

DALLAS AREA RAPID TRANSIT

# QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS

Go



Second Quarter FY 2020  
January – March 2020





# **DART** BOARD MEMBERS

**Sue S. Bauman**  
Dallas

**Robert C. Dye**  
Plano, Farmers Branch

**Mark Enoch**  
Garland, Rowlett,  
Glenn Heights

**Doug Hrbacek**  
Carrollton, Irving

**Ray Jackson**  
Dallas

**Jonathan R. Kelly**  
Garland

**Patrick J. Kennedy**  
Dallas

**Jon-Bertrell Killen**  
Dallas

**Michele Wong Krause**  
Dallas

**Amanda Moreno**  
Dallas

**Eliseo Ruiz III**  
Dallas, Cockrell Hill

**Gary Slagel**  
Richardson, University Park,  
Addison, Highland Park

**Rick Stopfer**  
Irving

**Dominique P. Torres**  
Dallas

**Paul N. Wageman**  
Plano

DART's Financial Information is located online at:  
[DART.org/financialinformation](http://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 ride-sharing, bike-sharing, carsharing and taxis. As much as DART evolves, our mission stays the same: To improve mobility, quality of life and enhance economic development in our Service Area and in the region.

### **Organization**

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

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

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



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

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

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

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





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

1. Continually improve service and safety experiences and perceptions for customers and the public
2. Optimize and preserve (state of good repair) the existing transit system
3. Optimize DART's influence in regional transportation planning
4. Expand DART's transportation system to serve cities inside and outside the current service area
5. Pursue excellence through employee engagement, development, and well-being
6. Innovate to improve levels of service, business processes, and funding

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

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



## **Governance and Management Structure**

### The Board of Directors

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

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



Exhibit 1  
Members of the Board of Directors

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

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



# DART BOARD MEMBERS FY 2020



**Sue S. Bauman**  
Dallas



**Mark Enoch**  
Garland,  
Rowlett and  
Glenn Heights



**Doug Hrbacek**  
Carrollton  
and Irving



**Ray Jackson**  
*Assistant  
Secretary*  
Dallas



**Jonathan R. Kelly**  
*Secretary*  
Garland



**Patrick J. Kennedy**  
Dallas



**Jon-Bertrell Killen**  
Dallas



**Michele Wong Krause**  
*Vice Chair*  
Dallas



**Amanda Moreno**  
Dallas



**Eliseo Ruiz III**  
Dallas and  
Cockrell Hill



**Gary Slagel**  
Richardson,  
University Park,  
Addison and  
Highland Park



**Lissa Smith**  
Plano and  
Farmers Branch



**Rick Stopfer**  
Irving



**Dominique P. Torres**  
Dallas



**Paul N. Wageman**  
*Chair*  
Plano

REV 11/2019



Exhibit 2 is a map of the DART Service Area.

Exhibit 2





## DART's Management

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

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

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



Exhibit 3  
DART'S Executive Management

NAME	POSITION	JOINED DART
Gary C. Thomas	President/Executive Director	1998
David Schulze	Chief of Staff to President/Executive Director	2004
Joseph G. Costello	Chief Financial Officer	2014
Nicole Fontayne-Bárdowell	Executive Vice President, Chief Administrative Officer	2014
Timothy H. McKay	Executive Vice President, Growth/ Regional Development	2001
Carol Wise	Executive Vice President, Chief Operations Officer	2012
Chris Koloc	Director of Internal Audit	2008
John Adler	Vice President, Procurement	2006
Tammy Barrow	Vice President, Chief People Officer, Interim	2008
Doug Douglas	Vice President, Mobility Management Services	1990
Edie Diaz	Vice President, Government Relations	2019
Gregory Elsborg	Vice President, Chief Innovation Officer	2019
Gene Gamez	General Counsel	2002
Nevin Grinnell	Vice President, Chief Marketing Officer	2011
Michael Holbrook	Vice President, Rail Operations	2008
Herold Humphrey	Vice President, Bus Operations	2017
Donna Johnson	Vice President, Chief Safety Officer	2004
Nancy Johnson	Director of the Office of Board Support	1999
Marcus Moore	Vice President, Diversity, Interim	1991
Bonnie Murphy	Vice President, Commuter Rail	2017
Todd Plesko	Vice President, Planning & Development	2009
John Rhone	Vice President, Capital Design & Construction	2002
Stephen Salin	Vice President, Capital Planning	2000
Julius Smith	Vice President, Chief Information Officer	2016
James Spiller	Vice President, DART Chief of Police and Emergency Management	2001
Robert W. Strauss	Vice President, Real Property and Transit Oriented Development	2016



## Employees and Employee Relations

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

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

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



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

# Exhibit 4 Dallas Area Rapid Transit Functional Organization Chart

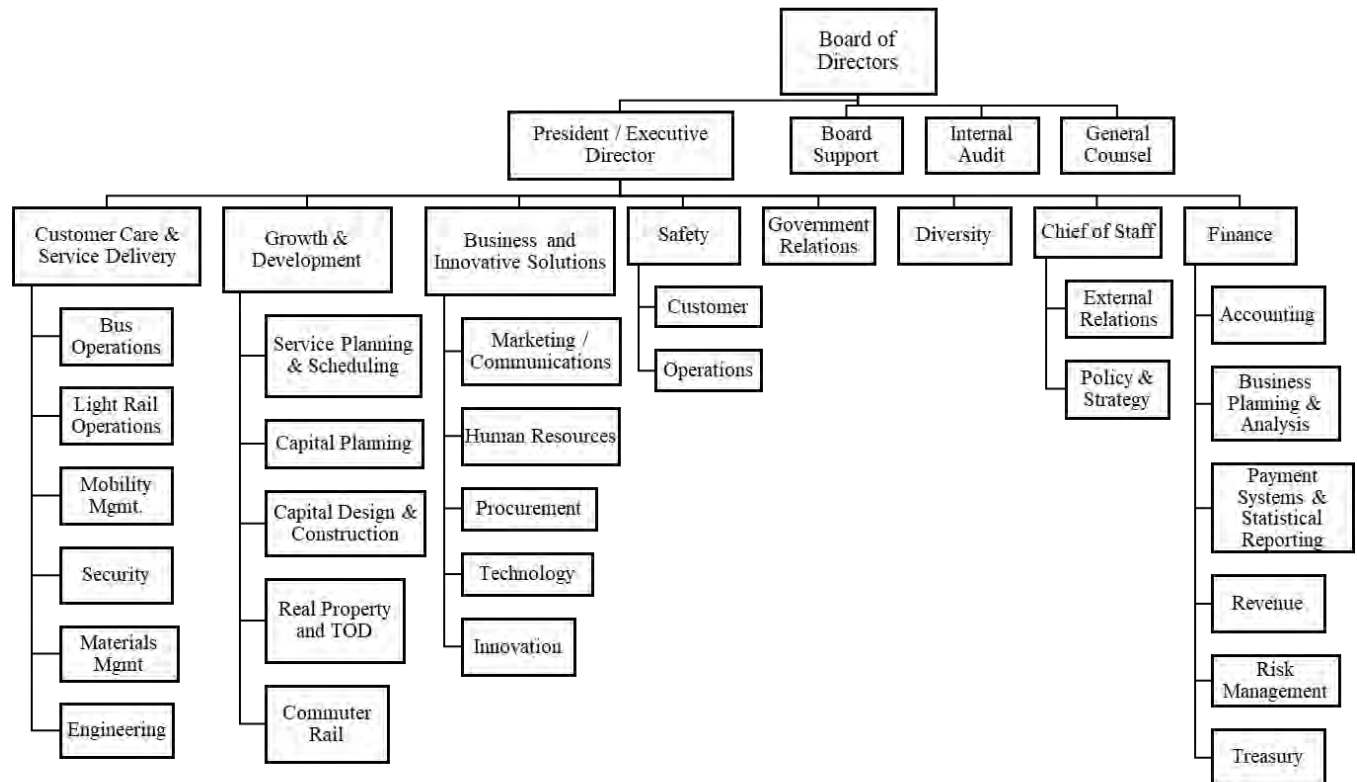




Exhibit 5  
DART System Map





## DART in the Industry

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

DART earned many industry awards during 2018-2019 including:

### **American Marketing Association, Dallas/Fort Worth Chapter**

Marketer of the Year, Changing the Perception of Public Transportation

Marketer of the Year: Public Relations, Changing the Perception of Public Transportation

### **Government Finance Officers Association**

Certificate of Achievement for Excellence in Financial Reporting (Comprehensive Annual Financial Report)

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

Investment Policy Certificate of Distinction

### **American Public Transportation Association (APTA)**

Rail Safety and Security Excellence Award

Light Rail/Streetcar Category

Gold Award for Security

2019 Innovation Award winner.

### **National Association of Government Communicators**

2018 Blue Pencil & Gold Screen Awards

2nd Place: K-12 Educational Programs

"2017 Student Art Contest: The Adventure Starts Here"

### **South West Transit Association**

2018 Spotlight Awards

1st Place: Hit the Spot: Event Category V

"DART Systemwide Security Blitz"



**National Procurement Institute, Inc.**

2019 Achievement of Excellence in Procurement (AEP)

This prestigious award is earned by those public procurement organizations that demonstrates excellence by obtaining a high score based on industry benchmarks for innovation, professionalism, productivity, e-procurement and leadership.

**Subcontractors USA**

2018 Supplier Diversity Champion

**Asian American Contractors Association**

2018 Moon Award “Capacity Builder”

**Regional Hispanic Contractors Association**

2019 Public Sector Nominee

**DFW Minority Supplier Development Council**

2019 Buy Those That Buy Us Awardee

**Texas Department of Insurance – Division of Workers’ Compensation**

High Performer Certificate of Achievement



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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 as outlined in the Fiscal Year (FY) 2020 Annual Budget. This report is for the second quarter of FY 2020 ending March 31, 2020.

## **KPI Summary**

- **Ridership:** Both Total Agency and Fixed Route Ridership have lower performance in comparison to targets.
- **Subsidy Per Passenger:** Revenues and expenses are lower than targeted amounts, resulting in lower Net Subsidy spread over fewer passengers. Both Total Agency and Fixed Route Subsidy Per Passenger are above (worse than) target.
- **Fixed Route On-Time Performance:** Slight increase over the previous year; however, below (worse than) the stated goal.
- **Fixed Route Complaints Per 100,000 Passengers:** are less (better) than the stated goal.
- **Fixed Route Accidents Per 100,000 Miles:** A slight decrease from the previous year actuals although higher (worse) than the stated goal.

## **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 the current COVID-19 (coronavirus) pandemic. As with other entities across America, DART has felt the impact of the pandemic as described in the Modal Update sections of this report.

DART's fiscal year begins on October 1. The Quarterly Operating and Financial Performance Report includes actual values for fiscal years 2017 through 2019 and a comparison of the FY 2020 target to Current Quarter and Year-To-Date results.

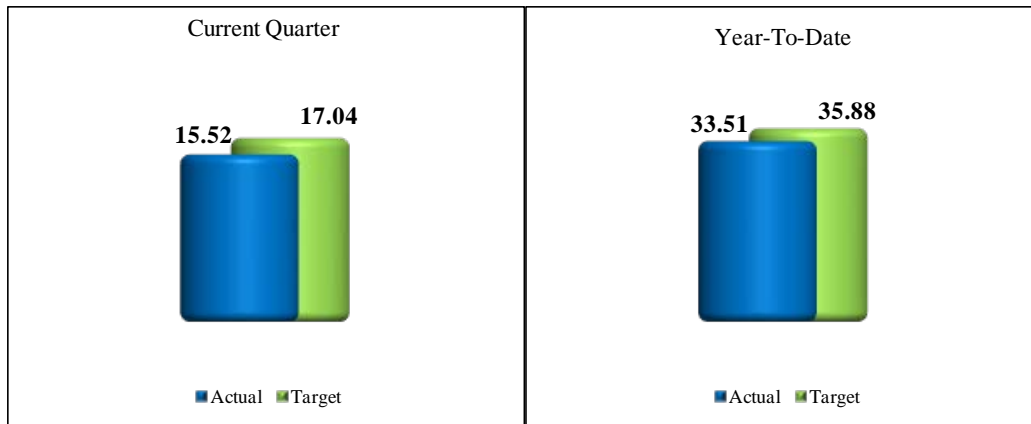
Data presented in the charts, at single or double decimal precision, represents whole number values; therefore, variances discussed in the text may or may not be recalculable based on chart presentations due to rounding issues.



## Ridership

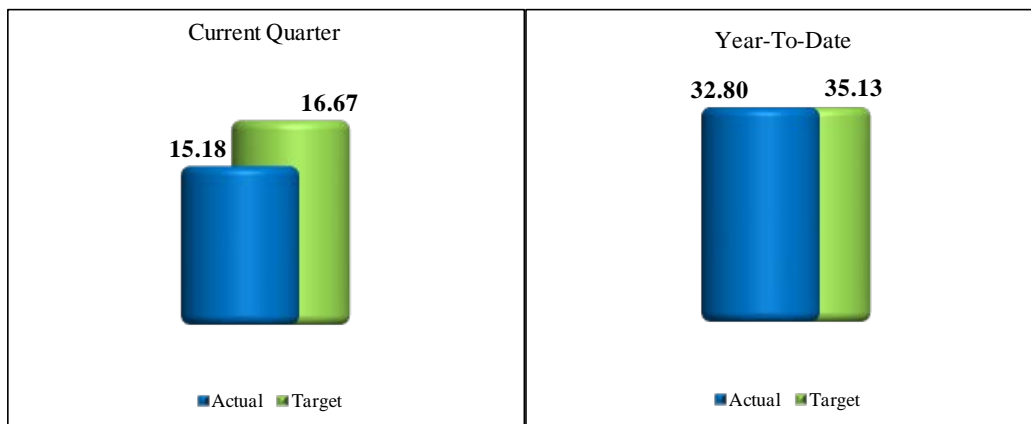
Ridership over the next few years will be affected by several different factors, which include service changes. Over the last several years, Bus Ridership has been declining and Rail Ridership has been stagnant once new line segment openings have been factored out. DART is now using Automatic Passenger Counter (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both FY 2019 and FY 2020, DART is able to make direct comparisons between APC-based counts (detailed statistics can be found below). Light Rail (LRT) Ridership is determined by statistically factoring APC sample data collected monthly. Paratransit Ridership is compiled from daily trip manifests.

**Exhibit 1**  
**Total Agency Ridership**  
(in Millions)



**Total Agency Ridership:** Year-To-Date as of March 31, 2020 is 33.51 million, 2.36 million below (worse than) the target of 35.88 million. Current quarter ended March 31, 2020 is 15.52 million, 1.52 million below (worse than) the target of 17.04 million.

**Exhibit 2**  
**Fixed Route Ridership**  
(in Millions)



**Fixed-Route Ridership:** Year-To-Date as of March 31, 2020 is 32.80 million, 2.33 million below (worse than) the target of 35.13 million. Current quarter ended March 31, 2020 is 15.18 million, 1.49 million below (worse than) the target of 16.67 million.



### Exhibit 3 Agency Ridership Scorecard

FY17A	FY18A	FY19A	Indicators	FY 2020 Quarter 2					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership									
65.82	62.69	70.79	Total Agency(M)	15.52	17.04	91.06%	33.51	35.88	93.41%
64.35	61.33	69.27	Fixed-Route (M)	15.18	16.67	91.06%	32.80	35.13	93.36%
32.11	30.26	38.70	Bus (M) <sup>[1]</sup>	8.57	9.25	92.65%	18.21	19.30	94.34%
30.14	29.03	28.56	LRT (M)	6.16	6.91	89.18%	13.61	14.77	92.18%
2.10	2.04	2.01	TRE (M) <sup>[1]</sup>	0.44	0.50	87.76%	0.98	1.06	92.07%
795.72	771.01	906.15	Paratransit (000s)	207.73	210.50	98.68%	433.51	414.16	104.67%
674.58	596.00	611.48	Vanpool (000s)	134.78	166.04	81.17%	283.50	333.19	85.09%

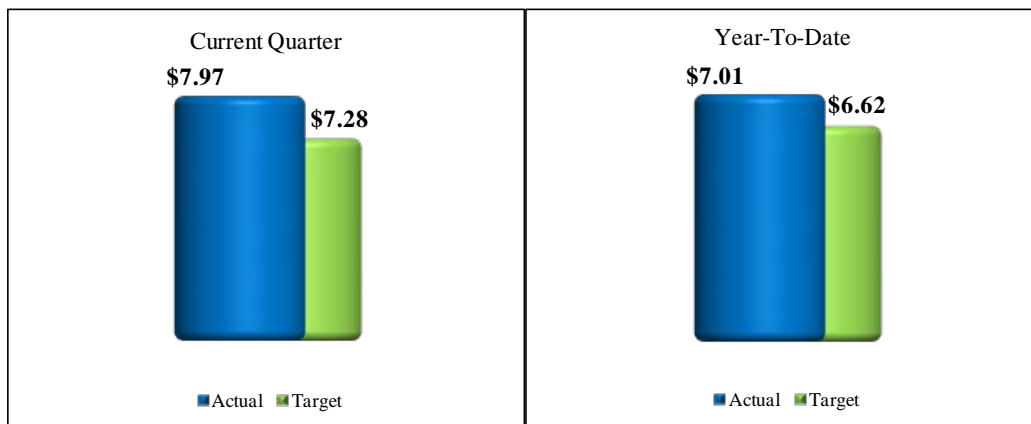
<sup>[1]</sup> As of October 2018 (Q1 FY 2019) ridership is based upon APC data.

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

### Subsidy Per Passenger

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

### Exhibit 4 Total System Subsidy Per Passenger



**Total System Subsidy Per Passenger:** Year-To-Date as of March 31, 2020 is \$7.01, \$0.38 above (worse than) the target of \$6.62. Current quarter ended March 31, 2020 is \$7.97, \$0.69 above (worse than) the target of \$7.28.



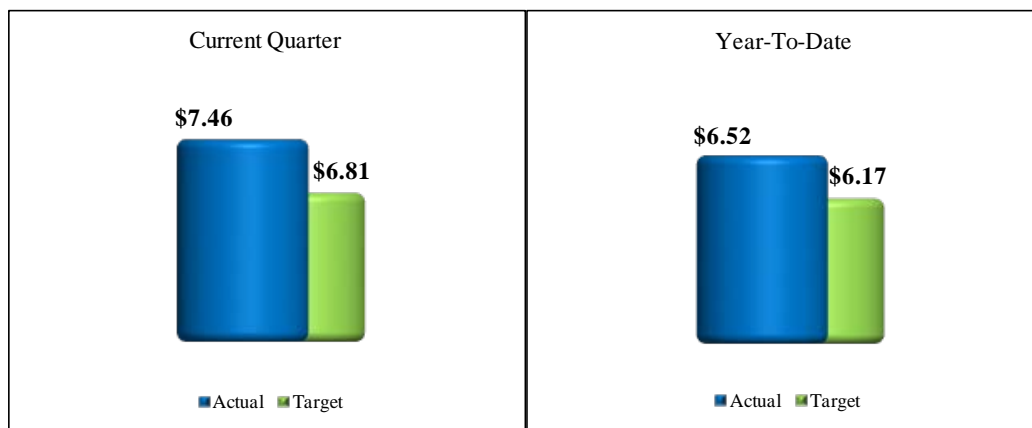
## Exhibit 5 Total System Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger		
	Expenses <sup>1</sup>			-	Revenues <sup>2</sup>					=	
	DART	Trinity Metro	Total		DART	Trinity Metro				Total	
Actual	\$275,017,617	\$1,274,194	\$276,291,811		\$40,080,840	\$1,113,211	\$41,194,051	\$235,097,760	33,514,708	\$7.01	
Budget	\$281,199,062	\$620,274	\$281,819,335		\$43,471,815	\$994,231	\$44,466,046	\$237,353,289	35,878,039	\$6.62	
Variance	(\$6,181,445)	\$653,920	(\$5,527,525)		(\$3,390,975)	\$118,980	(\$3,271,995)	(\$2,255,530)	(2,363,331)	\$0.39	
% to Target	97.80%	205.42%	98.04%		92.20%	111.97%	92.64%	99.05%	93.41%	105.96%	

<sup>[1]</sup> 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.

<sup>[2]</sup> 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 6 Fixed Route Subsidy Per Passenger



**Fixed Route Subsidy Per Passenger:** Year-To-Date as of March 31, 2020 is \$6.52, \$0.35 above (worse than) the target of \$6.17. Current quarter ended March 31, 2020 is \$7.46, \$0.65 above (worse than) the target of \$6.81.

## Exhibit 7 Fixed Route Subsidy Per Passenger Calculation

	Modally Allocated						Net Subsidy	/	Ridership	Subsidy Per Passenger		
	Expenses <sup>1</sup>			-	Revenues <sup>2</sup>						=	
	DART	Trinity Metro	Total		DART	Trinity Metro					Total	
Actual	\$251,725,501	\$1,274,194	\$252,999,694		\$38,176,680	\$1,113,211	\$39,289,891		\$213,709,803	32,797,699	\$6.52	
Budget	\$258,521,699	\$620,274	\$259,141,972		\$41,422,190	\$994,231	\$42,416,421		\$216,725,551	35,130,691	\$6.17	
Variance	(\$6,796,198)	\$653,920	(\$6,142,278)		(\$3,245,510)	\$118,980	(\$3,126,530)		(\$3,015,749)	(2,332,992)	\$0.35	
% to Target	97.37%	205.42%	97.63%		92.16%	111.97%	92.63%		98.61%	93.36%	105.69%	

<sup>[1]</sup> 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.

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

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



## Farebox Recovery Ratio

Farebox Recovery Ratio represents the proportion of operating cost that is generated by passenger fares. Year-To-Date as of March 31, 2020 is 11.10%, 1.99% below (worse than) the target of 13.08%. Current quarter ended March 31, 2020 is 9.39%, 2.93% below (worse than) the target of 12.32%.

### Exhibit 8 Fixed Route Farebox Recovery Ratio Calculation

	Fixed Route Farebox Revenues		/	Modally Allocated Expenses		=	Recovery Ratio
Actual	\$	28,070,987		\$	252,999,694		11.10%
Budget	\$	33,902,887		\$	259,141,972		13.08%
Variance	\$	(5,831,900)		\$	(6,142,278)		(1.99%)
% to Target		82.80%			97.63%		84.81%

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is revenues. While Farebox Revenues and Modally Allocated Expenses are both below target, \$5.83 million (17.20%) and \$6.14 million (2.37%) respectively, the greater percentage decline in Farebox Revenues led to the decline in Farebox Recovery Ratio.

## Administrative Ratio

Administrative Ratio measures administrative costs as a percentage of direct operating costs. It is management's objective to 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. The Administrative Ratio Year-To-Date as of March 31, 2020 is 8.16%, 1.11% below (better than) the target of 9.27%. The Administrative Ratio for the Current quarter ended March 31, 2020 is 8.49%, 1.47% below (better than) the target of 9.97%.

### Exhibit 9 Administrative Ratio Calculation

	Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$22,625,237		\$2,040,742		\$252,392,380		\$0.00		8.16%
Budget	\$25,690,498		\$2,008,326		\$255,508,564		\$0.00		9.27%
Variance	(\$3,065,261)		\$32,416		(\$3,116,184)		\$0.00		-1.11%
% to Target	88.07%		101.61%		98.78%		0.00%		87.99%



## Modal Update Bus

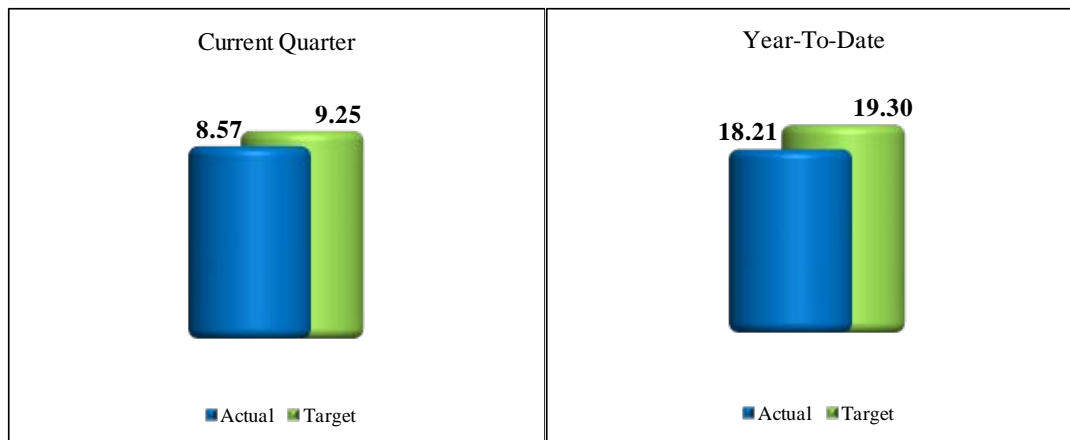
*(54.3% of total system ridership in Fiscal Year 2020)*



DART's bus system provides local, express, crosstown, on-call, flex, feeder bus routes, site-specific shuttles, and GoLink Mobility on Demand services. Crosstown routes traverse the service area facilitating intra- and inter-community travel while linking a variety of activity centers. DART On-Call provides our customers personalized demand-responsive weekday neighborhood service within specifically defined

areas. Flex Service, a variation of the On-Call approach, provides customers the advantages of a conventional fixed route plus the convenience of curbside service in eight Flex Service Areas. Feeder routes connect residential and employment centers to the light rail system and other bus routes at stations and Transit Centers accommodating transfer connections that expand travel opportunities. Site-specific shuttles are operated and funded with partner organizations that offer direct connections for their employees, students, or customers to the DART Rail network. GoLink Mobility on Demand provides service in thirteen zones across the DART service area.

### Exhibit 10 Bus Ridership (in Millions)

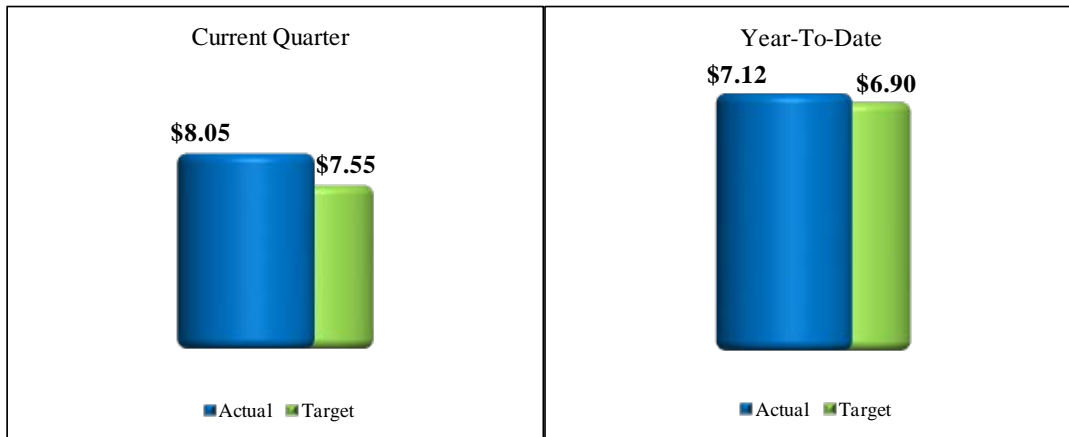


**Bus Ridership:** Year-To-Date as of March 31, 2020 is 18.21 million, 1.09 million below (worse than) the target of 19.30 million. Current quarter ended March 31, 2020 is 8.57 million, 0.68 million below (worse than) the target of 9.25 million.

Though it happened late in Q2, the COVID-19 pandemic had a noticeable impact on Q2 ridership. Many residents opted to work from home to minimize their exposure. Ridership declines started March 12th and accelerated through the end of the month. Significant service changes to add routes to the core high frequent network were implemented in early August 2019, leading to ridership improvements for affected routes. The ridership gain was most evident in routes 887, 404, 870, 467, 583, 840, 59, 84, and 52.



**Exhibit 11**  
**Bus Subsidy Per Passenger**



**Bus Subsidy Per Passenger:** Year-To-Date as of March 31, 2020 is \$7.12, \$0.22 above (worse than) the target of \$6.90. Current quarter ended March 31, 2020 is \$8.05, \$0.50 above (worse than) the target of \$7.55.

**Exhibit 12**  
**Bus Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$144,626,940		\$14,922,088		\$129,704,852		18,208,237		\$7.12
Budget	\$149,200,773		\$16,001,281		\$133,199,492		19,301,616		\$6.90
Variance	(\$4,573,833)		(\$1,079,193)		(\$3,494,640)		(1,093,379)		\$0.22
% to Target	96.93%		93.26%		97.38%		94.34%		103.24%

The primary factor contributing to the increase in Bus Subsidy Per Passenger is Ridership. With both Modally Allocated Expenses and Farebox Revenues below target, \$4.57 million (3.07%) and \$1.08 million (6.74%) respectively, Net Subsidy was below target \$3.49 million (2.62%). Lower Net Subsidy spread over fewer passengers, 1.09 million (5.66%), resulted in higher Subsidy Per Passenger \$0.22 (3.24%).

**Bus Farebox Recovery Ratio:** Year-To-Date as of March 31, 2020 is 7.72%, 1.41% below (worse than) the target of 9.13%. Current quarter ended March 31, 2020 is 6.48%, 2.07% below (worse than) the target of 8.55%.

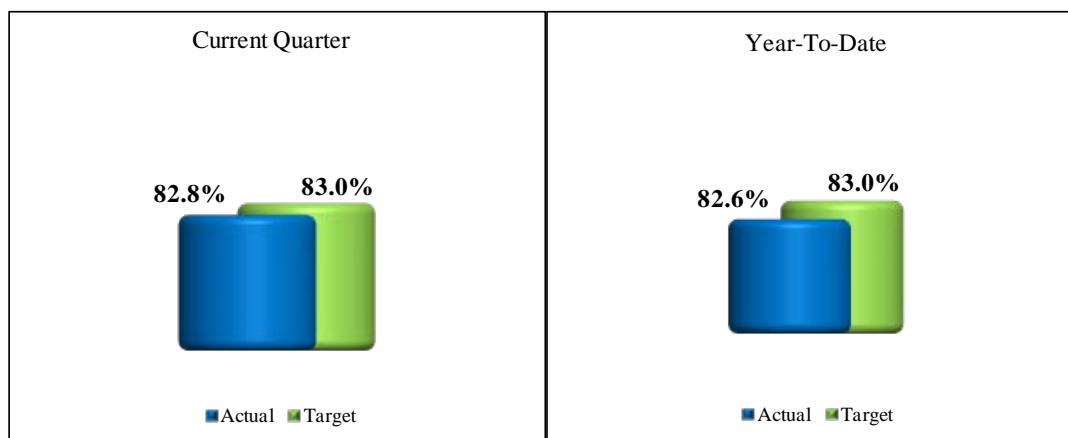
**Exhibit 13**  
**Bus Farebox Recovery Ratio Calculation**

	Bus Farebox Revenues		/	Modally Allocated Expenses		=	Recovery Ratio
Actual	\$	11,159,249		\$	144,626,940		7.72%
Budget	\$	13,618,357		\$	149,200,773		9.13%
Variance	\$	(2,459,108)		\$	(4,573,833)		(1.41%)
% to Target		81.94%			96.93%		84.53%



The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is Farebox Revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$2.46 million (18.08%) and \$4.57 million (3.07%) respectively, the greater percentage decline in Farebox Revenues led to the decline in Farebox Recovery Ratio.

#### Exhibit 14 Bus On-Time Performance



**Bus On-Time Performance:** Year-To-Date as of March 31, 2020 is 82.6%, 0.4% below (worse than) the target of 83.0%. Current quarter ended March 31, 2020 is 82.8%, 0.2% below (worse than) the target of 83.0%.

In February we began to see the impact of multiple lane closures on Elm Street in downtown Dallas. These lane closures extended into March. In the middle of March, we began to see less traffic due to the COVID-19 pandemic. This reduction in traffic allowed buses to be timely, which improved the on-time performance. 31.72% of the routes were on detour during this quarter.

**Bus Mean Distance Between Service Calls:** Year-To-Date as of March 31, 2020 is 6,984 miles, 16 miles below (worse than) the target of 7,000 miles. Current quarter ended March 31, 2020 is 7457 miles, 457 miles above (better than) the target of 7,000 miles.

Bus Mean Distance Between Service Calls for the current quarter by Fleet Type is:

NABI & New Flyer – 8,174 miles  
 ARBOC – 5,399 miles  
 Proterra – 3,782 miles

Each bus maintenance section has implemented Reliability Improvement Teams made up of leadership and skilled mechanics in an effort to drive sustained improvement in vehicle reliability.



## Modal Update Light Rail Transit (LRT)

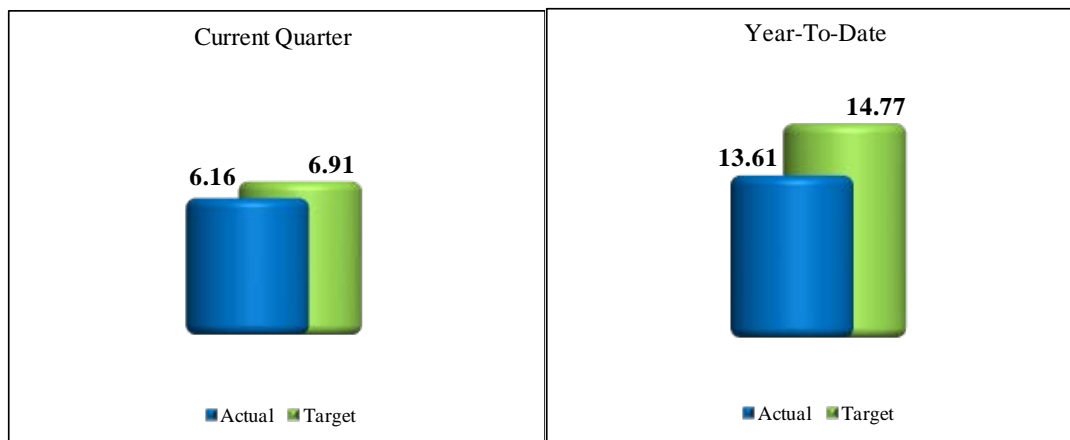
(40.6% of total system ridership in Fiscal Year 2020)



Light Rail Transit is an electrically powered rail system that generally operates at street level. 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 the 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 15 Light Rail Transit Ridership (in Millions)



**LRT Ridership:** Year-To-Date as of March 31, 2020 is 13.61 million, 1.16 million below (worse than) the target of 14.77 million. Current quarter ended March 31, 2020 is 6.16 million, 0.75 million below (worse than) the target of 6.91.

The declining trend for LRT was mainly due to the impact of COVID-19, which happened late in Q2, with significant impact in ridership since many riders avoided using public transit. Service quality issues, including service interruptions and On-Time Performance issues have contributed to the decrease. Specific efforts have been launched to mitigate controllable factors and on-time performance is improving. It is expected that improved service quality will result in improving ridership levels.



The figure consists of two side-by-side bar charts. The left chart is titled 'Current Quarter' and shows an Actual value of \$6.52 (blue bar) and a Target value of \$5.53 (green bar). The right chart is titled 'Year-To-Date' and shows an Actual value of \$5.48 (blue bar) and a Target value of \$4.94 (green bar). Both charts have a legend at the bottom indicating that blue represents 'Actual' and green represents 'Target'.

Category	Actual	Target
Current Quarter	\$6.52	\$5.53
Year-To-Date	\$5.48	\$4.94

## Exhibit 17

### Light Rail Subsidy Per Passenger Calculation

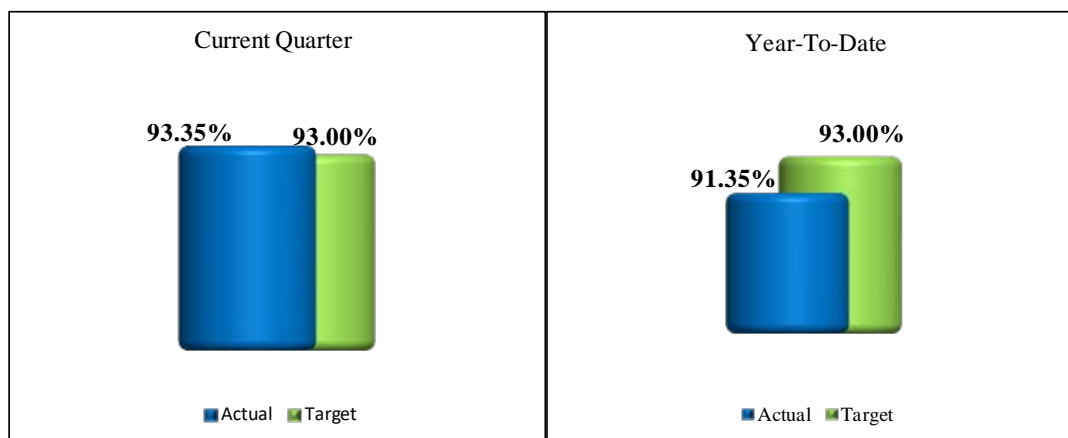
**LRT Farebox Recovery Ratio:** Year-To-Date as of March 31, 2020 is 14.27%, 2.99% below (worse than) the target of 17.26%. Current quarter ended March 31, 2020 is 12.12%, 4.22% below (worse than) the target of 16.34%.

	LRT Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 12,989,271		\$ 91,043,942		14.27%
Budget	\$ 15,851,652		\$ 91,833,125		17.26%
Variance	\$ (2,862,381)		\$ (789,183)		(2.99%)
% to Target	81.94%		99.14%		82.65%



The primary factor contributing to the decrease in LRT Farebox Recovery Ratio is Farebox Revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$2.87 million (18.08%) and \$0.79million (0.86%) respectively, the greater percentage decline in Farebox Revenues led to the decline in LRT Farebox Recovery Ratio.

**Exhibit 19**  
**Light Rail On-Time Performance**



**LRT On-Time Performance:** Year-To-Date as of March 31, 2020 is 91.35%, 1.65% below (worse than) the target of 93.0%. Current quarter ended March 31, 2020 is 93.35%, 0.35% above (better 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):

- Rail Operations meets weekly with members of Information Technology to develop business rules which will create a means of excluding data connected to an uncontrollable event (such as a tornado) from On-Time Performance.
- Vehicle Business System (VBS) software modifications were made in the operators cab to improve the operator's ability to easily monitor departure times. In addition, Rail Operations is exploring either funding a major VBS system enhancement or replacing it with another software.
- Rail Operations is developing pilot programs: a) efficiency testing utilizing onboard video equipment, starting with 'audible' procedure compliance, b) video-based ROW maintenance program, and c) partner with Southern Methodist University (SMU) to develop rail training and operational efficiency tools.
- In November 2019, Rail Operations began its effort to develop a formal Service Delivery and Operations Reliability Program for preemption, real-time monitoring and rapid response to alleviate service disruptions.
- During FY 2020, Rail Operations conducted in-depth, after-action investigations regarding incidents that contributed to passenger delays. The primary purpose was to identify trends that affected operational statistics. Once the investigations are complete, Rail Operations Management will implement strategies to ensure personnel throughout the operational network are aligning procedural requirements consistently. We will monitor for impact on how incidents that have occurred impacted OTP.



Rail Operations will continue to reward its Top Operators each month and use all available resources to address non-performing Operators. Work is being done to improve the authenticity of both the data and the processes which govern Operator performance. Once completed, this methodology will allow Operators to be rewarded for a variety of positive work habits and not solely for On-Time Performance.

**LRT Mean Distance Between Service Calls:** Year-To-Date as of March 31, 2020 is 20,559 miles, 441 miles below (worse than) the target of 21,000 miles. Current quarter ended March 31, 2020 is 23,634 miles, 2,634 miles above (better than) the target of 21,000 miles.

Reliability improvement efforts continue for LRT with primary focus being on those vehicle systems contributing the most to customer service disruptions. Two major contributors to subpar performance are the pneumatic doors and friction brake system.

Refinements made to the LRV door preventive maintenance procedure during FY 2019 have resulted in a measurable reduction in passenger delays attributed to door malfunctions (July 2019: 223/December 2019: 121)

Rail Operations is addressing LRV friction brake system failures in three different areas. 1) defective metallurgy in air compressor pistons, 2) ruinously high operating temperature of air compressors, and 3) servotrol failures. Rail Fleet began replacing defective air compressor pistons during the 1<sup>st</sup> Qtr. FY20; non-defective pistons are being replaced through the corrective maintenance and overhaul programs. Several LRV's have received upgraded fan motors with shrouds surrounding air compressors while other LRV's were vented to increase air flow; thereby reducing operating temperature. Rail Fleet has undertaken a program to replace all Servotrols with more dependable Digitrols.

Negotiations with a new vendor are underway to supply Rail Fleet with stronger air compressors.

**LRT Accidents Per 100,000 Miles** Year-To-Date as of March 31, 2020 is 0.25, 0.10 below (better than) the target of 0.35. Current quarter ended March 31, 2020 is 0.29, 0.06 below (better than) the target of 0.35.



## Modal Update Commuter Rail

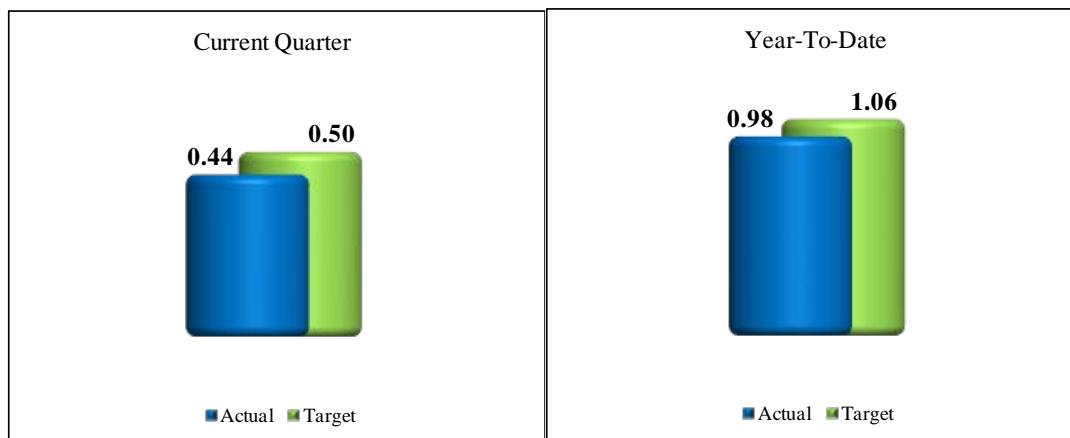
(2.9% of total system ridership in Fiscal Year 2020)



DART's Commuter Rail System, referred to as Trinity Railway Express (the "TRE"), provides diesel powered passenger railroad services on the TRE Corridor between Dallas and Fort Worth, in mixed traffic with freight railroad operations. The 34-mile corridor is jointly owned by DART and Trinity Metro. TRE service is provided pursuant to an interlocal agreement between DART and Trinity Metro. This agreement was originally entered into in 1994 and was restated and adopted by both Boards in 2003. Pursuant to Trackage Rights Agreements, the Burlington Northern Santa Fe, the Dallas Garland and Northeastern, and the Union

Pacific railroads pay a fee for the right to operate freight services on the TRE corridor. TRE, through its contractor, Herzog Transit Services, Inc., provides dispatching, maintains the corridor, operates the service, and maintains the rolling stock used in the service.

### Exhibit 20 Commuter Rail Ridership (in Millions)

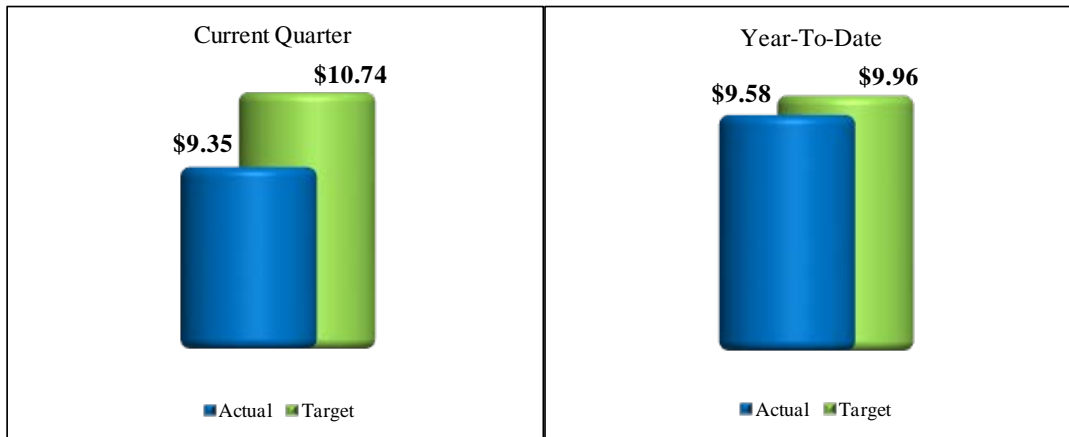


**Commuter Rail Ridership:** Year-To-Date as of March 31, 2020 is 976,996, 84,109 below (worse than) the target of 1,061,105. Current quarter ended March 31, 2020 is 439,035, 22,442 below (worse than) the target of 500,292.

TRE ridership showed 11.7% decrease compared to last year. Aside from COVID-19, service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may be driving some of the ridership issues.



### Exhibit 21 Commuter Rail Subsidy Per Passenger



**Commuter Rail Subsidy Per Passenger:** Year-To-Date as of March 31, 2020 is \$9.58, \$0.38 below (better than) the target of \$9.96. Current quarter ended March 31, 2020 is \$9.35, \$1.38 below (better than) the target of \$10.74.

### Exhibit 22 Commuter Rail Subsidy Per Passenger Calculation

	Modally Allocated						= Net Subsidy	/ Ridership	= Subsidy Per Passenger	
	Expenses <sup>1</sup>			-	Revenues <sup>2</sup>					
	DART	Trinity Metro	Total		DART	Trinity Metro				Total
Actual	\$16,054,619	\$1,274,194	\$17,328,812		\$6,856,422	\$1,113,211	\$7,969,634	\$9,359,179	976,996	\$9.58
Budget	\$17,487,801	\$620,274	\$18,108,074		\$6,549,829	\$994,231	\$7,544,060	\$10,564,014	1,061,105	\$9.96
Variance	(\$1,433,182)	\$653,920	(\$779,262)		\$306,593	\$118,980	\$425,573	(\$1,204,835)	(84,109)	(\$0.38)
% to Target	91.80%	205.42%	95.70%		104.68%	111.97%	105.64%	88.59%	92.07%	96.23%

<sup>(1)</sup> 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.

<sup>(2)</sup> 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 March 31, 2020 is 22.68%, 1.80% below (worse than) the target of 24.48%. Current quarter ended March 31, 2020 is 20.46%, 3.02% below (worse than) the target of 23.48%.

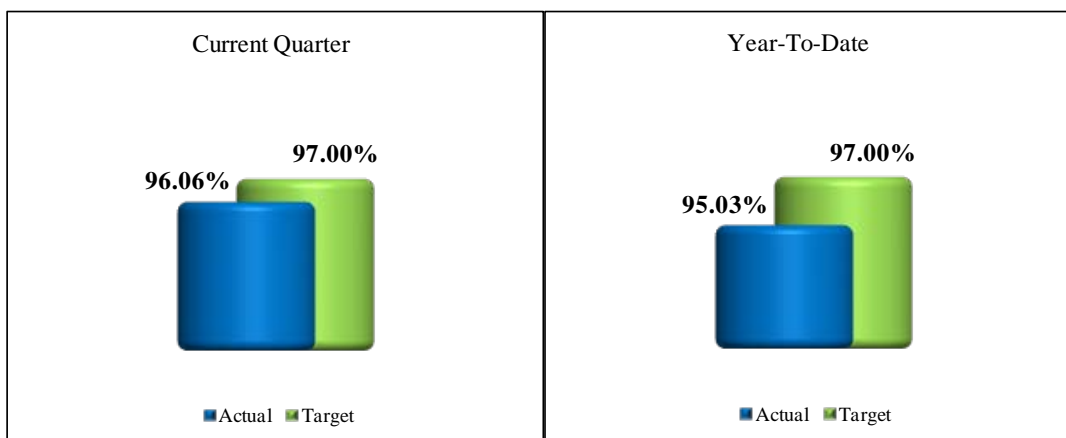
### Exhibit 23 Commuter Rail Farebox Recovery Ratio Calculation

	TRE Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 3,930,047		\$ 17,328,812		22.68%
Budget	\$ 4,432,878		\$ 18,108,074		24.48%
Variance	\$ (502,831)		\$ (779,262)		(1.80%)
% to Target	88.66%		95.70%		92.64%

The primary factor contributing to the decrease in Commuter Rail Farebox Recovery Ratio is Farebox Revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$0.50 million (11.34%) and \$0.78 million (4.3%) respectively, the greater percentage decline in Farebox Revenues led to the decline in LRT Farebox Recovery Ratio.



## Exhibit 24 Commuter Rail On-Time Performance



**Commuter Rail On-Time Performance:** Year-To-Date as of March 31, 2020 is 95.03%, 1.96% below (worse than) the target of 97.00%. Current quarter ended March 31, 2020 is 96.06%, 0.94% below (worse than) the target of 97.00%.

On-time performance for TRE has been affected by several issues, such as the reduction in available equipment due to accidents in Quarter 4 2018 and Quarter 1 2019, mechanical issues on the remaining equipment, additional maintenance on locomotives which are overdue for overhaul, various large construction projects along the corridor resulting in slower train speeds, and a change in the switch and track configuration at 6th street and Eli (new control point for TEXRail) related to TEXRail construction that altered train meets, thus delaying TRE trains. The addition of TEXRail trains between T&P and FT. Worth Central station added to train congestion in the west and caused delays to TRE trains. OTP is improving with the return of 1 locomotive, 1 cab car and a coach, and lease of two additional locomotives.

**Commuter Rail Complaints Per 100,000 Passengers:** Year-To-Date as of March 31, 2020 is 5.83, 0.33 above (worse than) the target of 5.50. Current quarter ended March 31, 2020 is 4.56, 0.94 below (better than) the target of 5.50.

The resulting increase in OTP has resulted in reduced customer complaints. The increase is directly related to better availability of locomotives, Coach and Cab cars and less construction along the TRE corridor. In Q1 2020, The TRE modified the train schedule to reduce congestion and delays along the west end of the TRE corridor between Eli and Fort Worth T&P and to facilitate train meets on the remainder of the corridor. Cooler Atmospheric temperatures in Q1 and Q2 have reduced customer complaints due to HVAC issues.



## Modal Update Paratransit

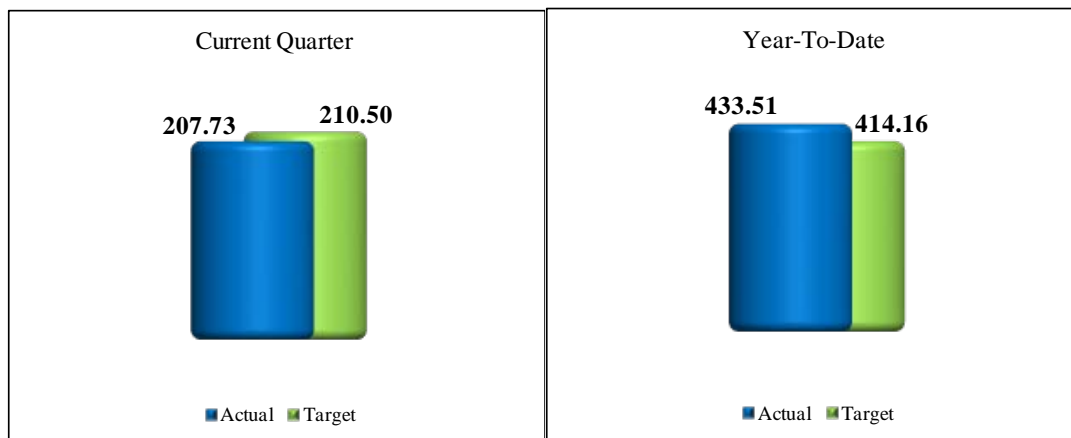
(1.3% of total system ridership in Fiscal Year 2020)



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

Mobility Management Services continues to work on improving the service received by our customers while striving to provide the most cost-efficient service for the agency while being good stewards of public funds. The department is focused on providing the highest freedom of mobility to each one of our customers. The department offers several options for customers to learn what options are available to them and to assist them in learning to use each of these options. The Mobility Ambassador Program offers free training to any DART customer, regardless of mobility status, in order to promote additional Fixed Route Ridership in the system. In Quarter 2 of FY 2020, the Mobility Ambassadors provided training to 180 individuals.

### Exhibit 25 Paratransit Ridership (in Thousands)

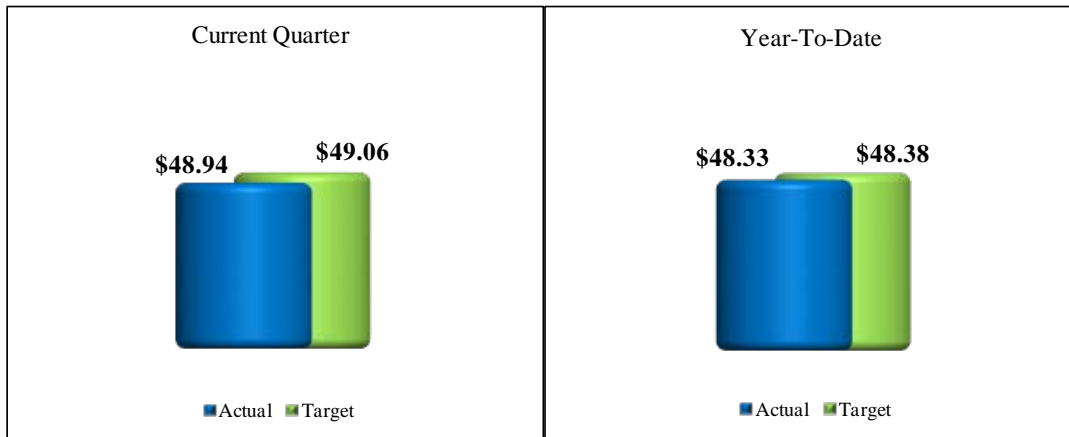


**Paratransit Ridership:** Year-To-Date as of March 31, 2020 is 433,509; 19,347 above (better than) the target of 414,162. Current quarter ended March 31, 2020 is 207,726; 2,777 below (worse than) the target of 210,503.

The decline in ridership at the end of Q2 is attributed to the outbreak of COVID-19.



### Exhibit 26 Paratransit Subsidy Per Passenger



**Paratransit Subsidy Per Passenger:** Year-To-Date as of March 31, 2020 is \$48.33, \$0.05 below (better than) the target of \$48.38. Current quarter ended March 31, 2020 is \$48.94, \$0.12 below (better than) the target of \$49.06.

### Exhibit 27 Paratransit Subsidy Per Passenger Calculation

	Modally Allocated									
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger	
Actual	\$22,066,109		\$1,115,711		\$20,950,399		433,509		\$48.33	
Budget	\$21,213,669		\$1,172,714		\$20,040,955		414,162		\$48.38	
Variance	\$852,440		(\$57,003)		\$909,443		19,347		(\$0.05)	
% to Target	104.02%		95.14%		104.54%		104.67%		99.89%	

Increased Paratransit Ridership without a corresponding increase in Revenues is attributed to 1) Personal Care Attendant(s) counted as riders, and 2) the increased utilization of Lyft for Paratransit services.

**Paratransit Complaints Per 1,000 Trips:** Year-To-Date as of March 31, 2020 is 3.87, 0.87 above (worse than) the target of 3.00. Current quarter ended March 31, 2020 is 3.81, 0.81 above (worse than) the target of 3.00.

Complaints have trended downward since the first contract with MV Transportation Inc. in FY 2013. Mobility Management Services (MMS) is committed to continually improving service levels to maximize customer satisfaction. MMS is implementing a new customer satisfaction metric in FY 2020 that utilizes a driver rating system. Once implemented, this system will further enhance customer satisfaction by allowing customers to directly rate their driver and trip experience.



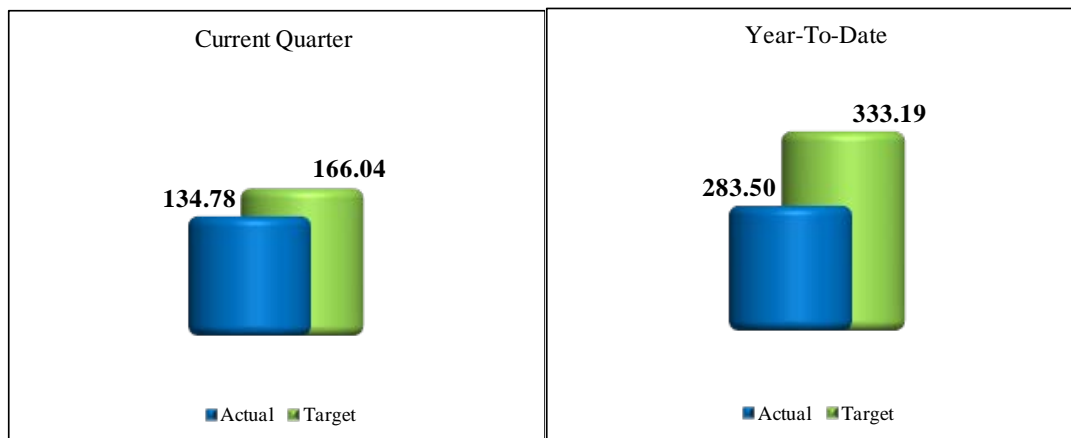
## Modal Update Vanpool

*(0.8% of total system ridership in Fiscal Year 2020)*



DART collaborates with area employers to develop strategies for reducing employee vehicle trips through such programs as carpools, vanpools, and flexible work schedules. We provide funding for up to 220 vans for our vanpool program, which is operated through a third-party contractor. We also assist customers in forming vanpools. Prospective vanpoolers can call in and provide us with information for our Rideshare database while we work to link-up customers with common trip origins and destinations.

**Exhibit 28**  
**Vanpool Ridership**  
(in Thousands)

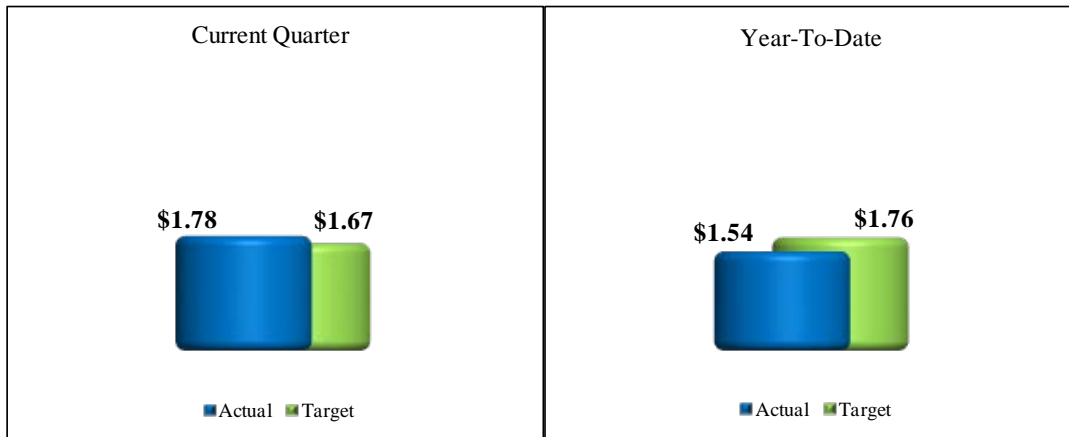


**Vanpool Ridership:** Year-To-Date as of March 31, 2020 is 283,500; 49,685 below (worse than) the target of 333,185. Current quarter ended March 31, 2020 is 134,784; 31,260 below (worse than) the target of 166,044.

Vanpool groups fell from 170 in February to 134 in March due to COVID-19; although, fuel prices, a major motivator for solo-commuters to join vanpools, continue to drop. DART is also in aggressive competition from private sector transit businesses for vanpool services, primarily associated with federal employees who receive transit subsidies.



**Exhibit 29**  
**Vanpool Subsidy Per Passenger**



**Vanpool Subsidy Per Passenger:** Year-To-Date as of March 31, 2020 is \$1.54, \$0.22 below (better than) the target of \$1.76. Current quarter ended March 31, 2020 is \$1.78, \$0.11 above (worse than) the target of \$1.67.

**Exhibit 30**  
**Vanpool Subsidy Per Passenger Calculation**

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$1,226,007		\$788,449		\$437,558		283,500		\$1.54
Budget	\$1,463,694		\$876,911		\$586,783		333,185		\$1.76
Variance	(\$237,687)		(\$88,462)		(\$149,224)		(49,685)		(\$0.22)
% to Target	83.76%		89.91%		74.57%		85.09%		87.64%



## Exhibit 31

### DART Scorecard of Key Performance Indicators

FY17A	FY18A	FY19A	Indicators	FY 2020 Quarter 2					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership Performance									
65.82	62.69	70.79	Total Agency Ridership (M) <sup>[1]</sup>	15.52	17.04	91.06%	33.51	35.88	93.41%
64.35	61.33	69.27	Fixed-Route Ridership (M) <sup>[1]</sup>	15.18	16.67	91.06%	32.80	35.13	93.36%
32.11	30.26	38.70	Ridership - Bus (M)	8.57	9.25	92.65%	18.21	19.30	94.34%
30.14	29.03	28.56	Ridership - LRT (M) <sup>[1]</sup>	6.16	6.91	89.18%	13.61	14.77	92.18%
2.10	2.04	2.01	Ridership - TRE (M)	0.44	0.50	87.76%	0.98	1.06	92.07%
795.72	771.01	906.15	Ridership - Paratransit (000s)	207.73	210.50	98.68%	433.51	414.16	104.67%
674.58	596.00	611.48	Ridership - Vanpool (000s)	134.78	166.04	81.17%	283.50	333.19	85.09%
Efficiency Measures									
\$6.36	\$6.93	\$6.41	Subsidy Per Passenger - Total System <sup>[1]</sup>	\$7.97	\$7.28	109.45%	\$7.01	\$6.62	106.03%
\$5.98	\$6.52	\$5.97	Subsidy Per Passenger - Fixed-Route <sup>[1]</sup>	\$7.47	\$6.81	109.61%	\$6.52	\$6.17	105.69%
\$6.90	\$7.50	\$6.37	Subsidy Per Passenger - Bus	\$8.05	\$7.55	106.57%	\$7.12	\$6.90	103.24%
\$4.68	\$5.13	\$5.14	Subsidy Per Passenger - LRT <sup>[1]</sup>	\$6.52	\$5.53	117.97%	\$5.48	\$4.94	110.99%
\$10.63	\$11.73	\$10.11	Subsidy Per Passenger - TRE	\$9.35	\$10.74	87.13%	\$9.58	\$9.96	96.22%
\$41.47	\$44.97	\$42.87	Subsidy Per Passenger - Paratransit	\$48.94	\$49.06	99.76%	\$48.33	\$48.38	99.89%
\$0.54	\$0.61	\$2.34	Subsidy Per Passenger - Vanpool	\$1.78	\$1.67	106.73%	\$1.54	\$1.76	87.64%
13.27%	13.12%	12.32%	Farebox Recovery Ratio - Fixed-Route	9.39%	12.32%	76.24%	11.10%	13.08%	84.81%
12.12%	11.59%	8.80%	Farebox Recovery Ratio - Bus	6.48%	8.55%	75.78%	7.71%	9.13%	84.51%
16.17%	15.09%	15.55%	Farebox Recovery Ratio - LRT	12.11%	16.34%	74.14%	14.26%	17.26%	82.63%
14.01%	14.86%	23.68%	Farebox Recovery Ratio - TRE	20.46%	23.48%	87.12%	22.68%	24.48%	92.64%
9.17%	10.19%	9.85%	Administrative Ratio	8.49%	9.97%	85.20%	8.16%	9.27%	87.99%
Service Quality									
90.35%	90.73%	89.61%	On-Time Performance - Fixed Route	90.73%	91.00%	99.70%	89.66%	91.00%	98.52%
80.39%	82.52%	82.37%	On-Time Performance - Bus	82.76%	83.00%	99.71%	82.59%	83.00%	99.50%
92.12%	92.28%	92.19%	On-Time Performance - LRT	93.35%	93.00%	100.38%	91.35%	93.00%	98.23%
98.55%	97.39%	94.27%	On-Time Performance - TRE	96.06%	97.00%	99.03%	95.03%	97.00%	97.97%
9,898	9,696	6,944	Mean Distance Between Service Calls - Bus	7,457	7,000	106.53%	6,984	7,000	99.77%
19,836	20,776	18,247	Mean Distance Between Service Calls - LRT	23,634	21,000	112.54%	20,559	21,000	97.90%
Customer Satisfaction									
34.12	34.62	28.88	Complaints Per 100,000 Passengers - Fixed-Route	34.23	37.71	90.79%	33.92	37.71	89.97%
52.46	54.00	42.33	Complaints Per 100,000 Passengers - Bus	48.28	57.00	84.71%	47.43	57.00	83.22%
16.65	16.59	12.26	Complaints Per 100,000 Passengers - LRT	16.81	19.50	86.18%	17.87	19.50	91.62%
4.43	3.68	5.98	Complaints Per 100,000 Passengers - TRE	4.56	5.50	82.83%	5.83	5.50	106.08%
3.90	3.38	4.15	Complaints Per 1,000 Trips - Paratransit <sup>[2]</sup>	3.81	3.00	126.95%	3.87	3.00	129.00%
Safety									
1.92	1.89	1.89	Accidents Per 100,000 Miles - Fixed-Route	1.69	1.97	85.61%	1.84	1.97	92.94%
2.26	2.23	2.20	Accidents Per 100,000 Miles - Bus	2.00	2.30	87.02%	2.18	2.30	94.67%
0.52	0.82	0.83	Accidents Per 100,000 Train Miles - LRT <sup>[3]</sup>	0.29	0.35	82.58%	0.25	0.35	71.82%
0.66	0.09	0.40	Accidents Per 100,000 Miles - TRE	0.48	1.00	48.23%	0.70	1.00	70.31%

[1] FY17 Budget restated to include Streetcar Ridership in the LRT; therefore, will not tie to previous reports.

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

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



## Capital and Non-Operating Budget Summary

Exhibit 32 provides a summary of the capital and non-operating expenditures for the second quarter of FY 2020.

**Exhibit 32**

<b>Mode</b>	<b>FY20 YTD Actuals</b>	<b>FY20 YTD Budget</b>	<b>Variance</b>
Agency-Wide	\$5,064	\$14,899	\$9,835
Bus	7,948	9,530	1,582
Light Rail Transit	19,511	36,105	16,593
Streetcar	57	2,257	2,200
Commuter Rail/RR Management	36,743	75,603	38,860
Paratransit	93	179	86
P&D/Startup/Non-Ops	7,232	8,722	1,490
Road Improvements/ITS	2,886	6,547	3,661
<b>Total Capital</b>	<b>\$79,534</b>	<b>\$153,842</b>	<b>\$74,308</b>

Actuals remain below projections primarily due to the slowdown of major projects because of the COVID-19 pandemic.



# APPENDIX



**Dallas Area Rapid Transit**  
**Operating Revenues and Expense Summary**  
**For the Six Months ended March 31, 2020**  
 (reported on a Budget Basis Amounts in thousands)

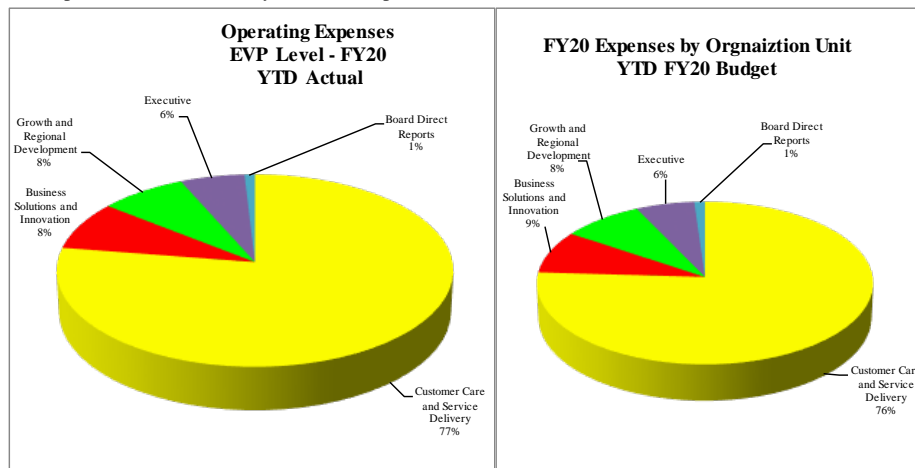
**ACTUAL VS. BUDGET SUMMARY**

	<b>FY20 YTD Actual</b>	<b>FY20 YTD Budget</b>	<b>(Under) / over Budget</b>	<b>% Variance</b>
<b>Revenues</b>				
Sales Tax	\$317,253	\$312,799	\$4,454	1%
Passenger	28,697	34,751	(6,054)	-17%
Advertising/Rental Income/Misc.	6,925	5,290	1,635	31%
Operating Federal Grants	421	319	102	32%
Non-Operating Revenue	6,912	6,473	439	7%
<b>Total Revenues</b>	<b>\$360,208</b>	<b>\$359,632</b>	<b>\$576</b>	<b>0.2%</b>

	<b>FY20 YTD Actual</b>	<b>FY20 YTD Budget</b>	<b>Under/ (over) Budget</b>	<b>% Variance</b>
<b>Operating Expenses at EVP level (YTD)</b>				
Customer Care and Service Delivery	\$217,400	\$219,157	\$1,757	1%
Business Solutions and Innovation	23,001	24,451	1,450	6%
Growth and Regional Development	21,671	24,412	2,741	11%
Executive	16,085	17,487	1,402	8%
Board Direct Reports	2,606	3,181	575	18%
Capital P&D	(5,845)	(6,927)	(1,082)	16%
Agency Wide [1]	(1,087)	680	1,767	260%
<b>Total Operating Expenses at EVP Level (YTD)</b>	<b>\$273,831</b>	<b>\$282,441</b>	<b>\$8,610</b>	<b>3%</b>

<b>Operating Expenses at EVP level (FY20 Projection)*</b>	<b>FY20 Projection</b>	<b>FY20 Budget [2]</b>	<b>(over) Budget</b>	<b>% Variance</b>
Customer Care and Service Delivery	\$436,048	\$436,162	\$ 114	0%
Business Solutions and Innovation	48,242	49,450	1,208	2%
Growth and Regional Development	44,516	49,276	4,760	10%
Executive	30,529	34,357	3,828	11%
Board Direct Reports	5,214	6,117	903	15%
Capital P&D	(12,823)	(13,854)	(1,031)	7%
Agency Wide [1]	672	795	123	15%
<b>Total Operating Expenses at EVP Level (YTD)</b>	<b>\$552,398</b>	<b>\$562,303</b>	<b>\$9,905</b>	<b>2%</b>

\*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.190119 of September 24, 2019.



<b>DALLAS AREA RAPID TRANSIT</b> <b>STATEMENTS OF NET POSITION</b> <b>AS OF MARCH 31, 2020 AND SEPTEMBER 30, 2019</b>		
(In thousands)		
	<b>03/31/2020</b> <b>Unaudited</b>	<b>9/30/2019</b>
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$80,093	\$98,979
Investments	297,092	258,921
Sales tax receivable	96,652	105,250
Transit Revenue Receivable, Net	5,708	7,472
Due from Other Governments	18,448	25,460
Materials and supplies inventory	36,113	37,724
Prepaid transit expenses and other	11,663	5,399
Restricted investments held by trustee for debt service	80,169	119,603
Restricted investments held for advance funding agreements	67,107	69,440
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
<b>TOTAL CURRENT ASSETS</b>	<b>699,419</b>	<b>734,622</b>
<b>NONCURRENT ASSETS</b>		
Restricted investments held as security for capital lease/leaseback liabilities	5,191	5,742
Investments restricted for system expansion and acquisition	136,448	66,924
Investments in joint venture	8,424	8,924
Capital assets		
Land and rights of way	618,881	618,596
Depreciable capital assets, net of depreciation	3,224,932	3,344,052
Projects in progress	297,613	227,111
Restricted investments held to pay capital lease/leaseback liabilities	107,971	109,813
Unamortized debt issuance costs and other	548	568
<b>TOTAL NONCURRENT ASSETS</b>	<b>4,400,008</b>	<b>4,381,730</b>
<b>TOTAL ASSETS</b>	<b>5,099,427</b>	<b>5,116,352</b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Deferred outflows of resources	75,483	80,679
<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<b>\$5,174,910</b>	<b>\$5,197,031</b>



**DALLAS AREA RAPID TRANSIT  
STATEMENTS OF NET POSITION - CONT'D  
AS OF MARCH 31, 2020 AND SEPTEMBER 30, 2019**

(In thousands)		
	<u>03/31/2020</u> <u>Unaudited</u>	<u>9/30/2019</u>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$62,138	\$89,687
Commercial paper notes payable	134,100	159,100
Current portion of Capital lease/leaseback liabilities	6,374	6,374
Current portion of amount due to the State Comptroller	1,353	824
Local Assistance Program Payable	3,193	3,193
Retainage Payable	12,491	11,520
Unearned revenue and other liabilities	114,835	114,136
Interest payable	49,031	51,233
Current portion of senior lien revenue bonds payable	62,689	59,974
<b>TOTAL CURRENT LIABILITIES</b>	<b>446,204</b>	<b>496,041</b>
<b>NON-CURRENT LIABILITIES</b>		
Accrued liabilities	42,292	41,066
Net pension liability	47,330	47,330
Net other post-employment benefits (OPEB) liability	12,592	9,948
Repayment due to State Comptroller	8,434	5,279
Senior lien revenue bonds payable	3,259,229	3,172,913
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	35,845	96,512
Capital lease/leaseback liabilities	107,971	109,813
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>3,513,693</b>	<b>3,482,861</b>
<b>TOTAL LIABILITIES</b>	<b>3,959,897</b>	<b>3,978,902</b>
Deferred Inflows of resources	15,628	15,628
<b>TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>	<b>3,975,525</b>	<b>3,994,530</b>
<b>NET POSITION</b>		
Net investment in capital assets	818,463	784,924
Restricted for debt service	31,138	68,370
Restricted as security for capital lease/leaseback liabilities	5,191	5,742
Unrestricted	344,593	343,465
<b>TOTAL NET POSITION</b>	<b>\$1,199,385</b>	<b>\$1,202,501</b>



**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
**FOR THE SIX MONTHS ENDED MARCH 31, 2020 AND 2019 (UNAUDITED)**

(In thousands)		
	For the six months ended <u>3/31/2020</u>	<u>3/31/2019</u>
<b>OPERATING REVENUES:</b>		
Passenger	\$29,788	\$31,755
Advertising, rent and other	7,682	6,556
<b>Total Operating Revenues</b>	<u><b>37,470</b></u>	<u><b>38,311</b></u>
<b>OPERATING EXPENSES:</b>		
Labor	132,989	127,754
Benefits	57,077	57,398
Services	24,235	22,574
Materials and supplies	25,679	23,747
Purchased transportation	31,143	28,890
Depreciation and amortization	122,165	123,004
Utilities	8,067	8,177
Taxes, leases, and other	2,075	2,277
Casualty and liability	3,357	3,062
<b>TOTAL OPERATING EXPENSES</b>	<u><b>406,787</b></u>	<u><b>396,883</b></u>
<b>NET OPERATING LOSS</b>	<u><b>(369,317)</b></u>	<u><b>(358,572)</b></u>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	323,426	315,943
Investment income	5,217	8,557
Interest income from investments held to pay capital lease/leaseback	4,533	4,262
Interest expense on capital leases/leaseback	(4,533)	(4,262)
Interest and financing expenses	(71,774)	(77,000)
Build America Bonds tax credit	10,601	14,278
Other federal grants	54,206	35,348
Other non-operating revenues	8,485	7,463
Other non-operating expenses	(4,276)	(1,441)
<b>TOTAL NET NON-OPERATING REVENUES</b>	<u><b>325,885</b></u>	<u><b>303,148</b></u>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS</b>	<u><b>(43,432)</b></u>	<u><b>(55,424)</b></u>
<b>CAPITAL CONTRIBUTIONS, AND GRANTS:</b>		
Federal capital contributions	38,035	3,643
State capital contributions	2,281	1,599
<b>TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS</b>	<u><b>40,316</b></u>	<u><b>5,242</b></u>
<b>CHANGE IN NET POSITION</b>	<u><b>(3,116)</b></u>	<u><b>(50,182)</b></u>
<b>TOTAL NET POSITION - Beginning of the year</b>	<u>1,202,501</u>	<u>1,304,378</u>
<b>TOTAL NET POSITION - End of the reporting period</b>	<u><b>\$1,199,385</b></u>	<u><b>\$1,254,196</b></u>



## Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

*Calculation = [Modal Farebox Revenue / Modal Operating Expense]*

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

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

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

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

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

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

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

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

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

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



## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Glossary of Terms/Definitions (cont'd)

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

**Off-Peak** – Non-rush hour time periods.

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

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

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

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

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

**Passenger Mile** – A single passenger traveling one mile.

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

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

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

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

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

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

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

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

**Peak Period** – Morning or evening rush hour.

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

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

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

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

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

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



## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Glossary of Terms/Definitions (cont'd)

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

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

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

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

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

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

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

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



## **Section 2 – Ridership Highlights**

- R2 Introduction
- R3 Total System Ridership
- R5 Bus System Ridership
- R7 Light Rail System Ridership
- R8 Trinity Railway Express Ridership
- R9 Dallas Streetcar
- R10 Ridership Tables
- R13 Bus Route Performance Analysis
- R13 Route Performance Tables
- R13 Riders per Revenue Hour
- R17 Passenger Miles per Revenue Mile
- R20 Subsidy per Passenger



## **Introduction**

This section of the Quarterly Report focuses on fixed route ridership, although the first chart and table include summaries of total system ridership, including all service modes. 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 is now using automatic passenger counters (APC) to report bus, streetcar, and TRE ridership. With APC systems in place for both FY19 and FY20, we are able to make direct comparisons between APC-based counts on a year-to-year basis. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Paratransit ridership is compiled from daily trip manifests.

The availability of APC data also allows for more accurate counts of ridership by DART city. Starting with the 20Q1 report, estimates of ridership for each of the 13 DART cities will be based upon stop-level APC boardings. The results of the new approach appear in Table 3.

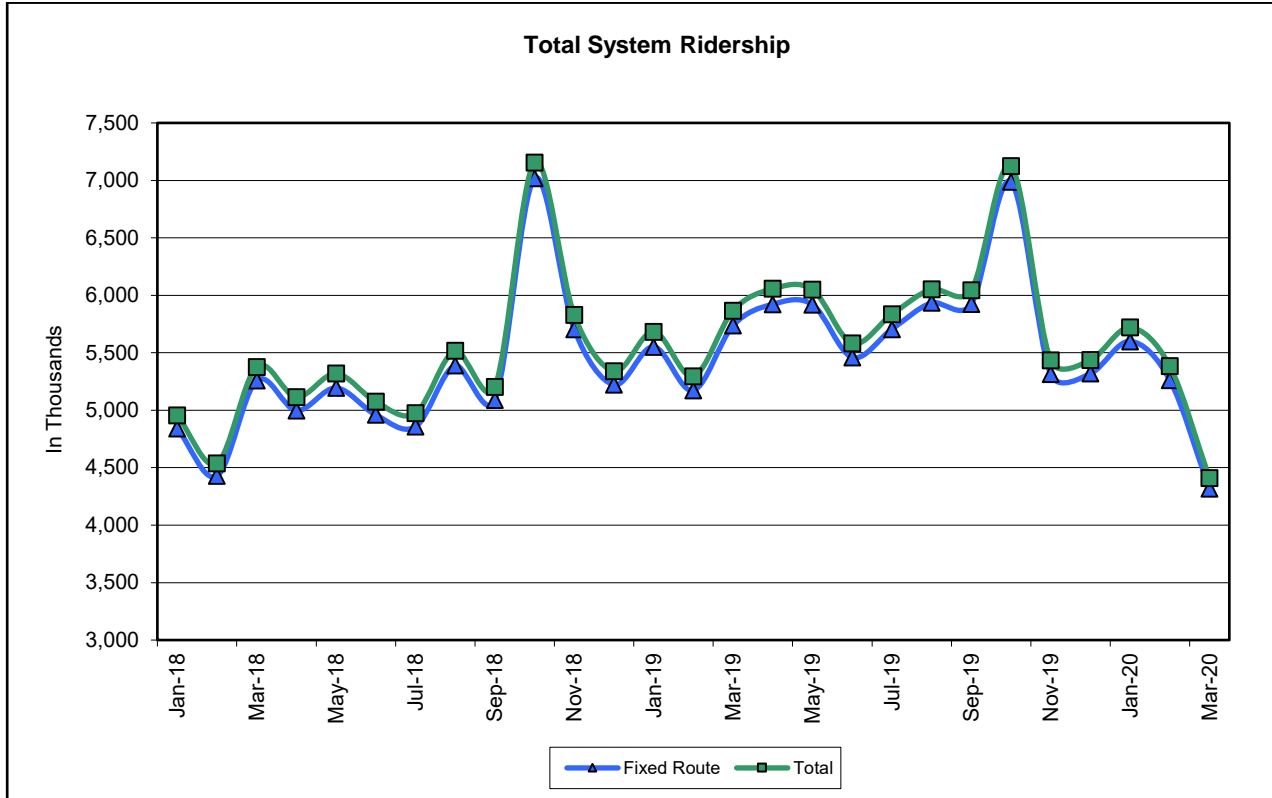
The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were first adopted in 1995 and were most recently updated in 2018, and these Standards define the performance metrics and benchmarks against which DART measures individual route performance. 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.

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. Many sections have been completely rewritten to reflect this interest.

Measurement system changes were incorporated into the Service Standards Monitoring Report effective with the first quarter of FY 2019. Each element of this report is accompanied by a series of charts or tables summarizing ridership and performance during the quarter.



## Total System Ridership



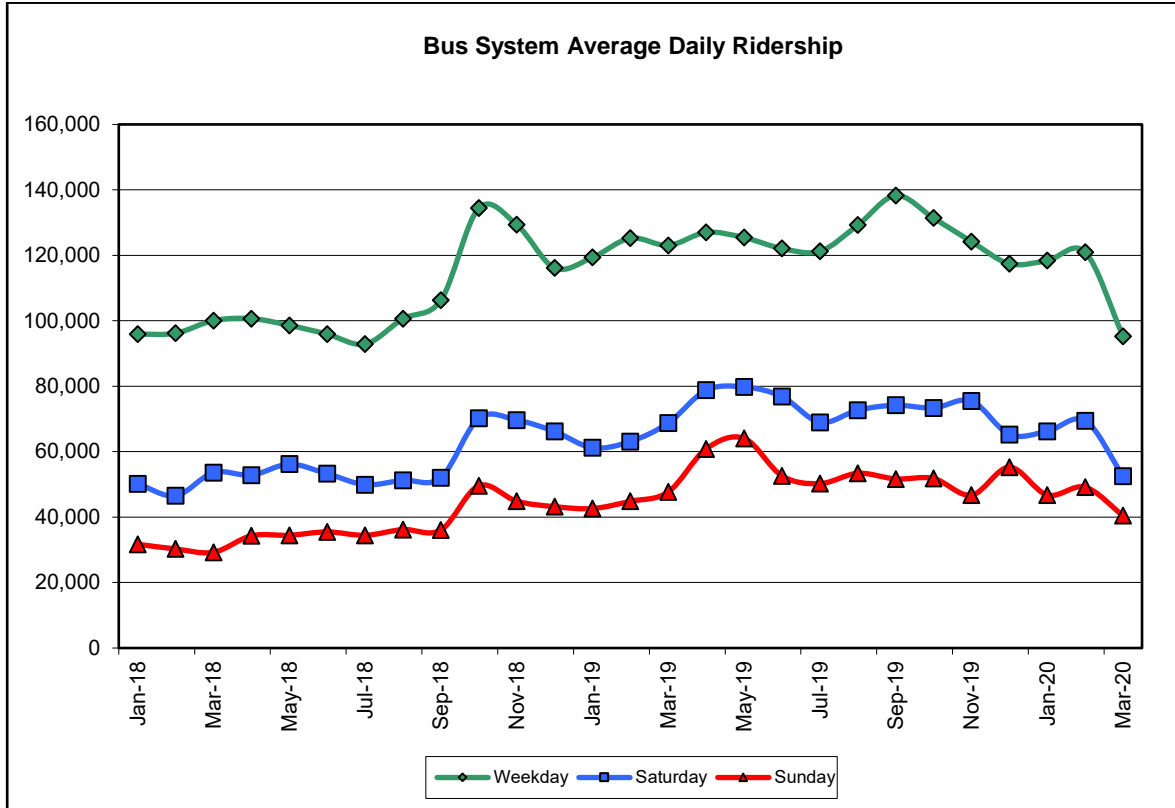
- Total system ridership includes fixed route (bus, light rail and commuter rail, streetcar), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been lower than the same period last year.
- Though it happened late in Q2, the Corona Virus pandemic (COVID-19) had a significant and noticeable impact on Q2 ridership. Many residents opted to work from home or avoided taking transit to minimize their exposure. Ridership declines started March 12<sup>th</sup> and accelerated through the end of the month.
- Total system ridership in the second quarter of FY 2020 was 15.5 million riders, a decrease of 7.9 % from the second quarter of FY 2019.
- Fixed route ridership totaled 15.1 million passengers in the second quarter of FY 2020, a decrease of 7.8 % from the second quarter of FY 2019.
- Bus System ridership totaled 8.6 million riders, 6.7 % below the second quarter of FY 2019.
- Targeted off-peak service improvements on select routes were inaugurated in late March 2018, and some of the changes have resulted in ridership gains on individual routes (most prominently the conversion of Route 400 to Routes 402 and 403). More significant service changes to add routes to the core high frequent network were implemented in early August 2019, leading to ridership improvements for affected routes. The ridership gain was mostly evident in routes 887 ,404 ,870 ,467 ,583 ,840 ,59 ,84 and 52.
- Light rail ridership for the second quarter ended March 31, 2020 was 6.1 million, a decrease of 9.1% from FY 2019 ridership of 6.7 million.



- Trinity Railway Express ridership was 439,035 passengers in the second quarter, a decrease of 11.7% from the same period in FY 2019 (497,028). Aside from Corona Virus (COVID-19), service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may be driving some of the ridership issues.
- Dallas Streetcar ridership for the second quarter ended March 31, 2020 was 55,465, an increase of 4.4 % from FY 2019 ridership of 53,114. We believe these increases stem from a combination of improved data collection and natural market growth for a relatively new service.
- Paratransit ridership for the second quarter ended March 31, 2020 was 207,726, a decrease of 8.3% from FY 2019 ridership of 226,609. Paratransit ridership was lower than last year due to the impact of COVID-19; however, long-term trends indicate that ridership on Paratransit will increase as the overall population ages. Ridership is higher than actual trip counts due to including the count of Personal Care Attendants (PCAs), guests, and children. Paratransit certified customers are also given the option to ride fixed route services for free to encourage transitioning some trips to fixed route when the customer can do so versus a trip on Paratransit vehicles.



## Bus System Ridership



- Total bus ridership (including special-events ridership) in the second quarter of FY 2020 was 8.6 million riders, 6.7% lower from the second quarter of FY 2019.
- Average weekday ridership in the second quarter was 111,529 daily riders, a 9% decrease from last year's average. Saturday bus system ridership averaged 62,749 daily riders, down by 2.5% from last year. Sunday bus system ridership averaged 45,455 daily riders, an increase of 0.9 % from last year. This trend for Bus on Sunday is mainly due to service improvements implemented in August 2019
- Though it happened late in Q2, the Corona Virus pandemic (COVID-19) had a significant and noticeable impact on Q2 ridership. Many residents opted to work from home or avoided taking transit to minimize their exposure. Ridership declines started March 12th and accelerated through the end of the month.
- Targeted off-peak service improvements on select routes were inaugurated in late March 2018, and some of the changes have resulted in ridership gains on individual routes (most prominently the conversion of Route 400 to Routes 402 and 403). More significant service changes to add routes to the core high frequent network were implemented in early August 2019, leading to ridership improvements for affected routes. The ridership gain was mostly evident in routes 887 ,404 ,870 ,467 ,583 ,840 ,59 ,84 and 52.

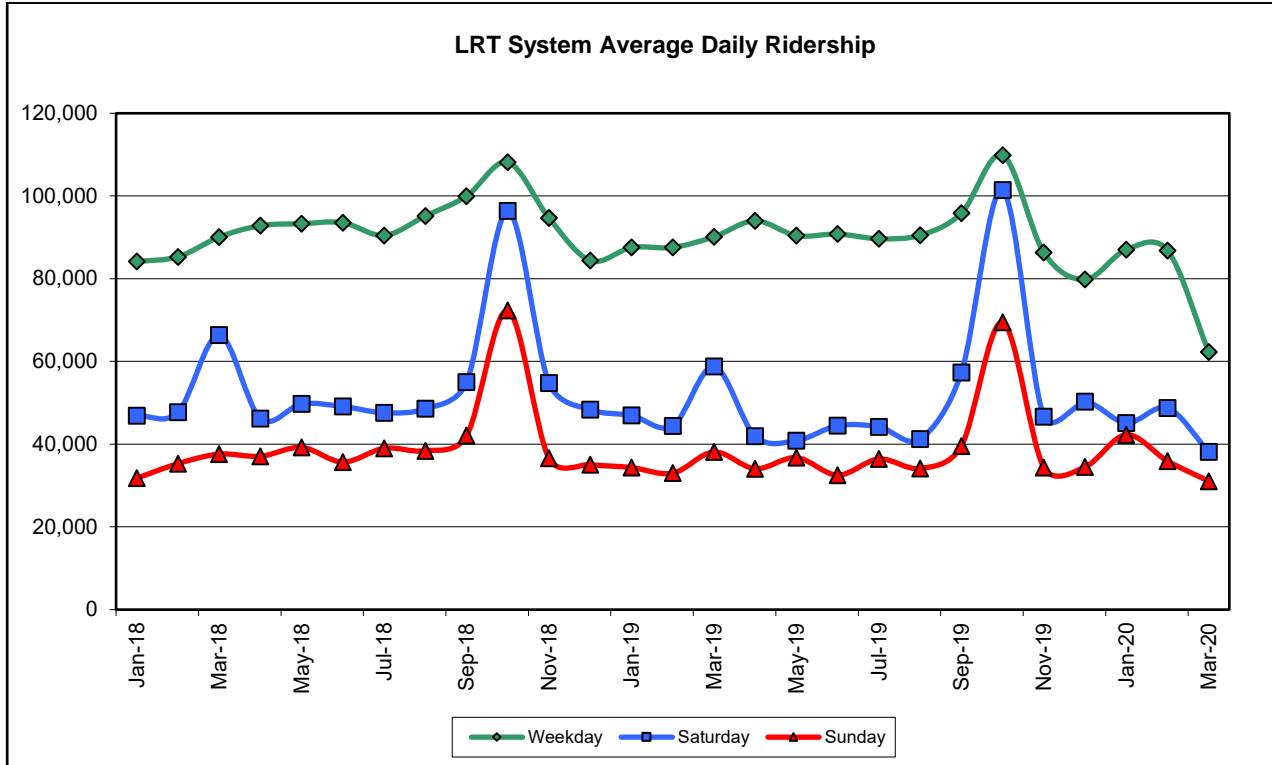


- The most heavily patronized routes in the second quarter, by route classification, were:

Route Type	Route Number and Name	Weekday Average
Local	11 Jefferson-Malcolm X	4,096
Express	208 Northwest Plano	793
Crosstown	404 Westmoreland Station/Parkland	3,271
Feeder	583 Richland College-Lovers Lane Station	2,120
Site Specific	883 UTD	5,487
Shuttle	702 NorthPark Mall	417
GoLink	Rowlett	181



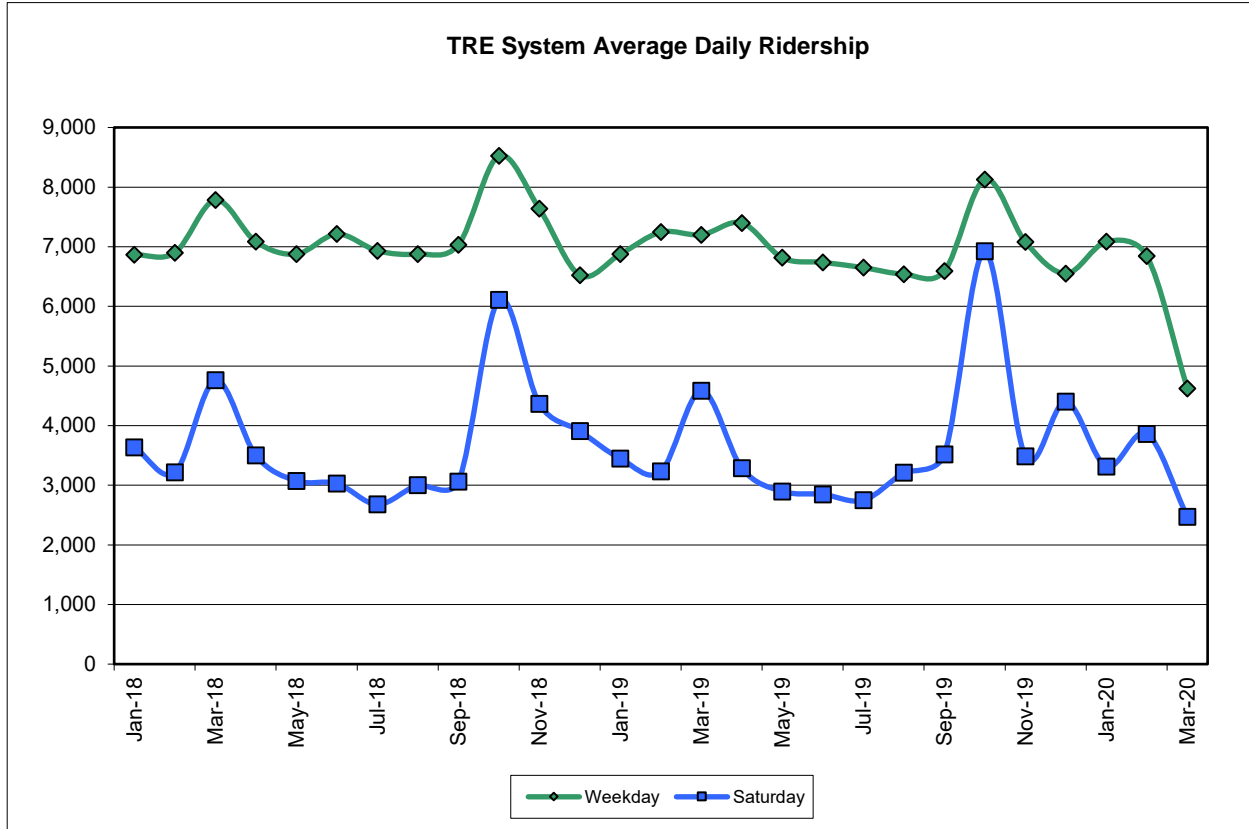
## Light Rail System Ridership



- LRT ridership in the second quarter totaled 6.1 million riders, a decrease of 9.1% from the second quarter of FY 2019 ridership of 6.7 million. The decline trend for LRT was mainly due to impact of Corona Virus (COVID-19).
- Weekday ridership in the second quarter averaged 78,721 passengers, a decrease of 11 % from the second quarter of FY 2019.
- Saturday ridership in the second quarter averaged 44,007 passengers, a decrease of 12.1 % from the second quarter of FY 2019 level.
- Sunday ridership in the second quarter averaged 36,420 passengers, an increase of 3.6% from the second quarter of FY 2019 level.
- Ridership at the Downtown Rowlett station continues to grow gradually and is causing issues with the availability of parking. Recently a program of preferred parking for registered Rowlett residents was initiated to address some of these limitations. A new GoLink service, inaugurated in 2018 is also designed to help contain demand for parking at Downtown Rowlett.
- All LRT segments has experienced ridership loss this quarter, compared to the same quarter last year. Deep Ellum, Fair Park, DFW Airport, Victory and Royal Lane were the stations with higher ridership for this quarter than last year. Deep Ellum had the average weekday ridership of 408 for this quarter and the Fair Park station had 766 average weekday riders.



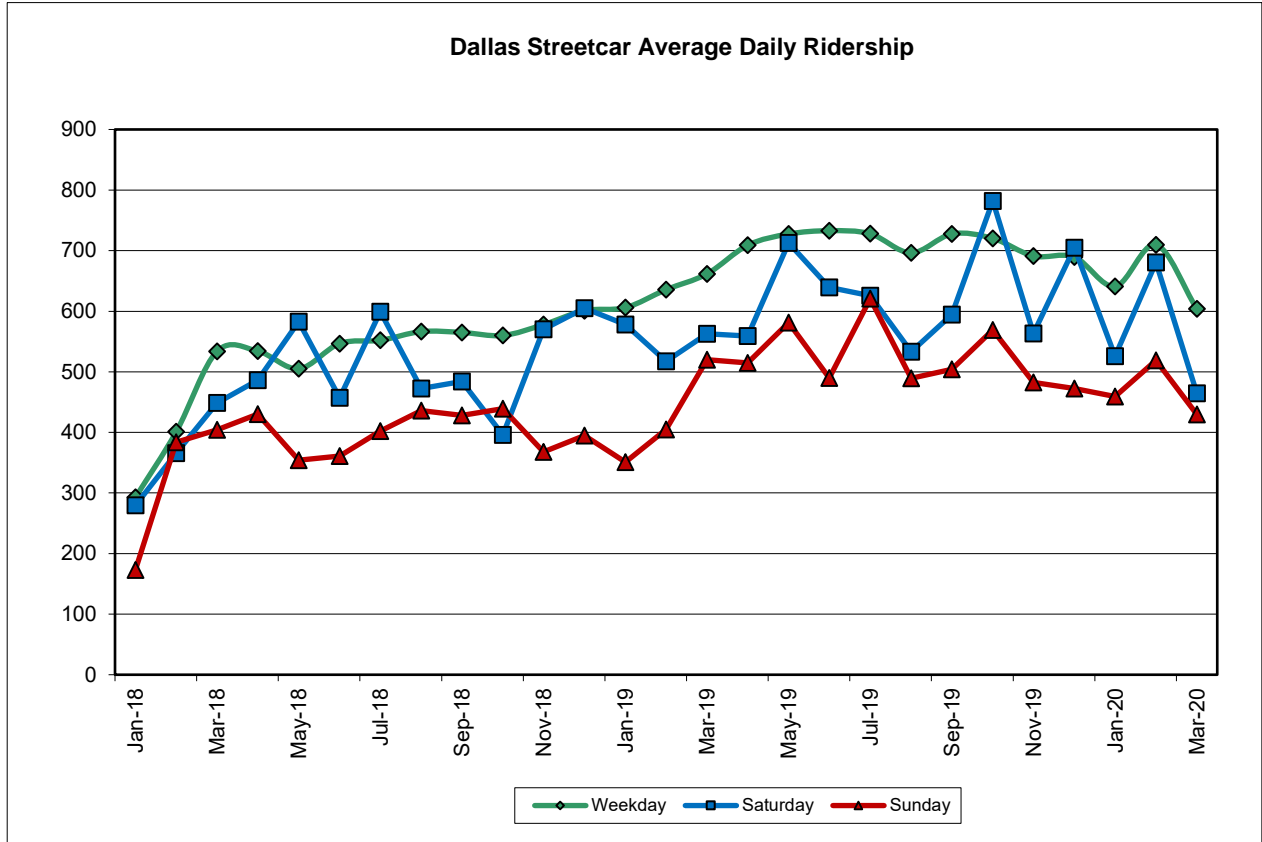
## Trinity Railway Express



- Trinity Railway Express ridership for the second quarter ended March 31, 2020 was 439,035, a decrease of 11.7% from the same period in FY 2019 (497,028). Aside from Corona Virus (COVID-19), service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may be driving some of the ridership issues.
- Weekday ridership on the TRE averaged 6,184 daily riders (13% decrease from last year) in the second quarter.
- Saturday ridership in the second quarter averaged 3,216 daily riders, a decrease of 14.4% from the second quarter of FY 2019.



## Dallas Streetcar



- Ridership on the Dallas Streetcar was 55,465 riders in the second quarter, 4.4 % higher than the second quarter of last year. The trend stems from a combination of improved data collection and natural market growth for a relatively new service.
- Weekday ridership averaged 652 daily riders in the quarter, an increase of 2.7%.
- Saturday ridership averaged 557 daily riders an increase of 0.8% from the second quarter of last year.
- Sunday ridership averaged 469 daily riders, an increase of 10.4 % from the second quarter of last year.



## **Ridership Tables**

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

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

<b>Year</b>	<b>Month</b>	<b>Bus</b>	<b>LRT</b>	<b>Commuter Rail</b>	<b>Streetcar</b>	<b>Fixed Route Total</b>
<b>2018</b>	March	2,587	2,464	195	11.1	5,257
	April	2,497	2,320	164	15.3	4,996
	May	2,566	2,448	164	13.9	5,192
	June	2,423	2,353	167	15.2	4,958
	July	2,357	2,324	156	16.4	4,853
	August	2,664	2,537	170	16.7	5,388
	September	2,496	2,426	151	16.1	5,089
<b>2019</b>	October	3,571	3,162	232	16.2	6,981
	November	3,160	2,350	175	16.2	5,701
	December	2,913	2,140	150	17.4	5,220
	January	3,084	2,286	165	17.4	5,552
	February	2,937	2,061	158	16.4	5,172
	March	3,166	2,377	174	19.3	5,736
	April	3,353	2,372	177	19.9	5,922
	May	3,399	2,337	162	21.8	5,920
	June	3,089	2,201	149	20.3	5,459
	July	3,194	2,332	157	21.6	5,705
	August	3,420	2,334	160	20.0	5,934
	September	3,373	2,383	148	20.0	5,924
<b>2020</b>	October	3,522	3,210	227	22.0	6,981
	November	3,046	2,092	156	18.9	5,313
	December	3,059	2,084	155	20.1	5,318
	January	3,103	2,307	171	18.5	5,600
	February	2,963	2,124	156	19.7	5,263
	March	2,508	1,679	112	17.3	4,316



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

Year	Month	Bus	LRT	Commuter Rail	Streetcar	Fixed Route Total
<b>2018</b>	March	100.1	90.1	7.8	0.4	198.4
	April	100.7	92.8	7.1	0.5	201.1
	May	98.6	93.3	6.9	0.5	199.3
	June	95.9	93.6	7.2	0.5	197.2
	July	92.9	90.5	6.9	0.6	190.9
	August	100.6	95.2	6.9	0.6	203.3
	September	106.3	100	7	0.6	213.9
<b>2019</b>	October	134.4	108.2	8.5	0.6	251.7
	November	129.4	94.7	7.6	0.6	232.3
	December	116.2	84.4	6.5	0.6	207.7
	January	119.4	87.5	6.9	0.6	214.4
	February	125.3	87.6	7.2	0.6	220.7
	March	123	90.1	7.2	0.7	221
	April	127	94	7.4	0.7	229.1
	May	125.4	90.4	6.8	0.7	223.3
	June	122.1	90.8	6.7	0.7	220.3
	July	121.2	89.7	6.6	0.7	218.2
	August	129.2	90.5	6.5	0.7	226.9
	September	138.3	92	6.6	0.7	237.6
<b>2020</b>	October	131.4	109.9	8.1	0.7	250.1
	November	124.2	86.3	7.1	0.7	218.3
	December	117.4	79.8	6.5	0.7	204.4
	January	118.4	87	7.1	0.6	213.1
	February	120.9	86.8	6.8	0.7	215.2
	March	95.3	62.3	4.6	0.6	162.8



**Table 3: Passenger Boardings for Member Cities for the Second Quarter Fiscal Year 2020,  
Period Ending March 31, 2020**

Cities	Bus	LRT	Commuter Rail	Streetcar	GoLink	Paratransit	Total System
Addison	187,603	0	0	0	0	697	188,300
	2.20%	0.00%	0.00%	0.00%	0.00%	0.34%	1.24%
Carrollton	104,992	192,541	0	0	0	6,328	303,861
	1.23%	3.16%	0.00%	0.00%	0.00%	3.05%	2.00%
Cockrell Hill	63,897	0	0	0	0	124	64,021
	0.75%	0.00%	0.00%	0.00%	0.00%	0.06%	0.42%
Dallas	6,395,192	4,948,801	193,071	55,465	16,564	133,896	11,742,990
	75.08%	81.13%	78.29%	100.00%	29.42%	64.53%	77.34%
Farmers Branch	102,660	48,317	0	0	3,568	2,314	156,860
	1.21%	0.79%	0.00%	0.00%	6.34%	1.12%	1.03%
Garland	487,680	140,226	0	0	0	21,102	649,008
	5.73%	2.30%	0.00%	0.00%	0.00%	10.17%	4.27%
Glenn Heights	21,274	0	0	0	1,285	1,169	23,728
	0.25%	0.00%	0.00%	0.00%	2.28%	0.56%	0.16%
Highland Park	2,483	0	0	0	380	41	2,903
	0.03%	0.00%	0.00%	0.00%	0.67%	0.02%	0.02%
Irving	418,760	211,321	53,525	0	0	11,499	695,105
	4.92%	3.46%	21.71%	0.00%	0.00%	5.54%	4.58%
Plano	238,333	240,641	0	0	22,834	19,507	521,315
	2.80%	3.95%	0.00%	0.00%	40.55%	9.40%	3.43%
Richardson	461,028	238,742	0	0	0	7,749	707,519
	5.41%	3.91%	0.00%	0.00%	0.00%	3.73%	4.66%
Rowlett	9,424	78,920	0	0	11,596	2,412	102,352
	0.11%	1.29%	0.00%	0.00%	20.59%	1.16%	0.67%
University Park	24,512	0	0	0	81	665	25,258
	0.29%	0.00%	0.00%	0.00%	0.14%	0.32%	0.17%
Member Cities	8,517,839	6,099,509	246,596	55,465	56,308	207,503	15,183,221



## 20Q2 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the second quarter of FY 2020, specifically January to March 2020. This report follows current Service Standards, which describe DART's route performance measurement methodology. There are three measures of performance:

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

For FY20, we are making an adjustment to the calculation of revenue hours of service to include recovery time. This change makes DART's statistics more comparable to peer transit systems, but will result in across-the-board changes in passengers per revenue hour when compared to numbers from FY19. Comparisons between routes in this report should not be impacted, however, as all routes have similar adjustments.

APC installations on buses, TRE trains, and streetcars were completed during Q3 FY 2019, and most routes had sufficient coverage to successfully calculate passenger miles per revenue mile.

Though it happened late in Q2, the Corona Virus pandemic (COVID-19) had a significant and noticeable impact on Q2 ridership while DART remained in full service throughout Q2. Many residents opted to work from home or avoided taking transit to minimize their exposure. Ridership declines started March 12<sup>th</sup> and accelerated through the end of the month. DART also worked hard to ensure the compliance with the social distancing requirements on transit vehicles. Please keep in mind the impact of COVID-19 pandemic when reviewing the three measures of performance comparing to DART's service standard defining route performance.

### Route Performance Tables

The following tables show route performance for 20Q2. We have included average Weekday, Saturday, and Sunday riders along with the three performance measures used for the analysis. Targets are shown for each service category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. As before, routes are grouped with other routes of similar characteristics for the analysis.

#### *Riders per Revenue Hour*

The following table shows overall Q2 riders per revenue hour for each route/service, along with average Weekday, Saturday, and Sunday ridership.



Table 4: Riders Per Revenue Hour for 2nd QTR 2020

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Local	2	1,369	1,104	720	112,035	4613.88	24.28	
Local	11	4,089	2,632	1,981	323,626	13222.12	24.48	
Local	12	1,047	639	486	82,110	6817.83	12.04	
Local	19	1,697	1,126	728	133,475	9486.75	14.07	
Local	21	374	197	145	28,528	4398.48	6.49	
Local	24	745	542	488	61,558	3378.63	18.22	
Local	26	1,247	828	578	98,669	4660.50	21.17	
Local	27	143	0	0	9,152	1257.60	7.28	
Local	29	732	375	327	56,341	4803.65	11.73	
Local	31	970	562	490	76,263	7288.96	10.46	
Local	35	647	241	248	48,023	4336.73	11.07	
Local	36	1,017	587	435	78,830	6399.65	12.32	
Local	39	673	509	462	56,190	3529.00	15.92	
Local	42	390	277	203	31,428	3631.92	8.65	
Local	52	843	524	339	65,514	5700.28	11.49	
Local	59	671	502	359	54,513	4016.23	13.57	
Local	60	650	500	345	52,947	4499.30	11.77	
Local	63	754	0	0	48,264	2900.27	16.64	
Local	76	776	528	429	62,505	4322.08	14.46	
Local	81	734	257	246	53,730	4478.50	12.00	
Local	82	377	412	247	32,976	3548.30	9.29	
Local	84	784	581	415	63,561	6676.42	9.52	
Local	110	1,479	797	585	113,175	4512.05	25.08	
Local	111	631	313	252	47,959	3754.75	12.77	
Local	155	167	0	0	10,672	717.87	14.87	
Local	161	1,658	1,217	858	133,915	7604.92	17.61	
Local	164	2,570	1,655	1,206	202,871	10217.23	19.86	
Local	183	1,007	550	392	77,100	4733.93	16.29	
Local Total		28,242	17,456	12,964	2,215,931	145507.84	15.23	11.42
Express	205	369	0	0	23,630	1254.40	18.84	
Express	206	682	0	0	43,656	3157.33	13.83	
Express	208	789	0	0	50,473	3941.33	12.81	
Express	210	143	0	0	9,157	1552.00	5.90	
Express	211	248	0	0	15,865	2436.27	6.51	
Express	278	374	0	0	23,915	1773.33	13.49	
Express	283	735	0	0	47,064	3809.60	12.35	
Express Total		3,340	0	0	213,760	17924.27	11.93	8.94
Feeder	333	247	0	0	15,788	1594.67	9.90	
Feeder	347	551	244	0	38,423	3561.35	10.79	
Feeder	350	654	401	0	47,051	4515.67	10.42	
Feeder	360	830	408	313	62,777	3815.22	16.45	



Feeder	361	437	318	175	34,577	2349.92	14.71	
Feeder	362	558	0	0	35,701	2616.53	13.64	
Feeder	372	679	234	0	46,499	3539.60	13.14	
Feeder	374	675	432	0	48,797	3737.43	13.06	
Feeder	376	279	237	232	24,205	1839.05	13.16	
Feeder	377	326	181	0	23,190	1655.78	14.01	
Feeder	378	1,416	771	616	109,252	6222.10	17.56	
Feeder	380	276	0	0	17,676	1638.40	10.79	
Feeder	385	278	0	0	17,779	1843.20	9.65	
Feeder	500	152	103	102	12,491	1981.32	6.30	
Feeder	501	923	641	510	74,533	4774.80	15.61	
Feeder	502	549	360	288	43,870	3976.18	11.03	
Feeder	504	311	213	0	22,639	2387.62	9.48	
Feeder	505	264	0	0	16,871	2040.53	8.27	
Feeder	506	1,206	860	662	97,609	3935.95	24.80	
Feeder	507	187	101	0	13,303	1808.33	7.36	
Feeder	508	186	127	0	13,528	1710.27	7.91	
Feeder	509	291	147	0	20,518	1905.78	10.77	
Feeder	510	269	0	0	17,201	2949.33	5.83	
Feeder	513	237	189	100	19,011	2123.13	8.95	
Feeder	514	369	0	0	23,613	2500.27	9.44	
Feeder	515	426	338	0	31,655	3432.63	9.22	
Feeder	516	239	164	117	19,091	1801.88	10.60	
Feeder	521	289	87	69	20,624	2832.80	7.28	
Feeder	522	570	194	0	39,026	3052.28	12.79	
Feeder	524	582	482	395	49,079	3221.22	15.24	
Feeder	525	242	0	0	15,503	1990.40	7.79	
Feeder	526	394	231	192	30,871	1406.52	21.95	
Feeder	527	735	272	105	52,077	2578.32	20.20	
Feeder	528	457	408	217	37,590	2808.38	13.38	
Feeder	529	333	207	153	26,123	3333.73	7.84	
Feeder	531	523	303	196	40,129	2512.03	15.97	
Feeder	532	261	0	0	16,682	1677.87	9.94	
Feeder	533	162	0	0	10,345	568.53	18.20	
Feeder	534	1,121	612	496	86,611	4854.78	17.84	
Feeder	535	980	510	449	75,665	5246.78	14.42	
Feeder	536	167	0	0	10,696	1966.93	5.44	
Feeder	538	733	557	494	61,085	4195.55	14.56	
Feeder	541	574	282	186	42,983	3564.78	12.06	
Feeder	542	323	184	140	24,994	3106.02	8.05	
Feeder	544	700	310	249	52,336	4974.93	10.52	
Feeder	547	984	534	493	76,844	4827.85	15.92	
Feeder	549	1,321	780	558	102,517	5202.15	19.71	
Feeder	551	395	0	0	25,274	1482.67	17.05	
Feeder	553	338	0	0	21,643	1027.20	21.07	
Feeder	554	1,342	1,081	901	112,557	4476.10	25.15	
Feeder	555	153	0	0	9,777	941.87	10.38	
Feeder	560	282	0	0	18,036	1617.07	11.15	



Feeder	566	224	0	0	14,342	1569.07	9.14	
Feeder	568	724	354	285	54,943	5094.85	10.78	
Feeder	571	451	0	0	28,855	3098.67	9.31	
Feeder	574	328	0	0	20,998	1249.07	16.81	
Feeder	582	359	208	0	25,661	2773.52	9.25	
Feeder	583	2,115	1,380	1,030	167,689	9821.74	17.07	
Feeder	585	279	0	0	17,881	2314.67	7.73	
Feeder	591	252	155	109	19,695	2083.58	9.45	
Feeder	592	1,013	827	690	85,227	5200.80	16.39	
Feeder	593	1,038	677	574	83,296	4128.70	20.17	
Feeder	594	339	208	153	26,522	2779.82	9.54	
Feeder	595	387	229	171	30,137	4792.18	6.29	
Feeder	597	961	445	329	71,863	5225.80	13.75	
Feeder Total		35,242	17,987	11,751	2,653,821	199856.18	13.28	9.96
Crosstown	401	776	423	301	59,347	4059.75	14.62	
Crosstown	402	1,181	714	595	93,213	6818.38	13.67	
Crosstown	403	1,154	538	434	86,915	6738.83	12.90	
Crosstown	404	3,266	2,235	1,593	260,370	14646.02	17.78	
Crosstown	405	1,424	1,013	842	116,074	8275.65	14.03	
Crosstown	408	1,376	1,036	787	112,572	6579.00	17.11	
Crosstown	409	1,550	1,103	949	126,797	8798.60	14.41	
Crosstown	410	858	500	438	67,534	4946.37	13.65	
Crosstown	415	678	404	307	52,918	3986.65	13.27	
Crosstown	426	750	644	464	62,892	3739.87	16.82	
Crosstown	428	1,944	1,334	968	155,296	8855.67	17.54	
Crosstown	444	863	478	476	68,094	5696.05	11.95	
Crosstown	445	751	426	350	58,482	3840.38	15.23	
Crosstown	451	989	729	464	79,270	5062.89	15.66	
Crosstown	452	498	311	293	40,020	3898.07	10.27	
Crosstown	453	1,896	1,310	890	150,807	9377.00	16.08	
Crosstown	463	1,470	987	605	115,405	6040.72	19.10	
Crosstown	466	3,070	2,380	1,902	254,064	12954.13	19.61	
Crosstown	467	2,393	1,814	1,404	196,403	11184.88	17.56	
Crosstown	475	851	608	462	68,815	6425.45	10.71	
Crosstown	486	2,375	1,308	750	179,481	8345.37	21.51	
Crosstown	488	1,840	1,097	915	144,853	6253.75	23.16	
Crosstown Total		31,952	21,392	16,187	2,549,621	156523.48	16.29	12.22
Shuttle	702	415	497	249	36,472	1282.17	28.45	
Shuttle	749	364	290	198	29,847	2992.52	9.97	
Shuttle	840	181	83	0	12,688	1457.60	8.70	
Shuttle	841	155	0	0	9,905	945.07	10.48	
Shuttle	843	72	0	0	4,616	462.93	9.97	
Shuttle	870	275	141	0	19,424	2078.65	9.34	
Shuttle	887	107	0	0	6,875	922.67	7.45	
Shuttle Total		1,569	1,011	447	119,828	10,141.60	11.82	8.86
GoLink	Inland Port	55	44	33	4,587	1863.24	2.46	



GoLink	Kleberg	48	0	0	3,054	1025.81	2.98	
GoLink	Rylie	31	0	0	2,005	1024.75	1.96	
GoLink	North Central Plano	151	0	0	9,655	2544.06	3.80	
GoLink	Legacy West	144	0	0	9,245	2359.94	3.92	
GoLink	Rowlett	181	0	0	11,596	3326.49	3.49	
GoLink	Far North Plano	61	0	0	3,934	1434.57	2.74	
GoLink	Farmers Branch	56	0	0	3,568	1134.34	3.15	
GoLink	Glenn Heights	20	0	0	1,285	915.42	1.40	
GoLink	Lake Highlands	36	0	0	2,276	983.16	2.31	
GoLink	Lakewood	23	0	0	1,464	948.19	1.54	
GoLink	North Dallas	48	0	0	3,093	917.04	3.37	
GoLink	Park Cities	9	0	0	546	773.45	0.71	
<b>GoLink Total</b>		<b>864</b>	<b>44</b>	<b>33</b>	<b>56,308</b>	<b>19,250.46</b>	<b>2.93</b>	<b>2.19</b>
Site Specific	BAY	211	0	0	13,512	994.13	13.59	
Site Specific	DFW	177	142	0	13,205	1420.65	9.30	
Site Specific	MATA	1,395	2,540	2,056	151,070			
Site Specific	MCE	103	0	0	6,615	716.80	9.23	
Site Specific	RSON	121	0	0	7,760	457.60	16.96	
Site Specific	TI	204	10	7	13,262	3234.13	4.10	
Site Specific	UTD	5,420	2,144	1,436	394,876	11517.53	34.28	
Site Specific	UTSW	217	0	0	13,894	844.80	16.45	
Site Specific	704	770	151	116	52,866	4201.58	12.58	
Site Specific	705	391	215	177	30,308	3315.43	9.14	
Site Specific	706	211	0	0	13,496	2144.00	6.29	
Site Specific	768	805	174	18	54,014	3034.05	17.80	
<b>Site Specific Total</b>		<b>10,026</b>	<b>5,377</b>	<b>3,810</b>	<b>764,877</b>	<b>31,880.72</b>	<b>23.99</b>	<b>17.99</b>

### *Passenger Miles per Revenue Mile*

This is a new performance measure reported for the first time at DART from FY19. Q2 results appear in the following table:

*Table 5: Passenger Mile Per Revenue Mile for 2<sup>nd</sup> QTR 2020*

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Local	2	289,914.99	45,972.52	6.31	
Local	11	1,205,654.51	141,232.26	8.54	
Local	12	241,177.90	68,879.86	3.50	
Local	19	428,032.52	95,150.34	4.50	



Local	21	120,117.89	47,582.88	2.52	
Local	24	143,775.62	26,745.31	5.38	
Local	26	262,614.79	43,368.00	6.06	
Local	27	22,028.58	11,983.22	1.84	
Local	29	150,240.46	46,705.80	3.22	
Local	31	405,918.69	81,801.17	4.96	
Local	35	187,910.01	47,207.44	3.98	
Local	36	497,794.97	76,703.46	6.49	
Local	39	133,320.68	25,757.17	5.18	
Local	42	128,685.27	37,699.22	3.41	
Local	52	238,898.84	57,268.28	4.17	
Local	59	208,559.87	45,777.56	4.56	
Local	60	298,609.29	55,863.11	5.35	
Local	63	235,694.25	41,585.65	5.67	
Local	76	197,471.97	42,040.88	4.70	
Local	81	191,521.62	47,833.58	4.00	
Local	82	123,040.23	39,274.11	3.13	
Local	84	264,932.81	69,181.00	3.83	
Local	110	732,368.38	60,317.94	12.14	
Local	111	225,543.01	42,907.85	5.26	
Local	155	59,002.42	11,681.86	5.05	
Local	161	920,057.32	120,178.77	7.66	
Local	164	1,262,664.56	151,971.34	8.31	
Local	183	833,938.45	91,340.55	9.13	
Local Total		10,009,489.89	1,674,011.13	5.98	4.48
Express	205	304,360.48	24,406.94	12.47	
Express	206	709,270.97	63,806.00	11.12	
Express	208	979,213.48	76,922.87	12.73	
Express	210	177,153.96	32,882.32	5.39	
Express	211	135,566.17	39,851.37	3.40	
Express	278	211,146.03	29,119.57	7.25	
Express	283	634,911.12	82,708.75	7.68	
Express Total		3,151,622.21	349,697.81	9.01	6.76
Feeder	333	56,654.31	20,282.14	2.79	
Feeder	347	223,470.29	42,546.25	5.25	
Feeder	350	260,207.79	56,034.63	4.64	
Feeder	360	161,280.42	41,343.30	3.90	
Feeder	361	123,063.09	29,722.79	4.14	
Feeder	362	180,983.68	37,296.92	4.85	
Feeder	372	229,249.90	47,524.28	4.82	
Feeder	374	157,675.47	42,466.22	3.71	
Feeder	376	72,122.44	24,664.17	2.92	
Feeder	377	72,263.92	19,415.38	3.72	
Feeder	378	523,736.46	75,984.25	6.89	
Feeder	380	55,608.69	20,027.67	2.78	
Feeder	385	62,097.61	25,933.76	2.39	
Feeder	500	48,204.83	21,645.23	2.23	



Feeder	501	371,302.20	62,887.46	5.90	
Feeder	502	82,884.89	36,460.85	2.27	
Feeder	504	73,497.86	24,004.77	3.06	
Feeder	505	62,322.94	26,445.65	2.36	
Feeder	506	148,023.75	37,305.12	3.97	
Feeder	507	43,754.02	20,034.41	2.18	
Feeder	508	32,229.40	16,154.48	2.00	
Feeder	509	82,276.19	24,364.30	3.38	
Feeder	510	89,350.11	40,110.59	2.23	
Feeder	513	51,591.29	23,389.22	2.21	
Feeder	514	70,813.16	28,817.53	2.46	
Feeder	515	82,569.89	34,494.89	2.39	
Feeder	516	42,097.24	19,436.29	2.17	
Feeder	521	42,653.21	26,865.22	1.59	
Feeder	522	108,486.81	35,772.58	3.03	
Feeder	524	89,950.11	21,920.51	4.10	
Feeder	525	50,008.49	22,771.80	2.20	
Feeder	526	61,354.67	15,137.34	4.05	
Feeder	527	117,785.07	30,891.59	3.81	
Feeder	528	118,850.56	35,501.92	3.35	
Feeder	529	98,813.25	37,922.21	2.61	
Feeder	531	147,734.82	33,915.33	4.36	
Feeder	532	41,802.06	17,439.92	2.40	
Feeder	533	18,695.43	6,676.14	2.80	
Feeder	534	469,477.15	63,278.30	7.42	
Feeder	535	239,311.44	59,516.45	4.02	
Feeder	536	45,045.46	19,634.24	2.29	
Feeder	538	129,752.74	43,390.16	2.99	
Feeder	541	130,135.68	38,298.25	3.40	
Feeder	542	71,330.44	31,253.81	2.28	
Feeder	544	194,318.68	58,672.99	3.31	
Feeder	547	356,105.14	57,618.40	6.18	
Feeder	549	512,298.41	60,551.79	8.46	
Feeder	551	89,673.19	21,435.72	4.18	
Feeder	553	42,423.30	11,016.06	3.85	
Feeder	554	285,902.36	50,343.59	5.68	
Feeder	555	29,260.30	10,155.26	2.88	
Feeder	560	60,870.57	20,657.58	2.95	
Feeder	566	45,910.50	17,271.30	2.66	
Feeder	568	175,086.08	64,109.18	2.73	
Feeder	571	143,481.67	41,070.32	3.49	
Feeder	574	130,390.56	26,180.04	4.98	
Feeder	582	69,856.52	28,810.61	2.42	
Feeder	583	536,930.64	109,551.40	4.90	
Feeder	585	45,124.03	23,270.20	1.94	
Feeder	591	39,270.64	20,053.39	1.96	
Feeder	592	215,736.06	52,458.44	4.11	
Feeder	593	246,876.10	43,192.67	5.72	



Feeder	594	65,944.25	32,418.64	2.03	
Feeder	595	121,067.26	59,745.24	2.03	
Feeder	597	356,855.41	66,727.06	5.35	
<b>Feeder Total</b>		<b>9,203,900.90</b>	<b>2,314,288.17</b>	<b>3.98</b>	<b>2.98</b>
Crosstown	401	265,915.61	50,620.49	5.25	
Crosstown	402	582,528.16	95,755.53	6.08	
Crosstown	403	542,329.14	103,097.61	5.26	
Crosstown	404	1,396,554.17	186,800.49	7.48	
Crosstown	405	682,867.62	106,481.16	6.41	
Crosstown	408	673,670.42	81,422.85	8.27	
Crosstown	409	341,865.01	77,707.73	4.40	
Crosstown	410	375,620.41	66,344.04	5.66	
Crosstown	415	252,812.02	43,912.32	5.76	
Crosstown	426	179,801.08	36,300.40	4.95	
Crosstown	428	827,678.18	118,526.81	6.98	
Crosstown	444	240,173.38	65,700.73	3.66	
Crosstown	445	167,146.24	35,207.76	4.75	
Crosstown	451	446,235.64	65,569.59	6.81	
Crosstown	452	239,521.82	49,937.26	4.80	
Crosstown	453	691,229.72	113,475.86	6.09	
Crosstown	463	544,367.08	75,939.44	7.17	
Crosstown	466	1,170,831.94	167,434.89	6.99	
Crosstown	467	957,152.07	147,855.04	6.47	
Crosstown	475	340,191.01	84,371.46	4.03	
Crosstown	486	810,693.89	101,429.46	7.99	
Crosstown	488	636,376.22	75,181.74	8.46	
<b>Crosstown Total</b>		<b>12,365,560.82</b>	<b>1,949,072.67</b>	<b>6.34</b>	<b>4.76</b>
Shuttle	702	26,376.99	4,991.57	5.28	
Shuttle	749	70,603.76	23,829.19	2.96	
Shuttle	840	25,165.19	18,349.07	1.37	
Shuttle	841	30,972.98	14,035.00	2.21	
Shuttle	843	8,698.82	5,655.88	1.54	
Shuttle	870	39,731.39	19,656.36	2.02	
Shuttle	887	17,135.25	12,518.58	1.37	
<b>Shuttle Total</b>		<b>218,684.38</b>	<b>99,035.65</b>	<b>2.21</b>	<b>1.66</b>

### *Subsidy per Passenger*

The following table shows overall Q2 subsidy per passenger for each route/service.



Table 6: Subsidy per Passenger for 2<sup>nd</sup> QTR 2020

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Local	2	112,035	\$489,969.37	\$4.37	
Local	11	323,626	\$1,360,981.72	\$4.21	
Local	12	82,110	\$828,743.06	\$10.09	
Local	19	133,475	\$1,141,365.98	\$8.55	
Local	21	28,528	\$582,232.56	\$20.41	
Local	24	61,558	\$366,546.50	\$5.95	
Local	26	98,669	\$468,448.88	\$4.75	
Local	27	9,152	\$169,107.85	\$18.48	
Local	29	56,341	\$540,350.08	\$9.59	
Local	31	76,263	\$847,477.44	\$11.11	
Local	35	48,023	\$535,220.06	\$11.15	
Local	36	78,830	\$770,919.13	\$9.78	
Local	39	56,190	\$368,997.82	\$6.57	
Local	42	31,428	\$437,556.31	\$13.92	
Local	52	65,514	\$652,343.41	\$9.96	
Local	59	54,513	\$481,947.20	\$8.84	
Local	60	52,947	\$572,667.93	\$10.82	
Local	63	48,264	\$412,472.41	\$8.55	
Local	76	62,505	\$489,254.32	\$7.83	
Local	81	53,730	\$560,658.18	\$10.43	
Local	82	32,976	\$465,645.70	\$14.12	
Local	84	63,561	\$792,587.43	\$12.47	
Local	110	113,175	\$564,266.21	\$4.99	
Local	111	47,959	\$456,160.50	\$9.51	
Local	155	10,672	\$162,514.51	\$15.23	
Local	161	133,915	\$1,068,216.91	\$7.98	
Local	164	202,871	\$1,327,468.95	\$6.54	
Local	183	77,100	\$704,224.06	\$9.13	
Local Total		2,215,931	\$17,618,344.46	\$7.95	\$10.60
Express	205	23,630	\$254,997.91	\$10.79	
Express	206	43,656	\$726,049.49	\$16.63	
Express	208	50,473	\$845,899.90	\$16.76	
Express	210	9,157	\$431,050.23	\$47.08	
Express	211	15,865	\$548,226.45	\$34.55	
Express	278	23,915	\$443,484.58	\$18.54	
Express	283	47,064	\$736,568.12	\$15.65	
Express Total		213,760	\$3,986,276.68	\$18.65	\$24.86
Feeder	333	15,788	\$238,498.11	\$15.11	
Feeder	347	38,423	\$532,282.76	\$13.85	
Feeder	350	47,051	\$619,973.72	\$13.18	
Feeder	360	62,777	\$483,571.94	\$7.70	



Feeder	361	34,577	\$321,837.36	\$9.31	
Feeder	362	35,701	\$392,956.93	\$11.01	
Feeder	372	46,499	\$485,979.78	\$10.45	
Feeder	374	48,797	\$492,560.00	\$10.09	
Feeder	376	24,205	\$256,244.54	\$10.59	
Feeder	377	23,190	\$240,320.71	\$10.36	
Feeder	378	109,252	\$780,759.06	\$7.15	
Feeder	380	17,676	\$232,342.73	\$13.14	
Feeder	385	17,779	\$305,259.64	\$17.17	
Feeder	500	12,491	\$283,744.38	\$22.72	
Feeder	501	74,533	\$608,727.98	\$8.17	
Feeder	502	43,870	\$455,186.28	\$10.38	
Feeder	504	22,639	\$297,915.73	\$13.16	
Feeder	505	16,871	\$313,561.80	\$18.59	
Feeder	506	97,609	\$405,860.78	\$4.16	
Feeder	507	13,303	\$232,015.64	\$17.44	
Feeder	508	13,528	\$218,611.19	\$16.16	
Feeder	509	20,518	\$255,452.62	\$12.45	
Feeder	510	17,201	\$429,347.04	\$24.96	
Feeder	513	19,011	\$297,195.42	\$15.63	
Feeder	514	23,613	\$351,598.98	\$14.89	
Feeder	515	31,655	\$407,542.52	\$12.87	
Feeder	516	19,091	\$208,516.74	\$10.92	
Feeder	521	20,624	\$341,399.11	\$16.55	
Feeder	522	39,026	\$391,849.81	\$10.04	
Feeder	524	49,079	\$313,682.02	\$6.39	
Feeder	525	15,503	\$263,254.97	\$16.98	
Feeder	526	30,871	\$168,769.18	\$5.47	
Feeder	527	52,077	\$303,997.79	\$5.84	
Feeder	528	37,590	\$347,124.71	\$9.23	
Feeder	529	26,123	\$407,321.46	\$15.59	
Feeder	531	40,129	\$359,125.53	\$8.95	
Feeder	532	16,682	\$211,114.72	\$12.66	
Feeder	533	10,345	\$86,148.03	\$8.33	
Feeder	534	86,611	\$653,805.82	\$7.55	
Feeder	535	75,665	\$632,448.80	\$8.36	
Feeder	536	10,696	\$327,497.76	\$30.62	
Feeder	538	61,085	\$486,505.34	\$7.96	
Feeder	541	42,983	\$452,387.15	\$10.52	
Feeder	542	24,994	\$407,293.61	\$16.30	
Feeder	544	52,336	\$640,147.24	\$12.23	
Feeder	547	76,844	\$612,740.57	\$7.97	
Feeder	549	102,517	\$584,209.72	\$5.70	
Feeder	551	25,274	\$213,035.45	\$8.43	
Feeder	553	21,643	\$167,615.16	\$7.74	
Feeder	554	112,557	\$482,086.67	\$4.28	
Feeder	555	9,777	\$138,494.76	\$14.17	
Feeder	560	18,036	\$230,265.10	\$12.77	



Feeder	566	14,342	\$247,501.09	\$17.26	
Feeder	568	54,943	\$690,651.22	\$12.57	
Feeder	571	28,855	\$452,749.32	\$15.69	
Feeder	574	20,998	\$214,824.86	\$10.23	
Feeder	582	25,661	\$370,509.80	\$14.44	
Feeder	583	167,689	\$1,147,399.22	\$6.84	
Feeder	585	17,881	\$331,816.48	\$18.56	
Feeder	591	19,695	\$264,711.46	\$13.44	
Feeder	592	85,227	\$600,434.20	\$7.05	
Feeder	593	83,296	\$438,933.39	\$5.27	
Feeder	594	26,522	\$354,751.97	\$13.38	
Feeder	595	30,137	\$620,596.25	\$20.59	
Feeder	597	71,863	\$668,747.31	\$9.31	
<b>Feeder Total</b>		<b>2,653,821</b>	<b>\$25,773,811.46</b>	<b>\$9.71</b>	<b>\$12.95</b>
Crosstown	401	59,347	\$511,041.53	\$8.61	
Crosstown	402	93,213	\$963,780.08	\$10.34	
Crosstown	403	86,915	\$920,128.31	\$10.59	
Crosstown	404	260,370	\$1,728,406.25	\$6.64	
Crosstown	405	116,074	\$991,734.57	\$8.54	
Crosstown	408	112,572	\$798,258.11	\$7.09	
Crosstown	409	126,797	\$923,964.09	\$7.29	
Crosstown	410	67,534	\$675,154.41	\$10.00	
Crosstown	415	52,918	\$502,866.01	\$9.50	
Crosstown	426	62,892	\$404,821.28	\$6.44	
Crosstown	428	155,296	\$1,143,669.75	\$7.36	
Crosstown	444	68,094	\$718,476.89	\$10.55	
Crosstown	445	58,482	\$416,286.47	\$7.12	
Crosstown	451	79,270	\$744,442.64	\$9.39	
Crosstown	452	40,020	\$611,718.03	\$15.29	
Crosstown	453	150,807	\$1,119,634.31	\$7.42	
Crosstown	463	115,405	\$731,753.97	\$6.34	
Crosstown	466	254,064	\$1,479,814.68	\$5.82	
Crosstown	467	196,403	\$1,326,994.25	\$6.76	
Crosstown	475	68,815	\$804,367.06	\$11.69	
Crosstown	486	179,481	\$972,164.00	\$5.42	
Crosstown	488	144,853	\$725,962.18	\$5.01	
<b>Crosstown Total</b>		<b>2,549,621</b>	<b>\$19,215,438.88</b>	<b>\$7.54</b>	<b>\$10.05</b>
Shuttle	702	36,472	\$127,288.55	\$3.49	
Shuttle	749	29,847	\$330,597.64	\$11.08	
Shuttle	840	12,688	\$233,633.50	\$18.41	
Shuttle	841	9,905	\$236,791.94	\$23.91	
Shuttle	843	4,616	\$91,232.17	\$19.77	
Shuttle	870	19,424	\$265,545.66	\$13.67	
Shuttle	887	6,875	\$22,178.72	\$3.23	
<b>Shuttle Total</b>		<b>119,828</b>	<b>\$1,307,268.19</b>	<b>\$10.91</b>	<b>\$14.55</b>
GoLink	Inland Port	4,587	\$87,559.82	\$19.09	



GoLink	Kleberg	3,054	\$56,046.94	\$18.35	
GoLink	Rylie	2,005	\$55,724.48	\$27.79	
GoLink	North Central Plano	9,655	\$114,889.39	\$11.90	
GoLink	Legacy West	9,245	\$110,967.41	\$12.00	
GoLink	Rowlett	11,596	\$139,523.81	\$12.03	
GoLink	Far North Plano	3,934	\$68,528.58	\$17.42	
GoLink	Farmers Branch	3,568	\$59,628.46	\$16.71	
GoLink	Glenn Heights	1,285	\$57,471.92	\$44.73	
GoLink	Lake Highlands	2,276	\$53,810.29	\$23.64	
GoLink	Lakewood	1,464	\$52,562.70	\$35.90	
GoLink	North Dallas	3,093	\$51,107.16	\$16.52	
GoLink	Park Cities	546	\$46,547.79	\$85.25	
<b>GoLink Total</b>		<b>56,308</b>	<b>\$954,368.75</b>	<b>\$16.95</b>	<b>\$22.60</b>
Site Specific	BAY	13,512	\$12,500.00	\$0.93	
Site Specific	DFW	13,205	\$35.52	\$0.00	
Site Specific	MATA				
Site Specific	MCE	6,615	\$6,900.00	\$1.04	
Site Specific	RSON	7,760	\$16,030.25	\$2.07	
Site Specific	TI	13,262	\$68,750.00	\$5.18	
Site Specific	UTD	394,876	\$61,192.00	\$0.15	
Site Specific	UTSW	13,894	\$0.00	\$0.00	
Site Specific	704	52,866	\$261,836.62	\$4.95	
Site Specific	705	30,308	\$215,504.63	\$7.11	
Site Specific	706	13,496	\$168,112.95	\$12.46	
Site Specific	768	54,014	\$90,000.00	\$1.67	
<b>Site Specific Total</b>		<b>613,807</b>	<b>\$900,861.97</b>	<b>\$1.47</b>	<b>\$1.96</b>

### Route Deficiencies

Under the new Service Standards, a route is considered a deficient performer when it fails to meet any of 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.

Route	Discussion
21	Route 21 is a local route operating in Dallas, generally in Oak Cliff along Bishop, Llewellyn, and Edgefield. Sections of the route track closely with other routes in the area, diminishing potential ridership. We will examine this route in greater detail during Service Plan work.



<b>27</b>	Route 27 is a Dallas local route that serves portions of Harry Hines and Uptown between Downtown and Parkland Station. It is a perennial low performer and was proposed for elimination a number of years ago. After complaints from a facility serving Seniors, service was retained despite low performance. We will examine alternatives during Service Plan work.
<b>35</b>	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 LaReunion that do not generate major ridership. In South Dallas, the route covers Harwood, Crozier, and several other streets. We will examine this route in greater detail during Service Plan work.
<b>42</b>	Route 42 is a Dallas local route that serves Oak Cliff, operating primarily on Edgefield Drive. Edgefield sits only 1/3-mile from the Tyler/Vernon corridor, and this route is a rare example of duplication in the DART network. Given challenges operating on relatively narrow streets and proximity to other routes, we will examine whether this route should be discontinued, with resources reallocated to other services.
<b>82</b>	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. We will examine options during Service Plan work.
<b>84</b>	Route 84 is a relatively new Dallas route that was created from the older Capitol branch of Route 24, and then extended from Mockingbird Station to Richland College via Greenville Avenue. Operations began in March 2018, and the route is still in its developmental stage. We will monitor future ridership growth and evaluate this route to determine whether future actions are warranted.
<b>210</b>	Route 210 is an express route anchored at Jack Hatchell Transit Center in Plano. Many of the customers moved to Route 208 when that route was established, and we have reduced service levels on 210 since the riders moved over to the NW Plano service. The Service Plan will examine the future of this route and whether resources should be allocated to provide more service on 208, which has periodic overcrowding.
<b>211</b>	Route 211 is an express route in Plano, connecting Parker Road Station with the Legacy area. It operates during peak periods only and has not performed well since service was initiated. In order to encourage additional ridership, we have recently added additional stops along Spring Creek. Ridership has increased somewhat, but is not close to meeting Standards at this time.
<b>333</b>	Route 333 is a feeder route operating in Addison, Carrollton, and a small portion of Far North Dallas, mainly along Marsh Lane. It is a perennial low performer, and we believe it may be a candidate (along with Route 536) for potential conversion to GoLink demand responsive service. Service Planning staff are examining options for future service changes.



<b>385</b>	Route 385 is a feeder route operating in Garland, mainly the southern part from Lake Ray Hubbard Park & Ride, with connecting service to Rowlett Station. It has historically been a low performer, and we believe it is a candidate for potential conversion to GoLink demand responsive service. Service Planning staff are examining options for future service changes.
<b>444</b>	Route 444 is a crosstown route operating in Dallas, mainly in Oak Cliff, with key route segments on Clarendon, 8 <sup>th</sup> , 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 Service Plan work.
<b>475</b>	Route 475 is a crosstown route operating in Dallas, generally in East Dallas, Pleasant Grove, and Lake Highlands. It has traditionally been a moderate performer, with some quarters falling below standards, and other quarters rising just above. We will examine options during Service Plan work.
<b>500</b>	Route 500 is a feeder route operating in Irving and the Cypress Waters section of Dallas. It has traditionally been a low performer. This route (along with nearby service on Route 510) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>505</b>	Route 505 is a feeder route operating in Irving, running along Northgate, Rochelle, and Esters. It has traditionally been a low-performing route. We will examine options during Service Plan work.
<b>507</b>	Route 507 is a feeder route operating in Irving, primarily on O'Connor between Downtown Irving and Las Colinas Urban Center. This route (along with nearby service on Route 508) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>508</b>	Route 508 is a feeder route operating in Irving. This route (along with nearby service on Route 507) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>510</b>	Route 510 is a feeder route operating in Irving. It has traditionally been a low performer. This route (along with nearby service on Route 500) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>513</b>	Route 513 is a feeder route operating in Garland departing from Downtown Garland Station. It serves Firewheel Town Center and adjacent retail centers, as well as primarily residential areas along Country Club and Pleasant Valley, and industrial areas on East Walnut. One reason for the decline in productivity is that a second weekday block was added last August to improve schedule reliability.
<b>514</b>	Route 514 is a feeder route operating in Irving, generally along Grauwyler and Pioneer. This route has been above standard in the past, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. If needed, we will examine this route in greater detail during Service Plan work.
<b>521</b>	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. We will examine this route in greater detail during Service Plan work.



<b>525</b>	Route 525 is a feeder route operating in the Stemmons Corridor of Dallas, primarily along Regal Row, Texas 183, and IH-35E. We will examine this route in greater detail during Service Plan work.
<b>529</b>	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. We will examine this route during Service Plan work.
<b>536</b>	Route 536 is a feeder route operating in Addison and Carrollton, anchored at either end by Trinity Mills Station or Addison Transit Center. This route (along with nearby service on Route 333) may be a candidate for possible GoLink conversion, and we will examine options during Service Plan work.
<b>542</b>	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 Service Plan work.
<b>566</b>	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.
<b>582</b>	Route 582 is a feeder route departing from LBJ / Central Station and ending at Walnut Hill Station. It operates primarily along the Abrams Road corridor, also serving Richland College, and touches the edge of Vickery Meadow. LBJ/Central Station provides connections to the Texas Instruments site specific shuttle, while the Walnut Hill end of the route serves Presbyterian Hospital.
<b>585</b>	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 the late part of its developmental phase. Staff will continue to review ways to improve ridership and performance, and we will examine this route in greater detail during Service Plan work.
<b>591</b>	Route 591 is a feeder route operating in Dallas, serving Pleasant Grove. It runs between Lake June Station and Buckner Station. We will examine this route in greater detail during Service Plan work.
<b>594</b>	Route 594 is a feeder route operating in Dallas, serving Pleasant Grove. It runs to/from Lake June Station to Elam Road and Spruce High School. We will examine this route in greater detail during Service Plan work.
<b>595</b>	Route 595 is a feeder route operating in Dallas, serving Pleasant Grove and other neighborhoods. It runs to/from MLK Station and Buckner Station. We will examine this route in greater detail during Service Plan work.
<b>840</b>	Route 840 is a flex route operating in South Irving. It is proposed for conversion to fixed route only operation in June 2020, with flexing permanently discontinued. This route is a candidate for possible future GoLink conversion, and we will examine options during the upcoming Service Plan work.
<b>Glenn Heights GoLink</b>	The Glenn Heights zone was recently transitioned to GoLink Service. It serves all of Glenn Heights, with midday connections to Blue Line LRT service and shopping areas along Wheatland Road in Dallas. UberPool service is now available in this zone, although usage is light so far. We expect a new Senior Center to open in 2020, and this should add to the rider base.

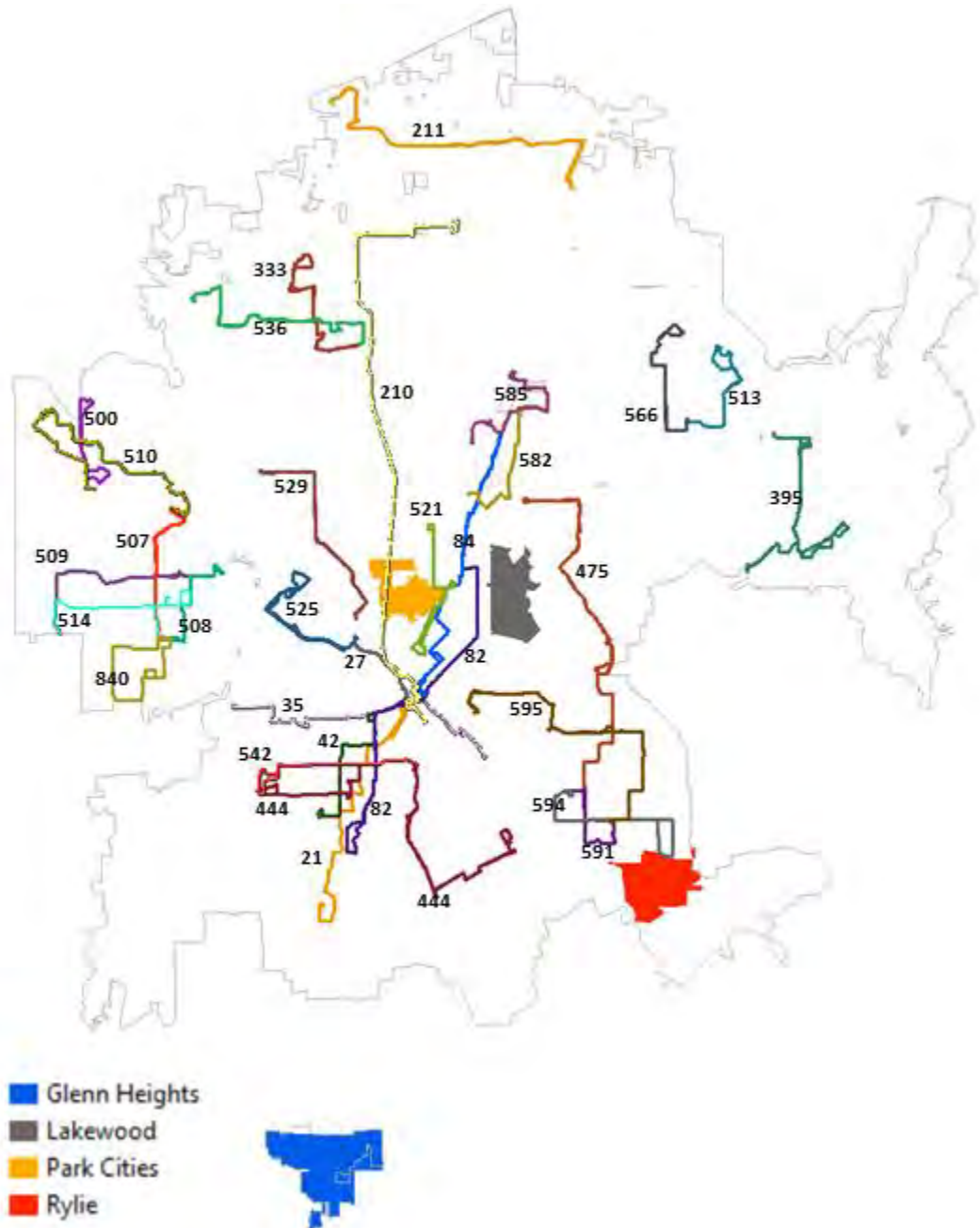


<b>Lakewood GoLink</b>	The Lakewood zone was recently transitioned to GoLink Service. It serves parts of Dallas east of Abrams Road, anchored at Mockingbird Station. Ridership has been trending down slightly in recent years, but has increased with the GoLink conversion. We will soon combine assigned dedicated vehicles for this zone and the Park Cities zone, reducing dedicated hours to better match ridership levels.
<b>Park Cities GoLink</b>	The Park Cities On Call has now been re-branded as a GoLink service. It serves Highland Park and parts of University Park and Dallas. It traditionally has very light ridership, and subsidy per passenger will continue to be unusually high while a dedicated vehicle is assigned to the zone. We will soon combine assigned dedicated vehicles for this zone and the Lakewood zone, reducing dedicated hours to better match ridership levels.
<b>Rylie GoLink</b>	The Rylie GoLink zone serves low-density residential areas in the far southeastern part of Dallas. Performance for this zone is affected by the low densities and use of dedicated vehicles, although we have previously. Last year this zone started to share its dedicated vehicle with the nearby Kleberg zone, and we are integrating TNC support to improve cost-effectiveness.



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

*Figure 1: Location of the Deficient Performers in 2<sup>nd</sup> QTR FY20*





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# FY 2020

## Quarterly Marketing & Communications Report

### Second Quarter

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#### Kiosk Media Event

*Feb. 21, 2020*

##### Project Overview:

DART celebrated the deployment of its new interactive digital kiosks Feb. 21 at an unveiling and dedication ceremony at J.B. Jackson, Jr. Transit Center. The kiosks' user-centered solutions empower customers to make travel decisions based on the schedules and modes that work best for them.

##### Project Elements:

- Press event officiated by Gary Thomas
- Congresswoman Eddie Bernice Johnson presented
- Digital and social media



##### Highlights:

- Engaged local influencer Reuben Lael to cover the Feb. 21 media event, which generated 877 impressions and 34 engagements on DART's Facebook page.
  - Pre-, live- and post-coverage on Reuben's Facebook, Twitter and Instagram accounts generated 7,439 impressions.



##### By the Numbers:

- A Jan. 28 press release, "DART's New Interactive Digital Kiosks Bring Leading Edge Technology to North Texas Riders" received 1,357-page views on DART.org
- More than 30,000 social media impressions overall:
  - 5 Facebook posts: 9,963 impressions and 1,319 engagements
  - 5 tweets on Twitter: 16,246 impressions and 104 engagements
  - 8 Instagram posts: 4,027 impressions and 205 engagements





# Coronavirus

March 2020

## Project Overview:

The coronavirus global pandemic has dramatically impacted the daily lives of our country and our region. DART has taken proactive steps to provide a continuity of transit services and transparent communication to our customers and key stakeholders.

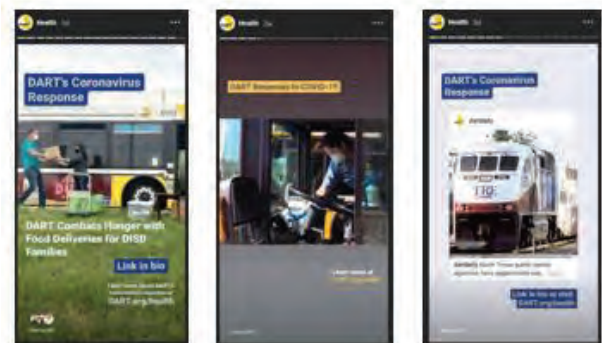
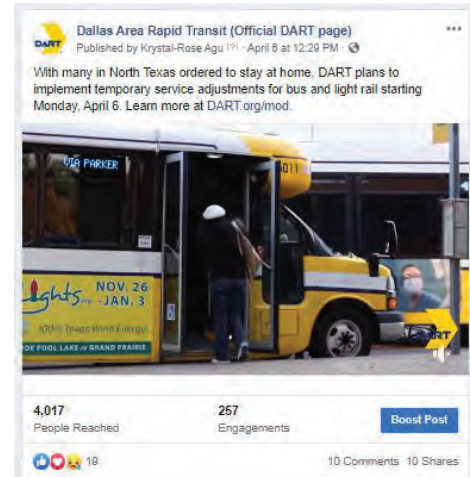
Paramount to our approach is strengthening trust and confidence among the public, the media and our employees. We continue to formulate and disseminate accurate and timely information that aligns with Centers for Disease Control and Prevention guidelines, as well as DART policy and procedures across the most efficient and appropriate channels.

Additionally, during this pandemic, we have launched DARTServes as our corporate social responsibility arm to communicate our innovative service delivery platform. Under DARTServes, we have initiated several community-focused opportunities including: DISD lunch delivery, delivery of meals to seniors, and paratransit grocery delivery.

## Project Elements:

We are utilizing our multiple assets and channels to inform and educate the public about DART's measures to provide safe transit services, asset (vehicles and facilities) cleaning protocols, and new transit solutions provided through DARTServes during the pandemic:

- DART.org/health
- DART Daily
- Social media
- DARTalerts
- Kiosks
- INFOtransit digital screens
- InfoStation









## Coronavirus (continued)

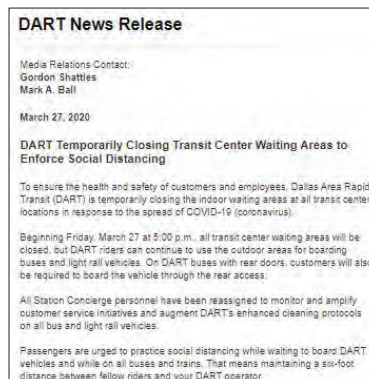
### Highlights (continued)

- Victor Freeney on Facebook: “Thank you for continuing transit services because that’s my main way of getting around. Thanks to all the operators on Route 164 for constantly being on time and for all you have to endure!”
- David Elliott on Facebook: “Every day I dread DART will shut down service, but every day the buses and trains are running! I am SO thankful!”



### By the Numbers:

- More than 77,000 social media impressions overall:
  - 10 Facebook posts: 29,891 impressions and 2,869 engagements
  - 9 tweets on Twitter: 41,233 impressions and 345 engagements
  - 12 Instagram posts: 6,501 impressions and 24 engagements
- Total positive media impressions on local broadcast, print and digital channels: 190 million
- DART assets (bus interiors, rail interiors, corner markers, INFOtransit digital screens):
  - Ads: 3,474
  - Market value: \$401,416
  - Impressions: 28.2M





## Ongoing Revenue

### Project Overview:

Generate non-fare-based revenue through the sale of advertising on the interiors and exteriors of DART's buses and trains, and at certain locations. This program generates approximately \$4 million annually, while incurring minimal expense.

Increase fixed-route ridership through block sale of passes to businesses, organizations, educational institutions, and groups, generating approximately \$11 million in revenue.

### Project Elements:

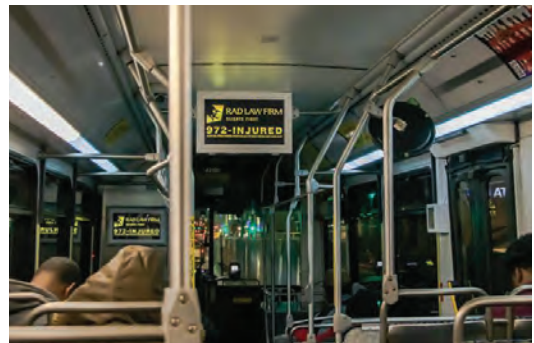
- Advertising sales on bus and rail interiors and exteriors
- DART corporate and higher education pass sales

### Highlights:

- The Top 10 advertisers this quarter were Tricolor Auto Group and Ganas Auto, RAD Law Firm, Facebook, Coca-Cola, CarMax, Pluto TV, International Leadership of Texas, Loncar Associates, KDAF-TV Channel 33, and Thompson Law.
- The Top 5 business categories were auto, law, social media, beverage, and entertainment.

### By the Numbers:

- Revenue DART received from advertising sales decreased 6.53%, from \$934,000 in Q2 FY 2019 to \$873,000 Q2 FY 2020





# MillerCoors Free Rides New Year's Eve Program December 2019

## Project Overview:

The New Year's Eve Chill Responsibly Program sponsored by MillerCoors promoted riding transit instead of driving to key social and holiday celebratory events.

The three-year agreement ended in 2019, and the program included:

- DART bus and rail, TRE (to CentrePort) and paratransit services
- "Free Ride" 6 p.m. to end of service on Dec. 31, 2019

## Project Elements:

- Social media
- Customer service on-hold message
- Press release
- Subscriber emails
- DART.org and trinityrailwayexpress.org
- GoPass Events and Offers
- Full train and bus wraps
- TRE seat drops
- Bus interiors
- INFOtransit digital screens
- Bus head signs
- Farebox covers
- Public Announcement/Variable Message Boards
- Corner markers, station banners, wind screens, A-Frames and TVM Decals





## MillerCoors Free Rides New Year's Eve Program (continued)

### Highlights:

- Earned media coverage generated on local broadcast, print and digital channels generated 12.4 million impressions.
- Promotion was highlighted in the November/December 2019 issue of Rider Insider.
  - 40,000 copies of the Rider Insider brochure were distributed on DART vehicles and to nine downtown Dallas hotels

### By the Numbers:

- Ridership estimates:
  - Rail: 21,063
  - Bus: 14,547
  - TRE: 1,060
  - Paratransit/GoLink/OnCall: 168
- Nearly 32,000 social media impressions overall:
  - 5 Facebook posts: 5,813 impressions and 217 engagements
  - 9 tweets on Twitter: 22,875 impressions and 45 engagements
  - 8 Instagram posts: 3,307 impressions and 175 engagements
- Media (print):
  - Ads: 3
  - Market value: \$13,500
  - Impressions: 2.4 million
- DART assets (banners, corner markers, INFOtransit digital screens, and windscreens):
  - Ads: 508
  - Market value: \$49,505
  - Impressions: 2.2 million





## New Year's Day NHL Winter Classic Hockey Game

*December 2019 to January 2020*

### Project Overview:

This was the first time that the Winter Classic was held in Texas. It was also the first NHL outdoor game for the Dallas Stars and Nashville Predators.

The NHL Winter Classic Hockey Game on New Year's Day presented a high-profile opportunity for DART to gain ridership, increase brand affinity and relevance, as well as provide national exposure. The game was held at Fair Park Cotton Bowl and attracted an audience of more than 85,600.



### Project Elements:

- Social media promotion Dec. 18 to Dec. 31, 2019
- Branded 10x15 booth at the Jan. 1, 2020 event

### Highlights:

- Rail and bus supervisors, assistant managers and station concierges assisted riders at impacted stations.
- Schedulers added 10-minute service to the Green and Orange lines from about 8 a.m. to 8 p.m.
- Bus operations assisted with 34 buses from Fair Park to Downtown Dallas Central Business District and SMU/Mockingbird stations.
- DART Police deployed 27 officers at numerous stations and provided motorcycle escort for buses pulling out of Fair Park Station to ease platform overcrowding.
- The special events team created an experiential booth onsite, engaging attendees with relevant, fun games and prizes.
  - Special events staff and brand ambassadors interacted with about 500 fans at booth.





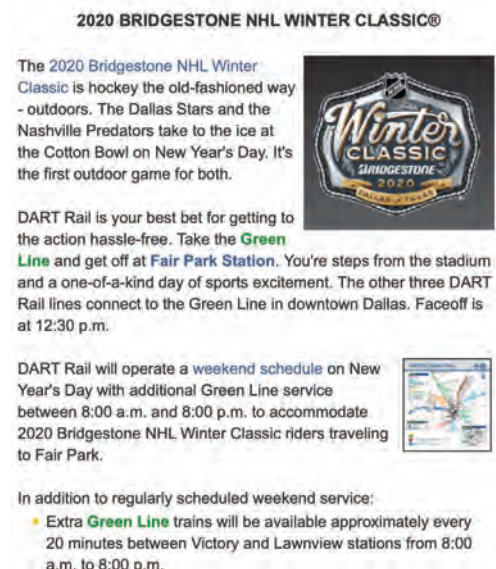
## New Year's Day NHL Winter Classic Hockey Game (continued)

### Highlights (continued)

- Earned media coverage generated on local print and digital channels generated 11.6 million impressions.
- Event was promoted in the November/December 2019 issue of Rider Insider.
  - 40,000 copies of the Rider Insider brochure were distributed on DART vehicles and to nine downtown Dallas hotels.

### By the Numbers:

- Ridership estimates:
  - Rail: 72,564
  - Bus: 37,672
  - TRE: 4,545
- More than 56,000 social media impressions overall:
  - 2 Facebook posts: 31,658 impressions and 2,609 engagements
  - 5 tweets on Twitter: 23,199 impressions and 188 engagements
  - 2 Instagram posts: 1,311 impressions and 86 engagements





## **Special Event Marketing Agreement Wrap-up**

*ZestFest food show, Jan. 24-26, 2020*

*Senior Games 2020, Feb. 27 to March 8, 2020*

*North Texas Irish Festival, March 6-8, 2020*

### **Project Overview:**

Extend DART's brand awareness and relevance, as well as increase ridership, through cross-promotional agreements with ZestFest, Senior Games 2020 and North Texas Irish Festival.

### **Project Elements:**

- ZestFest agreement included:
  - Presence on DART.org, including event schedule and logo
  - Promotion on DART's Facebook and Twitter
  - 5 display station banners to promote event
- DART received the following from ZestFest agreement:
  - Highly visible 10' x 20' booth space
  - 1 full-page advertisement in ZestFest program book
  - DART logo listed or mentioned in purchased advertising in select newspapers, billboard and radio spots
  - 10 PA announcements of our sponsorship and booth number during event
  - Tags on all purchased radio spots
  - DART logo presence on all promotional emails
  - DART logo listed on the homepage of ZestFest.net
  - DART logo on all ZestFest promotional and directional banners at the show entrance
- Senior Games 2020 agreement included:
  - Presence on DART.org, including event schedule and logo
  - Promotion on DART's Facebook and Twitter
  - Advertising on 20 bus sides
  - 5 display station banners to promote event



## Special Event Marketing Agreement Wrap-up (continued)

- DART received the following from Senior Games 2020 agreement:
  - A 20 x 20 exhibit booth (preferred location) at each signature event
  - DART name and booth number listed on Health and Wellness Expo passport
  - DART's name announced from the main stage during event(s)
  - DART logo prominently placed on all advertising and promotional materials
  - 4 tickets to the event hospitality room (refreshments)
  - 4 complimentary meals at each event
  - 3-minute sponsor highlight on the main stage at all events
  - 2 VIP parking passes
- North Texas Irish Festival agreement included:
  - Presence on DART.org, including event schedule and logo
  - Promotion on DART's Facebook and Twitter
  - 5 display station banners to promote event
- DART received the following from North Texas Irish Festival agreement:
  - 10 x 30 booth on site for promotional purposes
  - DART Logo on NTIF website
  - Full page advertisement in event program book
  - Event site signage

### Highlights:

- ZestFest was a featured event in the November/December 2019 issue of Rider Insider.
  - 40,000 copies of the Rider Insider brochure were distributed on DART vehicles and to nine downtown Dallas hotels.
- Senior Games 2020 attracted more than 350 people at the kick-off opening ceremony. This year's program included a 5K fun run and several DART staff members participated in the run.
- North Texas Irish Festival was a featured event on Rider Insider Online, which has on average, 2,900 page views per month.



## Special Event Marketing Agreement Wrap-up (continued)

### By the Numbers:

- ZestFest
  - 9 posts on Facebook, Twitter, and Instagram generated 7,959 impressions and 80 engagements
- Senior Games 2020
  - 4 posts on Facebook, Twitter, and Instagram generated 6,177 impressions and 98 engagements
- North Texas Irish Festival
  - 2 posts on Facebook and Twitter generated 3,201 impressions and 63 engagements



## Paid Media

### Project Overview:

Promote 13 campaigns on print, radio, TV, online/mobile, social media, and outdoor, as well as through partnerships and special events.

### Project Elements:

- Campaigns included:
  - DART to the airport - holiday
  - DART to the airport - spring break (cancelled, but some ads had already run)
  - DART to Mavs and Stars (cancelled, but some ads had already run)
  - DARTable
  - DARTzoom
  - E-Pass
  - GoLink
  - GoPass Tap Card
  - Job fair
  - Now hiring
  - Dallas St. Patrick's Parade & Festival (cancelled, but some ads had already run)
  - Staycation spring break (cancelled, but some ads had already run)
  - Student Art Contest 2020
- Additional Campaigns on DART assets only:
  - U.S. Census
  - COVID-19
  - Human traffickin









# Airport Marketing

## Project Overview:

Leverage high-visibility platforms where travel decisions are made to encourage riding DART to Dallas Love Field airport and DFW International Airport during holiday travel.

## Project Elements:

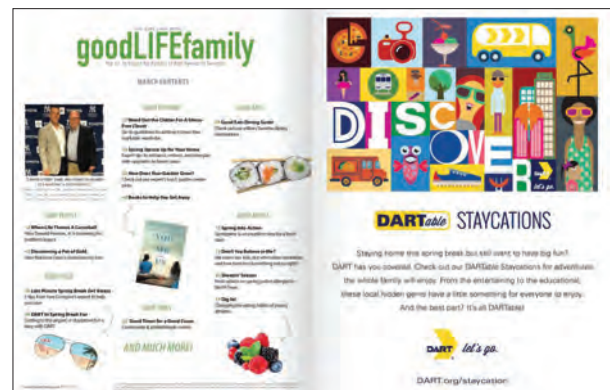
- Print

## Highlights:

- The spring break airport campaign was cancelled; however, some ads had already run.

## By the Numbers:

- Media (print, digital outdoor, and online/mobile):
  - Ads/spots: 5
  - Market value: \$31,499
  - Impressions: 2.2 million





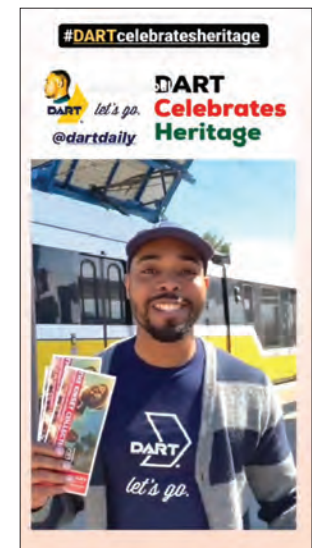




## Social and Digital Media Recap (continued)

### By the Numbers:

- In Q2 FY 2020, 378 messages earned 832,109 organic impressions, 1.6 million paid impressions, and 36,788 engagements
  - This is an increase from the 697,121 organic impressions and 1.4 million paid impressions earned in Q1 FY 2020
  - Engagements decreased 10% from Q1 FY 2020
  - When compared with Q2 FY 2019, we experienced a 121% increase in organic impressions, 105% increase in paid impressions, and 65% increase in engagements
- The number of followers increased from 39,120 in Q1 FY 2020 to 39,866 in Q2 FY 2020
- The cities of Addison, Carrollton, Dallas, Garland, Glenn Heights, Irving, Plano, and Richardson, as well as Downtown Dallas, Inc., shared DART news 44 times on their social media channels in Q2 FY 2020, generating a potential reach of 452,900
  - Information shared included:
    - Coronavirus-related news, information and updates
    - D2
    - Dallas St. Patrick's Parade & Festival
    - Free ride to the polls
    - GoPass Discount Tap Card
    - New interactive digital kiosks
    - DART Student Art Contest
  - Strategically placed 5 different DARTable focused articles in 6 publications, potentially generating 272,000 impressions
  - DARTable content included: Keep Warm or Get Out—Either way, DART's your ticket; DART Student Art Contest; DARTable Events to Celebrate Black History Month; DART to Spring Break Fun; and Social Distancing on DART
  - Publications that ran our DARTable content included FYI 50+, Garland Messenger, Good Life Family, Living Well Magazine – Collin and Dallas counties, and Natural Awakenings





## Media Relations – Earned Media

### DART-issued press releases:

- DART Moves to Modified Weekday Service During COVID-19 Pandemic (3/30)
- DART Temporarily Closing Transit Center Waiting Areas to Enforce Social Distancing (3/30)
- DART approves Carrollton Street Repairs (3/27)
- Detours for Bus Routes 60, 164, 372, 374, 428, and 467 Due to Shiloh Road KCS Railroad Crossing Repairs, Effective March 28-29, 2020 (3/26)
- DART to Expand Rider Assistance Program in Dallas (3/26)
- DART Authorizes GoLink Pilot Program for South Dallas/Fair Park Area (3/26)
- DART's D2 Subway Reaches Another Milestone (3/26)
- DART Continues Full Services for North Texas Riders; Emphasizes Social Distancing (3/20)
- Trinity Railway Express Begins Modified Weekday Service (3/19)
- DART to License GoPass® to MTTA (3/17)
- North Texas Transit Agencies Expand Safety Protocols Around Coronavirus Concerns (3/16)
- DART to Operate Normal Saturday Service on Saturday, March 14, 2020 (3/11)
- Bus Stop Consolidations to be Implemented in March for Routes 405, 444, 541, 542 and 554 (3/10)
- DART Coronavirus Update, March 6, 2020 (3/6)
- Downtown Bus Routes 12, 35, 60, 76, 110, 111, and 164 on Temporary Detour on Sunday, March 8, 2020 (3/6)
- Express Bus Route 210 Relocated Stop Moved to Westbound Plano and Preston, Effective, Monday, March 9, 2020 (3/5)
- Bus routes 502 and 583 to detour to SMU/Mockingbird Station, Effective Saturday, March 14, 2020 (3/4)
- Express Bus Route 210 Preston Road Stop Relocated During Construction, Effective, Tuesday, March 3, 2020 (3/3)
- DART Ready for St. Patrick's Day 2020 in Dallas (3/3)
- Voters Ride Free on Election Day (2/27)
- DART's New Interactive Digital Kiosks Bring Leading Edge Technology to North Texas Riders (2/19)
- Bus Routes 21, 42, 405, 444, and 542 on Detour during Mardi Gras Oak Cliff Parade on Sunday, February 23, 2020 (2/18)



## **Media Relations – Earned Media (continued)**

### **DART-issued press releases (continued)**

- Expect Detours, Delays for Bus Routes 12, 42, and 405 during the Dash for the Beads races on Saturday, February 22, 2020 (2/18)
- Bus Route 2 on Brief Detour during the St. Philip's School and Community Center Destiny Award Luncheon, Effective Friday, February 21, 2020 (2/18)
- Bus Riders on Routes 11, 19, 60, and 76 Should Prepare for Brief Detours During the Cupid's Undie Run at Trees Dallas on Saturday, February 15, 2020 (2/10)
- Bus Detours for Routes 24, 31, 36, 39, and 183 for the Form Follows Fitness 5K in Downtown Dallas, Saturday, February 15, 2020 (2/10)
- Building Implosion to Cause DART Rail Delays (2/10)
- New DART Card Offers Fare Discounts to Qualified Riders (2/7)
- Bus Stop Consolidation Planned for Routes 405, 444, 541, 542, and 554 (2/5)
- Bus Detours and Delays for Routes 19, 60, 76, 81, 82, 111, 409, and 595 for the Hot Chocolate 15k/5k at Fair Park, Saturday, February 8, 2020 (2/4)
- Between Car Barriers Coming to DART Platforms (2/3)
- DART to Hold Meetings on Planned June Route Changes (2/3)
- DART agrees to Give Bridge to City; Removal Helps Trinity River Corridor, Flooding Risk (1/31)
- DART to Sell Property to Southwest Airlines (1/30)
- DART's Vanpool Program Awarded to AVR (1/30)
- DART Wins Grant to Combat Human Trafficking (1/29)
- DART Awards Contract for Hidden Ridge Station in Irving (1/28)
- DART's New Interactive Digital Kiosks Bring Leading Edge Technology to North Texas Riders (1/28)
- Transit Agencies to Begin Surveys to Gauge Demand, Meet Needs (1/27)
- Bus Routes 2, 11, 12, 26, 35, and 426 on Detour During the 5th Annual Unity Prayer Walk on Saturday, January 25, 2020 (1/23)
- DART Approves Additional Street Repair Projects (1/16)
- TRE Trains to Get a Dose of TLC (1/16)
- DART Bus Detours for 2020 Dr. Martin Luther King, Jr. Celebration March/Parade on Monday, January 20, 2020 (1/16)
- DART Agrees to License GoPass® to Trinity Metro (1/15)



## **Media Relations – Earned Media (continued)**

### **DART-issued press releases (continued)**

- Bus Routes 24, 31, 36, 39, 84, and 183 will be on Detour during the March for Life on Saturday, January 18, 2020 (1/14)
- Several Downtown Dallas Bus Routes on Detour during the Dallas Women's March on Sunday, January 19, 2020 (1/14)
- DART Awards Stadler Silver Line Maintenance Contract (1/13)
- DART's 2020 Student Art Contest Deadline Approaches (1/13)
- DART driver provides 'Safe Place' for teenager seeking help (1/10)
- DART in Review: 19 for 2019 (1/8)
- Next ADA Meeting Set for Saturday, January 25, 2020 at the Beckley-Saner Recreation Center (1/6)
- Bridge Work to Disrupt Orange Line Between Bachman and University of Dallas Stations, Effective January 18-19, 2020 (1/6)
- Notice of DART Community Meetings Planned on Silver Line Project, Meetings Start January 21, 2020 (1/6)

### **Earned media coverage:**

- Two people were treated for minor injuries after an 18-wheeler crashed into a Trinity Railway Express train. The crash occurred around 7:30 a.m. on Riverside Drive between Fourth Street and Galvez Avenue and shut down traffic in the immediate area. The train carried about 70 passengers but no one on board was hurt. The two who were injured were in the 18-wheeler. (220 million impressions)
- By 2022, the new DART Silver Line or Cotton Belt line should be ready for service. The 26-mile commuter train line will connect Dallas, Tarrant and Collin counties. The new train line doesn't come without some concern and controversy from neighborhoods near the rail line. A public meeting is planned for residents and business owners to get information and voice their concerns. The line starts in Plano and ends at Dallas Fort Worth International Airport with stops in Dallas, Carrollton, Coppell, Richardson, Addison, and Grapevine. (174 million impressions)
- DART and TRE ridership was down sharply due to shelter-in-place mandates, with many residents opting to work from home and avoid transit, to minimize their exposure to COVID-19. Meanwhile, DART continued to provide transit services while alerting the public to various new safety measures and revised service cuts. It was a worst-case scenario with no obvious solution in sight. (190 million impressions)



## Media Relations – Earned Media (continued)

### Earned media coverage (continued)

- Benderson Development has increased its real estate holdings in Dallas, TX, with the recent purchase of a ground lease interest under the new headquarters campus of Pioneer Natural Resources. The 10-story, 1.1 million-sq.-ft. office campus is within the Hidden Ridge mixed-use project in Las Colinas. The development will include a new DART light rail station, providing convenient access to DFW International Airport. (174 million impressions)
- The old Affiliated Computer Services building on Haskell Avenue near Central Expressway was imploded. The implosion affected traffic in the area. Dallas Area Rapid Transit trains were also stopped between Downtown Dallas and Mockingbird stations at the time. Rail passengers were transferred to shuttle buses until the dust cleared. (100 million impressions)
- The DART Board awarded a contract to Stadler to maintain the eight diesel-electric FLIRTS that DART ordered in June 2019, for a period of 15 years. The order includes the maintenance of the service depot and two options for expanding the interior of the trains with luggage racks and bike racks, as well as attaching aprons to the bogies. The total contract value is \$112 million. Stadler is entering the service business in America for the first time with the maintenance contract for the trains and depot. (100 million impressions)
- New plans for a proposed Downtown Dallas Subway were unveiled at Dallas City Hall. Members of the Dallas City Council Transportation Committee voiced concerns about how DART will pay the \$1.4 billion price tag. The plans include a refined 2-mile route and station locations for the second downtown rail path, known as D2. There are five stations, three of them with access points to the proposed underground light rail tunnel. The path splits from existing DART light rail near the American Airlines Center with a new stop at the Perot Museum of Nature and Science. (80 million impressions)
- With a continued commitment to developing innovative technologies and services that empower customers and move North Texas forward, DART has begun the installation of more than 300 interactive digital kiosks across the service network. In the largest deployment of its kind by a public transit agency, DART launched the first interactive kiosks at JB Jackson Jr. Transit Center in Dallas. The kiosks are also equipped with high-resolution cameras, increasing the video monitoring presence for the DART Police Department, and boosting safety measures across the system and the region. (3 million impressions)



## Media Relations – Earned Media (continued)

### By the Numbers:

- January Impressions – Broadcast:
  - 3,577,910 Positive
  - 221,317 Neutral
  - 2,369,570 Negative
  - 
  - 6,168,797 Total Viewers/Impressions**
  
- January Impressions – Print-Online:
  - 193,492,786 Positive
  - 144,656,529 Neutral
  - 221,681,263 Negative
  - 
  - 559,830,578 Total Viewers/Impressions**
  
- February Impressions – Broadcast:
  - 5,029,446 Positive
  - 461,148 Neutral
  - 0 Negative
  - 
  - 5,490,594 Total Viewers/Impressions**
  
- February Impressions– Print-Online:
  - 167,701,407 Positive
  - 0 Neutral
  - 7,527,445 Negative
  - 
  - 175,228,852 Total Viewers/Impressions**
  
- March Impressions – Broadcast:
  - 7,224,277 Positive
  - 0 Neutral
  - 235,543 Negative
  - 
  - 7,459,820 Total Viewers/Impressions**
  
- March Impressions– Print-Online:
  - 278,742,246 Positive
  - 2,431,753 Neutral
  - 2,407,498 Negative
  - 
  - 283,581,497 Total Viewers/Impressions**



## Customer Service

January - March 2020

### Project Overview:

Customer Service recognized Black History Month and International Women's Day.

### Project Elements:

- Black History Month
  - Posters
  - Weekly contest
- International Women's Day:
  - Dress-up activity

### Highlights:

- Each week in February, Customer Service created different posters of historical black figures and their biographies to celebrate Black History Month.
  - A weekly contest was held and the person who answered the most questions correctly won a prize.
- For International Women's Day, the ladies of Customer Service wore attire that represented a male dominated workforce – signifying that women can be successful in any role.

### By the Numbers:

- 7 winners in the Black History Month weekly contest:
  - Brittany Shaw
  - Deborah Reeves
  - Latrice Carroll
  - Lesia Weathersby
  - Lu-Verl Davis
  - Lorea Young
  - Person Morgan





## **Temporary Closure of DARTmart**

*March 29, 2020*

### **Project Overview:**

To protect our customers and staff, DARTmart temporarily closed March 29, 2020 and will remain closed until the county-wide shelter-in-place order has been lifted. Customers are being educated about alternative sites to process transactions that would normally occur at DARTmart by calling DART Customer Service.

### **Project Elements:**

- Paratransit Coupon Books are sold through [dartstore.org](http://dartstore.org)
- Fare Evasion payments are accepted through [dartstore.org](http://dartstore.org)
- Ticket Vending Machine (TVM) refunds are processed by calling DART Customer Service
- Closing signage was placed on the Federal and Pacific entry doors at DART Headquarters

### **Highlights:**

- Developed an FAQ about the temporary closure and shared it on social media to ensure that customers are aware of the closing and know where to go for help
- Developed scripts so Customer Service is prepared to answer questions about services normally available at DARTmart
- Modified policy so that customers could contact Customer Service for refunds from TVMs
- Developed a plan to allow customers who are eligible for a white Discount GoPass Tap Card to purchase a yellow tap card from a participating retail outlet (while the store is closed) and get the discount on their yellow tap card.
  - Once DARTmart reopens customers will be able to exchange their yellow tap card for a white Discount Tap card

### **By the Numbers:**

- DARTmart typically handles 210 transaction a day
  - The numbers began to steadily decline as customers began to practice social distancing



## Transit Education

April 10, 2020

### Project Overview:

The Transit Education Program has a rich tradition of grassroots community outreach and this continued during Q2 FY 2020. Programs were held in the following cities: Dallas, Garland, Lancaster, and Plano. Program topics included safety, how to ride, and careers in transportation.

In addition to the on-site presentations, the team coordinated two annual events:

- Student Art Contest program reception
- Older Americans Information and Health Fair

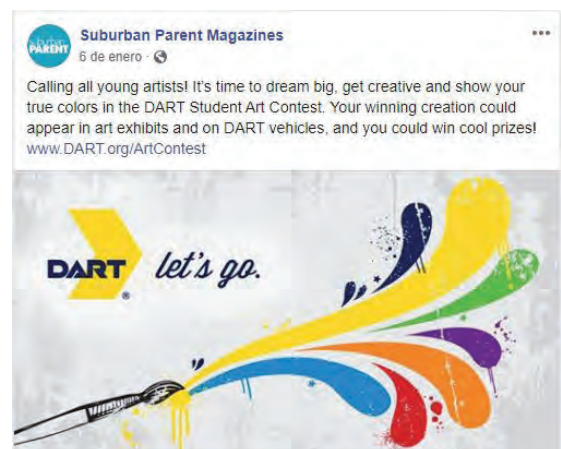
Unfortunately, both events were cancelled because of COVID-19. However, plans are underway for the future.

### Project Elements:

- Flyer – Older Americans Information and Health Fair
- Calendar/Notebook - Student Art Contest

### Highlights:

- Student Art Contest:
  - Media and business partners donated more than \$225,000 in media and prizes.
  - Media partners included Al Día, Dallas Morning News, DFW Familia, Local Profile, NBC5, Telemundo, and Suburban Parents.
  - Business partners included Dallas Contemporary, Dallas Zoo, Dallas Museum of Art, Half Price Books, and Perot Museum of Nature and Science.
  - This year, for the first time, high school students were able to submit their art entries digitally.





## Transit Education (continued)

### By the Numbers:

- 46 transit education programs
- 9,386 face-to-face impressions
  - 7,043 Students
  - 1,817 Adults
  - 526 Seniors
- 1,174 Student Art Contest participants from 156 schools and organizations
- Media for Student Art Contest promotion (print, TV, online/mobile, social media)
  - Ads: 899
  - Market value: \$254,977
  - Impressions: 22.6 million
- DART assets for Student Art Contest promotion of entries and winners (bus wrap, bus exteriors, bus interiors, rail interiors, INFOtransit digital screens, and windscreens):
  - Ads: 2,351
  - Market value: \$554,678
  - Impressions: 32.0 million





## **Community Affairs**

*June 2020 DARTzoom*

*Silver Line Quarterly Meetings*

*Silver Line Art and Design Public Involvement*

### **Project Overview:**

In this quarter, Community Affairs held a pre-hearing community meeting and public hearing for DARTzoom; 4 design and construction meetings to update the public on the Silver Line project; and 8 Silver Line Art and Design workshops.

### **Project Elements:**

- DARTzoom pre-hearing community meeting
- DARTzoom public hearing
- Silver Line quarterly meetings
- Silver Line Art and Design workshops

### **Highlights:**

- DARTzoom:
  - The pre-hearing community meeting and subsequent public hearing were successfully executed Feb. 24 and Feb. 25, respectively.
  - DART Board of Directors approved the DARTzoom June 2020 Service Change.
- Silver Line Quarterly Meetings:
  - Meetings took place Jan. 21 at The Sound at Cypress Waters; Jan. 30 at the Addison Conference Center; Feb. 6 at the Richardson Civic Center, and Feb. 12 at the Renaissance Dallas Addison Hotel.
  - Topics for the meetings focused on design-build, project schedule, betterments program, station art and design programs, vehicles, and construction.
  - Project updates were highly informative to those in attendance, particularly elected officials in the cities of Addison, Carrollton, Dallas, and Richardson.
- Silver Line Art and Design Workshops
  - A report back meeting was held Jan. 8 in Addison.
  - Workshops were held Jan. 22 in downtown Carrollton; Jan. 23 at CityLine/Bush Station; Jan. 29 at UT Dallas in Richardson; Feb. 5 on 12th Street in Plano; and Feb. 19 on Shiloh Road in Plano.



## **Community Affairs (continued)**

### **Highlights (continued)**

- Three workshops were scheduled in March, including March 11 in downtown Carrollton, March 17, at CityLine/Bush Station and March 25 at UT Dallas. These workshops were held virtually as a result of social distancing measures, and later, “shelter-in-place” orders.

### **By the Numbers:**

- Silver Line Quarterly Meetings:
  - Nearly 300 people attended one or more of the meetings
- Silver Line Art and Design Workshops:
  - Successfully executed 8 workshops



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# Executive Summary

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The Service Planning and Scheduling Department consists of two divisions - Mobility Programs Development, and Service Planning and Scheduling, 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 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 Station Shuttle, McKinney Avenue Streetcar, UTD, Baylor Scott & White, Parkland Hospital and the Amazon weekend shuttle.
- ✓ The UTD Site-Specific Shuttle transitioned into a 10-year shuttle agreement (effective October 1, 2016) to correspond with the approval of a contract for operation of the UTD service. The new agreement is working well, and UTD ridership increased and continued to be strong. On February 12, 2019, the DART Board approved funding to increase the contract value to add three additional buses for the service demand. In May 2019, DART solicited and received bids for purchasing three additional buses to support the UTD shuttle service. The contract award will be completed in 4Q19 and bus delivery is scheduled for July 2020.
- Shuttle Service & Ridership:
  - ✓ Parkland Shuttles: Average weekday ridership for Route 704 was 824 in January; 831 in February, and 660 in March 2020. Average weekday ridership for Route 705 was 447 in January; 390 in February, and 336 in March. Service Planning staff developed a plan for a new shuttle route (706) which will connect Parkland Station to the new Parkland



# Executive Summary

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administrative offices located near Mockingbird Lane. Route 706 began service on August 12, 2019. Route 706 average weekday ridership was 226 in January, and 231 in February and declined to 177 in March 2020 as ridership was impacted by COVID 19.

- ✓ Park Cities: Average weekday ridership during 2Q20 was 11 passenger trips per day during January; 10 passenger trips during February; and 5 passenger trips during March. This showed a decrease over the same three months in FY 2019 (10, 12, 11).
- ✓ Amazon Shuttle: Average weekday ridership during 2Q20 was 39 passenger trips per day during January, 36 passenger trips during February, and 33 passenger trips during March. This showed a decrease over the same three months in FY 2019 (41, 36, 37).
- ✓ Galatyn Park Shuttle: Due to the COVID-19 Pandemic, Route 824 will operate between 6:25 a.m. and 9:25 a.m. and between 3:45 p.m. and 6:45 p.m., with no changes in route or service area. Regular service will resume when COVID-19 conditions have changed.
- ✓ DFW Circulator Service: In April 2020, Trinity Metro and DART were informed by DFW Airport that the DFW Airport South Remote Parking area will be closed permanently. Trinity Metro and DART Service Planning staff will adjust any associated bus and shuttle schedules accordingly.

- On-Time-Performance (OTP) Projects:

- ✓ Five-Year Plan for OTP improvement: Staff developed and has completed implementation of a plan for a series of schedule adjustments for FY16-FY20. Five routes received adjustments during 2Q19, and 27 routes received adjustments in 4Q19. Bus OTP for the first half of FY20 stands 82.79%, which is slightly below the FY20 goal of 83%. We would note that a substantial number of DART routes are currently on detours due to construction and/or development issues, and these detours are adversely impacting on time performance. Staff will continue to work to use new tools to improve on time performance.
- ✓ Legacy: Assist DART in promoting service to Legacy area of Plano.

- Special Events:

- ✓ New Year's Eve special service proceeded with the same corporate sponsor as in previous years. The sponsor provided free rides on the network from 6:00 p.m. until the end of service. Rail service was also extended later (as in the previous year), with no extension of bus service. Midnight fireworks were provided in the vicinity of Union Station (Reunion Tower) and the Party on the Plaza was held outside City Hall. 37,606 riders were reported for this event.
- ✓ The NHL Winter Classic was held on January 1, 2020. Additional Green Line service was provided between Victory and Lawnview Stations, similarly to what is provided on Sundays during the State Fair.
- ✓ Bike to Work Day tentatively scheduled for 2Q20 has been cancelled due to uncertainties related to the COVID-19 Pandemic.



# Executive Summary

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- ✓ Other Special Events: Other events held during 2Q20 that were served by DART included the Senior Games in Fair Park (February 27), the Irish Festival in Fair Park (March 6), and TexFest in Carrollton (March 7) . Other events that were scheduled for later in March (St. Patrick's Day, Dallas Auto Show) were cancelled due to the Coronavirus outbreak.
- Enhanced Bus Corridor: AT&T has incorporated a DART rider waiting area into their design. Specifically, riders have the option of waiting/sitting in their retail area. As a result, an advertisement shelter is not required at this time. The cameras installed in the Enhanced Shelters are not performing well. They will be replaced with a motion sensor camera. The motion sensor cameras will be pilot tested beginning 3Q20. Additional Enhanced Bus Shelters will not be installed until the new camera solution is approved.
- Vanpool Program: The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in 2Q20. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon; and 3) COVID –19 and its associated restrictions made it impractical to commute in large groups for the time being. A new vanpool vendor (AVR) was awarded the vanpool contract (1Q20) and will start transitioning vanpool groups in 3Q20.
- Service Improvement Activities: DART completed work on a significant service change that was implemented August 12, 2019. 11 routes had route and/or schedule improvements, including five routes that moved to core frequent status with frequencies and service hours matching what DART provides on light rail lines. Six Express routes had route and schedule changes aimed to improve on time performance and expand Uptown coverage.
- Bus Service Plan: Jarret Walker + Associates began the Bus Plan Redesign phase in 1Q20, with the goal of having a draft plan complete by 1Q21, and all work on the project completed by 2Q21.
- Service Standards: The Board of Directors adopted the new revised Service Standards Policy at the October 9, 2019 meeting (1Q20). 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, and quarterly reports under the new system are now included with financial reports. A new point-based System for placement of amenities was also revised. The new standards will form the support for a number of other service planning efforts in FY20 and beyond.
- Regional Service Policy and Operations: Allen, Wylie and Fairview maintain contracts with the DART Mobility Services LGC in FY20. The initial contracts ended on September 30, 2019 but were renewed with the DART LGC for an additional three years. The agreements were executed with all three cities in 4Q19.



# Executive Summary

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## *Mobility Program Development*

- 511DFW: The 511DFW website had 2,773,429 hits with 5,220 visits between January 1, 2020 through March 31, 2020. The Phone system received 20,383 calls during the same time. 11,633 incidents were reported citing road closures, detour information and additional traveler assistance information from the TxDOT center-to-center (C2C), and EcoTrafix user information was posted on the 511DFW website. 286,783 Waze events were also posted on the 511DFW website during this quarter. Special event information updates on the 511DFW system is also an on-going effort. North Central Texas Council of Governments (NCTCOG) approved a contract to operate 511DFW beginning mid-3Q17 for a period of three years. Enhancements and improvements to the 511DFW website with the Interactive Voice Response (IVR) system now includes bilingual (English and Spanish) support for all the components of the system. 511DFW has also introduced the following data elements to the website, Mobile App., additional Park and Ride facility locations, and EV Charging locations. The recent information and messages about the COVID-19 is regularly posted on the Website Ticker and IVR floodgates.
- Integrated Corridor Management Project: The integrated Corridor Management Project on US 75 has ended. Parking capacity repairs to the five (5) northern LRT stations along N. Central Expressway (US 75) were completed with the help of DART electrical contractors. Repairs included fixing the cut loop wires, replacement of failed solar batteries, placement of loop wires in conduit and communications were re-established for 25 out of 28 driveways. The Rowlett Parking Lot Camera Occupancy work and accuracy of the system were completed last year in 4Q19 and the system is operating and reporting parking availability via two LED signs and the Parker App. “Parker” 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”. The system upgrade is ongoing, under a maintenance contract with the contractor. NCTCOG is in the planning process to get access to the Parker App on integrating Rowlett parking lot data into 511DFW.
- Rowlett Parking: The Rowlett reserved parking program is managed by the Rowlett Volunteers-On-Patrol. During 2Q20, the program continued to work well with no complaints from riders or Rowlett staff.
- Transportation System Management (TSM): The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. An ILA was executed in June 2019 with the City of Dallas for street repair projects for which DART is paying monthly installments (10) totaling \$9,619,105 to the city, who has agreed to take the lead in procuring, constructing and completing the projects. An ILA was executed in May 2019 with the City of Garland to whom DART is paying \$3,202,833 for eligible street repair projects. In 2Q20 Interlocal Funding Agreements with the cities of Richardson, Plano, Farmers Branch, Irving, University Park, Rowlett, Town of Addison and the County of Dallas for the use of their remaining Local Assistance Fund (LAP) and Street Repair funds



# Executive Summary

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were executed. During this quarter, an invoice was received from Richardson and has been processed for payment.

- TRIP Programs: Invoices from the four participating cities of University Park, Highland Park, Glenn Heights and Cockrell Hill continue to be accepted, reviewed and processed for reimbursement for the TRIP Program agreements. This program will be ongoing through September of 2025.
- Crewrooms Project: The DART Board approved a contract to construct 13 crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. At the end of 2Q20, the contractor has constructed 10 crewrooms at the following locations: Dallas Convention Center Station, Parkland Hospital, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8<sup>th</sup> & Corinth, Glenn Heights and Forest Lane. Certificates of Occupancy (CO) have been issued for the 9 locations by member cities. DART inspectors are working diligently with the contractor to facilitate and make repairs on several major punch list deficiency items that the contractor needs to address and resolve under general warranty, and the contract acceptance clause. The City of Dallas approved the Wastewater backflow release agreement for the Dallas Convention Center Station and Park Lane, and as a result they issued utility permits for these two locations. The City of Carrollton also approved the required Water Meter Easement and issued a construction permit for the Downtown Carrollton station. DART procurement issued a six-month time extension to the contractor to take care of all repairs and to resume work on the 2 remaining Crewrooms. This Project completion is expected to be completed by 4Q20 for ten units. Negotiations continue with the contractor to complete the final two crewrooms.
- Standard Shelter Installation: The DART board approved the budget to purchase an additional 200 bus shelters, 10 smart shelters, and 200 free standing solar powered bus stop lights as part of the new 2018-2020 shelter contract. The FY 20 goal is to install 70 shelters, 70 benches and 70 free standing lights. To date, 35 shelter and 30 bench pads have been constructed and Plans Specifications and Estimates (PS&E) has been completed for the remainder of the bench pads. All 70 Bright Up locations have been identified. Amenity installation has been delayed due to COVID-19.
- Collin County Rides: Ridership continued to trend up overall for Collin County Rides (CCR) until March 2020. For the first time in March 2020, CCR ridership fell over the same month previous year. This was the result of trip reduction associated with the COVID-19 Pandemic. Regular passenger ridership and registration reports are sent monthly to participating cities
- Mobility on Demand Pilot Test: The testing of various ways of increasing shared ride trip making is ongoing. A final report on the FTA sandbox grant Pilot Test was submitted to FTA and its independent evaluator in 2Q20, and their data requests to DART continue to be answered.
  - ✓ Uber Pool: Working with Uber Pool and new data tools, for the implementation of a new three-year contract. Contract award is projected for May 2020.



# Executive Summary

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- ✓ GoLink: Working with SpareLabs to increase the number of shared ride trips by implementing new techniques for the pilot test in Legacy, Far North Plano, and North Central Plano.



**Strategic Priorities** Priority 1: Continually improve service and safety experiences and perceptions for customers and the public  
Priority 2: Optimize and preserve (state of good repair) the existing transit system

**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**

- 2Q20: McKinney Avenue Transit Authority Site-Specific Shuttle Agreement was approved by the board.
- 1Q20: The Site-Specific Shuttle Agreements for Texas Instruments and the City of Richardson were approved by the board.
- 4Q19: The Site-Specific Shuttle Agreement with UT Southwestern Medical Center approved by the board.
- 4Q19: Schedules were completed for an additional Parkland Shuttle (Route 706) put into operation in August (4Q19).
- 1Q19: Additional weekend services were added for Inland Port. GoLink is funded 50% by Amazon.

**Issues**

- 2Q20: DFW Airport will close its Remote South Parking Facility and its associated bus stops starting 3Q20.
- 2Q20: City of Richardson announced a reduced schedule on route 824 (Galatyn Park) until COVID-19 restrictions have relaxed.
- 2Q19: Trinity Metro has assumed the lead in managing Centreport circulator shuttle service with DART and DFW Airport as funding partners.
- 1Q19: DFW Airport will relinquish control of the circulator service once TEXRail begins service.



- Schedule**
- 3Q20: SMU Site-Specific shuttle Agreement is scheduled for board approval.
  - Discussions with Paul Quinn College to extend the GoLink boundaries to support the campus. The Inland Port GoLink zone now includes Paul Quinn College effective August 12, 2019. A similar extension was made to the North Central Plano / Chase Oaks zone to serve Collin College Spring Creek Campus. NCTCOG has agreed to fund the DFW Site-Specific Shuttle until a permanent agreement between DART, Trinity Metro and DFW Airport can be negotiated. The new ILA was approved and signed in 3Q19.

**Project Manager(s)** Rob Smith / Dan Dickerson



### Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public  
Priority 2: Optimize and preserve (state of good repair) the existing transit system

### 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

- 2Q20: Internal Bike/Ped team is actively participating in associated bike trail connectivity projects, primarily with the City of Carrollton, and the Trinity Spine Trail at Lawnview Station.
- 2Q20: In discussion with Plano Legacy, TMA will introduce the electric scooter and dockless bikes as part of a Legacy Connect pilot program for FY20.
- 1Q20: Field survey was completed on the condition that all bike lids were installed at rail stations and transit centers.
- 4Q19: Held an internal meeting to discuss revised standard procedures to address bike lid mis-use concerns.
- 4Q19: Continue to develop an updated draft Bike Program SOP for board review.
- 4Q19: Approved 65% design Trinity Forest Spine Trail at Longview Station.
- 4Q19: Currently at 80% near completion of the dockless bicycle/scooter RFP.
- 3Q19: A solicitation for RFP's has been posted to gather research for DART regarding the development of strategies for placement of dockless bicycles and/or scooters at multiple transit centers and light rail station controlled by DART with an end goal to issue a license agreement to conduct such business as specified DART locations.
- 1Q19: Halff Associates and NCTCOG continued preliminary planning and design work on Red Line, Blue Line Station Pedestrian areas.
- 4Q18: The evaluation for different type bike lids in the market was performed and shared with affected departments. The information and input were discussed regarding the existing and new technologies that are being used in other parts of the nation. These findings will lead to open another procurement process for a new bike lid generation in 1Q19.



### Issues

- 2Q20: Bike to Work Day outreach events cancelled due to COVID-19 concerns.
- 2Q19: Capital Planning identified possible Bike Share locations. The next step will be issuing an RFP to see bike and scooter share vendors.
- Capital Planning and Development continues to evaluate and assess all applicable DART facilities to accommodate bikeshare companies. This process is rather lengthy and may delay DART issuing License Agreements soon.
- Additional analysis of the *2014 On Board Survey* will be done using the trip data (lat/long info). This data will be evaluated for use in planning bike parking and the need for additional infrastructure connecting to the stations.

### Schedule

- 2Q20: Preparation for DARTs Bike to Work Week "Recharging Stations" slated for May will begin this quarter.
- 2Q20: The City of Carrollton is requesting a ROW on Broadway Street for a Bike and Hike trail that will span the distance between the Downtown Carrollton Station and the Frankford Station. Innovative Services is coordinating this effort with the City and DART
- 2Q20: Complete draft of standard operating procedures for responding and resolving bike lid mis-use concerns.
- 2Q20: Complete assessment of the need for additional bike lids at stations and transit centers where there are currently no lids.
- 1Q20: The Circuit Trail Conservancy tasked with the development of the Trinity Spine Trail that will ultimately impact Lawnview Station will go out for bid for construction in May/June2020. Actual construction is projected for 2022.
- 3Q19: Anticipate posting an RFI and RFP for Dockless Bike and Scooter Station License Agreements in 3Q19.
- 4Q18: Initiate Bike Lid electronic procurement request
- 4Q18: Finalize bikeshare rack locations for rail stations and transit centers.

### Project Manager(s)

Dan Dickerson / Patricio Gallo



<b>Strategic Priorities</b>	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 2Q20: 30 bench pads were constructed</li><li>• 2Q20: 60 Bright Up locations were identified</li><li>• 2Q20: In lab testing for the smart shelter camera upgrades and horn initiated.</li><li>• 1Q20: 35 shelter amenity pads were constructed.</li><li>• 4Q19: DART and AT&amp;T resolved the shelter concerns at the Commerce and Field Bus Stop. Service at the bus stop was initiated on August 12, 2019. AT&amp;T will complete its retail located on Commerce and Field on January 2020. DART riders have the option of waiting/sitting in their retail area. As a result, an advertisement shelter is not required at this time.</li><li>• 4Q19: FY 19 amenity goal of installing 70 shelters, 70 free standing lights and 70 benches was met.</li><li>• 3Q19: A total of 15 bus shelter, 40 free standing lights, and 21 benches were installed.</li><li>• 2Q19: A total of 19 bus shelters and 10 free standing lights were installed.</li><li>• 1Q19: DART Board of Directors approved the revised amenity warrants.</li><li>• 1Q19: Notice to proceed issued for new amenities contract.</li><li>• 1Q19: Board of Directors approved award of new amenities contract.</li></ul>
<b>Issues</b>	The manufacturing and installation of the shelters, Bright Up lights and benches have been delayed due to the contractors temporarily shutting down their plants due to COVID-19. All contractors have indicated they should meet the September 2020 installation deadline.
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 4Q20: 70 benches, 70 shelters and 70 Free Standing lights are to installed.</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones



### Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public  
Priority 2: Optimize and preserve (state of good repair) the existing transit system

### Description

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

### Accomplishments

- 2Q20: Met with new vanpool vendor (AVR Vanpool) that was awarded the vanpool contract (1Q20) to start transitioning vanpool groups in 3Q20. This is a five-year contract for an amount not to exceed \$17,047,800.
- 4Q19: The vanpool's in operation ended the year at 175 which was five below the goal for the year.
- 3Q19: The vanpool fleet is currently at 181 vanpools but still at goal (180).
- 2Q19: The vanpool fleet continues to trend upward (184 vans). This is attributed to several variables, economy, slight fuel price increases, and new marketing approaches.
- 1Q19: The vanpool fleet noted a slight growth this quarter from 171 vans to 178. To avoid a conflict of interest, the vanpool provider (Enterprise) related that they would not compete for service within DART's service area.

### Issues

- 2Q20: The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in March. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon. and 3) COVID-19 and its associated restrictions made it impractical to commute in large groups for the time being.
- 2Q20: DCTA has expressed their desire to obtain Collin County as part of their vanpool service area. DART team is trying to resolve this in coordination with the NCTCOG. (Pending)
- 4Q20: Expectations of a substantial price hike on leased vanpools in conjunction with a reduction of NCTCOG subsidies may impact future ridership/participation levels.



- Schedule**
- 1Q20: Selection of the Vanpool Service Contract Award slated for January 2020.
  - 4Q19: The vanpool contract will expire in 2Q20, DART will post a solicitation for RFP's in 4Q19.
  - 1Q19: DART continues to work with Trinity Metro on a joint vanpool procurement. An ILA and Scope of Work is slated for completion around 2Q19. The purpose of the joint procurement is to encourage/entice vanpool vendors outside the region to participate in a competitive bid.

**Project Manager(s)** Rob Smith / Dan Dickerson



### Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public  
Priority 2: Optimize and preserve (state of good repair) the existing transit system

### Description

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

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

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

### Accomplishments

- 2Q20: Lab testing has begun on the camera upgrade and the passenger enunciation equipment.
- 1Q20: Replacement camera solution for the Enhanced Bus Shelters has been completed
- 4Q19: IPX security cameras were installed in the Enhanced Bus Shelter. These cameras did not perform well in outdoor conditions and need to be replaced. It has been decided to use Cisco cameras instead of the IPX cameras.
- 3Q19: Please see schedule
- 1Q19: Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018.
- 4Q18: Enhanced Bus Shelter criteria was approved by the Operations, Safety and Security Committee and will be forwarded to the Committee of the Whole.
- 3Q18: Presented Enhanced Bus Shelter installation criteria to DART Board.
- 2Q18: Staff received approval to install 9 additional Enhanced Bus Shelters as part of the new shelter contract.
- 2Q18: Contractor resolved next bus digital sign flickering



issues. All digital signs are working properly.

- 1Q18: Daktronics digital sign flickering issues have been resolved.
- 1Q18: Enhanced Bus Shelter pilot was a success. Additional shelters will be ordered as part of the new shelter contract.

**Issues**      None at this time

**Schedule**

- 3Q20: Pilot test recommended Enhanced Bus Shelter upgrade
- 1Q19: Award shelter contract.

**Project Manager(s)**      Jennifer Jones



# FY 2020 Score Card

## Five-Year Action Plan

### Service Planning and Scheduling

Objectives	Services	Activities
<b>INCREASE RIDERSHIP</b>		
<ul style="list-style-type: none"> <li><i>Expand Services</i></li> </ul>	Service Changes  Core Frequent Route Network  Route Restructuring  Schedule Adjustments  Realignment of Express Routes to Transit Centers and Stations	<p>Major service changes were implemented on August 12, 2019 and include:</p> <ul style="list-style-type: none"> <li>Core Frequent Route Network changes involving a group of five major routes that would be rescheduled to have frequencies similar to the light rail system – 15 minutes peak, 20 minutes midday, and 20-30 minutes at other times are underway.</li> <li>Route Restructuring also included involves several changes to straighten route alignments and make service more direct. West Dallas changes include more frequent service on Route 52 and expanded hours on Route 59.</li> <li>Schedule Adjustments are aimed at improving scheduled recovery time and on time performance of the routes. Many adjustments target peak periods.</li> <li>Realignment of Downtown Express Routes, creating bi-directional routes in Downtown Dallas that should improve reliability and on time performance. Changes to Downtown Express route alignments would affect Routes 205, 206, 208, 210, 278, and 283.</li> </ul> <p>The Board of Directors approved changes in 3Q19, and the changes became effective August 12, 2019.</p>
<ul style="list-style-type: none"> <li><i>Improve Customer Waiting Conditions</i></li> </ul>	Improved Passenger Support Facilities	Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018 - 2020. FY 20 amenity goal of installing 70 shelters, 70 free standing lights and 70 benches
<b>IMPROVE COST EFFECTIVENESS</b>		
<ul style="list-style-type: none"> <li><i>Implement Efficiencies</i></li> </ul>	GoLink – UberPool	During 1Q20 (October 1 <sup>st</sup> ) Mobility Management Services (MMS) which operates the Microtransit service (GoLink) restructured the contract to a brokerage model and implemented new providers. GoLink now has more service providers, more



# FY 2020 Score Card

## Five-Year Action Plan

### Service Planning and Scheduling

		vehicles, and faster pickups. Ridership continues to grow for this group of services.
	Site-Specific Shuttles	McKinney Avenue Transportation Authority Site Specific Shuttle Agreement approved 1Q20.
	Vanpool Non-Traditional Service	<p>The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in March. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon; and 3) COVID-19 and its associated restrictions made it impractical to commute in large groups for the time being.</p> <p>A new vanpool vendor (AVR) was awarded the vanpool contract (1Q20) and will start transitioning vanpool groups 3Q20.</p>



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

PDPR-067

**TO:** Distribution

**SUBJECT: SECOND QUARTER FY 2020  
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the Second Quarter FY 2020 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 March 31, 2020, including Systems Integration and Real Estate.

/s/ Timothy H. McKay, P.E. Reviewed and Approved, but not signed due to COVID-19 Pandemic

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Timothy H. McKay, P.E.  
Executive Vice President  
Growth/Regional Development

THM/ag



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# ACRONYMS

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APT - (Las Colinas) Area Personal Transit  
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  
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)  
G-2 - Northeast Corridor (to Garland) Line Section 2  
GPC - General Planning Consultant  
HVAC - Heating/Ventilation/Air Conditioning  
IFB - Invitation for Bid  
ILA - Interlocal Agreement  
I-1 - Irving/DFW Corridor Line Section 1  
I-2 - Irving/DFW Corridor Line Section 2  
I-3 - Irving/DFW Corridor Line Section 3  
IIH - Intermediate Instrument House  
KCS - Kansas City Southern Railway  
LNG - Liquefied Natural Gas  
LRT - Light Rail Transit  
LRVs - Light Rail Vehicles  
MEP - Mechanical/Electrical/Plumbing  
MKT - Missouri-Kansas & Texas Railroad Company  
MIS - Major Investment Study  
MSE - Mechanically Stabilized Earth  
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  
R-1 - Rowlett Extension  
RDC - Rail Diesel Car  
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  
SE-1 - Southeast Corridor Line Section 1  
SE-2 - Southeast Corridor Line Section 2  
SLRV - Super LRV (LRV with additional low-floor section)  
SOC-3 - South Oak Cliff Extension  
SOCBOF - South Oak Cliff Bus Operating Facility  
SP - Southern Pacific Railroad Company  
TBD - To Be Determined  
TIGER - Transportation Investment Generating Economic Recovery (FTA Grant)  
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  
VAF - Vehicle Acceptance Facility  
VBS - Vehicle Business System  
WSA - Ways, Structures, & Amenities



# SCOPE OF PROJECTS

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## DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2

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### **Dallas Central Business District (CBD) D2 Alignment**

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

### **Red & Blue Line Platform Extensions**

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

### **Dallas Streetcar Central Link**

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

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## COMMUTER RAIL

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### **Cotton Belt (Silver Line) Corridor Facilities**

The 26-mile long, regional rail 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.

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## TRINITY RAILWAY EXPRESS (TRE) PROJECTS

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### **Valley View to West Irving Double Tracking**

This double tracking project involves construction of approximately 1.4 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station, including a new bridge structure and conversion of an existing turnout to a crossover. This project is currently in the closeout phase.

### **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**

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**

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.

**Medical District Drive Bridge**

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

**TRE Locomotive Purchase**

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

**F59-PHI Overhaul**

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

**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.



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**ADDITIONAL CAPITAL DEVELOPMENT**

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**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.

**CBD Rail Replacement**

The CBD Rail Replacement project is a phased implementation plan to address the condition of rail wear in the CBD (Pearl Station to Houston Street). The project includes: Phase I - limited replacement of worn rail in selected curves; Phase II - special track procurement; and Phase III - full replacement of remaining CBD rail and some street intersections headers.

**Hidden Ridge Station**

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

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**SAFETY AND SECURITY PROJECTS**

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**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

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**STREETCAR PROJECTS**

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**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.

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**LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I**

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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).

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**LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II**

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The LRT Buildout Phase II consisted of approximately 46.1 miles of light rail transit lines extending northward from the Dallas CBD to the City of Carrollton (Northwest Corridor), including a branch from Northwest Highway out to DFW Airport (Irving/DFW Corridor). Phase II also extended the light rail transit lines southeasterly from the Dallas CBD to Buckner Blvd. in South Dallas (Southeast Corridor) and easterly from the Downtown Garland Station to the Rowlett Park and Ride (Rowlett Extension). The construction of Phase II included two construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems elements installation; three design-build contracts inclusive of facilities construction, trackwork, landscaping, and systems elements installation; Northwest Rail Operating Facility (NWROF) contracts consisting of five lots; and contracts for major equipment, material, and vehicle procurements. Construction was done in two phases: Phase IIA, which includes the Southeast and Northwest corridors (26.8 miles – completed December 2010), and Phase IIB, which includes the Irving/DFW Corridor (14.5 miles – completed August 2014) and Rowlett Extension (19.3 miles – completed December 2012). Other Phase II projects included in this program were Raise and Extend Four CBD Stations (completed November 2008), NW-2 Additional Betterments and Love Field West Area Improvement (completed August 2010), Level Boarding Modifications for Outlying Stations (completed November 2012), Downtown Rowlett Station East Parking Lot (completed November 2012), and Closed-Circuit Television (CCTV) System (completed December 2012).

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**LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III**

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The LRT Buildout Phase III consisted of the southward 2.6-mile extension of the Blue Line (South Oak Cliff Corridor) to UNT-Dallas, including two new stations.





# **Dallas Central Business District (CBD)**

## **D2 Alignment**

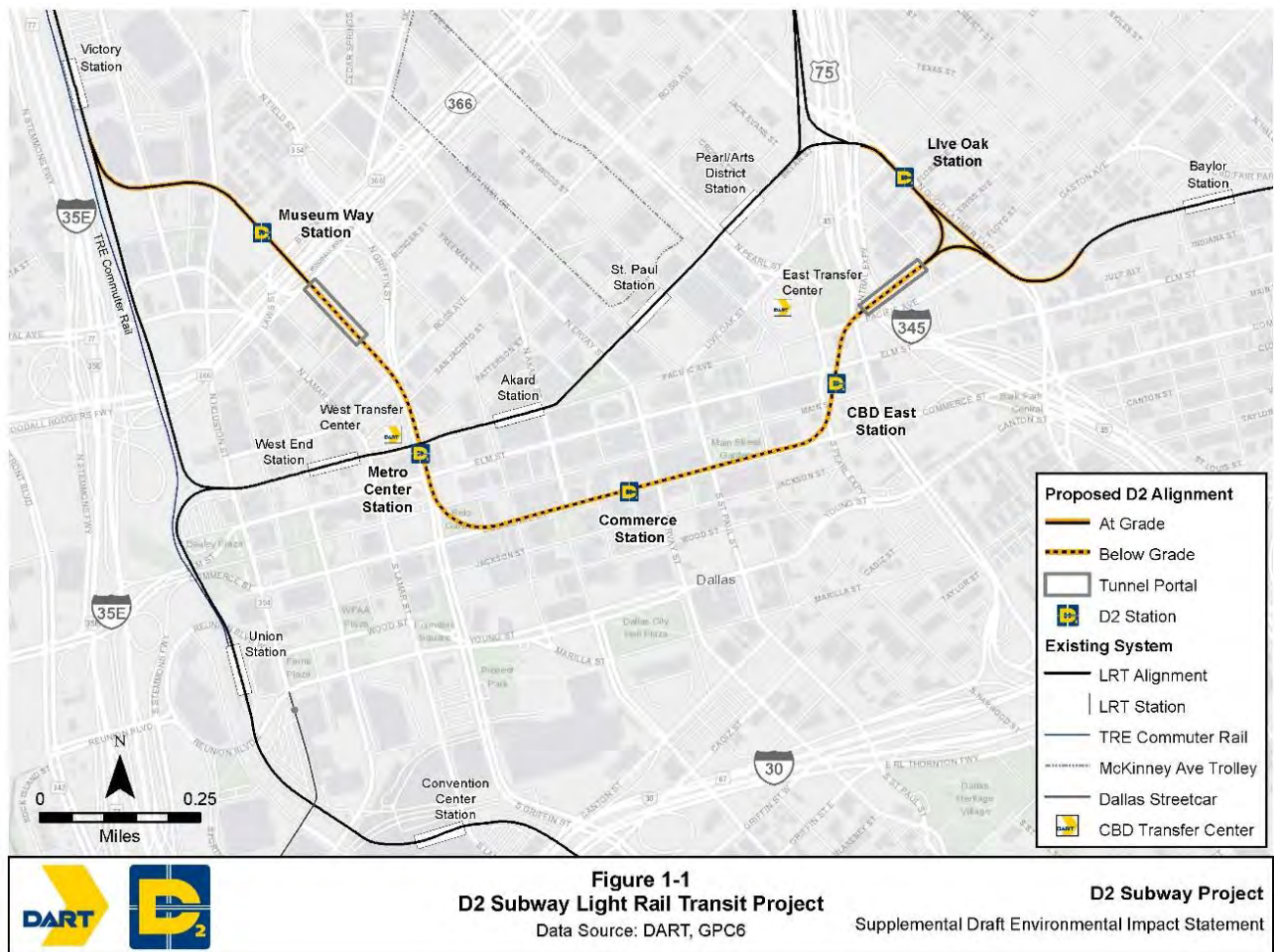


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# Map

## D2 Alignment

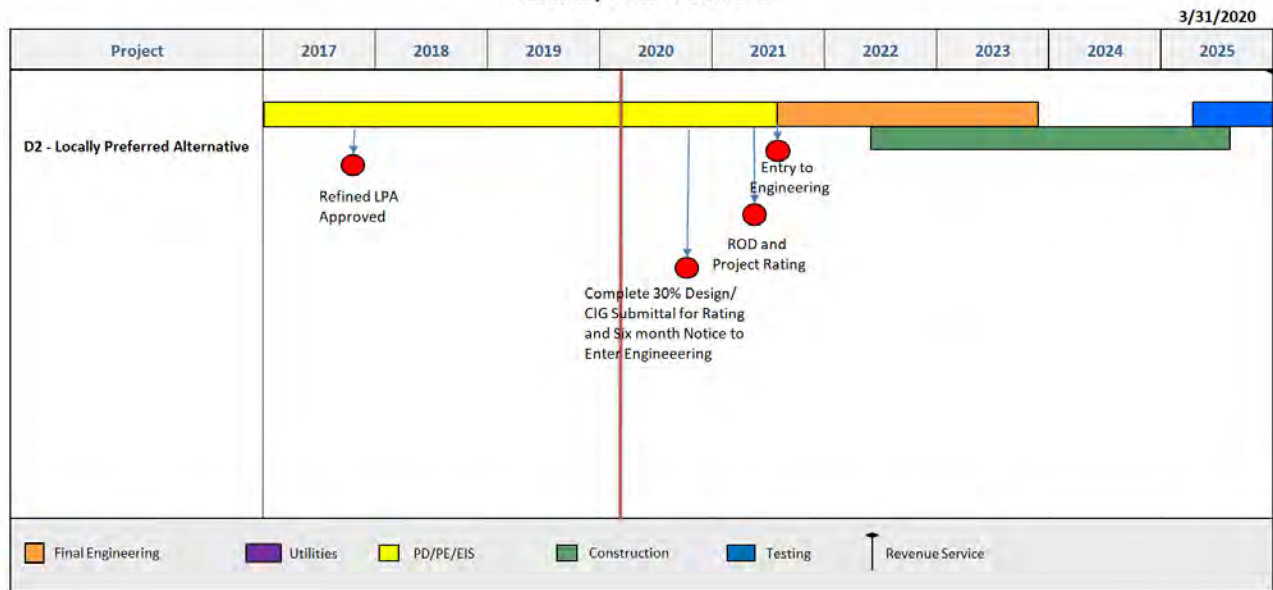




# Summary Control Schedule

D2 Alignment

Dallas Central Business District (CBD) D2  
Summary Control Schedule





# Cost Summary

## D2 Alignment

<b>DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget <sup>(3)</sup></b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Dallas Central Business District (CBD) D2	\$ 1,412.5	\$16.9	\$ 15.2

- 1) Committed values reflect activity through 03/31/20.
- 2) Expended to Date values reflect activity in DART's General Ledger through 03/31/20.
- 3) Control Budget reflects approved FY19 Financial Plan.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) Total FY19 Financial Plan value of \$1,489.5 includes projected financing costs.
- 6) Expended to Date (Prior to Removal from CIG 3/20/18) – \$4,733,460;  
Expended to Date (3/20/18 to 03/31/20 after removal from CIG) - \$10,459,488.



# Dallas Central Business District (CBD) D2 Alignment

## D2 Alignment

**Board Strategic Priority** 4: Expand DART's transportation system to serve cities inside and outside the current service area

**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 current FY 2019 Twenty-Year Financial Plan reflect a \$1.4 billion project cost and a conservative \$300 million external grant. However, DART plans to pursue an approximately 50/50 funding share between local/federal sources, and the project is expected to be completed in 2024.



# Dallas Central Business District (CBD) D2 Alignment

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## D2 Alignment

**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.

**Status (Continued)** The Project Development (PD) effort is focused on the Commerce Alternative. The 10% design package was submitted to DART on March 8, 2019, and existing conditions technical memos were also completed. Current and upcoming work includes completing 20% design level and the Administrative Review Draft of the SDEIS in March 2020.

Discussions and the work effort to prepare for Entry into Engineering have begun both internally and with FTA staff.

The project team continues to engage the public and key stakeholders. The Team has held several project coordination meetings with TxDOT/City of Dallas/NCTCOG; standing, bi-weekly project briefings with the City of Dallas and bi-weekly, monthly and quarterly meetings with FTA; one-on-one Stakeholder meetings on an “as needed” basis, three (3) rounds of Public Meetings, four (4) Stakeholder meetings and several meetings for each of the five (5) focus areas. A key focus is coordination with Pegasus Plaza stakeholders and the City of Dallas on integration of a headhouse on the park. A stakeholder workshop was held January 29, 2020, and briefings to the Park Board are planned for Spring 2020.

**Issues** Coordinating with TxDOT to reach resolution on the location (vertical and horizontal) of the D2 Subway crossing of the IH-345 freeway corridor.



# Six-Month Look Ahead

## D2 Alignment

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

Project	2020					
	April	May	June	July	August	September
CBD - D2						
	<div><div>Engineering, Architecture, Environmental</div><div><div><div><div></div><div>Capital Cost Review</div></div><div><div></div><div>Value Engineering</div></div><div><div></div><div>Risk Assessment</div></div><div><div></div><div>Third Party Technical Review</div></div></div><div><div>FEIS Fall 2020</div><div>Submission of 30% PE</div></div></div></div>					
	<div><div>Public &amp; Agency Outreach</div><div><div><div><div></div><div>Park and Recreation Board (call for public hearing for mass transit easements at Belo Garden and Pegasus Plaza)</div></div><div><div></div><div>Landmark Commission (certificates of appropriateness)</div></div><div><div></div><div>Arts and Culture Advisory Commission (public art)</div></div></div><div><div>SDEIS Public Hearings Early- to Mid-June, 2020</div></div></div></div>					
<div><div></div><div>Project Development (Preliminary Engineering/EIS, Public Outreach Activities)</div></div> <div>1: Notation of "A" adjacent to a date represents "Actual" date of occurrence of the event</div>						





# **Program of Interrelated Projects**

## **Red & Blue Line Platform Extensions**



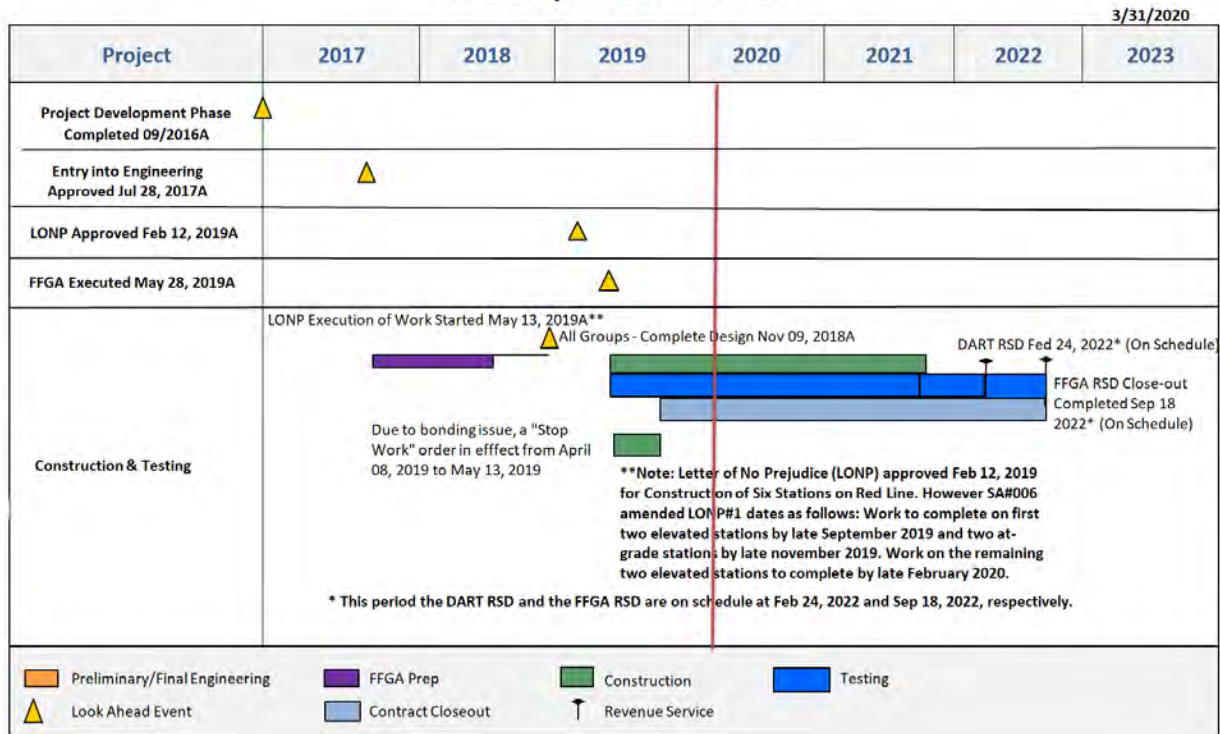
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# Summary Control Schedule

## Interrelated Projects Platform Extensions

### Red and Blue Line Platform Extensions Summary Control Schedule





# Cost Summary

## Interrelated Projects Platform Extensions

<b>RED &amp; BLUE LINE PLATFORM EXTENSIONS PROJECT</b>			
<b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget <sup>(3, 4)</sup></b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Red & Blue Line Platform Extensions	\$ 128.7	\$ 100.4	\$ 40.5

- 1) Committed values reflect activity through 03/31/20.
- 2) Expended to Date values reflect activity in DART's General Ledger through 03/31/20.
- 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: Continually improve service and safety experiences and perceptions for customers and the public  
2: Optimize and preserve (state of good repair) the existing transit system

**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 will work 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 the 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.

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: Optimize and preserve (state of good repair) the existing transit system

**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 CMGC 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 CMGC 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 to contractor mobilization. In April, a stop work order was issued for site activities only pending resolution of mobilization issues.



**Status (Continued)** On May 13, 2019, an NTP was issued to CMGC Group B and work commenced at Downtown Plano and Galatyn Park Stations on May 28, 2019.

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

On May 28, 2019, the FFGA was executed.

### **Group A**

On January 21, 2020, NTP letter was issued to CMGC Group A for work. Cityplace Station was issued an access letter to commence work on March 2, 2020. Work began late March 23, 2020.

On July 1, 2019, an NTP letter was issued to CMGC Group B for work at aerial stations at Walnut Hill and Spring Valley.

### **Group B**

5/13/2019 - Notice to Proceed after stop work order – includes purchase of long lead items for all Group B stations, Downtown Plano & Galatyn Park

6/11/2019 - Notice to Proceed: Phase 2 – Walnut Hill and Spring Valley- Downtown Plano & Galatyn, Walnut Hill and Spring Valley

9/25/2019 - Notice of Substantial Completion for Spring Valley and Walnut Hill

9/30/2019 - Notice to Proceed for Phases 3 and 4 – Park Lane, Forest Lane, Lovers Lane, LBJ Central, Bush Turnpike, Arapaho, Parker Rd

10/11/2019 - Notice to proceed to commence work on CityLine/ Bush and Parker Road. Work was to commence on October 12, 2019 with Completion on April 13, 2020

11/27/2019 - Notice of Substantial Completion for Galatyn Park and Downtown Plano

12/04/2019 - Notice to proceed was given to begin Park Lane Stations and Forest Lane Station. with completion set for February 28, 2020.



# Red & Blue Line Platform Extensions

## Interrelated Projects Platform Extensions

**Status (Continued)** 12/6/2019 - Actual work began on Parker Road due to delays by the contractor. Completion date is still set for April 13, 2020.

02/29/2020 - Forest Lane and Park Lane stations both received substantial completion.

### **Group E**

8/20/2019 – Notice to Proceed

Illinois Station was completed on March 27, 2020. VA Medical Center Station is scheduled for completion in April 2020.

### **Issues** **Schedule Mitigation**

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



- Board Strategic Priority**
- 1: Continually improve service and safety experiences and perceptions for customers and the public
  - 2: Optimize and preserve (state of good repair) the existing transit system

**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. Systems Integration Group (SIG) will work with Designers, Project Management, DART Maintenance and Operations staff 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 will verify Safety and Security Certifiable Items (SSCI). DART Maintenance to make systems modifications under Force Account. SIG and SSCI teams will verify.

**Status** The RBPE project has a total of 342 Integrated tests and 669 Safety and Security Certifiable Items (SSCI).

The Systems Integration Group (SIG) activities are ongoing and will continue throughout the project. The SIG performed a total of 21 Integrated Tests as of March 2020.

Safety and Security Certification activities are ongoing and will continue throughout the project. In March 2020, 112 of the 669 SSCI's were verified and closed for the stations under construction.

DART Force Account anticipates systems work to start April 2020. SIG will coordinate with DART Force Account personnel and continue integrated testing as system modifications are installed.

**Issues** None



# Six-Month Look Ahead

## Interrelated Projects Platform Extensions

### RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead

Project	2020					
	April	May	June	July	August	September
Red and Blue Line Platform Extensions - Pre-Construction/Force Account Systems Construction/Construction Related Activities	<div><div><div></div><div>RL - Group B Begins LBJCentral, Arapaho &amp; Lovers Lane Stations Construction</div></div><div><div></div><div>RL - Group B Complete Parker Rd and Bush Turnpike Station Construction</div></div><div><div></div><div>BL - Group E Begin Morrell &amp; Kiest Stations Construction</div></div><div><div></div><div>BL - Group E Complete Illinois &amp; VA Medical Stations</div></div><div><div></div><div>Inside Junct - Group A Begin Cityplace Station Construction</div></div><div><div></div><div>Complete 1st 6 LONP Stations - Force Account Work</div></div><div><div></div><div>Force Account Work Begins April 6, 2020</div></div></div>					
Red and Blue Line Platform Extensions - Design Related Activities	<div><div>Begin DSDC Services Mar 25, 2019A</div><div>All 100% Final Design Submitted October 19, 2018A</div><div>Continue DSDC Services</div></div>					
Red and Blue Line Platform Extensions - OCIP Procurement Process - Forced Account Systems Elements	<div><div>OCIP Coverage Continues through-out Project until Dec 2021</div><div>Issue NTP's Long Lead Items (LLI's) August 2019A</div><div>Force Account Work Commences May 13, 2019A</div><div>Remaining Long Lead Items arrive at Site February 12, 2020A</div></div>					
Red and Blue Line Platform Extensions - Federal Process	<div><div>DART submits Core Capacity &amp; SCC Templates for FFGA Application August 17, 2018A</div><div>Receive FTA approval for Letter of no Prejudice (LONP) February 12, 2019A</div><div>Receive FTA Region 6 approval for Long Lead Material Solicitations March 20, 2019A</div><div>Complete Executive Review April 26, 2019A</div><div>RBPE-FFGA May 28, 2019A</div></div>					
<div><div><div></div><div>Look Ahead Event</div></div><div><div></div><div>Texas State Fair Window 2019</div></div></div>						



# Change Control Summary

## Interrelated Projects Platform Extensions

Interrelated Core Capacity Projects - Change Control Summary

Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (March 2020)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	
Red & Blue Line Platform Extensions Group A	C-2030485-01	Austin Carcon JV	\$15,586,304	\$814,165	\$16,400,469	0	\$15,586,304	\$814,165	0%	10%	
Red & Blue Line Platform Extensions Group B	C-2030485-02	Omega Contracting, Inc.	\$19,533,157	\$1,094,593	\$20,627,750	0	\$19,533,157	\$1,094,593	0%	10%	
Red & Blue Line Platform Extensions Group C	C-2030485-03	Omega Contracting, Inc./ DES JV	\$8,602,024	\$466,202	\$9,068,226	0	\$8,602,024	\$466,202	0%	10%	
Red & Blue Line Platform Extensions Group D	C-2030485-04	Gilbert May, Inc dba Phillips May Corporation	\$9,072,043	\$453,603	\$9,525,646	0	\$9,072,043	\$453,603	0%	10%	
Red & Blue Line Platform Extensions Group E	C-2030485-05	Gilbert May, Inc. dba Phillips May Corporation	\$9,397,204	\$491,456	\$9,888,660	0	\$9,397,204	\$491,456	0%	10%	
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:			\$62,387,738	\$3,320,019	\$65,707,757	\$0	\$62,387,738	\$3,320,019			

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

<b>STREETCAR CENTRAL LINK</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget <sup>(1)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(3)</sup></b>
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 03/31/20.
- 3) Expended to Date values reflect activity in DART's General Ledger through 03/31/20.



- Board Strategic Priority**
- 3: Optimize DART's influence in regional transportation planning
  - 4: Expand DART's transportation system to serve cities inside and outside the current service area

**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 is still pending as of this date to determine if all or part of project will be integrated into Central Link
  - Completion of the Streetcar Master Plan in summer 2020 to determine how Central Link would interface with other potential expansion including M-line modifications
  - Timely approval of request to enter Project Development once submitted to FTA, anticipated in Fall 2020





# Commuter Rail

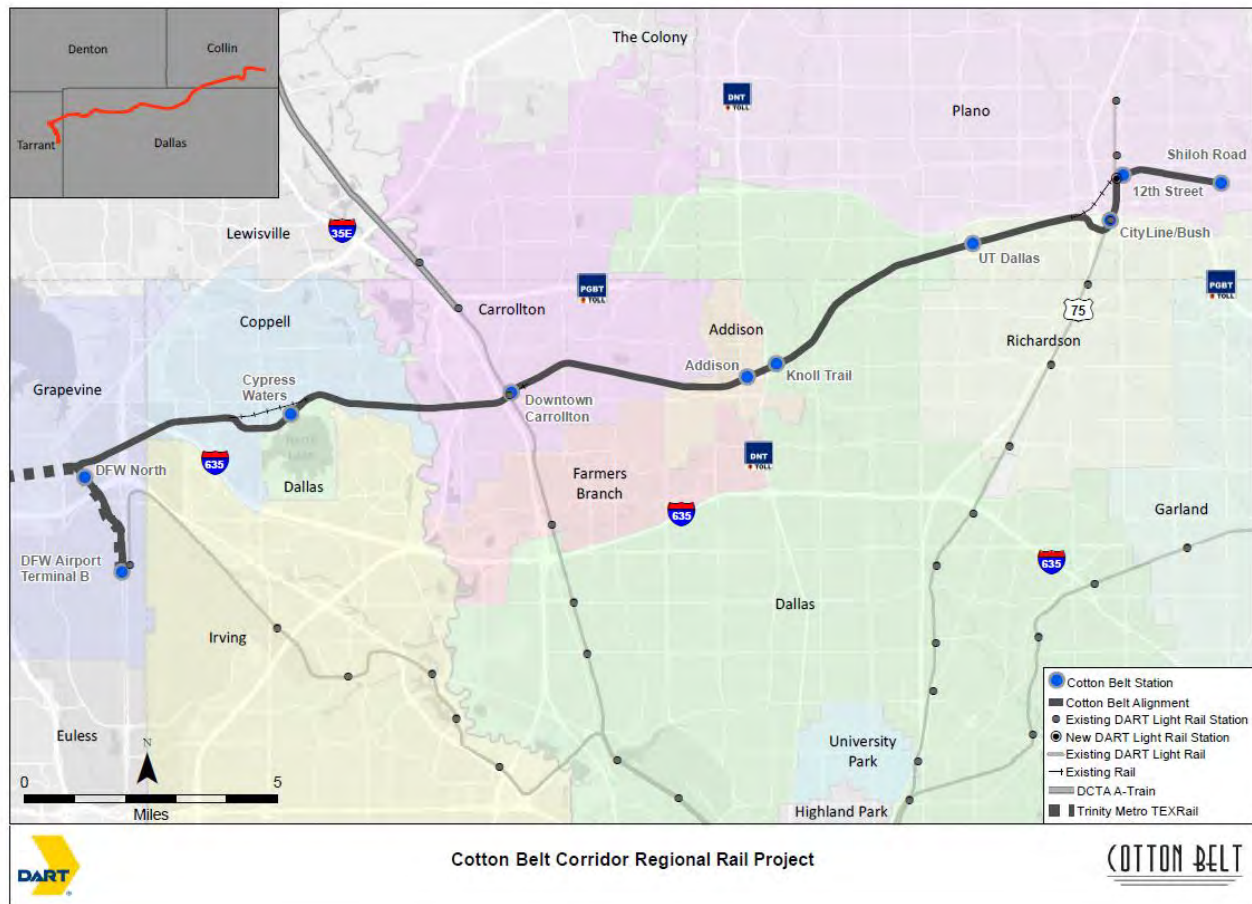


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# Cotton Belt (Silver Line) Map

Commuter  
Rail

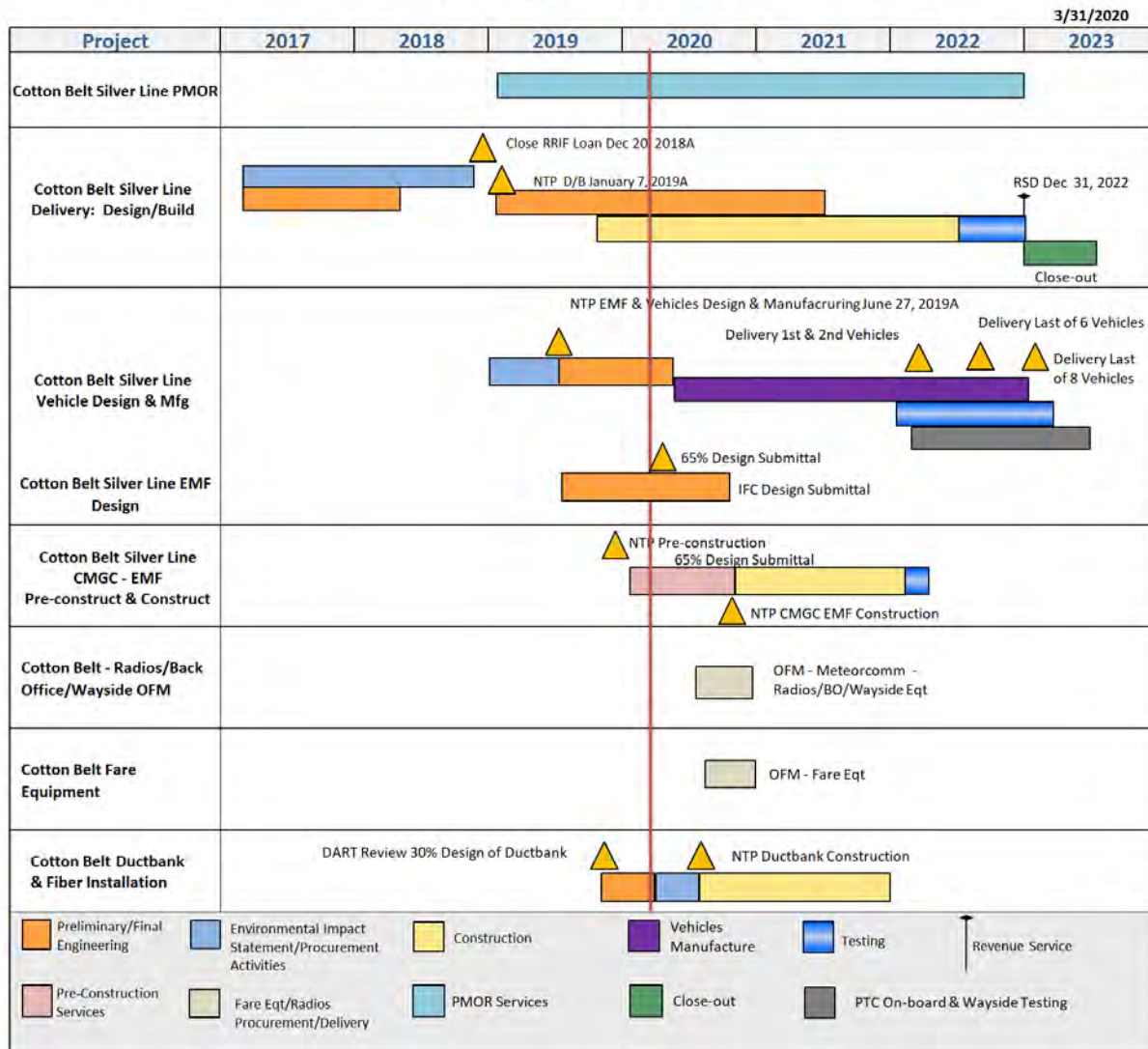




# Summary Control Schedule

Commuter Rail

## Cotton Belt Silver Line Summary Control Schedule





# Cost Summary

## Commuter Rail

<b>COMMUTER RAIL Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Cotton Belt Rail Line General	\$ 1,099.0	\$ 944.9	\$ 125.3
OPS/ Maintenance Facility	50.0	7.5	0.4
Commuter Rail Cars	94.0	119.1	12.9
Cotton Belt Program	<b>\$1,243.0</b>	<b>\$1,071.5</b>	<b>\$138.6</b>

- 1) Expended to date values reflect activity through 03/31/20, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 03/31/20.
- 3) Control Budget reflects FY20 approved Financial Plan value.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 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 – 03/31/20) - \$130,334,415



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<b>Board Strategic Priority</b>	3: Optimize DART's influence in regional transportation planning 4: Expand DART's transportation system to serve cities inside and outside the current service area
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<b>Description</b>	Acquisition of property required for construction of the Cotton Belt Project
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<b>Status</b>	DART is identifying full and partial takes for the Cotton Belt Regional Rail Project (based on current design efforts).
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Preliminary list includes:

- 64 partial acquisitions
- 10 whole acquisitions
- 1 residential location
- 16 non-residential relocations

ROW Acquisition Team mobilized in April 2019.

<b>Issues</b>	None
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# Cotton Belt (Silver Line) Corridor Facilities

**Commuter  
Rail**

- Board Strategic Priority**
- 3: Optimize DART's influence in regional transportation planning
  - 4: Expand DART's transportation system to serve cities inside and outside the current service area

**Description** The 26-mile long regional rail Cotton Belt (Silver Line) 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 Cotton Belt 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 Cotton Belt 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](http://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



**Status (Continued)** Representative (PMOR) on January 8, 2019. In February 2019, site 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 will conclude on August 15, 2019.

The design-builder is working to progress design development from the 10% level to 30%, 60%, 100%, and IFC levels of design. As of March 11, 2020, the design-builder has submitted 179 of 402 design packages, totaling to 45% of all packages due, including street improvements, civil, systems, stations, bridge plans, and utility relocation packages.

Construction of the 60" water line at new Mercer Yard is being planned for March and April 2020.

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

Negotiations for vehicle procurement were completed in April and on May 28, 2019, the DART Board authorized award of the contract for procurement of the base vehicle design and EMF design. Negotiations for the vehicle options have been completed and a supplemental agreement was executed for vehicle options including a 15-year Vehicle and EMF maintenance option on January 3, 2020. As of end of February 2020, the Vehicle manufacturer and EMF designer had submitted 60 of 166 vehicle design submittals, totaling to 36% of all vehicle design submittals due. As of end of February 2020, the 65% EMF designs were in progress.

On April 30, 2019, an RFP was issued for the EMF Construction Manager/General Contractor (CMGC) Pre-Construction and Construction Services Contract. Proposals were received on June



**Status (Continued)** 26, 2019, evaluations and negotiations were completed for Pre-Construction services. An NTP was issued for CMGC Pre-Construction Services on January 8, 2020.

The anticipated date for project completion which is December 2022 is tracking late and will be updated in the next monthly updates.

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

The contractor has been provided access to areas of the ROW for site information gathering. On March 31, 2020, DFW Airport granted access to DART for Survey, Boring and SUE investigations on airport property.

**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.

**Agreements with Member 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.

**Pending Change Issue – Silver Line Hike and Bike Trail**

DART is working 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 is in excess of the NCTCOG's budget. DART is evaluating cost drivers in an attempt to narrow down the budgetary gap. Meeting between DART and NCTCOG is anticipated in March and April.

**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 are currently



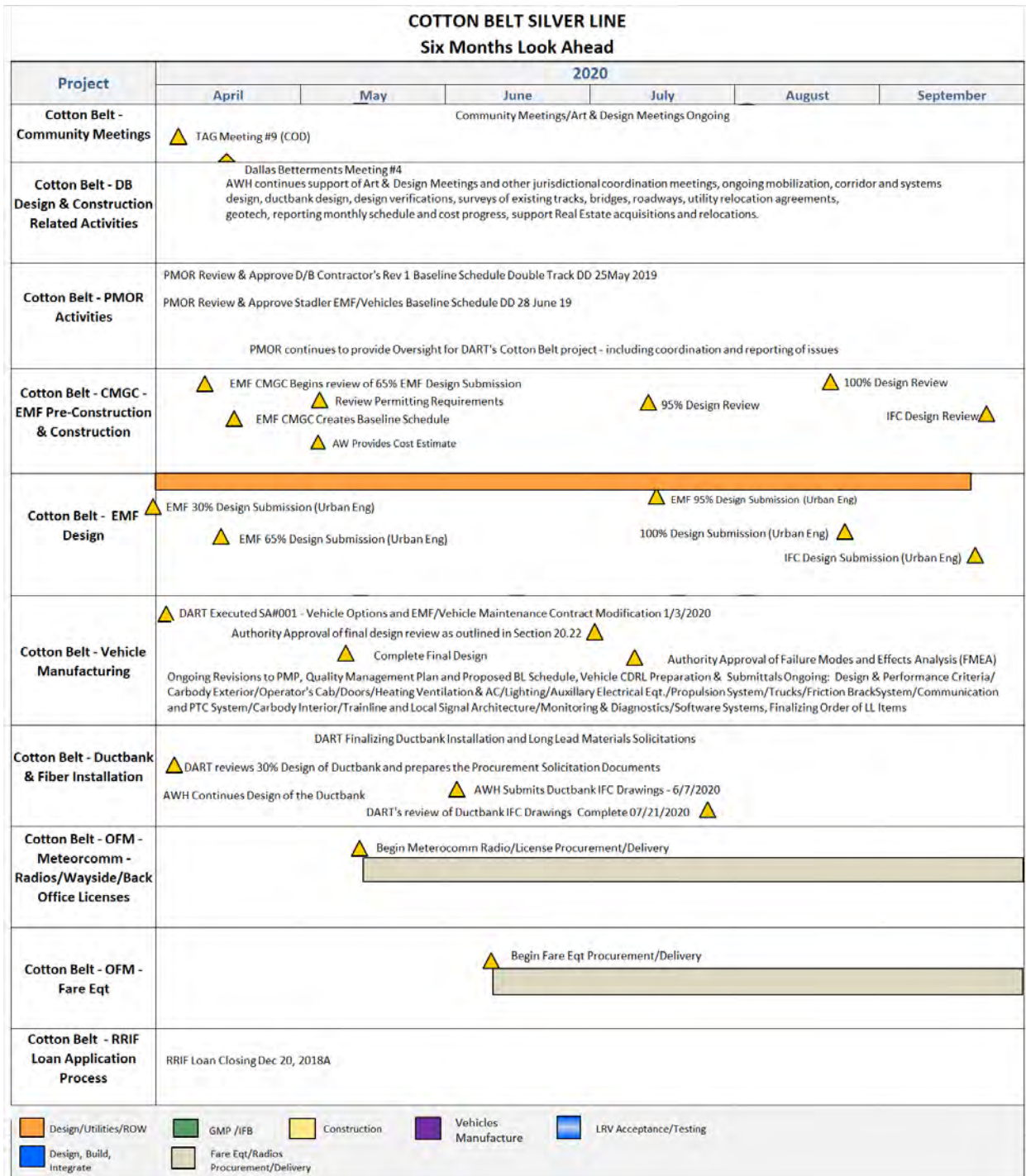
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**Issues (Continued)** working towards mutually acceptable solutions. An agreement between DART and City of Dallas was advanced to the COTW on March 10, 2020.



# Six-Month Look Ahead

## Commuter Rail





# Change Control Summary

## Commuter 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 (March 2020)
			(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	892,486,819	31,349,039	923,835,858	848,318	893,335,137	30,500,721	3%	5%	
Cotton Belt Regional Rail -PMOR	C-2034482-01	WSP/AZ&B Joint Venture	20,120,856	1,434,025	21,554,881	0	20,120,856	1,434,025	0%	5%	
Cotton Belt Regional Rail -Vehicles and EMF	C-2037370-01	Stadler US, Inc.	231,826,937	4,458,000	236,284,937	1,262,856	233,089,793	3,195,144	28%	5%	
Cotton Belt Regional Rail EMF CMGC Pre-Const Services	C-2043451-01	Archer Western Construction, LLC	1,499,771	74,988	1,574,759	0	1,499,771	74,988	0%	0%	
Positive Train Control	C-1019272-01	Staitec Consulting Services, Inc.									
Positive Train Control (Regional PTC)	FWTA Contract	Wabtec									
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomm									
Noble Branch Bridge	Pending	Pending	0	0	0	0	0	0	0%	0%	
TOTALS:			912,607,675	32,783,064	945,390,739	848,318	913,455,993	31,934,746			

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.



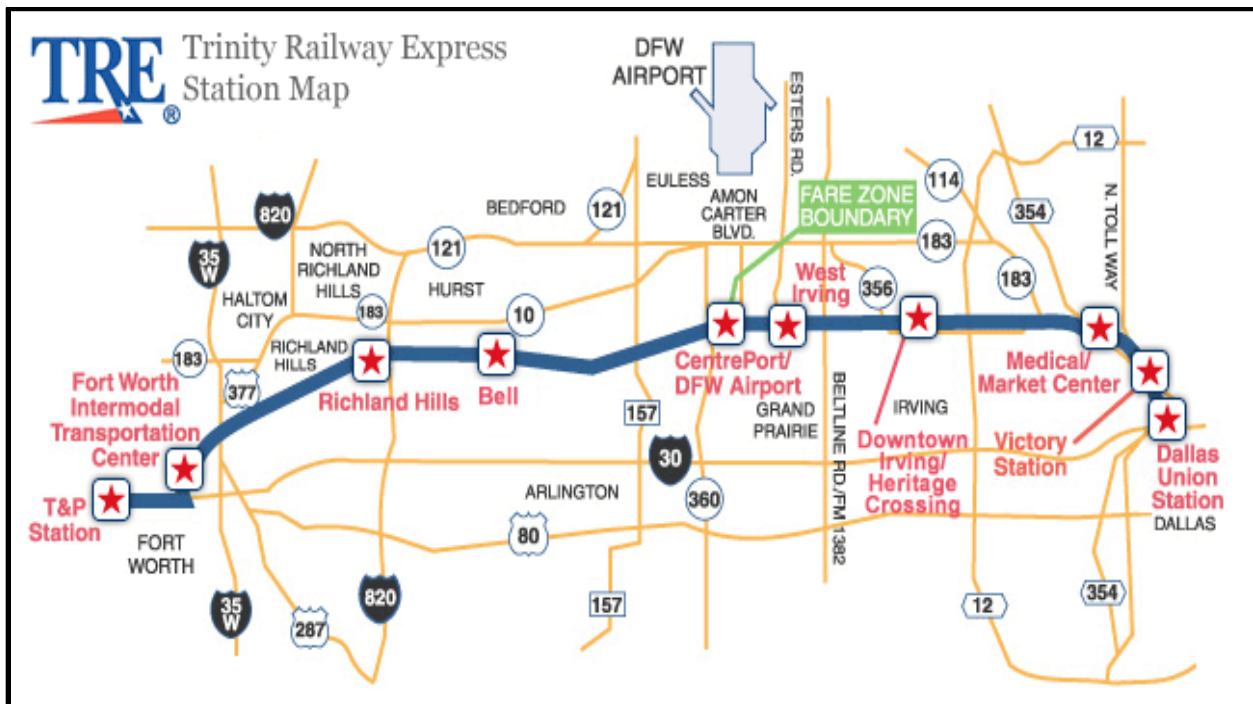


# Trinity Railway Express (TRE) Projects



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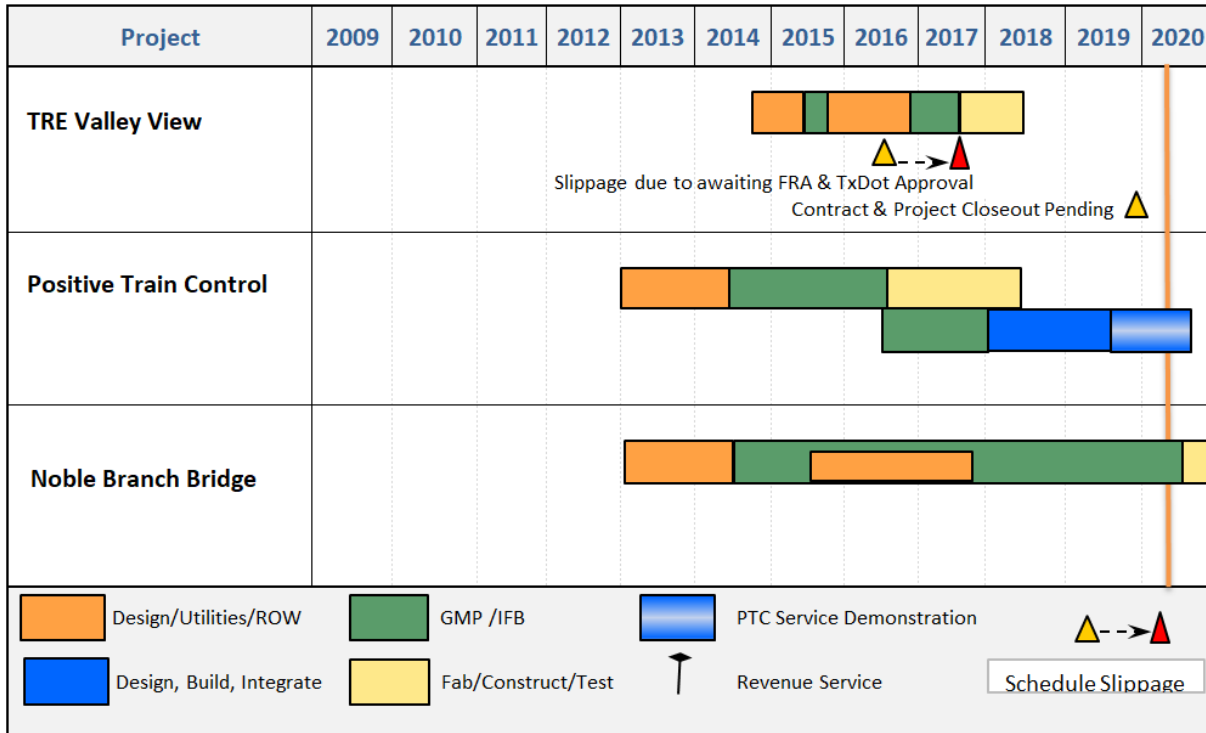


# Summary Control Schedule

**TRE Projects**

## TRE Projects Summary Control Schedules

03/31/2020





# Cost Summary

## TRE Projects

<b>TRE PROJECTS Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Valley View to West Irving Double Tracking <sup>(3,4,5)</sup>	\$ 22.7	\$ 23.4	\$ 23.4
Positive Train Control (PTC)	34.8	34.5	30.2
Noble Branch Bridge	10.7	0.5	0.5
MP 640.41 Inwood Bridge	1.6	0.2	0.2
Medical District Drive	2.1	0.2	0.1
Locomotive Purchase	5.8	0.0	0.0

- 1) Expended to date values reflect activity through Expended to Date provided by DART Finance/Accounting through 03/31/20.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 03/31/20.
- 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)



# Valley View to West Irving Double Tracking

**TRE  
Projects**

**Board Strategic Priority** 2: Optimize and preserve (state of good repair) the existing transit system

**Description** This proposed double tracking project is in the City of Irving. The project involves construction of approximately 1.4 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station. The project also includes a new bridge structure over Bear Creek and conversion of the existing #20 turnout to a #20 crossover.

**Status** The Funding Agreement between the Federal Railroad Administration (FRA) and the Texas Department of Transportation (TXDOT) was executed in July 2016, and the Construction & Funding Agreement between DART and TXDOT was also signed in July 2016. The FRA grant amendment includes an expiration date of March 2019.

Track material contract was issued for bid on August 7, 2015. The sole bid received in September 2015 was significantly higher than the independent cost estimate; therefore, the track materials were provided by the Operations & Maintenance (O&M) contractor for the TRE.

DART Board authorized contract award on August 22, 2017. FRA/TXDOT provided notice to proceed (NTP) on September 8, 2017. NTP was issued to construction contractor on September 8, 2017. NTP was issued to O&M contractor on September 11, 2017.

On April 10, 2018, the contractor completed demolition of the existing bridge at Bear Creek and prefabricated bridge structure move during a 72-hour shutdown.

EMF access road was completed and opened in January 2018. All track work was completed in April 2018. Final signal and system testing were completed in June 2018.

Overall construction progress is 100% complete. In March 2019, the remaining open issues were closed for Change Requests 3 and 7 regarding differing site conditions at drilled shaft for bridge at Bear Creek. In April 2019, the DART Board authorized a contract modification for change requests. Contract closeout was completed in March 2020.

DART is awaiting final as-built drawing revisions prior to retainage and final payment release.

**Issues** None



**Board Strategic Priority** 1: Continually improve service and safety experiences and perceptions for customers and the public  
2: Optimize and preserve (state of good repair) the existing transit system

**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 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 31<sup>st</sup> 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.

DART took the lead with PTC-220, LLC, for the spectrum and with Meteorcomm for the radio equipment. A Spectrum Sublease



**Status (Continued)** 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 Management System. 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



# Positive Train Control (PTC)

**TRE  
Projects**

**Status (Continued)** in the FRA Conditional Approval and entered Extended RSD on May 23, 2019.

PTC Interoperability testing activities completed with TRE tenants includes Lab Interoperability End to End Testing with DGNO, FWWR, BNSF and UPRR, and Field Interoperability Testing with DGNO and FWWR.

Wabtec has reported the following status as of February 29, 2020:

- System Engineering 76% complete
- Test Procedure Development 100% complete
- Engineering Functional Requirements 92% 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 74% complete
- Training 96% complete

**Issues** None



**Board Strategic Priority** 2: Optimize and preserve (state of good repair) the existing transit system

**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.

A Request for Proposal for the bridge construction will be let by the end of the fourth quarter FY 2020.



## **Issues    Historical Value**

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

## **Coordination Efforts**

This work will also require coordination with the Army Corp of Engineers and the Environmental Protection Agency and requires a 404 Permit.



**Board Strategic Priority** 2: Optimize and preserve (state of good repair) the existing transit system

**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.

The proposed new bridge begins at Station 104+77.88 and extends to Station 106+02.52, with an elevation variance of 0.18.



**Status (Continued)** 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).

A Request for Proposal for the bridge construction will be let by the end of the fourth quarter FY 2020.

**Issues** **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.



# Medical District Drive Bridge

## TRE Projects

**Board Strategic Priority** 2: Optimize and preserve (state of good repair) the existing transit system

**Description** Medical District Drive. This 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, waste water, 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, composite 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 two existing bridges and abutments have been removed. Plan to switch TRE to Track #2 is on schedule for July 4, 2020. The project is anticipated to be complete in summer 2021.



### **Issues    Construction Activities**

During installation of temporary special shoring, several incidents occurred along the track and caused the TRE to put the slow order on the track. DART/TRE recently met with Dallas County to discuss those subsidence issues and resulting track deflection. Dallas County will set up a track monitoring program. The construction team is taking survey shots along the track every four hours to review for deflections. Data collected for the past two weeks indicates that all the track movement is within the allowable limits. DART/TRE recommend that any crucial activities that could impact the track, should be scheduled when TRE is not in operation. Also freight tracks can be stopped for 12 hours to facilitate the contractor to perform any critical tasks near the track. This issued is resolved.

### **West Side Abutment**

West Side abutment's drilled shaft failed the concrete integrity test causing the drilled shafts being redesigned. Redesign has been received and is under review. Wingwall footing has been completed. Tying steel on abutment footing starts April 13, 2020.

### **East Side Abutment**

East side abutment during drilling encountered an existing 12" water main. The relocation is ongoing. Final engineering is complete. Existing piles testing was completed in the week of March 30, 2020. The new piles installation is scheduled on the week of April 13, 2020.



**Board Strategic Priority** 1: Continually improve service and safety experiences and perceptions for customers and the public  
2: Optimize and preserve (state of good repair) the existing transit system

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

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

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

Expected delivery dates are anticipated late 2020/early 2021.

**Issues** **Delays**

The proposed schedule assumed a start date of January 2019. The space available at the Patterson, Georgia facility has been filled with other contracts, initially moving TRE's remanufacture start date to July 2019. The contractor is working through final engineering and design for HEP engine and plate C compliance. Core locomotives are on hand in Patterson, GA.

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



# F59-PHI Locomotive Overhaul

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TRE  
Projects

**Board Strategic Priority** 1: Continually improve service and safety experiences and perceptions for customers and the public  
2: Optimize and preserve (state of good repair) the existing transit system

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

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

The project is funded with capital funds in the amount of \$3.8m.

Expected return dates are anticipated late 2020/early 2021, respectively.

**Issues** **Delays**

A series of crossing incidents damaged two TRE locomotives, removing them from revenue service. This caused further delays in providing Progress Rail the first unit for overhaul. Repairs to the two locomotives took more than a year.

The first unit was provided to Progress Rail on October 15, 2019.



# Level Overhaul and Side Sill Repair.

## TRE Projects

**Board Strategic Priority** 1: Continually improve service and safety experiences and perceptions for customers and the public  
2: Optimize and preserve (state of good repair) the existing transit system

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

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

The project is funded with capital funds in the amount of \$15.9m.

**Issues** **Delays**

A series of crossing incidents damaged three TRE bi-level cars, removing them from revenue service. This is causing delays in providing CAD Railways the first unit for overhaul. Repairs to the three bi-level cars are ongoing.














The first unit will be provided to CAD Railways once TRE is able to return all wrecked vehicles to revenue service.



# Six-Month Look Ahead

## TRE Projects

### TRE Projects Six-Month Look Ahead

Project	2020					
	April	May	June	July	August	September
TRE Valley View	Complete Bridge Slide April 10, 2018A Complete Trackwork May 3, 2018A Substantial Completion June 30, 2018A Contract Retainage Payment & Close-out January, 2020					
Noble Branch Bridge	 Issue Solicitation for Construcion	NTP Construction Noble Branch Bridge 				
	 Solicitation response Due Notice of Award Noble Branch Bridge Construction					
	COTW/DART Brd Approve Construction Contract 					
Positive Train Control (Fiber Installation)	Completed					
PTC Integrator						
	Extended PTC RSD Demonstration: Union Station to T & P Station Interoperability (Six Tenants) Lab Testing Field Testing 			Project Complete/Closeout Complete 20-Nov-2020 		
PTC Safety Plan - To Submit for Review March, 2020/ FRA Review Approved Sept, 2020						
 Design	 GMP /IFB	 PTC Service Demonstration				
 Construct/Test	 System Integration Testing					



# Change Control Summary

## TRE Projects

### TRE Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(March 2020)
TRE Valley View Bridge & Double Tracking Construction	C-2022481-01	Kiewit Infrastructure South Co.	\$14,634,242	\$741,000	\$15,375,242	\$348,185	\$14,982,427	\$392,815	47%	100%	
TRE Valley View Bridge & Double Tracking Track Material	C-2005858-01	Herzog Transit Services, Inc.	\$4,660,392	\$200,000	\$4,860,392	\$199,637	\$4,860,029	\$363	100%	100%	
Positive Train Control	C-1019272-01	Staatec Consulting Services, Inc.	\$4,386,248	\$219,312	\$4,605,560	\$0	\$4,386,248	\$219,312	0%	100%	
Positive Train Control (Regional PTC)	FWTA Contract	Wabtec	NA	NA	NA	NA	NA	NA	NA	NA	
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomm	\$5,089,946	\$0	\$5,089,946	\$0	\$5,089,946	\$0	0%	100%	
Noble Branch Bridge	Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TOTALS:			\$28,770,828	\$1,160,312	\$29,931,140	\$547,822	\$29,318,650	\$612,490			

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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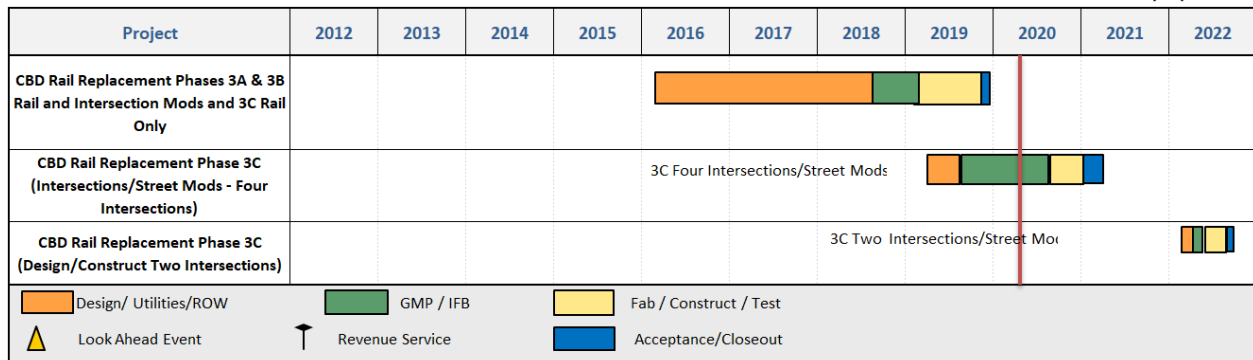


# Summary Control Schedule

## Additional Capital Development

### Additional Capital Development Projects Summary Control Schedules

03/31/2020





# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
DART Police Facilities <sup>(3)</sup>	\$ 31.5	\$ 27.4	\$ 27.4
CBD Rail Replacement	43.0	27.0	25.3
Hidden Ridge Station	13.6	12.8	0.8

- 1) Expended to Date values reflect activity through 03/31/20, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 03/31/20.
- 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; pending execution of an amendment to the ILA w/ City of Irving
- 5) Control Budget reflects scope related costs only and does not include projected financing costs.



**Board Strategic Priority** 1: Continually improve service and safety experiences and perceptions for customers and the public  
2: Optimize and preserve (state of good repair) the existing transit system

**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.

**Issues** None



# CBD/Traffic Signal Priority (TSP) System

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**Board Strategic Priority** 1: Continually improve service and safety experiences and perceptions for customers and the public  
2: Optimize and preserve (state of good repair) the existing transit system

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

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

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

DART will assist City of Dallas in moving the Modbus functionalities into COD new ATC. In addition, DART will fund \$150,000 for detection system expansion into City arterial streets.

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. City will manage the contract to add arterial street detection and countdown timers for pedestrians at LRT mall intersections.

DART vendor has installed P2P wireless equipment and currently testing the network. The estimated completion of P2P network upgrade is the end of April 2020. DART is in the process of hiring a consultant to support P2P efforts and to provide training to City of Dallas staff on Advanced Traffic Signal Controller.

**Issues** None



**Board Strategic Priority** 2: Optimize and preserve (state of good repair) the existing transit system

**Description** The CBD Rail Replacement project is a phased implementation plan to address the condition of rail wear in the CBD (Pearl Station to Houston Street). The project includes: Phase I, limited replacement of worn rail in selected curves; Phase II, special track procurement; and Phase III, full replacement of remaining CBD rail.

**Status** **Phase I – Limited Replacement**

Work was completed in December 2014. Closeout is complete.

**Phase II – Special Track Procurement**

Material was received on December 23, 2015. DART has closed out the contract.

**Phase IIIA – Special Track Installation**

DART prepared a budget and schedule to advance Phase IIIA in the Financial Plan from 2022 to 2017. Phase IIIA is the replacement and new installation for 50-meter turnouts, with remaining rail replacement in the West End area.

**Phase IIIB – Intersection Work**

Phase IIIB is intersection work associated with Phase IIIA work areas.

**Phase IIIC – Remaining Rail Improvements**

Phase IIIC is replacement of remaining track work, street headers, and drainage improvements. Replacement is scheduled for 2022.

Design NTP for Phase III was issued on February 5, 2018, and the 100% complete design documents were received on July 16, 2018.

A solicitation for construction services was issued on October 26, 2018. Bids were received in December 2018. In January 2019, the DART Board authorized award of a contract for Phase IIIA, Phase IIIB, and bid option for Phase IIIC rail replacement.

The contractor's NTP was issued on February 14, 2019. On-site construction was initiated on March 30, 2019. In July 2019, the contractor completed 16 of 20 anticipated work weekends, plus 2 of 3 weather weekends, for a total anticipated duration of 23 weekends.

Contractor completed all rail related work during the month of August 2019.

The Phase IIIB street header work was completed in August 2019 as well.



# CBD Rail Replacement

**Additional Capital  
Development**

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**Status (Continued)** Remaining work is placement of the OCS poles and wire for the newly installed crossover at St. Paul.

Authorization to utilize the traffic poles from the City of Dallas as OCS termination poles were received in late November 2019. Work was completed during the Thanksgiving holiday.

Remaining street header work scheduled to start during September 2020, on four Intersections along the CBD, i.e. Pearl Street, Field Street, Akard Street, and Olive Street.

**Issues** None



**Board Strategic Priority** 2: Optimize and preserve (state of good repair) the existing transit system  
4: Expand DART's transportation system to serve cities inside and outside the current service area

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

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

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

Three proposals were submitted in June 2019. DART successfully negotiated with the highest qualified and responsive proposer. Board approval for the award of the construction contract was obtained on January 14, 2020. Notice of the award was issued to Archer Western Construction (AWC) on January 17, 2020. NTP for the construction contract was issued on February 4, 2020. Mobilization and submission of preliminary deliverables are in progress.

Revenue Service is anticipated in December 2020.

**Issues** **Status of Project Schedule**

The project completion date is trending December 2020 and is later than the date identified in the Interlocal Agreement with the City of Irving. Per the Interlocal Agreement, DART issued a letter to the City of Irving regarding revised schedule and project cost. City of Irving and DART to revise the Interlocal Agreement as requested by the City of Irving.

A Letter of No Prejudice (LONP) request has been submitted to FTA.



# Six-Month Look Ahead

## Additional Capital Development

### Additional Capital Development Projects Six-Month Look Ahead

3/31/2020

Project	2020					
	March	April	May	June	July	August
CBD Rail Replacement Phase 3A & 3B Rail and Intersection Mods and 3C Rail Only Construction	<div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div><div></div><div></div><div></div></div> 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# 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 (March 2020)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$485,834	\$4,283,167	\$7,819	98%	100%	Closed Expired 1/26/2010
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$1,163,622	\$14,237,955	\$536,041	68%	100%	Closed Expired 6/15/2011
DART Police Facilities Package 3	C-1018394-01	Journeyman	\$1,264,950	\$101,196	\$1,366,146	\$66,342	\$1,331,292	\$34,854	66%	100%	Closed Expired 1/31/2011
DART Police Facilities NE Facility	NE Facility Construction Pending	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Track Installation for the CBD Rail Limited Replacement Project	C-2011786-01	G.W. Peoples	\$5,234,800	\$523,480	\$5,758,280	\$0	\$5,234,800	\$523,480	0%	100%	Closed Expired 4/9/2015
Track Materials for CBD Rail Replacement	C-2003140-01	Progress Rail Service Corp.	\$1,112,960	\$55,648	\$1,168,608	\$0	\$1,112,960	\$55,648	0%	100%	Closed Expired 9/30/2015
Special Track Materials for the CBD Rail Replacement and SE-1 Rail Maintenance	C-2011787-01	Voestalpine Nortrak	\$795,252	\$39,763	\$835,015	\$19,147	\$814,399	\$20,616	48%	100%	Closed Expired 2/1/2016
Central Business District (CBD) Rail Replacement	C-2042466-01	Delta/Peoples JV	\$13,480,787	\$674,039	\$14,154,826	\$0	\$13,480,787	\$674,039	0%	99%	
Hidden Ridge Station	C-2046201-01	Archer Western Construction, LLC	\$11,067,000	\$553,350	\$11,620,350	\$0	\$11,067,000	\$553,350	0%	5%	
TOTAL:			\$49,827,415	\$4,140,792	\$53,968,207	\$1,734,946	\$51,562,361	\$2,405,846			
Legend:	% Contingency >= 70%										

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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## Safety & Security Projects





# Cost Summary

## Safety & Security Projects

<b>SAFETY &amp; SECURITY PROJECTS</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Safety & Security Improvements Outlying Stations	\$ 5.0	\$ 0.5	\$ 0.2
Safety & Security Improvements Downtown Dallas	3.0	1.1	0.9
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.0	0.0
Signalized Crossing @ Arapaho Station	0.4	0.0	0.0
Signalized Crossing @ Ledbetter Station	0.4	0.0	0.0
Pedestrian Barriers @ Fair Park	0.2	0.1	0.1
CCTV – 163 Vehicles	12.3	11.2	10.5
Fare Barrier West End Station	3.0	0.5	0.2
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
<b>Total Safety &amp; Security Projects</b>	<b>\$ 25.5</b>	<b>\$ 13.4</b>	<b>\$ 11.9</b>

1) Committed values reflect activity through 03/31/20.

2) Expended to Date values reflect general ledger activity posted through 03/31/20.



**Board Strategic Priority** 2: Optimize and preserve (state of good repair) the existing transit system

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

**Status** **Phase I – 48 LRVs**

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

**Phase II – 115 SLRVs**

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

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

**Issues** DART and Digital Technology International (DTI) are working on an issue to resolve the position of the UPS batteries per LRV. Pending signature for DTI 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: Continually improve service and safety experiences and perceptions for customers and the public
  - 2: Optimize and preserve (state of good repair) the existing transit system

**Description** 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

**Status** Installation of fencing at Convention Center Station has been completed.

Improvements to Convention Center Station area lighting was completed in June 2019.

Installation of a CCTV display monitor at West End Station was completed in October 2018. A favorable assessment of this pilot project has been completed. Plans are in progress for procurement of additional monitors for installation at other locations. Monitor No. 2 at West End Station is scheduled for installation in November 2019.

Design for improvements to West End Station area lighting was completed in November 2018. An application for a Certificate of Appropriateness was approved by the City of Dallas in September 2018. On April 19, 2019, NTP was issued to the construction contractor.

**Issues** None









# Six-Month Look Ahead

## Safety & Security Projects

### Safety & Security Projects Six-Month Look Ahead

03/31/2020

Project	2020					
	April	May	June	July	August	September
<b>CCTV For 163 SLRVs (48 + 115)</b>  CCTV Project Complete - October 22, 2019 Additional re-work on power supply is currently under review.						
<div>  Design/Utilities/ROW            GMP /IFB            Material Delivery/Install/Construct/Test         </div> <div>  Look Ahead Event            Acceptance/Closeout         </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  (March 2020)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note n)	
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 Used: 70%

Legend:  
Notes:

% Contingency = 70%

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





# Streetcar Projects

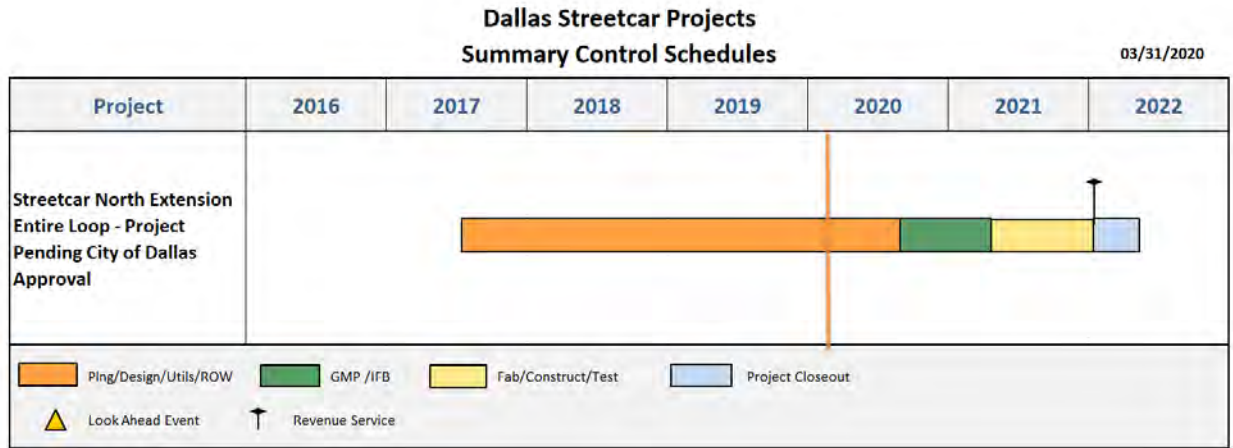


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# Summary Control Schedule

Streetcar Projects





# Cost Summary

## Streetcar Projects

<b>STREETCAR PROJECTS</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2,3)</sup></b>
Northern Streetcar Extension <sup>(4)</sup>	\$ 7.9	\$ 0.9	\$ 0.7
Streetcar Extension Vehicles	8.7	8.8	8.6
Streetcar Vehicles	10.4	10.4	10.5
<b>Streetcar Projects Total</b>	<b>\$ 27.0</b>	<b>\$ 20.3</b>	<b>\$ 19.8</b>

- 1) Committed values reflect activity through 03/31/20.
- 2) Expended to Date provided by DART Finance/Accounting through 03/31/20.
- 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

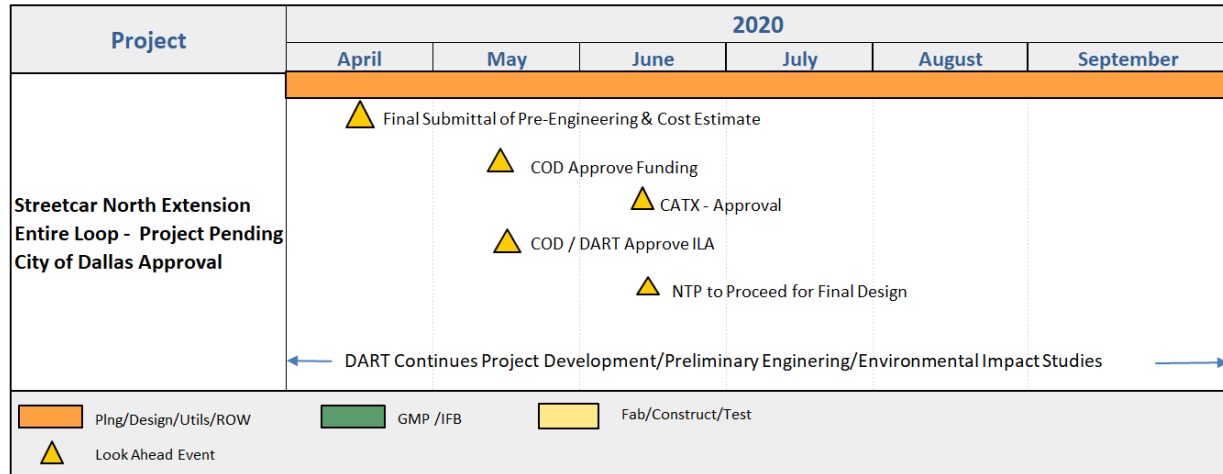
<b>Board Strategic Priority</b>	3: Optimize DART's influence in regional transportation planning 4: Expand DART's transportation system to serve cities inside and outside the current service area
<b>Description</b>	<p>The City of Dallas desires to extend the existing Streetcar Project to the north toward 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.</p>
<b>Status</b>	<p>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.</p> <p>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.</p> <p>In July 2018, a cost proposal was received, and negotiations were held with the highest technically ranked offeror.</p> <p>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 are continuing with the second offeror.</p> <p>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.</p> <p>As of April 2019, design is progressing with field surveys, geotechnical and other design activities.</p> <p>The 30% deliverables were received in July 2019 and are under review before submitting to the City of Dallas.</p> <p>The 30% design deliverable was submitted to the City of Dallas on October 2019.</p>
<b>Issues</b>	None



# Six-Month Look Ahead

## Streetcar Projects

### Dallas Streetcar Projects Six-Month Look Ahead







# LRT Buildout Phase I



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# LRT Buildout Phase I





# North Central Corridor Facilities

## Line Section NC-3

### LRT Buildout Phase I

**Board Strategic Priority** 4: Expand DART's transportation system to serve cities inside and outside the current service area

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

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

**Issues** **Contractor REA for Relief from LDs & Additional Costs**  
The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages (LDs) and additional costs totaling over \$37 million.

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

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

#### **Quantum Hearing**

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





# **LRT Buildout**

## **Phases II & III**

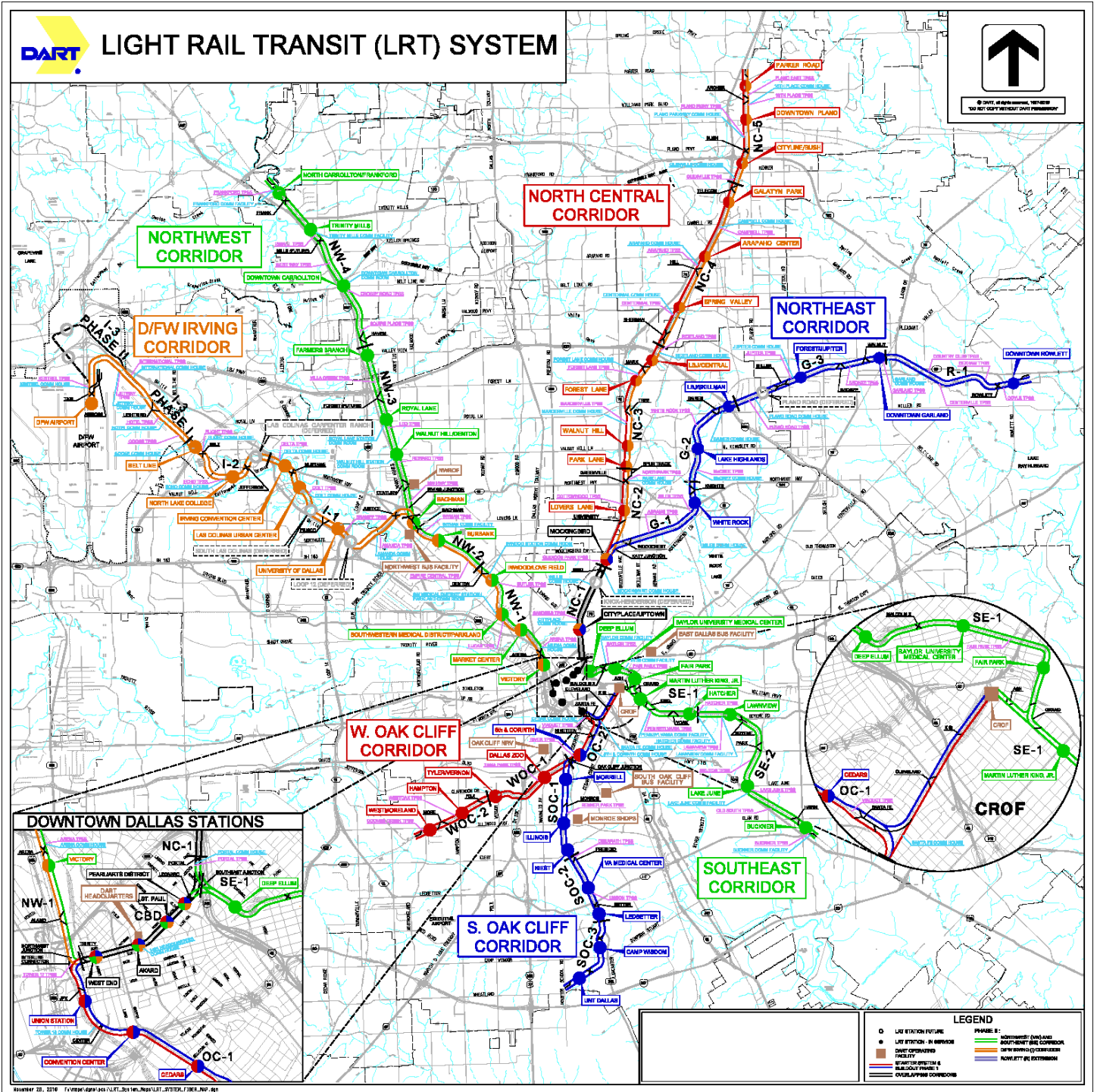


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# Map

## LRT Buildout Phases II & III





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# **LRT Buildout**

## **Phase IIB**



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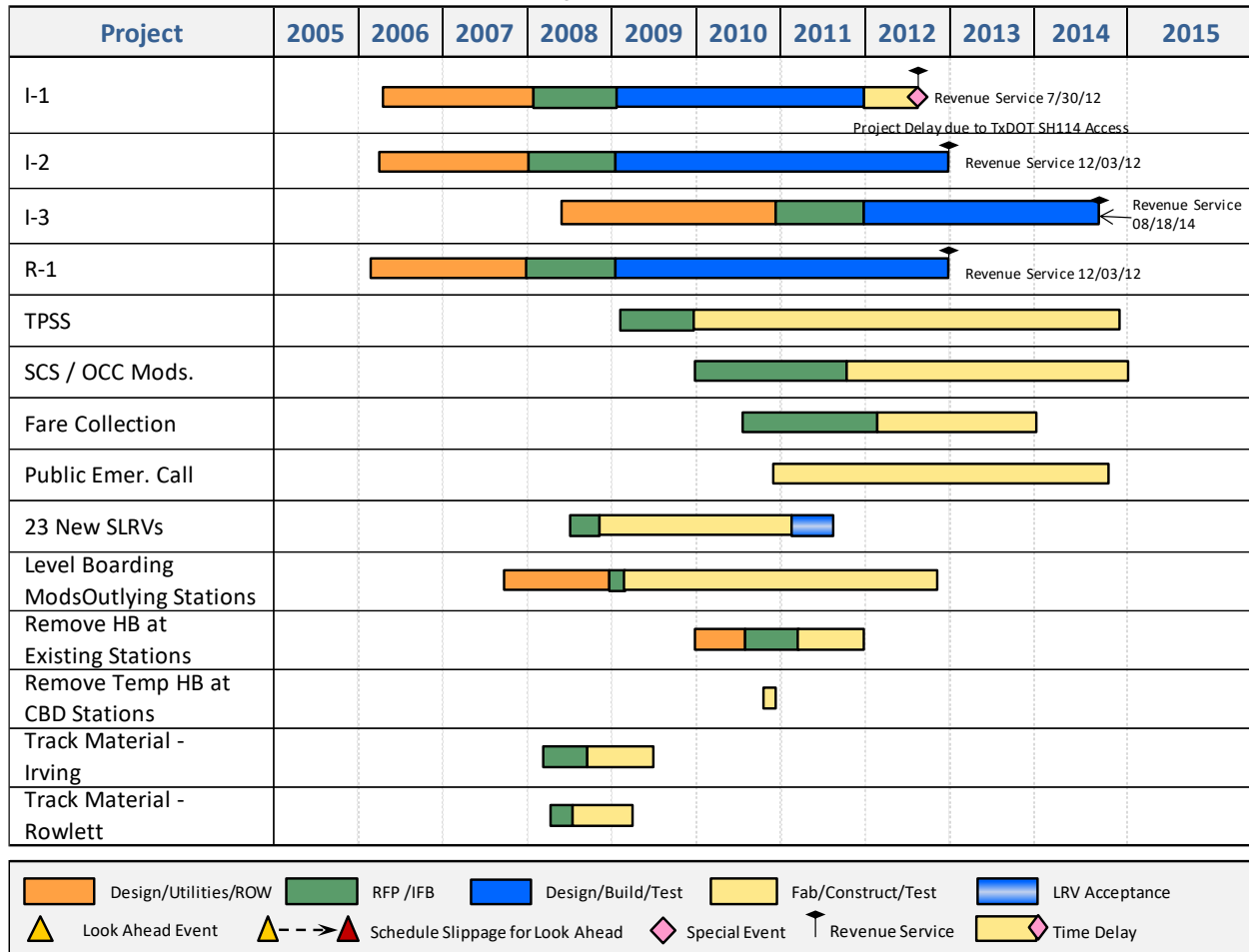


# Summary Control Schedule

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Summary Control Schedule

12/31/2017





# Cost Summary

## LRT Buildout Phase IIB

<b>LRT BUILDOUT PHASE IIB</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b> <small>(3,4,5,6,7,8,9,10,11,12)</small>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase IIB	\$ 86.9	\$ 68.8	\$ 68.8
Irving-1	329.0	329.0	316.2
Irving-2	211.1	211.1	223.0
Irving-3	172.4	172.4	172.4
Rowlett-1	217.9	217.9	217.9
Level Boarding – Outlying Stations	8.6	8.6	8.6
NWROF	59.1	59.1	59.1
Systems	42.8	42.8	42.8
Vehicles	190.7	190.7	190.7
<b>LRT Buildout Phase IIB Total</b>	<b>\$ 1,318.5</b>	<b>\$ 1,300.5</b>	<b>\$ 1,299.5</b>

- 1) Committed values reflect activity through 03/31/20.
- 2) Expended to date values reflect activity through 03/31/20.
- 3) Budget reflects FY11 financial plan amendment approved on 09/28/10, Board Resolution 100130, which increased the Phase IIB Budget \$5.9M.
- 4) Control budget reflects BCR 125 to transfer budget to fund allocated portion of Amendment 13 projects.
- 5) Control budget reflects approved FY13 Financial Plan budget reduction of (\$34.2M), BCR 150.
- 6) Control budget reflects approved FY14 Financial Plan budget reduction of (\$80.0M), BCR 167.
- 7) Control budget reflects approved FY15 Financial Plan budget reduction of (\$110M), BCR 277.
- 8) Control budget reflects approved FY15 Budget Change Request #362 transfer to LCMP02015 – DFW Station Concierge Enclosure (\$42K).
- 9) Control budget reflects approved FY16 Budget Change Request #361 transfer to LNEP16001 – Next Train Messaging at DFW Station (\$45K).
- 10) Control budget reflects approved FY16 Budget Change Request #385 transfer to LNEP16001 – Next Train Messaging at DFW Station (\$820).
- 11) Phase 2B program reserve has been reduced by (\$96.5K), BCR 488.
- 12) Phase 2B program reserve has been reduced by (\$62.6K), BCR 489.





# **LRT Buildout**

## **Phase III**



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# Cost Summary

## LRT Buildout Phase III

<b>LRT BUILDOUT PHASE III Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(3,4,5)</sup></b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase III	\$ 43.7	\$ 20.7	\$ 20.7
SOC-3	128.4	128.4	128.2
NWROF <sup>(6)</sup>	18.0	18.0	18.0
Systems – Phase III <sup>(6)</sup>	4.5	4.5	4.5
Vehicles – Phase III <sup>(6)</sup>	20.6	20.6	20.6
<b>LRT Buildout Phase III Total</b>	<b>\$ 215.2</b>	<b>\$ 192.2</b>	<b>\$ 192.1</b>

- 1) Committed values reflect activity through 03/31/20.
- 2) Expended to date values reflect activity through 03/31/20.
- 3) Budget reflects FY12 financial plan approved on 09/27/11, Board Resolution 110114.
- 4) Control budget reflects FY13 Financial Plan budget value approved on 09/25/12, due to accelerated revenue service date.
- 5) Control Budget reflects approved FY15 Financial Plan budget reduction of (\$22M) BCR 278.
- 6) All construction contracts are closed.



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# **DALLAS AREA RAPID TRANSIT**

## **QUARTERLY INVESTMENT REPORT**

**As Of**  
**March 31, 2020**

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

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

*Joseph G. Costello*

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**Joseph Costello, Chief Financial Officer**

*Dwight D Burns*

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**Dwight Burns, Treasurer**

*Beverly F. Adler*

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**Beverly Adler, Assistant Treasurer**

*Wallace Waits*

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**Wallace Waits, Senior Manager Cash and Debt Administration**



# Quarterly Investment Report - Summary

**2nd Qtr FY20**

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 decreased the target range for the Fed Funds Rate between zero and 1/4 percent on March 3rd. Economic indicators released since March 3rd emergency Committee meeting pointed to concerns over a world recession as a result of COVID-19. The U.S. labor market shrank by 701,000 by March-end. The unemployment rate is at 4.4 percent (4.4%). The long-term inflation is at one and half percent (1.5%) on a 12-month basis, and real gross domestic product (GDP) is expected to decrease in 2020. DART recognizes the economic impact resulting from COVID-19; the compliance with PFIA positions our investment portfolio considering safety as the highest priority to persevere these economic challenges.

## Yield to Maturity Managed Funds

FY19	6/30	<b>2.073</b>
	9/30	<b>2.011</b>
FY20	12/31	<b>1.842</b>
	3/31	<b>1.460</b>

		Ending Amortized Book Value as of March 31, 2020							
Portfolio	Agencies	Treasuries	CP	Pools	MMF's	Fund Totals	YTM	Compliant	
<b>Managed Funds</b>									
Operating	\$168,471,969	\$ -	\$ -	\$116,500,324	\$ -	\$284,972,293	1.428%	Yes	
Financial Reserve	46,000,000	-	-	4,041,044	-	50,041,044	1.757%	Yes	
MAIF	9,999,510	-	-	1,557,819	-	11,557,329	1.602%	Yes	
Platform Extensions	-	-	-	61,850,711	-	61,850,711	1.426%	Yes	
Silver Line	20,050,000	-	-	50,060	-	20,100,060	1.904%	Yes	
Insurance	12,200,000	-	-	60,262	-	12,260,262	1.844%	Yes	
Bond SEAF	-	-	-	100,021,101	-	100,021,101	1.417%	Yes	
CP SEAF	-	-	-	36,426,660	-	36,426,660	1.417%	Yes	
	\$256,721,479	\$ -	\$ -	\$320,507,982	\$ -	\$577,229,460	1.460%		
<b>Constrained Funds</b>									
Debt Service	\$ -	\$ -	\$ -	\$79,751,053	\$388,826	\$80,139,880	1.318%	Yes	
Regional Toll Road	-	-	-	-	1,543,815	1,543,815	0.627%	Yes	
City of Irving ILA	-	-	-	3,325,972	-	3,325,972	1.426%	Yes	
COD Streetcar	-	-	-	-	16,681	16,681	0.626%	Yes	
Toyota	-	-	-	370,131	-	370,131	1.426%	Yes	
	\$ -	\$ -	\$ -	\$83,447,156	\$1,949,322	\$85,396,478	1.306%		
<b>All Funds</b>	<b>\$256,721,479</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$403,955,137</b>	<b>\$1,949,322</b>	<b>\$662,625,938</b>	<b>1.440%</b>		

The investment rating of each investment was reviewed on 03/31/20 and found to be in compliance with PFIA.

The investment strategy for the **Operating Fund** is to seek higher yielding liquid investments in the 1 day to 5 years range while increasing the coverage to shorter term investments. Strategies for the other funds are:

<b>Debt Service</b>	100% money-market funds and local government investment pools (LGIP)
<b>Financial Reserve</b>	LGIPs and laddered maturities
<b>Insurance</b>	LGIPs and laddered maturities
<b>Mobility Assist. &amp; Innovation Fnd (MAIF)</b>	LGIPs, 1-6 months (10%), 6-12 months (10%), laddered 2-5 years (80%)
<b>Platform</b>	LGIPs and investment maturities tied to expected project expenditures
<b>Regional Toll Road (RTR)</b>	100% money-market funds
<b>Silver Line</b>	LGIPs and laddered maturities
<b>Streetcar</b>	100% money-market funds
<b>Bond SEAF/CP SEAF</b>	100% LGIPs
<b>Toyota</b>	100% LGIPs

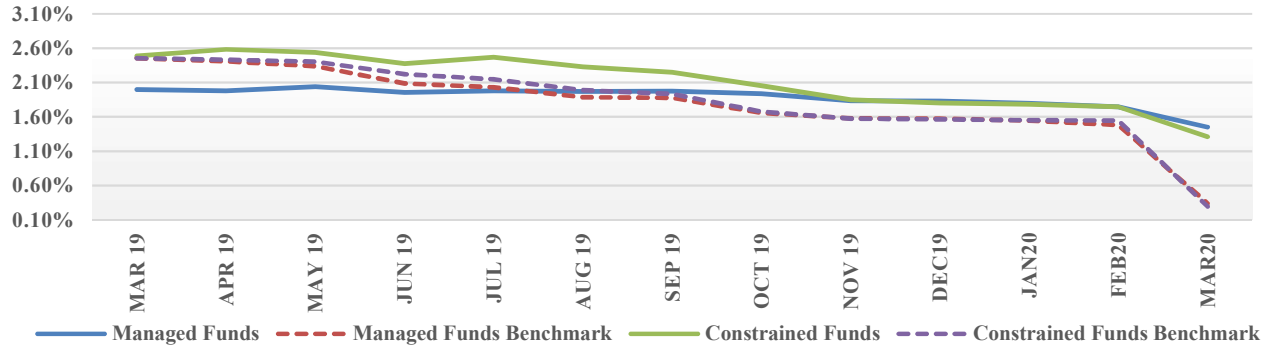




# Quarterly Investment Report - Summary

**2nd Qtr FY20**

## Historical Performance Against Benchmarks

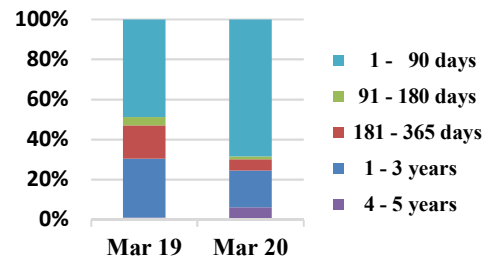


The benchmark rates are calculated at the end of each month as a weighted average of the 3 and 6-month Treasury bond yield curves, as well as the Treasury 1-3 year bond yield curves.

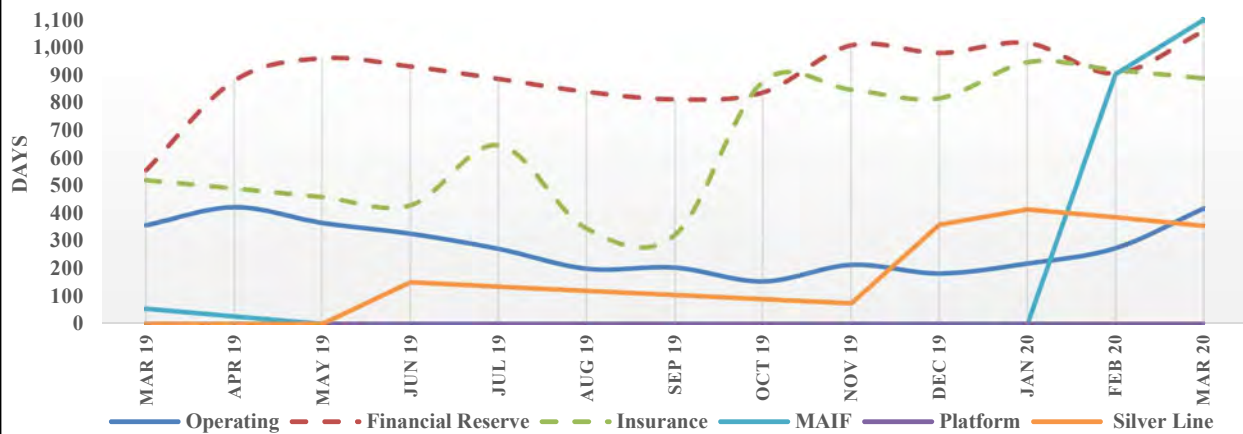
## Average Yield to Worst All Funds

	12 months ending	6 months		
	FY17	FY18	FY19	FY20
Actual	1.04%	1.46%	2.02%	1.77%
Benchmark	1.02%	1.95%	2.30%	1.36%

## Investments by Maturity Range



## Weighted Average Maturities





# Security Transactions - Purchases

**2nd Qtr FY20**

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<b><u>OPERATING FUND</u></b>								
1/21/20	3133ELHX5	FFCB 1.66 1/21/2022-20	\$ 10,000,000	01/21/22	04/21/20	1.660	\$ 10,000,000	20-0015
1/28/20	3134GU6A3	FHLMC 1.625 1/28/2022-20	\$ 5,000,000	01/28/22	07/28/20	1.625	\$ 5,000,000	20-0018
2/10/20	3130AJ4A4	FHLB 1.5 2/10/2021	\$ 5,000,000	02/10/21		1.500	\$ 5,000,000	20-0019
2/13/20	31422BUL2	FAMC 1.55 8/13/2021-20	\$ 5,700,000	08/13/21	08/13/20	1.550	\$ 5,700,000	20-0023
2/14/20	3134GVCQ9	FHLMC 1.625 2/14/2022-20	\$ 5,000,000	02/14/22	05/14/20	1.625	\$ 5,000,000	20-0024
2/18/20	3133ELNK6	FFCB 1.53 2/18/2021-20	\$ 5,000,000	02/18/21	05/18/20	1.530	\$ 5,000,000	20-0025
2/20/20	3130AJ6U8	FHLB 1.65 2/18/2022-20	\$ 5,000,000	02/18/22	05/18/20	1.650	\$ 5,000,000	20-0026
2/24/20	3133ELNQ3	FFCB 1.54 2/24/2022-20	\$ 10,000,000	02/24/22	08/24/20	1.540	\$ 10,000,000	20-0027
2/25/20	3133ELLW2	FFCB 1.61 5/5/2022-20	\$ 5,000,000	05/05/22	05/05/20	1.609	\$ 5,000,000	20-0030
2/25/20	3134GVCJ5	FHLMC 1.6 5/18/2022-20	\$ 5,500,000	05/18/22	05/18/20	1.556	\$ 5,500,550	20-0029
3/10/20	3134GVGE2	FHLMC 0.85 3/10/2022-20	\$ 5,000,000	03/10/22	06/10/20	0.850	\$ 5,000,000	20-0035
3/11/20	31422BVX5	FAMC 1.1 3/11/2024-20	\$ 5,000,000	03/11/24	09/11/20	1.100	\$ 5,000,000	20-0034
3/16/20	3133ELSX3	FFCB 1 9/16/2022-20	\$ 5,000,000	09/16/22	09/16/20	1.000	\$ 5,000,000	20-0031
3/17/20	3133ELSS4	FFCB 1 3/11/2022-20	\$ 1,000,000	03/11/22	06/11/20	1.000	\$ 1,000,000	20-0041
3/17/20	3133ELTE4	FFCB 1.22 3/17/2025-20	\$ 5,000,000	03/17/25	06/17/20	1.220	\$ 5,000,000	20-0038
3/17/20	3130A8XW8	FHLB 1.801 8/25/2022-20	\$ 5,000,000	08/25/22	05/25/20	0.999	\$ 5,007,550	20-0042
3/17/20	3134GVGG7	FHLMC 1 3/17/2025-20	\$ 5,000,000	03/17/25	09/17/20	1.000	\$ 5,000,000	20-0037
3/18/20	31422BWE6	FAMC 0.72 3/18/2021-20	\$ 5,000,000	03/18/21	09/18/20	0.720	\$ 5,000,000	20-0039
3/19/20	3133ELTM6	FFCB 0.83 12/16/2021-20	\$ 5,000,000	12/16/21	06/16/20	1.037	\$ 4,997,500	20-0046
3/19/20	3133ELTX2	FFCB 0.93 9/12/2022-20	\$ 5,000,000	09/12/22	06/19/20	1.625	\$ 4,991,350	20-0044
3/19/20	3130AJCH0	FHLB 1.375 12/11/2023-20	\$ 5,000,000	12/11/23	06/11/20	1.375	\$ 5,000,000	20-0045
<b>TOTAL</b>			<b>\$ 112,200,000</b>			<b>1.361</b>	<b>\$ 112,196,950</b>	
<b><u>FINANCIAL RESERVE</u></b>								
1/21/20	3130AHWB5	FHLB 2 1/21/2025-20	\$ 2,795,000	01/21/25	07/21/20	2.000	\$ 2,795,000	20-0016
2/27/20	3134GVDK1	FHLMC Step 2/27/2024-20	\$ 5,000,000	02/27/24	08/27/20	1.625	\$ 5,000,000	20-0028
3/16/20	3133ELST2	FFCB 1.21 3/12/2024-20	\$ 1,545,000	03/12/24	06/12/20	1.210	\$ 1,545,000	20-0040
3/24/20	3130AJDB2	FHLB 1.02 6/24/2022-20	\$ 4,030,000	06/24/22	06/24/20	1.020	\$ 4,030,000	20-0033
3/25/20	3130AJC23	FHLB 1.5 3/25/2025-20	\$ 5,145,000	03/25/25	09/25/20	1.500	\$ 5,145,000	20-0036
<b>TOTAL</b>			<b>\$ 18,515,000</b>			<b>1.481</b>	<b>\$ 18,515,000</b>	
<b><u>SILVER LINE</u></b>								
1/23/20	3134GU2Y5	FHLMC 1.65 12/16/2022-20	\$ 1,600,000	12/16/22	07/16/20	1.649	\$ 1,600,000	20-0017
<b>TOTAL</b>			<b>\$ 1,600,000</b>			<b>1.649</b>	<b>\$ 1,600,000</b>	
<b><u>INSURANCE RESERVE</u></b>								
1/14/20	3134GUZ37	FHLMC 2.01 1/13/2025-20	\$ 3,600,000	01/13/25	07/13/20	2.010	\$ 3,600,000	20-0014
<b>TOTAL</b>			<b>\$ 3,600,000</b>			<b>2.010</b>	<b>\$ 3,600,000</b>	





# Security Transactions - Purchases

**2nd Qtr FY20**

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<b><u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u></b>								
2/10/20	3134GVAV0	FHLMC 1.65 8/10/2022-20	\$ 2,000,000	08/10/22	08/10/20	1.650	\$ 2,000,000	20-0020
2/12/20	3130AJ5F2	FHLB 1.75 2/12/2025-21	\$ 3,000,000	02/12/25	02/21/21	1.750	\$ 3,000,000	20-0021
2/13/20	3133ELNB6	FFCB 1.65 2/13/2023-20	\$ 3,000,000	02/13/23	08/13/20	1.650	\$ 3,000,000	20-0022
3/10/20	3130AJCS6	FHLB 1.1 3/10/2023-20	\$ 1,000,000	03/10/23	06/10/20	1.301	\$ 999,500	20-0032
3/25/20	3130AJB65	FHLB 1.62 3/25/2024-20	\$ 1,000,000	03/25/24	09/25/20	1.620	\$ 1,000,000	20-0047
<b>TOTAL</b>			<b>\$ 10,000,000</b>			<b>1.642</b>	<b>\$ 9,999,500</b>	
<b>GRAND TOTAL</b>			<b>\$ 145,915,000</b>				<b>\$ 145,911,450</b>	



# Security Transactions - Maturities, Calls & Sales

**2nd Qtr FY20**

Sale Date	Action	Maturity Date	CUSIP	Security Description	Beg Cost Val & Accrued Int.	Int Received Current Qtr	Realized Gain/Loss	Original Disc/(Prem)
<b><u>OPERATING FUND</u></b>								
1/29/20	Called	04/29/21	3130AGT54	FHLB 2.1 4/29/2021-20	\$ 5,000,000	\$ -	\$ -	\$ -
3/11/20	Called	02/12/21	3133EK5X0	FFCB 1.68 2/12/2021-20	5,000,000	6,767	-	-
3/25/20	Called	03/25/22	31422BDU1	FAMC 2.63 3/25/2022-20	10,000,000	131,500	-	-
3/30/20	Matured	03/30/20	3135G0Q63	FNMA 1.3 3/30/2020-17	10,000,000	65,000	-	-
<b>TOTAL \$</b>					<b>30,000,000</b>	<b>\$ 203,267</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>FINANCIAL RESERVE FUND</u></b>								
1/15/20	Called	10/15/21	3134GUGV6	FHLMC 2 10/15/2021-20	\$ 2,795,000	\$ 13,975	\$ -	\$ -
2/22/20	Called	08/22/22	3130AC2B9	FHLB Step 8/22/2022-17	5,245,000	-	-	-
2/27/20	Called	11/27/23	3134GUSP6	FHLMC 2 11/27/2023-20	4,900,000	24,500	-	-
3/6/20	Called	11/27/23	3133ELAP9	FFCB 1.95 11/27/2023-20	4,030,000	21,611	-	-
3/12/20	Called	07/14/20	3130A8QD8	FHLB 1.23 7/14/2020-17	4,000,000	7,927	7,200	7,200
<b>TOTAL \$</b>					<b>20,970,000</b>	<b>\$ 68,013</b>	<b>\$ 7,200</b>	<b>\$ 7,200</b>
<b><u>INSURANCE</u></b>								
1/10/20	Called	07/10/23	3133EKX84	FFCB 2.07 7/10/2023-20	\$ 3,600,000	\$ -	\$ -	\$ -
<b>TOTAL \$</b>					<b>3,600,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>SILVER LINE</u></b>								
<b>TOTAL \$</b>					<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u></b>								
<b>TOTAL \$</b>					<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>PLATFORM EXTENSION FUND</u></b>								
<b>TOTAL \$</b>					<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>GRAND TOTAL \$</b>					<b>54,570,000</b>	<b>\$ 271,279</b>	<b>\$ 7,200</b>	<b>\$ 7,200</b>





# Current Portfolio - Total

**2nd Qtr** **FY20**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Settle Date	Invest #
FNMA 1.4 8/28/2020-17	3136G35C5	5,000,000	1.40	8/28/2020	1.40	1.40	\$ 5,000,000	\$ 5,000,000	\$ 5,009,997	8/30/2016	16-0119
FNMA 1.3 3/30/2020-17	3135G0Q63	10,000,000	1.30	3/30/2020	1.30	1.30	10,000,000	-	-	10/25/2016	17-0005
FHLB 1.23 7/14/2020-17	3130A8QD8	4,000,000	1.23	7/14/2020	1.28	1.28	4,000,000	-	-	11/8/2016	17-0007
FFCB 1.36 11/9/2020-17	3133EGF42	3,000,000	1.36	11/9/2020	1.36	1.36	3,000,000	3,000,000	3,000,096	11/9/2016	17-0008
FNMA 1.5 8/25/2020-17	3136G4GW7	10,000,000	1.50	8/25/2020	1.50	1.50	10,000,000	10,000,000	10,025,112	11/25/2016	17-0010
FHLB 1.5 6/15/2020-17	3130AA3Z9	3,275,000	1.50	6/15/2020	1.50	1.50	3,275,000	3,275,000	3,282,918	12/15/2016	17-0017
FHLB Step 8/22/2022-17	3130AC2B9	5,245,000	1.75	8/22/2022	2.36	1.75	5,245,000	-	-	8/28/2017	17-0040
FAMC 2.63 3/25/2022-20	31422BDU1	10,000,000	2.63	3/25/2022	2.63	2.63	10,000,000	-	-	3/25/2019	19-0004
FHLMC 2.625 5/22/2023-20	3134GTMV2	3,835,000	2.63	5/22/2023	2.63	2.63	3,835,000	3,835,000	3,845,415	5/22/2019	19-0013
FAMC 2.12 4/30/2020	31422BGZ7	10,000,000	2.12	4/30/2020	2.12	2.12	10,000,000	10,000,000	10,018,932	6/24/2019	19-0014
FHLMC 2 7/29/2021-20	3134GTK51	4,100,000	2.00	7/29/2021	2.00	2.00	4,100,000	4,100,000	4,099,550	7/29/2019	19-0016
FHLB 2.1 4/29/2021-20	3130AGT54	5,000,000	2.10	4/29/2021	2.10	2.10	5,000,000	-	-	7/29/2019	19-0017
FHLMC 2 10/3/2022-20	3134GUEM8	8,650,000	2.00	10/3/2022	2.00	2.00	8,650,000	8,650,000	8,650,830	10/3/2019	20-0001
FFCB 2.07 7/10/2023-20	3133EKX84	3,600,000	2.07	7/10/2023	2.07	2.07	3,600,000	-	-	10/10/2019	20-0002
FHLMC 2 10/15/2021-20	3134GUGV6	2,795,000	2.00	10/15/2021	2.00	2.00	2,795,000	-	-	10/15/2019	20-0003
FHLMC 2 10/16/2023-20	3134GUGA2	1,500,000	2.00	10/16/2023	2.00	2.00	1,500,000	1,500,000	1,500,688	10/16/2019	20-0004
FHLMC 2 10/30/2023-20	3134GUME7	10,000,000	2.00	10/30/2023	2.00	2.00	10,000,000	10,000,000	10,010,384	10/30/2019	20-0005
FHLMC 1.76 11/8/2021-20	3134GUPZ7	10,000,000	1.76	11/8/2021	1.76	1.76	10,000,000	10,000,000	10,013,935	11/8/2019	20-0006
FFCB 1.68 2/12/2021-20	3133EK5X0	5,000,000	1.68	2/12/2021	1.68	1.68	5,000,000	-	-	11/12/2019	20-0007
FFCB 1.66 11/19/2020-20	3133EK7L4	10,000,000	1.66	11/19/2020	1.66	1.66	10,000,000	10,000,000	10,019,632	11/19/2019	20-0008
FHLMC 2 11/27/2023-20	3134GUSP6	4,900,000	2.00	11/27/2023	2.00	2.00	4,900,000	-	-	11/27/2019	20-0009
FHLMC 1.75 8/25/2022-20	3134GUTK6	10,000,000	1.75	8/25/2022	1.75	1.75	10,000,000	10,000,000	10,050,535	11/25/2019	20-0010
FFCB 1.95 11/27/2023-20	3133ELAP9	4,030,000	1.95	11/27/2023	1.95	1.95	4,030,000	-	-	11/27/2019	20-0011
FHLMC 1.7 12/16/2021-20	3134GUXB1	8,450,000	1.70	12/16/2021	1.70	1.70	8,450,000	8,450,000	8,472,061	12/16/2019	20-0012
FFCB 1.65 12/30/2021-20	3133ELFX7	13,000,000	1.65	12/30/2021	1.65	1.65	13,000,000	13,000,000	13,124,425	12/30/2019	20-0013
FHLMC 2.01 1/13/2025-20	3134GUZ37	3,600,000	2.01	1/13/2025	2.01	2.01	-	3,600,000	3,612,749	1/14/2020	20-0014
FFCB 1.66 1/21/2022-20	3133ELHX5	10,000,000	1.66	1/21/2022	1.66	1.66	-	10,000,000	10,004,272	1/21/2020	20-0015
FHLB 2 1/21/2025-20	3130AHWB5	2,795,000	2.00	1/21/2025	2.00	2.00	-	2,795,000	2,805,175	1/21/2020	20-0016
FHLMC 1.65 12/16/2022-20	3134GU2Y5	1,600,000	1.65	12/16/2022	1.65	1.65	-	1,600,000	1,605,062	1/23/2020	20-0017
FHLMC 1.625 1/28/2022-20	3134GU6A3	5,000,000	1.63	1/28/2022	1.63	1.63	-	5,000,000	5,018,947	1/28/2020	20-0018
FHLB 1.5 2/10/2021	3130AJ4A4	5,000,000	1.50	2/10/2021	1.50	1.50	-	5,000,000	5,052,749	2/10/2020	20-0019
FHLMC 1.65 8/10/2022-20	3134GVAV0	2,000,000	1.65	8/10/2022	1.65	1.65	-	2,000,000	2,008,292	2/10/2020	20-0020
FHLB 1.75 2/12/2025-21	3130AJ5F2	3,000,000	1.75	2/12/2025	1.75	1.75	-	3,000,000	3,000,965	2/12/2020	20-0021
FFCB 1.65 2/13/2023-20	3133ELNB6	3,000,000	1.65	2/13/2023	1.65	1.65	-	3,000,000	3,011,738	2/13/2020	20-0022
FAMC 1.55 8/13/2021-20	31422BUL2	5,700,000	1.55	8/13/2021	1.55	1.55	-	5,700,000	5,724,409	2/13/2020	20-0023
FHLMC 1.625 2/14/2022-20	3134GVCQ9	5,000,000	1.63	2/14/2022	1.63	1.63	-	5,000,000	5,006,455	2/14/2020	20-0024
FFCB 1.53 2/18/2021-20	3133ELNK6	5,000,000	1.53	2/18/2021	1.53	1.53	-	5,000,000	5,007,464	2/18/2020	20-0025
FHLB 1.65 2/18/2022-20	3130AJ6U8	5,000,000	1.65	2/18/2022	1.65	1.65	-	5,000,000	5,002,782	2/20/2020	20-0026
FFCB 1.54 2/24/2022-20	3133ELNQ3	10,000,000	1.54	2/24/2022	1.54	1.54	-	10,000,000	10,036,879	2/24/2020	20-0027
FHLMC Step 2/27/2024-20	3134GVDK1	5,000,000	1.63	2/27/2024	1.70	1.63	-	5,000,000	5,020,361	2/27/2020	20-0028
FHLMC 1.6 5/18/2022-20	3134GVCJ5	5,500,000	1.60	5/18/2022	1.60	1.56	-	5,500,526	5,504,546	2/25/2020	20-0029
FFCB 1.61 5/5/2022-20	3133ELLW2	5,000,000	1.61	5/5/2022	1.61	1.61	-	5,000,000	5,000,522	2/25/2020	20-0030
FFCB 1 9/16/2022-20	3133ELSX3	5,000,000	1.00	9/16/2022	1.00	1.00	-	5,000,000	5,006,899	3/16/2020	20-0031
FHLB 1.1 3/10/2023-20	3130AJCS6	1,000,000	1.10	3/10/2023	1.12	1.12	-	999,510	1,000,478	3/10/2020	20-0032
FHLB 1.02 6/24/2022-20	3130AJDB2	4,030,000	1.02	6/24/2022	1.02	1.02	-	4,030,000	4,032,530	3/24/2020	20-0033
FAMC 1.1 3/11/2024-20	31422BVX5	5,000,000	1.10	3/11/2024	1.10	1.10	-	5,000,000	4,997,830	3/11/2020	20-0034
FHLMC 0.85 3/10/2022-20	3134GVGE2	5,000,000	0.85	3/10/2022	0.85	0.85	-	5,000,000	5,001,390	3/10/2020	20-0035
FHLB 1.5 3/25/2025-20	3130AJC23	5,145,000	1.50	3/25/2025	1.50	1.50	-	5,145,000	5,148,501	3/25/2020	20-0036
FHLMC 1 3/17/2025-20	3134GVGG7	5,000,000	1.00	3/17/2025	1.00	1.00	-	5,000,000	5,003,522	3/17/2020	20-0037
FFCB 1.22 3/17/2025-20	3133ELTE4	5,000,000	1.22	3/17/2025	1.22	1.22	-	5,000,000	5,001,722	3/17/2020	20-0038
FAMC 0.72 3/18/2021-20	31422BWE6	5,000,000	0.72	3/18/2021	0.72	0.72	-	5,000,000	5,000,552	3/18/2020	20-0039
FFCB 1.21 3/12/2024-20	3133ELST2	1,545,000	1.21	3/12/2024	1.21	1.21	-	1,545,000	1,541,995	3/16/2020	20-0040
FFCB 1 3/11/2022-20	3133ELSS4	1,000,000	1.00	3/11/2022	1.00	1.00	-	1,000,000	1,000,179	3/17/2020	20-0041
FHLB 1.801 8/25/2022-20	3130A8XW8	5,000,000	1.80	8/25/2022	1.74	1.00	-	5,007,431	5,008,407	3/17/2020	20-0042
FFCB 0.93 9/12/2022-20	3133ELTX2	5,000,000	0.93	9/12/2022	1.00	1.00	-	4,991,464	5,001,019	3/19/2020	20-0044



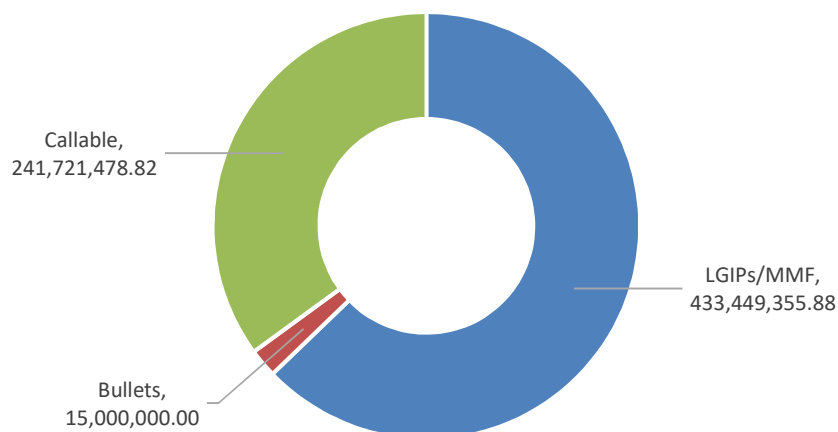


# Current Portfolio - Total

**2nd Qtr** **FY20**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
FHLB 1.375 12/11/2023-20	3130AJCH0	5,000,000	1.38	12/11/2023	1.38	1.38	\$ -	\$ 5,000,000	\$ 5,000,766	3/19/2020	20-0045
FFCB 0.83 12/16/2021-20	3133ELTM6	5,000,000	0.83	12/16/2021	0.86	0.86	-	4,997,547	4,998,645	3/19/2020	20-0046
FHLB 1.62 3/25/2024-20	3130AJB65	1,000,000	1.62	3/25/2024	1.62	1.62	-	1,000,000	1,002,560	3/25/2020	20-0047
Amegy Debt Serv MM	MM0002	477,960	1.55	N/A	1.55	1.55	477,960	388,826	388,826	9/30/2011	MM-0002
Wells RTR Plano MM	MM0019	1,540,176	1.17	N/A	1.17	1.17	1,540,176	1,543,815	1,543,815	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	11,800	1.17	N/A	1.17	1.17	11,800	16,681	16,681	9/30/2011	MM-0022
LOGIC-Insurance LGIP	MM0040	59,506	1.82	N/A	1.82	1.82	59,506	60,262	60,262	8/29/2019	MM-0040
LOGIC - Op LGIP	MM0041	60,545,678	1.84	N/A	1.84	1.84	60,545,678	37,464,505	37,464,505	9/2/2016	MM-0041
LOGIC - Fin Res LGIP	MM0042	1,545,001	1.82	N/A	1.82	1.82	1,545,001	4,041,044	4,041,044	9/7/2016	MM-0042
LOGIC - Cap Res LGIP	MM0043	11,375,447	1.82	N/A	1.82	1.82	11,375,447	1,557,819	1,557,819	9/7/2016	MM-0043
LOGIC - Platform LGIP	MM0044	64,037,223	1.82	N/A	1.82	1.82	64,037,223	61,850,711	61,850,711	9/7/2016	MM-0044
LOGIC - Toyota LGIP	MM0045	368,603	1.82	N/A	1.82	1.82	368,603	370,131	370,131	9/29/2016	MM-0045
LOGIC - Irving ILA LGIP	MM0046	3,312,248	1.82	N/A	1.82	1.82	3,312,248	3,325,972	3,325,972	7/10/2018	MM-0046
LOGIC - Cotton Belt LGIP	MM0047	1,650,002	1.77	N/A	1.77	1.77	1,650,002	50,060	50,060	7/2/2018	MM-0047
LOGIC - SEAF LGIP	MM0049	54,436,972	1.80	N/A	1.80	1.80	54,436,972	36,426,660	36,426,660	5/7/2019	MM-0049
TexasCLASS LGIP	MM0050	47,242,721	1.89	N/A	1.89	1.89	47,242,721	33,609,062	33,609,062	8/6/2019	MM-0050
TexPool - Op LGIP	MM0051	50,136,996	1.86	N/A	1.86	1.86	50,136,996	20,364,707	20,364,707	9/6/2016	MM-0051
TexasDaily LGIP	MM0052	5,038,453	1.66	N/A	1.66	1.66	5,038,453	25,063,050	25,063,050	8/9/2019	MM-0052
LOGIC - Bond SEAF LGIP	MM0053	100,021,101	1.28	N/A	1.28	1.28	-	100,021,101	100,021,101	3/26/2020	MM-0053
LOGIC - (T) Bond Prin LGIP	MM0071	7,938,300	1.83	N/A	1.83	1.83	7,938,300	23,679,450	23,679,450	2/7/2017	MM-0071
TexPool - (T) Bond Int LGIP	MM0072	21,207,956	1.84	N/A	1.84	1.84	21,207,956	56,071,604	56,071,604	1/26/2017	MM-0072

**GRAND TOTALS** 1.441 1.434 \$ 496,305,042 \$ 662,626,939 \$ 663,200,324





# Portfolio Analysis by Fund

**2nd Qtr** **FY20**

( \$ = 000s )	Oper.	Financial Reserve	MAIF	Ins.	Platform	Silver Line	CP SEAF	Bond SEAF	Irving ILA	RTR	Streetcar	Toyota	Debt Service	TOTAL
Face Value	\$ 284,976	\$ 50,041	\$ 11,558	\$ 12,260	\$ 61,851	\$ 20,100	\$ 36,427	\$ 100,021	\$ 3,326	\$ 1,544	\$ 17	\$ 370	\$ 80,140	\$ 662,630
Market Value	285,398	50,106	11,582	12,273	61,851	20,146	36,427	100,021	3,326	1,544	17	370	80,140	663,200
Unrealized Gain (Loss)	425	65	25	13	-	46	-	-	-	-	-	-	-	573
<b>Ending Amort. Book Value</b>	<u>284,973</u>	<u>50,041</u>	<u>11,557</u>	<u>12,260</u>	<u>61,851</u>	<u>20,100</u>	<u>36,427</u>	<u>100,021</u>	<u>3,326</u>	<u>1,544</u>	<u>17</u>	<u>370</u>	<u>80,140</u>	<u>662,627</u>
Cash Balance in dda accounts	513	-	-	-	-	-	-	-	-	-	-	-	-	513
<b>Amortized Value Plus Cash</b>	<u>285,487</u>	<u>50,041</u>	<u>11,557</u>	<u>12,260</u>	<u>61,851</u>	<u>20,100</u>	<u>36,427</u>	<u>100,021</u>	<u>3,326</u>	<u>1,544</u>	<u>17</u>	<u>370</u>	<u>80,140</u>	<u>663,140</u>
Accrued Interest	398	233	19	60	-	136	-	-	-	-	-	-	-	846
<b>TOTAL FUND VALUE</b>	\$ 285,885	\$ 50,274	\$ 11,577	\$ 12,320	\$ 61,851	\$ 20,236	\$ 36,427	\$ 100,021	\$ 3,326	\$ 1,544	\$ 17	\$ 370	\$ 80,140	\$ 663,986
<b>KEY COMPLIANCE TARGETS</b>														
<b>Minimum Fund Requirement</b> <sup>1</sup>	\$ 137,600			\$ 12,068										
Excess / (Shortfall) in Fund	\$ 148,285			\$ 252										
<b>Max. Avg. Fund Maturity (days)</b>	<b>730</b>	<b>1,460</b>	<b>1,460</b>	<b>1,460</b>	<b>912</b>	<b>1,095</b>	<b>90</b>	<b>90</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>365</b>	
Actual Avg. Fund Maturity (days)	420	1,061	1,102	889	1	356	1	1	1	1	1	1	1	308
<b>Max. Individual Maturity (days)</b>	<b>1,825</b>	<b>3,650</b>	<b>3,650</b>	<b>3,650</b>	<b>1,095</b>	<b>1,095</b>	<b>180</b>	<b>180</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>365</b>	
Actual Max. Invest. Maturity (days)	1,812	1,820	1,779	1,749	1	990	1	1	1	1	1	1	1	
<b>Are Funds TX PFIA Compliant?</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
<b>Are Funds Board Compliant?</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
<b>Is Fund CPSL Compliant?</b> <sup>2</sup>	Yes													
<b>INVESTMENT COMPARISON</b>														
Yield to Worst	1.415%	1.749%	1.602%	1.843%	1.426%	1.904%	1.417%	1.284%	1.426%	0.627%	0.626%	1.426%	1.318%	1.434%
6-Month T-Bill	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%	1.123%
Wgt. Average Fund Variance	0.292%	0.626%	0.479%	0.720%	0.303%	0.781%	0.294%	0.161%	0.303%	-0.496%	-0.497%	0.303%	0.195%	0.311%

## Notes:

<sup>1</sup> 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.

<sup>2</sup> 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

**2nd Qtr FY20**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	12/31/19 Market Value	03/31/20 Market Value	Change from Prior Quarter
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	2/29/2020	\$ 5,000,000	\$ 4,991,220	\$ 5,009,997	\$ 18,777
Operating	FNMA 1.3 3/30/2020-17	1.30	03/30/20		10,000,000	9,986,301	-	(9,986,301)
Financial Reserve	FHLB 1.23 7/14/2020-17	1.23	07/14/20		4,000,000	3,990,287	-	(3,990,287)
Insurance	FFCB 1.36 11/9/2020-17	1.36	11/09/20		3,000,000	2,993,851	3,000,096	6,245
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	2/25/2020	10,000,000	9,999,876	10,025,112	25,236
Operating	FHLB 1.5 6/15/2020-17	1.50	06/15/20		3,275,000	3,273,165	3,282,918	9,753
Financial Reserve	FHLB Step 8/22/2022-17	1.75	08/22/22	2/22/2020	5,245,000	5,245,569	-	(5,245,569)
Operating	FAMC 2.63 3/25/2022-20	2.63	03/25/22	3/25/2020	10,000,000	10,012,560	-	(10,012,560)
Financial Reserve	FHLMC 2.625 5/22/2023-20	2.63	05/22/23	5/22/2020	3,835,000	3,843,185	3,845,415	2,229
Cotton Belt	FAMC 2.12 4/30/2020	2.12	04/30/20		10,000,000	10,013,438	10,018,932	5,494
Insurance	FHLMC 2 7/29/2021-20	2.00	07/29/21	4/29/2020	4,100,000	4,100,884	4,099,550	(1,333)
Operating	FHLB 2.1 4/29/2021-20	2.10	04/29/21	1/29/2020	5,000,000	5,000,728	-	(5,000,728)
Financial Reserve	FHLMC 2 10/3/2022-20	2.00	10/03/22	4/3/2020	8,650,000	8,637,902	8,650,830	12,928
Insurance	FFCB 2.07 7/10/2023-20	2.07	07/10/23	1/10/2020	3,600,000	3,558,591	-	(3,558,591)
Financial Reserve	FHLMC 2 10/15/2021-20	2.00	10/15/21	1/15/2020	2,795,000	2,793,784	-	(2,793,784)
Insurance	FHLMC 2 10/16/2023-20	2.00	10/16/23	4/16/2020	1,500,000	1,487,048	1,500,688	13,640
Financial Reserve	FHLMC 2 10/30/2023-20	2.00	10/30/23	4/30/2020	10,000,000	9,980,157	10,010,384	30,227
Operating	FHLMC 1.76 11/8/2021-20	1.76	11/08/21	5/8/2020	10,000,000	10,001,167	10,013,935	12,767
Operating	FFCB 1.68 2/12/2021-20	1.68	02/12/21	2/12/2020	5,000,000	5,000,226	-	(5,000,226)
Operating	FFCB 1.66 11/19/2020-20	1.66	11/19/20	5/19/2020	10,000,000	10,001,983	10,019,632	17,649
Financial Reserve	FHLMC 2 11/27/2023-20	2.00	11/27/23	2/27/2020	4,900,000	4,881,587	-	(4,881,587)
Operating	FHLMC 1.75 8/25/2022-20	1.75	08/25/22	8/25/2020	10,000,000	9,993,162	10,050,535	57,373
Financial Reserve	FFCB 1.95 11/27/2023-20	1.95	11/27/23	2/27/2020	4,030,000	4,025,089	-	(4,025,089)
Cotton Belt	FHLMC 1.7 12/16/2021-20	1.70	12/16/21	6/16/2020	8,450,000	8,443,375	8,472,061	28,685
Operating	FFCB 1.65 12/30/2021-20	1.65	12/30/21	12/30/2020	13,000,000	12,997,996	13,124,425	126,428
Insurance	FHLMC 2.01 1/13/2025-20	2.01	01/13/25	7/13/2020	3,600,000	-	3,612,749	3,612,749
Operating	FFCB 1.66 1/21/2022-20	1.66	01/21/22	4/21/2020	10,000,000	-	10,004,272	10,004,272
Financial Reserve	FHLB 2 1/21/2025-20	2.00	01/21/25	7/21/2020	2,795,000	-	2,805,175	2,805,175
Cotton Belt	FHLMC 1.65 12/16/2022-20	1.65	12/16/22	7/16/2020	1,600,000	-	1,605,062	1,605,062
Operating	FHLMC 1.625 1/28/2022-20	1.63	01/28/22	7/28/2020	5,000,000	-	5,018,947	5,018,947
Operating	FHLB 1.5 2/10/2021	1.50	02/10/21		5,000,000	-	5,052,749	5,052,749
Capital Reserve	FHLMC 1.65 8/10/2022-20	1.65	08/10/22	8/10/2020	2,000,000	-	2,008,292	2,008,292
Capital Reserve	FHLB 1.75 2/12/2025-21	1.75	02/12/25	2/21/2021	3,000,000	-	3,000,965	3,000,965
Capital Reserve	FFCB 1.65 2/13/2023-20	1.65	02/13/23	8/13/2020	3,000,000	-	3,011,738	3,011,738
Operating	FAMC 1.55 8/13/2021-20	1.55	08/13/21	8/13/2020	5,700,000	-	5,724,409	5,724,409
Operating	FHLMC 1.625 2/14/2022-20	1.63	02/14/22	5/14/2020	5,000,000	-	5,006,455	5,006,455
Operating	FFCB 1.53 2/18/2021-20	1.53	02/18/21	5/18/2020	5,000,000	-	5,007,464	5,007,464
Operating	FHLB 1.65 2/18/2022-20	1.65	02/18/22	5/18/2020	5,000,000	-	5,002,782	5,002,782
Operating	FFCB 1.54 2/24/2022-20	1.54	02/24/22	8/24/2020	10,000,000	-	10,036,879	10,036,879
Financial Reserve	FHLMC Step 2/27/2024-20	1.63	02/27/24	8/27/2020	5,000,000	-	5,020,361	5,020,361
Operating	FHLMC 1.6 5/18/2022-20	1.60	05/18/22	5/18/2020	5,500,000	-	5,504,546	5,504,546
Operating	FFCB 1.61 5/5/2022-20	1.61	05/05/22	5/5/2020	5,000,000	-	5,000,522	5,000,522
Operating	FFCB 1 9/16/2022-20	1.00	09/16/22	9/16/2020	5,000,000	-	5,006,899	5,006,899
Capital Reserve	FHLB 1.1 3/10/2023-20	1.10	03/10/23	6/10/2020	1,000,000	-	1,000,478	1,000,478
Financial Reserve	FHLB 1.02 6/24/2022-20	1.02	06/24/22	6/24/2020	4,030,000	-	4,032,530	4,032,530
Operating	FAMC 1.1 3/11/2024-20	1.10	03/11/24	9/11/2020	5,000,000	-	4,997,830	4,997,830
Operating	FHLMC 0.85 3/10/2022-20	0.85	03/10/22	6/10/2020	5,000,000	-	5,001,390	5,001,390
Financial Reserve	FHLB 1.5 3/25/2025-20	1.50	03/25/25	9/25/2020	5,145,000	-	5,148,501	5,148,501
Operating	FHLMC 1 3/17/2025-20	1.00	03/17/25	9/17/2020	5,000,000	-	5,003,522	5,003,522





# Change in Market Value of Investments

**2nd Qtr FY20**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	12/31/19 Market Value	03/31/20 Market Value	Change from Prior Quarter
Operating	FFCB 1.22 3/17/2025-20	1.22	03/17/25	6/17/2020	\$ 5,000,000	\$ -	\$ 5,001,722	\$ 5,001,722
Operating	FAMC 0.72 3/18/2021-20	0.72	03/18/21	9/18/2020	5,000,000	-	5,000,552	5,000,552
Financial Reserve	FFCB 1.21 3/12/2024-20	1.21	03/12/24	6/12/2020	1,545,000	-	1,541,995	1,541,995
Operating	FFCB 1 3/11/2022-20	1.00	03/11/22	6/11/2020	1,000,000	-	1,000,179	1,000,179
Operating	FHLB 1.801 8/25/2022-20	1.80	08/25/22	5/25/2020	5,000,000	-	5,008,407	5,008,407
Operating	FFCB 0.93 9/12/2022-20	0.93	09/12/22	6/19/2020	5,000,000	-	5,001,019	5,001,019
Operating	FHLB 1.375 12/11/2023-20	1.38	12/11/23	6/11/2020	5,000,000	-	5,000,766	5,000,766
Operating	FFCB 0.83 12/16/2021-20	0.83	12/16/21	6/16/2020	5,000,000	-	4,998,645	4,998,645
Capital Reserve	FHLB 1.62 3/25/2024-20	1.62	03/25/24	9/25/2020	1,000,000	-	1,002,560	1,002,560
Debt Service	Amegy Debt Serv MM	1.55	N/A	N/A	477,960	477,960	388,826	(89,134)
RTR Funding	Wells RTR Plano MM	1.17	N/A	N/A	1,540,176	1,540,176	1,543,815	3,639
Streetcar	Wells Streetcar MM	1.17	N/A	N/A	11,800	11,800	16,681	4,881
Insurance	LOGIC-Insurance LGIP	1.82	N/A	N/A	59,506	59,506	60,262	757
Operating	LOGIC - Op LGIP	1.84	N/A	N/A	60,545,678	60,545,678	37,464,505	(23,081,172)
Financial Reserve	LOGIC - Fin Res LGIP	1.82	N/A	N/A	1,545,001	1,545,001	4,041,044	2,496,042
Capital Reserve	LOGIC - Cap Res LGIP	1.82	N/A	N/A	11,375,447	11,375,447	1,557,819	(9,817,628)
Platform	LOGIC - Platform LGIP	1.82	N/A	N/A	64,037,223	64,037,223	61,850,711	(2,186,512)
Toyota	LOGIC - Toyota LGIP	1.82	N/A	N/A	368,603	368,603	370,131	1,527
Irving ILA	LOGIC - Irving ILA LGIP	1.82	N/A	N/A	3,312,248	3,312,248	3,325,972	13,724
Cotton Belt	LOGIC - Cotton Belt LGIP	1.77	N/A	N/A	1,650,002	1,650,002	50,060	(1,599,942)
CP SEAF	LOGIC - SEAF LGIP	1.8	N/A	N/A	54,436,972	54,436,972	36,426,660	(18,010,311)
Operating	TexasCLASS LGIP	1.89	N/A	N/A	47,242,721	47,242,721	33,609,062	(13,633,660)
Operating	TexPool - Op LGIP	1.86	N/A	N/A	50,136,996	50,136,996	20,364,707	(29,772,289)
Operating	TexasDaily LGIP	1.66	N/A	N/A	5,038,453	5,038,453	25,063,050	20,024,597
Bond SEAF	LOGIC - Bond SEAF LGIP	1.28	N/A	N/A	100,021,101	-	100,021,101	100,021,101
Debt Service	LOGIC - (T) Bond Prin LGIP	1.83	N/A	N/A	7,938,300	7,938,300	23,679,450	15,741,150
Debt Service	TexPool - (T) Bond Int LGIP	1.84	N/A	N/A	21,207,956	21,207,956	56,071,604	34,863,648
Sub-total for Securities held at the end of both periods						\$ 110,683,131	\$ 111,383,414	\$ 700,283
% Change as a result of market movement								0.63%
Holdings at 12/31/19 maturing during Q2, FY20						10,000,000		(10,000,000)
Holdings at 12/31/19 called during Q2, FY20						44,570,000		(44,570,000)
Holdings at 12/31/19 sold during Q2, FY20						-		-
Values of Money Market Mutual Funds (All)						330,925,042	405,905,460	74,980,417
Holdings purchased during Q2, FY20							145,911,450	145,911,450
Securities and/or cash held in DDA						591,405	513,305	(78,101)
<b>TOTAL PORTFOLIO VALUE</b>						<b>\$ 496,769,579</b>	<b>\$ 663,713,628</b>	<b>\$ 166,944,049</b>



# Callable Securities Analysis

**2nd Qtr FY20**

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
20-0039	Operating	3/18/21	FAMC 0.72 3/18/2021-20	31422BWE6	9/18/20	\$5,000,000	0.72	1.13	Low
20-0034	Operating	3/11/24	FAMC 1.1 3/11/2024-20	31422BVX5	9/11/20	5,000,000	1.10	1.13	Low
20-0023	Operating	8/13/21	FAMC 1.55 8/13/2021-20	31422BUL2	8/13/20	5,700,000	1.55	1.12	Low
20-0046	Operating	12/16/21	FFCB 0.83 12/16/2021-20	3133ELTM6	6/16/20	5,000,000	0.83	1.12	Low
20-0044	Operating	9/12/22	FFCB 0.93 9/12/2022-20	3133ELTX2	6/19/20	5,000,000	0.93	1.11	Low
20-0041	Operating	3/11/22	FFCB 1.3 11/2022-20	3133ELSS4	6/11/20	1,000,000	1.00	1.11	Low
20-0031	Operating	9/16/22	FFCB 1 9/16/2022-20	3133ELSX3	9/16/20	5,000,000	1.00	1.11	Low
20-0040	Financial Reserve	3/12/24	FFCB 1.21 3/12/2024-20	3133ELST2	6/12/20	1,545,000	1.21	1.10	High
20-0038	Operating	3/17/25	FFCB 1.22 3/17/2025-20	3133ELTE4	6/17/20	5,000,000	1.22	1.10	High
17-0008	Insurance	11/9/20	FFCB 1.36 11/9/2020-17	3133EGF42		3,000,000	1.36	1.09	High
20-0025	Operating	2/18/21	FFCB 1.53 2/18/2021-20	3133ELNK6	5/18/20	5,000,000	1.53	1.09	High
20-0027	Operating	2/24/22	FFCB 1.54 2/24/2022-20	3133ELNQ3	8/24/20	10,000,000	1.54	1.09	High
20-0030	Operating	5/5/22	FFCB 1.61 5/5/2022-20	3133ELW2	5/5/20	5,000,000	1.61	1.09	High
20-0013	Operating	12/30/21	FFCB 1.65 12/30/2021-20	3133ELFX7	12/30/20	13,000,000	1.65	1.09	High
20-0022	Capital Reserve	2/13/23	FFCB 1.65 2/13/2023-20	3133ELNB6	8/13/20	3,000,000	1.65	1.09	High
20-0015	Operating	1/21/22	FFCB 1.66 1/21/2022-20	3133ELHX5	4/21/20	10,000,000	1.66	1.09	High
20-0008	Operating	11/19/20	FFCB 1.66 11/19/2020-20	3133EK7L4	5/19/20	10,000,000	1.66	1.09	High
20-0033	Financial Reserve	6/24/22	FHLB 1.02 6/24/2022-20	3130AJDB2	6/24/20	4,030,000	1.02	1.10	Low
20-0032	Capital Reserve	3/10/23	FHLB 1.1 3/10/2023-20	3130AJCS6	6/10/20	1,000,000	1.10	1.10	High
20-0045	Operating	12/11/23	FHLB 1.375 12/11/2023-20	3130AJCH0	6/11/20	5,000,000	1.38	1.10	High
20-0036	Financial Reserve	3/25/25	FHLB 1.5 3/25/2025-20	3130AJC23	9/25/20	5,145,000	1.50	1.10	High
17-0017	Operating	6/15/20	FHLB 1.5 6/15/2020-17	3130AA3Z9		3,275,000	1.50	1.10	High
20-0047	Capital Reserve	3/25/24	FHLB 1.62 3/25/2024-20	3130AJB65	9/25/20	1,000,000	1.62	1.10	High
20-0026	Operating	2/18/22	FHLB 1.65 2/18/2022-20	3130AJ6U8	5/18/20	5,000,000	1.65	1.10	High
20-0021	Capital Reserve	2/12/25	FHLB 1.75 2/12/2025-21	3130AJ5F2	2/21/21	3,000,000	1.75	1.10	High
20-0042	Operating	8/25/22	FHLB 1.801 8/25/2022-20	3130A8XW8	5/25/20	5,000,000	1.80	1.10	High
20-0016	Financial Reserve	1/21/25	FHLB 2 1/21/2025-20	3130AHWB5	7/21/20	2,795,000	2.00	1.10	High
20-0035	Operating	3/10/22	FHLMC 0.85 3/10/2022-20	3134GVGE2	6/10/20	5,000,000	0.85	1.10	Low
20-0037	Operating	3/17/25	FHLMC 1 3/17/2025-20	3134GVGG7	9/17/20	5,000,000	1.00	1.10	Low
20-0029	Operating	5/18/22	FHLMC 1.6 5/18/2022-20	3134GVJC5	5/18/20	5,500,000	1.60	1.11	High
20-0018	Operating	1/28/22	FHLMC 1.625 1/28/2022-20	3134GU6A3	7/28/20	5,000,000	1.63	1.11	High
20-0024	Operating	2/14/22	FHLMC 1.625 2/14/2022-20	3134GVCQ9	5/14/20	5,000,000	1.63	1.11	High
20-0017	Cotton Belt	12/16/22	FHLMC 1.65 12/16/2022-20	3134GU2Y5	7/16/20	1,600,000	1.65	1.11	High
20-0020	Capital Reserve	8/10/22	FHLMC 1.65 8/10/2022-20	3134GVAV0	8/10/20	2,000,000	1.65	1.11	High
20-0012	Cotton Belt	12/16/21	FHLMC 1.7 12/16/2021-20	3134GUXB1	6/16/20	8,450,000	1.70	1.11	High
20-0010	Operating	8/25/22	FHLMC 1.75 8/25/2022-20	3134GUTK6	8/25/20	10,000,000	1.75	1.11	High
20-0006	Operating	11/8/21	FHLMC 1.76 11/8/2021-20	3134GUPZ7	5/8/20	10,000,000	1.76	1.11	High
20-0004	Insurance	10/16/23	FHLMC 2 10/16/2023-20	3134GUGA2	4/16/20	1,500,000	2.00	1.12	High
20-0001	Financial Reserve	10/3/22	FHLMC 2 10/3/2022-20	3134GUEM8	4/3/20	8,650,000	2.00	1.12	High
20-0005	Financial Reserve	10/30/23	FHLMC 2 10/30/2023-20	3134GUME7	4/30/20	10,000,000	2.00	1.12	High
19-0016	Insurance	7/29/21	FHLMC 2 7/29/2021-20	3134GTK51	4/29/20	4,100,000	2.00	1.12	High
20-0014	Insurance	1/13/25	FHLMC 2.01 1/13/2025-20	3134GUZ37	7/13/20	3,600,000	2.01	1.12	High
19-0013	Financial Reserve	5/22/23	FHLMC 2.625 5/22/2023-20	3134GTMV2	5/22/20	3,835,000	2.63	1.13	High
20-0028	Financial Reserve	2/27/24	FHLMC Step 2/27/2024-20	3134GVDK1	8/27/20	5,000,000	1.63	1.13	High
16-0119	Financial Reserve	8/28/20	FNMA 1.4 8/28/2020-17	3136G35C5		5,000,000	1.40	1.13	High
17-0010	Operating	8/25/20	FNMA 1.5 8/25/2020-17	3136G4GW7	5/25/20	10,000,000	1.50	1.13	High



# Glossary

<b>Accrued Interest</b>	Accrued interest is the interest on a bond or loan that has accumulated since the principal investment, or since the previous coupon payment if there has been one already.
<b>Agency Bond</b>	Debt instruments (FFCB, FHLB, FHLMC, etc.) issued with the implied, but not specific, guarantee of the U.S. government.
<b>Banker's Acceptance</b>	A short-term debt instrument issued by a firm that is guaranteed by a commercial bank.
<b>Benchmark</b>	A standard or value against which to compare values of a like nature.
<b>Broker</b>	An individual or party (brokerage firm) that arranges transactions between a buyer and a seller for a commission when the deal is executed.
<b>Bullet</b>	a bond that pays interest through periodic payments and the principal amount at maturity through a single payment, which means the bond(s) are not callable.
<b>Callable Bond</b>	A type of debt security that allows the issuer of the bond to retain the privilege of redeeming the bond at some point before the bond reaches its date of maturity.
<b>City of Dallas (COD) Streetcar Fund</b>	Funds provided by the City of Dallas, used to reimburse DART for expenses related to various smaller projects (i.e. urban circular, extensions, etc.)
<b>Commercial Paper (CP)</b>	A short-term security issued (sold) by large corporations or other entities to obtain funds to meet debt obligation (for example payroll), and is backed only by an issuing bank or an entity's promise to pay the face amount on the maturity date specified on the note.
<b>Constrained Funds</b>	Consist of the Debt Service Fund, City of Irving ILA, Regional Toll Road, COD Streetcar, and Toyota Funds where investment options are limited because of the special purpose of these funds.
<b>CP Self-Liquidity Program</b>	DART's own assets serve as the back-up in case of a failure to re-market DART's CP, as opposed to a bank letter of credit or other credit-type facility which would incur fees.
<b>Demand Deposit Accounts (DDA)</b>	A non-interest bearing bank account used primarily for transactions, receipts, and payments.
<b>Debt Service Fund</b>	Cash and investments held by DART's Trustee/Paying Agent solely for paying principal and interest on bond and commercial paper obligations.
<b>Defeased Lease</b>	A situation in which the obligation(s) have been completely covered by the setting aside of cash or bonds sufficient to service the debt.



# Glossary

<b>Face Value</b>	The full value of a security at issuance or maturity. Also known as par value.
<b>FAMCA</b>	Federal Agriculture Mortgage Corporation, a government agency which purchases mortgages of ranches, farms and rural homeowners.
<b>FFCB</b>	Federal Farm Credit Bank, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
<b>FHLB</b>	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
<b>FHLMC</b>	Federal Home Loan Bureau, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
<b>Financial Reserve Fund</b>	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.
<b>Fixed Rate Bond</b>	The interest rate is constant for the life of the investment.
<b>FNMA</b>	Federal National Mortgage Administration, an agency of the U.S. government, who's debt is backed by the implied guarantee of the federal government.
<b>Insurance Fund</b>	Holds assets for DART's self-insurance program covering liability and workers' compensation claims to ensure funding capability.
<b>Laddered Maturities</b>	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.
<b>Local Government Investment Pool</b>	LGIPs are structured similar to mutual funds, but set up by governments for the purposes of investing money.
<b>Market Value</b>	The price at which an asset would trade in a competitive auction setting.
<b>Mobility Assistance and Innovation Fund (MAIF)</b>	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.
<b>Money Market Fund (MMF)</b>	An investment instrument comprised of short-term (less than one year) securities representing high-quality, liquid debt and monetary instruments.
<b>Platform Fund</b>	Funds designated for platform extensions on the Red and Blue lines to accommodate three car trains.



# Glossary

<b>Step-up Bond</b>	A bond in which subsequent future coupon payments are received at a predetermined higher interest rate(s) on one or more future specific dates.
<b>Treasury Bill (T-Bill)</b>	A marketable debt obligation backed by the U.S. government with a maturity of less than one year.
<b>Texas Public Funds Investment Act (PFIA)</b>	Legislation enacted to provide investment controls and guidelines to government / municipal entities in Texas. Texas Government Code 2256.
<b>Treasury Note (T-Note)</b>	A marketable U.S. government debt security with a fixed rate and a maturity between one and ten years.
<b>Average Dollar-Weighted Maturity</b>	The average time a maturity of all securities in a fund taking into account the dollar amount maturing at each specific date.
<b>Yield to Maturity (YTM)</b>	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.
<b>Yield to Worst (YTW)</b>	The lowest potential yield that can be received on a bond without the issuer actually defaulting.
<b>Zero Coupon Bond</b>	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: May 1, 2020  
TO: DART Board  
THROUGH: Gary C. Thomas  
FROM: Marcus Moore, Jr.  
SUBJECT: Second Quarter 2020 D/M/WBE Participation

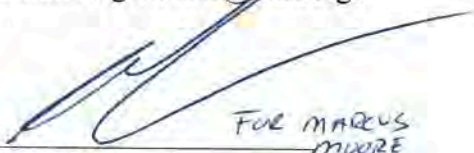
This memorandum provides a summary of contracts, board approved contract modifications and small purchases awarded during the second quarter of Fiscal Year 2020. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 37 new contracts (eligible for goal setting) were awarded in the second quarter of FY 2020. These contract awards have a total dollar value of \$49,782,730 which represents 88% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the second quarter FY 2020. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the second quarter of 2020. The total amount awarded was \$56,449,726. Of the foregoing amount, \$16,269,866 was committed to D/M/WBEs during the second quarter (28%).

Please note that these contracts were awarded in the second 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 no Transit Vehicle Manufacturer purchases made this quarter. There were seven emergency funded contract awards.

Should you have any questions, do not hesitate to contact Gary C. Thomas at 214-749-2544 or by email at [gthomas@dart.org](mailto:gthomas@dart.org).

  
FOR MARCUS MOORE  
\_\_\_\_\_  
Marcus Moore, Jr.  
Interim Vice President, Diversity & Inclusion



## PROCUREMENT DOLLARS BY AGREEMENT TYPE SECOND QUARTER FOR FISCAL YEAR 2020

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	\$49,782,730	37	88%	\$14,123,575	28%
Contract Mods/Options	\$848,318	1	2%	\$424,158	50%
Small Purchases	\$5,818,678	898	10%	\$1,722,133	30%
Total Awards	\$56,449,726	936	100%	\$16,269,866	28%

*New State Contract Awards	\$441,758	5	0.7%	State Monitored	State Monitored
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*\*Monitored by State*

Procurement Dollars		Percentage of All Procurement Dollars	
D/M/WBE Procurement Dollars Awarded	\$16,269,866		28%
Non D/M/WBE Procurement Dollars	\$40,179,860		72%
<b>TOTAL PROCUREMENT DOLLARS AWARDED</b>	<b>\$56,449,726</b>		<b>100%</b>





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### **Section 8 - Quarterly Procurement Report**

P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P9	Board Approved Contract Modifications
P10	Special Procurements <ul style="list-style-type: none"><li>• Emergency Procurements</li><li>• Unauthorized Procurement Actions (UPAs)</li><li>• Sole Source (Noncompetitive)</li><li>• Revenue Generating</li><li>• Deviations to the DART Procurement Regulations</li></ul>
P17	Active Requirements Contracts Expiring Within 12 Months
P20	Upcoming Procurements





## INTEROFFICE MEMORANDUM

**DATE:** April 27, 2020

**TO:** DART Board

**THROUGH:** Gary C. Thomas /s/ GCT \*  
Nicole Fontayne-Bardowell /s/ NFB \*

**FROM:** John O. Adler, CPPO, Vice President, Procurement

**SUBJECT:** **Quarterly Procurement Report - Second Quarter Fiscal Year 2020**

The following is a report of DART'S procurement activities for the Second Quarter of Fiscal Year 2020. 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
- Active Requirements Contracts Expiring Within 12 Months
- Upcoming Procurements

/s/ John O. Adler \*

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John O. Adler, CPPO  
Vice President  
Procurement Department

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





## Data Summary Sheet

### Fiscal Year 2020 - Second Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	43	\$50,793,092.69
Approved Modifications	1	\$848,318.00
Purchase Orders*	848	\$4,074,152.75
Blanket Purchase Orders (BPOs)*	50	\$1,744,525.42
<b>Totals</b>	<b>942</b>	<b>\$57,460,088.86</b>

(\*) Details provided upon request.



## Contracts Awarded

### Fiscal Year 2020 - Second 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
2046360-01	(1603)	EYEMED VISION CARE	01/01/2020	\$66,854.00
		<b>Contract Name:</b> Vision Plan Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-EMPLOYEE BENEFITS	
2046361-01	(1594)	DELTA DENTAL	01/01/2020	\$44,982.00
		<b>Contract Name:</b> Dental Plan Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-EMPLOYEE BENEFITS	
2046700-01	(1733)	HOLMES MURPHY & ASSOCIATES	01/01/2020	\$467,000.00
		<b>Contract Name:</b> Benefits Consulting Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-EMPLOYEE BENEFITS	
2048316-01	(1773)	Express Scripts	01/01/2020	\$10.00
		<b>Contract Name:</b> Pharmacy Benefits†		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-EMPLOYEE BENEFITS	
2051376	(1776)	Remix Software	01/01/2020	\$390,000.00
		<b>Contract Name:</b> Cloud-Based Transit Planning Software		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2051712-01	(1775)	DIKITA MANAGEMENT SERVICES	01/01/2020	\$1,069,648.00
		<b>Contract Name:</b> Data Collection Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2053524-01	(1770)	MICROSOFT TECHNET	01/01/2020	\$160,202.42
		<b>Contract Name:</b> MS Enterprise Premier Support		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2043451-01	(1802)	ARCHER WESTERN CONSTRUCTION LL	01/08/2020	\$1,499,771.00
		<b>Contract Name:</b> Cotton Belt Equipment Maintenance Facility		
		<b>Classification:</b> CONSTRUCTION	<b>Sub-Classification:</b> CONST-CAPITAL PROJECTS	
2048515-01	(1781)	WatchGuard, Inc	01/09/2020	\$244,999.00
		<b>Contract Name:</b> Police In-Car Video Camera System		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-AUDIO/VIDEO	
2051665-01	(1784)	DMI CORP. / DECKER MECHANICAL	01/09/2020	\$75,826.00
		<b>Contract Name:</b> LRV Wash Bay Boiler		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-RAIL OPERATION	
2051375-01	(1780)	Tubbesing	01/10/2020	\$80,890.50
		<b>Contract Name:</b> APC Hardware Maintenance		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	

† All claims paid through third party administrator.





## Contracts Awarded

### Fiscal Year 2020 - Second 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
2053562-01	(1819)	EVERGREEN SOLUTIONS LLC	01/14/2020	\$58,000.00
		<b>Contract Name:</b> Executive Competency & Succession Planning		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2053242-01	(1782)	HYPERTEC USA	01/15/2020	\$57,059.16
		<b>Contract Name:</b> Synology Storage Systems		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2046201-01	(1831)	ARCHER WESTERN CONSTRUCTION LL	01/17/2020	\$11,067,000.00
		<b>Contract Name:</b> Hidden Ridge Station Construction		
		<b>Classification:</b> CONSTRUCTION	<b>Sub-Classification:</b> CONST-CAPITAL PROJECTS	
2049275-01	(1783)	SUTRAK	01/17/2020	\$747,240.00
		<b>Contract Name:</b> Rebuild of the Bus Air Conditioning Sys Generators		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-BUS PARTS	
2049887-02	(1785)	LTK ENGINEERING SERVICES	01/22/2020	\$247,000.00
		<b>Contract Name:</b> Universal Inspection Services Lot E On Site Survey		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2054257-01	(1790)	SAFESITE INC	01/24/2020	\$150,000.00
		<b>Contract Name:</b> Offsite Records Storage		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2051758-01	(1801)	The Olson Group, Ltd.	01/29/2020	\$119,633.49
		<b>Contract Name:</b> TRE Full Scale Exercise		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-TRAINING	
2046044-01	(1789)	AIRPORT VAN RENTAL	01/29/2020	\$17,047,800.00
		<b>Contract Name:</b> Vanpool Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2051528-01	(1800)	Cherokee Coatings, LLC.	01/29/2020	\$993,001.00
		<b>Contract Name:</b> Paint Exisiting TRE Fleet		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-RAIL OPERATION	
2053922-01	(1792)	IMAGINE SOLUTIONS LLC	01/29/2020	\$215,747.73
		<b>Contract Name:</b> FileNet-Encapture SW Licenses		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2053774-01	(1788)	Silsbee Toyota	02/03/2020	\$49,146.00
		<b>Contract Name:</b> NRV Hybrid Sedans		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-VEHICLES NON REV	
2053327-01	(1791)	IMPACT RECOVERY SYSTEMS	02/05/2020	\$933,340.00
		<b>Contract Name:</b> Betwen Car Barrier System		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-OTHER	





# Contracts Awarded

## Fiscal Year 2020 - Second 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
2028021-03	(1799)	CONCENTRA	02/18/2020	\$568,602.00
		<b>Contract Name:</b> Occupational Medical Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2052104-01	(1795)	Deloitte Consulting LLP	02/18/2020	\$310,012.00
		<b>Contract Name:</b> Organizational Alignment		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2024740-02	(1806)	Willis Towers Watson Insurance	02/19/2020	\$257,898.00
		<b>Contract Name:</b> Operations Insurance Broker		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-INSURANCE/RICK MGT	
2038026-02	(1816)	Willis Towers Watson Insurance	02/19/2020	\$6,774,249.00
		<b>Contract Name:</b> OCIP Administrative Services - Capital Projects		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-INSURANCE/RICK MGT	
2049335-01	(1796)	KINKISHARYO INTERNATIONAL LLC	02/19/2020	\$165,853.00
		<b>Contract Name:</b> Rebuild Leveling Valve		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2045543-01	(1803)	ROTEK INC	02/21/2020	\$211,590.00
		<b>Contract Name:</b> Slewing Ring		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2054633-01	(1804)	Hewlett Packard Enterprise Co.	02/24/2020	\$192,766.24
		<b>Contract Name:</b> HPE Hardware and Software Maintenance		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2053780-01	(1809)	INSIGHT PUBLIC SECTOR INC	02/26/2020	\$107,745.00
		<b>Contract Name:</b> Adobe Product Licenses		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2051412-01	(1811)	22ND CENTURY TECHNOLOGIES INC	02/27/2020	\$10.00
		<b>Contract Name:</b> Staff Augmentation for Various Depts.††		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2051412-02	(1813)	SOAL Technologies, LLC.	02/27/2020	\$10.00
		<b>Contract Name:</b> Staff Augmentation for Various Depts.††		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2051412-03	(1814)	Midtown Personnel Inc	02/27/2020	\$10.00
		<b>Contract Name:</b> Staff Augmentation for Various Depts.††		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2054777-01	(1822)	LAKE COUNTRY CHEVROLET	02/27/2020	\$65,658.00
		<b>Contract Name:</b> NRV - Passenger Vans		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-VEHICLES NON REV	

†† Awarded as Multiple Award Schedules. Purchases made from schedules based on program requirements.





## Contracts Awarded

### Fiscal Year 2020 - Second 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
2050121-01	(1808)	INFOR (US) INC.	03/01/2020	\$1,981,674.00
		<b>Contract Name:</b> Lawson Maintenance and Support		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2049749-01	(1812)	REEDER DISTRIBUTORS INC	03/02/2020	\$296,932.00
		<b>Contract Name:</b> ED Bus Lift Replacement		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2054386-01	(1815)	DELL MARKETING LP	03/02/2020	\$69,209.15
		<b>Contract Name:</b> Planning- Dell R7920 Systems		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2055314-01	(1818)	NF Consulting Services	03/13/2020	\$86,400.00
		<b>Contract Name:</b> EAM Business Analyst		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2055315-01	(1817)	NF Consulting Services	03/13/2020	\$78,400.00
		<b>Contract Name:</b> Maximo Business Analyst		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2047831-01	(1820)	Dpr Ultrasonic Technologies	03/20/2020	\$220,000.00
		<b>Contract Name:</b> Ultrasonic Rail Testing		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-TESTING/ANALYSIS	
C2050363-01	(1823)	SOLOGY SOLUTIONS	03/20/2020	\$233,398.00
		<b>Contract Name:</b> CROF Intrusion Detection System		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2050338-01	(1824)	Oracle Elevator Holdco, Inc.	03/30/2020	\$3,387,526.00
		<b>Contract Name:</b> Lift Equipment Maintenance		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
<b>Report Totals: 43 Contracts Awarded</b>				<b>\$50,793,092.69</b>





## Contracts Awarded

### Fiscal Year 2020 - Second Quarter

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

SPECIAL TYPE	TOTAL
Sole Source	2
<b>TOTAL</b>	<b>2</b>

### Contracts Awarded Summary

		TOTAL
<b>COMMODITIES</b>	SUP/EQUIP-AUDIO/VIDEO	\$244,999.00
	SUP/EQUIP-BUS PARTS	\$747,240.00
	SUP/EQUIP-OTHER	\$933,340.00
	SUP/EQUIP-RAIL PARTS	\$377,443.00
	SUP/EQUIP-VEHICLES NON REV	\$114,804.00
	<b>Total</b>	<b>\$2,417,826.00</b>
	CONST-CAPITAL PROJECTS	\$12,566,771.00
<b>CONSTRUCTION</b>	<b>Total</b>	<b>\$12,566,771.00</b>
<b>SERVICES</b>	SVSC-EMPLOYEE BENEFITS	\$578,846.00
	SVSC-INSURANCE/RISK MGT	\$7,032,147.00
	SVSC-OTHER	\$24,223,223.20
	SVSC-RAIL OPERATION	\$1,068,827.00
	SVSC-SOFT/HARDWARE MAINT	\$2,565,819.00
	SVSC-TESTING/ANALYSIS	\$220,000.00
	SVSC-TRAINING	\$119,633.49
	<b>Total</b>	<b>\$35,808,495.69</b>
<b>Grand Total</b>		<b>\$50,793,092.69</b>



**Board Approved Contract Modifications**  
**Fiscal Year 2020 - Second Quarter**

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Archer Western Herzog 4.0, Joint Venture	\$848,318	Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Metes and Bounds Surveying to Support Real Estate Acquisitions [Resolution No. 200015]	1/28/2020
<b>TOTAL MODIFICATION AWARDED DOLLARS:</b>	<b>\$848,318</b>	<b>TOTAL MODIFICATIONS AWARDED: 1</b>	



## Special Procurements

### Fiscal Year 2020 - Second Quarter

**Includes a detailed listing of 5 special procurements**

Purchase Order Type	Count	Amount
Emergency [a]	7	\$164,077.59
Unauthorized Procurement Actions (UPAs) [b]	2	\$25,314.00
Sole Source (Noncompetitive) [c]	33	\$840,571.39
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
<b>Totals</b>	<b>42</b>	<b>\$1,029,962.98</b>

[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/Executive Director and 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/Executive Director.



## Special Procurements

### Fiscal Year 2020 - Second Quarter

#### Emergency

Includes a detailed listing of Emergency procurements that involved an immediate and serious need to the Agency.

There are 7 "Emergency" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1359934	01/07/2020 FLASHER,DC	REMOTE CONTROL SYSTEMS INC	\$660.00
1360021	01/16/2020 EMERGENCY PO	SIMMONS MACHINE TOOL CORP	\$10,374.79
1360072	01/27/2020 MICROPHONE,MODEL SHURE	CONTINENTAL WIRELESS INC	\$2,835.00
1360121	01/31/2020 EMERGENCY HOT WTR HTR REPLACE	ECHOLS & SONS	\$46,615.00
1360252	02/18/2020 POWER SUPPLY, MEAN WELL SD-500	TRC ELERCTRONICS	\$49,932.80
1360443	03/04/2020 EMERGENCY PANEL DP7 REPLACEMEN	ELECTRI-TECH	\$3,660.00
5005837	01/28/2020 East Dallas Lift Repair	INDUSTRIAL MILLWRIGHT SERVICE	\$50,000.00
<b>PO Count = 7</b>			<b>\$164,077.59</b>



# Special Procurements

## Fiscal Year 2020 - Second Quarter

### Unauthorized Procurement Actions (UPAs)

Includes a detailed listing of Unauthorized Procurement Actions (UPAs) approved by the President/CEO and Vice President of Procurement.

There are 2 "Unauthorized Procurement Actions (UPAs)" Procurements in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1359946	01/08/2020	CONTRACT COVERAGE FOR DON WILL	NF Consulting Services	\$23,088.00
1360251	02/18/2020	VIDEO PLATFORM - VTLIGHTSPEED	NATIONAL INSURANCE CONSULTANTS	\$2,226.00
PO Count = 2				<b>\$25,314.00</b>





## Special Procurements

### Fiscal Year 2020 - Second 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 33 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1359910	01/03/2020 REBUILT,PCB,ASSY,MOTOR/DECODER	TEKNOWARE Inc.	\$3,952.00
1359920	01/06/2020 REBUILT,CNVRTR. ASSY.,10KW, LV	VAPOR STONE RAIL SYSTEMS	\$3,529.26
1359932	01/06/2020 PCB, CONTROL, TT1694-2	POWERTECH CONVERTER CORP.	\$7,636.65
1359939	01/08/2020 COUPLING ASSY.,FLANGE NUT,SPRI	KNORR BRAKE CORP	\$7,400.00
1359944	01/08/2020 COMPRESSOR ASSY., MERAK, HVAC	MERAK NORTH AMERICA	\$13,900.00
1359948	01/08/2020 CABLE ASSY.,25",DOOR CUT OUT	VAPOR STONE RAIL SYSTEMS	\$12,134.00
1359949	01/08/2020 CABLE ASSY.,35", DOOR CUT OUT	VAPOR STONE RAIL SYSTEMS	\$49,594.09
1359951	01/08/2020 REBUILT,VALVE,SOLENOID ASSEMBL	WESTINGHOUSE AIRBRAKE DIVISION	\$4,250.00
1359993	01/10/2020 S/A CHUTE,COIN ACCEPTOR	SPX CORPORATION	\$2,506.20
1359999	01/13/2020 REBUILT,RELAY,MOTOR CONTROL ,	WESTERN-CULLEN-HAYES, INC	\$2,780.00
1360001	01/13/2020 CONTACTOR,CONTROL PANE	BOMBARDIER TRANSPORTATION	\$5,550.00
1360011	01/14/2020 FAN- AIR COMPRESSOR 8 BLADE FA SLACK ADJUSTER, 8" ACTUATOR	WABCO PTD CORP	\$9,100.00 \$10,880.00
1360038	01/22/2020 REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$25,750.00
1360058	01/22/2020 PCB, CONTROL,12 PULSE	POWERTECH CONVERTER CORP.	\$43,123.92
1360071	01/27/2020 REBUILT,P&BRK SIGNAL GENERATOR	TOYO DENKI USA, INC.	\$15,440.00
1360099	01/29/2020 REBUILT,TURBOCHARGER ASM., CUM	CUMMINS SOUTHERN PLAINS LLC	\$18,920.76
1360102	01/29/2020 REBUILT,CONTROL,ASSY.,COMM.,	SPX CORPORATION	\$4,450.00
1360124	01/31/2020 THRESHOLD, PLATE 50"	AG Industries LLC	\$20,360.00
1360180	02/07/2020 COVER , WRAP AROUND LIGHT - LH COVER,WRAP AROUND LIGHTS ,R COVER,WRAP AROUND LIGHTS,LH____	KINKISHARYO INTERNATIONAL LLC	\$5,940.00 \$11,880.00 \$7,920.00
1360185	02/10/2020 EOS ITPM - APM SUBSCRIPTION	EOS Software	\$25,000.00
1360187	02/10/2020 REBUILT,DAMPER, ASSY - R- MD	Industrial Transmission Soluti	\$3,980.00
1360211	02/11/2020 THERMOSTAT ; 190 DEG	MERAK NORTH AMERICA	\$8,924.00
1360262	02/18/2020 TO PURCHASE MONTHLY PASSES	ELECTRONIC DATA MAGNETICS	\$9,731.25





## Special Procurements

### Fiscal Year 2020 - Second 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 33 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1360294	02/20/2020 SPACER, DURA-CORE DOUBLE DOOR	PROFESSIONAL PLASTICS	\$26,400.00
1360295	02/20/2020 SPACER, DURA-CORE SINGLE DOOR	PROFESSIONAL PLASTICS	\$26,400.00
1360362	02/25/2020 BOARD, CHOPPER CIRCUIT MINI 5	POWERTECH CONVERTER CORP.	\$4,156.74
1360396	02/28/2020 PCB DIGITAL OUTPUT (OBA44)	TOYO DENKI USA, INC.	\$17,730.00
1360425	03/02/2020 REBUILT,PCB,STANDARD VITAL,16	Hitachi Rail STS USA, Inc	\$2,940.00
1360440	03/03/2020 LOCK	BOMBARDIER TRANSPORTATION	\$5,760.00
	MOTOR,COUPLING,HIGH SPEED ASSY		\$18,000.00
1360599	03/19/2020 SWITCH,HIGH PRESS.,HVAC, MERAK	MERAK NORTH AMERICA	\$4,656.00
1360727	03/27/2020 GLASS,WINDSHIELD (4 PER CRATE	VAPOR STONE RAIL SYSTEMS	\$22,453.52
2045543-01	02/21/2020 Slewing Ring	ROTEK INC	\$211,590.00
2049335-01	02/19/2020 Rebuild Leveling Valve	KINKISHARYO INTERNATIONAL LLC	\$165,853.00
<b>PO Count = 31</b>	<b>BPO Count = 0</b>	<b>Contract Count = 2</b>	<b>\$840,571.39</b>



## **Special Procurements**

### **Fiscal Year 2020 - Second 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 2020 - Second Quarter**

#### **Deviations to the DART Procurement Regulations**

Includes a detailed listing of Deviations requiring approval from the President/Executive Director.

*There are no Deviations to the DART Procurement Regulations procurements in this Quarter.*



## Active Requirements Contracts

\$250,000+ Only and Expiring between 04/01/2020 and 03/31/2021

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Within 6 Months</b>				
2029795-01	Cellco Partnership dba Verizon	Verizon-Cellular Services and Equipment	04/05/2020	\$2,581,412
2014010-01	Orgo-Thermit, Inc.	Rail Grinding	04/21/2020	\$855,675
2028608-01	Lusid Technologies Inc	Paint Products for Revenue Vehicles	04/29/2020	\$399,965
2031875-01	Powertech Converter Corp.	Transtech Stock Parts	04/29/2020	\$1,495,807
2041919-01	Uber Technologies	Mobility on Demand TNC Services	05/11/2020	\$1,146,053
2012731-01	WSP USA Inc.	Asset & Project Management System Consulting Servs	05/14/2020	\$1,467,219
2012731-02	WSP USA Inc.	Asset Management Plan & Consulting Services	05/15/2020	\$1,047,781
2036211-01	SUTRAK Corporation	Rebuild Suttrak Generator for DART's Bus Fleet	05/15/2020	\$414,100
2012070-01	AC Printing	Customer Timetable Printing	05/18/2020	\$659,952
2039034-01	ASPEN Refrigerants, Inc.	Non Flammable Refrigerant Gases	05/30/2020	\$527,280
2025815-05	TRC Environmental Corporation	Environmental Response	05/31/2020	\$264,245
2025415-01	Critical Start LLC	IT Managed Security Services Provider	06/01/2020	\$4,138,033
2031876-01	TransTech of SC, Inc.	Miscellaneous Transtech Light Rail Vehicle Stock	06/03/2020	\$730,683
2048532	Chavez Concrete Cutting	FTA Required ADA Station Compliance	06/06/2020	\$724,000
2010806-01	The Jarvis Press, Inc.	Large to Medium Format Offset Printing	06/10/2020	\$900,801
2035566-01	KINKISHARYO International, LLC	Kinkisharyo Parts for DART's LRV	06/28/2020	\$542,950
2037234-01	Southern Coach Parts Company	Bike Rack Repair Components	06/28/2020	\$306,626
2005220-09	Jacobs Engineering Group	Comprehensive Professional Services	06/30/2020	\$6,808,933
2025815-03	Amec Foster Wheeler E&I, Inc.	Environmental Response	06/30/2020	\$375,000
2009605-02	Enterprise Holdings	Vanpool Services	06/30/2020	\$12,944,994
2042466-01	Delta/Peoples JV	Central Business District Rail Replacement	06/30/2020	\$14,154,826
2009932-01	Best Press, Inc.	SMALL FORMAT PRINTING	07/02/2020	\$489,405
2009932-02	AC Printing	Small Format Printing	07/02/2020	\$469,500
2035562-01	Cummins Southern Plains,LLC	CUMMINS NABI BUS PARTS	07/02/2020	\$547,376
2052104-01	Deloitte Consulting LLP	Organizational Alignment	07/17/2020	\$310,012
2015006-01	CTJ Maintenance Inc.,	Janitorial	07/25/2020	\$2,732,765
2012794-01	DTI	Furnish and Install CCTV on LRVs	07/29/2020	\$10,070,875
2053327-01	IMPAC RECOVERY SYSTEMS, INC.	Between Car Barrier System	08/05/2020	\$933,340
2015000-01	Progressive Waste Solutions TX	Trash Pick-Up and Disposal Services	08/14/2020	\$593,794
2016032-01	Vix Technology	Comprehensive Fare Payment System	08/25/2020	\$26,115,153
2013818-01	Promotional Designs, Inc.	DART Logo Merchandise	08/26/2020	\$1,205,050
2032257-01	HALLCON CORPORATION	Light Rail Vehicle Cleaning Services	08/28/2020	\$5,255,353
2028342-02	The Aftermarket Parts Company	Miscellaneous NABI CNG Parts	08/28/2020	\$3,465,684
2048666-01	GilligLLC	40-Foot Low Floor Diesel Buses	08/29/2020	\$1,517,529
2035563-01	The Aftermarket Parts Company	Meritor Brake Parts for DART's Bus Fleet	08/31/2020	\$282,951
2046976-01	CAD Railway Industries Ltd	TRE Wreck Repair- 4 cars	09/01/2020	\$250,000
2039318-01	Stellar Services, Inc.	Spear Software Maintenance	09/03/2020	\$340,304
2032360-02	RNDI Companies, Inc.	Asbestos Abatement & Demolition Services	09/12/2020	\$750,000
2032360-03	Ponce Contractors, Inc.	Asbestos Abatement & Demolition Services	09/12/2020	\$750,000
2037282-01	KSU N.A. LLC	Seat Replacement Parts for DART's LRV	09/20/2020	\$457,721
2036864-01	The Aftermarket Parts Company	New Flyer and NABI Bus Parts	09/20/2020	\$933,720
1018241-01	Texas General Land Office	Compressed Natural Gas (CNG)	09/30/2020	\$86,389,758
1022354-01	Trapeze Software Group Inc.	Trapeze Software/Hardware Maintenance	09/30/2020	\$9,659,764
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	09/30/2020	\$3,700,895
2005220-20	PSA Constructors, Inc	Comprehensive Professional Services	09/30/2020	\$880,565
2005220-23	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	09/30/2020	\$5,378,194





## Active Requirements Contracts

\$250,000+ Only and Expiring between 04/01/2020 and 03/31/2021

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Within 6 Months (continued)</b>				
2005220-27	Hill International, Inc.	Comprehensive Professional Services	09/30/2020	\$11,374,474
2005220-33	CMTS	Comprehensive Professional Services	09/30/2020	\$528,030



## Active Requirements Contracts

\$250,000+ Only and Expiring between 04/01/2020 and 03/31/2021

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Over 6 Months To 1 Year</b>				
2048280-01	Jarrett Walker+Associates, LLC	Updated Bus Transit Plan	10/01/2020	\$494,594
2025812-01	Belmont Icehouse	Agency Advertising	10/04/2020	\$3,900,625
2029795-03	Sprint Solutions, Inc.	Sprint Cellular Services and Equipment	10/05/2020	\$639,180
2030692-01	Blanks Printing & Imaging, Inc	Large Format Digital on Various Substrates	10/27/2020	\$408,448
2018899-02	Central Alert, Inc.	Fire Protection and Safety	11/02/2020	\$356,299
2043451-01	Archer Western Construction	Cotton Belt Equipment Maintenance Facility	11/07/2020	\$1,499,771
2032360-01	Bellphi Environmental, LLC	Asbestos Abatement & Demolition Services	11/12/2020	\$750,000
2026141-01	Metropolitan Security Services	Armed Security Guard Services	11/21/2020	\$17,073,810
2005220-40	Urban Engineers, Inc.	Comprehensive Professional Services	11/30/2020	\$3,673,692
2039439-01	M & D Distributors	Rebuilt Cummins Engine Parts with Core Exchange	12/12/2020	\$695,272
2025815-02	EA Engineering, Science, and T	Environmental Response	12/30/2020	\$458,492
2031954-01	Valero Marketing and Supply Co	NRV Fuel Management	12/30/2020	\$4,072,217
2013012-01	Aetna	Medicare Advantage HMO/PPO	12/31/2020	\$4,623,507
2012668-02	HDR Engineering, Inc.	General Planning Consultant Services (GPC VI)	12/31/2020	\$36,500,000
2025815-01	Half Associates, Inc	Environmental Response	12/31/2020	\$983,381
2026895-01	HealthSCOPE Benefits	Third-Party Administrator Services	12/31/2020	\$6,150,590
2037320-01	The Aftermarket Parts Company	Glass Glazing for NABI Buses	01/24/2021	\$427,670
2044002-01	Dial Lubricants, Inc.	Engine Lubricating Oil for DART's Bus Fleet	01/24/2021	\$486,165
2037235-01	Wabtec	Super Light Rail Vehicle (SLRV) Coupler Parts	01/27/2021	\$382,632
2046201-01	Archer Western Construction	Hidden Ridge Station Construction	01/29/2021	\$11,067,000
2033099-01	Triad Commercial Services, Ltd	Property Management DART HQ and Police HQ	02/13/2021	\$5,005,689
2036272-01	The Aftermarket Parts Company	Miscellaneous NABI Parts	02/20/2021	\$5,132,070
2049749-01	Reeder Distributors, Inc.	ED Bus Lift Replacement	03/01/2021	\$296,932
2035656-01	GTS Technology Solutions	Gateway Upgrade - Fleet install	03/21/2021	\$2,727,296
<b>Total Contracts = 72</b>			<b>Total Value of All Contracts Above:</b>	<b>\$335,673,880</b>





# Upcoming Procurement Opportunities

As of April 1, 2020

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## Trash Hauling & Recycling Services

Upcoming Item: **B-2054637**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

To provide trash disposal and single stream recycling services at the Agency's divisions.

The NIGP code associated with this event is:

926 Environmental and Ecological Services

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## Bus Wash Refurbishment

Upcoming Item: **B-2053951**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

The Authority is seeking sealed offers from qualified firms or individuals interested in refurbishing the existing bus wash system located at the DART South Oak Cliff Bus Operating Facility (SOC BOF).

The NIGP codes associated with this event are:

912 Construction Services, General (Incl. Maintenance and Repair Services)

909 Building Construction Services, New (Incl. Maintenance and Repair Services)

913 Construction Services, Heavy (Incl. Maintenance and Repair Services)

914 Construction Services, Trade (New Construction)

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## Tunnel Sump Pumps

Upcoming Item: **B-2053204**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

The Authority has a requirement for Tunnel Sump Pumps.

The NIGP code associated with this event is:

155 Tunnel Accessories and Parts

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## Police Uniforms

Upcoming Item: **P-2054963**

**Type of Posting:** Request for Proposal (RFP)

**Description:**

Dallas Area Rapid Transit has a requirement for Police Uniforms.

The NIGP codes associated with this event are:

680 Police and Prison Equipment and Supplies

200 Uniforms

936-18 Clothing, including Uniforms





# Upcoming Procurement Opportunities

As of April 1, 2020

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## **SIG UPS Battery Replacement**

Upcoming Item: **B-2055248**

**Type of Posting:** Invitation for Bid (IFB)

### **Description:**

The Authority has a requirement for the replacement of the existing batteries for the uninterruptible power supplies (UPS) located inside the fourteen (14) Central Instrument Houses (CIH) and install new cables, connectors, terminals and exhaust fans.

The NIGP code associated with this event is:

285 Electrical Equipment and Supplies (Except Cable and Wire)

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## **Landscape Consultant**

Upcoming Item: **B-2052608**

**Type of Posting:** Invitation for Bid (IFB)

### **Description:**

The Authority has a requirement for a Landscape Consultant to support Landscape Management and Maintenance contracts.

The NIGP code associated with this event is:

918 Consulting Services

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## **Third Party Administrative Services**

Upcoming Item: **P-2054814**

**Type of Posting:** Request for Proposal (RFP)

### **Description:**

Dallas Area Rapid Transit has a requirement for Third Party Administrative Services.

The NIGP codes associated with this event are:

953 Insurance and Insurance Services, (All Type)

952 Human Services

948 Health Related Services

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## **Pneumatic Door Components**

Upcoming Item: **B-2053807**

**Type of Posting:** Invitation for Bid (IFB)

### **Description:**

The Authority has a requirement to purchase Pneumatic Door Components for DART's Light Rail Vehicle Fleet 50.

The NIGP code associated with this event is:

559 Mass Transportation-Transit Rail Vehicle Parts and Accessories



# Upcoming Procurement Opportunities

As of April 1, 2020

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## Multi-Services Platform Servers

Upcoming Item: **B-2054499**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

Dallas Area Rapid Transit (DART), is seeking a firm to provide Multi-Services Platform Servers.

The NIGP codes associated with this event are:

204 Computer Hardware and Peripherals for Microcomputers

205 Computer Hardware and Peripherals for Microcomputers, Environmentally Certified by an Agency Accepted Certification Entity

206 Computer Hardware and Peripherals for Mainframes and Servers

209 Computer Software for Mainframes and Servers, Preprogrammed

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## Small Format Offset or Digital Printing Services

Upcoming Item: **P-2054542**

**Type of Posting:** Request for Proposal (RFP)

**Description:**

DART is seeking firm to provide Small Format Offset or Digital Printing Services.

The NIGP code associated with this event is:

966 Printing and Typesetting Services

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## Misc. NABI CNG Bus Parts

Upcoming Item: **B-2050835**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

The Authority has a requirement for Miscellaneous NABI CNG Bus Parts.

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories And Parts



# Upcoming Procurement Opportunities

As of April 1, 2020

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## Central Business District (CBD) Rail Replacement Phase 3, Intersections

Upcoming Item: **B-2052194**

**Type of Posting:** Invitation for Bid (IFB)

**Description:**

Dallas Area Rapid Transit Authority is seeking individuals or firms interested in construction services for Central Business District (CBD) Rail Replacement Phase 3, Intersections.

The NIGP codes associated with this event are:

912 Construction Services, General, Including Maintenance and Repair Services)

913 Construction, Railroad

940 Construction, Railroad Track

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## DART Logo Merchandise Contract

Upcoming Item: **P-2051997**

**Type of Posting:** Request for Proposal (RFP)

**Description:**

The Authority has a requirement for DART Logo Merchandise Contract.

The NIGP code associated with this event is:

961 Miscellaneous Services, No 1 (Not Otherwise Classified)



## CURRENT AND FUTURE SERVICES



## Future Services

## DESIGN/CONSTRUCTION UNDERWAY

 **Silver Line (2022)**

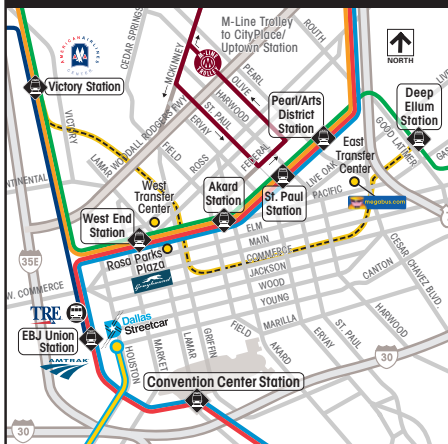
## PLANNING/DESIGN UNDERWAY

**D2 Subway (Inset Map)**












## TRE and TEXRail to Fort Worth



## Downtown Dallas



### 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**
- In

— Inset Map



TRINITY METRO  
**TEX**Bail





DALLAS AREA RAPID TRANSIT  
P.O. BOX 660163  
DALLAS, TX 75266

