

DALLAS AREA RAPID TRANSIT

# QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS

Go



Third Quarter FY 2020  
April – June 2020



# DART BOARD MEMBERS

**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-Lake**  
Dallas

**Eliseo Ruiz III**  
Dallas, Cockrell Hill

**Rodney Schlosser**  
Dallas

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

**Rick Stopfer**  
Irving

**Dominique P. Torres**  
Dallas

**Paul N. Wageman**  
Plano

DART's Financial Information is located online at:  
[DART.org/financialinformation](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 OF DIRECTORS FY 2020



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



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



**Doug Hrbacek**  
Carrollton  
and Irving



**Ray Jackson**  
*Assistant  
Secretary*  
Dallas



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



**Patrick J.  
Kennedy**  
Dallas



**Jon-Bertrell  
Killen**  
Dallas



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



**Amanda  
Moreno-Lake**  
Dallas



**Eliseo Ruiz III**  
Dallas and  
Cockrell Hill



**Rodney  
Schlosser**  
Dallas



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



**Rick Stopfer**  
Irving



**Dominique P.  
Torres**  
Dallas



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

Exhibit 2 is a map of the DART Service Area.

Exhibit 2



## DART's Management

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

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

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

Exhibit 3  
DART'S Executive Management

NAME	POSITION	JOINED DART
Gary C. Thomas	President/Executive Director	1998
David Schulze	Chief of Staff to President/Executive Director	2004
Joseph G. Costello	Chief Financial Officer	2014
Nicole Fontayne-Bárdowell	Executive Vice President, Chief Administrative Officer	2014
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

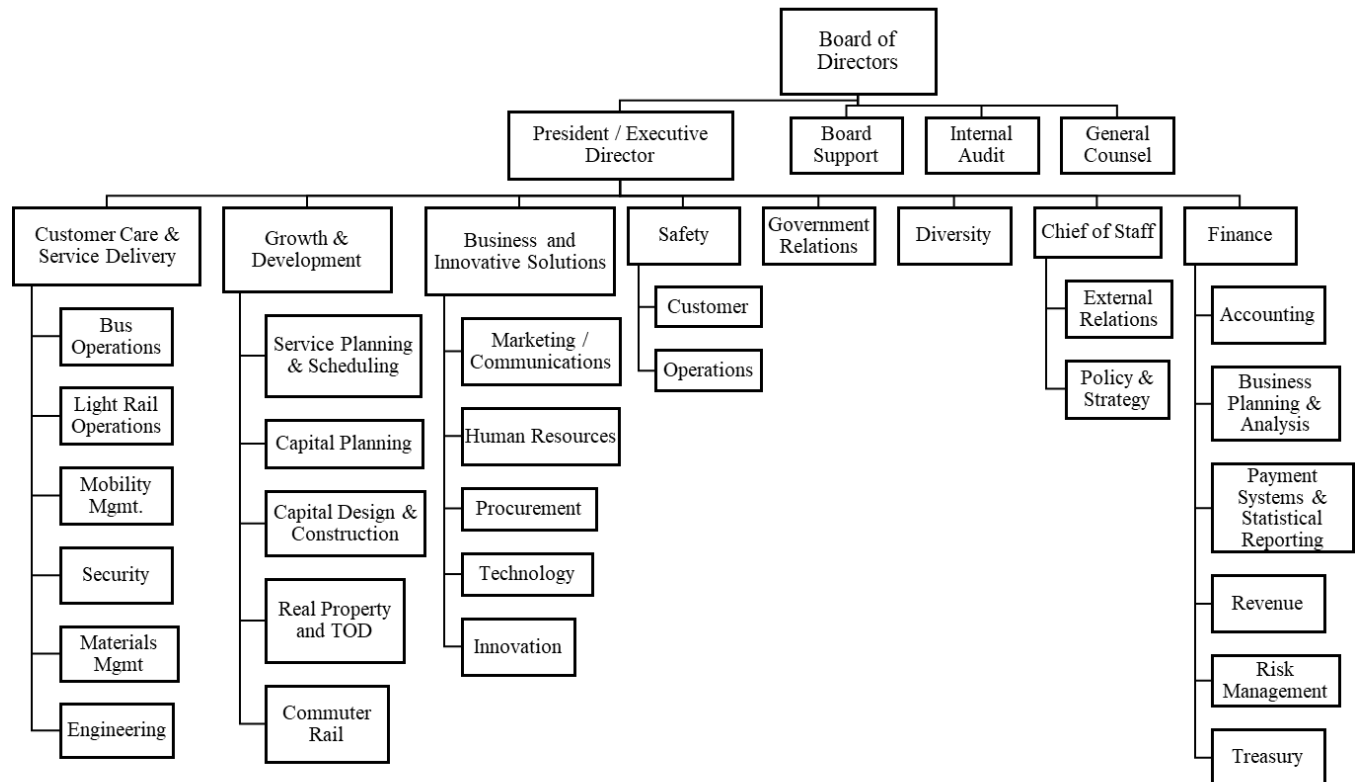


Exhibit 5  
DART System Map



## 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 third quarter of FY 2020 ending June 30, 2020.

## KPI Summary

- **Ridership:** Both Total Agency and Fixed Route Ridership have significantly lower performance in comparison to targets due to the COVID-19 pandemic.
- **Subsidy Per Passenger:** Revenues and expenses are lower than targeted amounts, resulting in lower Net Subsidy spread over considerably fewer passengers, due to the COVID-19 pandemic. Both Total Agency and Fixed Route Subsidy Per Passenger are significantly above (worse than) target.
- **Fixed Route On-Time Performance:** Increase over the previous year; however, slightly below (worse than) the stated goal.
- **Fixed Route Complaints Per 100,000 Passengers:** are higher than the previous year; however, lower (better) than the stated goal.
- **Fixed Route Accidents Per 100,000 Miles:** Lower (better) than prior year actuals and 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 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.

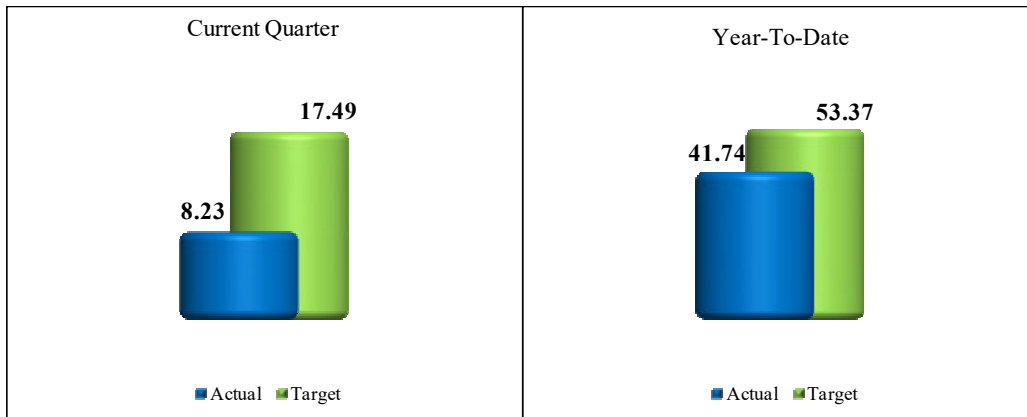
DART's fiscal year begins on October 1. The Quarterly Operating and Financial Performance Report includes actual values for fiscal years 2017 through 2019 and a comparison of the FY 2020 target to Current Quarter and Year-To-Date results.

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.

## Ridership

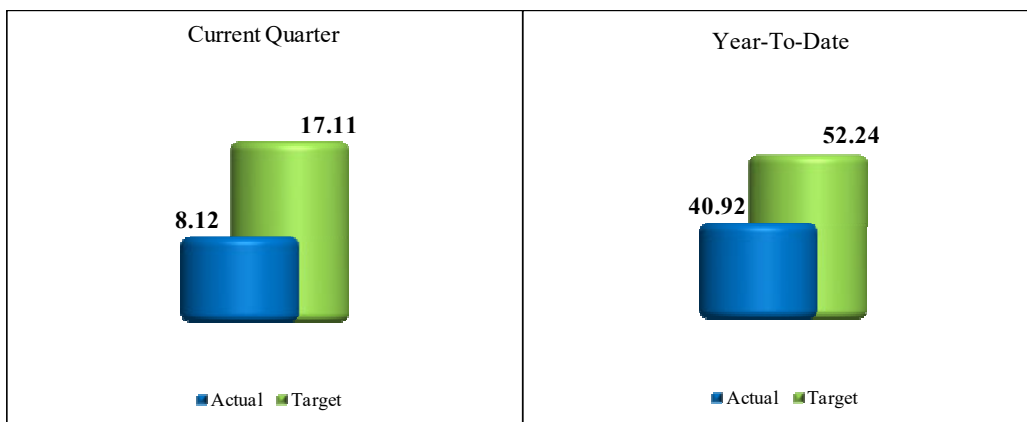
Ridership over the next few years will continue to be affected by the effects of COVID-19 and service changes. DART is now using Automatic Passenger Counter (APC) to report bus, streetcar, and TRE ridership. Light Rail (LRT) Ridership is determined by statistically factoring APC sample data collected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

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



**Total Agency Ridership:** Year-To-Date as of June 30, 2020 is 41.74 million, 11.63 million below (worse than) the target of 53.37 million. Current quarter ended June 30, 2020 is 8.23 million, 9.26 million below (worse than) the target of 17.49 million.

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



**Fixed-Route Ridership:** Year-To-Date as of June 30, 2020 is 40.92 million, 11.32 million below (worse than) the target of 52.24 million. Current quarter ended June 30, 2020 is 8.12 million, 8.99 million below (worse than) the target of 17.11 million.

### Exhibit 3 Agency Ridership Scorecard

FY17A	FY18A	FY19A	Indicators	FY 2020 Quarter 3					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership									
65.82	62.69	70.79	Total Agency(M)	8.23	17.49	47.03%	41.74	53.37	78.21%
64.35	61.33	69.27	Fixed-Route (M)	8.12	17.11	47.45%	40.92	52.24	78.32%
32.11	30.26	38.70	Bus (M) <sup>[1]</sup>	4.85	9.51	50.99%	23.06	28.81	80.03%
30.14	29.03	28.56	LRT (M)	3.13	7.11	44.07%	16.75	21.88	76.54%
2.10	2.04	2.01	TRE (M) <sup>[1]</sup>	0.14	0.49	27.86%	1.11	1.55	71.76%
795.72	771.01	906.15	Paratransit (000s)	90.38	213.74	42.28%	523.89	627.90	83.43%
674.58	596.00	611.48	Vanpool (000s)	15.72	166.36	9.45%	299.22	499.55	59.90%

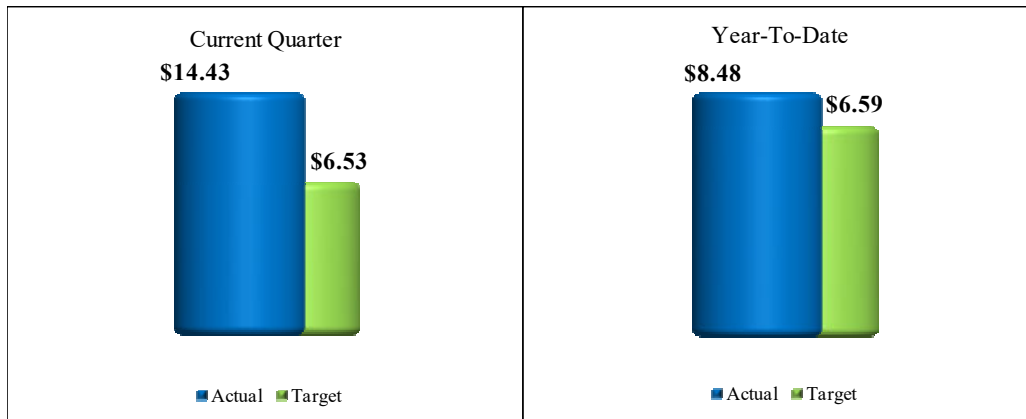
<sup>[1]</sup> As of October 2018 (Q1 FY 2019) ridership is based upon APC data.

Total Agency and Fixed Route Ridership is trending below this year's targets, due to the COVID-19 pandemic. Further discussion of Ridership is provided in the modal sections.

### Subsidy Per Passenger

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

### Exhibit 4 Total System Subsidy Per Passenger



**Total System Subsidy Per Passenger:** Year-To-Date as of June 30, 2020 is \$8.48, \$1.89 above (worse than) the target of \$6.59. Current quarter ended June 30, 2020 is \$14.43, \$7.89 above (worse than) the target of \$6.53.

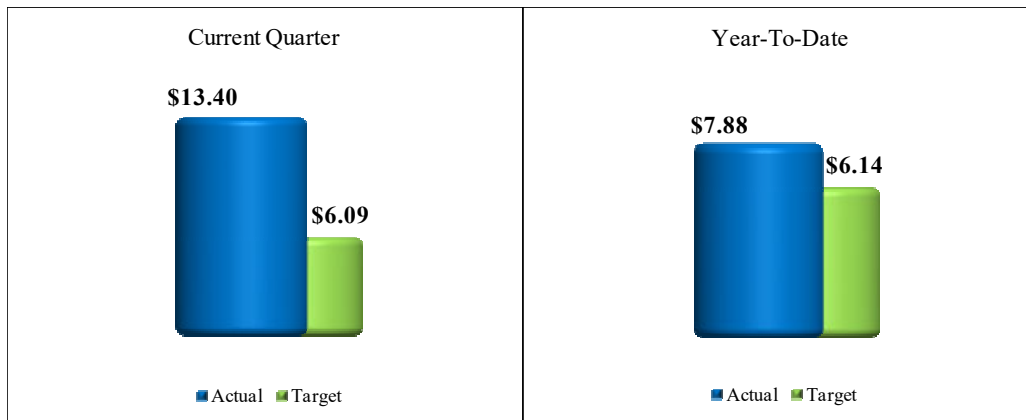
## Exhibit 5 Total System Subsidy Per Passenger Calculation

	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	\$402,212,559	\$1,974,059	\$404,186,618		\$49,069,040	\$1,284,899	\$50,353,939	\$353,832,679	41,739,841	\$8.48
Budget	\$416,868,397	\$930,410	\$417,798,807		\$64,716,432	\$1,446,370	\$66,162,802	\$351,636,005	53,368,048	\$6.59
Variance	(\$14,655,837)	\$1,043,648	(\$13,612,189)		(\$15,647,392)	(\$161,471)	(\$15,808,863)	\$2,196,674	(11,628,207)	\$1.89
% to Target	96.48%	212.17%	96.74%		75.82%	88.84%	76.11%	100.62%	78.21%	128.66%

<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 June 30, 2020 is \$7.88, \$1.74 above (worse than) the target of \$6.14. Current quarter ended June 30, 2020 is \$13.40, \$7.31 above (worse than) the target of \$6.09.

## 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	\$368,676,691	\$1,974,059	\$370,650,749		\$46,891,114	\$1,284,899	\$48,176,013	\$322,474,737	40,916,736	\$7.88
Budget	\$382,934,686	\$930,410	\$383,865,097		\$61,511,837	\$1,446,370	\$62,958,207	\$320,906,890	52,240,595	\$6.14
Variance	(\$14,257,995)	\$1,043,648	(\$13,214,347)		(\$14,620,723)	(\$161,471)	(\$14,782,194)	\$1,567,847	(11,323,859)	\$1.74
% to Target	96.28%	212.17%	96.56%		76.23%	88.84%	76.52%	100.49%	78.32%	128.28%

<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 June 30, 2020 is 8.78%, 4.36% below (worse than) the target of 13.14%. Current quarter ended June 30, 2020 is 3.80%, 9.47% below (worse than) the target of 13.26%.

### Exhibit 8

#### Fixed Route

#### Farebox Recovery Ratio Calculation

		<b>Fixed Route Farebox Revenues</b>	<b>/</b>	<b>Modally Allocated Expenses</b>	<b>=</b>	<b>Recovery Ratio</b>
Actual	\$	32,545,705		\$ 370,650,749		8.78%
Budget	\$	50,443,906		\$ 383,865,097		13.14%
Variance	\$	(17,898,201)		\$ (13,214,347)		(4.36%)
% to Target		64.52%		96.56%		66.82%

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is the decline in farebox revenues caused by the steep decline in ridership, due to COVID-19. While Farebox Revenues and Modally Allocated Expenses are both below target, \$17.89 million (35.48%) and \$13.21 million (3.44%) 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 continue to maintain this ratio below the target ratio. Administrative costs include (but are not limited to): executive management, finance, purchasing, legal, internal audit, human resources, marketing, board support, and administrative services. Administrative revenues include (but are not limited to) advertising revenue. The Administrative Ratio Year-To-Date as of June 30, 2020 is 8.30%, 0.99% below (better than) the target of 9.30%. The Administrative Ratio for the current quarter ended June 30, 2020 is 8.62%, 0.73% below (better than) the target of 9.36%.

### Exhibit 9

#### Administrative Ratio Calculation

	<b>Administrative Costs</b>	<b>-</b>	<b>Advertising Revenues</b>	<b>/</b>	<b>Direct / Indirect Costs</b>	<b>+</b>	<b>Startup Cost</b>	<b>=</b>	<b>Administrative Ratio</b>
Actual	\$33,678,128		\$3,078,242		\$368,534,431		\$0.00		8.30%
Budget	\$38,218,315		\$3,012,489		\$378,650,082		\$0.00		9.30%
Variance	(\$4,540,187)		\$65,753		(\$10,115,651)		\$0.00		-0.99%
% to Target	88.12%		102.18%		97.33%		0.00%		89.30%

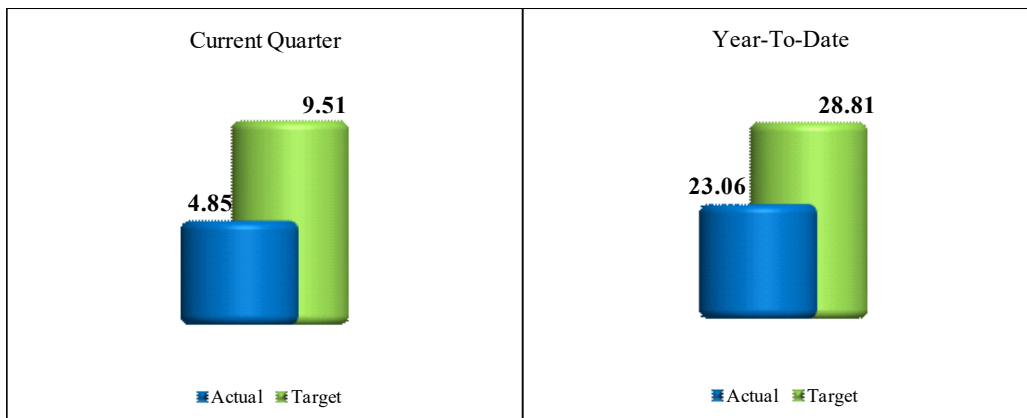
## Modal Update Bus

*(55.0% of total system ridership in Fiscal Year 2020)*



DART's bus system provides local, express, crosstown, flex, and 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. 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 personalized, on-demand service in fourteen zones across the DART service area.

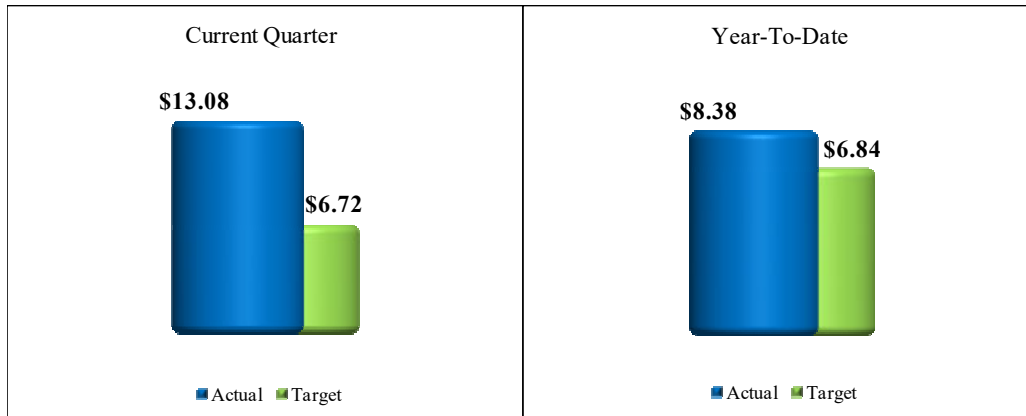
**Exhibit 10  
Bus Ridership  
(in Millions)**



**Bus Ridership:** Year-To-Date as of June 30, 2020 is 23.06 million, 5.75 million below (worse than) the target of 28.81 million. Current quarter ended June 30, 2020 is 4.85 million, 4.66 million below (worse than) the target of 9.51 million.

Although the COVID-19 Pandemic led to ridership declines for most bus routes, routes with service improvements including frequency improvement or route reconfiguration were still showing ridership gains. The ridership gain for this quarter was most evident in Route 547. Bus routes serving the logistics and light industrial areas which were less impacted by COVID-19 closures or areas with activities reopened per Texas' policies, such as shopping malls, showed extreme ridership improvement. Examples include Routes 533 serving the Valwood Industrial Park in Carrollton and 702 serving Dallas's North Park mall. Express bus routes and certain site-specific shuttles had quick ridership losses due to COVID-19.

### Exhibit 11 Bus Subsidy Per Passenger



**Bus Subsidy Per Passenger:** Year-To-Date as of June 30, 2020 is \$8.38, \$1.54 above (worse than) the target of \$6.84. Current quarter ended June 30, 2020 is \$13.08, \$6.36 above (worse than) the target of \$6.72.

### Exhibit 12 Bus Subsidy Per Passenger Calculation

	Modally Allocated							Subsidy Per Passenger
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	=
Actual	\$211,056,055		\$17,921,431		\$193,134,624		23,056,199	\$8.38
Budget	\$220,829,556		\$23,694,691		\$197,134,866		28,808,391	\$6.84
Variance	(\$9,773,501)		(\$5,773,259)		(\$4,000,242)		(5,752,192)	\$1.54
% to Target	95.57%		75.63%		97.97%		80.03%	122.47%

The primary factors contributing to the increase in Bus Subsidy Per Passenger are Ridership and Revenues. With both Modally Allocated Expenses and Allocated Revenues below target, \$9.77 million (4.43%) and \$5.77 million (24.37%) respectively, Net Subsidy was below target \$4.00 million (2.03%). Lower Net Subsidy spread over fewer passengers, 5.75 million (19.97%), resulted in higher Subsidy Per Passenger \$1.54 (22.47%).

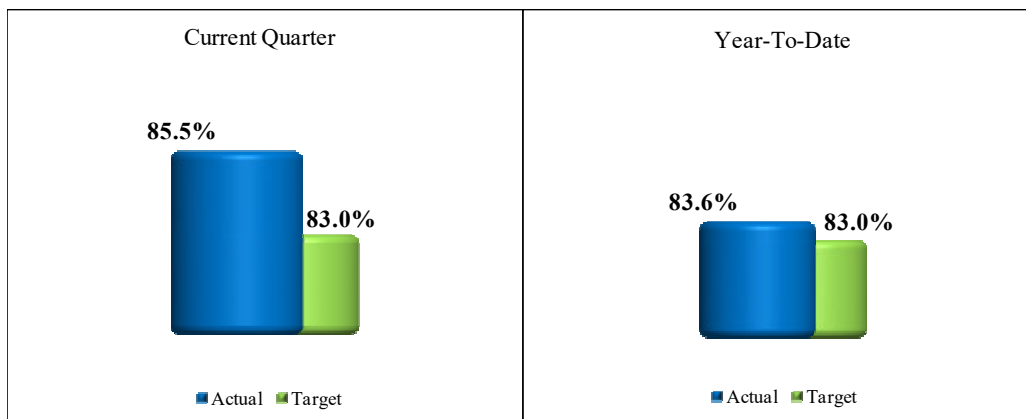
**Bus Farebox Recovery Ratio:** Year-To-Date as of June 30, 2020 is 6.13%, 3.05% below (worse than) the target of 9.18%. Current quarter ended June 30, 2020 is 2.68%, 6.62% below (worse than) the target of 9.30%.

### Exhibit 13 Bus Farebox Recovery Ratio Calculation

	Bus Farebox Revenues		/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$	12,936,439		\$ 211,056,055		6.13%
Budget	\$	20,276,305		\$ 220,829,556		9.18%
Variance	\$	(7,339,866)		(\$ 9,773,501)		(3.05%)
% to Target		63.80%		95.57%		66.76%

The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is Farebox Revenues, which is a direct result of the steep decline in ridership associated with COVID-19. While both Farebox Revenues and Modally Allocated Expenses are below target, \$7.34 million (36.20%) and \$9.77 million (4.43%) 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 June 30, 2020 is 83.6%, 0.6% above (better than) the target of 83.0%. Current quarter ended June 30, 2020 is 85.5%, 2.5% above (better than) the target of 83.0%.

Bus On-Time Performance continues to exceed the goal due to the reduction of traffic during this pandemic, although it is reasonable to assume that as traffic increases, on-time performance may go down. 31.83% of the routes were on detour during this quarter.

**Bus Mean Distance Between Service Calls:** Year-To-Date as of June 30, 2020 is 6,994 miles, 6 miles below (worse than) the target of 7,000 miles. Current quarter ended June 30, 2020 is 7,021 miles, 21 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 – 9,503 miles  
 ARBOC – 2,882 miles  
 Proterra – 2,535 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)

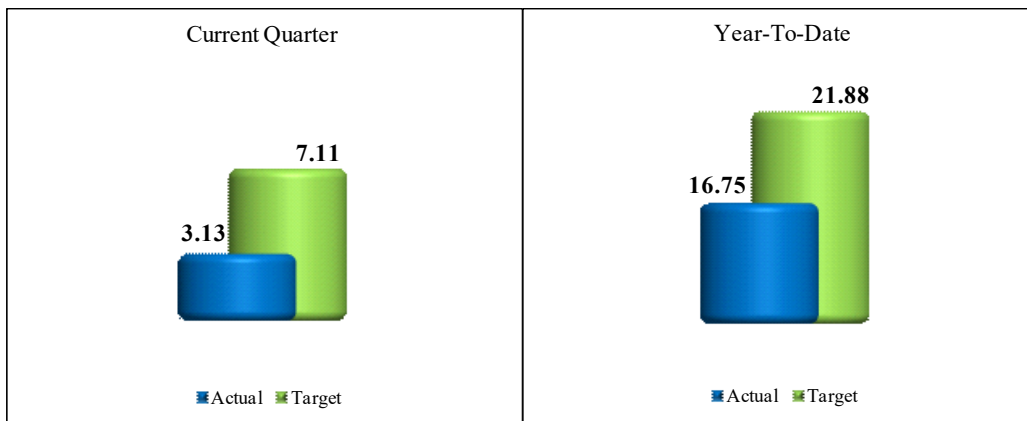
*(40.0% of total system ridership in Fiscal Year 2020)*



Light Rail Transit is an electrically powered rail system that generally operates at grade street level. A 20-mile “Starter System” opened in phases from June 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 from downtown

Dallas to Fair Park, 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.

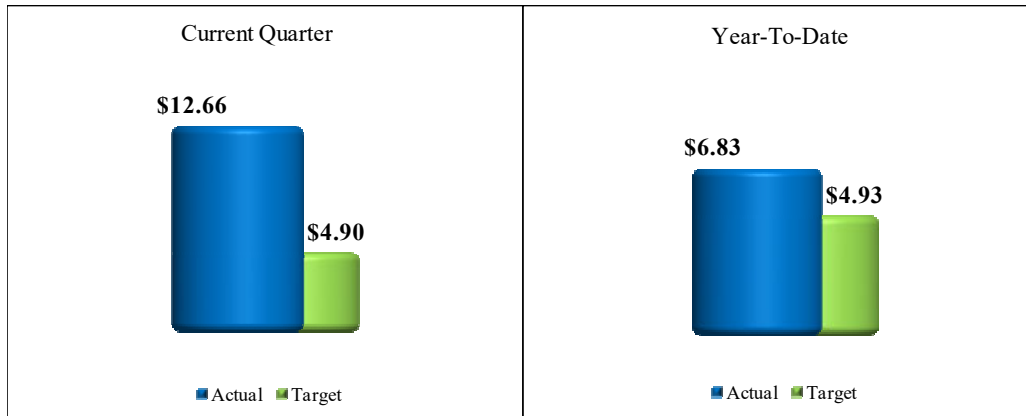
**Exhibit 15  
Light Rail Transit Ridership  
(in Millions)**



**LRT Ridership:** Year-To-Date as of June 30, 2020 is 16.75 million, 5.13 million below (worse than) the target of 21.88 million. Current quarter ended June 30, 2020 is 3.13 million, 3.98 million below (worse than) the target of 7.11.

The declining trend for LRT is due to the impact of COVID-19 which started late in Q2 and progressed into Q3. COVID-19 has continued to have a significant and noticeable impact on Q3 ridership. Many residents have opted to work from home or avoided taking transit to minimize their exposure.

**Exhibit 16**  
**Light Rail Subsidy Per Passenger**



**LRT Subsidy Per Passenger:** Year-To-Date as of June 30, 2020 is \$6.83, \$1.90 above (worse than) the target of \$4.93. Current quarter ended June 30, 2020 is \$12.66, \$7.76 above (worse than) the target of \$4.90.

**Exhibit 17**  
**Light Rail Subsidy Per Passenger Calculation**

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$134,638,301	\$20,324,756		\$114,313,545		16,746,767		\$6.83
Budget	\$135,915,880	\$28,130,588		\$107,785,292		21,880,140		\$4.93
Variance	(\$1,277,580)	(\$7,805,832)		\$6,528,253		(5,133,373)		\$1.90
% to Target	99.06%	72.25%		106.06%		76.54%		138.57%

The primary factor contributing to elevated Light Rail Subsidy Per Passenger is Revenues associated with the steep decline in ridership due to COVID-19. With both Allocated Revenues and Modally Allocated Expenses below target, \$7.80 million (27.75%) and \$1.27 million (.94%) respectively, Net Subsidy was above target \$6.52 million (6.06%). Higher Net Subsidy spread over fewer passengers, 5.13 million (23.46%), resulted in higher Subsidy Per Passenger \$1.91 (38.57%).

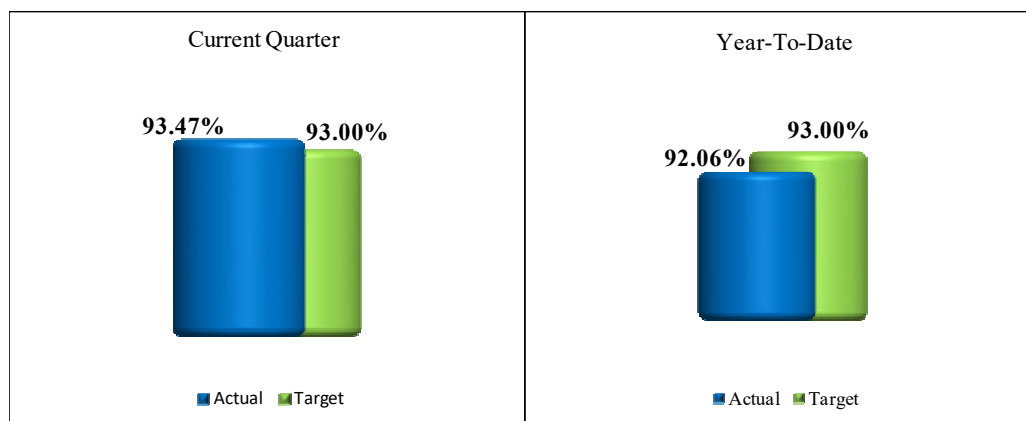
**LRT Farebox Recovery Ratio:** Year-To-Date as of June 30, 2020 is 11.18%, 6.18% below (worse than) the target of 17.36%. Current quarter ended June 30, 2020 is 4.75%, 12.83% below (worse than) the target of 17.58%.

**Exhibit 18**  
**Light Rail Farebox Recovery Ratio Calculation**

	LRT Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 15,057,905		\$ 134,638,301		11.18%
Budget	\$ 23,601,446		\$ 135,915,880		17.36%
Variance	\$ (8,543,541)		\$ (1,277,580)		(6.18%)
% to Target	63.80%		99.06%		64.41%

The primary factor contributing to the decrease in LRT Farebox Recovery Ratio is Farebox Revenues which is directly attributable to the steep decline in ridership associated with COVID-19. While both Farebox Revenues and Modally Allocated Expenses are below target, \$8.54 million (36.20%) and \$1.27 million (0.94%) 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 June 30, 2020 is 92.06%, 0.94% below (worse than) the target of 93.0%. Current quarter ended June 30, 2020 is 93.47%, 0.47% 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. Within the last quarter, significant progress has been made in terms of developing a methodology to exclude data connected to an uncontrollable event (such as a tornado) from On-Time Performance while tracking both controllable and uncontrollable OTP numbers.
- Rail Operations is exploring VBS system enhancement to improve operational efficiency.
- Rail Operations is developing pilot programs for: a) efficiency testing utilizing onboard video equipment, starting with ‘audible’ procedure compliance, b) a video-based ROW maintenance program, and c) partnering with Southern Methodist University (SMU) to develop rail training and operational efficiency tools. Significant progress has been made on the video-based ROW maintenance program. High resolution, image stabilized ROW video has been captured and is being processed for the quality assurance program review.
- 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. With each after-action review, findings, and recommended corrective action strategies, Rail Operations Management has implemented strategies to ensure personnel throughout the operational network are aligning procedural requirements consistently. Some of the strategies that are implemented are proactive catenary inspection thresholds that are triggered due to sudden drop in daily temperatures. Additionally, impact of these incidents on OTP is also monitored.

Rail Operations are continuing to reward its Top Operators each month and are using 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 June 30, 2020 is 23,388 miles, 2,388 miles above (better than) the target of 21,000 miles. Current quarter ended June 30, 2020 is 34,199 miles, 13,199 miles above (better than) the target of 21,000 miles.

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 two different areas. 1) defective metallurgy in air compressor pistons and 2) ruinously high operating temperature of air compressors. Rail Fleet began replacing defective air compressor pistons during Q1 FY20; non-defective pistons are being replaced through the corrective maintenance and overhaul programs. Utilizing the overhaul program, several LRV's have received upgraded fan motors and larger fans to increase air flow; thereby reducing operating temperature. All fan motors and fans will be upgraded as the overhaul program progresses.

**LRT Accidents Per 100,000 Miles** Year-To-Date as of June 30, 2020 is 0.25, 0.10 below (better than) the target of 0.35. Current quarter ended June 30, 2020 is 0.23, 0.12 below (better than) the target of 0.35.

## Modal Update Commuter Rail

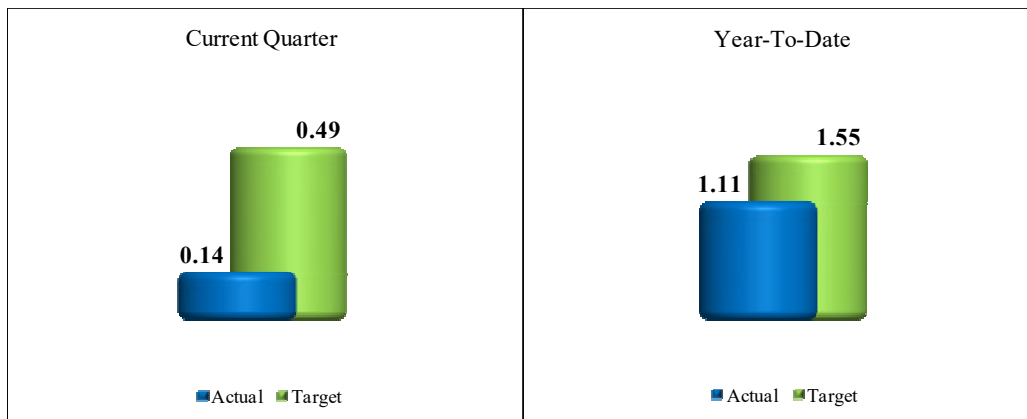
(3.0% of total system ridership in Fiscal Year 2020)



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.

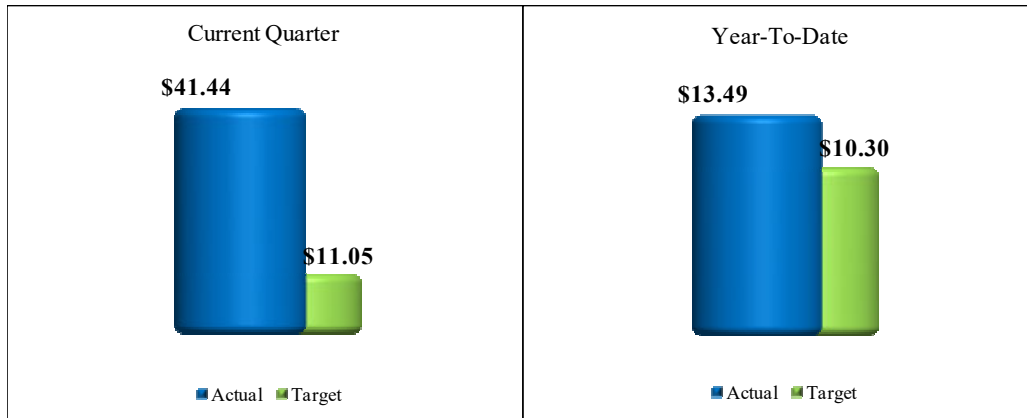
**Exhibit 20**  
**Commuter Rail Ridership**  
(in Millions)



**Commuter Rail Ridership:** Year-To-Date as of June 30, 2020 is 1.11 million, 0.44 million below (worse than) the target of 1.55 million. Current quarter ended June 30, 2020 is 136,774, 354,185 below (worse than) the target of 490,959.

Trinity Railway Express ridership decreased 72.0% from the same period last year. COVID-19 is the primary reason for the severe drop in ridership.

## Exhibit 21 Commuter Rail Subsidy Per Passenger



**Commuter Rail Subsidy Per Passenger:** Year-To-Date as of June 30, 2020 is \$13.49, \$3.19 above (worse than) the target of \$10.30. Current quarter ended June 30, 2020 is \$41.44, \$30.39 above (worse than) the target of \$11.05.

## 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	\$22,982,335	\$1,974,059	\$24,956,393	\$8,644,926	\$1,284,899	\$9,929,825	\$15,026,568	1,113,770	\$13.49
Budget	\$26,189,250	\$930,410	\$27,119,660	\$9,686,558	\$1,446,370	\$11,132,928	\$15,986,732	1,552,064	\$10.30
Variance	(\$3,206,915)	\$1,043,648	(\$2,163,266)	(\$1,041,632)	(\$161,471)	(\$1,203,103)	(\$960,164)	(438,294)	\$3.19
% to Target	87.75%	212.17%	92.02%	89.25%	88.84%	89.19%	93.99%	71.76%	130.98%

<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.

The primary factors contributing to elevated Commuter Rail Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$1.20 million (10.81%) and \$2.16 (7.98%) respectively, Net Subsidy was below target \$0.96 million (6.01%). Slightly lower Net Subsidy spread over considerably fewer passengers, 438,294 (28.24%), resulted in higher Subsidy Per Passenger \$3.19 (30.98%).

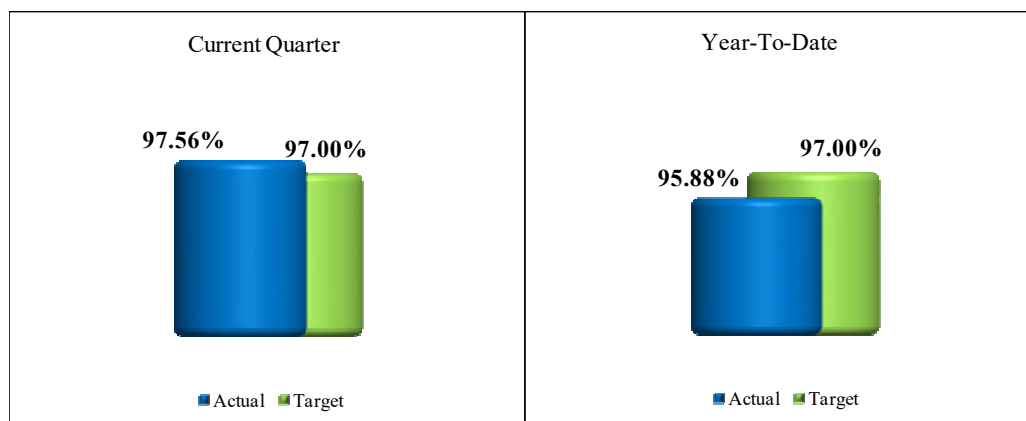
**Commuter Rail Farebox Recovery Ratio:** Year-To-Date as of June 30, 2020 is 18.24%, 5.97% below (worse than) the target of 24.21%. Current quarter ended June 30, 2020 is 8.13%, 15.54% below (worse than) the target of 23.67%.

## Exhibit 23 Commuter Rail Farebox Recovery Ratio Calculation

	TRE Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 4,551,362		\$ 24,956,393		18.24%
Budget	\$ 6,566,155		\$ 27,119,660		24.21%
Variance	\$ (2,014,794)		\$ (2,163,266)		(5.97%)
% to Target	69.32%		92.02%		75.32%

The primary factor contributing to the decrease in Commuter Rail Farebox Recovery Ratio is Farebox Revenues which are directly due to the steep decline in ridership associated with COVID-19. While both Farebox Revenues and Modally Allocated Expenses are below target, \$2.01 million (30.68%) and \$2.16 million (7.98%) 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 June 30, 2020 is 95.88%, 1.12% below (worse than) the target of 97.00%. Current quarter ended June 30, 2020 is 97.56%, 0.56% above (better 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 stations added to train congestion in the west and caused delays to TRE trains. OTP has improved with the completion of the TEXRail project and the return to service of 1 locomotive, 1 cab car, and 1 coach, and the lease of two additional locomotives. Further improvements in OTP are the result of TRE operating a reduced train schedule due to COVID 19; fewer trains online results in fewer delays.

**Commuter Rail Complaints Per 100,000 Passengers:** Year-To-Date as of June 30, 2020 is 5.84, 0.34 above (worse than) the target of 5.50. Current quarter ended June 30, 2020 is 5.85, 0.35 above (worse than) the target of 5.50.

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

## Modal Update Paratransit

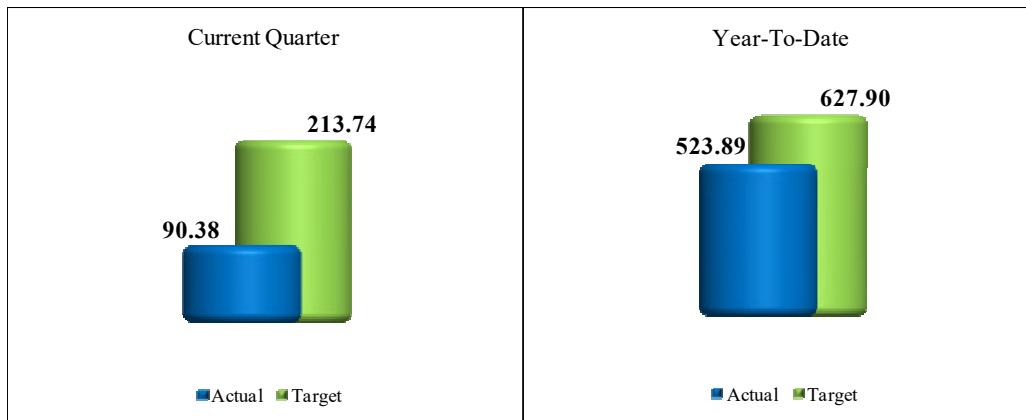
(1.3% of total system ridership in Fiscal Year 2020)



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 and being good stewards of public funds. The department is focused on providing the highest freedom of mobility to each of our customers. The department offers several 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 3 of FY 2020, in-person training services were suspended due to COVID-19 and will remain on hold until restrictions are lifted.

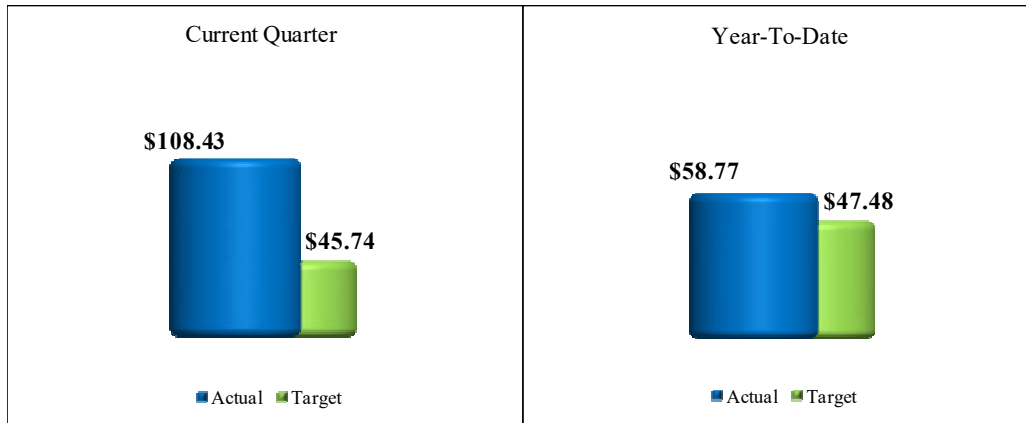
**Exhibit 25**  
**Paratransit Ridership**  
**(in Thousands)**



**Paratransit Ridership:** Year-To-Date as of June 30, 2020 is 523,889; 104,014 below (worse than) the target of 627,903. Current quarter ended June 30, 2020 is 90,380; 123,361 below (worse than) the target of 213,741.

The lower than normal ridership level seen during Q3 can be attributed to COVID-19 and relevant social distancing protocols.

### Exhibit 26 Paratransit Subsidy Per Passenger



**Paratransit Subsidy Per Passenger:** Year-To-Date as of June 30, 2020 is \$58.77, \$11.29 above (worse than) the target of \$47.48. Current quarter ended June 30, 2020 is \$108.43, \$62.69 above (worse than) the target of \$45.74.

### Exhibit 27 Paratransit Subsidy Per Passenger Calculation

	Modally Allocated									
	Expenses	-	Revenues	=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger	
Actual	\$32,081,481		\$1,294,277		\$30,787,204		523,889		\$58.77	
Budget	\$31,572,773		\$1,754,550		\$29,818,223		627,903		\$47.48	
Variance	\$508,708		(\$460,273)		\$968,981		(104,014)		\$11.29	
% to Target	101.61%		73.77%		103.25%		83.43%		123.77%	

The primary factors contributing to elevated Paratransit Subsidy Per Passenger are Revenues and Ridership. With Allocated Revenues below target, \$0.46 million (26.23%), and Modally Allocated Expenses above target, \$0.51 million (1.61%), Net Subsidy was above target \$0.97 million (3.25%). Slightly higher Net Subsidy spread over considerably fewer passengers, 104,014 (16.57%), resulted in higher Subsidy Per Passenger \$11.29 (23.77%).

**Paratransit Complaints Per 1,000 Trips:** Year-To-Date as of June 30, 2020 is 3.71, 0.71 above (worse than) the target of 3.00. Current quarter ended June 30, 2020 is 2.90, 0.10 below (better than) the target of 3.00.

Complaints have continually trended downward since the first contract with MV Transportation Inc. in FY 2013. Mobility Management Services (MMS) is committed to continually improving service levels to maximize customer satisfaction. MMS is implementing a new customer satisfaction metric in FY 2021 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.

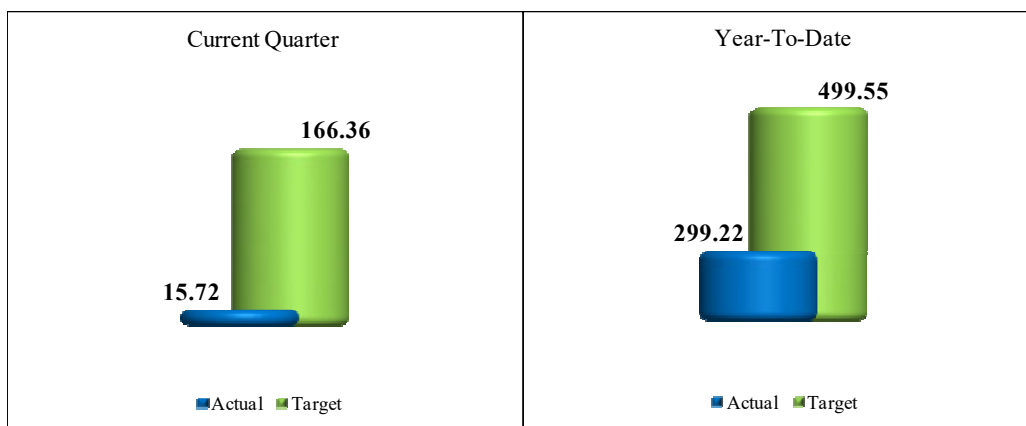
## Modal Update Vanpool

(0.7% 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.

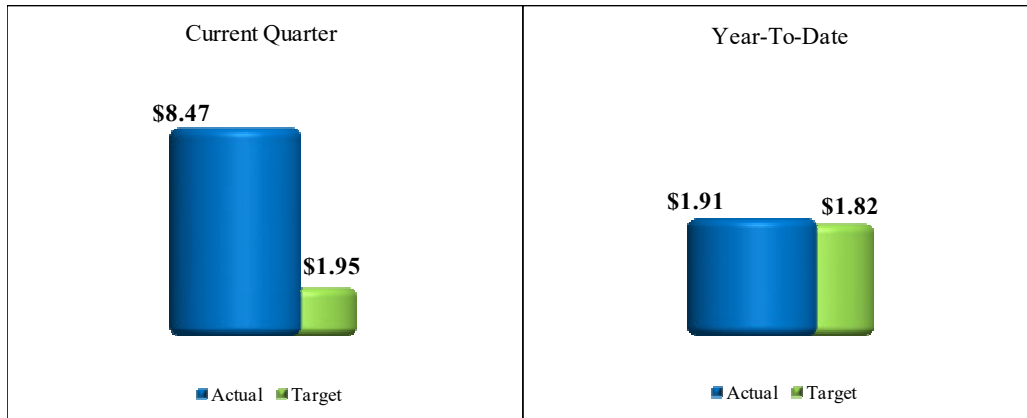
**Exhibit 28**  
**Vanpool Ridership**  
**(in Thousands)**



**Vanpool Ridership:** Year-To-Date as of June 30, 2020 is 299,216; 200,334 below (worse than) the target of 499,550. Current quarter ended June 30, 2020 is 15,716; 150,649 below (worse than) the target of 166,365.

Two factors have impacted vanpool ridership, with the primary and overwhelming reason being COVID-19. Because a large majority of vanpool riders are working virtually and those that are still working in person do not have the ability to exercise proper distancing in enclosed smaller vehicles, most rideshare commuters and their sponsoring employers have opted to temporarily suspend their vanpool programs until the COVID-19 pandemic subsides. Also, the vanpool contract was recently awarded to a new vendor (AVR Vanpool). The previous vendor (Enterprise), has employed several recruitment practices to retain vanpool clients. This includes utilizing vanpools from DCTA and Trinity Metro within DART's service area. NCTCOG and DART are challenging these practices and is pending further disposition. DCTA is also aware of this practice and is not cooperating with Enterprise's tactics to siphon riders.

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



**Vanpool Subsidy Per Passenger:** Year-To-Date as of June 30, 2020 is \$1.91, \$0.08 above (worse than) the target of \$1.82. Current quarter ended June 30, 2020 is \$8.47, \$6.52 above (worse than) the target of \$1.95.

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

	Modally Allocated			=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	-	Revenues						
Actual	\$1,454,388		\$883,649		\$570,738		299,216		\$1.91
Budget	\$2,360,938		\$1,450,045		\$910,893		499,550		\$1.82
Variance	(\$906,550)		(\$566,396)		(\$340,154)		(200,334)		\$0.08
% to Target	61.60%		60.94%		62.66%		59.90%		104.61%

The primary factors contributing to elevated Vanpool Subsidy Per Passenger are Revenues and Ridership. With both Allocated Revenues and Modally Allocated Expenses below target, \$0.57 million (39.06%) and \$0.91million (38.40%) respectively, Net Subsidy was below target \$0.34 million (37.34%). Lower Net Subsidy spread over fewer passengers, 200,334 (40.10%), resulted in higher Subsidy Per Passenger \$0.08 (4.61%).

## Exhibit 31

### DART Scorecard of Key Performance Indicators

FY17A	FY18A	FY19A	Indicators	FY 2020 Quarter 3					
				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>	8.23	17.49	47.03%	41.74	53.37	78.21%
64.35	61.33	69.27	Fixed-Route Ridership (M) <sup>[1]</sup>	8.12	17.11	47.45%	40.92	52.24	78.32%
32.11	30.26	38.70	Ridership - Bus (M)	4.85	9.51	50.99%	23.06	28.81	80.03%
30.14	29.03	28.56	Ridership - LRT (M) <sup>[1]</sup>	3.13	7.11	44.07%	16.75	21.88	76.54%
2.10	2.04	2.01	Ridership - TRE (M)	0.14	0.49	27.86%	1.11	1.55	71.76%
795.72	771.01	906.15	Ridership - Paratransit (000s)	90.38	213.74	42.28%	523.89	627.90	83.43%
674.58	596.00	611.48	Ridership - Vanpool (000s)	15.72	166.36	9.45%	299.22	499.55	59.90%
Efficiency Measures									
\$6.36	\$6.93	\$6.41	Subsidy Per Passenger - Total System <sup>[1]</sup>	\$14.43	\$6.53	220.89%	\$8.48	\$6.59	128.66%
\$5.98	\$6.52	\$5.97	Subsidy Per Passenger - Fixed-Route <sup>[1]</sup>	\$13.40	\$6.09	220.05%	\$7.88	\$6.14	128.28%
\$6.90	\$7.50	\$6.37	Subsidy Per Passenger - Bus	\$13.08	\$6.72	194.71%	\$8.38	\$6.84	122.47%
\$4.68	\$5.13	\$5.14	Subsidy Per Passenger - LRT <sup>[1]</sup>	\$12.66	\$4.90	258.57%	\$6.83	\$4.93	138.57%
\$10.63	\$11.73	\$10.11	Subsidy Per Passenger - TRE	\$41.44	\$11.05	375.22%	\$13.49	\$10.30	130.98%
\$41.47	\$44.97	\$42.87	Subsidy Per Passenger - Paratransit	\$108.43	\$45.74	237.06%	\$58.77	\$47.48	123.77%
\$0.54	\$0.61	\$2.34	Subsidy Per Passenger - Vanpool	\$8.47	\$1.95	435.00%	\$1.91	\$1.82	104.61%
13.27%	13.12%	12.32%	Farebox Recovery Ratio - Fixed-Route	3.80%	13.26%	28.62%	8.78%	13.14%	66.82%
12.12%	11.59%	8.80%	Farebox Recovery Ratio - Bus	2.68%	9.30%	28.78%	6.13%	9.18%	66.76%
16.17%	15.09%	15.55%	Farebox Recovery Ratio - LRT	4.75%	17.58%	26.99%	11.18%	17.36%	64.41%
14.01%	14.86%	23.68%	Farebox Recovery Ratio - TRE	8.13%	23.67%	34.36%	18.24%	24.21%	75.32%
9.17%	10.19%	9.85%	Administrative Ratio	8.62%	9.36%	92.17%	8.30%	9.30%	89.30%
Service Quality									
90.35%	90.73%	89.61%	On-Time Performance - Fixed Route	92.18%	91.00%	101.30%	90.50%	91.00%	99.45%
80.39%	82.52%	82.37%	On-Time Performance - Bus	85.50%	83.00%	103.02%	83.56%	83.00%	100.67%
92.12%	92.28%	92.19%	On-Time Performance - LRT	93.47%	93.00%	100.51%	92.06%	93.00%	98.99%
98.55%	97.39%	94.27%	On-Time Performance - TRE	97.56%	97.00%	100.58%	95.88%	97.00%	98.84%
9,898	9,696	6,944	Mean Distance Between Service Calls - Bus	7,021	7,000	100.31%	6,994	7,000	99.92%
19,836	20,776	18,247	Mean Distance Between Service Calls - LRT	34,199	21,000	162.85%	23,388	21,000	111.37%
Customer Satisfaction									
34.12	34.62	28.88	Complaints Per 100,000 Passengers - Fixed-Route	39.59	37.71	104.99%	35.05	37.71	92.95%
52.46	54.00	42.33	Complaints Per 100,000 Passengers - Bus	56.99	57.00	99.99%	49.44	57.00	86.74%
16.65	16.59	12.26	Complaints Per 100,000 Passengers - LRT	14.13	19.50	72.48%	17.17	19.50	88.04%
4.43	3.68	5.98	Complaints Per 100,000 Passengers - TRE	5.85	5.50	106.35%	5.84	5.50	106.11%
3.90	3.38	4.15	Complaints Per 1,000 Trips - Paratransit <sup>[2]</sup>	2.90	3.00	96.51%	3.71	3.00	123.53%
Safety									
1.92	1.89	1.89	Accidents Per 100,000 Miles - Fixed-Route	1.05	1.97	53.13%	1.61	1.97	81.69%
2.26	2.23	2.20	Accidents Per 100,000 Miles - Bus	1.21	2.30	52.61%	1.91	2.30	82.88%
0.52	0.82	0.83	Accidents Per 100,000 Train Miles - LRT <sup>[3]</sup>	0.23	0.35	66.30%	0.25	0.35	70.07%
0.66	0.09	0.40	Accidents Per 100,000 Miles - TRE	1.38	1.00	138.23%	0.84	1.00	84.08%

[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 third quarter of FY 2020.

**Exhibit 32**

Mode	FY20 YTD Actuals	FY20 YTD Budget	Variance
Agency-Wide	\$6,657	\$14,899	\$8,242
Bus	10,086	9,530	(555)
Light Rail Transit	30,239	43,513	13,274
Streetcar	57	2,257	2,200
Commuter Rail/RR Management	88,425	109,324	20,899
Paratransit	93	214	121
P&D/Startup/Non-Ops	20,457	13,401	(7,056)
Road Improvements/ITS	8,790	13,266	4,476
<b>Total Capital</b>	<b>\$164,804</b>	<b>\$206,404</b>	<b>\$41,599</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 Nine Months ended June 30, 2020**  
(reported on a Budget Basis Amounts in thousands)

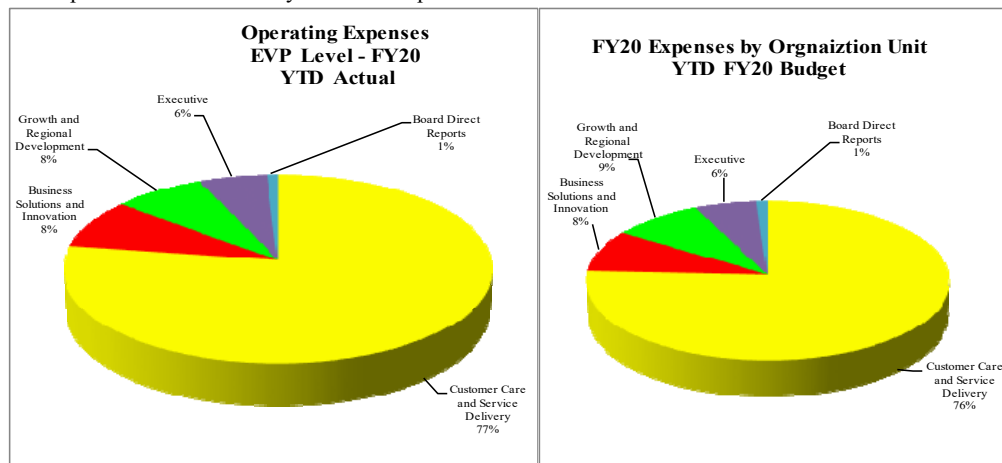
**ACTUAL VS. BUDGET SUMMARY**

	FY20 YTD Actual	FY20 YTD Budget	(Under) / over Budget	% Variance
<b>Revenues</b>				
Sales Tax	\$461,869	\$471,662	(\$9,793)	-2%
Passenger	33,323	51,791	(18,468)	-36%
Advertising/Rental Income/Misc.	9,841	7,836	2,005	26%
Operating Federal Grants	511	523	(12)	-2%
Non-Operating Revenue	9,876	9,710	166	2%
<b>Total Revenues</b>	<b>\$515,420</b>	<b>\$541,522</b>	<b>(\$26,102)</b>	<b>-4.8%</b>

	FY20 YTD Actual	FY20 YTD Budget	Under/ (over) Budget	% Variance
<b>Operating Expenses at EVP level (YTD)</b>				
Customer Care and Service Delivery	\$319,380	\$322,646	\$3,266	1%
Business Solutions and Innovation	34,324	36,684	2,360	6%
Growth and Regional Development	31,439	36,733	5,294	14%
Executive	23,021	25,295	2,274	9%
Board Direct Reports	3,957	4,606	649	14%
Capital P&D	(8,783)	(10,391)	(1,608)	15%
Agency Wide [1]	(2,885)	1,519	4,404	290%
<b>Total Operating Expenses at EVP Level (YTD)</b>	<b>\$400,453</b>	<b>\$417,092</b>	<b>\$16,639</b>	<b>4%</b>

Operating Expenses at EVP level (FY20 Projection)*	FY20 Projection	FY20 Budget [2]	(over) Budget	% Variance
Customer Care and Service Delivery	\$433,048	\$436,162	\$ 3,114	1%
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	(12,223)	(13,854)	(1,631)	12%
Agency Wide [1]	2,472	795	(1,677)	-211%
<b>Total Operating Expenses at EVP Level (YTD)</b>	<b>\$551,798</b>	<b>\$562,303</b>	<b>\$10,505</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.

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET POSITION**  
**AS OF JUNE 30, 2020 AND SEPTEMBER 30, 2019**

(In thousands)

	<u><b>06/30/2020</b></u>	<u><b>9/30/2019</b></u>
	<u><b>Unaudited</b></u>	
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$304,890	\$98,979
Investments	158,660	258,921
Sales tax receivable	97,875	105,250
Transit Revenue Receivable, Net	6,301	7,472
Due from Other Governments	16,805	25,460
Materials and supplies inventory	37,015	37,724
Prepaid transit expenses and other	7,642	5,399
Restricted investments held by trustee for debt service	76,394	119,603
Restricted investments held for advance funding agreements	68,721	69,440
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
<b>TOTAL CURRENT ASSETS</b>	<u><b>780,677</b></u>	<u><b>734,622</b></u>
<b>NONCURRENT ASSETS</b>		
Restricted investments held as security for capital lease/leaseback liabilities	4,903	5,742
Investments restricted for system expansion and acquisition	124,652	66,924
Investments in joint venture	8,135	8,924
Capital assets		
Land and rights of way	618,881	618,596
Depreciable capital assets, net of depreciation	3,164,158	3,344,052
Projects in progress	366,115	227,111
Restricted investments held to pay capital lease/leaseback liabilities	110,157	109,813
Unamortized debt issuance costs and other	538	568
<b>TOTAL NONCURRENT ASSETS</b>	<u><b>4,397,539</b></u>	<u><b>4,381,730</b></u>
<b>TOTAL ASSETS</b>	<u><b>5,178,216</b></u>	<u><b>5,116,352</b></u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Deferred outflows of resources	71,895	80,679
<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<u><b>\$5,250,111</b></u>	<u><b>\$5,197,031</b></u>

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

(In thousands)		
	<u><b>06/30/2020</b></u>	<u><b>9/30/2019</b></u>
	<u><b>Unaudited</b></u>	
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$67,280	\$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	14,298	11,520
Unearned revenue and other liabilities	114,992	114,136
Interest payable	12,854	51,233
Current portion of senior lien revenue bonds payable	62,689	59,974
<b>TOTAL CURRENT LIABILITIES</b>	<u><b>417,133</b></u>	<u><b>496,041</b></u>
<b>NON-CURRENT LIABILITIES</b>		
Accrued liabilities	42,582	41,066
Net pension liability	47,330	47,330
Net other post-employment benefits (OPEB) liability	13,913	9,948
Repayment due to State Comptroller	8,228	5,279
Senior lien revenue bonds payable	3,252,410	3,172,913
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	35,845	96,512
Capital lease/leaseback liabilities	110,157	109,813
<b>TOTAL NON-CURRENT LIABILITIES</b>	<u><b>3,510,465</b></u>	<u><b>3,482,861</b></u>
<b>TOTAL LIABILITIES</b>	<u><b>3,927,598</b></u>	<u><b>3,978,902</b></u>
Deferred Inflows of resources	15,628	15,628
<b>TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>	<u><b>3,943,226</b></u>	<u><b>3,994,530</b></u>
<b>NET POSITION</b>		
Net investment in capital assets	799,636	784,924
Restricted for debt service	63,540	68,370
Restricted as security for capital lease/leaseback liabilities	4,903	5,742
Unrestricted	438,806	343,465
<b>TOTAL NET POSITION</b>	<u><b>\$1,306,885</b></u>	<u><b>\$1,202,501</b></u>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
**FOR THE NINE MONTHS ENDED JUNE 30, 2020 AND 2019 (UNAUDITED)**

(In thousands)		
	For the nine months ended	
	<b>6/30/2020</b>	<b>6/30/2019</b>
<b>OPERATING REVENUES:</b>		
Passenger	\$34,537	\$46,178
Advertising, rent and other	10,970	10,046
<b>Total Operating Revenues</b>	<b>45,507</b>	<b>56,224</b>
<b>OPERATING EXPENSES:</b>		
Labor	192,500	187,049
Benefits	83,153	82,671
Services	38,363	33,980
Materials and supplies	38,563	37,350
Purchased transportation	44,738	43,877
Depreciation and amortization	183,229	184,147
Utilities	11,922	12,065
Taxes, leases, and other	2,569	3,478
Casualty and liability	4,808	4,870
<b>TOTAL OPERATING EXPENSES</b>	<b>599,845</b>	<b>589,487</b>
<b>NET OPERATING LOSS</b>	<b>(554,338)</b>	<b>(533,263)</b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	462,487	469,692
Investment income	6,138	12,862
Interest income from investments held to pay capital lease/leaseback	6,718	6,293
Interest expense on capital leases/leaseback	(6,718)	(6,293)
Interest and financing expenses	(106,929)	(113,250)
Build America Bonds tax credit	15,855	21,384
Other federal grants	217,231	52,149
Other non-operating revenues	12,459	11,924
Other non-operating expenses	(20,556)	(16,010)
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b>586,685</b>	<b>438,751</b>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS</b>	<b>32,347</b>	<b>(94,512)</b>
<b>CAPITAL CONTRIBUTIONS, AND GRANTS:</b>		
Federal capital contributions	69,489	42,331
State capital contributions	2,443	1,599
Local capital contributions	105	-
<b>TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS</b>	<b>72,037</b>	<b>43,930</b>
<b>CHANGE IN NET POSITION</b>	<b>104,384</b>	<b>(50,582)</b>
TOTAL NET POSITION - Beginning of the year	1,202,501	1,304,378
<b>TOTAL NET POSITION - End of the reporting period</b>	<b>\$1,306,885</b>	<b>\$1,253,796</b>

## 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
- R14 Riders per Revenue Hour
- R18 Passenger Miles per Revenue Mile
- R21 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.

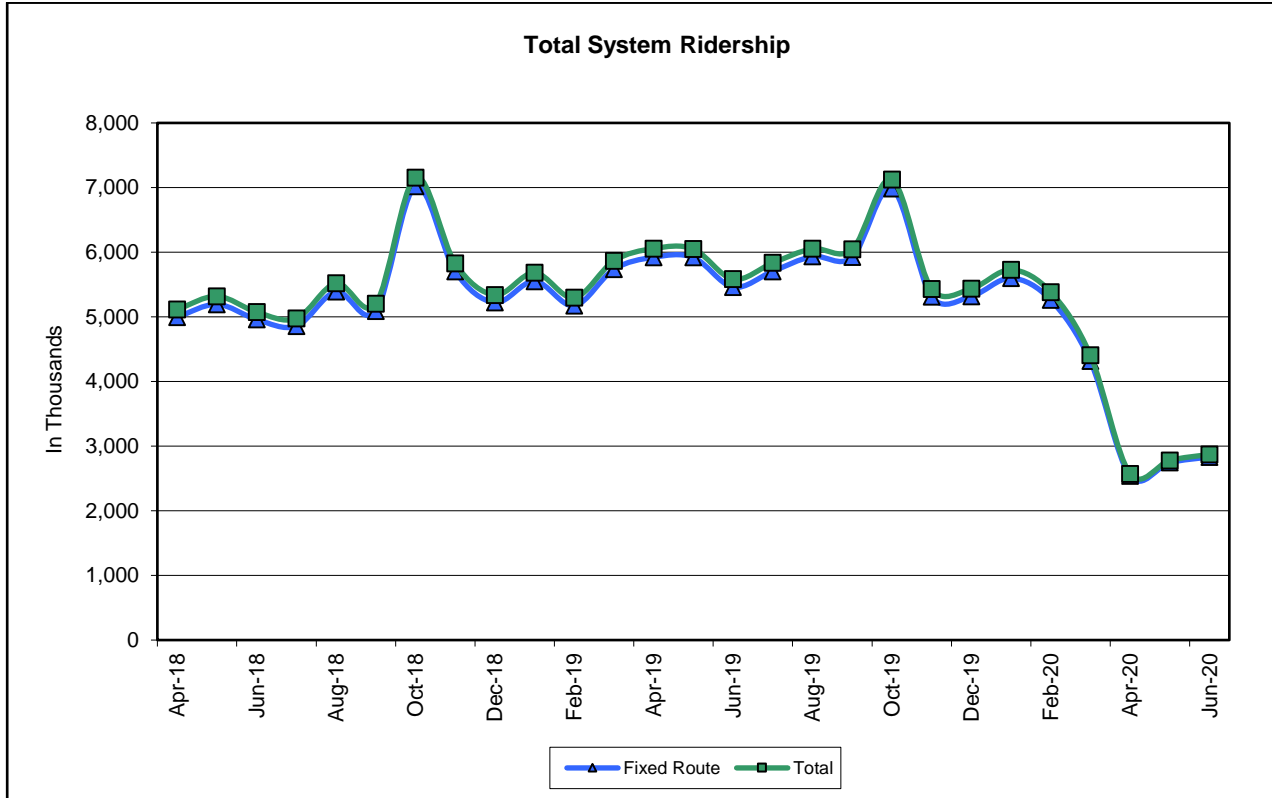
The availability of APC data also allows for more accurate counts of ridership by DART city. Starting with the 20Q1 report, estimates of ridership for each of the 13 DART cities will be based upon stop-level APC boardings. The results of the new approach appear in Table 3.

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.

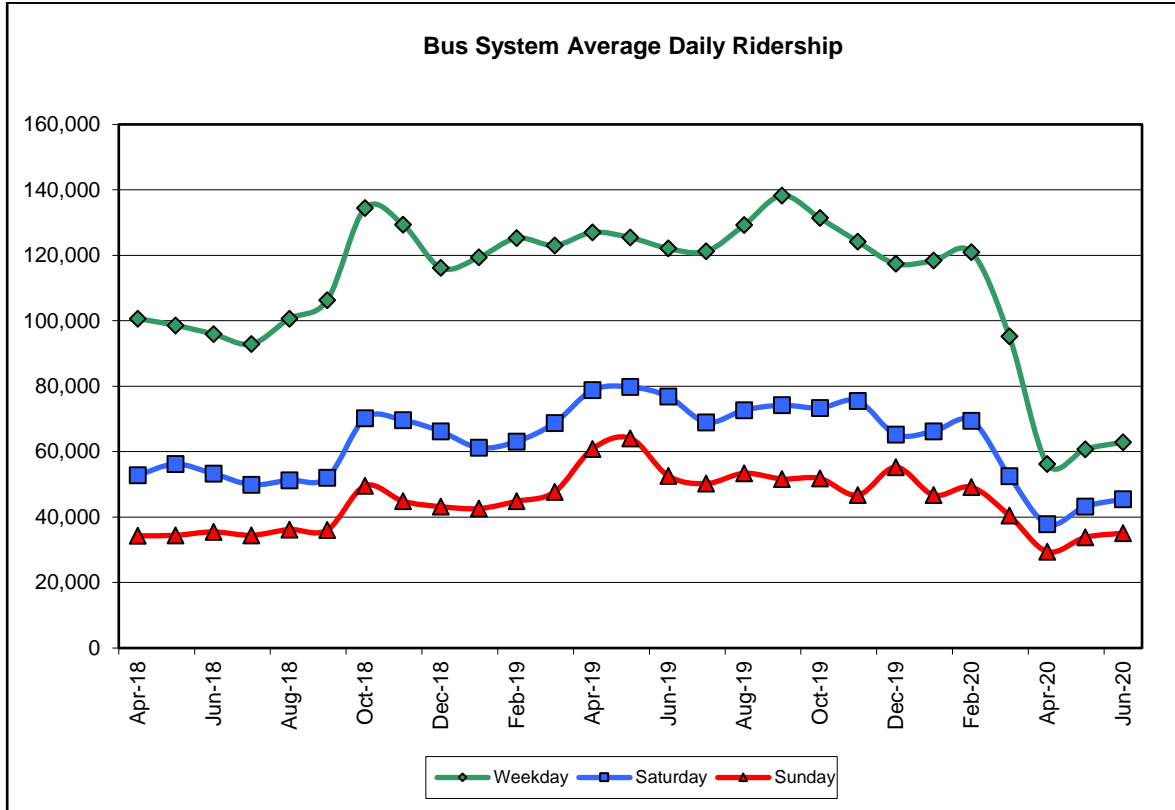
## Total System Ridership



- 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.
- Happened late in Q2 and continued into Q3, the Corona Virus pandemic (COVID-19) continued to have a significant and noticeable impact on Q3 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. Although May and June showed a small gain in ridership due to State of Texas's opening policies, the loss is still noticeable. Ridership in the first week of June also declined temporarily due the protest and curfew at various locations within DART service area.
- Total system ridership in the third quarter of FY 2020 was 8.2 million riders, a decrease of 53.5% from the third quarter of FY 2019.
- Fixed route ridership totaled 8.1 million passengers in the third quarter of FY 2020, a decrease of 53.1% from the third quarter of FY 2019.
- Bus System ridership totaled 4.8 million riders, 50.7% below the third quarter of FY 2019.
- Although the COVID-19 led to ridership decline for most of the bus routes, the routes with service improvements including frequency improvement or route reconfiguration were still showing ridership gain. Bus routes serving the logistics and light industrial areas which were less impacted by COVID-19 or areas with activities reopened per Texas's policies such as shopping malls showed extreme ridership improvement. The express bus routes and certain site-specific shuttles had quick ridership loss due to COVID-19.

- Light rail ridership for the third quarter ended June 30, 2020 was 3.1 million, a decrease of 55.2% from FY 2019 ridership of 6.9 million.
- Trinity Railway Express ridership was 136,774 passengers in the third quarter, a decrease of 72% from the same period in FY 2019 (487,756). COVID-19 is the main driving factor for ridership declines on TRE. In addition, service disruptions due to switching issues with TexRail trains and equipment issues that have affected on-time performance is another reason for some of the ridership decline.
- Dallas Streetcar ridership for the third quarter ended June 30, 2020 was 35,441, a decrease of 42.8 % from FY 2019 ridership of 61,957.
- Paratransit ridership for the third quarter ended June 30, 2020 was 90,380, a decrease of 60.7% from FY 2019 ridership of 230,095. 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

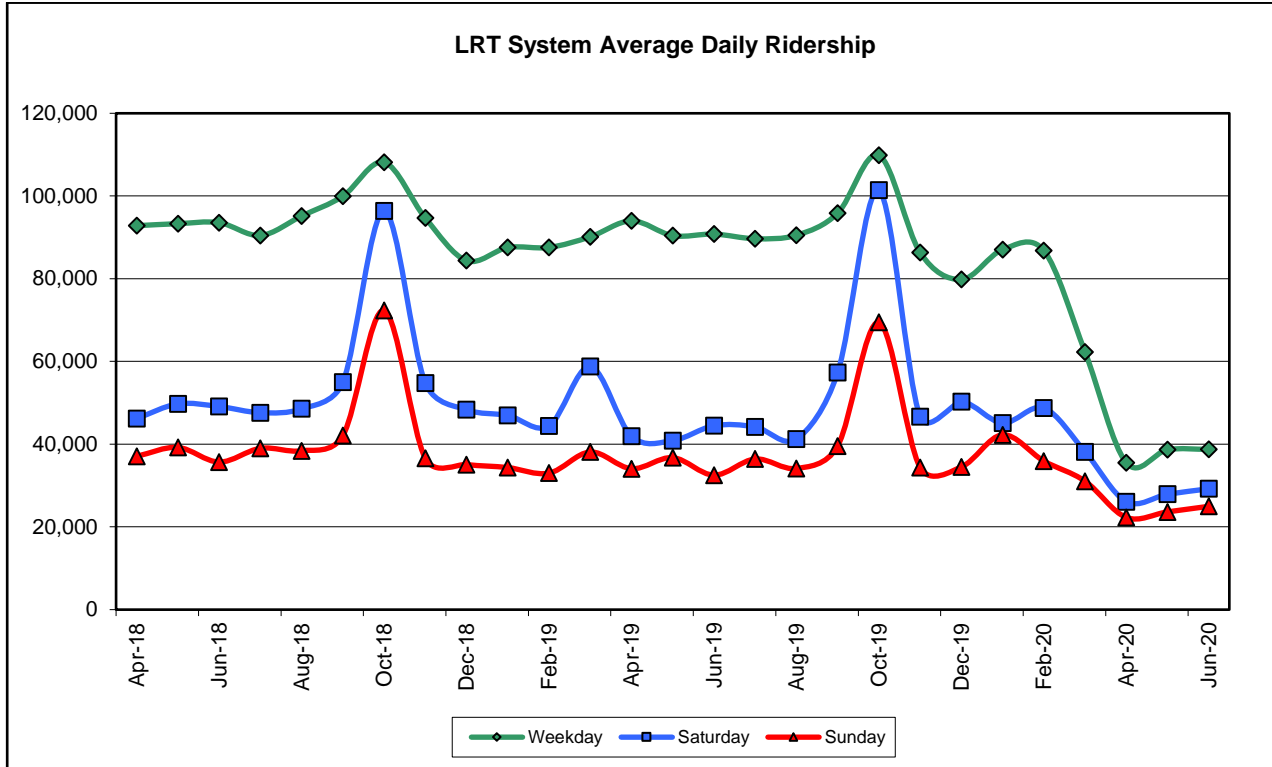


- Total bus ridership (including GoLink and special-events ridership) in the third quarter of FY 2020 was 4.8 million riders, 50.7% lower from the third quarter of FY 2019.
- Average weekday ridership in the third quarter was 59,979 daily riders, a 52.0% decrease from last year's average. Saturday bus system ridership averaged 42,205 daily riders, down by 46.2% from last year. Sunday bus system ridership averaged 32,797 daily riders, an increase of 44.6 % from last year.
- Bus System ridership totaled 4.8 million riders, 50.7% below the third quarter of FY 2019.
- Although the COVID-19 led to ridership decline for most of the bus routes, the routes with service improvements including frequency improvement or route reconfiguration were still showing ridership gain. The ridership gain for this quarter was mostly evident in route 547. Bus routes serving the logistics and light industrial areas which were less impacted by COVID-19 or areas with activities reopened per Texas's policies such as shopping malls showed extreme ridership improvement. Examples including route 533 serving the Valwood industrial park in Carrollton and 702 serving Dallas's North Park mall. The express bus routes and certain site-specific shuttles had quick ridership loss due to COVID-19.
- GoLink ridership in the third quarter totaled 24,891 passengers, a decrease of 53.6 % from the third quarter of FY 2019 (53,672). Weekday ridership in the third quarter averaged 378 passengers, a decrease of 54.2 % from the third quarter of FY 2019. Saturday ridership in the third quarter averaged 34 passengers, a decrease of 16.8% from the third quarter of FY 2019 level. Sunday ridership in the third quarter averaged 21 passengers, a decrease of 32.4% from the third quarter of FY 2019 level.

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

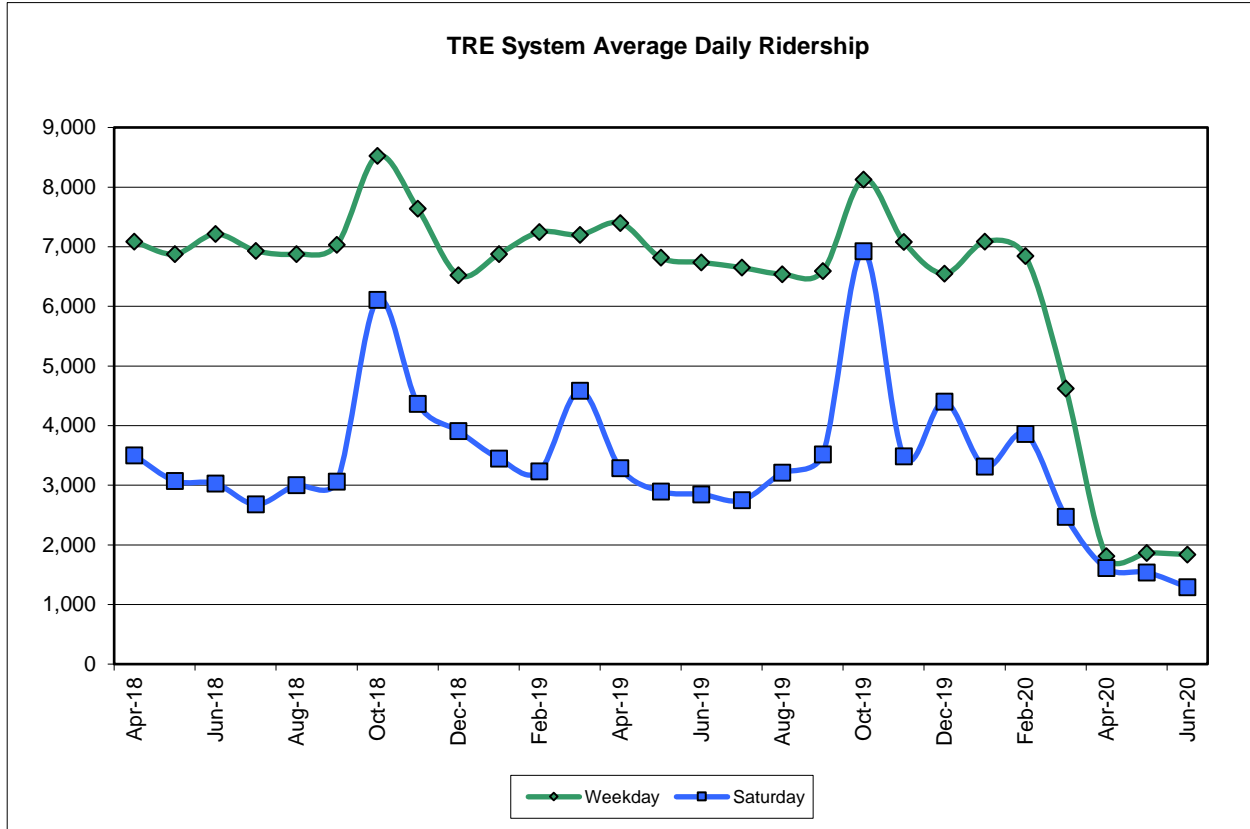
Route Type	Route Number and Name	Weekday Average
Local	11 Jefferson-Malcolm X	2,231
Express	283 Lake Ray Hubbard Express	215
Crosstown	404 Westmoreland Station/Parkland	2,161
Feeder	583 Richland College-Lovers Lane Station	1,193
Site Specific	883 UTD	914
Shuttle	749 Stemmons/Design District Service	182
GoLink	Rowlett	98

## Light Rail System Ridership



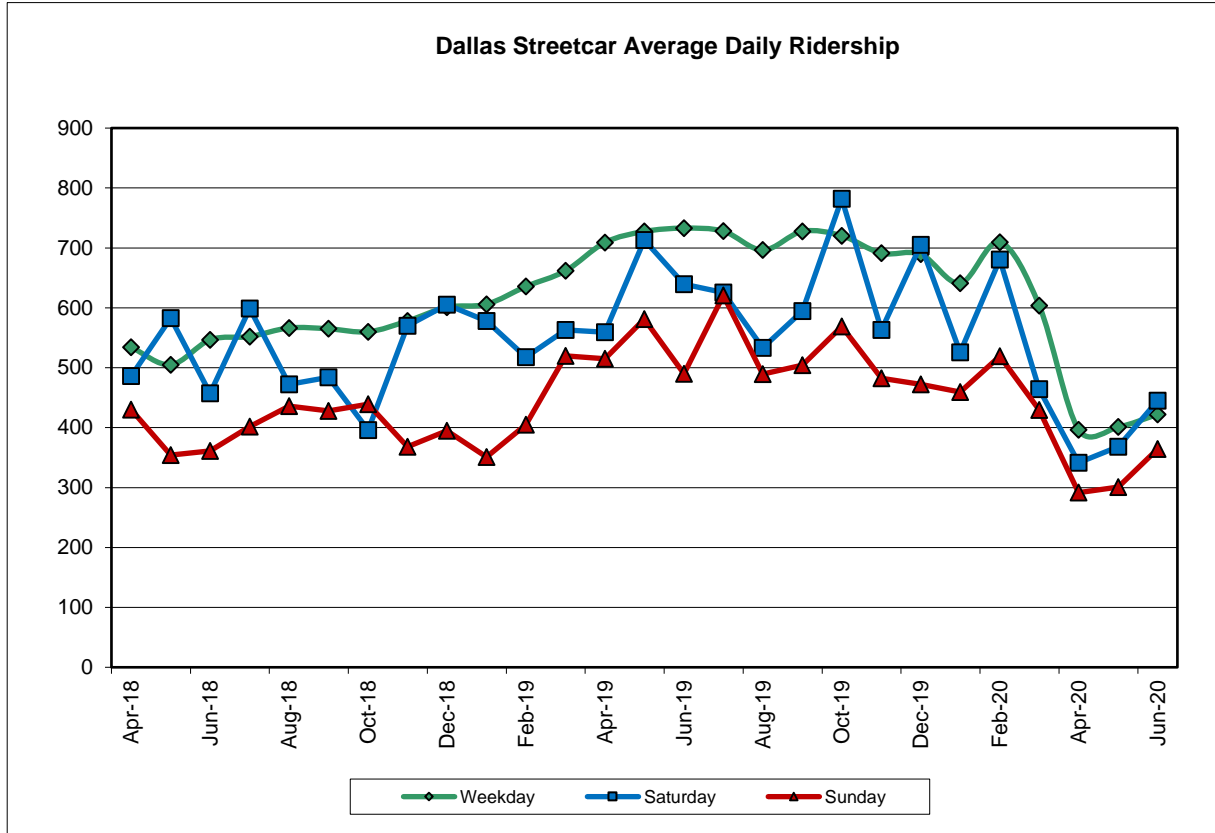
- LRT ridership in the third quarter totaled 3.1 million riders, a decrease of 55.2% from the third quarter of FY 2019 ridership of 6.9 million. The decline trend for LRT was mainly due to impact of Corona Virus (COVID-19).
- Weekday ridership in the third quarter averaged 37,646 passengers, a decrease of 59.0 % from the third quarter of FY 2019.
- Saturday ridership in the third quarter averaged 27,737 passengers, a decrease of 34.6% from the third quarter of FY 2019 level.
- Sunday ridership in the third quarter averaged 23,628 passengers, a decrease of 31.4% from the third quarter of FY 2019 level.
- All LRT segments has experienced ridership loss this quarter, compared to the same quarter last year.

## Trinity Railway Express



- Trinity Railway Express ridership for the third quarter ended June 30, 2020 was 136,774, a decrease of 72.0% from the same period in FY 2019 (487,756). 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.
- Weekday ridership on the TRE averaged 1,837 daily riders (73.7% decrease from last year) in the third quarter.
- Saturday ridership in the third quarter averaged 1,479 daily riders, a decrease of 50.9% from the third quarter of FY 2019.

## Dallas Streetcar



- Ridership on the Dallas Streetcar was 35,441 riders in the third quarter, 42.8% lower than the third quarter of last year. The decline trend was mainly due to impact of COVID-19.
- Weekday ridership averaged 406 daily riders in the quarter, a decrease of 43.8%.
- Saturday ridership averaged 385 daily riders, a decrease of 39.6% from the third quarter of last year.
- Sunday ridership averaged 319 daily riders, a decrease of 39.7% from the third 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>	June	2,425	2,353	167	15.2	4,960
	July	2,360	2,324	156	16.4	4,856
	August	2,666	2,537	170	16.7	5,390
	September	2,496	2,426	151	16.1	5,089
<b>2019</b>	October	3,608	3,162	232	16.2	7,018
	November	3,163	2,350	175	16.2	5,704
	December	2,914	2,140	150	17.4	5,221
	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	3,090	2,201	149	20.3	5,460
	July	3,195	2,332	157	21.6	5,706
	August	3,420	2,334	160	20	5,934
	September	3,373	2,383	148	20	5,924
<b>2020</b>	October	3,528	3,210	227	22	6,987
	November	3,046	2,092	156	18.9	5,313
	December	3,059	2,084	155	20.1	5,318
	January	3,103	2,307	171	18.5	5,600
	February	2,963	2,124	156	19.7	5,263
	March	2,508	1,679	112	17.3	4,316
	April	1,507	975	46	11.3	2,539
	May	1,634	1,055	45	11.7	2,746
	June	1,706	1,069	45	12.5	2,833

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

Year	Month	Bus	LRT	Commuter Rail	Streetcar	Fixed Route Total
2018	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
2019	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
2020	October	131.4	109.9	8.1	0.7	250.1
	November	124.2	86.3	7.1	0.7	218.3
	December	117.4	79.8	6.5	0.7	204.4
	January	118.4	87	7.1	0.6	213.1
	February	120.9	86.8	6.8	0.7	215.2
	March	95.3	62.3	4.6	0.6	162.8
	April	56.3	35.5	1.8	0.4	94
	May	60.8	38.7	1.9	0.4	101.8
	June	62.9	38.8	1.8	0.4	103.9

**Table 3: Passenger Boardings for Member Cities for the Third Quarter Fiscal Year 2020,  
Period Ending June 30, 2020**

Cities	Bus	LRT	Commuter Rail	Streetcar	GoLink	Paratransit	Total System
Addison	98,666	0	0	0	0	159	<b>98,825</b>
	2.05%	0.00%	0.00%	0.00%	0.00%	0.18%	<b>1.21%</b>
Carrollton	65,962	101,520	0	0	38	2,800	<b>170,320</b>
	1.37%	3.28%	0.00%	0.00%	0.15%	3.10%	<b>2.09%</b>
Cockrell Hill	45,575	0	0	0	0	110	<b>45,685</b>
	0.94%	0.00%	0.00%	0.00%	0.00%	0.12%	<b>0.56%</b>
Dallas	3,800,058	2,523,709	61,545	35,441	8,833	63,167	<b>6,492,753</b>
	78.79%	81.52%	73.11%	100.00%	35.49%	69.93%	<b>79.63%</b>
Farmers Branch	58,704	25,484	0	0	1,960	1,039	<b>87,187</b>
	1.22%	0.82%	0.00%	0.00%	7.87%	1.15%	<b>1.07%</b>
Garland	279,327	75,284	0	0	0	7,444	<b>362,055</b>
	5.79%	2.43%	0.00%	0.00%	0.00%	8.24%	<b>4.44%</b>
Glenn Heights	4,481	0	0	0	584	299	<b>5,364</b>
	0.09%	0.00%	0.00%	0.00%	2.35%	0.33%	<b>0.07%</b>
Highland Park	918	0	0	0	54	1	<b>973</b>
	0.02%	0.00%	0.00%	0.00%	0.22%	0.00%	<b>0.01%</b>
Irving	222,007	102,493	22,635	0	0	6,182	<b>353,317</b>
	4.60%	3.31%	26.89%	0.00%	0.00%	6.84%	<b>4.33%</b>
Plano	101,143	115,634	0	0	7,179	5,831	<b>229,787</b>
	2.10%	3.74%	0.00%	0.00%	28.84%	6.46%	<b>2.82%</b>
Richardson	137,356	106,913	0	0	0	2,485	<b>246,754</b>
	2.85%	3.45%	0.00%	0.00%	0.00%	2.75%	<b>3.03%</b>
Rowlett	1,866	44,675	0	0	6,231	792	<b>53,565</b>
	0.04%	1.44%	0.00%	0.00%	25.03%	0.88%	<b>0.66%</b>
University Park	7,007	0	0	0	12	17	<b>7,036</b>
	0.15%	0.00%	0.00%	0.00%	0.05%	0.02%	<b>0.09%</b>
<b>Member Cities</b>	<b>4,823,070</b>	<b>3,095,712</b>	<b>84,180</b>	<b>35,441</b>	<b>24,891</b>	<b>90,326</b>	<b>8,153,620</b>

## 20Q3 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 FY20 Q2, the coronavirus pandemic (COVID-19) had a significant and noticeable impact on Q3 ridership. Many residents opted to work from home or avoided taking transit to minimize their exposure. With ridership significant decline, DART reduced the service on most of the routes and moved to modified weekday service since April 6, 2020. DART also cut services for routes 155 and 887.

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 FY20 Q3. 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 Q3 riders per revenue hour for each route/service, along with average Weekday, Saturday, and Sunday ridership.

**Table 4: Riders Per Revenue Hour for 3<sup>rd</sup> 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	911	826	590	77,308	4366.13	17.71	
Local	11	2,229	1,788	1,519	187,140	8785.38	21.30	
Local	12	653	497	452	54,570	5333.50	10.23	
Local	19	1,078	828	582	87,914	7918.48	11.10	
Local	21	181	106	79	14,048	3478.40	4.04	
Local	24	441	338	292	36,722	3085.30	11.90	
Local	26	756	636	531	64,086	3570.63	17.95	
Local	27	54	0	0	3,439	847.88	4.06	
Local	29	378	271	256	31,273	3393.53	9.22	
Local	31	490	419	358	41,827	5343.73	7.83	
Local	35	305	187	220	25,059	3465.45	7.23	
Local	36	528	415	290	43,248	4916.48	8.80	
Local	39	382	333	321	33,282	2994.73	11.11	
Local	42	280	201	161	22,802	3413.02	6.68	
Local	52	480	348	296	39,356	3589.68	10.96	
Local	59	464	352	292	38,374	3565.32	10.76	
Local	60	443	358	274	36,807	4754.48	7.74	
Local	63	385	0	0	24,634	2277.05	10.82	
Local	76	464	391	301	39,012	3543.32	11.01	
Local	81	228	175	168	19,221	2560.43	7.51	
Local	82	362	265	175	29,062	3861.37	7.53	
Local	84	429	429	257	36,613	5819.37	6.29	
Local	110	784	549	456	63,717	2625.35	24.27	
Local	111	371	267	234	30,514	2680.97	11.38	
Local	161	1,068	825	620	87,751	7384.30	11.88	
Local	164	1,520	1,141	827	123,706	7959.22	15.54	
Local	183	460	313	236	36,793	3721.18	9.89	
<b>Local Total</b>		<b>16,123</b>	<b>12,258</b>	<b>9,788</b>	<b>1,328,278</b>	<b>115254.70</b>	<b>11.52</b>	<b>8.64</b>
Express	205	88	0	0	5,614	1057.17	5.31	
Express	206	152	0	0	9,752	2486.75	3.92	
Express	208	185	0	0	11,856	4083.87	2.90	
Express	210	46	0	0	2,954	1405.70	2.10	
Express	211	99	0	0	6,326	1596.57	3.96	
Express	278	90	0	0	5,780	1420.12	4.07	
Express	283	216	0	0	13,801	2720.42	5.07	
<b>Express Total</b>		<b>876</b>	<b>0</b>	<b>0</b>	<b>56,084</b>	<b>14770.58</b>	<b>3.80</b>	<b>2.85</b>
Feeder	333	107	0	0	6,832	1169.70	5.84	

Feeder	347	274	169	0	19,708	2628.05	7.50	
Feeder	350	424	295	0	30,972	3917.87	7.91	
Feeder	360	436	303	272	35,653	2905.30	12.27	
Feeder	361	269	226	99	21,544	2690.50	8.01	
Feeder	362	247	0	0	15,807	2412.18	6.55	
Feeder	372	290	144	0	20,421	2628.67	7.77	
Feeder	374	378	281	0	27,872	2697.38	10.33	
Feeder	376	203	178	166	17,617	1758.73	10.02	
Feeder	377	164	115	0	11,998	1243.02	9.65	
Feeder	378	749	554	401	60,757	3424.23	17.74	
Feeder	380	140	0	0	8,967	1130.07	7.93	
Feeder	385	162	0	0	10,371	1852.35	5.60	
Feeder	500	83	59	52	6,796	1549.23	4.39	
Feeder	501	512	472	373	44,150	4238.00	10.42	
Feeder	502	263	213	184	22,141	3356.50	6.60	
Feeder	504	166	115	0	12,105	2378.47	5.09	
Feeder	505	147	0	0	9,382	1712.15	5.48	
Feeder	506	736	615	528	62,511	3418.47	18.29	
Feeder	507	92	61	0	6,655	2414.27	2.76	
Feeder	508	98	75	0	7,224	1295.47	5.58	
Feeder	509	161	75	0	11,260	1370.00	8.22	
Feeder	510	76	0	0	4,885	2295.62	2.13	
Feeder	513	115	88	57	9,312	2144.48	4.34	
Feeder	514	164	0	0	10,508	2113.93	4.97	
Feeder	515	287	231	0	21,364	3015.80	7.08	
Feeder	516	150	130	62	12,145	1768.33	6.87	
Feeder	521	123	57	33	9,106	2513.57	3.62	
Feeder	522	375	205	0	26,675	2479.90	10.76	
Feeder	524	280	259	219	24,386	2734.23	8.92	
Feeder	525	83	0	0	5,302	1124.20	4.72	
Feeder	526	256	142	130	20,036	1168.98	17.14	
Feeder	527	348	215	72	26,055	1940.20	13.43	
Feeder	528	419	338	195	33,925	3172.62	10.69	
Feeder	529	224	113	102	17,245	2713.32	6.36	
Feeder	531	326	213	158	25,875	2671.22	9.69	
Feeder	532	126	0	0	8,080	1206.13	6.70	
Feeder	533	167	0	0	10,684	558.37	19.14	
Feeder	534	616	436	359	50,143	3364.35	14.90	
Feeder	535	495	329	301	40,170	3222.18	12.47	
Feeder	536	68	0	0	4,323	1191.22	3.63	
Feeder	538	500	423	366	42,593	3733.98	11.41	
Feeder	541	317	166	126	24,188	2481.32	9.75	
Feeder	542	201	101	82	15,342	2209.02	6.95	
Feeder	544	319	192	192	25,568	2567.88	9.96	
Feeder	547	493	380	356	41,497	3628.30	11.44	
Feeder	549	759	583	444	62,388	3601.80	17.32	
Feeder	551	203	0	0	13,008	1097.35	11.85	
Feeder	553	145	0	0	9,306	1113.62	8.36	

Feeder	554	904	739	591	75,752	3867.12	19.59	
Feeder	555	90	0	0	5,744	1093.35	5.25	
Feeder	560	146	0	0	9,352	1176.85	7.95	
Feeder	566	99	0	0	6,315	1090.22	5.79	
Feeder	568	336	233	188	27,154	4902.13	5.54	
Feeder	571	235	0	0	15,058	2335.15	6.45	
Feeder	574	166	0	0	10,598	1261.27	8.40	
Feeder	582	143	107	0	10,528	2780.63	3.79	
Feeder	583	1,191	752	732	96,242	7372.72	13.05	
Feeder	585	177	0	0	11,331	2259.77	5.01	
Feeder	591	119	94	72	9,864	1788.50	5.52	
Feeder	592	657	560	458	55,741	4523.90	12.32	
Feeder	593	628	456	424	52,036	3738.30	13.92	
Feeder	594	171	112	100	13,821	2022.48	6.83	
Feeder	595	201	143	111	16,306	3745.83	4.35	
Feeder	597	502	253	211	38,366	3791.28	10.12	
Feeder Total		19,501	11,996	8,219	1,519,059	161772.02	9.39	7.04
Crosstown	401	387	223	182	30,206	3178.30	9.50	
Crosstown	402	697	511	454	57,605	4967.03	11.60	
Crosstown	403	595	395	320	47,676	4978.98	9.58	
Crosstown	404	2,160	1,574	1,271	176,518	12128.17	14.55	
Crosstown	405	882	651	550	72,630	6980.03	10.41	
Crosstown	408	812	467	477	64,702	4958.93	13.05	
Crosstown	409	1,084	892	752	91,526	7171.93	12.76	
Crosstown	410	512	369	349	42,475	3233.85	13.13	
Crosstown	415	386	332	253	32,535	3101.52	10.49	
Crosstown	426	672	597	464	57,291	3355.57	17.07	
Crosstown	428	1,258	992	688	103,052	7412.93	13.90	
Crosstown	444	443	363	372	38,297	3979.92	9.62	
Crosstown	445	446	354	297	37,274	3144.53	11.85	
Crosstown	451	535	447	306	44,342	3736.18	11.87	
Crosstown	452	234	177	185	19,854	2503.98	7.93	
Crosstown	453	1,084	886	606	89,344	7290.22	12.26	
Crosstown	463	879	689	432	71,296	5642.27	12.64	
Crosstown	466	2,132	1,762	1,486	180,127	11066.52	16.28	
Crosstown	467	1,771	1,431	1,235	149,248	9335.28	15.99	
Crosstown	475	563	438	330	46,310	5256.28	8.81	
Crosstown	486	1,240	899	553	98,784	5101.18	19.36	
Crosstown	488	953	794	694	81,049	4856.27	16.69	
Crosstown Total		19,725	15,243	12,254	1,632,142	123379.88	13.23	9.92
Shuttle	702	127	194	96	11,959	1196.77	9.99	
Shuttle	749	182	135	155	15,561	2756.65	5.64	
Shuttle	840	39	32	0	2,945	890.30	3.31	
Shuttle	841	44	0	0	2,791	945.07	2.95	
Shuttle	843	31	0	0	1,983	462.93	4.28	
Shuttle	870	74	66	0	5,572	1011.15	5.51	
Shuttle Total		496	427	251	40,811	7,262.87	5.62	4.21

GoLink	Inland Port	46	33	21	3,686	1797.52	2.05	
GoLink	Kleberg	22	0	0	1,422	971.61	1.46	
GoLink	Rylie	20	0	0	1,263	964.88	1.31	
GoLink	North Central Plano	68	0	0	4,327	1967.74	2.20	
GoLink	Legacy West	23	0	0	1,486	1932.52	0.77	
GoLink	Rowlett	97	0	0	6,231	2984.37	2.09	
GoLink	Far North Plano	21	0	0	1,366	1005.89	1.36	
GoLink	Farmers Branch	31	0	0	1,960	1043.96	1.88	
GoLink	Glenn Heights	9	0	0	584	908.32	0.64	
GoLink	West Carrollton	1	0	0	38	497.47	0.08	
GoLink	Lake Highlands	19	0	0	1,220	945.65	1.29	
GoLink	Lakewood	7	0	0	448	917.81	0.49	
GoLink	North Dallas	12	0	0	782	865.80	0.90	
GoLink	Park Cities	1	0	0	78	761.78	0.10	
GoLink Total		378	33	21	24,891	17,565.32	1.42	1.06
Site Specific	BAY	41	0	0	2,647	994.13	2.66	
Site Specific	DFW	36	27	0	2,643	1420.65	1.86	
Site Specific	MATA	839	1,513	1,782				
Site Specific	MCE	72	0	0	4,607	716.80	6.43	
Site Specific	RSON	15	0	0	963	457.60	2.10	
Site Specific	TI	55	10	8	3,789	3234.13	1.17	
Site Specific	UTD	919	547	345	70,748	11517.53	6.14	
Site Specific	UTSW	49	0	0	3,142	844.80	3.72	
Site Specific	704	387	106	109	27,638	3685.12	7.50	
Site Specific	705	245	108	86	18,266	3315.43	5.51	
Site Specific	706	133	0	0	8,517	2147.05	3.97	
Site Specific	768	59	17	7	4,072	3034.05	1.34	
Site Specific Total		2,850	2,327	2,337	147,032	31,367.30	4.69	3.52

### *Passenger Miles per Revenue Mile*

This is a new performance measure reported for the first time at DART from FY19. Q3 results appear in the following table:

**Table 5: Passenger Mile Per Revenue Mile for 3rd QTR 2020**

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Local	2	236,630.27	39,661.39	5.97	
Local	11	734,024.13	95,018.72	7.73	
Local	12	182,399.23	53,794.57	3.39	
Local	19	270,307.80	79,987.80	3.38	
Local	21	55,914.57	37,814.14	1.48	
Local	24	94,495.93	24,430.96	3.87	
Local	26	172,649.88	33,106.67	5.21	
Local	27	9,066.71	7,925.17	1.14	
Local	29	93,566.65	35,969.56	2.60	
Local	31	266,863.96	59,143.37	4.51	
Local	35	108,299.19	38,114.60	2.84	
Local	36	293,228.43	61,786.77	4.75	
Local	39	85,531.61	23,302.55	3.67	
Local	42	111,276.36	34,939.42	3.18	
Local	52	149,847.37	37,244.71	4.02	
Local	59	152,732.04	40,815.28	3.74	
Local	60	232,813.72	58,641.92	3.97	
Local	63	133,017.80	31,985.90	4.16	
Local	76	131,134.52	35,826.66	3.66	
Local	81	64,942.37	24,989.92	2.60	
Local	82	135,459.33	42,113.22	3.22	
Local	84	158,804.89	66,529.26	2.39	
Local	110	385,992.69	36,705.16	10.52	
Local	111	141,339.78	30,239.32	4.67	
Local	161	607,187.03	111,021.98	5.47	
Local	164	761,267.93	123,181.15	6.18	
Local	183	407,988.35	71,072.00	5.74	
Local Total		6,176,782.55	1,335,362.16	4.63	3.47
Express	205	73,991.96	21,165.92	3.50	
Express	206	159,589.16	55,877.99	2.86	
Express	208	190,156.90	83,177.71	2.29	
Express	210	51,529.95	30,437.16	1.69	
Express	211	49,979.61	25,034.90	2.00	
Express	278	53,193.71	24,127.37	2.20	
Express	283	185,453.73	56,866.44	3.26	
Express Total		763,895.02	296,687.50	2.57	1.93
Feeder	333	24,416.86	15,363.03	1.59	

Feeder	347	120,242.37	31,750.05	3.79	
Feeder	350	193,115.16	53,344.85	3.62	
Feeder	360	96,358.73	28,950.13	3.33	
Feeder	361	83,403.72	26,033.87	3.20	
Feeder	362	93,103.49	26,922.35	3.46	
Feeder	372	111,821.94	32,257.82	3.47	
Feeder	374	96,430.17	29,136.10	3.31	
Feeder	376	44,594.16	20,800.32	2.14	
Feeder	377	35,410.85	14,803.86	2.39	
Feeder	378	314,640.90	42,251.90	7.45	
Feeder	380	27,710.10	13,501.46	2.05	
Feeder	385	42,032.65	25,958.99	1.62	
Feeder	500	33,703.30	20,291.40	1.66	
Feeder	501	263,360.98	49,594.59	5.31	
Feeder	502	41,661.07	32,177.24	1.29	
Feeder	504	40,335.02	20,997.46	1.92	
Feeder	505	36,155.15	22,719.45	1.59	
Feeder	506	102,015.15	32,545.88	3.13	
Feeder	507	25,868.58	22,731.79	1.14	
Feeder	508	17,286.61	12,231.32	1.41	
Feeder	509	45,609.29	17,502.49	2.61	
Feeder	510	28,732.51	28,229.08	1.02	
Feeder	513	25,951.97	23,723.38	1.09	
Feeder	514	31,990.25	20,587.46	1.55	
Feeder	515	59,273.14	33,245.99	1.78	
Feeder	516	27,345.92	18,404.32	1.49	
Feeder	521	23,069.05	22,312.72	1.03	
Feeder	522	77,554.23	25,691.48	3.02	
Feeder	524	43,661.78	18,323.46	2.38	
Feeder	525	18,418.14	13,925.65	1.32	
Feeder	526	42,200.42	12,270.94	3.44	
Feeder	527	67,786.67	21,795.02	3.11	
Feeder	528	117,026.31	41,326.38	2.83	
Feeder	529	70,215.67	30,627.76	2.29	
Feeder	531	111,757.15	35,952.48	3.11	
Feeder	532	22,271.46	12,576.74	1.77	
Feeder	533	20,094.74	6,683.96	3.01	
Feeder	534	293,576.24	43,161.54	6.80	
Feeder	535	134,760.18	36,522.03	3.69	
Feeder	536	18,452.82	11,879.02	1.55	
Feeder	538	95,824.83	30,284.11	3.16	
Feeder	541	74,991.11	27,504.23	2.73	
Feeder	542	57,418.24	21,175.45	2.71	
Feeder	544	100,474.26	35,602.02	2.82	
Feeder	547	213,665.60	34,212.46	6.25	
Feeder	549	288,054.28	39,355.06	7.32	
Feeder	551	50,561.41	15,768.63	3.21	
Feeder	553	20,357.09	7,922.80	2.57	

Feeder	554	200,588.04	42,596.12	4.71	
Feeder	555	17,157.07	8,115.44	2.11	
Feeder	560	30,904.37	14,732.39	2.10	
Feeder	566	18,899.29	12,468.92	1.52	
Feeder	568	90,318.15	50,093.79	1.80	
Feeder	571	86,043.02	27,343.31	3.15	
Feeder	574	66,172.80	26,227.69	2.52	
Feeder	582	30,959.14	23,505.03	1.32	
Feeder	583	317,854.37	86,903.71	3.66	
Feeder	585	35,150.09	21,132.01	1.66	
Feeder	591	21,208.07	15,836.58	1.34	
Feeder	592	157,986.65	48,900.42	3.23	
Feeder	593	166,808.55	35,815.71	4.66	
Feeder	594	36,430.85	26,533.05	1.37	
Feeder	595	67,186.95	47,657.87	1.41	
Feeder	597	222,311.71	44,701.55	4.97	
Feeder Total		5,590,740.83	1,793,494.11	3.12	2.34
Crosstown	401	143,082.44	40,026.66	3.57	
Crosstown	402	386,937.34	72,097.05	5.37	
Crosstown	403	313,095.59	78,367.34	4.00	
Crosstown	404	994,654.80	159,248.66	6.25	
Crosstown	405	444,477.48	88,661.92	5.01	
Crosstown	408	411,411.54	55,699.63	7.39	
Crosstown	409	258,824.37	63,022.04	4.11	
Crosstown	410	240,432.64	48,317.64	4.98	
Crosstown	415	161,129.64	31,375.26	5.14	
Crosstown	426	164,509.18	32,763.92	5.02	
Crosstown	428	552,502.07	100,429.13	5.50	
Crosstown	444	154,434.90	49,872.66	3.10	
Crosstown	445	106,585.72	28,321.97	3.76	
Crosstown	451	252,454.37	49,082.80	5.14	
Crosstown	452	116,774.97	36,986.99	3.16	
Crosstown	453	447,032.93	87,721.44	5.10	
Crosstown	463	358,514.42	72,465.17	4.95	
Crosstown	466	880,504.89	141,575.46	6.22	
Crosstown	467	775,457.66	125,208.94	6.19	
Crosstown	475	239,809.31	71,921.50	3.33	
Crosstown	486	456,945.62	66,828.33	6.84	
Crosstown	488	402,579.17	57,875.85	6.96	
Crosstown Total		8,262,151.05	1,557,870.34	5.30	3.98
Shuttle	702	9,271.13	4,399.66	2.11	
Shuttle	749	46,416.24	23,870.14	1.94	
Shuttle	840	8,028.84	7,992.19	1.00	
Shuttle	841	14,870.16	14,268.80	1.04	
Shuttle	843	4,884.60	5,625.62	0.87	
Shuttle	870	14,344.61	9,276.83	1.55	
Shuttle Total		97,815.57	65,433.24	1.49	1.12

### *Subsidy per Passenger*

The following table shows overall Q3 subsidy per passenger for each route/service.

*Table 6: Subsidy per Passenger for 3<sup>rd</sup> QTR 2020*

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Local	2	77,308	\$563,808.80	\$7.29	
Local	11	187,140	\$1,119,654.37	\$5.98	
Local	12	54,570	\$707,335.11	\$12.96	
Local	19	87,914	\$1,079,921.64	\$12.28	
Local	21	14,048	\$492,262.22	\$35.04	
Local	24	36,722	\$380,266.82	\$10.36	
Local	26	64,086	\$445,828.55	\$6.96	
Local	27	3,439	\$126,283.56	\$36.72	
Local	29	31,273	\$452,438.34	\$14.47	
Local	31	41,827	\$714,955.04	\$17.09	
Local	35	25,059	\$480,436.34	\$19.17	
Local	36	43,248	\$709,130.11	\$16.40	
Local	39	33,282	\$384,489.04	\$11.55	
Local	42	22,802	\$452,752.94	\$19.86	
Local	52	39,356	\$481,556.86	\$12.24	
Local	59	38,374	\$496,425.18	\$12.94	
Local	60	36,807	\$691,631.69	\$18.79	
Local	63	24,634	\$378,385.66	\$15.36	
Local	76	39,012	\$462,608.13	\$11.86	
Local	81	19,221	\$380,273.76	\$19.78	
Local	82	29,062	\$529,599.58	\$18.22	
Local	84	36,613	\$851,455.17	\$23.26	
Local	110	63,717	\$389,602.02	\$6.11	
Local	111	30,514	\$356,038.24	\$11.67	
Local	161	87,751	\$1,141,704.13	\$13.01	
Local	164	123,706	\$1,199,758.09	\$9.70	
Local	183	36,793	\$657,437.92	\$17.87	
<b>Local Total</b>		<b>1,328,278</b>	<b>\$16,126,039.33</b>	<b>\$12.14</b>	<b>\$16.19</b>
Express	205	5,614	\$286,177.27	\$50.97	
Express	206	9,752	\$697,742.40	\$71.55	
Express	208	11,856	\$1,009,671.90	\$85.16	
Express	210	2,954	\$451,746.89	\$152.94	
Express	211	6,326	\$436,008.05	\$68.92	
Express	278	5,780	\$371,874.22	\$64.34	
Express	283	13,801	\$574,392.25	\$41.62	
<b>Express Total</b>		<b>56,084</b>	<b>\$3,827,612.98</b>	<b>\$68.25</b>	<b>\$91.00</b>
Feeder	333	6,832	\$193,381.77	\$28.30	
Feeder	347	19,708	\$428,150.11	\$21.72	

Feeder	350	30,972	\$613,353.80	\$19.80	
Feeder	360	35,653	\$401,833.91	\$11.27	
Feeder	361	21,544	\$404,041.41	\$18.75	
Feeder	362	15,807	\$382,266.61	\$24.18	
Feeder	372	20,421	\$393,256.92	\$19.26	
Feeder	374	27,872	\$389,990.29	\$13.99	
Feeder	376	17,617	\$269,318.98	\$15.29	
Feeder	377	11,998	\$190,535.39	\$15.88	
Feeder	378	60,757	\$480,923.47	\$7.92	
Feeder	380	8,967	\$200,718.33	\$22.38	
Feeder	385	10,371	\$361,352.95	\$34.84	
Feeder	500	6,796	\$237,615.65	\$34.96	
Feeder	501	44,150	\$587,838.05	\$13.31	
Feeder	502	22,141	\$454,114.83	\$20.51	
Feeder	504	12,105	\$331,180.73	\$27.36	
Feeder	505	9,382	\$303,553.94	\$32.35	
Feeder	506	62,511	\$435,791.57	\$6.97	
Feeder	507	6,655	\$338,848.97	\$50.92	
Feeder	508	7,224	\$182,441.58	\$25.26	
Feeder	509	11,260	\$203,532.58	\$18.08	
Feeder	510	4,885	\$349,572.84	\$71.56	
Feeder	513	9,312	\$351,465.59	\$37.74	
Feeder	514	10,508	\$328,349.44	\$31.25	
Feeder	515	21,364	\$418,787.04	\$19.60	
Feeder	516	12,145	\$246,139.47	\$20.27	
Feeder	521	9,106	\$344,424.94	\$37.82	
Feeder	522	26,675	\$340,230.76	\$12.75	
Feeder	524	24,386	\$338,358.83	\$13.88	
Feeder	525	5,302	\$169,391.24	\$31.95	
Feeder	526	20,036	\$172,992.63	\$8.63	
Feeder	527	26,055	\$262,669.32	\$10.08	
Feeder	528	33,925	\$491,825.31	\$14.50	
Feeder	529	17,245	\$373,371.80	\$21.65	
Feeder	531	25,875	\$403,310.18	\$15.59	
Feeder	532	8,080	\$171,350.29	\$21.21	
Feeder	533	10,684	\$100,337.11	\$9.39	
Feeder	534	50,143	\$484,807.55	\$9.67	
Feeder	535	40,170	\$417,956.05	\$10.40	
Feeder	536	4,323	\$223,481.60	\$51.69	
Feeder	538	42,593	\$461,395.52	\$10.83	
Feeder	541	24,188	\$374,200.59	\$15.47	
Feeder	542	15,342	\$308,168.77	\$20.09	
Feeder	544	25,568	\$415,695.17	\$16.26	
Feeder	547	41,497	\$476,242.59	\$11.48	
Feeder	549	62,388	\$479,448.92	\$7.68	
Feeder	551	13,008	\$173,815.42	\$13.36	
Feeder	553	9,306	\$149,697.87	\$16.09	
Feeder	554	75,752	\$493,433.30	\$6.51	

Feeder	555	5,744	\$152,189.94	\$26.49	
Feeder	560	9,352	\$182,073.72	\$19.47	
Feeder	566	6,315	\$201,863.94	\$31.97	
Feeder	568	27,154	\$693,919.25	\$25.55	
Feeder	571	15,058	\$355,766.68	\$23.63	
Feeder	574	10,598	\$269,518.25	\$25.43	
Feeder	582	10,528	\$392,095.79	\$37.24	
Feeder	583	96,242	\$1,079,741.54	\$11.22	
Feeder	585	11,331	\$338,073.96	\$29.84	
Feeder	591	9,864	\$220,822.72	\$22.39	
Feeder	592	55,741	\$613,681.86	\$11.01	
Feeder	593	52,036	\$470,645.61	\$9.04	
Feeder	594	13,821	\$336,160.46	\$24.32	
Feeder	595	16,306	\$569,051.50	\$34.90	
Feeder	597	38,366	\$530,565.33	\$13.83	
Feeder Total		1,519,059	\$23,511,132.52	\$15.48	\$20.64
Crosstown	401	30,206	\$460,614.13	\$15.25	
Crosstown	402	57,605	\$759,049.43	\$13.18	
Crosstown	403	47,676	\$766,514.50	\$16.08	
Crosstown	404	176,518	\$1,751,700.30	\$9.92	
Crosstown	405	72,630	\$992,231.13	\$13.66	
Crosstown	408	64,702	\$695,434.44	\$10.75	
Crosstown	409	91,526	\$890,459.38	\$9.73	
Crosstown	410	42,475	\$493,661.10	\$11.62	
Crosstown	415	32,535	\$423,757.92	\$13.02	
Crosstown	426	57,291	\$423,260.75	\$7.39	
Crosstown	428	103,052	\$1,039,376.31	\$10.09	
Crosstown	444	38,297	\$526,014.45	\$13.74	
Crosstown	445	37,274	\$392,406.48	\$10.53	
Crosstown	451	44,342	\$577,371.90	\$13.02	
Crosstown	452	19,854	\$481,699.89	\$24.26	
Crosstown	453	89,344	\$1,031,759.08	\$11.55	
Crosstown	463	71,296	\$857,340.45	\$12.03	
Crosstown	466	180,127	\$1,520,419.01	\$8.44	
Crosstown	467	149,248	\$1,332,881.27	\$8.93	
Crosstown	475	46,310	\$766,092.72	\$16.54	
Crosstown	486	98,784	\$708,212.40	\$7.17	
Crosstown	488	81,049	\$676,373.16	\$8.35	
Crosstown Total		1,632,142	\$17,566,630.18	\$10.76	\$14.35
Shuttle	702	11,959	\$149,477.61	\$12.50	
Shuttle	749	15,561	\$371,142.96	\$23.85	
Shuttle	840	2,945	\$154,812.65	\$52.57	
Shuttle	841	2,791	\$287,685.53	\$103.09	
Shuttle	843	1,983	\$110,319.30	\$55.62	
Shuttle	870	5,572	\$158,361.59	\$28.42	
Shuttle Total		40,811	\$1,231,799.64	\$30.18	\$40.24
GoLink	Inland Port	3,686	\$83,897.40	\$22.76	

GoLink	Kleberg	1,422	\$52,721.15	\$37.08	
GoLink	Rylie	1,263	\$52,406.54	\$41.49	
GoLink	North Central Plano	4,327	\$92,681.71	\$21.42	
GoLink	Legacy West	1,486	\$91,364.72	\$61.48	
GoLink	Rowlett	6,231	\$125,903.50	\$20.21	
GoLink	Far North Plano	1,366	\$53,758.42	\$39.35	
GoLink	Farmers Branch	1,960	\$54,993.12	\$28.06	
GoLink	Glenn Heights	584	\$56,740.18	\$97.16	
GoLink	West Carrollton	38	\$26,369.66	\$693.94	
GoLink	Lake Highlands	1,220	\$51,658.51	\$42.34	
GoLink	Lakewood	448	\$50,759.48	\$113.30	
GoLink	North Dallas	782	\$48,999.81	\$62.66	
GoLink	Park Cities	78	\$45,551.19	\$583.99	
GoLink Total		24,891	\$887,805.39	\$35.67	\$47.56
Site Specific	BAY	2,647	\$12,500.00	\$4.72	
Site Specific	DFW	2,643	\$35,517.50	\$13.44	
Site Specific	MCE	4,607	\$6,900.00	\$1.50	
Site Specific	RSON	963	\$16,030.25	\$16.65	
Site Specific	TI	3,789	\$68,750.00	\$18.14	
Site Specific	UTD	70,748	\$166,650.64	\$2.36	
Site Specific	UTSW	3,142	\$24,875.00	\$7.92	
Site Specific	704	27,638	\$256,916.27	\$9.30	
Site Specific	705	18,266	\$263,327.27	\$14.42	
Site Specific	706	8,517	\$207,622.15	\$24.38	
Site Specific	768	4,072	\$95,481.00	\$23.45	
Site Specific Total		147,032	\$1,154,570.08	\$7.85	\$10.47

## 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. This route shares the same path as Dallas Streetcar. Due to the outbreak of COVID-19 many of the Downtown Dallas businesses and Medical facilities were closed, which impacted ridership. We will examine this route in greater detail during Service Plan work.
27	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 and staff recommendations. Staff has proposed the elimination of this route in October 2020.
35	Route 35 is a Dallas local route that serves two different areas. In West Dallas, the route covers industrial and commercial areas along West Commerce and LaReunion that do not generate major ridership. In South Dallas, the route covers Harwood, Crozier, and several other streets. The western portion of this route runs parallel with Route 52 which is a Core Frequent Route. We will examine this route in greater detail during Service Plan work.
42	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, staff is recommending this route be discontinued as of October 2020. .
81	Route 81 is a relatively new Dallas route from Mockingbird Station, covering Matilda, Live Oak St., Downtown Dallas and Zang Blvd St. Operations began in March 2018, and the route is still in its developmental stage. The majority of this route is shared with Route 82 except the portion of the Matilda branch. We will monitor future ridership growth and evaluate this route to determine whether future actions are warranted.
82	Route 82 is a Dallas local route that serves Skillman and Live Oak to the North and Beckley and Zang to the south. It is effectively a branch of the former Route 1, a route which was re-branded as Routes 81 and 82 in March 2018 service changes. Parts of this route are relatively close to other parallel services, and this route is an example of duplication in the DART network. We will examine options during Service Plan work.
84	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. This route runs Parallel with the rail line (red and orange). The ridership declined mostly since during the pandemic, schools were not in session (SMU and Richland College). 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. This route is proposed for deletion due to low performance in the October 2020 service change.
<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. Furthermore, staff has not recommended that this route return to regular (pre-pandemic) weekday service in October 2020.
<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. The service to Rowlett is proposed for deletion and the portion serving Lake Ray Hubbard to Chaha is proposed for GoLink due to low performance in the October 2020 service change
<b>401</b>	Route 401 is a crosstown route operating in Irving, a service to Downtown Irving/Heritage Crossing Station, MacArthur Blvd. & Cowboys Way and North Lake College Station. This route has been one of those with modified weekday service during the pandemic. Before, it was one of the highest performing routes in Irving.
<b>452</b>	Route 452 is a crosstown route operating in Plano, a service to Parker Road Station, Northwest Plano Park & Ride and Jack Hatchell Transit Center. This route has been one of the ones with modified weekday service during COVID-19 pandemic. Due to the outbreak of Covid-19 many businesses were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service.
<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. Parts on Buckner Blvd shares same path as Route 467 which is a Core Frequent Route. Route 475 also cuts through the heart of Lake Highlands which is a GoLink Zone. 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 via Belt Line Road. It connects Belt Line Station with commercial destinations to the north. This route is plagued by Member City service issues (part of it runs through Coppell) and sub-optimal service frequency. It has traditionally been a low performer, is not recommended for restoration of regular service in October 2020, and is proposed to be replaced by a GoLink zone in the Bus Network Redesign plan.
<b>504</b>	Route 504 is a feeder route operating in Irving, running along Story Lane. It has traditionally been a low-performing route and was not recommended to return to regular (pre-pandemic) weekday service. This Route was not identified as a “ridership” focused service during the Bus Network Redesign plan.
<b>505</b>	Route 505 is a feeder route operating in Irving, running along Northgate, Rochelle, and Esters. It was not recommended to return to regular (pre-pandemic) weekday service in October 2020. Near-term ridership boost could occur from development on western edge of service in Passport Park (DFW Airport). Otherwise, this service would not serve a “ridership” related service scenario.
<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 has traditionally connected an important transit connection (Downtown Irving and the Orange Line) with a major job center (Las Colinas). It also provides an important connection from Downtown Irving to the Baylor – Irving hospital complex on the weekends. However, it has not performed up to expectations and has therefore not been recommended to return to regular weekday service in October 2020.
<b>508</b>	Route 508 is a feeder route operating in Irving that connects Downtown Irving with University of Dallas Station via Nursery Road. This route has not been recommended for service restoration in October 2020. Apart from the important connection for the dense, low income development along Nursery in South Irving, this route could be eliminated or replaced by a nearby route’s (507) modification.
<b>510</b>	Route 510 is a feeder route operating in Irving. It has traditionally been a low performer and functioned to connect Royal Lane apartment complexes with the Light Rail system. Many of these workers are presumably staying home for now due to the pandemic. It could be ridership approaches normal (pre-pandemic) levels later in the year. This route was not recommended for service restoration in October 2020, and is proposed to be replaced by a GoLink in the Bus Network Redesign plan.
<b>513</b>	Route 513 is a feeder route operating in Garland departing from Downtown Garland Station. We will examine this route in greater detail during Service Plan work. Due to the outbreak of Covid-19 stores and schools were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service.

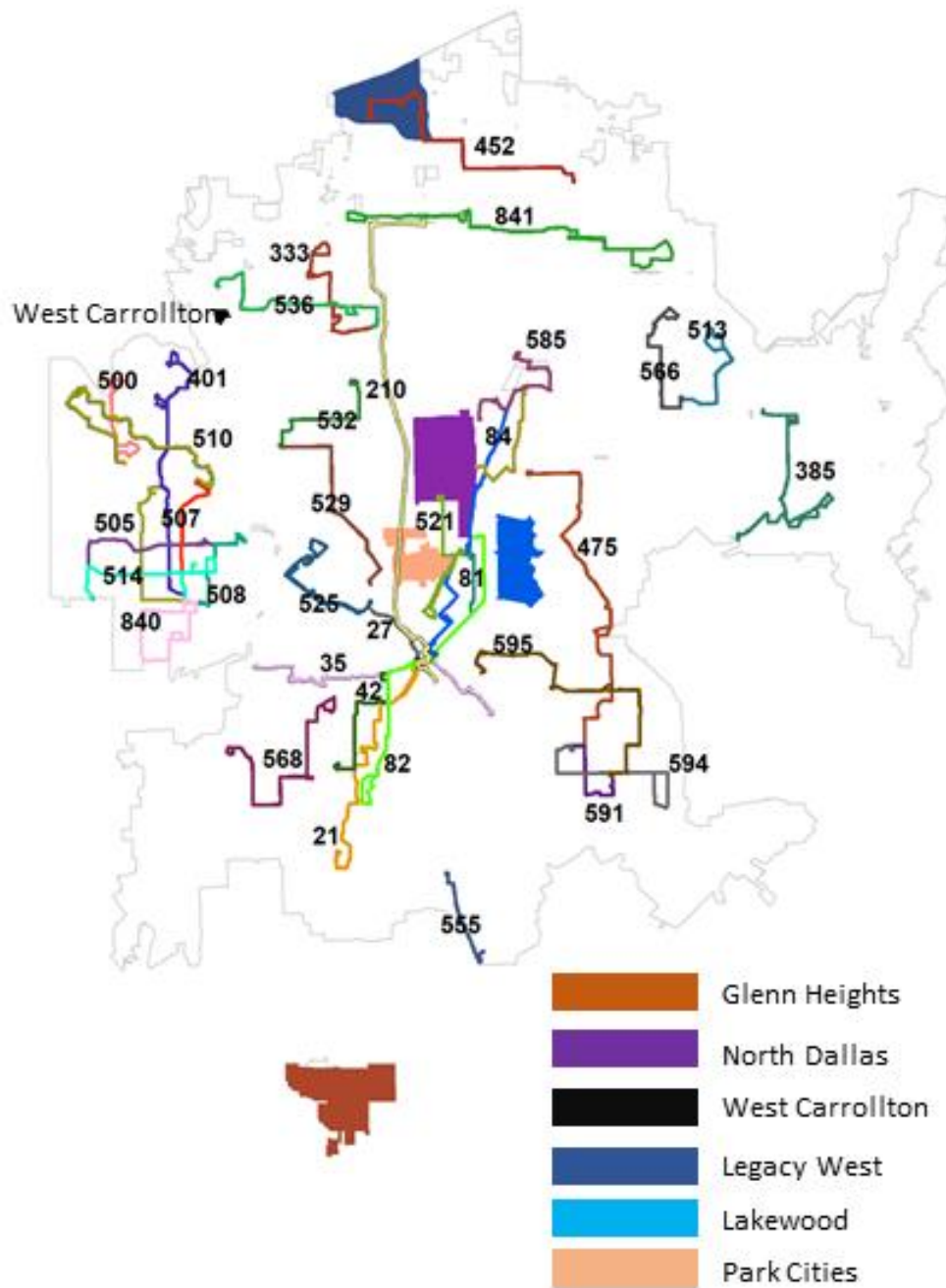
<b>514</b>	Route 514 is a feeder route operating in Irving, generally along Grauwlyer and Pioneer. This route has been above standard in the past, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. If needed, we will examine this route 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. Also, during the pandemic, schools were not in session (SMU). 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>532</b>	Route 532 is a feeder route operating in Dallas connecting Green Line service to locations in Northwest Dallas and Farmers Branch. It has been a mixed performer over the years. We will examine this route in greater detail 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>555</b>	Route 555 is a feeder route operating between Camp Wisdom Station and Cedar Valley College. This route has been one of the ones with modified weekday service during COVID-19 pandemic. Due to Cedar Valley College being closed and many of the businesses along Route working with limited staff, ridership is below normal.
<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. Due to the outbreak of Covid 19 stores and schools were closed and that may have impacted this routes ridership even more. Service Planning will continue to review this service.
<b>568</b>	Route 568 is a feeder route operating in West Oak Cliff in Dallas. It has generally been a low performer historically.
<b>582</b>	Route 582 is a feeder route departing from LBJ / Central Station and ending in Walnut Hill Station. Majority of the route (south of LBJ) runs along Abrams Rd which is comprised of mostly single-family homes. The ridership declined mostly since during the pandemic, Richland College was closed.
<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 its developmental phase. Staff will continue to review ways to improve ridership and performance.

<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. This route's Flex function was discontinued in June 2020. It is recommended to be converted to a GoLink zone in October 2020 due to persistent low performance.
<b>841</b>	Route 841 is a shuttle route operating in Plano, a service to CityLine/Bush Station, Horizon North and Telecom Corridor. This route has been one of the ones with modified weekday service during COVID-19 pandemic.
<b>Legacy West</b>	The Legacy West zone serves Legacy area in Plano, business and cultural district in Plano. The zone has connections to Northwest Plano Park & Ride and UberPool is also available in the zone as well. Legacy west has been one of the good performers; however, COVID-19 pandemic impact has led to closure of businesses and less use of the system. Due to the outbreak of Covid-19, businesses/restaurants in this area either closed or employees worked remotely, and that shift may have impacted this zone's ridership. Service Planning will continue to review this service.
<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>West Carrollton</b>	The West Carrollton zone is a newly developed zone to serve West Carrollton, with connections to Downtown Carrollton Station. UberPool service is now available in this zone, although usage is very light so far. Our initial expectation of regular increases in ridership has not been met – due in part to extended commercial impacts of the pandemic. Ridership has recently doubled on average but even with that increase this service is not justifying continuation.
<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. During the pandemic, White Rock YMCA was closed until June 1, 2020 which contributed to ridership decline in this zone. We will soon combine assigned dedicated vehicles for this zone and the Park Cities zone, reducing dedicated hours to better match ridership levels.
<b>North Dallas GoLink</b>	The North Dallas GoLink zone serves mixed used urban areas in the northern Dallas. Performance for this zone is currently affected by Covid-19 Pandemic.

	North Park Mall as a major destination was closed in April and partially opened in May 1, 2020.
<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. Riders in this zone are mostly comprised of service workers (maids) that have mostly stayed home with Covid-19. We will soon combine assigned dedicated vehicles for this zone and the Lakewood zone, reducing dedicated hours to better match ridership levels.

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

Figure 1: Location of the Deficient Performers in 3<sup>rd</sup> QTR FY20



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# FY 2020

## Quarterly Marketing & Communications Report

### Third Quarter

### Coronavirus

*April through June*

#### Project Overview:

The coronavirus global pandemic continues to impact the daily lives of our country and our region. Between April 1 and June 30, conversations around COVID-19 have increased 87% on social media.

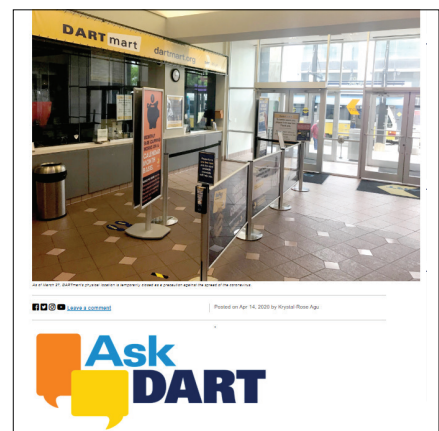
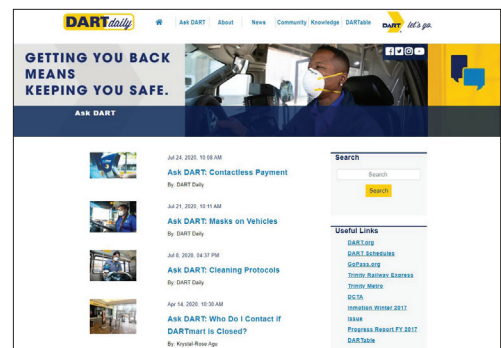
Throughout this unprecedented situation, DART has provided transit services and transparent communication to our customers.

Through our front-line profiles, we are humanizing the DART brand and recognizing our front-line staff who are delivering 5 Star Service during this difficult time.

Under the Ask DART platform, the agency is providing accurate, clear, concise, and consistent communication that helps build trust with the public, raises awareness, and promotes transparency.

#### Project Elements:

- DART assets (rail and bus interiors, corner markers, INFOtransit digital screens, and windscreens)
- Ask DART FAQs
- Front-line profiles
- Digital and social media
- Customer service
- On-hold messaging
- DART.org/health

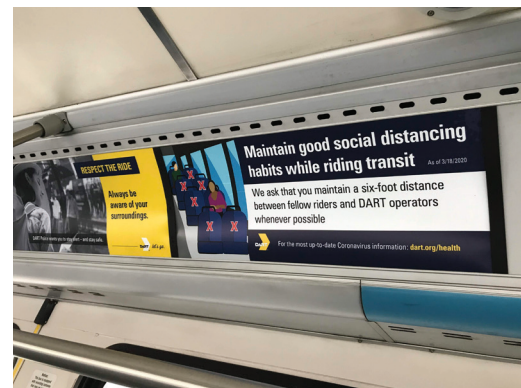


## Coronavirus (continued)

### Highlights:

Many customers have responded positively and offered support throughout this situation. Following are some of the sentiments shared on social media:

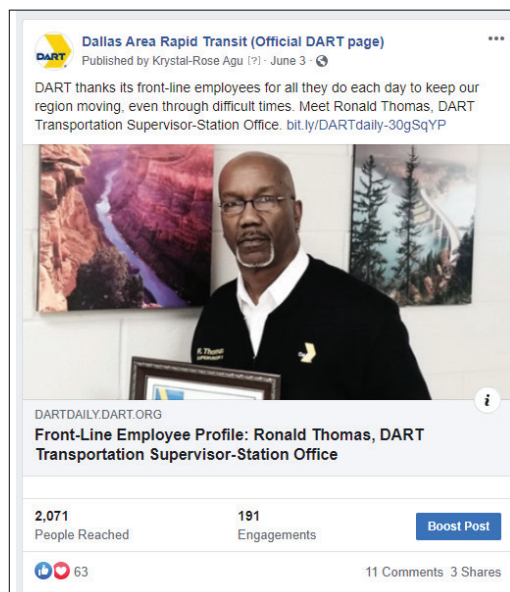
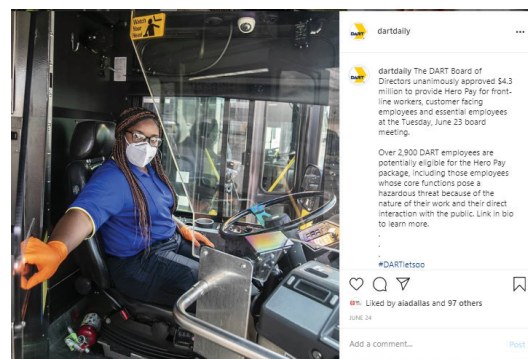
- Liane Johnson: “I am so thankful that we have DART here in Dallas.”
- Jose Angel Avila: “Many thanks to all the employees who are working to keep DART moving, especially the drivers.”
- Villa Steph: “Thank you to all DART employees who stuck around and risk so much for us to get where we need to be on time.”
- Raini Maddera Layne: “So many people and jobs get overlooked for the more glamorized ones but are still incredibly essential. Thanks for all you do!”
- Norma Moreno: “Thank you to our fantastic bus, rail transportation & all maintenance personnel. Great job!”
- Esther Strong: “Thanks for all you do & to our DART drivers getting us where we need to go.”
- Danny Murdock: “Lots of the ‘heroes’ get a lot of attention but the people that get many of them to work are never mentioned. Bus drivers get this country up & moving every day. Thanks drivers.”
- Heather Miller: “Thanks to DART employees for keeping their riders safe.”
- Philbrick Woodson: “Outstanding job Guys...!”
- Janice Fowler: “Gotta love DART.”
- Amy Catherine: “DART rocks!!”



## Coronavirus (continued)

### By the Numbers:

- 41 coronavirus-related articles on the DART Daily blog (including 6 Ask DART FAQs) were viewed 4,298 times
- More than 414,000 social media impressions overall:
  - 66 Facebook posts: 143,527 impressions and 14,255 engagements
  - 70 tweets on Twitter: 235,815 impressions and 941 engagements
  - 71 Instagram posts: 35,644 impressions and 2,003 engagements
- DART assets
  - Ads: 2,764
  - Market value: \$297,687
  - Impressions: 22.4 million



## DART Serves

*April through June*

### Project Overview:

DART and its employees have a rich history of serving in the community, aiding neighboring partners, and volunteering with local charitable causes.

DART Serves was created and quickly evolved during the pandemic as DART's corporate social responsibility (CSR) strategic initiative. DART'S CSR program includes agency sanctioned initiatives (e.g. United Way), Innovative Solutions' activities (e.g. meal delivery), and localized national issues (e.g. homelessness and human trafficking).

### Project Elements:

- Created a visual identity including logo lock-up
- Innovative Solutions' partnerships with Dallas, Garland, and Richardson independent school districts

### Highlights:

DART Serves benefits the agency in many ways by:

- Making the community a better place.
- Increasing employee engagement and motivation.
- Attracting and retaining top-quality talent and contractors.
- Helping emphasize that DART is a good place to work.
- Expanding DART's advocacy and customer base.



## DART Serves (continued)

### By the Numbers:

- Innovative Solutions allowed DART to deliver over 75,000 meals in Q3 FY 2020.
- 8 unique programs spanning paratransit grocery delivery, senior care package delivery, school meal kit delivery, and more
- Supported 3 regional independent school districts
- Garnered favorable coverage on CBS, FOX4, Univision, The Dallas Morning News, and others:
  - Broadcast:
    - 53 placements
    - 2.9 million impressions
  - Print:
    - 91 placements
    - 154 million impressions



## Kiosks

*April, May, and June 2020*

### Project Overview

DART continues to move forward with the deployment of the new interactive digital kiosks. These user-centered kiosks empower customers to make travel decisions based on the schedules and modes that work best for them. The kiosks provide schedule and trip-planning information, maps, and community information.



As of June 2020, DART has installed 63 kiosks, which are located at rail platforms, transit centers, and high-traffic areas.

### Project Elements:

- Deployment update

### Highlights:

- LD Flexgrid Dallas LLC completed kiosk installations at Red Bird Transit Center, Glenn Heights Transit Center, Baylor University Medical Center Station, Lake June Station, Victory Station, and Lake Ray Hubbard Transit Center.
- Mar-Comm staff met with Dallas Love Field airport officials to discuss replacement of the existing kiosk with the newer, more interactive, and user-friendly kiosk.



## Kiosks (continued)

### Highlights (continued)

- Three potential contractors performed a site visit at Cityplace/Uptown Station and submitted quotes
- The installation of 31 kiosks from October 2019 to March 2020 were completed at the following locations:
  - 5 at Northwest Plano Park & Ride
  - 8 at MLK, Jr. Station and J.B. Jackson, Jr. Transit Center
  - 4 at Jack Hatchell Transit Center
  - 4 at South Garland Transit Center
  - 3 at Lawnview Station
  - 2 at Hatcher Station
  - 4 at UNT Dallas Station
  - 1 at DART Headquarters



### By the Numbers:

- April 2020 to June 2020 kiosk installations included:
  - 3 at Red Bird Transit Center
  - 3 at Glenn Heights Park & Ride
  - 4 at Baylor University Medical Center Station
  - 4 at Lake June Station
  - 14 at Victory Station
  - 4 at Lake Ray Hubbard Transit Center

## Special Events Newsletter Summer 2020

June 1, 2020

### Project Overview:

The Special Events newsletter is designed to keep DART internal audiences informed about events and promotions in our region that are supported by the Special Events team. Due to the pandemic, most events in our region during Q3 FY 2020 were canceled. Published quarterly, the digital publication is distributed by email to a wide audience including the DART executive and senior management teams, Special Events Task Force members, and the Marketing and Communications department staff.

### Project Elements:

- Quarterly email newsletter

### Highlights:

- The newsletter garners high engagement and has an open rate of nearly 50%.
- Links to events happening in our service area generate high open rates.
- State Fair of Texas® content has the most click-throughs.

### By the Numbers:

- Distributed to 230 subscribers
  - 92 total opens
- 49 unique opens
  - 21% unique open rate
- 58% of links opened
  - 234 total clicks
  - 221 unique clicks
  - 96% unique clicks

*let's go.*

### Special Events Summer 2020

**EVENT TRACKER NOW AVAILABLE ON INFOSTATION**

You can keep up to date on current events and details about reschedules in a few clicks by using the Event Tracker, now available on InfoStation. Please click on the Marketing tab under departments, and use the Tracker icon to sign in with your DART email and password. Please note, in order to access Event Tracker while working from a remote location, go through CITRIX at [remote.dart.org](http://remote.dart.org), open InfoStation, select Marketing Department and then the Special Event/Event Tracker tab.

---

#### FROM THE WORLD OF EVENTS

I often say that the world of Special Events is a very dynamic atmosphere...but in the time of the Coronavirus pandemic, we've seen changes that were unimaginable only a few short months ago.

The Events Team is busy working with our partners on events that have been cancelled or postponed and, at this time, Fall 2020 looks to be a busy season! A big spring event, Deep Ellum Festival has been postponed to September 11th and The State Fair of Texas is scheduled to kick off as usual on September 25th.

**EVENTS**

---


#### EMPLOYEE APPRECIATION INITIATIVE


APRIL - MAY  
ALL DART FACILITIES


**Deliveries | By the Numbers**


 9 Daily Delivery Schedules	 between 4am - 11pm
 13 Divisions	 20 Departments


### Deliveries | By the Numbers


 9 Daily Delivery Schedules


 between 4am - 11pm


 13 Divisions


 20 Departments


 42 Deliveries


 41+ Facility Contacts

 66 Shifts Covered

 2,648 Served

 \$1K+ Under budget

 5,296 Tacos Delivered

*let's go.*

## Staff Appreciation

### Project Overview:

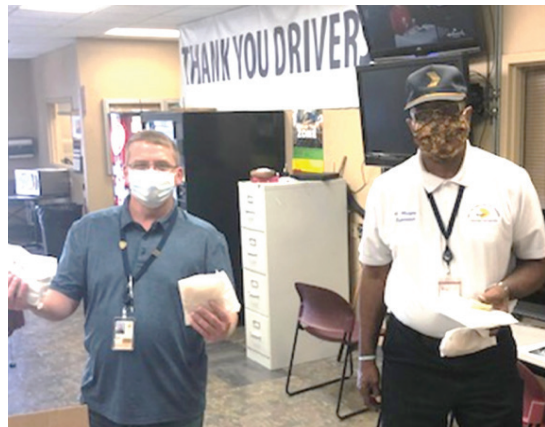
The Employee Appreciation initiative was designed to show appreciation and encouragement to DART's front-line and support staff who are continuing to operate, maintain, and clean DART transit vehicles and facilities during this unprecedented challenge.

The initiative featured weekly deliveries of safely-distributed treats and displayed messages from other employees and customers to build solidarity and show support.

The initiative used small businesses to source items for deliveries, assist the local business community, and ensure safe handling.

### Project Elements:

- Incoming Messages
  - On InfoStation, DART employees wrote encouraging messages to front-line employees to acknowledge, comfort, and support
- Outgoing Messages
  - Displayed employee messages on treat wrappers, delivery bags, banners, and digital dashboard displays
- Small Business Sourcing
  - Used small businesses within the area surrounding the DART facility to add an immediate economic boost

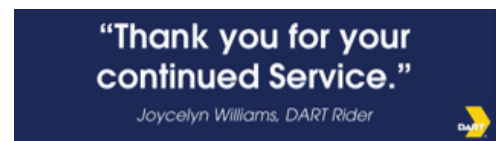
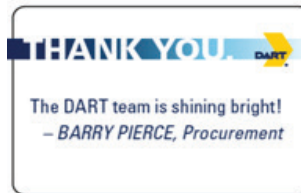
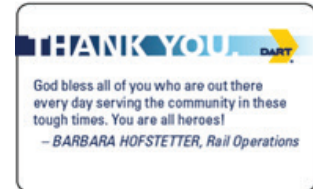
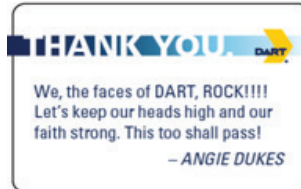


## Staff Appreciation (continued)

### Highlights:

Employee Appreciation deliveries covered all DART facilities and front-line departments:

- Bus divisions – South Oak Cliff, Northwest, East Dallas
- Bus maintenance facilities – South Oak Cliff, Northwest, East Dallas
- Rail divisions – CROF, NWROF
- Rail maintenance – CROF Ways, Structures, and Amenities (WSA), CROF Fleet Maintenance, NWROF WSA, NWROF Fleet Maintenance
- DART Police – HQ, FEOs, Northwest Division
- Ways, Structures, and Amenities
- Passenger Amenities and Facilities Services
- Fleet services
- Bus and rail dispatch
- Non-revenue vehicles division
- Operations communications liaisons
- Mobility Management Services, MV Transportation, Engineering, and Hallconn (contract cleaners)



Following is some of the positive feedback received:

- "Thank You DART for providing delicious food today for our front-line employees. We were appreciative of the tacos and chips and everyone who participated had a great time. Thanks again for your continued support of our front-line people who are getting the job done!" - Robert W. (Bob) Weest, Safety and Training Manager, MV Transportation
- "I just want to say THANK YOU for thinking of us. The tacos were a welcomed treat and a delight to enjoy for Taco Tuesday!!! Thanks again and continue to be safe during these trying times." RaShonda Love #304 Police Sergeant, PM North Rail

## Staff Appreciation (continued)

### Highlights (continued)

- "All, I would like to express my sincerest thanks to receiving the DART Police appreciation tacos that were provided to police personnel on Tuesday, May 5, 2020. I especially want to acknowledge the special messages, written by Pamela Marett and Deborah Parks-Burnley. It is very special to be recognized and appreciated for not only being a police officer but to be on the front line assisting the transit community during these unprecedented times. Thanks again!!" – Gary A. Hutchison #101, Corporal, North Patrol Division, Third Watch



### By the Numbers:

- 4 weeks of deliveries
- 9 daily delivery schedules between 4 a.m. and 11 p.m.
- 13 divisions
- 20 departments
- 42 deliveries
- 41+ facility contacts
- 66 shifts covered
- 2,648 served
- More than \$1,000 under budget
- 5,296 tacos delivered



## Paid Media

### Project Overview:

Promote 2 campaigns on print

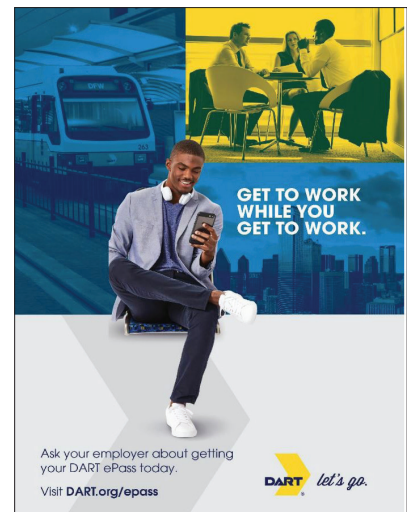
### Project Elements:

- Campaigns included:
  - Employer Pass Program
  - DARTable
- Additional campaigns on DART assets only:
  - COVID-19 mask, steps, and social distancing
  - DART Student Art Contest winners



### By the Numbers:

- Media (print):
  - Ads: 4
  - Market value: \$19,666
  - Impressions: 573K
- DART assets (bus wrap, bus exteriors, bus interiors, rail interiors, corner markers, INFOtransit digital screens, and windcreens):
  - Ads: 3,552
  - Market value: \$675,027
  - Impressions: 42.3 million



## Social and Digital Media Recap

### Project Overview:

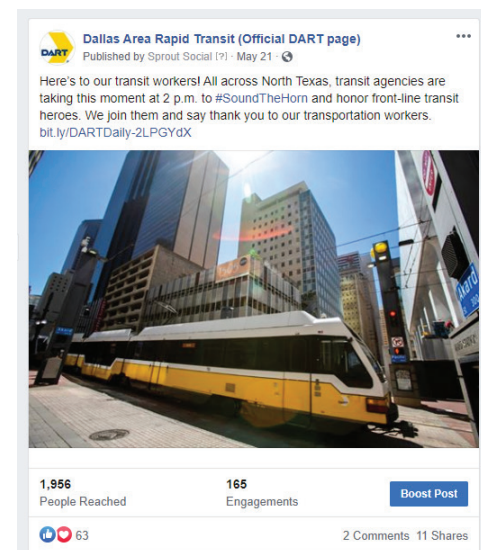
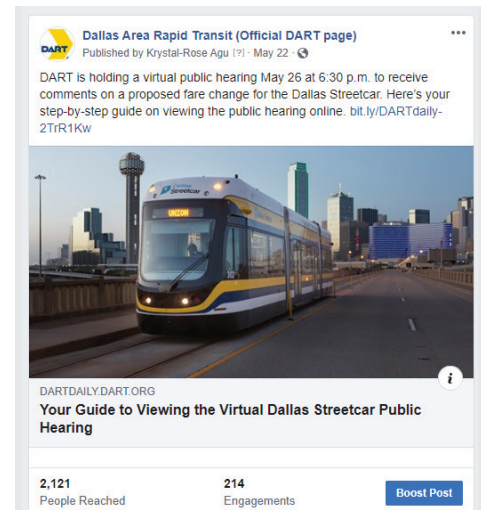
Leverage DART's digital and social media channels – including the DART Daily blog, Facebook, Twitter, and Instagram – to develop shareable content that influences the narrative about DART; informs target audiences of relevant news and information that motivate some form of action; and amplifies the DARTable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

### Project Elements:

- DART's Facebook, Twitter and Instagram
- DART Daily
- Service-area city social media channels

### Highlights:

- DARTzoom was a high-performing promotion in Q3 FY 2020. A Facebook Live event was held May 19, from noon to 1 p.m. on DART's Facebook channel. The purpose of the event was to inform the public that DART is designing a new bus network to better serve residents of North Texas. The event was promoted throughout the month of May, along with other DARTzoom related content.
- The cities of Addison, Carrollton, Dallas, Garland, Irving, Plano, and Richardson, as well as Downtown Dallas, Inc., and the North Dallas Chamber of Commerce, shared DART news 47 times on their social media channels in Q3 FY 2020, generating a potential reach of about one million people.
- The Communications/AV team shared topics including:
  - Sound the Horn
  - DART Serves
  - COVID-19
  - GoLink
  - Dallas Streetcar



## Social and Digital Media Recap (continued)

### By the Numbers:

- In Q3 FY 2020, 693 messages earned 829,525 organic impressions; 859,179 paid impressions; and 56,913 engagements
  - This is a decrease from the 832,109 organic impressions and 1.6 million paid impressions earned in Q2 FY 2020
  - Engagements increased 55% from Q2 FY 2020
  - When compared with Q3 FY 2019, we experienced an 88% increase in organic impressions; 142% increase in paid impressions; and 128% increase in engagements
- 34 of the 693 messages in this quarter were DARTzoom related
  - These messages generated 66,979 impressions and 2,628 engagements
  - The Facebook Live event reached nearly 10,000 people and generated 651 engagements
- The number of followers increased from 39,866 in Q2 FY 2020 to 40,326 in Q3 FY 2020



## **Media Relations – Earned Media**

### **DART-issued news releases and Rider Alerts:**

- Amazon Weekend Shuttle Gets Renewed by DART (6/30)
- DART Approves SMU Shuttle for New School Year (6/25)
- DART Approves Hero Pay for Front-Line Workers (6/24)
- Dallas Streetcar Ride to Cost \$1 Starting July 27 (6/24)
- FTA Funds TOD Study of DART’s D2 Project Stations (6/19)
- July 4 Schedule for DART and TRE (6/19)
- DART Route 31 to be Detoured for Juneteenth Celebration (6/17)
- DART Bus Stops Relocated, Construction Begins at Downtown Garland Station (6/17)
- Sound the Horn Event is June 18 (6/17)
- Bus Stop Consolidation Planned for DART Routes 2, 26, and 35 (6/16)
- TRE to Enhance Early Morning Eastbound Weekday Service (6/16)
- DART Extends Meal Delivery for Dallas and Garland Students (6/15)
- DART Installing COVID-19 Shields on All Buses (6/15)
- I-345 Bridge Inspection to Disrupt DART Green Line (6/12)
- DART to ‘Virtually’ Hold D2 Subway Public Hearings (6/3)
- DART Bus Routes 205, 208, 210 Returning to Ervay Street After Construction Detour (5/27)
- New SCADA System Contract Approved by DART (5/27)
- DART Awards Uber Contract for Rideshare Services (5/27)
- DART to Sound the Horn on May 21 (5/20)
- DART Gets \$229M in CARES Act Funds (5/20)
- DART Making Bus Service Changes in June (5/18)
- D2 Subway Supplemental Draft Environmental Impact Statement (SDEIS) is Available (5/15)
- Memorial Day Schedule for DART and TRE (5/14)
- DART to Discuss New Bus Network with Facebook Live Event (5/14)

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

### **DART-issued news releases and Rider Alerts (continued)**

- Notice of Public Hearing - Dallas Streetcar Fare Change - Tuesday, May 26, 2020 (5/13)
- Weekday DART Bus Service Returns to Carbondale Extension of Route 444 (5/6)
- NorthPark Shuttle (Route 702) Temporarily Relocates Bus Stop Near Macy's, Effective Monday, May 4, 2020 (5/4)
- DART Continues Focus on Cleaning as Riders Return to Work (5/1)
- DART Adding Bus Stops to Serve Inland Port (5/1)
- Getting Back to Work with DART (4/30)
- DART Approves GoLink for West Carrollton (4/29)
- DART Buses Deliver Food in Southern Dallas (4/23)
- DART Buses Begin Delivering Meals to Garland Students (4/21)
- Hidden Ridge Station Construction to Begin in Late April or Early May (4/21)
- DARTzoom: A New Bus Network for the Future of North Texas (4/21)
- DART Begins Meal Delivery for Catholic Charities (4/17)
- Comet Cruiser (DART's UTD Shuttle - Route 883) Schedule to Change (4/17)
- DART Art Contest Won by Hockaday Student (4/16)
- North Texas Transit Agencies to Sound the Horn on April 16 (4/15)
- DART Starts Grocery Pickup and Delivery Service for Paratransit Customers (4/13)
- Bridge Work to Disrupt DART Orange Line Between Bachman and University of Dallas Stations (4/13)
- DART Buses Deliver Meals for DISD Students (4/9)
- Council Approves Centerpiece Development for Upcoming Trinity Mills Station (4/8)
- DART Partners with City of Dallas to Deliver Senior Care Packages (4/7)

## Media Relations – Earned Media (continued)

### Highlights of earned media coverage:

- DART and Garland police officers were wounded by a man who hijacked a bus and engaged in a long shootout with police. Surveillance video from inside the bus showed the incident began at about 9:30 a.m. on April 19 at Spring Valley and Coit Road in Richardson. Police said the suspect rode the bus for 90 minutes as passengers came and went, and then at 11 a.m., he hijacked the bus and took the driver and one passenger hostage. The suspect shot the DART officer and then forced the bus driver to lead officers from DART police, Dallas police, Richardson police, Rowlett police, Rockwall police and Garland police on a chase. The suspect was eventually killed at the scene. (1.1 billion impressions)
- DART continues to aggressively expand agency-wide cleaning and safety protocols in response to the coronavirus. Besides standard nightly cleanings, DART vehicles receive additional cleanings throughout the day. High-touch surface areas, such as handrails, door buttons, grab rails and hanging straps, are cleaned with a solution approved by the Environmental Protection Agency as successful in killing the coronavirus, as well as influenza, rhinovirus, norovirus, salmonella, staphylococcus, and E. coli. Procedures remain in place to isolate vehicles and areas that have been exposed to unsanitary and unhygienic situations. This includes removing vehicles from service that have been exposed to biohazard situations from passengers. (800 million impressions)
- DART will receive more than a quarter of a billion dollars in federal funding earmarked for coronavirus relief. President Donald Trump confirmed on Twitter that DART will be receiving a \$229.6 million grant from the Coronavirus Aid, Relief and Economic Security (CARES) Act to keep workers and passengers safe. DART staff expects around \$160 million in lost sales tax revenue this year alone due to coronavirus restrictions. The transit system has also lost out on revenue from fares due to a decreased bus and rail schedule, as well as passengers not needing public transportation while shelter-at-home orders were in effect. (300 million impressions)
- Working together as a team is how DART and Catholic Charities of Dallas are meeting the needs of seniors in our community. Paratransit drivers delivered meals to seniors that would normally have received services through the Brady Center. When the center had to close due to COVID-19, DART stepped up to help deliver the meals prepared by charity workers. DART's Brady Center food delivery is similar to other DART initiatives supporting the distribution of goods as a response this month to the COVID-19 impact including: meals for Dallas, Garland and Richardson students, support packages for Dallas seniors, meals for Southern Dallas residents, and the pickup and delivery of groceries and medicine to paratransit customers. (200 million impressions)

## Media Relations – Earned Media (continued)

### By the Numbers:

• April Impressions – Broadcast:		
○	3,033,968	Positive
○	1,694,428	Neutral
○	5,702,635	Negative
	<b>10,431,031</b>	<b>Total Viewers/Impressions</b>
• April Impressions – Print/Online:		
○	136,622,304	Positive
○	111,440,697	Neutral
○	1,340,214,420	Negative
	<b>1,588,277,421</b>	<b>Total Viewers/Impressions</b>
• May Impressions – Broadcast:		
○	1,826,468	Positive
○	3,195,008	Neutral
○	1,170,704	Negative
	<b>6,192,180</b>	<b>Total Viewers/Impressions</b>
• May Impressions – Print/Online:		
○	213,137,063	Positive
○	33,843,094	Neutral
○	45,718,361	Negative
	<b>292,698,518</b>	<b>Total Viewers/Impressions</b>
• June Impressions – Broadcast:		
○	1,314,161	Positive
○	342,608	Neutral
○	2,493,503	Negative
	<b>4,150,272</b>	<b>Total Viewers/Impressions</b>
• June Impressions – Print/Online:		
○	22,366,040	Positive
○	10,112,926	Neutral
○	8,624,442	Negative
	<b>41,103,408</b>	<b>Total Viewers/Impressions</b>

## Customer Service

*April to June 2020*

### Project Overview:

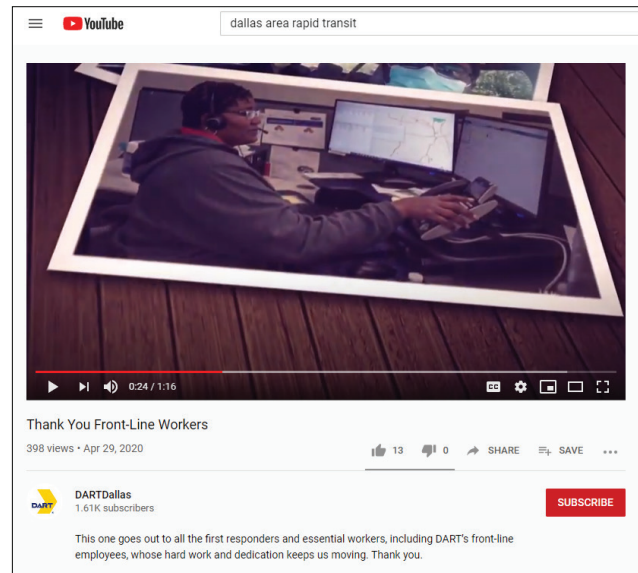
Customer Service began working from home April 1, 2020, to assist employees with safety measures from the coronavirus pandemic and to continue providing service to our customers.

### Project Elements:

- Setting up workspaces at home

### Highlights:

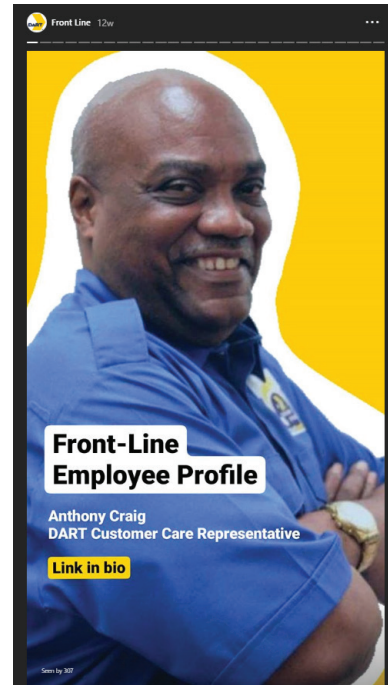
- Laptops were issued to 12 employees who did not have personal computers.
- All 51 customer service employees received headsets.
- IT assisted and trained each employee how to download and utilize the new Citrix system that allows remote call handling.
- Due to the pandemic and stay-at-home order, call volume drastically reduced.
- Lost & Found employees continued working at headquarters with limited exposure to other employees and customers.
  - Employees were provided a supply of gloves, masks, protective garments, disinfectants, and sanitizers.



## Customer Service (continued)

### By the Numbers:

- April
  - 21,428 calls received (65% less than the same time last year)
    - Customer Trip Planning English handled 83% of calls received
    - Customer Trip Planning Spanish handled 2% of calls received
    - Customer Feedback handled 11% of calls received
    - Lost & Found handled 4% of calls received
- May
  - 29,908 calls received (51% less than the same time last year)
    - Customer Trip Planning English handled 85% of calls received
    - Customer Trip Planning Spanish handled 2% of calls received
    - Customer Feedback handled 10% of calls received
    - Lost & Found handled 3% of calls received
- June
  - 35,808 calls received (41% less than the same time last year)
    - Customer Trip Planning English handled 85% of calls received
    - Customer Trip Planning Spanish handled 2% of calls received
    - Customer Feedback handled 10% of calls received
    - Lost & Found handled 3% of calls received



## Transit Education

### Project Overview:

Transit Education staff outreach included face-to-face engagement via:

- Agency's DART Serves COVID-19 Mobility Response Project with Garland and Dallas independent school districts.
- Virtual education presentations for Richardson and Irving school districts.
- Transit Education webpage.
- Regular stakeholder communication with teachers, parents, students, organizations, cities, independent school districts, transit agencies, homeschool organizations, and others.

Although the annual Student Art Contest Recognition Program and Reception at the Dallas Museum of Art was canceled due to the pandemic, the winners did receive their prizes. All 1,174 participants received a congratulatory video message from Gary Thomas, DART president/executive director, as well as a certificate.

In addition, teachers who participated and supported the Transit Education Program during this fiscal year received certificates of appreciation in honor of National Teacher Appreciation Week in May. Staff sent 520 individual electronic certificates.

New for the Transit Education team is our inclusion in the T.D. Jakes Foundation STEAM virtual academy, which includes more than 1,200 local and international students.



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### STEAM Academy 2020

**STEAM Academy 2020 is a free, first-of-its-kind, virtual five-week summer program open to students, ages five to 16.**

No matter where a young learner is on their educational path, the STEAM Academy is for them!


Registration for STEAM Academy is now closed. If you need any assistance, please call 855-783-2620 (855-STEAM20).

**WEEK OF**

**June 15 – July 13**

The Academy will run from the week of June 15 to the week of July 13—and includes three-to-four hours per week of online instruction provided by Accelerate Learning's STEAMscopes learning platform, an award-winning, research-based national leader in PreK-12 STEM curriculum in conjunction with STEAM content provided by corporate partners and sponsors such as:

- Aesata, home healthcare technology provider
- Microsoft
- Texas Instruments
- The Beck Group
- University of Texas Southwestern Medical Center
- Dallas Symphony Orchestra
- Jacobs Engineering
- Dallas Area Rapid Transit (DART)
- AT&T
- Dallas Mavericks



## Transit Education (continued)

### Project Overview (continued)

The foundation executive requested “organic cell phone videos,” so the Transit Education team completed and submitted the following as part of the foundation’s STEAM curriculum:

- “DART Serves”
- “Behind the Train” CROF Tour
- “The Bus Wash”
- “The I Stories” (includes staff from Transportation, Maintenance, and Administration)



### Project Elements:

- Student Art Contest Winners’ Certificates
- Teachers’ Certificates (National Teacher Appreciation Week)
- Student Art Contest Congratulatory Video by Gary Thomas
- Organic Cell Phone Videos (Transit Education Staff)

### Highlights

- Organic cell phone videos for T.D. Jakes Foundation (STEAM - Science, Technology, Engineering, Art, and Math Academy)

### By the Numbers:

- 8,508 Transit Education participants
  - 5,459 students
  - 2,956 adults
  - 93 senior citizens
- 3,533 Transit Education webpage views
- 56 community education outreach programs (Garland, Dallas, Richardson, and Irving school districts)
- 520 teacher appreciation certificates (National Teacher Appreciation Week)
- 1,174 certificates to student participants (Annual DART Student Art Contest)

## Community Affairs

### Project Overview:

In this quarter, Community Affairs participated in a Facebook Live event hosted by the Communications and Service Planning teams. Community Affairs also hosted virtual meetings pertinent to Station Art & Design for the Silver Line. There were seven workshops conducted during the quarter. Community Affairs also participated in a Facebook Live session for DARTzoom during the quarter.



A public hearing regarding the fare change for the Dallas Streetcar was successfully conducted virtually as part of the May 22 DART Board of Directors meeting.

Public hearings were conducted for the D2 Subway on June 11, as well as for the Supplemental Draft Environmental Impact Statement (SDEIS) on June 25.

### Project Elements:

- Virtual Station Art and Design workshops
- Facebook Live event
- Virtual public hearing as part of DART Board meeting
- Virtual stand-alone public hearing
- In-person public hearing

### Highlights

- DARTzoom
  - A Facebook Live event was conducted on May 19.
- D2 Subway
  - A public hearing to provide an update on the project was conducted virtually on June 11.
  - An in-person SDEIS public hearing was successfully conducted on June 25.



## **Community Affairs (continued)**

### **Highlights (continued)**

- Silver Line
  - Seven Station Art & Design workshops were conducted in the cities of Addison, Carrollton, Richardson, and Plano.
  - Input provided by the committee members allowed the conclusion of this phase of the project.
- Dallas Streetcar
  - A virtual public hearing was successfully executed on May 22.

### **By Numbers:**

- DARTzoom Facebook Live event:
  - Nearly 10,000 people reached
  - 651 engagements
- D2 Subway
  - 2 public hearings (one virtual, one in-person)
  - In-person session satisfied FTA mandate
- Silver Line Station Art & Design workshops:
  - Project phase completed
  - 4 rounds of workshops completed

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P&D 15 - 16	Five-Year Action Plan Score Card



# 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 microtransit, vanpools and shuttles*
- ✓ *The Mobility Programs Development Division performs planning design and development of Capital Projects, ITS projects and passenger facilities and amenities*

## Highlights This Quarter

### *Service Planning & Scheduling*

- Employer Services Program: Site-specific shuttles or employer shuttle services incorporate bus services targeted at employers for services designed specifically for the employees of the employer. These services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson - Galatyn 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 was awarded to Gillig. DART accepted bus delivery in July 2020 that are currently being “made-ready”. The new buses are scheduled to start UTD service by the fall semester (August 17, 2020), 4Q20.
- Shuttle Service & Ridership:
  - ✓ Parkland Shuttles: Average weekday ridership for Route 704 was 376 in April; 359 in May, and 422 in June 2020. Average weekday ridership for Route 705 was 240 in April: 237 in May, and 256 in June. Service Planning staff developed a plan for a new shuttle

# Executive Summary

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route (706) which will connect Parkland Station to the new Parkland administrative offices located near Mockingbird Lane. Route 706 began service on August 12, 2019. Route 706 average weekday ridership was 130 in April, and 129 in May and 140 in June 2020. The ridership decline is due to the COVID-19 Pandemic.

- ✓ Park Cities: Average weekday ridership during 3Q20 was 1 passenger trips per day during April; 1 passenger trips during May; and 2 passenger trips during June. This showed a decrease over the same three months in FY 2019 (12, 9, 9) due to the COVID-19 Pandemic. DART will combine the Lakewood Zone and Park Cities vehicle in 4Q20 to improve efficiency.
- ✓ Amazon Shuttle: Average weekday ridership during 3Q20 was 31 passenger trips per day during April, 23 passenger trips during May, and 27 passenger trips during June. This showed a decrease over the same three months in FY 2019 (34, 36, 35) due to the COVID-19 Pandemic. DART and Amazon have negotiated the FY 2021 weekend service Site Specific GoLink Shuttle Agreement.
- ✓ 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 have adjusted 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 FY 2016-FY 2020. Five routes received adjustments during 2Q19, and 27 routes received adjustments in 4Q19. Bus OTP for 1Q20-3Q20 of FY 2020 stands 83.51%, and OTP for 3Q20 was over 84%. We would note that a substantial number of DART routes continue to operate on detours due to construction and/or development issues, and these detours are adversely impacting on time performance. Staff will continue to work to use new tools to improve on time performance.

- Special Events:

- ✓ Many special events that are normally held during April-June were either canceled or postponed due to the COVID-19 Pandemic. Planned one-time events such as large concerts were also cancelled due to the Pandemic.

- 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

# Executive Summary

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Shelters are not performing well. They will be replaced with a motion sensor camera. The motion sensor cameras was pilot tested - the end of 3Q20. The pilot test was successful. In 4Q20 it will be field tested at the Forest Lane Enhanced Bus Shelter. 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) the COVID-19 Pandemic 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. Due to the COVID-19 Pandemic, by the end of 3Q20, there were only nine (9) vanpools in operation. Most employees were working from home where there was no need for commuting.
- 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. DART implemented an emergency service reduction effective April 6, 2020 due to the COVID-19 Pandemic, and we have been monitoring ridership trends to determine where service needs to be restored or supplemented due to passenger loads. We expect decisions about a series of adjustments to the emergency schedules in 4Q20.
- 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. During 3Q20, JWA and DART completed the first phase of the public engagement process. Because of the COVID-19 Pandemic, all Regional Transit forums and plans for in person meetings and interviews were cancelled. DART replaced these meetings with virtual meetings and on-line surveying. The summary report on the feedback on Ridership versus Coverage preferences was completed in the 3Q20, and we will move to Board policy decisions on the appropriate ridership/coverage mix during 4Q20.
- 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

# Executive Summary

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were executed with all three cities in 4Q19. Through 3Q20, ridership on these contracts has dropped substantially. Fairview is considering cancelling the program in 4Q20.

## *Mobility Program Development*

- 511DFW: The 511DFW website had 2,447,262 hits with 5,054 visits between April 1, 2020 through June 30, 2020. The Phone system received 16,556 calls during the same time. 5,733 incidents were reported citing road closures, detour information and additional traveler assistance information from the TxDOT center-to-center (C2C), and EcoTraflix user information was posted on the 511DFW website. 203,871 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 Pandemic 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 reporting system's equipment monitoring, maintenance and repair of the five (5) northern LRT stations along N. Central Expressway (US 75) is ongoing and periodically performed with the help from NCTCOG and DART contractors. The Rowlett Parking Lot Camera Occupancy work and accuracy of the system were completed last year in 4Q19 and the system is operating and reporting parking availability via two LED signs and the Parker App. "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 3Q20, the program continued to work well with no complaints from riders or Rowlett staff. Parking utilization has declined over 70% due to the COVID-19 Pandemic during 3Q20.
- Transportation System Management (TSM): The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. During 3Q20, an invoice was received from University Park and has been processed for payment. As a reminder, letters were mailed in June 2020 to the cities with remaining balances, to use the funds before the end of FY 2020.
- 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

# Executive Summary

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September 2025. Reimbursements for Highland Park and Glenn Heights for all available funding was distributed in 3Q20.

- 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 3Q20, 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 2020 goal is to install 70 shelters, 70 benches and 70 free standing lights. Despite amenity installation delays due to the COVID-19 Pandemic, 68 Bright Ups, 32 benches, and 35 shelters have been installed, the remaining 19 shelter and 32 bench pads are being constructed.
- 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. During 3Q20 ridership continued to fall over same month in the previous year 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: Worked with Uber Pool and new data tools, for the implementation of a new three-year contract. Contract award occurred in 3Q20.
  - ✓ GoLink: Working with SpareLabs to increase the number of shared ride trips and to implement Uber service in new zones. DART initiated a 14<sup>th</sup> GoLink zone in Carrollton in the Vallwood Industrial Park in May 2020. DART is also planning to modify the vehicle assignment plan for the dedicated fleet to allow vehicles to serve more than one GoLink Zone. This would be a temporary strategy during the low ridership time caused by the Pandemic. The final 3Q20 planning efforts include activities to add expanded GoLink service to replace bus service in South Garland (Route 385) and in South Irving (Route 840) as well as planning for a GoLink Zone in the Non DART Inland Port service area and a pilot test in South Dallas-Fair Park.

**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**

- 3Q20: The SMU Site-Specific Shuttle Agreement was approved by the board.
- 2Q20: McKinney Avenue Transit Authority Site-Specific Shuttle Agreement was approved by the board.
- 1Q20: The Site-Specific Shuttle Agreements for Texas Instruments and the City of Richardson were approved by the board.
- 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**
- 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

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### 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

- 3Q20: Internal Bike/Ped team is actively participating in associated bike trail connectivity projects, primarily with the City of Carrollton, Lime and the Trinity Spine Trail at Lawnview Station.
- 3Q20: DART assisted the City of Richardson in planning the bike lane on Greenville Ave.
- 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.
- 2Q20: Held an internal meeting to discuss revised standard procedures to address bike lid mis-use concerns.
- 2Q20: Continue to develop an updated draft Bike Program SOP for board review.
- 4Q19: Approved 65% design Trinity Forest Spine Trail at Lawnview 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.

- Issues**
- 2Q20: Bike to Work Day outreach events were cancelled due to the COVID-19 Pandemic 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.

- Schedule**
- 3Q20: The City of Carrollton request for 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 was denied by Rail Operations. Rail Operations stated the crossing mechanism (gate, lights, mast pole and motor) were in the proper location and cannot be moved because of safety issues for personnel performing maintenance due to the proximity of the track. Innovative Services is coordinating this effort with the City and DART
  - 3Q20: Upper management is evaluating the SOP (Standard Operating Procedures) for responding and resolving bike lid misuse concerns.
  - 3Q20: Greenville Ave bike lane was implemented.
  - 2Q20: Preparation for DARTs Bike to Work Week "Recharging Stations" slated for May will begin this quarter.
  - 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/June 2020. Actual construction is projected for 2022.
  - 3Q19: Anticipate posting an RFI and RFP for Dockless Bike and Scooter Station License Agreements in 3Q19.

**Project Manager(s)** Ryan McCutchan / 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>• 3Q20: 68 Bright Ups, 32 benches and 35 shelters were installed,</li><li>• 3Q20: The 19 shelter and 32 bench pads were approved by the Change Control Board and are currently under construction.</li><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 the COVID-19 Pandemic. All contractors have indicated they should meet the September 2020 installation deadline.

# Construction & Installation of Standard Shelters

Service Planning  
and Scheduling

---

**Schedule**

- 4Q20: 70 benches, 70 shelters and 70 Free Standing lights are to installed.

**Project Manager(s)**

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

- 3Q20: Vanpool Contract was transitioned to AVR in 3Q20. However due to the COVID-19 Pandemic, the number of vans has declined to nine by the end of 3Q20.
- 2Q20: Met with new vanpool vendor (AVR Vanpool) that was awarded the vanpool contract (1Q20) to start transitioning vanpool groups in 3Q20. This is a five-year contract for an amount not to exceed \$17,047,800.
- 4Q19: The 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

- 3Q20: Vanpools declined to only nine due to the COVID-19 Pandemic. This will be a continuing issue in 4Q20 and FY21 as well.
- 2Q20: The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in March. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon. and 3) the COVID-19 Pandemic and its associated restrictions made it impractical to commute in large groups for the time being.
- 2Q20: DCTA has expressed their desire to obtain Collin County as part of their vanpool service area. DART team is trying to resolve this in coordination with the NCTCOG. (Pending)

- 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

- 3Q20: Lab testing completed, and camera upgrade was approved.
- 2Q20: Lab testing has begun on the camera upgrade and the passenger enunciation equipment.
- 1Q20: Replacement camera solution for the Enhanced Bus Shelters has been completed.
- 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.

### Issues

None at this time

### Schedule

- 4Q20: Completed field pilot test at the Forest Lane location.
- 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>3Q20 DART implemented a substantial service reduction on April 6<sup>th</sup> due to 50 % decline in ridership due to COVID 19.</li> <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>For FY 2020, our focus has been DART's response to the COVID-19 pandemic and associated losses in ridership. DART began operation of emergency service schedules in March and April 2020. We have been assessing passenger loads, and the Board will consider adjustments to the emergency schedules during 4Q20.</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 2020 amenity goal of installing 70 shelters, 70 free standing lights and 70 benches
<b>IMPROVE COST EFFECTIVENESS</b>		

# FY 2020 Score Card

## Five-Year Action Plan

### Service Planning and Scheduling

<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>	GoLink – UberPool	In 3Q20 DART implemented new GoLink service in Carrollton for Western Extrusion Facility. GoLink Ridership declined by over 50% in 3Q20 due to the COVID 19 Pandemic.
	Site-Specific Shuttles	SMU & the Amazon Site-Specific Shuttle Agreements were approved 3Q20
	Vanpool Non-Traditional Service	<p>The Vanpool Fleet was reduced dramatically from 174 vanpools (1Q20) to 163 vanpool formations in March. In declined to nine by the end of 3Q20 due to COVID 19. We anticipate this number will again drop significantly due to several factors. 1) Enterprise Vanpool has introduced a competitive lease price on vans in an effort to retain business. 2) Fuel prices are currently well below two dollars per gallon; and 3) the COVID–19 Pandemic and its associated restrictions made it impractical to commute in large groups for the time being.</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-070

**TO:** Distribution

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

This document is the Third 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 June 30, 2020, including Systems Integration and Real Estate.

/s/\*Stephen Salin for Tim McKay \*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 was completed in March 2020.

### **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.

**Repaint TRE Existing Fleet**

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

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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.



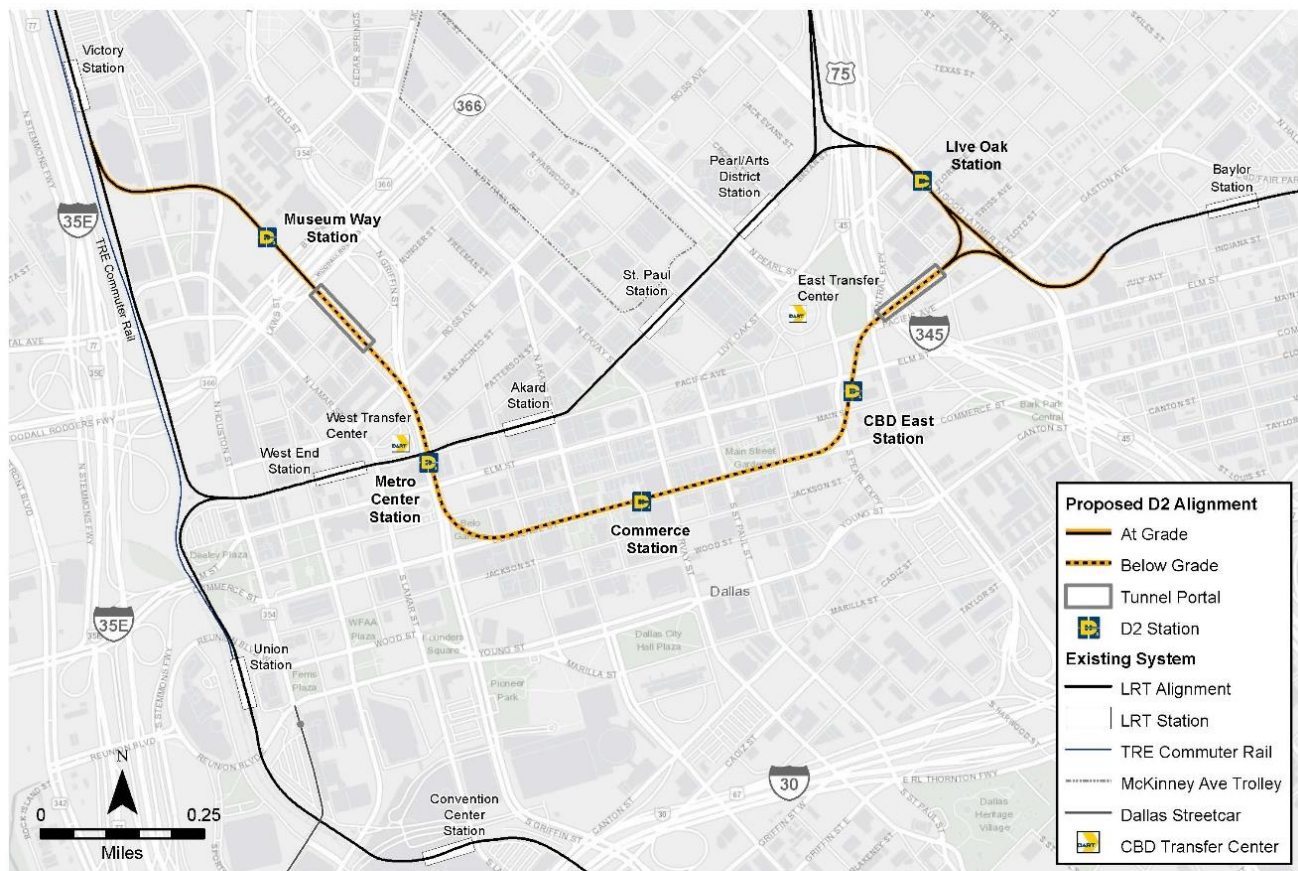
# Dallas Central Business District (CBD)

## D2 Alignment

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# Map

## D2 Alignment



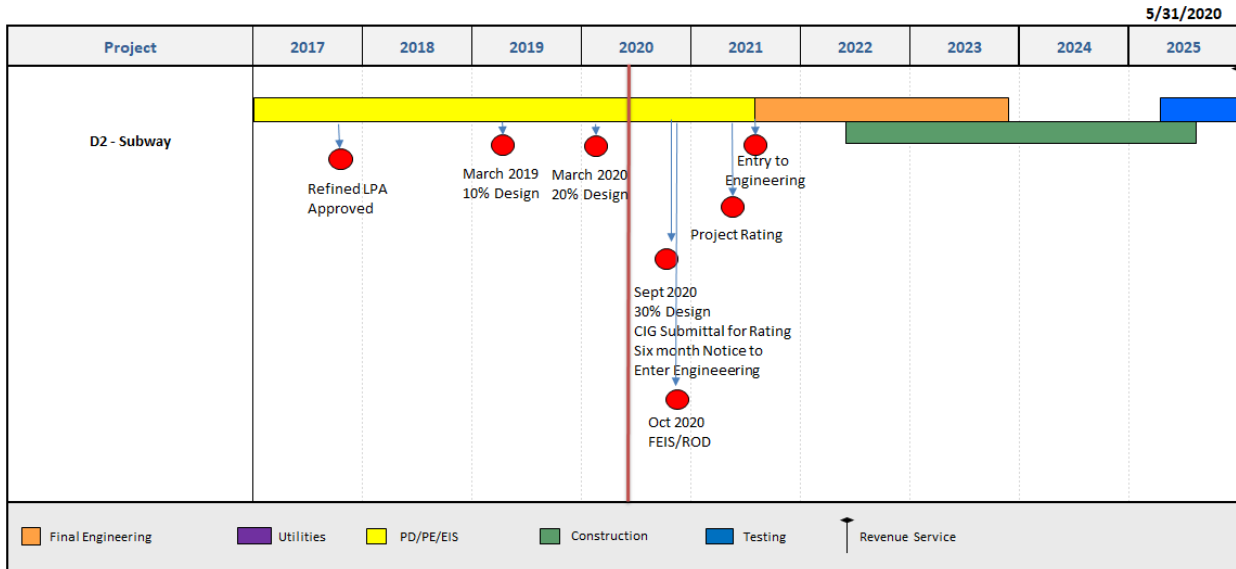
**Figure 1-1**  
**D2 Subway Light Rail Transit Project**  
 Data Source: DART, GPC6

**D2 Subway Project**  
 Supplemental Draft Environmental Impact Statement

# Summary Control Schedule

## D2 Alignment

Dallas Central Business District (CBD) D2  
Summary Control Schedule



# 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	\$18.0	\$16.6

- 1) Committed values reflect activity through 05/31/20.
- 2) Expended to Date values reflect activity in DART's General Ledger through 05/31/20.
- 3) Control Budget reflects approved FY20 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 05/31/20 after removal from CIG) - \$11,898,413.

# 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. The project cost to be included in the FY 2021 Plan is \$1.7 billion. DART plans to pursue an approximately 50/50 funding share between local/federal sources, and the project is currently programmed to be completed in 2024 (subject to change).

# Dallas Central Business District (CBD) D2 Alignment

## 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.

The Project Development (PD) effort is focused on the Commerce Alternative. The 10% design package was submitted to DART on March 8, 2019. The 20% design package was submitted to DART on March 6, 2020. The Supplemental Draft Environmental Impact Statement (SDEIS) was made available to the public on May 15, 2020. A 45-day period for review and comment started on that day and concluded on June 29, 2020.

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 regularly holds 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, Public Meetings, Stakeholder meetings and several meetings for each of the five (5) focus areas. SDEIS public hearings were held on June 11, 2020 (virtually) and on June 25, 2020 (in person). Coordination will occur with Council Boards/Committees, including: Park and Recreation Board, Landmark Commission, Arts and Culture Advisory Commission and City Council during Summer 2020.

**Issues** Quarterly meetings will continue with TxDOT to review IH-345 design concepts. Based on a meeting on June 18, 2020, below-grade IH 345 concepts still appear to work with the D2 Subway portal as designed. An agreement or deal points will be needed for the Final Environmental Impact Statement/Record of Decision (FEIS/ROD).




Timely review by the City of Dallas for required approvals (parks, landmark commission, service plan), and development of Programmatic Agreement with Texas Historical Commission (THC) will be key issues through summer to maintain schedule.

Potential early ROW acquisition may be needed.

# Six-Month Look Ahead

## D2 Alignment

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

Project	2020					
	June	July	August	September	October	November
CBD - D2						
	<div><div>Engineering, Architecture, Environmental</div><div><ul style="list-style-type: none"><li>Capital Cost Review</li><li>Value Engineering</li><li>Risk Assessment</li><li>Third Party Technical Review</li></ul></div><div>FEIS Fall 2020 </div><div>Submission of 30% PE </div><div>Public &amp; Agency Outreach</div><div><ul style="list-style-type: none"><li>Park and Recreation Board (call for public hearing for mass transit easements at Belo Garden and Pegasus Plaza)</li><li>Landmark Commission (certificates of appropriateness)</li><li>Arts and Culture Advisory Commission (public art)</li></ul></div><div> SDEIS Public Hearings Early- to Mid-June, 2020</div></div>					
<div><div></div>Project Development (Preliminary Engineering/EIS, Public Outreach Activities)</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**

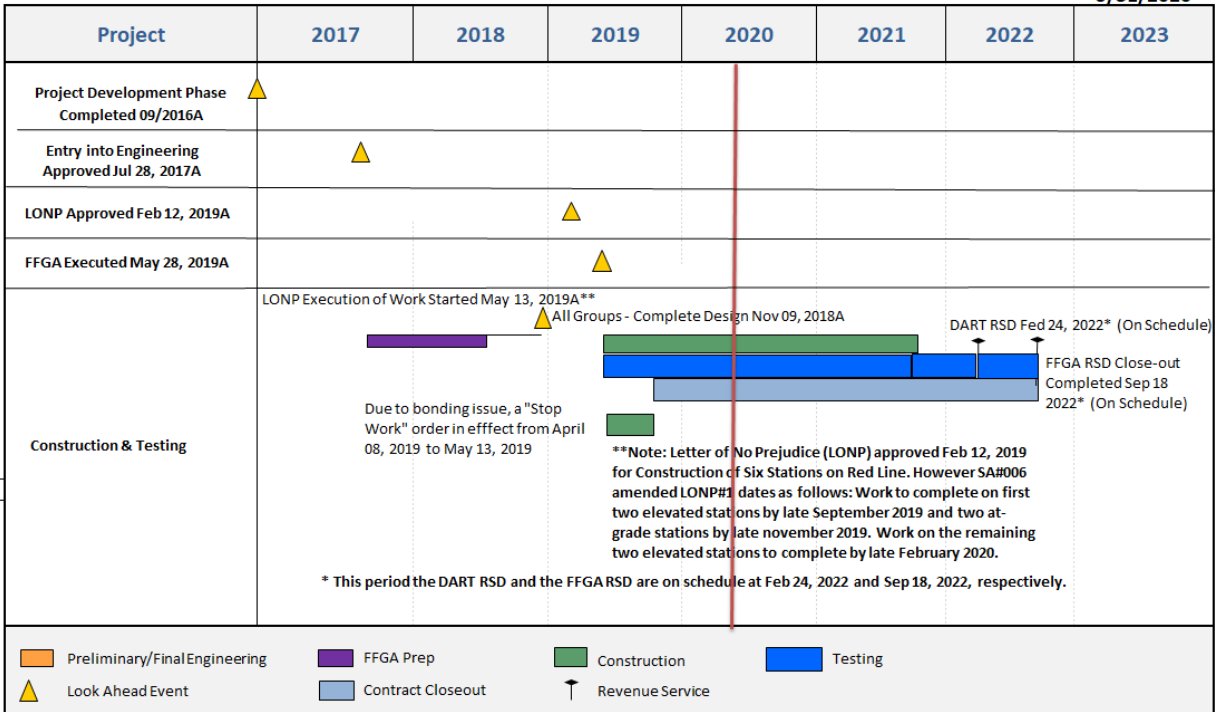
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# Summary Control Schedule

## Interrelated Projects Platform Extensions

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

5/31/2020



# 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	\$ 100.1	\$ 45.6

- 1) Committed values reflect activity through 05/31/20.
- 2) Expended to Date values reflect activity in DART's General Ledger through 05/31/20.
- 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 March 2, 2020 with Completion set for September 25, 2020.

### **Group B**

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

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

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

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

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

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

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

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

### Status (Continued)

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

On February 26, 2020, Forest Lane and Park Lane stations both received substantial completion.

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

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

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

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

### Group E

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

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

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

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

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

### 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. The Systems Integration Group (SIG) work with Designers, Project Management, DART Maintenance and Operations staff as well as the Contractors to ensure systems modifications are verified and validated for continued LRT operations.

The Safety and Security Certification Review Team (SSCRT) and Capital Program Support, Safety and Security Certification personnel verify Safety and Security Certifiable Items (SSCI). The SIG and SSC teams verify compliance with requirements in the respective programs. DART Maintenance makes systems modifications under Force Account agreement.

**Status** The RBPE project has a total of 339 Integrated tests. There are 658 Safety and Security Certifiable items (SSCI).

The Systems Integration Group (SIG) activities are ongoing and will continue throughout the project. As of June 30, 2020, the SIG have performed a total of 57 Integrated Tests. Integrated testing is ongoing as construction progresses. 53 of the 339 Integrated tests will be performed after construction is completed as system verification tests.

Safety and Security Certification activities are ongoing and will continue throughout the project. As of June 30, 2020, 381 of the 658 SSCI's are verified and closed for the stations under construction.











DART Force Account started in April 2020. SIG continues coordination with DART Force Account personnel. Integrated testing is ongoing as system elements are modified and placed into service.

**Issues** None

# Six-Month Look Ahead

## Interrelated Projects Platform Extensions

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

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

# Change Control Summary

## Interrelated Projects Platform Extensions

Interrelated Core Capacity Projects - Change Control Summary

Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(May 2020)
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 05/31/20.
- 3) Expended to Date values reflect activity in DART's General Ledger through 05/31/20.

- 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 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

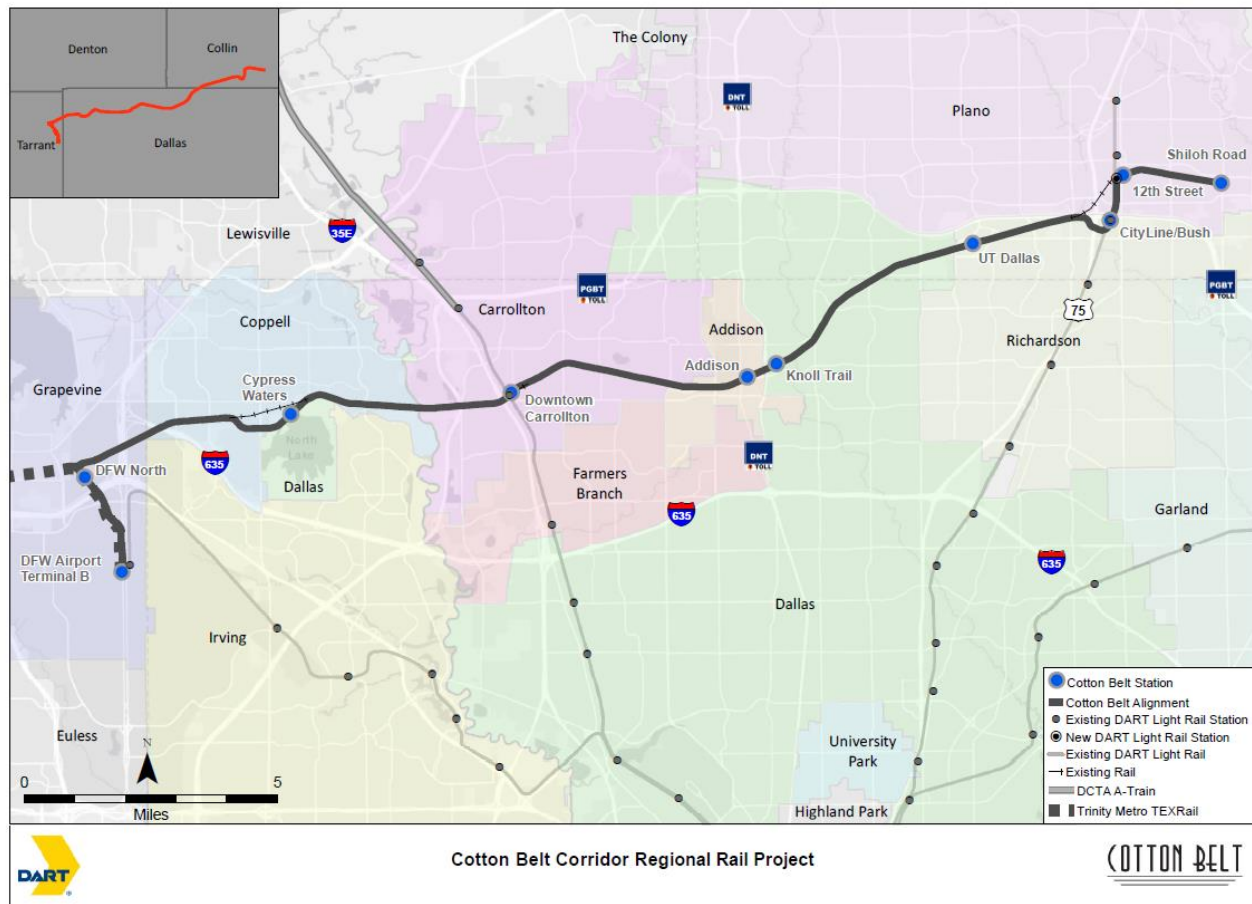


# Commuter Rail

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# Cotton Belt (Silver Line) Map

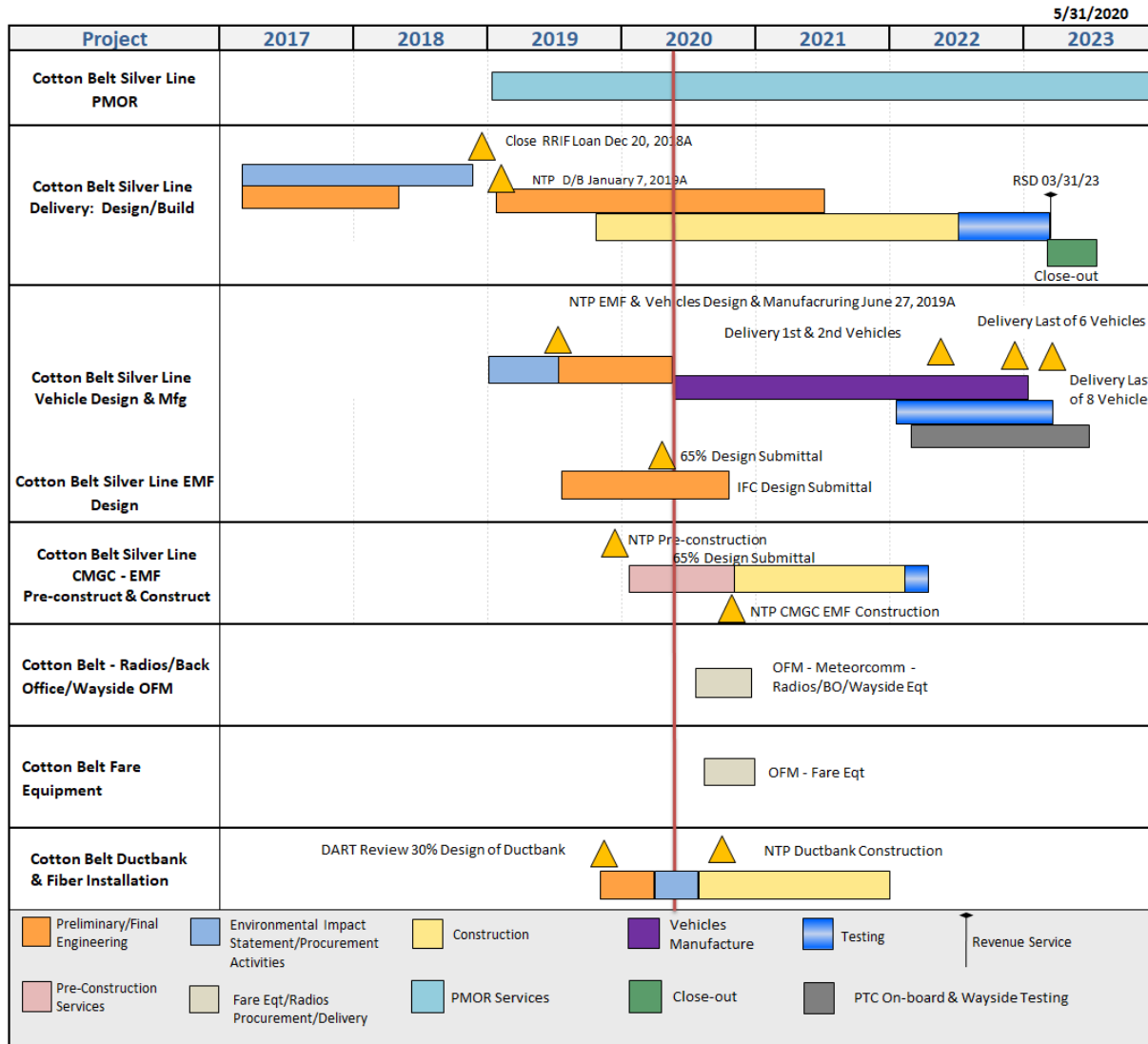
**Commuter  
Rail**



# 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	\$1,115.7	\$938.6	\$146.7
OPS/ Maintenance Facility	50.0	7.5	1.8
Commuter Rail Cars	94.0	119.2	17.8
CB-1	2.1	2.1	2.1
CB-2	2.3	2.3	2.3
CB-3	2.1	2.1	2.1
Cotton Belt Program	\$1,266.2	\$1,071.8	\$172.8

- 1) Expended to date values reflect activity through 05/31/20, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 05/31/20.
- 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) Control Budget increased to \$1,266,173,472; includes an additional \$23,173,472 as per Board Resolutions 200049 thru 200055 passed on May 26, 2020.
- 6) Cotton Belt Expended to Date (Prior to approval of RRIF Loan 12/19/18) - \$8,265,211  
Cotton Belt Expended to Date (After approval of RRIF Loan 12/19/18 – 05/31/20) - \$164,566,893
- 7) Division of Cotton Belt Program Budget into sub-Projects is work-in-progress; reports will reflect updates to these sub-Project budgets periodically.

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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**

- |                                     |  |
|-------------------------------------|--|
| <b>Board Strategic<br/>Priority</b> | 3: Optimize DART’s influence in regional transportation planning<br>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 Representative (PMOR) on January 8, 2019. In February 2019, site

**Status (Continued)** surveying and data gathering activities were initiated. In March and April 2019, DART conducted coordination meetings with city representatives and provided updates on design and construction activities to the community. In May 2019, coordination with city representatives continued and community workshops for the betterments program were initiated in Dallas neighborhoods. On May 29, 2019, the DART Station Art and Design Orientation Meeting was conducted for the DFW North, Cypress Waters, and Knoll Trail Stations. On July 24, 2019, the DART Station Art and Design Orientation Meeting was conducted for the Addison Station. A series of four quarterly design and construction update meetings with the community were initiated in July and 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 May 2020, the design-builder has submitted 227 of 419 design packages, totaling to nearly 54% of all packages due, including street improvements, civil, systems, stations, bridge plans, and utility relocation packages.

Construction of the Phase I 60" water line at new Mercer Yard is near completion. ONCOR relocation at the new Mercer Yard will start early June 2020.

COVID-19 impact was mostly on start of utility relocations.

Redesign of Hillcrest and Coit Road intersections was briefed to DART Board in May 2020, with a follow up briefing anticipated in June 2020. Action will be requested in August 2020. City of Dallas has requested change of design to modified FEIS design.

New alignments at existing Mercer Yard in Downtown Carrollton is also being investigated in order to avoid property acquisition concerns. DART is leaning towards the two up alignment with no improved property acquisition. It will require taking vacant properties.

Discussions are being held with TxDOT and City of Richardson on the ILA related Gateway Bridge Structure required at the US 75 crossing of the Silver Line in City of Richardson. Phase I design is in progress. Phase II of design is anticipated to start in July 2020.

### Status (Continued)

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 May 2020, the Vehicle manufacturer and EMF designer had submitted 131 of 164 vehicle design submittals, totaling to 80% of all vehicle design submittals due. As of end of May 2020, the 65% EMF designs were delivered to DART and under review.

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 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. Legal staff from DART and DFW are working on the final version of a License Agreement to allow DART's contractor to enter onto and begin construction work on DFW 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.

## Issues (Continued) 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

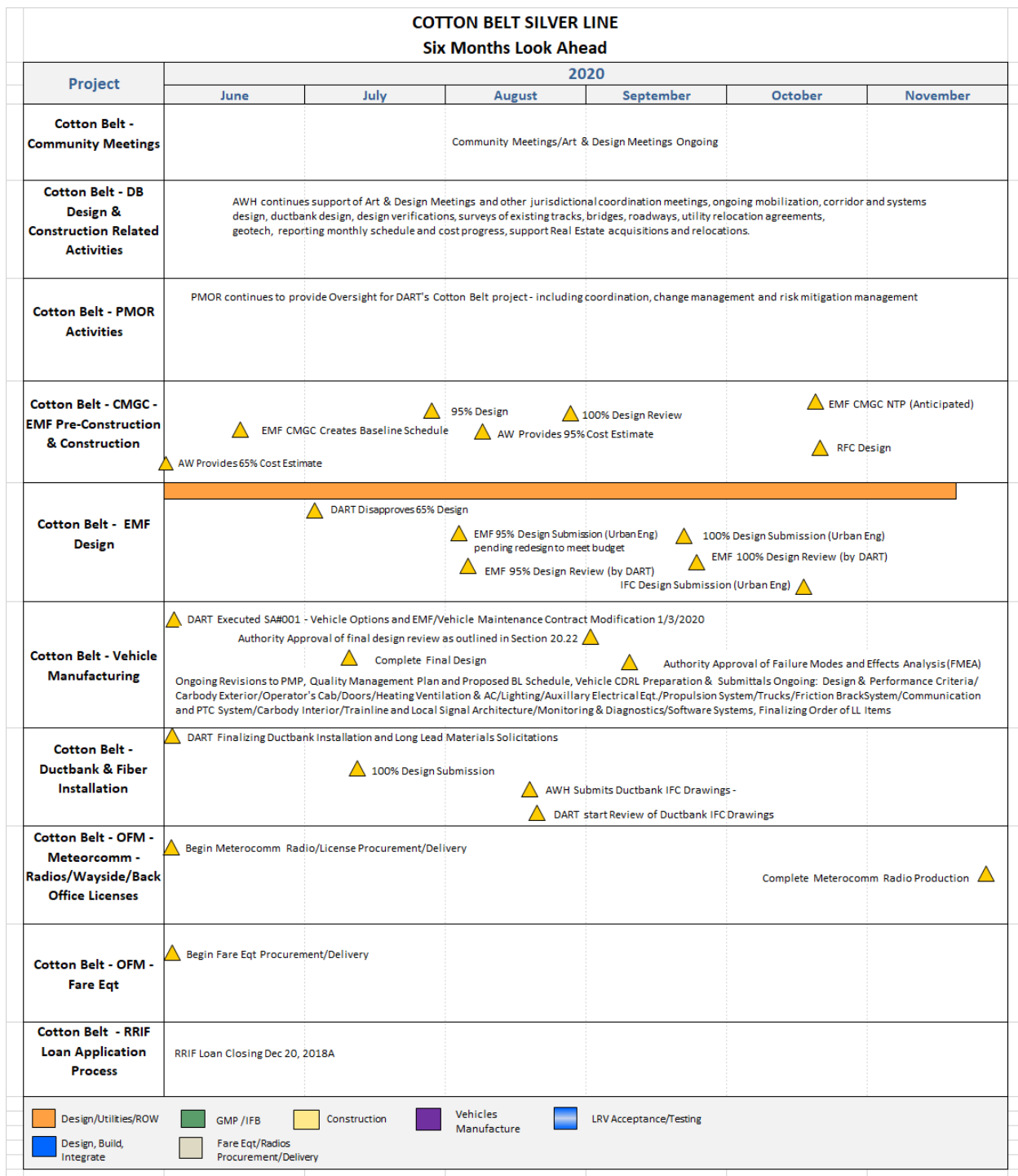
DART is working with the North Central Texas Council of Governments (NCTCOG) and respective cities to prepare funding agreements for implementation of the corridor-wide hike and bike trail. Cost proposal received from the design-builder for final design based on the 10% design under development by the NCTCOG is in excess of the NCTCOG's budget. DART is evaluating cost drivers in an attempt to narrow down the budgetary gap. Follow up meeting for March and April discussions, between DART and NCTCOG, is anticipated in late May or early June 2020.

### 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 working towards mutually acceptable solutions. An agreement between DART and City of Dallas was briefed to DART Board in March, April and May sessions. Follow up briefings are anticipated in June and July with action in August 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 (May 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	Stantec 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%									

Legend: % Contingency >= 70%

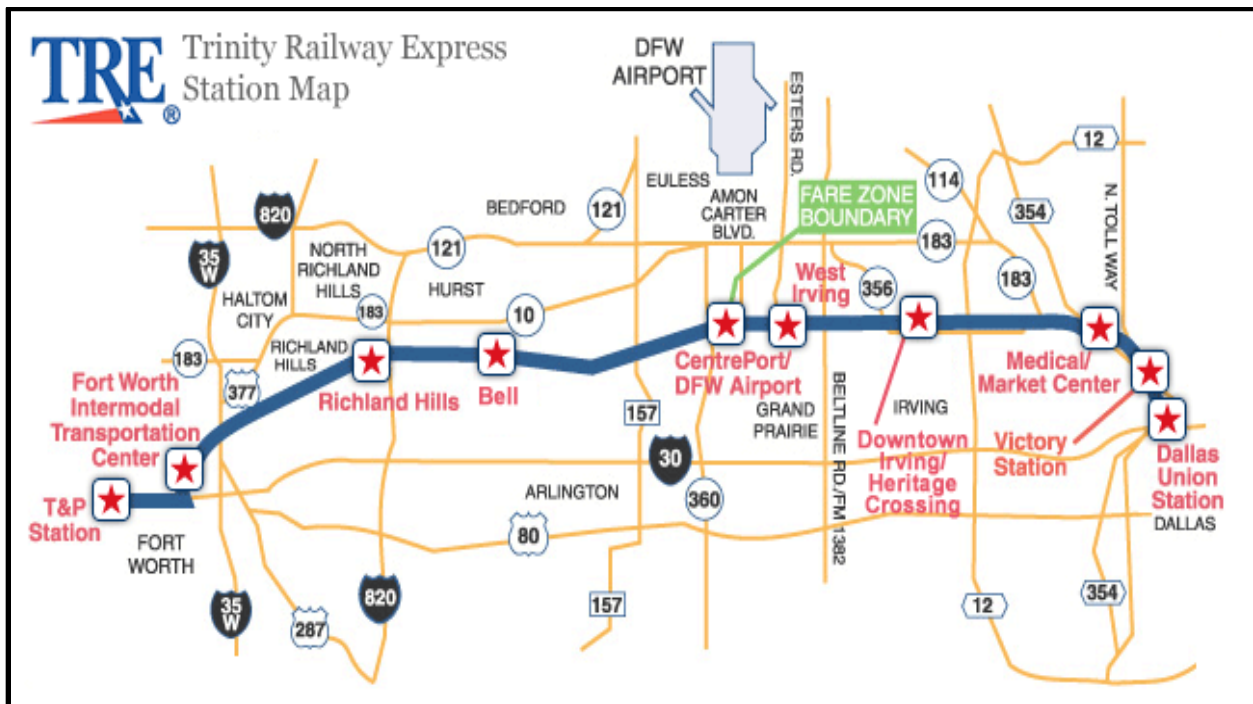
Notes:

- 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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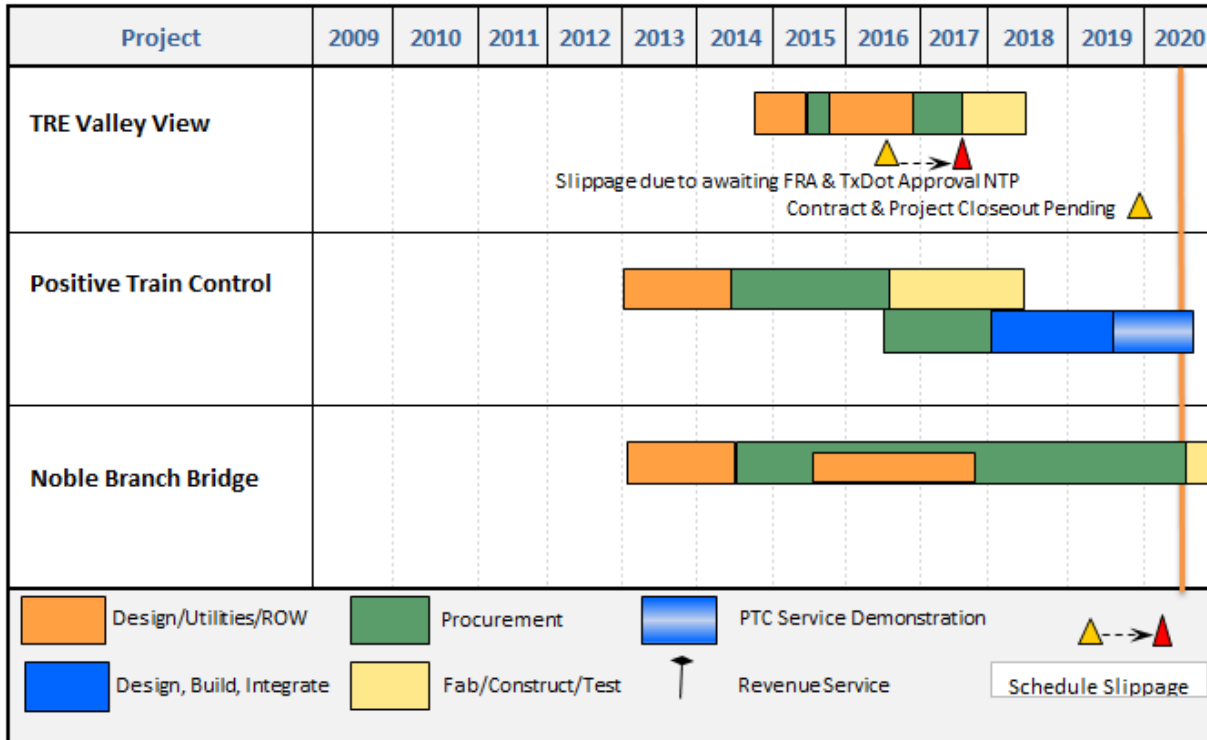


# Summary Control Schedule

**TRE Projects**

## TRE Projects Summary Control Schedules

05/31/2020



# Cost Summary

## TRE Projects

TRE PROJECTS Cost Summary (in millions of dollars)			
	Control Budget <sup>(2)</sup>	Current Commitment <sup>(2)</sup>	Expended to Date <sup>(1)</sup>
Valley View to West Irving Double Tracking <sup>(3,4,5)</sup>	\$ 22.7	\$ 23.4	\$ 23.4
Positive Train Control (PTC)	34.8	34.6	30.3
Noble Branch Bridge	10.7	0.5	0.5
MP 640.41 Inwood Bridge	1.6	0.2	0.2
Medical District Drive	2.1	0.2	0.1
Locomotive Purchase	5.8	4.9	0.0
Mid-Life Overhaul of TRE's F59PHI Locomotives	5.3	4.2	0.0
Bi-Level Overhaul & Side Sill Repair	16.2	16.1	1.2
Paint TRE's Existing Fleet	1.0	1.0	0.2

- 1) Expended to date values reflect activity through Expended to Date provided by DART Finance/Accounting through 05/31/20.
- 2) Control Budget and Current Commitment reflect activity through Expended to Date provided by DART Finance/Accounting through 05/31/20.
- 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.

Final as-built drawing revisions have been received and DART is in the process of releasing retainage and final payment.

**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 (I-ETMS). The installation of the new Penta radio and CAD merged database was completed on April 27, 2019, and RSD was initiated on May 2, 2019. TRE completed the

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

On April 1, 2019, TRE submitted its PTC Safety Plan to the FRA. This contains vendor product information on the safety and reliability, industry and individual railroad hazard analysis, along with TRE process and procedures for the implementation, operation and maintenance of the I-ETMS.

PTC Interoperability testing activities completed with TRE tenants includes Lab Interoperability End to End Testing with DGNO, FWWR, BNSF, UPRR, and Amtrak. Field Interoperability Testing completed with DGNO, FWWR, and BNSF. TEXR and BNSF are now operating PTC trains on the TRE corridor, without any Interoperability issues.

Wabtec has reported the following status as of June 30, 2020:

- |                                       |               |
|---------------------------------------|---------------|
| • System Engineering                  | 93% complete  |
| • Test Procedure Development          | 100% complete |
| • Engineering Functional Requirements | 100% complete |
| • Track Data Services (GIS)           | 100% complete |
| • Communication Implementation        | 100% complete |
| • Wayside Implementation              | 100% complete |
| • Onboard Installation                | 100% complete |
| • Interoperable Train Control         |               |
| Message (ITCM) Hosting                | 100% complete |
| • Back Office System                  | 100% complete |
| • System Integration                  | 86% 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.

**Status (Continued)** A Request for Proposal for the bridge construction will be let by the end of the fourth quarter FY 2020 or later depending on the decision of the current financial plan.

**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 plan to be let by the end of the fourth quarter FY 2020 or later depending on the decision of the current financial plan.

**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, wastewater, and storm drainage improvements, including additional drainage behind the Children's Medical Center building. Due to the widening of the road, TRE bridges will have to be reconstructed. Dallas County will coordinate all construction on this project.

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

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

The County Contractor will be responsible for the replacement of the two bridges. The TRE will be responsible for the track across both bridges including ballast, 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. The date of switching TRE to Track #2 is to be determined. 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 to be redesigned. Redesign has been received and is under review. Wingwall footing has been completed. All abutment footing was completed. The abutment wall forming started. Once clearance is received the contractor will start pouring the wingwall.

### 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 were installed and completed. The plates are being installed on top of the piles.

**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 mid-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. Change requests in the amount of \$344,251 were approved in April 2020, bringing the NTE amount to \$4.2m.

Expected return dates are anticipated late 2020.

**Issues** **Delays**  
A series of crossing incidents that occurred between August 2018 and November 2018, 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 damaged locomotives took more than a year.

The first unit was provided to Progress Rail on October 15, 2019. The second unit was provided to Progress Rail on February 13, 2020.

# Bi-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.

CAD Railways currently has four (4) TRE coach cars in their shop for overhaul. 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 has caused delays in providing CAD Railways the first unit for overhaul. Repairs to one of the three damaged bi-level cars are ongoing.

The first two coach cars provided to CAD Railways were cars previously assigned to RELCO Locomotives, Inc. The RELCO contract was terminated and the cars were transported to CAD's maintenance shop in February 2020. On March 2, 2020, TRE provided Coach Car 1054 to CAD for overhaul and side sill repairs. COVID-19 conditions have impacted overhaul activities slightly due to physical distancing requirements issued under Canadian law.

# Repaint TRE Existing Fleet

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

**Status** Contract Award and Notice to Proceed was issued on January 29, 2020.

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

**Issues** **Delays**



Project start was slightly delayed due to weather conditions that prevented the completion of dirt/ballast work on the TRE stub track and the construction of the portable paint booth.

The contractor was provided the first car for painting on April 6, 2020. Work on the third car began on June 25, 2020. Existing condition of the cars required the contractor to change from a "paint sanding" to an abrasive blasting technique for paint removal. The abrasive blasting should shorten the paint removal timeframe. The contract is projected to continue through mid-June 2022.

# Six-Month Look Ahead

## TRE Projects

### TRE Projects Six-Month Look Ahead

Project	2020					
	June	July	August	September	October	November
TRE Valley View			Contract Closed Out			
Noble Branch Bridge			Noble Branch Bridge Project On-Hold			
Positive Train Control (Fiber Installation)			Completed			
PTC Integrator	<div><div></div><div>Extended PTC RSD Demonstration: Union Station to T &amp; P Station Interoperability (Six Tenants) Lab Testing Field Testing  PTC Safety Plan - To Submit for Review March, 2020/ FRA Review Approved Sept, 2020</div><div>Project Complete/Closeout Complete 20-Nov-2020 </div></div>					
<div><div><div></div>Design</div><div><div></div>Construct/Test</div><div><div></div>Procurement</div><div><div></div>System Integration Testing</div><div><div></div>PTC Service Demonstration</div></div>						

# Change Control Summary

## TRE Projects

TRE Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(May 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	Stantec 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.

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# Additional Capital Development

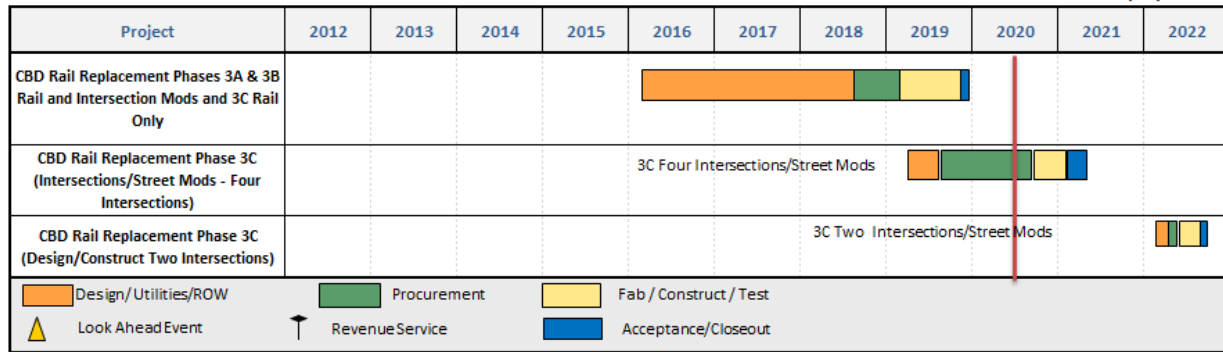
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# Summary Control Schedule

## Additional Capital Development

### Additional Capital Development Projects Summary Control Schedules

05/31/2020



# 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	27.1	25.3
Hidden Ridge Station	13.6	12.8	1.2

- 1) Expended to Date values reflect activity through 05/31/20, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 05/31/20.
- 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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<b>Board Strategic Priority</b>	<p>1: Continually improve service and safety experiences and perceptions for customers and the public</p> <p>2: Optimize and preserve (state of good repair) the existing transit system</p>
<b>Description</b>	<p>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.</p>
<b>Status</b>	<p><b>Phase I</b> (Design &amp; Integrate with COD) and <b>Phase II</b> (Monitor LRV, Control Traffic Signals in CBD) have been completed. <b>Phase IIA</b> 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>DART vendor has completed TSP P2P network upgrade. DART has hired a consultant to support P2P efforts and to provide training to City of Dallas staff on Advanced Traffic Signal Controller.</p>
<b>Issues</b>	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 was 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.

Bids were received for the four streets, Pearl Street, Field Street, Akard Street, and Olive Street, on June 17, 2020.

**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 is substantially complete. Contractor has substantially completed the earth work in the parking lot and is making progress in the moisture conditioning of the parking lot. Main Storm Sewer Lines were installed in the parking lot. Contractor encountered conflict of retaining wall tie and drilled shaft. Potholes were excavated to locate retaining wall ties. Submission of deliverables are in progress.

Revenue Service is anticipated in February 2021.

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

The project completion date is trending February 2021 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.

As a result of the pandemic and Dallas County order regarding Covid-19, the contractor has given notice to DART with Force Majeure Letter and Letter of Delay due to the suspension of Light Rail Training to comply with County order.

# Six-Month Look Ahead

## Additional Capital Development

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

5/31/2020

Project	2020					
	June	July	August	September	October	November
CBD Rail Replacement Phase 3A & 3B Rail and Intersection Mods and 3C Rail Only Construction	Milestone C - 3A, 3B, and 3C -Rail Replacement Complete					
CBD Rail Replacement Phase 3C Four Intersections Modifications - Construction	<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></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 (May 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	\$13,348,059	\$674,039	\$14,022,098	\$129,308	\$13,477,367	\$544,731	19%	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:			\$49,694,687	\$4,140,792	\$53,835,479	\$1,864,254	\$51,558,941	\$2,276,538			

Legend: % Contingency >= 70%

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# Safety & Security Projects

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## Safety & Security Projects

05/31/2020



# 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	0.0	0.0	0.0
Signalized Crossing @ Ledbetter Station	0.0	0.0	0.0
Pedestrian Barriers @ Fair Park	0.2	0.1	0.1
CCTV – 163 Vehicles	11.3	10.9	10.6
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>\$ 20.9</b>	<b>\$ 13.2</b>	<b>\$ 12.0</b>

1) Committed values reflect activity through 05/31/20.

2) Expended to Date values reflect general ledger activity posted through 05/31/20.

**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. DTI signature is pending to execute SA #008 for DART to perform work in-house using contract retainage money.

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

**Board Strategic Priority** 1: 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.

An application for a Certificate of Appropriateness was approved by the City of Dallas in September 2018. Design for improvements to West End Station area lighting was completed in November 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

05/31/2020

Project	2020					
	June	July	August	September	October	November
CCTV For 163 SLRVs (48 + 115)	CCTV Project Complete- October 22, 2019 Additional re-work on power supply is currently under review.					
<div><div>Design/Utilities/ROW</div><div>Look Ahead Event</div><div>Procurement</div><div>Acceptance/Closeout</div><div>Material Delivery/Install/Construct/Test</div></div>						

# Change Control Summary

## Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note b) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(May 2020)
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 >= 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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## Streetcar Projects

05/31/2020



# 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 05/31/20.
- 2) Expended to Date provided by DART Finance/Accounting through 05/31/20.
- 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

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

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

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

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

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

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

As of April 2019, design was progressing with field surveys, geotechnical and other design activities.

The 30% design deliverables were received in July 2019 and submitted to the City of Dallas in October 2019.

**Issues** None

# Six-Month Look Ahead

## Streetcar Projects

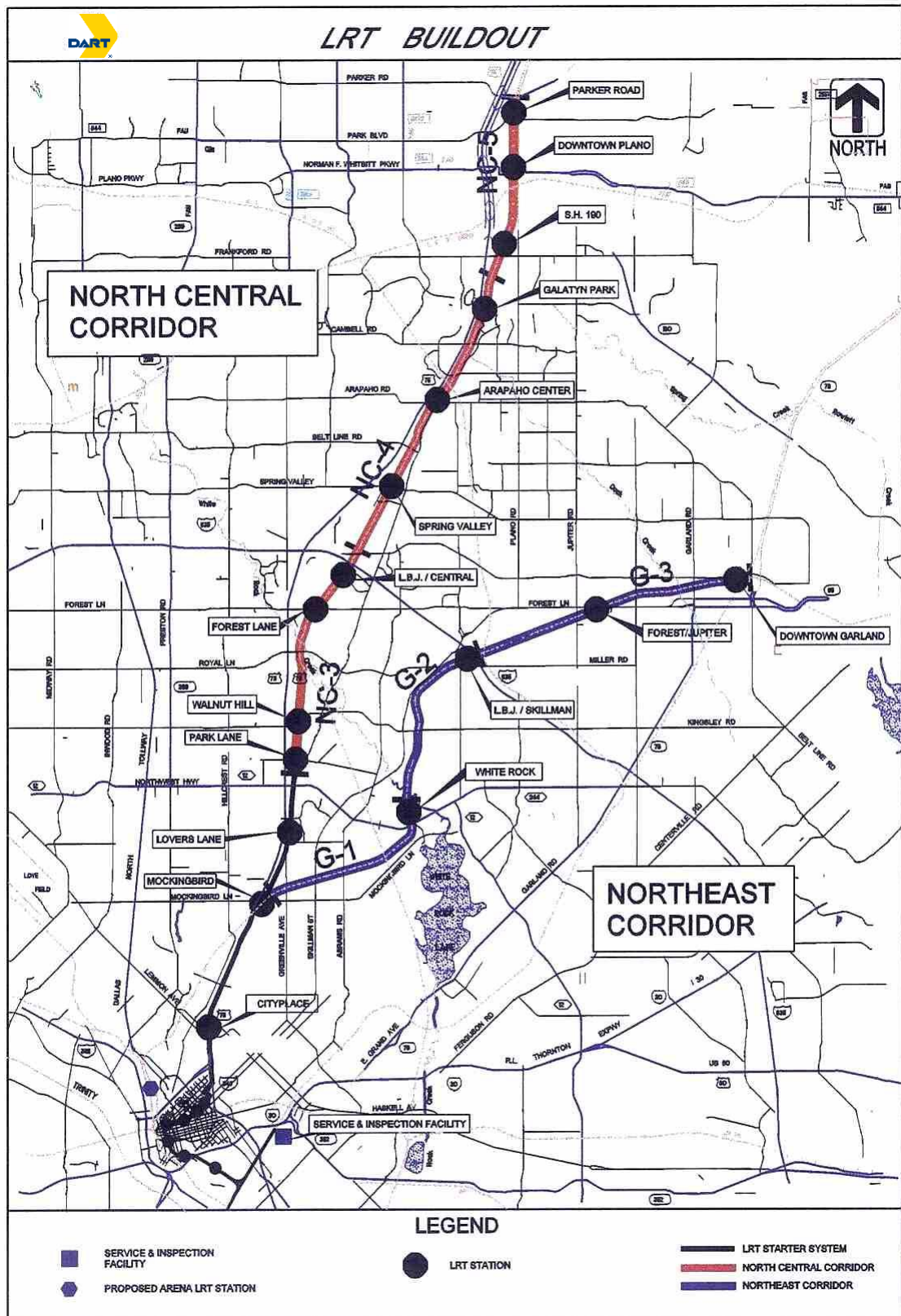
### Dallas Streetcar Projects Six-Month Look Ahead

Project	2020					
	June	July	August	September	October	November
Streetcar North Extension Entire Loop - Project Pending City of Dallas Approval						
	DART Project Development/Preliminary Engineering On hold - Pending COD Direction					
<div><div></div> Ping/Design/Utils/ROW<div></div> Procurement<div></div> Fab/Construct/Test</div> <div><div></div> Look Ahead Event</div>						



# LRT Buildout Phase I

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# 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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## LRT Buildout Phases II & III



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# **LRT Buildout**

## **Phase IIB**

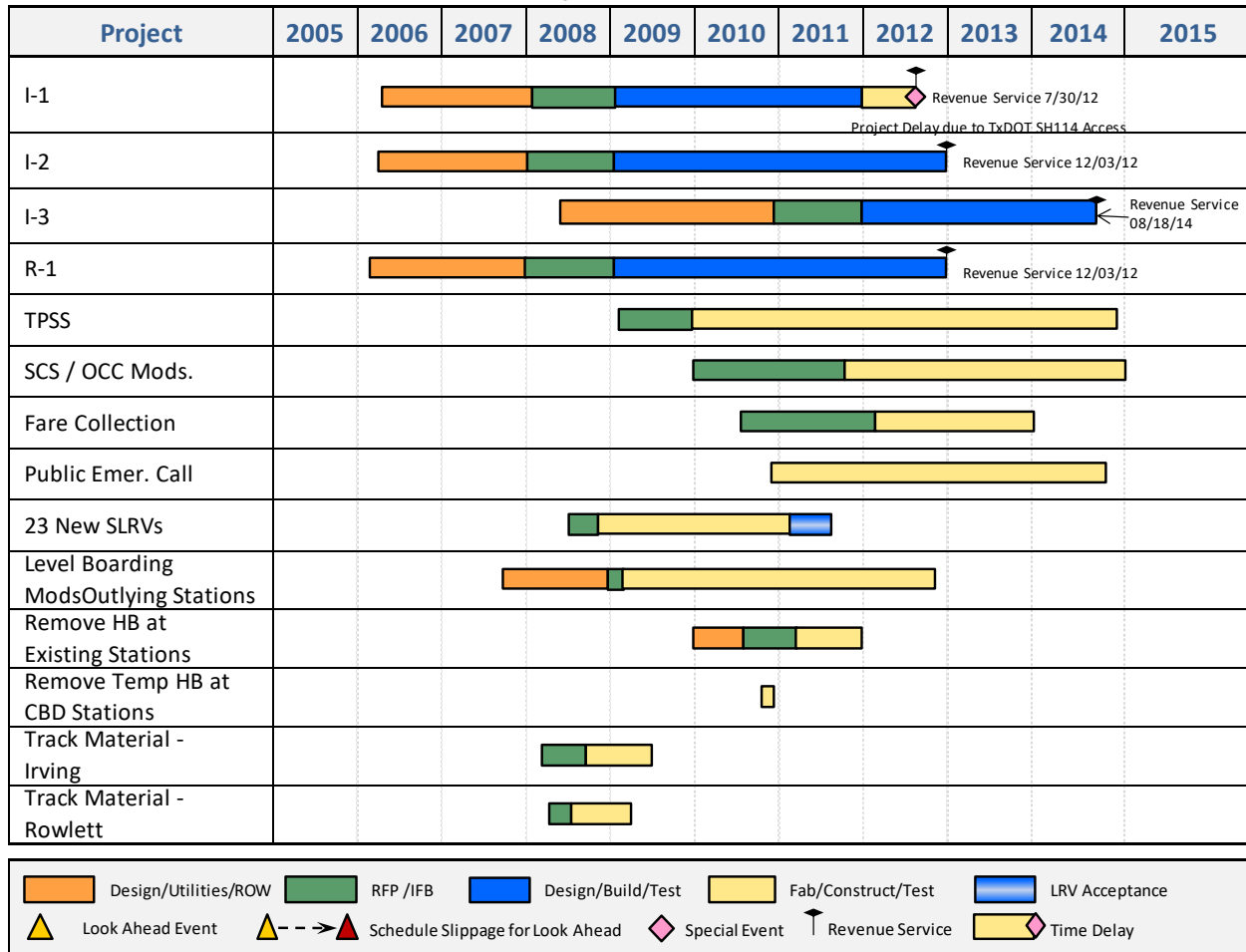
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# Summary Control Schedule

## 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 05/31/20.
- 2) Expended to date values reflect activity through 05/31/20.
- 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 05/31/20.
- 2) Expended to date values reflect activity through 05/31/20.
- 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**

**June 30, 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*

\_\_\_\_\_  
**Joseph Costello, Chief Financial Officer**

*Dwight D Burns*

\_\_\_\_\_  
**Dwight Burns, Treasurer**

*Beverly F. Adler*

\_\_\_\_\_  
**Beverly Adler, Assistant Treasurer**

*Wallace Waits*

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

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# Quarterly Investment Report - Summary

**3rd 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 continues to maintain the target range for the Fed Funds Rate between zero and 1/4 percent on June 10th. Economic indicators released since June 10<sup>th</sup> Committee meeting pointed to continued concerns over a world recession as a result of COVID-19. The U.S. labor market rose by 4.8 million by June-end. The unemployment rate is at 11.1 percent (11.1%). The long-term inflation is at one and one-fifth percent (1.2%) on a 12-month basis, and real gross domestic product (GDP) decreased by 5 percent (5.0%) by March-end 2020. DART continues to monitor the impacts of COVID-19. The compliance with PFIA positions in our investment portfolios consider safety as the highest priority to persevere these economic challenges.

## Yield to Maturity Managed Funds

FY19	9/30	<b>2.011</b>
	12/31	<b>1.842</b>
FY20	3/31	<b>1.460</b>
	6/30	<b>0.694</b>

Ending Amortized Book Value as of June 30, 2020								
Portfolio	Agencies	CP	Pools	MMF's	Fund Totals	YTM	Compliant	
<b>Managed Funds</b>								
Operating	\$ 68,700,000	\$ -	\$302,259,011	\$ -	\$370,959,011	0.692%	Yes	
Financial Reserve	50,000,000	-	13,473	-	50,013,473	0.908%	Yes	
MAIF	9,000,000	-	3,095,517	-	12,095,517	1.409%	Yes	
Platform Extensions	-	-	61,933,775	-	61,933,775	0.626%	Yes	
Silver Line	1,600,000	-	18,500,006	-	20,100,006	0.699%	Yes	
Insurance	12,200,000	-	61,459	-	12,261,459	1.123%	Yes	
Bond SEAF	-	-	100,228,473	-	100,228,473	0.626%	Yes	
CP SEAF	-	-	24,423,045	-	24,423,045	0.627%	Yes	
	\$141,500,000	\$ -	\$510,514,760	\$ -	\$652,014,760	0.711%		
<b>Constrained Funds</b>								
Debt Service	\$ -	\$ -	\$ 76,147,938	\$ 246,132	\$ 76,394,069	0.567%	Yes	
City of Irving ILA	-	-	4,856,124	-	4,856,124	0.626%	Yes	
Regional Toll Road	-	-	-	1,543,863	1,543,863	0.010%	Yes	
COD Streetcar	-	-	-	16,682	16,682	0.010%	Yes	
Toyota	-	-	370,898	-	370,898	0.626%	Yes	
	\$ -	\$ -	\$ 81,374,960	\$ 1,806,676	\$ 83,181,636	0.560%		
<b>All Funds</b>	<b>\$141,500,000</b>	<b>\$ -</b>	<b>\$591,889,720</b>	<b>\$ 1,806,676</b>	<b>\$735,196,396</b>	<b>0.694%</b>		

The investment rating of each investment was reviewed on 06/30/20 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:

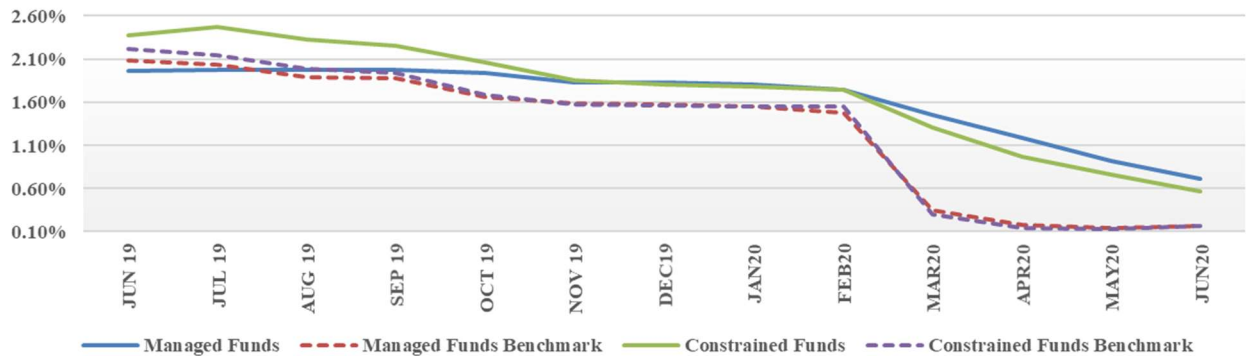
<b>Debt Service</b>	100% money-market funds and local government investment pools (LGIP)
<b>Financial Reserve</b>	LGIPs and laddered maturities
<b>Insurance</b>	LGIPs and laddered maturities
<b>Mobility Assist. &amp; Innovation Fnd (MAIF)</b>	LGIPs, 1-6 months (10%), 6-12 months (10%), laddered 2-5 years (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

**3rd Qtr FY20**

## Historical Performance Against Benchmarks

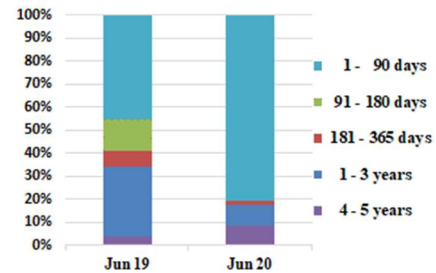


The benchmark rates are calculated at the end of each month as a weighted average of the 3 and 6-month Treasury bond yield curves, as well as the Treasury 1-3 year bond yield curves.

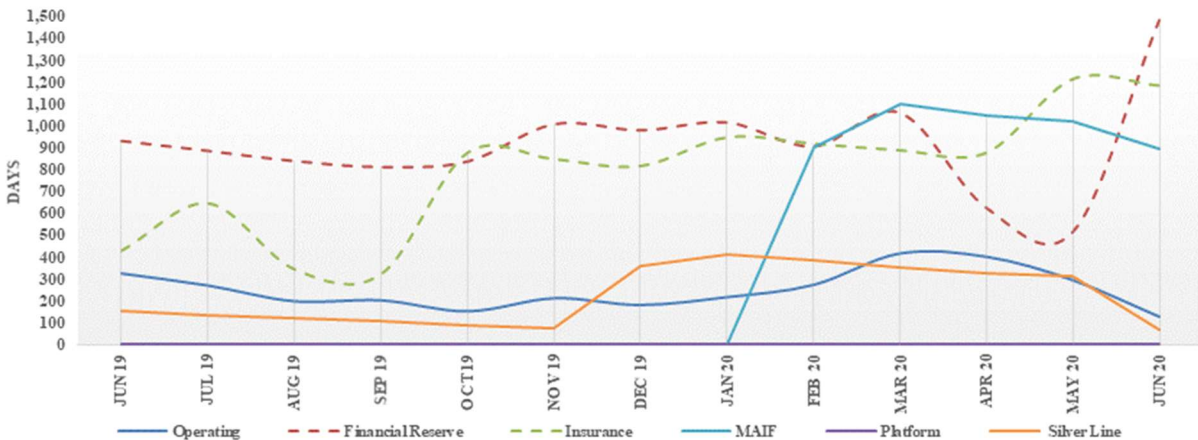
## Average Yield to Worst All Funds

	12 months ending	9 months		
	FY17	FY18	FY19	FY20
Actual	1.04%	1.46%	2.02%	1.48%
Benchmark	1.02%	1.95%	2.30%	0.96%

## Investments by Maturity Range



## Weighted Average Maturities



# Security Transactions - Purchases

**3rd Qtr FY20**

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<b><u>FINANCIAL RESERVE</u></b>								
6/17/20	3134GVS74	FHLMC 0.52 6/16/2023-20	\$ 5,000,000	06/16/23		0.520	\$ 5,000,000	20-0051
6/24/20	3130AJRD3	FHLB 0.62 6/24/2024-20	10,000,000	06/24/24		0.620	10,000,000	20-0052
6/25/20	3133ELP57	FFCB 0.59 3/25/2024-20	10,000,000	03/25/24		0.590	10,000,000	20-0053
6/30/20	3130AJQP7	FHLB 0.72 12/30/2024-20	5,000,000	12/30/24		0.720	5,000,000	20-0054
6/30/20	3134GV3V8	FHLMC 0.75 3/28/2025-20	7,060,000	03/28/25		0.750	7,060,000	20-0055
<b>TOTAL \$</b>			<b>37,060,000</b>			<b>0.637</b>	<b>\$ 37,060,000</b>	
<b><u>INSURANCE RESERVE</u></b>								
4/6/20	3130AJG94	FHLB 0.875 4/6/2023-21	\$ 3,000,000	04/06/23		0.875	\$ 3,000,000	20-0048
4/20/20	3133ELWR1	FFCB 0.875 10/20/2022-20	1,500,000	10/20/22		0.875	1,500,000	20-0049
5/4/20	3133ELYH1	FFCB 0.625 5/4/2023-20	4,100,000	05/04/23		0.625	4,100,000	20-0050
<b>TOTAL \$</b>			<b>8,600,000</b>			<b>0.756</b>	<b>\$ 8,600,000</b>	
<b>GRAND TOTAL \$</b>			<b>45,660,000</b>			<b>0.696</b>	<b>\$ 45,660,000</b>	

# Security Transactions - Maturities, Calls & Sales

**3rd 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>								
5/25/20	Called	08/25/22	3130A8XW8	FHLB 1.801 8/25/2022-20	\$ 5,013,053	\$ -	\$ 585	\$ (7,550)
6/15/20	Matured	06/15/20	3130AA3Z9	FHLB 1.5 6/15/2020-17	3,275,000	24,563	-	-
5/18/20	Called	02/18/22	3130AJ6U8	FHLB 1.65 2/18/2022-20	5,000,229	-	-	-
6/11/20	Called	12/11/23	3130AJCH0	FHLB 1.375 12/11/2023-20	5,001,528	17,188	-	-
5/19/20	Called	11/19/20	3133EK7L4	FFCB 1.66 11/19/2020-20	10,000,000	83,000	-	-
4/21/20	Called	01/21/22	3133ELHX5	FFCB 1.66 1/21/2022-20	10,000,000	-	-	-
5/8/20	Called	05/05/22	3133ELLW2	FFCB 1.61 5/5/2022-20	5,004,472	20,125	-	-
5/18/20	Called	02/18/21	3133ELNK6	FFCB 1.53 2/18/2021-20	5,000,000	-	-	-
6/11/20	Called	03/11/22	3133ELSS4	FFCB 1 3/11/2022-20	1,000,167	-	-	-
6/17/20	Called	03/17/25	3133ELTE4	FFCB 1.22 3/17/2025-20	5,000,000	0	-	-
6/16/20	Called	12/16/21	3133ELTM6	FFCB 0.83 12/16/2021-20	4,997,846	10,375	2,151	2,500
6/19/20	Called	09/12/22	3133ELTX2	FFCB 0.93 9/12/2022-20	4,991,350	0	(877)	8,650
5/8/20	Called	11/08/21	3134GUPZ7	FHLMC 1.76 11/8/2021-20	10,000,000	88,000	-	-
5/18/20	Called	05/18/22	3134GVCJ5	FHLMC 1.6 5/18/2022-20	5,502,261	22,000	56	(550)
5/14/20	Called	02/14/22	3134GVCQ9	FHLMC 1.625 2/14/2022-20	5,000,000	-	-	-
6/10/20	Called	03/10/22	3134GVGE2	FHLMC 0.85 3/10/2022-20	5,000,000	-	-	-
5/25/20	Called	08/25/20	3136G4GW7	FNMA 1.5 8/25/2020-17	10,000,000	-	-	-
<b>TOTAL \$</b>					<b>99,785,906</b>	<b>\$ 265,250</b>	<b>\$ 1,914</b>	<b>\$ 3,050</b>
<b><u>FINANCIAL RESERVE FUND</u></b>								
6/24/20	Called	06/24/22	3130AJDB2	FHLB 1.02 6/24/2022-20	\$ 4,030,000	\$ 10,277	\$ -	\$ -
6/25/20	Called	03/12/24	3133ELST2	FFCB 1.21 3/12/2024-20	1,545,208	-	-	-
5/22/20	Called	05/22/23	3134GTMV2	FHLMC 2.625 5/22/2023-20	3,835,000	50,334	-	-
4/3/20	Called	10/03/22	3134GUEM8	FHLMC 2 10/3/2022-20	8,650,000	86,500	-	-
4/30/20	Called	10/30/23	3134GUME7	FHLMC 2 10/30/2023-20	10,000,000	100,000	-	-
5/28/20	Called	08/28/20	3136G35C5	FNMA 1.4 8/28/2020-17	5,000,000	-	-	-
<b>TOTAL \$</b>					<b>28,060,208</b>	<b>\$ 247,111</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>INSURANCE</u></b>								
4/2/20	Called	11/09/20	3133EGF42	FFCB 1.36 11/9/2020-17	\$ 3,000,000	\$ -	\$ -	\$ -
4/29/20	Called	07/29/21	3134GTK51	FHLMC 2 7/29/2021-20	4,100,000	20,500	-	-
4/16/20	Called	10/16/23	3134GUGA2	FHLMC 2 10/16/2023-20	1,500,000	15,000	-	-
<b>TOTAL \$</b>					<b>8,600,000</b>	<b>\$ 35,500</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>SILVER LINE</u></b>								
6/16/20	Called	12/16/21	3134GUXB1	FHLMC 1.7 12/16/2021-20	\$ 8,450,000	\$ 71,825	\$ -	\$ -
4/30/20	Matured	04/30/20	31422BGZ7	FAMC 2.12 4/30/2020	10,000,000	106,000	-	-
<b>TOTAL \$</b>					<b>18,450,000</b>	<b>\$ 177,825</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>MOBILITY ASSISTANCE AND INNOVATION FUND (MAIF)</u></b>								
6/10/20	Called	03/10/23	3130AJCS6	FHLB 1.1 3/10/2023-20	\$ 999,500	\$ -	\$ (42)	\$ 500
<b>TOTAL \$</b>					<b>999,500</b>	<b>\$ -</b>	<b>\$ (42)</b>	<b>\$ 500</b>
<b><u>PLATFORM EXTENSION FUND</u></b>								
<b>TOTAL \$</b>					<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>GRAND TOTAL \$</b>					<b>155,895,614</b>	<b>\$ 725,686</b>	<b>\$ 1,872</b>	<b>\$ 3,550</b>



# Current Portfolio - Total

**3rd Qtr** **FY20**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Settle Date	Invest #
FAMC 2.12 4/30/2020	31422BGZ7	10,000,000	2.12	4/30/2020	2.12	2.12	\$ 10,000,000	\$ -	\$ -	6/24/2019	19-0014
FHLB 1.5 6/15/2020-17	3130AA3Z9	3,275,000	1.50	6/15/2020	1.50	1.50	3,275,000	-	-	12/15/2016	17-0017
FNMA 1.5 8/25/2020-17	3136G4GW7	10,000,000	1.50	8/25/2020	1.50	1.50	10,000,000	-	-	11/25/2016	17-0010
FNMA 1.4 8/28/2020-17	3136G35C5	5,000,000	1.40	8/28/2020	1.40	1.40	5,000,000	-	-	8/30/2016	16-0119
FFCB 1.36 11/9/2020-17	3133EGF42	3,000,000	1.36	11/9/2020	1.36	1.36	3,000,000	-	-	11/9/2016	17-0008
FFCB 1.66 11/19/2020-20	3133EK7L4	10,000,000	1.66	11/19/2020	1.66	1.66	10,000,000	-	-	11/19/2019	20-0008
FHLB 1.5 2/10/2021	3130AJ4A4	5,000,000	1.50	2/10/2021	1.50	1.50	5,000,000	5,000,000	5,040,046	2/10/2020	20-0019
FFCB 1.53 2/18/2021-20	3133ELNK6	5,000,000	1.53	2/18/2021	1.53	1.53	5,000,000	-	-	2/18/2020	20-0025
FAMC 0.72 3/18/2021-20	31422BWE6	5,000,000	0.72	3/18/2021	0.72	0.72	5,000,000	5,000,000	5,000,526	3/18/2020	20-0039
FHLMC 2 7/29/2021-20	3134GTK51	4,100,000	2.00	7/29/2021	2.00	2.00	4,100,000	-	-	7/29/2019	19-0016
FAMC 1.55 8/13/2021-20	31422BUL2	5,700,000	1.55	8/13/2021	1.55	1.55	5,700,000	5,700,000	5,708,563	2/13/2020	20-0023
FHLMC 1.76 11/8/2021-20	3134GUPZ7	10,000,000	1.76	11/8/2021	1.76	1.76	10,000,000	-	-	11/8/2019	20-0006
FFCB 0.83 12/16/2021-20	3133ELTM6	5,000,000	0.83	12/16/2021	0.83	0.83	4,997,547	-	-	3/19/2020	20-0046
FHLMC 1.7 12/16/2021-20	3134GUXB1	8,450,000	1.70	12/16/2021	1.70	1.70	8,450,000	-	-	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	13,088,374	12/30/2019	20-0013
FFCB 1.66 1/21/2022-20	3133ELHX5	10,000,000	1.66	1/21/2022	1.66	1.66	10,000,000	-	-	1/21/2020	20-0015
FHLMC 1.625 1/28/2022-20	3134GU6A3	5,000,000	1.63	1/28/2022	1.63	1.63	5,000,000	5,000,000	5,004,903	1/28/2020	20-0018
FHLMC 1.625 2/14/2022-20	3134GVCQ9	5,000,000	1.63	2/14/2022	1.63	1.63	5,000,000	-	-	2/14/2020	20-0024
FHLB 1.65 2/18/2022-20	3130AJ6U8	5,000,000	1.65	2/18/2022	1.65	1.65	5,000,000	-	-	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	10,000,000	10,010,674	2/24/2020	20-0027
FHLMC 0.85 3/10/2022-20	3134GVGE2	5,000,000	0.85	3/10/2022	0.85	0.85	5,000,000	-	-	3/10/2020	20-0035
FFCB 1 3/11/2022-20	3133ELSS4	1,000,000	1.00	3/11/2022	1.00	1.00	1,000,000	-	-	3/17/2020	20-0041
FFCB 1.61 5/5/2022-20	3133ELLW2	5,000,000	1.61	5/5/2022	1.61	1.61	5,000,000	-	-	2/25/2020	20-0030
FHLMC 1.6 5/18/2022-20	3134GVCJ5	5,500,000	1.60	5/18/2022	1.60	1.60	5,500,526	-	-	2/25/2020	20-0029
FHLB 1.02 6/24/2022-20	3130AJDB2	4,030,000	1.02	6/24/2022	1.02	1.02	4,030,000	-	-	3/24/2020	20-0033
FHLMC 1.65 8/10/2022-20	3134GVAV0	2,000,000	1.65	8/10/2022	1.65	1.65	2,000,000	2,000,000	2,002,775	2/10/2020	20-0020
FHLB 1.801 8/25/2022-20	3130A8XW8	5,000,000	1.80	8/25/2022	1.80	1.80	5,007,431	-	-	3/17/2020	20-0042
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	10,020,730	11/25/2019	20-0010
FFCB 0.93 9/12/2022-20	3133ELTX2	5,000,000	0.93	9/12/2022	0.93	0.93	4,991,464	-	-	3/19/2020	20-0044
FFCB 1 9/16/2022-20	3133ELSX3	5,000,000	1.00	9/16/2022	1.00	1.00	5,000,000	5,000,000	5,001,661	3/16/2020	20-0031
FHLMC 2 10/3/2022-20	3134GUEM8	8,650,000	2.00	10/3/2022	2.00	2.00	8,650,000	-	-	10/3/2019	20-0001
FFCB 0.875 10/20/2022-20	3133ELWR1	1,500,000	0.88	10/20/2022	0.88	0.88	-	1,500,000	1,500,003	4/20/2020	20-0049
FHLMC 1.65 12/16/2022-20	3134GU2Y5	1,600,000	1.65	12/16/2022	1.65	1.65	1,600,000	1,600,000	1,600,832	1/23/2020	20-0017
FFCB 1.65 2/13/2023-20	3133ELNB6	3,000,000	1.65	2/13/2023	1.65	1.65	3,000,000	3,000,000	3,004,357	2/13/2020	20-0022
FHLB 1.1 3/10/2023-20	3130AJCS6	1,000,000	1.10	3/10/2023	1.10	1.10	999,510	-	-	3/10/2020	20-0032
FHLB 0.875 4/6/2023-21	3130AJG94	3,000,000	0.88	4/6/2023	0.88	0.88	-	3,000,000	3,003,554	4/6/2020	20-0048
FFCB 0.625 5/4/2023-20	3133ELYH1	4,100,000	0.63	5/4/2023	0.63	0.63	-	4,100,000	4,100,249	5/4/2020	20-0050
FHLMC 2.625 5/22/2023-20	3134GTMV2	3,835,000	2.63	5/22/2023	2.63	2.63	3,835,000	-	-	5/22/2019	19-0013
FHLMC 0.52 6/16/2023-20	3134GVS74	5,000,000	0.52	6/16/2023	0.52	0.52	-	5,000,000	5,000,758	6/17/2020	20-0051
FHLMC 2 10/16/2023-20	3134GUGA2	1,500,000	2.00	10/16/2023	2.00	2.00	1,500,000	-	-	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	-	-	10/30/2019	20-0005
FHLB 1.375 12/11/2023-20	3130AJCH0	5,000,000	1.38	12/11/2023	1.38	1.38	5,000,000	-	-	3/19/2020	20-0045
FHLMC Step 2/27/2024-20	3134GVDK1	5,000,000	1.63	2/27/2024	1.70	1.63	5,000,000	5,000,000	5,008,804	2/27/2020	20-0028
FAMC 1.1 3/11/2024-20	31422BVX5	5,000,000	1.10	3/11/2024	1.10	1.10	5,000,000	5,000,000	5,000,741	3/11/2020	20-0034
FFCB 1.21 3/12/2024-20	3133ELST2	1,545,000	1.21	3/12/2024	1.21	1.21	1,545,000	-	-	3/16/2020	20-0040
FHLB 1.62 3/25/2024-20	3130AJB65	1,000,000	1.62	3/25/2024	1.62	1.62	1,000,000	1,000,000	1,001,475	3/25/2020	20-0047
FFCB 0.59 3/25/2024-20	3133ELP57	10,000,000	0.59	3/25/2024	0.59	0.59	-	10,000,000	9,991,758	6/25/2020	20-0053
FHLB 0.62 6/24/2024-20	3130AJRD3	10,000,000	0.62	6/24/2024	0.62	0.62	-	10,000,000	10,000,863	6/24/2020	20-0052
FHLB 0.72 12/30/2024-20	3130AJQP7	5,000,000	0.72	12/30/2024	0.72	0.72	-	5,000,000	5,000,386	6/30/2020	20-0054
FHLMC 2.01 1/13/2025-20	3134GUZ37	3,600,000	2.01	1/13/2025	2.01	2.01	3,600,000	3,600,000	3,601,758	1/14/2020	20-0014
FHLB 2 1/21/2025-20	3130AHWB5	2,795,000	2.00	1/21/2025	2.00	2.00	2,795,000	2,795,000	2,797,803	1/21/2020	20-0016
FHLB 1.75 2/12/2025-21	3130AJ5F2	3,000,000	1.75	2/12/2025	1.75	1.75	3,000,000	3,000,000	3,002,361	2/12/2020	20-0021
FFCB 1.22 3/17/2025-20	3133ELTE4	5,000,000	1.22	3/17/2025	1.22	1.22	5,000,000	-	-	3/17/2020	20-0038
FHLMC 1 3/17/2025-20	3134GVGG7	5,000,000	1.00	3/17/2025	1.00	1.00	5,000,000	5,000,000	5,001,060	3/17/2020	20-0037
FHLB 1.5 3/25/2025-20	3130AJC23	5,145,000	1.50	3/25/2025	1.50	1.50	5,145,000	5,145,000	5,147,786	3/25/2020	20-0036

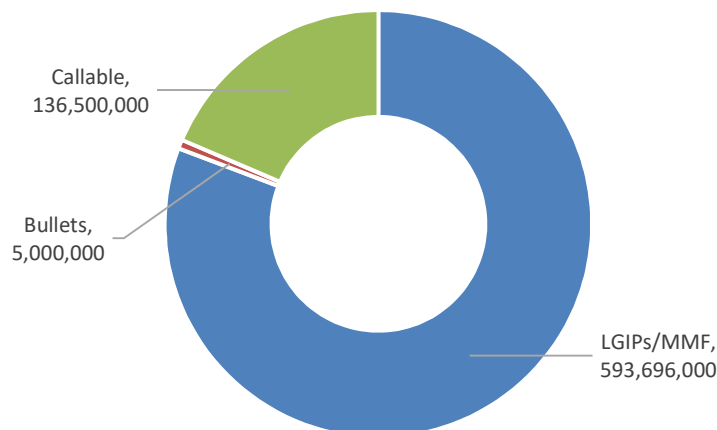


# Current Portfolio - Total

**3rd Qtr** **FY20**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
FHLMC 0.75 3/28/2025-20	3134GV3V8	7,060,000	0.75	3/28/2025	0.75	0.75	\$ -	\$ 7,060,000	\$ 7,060,115	6/30/2020	20-0055
Amegy Debt Serv MM	MM0002	246,132	N/A	N/A	0.11	0.11	388,826	246,132	246,132	9/30/2011	MM-0002
Wells RTR Plano MM	MM0019	1,543,863	N/A	N/A	0.01	0.01	1,543,815	1,543,863	1,543,863	9/30/2011	MM-0019
Wells Streetcar MM	MM0022	16,682	N/A	N/A	0.01	0.01	16,681	16,682	16,682	9/30/2011	MM-0022
LOGIC-Insurance LGIP	MM0040	61,459	N/A	N/A	0.63	0.63	60,262	61,459	61,459	8/29/2019	MM-0040
LOGIC - Op LGIP	MM0041	92,949,972	N/A	N/A	0.62	0.62	37,464,505	92,949,972	92,949,972	9/2/2016	MM-0041
LOGIC - Fin Res LGIP	MM0042	13,473	N/A	N/A	0.64	0.64	4,041,044	13,473	13,473	9/7/2016	MM-0042
LOGIC - Cap Res LGIP	MM0043	3,095,517	N/A	N/A	0.62	0.62	1,557,819	3,095,517	3,095,517	9/7/2016	MM-0043
LOGIC - Platform LGIP	MM0044	61,933,775	N/A	N/A	0.63	0.63	61,850,711	61,933,775	61,933,775	9/7/2016	MM-0044
LOGIC - Toyota LGIP	MM0045	3,070,898	N/A	N/A	0.63	0.63	370,131	370,898	370,898	9/29/2016	MM-0045
LOGIC - Irving ILA LGIP	MM0046	4,856,124	N/A	N/A	0.63	0.63	3,325,972	4,856,124	4,856,124	7/10/2018	MM-0046
LOGIC - Silver Line LGIP	MM0047	18,500,006	N/A	N/A	0.62	0.62	50,060	18,500,006	18,500,006	7/2/2018	MM-0047
LOGIC - SEAF LGIP	MM0049	24,423,045	N/A	N/A	0.63	0.63	36,426,660	24,423,045	24,423,045	5/7/2019	MM-0049
TexasCLASS LGIP	MM0050	84,644,743	N/A	N/A	0.59	0.59	33,609,062	84,644,743	84,644,743	8/6/2019	MM-0050
TexPool - Op LGIP	MM0051	74,653,903	N/A	N/A	0.52	0.52	20,364,707	74,653,903	74,653,903	9/6/2016	MM-0051
TexasDaily LGIP	MM0052	30,005,509	N/A	N/A	0.24	0.24	25,063,050	30,005,509	30,005,509	8/9/2019	MM-0052
LOGIC - Bond SEAF LGIP	MM0053	100,228,473	N/A	N/A	0.63	0.63	100,021,101	100,228,473	100,228,473	3/26/2020	MM-0053
FICA - CD Operating Pool Cash	MM0054	20,004,885	N/A	N/A	0.30	0.30	-	20,004,885	20,004,885	4/1/2020	MM-0054
LOGIC - (T) Bond Prin LGIP	MM0071	40,345,673	N/A	N/A	0.62	0.62	23,679,450	40,345,673	40,345,673	2/7/2017	MM-0071
TexPool - (T) Bond Int LGIP	MM0072	35,802,264	N/A	N/A	0.51	0.51	56,071,604	35,802,264	35,802,264	1/26/2017	MM-0072

**GRAND TOTALS** 0.694 0.693 \$ 662,626,938 \$ 735,196,396 \$ 735,399,312



# Portfolio Analysis by Fund

**3rd 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	\$ 370,959	\$ 50,013	\$ 12,096	\$ 12,261	\$ 61,934	\$ 20,100	\$ 24,423	\$ 100,228	\$ 4,856	\$ 1,544	\$ 17	\$ 371	\$ 76,394	\$ 735,196
Market Value	371,136	50,022	12,106	12,267	61,934	20,101	24,423	100,228	4,856	1,544	17	371	76,394	735,399
Unrealized Gain (Loss)	177	8	11	6	-	1	-	-	-	-	-	-	-	203
<b>Ending Amort. Book Value</b>	<u>370,959</u>	<u>50,013</u>	<u>12,096</u>	<u>12,261</u>	<u>61,934</u>	<u>20,100</u>	<u>24,423</u>	<u>100,228</u>	<u>4,856</u>	<u>1,544</u>	<u>17</u>	<u>371</u>	<u>76,394</u>	<u>735,196</u>
Cash Balance in dda accounts	489	-	-	-	-	-	-	-	-	-	-	-	-	489
<b>Amortized Value Plus Cash</b>	<u>371,448</u>	<u>50,013</u>	<u>12,096</u>	<u>12,261</u>	<u>61,934</u>	<u>20,100</u>	<u>24,423</u>	<u>100,228</u>	<u>4,856</u>	<u>1,544</u>	<u>17</u>	<u>371</u>	<u>76,394</u>	<u>735,686</u>
Accrued Interest	267	76	56	46	-	12	-	-	-	-	-	-	-	457
<b>TOTAL FUND VALUE</b>	\$ 371,716	\$ 50,089	\$ 12,152	\$ 12,308	\$ 61,934	\$ 20,112	\$ 24,423	\$ 100,228	\$ 4,856	\$ 1,544	\$ 17	\$ 371	\$ 76,394	\$ 736,143
<b>KEY COMPLIANCE TARGETS</b>														
<b>Minimum Fund Requirement</b> <sup>1</sup>	\$ 137,600			\$ 12,068										
Excess / (Shortfall) in Fund	\$ 234,116			\$ 240										
<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)	130	1,460	897	1,184	1	72	1	1	1	1	1	1	1	204
<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)	1,721	1,732	1,688	1,658	1	899	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	0.692%	0.900%	1.409%	1.123%	0.626%	0.699%	0.627%	0.626%	0.626%	0.010%	0.010%	0.626%	0.567%	0.693%
6-Month T-Bill	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%	0.180%
Wgt. Average Fund Variance	0.512%	0.720%	1.229%	0.943%	0.446%	0.519%	0.447%	0.446%	0.446%	-0.170%	-0.170%	0.446%	0.387%	0.513%

## 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

**3rd Qtr FY20**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	03/31/20 Market Value	06/30/20 Market Value	Change from Prior Quarter
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	Quarterly	\$ 5,000,000	\$ 5,009,997	\$ -	\$ (5,009,997)
Insurance	FFCB 1.36 11/9/2020-17	1.36	11/09/20	Anytime	3,000,000	3,000,096	-	(3,000,096)
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	5/25/2020	10,000,000	10,025,112	-	(10,025,112)
Operating	FHLB 1.5 6/15/2020-17	1.50	06/15/20	One-time	3,275,000	3,282,918	-	(3,282,918)
Financial Reserve	FHLMC 2.625 5/22/2023-20	2.63	05/22/23	5/22/2020	3,835,000	3,845,415	-	(3,845,415)
Silver Line	FAMC 2.12 4/30/2020	2.12	04/30/20	N/A	10,000,000	10,018,932	-	(10,018,932)
Insurance	FHLMC 2 7/29/2021-20	2.00	07/29/21	4/29/2020	4,100,000	4,099,550	-	(4,099,550)
Financial Reserve	FHLMC 2 10/3/2022-20	2.00	10/03/22	4/3/2020	8,650,000	8,650,830	-	(8,650,830)
Insurance	FHLMC 2 10/16/2023-20	2.00	10/16/23	4/16/2020	1,500,000	1,500,688	-	(1,500,688)
Financial Reserve	FHLMC 2 10/30/2023-20	2.00	10/30/23	4/30/2020	10,000,000	10,010,384	-	(10,010,384)
Operating	FHLMC 1.76 11/8/2021-20	1.76	11/08/21	5/8/2020	10,000,000	10,013,935	-	(10,013,935)
Operating	FFCB 1.66 11/19/2020-20	1.66	11/19/20	5/19/2020	10,000,000	10,019,632	-	(10,019,632)
Operating	FHLMC 1.75 8/25/2022-20	1.75	08/25/22	8/25/2020	10,000,000	10,050,535	10,020,730	(29,804)
Silver Line	FHLMC 1.7 12/16/2021-20	1.70	12/16/21	6/16/2020	8,450,000	8,472,061	-	(8,472,061)
Operating	FFCB 1.65 12/30/2021-20	1.65	12/30/21	12/30/2020	13,000,000	13,124,425	13,088,374	(36,051)
Insurance	FHLMC 2.01 1/13/2025-20	2.01	01/13/25	7/13/2020	3,600,000	3,612,749	3,601,758	(10,991)
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	2,797,803	(7,371)
Silver Line	FHLMC 1.65 12/16/2022-20	1.65	12/16/22	7/16/2020	1,600,000	1,605,062	1,600,832	(4,230)
Operating	FHLMC 1.625 1/28/2022-20	1.63	01/28/22	7/28/2020	5,000,000	5,018,947	5,004,903	(14,044)
Operating	FHLB 1.5 2/10/2021	1.50	02/10/21	N/A	5,000,000	5,052,749	5,040,046	(12,703)
Capital Reserve	FHLMC 1.65 8/10/2022-20	1.65	08/10/22	8/10/2020	2,000,000	2,008,292	2,002,775	(5,516)
Capital Reserve	FHLB 1.75 2/12/2025-21	1.75	02/12/25	2/21/2021	3,000,000	3,000,965	3,002,361	1,396
Capital Reserve	FFCB 1.65 2/13/2023-20	1.65	02/13/23	8/13/2020	3,000,000	3,011,738	3,004,357	(7,380)
Operating	FAMC 1.55 8/13/2021-20	1.55	08/13/21	8/13/2020	5,700,000	5,724,409	5,708,563	(15,846)
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	10,010,674	(26,204)
Financial Reserve	FHLMC Step 2/27/2024-20	1.63	02/27/24	8/27/2020	5,000,000	5,020,361	5,008,804	(11,557)
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	5,001,661	(5,238)
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	5,000,741	2,912
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	5,147,786	(715)
Operating	FHLMC 1 3/17/2025-20	1.00	03/17/25	9/17/2020	5,000,000	5,003,522	5,001,060	(2,461)
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	5,000,526	(26)
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	1,001,475	(1,084)
Insurance	FHLB 0.875 4/6/2023-21	0.88	04/06/23	4/6/2021	3,000,000	-	3,003,554	3,003,554

# Change in Market Value of Investments

**3rd Qtr FY20**

Fund	Security Description	Rate	Maturity	Call Date	Face Value	03/31/20 Market Value	06/30/20 Market Value	Change from Prior Quarter
Insurance	FFCB 0.875 10/20/2022-20	0.88	10/20/22	7/20/2020	\$ 1,500,000		\$ 1,500,003	\$ 1,500,003
Insurance	FFCB 0.625 5/4/2023-20	0.63	05/04/23	8/4/2020	4,100,000		4,100,249	4,100,249
Financial Reserve	FHLMC 0.52 6/16/2023-20	0.52	06/16/23	12/16/2020	5,000,000		5,000,758	5,000,758
Financial Reserve	FHLB 0.62 6/24/2024-20	0.62	06/24/24	12/24/2020	10,000,000		10,000,863	10,000,863
Financial Reserve	FFCB 0.59 3/25/2024-20	0.59	03/25/24	9/25/2020	10,000,000		9,991,758	9,991,758
Financial Reserve	FHLB 0.72 12/30/2024-20	0.72	12/30/24	9/30/2020	5,000,000		5,000,386	5,000,386
Financial Reserve	FHLMC 0.75 3/28/2025-20	0.75	03/28/25	9/28/2020	7,060,000		7,060,115	7,060,115
Debt Service	Amegy Debt Serv MM	0.87	N/A	N/A	388,826	388,826	246,132	(142,694)
RTR Funding	Wells RTR Plano MM	0.63	N/A	N/A	1,543,815	1,543,815	1,543,863	47
Streetcar	Wells Streetcar MM	0.63	N/A	N/A	16,681	16,681	16,682	1
Insurance	LOGIC-Insurance LGIP	1.43	N/A	N/A	60,262	60,262	61,459	1,197
Operating	LOGIC - Op LGIP	1.45	N/A	N/A	37,464,505	37,464,505	92,949,972	55,485,466
Financial Reserve	LOGIC - Fin Res LGIP	1.43	N/A	N/A	4,041,044	4,041,044	13,473	(4,027,570)
Capital Reserve	LOGIC - Cap Res LGIP	1.46	N/A	N/A	1,557,819	1,557,819	3,095,517	1,537,698
Platform	LOGIC - Platform LGIP	1.43	N/A	N/A	61,850,711	61,850,711	61,933,775	83,064
Toyota	LOGIC - Toyota LGIP	1.43	N/A	N/A	370,131	370,131	370,898	767
Irving ILA	LOGIC - Irving ILA LGIP	1.43	N/A	N/A	3,325,972	3,325,972	4,856,124	1,530,153
Silver Line	LOGIC - Cotton Belt LGIP	1.43	N/A	N/A	50,060	50,060	18,500,006	18,449,946
CP SEAF	LOGIC - SEAF LGIP	1.42	N/A	N/A	36,426,660	36,426,660	24,423,045	(12,003,616)
Operating	TexasCLASS LGIP	1.55	N/A	N/A	33,609,062	33,609,062	84,644,743	51,035,682
Operating	TexPool - Op LGIP	1.41	N/A	N/A	20,364,707	20,364,707	74,653,903	54,289,195
Operating	TexasDaily LGIP	1.05	N/A	N/A	25,063,050	25,063,050	30,005,509	4,942,459
Bond SEAF	LOGIC - Bond SEAF LGIP	1.28	N/A	N/A	100,021,101	100,021,101	100,228,473	207,373
Operating	FICA - CD Operating Pool Cash	0.3	N/A	N/A	20,004,885		20,004,885	20,004,885
Debt Service	LOGIC - (T) Bond Prin LGIP	1.32	N/A	N/A	23,679,450	23,679,450	40,345,673	16,666,224
Debt Service	TexPool - (T) Bond Int LGIP	1.32	N/A	N/A	56,071,604	56,071,604	35,802,264	(20,269,340)
Sub-total for Securities held at the end of both periods						\$ 96,397,723	\$ 97,832,911	\$ 1,435,188
% Change as a result of market movement								1.49%
Holdings at 3/31/20 maturing during Q3, FY20						5,001,528		(5,001,528)
Holdings at 3/31/20 called during Q3, FY20						155,895,614		(155,895,614)
Holdings at 3/31/20 sold during Q3, FY20						-		-
Values of Money Market Mutual Funds (All)						405,905,460	591,906,402	186,000,942
Holdings purchased during Q3, FY20							45,660,000	45,660,000
Securities and/or cash held in DDA						513,305	489,270	(24,035)
<b>TOTAL PORTFOLIO VALUE</b>						<b>\$ 663,713,629</b>	<b>\$ 735,888,583</b>	<b>\$ 72,174,954</b>

# Callable Securities Analysis

**3rd 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	0.16	High
20-0023	Operating	8/13/21	FAMC 1.55 8/13/2021-20	31422BUL2	8/13/20	5,700,000	1.55	0.16	High
20-0013	Operating	12/30/21	FFCB 1.65 12/30/2021-20	3133ELFX7	12/30/20	13,000,000	1.65	0.16	High
20-0018	Operating	1/28/22	FHLMC 1.625 1/28/2022-20	3134GU6A3	7/28/20	5,000,000	1.63	0.17	High
20-0027	Operating	2/24/22	FFCB 1.54 2/24/2022-20	3133ELNQ3	8/24/20	10,000,000	1.54	0.17	High
20-0020	Capital Reserve	8/10/22	FHLMC 1.65 8/10/2022-20	3134GVAV0	8/10/20	2,000,000	1.65	0.17	High
20-0010	Operating	8/25/22	FHLMC 1.75 8/25/2022-20	3134GUTK6	8/25/20	10,000,000	1.75	0.17	High
20-0031	Operating	9/16/22	FFCB 1 9/16/2022-20	3133ELSX3	9/16/20	5,000,000	1.00	0.17	High
20-0049	Insurance	10/20/22	FFCB 0.875 10/20/2022-20	3133ELWR1	7/20/20	1,500,000	0.88	0.17	High
20-0017	Silver Line	12/16/22	FHLMC 1.65 12/16/2022-20	3134GU2Y5	7/16/20	1,600,000	1.65	0.18	High
20-0022	Capital Reserve	2/13/23	FFCB 1.65 2/13/2023-20	3133ELNB6	8/13/20	3,000,000	1.65	0.18	High
20-0048	Insurance	4/6/23	FHLB 0.875 4/6/2023-21	3130AJG94	4/6/21	3,000,000	0.88	0.18	High
20-0050	Insurance	5/4/23	FFCB 0.625 5/4/2023-20	3133ELYH1	8/4/20	4,100,000	0.63	0.18	High
20-0051	Financial Reserve	6/16/23	FHLMC 0.52 6/16/2023-20	3134GVS74	12/16/20	5,000,000	0.52	0.18	High
20-0028	Financial Reserve	2/27/24	FHLMC Step 2/27/2024-20	3134GVDK1	8/27/20	5,000,000	1.63	0.18	High
20-0034	Operating	3/11/24	FAMC 1.1 3/11/2024-20	31422BVX5	9/11/20	5,000,000	1.10	0.18	High
20-0047	Capital Reserve	3/25/24	FHLB 1.62 3/25/2024-20	3130AJB65	9/25/20	1,000,000	1.62	0.18	High
20-0053	Financial Reserve	3/25/24	FFCB 0.59 3/25/2024-20	3133ELP57	9/25/20	10,000,000	0.59	0.18	High
20-0052	Financial Reserve	6/24/24	FHLB 0.62 6/24/2024-20	3130AJRD3	12/24/20	10,000,000	0.62	0.18	High
20-0054	Financial Reserve	12/30/24	FHLB 0.72 12/30/2024-20	3130AJQP7	9/30/20	5,000,000	0.72	0.18	High
20-0014	Insurance	1/13/25	FHLMC 2.01 1/13/2025-20	3134GUZ37	7/13/20	3,600,000	2.01	0.19	High
20-0016	Financial Reserve	1/21/25	FHLB 2 1/21/2025-20	3130AHWB5	7/21/20	2,795,000	2.00	0.19	High
20-0021	Capital Reserve	2/12/25	FHLB 1.75 2/12/2025-21	3130AJ5F2	2/21/21	3,000,000	1.75	0.19	High
20-0037	Operating	3/17/25	FHLMC 1 3/17/2025-20	3134GVGG7	9/17/20	5,000,000	1.00	0.19	High
20-0036	Financial Reserve	3/25/25	FHLB 1.5 3/25/2025-20	3130AJC23	9/25/20	5,145,000	1.50	0.19	High
20-0055	Financial Reserve	3/28/25	FHLMC 0.75 3/28/2025-20	3134GV3V8	9/28/20	7,060,000	0.75	0.20	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:** August 5, 2020  
**TO:** DART Board  
**THROUGH:** Gary C. Thomas /s/ GCT \*  
**FROM:** Marcus Moore, Jr.  
**SUBJECT:** Third Quarter FY 2020 D/M/WBE Participation

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

A combined 22 new contracts (eligible for goal setting) were awarded in the third quarter of FY 2020. These contract awards have a total dollar value of \$10,267,008 which represents 24% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the third quarter FY 2020. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the third quarter of 2020. The total amount awarded was \$42,208,062. Of the foregoing amount, \$18,529,492 was committed to D/M/WBEs during the third quarter (44%).

Please note that these contracts were awarded in the third quarter and although they are active, many have not been utilized as of the memorandum date. As a result, there have been minimal to no dollars paid on most of these contracts. Also, the amounts reported on this report do not include Transit Vehicle Manufacturer purchases or emergency procurements. There were no Transit Vehicle Manufacturer purchases made this quarter. There were two emergency funded contract awards.

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

/s/ Marcus Moore, Jr. \*

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Marcus Moore, Jr.  
Interim Vice President, Diversity & Inclusion

Attachment

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

# PROCUREMENT DOLLARS BY AGREEMENT TYPE THIRD 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	\$10,267,008	22	24%	\$4,767,625	46%
Contract Mods/Options	\$27,647,992	10	66%	\$12,441,596	45%
Small Purchases	\$4,293,062	950	10%	\$1,320,271	31%
<b>Total Awards</b>	<b>\$42,208,062</b>	<b>982</b>	<b>100%</b>	<b>\$18,529,492</b>	<b>44%</b>

*New State Contract Awards	\$846,075	4	2.0%	State Monitored	State Monitored
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*\*Monitored by State*

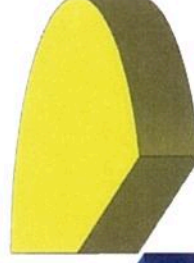
Percentage of All  
Procurement Dollars

D/M/WBE Procurement Dollars Awarded	\$18,529,492	44%
Non D/M/WBE Procurement Dollars	\$23,678,570	56%
<b>TOTAL PROCUREMENT DOLLARS AWARDED</b>	<b>\$42,208,062</b>	<b>100%</b>

Non D/M/WBE Procurement  
Dollars  
Awarded  
56%



D/M/WBE Procurement Dollars Awarded  
44%



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## Section 8 - Quarterly Procurement Report

P2	Introduction
P3	Summary Report
P4	Contracts Awarded
P7	Board Approved Contract Modifications
P9	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><li>• <b>SPECIAL ADDENDUM: COVID-19 RELATED PROCUREMENTS TO DATE</b></li></ul>
P20	Active Requirements Contracts Expiring Within 12 Months
P22	Upcoming Procurements



## INTEROFFICE MEMORANDUM

**DATE:** August 4, 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 - Third Quarter Fiscal Year 2020**

The following is a report of DART'S procurement activities for the Third 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

A handwritten signature in cursive script that reads "John Adler".

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 - Third Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	27	\$11,740,581.02
Approved Modifications	10	\$30,325,592.00
Purchase Orders*	922	\$3,597,934.46
Blanket Purchase Orders (BPOs)*	28	\$695,128.45
<b>Totals</b>	<b>987</b>	<b>\$46,359,235.93</b>

(\*) Details provided upon request.

# Contracts Awarded

## Fiscal Year 2020 - Third Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2049666-01	(1827)	AUTOMATIC DATA PROCESSING	04/01/2020	\$127,769.06
		<b>Contract Name:</b> Affordable Care Act Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2054584-01	(1825)	RISK TECHNOLOGIES INC	04/01/2020	\$170,953.39
		<b>Contract Name:</b> RMIS Software Maintenance		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2055993-01	(1828)	SHI GOVERNMENT SOLUTIONS	04/02/2020	\$189,650.00
		<b>Contract Name:</b> Citrix Licenses		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2054179-01	(1833)	Intelight, Inc.	04/07/2020	\$139,116.00
		<b>Contract Name:</b> Intelight Traffic Signal Priority		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2055838-01	(1834)	Presidio Networked Sol Grp LLC	04/15/2020	\$148,313.00
		<b>Contract Name:</b> 17TB Flash Blades		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2053778-01	(1839)	Quincy Compressor, LLC	04/17/2020	\$83,482.57
		<b>Contract Name:</b> Air Compressor 75 HP		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-BUS OPERATION	
2052108-01	(1838)	ACCOUNTING PRINCIPALS	04/22/2020	\$206,250.00
		<b>Contract Name:</b> Graphic Artist Services		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2054499-01	(1840)	SOLOGY SOLUTIONS	04/23/2020	\$247,004.00
		<b>Contract Name:</b> Additional CROF Servers		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2054255-01	(1846)	Benefit Communications Inc.	05/01/2020	\$10.00
		<b>Contract Name:</b> Health Benefits Management System		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-EMPLOYEE BENEFITS	
2054714-01	(1832)	PREFERRED OFFICE PRODUCTS INC	05/01/2020	\$249,000.00
		<b>Contract Name:</b> Office Supplies and Copier Paper		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-OFFICE SUPPLIES	
2051799-01	(1845)	WABCO PTD CORP	05/04/2020	\$2,335,531.00
		<b>Contract Name:</b> Miscellaneous LRV (Light Rail Vehicle) Brake		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2051925-01	(1847)	MIDWEST BUS CORP	05/07/2020	\$370,092.00
		<b>Contract Name:</b> Bike Rack Repair Components for DARTs Bus Fleet		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-BUS PARTS	



# Contracts Awarded

## Fiscal Year 2020 - Third Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2054992-01	(1850)	PERRYMAN GROUP (THE)	05/07/2020	\$132,000.00
		<b>Contract Name:</b> Historical and Projected Data		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2052616-01	(1851)	Dallas Automatic Gate	05/12/2020	\$139,914.00
		<b>Contract Name:</b> Lake Highlands Fencing		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-RAIL OPERATION	
2050453-01	(1843)	BOMBARDIER TRANSPORTATION	05/14/2020	\$325,235.00
		<b>Contract Name:</b> Rebuild Misc LRV Electric Rail Prop Components		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAIL VEHICLES	
2050453-02	(1844)	PSI REPAIR SERVICES, INC.	05/14/2020	\$210,230.00
		<b>Contract Name:</b> Rebuild Misc LRV Electric Rail Prop Components		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAIL VEHICLES	
2052495-01	(1853)	EARLY MORNING SOFTWARE, INC.	05/19/2020	\$35,080.00
		<b>Contract Name:</b> Contract Compliance Software		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-SOFT/HARDWARE MAINT	
2053779-01	(1848)	EXCALIBUR COLLISION CENTER INC	05/26/2020	\$242,300.00
		<b>Contract Name:</b> Collision Repairs for DART's Non-Revenue Vehicles		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-REPAIRS	
2052815-01	(1849)	MES/Lawmen Supply	05/28/2020	\$150,425.00
		<b>Contract Name:</b> Ballistic Vest Police Body Armor		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2055600-01	(1854)	MICROSOFT TECHNET	05/29/2020	\$206,462.00
		<b>Contract Name:</b> Microsoft Laptops		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2054964-01	(1856)	Critical Start LLC	06/01/2020	\$4,031,377.00
		<b>Contract Name:</b> Info and Network Security Provider		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> VSC-SECURITY	
2056747-01	(1863)	eVision Partners, Inc.	06/01/2020	\$146,000.00
		<b>Contract Name:</b> EPM Implementation Specialist		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
2053222-01	(1861)	Titan Power Quality Services	06/02/2020	\$74,400.00
		<b>Contract Name:</b> Northwest Bus Switchgear Replacement		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-BUS OPERATION	
2051400-01	(1860)	Technology International, Inc.	06/04/2020	\$53,000.00
		<b>Contract Name:</b> Scaffolding Platform		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-RAIL OPERATION	



## Contracts Awarded

### Fiscal Year 2020 - Third Quarter

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

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2053719-01	(1871)	Uber Technologies	06/11/2020	\$1,380,135.00
		<b>Contract Name:</b> Mobility on Demand TNC		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-PARATRANSIT OPERATION	
2050784-01	(1866)	WABCO PTD CORP	06/16/2020	\$200,400.00
		<b>Contract Name:</b> LRV Coupler Parts		
		<b>Classification:</b> COMMODITIES	<b>Sub-Classification:</b> SUP/EQUIP-RAILPARTS	
2054387-01	(1877)	American Fire Protection Group	06/17/2020	\$146,452.00
		<b>Contract Name:</b> Fire Protection and Safety		
		<b>Classification:</b> SERVICES	<b>Sub-Classification:</b> SVSC-OTHER	
<b>Report Totals: 27 Contracts Awarded</b>				<b>\$11,740,581.02</b>

#### SPECIAL TYPE      TOTAL

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

### Contracts Awarded Summary

		TOTAL
<b>COMMODITIES</b>	SUP/EQUIP-BUS PARTS	\$370,092.00
	SUP/EQUIP-OFFICE SUPPLIES	\$249,000.00
	SUP/EQUIP-RAIL VEHICLES	\$535,465.00
	SUP/EQUIP-RAILPARTS	\$2,535,931.00
	<b>Total</b>	<b>\$3,690,488.00</b>
<b>SERVICES</b>	SVSC-BUS OPERATION	\$157,882.57
	SVSC-EMPLOYEE BENEFITS	\$10.00
	SVSC-OTHER	\$2,010,394.45
	SVSC-PARATRANSIT OPERATION	\$1,380,135.00
	SVSC-RAIL OPERATION	\$192,914.00
	SVSC-REPAIRS	\$242,300.00
	SVSC-SOFT/HARDWARE MAINT	\$35,080.00
	VSC-SECURITY	\$4,031,377.00
	<b>Total</b>	<b>\$8,050,093.02</b>
<b>Grand Total</b>		<b>\$11,740,581.02</b>



## Board Approved Contract Modifications

### Fiscal Year 2020 - Third Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
HealthSCOPE Benefits	\$2,103,349	Exercise Contract Option and Increase Funding for Third-Party Administration of DART's Self-Insured Medical Plan for Employees, Retirees, and Eligible Dependents [Resolution No. 200034]	04/14/2020
Progress Rail Services Corporation	\$344,251	Contract Modification to Use Contingency and Increase Funding for the Overhaul of TRE's Two F59PHI Locomotives [Resolution No. 200036]	4/28/2020
Unwire Payments & Mobility ApS (Unwire)	\$230,000	Contract Modification to Increase Funding to Unwire Payments & Mobility ApS (Unwire) to Extend SpareLabs Inc. Microtransit Application [Resolution No. 200042]	5/12/2020
Archer Western Herzog 4.0 Joint Venture	\$26,446,869	Increase Funding for Design-Build Services for the Silver Line Regional Rail Corridor Project – Hillcrest Road and Coit Road Return to 10% Design [Resolution No. 200049]	5/26/2020
Archer Western Herzog 4.0 Joint Venture	\$217,840	Increase Funding for Design-Build Services for the Silver Line Regional Rail Corridor Project – HAWK Pedestrian Crossing Signal at Wester Way and Traffic Signal at McKamy Drive [Resolution No. 200050]	5/26/2020
Archer Western Herzog 4.0 Joint Venture	\$19,770	Increase Funding for Design-Build Services for the Silver Line Regional Rail Corridor Project – Betterment Wall at Rocky Top Circle [Resolution No. 200051]	5/26/2020
Archer Western Herzog 4.0 Joint Venture	\$25,007	Increase Funding for Design-Build Services for the Silver Line Regional Rail Corridor Project – Curb Cut in Median at Campbell Road [Resolution No. 200052]	5/26/2020

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

<b>VENDOR NAME</b>	<b>AMOUNT</b>	<b>DESCRIPTION</b>	<b>MOD DATE</b>
Archer Western Herzog 4.0 Joint Venture	\$182,019	Increase Funding for Design-Build Services for the Silver Line Regional Rail Corridor Project – Fairhill School Fence/Wall [Resolution No. 200053]	5/26/2020
Archer Western Herzog 4.0 Joint Venture	\$61,408	Increase Funding for Design-Build Services for the Silver Line Regional Rail Corridor Project – Ivy Montessori School Fence/Wall [Resolution No. 200054]	5/26/2020
Archer Western Herzog 4.0 Joint Venture	\$695,079	Increase Funding for Design-Build Services for the Silver Line Regional Rail Corridor Project – Highland Springs Betterment Wall [Resolution No. 200055]	5/26/2020
<b>TOTAL MODIFICATION AWARDED DOLLARS:</b>	<b>\$30,325,592</b>	<b>TOTAL MODIFICATIONS AWARDED: 10</b>	

## Special Procurements

### Fiscal Year 2020 - Third Quarter

Includes a detailed listing of 5 special procurements  
and a **SPECIAL ADDENDUM for COVID-19 items.**

Purchase Order Type	Count	
Emergency [a]	1	\$20,535.00
Unauthorized Procurement Actions (UPAs) [b]	0	\$0.00
Sole Source (Noncompetitive) [c]	24	\$2,751,590.66
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
<b>Totals</b>	<b>25</b>	<b>\$2,772,125.66</b>
<b>SPECIAL ADDENDUM: COVID-19 Related Procurements to Date [f]</b>	<b>159</b>	<b>\$8,595,223.39</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.

[f] Includes a detailed listing of COVID-19 related procurements.

## Special Procurements

### Fiscal Year 2020 - Third Quarter

#### Emergency

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

There are 2 "Emergency" Procurements in this Quarter.

PO / Contract # and Date		PO Item Description / Contract Name	Vendor Name	Total Amt
1360828	04/07/2020	FIRE PANEL MODULE REPLACEMENT	GENERAL SOUND	\$20,535.00
1360958	04/17/2020	LENOVO IDEAPAD	SHI GOVERNMENT SOLUTIONS	\$36,300.00
<b>PO Count = 2</b>		<b>Contract Count = 0</b>		<b>\$56,835.00</b>

**Special Procurements**  
**Fiscal Year 2020 - Third 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 no Unauthorized Procurement Actions (UPAs) procurements in this Quarter.*

## Special Procurements

### Fiscal Year 2020 - Third Quarter

#### Sole Source (Noncompetitive)

Includes a detailed listing of Noncompetitive Procurements, also referred to as "Sole Source" procurements. Noncompetitive Procurements are sometimes awarded for goods and services that are proprietary in nature and/or can only be reasonably purchased from one source.

There are 24 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1360759	04/01/2020 TRAINLINE INTERFACE	INIT INNOVATIONS IN TRANSPORTA	\$6,857.10
1360808	04/03/2020 REBUILT,CYLINDER ASSY,COMPLETE	KOETTER FIRE PROTECTION LLC	\$12,769.55
1360815	04/06/2020 HOLDER, PASSENGER INFO, LRV, 3	AG Industries LLC	\$3,850.00
1360850	04/08/2020 PCB,DOCKING CONNECTOR	SPX CORPORATION	\$3,971.40
1360910	04/14/2020 KIT,CONTROL,SERVOTROL,PORTION VALVE ASSEMBLY, INLET AND EXHA	WABCO PTD CORP	\$23,000.00 \$2,500.00
1360911	04/14/2020 MOTOR ,AIR COMPRESSOR	WABCO PTD CORP	\$28,500.00
1360917	04/15/2020 HOLDER, DOOR, 100 DEGREE SWING	JAMES L HOWARD & CO INC	\$3,527.50
1360918	04/15/2020 LIGHT,ASSEMBLY,STAIRWELL	LUMINATOR HOLDING LP	\$6,588.80
1360920	04/15/2020 SWITCH, PRESSURE, SST,AIR COMP	WABCO PTD CORP	\$10,500.00
1360922	04/15/2020 PACKING , CUP	WABCO PTD CORP	\$5,000.00
1360945	04/17/2020 REBUILT,CENTRAL PROCESSING UNI	SIEMENS INDUSTRY, INC	\$5,650.00
1360980	04/21/2020 CONVERTER, 10HZ STC SUBTONE RECEIVER, 1.3KHZ AFTAC II ASSY RECEIVER, 3.1KHZ AFTAC II ASSY RECEIVER, 4.0KHZ AFTAC II ASSY	ALSTOM SIGNALING OPERATION LLC	\$2,942.76 \$2,543.98 \$2,543.98 \$2,543.98
1360986	04/21/2020 RADIO,HEAD,CONTROL,PRE-AMP	REMOTE CONTROL SYSTEMS INC	\$6,888.00
1361004	04/22/2020 REBUILT,GENERATOR,HVAC,SUTRAK,	SUTRAK	\$9,463.00
1361056	04/29/2020 KIT,OVERHAUL,FOR 03-007-000(VA	WABCO PTD CORP	\$3,760.00
1361088	05/01/2020 REBUILT,PCB, DOOR COMPONENT IN	SPX CORPORATION	\$8,971.16
1361108	05/05/2020 JUNCTION BOX , TRACK BRAKE ,T	KINKISHARYO INTERNATIONAL LLC	\$16,941.52
1361261	05/19/2020 KIT, CONTACTOR (RCMC)	VAPOR STONE RAIL SYSTEMS	\$7,222.60
1361325	05/26/2020 REBUILT,AXLE,ASSY.,WHEEL,W/GEA	PENN MACHINE CO	\$8,315.00
1361358	05/28/2020 COIL, RIGHT	ALSTOM SIGNALING OPERATION LLC	\$8,946.90
1361492	06/09/2020 REBUILT,MODULE,DISPLAY,CMDT II	TRAPEZE SOFTWARE GROUP	\$3,324.84
1361639	06/24/2020 REBUILT,MOTOR,ASSY.,TRACTION,L	MOTIVEPOWER	\$18,537.59



## Special Procurements

### Fiscal Year 2020 - Third Quarter

#### Sole Source (Noncompetitive)

Includes a detailed listing of Noncompetitive Procurements, also referred to as "Sole Source" procurements. Noncompetitive Procurements are sometimes awarded for goods and services that are proprietary in nature and/or can only be reasonably purchased from one source.

There are 24 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
2050784-01	06/16/2020 LRV Coupler Parts	WABCO PTD CORP	\$200,400.00
2051799-01	05/04/2020 Miscellaneous LRV (Light Rail Vehicle) Brake	WABCO PTD CORP	\$2,335,531.00
PO Count = 22	BPO Count = 0	Contract Count = 2	\$2,751,590.66

## **Special Procurements**

### **Fiscal Year 2020 - Third Quarter**

#### **Revenue Generating**

Includes a detailed listing of contracts, modifications and/or small purchases that generate revenue for the Agency, if any are procured. Procurements where the amount of the revenue generated is unknown are shown with a zero (0) dollar amount.

*There are no Revenue Generating procurements in this Quarter.*

## **Special Procurements**

### **Fiscal Year 2020 - Third 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.*

# Special Procurements

## Fiscal Year 2020 - Third Quarter

### SPECIAL ADDENDUM: COVID-19 Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
<b>PURCHASE ORDERS</b>		
TOWELETTE, DISINFECTING, 6 X 6.75", CANISTER/160 SHEETS	1,400	\$24,500.00
SOAP, HAND CLEANING	500	\$11,375.00
SANITIZER, FOAM, NON-ALCOHOL, HAND, INSTANT (1000ML)	100	\$5,600.00
SPRAY NINE DISINFECTANT, 32 OZ	864	\$6,480.00
WIPES, GERMICIDAL, 5" X 8"	500	\$12,050.00
CARTRIDGE, FOAM HAND SANITIZER	50	\$589.97
ASTM F2100-11 APPROVED PROCEDURAL SAFETY MASK	600	\$38,334.00
MULTI-SURFACE, GLASS, CLEANER & SURFACE, SCENT, FORMULA "409"	400	\$1,220.00
SPRAY NINE DISINFECTANT, 32 OZ	420	\$7,650.00
WIPE, DISPOSABLE, BLEACHED WHITE	200	\$12,400.00
DISINFECTANT, BRUTAB 6S 1 GALLON TABLETS	10	\$2,280.00
DISINFECTANT, BRUTAB 6S 1 QUART TABLETS	10	\$2,442.10
SPRAY NINE DISINFECTANT, 32 OZ	1,020	\$7,599.00
FOGGER SOLUTION, HALOSIL ( 4 Per case)	36	\$3,560.00
Halo Portable H202 Detector	4	\$6,200.00
Nozzle Assy Kit	20	\$3,500.00
Power Cord, 8", 110VPC	10	\$350.00
Hose, Halo Fogger, 12"	10	\$7,500.00
Tripod, Extra Nozzle Mounting	6	\$450.00
Power Module	4	\$1,180.00
H202 Strip Test Kit	50	\$2,500.00
Suction Cup, Mount, Ex-Nozzle	50	\$2,500.00
Tripod Mounting Ball	6	\$90.00
2019 Lenovo IdeaPad S145-15API	100	\$36,300.00
<b>CREDIT CARD PURCHASES</b>		
3M Mask	30,000	\$65,970.00
Dropper Bottles for Hand Sanitizer	10,000	\$3,275.35
Apple Macbooks for IT	9	\$29,226.00
Logitech USB Headset for IT	32	\$1,427.65
No Touch Thermometer	30	\$2,556.70
4oz and 2oz bottles	7,000	\$3,630.93
Batteries	192	\$89.16
55 Gallon Drum Hand Sanitizer	1	\$2,944.74
4oz Dropper Bottles	10,000	\$3,200.00
HAND SANITIZER GEL 8 OZ - SOFT TOUCH EVOLUTION NATURAL CAP - CLEAR LABEL	3,000	\$12,771.25
HAND SANITIZER GEL 2 OZ - CYLINDER BLACK CAP - CLEAR LABEL	1,000	\$2,610.40
HAND SANITIZER GEL 5 OZ - BOSTON ROUND BLACK CAP - CLEAR LABEL	1,000	\$3,750.00
HAND SANITIZER GEL GALLON WITH PUMP TO REFILL SMALLER SIZES FOR PERSONAL	6	\$277.50
55 Gallon Drum Hand Sanitizer	1	\$962.50
Hand Sanitizer Dispenser 1000 Mil	90	\$735.00
VP200ESK-EA	10	\$7,775.00
Pumps for Drums	2	\$186.62
Antibacterial Pen	6,000	\$3,538.54
Stay Safe Floor Decals OTS Square Cut, 12 x 14	125	\$610.50
Drums of Hand Sanitizers	5	\$6,495.00
KN95 Microgien Mask	4,000	\$15,800.00
BlueJean Subscription	100	\$24,944.40
Hand Sanitizer - 55 Gal	4	\$11,578.96
Hand Sanitizer - Liquid foam - 4/cs	72	\$15,157.44
Infrared Camera Inc Thermometer	100	\$8,225.00

# Special Procurements

## Fiscal Year 2020 - Third Quarter

### SPECIAL ADDENDUM: COVID-19 Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
<a href="#">CREDIT CARD PURCHASES (continued)</a>		
Spare Part - Ball mount	5	\$75.00
Test Strips plus shipping	10	\$448.94
Shipping	1	\$255.48
Triple AAA batteries	144	\$117.44
Shower Curtains	600	\$6,010.99
Shower Curtains	100	\$1,008.51
MASK	5,000	\$6,250.00
KN 95 SAFETY MASK, NON MEDICA	2,300	\$9,315.00
Imperial HDPE Bottles - White 32oz + Trigger Sprays	100	\$635.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
Table Caps for PVC Pipe	230	\$348.17
BACKPACK ELECTROSTATIC SPRAYER	1	\$1,775.00
Wire Rope Clip, 3/16 In, Malleable Iron	1,200	\$1,056.00
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl	3	\$663.57
Shower Curtains	200	\$2,010.99
Wire Rope Clip, 3/16 In, Malleable Iron	100	\$88.00
Cable, 1/8 In., 500 Ft., 7 X 7, Clear Vinyl	5	\$1,105.95
PVC Pipe 1 Inch	125	\$270.00
Shower Hooks	125	\$1,591.25
N95 Mask	4,000	\$11,520.00
Hand sanitizer 70%	133	\$15,221.85
Kutol No Touch Dispenser with drip trays	150	\$6,150.00
70% ISOPROPYL ALCOHOL HAND SANITIZING GEL	144	\$5,328.00
Face Shield 9" x 12 1/2" - with Foam Brow Pad	1 Case	\$167.20
KN 95 SAFETY MASK, NON MEDICA	5,000	\$19,500.00
TOTE of Hand Sanitizer	1	\$739.52
SAFETY MASK, 3 PLY, LIGHT BLU	10,000	\$7,900.00
HAND SANITIZER 1 GALLON	10	\$462.50
Coveralls	100	\$734.29
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
New HP LTO 5 tapes C7975A	150	\$3,259.00
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER Drum	1	\$834.57
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER 32OZ	60	\$450.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
PET French Square Bottles with Flip Top Caps 2oz and 4oz	8,000	\$2,861.00
UR CS PLY CTTN FACE MASK	1,334	\$10,115.00
KN 95 SAFETY MASK, NON MEDICAL	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
HAND SANITIZER 1 GALLON - NO PUMP	40	\$1,946.00
GALLON PUMP	20	\$83.00
N95 Mask	4,000	\$21,240.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
KN 95 SAFETY MASK, NON MEDICA	5,000	\$20,250.00
SAFETY MASK, 3 PLY, LIGHT BLUE	10,000	\$7,900.00
THERMAL SAFETY SYSTEM	12	\$45,000.00
Logmein	6	\$7,794.00
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER   5 GALLON PAIL	50	\$4,867.50
SPRAY NINE HEAVY DUTY CLEANER / DEGREASER   55 GALLON DRUM	5	\$4,172.95
DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS	360	\$11,520.00
Antibacterial Pouches	1,000	\$15,851.50



# Special Procurements

## Fiscal Year 2020 - Third Quarter

### SPECIAL ADDENDUM: COVID-19 Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
<b>CREDIT CARD PURCHASES (continued)</b>		
DISINFECTANT WIPES, 160 SHEETS PER CAN, 12 CANS PER CAS	720	\$23,040.00
Stay Safe Floor Decals OTS Square Cut, 12 x 14	500	\$1,350.00
DISINFECTANT WIPES,	500	\$32,000.00
DISINFECTANT WIPES,	500	\$32,000.00
Hand Sanitizer 55 Gallon Drum	5	\$6,495.00
Hand sanitizer - 1000 Mil 6pk	43	\$4,063.19
Steel Square Tube A500/A513 (Welded) 1.250 X 1.250 X 0.083	259	\$2,867.75
Aluminum Angle 6063T52 2.000 X 2.000 X 0.125	53	\$1,380.24
Hot Rolled Flat Bar 0.125 X 5.000	20	\$658.44
Survivair Opti-Fit (TM) Tactical,M	20	\$3,585.40
Canister,P100,Black	30	\$1,887.30
Tactical / Riot Helmet w/ Integral Visor Plus Ear & Neck Protector	30	\$5,940.00
Pepperball Launchers	4	\$1,998.98
Hand sanitizer - 1000 Mil 6pk	4	\$373.32
Seat Covers	10,000	\$5,668.00
Hand sanitizer - 1000 Mil 6pk	7	\$668.31
Hand sanitizer - 1000 Mil 6pk	57	\$5,334.81
Hand Sanitizer Dispensers	75	\$615.00
Hand sanitizer 2 oz	5,000	\$10,000.00
Sneeze Guard	50	\$5,540.99
<b>SINGLE PAYMENT REQUESTS</b>		
Flex Wipes	150	\$5,842.50
Flex Wipes	225	\$8,763.75
Flex Wipes	75	\$2,921.25
Cotton Face Mask	4,000	\$17,800.00
Hand Sanitizer Tubes	230,000	\$115,000.00
3M Mask	30,000	\$65,970.00
3 Layer Mask	4,000	\$1,680.00
Wipes	2,000	\$128,000.00
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	60	\$492.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	30	\$2,154.00
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	60	\$5,841.00
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	10	\$8,345.70
KN95NM	79,000	\$236,210.00
Wipes	250	\$80,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	298,000	\$223,500.00
KN95NM	121,000	\$361,790.00
SAFETY MASK, 3 PLY, LIGHT BLUE	102,000	\$76,500.00
DISINFECTANT WIPES,	500	\$179,170.00
DISINFECTANT WIPES,	300	\$96,000.00
SAFETY MASK, 3 PLY, LIGHT BLUE	85,000	\$58,650.00
DISINFECTANT WIPES,	500	\$160,000.00
DISINFECTANT WIPES,	548	\$67,659.96
Spray Nine Heavy Duty Cleaner 1 Quart Spray Bottles	228	\$1,869.00
Spray Nine Heavy-Duty Cleaner 1 Gallon	12	\$861.60
Spray Nine Heavy Duty Cleaner 5 Gallons Pail	10	\$973.50
Spray Nine Heavy Duty Cleaner 55 Gallon Drum	5	\$4,172.85
Victory Sprayers Cordless	36	\$27,900.00
Victory Sprayers Back Pack	19	\$33,725.00
Wipes	800	\$256,000.00
Wipes	710	\$227,200.00
3 PLY MASK INDIVIDUALLY WRAPPED	100,000	\$69,000.00
Wipes	320	\$256,000.00

# Special Procurements

## Fiscal Year 2020 - Third Quarter

### SPECIAL ADDENDUM: COVID-19 Procurements to Date

DESCRIPTION	QUANTITY	AMOUNT
<b>CONTRACTS</b>		
<b>C-2055600-01 Microsoft Laptops</b>		
Microsoft Laptops	128	\$206,462.00
<b>C-2051412-01 Staff Augmentation</b>		
Servicers for Cleaning of Buses	30	\$1,339,996.00
Servicers for Cleaning of Rail	20	\$350,000.00
<b>C-2051412-02 Staff Augmentation</b>		
Servicers required for cleaning Buses	35	\$1,979,300.00
Supervisors to supervise Servicers	6	\$349,690.00
<b>C-2055710-01--Halosil Contract Pending Award</b>		
0753-110FLX Halofogger, FLX, 12ft. Extended Nozzle, 110V, with Digital Timer & Suction Cup Mounts	28	\$296,800.00
0753-EXHA12 12FT Hose Assembly for Extended Nozzle with Suction Cup Mounts	56	\$40,320.00
HSH202 HaloSense--Portable H202 Detector with Low Range Sensor and Battery Charger	5	\$7,000.00
0753-TRIPOD Extra Nozzle Mounting Tripod	13	\$780.00
HM10N0G4 HaloMist Disinfectant Case, x4 1-Gallon (3.8) Bottles	108	\$41,040.00
H202STPS-50 Halosil Chemical Indicator Strip	6	\$243.00
LTL Freight Charges	LOT	\$10,000.00
<b>C-2057095-01 Driver Barrier Shield</b>		
NABI Driver Shield	500	\$175,000.00
New Flyer Transit	50	\$17,500.00
Proterra Driver Shield	10	\$3,500.00
ARBOC Driver Shield	125	\$40,625.00
New Flyer Suburban Driver Shield	52	\$27,040.00
<b>DELIVERY ORDERS</b>		
<b>Barrier Shield Project</b>		
Aluminum Sheet, 48" x 144"	12	\$284.20
Washer, Fender, 5/16 x 1 1/2 (BOX of 100)	65	\$652.47

**TOTAL COVID-19 RELATED PROCUREMENTS TO DATE: 159** **1,282,948** **\$8,595,223.39**

## Active Requirements Contracts

\$250,000+ Only and Expiring between 07/01/2020 and 06/30/2021

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Within 6 Months</b>				
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
2012794-01	DTI	Furnish and Install CCTV on LRVs	07/29/2020	\$10,070,875
2048532-01	Chavez Concrete Cutting	FTA Required ADA Station Compliance	08/05/2020	\$724,000
2053327-01	IMPAC RECOVERY SYSTEMS, INC.	Between Car Barrier System	08/05/2020	\$933,340
2012070-01	AC Printing	Customer Timetable Printing	08/16/2020	\$659,952
2015006-01	CTJ Maintenance Inc.,	Janitorial	08/25/2020	\$2,782,765
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
2035563-01	The Aftermarket Parts Company	Meritor Brake Parts for DART's Bus Fleet	08/31/2020	\$282,951
2045430-01	KPMG LLP	Consulting Engagement for UP3	08/31/2020	\$673,801
2046976-01	CAD Railway Industries Ltd	TRE Wreck Repair- 4 cars	09/01/2020	\$250,000
2010806-01	The Jarvis Press, Inc.	Large to Medium Format Offset Printing	09/08/2020	\$900,801
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
2015000-01	Waste Connections	Trash Pick-Up and Disposal Services	09/14/2020	\$593,794
2048666-01	GilligLLC	40-Foot Low Floor Diesel Buses	09/15/2020	\$1,517,529
2037282-01	Kustom Seating Unlimited	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
2005220-20	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
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
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
2042466-01	Delta/Peoples JV	Central Business District Rail Replacement	10/29/2020	\$13,477,367
2041271-01	Iron Mountain Information Mgmt	Offsite Records Storage	10/31/2020	\$265,819
2018899-02	Central Alert, Inc.	Fire Protection and Safety	11/02/2020	\$356,299
1802	Archer Western Construction	Cotton Belt Equipment Maintenance Facility	11/07/2020	\$1,499,771
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
2045592-01	Delaware Car Company	TRE Wreck Repair 124 and 1063	11/15/2020	\$250,000
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	\$577,841
2031954-01	Valero Marketing and Supply Co	NRV Fuel Management	12/30/2020	\$4,072,217



## Active Requirements Contracts

\$250,000+ Only and Expiring between 07/01/2020 and 06/30/2021

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
<b>Contracts Expiring Over 6 Months To 1 Year</b>				
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	Halff Associates, Inc	Environmental Response	12/31/2020	\$1,066,411
2032036-01	Unum Insurance Company	Life and AD&D Insurance	12/31/2020	\$7,874,514
2026895-01	HealthSCOPE Benefits	Third-Party Administrator Services	12/31/2020	\$8,253,939
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
2029795-02	AT&T	AT&T Cellular Services and Equipment	04/06/2021	\$1,174,916
2027459-01	Progress Rail Locomotive, Inc	TRE Locomotive Purchase	04/24/2021	\$4,881,700
2034401-01	Edens Touch Diversified LLC	Grounds Maintenance and Vegetation Control	04/28/2021	\$1,181,597
2045544-01	Cornell Dubilier Electronics	Propulsion System Capacitor for DART's LRV Fleets	04/29/2021	\$594,472
1020869-01	Bank of America, N.A.	Depository Services Agreement	04/30/2021	\$785,344
2022709-02	Chem Chek Co. Inc.	Onsite Collection Services	05/30/2021	\$734,250
<b>Total Contracts = 64</b>			<b>Total Value of All Contracts Above:</b>	<b>\$317,180,376</b>



# Upcoming Procurement Opportunities

As of July 1, 2020

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## Agency Advertising Services

Upcoming Item: **P-2056764**

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

**Description:**

DART seeks Agency Advertising Services.

The NIGP code associated with this event is:  
915 Communications and Media Related Services

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## 50 Ton Portable Electric Jacks

Upcoming Item: **B-2055994**

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

**Description:**

Provide lifts to be used for locomotives during maintenance and repair activities.

The NIGP code associated with this event is:  
545 Machinery and Hardware, Industrial

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## HVAC Repair Services

Upcoming Item: **B-2057094**

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

**Description:**

Facility Heating/Ventilation/Air Conditioning Parts and Emergency/Routine Services

The NIGP code associated with this event is:  
031 Air Conditioning, Heating, And Ventilating Equipment, Parts

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## Cummins Engines for DART's NABI Bus Fleet

Upcoming Item: **B-2056964**

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

**Description:**

The Authority has a requirement to purchase Cummins Engines with Core Exchange for DART's NABI Bus Fleet.

The NIGP code associated with this event is:  
557 Mass Transportation-Transit Bus Accessories and Parts

# Upcoming Procurement Opportunities

As of July 1, 2020

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## Lubricator Block for DART's Light Rail Vehicles

Upcoming Item: **B-2057247**

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

**Description:**

The Authority has a requirement to purchase Lubricator Block for DART's Light Rail Vehicles.

The NIGP code associated with this event is:  
559 Mass Transportation-Rail Vehicle Parts and Accessories

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## Portable Wireless Mobile Column Bus Lifts

Upcoming Item: **B-2056996**

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

**Description:**

The Authority has a requirement to provide Portable Wireless Mobile Column Bus Lifts.

The NIGP code associated with this event is:  
075 Automotive Shop And Related Equipment And Supplies

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## GM Engine for DART's ARBOC Bus Fleet

Upcoming Item: **B-2056963**

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

**Description:**

The Authority has a requirement to purchase General Motor Engine for DART's ARBOC Bus Fleet.

The NIGP code associated with this event is:  
557 Mass Transportation-Transit Bus Accessories and Parts

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## Rebuild Gear and Center Trucks for DART's Light Rail Vehicle Fleets

Upcoming Item: **B-2056375**

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

**Description:**

The Authority has a requirement for services to Rebuild Traction Gear Unit Assemblies and Rebuild Center Trucks for DART's Light Rail Vehicle Fleets.

The NIGP code associated with this event is:  
559 Mass Transportation-Rail Vehicle Accessories and Parts

# Upcoming Procurement Opportunities

As of July 1, 2020

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## Replacement of Roll-up Doors

Upcoming Item: **B-2056708**

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

**Description:**

The Authority has a requirement to provide and install interior roll-up doors.

The NIGP code associated with this event is:

909 Building Construction Services

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## Portable Sanding System

Upcoming Item: **B-2055877**

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

**Description:**

The Authority has a requirement to purchase a Portable Sanding System.

The NIGP code associated with this event is:

545 Machinery and Hardware, Industrial

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## Furnish and Install Storage Array

Upcoming Item: **P-2055973**

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

**Description:**

The Authority has a requirement to replace the current enterprise hardware storage arrays.

The NIGP code associated with this event is:

204 Computer Hardware and Peripherals For Microcomputers

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## Paint Products for DART's Light Rail Vehicle (LRV)

Upcoming Item: **B-2055137**

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

**Description:**

The Authority has a requirement for Paint Products for DART's Light Rail Vehicle (LRV).

The NIGP code associated with this event is:

635 Painting Equipment and Accessories

# Upcoming Procurement Opportunities

As of July 1, 2020

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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

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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 July 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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## 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

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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)

## A detailed map of the Dallas Area Rapid Transit (DART) system. The map shows several color-coded rail lines: a red line connecting DFW Airport North and Terminal A to Fort Worth; an orange line from DFW Airport North through Irving and University City to downtown Dallas; a green line from Carrollton through Farmers Branch and Love Field to downtown Dallas; a blue line from Garland through Lake Highlands and White Rock to downtown Dallas; and a dark blue line from Mesquite through downtown Dallas to Fort Worth. Numerous stations are labeled along these routes, including DFW Airport North, DFW Airport Terminals B and A, Centreport/DFW Airport, West Irving, Downtown Irving/Heritage Crossing, Medical/Market Center, Victory Station, Union Station, Eddie Bernice Johnson Convention Center, Cockrell Hill, 8th &amp; Corinth, Dallas Zoo, Tyler/Vernon, Hampton, Westmoreland, Morrell, Illinois, Kiest, VA Medical Center, Ledbetter, Camp Wisdom, UNT Dallas, Red Bird Transit Ctr., Glenn Heights Park &amp; Ride, Mesquite, S. Garland Transit Ctr., Lake Ray Hubbard, Rowlett, Downtown Rowlett, Forest/Jupiter, LBJ/Skillman, Lake Highlands, White Rock, SMU/Mockingbird, Lovers Lane, Walnut Hill, Park Lane, LBJ/Central, Forest Lane, Spring Valley, Arapaho Center, Galatyn Park, Cityline/Bush, 12th Street (future), Downtown Plano, Parker Road, Shiloah Road, Jack Hatchell Transit Ctr., UT Dallas, Knoll Trail, Addison Transit Ctr., Farmers Branch, Royal Lane, Walnut Hill/Denton, Loop 12 (future), Burbank, Inwood/Love Field, Southwestern Medical District, Highland Park, University Park, Love Field (via bus 524), Bachman, Las Colinas Urban Center, North Lake College, Hidden Ridge (future), Irving Convention Center, Cypress Waters (Dallas), Trinity Mills, Carrollton, North Carrollton/Frankford, NW Plano Park &amp; Ride, and Jack Hatchell Transit Ctr. Major highways like I-75, I-635, I-30, I-20, I-35E, and US-121 are shown as grey lines. Water bodies like Lake Tarrant, Lake Lewisville, and Lake Ray Hubbard are depicted in light blue. A north arrow is located in the upper left corner. The map legend is partially visible at the bottom right.

[illegible]

-  **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**



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

