be replaced with new routes and/or GoLink service as part of the Bus Network Plan and associated January 2022 service change. Many routes feature more frequent service, and all local routes will operate seven days per week over full DART operating hours. Details on the proposed changes are available at dartzoom.org. A more in-depth discussion will be in the FY22 2nd Quarter Report.

Route	Discussion
21	<p>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. Starting on January 24, 2022, Route 21 will not be in service. Riders along this route would have to walk to a major arterial, which more frequent service is provided.</p>
35	<p>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. Starting on January 24, 2022, segments between Postal Way and Norwich will be replaced by West Dallas GoLink. The South Dallas portion will be replaced by Route 13, which will be a Core Frequent Route.</p>
82	<p>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. Starting on January 24, 2022, Route 82 will be replaced by Route 109 to cover the southern segments of the route. The northern segment on Live Oak and Skillman will be replaced by Routes 3 and 9, both being a Core Frequent Route.</p>
84	<p>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. Starting on January 24, 2022, the downtown to Mockingbird segment will be replaced largely by Route 105. The Ross segments will be replaced by Route 3. Some of the US 75 service will be picked up by Route 209; and the north segment will be covered by the expanded North Dallas GoLink.</p>
333	<p>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</p>

	conversion to GoLink demand responsive service, which is the recommendation of the DARTzoom plan.
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. Starting on January 24, 2022, the southern segment along Lancaster was given to Route 217. DART Staff also shorten Rt. 444 (New Route Number 226), which was done to improve East & West transfer connections at Cockrell Hill PTL & 8 th & Corinth Station.
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. 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. On January 24 th this alignment has changes to Local Route 234. We will continue to monitor the new service.
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 was therefore 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.
508	Route 508 is an historical service along Nursery Road and Carl Road in Irving which connects Downtown Irving (a bus hub and TRE Station) with Light Rail at the University of Dallas. The service corridor is densely developed with low-income older apartments, important commercial destinations, light industrial manufacturing, and higher end residential communities. A closer review of the performance indicators shows below target performance, but not as poor as other Irving routes such as 507 and 500 which are being replaced with GoLink zones in the future. This low but not desperate performance and the marginalized nature of the surrounding community supported the decision to continue this service in the new bus network. Staff will closely monitor performance to verify that increased frequency will make a difference.
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. On January 24, 2022, Route 510 will be replaced by Local Route 227 and the Cypress Waters GoLink Zone.
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 On January 24 th this alignment has changed to Local Route 238. We will continue to monitor the new service.
514	On January 24, 2022, Route 514 will be replaced by Local Route 227.
515	Route 515 is a feeder route operating from Dallas Zoo to Ledbetter Station. This route has been a low performing route, when compared to similar feeder routes. On January 24 th , new alignment of routes took place which causes riders to walk to Route 45 Marsalis or to Route 217, depending on where riders live.
516	Route 516 is a feeder route operating from Camp Wisdom Station. This route circulated through the Singing Hills Neighborhood. The route has been a low performing route, when compared to similar feeder routes. Surveys and outreach to this community was done to determine, what would encourage riders to return to public transit. What was advised was access to more destination and a faster commute. On January 24, 2022, Local Route 45 replaced route 516, to meet the needs of Sing Hills Neighborhood.
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. Starting on January 24, 2022, Route 521 will be replaced by Route 209 with service 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.

532	Route 532 has failed to regain lost ridership since the beginning of the pandemic. Whether its market has shifted or the service itself has failed is unclear. The sustained low performance has resulted in a recommendation to discontinue the route in January 2022.
536	On January 24, 2022, Route 536 will be replaced by Local Route 232 and the Keller Springs GoLink Zone.
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 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. Starting on January 24, 2022, Route 582 will be replaced by North Dallas GoLink and the 17 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. Starting on January 24, 2022, 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. Starting on January 24, 2022, 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 starting on January 24, 2022.
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. Starting on January 24, 2022, Route 595 will be replaced by Local Routes 218 and 220.
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. On January 24 th this alignment will change to the South-Central Plano & East Telecom GoLink Zones. We will continue to monitor the new service.
Legacy West	This zone has declined due to the Pandemic, which resulted in major corporations allowing employees to work remotely. On January 24 th Saturday service will begin in the zone. We will continue to monitor this zone as businesses bring employees back.
Western Carrollton	This Zone is a relatively new zone, serving 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 seen little to no ridership since its inception.

Park Cities	The Park Cities GoLink Zone has historically had single-digit ridership. We anticipate that ridership will increase after January 24, 2022, as it replaces Route 31 especially in the Elm Thicket neighborhood.
South Dallas	South Dallas GoLink launched on April 26, 2021, as a 6-month pilot test to see how service gaps can be filled in South Dallas. With additional funding from NCTCOG, the pilot test has now been extended to January 2022. Service hours have also been extended from 9:00 a.m.-4:00 p.m. to 5:00 a.m.-8:00 p.m. We anticipate ridership growth as it will replace several fixed routes in South Dallas.
South Irving	The zone serves 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.
New GoLink Zones	Service in all of the new/expanded GoLink Zones was introduced on December 6, 2021, to run concurrent with fixed route bus. This gave customers an opportunity to become familiar with GoLink before bus routes are removed in January. We expect GoLink ridership to increase during the next quarter, as customers get more comfortable using GoLink.

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

Figure 1: Location of the Deficient Performers in 1st QTR FY22

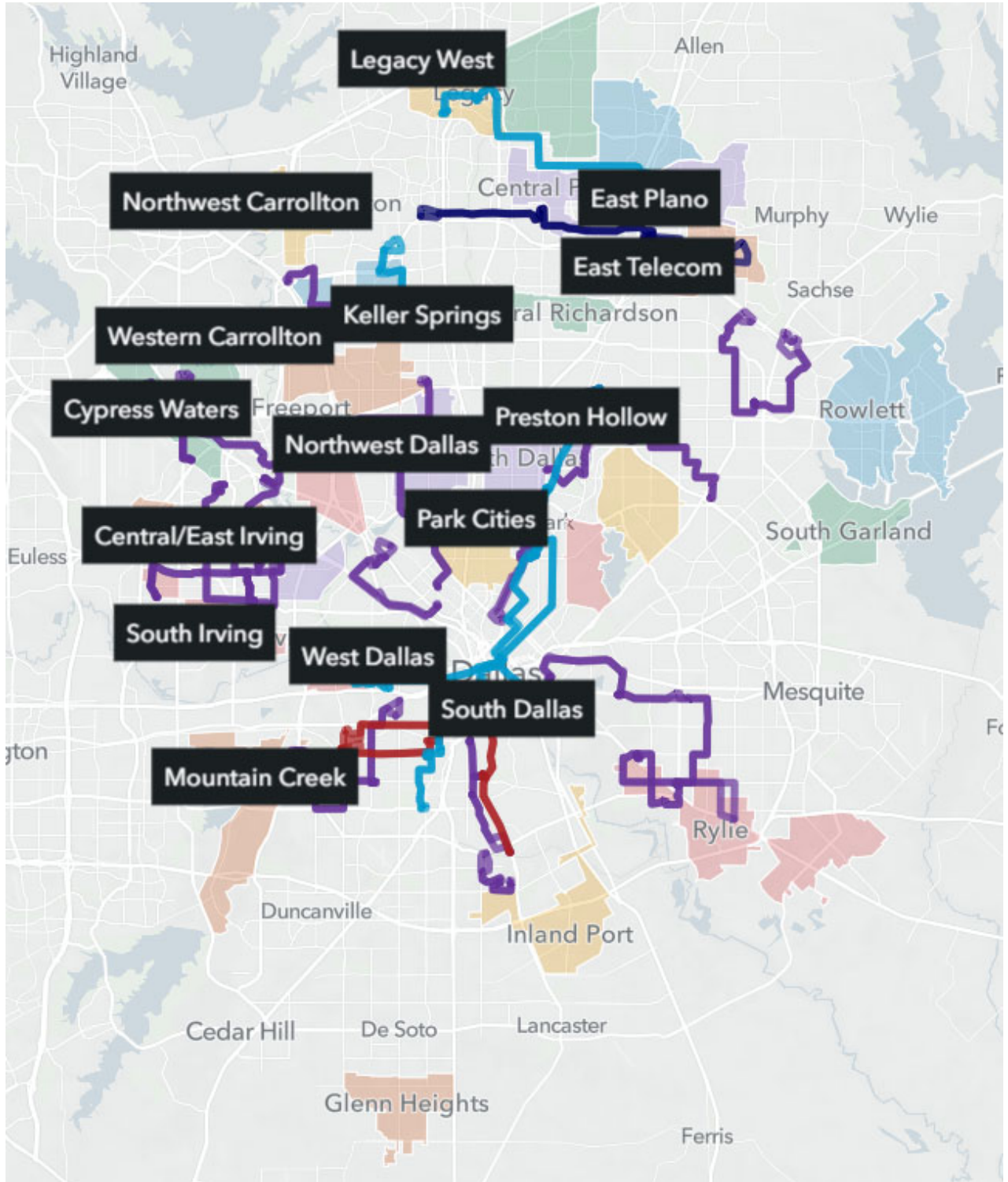


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FY 2022 Quarterly Marketing & Communications Report First Quarter

New Bus Network Bus Stop Sign Replacement *October-December 2021*

Project Overview:

DART undertook an extensive bus stop conversion process to prepare approximately 10,000 bus stops for the New Bus Network.

This intricate plan involved covering the current bus stop signs with a temporary sleeve printed with information about current service at that stop and what the new routes or service would be. The messages on the sign covers fall into these categories:

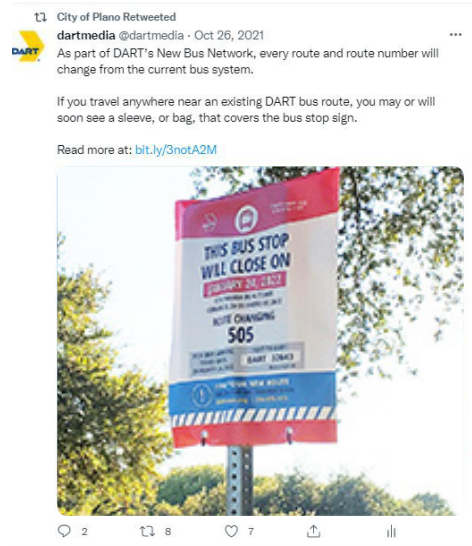
- Stop closing
- New stop opening
- Continuing/remaining stop
- GoLink zone (sign will eventually be removed)
- GoLink pick-up location (cluster stop)
- GoLink pick-up and fixed-route location

Project Elements:

- New bus stop signs feature QR codes, two-sided signs, larger surface area, and larger font size
- Bus stop sign covers listed current and future service at that stop
 - Installation of temporary bus stop sign covers began in October 2021 and continued through the end of the quarter

Highlights:

- DART's Communications team produced a video highlighting the process of installing the temporary bus stop sign covers, which was shared on social media. This video generated 7,712 impressions and 234 engagements.



Bus Stop Sign Conversion Begins as Part of DART's New Bus Network



DART bus stop near Parker Road Station in Plano

5 comments

Posted on Oct 26, 2021 by DART Daily



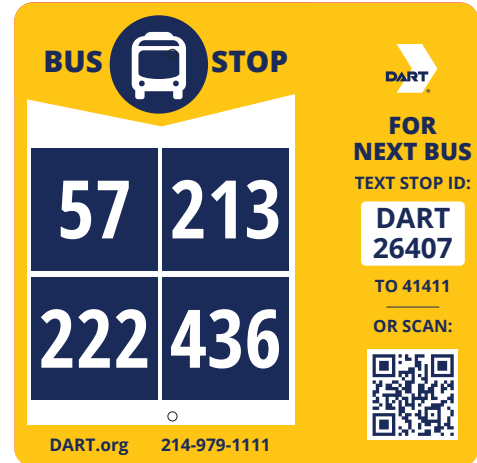
What are the bags that covering the bus stop signs?

As part of DART's New Bus Network – which goes into effect on Jan. 24, 2022 – the agency is changing every route and every route number in the current bus system. That means that the agency also must change every bus stop sign.

New Bus Network Bus Stop Sign Replacement (continued)

By the Numbers:

- 10,000 bus stops required sign covers and/or new bus stop signs:
 - 7,100 fixed-route bus stops
 - 2,056 discontinued bus stops
 - 1,327 GoLink zones (many of which will not require bus stops)
 - 492 new fixed-route bus stops
- DART Daily article page views: 891
- Social Media
 - Posts: 3
 - Impressions: 23, 187
 - Engagements: 1,722
 - Link clicks: 1,404



GoLink

Dec. 13-21, 2021

Project Overview:

DART scheduled a series of targeted activations at key transit centers and rail stations to engage and assist current bus riders with navigating the upcoming bus service changes. Staff from various departments participated in rider intercepts to help them learn how to use GoLink and transition from fixed-route bus service to on-demand GoLink service.

Project Elements:

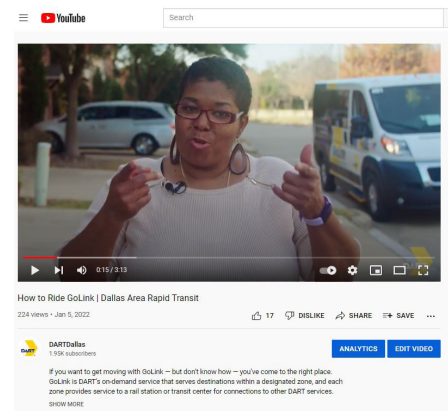
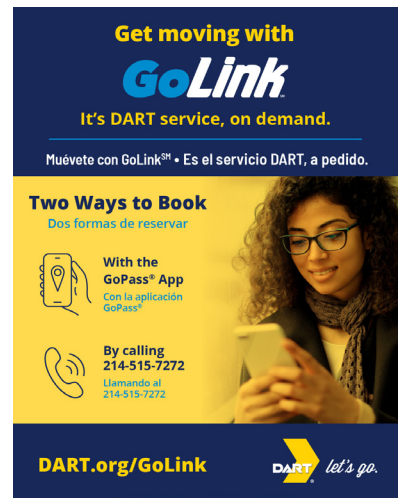
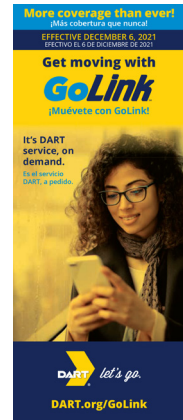
- Station activations
- Updated customer collateral including an “Introduction to GoLink” brochure and a comprehensive GoLink brochure
- Volunteer training sessions
- Volunteer lanyard card

Highlights:

- DART co-hosted a Facebook Live event on Dec. 7 with the city of Dallas that focused exclusively on GoLink.
 - This event generated 3,018 impressions and 338 engagements.

By the Numbers:

- Activations
 - 251 volunteers
 - 74 activations
 - 13 days
- Social Media
 - Posts: 13
 - Impressions: 17,277
 - Engagements: 630
 - Link clicks: 404



Rosa Parks Day

Dec. 1, 2021

Project Overview:

DART celebrated the State of Texas designation of Dec. 1 as Rosa Parks Day in Texas. This will now be recognized annually in Texas. In addition to a celebration at DART's Rosa Parks Plaza, DART placed commemorative seat clings on board buses to celebrate the occasion.

Project Elements:

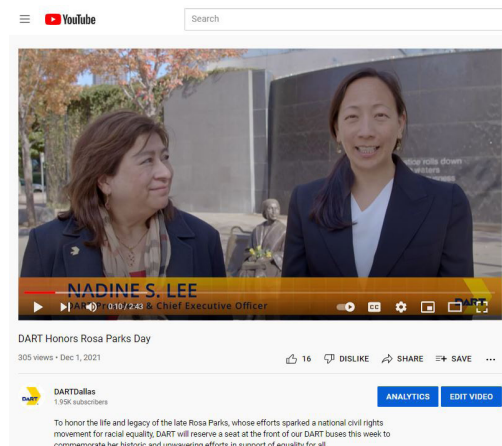
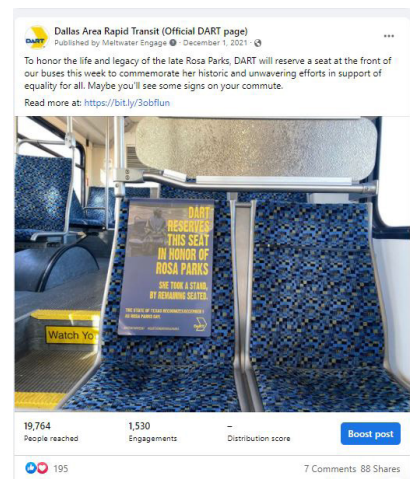
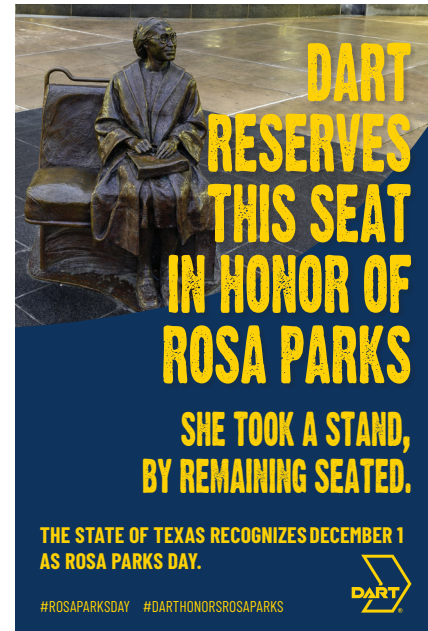
- 800+ "Seat Reserved in Honor of Rosa Parks" seat clings installed on DART buses
- Digital and social media

Highlights:

- DART produced a special video featuring DART President & CEO Nadine S. Lee and DART Board Chair Michele Wong Krause. The video was viewed 1,648 times on social media.

By the Numbers:

- DART Daily
 - Posts: 1
 - Impressions: 86
- Social Media
 - Posts: 4
 - Impressions: 22,632
 - Engagements: 1,210
 - Link clicks: 729



Stuff a Bus

Nov. 29-Dec. 17, 2021

Project Overview:

Stuff A Bus is an annual holiday charity drive focused on collecting socks and blankets for seniors as well as toys for children. Due to COVID-19 precautions, donors were encouraged to make their donation virtually by buying items from an Amazon Wishlist. Items bought from the Wishlist were then delivered to DART Headquarters. Promotional marketing materials were made for both internal (DART employees) and external (DART riders) audiences.



Project Elements:

- GoPass Events and Offers, digital kiosk signs, DART.org
- Print and digital ads
- Digital dashboards in divisions, INFOtransit digital screens, InfoStation posts, and DART announcement emails
- Media Partners: *Dallas Weekly* and *Advocate Magazine*



Highlights:

- The 2021 Stuff A Bus event was the first one to be a virtual drive.

By the Numbers:

- 300+ blankets collected
- 600+ pairs of socks collected
- 10 boxes of canned goods and other dry items collected
- 2 large boxes of body wash, toothpaste, toothbrushes, bar soaps, and lotions collected
- Multiple boxes of adult diapers, Ensure, and clothing collected
- Media (digital, print)
 - Ads: 9
 - Market value: \$4,952
 - Impressions: 69,584



Molson Coors

Dec. 31, 2021

Project Overview:

Molson Coors resumed its long-standing partnership with DART to promote riding transit instead of driving to New Year's Eve events as part of its Free Rides program to help prevent drunk driving. The partnership provided free rides from 6 p.m. thru the end of service on New Year's Eve (Dec. 31) on DART bus and rail, TRE between EBJ Union and CentrePort/DFW Airport stations, Dallas Streetcar, Paratransit Services, and GoLink service.



Project Elements:

- Digital Elements
 - Digital kiosk signs
 - Social media
 - Marketing on hold/interactive voice response system
 - Rider Alert
 - DART.org website
 - GoPass Events and Offers
- On-asset Elements
 - Full bus wrap
 - TRE seat drop
 - Bus interiors
 - INFOtransit digital screens
 - Farebox covers
- Stations
 - PA/VMBs
 - Corner markers
 - Station banners
 - Windscreens
 - A-frames
 - Ticket vending machine decals



Molson Coors (continued)

Highlights:

- The cities of Farmers Branch, Irving, and Richardson shared the NYE Free Rides on DART promotion in their city e-newsletters.

By the Numbers:

- Social Media
 - Posts: 7
 - Impressions: 40,322
 - Engagements: 709
 - Link clicks: 200
- Media (print, digital)
 - Ads: 44
 - Market value: \$15,754
 - Impressions: 2.0 million
- DART assets (INFOtransit digital screens, corner markers, banners, and windscreens)
 - Ads: 547
 - Market value: \$34,770
 - Impressions: 1.5 million

Chill
RESPONSIBLY

RIDE FREE ON DART
THIS NEW YEAR'S EVE

This New Year's Eve, guess what,
the Ride's On Us!

DART and Coors Light® are partnering to provide Coors Light Free Rides® anywhere within the DART service area—including paratransit services and the TRE between EBJ Union Station and CentrePort/DFW Airport Station—from 6 p.m. on New Year's Eve, Friday, Dec. 31, until the end of service.

DART Rail will be operating a holiday (weekend) schedule, but will add these final trips for that evening only:

**LAST TRAINS – DEPARTURE TIMES
FROM WEST END STATION**

Red Line to Parker Road	1:08 a.m.
Orange Line to DFW Airport	1:11 a.m.
Red Line to Westmoreland	1:16 a.m.
Blue Line to Downtown Rowlett	1:17 a.m.
Green Line to North Carrollton	1:23 a.m.
Green Line to Buckner	1:37 a.m.
Blue Line to UNT Dallas	1:43 a.m.

The TRE's last train leaves EBJ Union Station is at 12:20 a.m.

The Dallas Streetcar will continue at 20-minute intervals, with the last trip leaving EBJ Union Station at 12:50 a.m. and Bishop Arts at 1:09 a.m., arriving at EBJ Union Station at 1:20 a.m. DART Buses and Paratransit Services will cease operations at their normal Sunday times.

Have a safe and joyous New Year's from Coors Light and DART. For more details, go to DART.org.

Takedown Date: 1/3/22

Special Event Partnerships Wrap-up

Festival at the Switchyard, Nov. 6, 2021

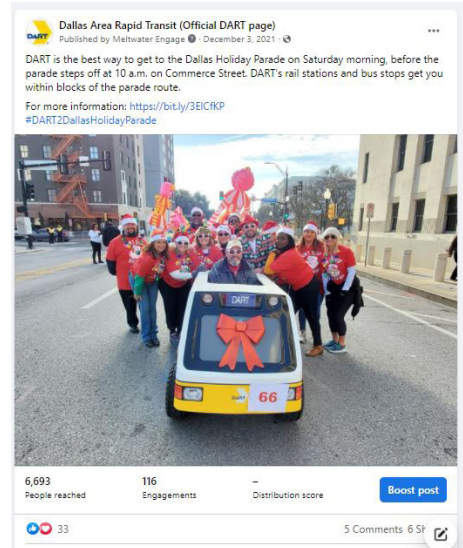
Dallas Holiday Parade, Dec. 4, 2021

Project Overview:

Extend DART's brand awareness and relevance, as well as increase ridership, through cross-promotional agreements with Carrollton's Festival at the Switchyard on Nov. 6, and Dallas Holiday Parade on Dec. 4.

Project Elements:

- Partnership agreement with Festival at the Switchyard included:
 - Recognition as Train Master sponsor and the official transportation provider for the Festival at the Switchyard
 - DART logo on the main stage banners
 - Half-page ad in the Festival program book
 - Live mentions at the event
 - Two exclusive social media mentions on the city's Facebook page
 - 15-second exclusive static slide commercial on the main stage video wall
 - Banner ad in the Festival edition of the city's e-newsletter
 - Featured sponsor of the week on the Festival's webpage
 - DART logo on 2-3 ads placed throughout DFW
- Partnership with the Dallas Holiday Parade included:
 - DART's participation in the parade, which included the DART Rail go-cart and 10 DART employees who walked alongside
 - Mentions of DART in the parade script
 - Promotion of DART on the parade's digital and social channels
 - DART logo on parade marketing promotions



Special Event Partnerships Wrap-up (continued)

Highlights:

- Festival at the Switchyard
 - A DART Rail vehicle was featured in the Festival poster design.
 - DART received one prime 10x10 booth space with tent, table, two chairs, sign, lighting, and electricity.
 - DART's sponsorship of the event was highlighted in the city's e-newsletter, utility bill newsletter, press releases, social media posts, Festival flyer, and in digital display ads at recreation facilities, libraries, etc.
- Dallas Holiday Parade
 - DART provided 460 passes for the clowns, dancers, volunteers, and parade staff to ride DART to the parade in exchange for a Silver Star partnership, which included:
 - DART unit in the parade
 - Minimum of one mention in script
 - Employee engagement opportunities through volunteering
 - Logo on parade website
 - Logo or name on all marketing promotions



By the Numbers:

- Festival at the Switchyard
 - 32,000 attendees
 - 3,000 giveaways at DART's booth
- Dallas Holiday Parade
 - 100,000+ attendees



TRE Anniversary

Dec. 13-31

Project Overview:

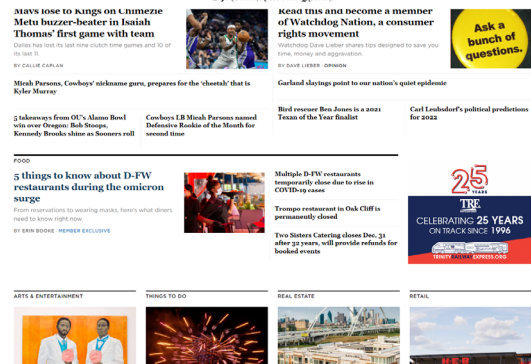
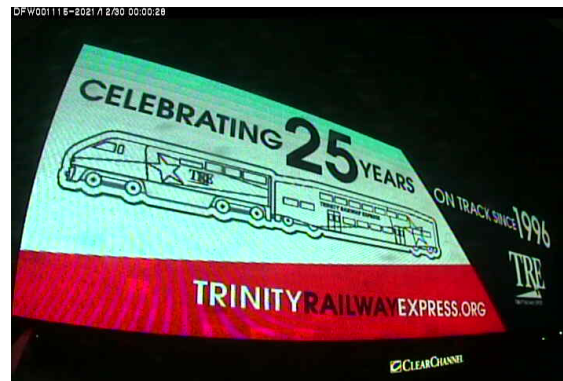
On Dec. 30, the Trinity Railway Express (TRE) celebrated 25 years of commuter rail service across the Dallas-Fort Worth region. The TRE debuted on Dec. 30, 1996. Operating between what is now EBJ Union Station and South Irving Station, the 10-mile commuter rail line enjoyed more than 4,000 riders during its first day of operation.

As part of the anniversary celebration, the TRE offered riders the opportunity to win 25 days of free rides by completing an entry form on the TRE website by Jan. 2, 2022.



Project Elements:

- Full page print ad in *The Dallas Morning News* and the *Fort Worth Star Telegram*
- Digital billboards
- Station banners celebrating the 25th Anniversary
- GoPass Events and Offers
- Engagement with riders through social media
- Seat drops on TRE trains
- Conductor announcements
- Digital ads
- InfoStation posts about TRE history, Commuter Rail teams, and the rider contest
- Internal communication to TRE, DART, and Herzog staff



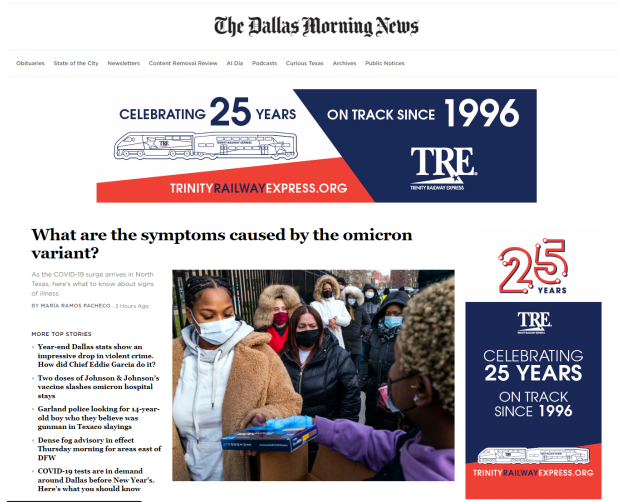
TRE Anniversary (continued)

Highlights:

- TRE's 25th Anniversary was promoted through full-page print ads in *The Dallas Morning News* and the *Fort Worth Star Telegram*. The contest also was promoted with a full-page print ad in the *Irving Rambler*.
- To engage the public, DART coordinated a contest where TRE riders submitted entries for a chance to win 25 regional day passes.
- DART posted internal messages and a Microsoft Teams background on InfoStation to celebrate, including a post about the teams that keep TRE on track.

By the Numbers:

- Social media
 - Posts: 7
 - Impressions: 10,432
 - Engagements: 560
 - Link clicks: 188
- Media (digital, print, outdoor)
 - Ads: 62,920
 - Market value: \$36,715
 - Impressions: 3.4 million



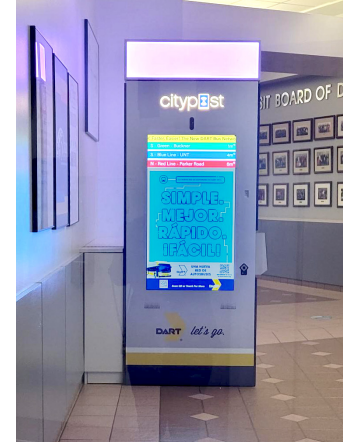
New Bus Network Advertising

Nov. 1-Dec. 31, 2021

Project Overview:

The New Bus Network is a large agency initiative that requires an impactful advertising plan. The advertising plan focuses on the simplicity of the new transit system and how it ties into themes from the 2021 DART Brand Truth Workshop – Life is complicated, but your transit system shouldn't be. DART makes your journey a simpler experience with routes designed to get you from your doorstep to your destination faster.

Objectives are to raise awareness, drive trial, and remove barriers by targeting Reliant and Task bus riders, followed by DART Rail riders.



Project Elements:

- A five-month advertising campaign launched on Nov. 1 and has a weighted budget of 60% for the first half of the campaign and 40% for the second half of the campaign. This will allow for quicker learnings to inform optimizations and efficiencies in the back half of campaign.
- Advertising campaign components:
 - TV/radio
 - Social media, digital, and email marketing
- Other rider points of contact:
 - Public relations/external communications
 - Non-traditional marketing
 - Outreach to stakeholders
 - Events and organizations
 - Activations with volunteers
 - Operations frontline staff and station concierges
 - Customer information materials
 - DART Customer Service and DARTmart staff



New Bus Network Advertising (continued)

Highlights:

- DART created a fun, upbeat dance track with original lyrics that will inform riders about the new and improved DART bus network. The energetic song will be used in select advertising applications.
- The five-month campaign includes a four-week fare promotion that will launch in Q2 FY 2022.

By the Numbers:

- Media (digital, print)
 - Ads: 76
 - Market value: \$82,707
 - Impressions: 5 million



New Bus Network Social Media

Oct. 1-Dec. 31, 2021

Project Overview:

DART's New Bus Network launches Jan. 24. In Q1 FY 2022, DART's Communications team continued its digital and social media efforts to ensure the public is aware of the upcoming changes, and understand how the New Bus Network is simpler, better, faster, and easier.

Project Elements:

- DART-owned digital and social media channels
- Service-area city social media channels
- Social media influencers

Highlights:

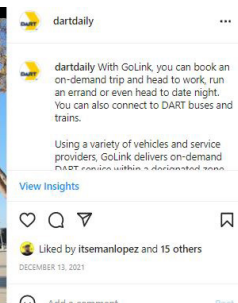
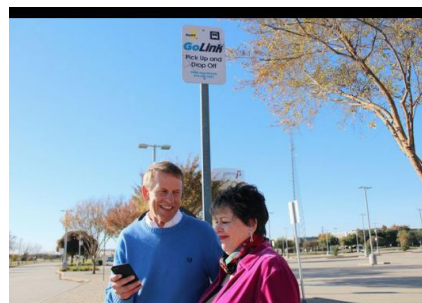
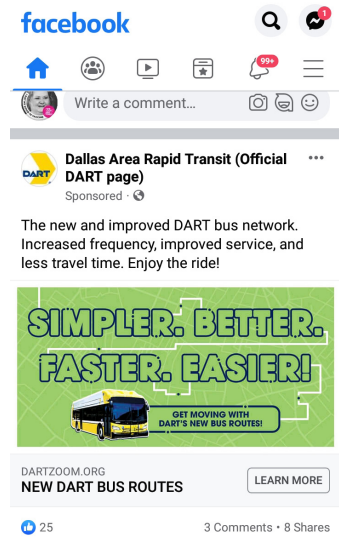
- DART's hosted six hyper-local Facebook live events with the cities of Dallas (2), Farmers Branch, Garland, Irving, and Plano.
 - The 30-minute segments streamed on DART's Facebook account and participating cities either streamed live or shared on their respective Facebook pages.
 - City representatives served as moderators, while DART staff served as panelists.
 - All events were conducted in English and Spanish.
 - These events generated 18,213 impressions and 2,260 engagements.
- Four impromptu Facebook Live events were held with DART staff subject-matter experts. Topics were based on public comments made on social media.
 - These events generated 8,597 impressions and 1,419 engagements.
- DART produced two videos and engaged local social media influencer Reuben Lael to produce a third video. These videos were produced to inform and educate riders of the New Bus Network.
 - These videos generated 18,879 impressions and nearly 900 engagements.



New Bus Network Social Media (continued)

Highlights (continued):

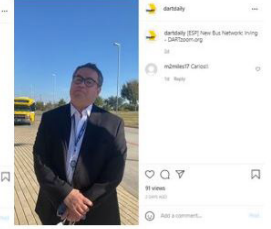
- Between Dec. 1 and Dec. 16, a lifestyle photography series was posted on Instagram that told the story of how riders' commutes would be different starting Jan. 24, 2022.
 - These scenario stories focused on the following key messages: less travel time, increased frequency, better access, and improved service. There also was a message that focused specifically on GoLink.
 - The intent of the series was to increase awareness of the bus system redesign and humanize DART.
 - The photography series generated 3,176 impressions and 176 engagements.
- DART hosted five Instagram Live events featuring DART subject-matter experts who addressed specific service changes.
 - These live events helped promote transparency and provide consistent, concise information that the public needs to know.
 - Two of the live events were conducted in Spanish.
 - One of the events was co-hosted with Dallas College at the Brookhaven campus.
 - The Instagram Live series generated 6,699 impressions and nearly 200 engagements.
- DART's service-area cities posted 30 messages on their social media channels, generating nearly 710,000 impressions. Top posters are Carrollton, Dallas, Garland, Irving, and Plano.
- DART engaged seven influencers to educate the public about the New Bus Network and gain third-party credibility. Content from these influencers generated nearly 273,000 organic impressions and 123,346 paid impressions.



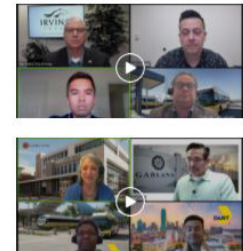
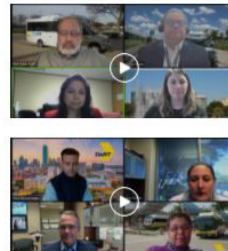
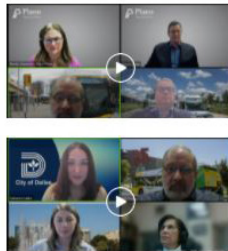
New Bus Network Social Media (continued)

By the Numbers:

- DART Daily
 - Posts: 9
 - Page views: 2,606
 - Percentage of page views: 45% (out of 5,751)
- Social Media
 - Posts: 52
 - Impressions: 107,000
 - Engagements: 4,780
 - Link clicks: 3,270



Facebook Live Events



Paid Media

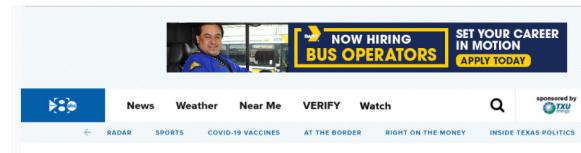
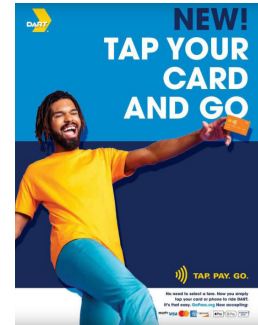
Oct. 1-Dec. 31, 2021

Project Elements:

- Campaigns included:
 - Contactless
 - DART Access
 - DARTzoom
 - Molson Coors Free Rides
 - Now Hiring
 - State Fair 2021
 - Stuff a Bus
 - TRE 25th Anniversary
 - Vote November 2
- Media partnership secured for the following campaign:
 - Stuff a Bus

By the Numbers:

- Media (digital, social media, print, radio, outdoor, and TV)
 - Ads: 428,013
 - Market value: \$350,300
 - Impressions: 35.5 million
- DART assets (INFOtransit digital screens, corner markers, banners, and windscreens)
 - Ads: 547
 - Market value: \$34,770
 - Impressions: 1.5 million



Social and Digital Media Recap

Oct. 1 to Dec. 31, 2021

Project Overview:

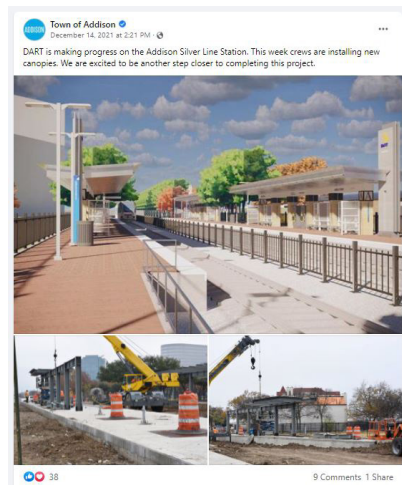
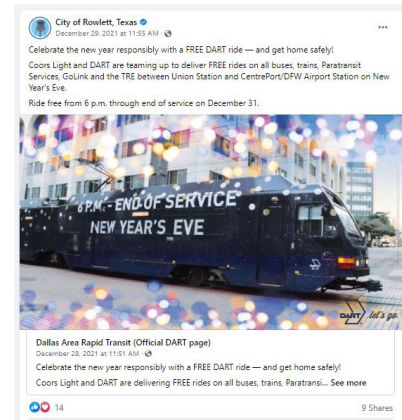
DART's digital and social media channels – including the DART Daily blog, Facebook, Twitter, and Instagram – were populated with shareable content that influences the narrative about DART; informs target audiences of relevant news and information to motivate some form of action; and amplifies the DARTable brand positioning. In Q1 FY 2022, DART's Communications team posted 350 messages on social media compared to 377 messages in Q4 FY 2021.

Project Elements:

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

Highlights:

- Silver Line #DARTSilverLine
 - Posts: 10
 - Impressions: 30,617
 - Engagements: 4,025
 - Represents 6.2%% of impressions and 13% of engagements in Q1
- NYE Free Rides #DART2NYE
 - Posts: 7
 - Impressions: 39,307
 - Engagements: 884
 - Represents 7.96% of impressions and 2.9% of engagements in Q1
- State Fair #DART2StateFair
 - Posts: 12
 - Impressions: 23,432
 - Engagements: 1,049
 - Represents 4.75% of impressions and 3.44% of engagements in Q1



Social and Digital Media Recap (continued)

Highlights (continued):

- DARTable Weekend Events
 - Posts: 36
 - Impressions: 29,146
 - Engagements: 869
Represents 5.9% of impressions and 2.85% of engagements in Q1

By the Numbers:

- In Q1 FY 2022, 350 messages earned over 6.57 million impressions and 100,349 engagements
 - This is an increase from the 1.6 million impressions and 28,090 engagements earned in Q4 FY 2022
 - The significant increase in impressions and engagements is attributed to New Bus Network paid and organic content
- The number of followers increased from 40,976 in Q4 FY 2021 to 43,190 in Q1 FY 2022
- In Q1 FY 2022, top posters from our service-area cities included Carrollton, Irving, Plano, Garland, Dallas, Glenn Heights, Richardson, and Rowlett.
 - Collectively, service-area cities posted 85 messages related to DART on their social media channels, compared to 66 messages in the previous quarter
 - Total impressions: 919,110
 - Coverage included New Bus Network, GoLink, and Silver Line



Customer Service

Oct. 1-Dec. 31, 2021

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 129 rider commendations this quarter, including:
 - Christine walked me through setting up the GoPass app and buying a ticket, which I needed for the following morning. She was incredibly patient, unbelievably helpful, and had fantastic customer service skills. As a new customer, I appreciated her help in learning to use DART and GoPass, and I like that DART is both more affordable than ride-sharing services and convenient to where I live.
 - Wanda provided a trip plan under the current bus system and the New Bus Network system, then texted the information to me. Due to Wanda's help, I know what to do when the New Bus Network starts.
 - Thanks to the entire Customer Service department who could change their name to Dallas Awesome Rapid Transit because everyone is awesome.
 - Lakendra helped me with routing information and treated me like family. I very much appreciate her. At the beginning of the call, I felt like I was "lost in the woods" but Lakendra was there to find me. Lakendra made sure that I had all the information I needed, and I am thankful.
 - Michelle was very nice and polite. I was very worried about the upcoming service change. My blood pressure goes up when I worry, and Michelle was able to calm me down and saved me a trip to the doctor. She was very helpful and provided me all the information I needed.
 - Barbara assisted me with so much respect while I was having a very rough week. She was friendly, upbeat, positive, and helped me understand the trip plan she gave me. Barbara didn't belittle me for not understanding the route information and was very patient.
 - I really appreciated Ebone's service and would give her 5 stars. She made me feel really comfortable asking questions to get a better understanding of the service and texted the trip information to me. Ebone had a good attitude and didn't rush me off the phone.
 - Jazmin is a keeper and I want to make sure she is recognized. Jazmin has superb customer service skills, and you don't find that every day.

Customer Service (continued)

By the Numbers:

- October
 - Received 41,719 calls (18.14% more than same time last year)
 - Rider Trip Planning in English handled 78% of received calls
 - Rider Trip Planning in Spanish handled 2% of received calls
 - Rider Feedback handled 16% of received calls
 - Lost & Found handled 4% of received calls
- November
 - Received 36,889 calls (20.73% more than the same time last year)
 - Rider Trip Planning in English handled 77% of received calls
 - Rider Trip Planning in Spanish handled 3% of received calls
 - Rider Feedback handled 17% of received calls
 - Lost & Found handled 3% of received calls
- December
 - Received 38,495 calls (15.65% more than the same time last year)
 - Rider Trip Planning English handled 77% of received calls
 - Rider Trip Planning Spanish handled 3% of received calls
 - Rider Feedback handled 17% of received calls
 - Lost & Found handled 3% of received calls

Community Relations

Oct. 1-Dec. 31, 2021

Project Overview:

DART Community Relations team continued to inform and educate communities, neighborhoods, and stakeholders about the largest service change in DART's history with many in-person and virtual New Bus Network presentations and informational programs.

Community Relations also helped educate stakeholders on key DART projects and programs like the Silver Line, 2045 Transit System Plan, Platform Extensions, Discount GoPass® Tap Card Program, Joppa Rides, and GoLink.

The team continued to engage school districts and the community within the DART Service Area to promote transit safety awareness, DART capital and construction projects, special DART programs, and DARTzoom by participating in several National Night Out safety fairs, virtual school career days, how-to-ride programs, and information exhibits.

Project Elements:

- New Bus Network Outreach Efforts Expanded for In-person and Virtual Updates
 - Assisted with Facebook Live and Instagram events – November and December
 - In-person briefings with local chambers of commerce and associations – November and December
 - Virtual community meetings, town halls, and neighborhood meetings – November and December
 - Virtual and in-person outreach to limited English communities – October through December
- Silver Line, 2045 Transit System Plan, and Platform Extensions Construction Outreach
 - In-person and virtual construction updates for Silver Line – October through December
 - Information tables at DART Stations for Silver Line cities – November and December
 - Silver Line construction alerts and fact sheet distribution – October through December
 - Two Silver Line public hearings for design adjustments – October and December
 - Two 2045 Transit System Plan virtual community meetings – October
 - Platform Extensions construction notices and SMU/Mockingbird Station work – December



Community Relations (continued)

Project Elements (continued):

- Outreach Efforts for Joppa Rides Program and Expanded GoLink Inland Port Service
 - DART Community Meeting to promote new Joppa Rides service in Dallas – Oct. 19
 - New Joppa Rides begins service – Nov. 15
 - Expanded DART Inland Port GoLink service includes Joppa community – Dec. 6
- Outreach Activities
 - National Night Out safety events (4) in Dallas – Oct. 5
 - In-person information exhibits at special events (20) – October through December
 - Virtual career days and how-to-ride presentations (15) – October through December
 - Monthly virtual presentations to DISD community partners (3) – October through December



Highlights:

- National Night Out Safety Programs in Dallas
 - 800 + in attendance at 4 Dallas recreation centers
 - 20+ DART Police and Fare Enforcement Officers participated
- Monthly DISD Community Partner Virtual Meetings
 - 300 + attendance for all 3 meetings with DISD partners
 - Partners received monthly updates from DART Staff on DARTzoom and GoLink
 - Over 100 new connections made with community stakeholders
- Info Exhibits and Special Events
 - Carrollton Festival at the Switchyard to promote Silver Line and DARTzoom – Nov. 6
 - Addison Christmas in the Park event to promote DARTzoom/Silver Line – Dec. 5
 - Holiday on the Go drive thru in Dallas District 2 recreation centers (4) – Dec. 9

Community Relations (continued)

By Numbers:

- Number of Transit Education website page views
 - October 2021 – 229 page views
 - November 2021 – 292 page views
 - December 2021 – 164 page views
- National Night Out and Holiday on the Go
 - 800 + attendance for Jubilee Park, Pleasant Oaks, Polk, and Vickery recreation centers
 - 500 + school safety items, 600 DARTzoom flyers, 600 safety reflectors
 - 400 + attendance for Grawlyer Park, Reverchon, and Samuell Grand recreation centers
 - 300 school safety items, 500 New Bus Network brochures, and 400 GoLink flyers
- Info Exhibits and Special Events
 - Almost 32,000 in attendance at Carrollton Festival at the Switchyard
 - 5,000 + Silver Line fact sheets and newsletters, and 2,000 New Bus Network items
 - Almost 10,000 in attendance at Addison Christmas in the Park
 - 4,000 + Silver Line newsletters, and 1,000 DARTzoom items given out

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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: A new schedule was implemented in 4Q20 which required fewer peak buses and reduced the annual cost for the service (due to ridership decline since the pandemic). The schedule eliminated the express service between CityLine/Bush Station and the north end of the UTD campus. UTD service was fully restored on August 18, 2021, ridership has increased since the campus is fully opened (Oct-98,717; Nov-81,204; & Dec-61,885). During winter break (12/23/21 - 01/02/22), the East Express Route (Mon-Thu) did not run.
- Shuttle Service & Ridership:
 - ✓ Baylor Shuttle: Baylor is going through several senior administrative staff changes related to Baylor's Site-Shuttle operations. Baylor will continue to run their service but may not be able to adhere to all the parameters of our Site-Specific Shuttle Agreement. Baylor personnel staff has requested to allow the current agreement to expire and then re-engage once staffing is back to normal around the second quarter of FY22.

Executive Summary

- ✓ Parkland Shuttles: Average weekday ridership for Route 704 was 207 in October; 213 in November, and 205 in December 2021. Average weekday ridership for Route 705 was 244 in October, 230 in November, and 203 in December. Route 706 average weekday ridership was 173 in October, and 163 in November and 158 in December 2021.
 - ✓ Amazon Shuttle: Average weekday ridership during 1Q21 was 37 passenger trips per day during October, 26 passenger trips during November, and 22 passenger trips during December. This showed a decrease over the same three months in FY21 (35, 33, 30). During the month of December, Inland Port GoLink is now operating seven (7) days as part of the New DARTzoom Bus Network.
 - ✓ 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. Under the new route redesign, Route 408 (replaced Route 824), service span and route alignment remain the same. Ridership for this service has increased slightly on average for weekday service during October (54), November (54), and December (42), but still down in compared to ridership before the pandemic.
 - ✓ DFW Circulator Service: The DFW Circulator continues to show signs of recovery with an increase in ridership near 48% compared to this time last year. In September 2021, DART, Trinity Metro, and DFW Airport signed a three-year, three-party funding agreement for this service. A contract was awarded to Echo Transportation to operate this service utilizing Trinity Metro buses.
-
- On-Time Performance (OTP) Projects: Staff will develop and implement a five-year plan to adjust 5 to 10 routes each mark-up to address on-time performance. Planning and transportation staff will meet quarterly to create a list of target routes. Scheduling staff reviews monthly OTP reports developing a list of routes to evaluate. During 1Q22, many routes were still operating on pandemic schedules with reduced running time even though weekday traffic levels had almost returned to normal levels. OTP levels were at 78%, which is 5% below our target of 83%. Many running time issues will be addressed with DARTzoom implementation in 2Q22. We would also note that a substantial number of DART routes continue to operate on detours due to construction and development issues. These detours are adversely impacting 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 the required functionality of real time predictions. A major focus of Service Planning's FY21 workplan is to implement running times, recovery times and time bands 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 has been integrated with DART GoPass mobile application in the summer of 2021. Service Planning has been working on a contract modification to enhance the prescriptive run time analysis

Executive Summary

based on dynamic time bands and as well as to incorporate additional web security measures, which was approved by the Board in January 2022.

- Special Events:

Many special events that are normally held during FY20 and FY21 were either canceled or postponed due to the COVID-19 Pandemic. The Service Planning and Scheduling Department developed special operating plans for the Texas State Fair and Texas/OU Game for FY21. State Fair operations started in late September and continued into early FY22.

- Vanpool Program: At the conclusion of 1Q22, there were nine vanpool groups in operation, and AVR (Airport Vanpool Rentals) informed DART they would not be able to continue the vanpool program due to force majeure. DART met with AVR to discuss viable options to continue the program such as DART paying AVR's vehicle insurance, but AVR requested to terminate the contract. In collaboration with NCTCOG and Trinity Metro, DART was able to shift the nine vanpools to Trinity Metro at the beginning of 2Q22.
- Service Improvement Activities: Regular service improvement activities have been impacted by the COVID-19 pandemic and work on the DARTzoom Bus Network. 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 will continue the reduced 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 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. The Board of Directors unanimously approved the Final Bus Network Plan and associated January 2022 service changes in August 2021, as well as an extended contract with JWA to develop a Five-Year Action Plan for additional improvement desired by summer 2022

Executive Summary

- Service Standards: The Board of Directors adopted the new revised Service Standards Policy during December 14, 2021, COTW/Board meeting. The revised Standards include several changes. 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. The point-based System for placement of amenities was also revised. The new standards have been the basis of the support for several other service planning efforts. Additional revisions to Service Standards may be needed after completion of the Five-Year Plan in 2022.
- Regional Service Policy and Operations: Allen, Wylie and Fairview maintain contracts with 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. The contract expires at the of FY22 and staff will seek direction from DART Board as well as the contracting cities (Allen, Fairway, Wylie) about the future of this program.
- Collin County Transit: DART Mobility Service, Local Government Corporation (LGC) entered an Interlocal Agreement (ILA) with the McKinney Urban Transit District to provide transit services for seniors, riders with disabilities, and low-income riders. This service is replacing the current Collin County Transit service provided by DCTA which expires on December 31, 2021. LGC will serve as the project manager with SpareLabs providing Software as a Service (SaaS), Echo Transportation and Irving Holdings providing dedicated service, Lyft providing non-dedicated service, and Telelink Answering serving as the call center. Service began on Sunday, January 2, 2022.
- 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 from initial startup with 27 passengers in May. 1Q22 numbers were 93 passengers in October, 78 passengers in November, and 107 passengers in December. Under the Final Bus Network Plan, DART added 13 new GoLink zones and expanded many others, with 30 total zones in operation in the new network. In 1Q22, there was a soft launch of the new zones to help customers adapt to the new service.

Executive Summary

Mobility Program Development

- **511DFW:** During 1Q22, 511DFW website had 3,886,950 hits with 6,990 visits. The Phone system received 15,980 calls during the same time. 23,853 incidents were reported citing road closures, detour information and additional traveler assistance information from the TxDOT (Texas Department of Transportation) center-to-center (C2C), and EcoTrafix user information was posted on the 511DFW website. 289,874 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) assumed responsibility of management and operation of the 511DFW beginning June of 2017. 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 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 annual repairs is performed with the help from NCTCOG and DART contractors. With the 3G technology dismantled, DART is working with contractors to upgrade the 28 modems to support 4G, this work is underway and scheduled to be completed in February 2022. The Rowlett Parking Lot Camera Occupancy work and accuracy of the system were completed 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 underway, under a new maintenance contract with a DART contractor. NCTCOG is currently working with the contractor receiving API (Application Programming Interface) data and integrating the parking lot information into the 511DFW system.
- **Rowlett Parking:** The Rowlett reserved parking program is managed by the Rowlett Volunteers-On-Patrol. During 1Q22, 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 100 design work for the widening of the Boedecker St. & Park Lane southeast corner to accommodate a 40' bus curb turning radius in 1Q22. DART is responsible for engineering services required 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

Executive Summary

is participating in funding additional improvements related to bringing the other three corners of this intersection into ADA compliance, and to upgrade all the traffic signals to meet the cities' new standards. Project letting is expected in 3Q22 with construction completion by the end of year.

- TRIP Programs: Invoices from the four participating cities of University Park, Highland Park, Glenn Heights, and Cockrell Hill are being processed now for reimbursement for the TRIP Program Agreements. This program will be ongoing through September 2025.
- Crewrooms Project: The DART Board approved construction of up to 13 Crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. 10 Crewrooms put in service at the following locations: Dallas Convention Center Station, Parkland Hospital, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8th & Corinth, Glenn Heights, and Forest Lane. DART received approval of Plans for construction of the 2 remaining Crewrooms at Park Lane and Downtown Carrollton from cities of Dallas and Carrollton and project will be performed under an on-call construction contract and is expected to be completed by 2Q23.
- 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 concluded at the end of 3Q21. In 4Q21, power consumption concerns with the camera and modem were identified. In 1Q22, staff began to explore the possibility of using electricity instead of solar power.
- Standard Shelter Installation: In 4Q21, the goal of installing 20 shelters, 30 benches and free-standing lights were met. The current amenities contract has expired. In 2Q22, the new contract will be approved by the DART Board.

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

- 4Q21: Echo Transportation was awarded a contract to operate the DFW Circulator service. The buses will be provided by Trinity Metro.
- 4Q21: The DFW Site Specific Shuttle Agreement between Trinity Metro, DFW Airport and DART was approved by the Board for three years.
- 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 expansion of the 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.

- Issues**
- 4Q21: DART staff was informed by Baylor Scott White that they lost several key managers who administrate the Baylor Site Specific Shuttle Service. They wish to allow the current agreement to expire and re-engage around the second quarter of FY22.
 - 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 a Request for Proposal RFQ is currently in development.
 - 1Q21: In discussion with MATA to expand future trolley schedule, SMU shuttle modeled as UTD and, DFW Airport Site Specific Shuttle discussion and budget forecasting.

- Schedule**
- 2Q22: McKinney Avenue Transit Authority Funding Agreement set to go before the board on February 8, 2022.
 - 1Q22: Baylor has requested that both Baylor and DART re-engage discussions on re-establishing the Baylor Site Specific Shuttle Funding Agreement. Pending
 - 4Q21: DFW Circulator Shuttle Service 3 Party Agreement projected to be presented to the board for consideration September 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.

Project Manager(s) Dan Dickerson

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

- 1Q22: Innovative Services reviewed data collected from the micromobility study of DART Park & Ride Stations and Transit Centers to develop the draft report.
- 4Q21: Innovative Services completed the data collection phase of the micromobility study for all DART Park & Ride Stations and will draft the report in 2Q22.
- 4Q21: Submitted bike lid misuse standard operating procedures final document to committee's upper management.
- 4Q21: Bike lid misuse workflow intranet form developed in testing environment.
- 1Q22: Bike Lid misuse workflow intranet form moved to out of testing to production environment.
- 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.
- 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 micro mobility 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.

Issues

- 1Q22: None at this time.

Schedule

- 1Q22: Implement bike lid misuse form in Amenities Workflow
- 4Q21: Bike lid misuse SOP final document completed.
- 4Q21: Bike lid misuse workflow intranet form developed in testing environment.
- 3Q21: Abrams Bike Lane Project completed.
- 3Q21: Complete draft of bike lid misuse standard operating procedures and forward to committee's upper management.
- 2Q21: Submit Columbia and Main bike lane comments to City of Dallas.

Project Manager(s)

Ryan McCutchan / Patricio Gallo

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

- 1Q22: Board approved updated amenity standards
- 4Q21: The goal of installing 30 benches, 20 shelters and 30 free standing lights was met.
- 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

- 2Q22: Board approve FY22-FY25 amenities contract
- 2Q22: Brief Board on FY22-FY25 new amenities contract
- 2Q22: Complete amenity warrant analysis
- 1Q22: Request Board approval for updated amenity standards
- 1Q21: Identify amenity installation locations.
- 2Q21: CCB approval for FY21 task order.
- 4Q21: 30 benches, 20 shelters and 30 Free Standing lights are be installed.

Project Manager(s) Jennifer Jones

Strategic Priorities	<p>Priority 1: Enhance the safety and service experience through customer-focused initiatives.</p> <p>Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.</p>
Description	<p>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.</p>
Accomplishments	<ul style="list-style-type: none">• 1Q22: Innovative Services worked with NCTCOG and Trinity Metro to find a solution to prevent DART Vanpools from a discontinuation of service. All nine DART Vanpools will be shifted to the Trinity Metro program until DART can restart the Vanpool program.• 4Q21: Innovative Services completed the framework for the Regional Vanpool Program with our partners NCTCOG, DCTA, and Trinity Metro, but respectfully declined to join the Program due to the unwillingness of the Program to allow multiple vendors to provide vehicles. We will continue to meet as regional partners to share best practices during the pandemic and assist in the promotion of vanpools.• 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 continuing 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 regard 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.

- Issues**
- 1Q22: Innovative Services met with Procurement, Insurance/Risk, and Airport Van Rental (AVR) to explore options for keeping the Vanpool Program in operation with DART paying AVR's insurance premiums to reduce their financial burden (\$430/vehicle). After multiple discussions with AVR, they requested to terminate the Vanpool contract using the force majeure clause.
 - 4Q21: The Big Three Automakers have halted production of their Transit fleet which is expected to resume in 4Q22. Sourcing used Transit vehicles is cost prohibitive and will hinder the return of vanpool groups such as Tyson Foods who are being served by DCTA and Commute with Enterprise.
 - 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.

- 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).

Project Manager(s) Dan Dickerson / Ryan McCutchan

Strategic Priorities	<p>Priority 1: Enhance the safety and service experience through customer-focused initiatives.</p> <p>Priority 2: Provide stewardship of the transit system, agency assets and financial obligations.</p>
Description	<p>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:</p> <ul style="list-style-type: none">• General congestion - Passenger stops - Traffic signals• Obstruction by other vehicles turning right <p>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.</p>
Accomplishments	<ul style="list-style-type: none">• 4Q21: Grounding issues were resolved.• 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.
Issues	<ul style="list-style-type: none">• 1Q22: Staff are working with Oncor to identify electrical grid for the 3 smart shelters.• 4Q21: Power consumptions issue was identified. Specifically, during winter/low sun months it was identified there will not be sufficient solar power to operate the new camera and updated modem. Staff is exploring converting it from solar to electrical power.
Schedule	<ul style="list-style-type: none">• 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
Project Manager(s)	Jennifer Jones

FY 2022 Score Card Five-Year Action Plan

Service Planning and Scheduling

		<p>Pre-pandemic numbers were 18,511 in December 2019. In 1Q22, ridership numbers were 11,892, in October 2021; 10,805 in November 2021; and 12,808 in December 2021.</p> <p>On December 6, 2021, all GoLink zones under the New Bus Service Plan (BSP) were launched. Customers are using some of the new zones before the full launch of BSP on January 24, 2022. Expected ridership increases for GoLink Service.</p> <p>Overall, ridership numbers continue to show a promise of improving as restrictions have been lifted throughout the service area. Service will continue to be reviewed and modified to improve efficiency combining vehicle resources between zones and the introduction of contactless payment via the GoPass App.</p>
	<p>Site-Specific Shuttles</p>	<p>McKinney Avenue Transportation Authority (MATA). Completed their Modernization Assessment Plan and it was briefed during the Planning and Capital Programs Committee on January 8, 2022. DART will seek a 2-year funding agreement at the Planning and Capital Programs Committee on February 8, 2022.</p> <p>Baylor Scott White wishes to allow the current shuttle agreement to expire due to low staffing and temporary inability to meet all the parameters of the agreement. They wish to re-engage DART in 2Q22 when staffing is back to normal.</p>
	<p>Vanpool Non-Traditional Service</p>	<p>With AVR canceling the vanpool contract, Innovative Services will continue to participate in the Regional Vanpool Council with NCTCOG, DCTA, and Trinity Metro. In addition, Innovative Services will explore electric vehicle (EV) options and grant opportunities to assist with charging infrastructure to promote EV adoption.</p>

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Commuter Rail and Related Projects - Trinity Railway Express (TRE)

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LRT Buildout - Phase I

GRD117 Map

GRD118 North Central Corridor Facilities Line Section NC-3

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Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
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PDPR-087

TO: Distribution

**SUBJECT: FIRST QUARTER FY 2022
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the First Quarter FY 2022 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 December 31, 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

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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- Released 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.

PROGRAM OF INTERRELATED PROJECTS

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 AND RELATED PROJECTS

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.

Veloweb Hike and Bike (Along the Silver Line)

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 proposed trail traverses the cities along the Silver Line, 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.

Trinity Railway Express (TRE)

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 a Transportation Improvement 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 provided two (2) remanufactured F40PH locomotives. Delivery of the locomotives is anticipated for January 2022. Final acceptance and PTC validation will finalize in January 2022.

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. CAD Railways is contracted for the comprehensive overhaul of four (4) bi-level coach cars and three (3) bi-level cab cars and the side sill repair to 12 bi-level coach cars. This is a multi-year contract.

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 and is scheduled for completion in August 2022.

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. This station opened for Revenue Service on April 12, 2021.

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

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Map

D2 Alignment

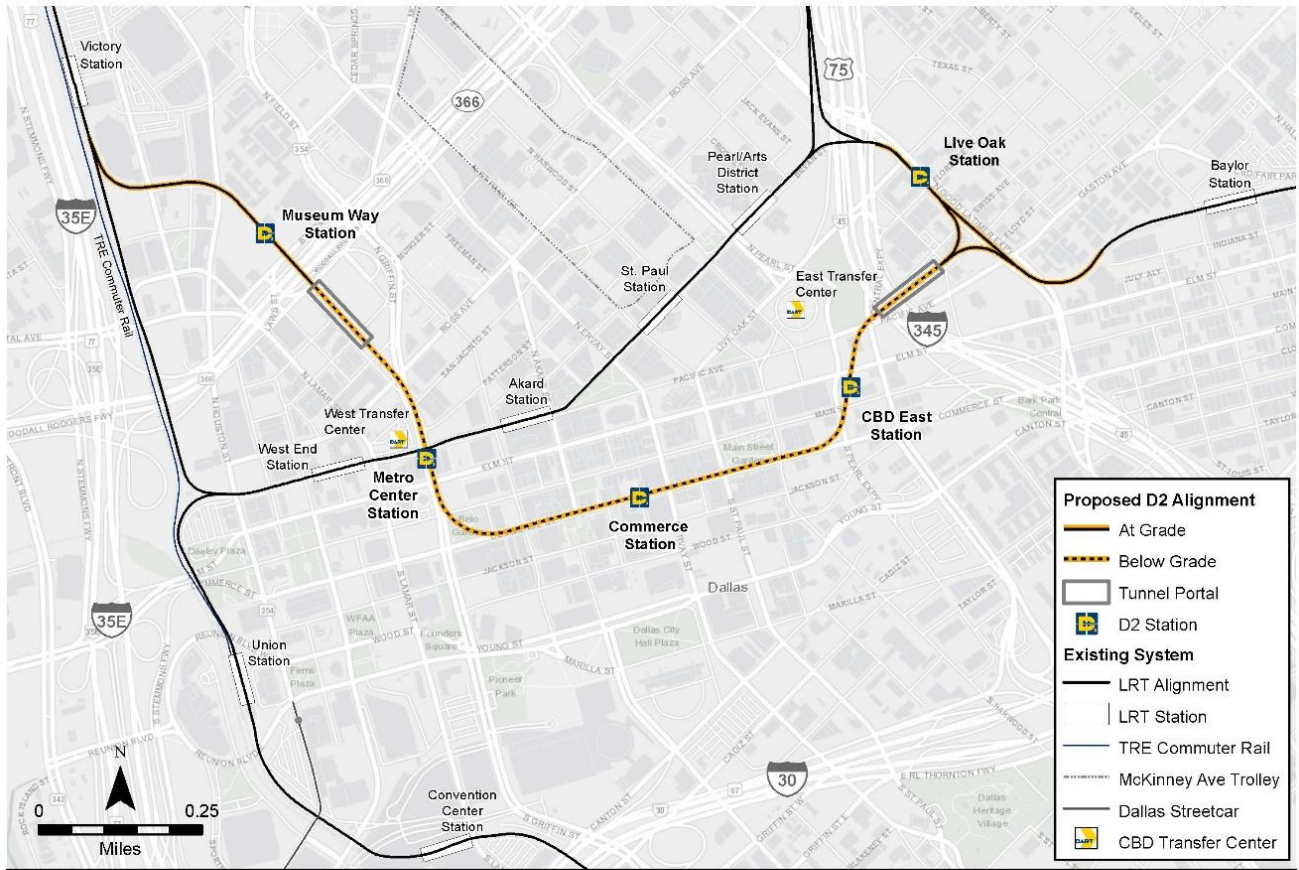


Figure 1-1
D2 Subway Light Rail Transit Project
 Data Source: DART, GPC6

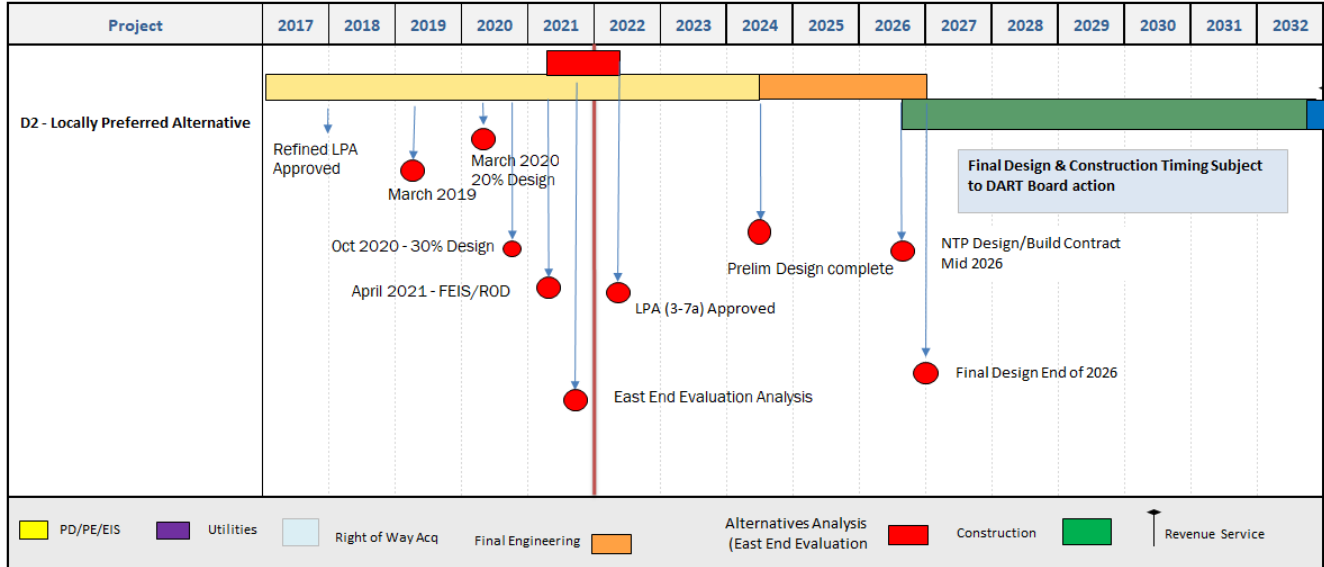
D2 Subway Project
 Supplemental Draft Environmental Impact Statement

Summary Control Schedule

D2 Alignment

Dallas Central Business District (CBD) D2 Summary Control Schedule

12/31/2021



DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT Cost Summary (in millions of dollars)			
	Control Budget ^(3, 4,5)	Current Commitment ⁽¹⁾	Expended to Date ^(2, 6)
Dallas Central Business District (CBD) D2	\$ 1,940.0	\$26.1	\$21.5

- 1) Committed values reflect activity through 12/31/21.
- 2) Expended to Date values reflect activity in DART's General Ledger through 12/31/21
- 3) Control Budget reflects amended FY21 Financial Plan Amendment to \$1,940M approved on 5/25/21 (Board Res. No. 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 12/31/21 after removal from CIG) - \$16,659,779

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.

Status The last CIG Core Capacity submittal in September 2017 was based on the Commerce Alternative. The D2 submittal and project received a Medium-High rating. A submittal was made by August



Status (Continued) 27, 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.

During Spring and Summer 2021, staff from multiple departments (e.g., Capital Program Delivery, Capital Program Support, Capital Planning) coordinated on the preparation, submittal to FTA and review of a number of Readiness Documents in advance of Entry into Engineering. These documents that were in various forms of completion, include: Project Management Plan (PMP), Risk and Contingency Management Plan, Constructability Review Report, Risk Register, Value Engineering Report, and an Independent Cost Review (ICR), some of which were submitted to FTA Spring/Summer 2021.

Issues The Dallas City Council approved the Service Plan Amendment for the D2 Subway FEIS/ROD alignment 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. In response to this action, DART participated in the formation of an Interagency (TxDOT, DART, City of Dallas, NCTCOG) work group. In an effort parallel to the preparation of Readiness Documents, the Interagency group conducted an East End Evaluation effort. It was started in the Spring 2021 and was completed in October 2021. The effort had two screening phases, one paring down from a group of 17 options, down to eight (8), which were then further screened down to three (3). On September 29, 2021, the Interagency group held a public meeting for the East End Evaluation effort, where a majority of the public/stakeholders supported the alignment referred to as Option 3-7a. On September 30, 2021, the Interagency group met and concluded that Option 3-7a was the staff recommendation for the D2 alignment, given its feasibility and public support. On October 18, 2021, City of Dallas staff briefed their Transportation and Infrastructure Committee, recommending Option 3-7a as the preferred D2 Subway alignment. In anticipation of formal City of

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Issues (Continued) Dallas City Council and possibly DART Board of Directors action reflecting a departure from the FEIS/ROD alignment, DART submitted a letter on October 20, 2021, informing FTA about the postponement of the request to Enter the Engineering phase of the D2 Subway project.

Any revisions to the project resulting from this effort, will be taken back to City Council no later than March 2022 for re-approval. Anticipated schedule refinements are included, but project details, including its schedule, will likely be affected and will be finalized after the City Council and Board of Directors take action.

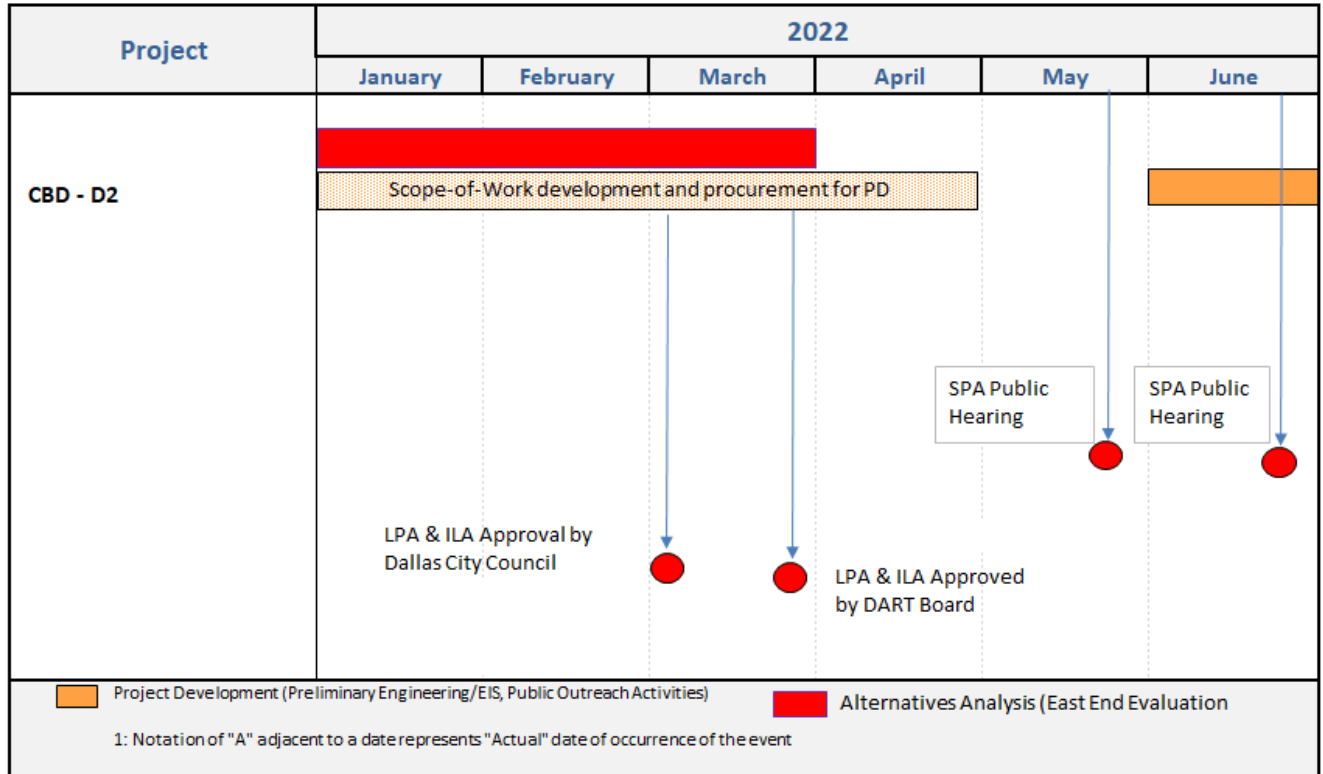
Although early ROW acquisition may be desired, the DART Board has indicated that no major expenditures be made pending final approval by the DART Board and Dallas City Council by March 2022.

Six-Month Look Ahead

D2 Alignment

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

12/31/2021



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Program of Interrelated Projects **Red & Blue Line Platform Extensions**



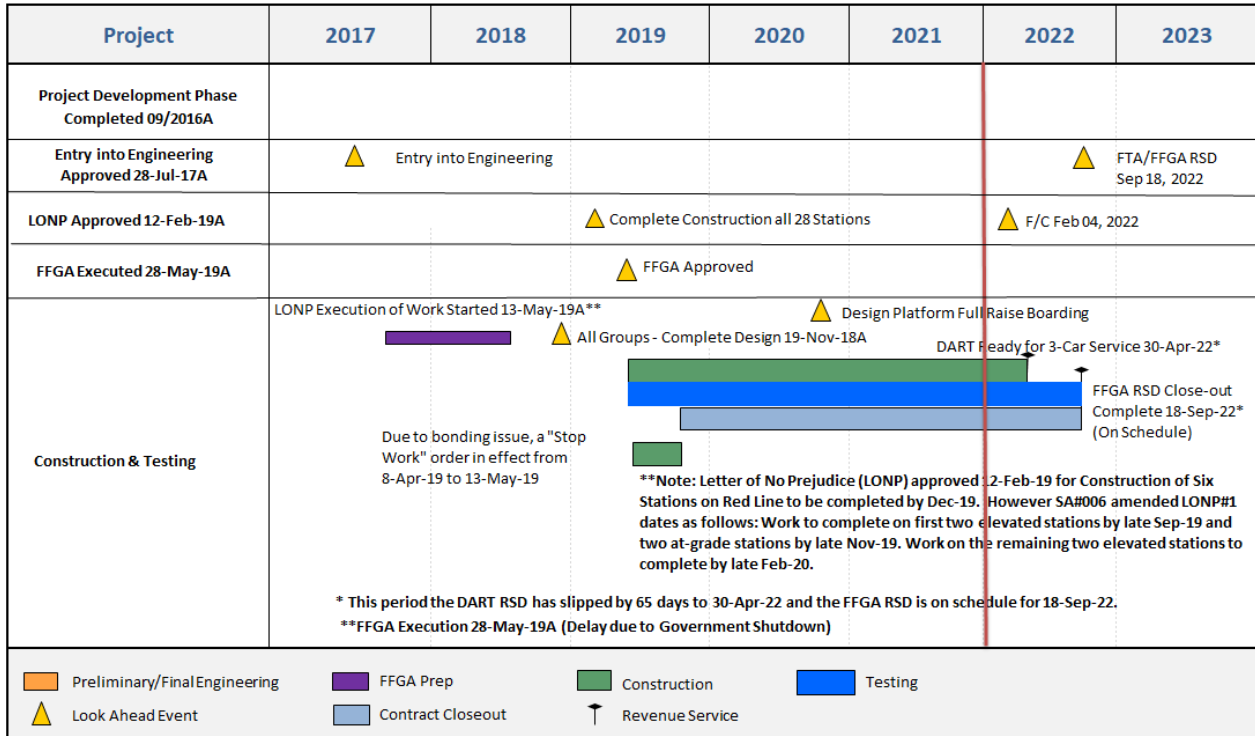
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Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule

12/31/2021



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	\$ 115.9	\$ 97.2

- 1) Committed values reflect activity through 12/31/21.
- 2) Expended to Date values reflect activity in DART's General Ledger through 12/31/21.
- 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 has been completed.

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.

All station construction is on-track for the completion on February 5, 2022. Systemwide testing will follow and is anticipated to be completed by end of April 2022, at which time LRT system will be ready for three-car operation.

In order for the contractor to work safely at multiple station locations during rail operations, the Authority has previously provided the worker-in-charge (WIC) coordinators. Following a review of the Authority's available resources, the approach has changed from Authority-provided WIC coordinators to contractor-provided WIC coordinators. This additional support began on August 16, 2021, and is being paid for under the existing Flagging Allowance within each contract.

Group A

On January 21, 2020, NTP letter was issued to CM/GC Group A for work. Cityplace/Uptown 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/Uptown 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.

On December 16, 2020, Cityplace/Uptown Station was 100% complete; all items had been addressed.

Status (Continued) 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.

On August 20, 2021, Convention Center Station was 100% complete and on August 27, 2021, Cedars Station was 100% complete; all items have been addressed for both stations.

A preliminary Substantial Completion Inspection was held at Mockingbird Station on January 14, 2022, with completion anticipated by February 5, 2022.

Construction completion for 8th & Corinth Station is anticipated by February 24, 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.

Status (Continued) 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.

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 Lovers Lane Station.

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.

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.

Status (Continued) 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 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.

On August 20, 2021, Tyler/Vernon Station received substantial completion, and on November 5, 2021, Westmoreland Station received substantial completion.

On December 22, 2021, Westmoreland Station was 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 on March 22, 2021, and on White Rock Station on 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. On May 25, 2021, White Rock Station was 100% complete. On January 7, 2022, Downtown Garland Station was 100% complete. All items for these three stations have been addressed.

Status (Continued) 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.

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.

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

Contract closeout is in progress.

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.

Red & Blue Line Platform Extensions Systems Integration

Interrelated Projects
Platform Extensions

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 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.

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.

Status

The RBPE project has a total of 353 integrated tests and 649 Safety and Security Certifiable Items (SSCI).

The Rail Activation Start-up Task Force (RASTF) meetings are ongoing. Systems Wide Integration testing meetings for coordination and planning for systems wide testing activities are ongoing.

The Systems Integration Group (SIG) activities continue for the remaining stations under construction. As of December 31, 2021, the SIG has performed a total of 289 integrated tests. Fifty-three (53) of the 353 integrated tests will be performed after construction is completed as system wide verification tests.

Safety and Security Certification activities continue for the project. As of December 31, 2021, 587 of the 649 SSCI's are verified and closed for the stations under construction.

SIG continues coordination with DART Force Account personnel. The Project has 25 stations that have been issued Substantial Completion. Seventeen (17) of those 25 stations still require systems work and re-testing to be completed by DART Communications Maintenance personnel.

Start-up documentation reviews have begun with FTA and State Safety Oversight (SSO) authorities.

Red & Blue Line Platform Extensions Systems Integration

Interrelated Projects
Platform Extensions

Issues SIG and SSC Team(s) are working with the PM team and DART Maintenance disciplines to address Public Announcement and Visual Message Board (PA/VMB) equipment requirements related to Safety/Security Certification and Systems Integration testing.

Six-Month Look Ahead

Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead

12/31/2021

Project	2022					
	January	February	March	April	May	June
Red and Blue Line Platform Extensions - Pre-Construction/Force Account Systems Construction/Construction Related Activities	<p>Completed Civil Construction on Forest/Jupiter, Convention Center and Cedars Stations (19-Apr-21A); Dallas Zoo and Hampton Stations (5-Apr-21A); White Rock (8-Apr-21A)</p> <p>▲ Complete Construction all 28 Stations F/C February 24, 2022</p> <p>Commenced Civil Construction at Westmoreland & Tyler / Vernon (19-Apr-21); LBJ/Skillman and Downtown Garland (15-Apr-21); Mockingbird and 8th & Corinth (19-Apr-21A)</p> <p>▲ Complete Civil Construction Tyler/Vernon Sta. (30-Aug-21A)</p> <p>▲ Complete Civil Construction Mockingbird and Downtown Garland Station (05-Feb-22)</p> <p>▲ Complete Civil Construction Westmoreland Station (9-Jan-22)</p> <p>▲ Complete Civil Construction 8th & Corinth & LBJ Skillman Station (05-Feb-22)</p> <p>Systems Force Account Work Continues</p>					
Red and Blue Line Platform Extensions - Design Related Activities	DSDC Activities Complete January 04, 2021A					
Red and Blue Line Platform Extensions - Federal Process	<p>Complete Executive air Review Apr 26, 2019A (Gov. Shutdown)</p> <p>Receive FTA Approval for Letter of No Prejudice (LONP) Six Stations ariel Red Line F</p> <p>Receive FTA Region 6 approval for Long Lead Material Solicitations March 20, 2019A</p> <p>DART Submits Core Capacity & SCC Templates for FFGA Application - August 17, 2018A</p> <p>FFGA Executed May 28, 2019A</p>					
<p>▲ Look Ahead Event</p> <p>■ Texas State Fair Window (24-Sep-21 - 17-Oct-21)</p>						

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)	(December 2021)
Red & Blue Line Platform Extensions Group A	C-2030485-01	Austin Carcon JV	\$18,608,148	\$983,006	\$19,591,154	96,892	\$18,705,040	\$886,114	10%	75%	
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%	100%	
Red & Blue Line Platform Extensions Group C	C-2030485-03	Omega Contracting, Inc./ DES JV	\$9,458,862	\$504,728	\$9,963,590	0	\$9,458,862	\$504,728	0%	75%	
Red & Blue Line Platform Extensions Group D	C-2030485-04	Gilbert May, Inc dba Phillips May Corporation	\$10,556,594	\$577,268	\$11,133,862	0	\$10,556,594	\$577,268	0%	75%	
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:			\$65,141,479	\$3,651,051	\$68,792,530	\$142,593	\$65,284,072	\$3,508,458			

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.

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Program of Interrelated Projects

Dallas Streetcar Central Link

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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 12/31/21.
- 3) Expended to Date values reflect activity in DART's General Ledger through 12/31/21.

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



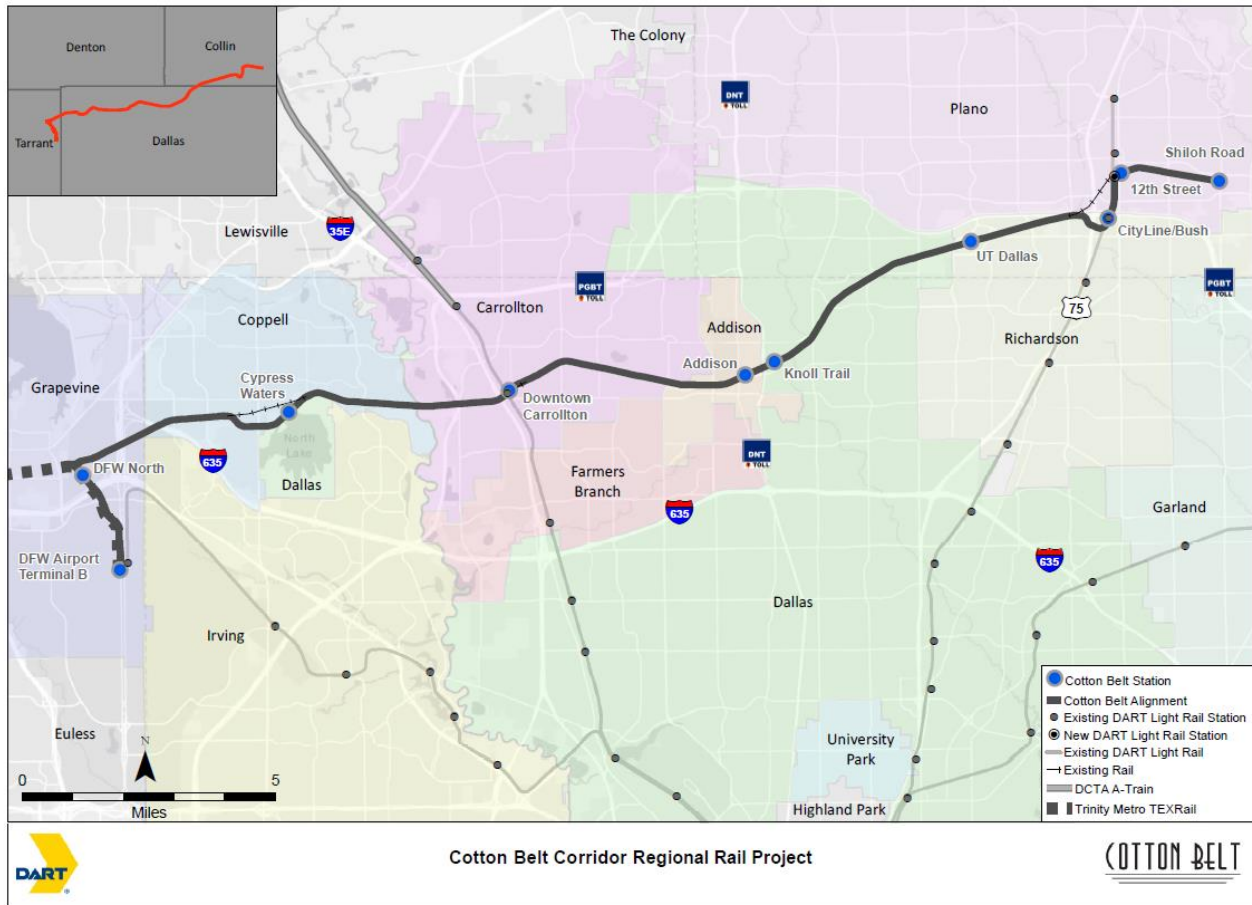
Commuter Rail and Related Projects

Silver Line Regional Rail

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Cotton Belt (Silver Line) Map

**Commuter Rail
Silver Line Regional Rail**

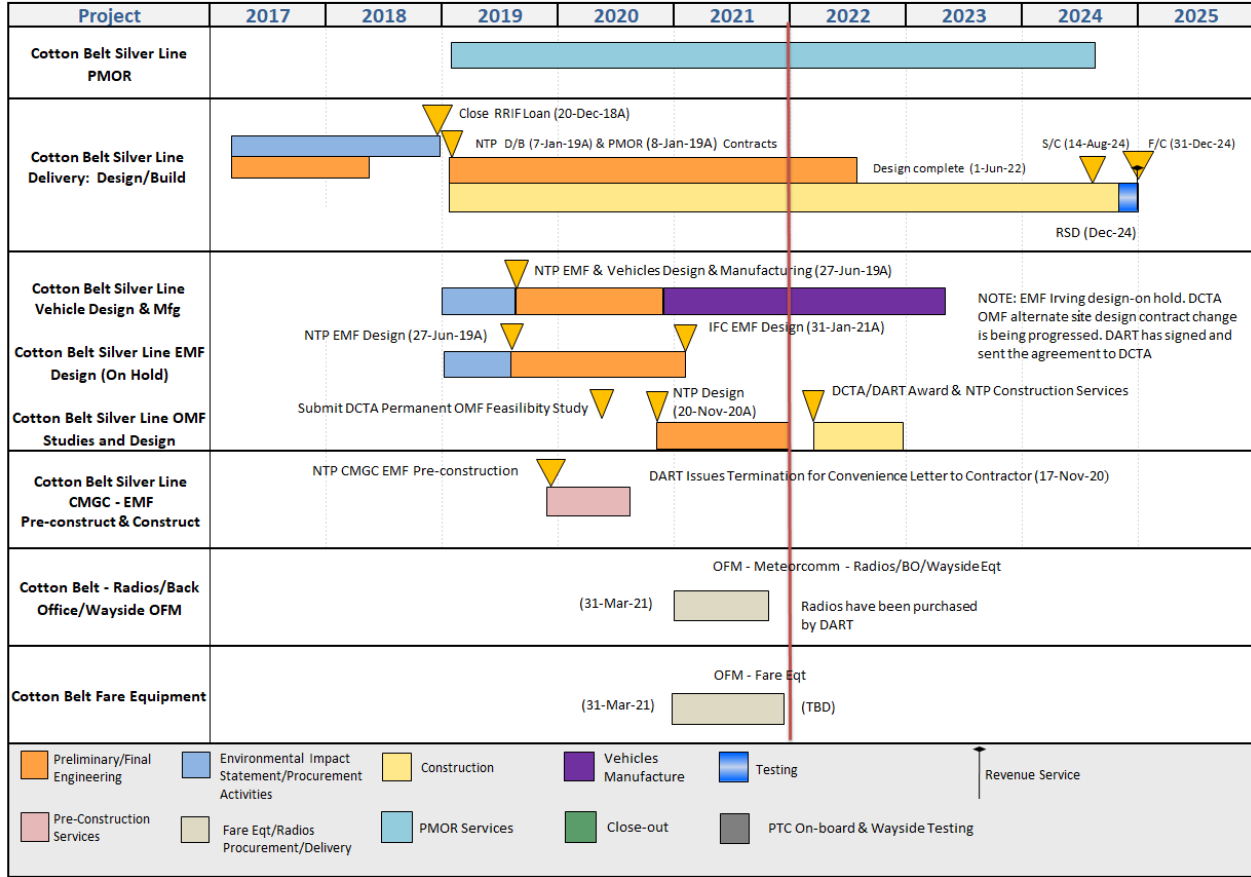


Summary Control Schedule

Commuter Rail Silver Line Regional Rail

Cotton Belt Silver Line Summary Control Schedule

12/31/2021



Cost Summary

Commuter Rail Silver Line Regional Rail

COMMUTER RAIL- Silver Line Cost Summary (in millions of dollars)			
	Control Budget ^(2,3,4,5)	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Cotton Belt Rail Line General	\$1,321.3	\$801.2	\$277.4
OPS/ Maintenance Facility	50.0	33.5	5.7
Commuter Rail Cars	94.5	118.9	58.2
CB-1	70.0	70.0	66.2
CB-2	63.1	63.1	61.9
CB-3	52.5	52.5	52.4
CB-3 Plano	65.3	65.3	0.2
CB-3 Richardson	45.2	45.2	0.0
CB-3 Richardson TIRZ #2	0.5	0.5	0.5
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	1.0
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	0.5
CB Dallas Betterments	15.1	15.1	0.2
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	0.1
Silver Line Kiosks	0.7	0.7	0.0
Cotton Belt Program	\$1,819.8	\$1,307.6	\$524.5

Cost Summary

Commuter Rail Silver Line Regional Rail

- 1) Expended to date values reflect activity through 12/31/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- 2) Control Budget and Current Commitment reflect activity through 12/31/21.
- 3) Control Budget reflects scope related costs only and does not include projected financing costs.
- 4) Control Budget increased to \$1,899,000,000 as per Board Resolution 200069 passed on May 25, 2021 (FY21 Financial Plan Amendment).
- 5) 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 – 12/31/21) - \$516,279,046.
- 6) 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- Silver Line Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
CB-3 Plano TIF #2	\$ 9.3	\$ 0.1	\$ 0.0
CB-3 Plano TIF #3	9.3	0.1	0.1
Cotton Belt ILA – City of Coppell	0.9	0.8	\$ 0.2
Cotton Belt ILA - Richardson	49.5	10.7	0.0
Cotton Belt Ancillary Projects	\$ 69.0	\$ 11.7	\$0.3

- 1) Expended to date values reflect activity through 12/31/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- 2) Control Budget and Current Commitment reflect activity through 12/31/21.
- 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). Current parcel count is 94 due to new parcels being added and 2 parcels being deleted due to design iterations.

The current parcel breakdown includes:

- 80 partial acquisitions
- 14 whole acquisitions
- 1 residential location
- 16 non-residential relocations

ROW Acquisition Team mobilized in April 2019.

Issues The following items have created schedule issues for the Silver Line project:

- Unable to reach property owners in early 2020 to secure rights of entry for surveys due to pandemic.
- Late in securing Construction Right of Entries and acquiring properties per the schedule included in the contract.
- Late in securing Third-Party agreements.
- Awaiting City of Dallas approval of the design plans and issuing construction permits.
- Discussion to change double tracking to single tracking from PGBT 190 crossing to 12th Street Station.

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

Description The 26-mile 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 are being 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 table below.

Design Packages	Qty	100% Submittal		IFC Submittal		RFC* Submittal		Takeoffs @ IFC	Forecast Updated
		Qty	%	Qty	%	Qty	%		
Franchise Utilities	67	67	100%	64	96%	64	96%	64	64
Standards & Specifications	5	5	100%	5	100%	5	100%	5	5
Guideway	16	16	100%	16	100%	14	88%	16	16
Bridges	34	34	100%	34	100%	31	91%	31	31
Stations	11	11	100%	11	100%	10	91%	10	10
Systems	117	28	24%	13	11%	12	10%	Sub	Sub
TOTALS	250	161	64%	143	57%	136	54%	126	126

* 39 Approvals are conditional pending 3rd party approval

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

Status (Continued) change. Design of the Coit and Hillcrest intersections are in RFC stage and awaiting City of Dallas permitting to start construction. City has requested Hillcrest to be redesigned from 6 lanes to 4 lanes. This change to scope is being negotiated with the design-builder.

Discussions are being held with TxDOT and City of Richardson on the aesthetic arch for the US 75 bridge in the City of Richardson. Conceptual designs are complete. DART is discussing plans and funding considerations for execution of next phases of the project including final design and construction. Final design negotiations have been completed and final design is in progress. Construction activities for the basic bridge structure, including bridge pier installation, are in progress.

Along with a Financial Plan Amendment, DART sought 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. The individual changes are under negotiations with design-builder.

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 2019, 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 the end of December 2021, carbodies for the first four vehicles and the trucks for the first three vehicles had been completed and delivered to Salt Lake City, UT for assembly. The carbodies for vehicles 5 and 6, and the trucks for vehicle 4 were in shipment to Salt Lake City. Vehicle Final Assembly is in progress in Salt Lake City with the production of vehicles 1 and 2 being 65% and 40% complete, respectively.

Status (Continued) 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. In October 2021, the DART Board approved a resolution authorizing the President & Chief Executive Officer to enter into an ILA with DCTA for the expansion of the DCTA’s OMF in support of the receiving, testing and commissioning, as well as the operations and maintenance of the Silver Line vehicles. As of December 2021, an ILA and a lease agreement were being developed for the expansion and use of the DCTA facility.

The anticipated date for project completion, which is March 2023, following extension of time granted due to Hillcrest and Coit changes, is tracking late. Schedule discussions are ongoing with the design-builder. DART has requested the design-builder to mitigate delays experienced due to various reasons. Design-builder is currently projecting 2025 completion, which is a pre-mitigation position and must be improved. Project schedule will be re-baselined following completion of schedule discussions with the design-builder.

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. On September 17, 2021, DART received letter from DFW authorizing construction of the DART Silver Line facilities to commence on all of DFWIA property. DFW approved a compensation agreement that must be approved by the cities of Dallas and Fort Worth to convey the parcels required for the Silver Line. Final plan approval by DFW will trigger DFW to issue a permit allowing the start of construction by contractor while the easements are being approved by the cities, minimizing construction delays.

Issues (Continued) 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. 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. KCS requests at-grade configuration; DART response is under consideration.

UPRR/FWWR agreement for October 2021 is tracking late and is now anticipated to be completed in February 2022. On August 31, 2021, all parties reached agreement on siding approach, freight issues, and alignment on the 4th Amendment.

The operating agreement is under negotiation with UPRR/FWWR and BNSF.

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 amendments to ILAs with the cities of Plano and Richardson, as well as following up with City of Coppell on executing an agreement.

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 to narrow 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

Issues (Continued) authorized 30% design, is pending approval of the funds by FTA and issuance of the Letter of No Prejudice (LONP). Thirty percent (30%) design has been completed and reviewed by all parties. The 100% design was authorized and is in progress. Changes to the design-build contract being explored include the following:

- Based on review of 30% Design, dated August 30, 2021, stakeholders including NCTCOG, Coppell, Carrollton, Dallas, and Richardson are exploring changes to alignment in five locations that, in some cases, will eliminate or reduce bridges, with resultant changes to design schedule:
 - Change from February 28, 2022; Change to July 22, 2022 - Anticipated date of 100% Design Submittal
 - Change from June 7, 2022; Change to October 21, 2022 - Anticipated date of Issue for Construction for solicitation of Phase 2 construction
- Phase 1 Construction with design-builder with original budget
 - Original DNT Bridge
 - Add Dallas Bridges (White Rock Creek, Osage Creek near park, Hillcrest)
 - Add Plano Bridges and Street Crossings
- Phase 2 Construction of key bridges with other contractor with original funding
- Phase 3 Construction of remainder of trail with funding and schedule to be determined

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. City has now released most of the design reviews and permits but continues to hold permit for the Cypress Waters Station. City is also

Issues (Continued) holding design approval for several intersections including McCallum and Hillcrest.

Six-Month Look Ahead

Commuter Rail Silver Line Regional Rail

COTTON BELT SILVER LINE Six Months Look Ahead							12/31/2021													
Project	2022																			
	January	February	March	April	May	June														
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. AWH Revised Baseline Schedule indicating project completion by December 2024 in progress																			
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) ▲ DART has signed and sent the agreement to DCTA																			
Cotton Belt - Vehicle Manufacturing	Vehicle CDRL Submittals Complete: Design & Performance Criteria/Carbody Exterior/Operator's Cab/Doors/Heating Ventilation & AC/Lighting/Auxiliary Electrical Equipment/Propulsion System/Friction Brake Systems/Communication/PTCSsystem/Carbody Interior/Trainline and Local Signal Architecture/Monitoring & Diagnostics/Software Systems/Finalize Order of LL Items First Vehicle due in Texas, end of August 2022 ▲																			
<table border="0"> <tr> <td> Design/Utilities/ROW</td> <td> GMP /IFB</td> <td> Construction</td> <td> Vehicles Manufacture</td> <td> LRV Acceptance/Testing</td> <td> CMGC Pre-construction & Construction</td> <td></td> </tr> <tr> <td> Design, Build, Integrate</td> <td> Ductbank/Fare Eqt/Radios Procurement/Delivery</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							Design/Utilities/ROW	GMP /IFB	Construction	Vehicles Manufacture	LRV Acceptance/Testing	CMGC Pre-construction & Construction		Design, Build, Integrate	Ductbank/Fare Eqt/Radios Procurement/Delivery					
Design/Utilities/ROW	GMP /IFB	Construction	Vehicles Manufacture	LRV Acceptance/Testing	CMGC Pre-construction & Construction															
Design, Build, Integrate	Ductbank/Fare Eqt/Radios Procurement/Delivery																			

Change Control Summary

Commuter Rail Silver Line Regional Rail

Commuter Rail 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 (December 2021)	
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)		
Cotton Belt Regional Rail - Design Build	C-2033270-01	Archer Western Herzog 4 JV	1,042,654,317	67,144,384	1,109,798,701	15,457,223	1,058,111,541	51,687,161	23%	15%	
Cotton Belt Regional Rail -PMOR	C-2034482-01	WSP/AZ&B Joint Venture	33,607,625	1,434,025	35,041,650	0	33,607,625	1,434,025	0%	15%	
Cotton Belt Regional Rail - Vehicles and EMF	C-2037370-01	Stadler US, Inc.	231,426,937	4,458,000	235,884,937	1,790,858	233,217,795	2,667,142	40%	15%	
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%	5%	Cancelled
TOTALS:			1,076,261,942	68,578,409	1,144,840,351	15,457,223	1,091,719,166	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.



Commuter Rail and Related Projects

Veloweb Hike and Bike Trail (Along the Silver Line)

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Cost Summary

Commuter Rail Veloweb Hike and Bike

COMMUTER RAIL-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	\$14.8	\$3.7
Veloweb Hike and Bike Program	\$25.1	\$14.8	\$3.7

- 1) Expended to date values reflect activity through 12/31/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- 2) Control Budget and Current Commitment reflect activity through 12/31/21
- 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.

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail
Veloweb Hike and Bike

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, Coppell, 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 completed the 30% design package in July 2021. Design comments were submitted to the design-builder (AWH) on July 30, 2021. Design-builder and designer responded to all design comments. Sixty percent (60%) design is progressing except for areas where there were questions related to the 30% design review. On October 21, 2021, DART met with NCTCOG to review the 30% design comments with the design team. The 60% design submittal is anticipated in March 2022.

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 were released in early July 2021. DART Procurement is preparing the supplemental agreement for the next design phase to allow for a fluid transition to the final design package.

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 are anticipated to be constructed under the Silver Line contract. All remaining construction is anticipated to be constructed by a second contractor. Preparation for DART to modify the Silver Line design-builder’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. In addition, DART and NCTCOG are collectively working on an ILA for the construction phase of the Hike and Bike Trail.

Issues **Railroad Agreements**

Rail Spur agreements between freight railroads and cities continue to be delayed until Union Pacific Railroad (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. The risk remains that railroads may not allow or substantially revise trail crossings on spurs and main lines, which may trigger modifications to the design plans as they advance to 60%. DART began conversations with the Railroad agencies in December 2021 to discuss rail spurs. The majority of the siding track location agreements have been reached and will be included in the design and the operating agreements.

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.

DART/City Agreements

ILAs 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.

30% Design Review Comments

DART has provided the designer with an initial set of comments for the 30% design package. Review comments for certain documents such as drainage reports, geotechnical reports, safety plans, etc., were provided to the designer in August 2021. A meeting with the agencies and designer was held on October 21, 2021, to review the 30% design comments. On November 15, 2021, a summary meeting was held with the cities to share 30% design comments.

City of Dallas

NCTCOG/AWH/DART negotiated the construction costs for Preston Green Park Bridge on November 4, 2021.

City of Grapevine

Connection to Future City of Grapevine Trail – Meeting held on November 30, 2021 between NCTCOG/City of Grapevine/DART to discuss connection and alignment issues related to the connection of the City’s trail with the Hike and Bike Veloweb trail, due to the

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

Issues (Continued) impact of a possible future 2nd track west of the wye at the northwest end of the airport property.

City of Coppell

Potential Re-alignment: Concern about additional ROW needed to accommodate the Belt Line Road pedestrian bridge, designers originally anticipated easements and raised concerns that such purchase would not be acceptable to City Management and City Council. Therefore, the city has asked for a possible alternate alignment evaluation to extend east along the south side of Southwestern Blvd. with a bridge structure to cross Grapevine Creek adjacent to the existing vehicular bridge structure. This section of the trail is on hold and pending resolution.

Union Pacific Railroad has indicated an interest in having rail storage track just west of Coppell Road where the trail is presently located, which could cause a change of trail alignment and design. Recent discussions with Union Pacific Railroad appear to confirm their insistence in having the spur track where the trail is located.

City of Carrollton

Congested ROW - The space available between the track and ROW has structural walls, utilities, railroad switches and control huts, thereby drastically reducing the width of the Hike and Bike Trail between Kelly Blvd. to Marsh Lane. DART provided a potential alternate route to the North of Maridoe Golf Course to NCTCOG for consideration and discussion with the City of Carrollton. Since the city is emphatic that they will not solicit additional ROW from Maridoe Golf Course, the originally planned trail alignment will have to be abandoned. A confirmation is needed between City and NCTCOG to abandon the original route between Kelly Blvd. and Marsh Lane and/or pursue an alternate route which may not meet the design schedule expected for the rest of the trail. An alternate route will require a preliminary engineering assessment which may include surveys, environmental clearance, a traffic analysis and funding commitment.

Besides the potential reduction of the trail width from 12 ft. to a usable 6 ft., a gas pipeline under the trail still must be relocated and additional ROW would still be needed to fit around a signal hut. The city rejects the idea of having to ask the property owners for additional ROW and would like to review the prospect of modifying the alignment. The costs of relocating 7,500 ft. of pipeline appear to be

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail Veloweb Hike and Bike

Issues (Continued) exorbitant. Although several concepts have been identified and shared with both the city and NCTCOG, none have been fully vetted.

Downtown trail crossing alignment is an issue with College St. due to questions posed by the apartment building owner over parking facilities. Although this continues to be unresolved, a follow-up meeting between City, DART and design/builder was held in December 2021, with the city's latest desire to maintain the trail at its present location while offering the apartment complex head-in parking northeast of the building on the west side of Broadway St. The resolution will be included in the final ILA with the City.

City of Plano

Plano Parkway bridge construction was negotiated and added to the Silver Line design-builder's contract.

The city requests a trail bridge at Jupiter Road be constructed within the same time frame as the Silver Line Rail bridge. The rail crossing has been determined to be at grade and waiting on a determination if the pedestrian bridge will also be at grade. 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.

City of Richardson/UTD

University of Texas at Dallas (UTD) - 30% drawings did not provide details for a Campus and Trail connection. Area is on hold until plans are provided for review. Pending clarification on easements needed for UTD.

Richardson - Spring Creek bridge location and trail sections were identified in a meeting in August 2021. More details are needed to finalize the design. Apparently, the area identified for the location is in the floodplain, so this section of the trail is on hold.

PGBT Parking Lot Modifications - TxDOT provided comments and indicated a need to investigate the modifications for Trail crossings coming out of the CityLine/Bush Station during a meeting held on July 13, 2021. Currently waiting on review comments from both NCTCOG and

Veloweb Hike and Bike Trail (Along the Silver Line)

Commuter Rail
Veloweb Hike and Bike

Issues (Continued) TxDOT. Recent conversations with both agencies indicate a re-focus with intent to provide comments soon.

Coit Pedestrian Bridge – the rail crossing has been determined to be at grade and waiting on a determination if the pedestrian bridge will also be at grade.



Commuter Rail and Related Projects

Trinity Railway Express (TRE)

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Map

Commuter Rail TRE Projects

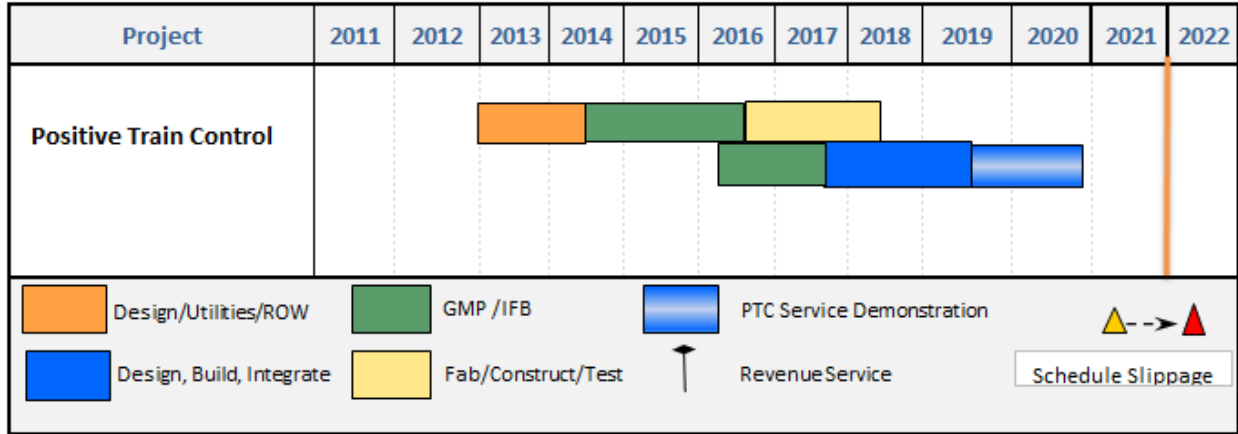


Summary Control Schedule

Commuter Rail
TRE Projects

TRE Projects Summary Control Schedules

12/31/2021



Cost Summary

Commuter Rail 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	\$35.3	\$32.6
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	0.8	0.6
Locomotive Purchase	5.8	4.9	1.0
Bi-Level Overhaul & Side Sill Repair	17.4	16.1	2.3
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 12/31/21, as reported on DART's General Ledger prior to the closure of FY21 by DART Finance.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 12/31/21.
- 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.

On March 30, 2021, 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.

In March 2021, the FRA submitted a package containing sixty-three comments on the TRE PTCSP. TRE and our System Integrator met

Status (Continued) with the FRA on several occasions to seek clarification and address the various comments. An updated TRE PTCSP version 1.3 was created and submitted informally to the FRA PTC Specialist in August 2021. The PTCSP version 1.3 was formally submitted to the FRA SIR site in September 2021. The FRA notified TRE that all conditions have been satisfactorily addressed.

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 U.S. Army Corps of Engineers (USACE) and the Environmental Protection Agency. The 404 permit is expiring in March 2022. TRE has been coordinating with USACE since 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 waiting until March 2022 to send the letter for this reverification, due to the new Nationwide permit 14 will not be available until 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. FY 2020 BUILD Grant recipients must have a signed and executed BUILD Grant Obligation Agreement prior to a deadline of September 30, 2022. The grant funding agreement must be completed by June 2022 due to the administrative process. The completed Paper Grant Agreement (PGA) with revised budget and schedule information was submitted to FTA to review on November 30, 2021. Environmental document (CE) for this project was submitted to FTA to review on December 8, 2021.

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 until 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. FY 2020 BUILD Grant recipients must have a signed and executed BUILD Grant Obligation Agreement prior to a deadline of September 30, 2022. The grant funding agreement must be completed by June 2022 due to the administrative process. The completed Paper Grant Agreement (PGA) with revised budget and schedule information was submitted to FTA to review on November 30, 2021. Environmental document (CE) for this project was submitted to FTA to review on December 8, 2021.

Medical District Drive Bridge

Commuter Rail 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. The contractor completed installation of the temporary shoring on the east side for Track #1 bridge construction in the first week of August 2021. The west side of shoring was completed in mid-October 2021.

Medical District Drive Bridge

Commuter Rail
TRE Projects

Status (Continued) Track 1 steel bridge elements have been delivered on site. The contractor completed assembling bridge elements in mid-October 2021. On the abutment 1, the contractor has completed the structural excavation and planned to start drilled shaft foundation on December 21, 2021, and to finish the end of January 2022. However, due to the cases of COVID for the subcontractor, they postponed this activity until end of January 2022. On the abutment 2, the contractor has completed the existing piles testing and drilled new piles for the foundation. The contractor poured concrete for the abutment footing on December 16, 2021, and completed on December 21, 2021. After the footing was completed, the contractor started work on abutment wall reinforcing and form work, and plans to pour concrete in the first week of February 2022. The contractor plans to install Track 1 Bridge in early April 2022.

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.

This project is funded with a Transportation Improvement Grant in the amount of \$4,600,000 with a total eligible cost of \$5,750,000 for the purchase of a new locomotive. New generation locomotives are not compatible with the existing fleet; therefore, TRE purchased two (2) remanufactured locomotives. In-plant inspection occurred in October 2021 and TRE identified several items requiring rework. The locomotives were delivered to TRE-EMF on January 7, 2022. Final acceptance and PTC commissioning is anticipated for late January 2022.

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. Issues identified in the October/November end of line inspection were addressed at the December reinspection and the locomotives left the Patterson, Georgia, facility on December 15, 2021.

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.

Bi-Level Overhaul and Side Sill Repair.

Commuter Rail
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 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 and/or side sill repair. As of October 31, 2021, they have completed the side sill repair on four (4) coach cars. The project is funded with capital dollars for \$17.4m.

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. Coach Car 1049 departed Canada in late October 2021; however, it arrived at TRE with damage to the pilot and wheels. TRE is working with CAD to get the damage repaired. The coach car damage is waiting on wheel set replacements before it can be returned to revenue service.

Repaint TRE Existing Fleet

Commuter Rail
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 December 2021, three (3) cab cars and three (3) locomotives remain to be painted.

This project is funded with capital dollars for \$1.05m.

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

Issues None

Six-Month Look Ahead

**Commuter Rail
TRE Projects**

TRE Projects Six-Month Look Ahead

12/31/2021

Project	2022					
	January	February	March	April	May	June
Positive Train Control (Fiber Installation)	Completed					
PTC Integrator	Project Closeout Pending FRA Final Acceptance					
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="display: flex; flex-direction: column; gap: 5px;"> <div style="display: flex; align-items: center;"> Design</div> <div style="display: flex; align-items: center;"> Construct/Test</div> </div> <div style="display: flex; flex-direction: column; gap: 5px;"> <div style="display: flex; align-items: center;"> GMP /IFB</div> <div style="display: flex; align-items: center;"> System Integration Testing</div> </div> <div style="display: flex; align-items: center;"> PTC Service Demonstration</div> </div>						

Change Control Summary

Commuter Rail TRE Projects

TRE 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 (November 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 PIC)	FWTA Contract	Wabtec	NA	NA	NA	NA	NA	NA	NA	NA	
Positive Train Control (Regional PIC)	C-2032359-01	Meteorcoman	\$5,089,946	\$0	\$5,089,946	\$0	\$5,089,946	\$0	0%	35%	
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

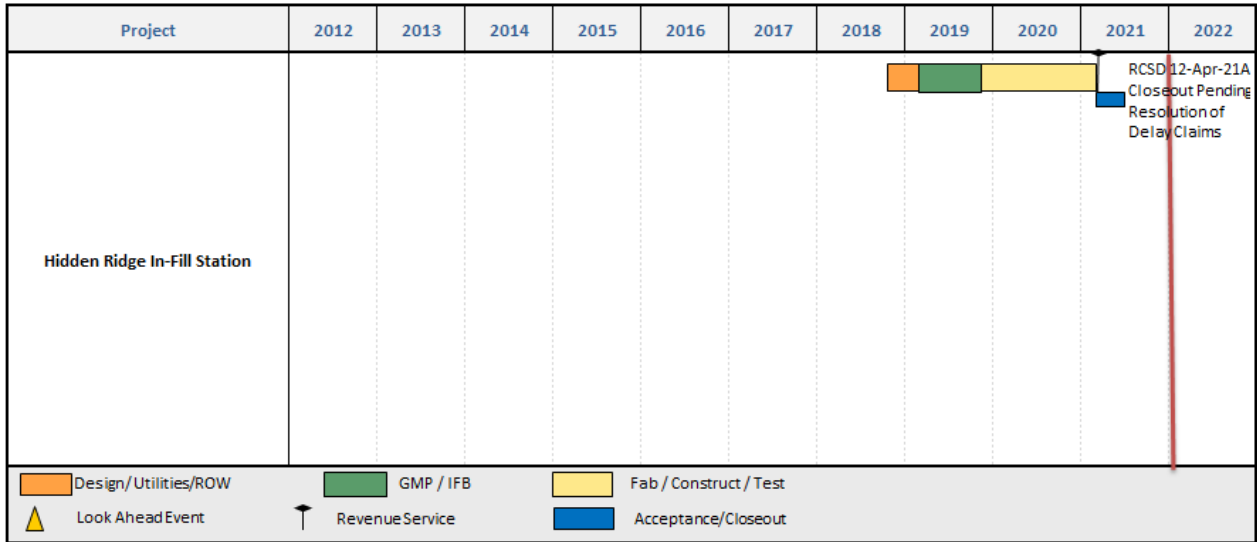
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Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

12/31/2021



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	\$ 27.7
Hidden Ridge Station	14.3	15.4	14.3

- 1) Expended to Date values reflect activity through 12/31/21, as reported on DART’s General Ledger prior to the closure of FY21 by DART Finance. Expended to Date value does not include City of Irving reimbursements.
- 2) Control Budget and Current Commitment values are reflected as 12/31/21.
- 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 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 DART Police Facilities project includes the Northeast Substation and the Northwest Substation.

Status **Northeast Police Substation and K-9 Facility**

A capital project review was initiated in April 2018. A revised budget and schedule will be established.

DART is reviewing TxDOT plans for improvements to the service road at the proposed site at LBJ/Skillman Station.

Northwest Police Substation

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. Thirty percent (30%) design development was completed by the designers in June 2021 and Construction Cost Estimate was validated to be within the Construction budget. Funding for Design development was approved in Financial Year plan for FY 2022. Change Control Board approved the Budget for Phase 2. Project award for Phase 2 Design and Construction Management was issued November 5, 2021. The 65% submittal was due from the consultant on January 14, 2022, but is now expected to be January 28, 2022.

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.

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 Vendor has made software updates to Advanced Traffic Signal Controllers for TSP system. Results show positive improvements that match 2009 baseline.

The ATC P2P deployment for all segments was completed in November 2021. DART/Vendor/COD continue to monitor system for final tweaking based on station-to-station performance analysis.

CBD/Traffic Signal Priority (TSP) System

Additional Capital
Development

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 has been constructed on the operating Orange Line with funding provided 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.

Revenue service was achieved on April 12, 2021, the parking lot opened to the public on May 1, 2021, and contractor completed installation of landscaping by May 28, 2021. Final Certificate of Occupancy was received on July 6, 2021. Final Payment was made to the Contractor on December 22, 2021. Final close out of documentation is targeted for end of March 2022.

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.

Contractor submitted Time Impact Analysis (TIA) for extended cost and time. Following negotiations, DART initiated formal proceedings for contract appeal. On November 16, 2021, the DART Board of Director's will be briefed in closed session on the status of contract appeal, discussions, and resolution to close all issues. Discussions are on-going with the City of Irving for funding participation.

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 project has a total of 17 Systems Integration tests and a total of 36 Safety and Security Certifiable Items (SSCI).

Systems Integration testing for this project is complete. All applicable systems tests have passed.

Safety and Security Certification status as of November 30, 2021, shows 36 of the 36 SSCI's are verified and closed.

The remaining items were closed at the November 19, 2021 SSCRT meeting. The Hidden Ridge Station is fully Certified with no restrictions. The Safety and Security Certificate is being circulated for final signatures.

Issues None

Six-Month Look Ahead

Additional Capital Development

Additional Capital Development Projects Six-Month Look Ahead

12/31/2021

Project	2022					
	January	February	March	April	May	June
Hidden Ridge In-Fill Station	<p>▲ Final Completion: Turn-Over of contract documents forecast by January 14, 2022. Contract Close-Out no later than March 01, 2022</p> <p>RSD (12-Apr-21A)</p>					
<p> Design/Utilities/ROW GMP /IFB Construct/Test </p> <p> Look Ahead Event Revenue Service </p>						

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 (December 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	\$11,467,126	\$553,350	\$12,020,476	\$547,201	\$12,014,327	\$6,149	99%	99%	
TOTAL:			\$11,467,126	\$553,350	\$12,020,476	\$547,201	\$12,014,327	\$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.

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Safety & Security Projects

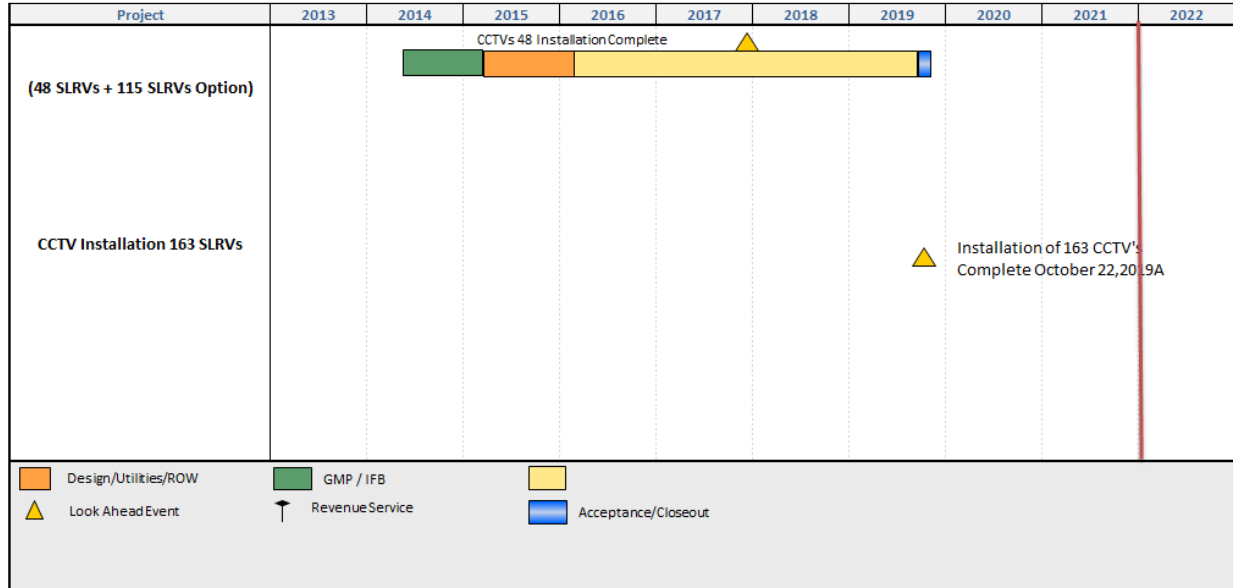
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Summary Control Schedule

Safety & Security Projects

Safety & Security Projects Summary Control Schedule

12/31/2021



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	\$ 0.5	\$ 0.5
Safety & Security Improvements Downtown Dallas	3.0	1.6	1.6
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.1	0.1
Pedestrian Barriers @ Fair Park	0.2	0.0	0.0
CCTV – 163 Vehicles	11.3	11.5	11.3
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	\$ 18.7	\$ 13.7	\$ 13.5

- 1) Committed values reflect activity through 12/31/21.
- 2) Expended to Date values reflect general ledger activity posted through 12/31/21.

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 to resolve an issue in 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

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. Bids are due on January 4, 2022.
- The installation of video monitors at West Transfer Center, Rosa Parks Plaza, Akard, Pearl, St. Paul, Union, and Convention Center stations. Bids are due on January 4, 2022.
- The supply of blue light phones for installation by DART On Call Construction Services at West Transfer Center, Rosa Parks Plaza, Union, and Convention Center stations and outlying stations. Bids are due on January 11, 2022.

Next steps:

- 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 a new solicitation for design services for Safety and Security improvements at outlying stations

Issues None

Six-Month Look Ahead

Safety & Security Projects

Safety & Security Projects Six-Month Look Ahead

12/31/2021

Project	2022					
	January	February	March	April	May	June
CCTV For 163 SLRVs (48 + 115)	CCTV Project Complete - October 22, 2019A Additional re-work on power supply is currently under review.					
<div style="display: flex; justify-content: space-between;"> <div style="display: flex; gap: 10px;"> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></div> Design/Utilities/ROW </div> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 15px; height: 10px; background-color: green; border: 1px solid black;"></div> GMP /IFB </div> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></div> Material Delivery/Install/Construct/Test </div> </div> <div style="display: flex; gap: 10px; margin-top: 5px;"> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 10px; height: 10px; background-color: yellow; border: 1px solid black; transform: rotate(45deg);"></div> Look Ahead Event </div> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></div> Acceptance/Closeout </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 (December 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:

% Contingency \geq 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.
- c) \$49,500 Liquidated Damages was shown in an Administrative SA and has reduced the contract.

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Streetcar Projects

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Summary Control Schedule

Streetcar
Projects

Dallas Streetcar Projects Summary Control Schedules

12/31/2021

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 style="display: flex; justify-content: space-between; font-size: small;"> <div style="display: flex; gap: 10px;"> <div style="display: flex; align-items: center;"> Plan/Design/Utils/ROW</div> <div style="display: flex; align-items: center;"> GMP /IFB</div> <div style="display: flex; align-items: center;"> Fab/Construct/Test</div> <div style="display: flex; align-items: center;"> Project Closeout</div> </div> <div style="display: flex; gap: 10px;"> <div style="display: flex; align-items: center;">▲ Look Ahead Event</div> <div style="display: flex; align-items: center;">↑ 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 12/31/21.
- 2) Expended to Date provided by DART Finance/Accounting through 12/31/21.
- 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

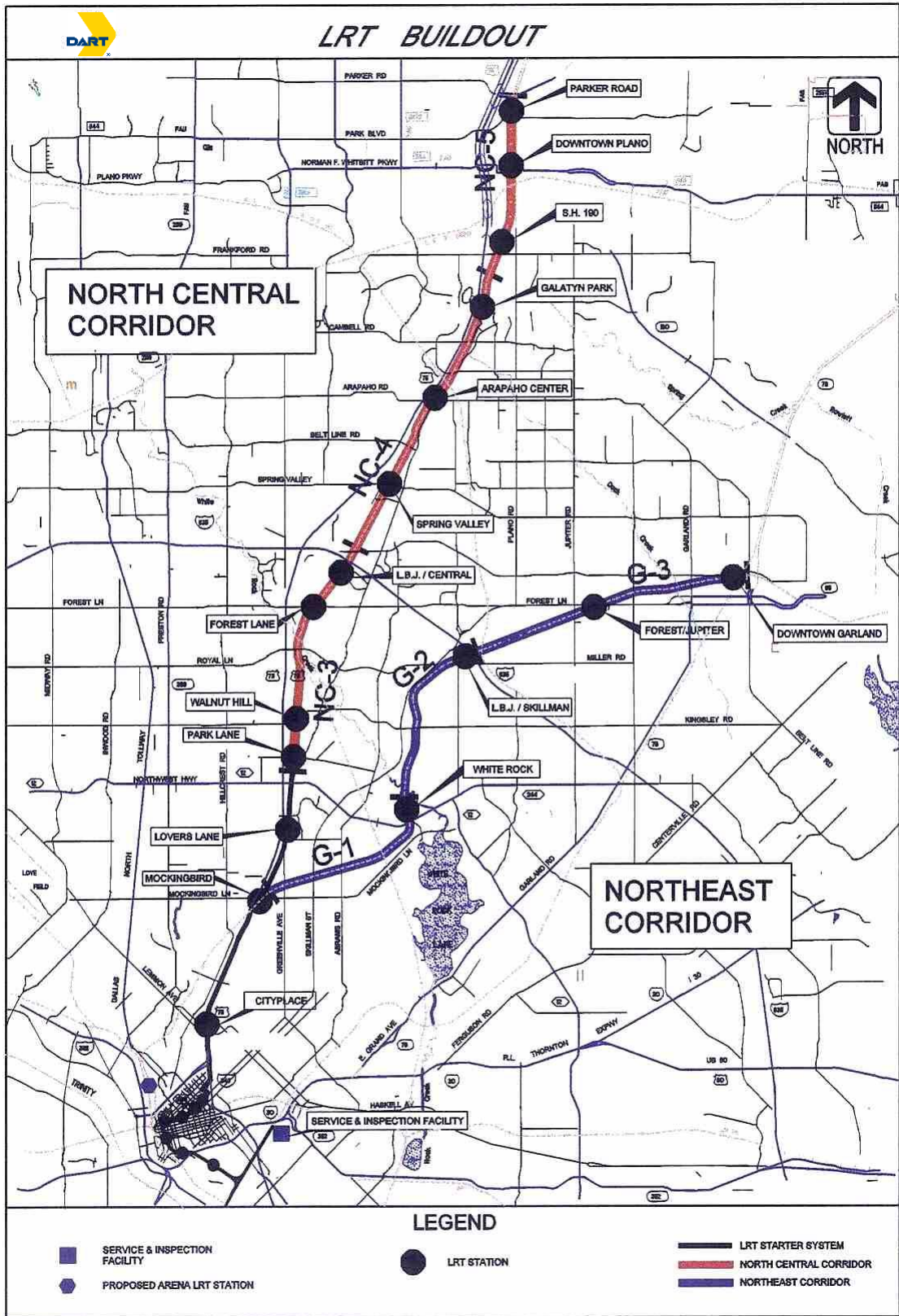
12/31/2021

Project	2022					
	January	February	March	April	May	June
Streetcar North Extension Entire Loop - Project Pending City of Dallas Approval	Northern Streetcar Project On-Hold Pending City of Dallas Direction					
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="display: flex; gap: 10px;"> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 15px; height: 10px; background-color: #f4a460; border: 1px solid black;"></div> Plan/Design/Utils/ROW </div> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 15px; height: 10px; background-color: #6aa84f; border: 1px solid black;"></div> GMP /IFB </div> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 15px; height: 10px; background-color: #fff2cc; border: 1px solid black;"></div> Fab/Construct/Test </div> </div> <div style="display: flex; align-items: center; gap: 10px;"> <div style="display: flex; align-items: center; gap: 5px;"> <div style="width: 10px; height: 10px; background-color: yellow; border: 1px solid black; clip-path: polygon(50% 0%, 61% 35%, 98% 35%, 68% 57%, 98% 57%, 79% 91%, 50% 70%, 21% 91%, 29% 57%, 0% 57%, 35% 35%);"></div> Look Ahead Event </div> </div> </div>						



LRT Buildout Phase I

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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

North Central Corridor Facilities Line Section NC-3

LRT Buildout
Phase I

Issues (Continued) owed to GLF. Back-up documentation for GLF's number has been requested.

DART's calculation of the outcome of the case after the quantum phase is that it owes GLF \$159,890 on the contract. On January 14, 2019, GLF filed a lawsuit against DART in the Dallas County District Court asserting a cause of action for breach of contract and claiming that it is entitled to a trial *de novo*. DART filed a Plea to the Jurisdiction, which was denied, which denial was upheld on appeal. The court has postponed the trial date previously scheduled for the week of September 27, 2021. The court has not issued a new trial date.

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DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

December 31, 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.***

Nicole Fontayne-Bardowell

Nicole Fontayne-Bardowell, Interim Chief Financial Officer

Dwight D. Burns

Dwight Burns, Treasurer

Wallace W. Waits

Wallace Waits, Assistant Treasurer

Angela Robertson

Angela Robertson, Treasury Operations Senior Manager

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Quarterly Investment Report - Summary

1st Qtr **FY22**

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 (December 14th) pointed to a U.S. economy that is expanding at a modest to moderate pace. The U.S. labor market rose by 199,000 in December. The unemployment rate decreased to 3.9 percent (3.9%) in December. The long-term inflation rate is at 6.8 percent (6.8%) on a 12-month basis, and real gross domestic product (GDP) increased by an annual rate of 2.3 percent (2.3%) 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

FY21	3/31	0.118
	6/30	0.095
	9/30	0.074
FY22	12/31	0.144

Ending Amortized Book Value as of December 31, 2021						
Portfolio	Securities	Pools	MMF's	Fund Totals	YTM	Compliant
Managed Funds						
Operating	\$155,986,907	\$109,376,889	\$ -	\$ 265,363,796	0.289%	Yes
Financial Reserve	22,892,813	27,105,007	-	49,997,819	0.123%	Yes
MAIF	-	110,313,995	-	110,313,995	0.076%	Yes
Platform Extensions	-	22,090,598	-	22,090,598	0.074%	Yes
Silver Line	-	20,100,003	-	20,100,003	0.075%	Yes
Insurance	14,096,673	8,920,535	-	23,017,208	0.341%	Yes
Bond SEAF	-	453,628,735	-	453,628,735	0.073%	Yes
CP SEAF	-	41,336	-	41,336	0.075%	Yes
	\$192,976,393	\$751,577,099	\$ -	\$ 944,553,491	0.144%	
Constrained Funds						
Debt Service	\$ -	\$ 49,263,492	\$ 80,670	\$ 49,344,162	0.085%	Yes
Regional Toll Road	-	-	1,544,177	1,544,177	0.020%	Yes
RRROW	-	290,027	-	290,027	0.074%	Yes
COD Streetcar	-	-	60,380	60,380	0.020%	Yes
Toyota	-	371,617	-	371,617	0.074%	Yes
	\$ -	\$ 49,925,136	\$ 1,685,227	\$ 51,610,363	0.083%	
All Funds	\$192,976,393	\$801,502,235	\$ 1,685,227	\$ 996,163,854	0.140%	

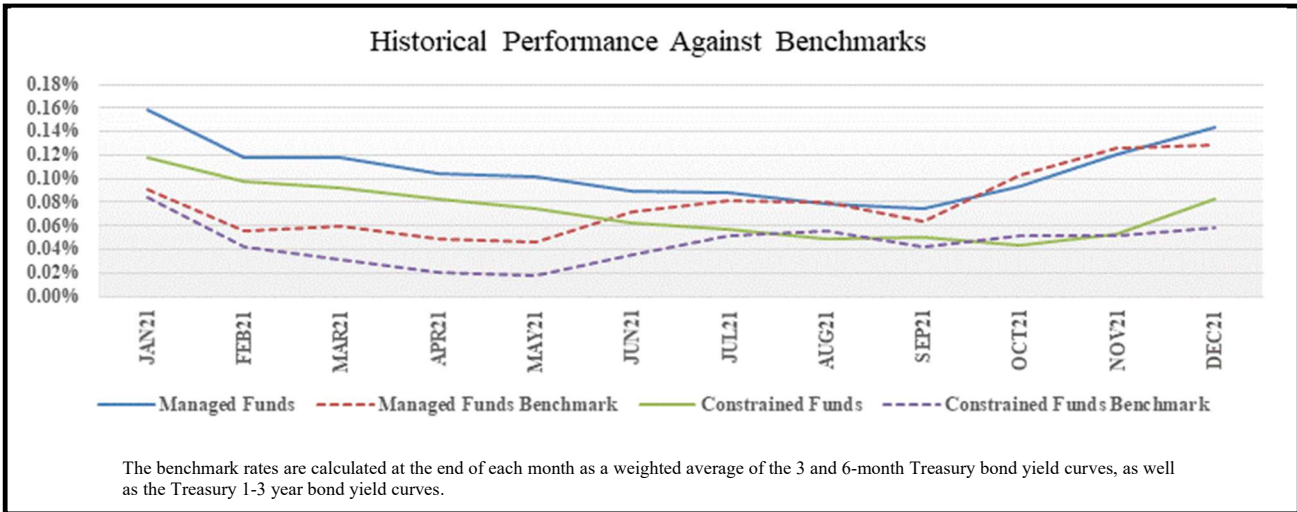
The investment rating of each investment was reviewed on 12/31/21 and found to be in compliance with PFIA.

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
City Of Dalla Streetcar	100% money-market funds
Bond SEAF/CP SEAF	100% LGIPs
Toyota	100% LGIPs



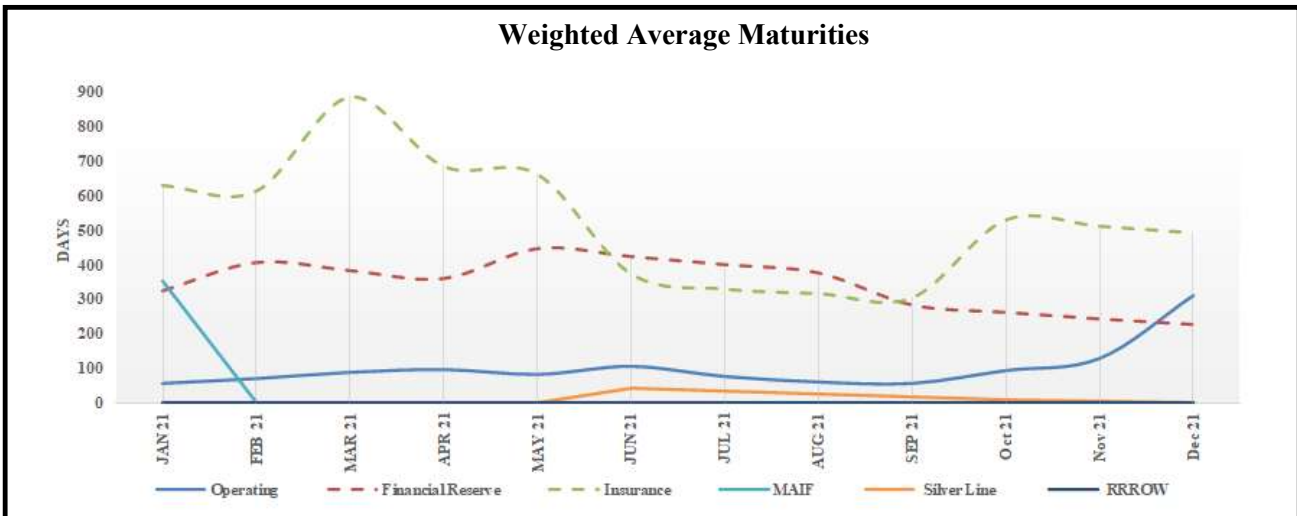
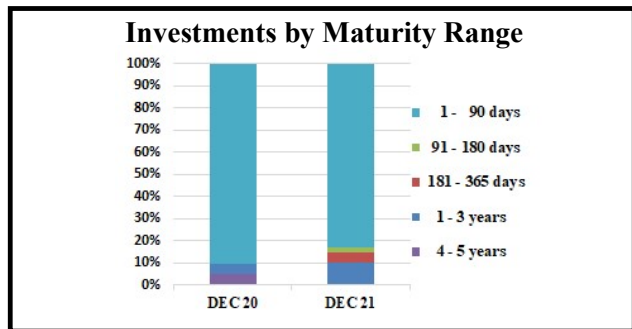
Quarterly Investment Report - Summary

1st Qtr **FY22**



Average Yield to Worst All Funds

	--- 12 months ending ---		--- 3 months ---	
	FY19	FY20	FY21	FY22
Actual	2.02%	1.21%	0.13%	0.11%
Benchmark	2.30%	0.75%	0.08%	0.07%



Security Transactions - Purchases

1st Qtr **FY22**

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>OPERATING FUND</u>								
10/4/2021	31422XNP3	FAMC 0.45 4/4/2024	\$ 10,000,000	4/4/2024	N/A	0.450	\$ 10,000,000	22-0001
10/20/2021	3133ENBN9	FFCB 0.34 10/20/2023-22	10,000,000	10/20/2023	10/20/22	0.440	9,995,000	22-0002
11/22/2021	3130APU45	FHLB 0.85 11/22/2024-22	5,000,000	11/22/2024	11/22/22	0.850	5,000,000	22-0004
11/30/2021	3130AQ2H5	FHLB 1.05 11/25/2024-22	8,000,000	11/25/2024	11/25/22	1.050	8,000,000	22-0007
12/1/2021	91512DBE0	UTEXPB 0.13 2/14/2022	10,000,000	2/14/2022	N/A	0.130	9,997,292	22-0010
12/1/2021	31422XQD7	FAMC 0.58 11/29/2023-22	5,000,000	11/29/2023	11/29/22	0.580	5,000,000	22-0005
12/2/2021	31422XQK1	FAMC 0.86 12/2/2024	13,000,000	12/2/2024	N/A	0.860	13,000,000	22-0006
12/9/2021	3130AQ2T9	FHLB 1 12/9/2024-22	10,000,000	12/9/2024	12/09/22	1.000	10,000,000	22-0009
12/10/2021	3130AQ2F9	FHLB 0.9 6/10/2024-22	10,000,000	6/10/2024	06/10/22	0.900	10,000,000	22-0008
12/14/2021	91512DAS0	UTEXPB 0.13 1/26/2022	15,000,000	1/26/2022	N/A	0.130	14,997,671	22-0011
TOTAL			\$ 96,000,000			0.268	\$ 95,989,962	
<hr/>								
<u>INSURANCE RESERVE</u>								
10/28/2021	3130APLB9	FHLB 0.85 10/28/2024-22	\$ 5,000,000	10/28/2024	N/A	0.850	\$ 5,000,000	22-0003
TOTAL			\$ 5,000,000			0.850	\$ 5,000,000	
<hr/>								
GRAND TOTAL			\$ 101,000,000			0.559	\$ 100,989,962	



Security Transactions - Maturities, Calls & Sales

1st Qtr **FY22**

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>								
9/14/2021	Matured	11/15/2021	23506FAD9	DFW APT CP 0.1 11/15/2021	\$ 5,000,000	\$ 861	\$ -	\$ -
7/7/2021	Matured	11/15/2021	23506FAC1	DFW APT CP 0.13 11/15/2021	10,000,000	4,731	-	-
9/2/2021	Matured	11/29/2021	23505BAD9	DFW APT CP 0.13 11/29/2021	15,000,000	4,767	-	-
8/25/2021	Matured	11/22/2021	23505RAC6	DFW APT CP 0.12 11/22/21	3,000,000	890	-	-
TOTAL					\$ 33,000,000	\$ 11,248	\$ -	\$ -
<u>FINANCIAL RESERVE FUND</u>								
1/5/2021	Matured	12/9/2021	3130AKJH0	FHLB 0.09 12/9/2021	\$ 10,000,650	\$ 4,500	\$ -	\$ -
TOTAL					\$ 10,000,650	\$ 4,500	\$ -	\$ -
<u>INSURANCE</u>								
					\$ -	\$ -	\$ -	\$ -
					-	-	-	-
					-	-	-	-
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>SILVER LINE</u>								
6/4/2021	Matured	12/14/2021	91512BZE8	UTEXPB 0 12/14/2021	\$ 4,996,783	\$ -	\$ 3,217	\$ 3,217
TOTAL					\$ 4,996,783	\$ -	\$ 3,217	\$ 3,217
<u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u>								
					\$ -	\$ -	\$ -	\$ -
					-	-	-	-
					-	-	-	-
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>PLATFORM EXTENSION FUND</u>								
					\$ -	\$ -	\$ -	\$ -
					-	-	-	-
					-	-	-	-
TOTAL					\$ -	\$ -	\$ -	\$ -
GRAND TOTAL					\$ 47,997,433	\$ 15,748	\$ 3,217	\$ 3,217



Portfolio Analysis by Fund

1st Qtr **FY22**

(\$ = 000s)	Oper.	Financial Reserve	MAIF	Ins.	Platform	Silver Line	CP SEAF	Bond SEAF	RRROW	RTR	Streetcar	Toyota	Debt Service	TOTAL
Face Value	\$ 265,377	\$ 50,000	\$110,314	\$ 23,021	\$ 22,091	\$ 20,100	\$ 41	\$ 453,629	\$ 290	\$ 1,544	\$ 60	\$ 372	\$ 49,344	\$ 996,182
Market Value	265,060	49,899	110,314	22,950	22,091	20,100	41	453,629	290	1,544	60	372	49,344	995,693
Unrealized Gain (Loss)	(304)	(99)	-	(67)	-	-	-	-	-	-	-	-	-	(470)
Ending Amort. Book Value	<u>265,364</u>	<u>49,998</u>	<u>110,314</u>	<u>23,017</u>	<u>22,091</u>	<u>20,100</u>	<u>41</u>	<u>453,629</u>	<u>290</u>	<u>1,544</u>	<u>60</u>	<u>372</u>	<u>49,344</u>	<u>996,164</u>
Cash Balance in dda accounts	7,398	-	-	-	-	-	-	-	-	-	-	-	-	7,398
Amortized Value Plus Cash	<u>272,762</u>	<u>49,998</u>	<u>110,314</u>	<u>23,017</u>	<u>22,091</u>	<u>20,100</u>	<u>41</u>	<u>453,629</u>	<u>290</u>	<u>1,544</u>	<u>60</u>	<u>372</u>	<u>49,344</u>	<u>1,003,562</u>
Accrued Interest	68	8	-	16	-	-	-	-	-	-	-	-	-	92
TOTAL FUND VALUE	\$ 272,830	\$ 50,005	\$110,314	\$ 23,034	\$ 22,091	\$ 20,100	\$ 41	\$ 453,629	\$ 290	\$ 1,544	\$ 60	\$ 372	\$ 49,344	\$ 1,003,654
KEY COMPLIANCE TARGETS														
Minimum Fund Requirement ¹	\$ 137,600			\$ 21,302										
Excess / (Shortfall) in Fund	\$ 135,230			\$ 1,732										
Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	912	1,095	90	90	1	1	1	1	365	
Actual Avg. Fund Maturity (days)	310	228	1	493	1	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	365	
Actual Max. Invest. Maturity (days)	1,074	1,062	1	1,032	1	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	
Are Funds Board Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Is Fund CPSL Compliant? ²	Yes													
INVESTMENT COMPARISON														
Yield to Worst	0.289%	0.123%	0.076%	0.341%	0.074%	0.075%	0.074%	0.073%	0.074%	0.020%	0.020%	0.074%	0.085%	0.140%
6-Month T-Bill	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%	0.146%
Wgt. Average Fund Variance	0.144%	-0.023%	-0.070%	0.196%	-0.072%	-0.071%	-0.072%	-0.073%	-0.072%	-0.126%	-0.126%	-0.072%	-0.061%	-0.005%

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

1st Qtr FY22

Fund	Security Description	Rate	Maturity	Call Date	Face Value	09/30/21 Market Value	12/31/21 Market Value	Change from Prior Quarter
Operating	DFW APT CP 0.1 11/15/2021	0.10	11/15/2021	N/A	\$ 5,000,000	\$ 4,999,900	\$ -	\$ (4,999,900)
Operating	DFW APT CP 0.13 11/15/2021	0.13	11/15/2021	N/A	10,000,000	9,999,900	-	(9,999,900)
Operating	DFW APT CP 0.12 11/22/21	0.12	11/22/2021	N/A	3,000,000	2,999,970	-	(2,999,970)
Operating	DFW APT CP 0.13 11/29/2021	0.13	11/29/2021	N/A	15,000,000	14,998,350	-	(14,998,350)
Financial Reserve	FHLB 0.09 12/9/2021	0.09	12/9/2021	N/A	10,000,000	9,999,481	-	(9,999,481)
Silver Line	UTEXPB 0 12/14/2021	0.00	12/14/2021	N/A	5,000,000	4,998,767	-	(4,998,767)
Operating	UTEXPB 0.13 1/26/2022	0.13	1/26/2022	N/A	15,000,000	-	14,998,500	14,998,500
Operating	UTEXPB 0.13 2/14/2022	0.13	2/14/2022	N/A	10,000,000	-	9,998,000	9,998,000
Operating	FFCB 0.12 4/13/2022-21	0.12	4/13/2022	10/1/2021	10,000,000	9,999,537	10,000,000	463
Operating	FFCB 0.1 4/27/2022-21	0.10	4/27/2022	4/27/2021	10,000,000	9,997,865	9,998,000	135
Operating	FFCB 0.1 8/2/2022	0.10	8/2/2022	N/A	10,000,000	10,003,404	9,989,000	(14,404)
Operating	FFCB 0.125 9/16/2022	0.13	9/16/2022	N/A	10,000,000	10,003,125	10,001,000	(2,125)
Financial Reserve	FFCB 0.09 11/18/2022-21	0.09	11/18/2022	11/18/2021	10,000,000	9,979,912	9,978,000	(1,912)
Financial Reserve	FFCB 0.16 12/15/2022-21	0.16	12/15/2022	12/15/2021	5,000,000	5,000,002	4,994,000	(6,002)
Operating	FHLMC 0.2 12/15/2022-21	0.20	12/15/2022	12/15/2021	10,000,000	9,998,406	9,988,000	(10,406)
Insurance	FHLB 0.125 3/17/2023	0.13	3/17/2023	N/A	5,000,000	4,996,487	4,977,000	(19,487)
Operating	FHLB 0.125 6/2/2023	0.13	6/2/2023	N/A	10,000,000	9,975,272	9,930,000	(45,272)
Operating	FFCB 0.34 10/20/2023-22	0.34	10/20/2023	4/20/2022	10,000,000	-	9,966,000	9,966,000
Financial Reserve	FFCB 0.17 11/3/2023-21	0.17	11/3/2023	11/3/2021	5,100,000	5,090,460	5,065,830	(24,630)
Operating	FAMC 0.58 11/29/2023-22	0.58	11/29/2023	5/29/2022	5,000,000	-	4,987,500	4,987,500
Operating	FAMC 0.45 4/4/2024	0.45	4/4/2024	N/A	10,000,000	-	9,918,000	9,918,000
Operating	FHLB 0.9 6/10/2024-22	0.90	6/10/2024	3/10/2022	10,000,000	-	9,997,000	9,997,000
Insurance	FHLMC 0.5 8/26/2024-21	0.50	8/26/2024	11/26/2021	4,100,000	4,095,481	4,068,020	(27,461)
Insurance	FHLB 0.85 10/28/2024-22	0.85	10/28/2024	1/28/2022	5,000,000	-	4,984,500	4,984,500
Operating	FHLB 0.85 11/22/2024-22	0.85	11/22/2024	2/22/2022	5,000,000	-	4,981,500	4,981,500
Operating	FHLB 1.05 11/25/2024-22	1.05	11/25/2024	2/25/2022	8,000,000	-	8,000,000	8,000,000
Financial Reserve	FHLMC 0.5 11/27/2024-21	0.50	11/27/2024	11/27/2021	2,795,000	2,784,431	2,755,870	(28,561)
Operating	FAMC 0.86 12/2/2024	0.86	12/2/2024	N/A	13,000,000	-	12,940,200	12,940,200
Operating	FHLB 1 12/9/2024-22	1.00	12/9/2024	12/9/2022	10,000,000	-	9,990,000	9,990,000
Debt Service	Amegy Debt Serv MM	N/A	N/A	N/A	80,670	110,221	80,670	(29,551)
Operating	FICA - CD Operating Pool Cash	N/A	N/A	N/A	5,000,000	5,000,000	5,000,000	-
Debt Service	LOGIC - (T) Bond Prin LGIP	N/A	N/A	N/A	16,267,310	63,066,640	16,267,310	(46,799,330)
Bond SEAF	LOGIC - Bond SEAF LGIP	N/A	N/A	N/A	453,628,735	544,667	453,628,735	453,084,068
MAIF	LOGIC - MAIF LGIP	N/A	N/A	N/A	110,313,995	12,551,194	110,313,995	97,762,802
Silver Line	LOGIC - Silver Line LGIP	N/A	N/A	N/A	20,100,003	15,101,267	20,100,003	4,998,736
Financial Reserve	LOGIC - Fin Res LGIP	N/A	N/A	N/A	27,105,007	17,107,552	27,105,007	9,997,455
Irving ILA	LOGIC - Irving ILA LGIP	N/A	N/A	N/A	-	33,207	-	(33,207)
Operating	LOGIC - Op LGIP	N/A	N/A	N/A	22,617,515	94,801,143	22,617,515	(72,183,627)
Platform	LOGIC - Platform LGIP	N/A	N/A	N/A	22,090,598	25,471,618	22,090,598	(3,381,020)
CP SEAF	LOGIC - SEAF LGIP	N/A	N/A	N/A	41,336	398,972	41,336	(357,635)
Toyota	LOGIC - Toyota LGIP	N/A	N/A	N/A	371,617	371,571	371,617	47
Insurance	LOGIC-Insurance LGIP	N/A	N/A	N/A	8,920,535	13,919,283	8,920,535	(4,998,748)
RRROW Corp	RRROW Corp LGIP	N/A	N/A	N/A	290,027	281,123	290,027	8,904
Operating	TexasCLASS LGIP	N/A	N/A	N/A	34,664,374	101,243,000	34,664,374	(66,578,626)
Operating	TexasDaily LGIP	N/A	N/A	N/A	574	574	574	0
Debt Service	TexPool - (T) Bond Int LGIP	N/A	N/A	N/A	32,996,182	66,430,438	32,996,182	(33,434,256)
Operating	TexPool - Op LGIP	N/A	N/A	N/A	47,094,426	111,979,503	47,094,426	(64,885,078)
RTR Funding	Wells RTR Plano MM	N/A	N/A	N/A	1,544,177	1,544,125	1,544,177	51



Change in Market Value of Investments

1st Qtr **FY22**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	09/30/21 Market Value	12/31/21 Market Value	Change from Prior Quarter
Streetcar	Wells Streetcar MM	N/A	N/A	N/A	\$ 60,380	\$ 60,378	\$ 60,380	\$ 2
Sub-total for Securities held at the end of both periods						\$ 91,923,316	\$ 197,586,590	\$ 105,663,274
% Change as a result of market movement								114.95%
Holdings at 9/30/21 maturing during Q1, FY22						-		-
Holdings at 9/30/21 called during Q1, FY22						47,997,433		(47,997,433)
Holdings at 9/30/21 sold during Q1, FY22						-		-
Values of Money Market Mutual Funds (All)						530,016,475	697,116,829	167,100,354
Holdings purchased during Q1, FY22							100,989,962	100,989,962
Securities and/or cash held in DDA						633,129	7,398,409	6,765,280
TOTAL PORTFOLIO VALUE						\$ 670,570,354	\$ 1,003,091,790	\$ 332,521,437

Callable Securities Analysis

1st Qtr **FY22**

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
21-0004	Operating	4/13/2022	FFCB 0.12 4/13/2022-21	3133EMMU3	Continuous	\$10,000,000	0.12	0.06	Low
21-0006	Operating	4/27/2022	FFCB 0.1 4/27/2022-21	3133EMNU2	One Time	10,000,000	0.10	0.08	Low
21-0012	Financial Reserve	11/18/2022	FFCB 0.09 11/18/2022-21	3133EMZZ8	1/1/2022	10,000,000	0.09	0.11	Low
21-0002	Financial Reserve	12/15/2022	FFCB 0.16 12/15/2022-21	3133EMKH4	1/1/2022	5,000,000	0.16	0.13	Low
21-0001	Operating	12/15/2022	FHLMC 0.2 12/15/2022-21	3134GXGQ1	3/15/2022	10,000,000	0.20	0.15	Low
22-0002	Operating	10/20/2023	FFCB 0.34 10/20/2023-22	3133ENBN9	4/20/2022	10,000,000	0.34	0.18	Low
21-0007	Financial Reserve	11/3/2023	FFCB 0.17 11/3/2023-21	3133EMPB2	Continuous	5,100,000	0.17	0.20	Low
22-0005	Operating	11/29/2023	FAMC 0.58 11/29/2023-22	31422XQD7	5/29/2022	5,000,000	0.58	0.23	Medium
22-0008	Operating	6/10/2024	FHLB 0.9 6/10/2024-22	3130AQ2F9	3/10/2022	10,000,000	0.90	0.25	Medium
20-0057	Insurance	8/26/2024	FHLMC 0.5 8/26/2024-21	3134GWKT2	2/26/2022	4,100,000	0.50	0.28	Medium
22-0003	Insurance	10/28/2024	FHLB 0.85 10/28/2024-22	3130APLB9	1/28/2022	5,000,000	0.85	0.30	Low
22-0004	Operating	11/22/2024	FHLB 0.85 11/22/2024-22	3130APU45	2/22/2022	5,000,000	0.85	0.33	Low
22-0007	Operating	11/25/2024	FHLB 1.05 11/25/2024-22	3130AQ2H5	2/25/2022	8,000,000	1.05	0.36	Medium
20-0058	Financial Reserve	11/27/2024	FHLMC 0.5 11/27/2024-21	3134GWLF1	Continuous	2,795,000	0.50	0.39	Medium
22-0009	Operating	12/9/2024	FHLB 1 12/9/2024-22	3130AQ2T9	12/9/2022	10,000,000	1.00	0.43	High

Glossary

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.
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.

Glossary

Platform Fund	Funds designated for platform extensions on the Red and Blue lines to accommodate three car trains.
Money Market Fund (MMF)	An investment instrument comprised of short-term (less than one year) securities representing high-quality, liquid debt and monetary instruments.
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.

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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: February 1, 2022
TO: DART Board
THROUGH: Nadine S. Lee /s/ NSL *
FROM: Gabriel J. Beltran
SUBJECT: First Quarter Fiscal Year 2022 D/M/WBE Participation

This memorandum provides a summary of contracts, board approved contract modifications and small purchases awarded during the first quarter of Fiscal Year (FY) 2022. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 35 new contracts (eligible for goal setting) were awarded in the first quarter of FY 2022. These contract awards have a total dollar value of \$10,200,831 which represents 62% of all 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 first quarter FY 2022. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the first quarter of 2022. The total amount awarded was \$16,423,143. Of the foregoing amount, \$8,326,499 was committed to D/M/WBEs during the first quarter (51%).

Please note that these contracts were awarded in the first 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 were three emergency funded contracts awarded this quarter.

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 "G. Beltran", written over a horizontal line.

Gabriel J. Beltran
Interim Vice President, Diversity & Inclusion

Attachment

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

PROCUREMENT DOLLARS BY AGREEMENT TYPE FIRST QUARTER FOR FISCAL YEAR 2022

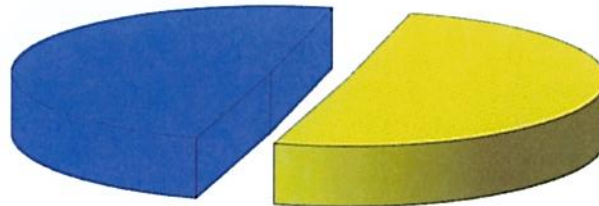
TOTAL AWARD ACTIVITY					
Agreement Type	Total Procurement Dollars	Awards	% of Total Procurement Dollars	D/M/WBE Dollars Awarded	D/M/WBE % By Agreement Type
New DART Contract Awards	\$10,200,831	35	62%	\$5,909,597	58%
Contract Mods/Options	\$829,526	2	5%	\$225,904	27%
Small Purchases	\$5,392,786	954	33%	\$2,190,998	41%
Total Awards	\$16,423,143	991	100%	\$8,326,499	51%

*New State Contract Awards	\$3,451,178	12	21.0%	State Monitored	State Monitored
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**Monitored by State*

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$8,326,499	51%
Non D/M/WBE Procurement Dollars	\$8,096,644	49%
TOTAL PROCUREMENT DOLLARS AWARDED	\$16,423,143	100%

Non D/M/WBE Procurement Dollars Awarded
49%



D/M/WBE Procurement Dollars Awarded
51%



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P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P9	Board Approved Contract Modifications
P10	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 Procurements
P29	Active Requirements Contracts Expiring Within 12 Months
P32	Upcoming Procurements



INTEROFFICE MEMORANDUM

DATE: January 18, 2022

TO: DART Board

THROUGH: Nadine S. Lee /s/ NSL *
Nicole Fontayne-Bardowell /s/ NFB *

FROM: Brad J. Cummings, Vice President, Procurement

SUBJECT: **Quarterly Procurement Report - First Quarter Fiscal Year 2022**

The following is a report of DART's procurement activities for the First Quarter of Fiscal Year 2022. 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



Data Summary Sheet

Fiscal Year 2022 - First Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	52	\$20,268,006.34
Approved Modifications	2	\$829,526.00
Purchase Orders*	898	\$3,545,376.67
Blanket Purchase Orders (BPOs)*	56	\$1,847,409.00
Totals	1,008	\$26,490,318.01

(*) Details provided upon request.

Contracts Awarded

Fiscal Year 2022 - First 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
2059278-01	(2098)	JOHNSON GRAYSON AUTOMOTIVE INC	10/01/2021	\$972,802.00
		Contract Name: Police Pursuit Vehicles		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2061135-01	(2090)	The Aftermarket Parts Company	10/01/2021	\$234,379.00
		Contract Name: Radiator Assembly and E-Fan Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2062556-01	(2089)	TEXAS GENERAL LAND OFFICE	10/01/2021	\$6,000,000.00
		Contract Name: Natural Gas FY2022-2023		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2065240-01	(2093)	CESCO INC	10/01/2021	\$249,825.20
		Contract Name: Lexmark Toner		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2065326-01	(2086)	Black Box Network Svcs	10/01/2021	\$150,960.00
		Contract Name: VOIP Onsite Support		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2065330-01	(2091)	DeSpain and Associates	10/01/2021	\$204,342.76
		Contract Name: IBM Maintenance FY22		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2066108-01	(2099)	SAFESITE INC	10/01/2021	\$125,000.00
		Contract Name: Offsite Records Storage		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2059979-01	(2059)	CORNELL DUBILIER ELECTRONICS	10/05/2021	\$178,323.00
		Contract Name: Propulsion System Capacitors		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2062477-01	(2100)	POWERTECH CONVERTER CORP.	10/07/2021	\$188,725.00
		Contract Name: Low Voltage Power Supply Converter Assembly		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAILPARTS	
2064271-01	(2101)	ANIXTER INTERNATIONAL	10/08/2021	\$72,601.00
		Contract Name: Liebert VRC Cabinets		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMP HARD/SOFTWARE	
2066573-01	(2108)	SHI GOVERNMENT SOLUTIONS	10/22/2021	\$97,115.04
		Contract Name: Tableau Maintenance FY22		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2056821-01	(2109)	THE BARGAIN SOURCE	10/26/2021	\$239,557.00
		Contract Name: Engine Lubricating Oil for DART's Bus Fleet		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	



Contracts Awarded

Fiscal Year 2022 - First 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
2058373-01	(2105)	NASG HOLDINGS, INC.	10/26/2021	\$101,938.00
		Contract Name: Safety Glass for DARTs Station Shelters		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER	
2065736-01	(2154)	DELL MARKETING LP	10/26/2021	\$155,329.00
		Contract Name: Dell Boomi Maintenance		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2062326-01	(2110)	MUNCIE RECLAMATION & SUPPLY	10/27/2021	\$236,640.00
		Contract Name: Miscellaneous NABI Module Ignition Control Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2060154-01	(2111)	CUMMINS SOUTHERN PLAINS LLC	10/28/2021	\$155,958.00
		Contract Name: Organic Acid Technology (OAT) Engine Coolant		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	
2060924-01	(2092)	CTJ MAINTENANCE INC	10/28/2021	\$3,957,913.00
		Contract Name: Light Rail Cleaning, Bus Cleaning, and Disinfectin		
		Classification: SERVICES	Sub-Classification: SVSC-JANITORIAL/GROUNDS	
2067211-01	(2141)	Presidio Networked Sol Grp LLC	10/28/2021	\$119,856.81
		Contract Name: Warehouse Wireless Upgrade		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMP HARD/SOFTWARE	
2064183-01	(2112)	CARAHSOFT TECHNOLOGY CORP	11/01/2021	\$999,880.00
		Contract Name: ServiceNow Licenses		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2063890-01	(2116)	PROGRESSIVE WASTE SOLUTIONS	11/02/2021	\$504,919.00
		Contract Name: Waste Disposal and Recycling Services		
		Classification: SERVICES	Sub-Classification: SVSC-DISPOSAL	
2057996-01	(2113)	BOMBARDIER TRANSPORTATION	11/05/2021	\$220,500.00
		Contract Name: LRV Ground Brush Used on Kinkisharyo Fleets 50-54		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES	
2058104-01	(2106)	PENN MACHINE CO	11/05/2021	\$240,389.00
		Contract Name: Fifteen (15) Year Rebuild Bombardier Traction Gear		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2065702-01	(2133)	Luna Data Solutions	11/08/2021	\$112,000.00
		Contract Name: IT Sr. Business Analyst to Support Projects		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2065399-01	(2139)	CARAHSOFT TECHNOLOGY CORP	11/09/2021	\$69,964.45
		Contract Name: ServiceNow Consultant		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	



Contracts Awarded

Fiscal Year 2022 - First 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
2065968-01	(2117)	ELERTS Corporation	11/10/2021	\$244,552.00
		Contract Name: ELERTS Application Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2065891-01	(2118)	SOLOGY SOLUTIONS	11/15/2021	\$159,016.00
		Contract Name: Kinetic Gateway Management		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2064926-01	(2119)	OFFICE INTERIORS GROUP, INC	11/17/2021	\$245,000.00
		Contract Name: Furniture & Equipment Moving Services		
		Classification: SERVICES	Sub-Classification: SVSC-OFFICE CONFIGURATION	
2064182-01	(2120)	Energy Edge Consulting, LLC	11/18/2021	\$49,950.00
		Contract Name: Electricity Services Consultant		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2064354-01	(2121)	HYATT REGENCY DALLAS	11/19/2021	\$113,750.00
		Contract Name: Holiday Event Venue		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2065113-01	(2128)	Allegis Group Holdings, Inc.	11/22/2021	\$178,089.60
		Contract Name: Night Systems Administrator		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2065470-01	(2124)	AerialOne	11/22/2021	\$230,000.00
		Contract Name: Realtime Infrastructure Mgt		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2058597-01	(2076)	The Aftermarket Parts Company	11/30/2021	\$229,575.00
		Contract Name: Miscellaneous NABI Air, Fuel and Oil Parts		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2065537-01	(2130)	TRAPEZE SOFTWARE GROUP	12/02/2021	\$102,968.00
		Contract Name: TransitMaster Software Upgrade		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2067335-01	(2127)	GLOBAL POWER SUPPLY, LLC	12/02/2021	\$127,699.00
		Contract Name: Purchase of Diesel Generators		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-FACILITY PARTS & SUPPLIES	
2066731-01	(2131)	Presidio Networked Sol Grp LLC	12/03/2021	\$122,212.80
		Contract Name: Hardware Support Flash Array		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2066310-01	(2140)	SHI GOVERNMENT SOLUTIONS	12/04/2021	\$87,837.37
		Contract Name: VMware Support		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	



Contracts Awarded

Fiscal Year 2022 - First 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	
2065375-01	(2132)	BBM Railway Equipment, LLC.	Sole Source	12/06/2021	\$163,267.29
		Contract Name: SOC Bus Lift Repairs			
		Classification: SERVICES	Sub-Classification: SVSC-BUS OPERATION		
2065854-01	(2162)	Unwire ApS		12/08/2021	\$253,064.00
		Contract Name: Trip Planner Website Development			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2066619-01	(2135)	BBM Railway Equipment, LLC.	Sole Source	12/08/2021	\$56,053.61
		Contract Name: CROF Overhaul Lift Retrofit			
		Classification: SERVICES	Sub-Classification: SVSC-REPAIRS		
2067774-01	(2136)	Presidio Networked Sol Grp LLC		12/09/2021	\$219,668.50
		Contract Name: Trade Flash Blades			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2064501-01	(2148)	Teal Engineering Services, Inc		12/10/2021	\$209,808.16
		Contract Name: Develop TSP Specifications			
		Classification: SERVICES	Sub-Classification: SVSC-OTHER		
2067313-01	(2138)	IMAGINE SOLUTIONS LLC		12/13/2021	\$248,946.00
		Contract Name: Managed Services			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2065855-01	(2158)	Meadows Mental Health Policy I		12/16/2021	\$325,000.00
		Contract Name: Homeless Study			
		Classification: SERVICES	Sub-Classification: SVSC-TRAINING		
2060979-01	(2143)	The Aftermarket Parts Company		12/20/2021	\$249,950.00
		Contract Name: Miscellaneous Cooling Parts			
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS		
2063334-01	(2144)	EXCALIBUR COLLISION CENTER INC		12/20/2021	\$248,900.00
		Contract Name: Collision Reparis for DARTs Non-Revenue Vehicles			
		Classification: SERVICES	Sub-Classification: SVSC-REPAIRS		
2066758-01	(2145)	Oracle America Inc.		12/21/2021	\$111,362.75
		Contract Name: FY22-Oracle ODA Maintenance			
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT		
2066786-01	(2163)	dlb consultants LLC		12/22/2021	\$43,824.00
		Contract Name: Painting Services			
		Classification: SERVICES	Sub-Classification: SVSC-OFFICE CONFIGURATION		
2067867-01	(2146)	Pearson Partners International	Sole Source	12/22/2021	\$75,700.00
		Contract Name: Chief of Staff			
		Classification: SERVICES	Sub-Classification: SVSC-OTHER		



Contracts Awarded

Fiscal Year 2022 - First 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
2065597-01	(2149)	Alicia Tapp Designs	12/28/2021	\$78,340.00
		Contract Name: Tyler Vernon Rail Station		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-PAINT/RELATED PRODUCTS	
2066978-01	(2155)	Abacus Technical Resources	12/29/2021	\$228,800.00
		Contract Name: IT Sr. PM to support EPM & EDM		
		Classification: SERVICES	Sub-Classification: SVSC-TRAINING	
2065856-01	(2152)	Jet Stream Trucking Inc	12/30/2021	\$214,325.00
		Contract Name: Towing Services for DARTs Bus Fleet		
		Classification: SERVICES	Sub-Classification: SVSC-BUS OPERATION	
2067714-01	(2151)	CompliancePoint Inc.	12/30/2021	\$61,430.00
		Contract Name: PCI DSS Assessment		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
Report Totals: 52 Contracts Awarded				\$20,268,006.34



Contracts Awarded

Fiscal Year 2022 - First Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

SPECIAL TYPE	TOTAL
Emergency	1
Sole Source	5
TOTAL	6

Contracts Awarded Summary

		TOTAL
COMMODITIES	SUP/EQUIP-BUS PARTS	\$950,544.00
	SUP/EQUIP-COMP HARD/SOFTWARE	\$192,457.81
	SUP/EQUIP-FACILITY PARTS & SUPPLIES	\$127,699.00
	SUP/EQUIP-FUEL/OIL/GAS/FLUIDS	\$395,515.00
	SUP/EQUIP-OTHER	\$101,938.00
	SUP/EQUIP-PAINT/RELATED PRODUCTS	\$78,340.00
	SUP/EQUIP-RAIL VEHICLES	\$220,500.00
	SUP/EQUIP-RAILPARTS	\$367,048.00
	SUP/EQUIP-VEHICLES NON REV	\$972,802.00
	Total	\$3,406,843.81
SERVICES	SVSC-BUS OPERATION	\$377,592.29
	SVSC-DISPOSAL	\$504,919.00
	SVSC-JANITORIAL/GROUNDS	\$3,957,913.00
	SVSC-OFFICE CONFIGURATION	\$288,824.00
	SVSC-OTHER	\$7,809,120.96
	SVSC-RAIL OPERATION	\$240,389.00
	SVSC-REPAIRS	\$304,953.61
	SVSC-SOFT/HARDWARE MAINT	\$2,823,650.67
	SVSC-TRAINING	\$553,800.00
Total	\$16,861,162.53	
Grand Total	\$20,268,006.34	

Board Approved Contract Modifications
Fiscal Year 2022 - First Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Occupational Health Centers of the Southwest, P.A. "Concentra Medical Centers"	\$368,000	Approval of Contract Modification to exercise the two, one-year Contract Options for the Occupational Medical Services contract [Resolution No. 210177]	12/14/2021
Archer Western Construction	\$461,526	Approval to Increase Contract Value for Construction Services for the DART Hidden Ridge Station in Irving, Texas, for Settlement of Contract Appeal No. 21-001 and Resolution of All Claims [Resolution No. 210187]	12/14/2021
TOTAL MODIFICATION AWARDED DOLLARS:	\$829,526	TOTAL MODIFICATIONS AWARDED:	2

Special Procurements

Fiscal Year 2022 - First 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	\$147,820.00
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	30	\$812,557.96
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	33	\$960,377.96
SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f]	327	\$23,472,577.61

[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 2022 - First 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
1367013	11/18/2021 BELT A/C, GATES 3/3V X 850 HVA	MHC KENWORTH CO	\$11,477.00
1367248	12/10/2021 POST, BUS STOP,UNISTRUT 10',1-	CENTERLINE SUPPLY INC	\$8,644.00
2067335-01	12/02/2021 Purchase of Diesel Generators	GLOBAL POWER SUPPLY, LLC	\$127,699.00
PO Count = 2	Contract Count = 1		\$147,820.00



Special Procurements
Fiscal Year 2022 - First 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 2022 - First 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 30 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1366478	10/01/2021 REBUILT,REMOTE,PA/IC,SYSTEM	KINKISHARYO INTERNATIONAL LLC	\$6,198.78
1366484	10/01/2021 CONTROL,MAIN,PCB,23 M	VG CONTROLS	\$22,500.00
1366490	10/01/2021 COUPLING ASSY.,FLANGE NUT,SPRI	KNORR BRAKE CORP	\$4,140.00
1366491	10/01/2021 BATTERY SUBPACK ESS KIT, TOW BAR DOOR KIT	BROOKVILLE EQUIPMENT CORP	\$9,117.36 \$14,232.02
1366544	10/11/2021 RELAY,(RCMR,CR1,CR2,LHPR),HVAC	VAPOR STONE RAIL SYSTEMS	\$6,626.36
1366582	10/13/2021 RELAY,(RCMR,CR1,CR2,LHPR),HVAC	VAPOR STONE RAIL SYSTEMS	\$6,626.36
1366583	10/13/2021 CONNECTOR, ELECTRIC PORTION	WABCO PTD CORP	\$2,666.00
1366606	10/13/2021 REBUILT,AXLE,ASSY.,WHEEL,W/GEA	PENN MACHINE CO	\$8,315.00
1366691	10/26/2021 RUBBER,FINGER PROTECTION,LEFT/	IFE NORTH AMERICA	\$7,990.00
1366692	10/26/2021 POWER SUPPLY RADIO WITH NO REM	KINKISHARYO INTERNATIONAL LLC	\$3,994.52
1366740	11/01/2021 REBUILT, MODULE, ELECTRONIC CO	CUMMINS SOUTHERN PLAINS LLC	\$22,473.30
1366760	11/01/2021 REBUILT,REMOTE,PA/IC,SYSTEM	KINKISHARYO INTERNATIONAL LLC	\$4,132.52
1366762	11/02/2021 TransCAD License renewal	CALIPER CORP	\$9,000.00
1366793	11/04/2021 SENSOR,SPEED,T-AXLE, flt. 53	Toyo Denki Railway Service,LLC	\$4,349.30
1366796	11/04/2021 GRILL,AIR,DOOR, CAB PART.,ASSY	KINKISHARYO INTERNATIONAL LLC	\$11,863.50
1366824	11/05/2021 SWITCH,LOW PRESSURE,GREEN	VAPOR STONE RAIL SYSTEMS	\$4,077.76
1366942	11/12/2021 WINDOW ASSEMBLY, VERTICAL SLID	BROOKVILLE EQUIPMENT CORP	\$4,919.04
1366976	11/16/2021 PIN	KNORR BRAKE CORP	\$2,880.00
1366988	11/17/2021 ARM,ASSY.,FIBERGLASS,28'	WESTERN-CULLEN-HAYES, INC	\$2,622.00
1367028	11/18/2021 REBUILT,TRANSMISSION ASSM,B400	Dartco Transmission Sales and	\$3,773.42
1367076	11/24/2021 ELBOW,UNION 5/8O.D. X 1/2 NPT	KINKISHARYO INTERNATIONAL LLC	\$6,105.00
1367144	12/02/2021 REBUILT,CONVERTER ASSY,10KW,	POWERTECH CONVERTER CORP.	\$20,069.49
1367306	12/16/2021 MAT,ROOF,SAFETY WALK,35" X 98"	KINKISHARYO INTERNATIONAL LLC	\$7,672.00
1367337	12/20/2021 SHIM,LINER,STOP,LATERAL,MILD S	KINKISHARYO INTERNATIONAL LLC	\$3,200.00



Special Procurements

Fiscal Year 2022 - First 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 30 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1367353	12/21/2021 REBUILT,INVERTER UNIT	Toyo Denki Railway Service,LLC	\$26,300.33
2062477-01	10/07/2021 Low Voltage Power Supply Converter Assembly	POWERTECH CONVERTER CORP.	\$188,725.00
2065375-01	12/06/2021 SOC Bus Lift Repairs	BBM Railway Equipment, LLC.	\$163,267.29
2065537-01	12/02/2021 TransitMaster Software Upgrade	TRAPEZE SOFTWARE GROUP	\$102,968.00
2066619-01	12/08/2021 CROF Overhaul Lift Retrofit	BBM Railway Equipment, LLC.	\$56,053.61
2067867-01	12/22/2021 Chief of Staff	Pearson Partners International	\$75,700.00
PO Count = 25	BPO Count = 0	Contract Count = 5	\$812,557.96



Special Procurements

Fiscal Year 2022 - First 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 2022 - First 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 2022 - First 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

Special Procurements

Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
PURCHASE ORDERS (continued)		
Glove, safety, Medium, 5 Mil, Low Powder, 50 PR	13,000	\$3,952.00
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
MASK, DISPOSABLE, KN95	40	\$7,900.00
ANTISEPTIC, WIPES, CLEANSING	100	\$118.00
ANTISEPTIC, WIPES, CLEANSING	100	\$197.00
MASK, DISPOSABLE, KN95	400	\$9,840.00
WIPE, DISPOSABLE, BLEACHED WHITE	150	\$9,675.00
WIPE, DISPOSABLE, BLEACHED WHITE	200	\$13,074.00
WIPE, DISPOSABLE, BLEACHED WHITE	49	\$735.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	30,000	\$6,282.00
Gloves, Safety, Medium, 5 Mil, Low Powder, 50 PR	27,500	\$8,794.50
Gloves, safety, X-Large, 5 Mil, Powder Free, 50 PR	25,000	\$8,485.00
GLOVES,SAFETY,LARGE,5 MIL,LOW, 50 PR	32,500	\$12,805.00
GLOVE,SAFETY,MEDIUM,5 MIL,LOW, 50 PR	31,250	\$12,493.75
GLOVE,SAFETY,XLARGE,5 MIL,LOW, 50 PR	30,000	\$8,394.00
DISINFECTANT, SPRAY NINE 32 O	168	\$672.00
GLOVES,SAFETY, LARGE ,5 MIL, 50 PR	17,500	\$5,176.50
SOAP,HAND CLEANING	108	\$2,565.00
DISPENSER , MANUAL FOAM HAND S	20	\$380.00
DISPENSER , MANUAL FOAM HAND S	30	\$333.30
Tie, Cable, 5", 40 lb, Green	40	\$113.20
Tie, Cable, 5", 40 lb, Green	40	\$102.00
CASPR DESKTOP UNITS	10	\$10,000.00
DISINFECTANT CLEANER, 1 GALLON	52	\$257.92
DISINFECTANT, SPRAY NINE 32 O	252	\$1,151.64
GLOVES,SAFETY, LARGE ,5 MIL,	700	\$13,433.00
Tie, Cable, 5", 40 lb, Green	60	\$232.80
GLOVES,SAFETY,X LARGE ,50 PR	900	\$17,901.00
GLOVES,SAFETY,LARGE,5	650	\$11,765.00
MIL, POWDER FREE , 50 PR	177	\$4,203.75
Gloves, safety, X-Large, 5 Mil, Powder Free, 50 PR	45,000	\$15,291.00
Silicone Sealant	24	\$691.92
Silicone Sealant	24	\$706.80
DISINFECTANT, SPRAY NINE 32 OZ	500	\$1,958.40
GLOVE,SAFETY,MEDIUM,5 MIL,LOW POWDER, 50 PR	35,000	\$12,586.00
GLOVE,SAFETY,MEDIUM,5 MIL,LOW	600	\$10,680.00
GLOVES,SAFETY,X LARGE ,5 MIL,	900	\$16,605.00
GLOVE,SAFETY,XLARGE,5 MIL,LOW	300	\$5,031.00
DISPENSER , MANUAL FOAM HAND S	35	\$381.85



Special Procurements

Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
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
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
Kuto! 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



Special Procurements

Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
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
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



Special Procurements
Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CREDIT CARD PURCHASES (continued)		
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
<i>Dispenser for Hand Sanitizer</i>	200	\$2,486.00
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
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



Special Procurements

Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
SINGLE PAYMENT REQUESTS (continued)		
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
3 PLY MASK INDIVIDUALLY WRAPPED	375,000	\$112,500.00
3 PLY MASK INDIVIDUALLY WRAPPED	444,000	\$133,200.00
3 PLY MASK INDIVIDUALLY WRAPPED	200,000	\$60,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	106,000	\$31,800.00
3 PLY MASK INDIVIDUALLY WRAPPED	200,000	\$60,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	200,000	\$60,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$30,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$30,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	600,000	\$180,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	500,000	\$150,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	600,000	\$180,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	400,000	\$120,000.00
3 PLY MASK INDIVIDUALLY WRAPPED	400,000	\$120,000.00

Special Procurements

Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
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
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

Special Procurements

Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
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
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



Special Procurements
Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
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
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



Special Procurements

Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
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
C-2060548-01 Thermal Imaging Scanners for DART Facilities		
Line 1: Thermal Imaging Scanners for DART Facilities	39	\$126,750.00
Contract Amount		\$126,750.00
C-2040659-01 (5005731-187)		
Line 1: Wipe Disposable. bleach	400	\$31,608.00
Contract Amount		\$31,608.00
C-2040659-01 (5005731-246)		
Line 1: Wipe Disposable. bleach	500	\$39,510.00
Contract Amount		\$39,510.00
C-2040659-01 (5005731-425)		
Line 1: Wipe Disposable. bleach	630	\$49,782.60
Contract Amount		\$49,782.60
C-2040659-01 (5005731-104)		
Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR	25,000	\$7,060.00
Contract Amount		\$7,060.00
C-2040659-01 (5005731-104)		
Gloves, Safety, Med, 5 Mil, Powder Free, 50 PR	40,000	\$11,296.00
Contract Amount		\$11,296.00
C-2040659-01 (5005731-81)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	30,000	\$8,623.20
Contract Amount		\$8,623.20
C-2040659-01 (5005731-117)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	40,000	\$11,497.60
Contract Amount		\$11,497.60
C-2040659-01 (5005731-131)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	60,000	\$17,246.40
Contract Amount		\$17,246.40
C-2040659-01 (5005731-194)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	100,000	\$28,744.00
Contract Amount		\$28,744.00
C-2040659-01 (5005731-261)		
Gloves, Safety, X Large, 5 Mil, Powder Free, 50 PR	85,000	\$24,432.40
Contract Amount		\$24,432.40



Special Procurements

Fiscal Year 2022 - First Quarter

SPECIAL ADDENDUM: COVID-19 Related Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
CONTRACTS (continued)		
C-2060924-01		
<i>Light Cleaning & Disinfecting Tasks -LRV</i>	36,400	\$728,000.00
<i>Enhanced Light Cleaning - LRV</i>	1,196	\$20,989.80
<i>Blood-borne Pathogens/Bio-Hazard Cleaning LRV</i>	520	\$9,126.00
<i>Exterior Cleaning - LRV</i>	2,444	\$171,080.00
<i>Mainline Cleaning - LRV</i>	119,600	\$897,000.00
<i>Halosil Fogging and/or Electrostatic Hand-Held Spraying - LRV</i>	10,400	\$140,400.00
<i>Daily Cleaning - Bus</i>	164,164	\$1,132,731.60
<i>Detail Cleaning -Bus</i>	33,800	\$522,210.00
<i>Deep Cleaning - Bus</i>	11,700	\$336,375.00
Contract Amount		\$3,957,912.40
TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 327 TOTAL		
	11,945,092	\$23,472,577.61



Active Requirements Contracts

\$250,000+ Only and Expiring between 01/01/2022 and 12/31/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
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
2051931-01	Texas General Land Office	Natural Gas FY2021-2022	01/23/2022	\$3,169,279
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	\$1,001,838
2028021-02	US HealthWorks	Occupational Medical Services	01/30/2022	\$587,798
2038267-01	22nd Century Technologies Inc	IT Staff Augmentation Services	02/04/2022	\$6,449,800
2038267-02	Peak Performers	IT Staff Augmentation Services	02/04/2022	\$3,500,000
2042110-01	ITK Technologies, LLC	Lawson Managed Services	02/07/2022	\$743,400
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 Existing TRE Fleet	02/24/2022	\$993,001
2045473-01	Teknoware Inc	LRV Destination Signs	02/25/2022	\$413,229
2060458-01	Mart-Caudle Corp	Bus Towing Service	02/26/2022	\$458,700
2021213-01	Triad Commercial Services, Ltd	Janitorial Services- Rail and Bus Facilities	02/28/2022	\$14,678,523
2026141-01	Metropolitan Security Services	Armed Security Guard Services	02/28/2022	\$19,611,699
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
2057995-02	H&W Cleaning Systems, Inc	Bus Stop Amenity Cleaning	03/11/2022	\$250,000
2031954-02	WEX Bank	NRV Fuel Management	03/31/2022	\$2,135,929
2029795-02	AT&T	AT&T Cellular Services and Equipment	04/06/2022	\$1,174,916
2032360-02	RNDI Companies, Inc.	Asbestos Abatement & Demolition Services	04/11/2022	\$750,000
2032359-01	Meteorcomm LLC	PTC Radio Purchase	04/13/2022	\$5,100,000
2053240-01	Svanaco Inc.	DART.org Redesign	04/28/2022	\$459,689
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 Inc	Info and Network Security Provider	05/31/2022	\$4,031,377
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



Active Requirements Contracts

\$250,000+ Only and Expiring between 01/01/2022 and 12/31/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year				
2058271-01	Trapeze Software Group, Inc.	Mobile Data Terminal (MDT) Replacement	07/07/2022	\$1,457,991
2051625-01	Half Associates, Inc	Environmental Services	07/16/2022	\$450,000
2051625-03	EA Engineering, Science, and T	Environmental Services	07/16/2022	\$344,385
2051625-04	LCA Environmental Inc	Environmental Services	07/16/2022	\$350,000
2051625-02	Wood Environment & Infrastruct	Environmental Services	07/16/2022	\$300,000
2048072-02	Vescorp Construction, LLC	On Call Construction Services	08/15/2022	\$1,813,871
2048072-03	Gilbert May, Inc.	On Call Construction Services	08/15/2022	\$678,916
2048072-04	Alvand Construction Inc	On Call Construction Services	08/15/2022	\$603,238
2048072-06	FS 360, LLC	On Call Construction Services	08/15/2022	\$1,442,627
2022104-01	PayNearMe MT, Inc.	Prepaid Payment Card & Network	08/25/2022	\$4,172,446
2047452-01	TKC ENTERPRISES INC.	12 Volt Maintenance Free Batteries DART Bus Fleets	08/26/2022	\$834,210
2046256-01	CAD Railway Industries ltd	Bi-Level Overhaul & Side Sill Repair	08/29/2022	\$16,034,147
2043955-01	DataBank IMX LLC	K2 Blackpearl ibpm software subscription services	08/30/2022	\$606,720
2031580-01	Crowe LLP	Financial Auditing Services	09/14/2022	\$2,141,200
2056764-01	Moroch Partners	Agency Advertising Services	09/14/2022	\$3,760,375
2045217-01	Merak North America LLC	FLEET 53 HVAC UPGRADE	09/19/2022	\$7,201,332
2041600-01	INIT Innovations in Transport	INIT VBS Multi-Year Software	09/25/2022	\$1,297,053
2046257-01	Wabtec	Three Year Friction Brake Overhaul	09/25/2022	\$3,635,000
2040434-01	AlphaVu	Data Mining	09/30/2022	\$513,600
2044267-01	MV transportation	Mobility Management Transportaiton Services	09/30/2022	\$105,377,078
2054963-01	Galls Incorporated	DART Police Uniforms, Supply and Alterations	09/30/2022	\$302,078
2053808-01	Trapeze Software Group, Inc.	Trapeze Software and Maintenance	09/30/2022	\$2,866,102
2058308-01	Proterra Inc	40' long Range Bus	09/30/2022	\$829,623
2062556-01	Texas General Land Office	Natural Gas FY2022-2023	09/30/2022	\$6,000,000
2054759-01	Caldwell Country Ford	Bus Utility Trucks	09/30/2022	\$592,560
2048280-01	Jarrett Walker+Associates, LLC	Updated Bus Transit Plan	10/01/2022	\$604,791
2059278-01	Johnson Grayson Automotive Inc	Police Pursuit Vehicles	10/01/2022	\$972,802
2030692-01	Blanks Printing & Imaging, Inc	Large Format Digital on Various Substrates	10/27/2022	\$1,908,448
2060924-01	CTJ Maintenance Inc.,	Light Rail Cleaning, Bus Cleaning, and Disinfectin	10/27/2022	\$3,957,913
2062944-01	INIT Innovations in Transport	LRV & Streetcar 4G Upgrade	11/16/2022	\$1,476,617
2053306-01	HDR Engineering, Inc.	General Planning Consultant Services VII (GPC VII)	11/30/2022	\$9,225,000
2050103-01	Consumer and Market Insights	Mystery Rider and Quality Assurance Program	12/22/2022	\$657,600
2030485-04	Gilbert May, Inc.	Red and Blue Line Platform Extensions - Group D	12/30/2022	\$13,075,308
2030485-05	Gilbert May, Inc.	Red and Blue Line Platform Extensions - Group E	12/30/2022	\$9,205,141
2030485-01	AUSTIN CARCON JOINT VENTURE	Red and Blue Line Platform Extensions - Group A	12/30/2022	\$20,643,134
2030485-02	Omega Contracting, Inc.	Red and Blue Line Platform Extensions - Group B	12/30/2022	\$19,506,905
2030485-03	Omega/DES	Red and Blue Line Platform Extensions - Group C	12/30/2022	\$10,778,819
2005220-02	Hayden Consultants, Inc.	Comprehensive Professional Services	12/31/2022	\$7,445,253
2005220-03	IEA, Inc.	Comprehensive Professional Services	12/31/2022	\$1,857,257
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	12/31/2022	\$3,372,750



Active Requirements Contracts

\$250,000+ Only and Expiring between 01/01/2022 and 12/31/2022

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year (continued)				
2032036-01	Unum Insurance Company	Life and AD&D Insurance	12/31/2022	\$10,170,896
2046700-01	Holmes Murphy & Associates	Benefits Consulting Services	12/31/2022	\$467,000
2051376-01	Remix Software	Cloud-Based Transit Planning Software	12/31/2022	\$390,000
Total Contracts = 78		Total Value of All Contracts Above:		\$379,925,113



Upcoming Procurement Opportunities

As of January 1, 2022

Professional HR Staffing

Upcoming Item: **P-2068099**

Type of Posting: Request for Proposal (RFP)

Description:

The Authority is seeking qualified firms to provide temporary Human Resource support staff or temporary-to-hire staff, on an as needed basis.

The NIGP codes associated with this event are:

952 Human Services

918 Consulting

961 Miscellaneous Services

917 Contract Labor

Court Reporting Services

Upcoming Item: **P-2068156**

Type of Posting: Request for Proposal (RFP)

Description:

DART Office of Board Support seeks to procure a contract for verbatim court reporting services. These services are required to document proceedings of Trial Board hearings and public hearings.

The NIGP code associated with this event is:

961 Miscellaneous Services, No. 1

Repair 2-inch Plumbing Line

Upcoming Item: **B-2067769**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks a contractor to locate and repair a 2-inch water line supplying the Rosa Parks water wall. Also, repair inline chlorine/bromine feeder with direct replacement unit.

The NIGP code associated with this event is:

910 Building Maintenance, Installation And Repair Services

Miscellaneous NABI Bus Seat Parts used for DARTs NABI CNG Low Floor Bus Fleet

Upcoming Item: **B-2067631**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Miscellaneous NABI Bus Seat Parts used for DARTs NABI CNG Low Floor Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts



Upcoming Procurement Opportunities

As of January 1, 2022

Train Station Camera Replacement

Upcoming Item: **P-2066977**

Type of Posting: Request for Proposal (RFP)

Description:

DART Police seeks to replace inoperable security cameras at multiple station locations and re-label cameras and cables sequentially throughout the stations.

The NIGP code associated with this event is:

936 Equipment Maintenance and Repair Services for General Equipment

Guard Shack and Gate Installation at North Oak Cliff (NRV) Facilities

Upcoming Item: **B-2066777**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks a contractor to complete the purchase and installation of a one(1) - 8'x 8' climate-controlled guard booth security structures at the entrance locations at the North Oak Cliff ? NRV facility.

The NIGP codes associated with this event are:

330-13 Fencing, Chain Link

910-52 Maintenance and Repair Services

914-30 Concrete

958-47 Freight Management Services

962-86 Transportation of Goods and other Fright Services

Life Insurance Services

Upcoming Item: **P-2067778**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit has a requirement for Life Insurance Services.

The NIGP code associated with this event is:

953 Life Insurance Services

Upcoming Procurement Opportunities

As of January 1, 2022

Rebuilt Cylinder Head and Turbocharger Assemblys Used in DARTs NABI Bus Fleets 38-42

Upcoming Item: **B-2067143**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement for Rebuilt Cylinder Head and Turbocharger Assemblys Used in DARTs NABI Bus Fleets 38-42.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Heavy-Duty Bus Lifts

Upcoming Item: **B-2067145**

Type of Posting: Invitation for Bid (IFB)

Description:

DART seeks a firm to perform the removal and replacement of eleven (11) Heavy-duty In-Ground Hydraulic Bus Lifts and components.

The NIGP code associated with this event is:

940 Equipment Maintenance, Repair, Construction, And Related Services

Non-Revenue Vehicle Tires

Upcoming Item: **B-2067192**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority seeks sealed offers from qualified firms or individuals interested in providing Non-Revenue Vehicle Tires.

The NIGP code associated with this event is:

863 Tires and Tubes

Disc Brake Shoes for DARTs LRV Fleet

Upcoming Item: **B-2065507**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Disc Brake Shoes for DART's Kinkisharyo Light Rail vehicle (LRV) Fleet.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts and Accessories

Upcoming Procurement Opportunities

As of January 1, 2022

Miscellaneous NABI Front & Rear Shock Absorbers & Air Spring Parts

Upcoming Item: **B-2067222**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Miscellaneous NABI Front & Rear Shock Absorbers & Air Spring Parts.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

Bus Stop Amenities

Upcoming Item: **P-2066309**

Type of Posting: Request for Proposal (RFP)

Description:

DART seeks to purchase, store, deliver and install bus stop amenities at selected bus stops within the DART service area.

The NIGP code associated with this event is:

578 Miscellaneous Products (Not Otherwise Classified)

Rebuild Light Rail Vehicle (LRV) HVAC Components

Upcoming Item: **B-2067224**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Rebuild HVAC Components used on Kinkisharyo Light-Rail Vehicles.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts and Accessories

Light-Rail Vehicle Destination Sign Parts

Upcoming Item: **B-2067131**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Light-Rail Vehicle Destination Sign Parts.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Parts and Accessories

Upcoming Procurement Opportunities

As of January 1, 2022

Technology Recruiter

Upcoming Item: **P-2066661**

Type of Posting: Request for Proposal (RFP)

Description:

Dallas Area Rapid Transit is seeking a firm to provide IT recruiting for specialized positions.

The NIGP codes associated with this event are:

952 Human Services

918 Consulting Services

961 Miscellaneous

Transit Bus Wheels for DARTs NABI Bus Fleet

Upcoming Item: **B-2064998**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Transit Bus Wheels for DARTs NABI Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories and Parts

General Motor (GM) Engines for Dallas Area Rapid Transit (DART) ARBOC Bus Fleet

Upcoming Item: **B-2065784**

Type of Posting: Invitation for Bid (IFB)

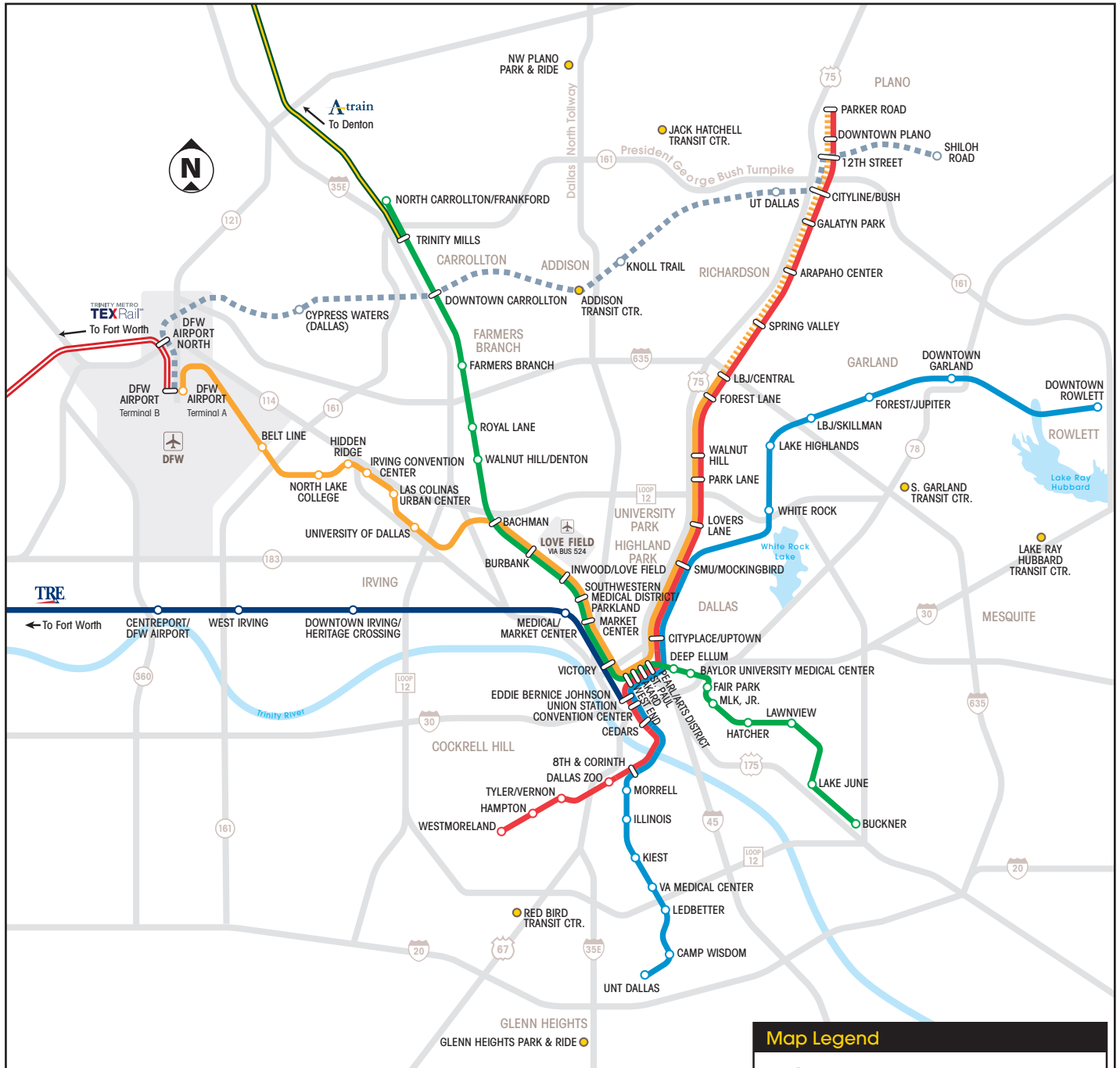
Description:

The Authority has a requirement to purchase General Motor (GM) Engines for Dallas Area Rapid Transit (DART) ARBOC Bus Fleet.

The NIGP code associated with this event is:

557 Mass Transportation-Transit Bus Accessories And Parts

CURRENT AND FUTURE SERVICES



Future Services

DESIGN/CONSTRUCTION UNDERWAY

- Silver Line (2024)

PLANNING/DESIGN UNDERWAY

- D2 Subway (Inset Map)

TRE and TEXRail to Fort Worth

This inset map shows the routes of Trinity Railway Express (TRE) and TEXRail from Dallas to Fort Worth. It includes stations like Fort Worth Central Station and Fort Worth T&P Station, and highlights the service to Bell, Richland Hills, and Fort Worth.

Downtown Dallas

This inset map provides a detailed view of the downtown Dallas transit network, showing the intersection of the Blue, Red, Green, and Orange lines. Key stations like Victory Station, Pearl/Arts District Station, and Convention Center Station are highlighted.

Map Legend

- Blue Line**
- Red Line**
- Green Line**
- Orange Line**
- Orange Line Weekdays Peak Only**
- Trinity Railway Express (No Sunday Service)**
- TEXRail (Trinity Metro)**
- A-Train (DCTA)**
- M-Line Trolley**
- Dallas Streetcar**
- Transit Center or Park & Ride**

Inset Map

SIMPLER.

BETTER.

FASTER.

EASIER!



let's go.

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